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IV. Consent Calendar

1. Approve Minutes of the November 20, 2024 Meeting
2. Authorize Amendment to Agreement with Union Pacific Railroad for the Santa Clara Crossover Project
3. Authorize Cooperative Agreement with National Passenger Railroad Corporation (Amtrak) for Davis Crossover and Signal Project
4. Authorize Agreement for the Capitol Corridor Website Redesign

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Item V.1

Service Operations Update



Capitol Corridor Operating Plan		
	Current Service FFY 2024	Planned Service FFY 2025 Spring 2025
	Reduced Service	Full Service
Sacramento – Oakland	24 Weekday Trains 22 Weekend Trains	30 Weekday Trains 22 Weekend Trains
Oakland – San Jose	12 Weekday Trains 14 Weekend Trains	14 Daily Trains
Sacramento – Roseville	2 Daily Trains	2 Daily Trains
Roseville – Auburn	2 Daily Trains	2 Daily Trains

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Item V.2

Statewide Fleet Planning & Development

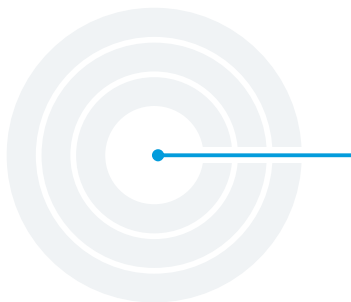
Kyle Gradinger – Chief, Caltrans Division of Rail



February 19, 2025

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Today's topics



Provide an update on **short-term service restoration** plans across all intercity corridors

Provide an overview of current and future **fleet development initiatives**

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Caltrans plays a coordinating role for fleet planning and development efforts in California

Structure of working groups

Topics (selection)

- Service planning
- Fleet management incl. deployment, overhauls
- Fleet procurement Focus today
- Platform-train interface incl. other infrastructure
- Zero-emission transition

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In the short-term, the 3 intercity services will restore their service to pre-pandemic level

Service restoration plan, in # of revenue trainsets


	0 Status quo As of January 2025	1 Spring restoration March-April	2 Fall restoration ~October	Future growth
Pacific Surfliner	8	9	10 <small>1 Comet set¹ 9 6-car bi-level set</small>	tbd.
Capitol Corridor	8	8 <small>4 5-car Bi-level set 4 4-car Bi-level set</small>	9 <small>4 5-car Bi-level set 5 4-car Bi-level set</small>	tbd.
San Joaquins	7 <small>4 5-car bi-lvl. set 3 Venture set</small>	8 <small>4 5-car bi-lvl. set 4 Venture set</small>	8 <small>3 5-car bi-lvl. set 5 Venture set</small>	tbd.





(1) To be confirmed - potential redeployment of additional bi-level cars dependent on resolving loss of shunt and further Venture trainset deployment
Source: LOSSAN, CCJPA, SJJPA

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The current bi-level fleet consists of 139 cars and 35 locomotives




				
	Cal I and II cars	Superliner cars	F59 locomotives	Charger locos
Definition	Bi-level rail car (includes coach, bike, café, and cab car)	Bi-level rail car (includes coach, bike, café, and cab car)	Tier 2 locomotive (first emission standard from early 2000s)	Tier 4 locomotive (lowest tailpipe emissions standard)
Year introduced	1996 - 2002	1980	1994 - 2001	2017, 2021
Keeper	Caltrans + Amtrak	Amtrak	Caltrans	Caltrans
NorCal fleet	75	2	13	10
SoCal fleet	13 + 39 Amtrak-owned	10	-	14







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In addition to the existing fleet, new vehicles are being added

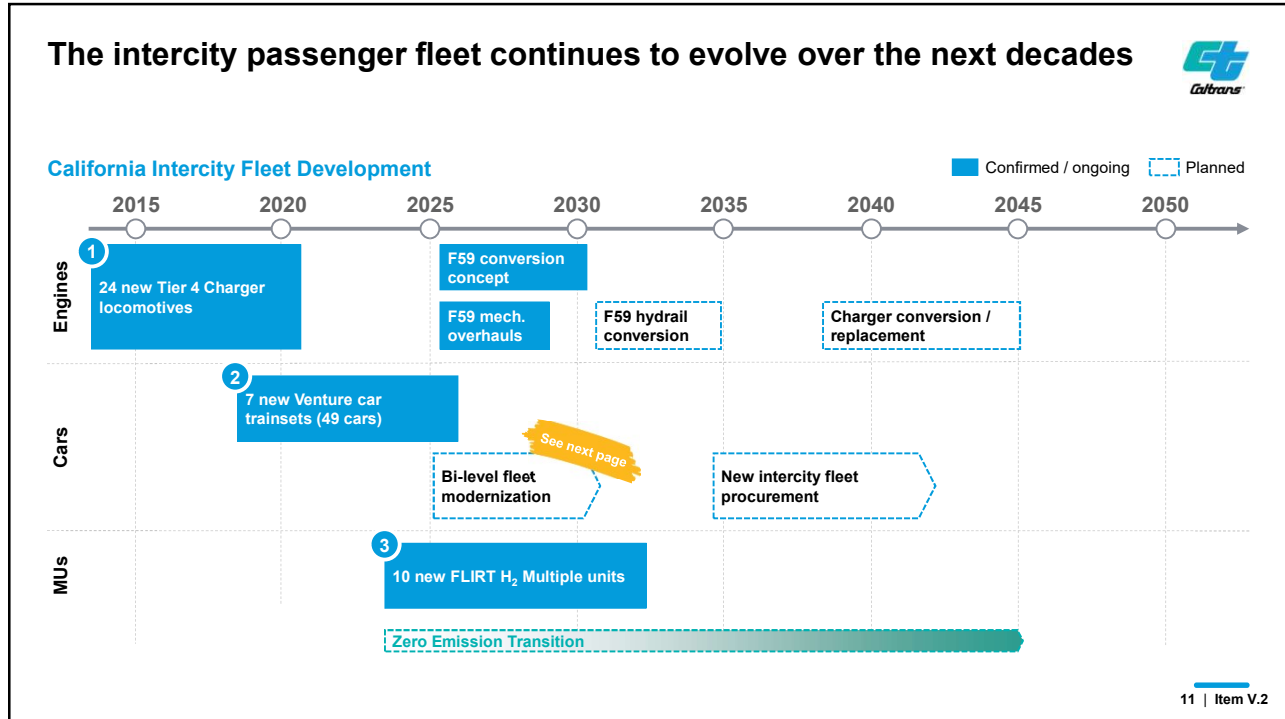


Recent and current rolling stock procurements

	Charger locomotives	Venture cars	FLIRT Hydrogen Multiple Unit (Zero Emission)
Procurement			
Deployment	All 3 intercity corridors	San Joaquins, 2024	Tbd., est. 2028
# Vehicles	 24/24	 24/49 +7 options	 0/10 +19 options
	■ In revenue service ■ Delivered/ In acceptance ■ In procurement/ production		

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The Fleet Modernization will completely overhaul the existing bi-level equipment to a “brand-new” look and feel

Impressions of the current fleet

- Outdated and inconsistent appearance
- Limited functionality and variety of amenities
- Reliability issues of certain components

Vision of a modernized fleet

- High-end, “brand-new” look and feel
- State-of-the art design and functionality
- Overhauled components and optimized maintainability

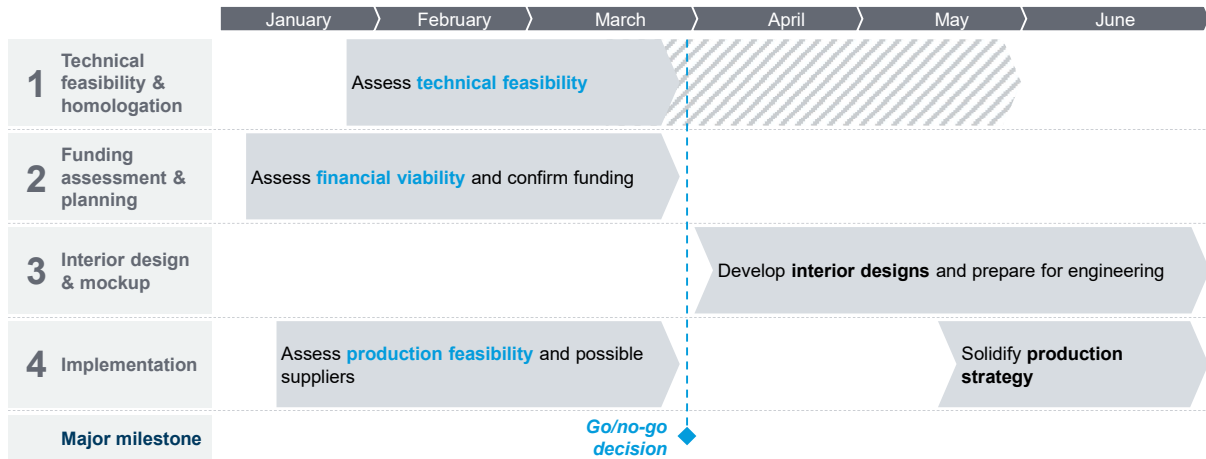
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Currently, a technical, financial and production feasibility assessment is ongoing – go/no-go decision anticipated by the end of Q1



Bi-Level Fleet Modernization Timeline, first half of 2025




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Item V.3


Fare Study Update

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Purpose of Fare Study




Grow ridership




Ensure financial stability



Respond to changes in travel markets



10+ years since fare policy was last examined



Promote Equity

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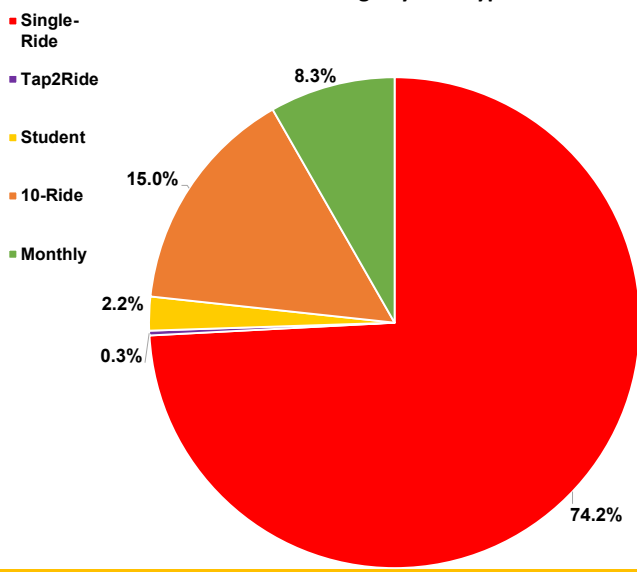
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Fare Products and Revenue Share

Key Facts:

- In FY 24, single-ride fares were 74% of revenue
- In FY 19, single-ride fares were 66% of revenue
- 77% of revenue comes from trips over 50 miles
- No station pairs under 20 miles account for more than 1% of ridership or revenue

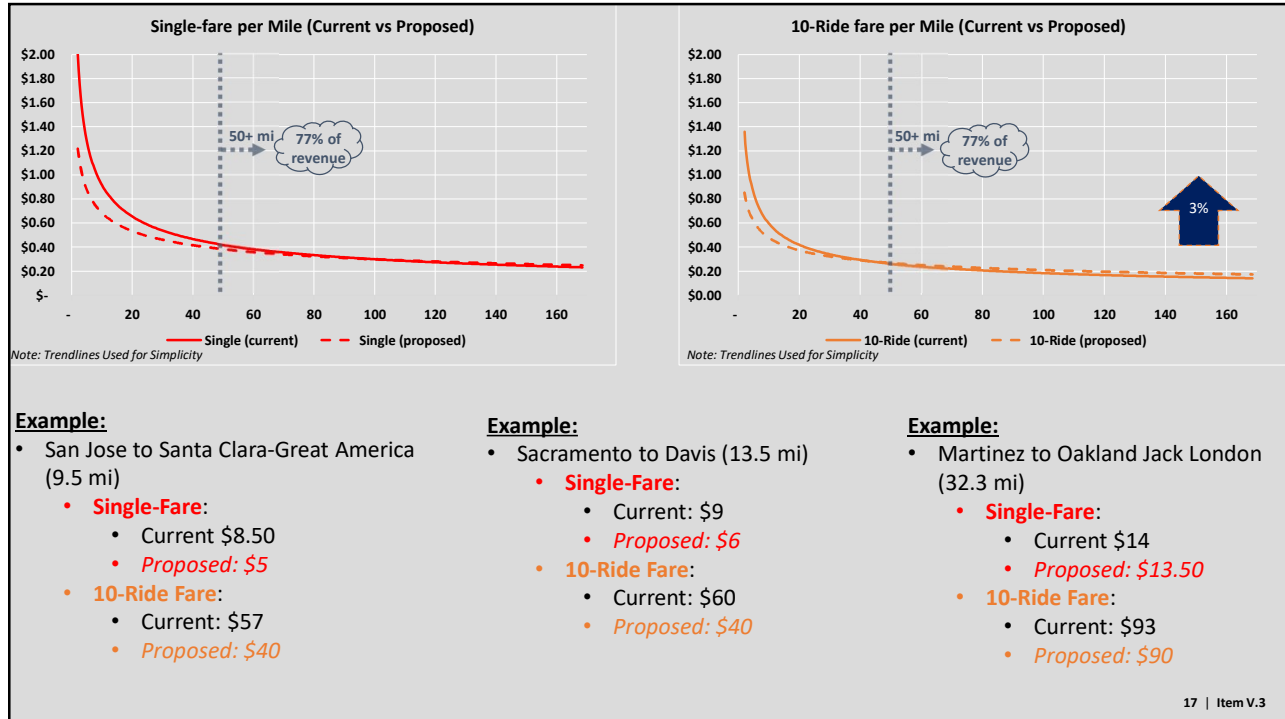
FY 24 Revenue Percentage by Fare Type



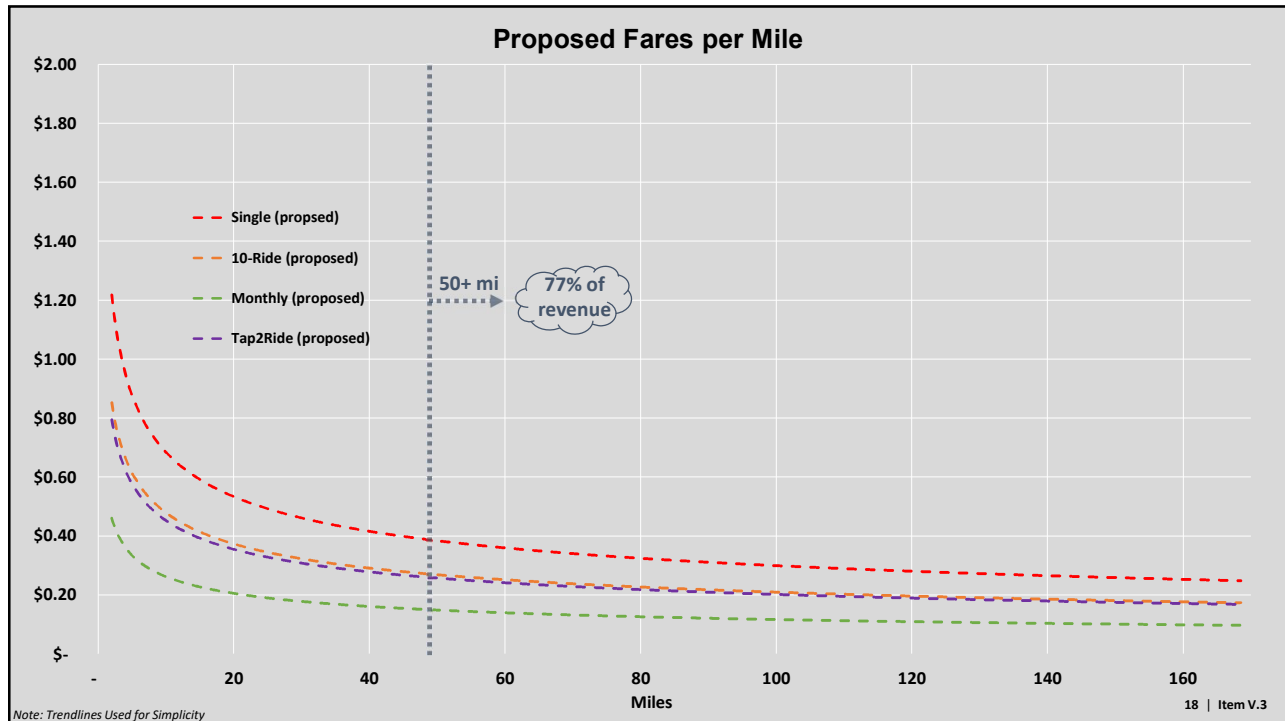
Fare Type	Revenue Percentage
Single-Ride	74.2%
10-Ride	15.0%
Monthly	8.3%
Student	2.2%
Tap2Ride	0.3%

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Strategies to Reach Goals

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Increase short-distance ridership

- Strategic reductions to short-distance fares
- Distance-based (0-20, 20-50, 50+ miles) pricing

Considerations:

- Amount of fare reductions
- Uniformity across short distance station pairs

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Encourage frequent travel

- Tap2Ride fare capping/incentives
- Tap2Ride promotes equity with pay-as-you-go
- Promotional Discounts

Considerations:

- Pricing of multi-ride fares vs Tap2Ride fares

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Maintain long-distance ridership and revenue

- Marketing Capitol Corridor and destinations
- Targeted discounts (e.g., group travel, weekends, etc.)
- Special events (e.g., sporting events, concerts, etc.)

Considerations:

- Risk due to significant (77%) percentage of revenue
- Incremental Changes

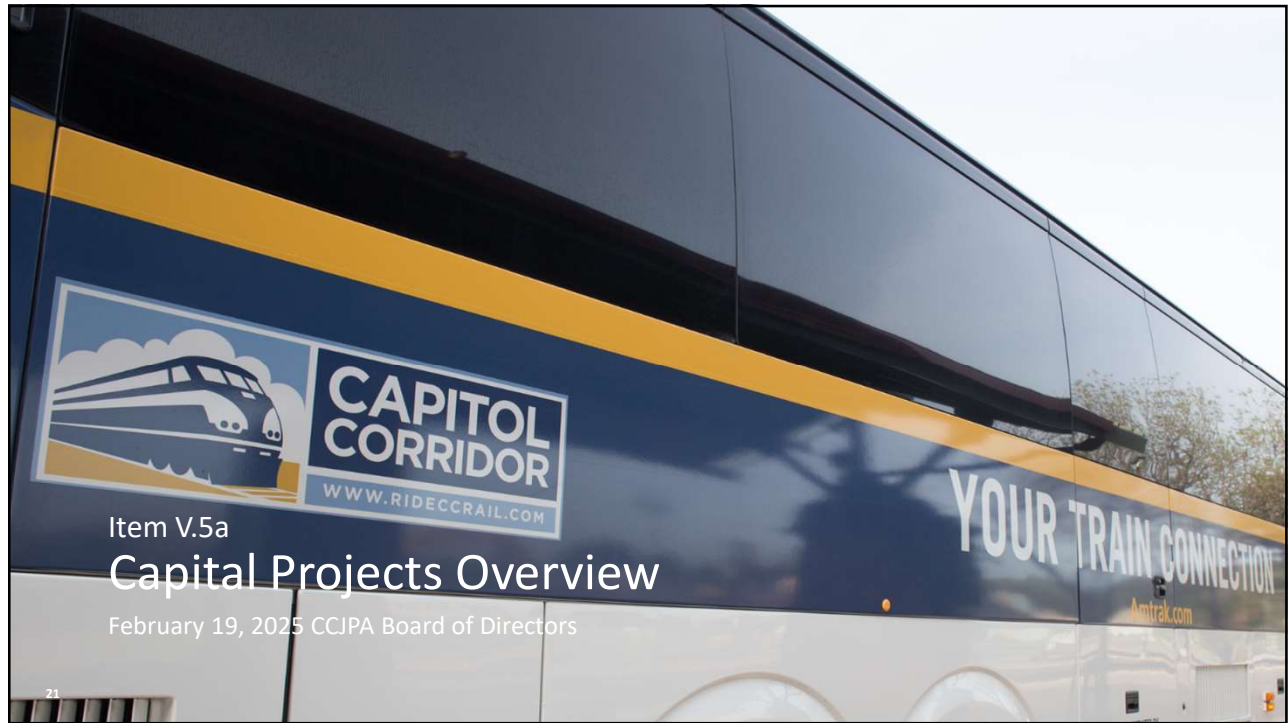
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Capital Projects

Definition:

- Involve construction of new facilities or renovation of existing facilities.
- Railway infrastructure can include track, structures, communications and signals.
- Require identification of specific funding sources and can be characterized by their high initial costs and extended timelines, including environmental clearance.

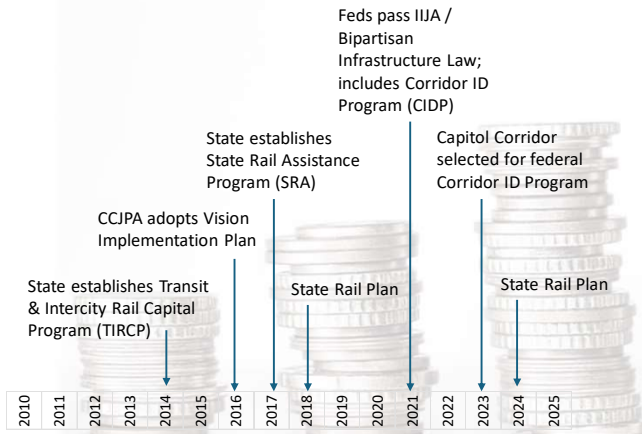
Purpose: Support a long-term service vision (follow with Capital Improvement Plan).

Key Point: CCJPA doesn't own right-of-way, stations, equipment, or facilities; must coordinate with host railroads, Caltrans/CalSTA, local jurisdictions, other rail and transit operators.

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Background – Funding and Implementation



- State and federal funding for rail mostly discretionary
- IIJA / Bipartisan Infrastructure Law programs incentivize leveraging of State funds
- Capital Improvement Plan enables funding strategy and project sequencing; aligns with federal Corridor Identification and Development Program
- Host railroads (UPRR, Caltrain) have critical role in projects

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Capital Improvement Plan (CIP) Project Categories

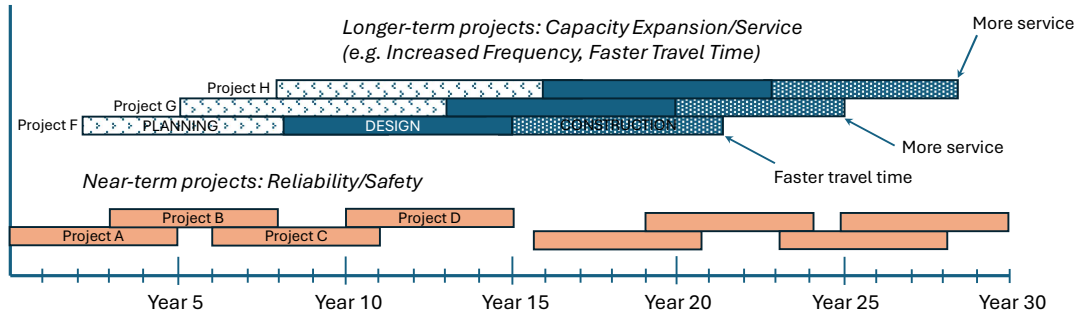
Project Category/Type	Project Examples	Partners
Reliability	State of Good Repair, sidings, signal & communication system upgrades	Host railroads, local jurisdictions, Amtrak
Safety Enhancements	Fencing, grade crossing program, station improvements	Host railroads, local jurisdictions, Amtrak
Capacity Expansion	Track capacity – Sacramento-Roseville & South Bay Connect, Planning studies	Host railroads, local jurisdictions, Amtrak, other rail & transit operators, funding & permitting agencies
Customer Experience	Wi-Fi, Tap2Ride, station upgrades	Caltrans, Amtrak, local jurisdictions (station owners)
Rolling Stock (by others)	Train equipment procurement, storage & maintenance facilities	Caltrans, Amtrak, other rail & transit operators

Note: Focusing on the first three categories in this presentation.

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Capital Projects Timing (Conceptual)



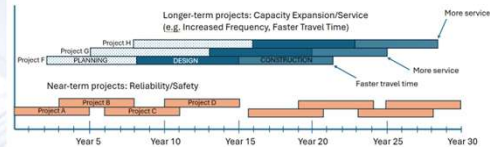
Note: Projects will be prioritized and sequenced as part of the Capital Improvement Plan process.

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Capital Improvement Plan (CIP) Status

- Capital Projects have been identified
- Developing methodology for project prioritization and sequencing, informed by CCJPA Vision Plan and State Rail Plan
- CIP to provide inputs into the Corridor ID work



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Item V.6 Managing Director's Report

FY 25 Service Performance


Tap2Ride Update

Customer Comments

FY 26 & FY 27 Annual Business Plan

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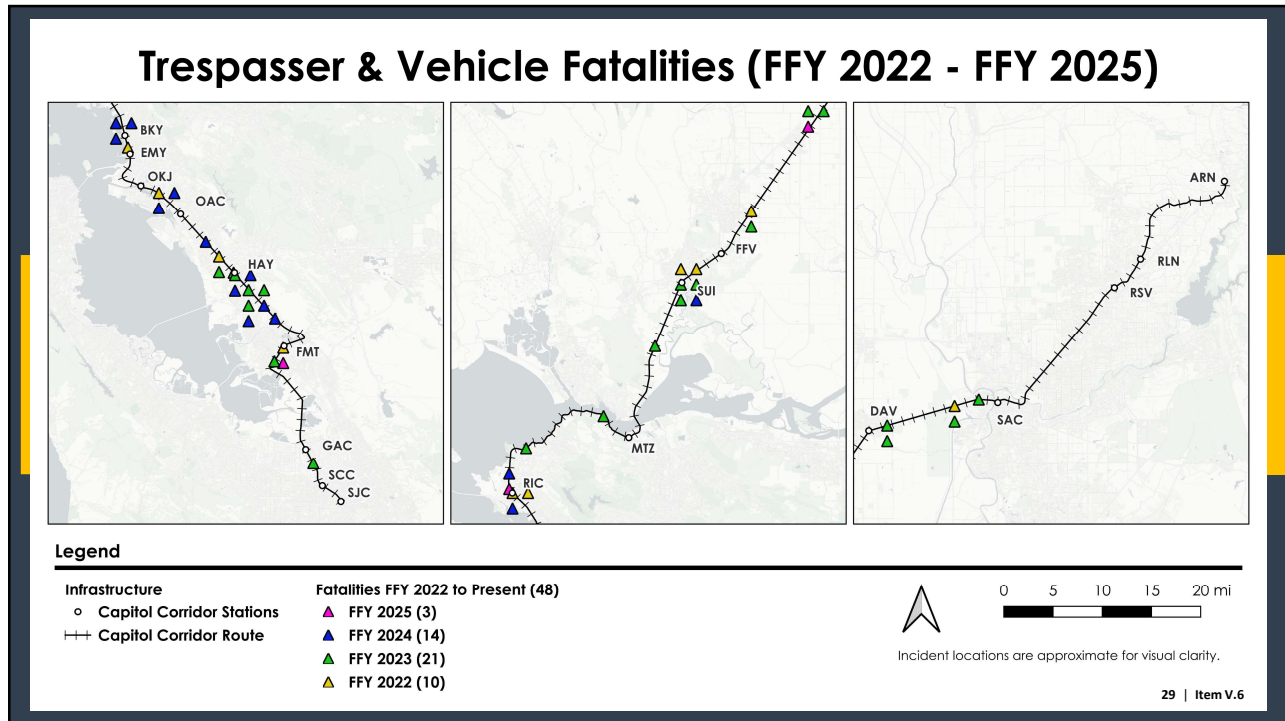
FY 2025 Capitol Corridor Performance Year-to-Date (YTD)
October 2024 – December 2024

Performance Measure	FY 25 YTD Actual	vs FY 24 Prior year	vs ABP Budget	vs FY 19 Pre-Pandemic
*Ridership	274,567	4%	-12%	-38%
*Revenue	\$7.5M	5%	7%	-23%
*Farebox Recovery	48%	2%	12%	-21%
End-Point OTP	84%	0%	-7%	-3%
Passenger OTP	86%	1%	-4%	0%

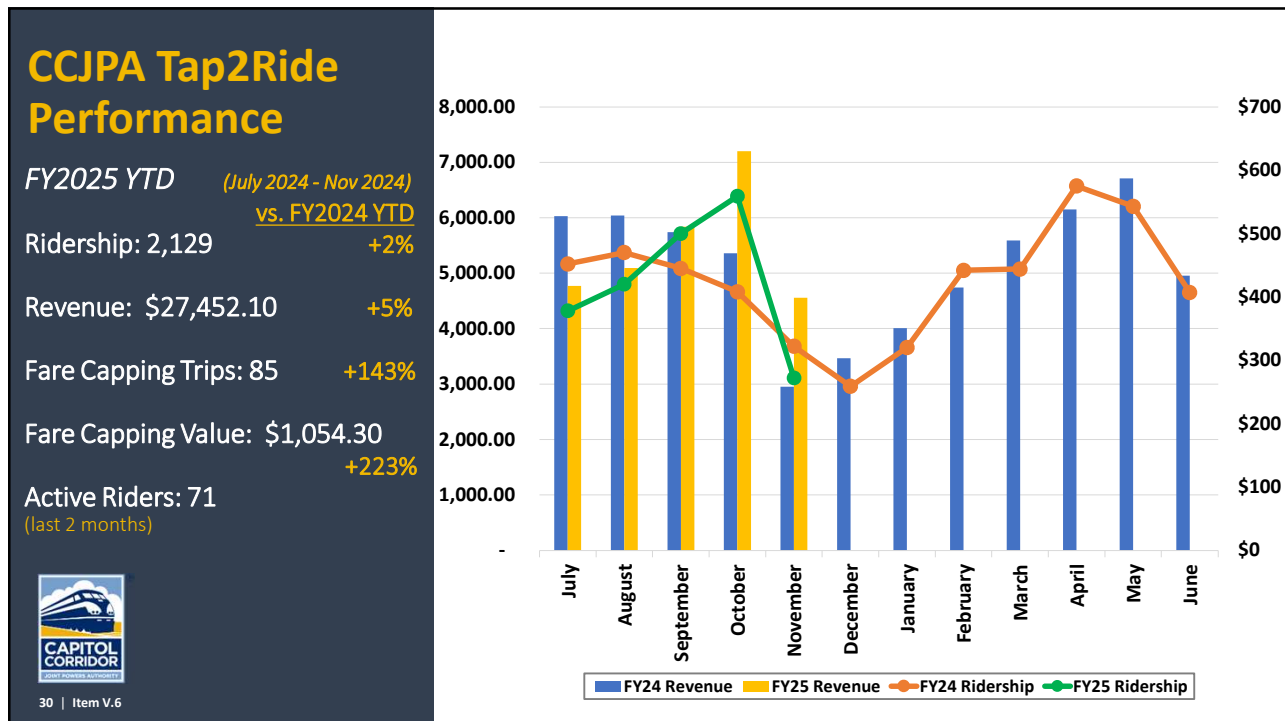
*Due to the annual reconciliation process under the new PRIIA 209 Policy, the amounts may change after the Operating-Cost Reconciliation is complete. We will provide an update to the Board

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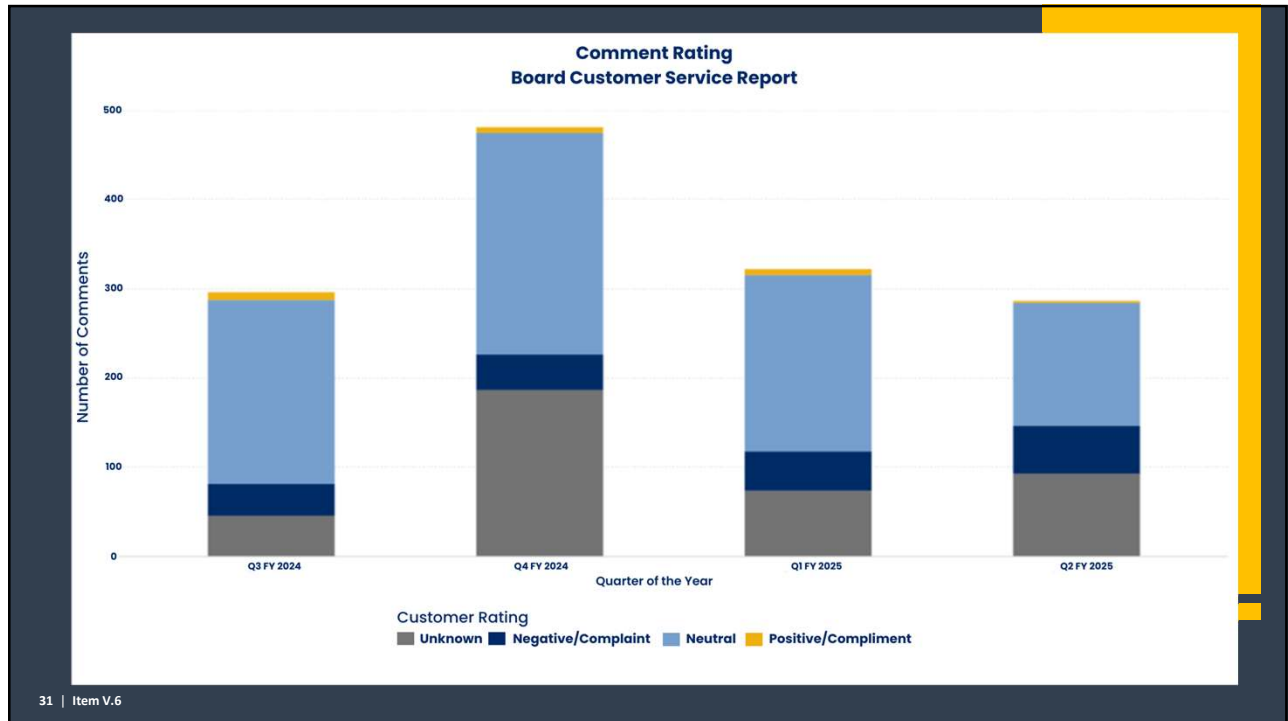
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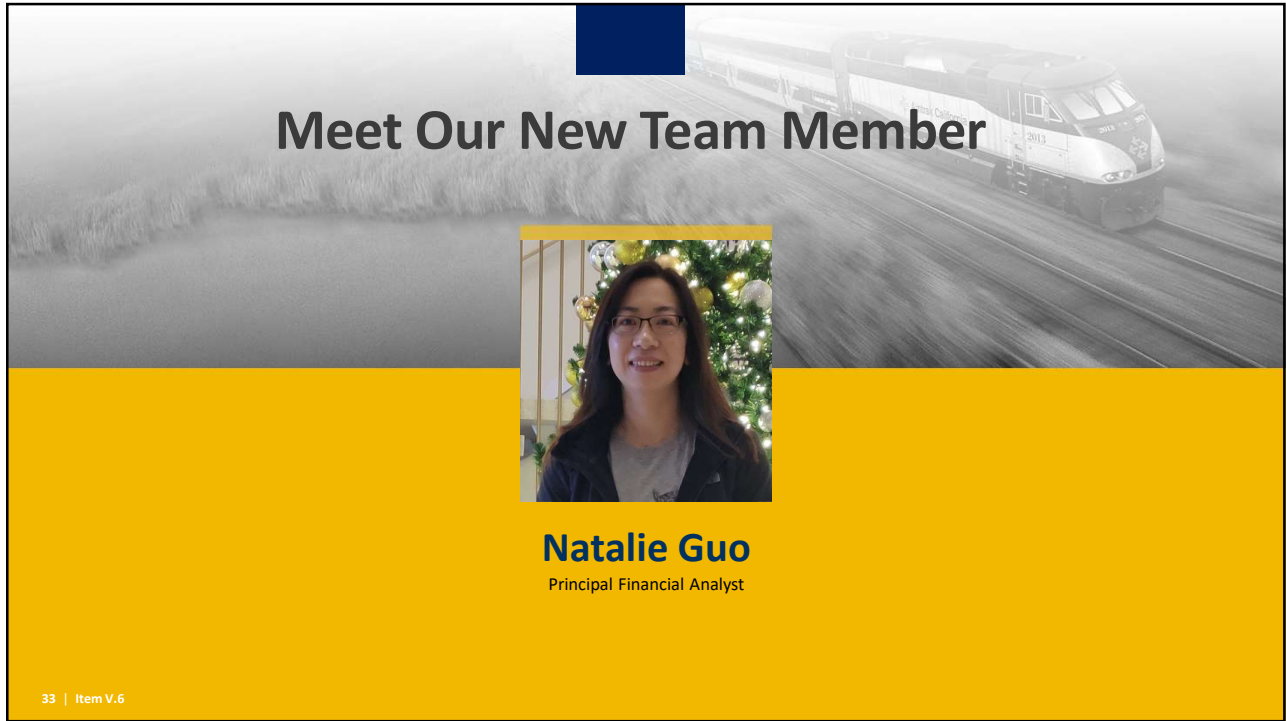


FY 26 & FY 27 Annual Business Plan




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Meet Our New Team Member



Natalie Guo
Principal Financial Analyst

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