



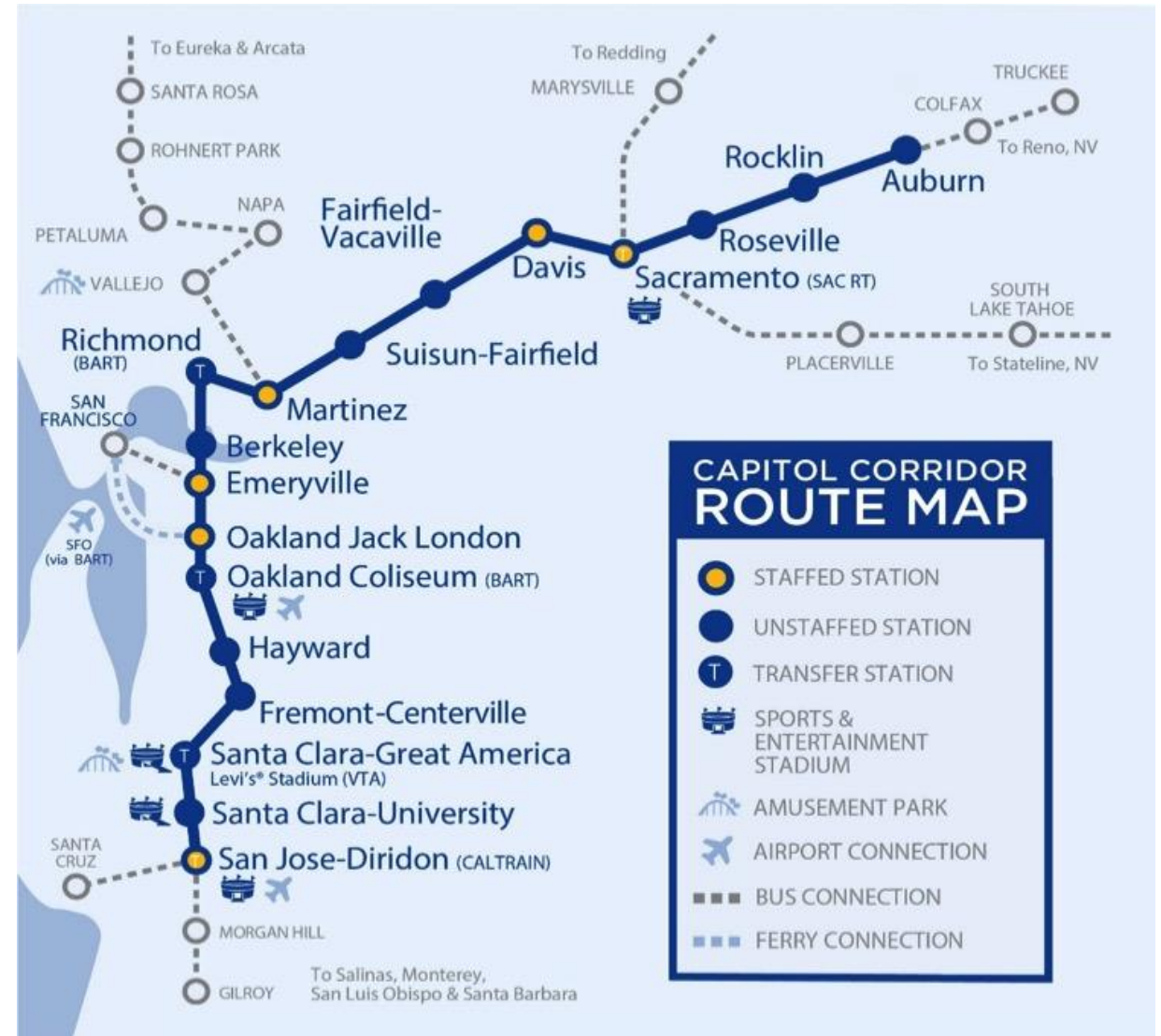
Capitol Corridor Joint Powers Authority

Rob Padgett | Managing Director



Capitol Corridor Service

- 170-mile route
 - 168 miles-UPRR
 - 2 miles-Caltrain (SF Peninsula)
- 30 weekday trains, 22 on weekends (currently reduced to 22 weekday, 18 weekend)
- 1.8M Annual Riders (pre -pandemic)
- On-time performance at 90% in FY21
- Operated by Amtrak under management of Capitol Corridor JPA



Capitol Corridor Overview



PLACER COUNTY (PCTPA) 2

SACRAMENTO COUNTY (SAC RT) 2

YOLO COUNTY (YCTD) 2

SOLANO COUNTY (STA) 2

CONTRA COSTA COUNTY (BART) 2

SAN FRANCISCO COUNTY (BART) 2

ALAMEDA COUNTY (BART) 2

SANTA CLARA COUNTY (VTA) 2

CCJPA Member Agency Staff

- Staff Coordinating Group
- Monthly Meetings
- Liaisons to Board Members

CCJPA BOARD
16 MEMBERS - 8 COUNTIES
(No Employees)

CAPITOL CORRIDOR
EXECUTIVE OFFICE & STAFF

Provided under contract by BART

- Accounting
- Legal
- Joint Marketing
- Finance
- Human Resources

CalSTA

- Annual State Funds Contract (Operations, Capital)
- Via Caltrans Rail

UNION PACIFIC RAILROAD

- Host Railroad
- Contract for Access and Track Improvements
- Number of Trains
- Capacity, Speed, Reliability

AMTRAK

- Annual Operations/Service Contract
- Crews and Stations
- Maintain Rail Vehicles
- Joint Marketing

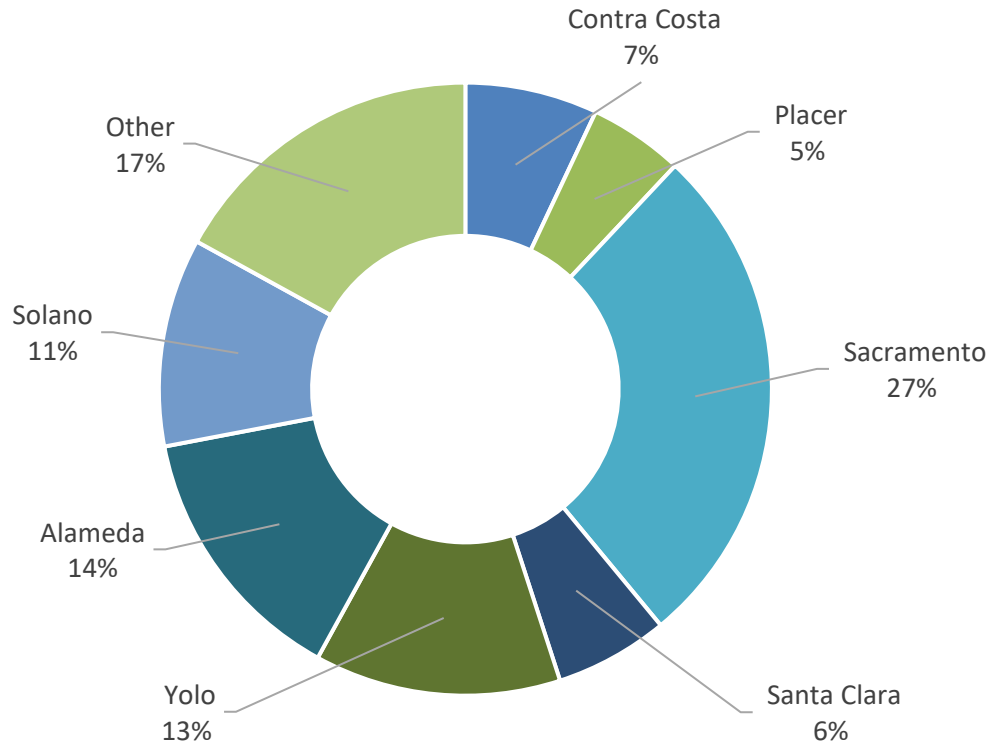
FEDERAL RAILROAD ADMINISTRATION

- Federal Funds
- HSIPR Capital Grants and Other Funding

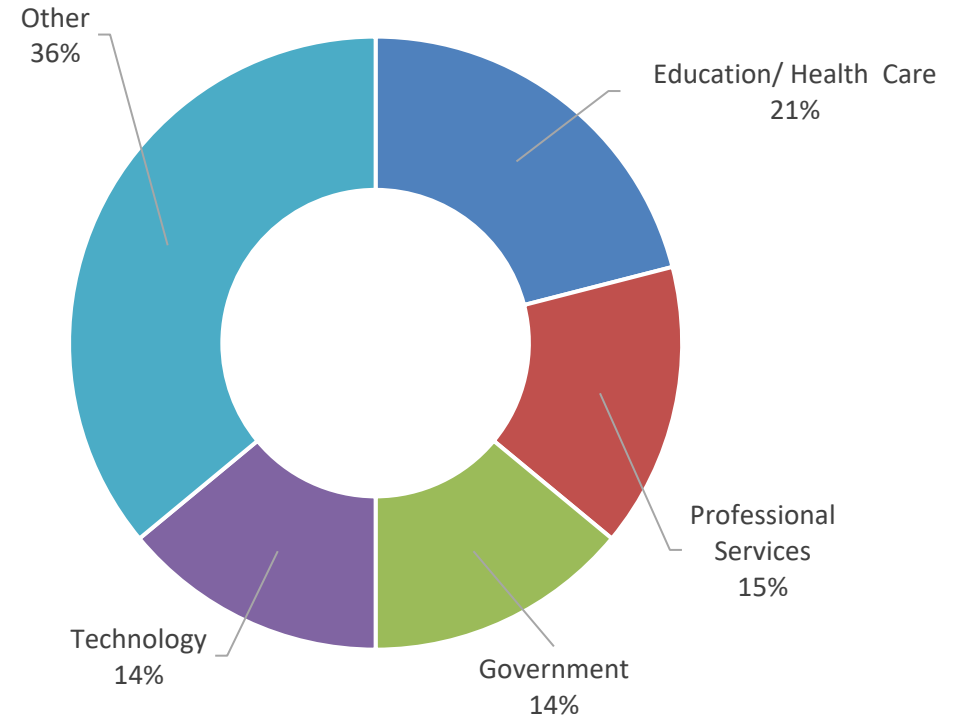
LOCAL COMMUNITIES

- Stations and Parking
- Outreach

Home Location of Riders



Type of Work of Riders

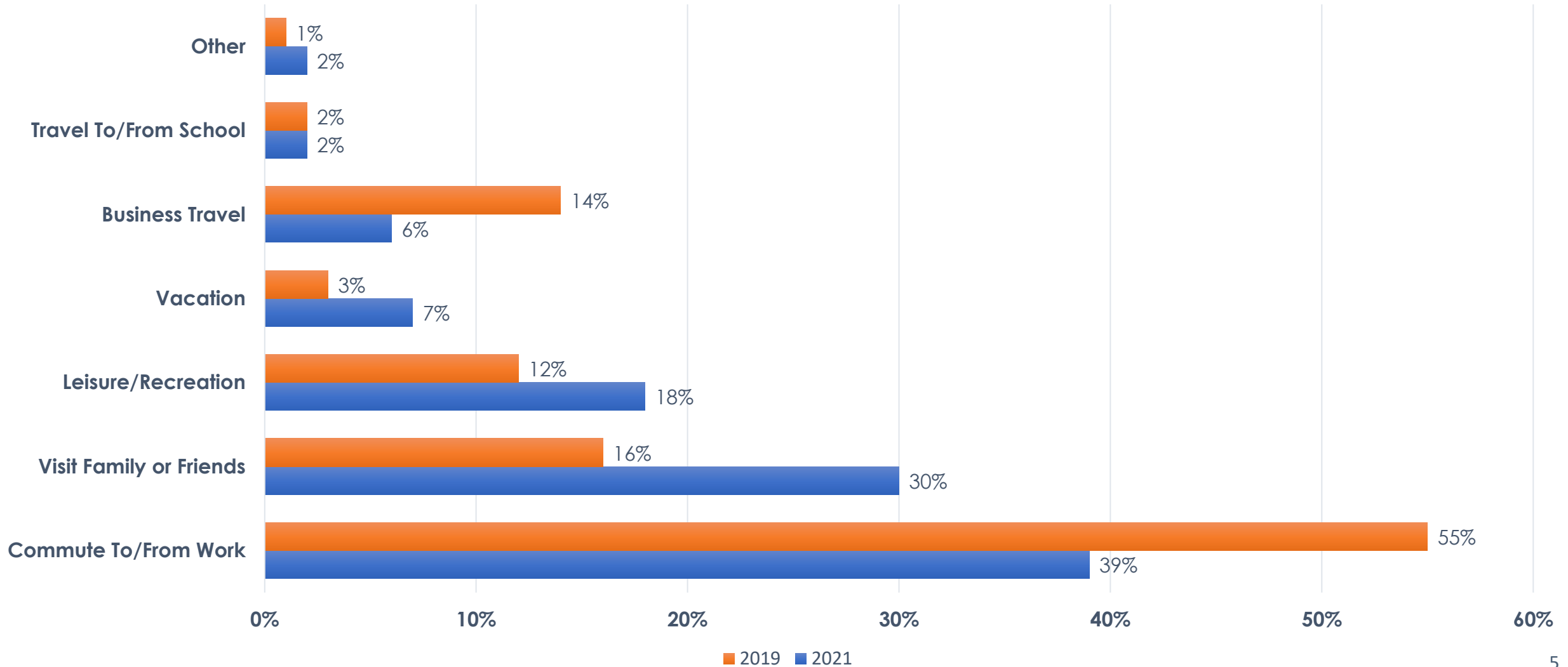


Capitol Corridor Customers

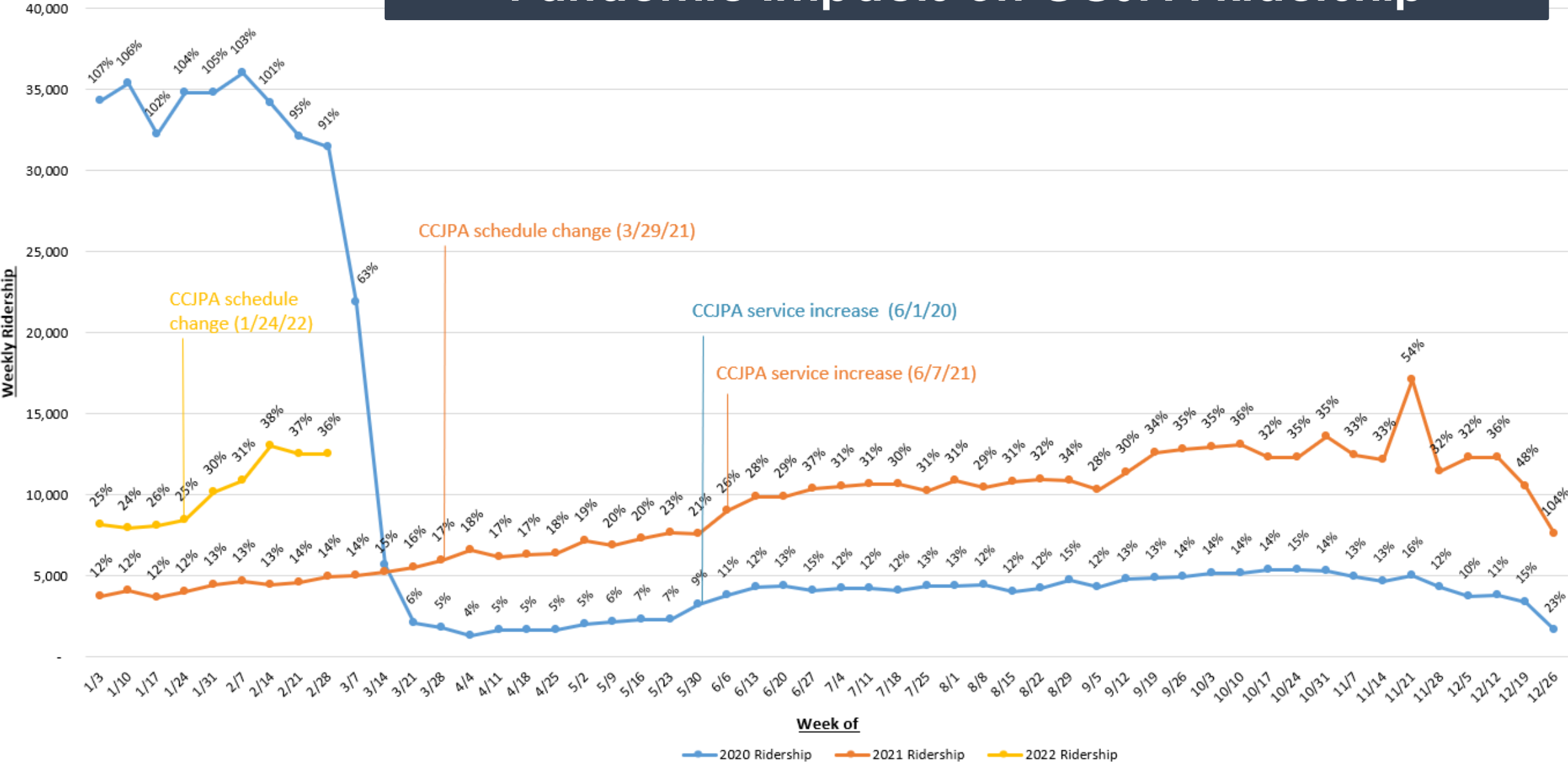
2021

Trip Purpose of Capitol Corridor Customers

What was the main purpose of this trip? (Multiple responses accepted)



Pandemic Impacts on CCJPA Ridership



Capitol Corridor Spring 2021 Pulse Schedule Development

Schedule Change Objectives:

- Regular pulse schedule
- Improved connections to local transit (BART, local transit)
- Improve equipment utilization
- Eliminate single-track territory conflicts to improve on time performance
- Align service with customer demand
- Initiate weekday direct Auburn to San Jose service (prior only Auburn to Oakland)





Recent Service Adjustments

Weekday Westbound:

Added: Trains 543 and 549

Canceled: Trains 535 and 537

Weekday Eastbound:

Added: Trains 534, 540 and 548

Canceled: Trains 520, 526 and 544

CCJPA Technology Innovations

Next Generation Wi-Fi – Completed December 2020

Installed and manage enhanced Wi-Fi system for entire Northern California bi-level fleet serving CCJPA and SJPA routes

Passenger Information Display System (PIDS) – 20222 Completion

California PIDS system covering CCJPA, SJPA, ACE, and the North County Transit District (NCTD)

California Integrated Travel Program (CAL-ITP) – 2022 Pilot (projected in November)

Managing a multi-agency initiative to research, develop and implement an Integrated Travel Program (Cal-ITP) to support planning and payment for travel across multiple modes of transportation in California



THE MEGAREGION



VISION ELEMENTS

SPEED



FREQUENCY



RELIABILITY



CONNECTIVITY



ELECTRIFICATION



LEVEL BOARDING



CLOCKFACE HEADWAYS



Capitol Corridor's Vision Plan

2013 Vision Plan Update

High-level, aspirational vision of faster, more frequent, cleaner, quieter, better connected and altogether more attractive rail service

2016 Vision Implementation Plan

Engineering plan of segmented, phased improvements to achieve Vision Plan

Continue Progress on Service Enhancement Plans



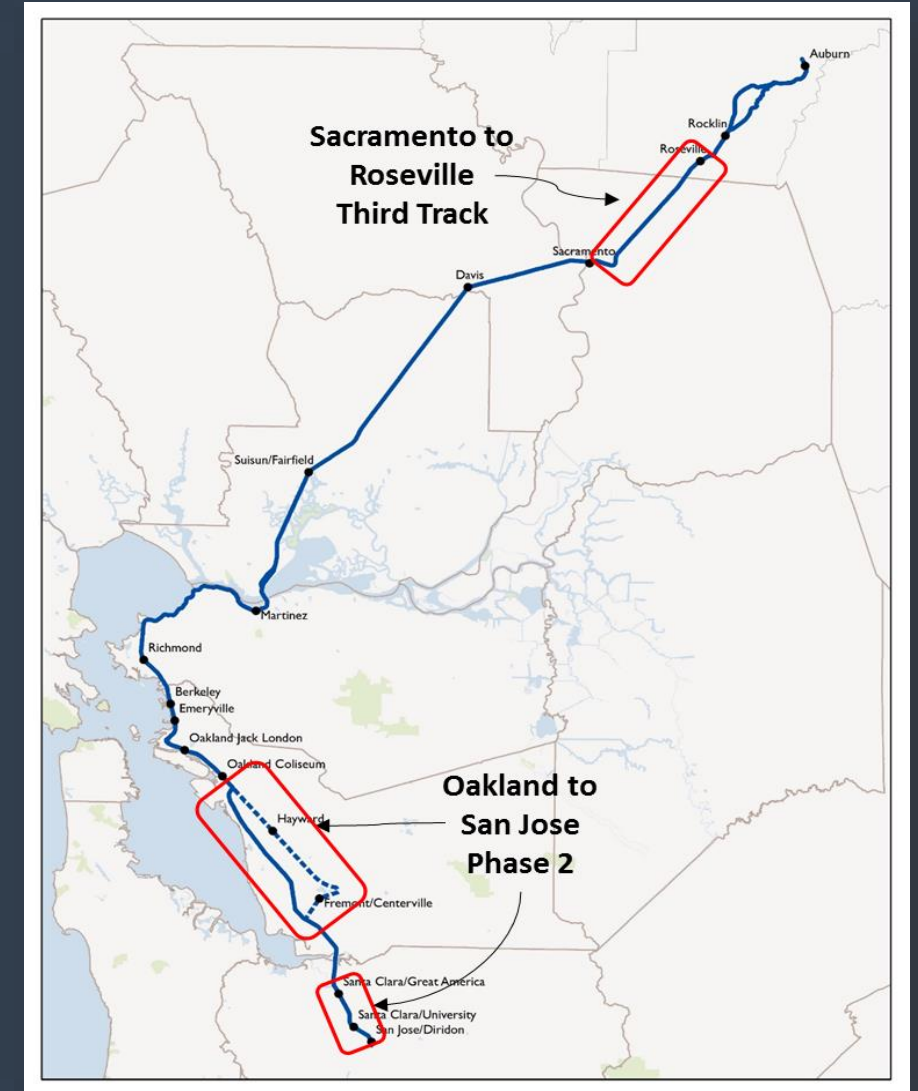
South Bay Connect: Reroute reduces run times (~10 min) adds internal transit stop – shuttles to the Peninsula



Sac-Roseville 3rd Track Ph 1 : Increases service between Sacramento and Roseville from one round trip to three round trips daily



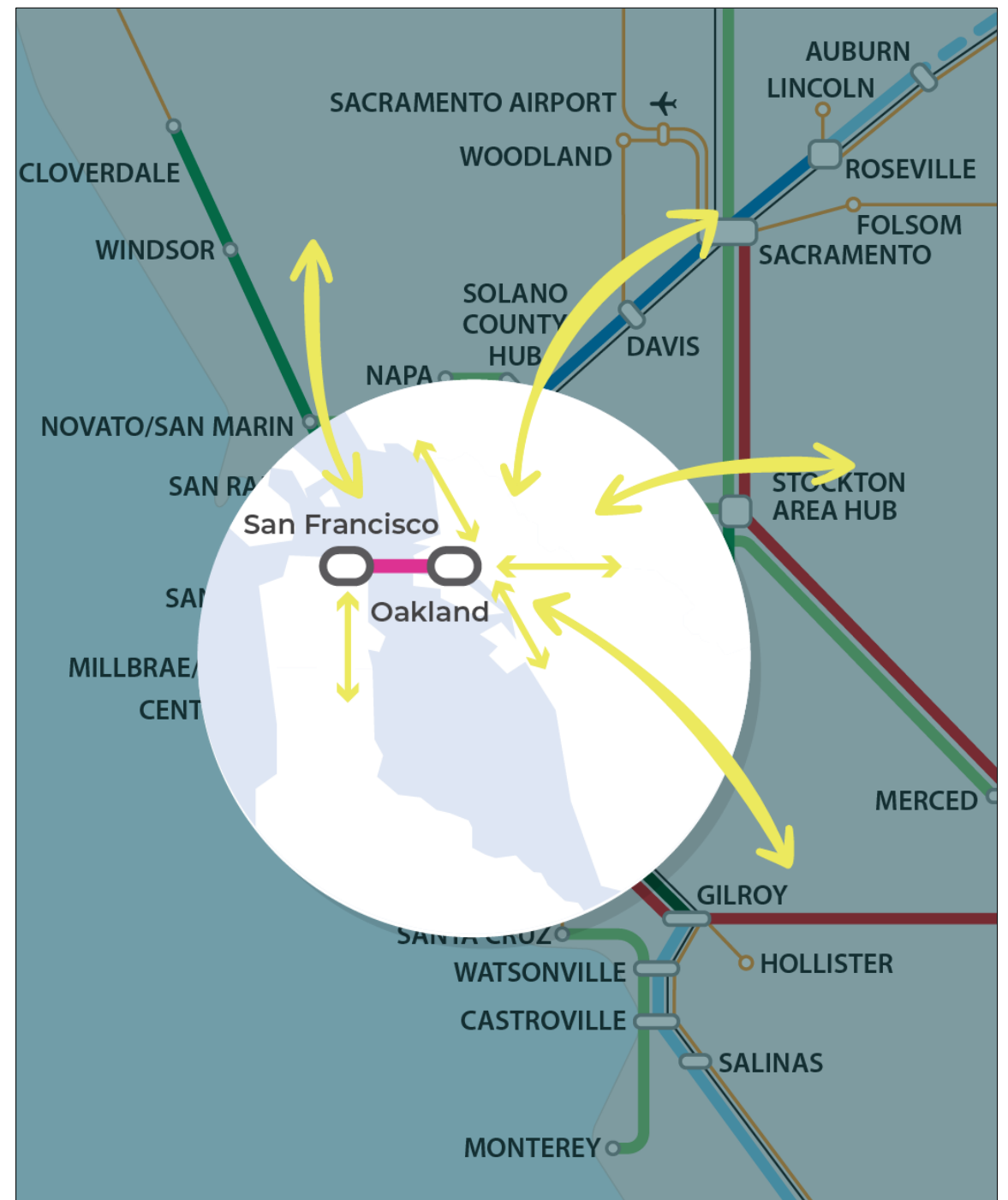
Signal replacements near Davis, and near Berkeley; new siding near Santa Clara



The Vision

The program and its partners will transform the BART and Regional Rail (including commuter, intercity, and high-speed rail) network in the Northern California Megaregion into a **faster**, more **integrated** system that provides a **safe, efficient, equitable**, and **affordable** means of travel for all types of trips.

This program, including a new transbay passenger rail crossing between Oakland and San Francisco, will enhance **livability, community stability, economic opportunity, and environmental quality** in the Megaregion while improving the **travel experience**. With key investments that leverage the existing rail network and increase capacity and system reliability, rail and transit will better meet the travel needs of residents throughout the Megaregion.





Right-of-Way Safety Strategies

- California Operation Lifesaver Outreach
- Right-of-Way Cleanup / Fencing Program
- Two New UPRR Special Agents
- Grade Crossing Improvements (New IIJA Funding)



Infrastructure & Investment Jobs Act

In Millions

PROGRAM	BIPARTISAN INFRASTRUCTURE		
	Authorization	One-Time Appropriation	Authorization + Appropriation
Consolidated Rail Infrastructure Safety (CRISI)	\$5,000	\$5,000	\$10,000
Federal State Partnership for State of Good Repair	\$7,500	\$36,000	\$43,500
Restoration and Enhancement	\$250	N/A	\$250
Amtrak - Northeast Corridor	\$6,570	\$6,000	\$12,570
Amtrak - National Network	\$12,650	\$16,000	\$28,650
FRA Safety, Operations, Railroad Research and Development	\$1,315	N/A	\$1,315
Grade Crossing Separation (House)/ Railroad Crossing Elimination	\$2,500	\$3,000	\$5,500
TOTAL	\$35,785	\$66,000	\$101,785

Infrastructure & Investment Jobs Act

Potential Capitol Corridor Projects

CRISI & Federal State Partnership Grants

Sacramento Roseville Third Track

South Bay Connect

Link21

Carquinez High Level Crossing

Amtrak National -

ADA Station Improvement

Davis Station

Suisun Station

Grade Crossing Separation/ Railroad Crossing Elimination

Grade Crossing Separations/Safety



Questions & Answers

