



Capitol Corridor Joint Powers Authority

Rail Pac Presentation (remote)

November 18, 2023

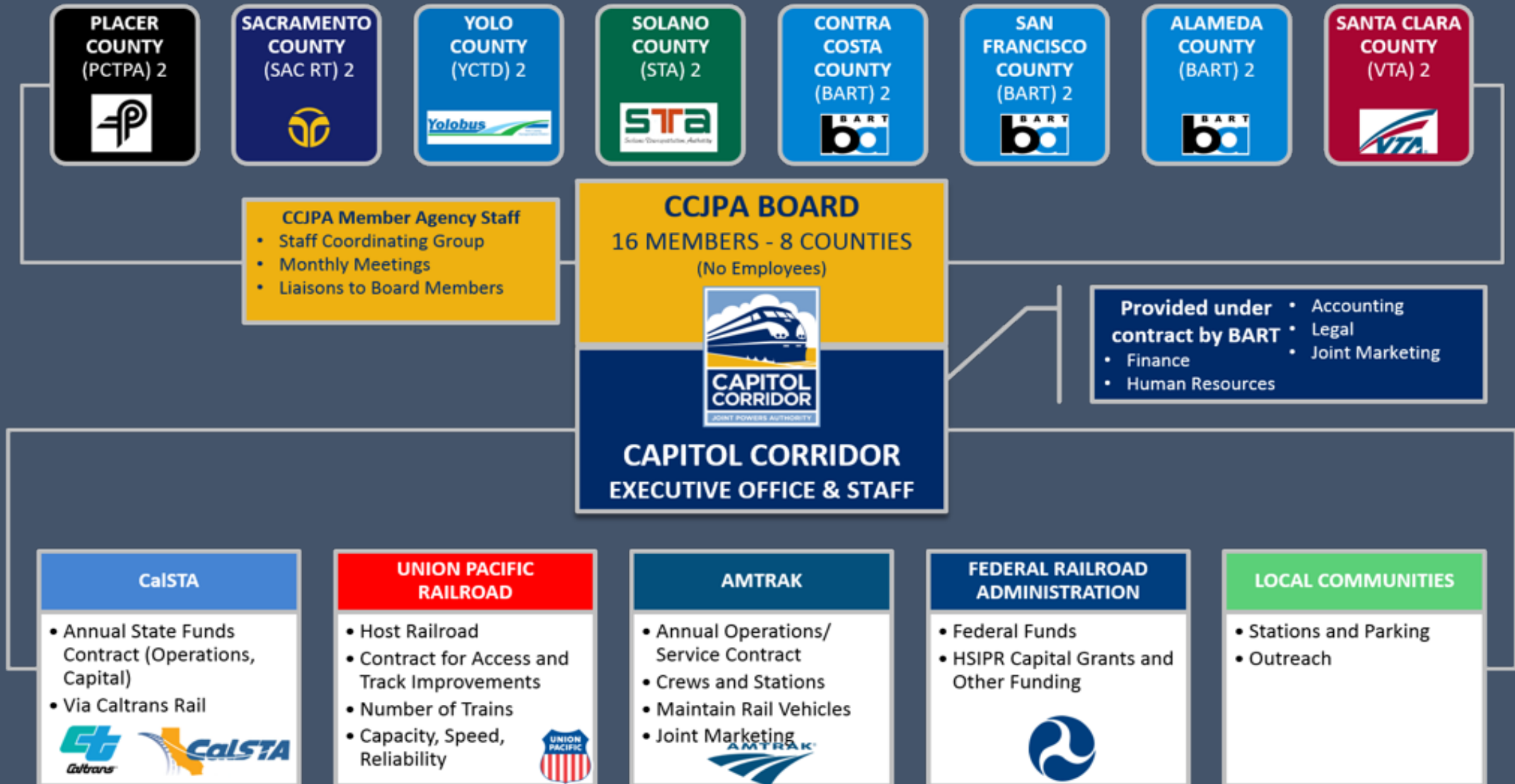


Capitol Corridor Service

- ❑ 170-mile route (~290 track miles)
- ❑ Serve Northern California Megaregion
 - ❖ Sacramento / Sierra Foothills
 - ❖ Oakland / S.F. Bay Area
 - ❖ San Jose/Silicon Valley
- ❑ Only public transport serving entire Megaregion
- ❑ Rely on extensive connections to local transit (Sac RT, BART, Yolo, STA, VTA)
- ❑ Fiscal sponsor of Cal-ITP Program and participating as first intercity rail pilot



Capitol Corridor Overview



High Speed Tour Today of...

- Cal ITP - Tap2Ride
- Davis Station re-signaling/platform
- Sacramento - Roseville 3rd main track
- Albrae siding extension
- Agnew Siding
- South Bay Connect
- Alviso Wetlands Study
- San Francisco Thruway bus stop
- Marketing in the post-pandemic world



CAL- ITP



POLICY:

2018 California State Rail Plan

- Focus on statewide transit trip planning and payments to achieve mobility and GHG reduction targets
- Intercity rail acts as backbone to transportation system

CCJPA OBJECTIVES:

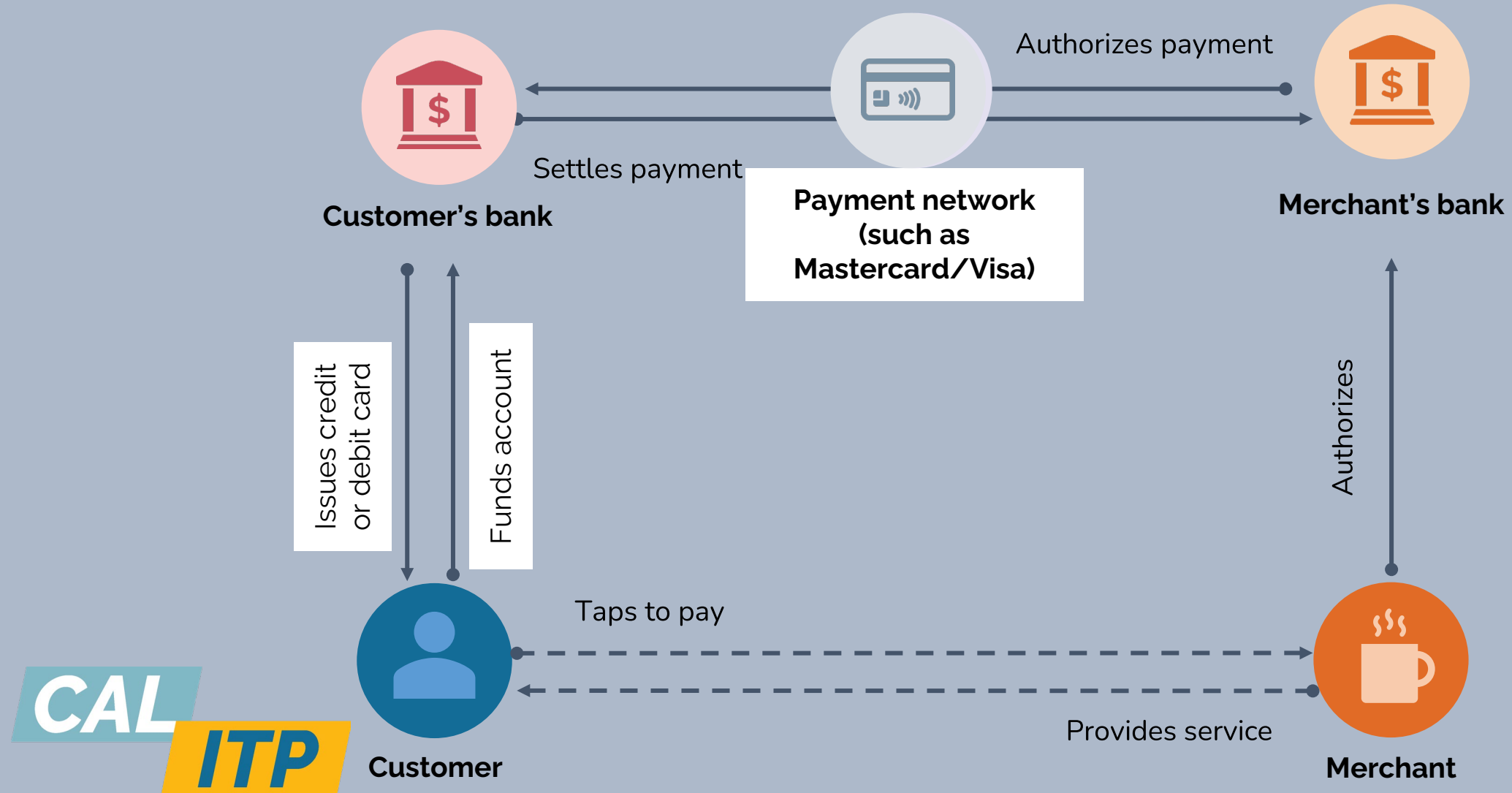
- ✓ Follow state policy
- ✓ Address limitations of Amtrak ticketing
- ✓ Make travel easier

WHAT IS GOING ON IN THE WORLD:

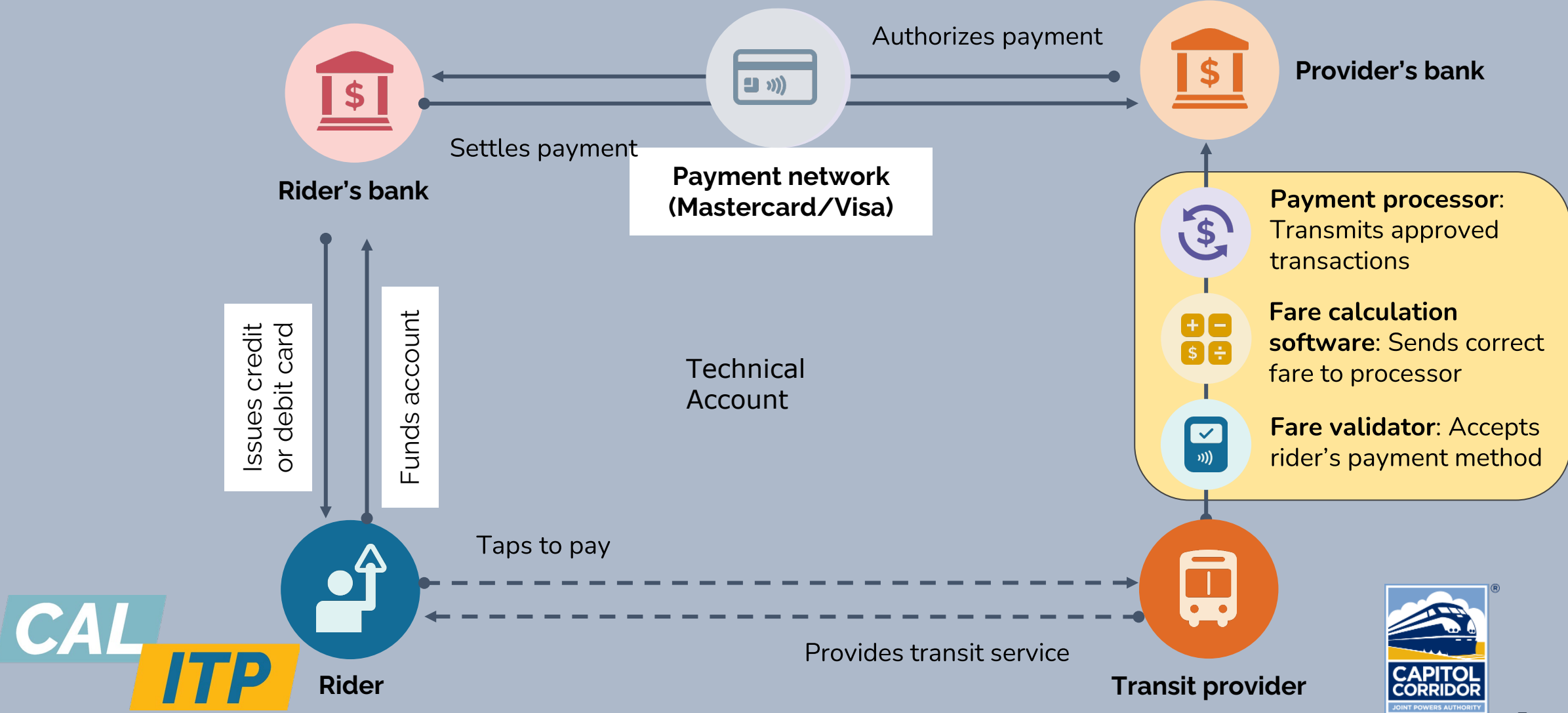
The Emergence of Apps and of Open Loop Payments

- Transit apps popping up everywhere, even in closed loop areas; and open loop success being found (TfL, NYC)

Typical open-loop payments: 4 corner model – buying coffee



Open-loop fare payment ecosystem





**TAP2
RIDE
DISCOUNTS**

Receive \$1 off
the price of a
**one-way 10-ride
pass** between
the same origin
and destination
stations.

Progress to-date

- Small scale lets team ramp up solutions ranging from financial to customer service and avoids risk of fare disruption
- Four EMV readers installed in each of our cab-cars (13 cars)
- About 350 registered MVP riders using Tap2Ride = ~20 riders (40 taps) per day
- Addressing Phase One issues before scaling up in Phase Two
- Install for readers on the remainder of fleet starts in November 2023;
- Target for Phase Two: Early 2024

TAP2 RIDE

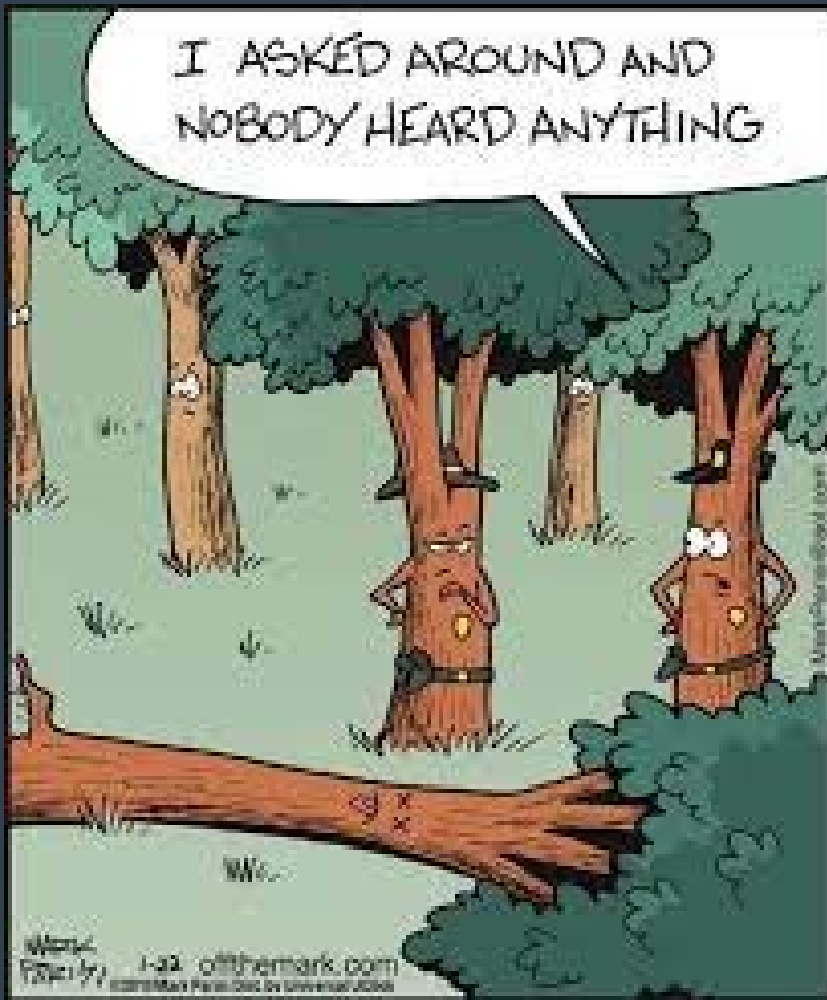
Tap in when you board, tap out at your destination. **If you decide to get off earlier or later, no problem!**



Customer Feedback

All is well and I'm loving the easy access to transit. It is so seamless I am making more trips on a whim and replacing car trips.

Javier Panzar



MVP learnings so far: The Monitoring Side

- Principle of knowing problems before customers tell you - supported by on-train network integration
 - Real-time status with ability to remotely solve issues
- APIs from three vendors create a basis for an integrated monitoring system. Implications for:
 - System monitoring
 - Financial reporting
 - Customer service
- Real-time monitoring and modularity supports competition and interoperability in the Cal-ITP standards marketplace

MVP learnings so far: The Human Side

- User Interface matters: Imperfect conductor inspection application replaced with simpler application
- Conductor engagement critical – change is hard; pushback on extra device (non-Apple)
- Constant training required (rotating staff shared with other Amtrak services)
- Customers absolutely love it!



Davis Station re-signaling/platform

Signal project to allow for platform re-configuration

Completion anticipated 2025 date

Platform- station redux to comply with Federal Court mandate to improve ADA access

Over or under options

Could be complete in 2027



Sacramento - Roseville 3rd main track

Project in Phase 1 – +2RTs; Phase 2 - +7 RTs

Ph1 Project at 60% design, approaching
90% design progress

Ph1 full funding, including federal funding
awarded for the \$214M (that is total cost)

CCJPA's most complicated capital project in
our history

Project ready November 2029



Albrae siding extension

- This project will connect two existing sidings creating a second main track within CCJPA and ACE's most congested corridor. The project will permit double track operation between Fremont and just north of the Alviso Wetlands.
 - CCJPA does not have timing information for this project



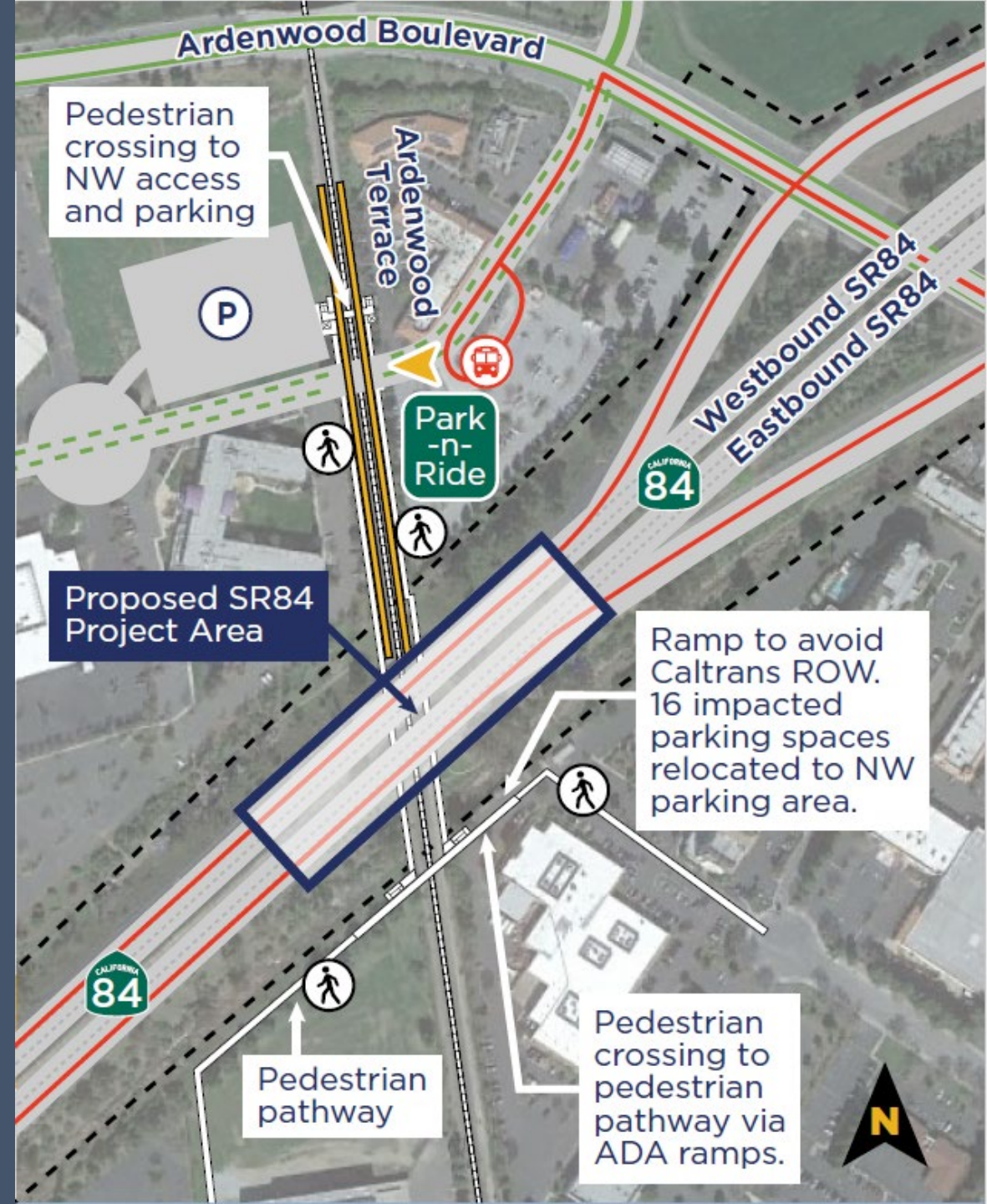
Agnew Siding

- Utilities are being worked on now as is signal design
- Rail construction could commence in 2025



South Bay Connect

- EIR in development focusing on all viable alternatives, but Coast Subdivision is the preferred alignment
- UPRR response to operations modeling extremely stalled so CCJPA using worst case
- Station at Ardenwood being coordinated at Caltrans District 4 for SR 84 bus transit facilities – a multi-modal mobility hub



Alviso Wetlands Study

- Single track territory is a barrier to expansion
- Routes for multi-tracked structure/restoration scheme studied but more detail needed to scope towards a defined process
- Will involve Federal legislation to achieve a suitable Wildlife Refuge and track infrastructure project that compliment each other in a habitat and sea level rise adaptation perspective



San Francisco Thruway bus stop

- Motorcoach costs are rising as contracts compete with tech bus companies
- AC Transit as an alternate is having trouble hiring drivers
- Rising costs will be passed on to SF users
- Use of Salesforce Transit Center costs even more; only viable via AC Transit due to their lower access costs



Marketing in a Post-Covid World

- Remote Work continues to suppress rebounding of business/commuter travel
- Focus on leisure market with an emphasis on weekend travel
- Leverage popularity of large-scale events such as concerts and NFL games
- Revisit partnerships with destinations to boost leisure trips
- Seek out business/commute travelers who are new to Capitol Corridor (people who have moved or changed jobs during the pandemic)
- Explore adjusting service schedule to better serve weekend leisure travelers

