From: VTA Board Secretary
Sent: Monday, June 15, 2026 1:45 PM
To: VTA Board of Directors ; VTA Advisory Committee Members
Subject: From VTA: Ridership Records Broken for FIFA World Cup Stadium Opener

June 15, 2026

FOR IMMEDIATE RELEASE

Ridership Records Broken for FIFA World Cup Stadium Opener

37,000 Fans Ride Transit as VTA Clears Stadium Platforms in Less Than 90 Minutes

SAN JOSE, CA — A coordinated network of VTA, BART, and Caltrain, transported more than 37,000 passengers to and from the opening FIFA World Cup match between Qatar and Switzerland, setting a new ridership record for a major event at San Francisco Bay Area Stadium.

Following the match, VTA once again surpassed industry expectations by clearing light rail platforms serving the stadium in less than 90 minutes. The benchmark for clearing crowds after a major event at Levi's Stadium (named SF Bay Area Stadium for the FIFA World Cup) is two hours.

"This was a tremendous success for VTA and our regional transit partners," said VTA General Manager and CEO Carolyn Gonot. "Thousands of fans chose transit to get to and from the match, and together with BART and Caltrain, we provided a seamless travel experience that kept people moving and got them home safely."

A total of 37,642 passengers used VTA service during the event, with post-match crowds exceeding the number of fans who arrived by transit before kickoff. Despite the larger post-game surge, VTA maintained efficient operations and cleared platforms well ahead of the two-hour industry standard. The number is more than 6000 over the transit crowds for Super Bowl LX.

The success was made possible through close coordination among the Bay Area's transit agencies. BART transported passengers from San Francisco and the East Bay to Milpitas Transit Center, where they connected to VTA light rail service for the final trip to the stadium.

“BART saw an increase of more than 160% in ridership at Milpitas Station Saturday compared with the previous weekend,” said BART General Manager Bob Powers. “We’ve worked with our fellow transit agencies to make transfers fan friendly and now the world is seeing how far the Bay Area’s transit network has come.”

Caltrain carried passengers from San Francisco and communities throughout the Peninsula to Mountain View Transit Center, where riders transferred to VTA light rail trains bound for the stadium.

“Caltrain got nearly 7,000 fans to and from the first World Cup match quickly, safely and conveniently,” said Caltrain Executive Director Michelle Bouchard. “With frequent half-hourly service and a great atmosphere onboard with fellow fans, Caltrain is the easiest way to skip traffic, avoid parking costs and get to the World Cup stress-free.”

Additional trains, coordinated staffing, crowd management measures, and extensive operational planning helped ensure fans experienced a smooth journey throughout the day.

Altamont Corridor Express (ACE) and Capitol Corridor also provided service to the stadium.

The opening match is the first of six FIFA World Cup matches to be played at San Francisco Bay Area Stadium this summer. VTA will continue operating enhanced service throughout the tournament to support residents, visitors, and soccer fans from around the world.

About VTA
Santa Clara Valley Transportation Authority (VTA) is an independent special district

responsible for bus, light rail, paratransit, transportation planning, congestion management, specific highway improvement projects, and countywide transportation funding for Santa Clara County. ***Contact: Media.relations@VTA.org***

About BART

The San Francisco Bay Area Rapid Transit District (BART) is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations. ***Contact: BARTMedia@bart.gov***

About Caltrain

Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation. ***Contact: liebermand@samtrans.com***

From: VTA Board Secretary
Sent: Monday, June 15, 2026 3:17 PM
To: VTA Board of Directors
Cc: Gonot, Carolyn ; Richardson, Greg ; Haywood, Scott ;
Subject: From VTA: FIFA service and ridership

Board of Directors,

Please see the attached ridership memo from Carolyn M. Gonot, General Manager/CEO.

Thank you.

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**

Santa Clara Valley Transportation Authority

Solutions that move you

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: VTA Board of Directors

FROM: Carolyn M. Gonot, General Manager/CEO

DATE: June 15, 2026

SUBJECT: First FIFA Match Delivers Record Ridership

I am pleased to report that VTA delivered a highly successful operation during the first FIFA match at San Francisco Bay Area Stadium on Saturday, June 13.

Most notably, VTA transported approximately 38,000 passengers, setting a new agency ridership record and exceeding our previous Super Bowl Sunday total by more than 7,000 riders. Following the match, we also cleared station platforms within 90 minutes, demonstrating our ability to safely and efficiently manage extraordinary passenger volumes.

These results reflect the extensive planning, preparation, and coordination of employees across the agency. Frontline staff, together with teams in the Emergency Operations Center and Operations Control Center, executed a comprehensive operating plan with professionalism and precision. Operators, Maintainers, ambassadors, field supervision, security personnel, and many other staff ensured riders reached the stadium safely and efficiently.

The event also highlighted the strength of our regional partnerships. Working closely with BART and Caltrain, VTA provided a seamless transit experience for fans traveling throughout the Bay Area. The record ridership response underscores public confidence in transit and in VTA's ability to deliver safe, reliable, and convenient service during major events. FIFA and the Bay Area Host Committee extended their appreciation to VTA for a job well done.

I sent a thank you message to all VTA employees for their dedication and teamwork. Their efforts showed the very best of our agency and positioned us well for the five remaining matches. Building on this strong start, we are prepared to continue delivering a world-class experience for fans, visitors, and our communities.

"From Every Nation to Every Match – VTA Gets You There!"

From: VTA Board Secretary
Sent: Wednesday, June 17, 2026 12:35 PM
To: VTA Board of Directors
Subject: From VTA: VTA Stadium Ridership Continues to Grow

June 17, 2026
Contact: Media.Relations@VTA.org
(408) 464-7810 (no texts)

Ridership Records Continue to Soar on Public Transit to San Francisco Bay Area Stadium

San Jose, CA – Maybe it was the fact that Austrian citizens are among the top public transit users in Europe; or that Jordan is steadily working to modernize its public transit system. Or maybe it's just the convenience, affordability, and lack of stress of taking transit to San Francisco Bay Area Stadium…but Santa Clara Valley Transportation Authority (VTA) **ridership there continues to smash records**.

More than **39,500 riders** made their way to and from the temporarily renamed Levi's Stadium for the FIFA World Cup match between Austria and Jordan June 16. That was about 2500 more rides than were taken for last Saturday's Bay Area opener between Qatar and Australia.

"People are finding out with each big event that public transit is the way to go to avoid getting stuck in traffic and paying high prices to park," said Carolyn Gonot, VTA's General Manager/CEO. "We never imagined the crowds would soar like they have, but our employees have shown they're up to the task," Gonot said, as there have been very few service interruptions for the matches. Regular season 49er's games have previously drawn about 15,000 passengers. Those ridership numbers began to increase during the 2023 Taylor Swift concerts, which drew 23,000 and 22,000 on the first and second day, respectively.

Careful coordination with BART and Caltrain brings passengers from San Francisco, the East Bay, and the Peninsula, where they transfer at either Mountain View or the Milpitas Transit Center to ride VTA directly to the stadium.

Four more games are scheduled at the SF Bay Area Stadium. VTA will offer the same service with extra trains running both pre and post event. Riders are strongly encouraged to plan their trip ahead, arrive at light rail stations early (before and after the game) and buy fare on mobile devices through **Token Transit**.

As a reminder, **light rail service ends 2 hours after the end of the match**, unless the platforms are still crowded.

About VTA

Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for bus, light rail and paratransit operations, transportation planning, and serves as the county's congestion management agency.

From: VTA Board Secretary
Sent: Wednesday, June 17, 2026 4:16 PM
To: VTA Board of Directors
Cc: Chapman, Nicole ; Gonot, Carolyn >; Richardson, Greg ; Haywood, Scott

Subject: From VTA: Transit Advertising Status Update: S25242

Dear Finance, Audit, and Administration Committee,

This is to update you on the status of the Request for Proposals for Transit Advertising Program (RFP 25242), which was discussed at the May 21, 2026 FAA Committee Meeting (Agenda Item #15). At that meeting, staff committed to update the Committee with the procurement status.

Shortly after the May 21 FAA Committee meeting, VTA received a bid protest from Clear Channel Outdoor, LLC, submitted through its legal counsel, Aaron Silberman of Rogers Joseph O'Donnell law firm. Consistent with the VTA Protest Procedures, the VTA Procurement Department sent the written determination ("Response to Protest") on the bid protest directly to Mr. Silberman on June 12, 2026.

Following the Response to Protest, VTA Procurement issued a notice to rescind the prior award ("Notice of Rescission of Award"), which essentially re-opened RFP 25242. VTA Procurement Department also issued an addendum to the short-listed proposers, informing them that VTA will be issuing a second call for Best and Final Offers.

The timeline for completing the second BAFO will likely to extend beyond the expiration of the current transit advertising contract with Outfront Media Group LLC, which expires on August 31, 2026. As a result, staff will seek approval from the Board to extend the term of contract with Outfront Media Group, LLC on June 26, 2026. This will ensure continuity of services until a new agreement is entered with the successful awardee after BAFO #2.

Thank you and please let me know if you have any questions.

Very truly,

Nicole Chapman

Director of Procurement, Contracts & Business Development

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Santa Clara Valley Transportation Authority

Solutions that move you

From: VTA Board Secretary
Sent: Thursday, June 18, 2026 11:30 AM
To: VTA Board of Directors
Cc: Exec.Team ; Ramanujam, Murali
Subject: From VTA: Silicon Valley Express Lanes Strategic Plan

Board of Directors:

The VTA Board of Directors deferred action on the Silicon Valley Express Lanes Strategic Plan at its June 4th 2026 meeting, with an expectation the item would come to the upcoming June 26th Board of Directors meeting. Based on discussions during the Advisory and Standing Committee meetings and during Director briefings in anticipation of the June 4th meeting, staff believes it has received valuable input that will help shape a more appropriate path forward.

Rather than bring the draft of the Silicon Valley Express Lanes Strategic Plan to the June 26th Board of Directors meeting, staff will instead provide an opportunity for a more thorough discussion of the Silicon Valley Express Lanes Program at the Board Workshop on September 18th, 2026. The Workshop will focus on key themes raised by the Committees and offer insight into the Program's major components while reinforcing the balance the Program provides between congestion management and transit opportunities in the county.

Ultimately, the Strategic Plan is intended to inform the Board and the public on the current status and strategic direction of the Express Lanes Program, with a forward looking emphasis on longer term priorities and potential needs over a three-to-five-year horizon. We trust the workshop will help in the development of an effective and informative Silicon Valley Express Lanes Strategic Plan.

If you have ay questions please reply to this email.

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**

Santa Clara Valley Transportation Authority

Solutions that move you

From: VTA Board Secretary
Sent: Thursday, June 18, 2026 3:54 PM
To: VTA Board of Directors
Subject: From VTA: VTA Correspondence: Week Ending June 18, 2026

Board of Directors,

Attached is correspondence for the week ending June 18, 2026 as described below.

From	**Topic**
Clever Devices	Notice of Change of Control
CCJPA	CCJPA Annual Business Plan FY 2026-27 and FY 2027-28; Capitol Corridor FIFA Service on June 13
VTA	Support for SB 1375 (Cortese) California Environmental Quality Act: exemption: urban intermodal rail station project
LAFCO	Agenda Packet for June 22, 2026 LAFCO Countywide Water and Wastewater Service Review TAC Meeting #2
Planning Commission	Planning Commission 6/25/26 Meeting

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**

Clever Devices

June 9, 2026

VIA Certified/Registered Mail, with Return Receipt

To: Santa Clara Valley Transportation Authority
Board of Directors, c/o Office of the Board Secretary
3331 N. First Street, Building B
San Jose, CA 95134

Re: Notice of Change of Control

Dear Board of Directors,

This letter is provided as formal notice pursuant to the terms of various Contracts between Santa Clara Valley Transportation Authority and Clever Devices Ltd. (the "Agreement") regarding a change of control of Clever Devices Ltd. ("Clever Devices").

Clever Devices has entered into a definitive agreement pursuant to which it will be acquired by Hitachi Rail U.S. Connect Parent, Inc., subject to satisfaction of customary closing conditions, including any required regulatory approvals. The transaction has not yet closed and is currently anticipated to close Summer 2026.

Upon Closing, Hitachi Rail U.S. Connect Parent, Inc. will indirectly own 100% of the equity of Clever Devices. Clever Devices will remain the same legal entity and will continue to be the contracting party under the Agreement. Following Closing, Clever Devices may undertake certain administrative changes (such as a legal name change), but the entity itself will remain unchanged.

There will be no assignment, novation, or transfer of the Agreement as a result of this transaction, and Clever Devices will continue to perform all of its obligations under the Agreement in the ordinary course and without interruption. All notices, payments, and operational matters will continue to be handled in accordance with the Agreement unless otherwise notified.

This notice is provided in accordance with the Agreement and is not intended to waive or modify any rights or obligations of the parties thereunder. If you believe additional actions are required under the Agreement in connection with this transaction, please notify us promptly.

If you require any additional information or documentation regarding this matter, we would be happy to provide it.

300 Crossways Park Drive
Woodbury, New York 11797
516-433-6100
516-433-5088
www.cleverdevices.com

Clever Devices

Please do not hesitate to contact me should you have any questions.

Sincerely,

Samantha Carfi

Samantha Carfi
Staff Counsel

Cc: Lawrence George, Mgmt Analyst – Ops & Rpt & Systems
Santa Clara Valley Transportation Authority
3331 North First Street San Jose, CA 95134
Lawrence.George@vta.org

Nicole Chapman, Chief Procurement Officer
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134
Procurement@vta.org

From: Mimi Kyi
Sent: Monday, June 15, 2026 9:06 AM
To: Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; Suzannejones; rdickinson; rbrewer; Caity Maple; Patrick Kennedy; Melissa Lee; Sudhanshu Jain; Linda Sell;
sbird; sbird_fordixoncitycouncil; sbird_dixonpd; sbird; Alma Hernandez; cmoy; JChapman; lucas.frerichs;
lucasf; mayra.vega
Cc: Robert Franklin; Byron Toma; David Melko; mclick; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granados; SSabol; tlsmith; gkirbyson; DValdezJones; rkbrown; ecragin; mogaveror; aescobar;
mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; CCJPA Staff

Subject: [EXTERNAL] CCJPA Annual Business Plan FY 2026-27 and FY 2027-28 - Final
Importance: High

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

CCJPA Board of Directors:

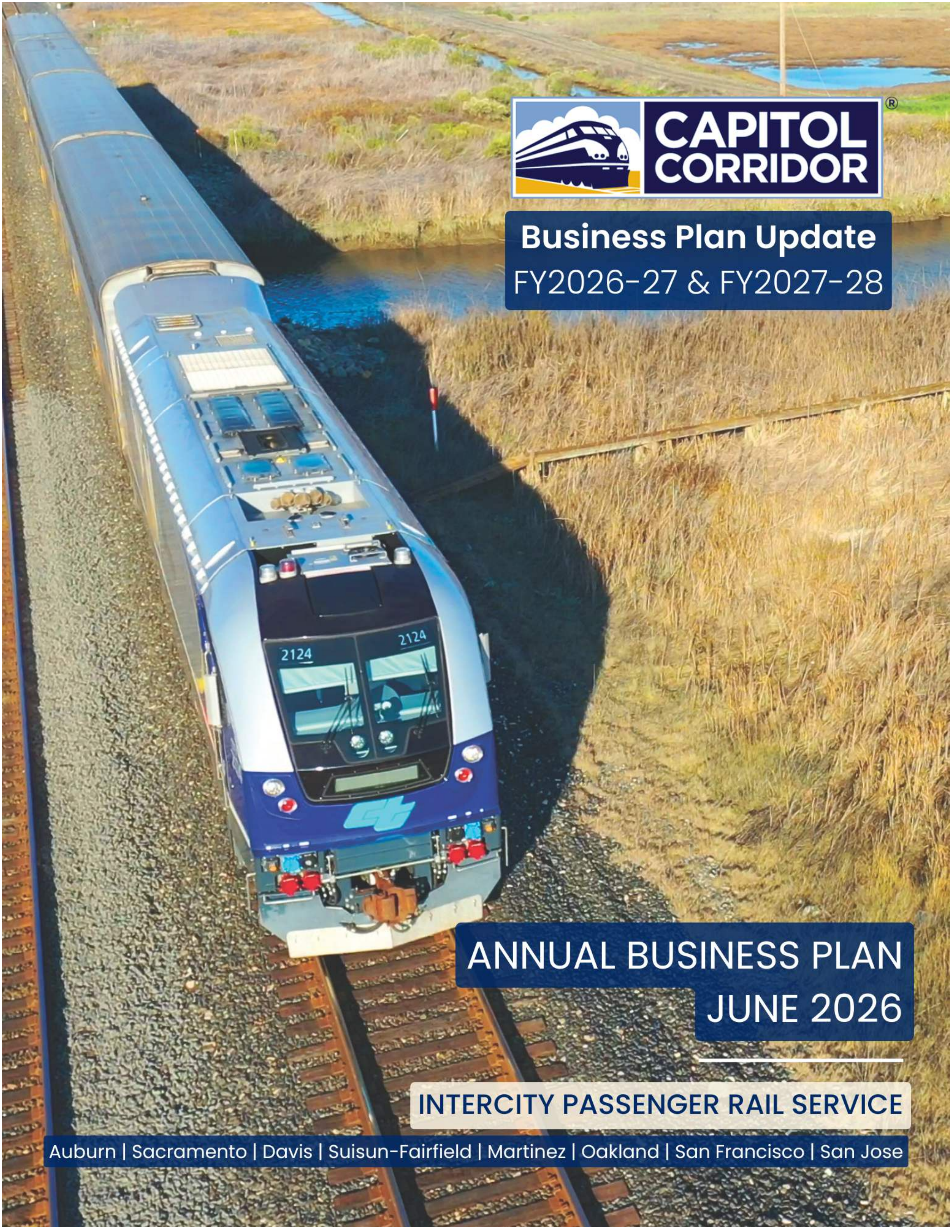
Please find attached the FY 2026-27 and FY 2027-28 final Annual Business Plan for the Capitol Corridor intercity passenger train service, which has been submitted to CalSTA today.

Thank you!

Mimi Kyi | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3rd Floor, Oakland, CA 94612

Mobile: (510) 506-9540 | Email: mimik@capitolcorridor.org



CAPITOL CORRIDOR®

Business Plan Update

FY2026-27 & FY2027-28

ANNUAL BUSINESS PLAN JUNE 2026

INTERCITY PASSENGER RAIL SERVICE

Auburn | Sacramento | Davis | Suisun-Fairfield | Martinez | Oakland | San Francisco | San Jose

Table of Contents

Executive Summary

Introduction. This Annual Business Plan (ABP) presents an overview of the Capitol Corridor Joint Powers Authority's (CCJPA) plan and funding request for the next two fiscal years (FY 2026-27 and FY 2027-28). As required by the Capitol Corridor's Interagency Transfer Agreement (ITA) with the State of California Department of Transportation (Caltrans), the ABP update outlines the service and capital improvements that have contributed to the Capitol Corridor's success, identifies necessary improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law.

Intercity passenger rail business plans are integral to the overall statewide planning, coordination, and budgeting of the services. CCJPA submitted a draft ABP to the Secretary of the California State Transportation Agency (CalSTA) in April 2026, and, is submitting this revised final version in June 2026.

As the administrator of the Capitol Corridor service, the CCJPA's primary focus is on the continuous improvement of the train service through effective cost management, gaining share in the travel market, and delivering a customer-focused, safe, frequent, dependable, and sustainable transportation alternative to the congested I-80, I-680, and I-880 highway corridors. The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor route (see Figure 1-1; page 5):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (SacRT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998. In August 2006, the CCJPA expanded weekday service from 24 to 32 trains between Sacramento and Oakland and from eight to 14 daily trains continuing to San Jose. In August 2012, the CCJPA utilized the reconfigured Sacramento station to optimize operational cost effectiveness and reduced service to 30 daily round trips on weekdays between Sacramento and Oakland.

Operating Plan. Due to the COVID-19 global pandemic, CCJPA reduced service beginning in March 2020 and continued to operate a temporary reduced operating plan for train and bus services through Q1 FY 2025-26. As of December 2025, CCJPA is pleased to have returned to full pre-pandemic service, offering 30 weekday and 22 weekend trains. CCJPA intends not only to continue this level of service through FY26 but explore additional daily round-trip to Salinas in FY28, in the first phase of the State's Central Coast Service Deployment plan.

The Amtrak operating costs for the Capitol Corridor conform to the recently revised Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA) and the costing methodology. This policy is used to develop the budget for FY 2026-27 and any future CCJPA/Amtrak operating agreements, as summarized in the table below for the upcoming fiscal years.

Capitol Corridor Route	FY 2026-27	FY 2027-28
Sacramento – Oakland	30 weekday/22 weekend trains	30 weekday/22 weekend trains
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains with plans for up to 20	2 daily trains with plans for up to 20
Roseville – Auburn	2 daily trains	2 daily trains
Amtrak Operations + Train Equipment Maintenance Budget	$37.2 million	$38.4 million

Uniform Performance Standards. For this ABP, the CCJPA incorporates the most recent version of the Uniform Performance Standards (UPS) as modified by CalSTA. The table below provides an overview of the performance of the Capitol Corridor compared to UPS, as well as the updated forecast for UPS for the next two fiscal years:

PERFORMANCE METRIC	FY 2024-25			FY 2025-26	FY 2026-2027	FY 2027-2028
Usage	**Actual**	**Budget**	**Actuals vs Budget**	**Budget**	**Budget**	**Budget**
Route Ridership	1,138,753	1,196,448	-5%	1,190,851	1,474,975	1,651,972
Passenger Miles	82,907,460	77,925,482	6%	86,636,366	95,168,735	97,259,621
[1]Total Operating Cost/Passenger Mile	$0.75	$0.90	-16%	$0.81	$0.74	$0.75
[1]Farebox Recovery	47%	50%	-5%	50%	50%	50%
Service Quality	**Actual**	**Standard**	**Actuals vs Standard**	**Standard**	**Standard**	**Standard**
End-Point On-Time Performance	87%	90%	-3%	90%	90%	90%
Passenger On-Time Performance	89%	90%	-1%	90%	90%	90%
[2]Operator Delays/10K Miles	268	>325	-21%	>325	>325	>325

[1]As of the release date of this draft ABP, actual data is preliminary and will be updated when finalized.
[2]Transition to new equipment maintainer went into effect in August 2025

Capital Improvement Program. The CCJPA's Capital Improvement Program (CIP) aligns with the CCJPA's Vision Plan, regional, and State of California transportation plans (e.g., Regional Transportation Plans [RTPs] and Caltrans' 2024 State Rail Plan). The CIP includes projects in four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions. The Federal Railroad Administration's (FRA) support of a viable capital funding process for intercity passenger rail is now emerging via the FRA's Corridor Identification (ID) Program, which requires long-range Service Development Plans with detailed project plans for corridors seeking Federal funding. This developmental funding approach, combined with the leveraging of discretionary State grant programs for passenger rail, is expected to, after a transitional period, hopefully reinvigorate Capitol Corridor's CIP for many years to come.

Major long-term service plan improvement activities over the next two fiscal years (and included in the FRA's Corridor ID process) will focus on future service expansion to/from Roseville, and the federal environmental evaluation and design phase of South Bay Connect, which is the proposed shift of service to a shorter, more direct route between Oakland and San Jose. CCJPA will also continue to shepherd the ongoing planning efforts for Link21 through the Corridor ID planning process. The implementation period for these improvements will extend well beyond the two-year business plan period.

For railroad infrastructure maintenance and improvements, CCJPA will continue collaborating with Union Pacific Railroad (UPRR) to maintain the railroad right-of-way (ROW) in prime condition and to support high levels of on-time performance. Specific investments include the construction of the Agnew Siding project in Santa Clara and the crossover at the Santa Clara Interlocking, both funded projects to improve the reliability of the rail network in a single-track area, Additionally, CCJPA is jointly funding signal and interlocking replacement projects near Davis station. Design for improvements for passenger safety and accessibility continues at the Davis, Rocklin, Suisun, and Santa Clara Great America stations in partnership with Amtrak, UPRR, and the respective cities and local transportation agencies.

For rolling stock improvements, CCJPA is coordinating closely with Caltrans to rehabilitate and extend the life of the existing fleet with a planned overhaul of the F-59 locomotives and passenger fleet over the next several years.

For service amenities, customers can expect to see continual technology updates enhancing the passenger experience. CCJPA will continue to update the onboard Wi-Fi portal with new content and improved bandwidth. Implementation of a modern Passenger Information Display System (PIDS) on the Capitol Corridor and other State-supported intercity passenger rail services is expected to continue in FY 2027 and FY 2028. CCJPA staff have continued to collaborate with the California Integrated Travel Project (Cal-ITP) and CalSTA and have spent much of 2024 and 2025 improving on the initial Minimum Viable Product (MVP) phase, introducing new ticketing options for Capitol Corridor trains to the public. This new contactless payment system, called Tap2Ride, has demonstrated an invaluable amount of data on the travel patterns of Capitol Corridor riders, previously unavailable to CCJPA staff through the Amtrak ticketing system. CCJPA staff continue to evaluate the integration of Tap2Ride on board and look forward to increasing customer use. Since the launch of Tap2Ride. As connecting transit agencies, including BART and SacRT, adopt contactless payment systems, Tap2Ride will strengthen the Capitol Corridor's place in Northern California's integrated travel network by making it easier, quicker, and more accessible for riders to transfer between transit systems.

Marketing, Communications, and Customer Experience Strategies. The CCJPA's marketing, communications, and customer experience strategies for FY 2026-27 and FY 2027-28 will focus on developing and implementing a comprehensive marketing and communications plan to attract and grow ridership to pre-pandemic levels. Over the next two fiscal years, CCJPA will renew partnerships with destinations, create programs to enhance the overall customer experience, including support for Cal-ITP, and seek opportunities to grow ridership through micro-markets. Seasonal offers will seek to attract new riders and position Capitol Corridor as a distinct regional service brand. CCJPA will continue to coordinate with local partners on promotions, outreach, and shared marketing efforts.

CCJPA is committed to managing the service to meet or exceed near-term budget projections. CCJPA has maintained flat fares since 2019, with a small increase implemented for multi-ride tickets on April 1, 2025. During FY 2024-25, CCJPA conducted an extensive fare study across all fare types. This fare evaluation resulted in varying fare changes across single- and multi-ticket fares, with reductions in some multi-ticket fares for trip lengths of less than 50 miles. Increases in multi-ride and single-ride fares for longer distances (greater than 50 miles) were implemented in 2025. All fare changes were made with the intent to improve ridership, ensure the financial stability of revenue, respond to changes in the travel market, and improve equity access of the service.

Annual Funding Requirement. The primary purpose of this ABP, as defined in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels, as well as administer two State IPR technology programs and a megaregional rail service expansion planning effort. The funding request for FY 2026-27 & FY 2027-28, as detailed in Section 9, includes support for Amtrak Operations, Direct Operations, Administrative Management, and Marketing. Also included is support for the CCJPA supplemental allocations of Minor Capital and Capitalized Maintenance. Resources to support efforts that benefit the CA Intercity Passenger Rail (IPR) services, the Pacific Surfliner, Gold Runner, and Capitol Corridor, are also included in CCJPA's funding request to support the CCJPA-led Northern California Onboard Technology and the California Passenger Display System (CalPIDS) projects.

1. Introduction

As part of Chapter 263 of State Law, which allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998, the CCJPA is required to prepare an ABP that identifies the current fiscal year's operating and marketing strategies, summarizes capital improvement plans for the Capitol Corridor, and includes the funding request to the Secretary of CalSTA for the CCJPA's operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature. The ABP will be submitted in draft form in April 2026 and final form in June 2026 to the Secretary of CalSTA.

THE CAPITOL CORRIDOR PROVIDES A SUSTAINABLE TRANSPORTATION SERVICE CONNECTING THE THREE ECONOMIC EMPLOYMENT CENTERS IN NORTHERN CALIFORNIA: SACRAMENTO, SAN FRANCISCO/OAKLAND, AND SAN JOSE/SILICON VALLEY.

The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies (listed below) along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (SacRT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

The Capitol Corridor serves 18 train stations along the 170-mile rail corridor connecting the counties of Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco (via motorcoach and BART connections), and Santa Clara. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland, and I-880 between Oakland and San Jose. In addition, the Capitol Corridor connects outlying communities to the train service through a dedicated motorcoach bus network and partnerships with local transit agencies that assist passengers traveling to destinations beyond the immediate vicinity of the CCJPA train stations.

Capitol Corridor train and connecting motorcoach services are developed with input from riders, private sector stakeholders, and public interests, along with the entities that help deliver the Capitol Corridor service – Amtrak, UPRR, Caltrans, and the various transportation agencies and communities that are along the Capitol Corridor route.

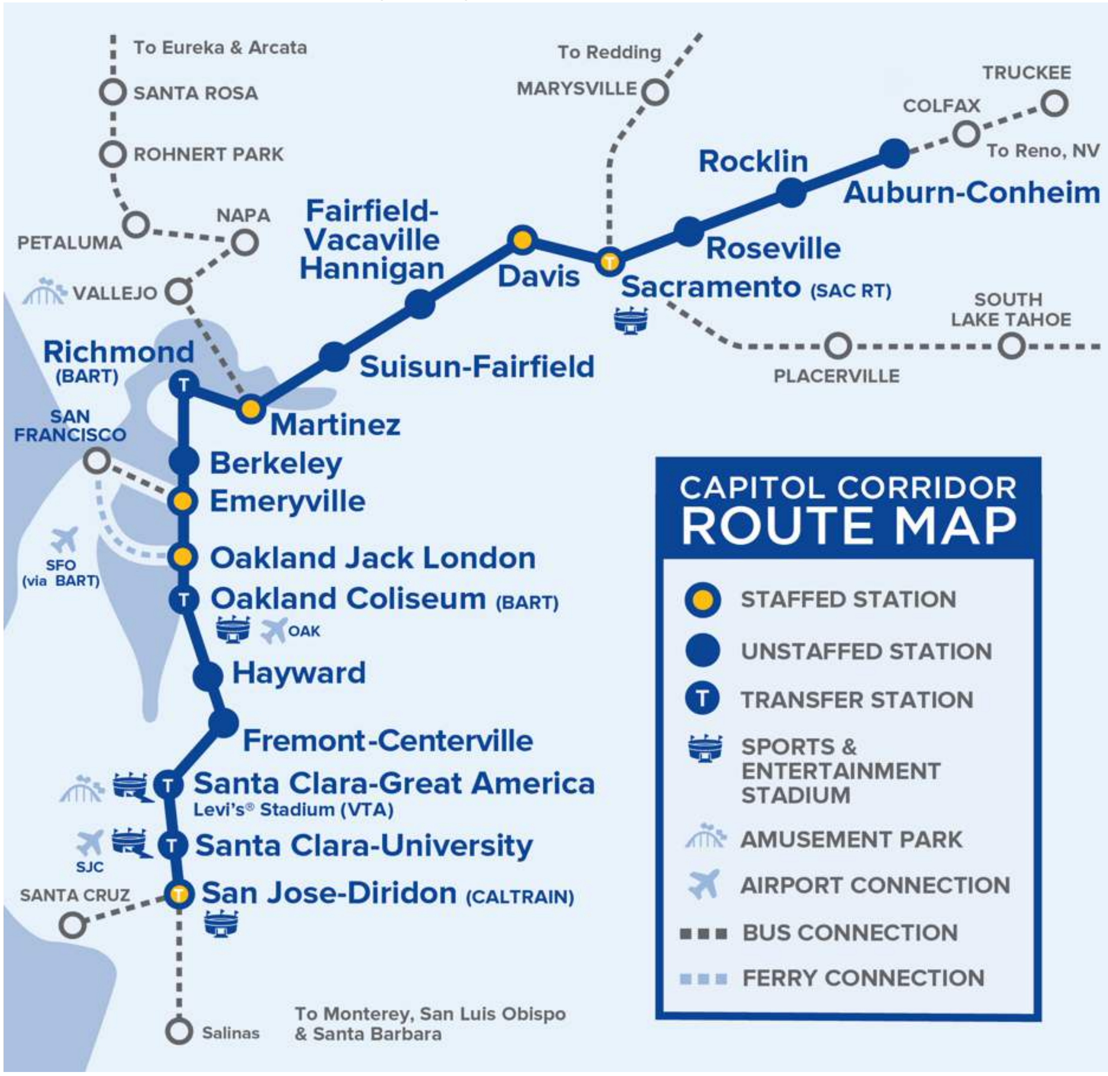
2. Historical Performance of the Service

On December 12, 1991, Caltrans and Amtrak initiated the Capitol Corridor intercity train service with six daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the CCJPA, a partnership among six local transportation agencies sharing in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term, which was extended in 2001. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established the current, permanent governance structure for the CCJPA. The CCJPA now operates and manages the Capitol Corridor service through an annual operating agreement with Amtrak.

Under the management of the CCJPA, the collection and use of train operations and revenue data have been consistent tools to expand and fine-tune service plans, optimize ridership, increase revenue, achieve cost efficiency, and improve safety. Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

Figure 1-1
Map of Capitol Corridor Service Area



3. Operating Plan and Strategies

CCJPA aims to meet the transportation needs of Northern Californians by providing a safe, frequent, reliable, and sustainable Capitol Corridor intercity train service. CCJPA has increased, and will continue to increase, the use of detailed daily operating information (e.g., ridership, delays, safety incidents, and customer comments) to drive efficiencies and identify capital improvement needs to enhance the reliability of service.

Train Service and Expansions

Capitol Corridor provided service with 30 weekday (22 weekend) trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose, beginning in August 2012 and continuing that service through the start of the pandemic in March 2020. Following the shelter-in-place orders in March 2020, CCJPA reduced train service to five round trips per day, increased to eight round trips on weekdays and five on weekends in June 2020. In June 2021, service was increased to 11 round trips on weekdays and nine round trips on weekends. In October 2022, the weekend service was fully restored to pre-pandemic service levels. CCJPA is pleased to report a full return to 30 weekday and 22 weekend trains as of December 8, 2025.

CCJPA WILL CONTINUE TO PURSUE SPECIFIC STRATEGIES TO ADDRESS SEATING CAPACITY CONCERNS ON SELECT PEAK TRAINS, SUCH AS ADDING ADDITIONAL TRAIN CARS AS AVAILABLE.

For FY 2026-27, CCJPA will continue the operation of the pulse schedule, a regularized hourly arrival and departure pattern (i.e., 5:01, 6:01, 7:01, etc.), introduced in March of 2021 to the extent possible. This was a major change to CCJPA's schedule to improve the ease of use for customers and is in alignment with the California Rail State plan.

As the State continues to develop its Central Coast Service Deployment plan, CCJPA is exploring additional service options to serve Salinas.

CCJPA continues to plan for service expansions to/from Roseville and longer-term service expansions to/from San Jose. These service expansion/extension projects will also require additional rolling stock.

Motorcoach Service and Transit Connections

Capitol Corridor provides dedicated motorcoach bus connections to San Francisco, communities along the Central Coast region south of San Jose (Salinas and San Luis Obispo), and communities east of Sacramento. In addition, CCJPA partners with local transit agencies to expand transit connections throughout the corridor. The CCJPA reimburses transit agencies through its Transit Transfer Program, allowing Capitol Corridor passengers to transfer free of charge to participating local transit services. The CCJPA partners with Santa Cruz Metro, El Dorado Transit Authority, and Monterey-Salinas Transit to share operating costs for open-door services available to those connecting to rail service and local passengers. Figure 3-1 illustrates the range of passenger rail, Amtrak Thruway bus, and other local transit connections available from Capitol Corridor stations.

Pursuant to Senate Bill (SB) 742, enacted in 2020, State-supported intercity passenger rail services (Capitol Corridor, Gold Runner, and Pacific Surfliner) are enabled to provide bus service to passengers without a train ticket as part of a trip. CCJPA formed a partnership with El Dorado County Transit Authority (EDCTA) in July 2021 to jointly fund connecting bus service from the Sacramento station to South Lake Tahoe. Similar open-door service is provided through a Monterey-Salinas Transit partnership. CCJPA is exploring other opportunities for similar partnerships with transit agencies with the goal to expand available transit connections in a cost-effective manner, such as working to establish an agreement for service to/from the Salesforce Transit Center and Emeryville station.

FY 2026-27 and FY 2027-28 Operating Plans and Strategies

CCJPA is presently operating at full service, as outlined below.

Capitol Corridor Route	FY 2026-27 Proposed	FY 2027-28 Proposed
Sacramento – Oakland	30 weekday/22 weekend trains	30 weekday/22 weekend trains
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains - with plans for up to 20	2 daily trains - with plans for up to 20
Roseville – Auburn	2 daily trains	2 daily trains
Amtrak Operations + Train Equipment Maintenance Budget	$37.2 million	$38.4 million

CCJPA WILL PARTNER WITH AMTRAK TO INCREASE THE PRESENCE OF SECURITY AND THE FREQUENCY OF DEEP CLEANING AT SELECT EAST BAY STATIONS.

Safety and Security

CCJPA-California Operation Lifesaver (CAOL) Annual Safety Project is a partnership between CCJPA and CAOL to collaborate in identifying key focus locations, communities, and campaign project options where CAOL educational programs and campaigns will provide rail safety awareness along the Capitol Corridor route. This project is expected to continue in perpetuity, subject to available funding.

CCJPA has been contracting with Union Pacific Railroad (UP) for many years to provide both sworn police officers and encampment cleanup services dedicated to the CCJPA corridor. This work has become integral to the CCJPA's operations, enabling us to deliver services in an area with many safety and security challenges. These safety and security efforts to date have been funded by State Railroad Assistance (SRA) allocations, but, given the critical operational need they have filled over the years, the plan is to move the funding into the annual operating allocation.

With the service expansion to Salinas planned for FY2028, the need is anticipated to expand the service area for encampment abatement services, as well as increase the number of sworn officers from two (2) to four (4). Currently, the two officers are stationed in Sacramento, and the Southward expansion will create a demand for two additional officers stationed in the Oakland or San Jose area. This will also help with trespasser and encampment issues in the South Bay Corridor.

Figure 3-1: Connecting Bus, Transit, and Train Services

Service Operations Efficiencies

In 2023, CCJPA introduced a new database tool, Train Manager, to track the daily rail equipment line-up for the Northern California intercity passenger rail fleet (Capitol Corridor and Gold Runner trains). This new tool is a significant improvement over the previous tracking method used by Amtrak. It will enable synchronization of multiple sources of operational data related to equipment maintenance, Cal ITP, onboard Wi-Fi, and PIDS, thus allowing CCJPA to provide better data-driven management and oversight, as well as system monitoring, of the Capitol Corridor service.

Service Reliability

CCJPA consistently takes action to address issues with service reliability and On-Time Performance (OTP). Two actions that were initiated in FY 2018-19 and that will continue are:

- Two Amtrak transportation supervisors were added in the Oakland-to-San Jose section of the route to address unauthorized trespassing and service incidents.
- The ROW Safety and Security Improvement Program is a partnership between CCJPA and UPRR to identify and mitigate safety and security concerns along the UPRR ROW. The program addresses vegetation overgrowth, installs security barriers and fences, and removes homeless encampments along the ROW. These actions help decrease trespasser incidents and fatalities, as well as delays caused by debris on the tracks. The project is expected to continue in perpetuity based on available funding.

During FY 2021-22, the CCJPA Board approved funding for two UPRR special agent positions dedicated to the ROW where the Capitol Corridor operates. The Capitol Corridor-UPRR Special Agent support is t o improve safety and security and on-time performance of trains by providing police support for railroad crossing enforcement, pedestrian and vehicle trespassing, illegal dumping, and vandalism. The project is expected to continue in perpetuity based on available funding. Additionally, CCJPA is undertaking a Right-of-Way Fencing Program to provide high-security fencing in the highest priority areas to reduce safety incidents; more information on the Program can be found in the Right-of-Way Fencing Program section in part 4, Capital Improvement Program.

In the upcoming fiscal year, CCJPA will collaborate with vendors to upgrade the current Train Manager tool by integrating real-time GTFS data. This enhancement will provide the Benicia-Martinez railroad bridge operators with a live geospatial view of train and ship positions, coupled with automated alerts when trains enter a specific mile radius or timeframe. This tool will be utilized to facilitate proactive coordination at the Carquinez Strait, minimizing bridge lifts during critical windows and directly improving service reliability.

California Integrated Travel Program (Cal-ITP)

CCJPA is managing a CalSTA and Caltrans-led, multi-agency initiative to research, develop and implement Cal-ITP that will enable California residents and visitors to plan, pay, and demonstrate discount eligibility for travel across multiple modes of transportation, including bus, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services in California. With the help of dedicated Caltrans staff leading integration, CCJPA is fiscally and programmatically supporting these critical state-wide transit objectives. In 2025, efforts were focused on further developing programmatic support for eligibility discounts (e.g., seniors, veterans) and building up to support expansion into various transit systems state-wide, from a payments processing perspective. CCJPA is working with CalSTA and Caltrans to transition from Cal-ITP as a project into a State-supported program and, as such, anticipates that FY 2027 will be the last year CCJPA will serve as the fiscal sponsor to Cal-ITP. This transition aligns with the project's original objective: to integrate Cal-ITP's research-driven solutions into standard practices now that a path for State-wide transit support has been identified.

While Cal-ITP supports transit across the State, more specifically to rail, under Cal-ITP, CCJPA has been (since March 2023) in the first phase of a Minimum Viable Product (MVP), called Tap2Ride, and has spent the intervening time applying valuable 'project pilot' lessons for contactless payment in a passenger rail operating environment with adoption by a significantly larger number of Capitol Corridor customers using Tap2Ride. CCJPA is also part of the California Passenger Rail Alliance, which is working to create integrated ticketing solutions in situations where contactless payments are not appropriate, and reservations and ticket interoperability are required, making ticketing purchases for statewide travel on rail, and in the future, including other forms of public transportation.

Tap2Ride

Building on the ongoing success of the Tap2Ride program introduced in 2023, our primary operational focus is evolving the Tap2Ride program from a mobile-first pilot into a comprehensive, network-integrated payment and validation ecosystem. By modernizing conductor tools and expanding physical infrastructure, CCJPA aims to enhance operational efficiency and protect revenue.

<u>1. Conductor App Roadmap: Device Consolidation & Revenue Protection</u>

The modernization of the inspection tool is a strategic migration designed to streamline operations and safeguard revenue.

- Phase 1: Platform Integration (Amtrak EMD iOS): Our immediate focus is on migrating the inspection application from its secondary Android platform to the Amtrak Conductor EMD (iOS). This consolidation achieves significant OPEX savings by retiring the separate Android ecosystem and allows conductors to manage all tasks through a single device.
- Phase 2: OD Pair Calculation: Following the successful iOS integration, we will introduce an Origin-Destination (OD) Pair Calculation feature to address fare evasion risks.

4. Capital Improvement Program

The CCJPA maintains a Capital Improvement Program (CIP) intended to incrementally improve the Capitol Corridor's reliability, travel times, on-time performance, safety/security, and service frequency. These initiatives are primarily supported by discretionary capital funding sources at the local, regional, state, and federal levels (only State Railroad Assistance (SRA) funding is non-discretionary). Most CIP projects require matching two or more discretionary funding sources with similar project eligibility requirements. For most of CCJPA's history, the agency completed CIP projects using a mixture of compatible state and local funding sources.

The funding match strategy changed with the 2021 passage of the Infrastructure Investment and Jobs Act (IIJA). The new strategy leverages state and local funding to match federal funding available to intercity passenger rail. This legislation included approximately $66 billion for rail investments, expanded two main Federal Railroad Administration (FRA) funding programs, and established a federal CIP planning and project delivery process via the Corridor Identification and Development (CID) program.

However, CID implementation has taken longer than anticipated, and the shift toward federal funding has introduced federal compliance requirements that have disrupted ongoing projects. Projects midway through their development cycle have had to pause pending suitable federal environmental compliance processes. New projects have been deferred, awaiting CID implementation. This has significantly disrupted CCJPA's CIP at a time when inflationary costs for rail infrastructure projects have risen to unprecedented levels. While the longer-term opportunity to incorporate federal funding into the CIP is promising, the transition period since 2022 has impeded timely CIP project delivery.

Capital Improvement Program Funding

Since the inception of Capitol Corridor service in 1991, more than $1 billion has been invested or programmed from a mixture of funding sources to purchase rolling stock, build or renovate stations, upgrade track and signal systems for increased capacity, and construct train maintenance, layover, and storage facilities. See Appendix B for a list of current CCJPA capital projects, project status, and related funding.

The entire capital funding outlook for CCJPA's CIP is now in a transitional period that is proving challenging for timely project delivery—especially for projects already underway. Under the funding strategy necessary for large-scale projects, these projects must be federalized, which introduces federal environmental compliance requirements. Each federalized project must complete a National Environmental Policy Act (NEPA) record of decision and Section 106 cultural resources compliance before it can advance. The NEPA and Section 106 review process adds one to three years to the project development timeline, creating delays precisely when project cost inflation has reached unprecedented levels.

Despite these near-term challenges, the longer-term outlook for rail improvements is promising. The adopted 2024 State Rail Plan lays out a transformative vision for the statewide railroad network. The Plan envisions capital investments supporting a multi-tiered freight and passenger rail operating environment that better serves travel markets with improved cost efficiency. CCJPA's Northern California Megaregional Rail planning efforts, which evolved from the Vision Plan process, are largely captured in the State Rail Plan and aligned with the CID process, which will introduce the discipline of prioritizing capital investments.

CID establishes a structured long-term planning process to guide investments at all levels of government over the next fifteen to twenty years. CCJPA works with Caltrans Rail Division, which manages the relationship with FRA for CID development, to incrementally advance through the program's three steps: (1) scope the Service Development Plan (SDP), (2) deliver the SDP (a process that could take at least three years), and (3) complete project delivery in accordance with the SDP.

The time required to work through Step 1 and begin Step 2 is currently pausing CIP project delivery, with the major impact falling on projects that have already been started. Recognizing this issue through feedback from agencies like CCJPA, FRA created a Near-Term Service Development Plan (NTSDP)—effectively a fast track through Step 2's SDP process for projects already underway. However, delays in completing Step 1 mean that CCJPA's NTSDP projects, which now require NEPA and Section 106 review, remain paused from entering Step 3, where that review would occur.

The cost to projects that were underway prior to the federal funding shift is measured in time and compounded by project cost inflation and the slowed delivery of project benefits. However, this transition comes with the promise of access to a potentially larger funding supply when combining local, state, and federal sources. The circumstances described above are substantially different from when the 2014 Vision Plan and 2016 Vision Implementation Plan were developed and adopted by the CCJPA Board. As a result, in 2026, CCJPA staff have identified an FY 26/FY27 action to update the Vision Plan to reflect the CCJPA Board’s direction, considering these new challenges and opportunities. This updated direction will be an important guiding document for representing CCJPA’s interests in the context of all that has emerged since the prior Vision Plan documents.

Programmed and Current Capital Improvements

Improvements made in this fiscal year, as well as capital projects planned for FY 2026-27 and FY 2027-28, can be categorized into four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions.

Specific Capital Improvement Program Discussion

Railroad Infrastructure Maintenance and Improvements

Davis Station Improvements Design

The CCJPA has entered a partnership with Amtrak, UPRR, and the City of Davis to begin a major program of improvements at the Davis station. This project will improve passenger safety and accessibility at this station while reducing train delays, improving railroad fluidity, and providing new pedestrian connectivity. The first phase of this work involves the replacement of track crossovers and the railroad signal system near the station. The second phase would involve the complete reconstruction of Davis Station with a center island platform and direct pedestrian access to the neighborhoods across the tracks from the station. Amtrak is the lead on more significant improvements at the station, but has paused this work due to budget limitations. CCJPA intends to advocate for Amtrak's continued planning and investment to improve this vital station.

Agnew Siding Improvement Design

Final design for Agnew Siding, a new passing siding in the Santa Clara-Great America station vicinity, is nearly complete, with funding allocated for construction. The new passing siding in the Santa Clara-Great America station vicinity will offer two benefits: 1) Provide a storage track to hold Capitol Corridor special extra trains to serve events at Levi's Stadium; and 2) Reduce delays to Capitol Corridor and ACE trains due to unscheduled meets in the current single-track territory.

Grade Crossing Safety Upgrade

CCJPA is actively seeking safety improvements for the many highway-railway grade crossings along our route. While CCJPA does not have direct authority to make improvements to railroad crossings, substantial increases in federal funding for crossing improvements will provide opportunities to address needed safety upgrades. CCJPA intends to work closely with UPRR, the California Public Utilities Commission, and local communities to identify areas of concern and support efforts to implement improvements. One such program, launched in 2023, uses CCJPA funds to assist local road authorities with at-grade crossing safety improvements, which can serve as the basis for future design and, subsequently, construction grant funding programs that are established and expanded at both the state and federal levels. Other, more significant grade-separation projects will be coordinated with various road authorities and the UPRR, aiming to reduce incidents and maintain the safety and on-time performance of Capitol Corridor trains. When appropriate, CCJPA will actively seek to promote, fund, and deliver on the grade-separation (i.e., bridge) or closure of crossings.

Right-of-Way Safety Improvement Program

The ROW Safety Improvement Program aims to secure the Union Pacific Railroad (UPRR) ROW in locations with a particularly high rate of fatalities, injuries, and/or delay-causing incidents through the installation of security fencing. The footprint of this project is entirely on the UPRR right-of-way. Using state matching funding, CCJPA applied for discretionary FRA funding and received a federal grant to install fencing along some of the most problematic sections of track from a trespasser incident perspective. As of early 2026, this project is in its early administrative steps toward implementation, with the expectation that construction can commence in 2026. This project will include a before-and-after study to understand the effectiveness of the fencing in preventing unauthorized access to the ROW and related incidents.

Bridge and Structure Improvement/Upgrades

The CCJPA has begun a program of improvements to bridges and related structures along the Capitol Corridor route. Supported by State Rail Assistance funds, this program will focus on safety improvements and asset life extension. This program will supplement the work already performed by UPRR and aim to improve the safety and on-time performance of Capitol Corridor trains.

Capitalized Maintenance

The Capitol Corridor Capitalized Maintenance program, funded by the ABP allocation, focuses on upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance. In the past fiscal year, funding was used for improvements to the railroad track to improve passenger ride comfort and on-time reliability. The program also helps to fund railroad signal system reliability improvements.

Equipment Acquisition, Renovation, and Upgrades

CCJPA is focused on refining the maintenance and operations programs at the Oakland Maintenance Facility to improve the reliability, safety, and cost-effectiveness of the Northern California rail fleet, which supports both the Capitol Corridor and San Joaquin services. The fleet is primarily California-owned equipment, as shown in Table 7-1. New fleet acquisitions under development will dramatically increase service capacity. In November 2023, CCJPA received CCJPA Board authorization to enter into a joint services agreement with SJJPA for maintenance of the Northern California rail fleet with its third-party maintainer – Transit Services America Inc. (TASI). This transition was completed in August 2025 and will allow both services to adhere to higher maintenance quality and cleanliness and be more agile with overhaul projects.

Table 7-1: Northern California Equipment Fleet (Capitol Corridor and Gold Runner)

California owned rail equipment	NOTES
12 F59 Locomotives	Assigned to Gold Runner and Capitol Corridor service
1 Dash-8 Locomotives	Assigned to the Oakland Maintenance Facility Yard
10 Charger Locomotives	Assigned to Gold Runner and Capitol Corridor service
70 Bi-Level California Coach and Surfliner Cars	Assigned to Gold Runner and Capitol Corridor service
2 Single Level Comet Cars	Assigned to Gold Runner service
6 Single Level Siemens Venture Sets (7 cars each)	Assigned to Gold Runner service
Amtrak Supplemental Equipment	**NOTES**
2 NPCU Single Level Baggage Cars	Assigned to Gold Runner and Capitol Corridor service

Additional New Rolling Stock

Caltrans has procured new single-level passenger rail cars (Siemens 'Venture Cars", described above in Wi-Fi), and the first set of cars were delivered for use on the Gold Runner (formerly San Joaquins) service in the calendar year 2023, two more sets in 2024, and more are expected to be delivered for use in service in early 2026. After various build and delivery acceptance issues, we anticipate that the final delivery will result in a shift of some current bi-level vehicles to CCJPA. In advance of ordering new rail vehicles for the NorCal IPR fleet, Caltrans is spearheading a fleet management plan that is supported by CCJPA, San Joaquin Joint Powers Authority (SJJPA), and Los Angeles -San Diego -San Luis Obispo Rail Corridor Agency (LOSSAN). This fleet management plan will allow for the overhaul and modernization of the existing legacy Bi-level fleet. Due to delays in the delivery of Siemens venture cars to overhaul the existing bi-level legacy fleet and meet growing ridership demands, CCJPA is partnering with Caltrans and Caltrain to execute a lease of Caltrain F40 locomotives and Bombardier bilevel cars. They are expected to arrive for service in the spring of 2026.

Rehabilitation and Modification Programs

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak established a multi-year program of periodic overhauls for the existing train fleet. This program aims to improve fleet performance, maintain the valued assets of the State's rolling stock investment, and provide enough cars to effectively run the service until new cars arrive in 2025-2026. Additionally, CCJPA and SJJPA are working in collaboration with Caltrans, and the new maintainer, TASI, is working on the next iteration of overhaul while bringing the legacy bi-level equipment to a State of Good Repair (SOGR). Below are lists of both completed and upcoming projects.

Rail Equipment Projects in FY 2025-26

- Truck Overhaul work will continue through the remainder of the fleet.
- Equipment Redeployment will continue to Capitol Corridor JPA and LOSSAN JPA as Siemens Venture Car sets are deployed on the Gold Runner.
- F-59 Locomotive Overhaul to begin.
- Fleet Modernization RFP to be completed and planning of phased overhaul of legacy equipment finalized.
- Charger Locomotive Technical Support and Spares Supply Agreement (TSSSA) or an alternative program led by San Joaquin JPA to be completed.
- Wi-Fi system upgraded to new software release supporting further improvements in the coming years.
- Real-time passenger counting systems begin installation on the fleet.
- Caltrain locomotive and car sets to be leased, branded and retrofit with Wi-Fi and Tap2Ride readers to be deployed on the Capitol Corridor and Gold Runner
- Continue to engage with SJJPA, LOSSAN and Caltrans on Zero Emission Technologies

Rail Equipment Projects in FY 2026-27

- Truck Overhaul program continues through the remainder of the bi-level legacy fleet
- Equipment Redeployment will continue to Capitol Corridor JPA and LOSSAN JPA as Siemens Venture Car sets are deployed on the Gold Runner
- F-59 Locomotive Overhaul to Continue
- Bi-Level Fleet Modernization to begin
- Charger Overhaul Planning to begin
- Following previous software upgrade CCJPA plan introduce two new major Products to the fleet; 5G carrier support marking a significant improvement to the Wi-Fi performance, and wireless inter carriage links providing greater stability on each train.
- Tap2Ride integration with GTFS (General Transit Feed Specification).
- Remainder of Bombardier trainset leased from Caltrain to be deployed; expanded available equipment for the fleet.

Safety: AI Right of Way Detection - Pilot

In FY27, the CCJPA will launch a safety initiative, as a pilot, to leverage Artificial Intelligence (AI) to enhance existing locomotive cameras and improve information on ROW incidents and understand how CCJPA can further target existing safety initiatives. This data-driven approach will allow the CCJPA to prioritize capital investments, ensuring that resources such as fencing, signage, and law enforcement are deployed precisely where they are needed most. Ultimately, this pilot will provide the empirical evidence necessary to guide future safety enhancements and long-term infrastructure planning across the entire corridor.

Service Plan Improvements and Expansions

Sacramento to Roseville Third Track Service Expansion Project

The Sacramento to Roseville Third Track is broken into two phases. Phase I Project is funded through a complex mix of various state funding sources and was awarded one federal grant to CCJPA in August 2023. At present, phase one is CCJPA's largest and most long-standing CIP initiative (the initial project development commenced in 2004). Prior to the federal funding award, CCJPA advanced to the 90% design phase with UPRR (by UPRR standards).

The project has been significantly affected by federalization delays (NEPA and Section 106 review), some project cost increases related to more detailed utility relocation requirements, and significant inflation. Execution of that award required project delivery at cost levels that are no longer realistic, given current inflation. CCJPA is working with FRA to rescope the current fund award and establish an interim completion step to keep the project moving forward. Completing federal environmental clearance and finalizing design will allow CCJPA to focus on a revised funding strategy. This project remains CCJPA's top project for delivery despite the challenges.

Phase two of this project will add an additional seven round trips, but no funding for that phase is currently available but it will be incorporated into the CID process.

South Bay Connect

The South Bay Connect Project proposes to relocate Capitol Corridor service between Oakland and Newark from the current Union Pacific Railroad (UPRR) Niles Subdivision route to the UPRR Coast Subdivision. The proposed project includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride in Fremont on the Coast Subdivision. South Bay Connect is expected to improve the service efficiency and reliability of the Capitol Corridor overall by relocating service to a shorter, less congested rail corridor through Alameda County. Although the service relocation will discontinue Capitol Corridor service at Hayward and Fremont-Centerville stations, the new Ardenwood station will serve passengers in southern Alameda County and facilitate intermodal transfers between rail and transbay buses/shuttles to the San Francisco Peninsula.

On November 20, 2024, the CCJPA Board certified the Final Environmental Impact Report (fEIR) and approved the project to advance toward final design. The fEIR cleared a project footprint as large as possible to provide negotiating room for a smaller-scale project with UPRR. However, several project delivery factors are now complicating advancement.

Since initial project funding estimates were developed, inflationary pressures have doubled project costs as originally conceived—mirroring challenges facing other recent capital projects. CCJPA is working with UPRR to implement a reduced project scope that reduces costs while maintaining minimum project viability. Despite these efforts, a known funding gap persists due to prior inflation.

To address the funding gap, CCJPA is poised to federalize South Bay Connect as a Near-Term Service Development Plan (NTSDP) project under CID. Once through the NTSDP process, federalization will require completing NEPA and Section 106 review, introducing additional project delays and inflationary costs. South Bay Connect is the first project prioritized in CCJPA's 2016 Vision Implementation Plan.

State Route 84 (SR-84) Intermodal Bus Facility

Related to South Bay Connect but not dependent on its implementation, a separate SR-84 Intermodal Bus Facility is proposed at the elevated level of SR-84 along the Dumbarton Corridor to improve the operations of transbay buses and shuttles by allowing direct passenger pick-up and drop-off at bus platforms located directly in the median of SR-84. The Bus Facility would be entirely within Caltrans right-of-way, and CCJPA is closely coordinating engineering design review and CEQA/NEPA environmental impact analyses with Caltrans District 4. Two different design alternatives are currently under consideration, and environmental impact analyses are expected to be complete in early 2027.

Link21 (New Transbay Rail Crossing)

CCJPA completed a partnership with BART on the extensive planning efforts needed to deliver a Northern California Megaregional Project –a new transbay rail crossing between San Francisco and Oakland with implications that extend far beyond the connection across the San Francisco Bay. In 2025, the CCJPA and BART Boards respectively selected standard-gauge rail as the preferred technology option and shifted all Link21 delivery to CCJPA for implementation. The development of Link21 is specifically identified as a corridor element in the CID process that has been described above.

Salinas

As part of the first phase of the State's Central Coast Service Deployment plan, Caltrans has made a request to CCJPA to explore the possibility of providing the initial deployment of service to Salinas at the request of Caltrans. The details of infrastructure improvements, service frequency, operational window, and funding are still being developed and require several additions in operational, safety, and security funding to support this anticipated expansion. Any such change would extend service beyond the current boundaries of the CCJPA Board jurisdiction and would require significant governance, funding, and equipment support for implementation.

5. Performance Standards and Action Plan

CCJPA maintains a customer-focused business model that emphasizes delivering reliable, frequent, safe, and cost-effective train service designed to sustain growth in ridership and revenue. Over the past 20 years, ridership has trended upward as the service provides a viable transport alternative to the parallel congested I-80/I-680/I-880 highway corridors that is competitive in terms of travel time, reliability, and cost.

The CCJPA develops performance standards for the Capitol Corridor service to be aligned with the Uniform Performance Standards (UPS) developed by CalSTA. The CCJPA has long used data analysis to drive cost-effective service improvements and expects to increase the role of data in future fiscal years. Table 5-1 summarizes the UPS and CCJPA results for FY 2024-25, along with the standards for the next three fiscal years.

FY 2026-27 and FY 2027-28 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2026-27 and FY 2027-28. The future operating costs or FY 2026-27 and FY 2027-28 have been developed to conform with the PRIIA Section 209 pricing policy, which stipulates that all state-financed, Amtrak-operated intercity passenger rail routes under 750 miles shall be priced by Amtrak in a fair and equitable manner.

Table 5-1: Uniform Performance Standards and Results

PERFORMANCE METRIC	FY 2024-25			FY 2025-26	FY 2026-2027	FY 2027-2028
Usage	**Actual**	**Budget**	**Actuals vs Budget**	**Budget**	**Budget**	**Budget**
Route Ridership	1,138,753	1,196,448	-5%	1,190,851	1,474,975	1,651,972
Passenger Miles	82,907,460	77,925,482	6%	86,636,366	95,168,735	97,259,621
[1]Total Operating Cost/Passenger Mile	$0.75	$0.90	-16%	$0.81	$0.74	$0.75
[1]Farebox Recovery	47%	50%	-5%	50%	50%	50%
Service Quality	**Actual**	**Standard**	**Actuals vs Standard**	**Standard**	**Standard**	**Standard**
End-Point On-Time Performance	87%	90%	-3%	90%	90%	90%
Passenger On-Time Performance	89%	90%	-1%	90%	90%	90%
[2]Operator Delays/10K Miles	268	>325	-21%	>325	>325	>325

[1]As of the release date of this draft ABP, actual data is preliminary and will be updated when finalized.
[2]Transition to new equipment maintainer went into effect in August 2025

FY 2026-27 and FY 2027-28 Action Plan

Table 5-2 summarizes projects, ongoing and planned, through FY 2026-27 and FY 2027-28. Each project shown in Table 5-2 is dynamic and may change based on circumstances beyond CCJPA's control.

Table 5-2: FY 2026–27 and FY 2027-28 Action Plan

PROJECT	Past Fiscal Years	FY 2027				FY 2028				Future Fiscal Years
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
CAPITAL PROJECTS										
South Bay Connect										
Sacramento to Roseville Third Main Track Phase I										
California Integrated Travel Program (Cal ITP)										
Davis Station Signal Improvements										
Agnew Siding										
Stege Signal Improvements										
California Passenger Information Display System (CalPIDS) Modernization										
Alviso Railroad Adaptation Planning Study										
Contactless Fare Payment Hardware										
Station Reader Pilot										
Capitol Corridor Mobile App										
ONGOING PROJECTS										
Right of Way Safety and Security										
Capitalized Maintenance										
Network Integration/Link21										
Onboard Connectivity										
Tap2Ride Integration										

6. Establishment of Fares

The CCJPA develops fares in conjunction with Amtrak to ensure the Capitol Corridor service is attractive and competitive with other transportation options. Fares provide a critical funding source for CCJPA operations. The pandemic resulted in a significant reduction in fare revenue, which was temporarily offset by federal funding. Although CCJPA made a concerted effort to keep fares stable during the pandemic, increasing budget challenges will require increases in select fares during FY 2026-27 due to the increasing cost of service delivery to ensure CCJPA meets the State's requirement to recover at least 50% of operating costs from fares.

To adjust to changes in travel since 2020, CCJPA consulted with transit fare policy experts to obtain strategic advice on a suite of fare policy actions. Following their recommendations, CCJPA lowered fares for shorter trips (less than 50 miles) and marginally increased fares for multi-ride fare products. CCJPA implemented this change with great success in June of 2025, resulting in strong growth in ridership between the Sacramento and Davis stations, as well as between Solano and Contra Costa Counties to Richmond BART. CCJPA is monitoring fare pricing and is poised to develop fare-targeted fare reduction programs to support VMT reduction efforts related to the I-80 widening project. As well, CCJPA is taking steps in 2026 and 2027 to support a broader adaptation of Tap2Ride and the fare capping opportunities that best match the travel needs of Capitol Corridor customers.

Current ticket types include standard one-way and round trip fares, monthly passes, ten-ride tickets valid for 90 days, and six-ride/1-year tickets for college and university students. Additionally, CCJPA offers its Tap2Ride pilot program for contactless payment and ticketing. As this program expands, the goal is to offer it as a regular ticketing option. Ten-ride tickets are discounted by roughly 30-35 percent compared to one-way fares, and monthly tickets are discounted by roughly 50 percent from one-way fares, assuming use of 40 times per month. In recognition of changing ridership patterns, ten-ride tickets were extended to be valid for 90 days in 2022. These discounted multi-ride fares are ideal for repeat riders who use Capitol Corridor trains as their primary means of travel along the corridor. To retain flexibility and convenience for our riders, reservations are not required for any of the trains.

CCJPA also offers targeted discount programs for leisure travelers, including the year-round "Friends and Family" offer, providing savings for buy-one/bring up to five others at 50 percent off. The Capitol Corridor also utilizes a variety of seasonal discounts aimed at specific target groups, such as seniors, to promote off-peak and weekend ridership. In addition, Capitol Corridor offers a variety of California Everyday Discounts for seniors, children, military personnel, individuals with disabilities, and members of select organizations, in conjunction with the Gold Runner and Pacific Surfliner.

FY 2026-2027 Fares

Maintaining the fiscal viability of the Capitol Corridor service and meeting the required 50% cost recovery ratio will require an increase in fares during FY 2026-27. CCJPA has made a few changes to fares since 2019, effectively reducing the cost of service by nearly 20% considering inflationary levels during the period. Increasing budget challenges necessitate increases to address the increasing cost of service delivery. Increases will equal inflationary levels in the most recent year (approximately 3%), with an additional 2% for multi-ride fare products.

To provide riders with more flexibility for their multi-ride tickets, in 2020, CCJPA extended the 10-ride/45-day ticket to 60 days, and in 2022, extended it to 90 days, to encourage greater flexibility. However, analysis of the 10-ride product clearly shows a cohort of more frequent 10-ride utilization and a very infrequent utilization, both suggesting that differentiation of the 10-ride product into two time periods and pricing levels may be warranted. In 2026, CCJPA has updated the 10-ride product to 60 days. We will explore additional ways to offer ticket flexibility for riders as we learn more about emerging ridership patterns and prepare for a new ticketing platform. CCJPA's multi-ride fare products are discounted atypically high as compared to public transportation agencies with similar products, and a slow reduction is necessary to maintain reasonable single-ticket fare prices.

As part of its Marketing Program (Section 8), CCJPA will develop initiatives designed to better inform customers of fare products and discounts:

- Use findings from the fare analysis to develop new future fare products or adjust existing products to better meet the needs of riders.
- Raise awareness of the flexibility and benefits of Capitol Corridor's unreserved ticketing.
- Continue to promote the Tap2Ride contactless fare pilot program.
- Continue to promote California's "Everyday Discounts" and other ongoing discounts such as "Friends & Family".
- Increase utilization of Amtrak's mobile ticketing features in the short term, as they enable real-time validation and improve customer convenience.

FY 2027-2028 Fares

The expectation is that Tap2Ride will allow for a nimble and customer-friendly fare system with a wider range of products by FY 2027-28. Fare changes will be considered in the context of budget conditions at the time and are likely to, at a minimum, increase at an inflationary level. Other fare and ticketing opportunities include:

- Continue to expand and raise visibility of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and the transfer of motorcoach bus routes to parallel local transit services.
- Enhance customer loyalty and referral programs to retain existing riders and attract new riders.
- Integration and implementation of the new ticketing platform will likely offer new fare products and expand choices for riders.

7. Service Amenities

Accessibility

The Capitol Corridor provides complete accessibility to passengers. Accessibility features include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each train car. Mobility-impaired persons not in wheelchairs can utilize grip bars at each door, work with conductors to use on-train step stools, or, if needed, use wheelchair lifts to board from the platform. Passengers who require assistance may contact the conductors for help with boarding or detraining.

Passenger Information

Onboard train journey information is provided via the Wi-Fi landing page/portal associated with the 2020 upgraded Wi-Fi system. More recently, CCJPA has worked with our partners to introduce a new Portal Platform, allowing greater flexibility to display important passenger updates. Refinements to this information regarding passenger journeys will evolve over time, but it will remain a consistent on-train amenity. Legacy CA PIDS was originally implemented in the early 2000's, and both the hardware and software components of the system are reaching useful end-of-life. CCJPA is leading the procurement of new PIDS hardware and software for the Capitol Corridor and Gold Runner services. While the PIDS Modernization project is being implemented, the legacy CA PIDS needs to be kept operational for critical passenger information at stations.

At the stations, electronic passenger information display systems (PIDS) provide train arrival times, delay information, and other notifications. This project also involves bringing improved telecommunications services to stations on the Capitol Corridor. The publication of General Transit Feed Specification (GTFS) Realtime feeds for Capitol Corridor and ACE remains as the most immediately useful and early aspect of the upgraded PIDS system. GTFS real-time feeds allow CCJPA and third-party travel planning apps, such as Google Maps and Transit App, to consume industry-standard transit schedule and real-time train status data. While the back-end information is being modernized, the communication hardware at the station is being updated during 2026 and early 2027. Eventually sign and audio hardware will be upgraded in the future with the goal that there is always continuity in PIDS from the customer experience perspective.

Lavatories

Lavatories in California cars feature electric hand dryers, soap dispensers, infant diaper-changing tables, and air fresheners.

Wi-Fi

All cars in the fleet offer complimentary Wi-Fi service. CCJPA delivered a next-generation Wi-Fi solution in 2020, a significant upgrade from the original system. It is now managed under a long-term services-based contract, which has allowed CCJPA to work with our partners to perform a system-wide upgrade of the Wi-Fi software and backend services. This upgrade provides CCJPA with the foundation to introduce broader improvements across the service provided and to keep pace with technological improvements for hardware elements that reach end-of-life at a relatively rapid basis. CCJPA continues to leverage the Wi-Fi system to support the Tap2Ride contactless payment readers. See details on the next-generation Wi-Fi in Chapter 9, CA IPR Supplemental Allocation for Onboard Technology (page 25).

CCJPA Connectivity Assurance – Introducing 5G

Capitol Corridor is launching a fleet-wide 5G pre-deployment audit to address the "productive commuting" demands of modern passengers. By utilizing open-source measurement tools to move beyond theoretical coverage maps, the initiative will provide empirical data on rail-specific signal loss, high-speed handovers, and rural dead zones. This data-driven approach serves as a strategic lever for 5G hardware retrofits, empowering the agency during carrier rate negotiations, by providing the evidence needed to challenge existing broadband coverage claims.

Request for Information (RFI)

The Capitol Corridor Joint Powers Authority (CCJPA) is initiating a multi-year strategic program to reimagine the digital experience for our passengers. As the demands of the modern traveler evolve, so too must the technology that supports them.

Our roadmap is designed to transition the Capitol Corridor from its current Wi-Fi capabilities to a next-generation, AI-enabled digital platform. This process will be executed in two distinct phases: a Market Discovery Phase (FY2026) to identify cutting-edge innovations, followed by a Procurement & Implementation Phase (FY2027-2028) to select a vendor and execute the complex logistics of fleet-wide installation and service delivery.

Portal Content

Following the recent upgrade of our onboard Wi-Fi to the Nomad Digital platform, the CCJPA is launching a six-month pilot program in FY26 to reintroduce high-quality media content for passengers. To ensure a fast and reliable connection for everyone, this entertainment will be hosted directly on the train's local servers. This strategic approach prevents media streaming from slowing down the Wi-Fi, preserving vital bandwidth for passengers who need to work or communicate during their journey.

To maintain fiscal responsibility, the project will be evaluated against clear performance metrics, including passenger adoption rates, network efficiency gains, and overall customer satisfaction. Upon completion of the trial, the CCJPA will use this data to determine if the service provides sufficient value to become a permanent budget item. This ensures that our long-term investments remain focused on proven passenger demand and operational excellence.

Passenger Mobile Application

The Capitol Corridor is launching a new, dedicated passenger mobile application designed to simplify and enhance the travel experience. This initiative will consolidate real-time travel information, the Tap2Ride payment system, and customer support into one convenient, branded platform. The first phase of the rollout will prioritize essential tools for daily commuters, including live train tracking and personalized service alerts delivered directly to their devices. By providing mobile-first communication and reliable data, the CCJPA aims to streamline the passenger journey, improve communication during service disruptions, and build a modern digital foundation for future service growth.

Bicycle/Scooter Access

Providing on-train and secure station bicycle and scooter storage remain important aspects of Capitol Corridor bicycle access, as we see train ridership gradually returning. CCJPA will monitor on-train bicycle/scooter storage capacity needs as ridership recovers and maintain adequate racks to meet demand, which, for some busy trains, are already being challenged with an increasingly diverse ecosystem of non-powered and powered mobility devices of all types, making safe storage and transport a growing challenge for CCJPA, Amtrak, and customers. CCJPA will also continue to operate and maintain all existing BikeLink eLockers at stations and work with the eLocker vendor to raise awareness of secure station bike parking to mitigate on-train crowding. For physical bicycle access to and from stations, CCJPA is pursuing opportunities to improve station access with local municipalities as they arise.

Food and Beverage Services

CCJPA will continue enhancing the Café Car program in the coming year, with menu development guided by performance data and customer feedback. The existing sustainable, digital-forward menu format will remain in place to support incremental updates that respond quickly to market demand. CCJPA will also refresh its seatback tray decals to improve visibility of the Café Car, schedules, and other key passenger resources.

Planned improvements include streamlining the menu, adjusting pricing as appropriate, and expanding the availability of locally produced items. CCJPA will also work with Amtrak to improve customer wait times and overall satisfaction. These changes will be supported by close monitoring of Café Car performance metrics and customer experience feedback to ensure continued refinement over time.

8. Marketing Strategies

The Capitol Corridor Joint Powers Authority (CCJPA) remains committed to growing ridership, strengthening brand visibility, and deepening customer engagement through data-driven, adaptive marketing strategies. Across FY 2026–27 and FY 2027–28, CCJPA will refine its understanding of changing customer demographics, leverage major regional events, enhance digital communication, and expand partnerships and grassroots outreach. CCJPA will also continue developing its Group Travel program, which is expected to benefit from added fleet capacity.

Advertising will target a diverse rider base, highlighting comfort, convenience, and value across both essential and leisure travel markets. CCJPA will expand its “Only By Train” advertising platform, strengthening brand visibility across digital, print, onboard, and partner channels. CCJPA’s staff will also be focused on tap2ride ridership growth and initiatives that encourage use of the contactless payment program. Strategic partnerships will further extend reach through joint promotions and co-branded outreach, with emphasis on off-peak and event-driven travel tied to regional cultural, entertainment, and sports activities.

Following the completion of the website redesign scheduled for late 2026, CCJPA will prioritize improvements in usability, multilingual access, and search visibility to ensure that prospective and existing riders can easily access fare information, service updates, and trip-planning tools. Enhancements to the digital ecosystem will be coordinated with broader technology initiatives, including the continued rollout of statewide Passenger Information Display Systems (PIDS) and improvements to real-time communications. These investments are intended to support clearer passenger communication, particularly during service disruptions and major regional events, while also reinforcing confidence in the reliability of the service.

Marketing and customer communication efforts will remain closely aligned with fare policy actions described in Section 6. As fare adjustments are implemented to meet cost recovery requirements, CCJPA will focus on clearly communicating the value of its fare products, including multi-ride discounts, unreserved ticketing flexibility, and the benefits of the Tap2Ride contactless payment system. Increased adoption of Tap2Ride remains a priority, as it supports customer convenience, improves transaction efficiency, and positions CCJPA for greater flexibility in future fare product development.

FY2026-27 Marketing Strategies

CCJPA will work to begin a Brand Analysis and Assessment during FY 2026–27. The purpose of this effort is not solely aesthetic, but strategic, including evaluating market perception, clarify the agency's value proposition, and ensure that messaging aligns with current travel behavior and service priorities. Any future brand refresh elements will be evaluated in the context of fiscal conditions and demonstrated return on investment.

The Group Travel program will receive particular emphasis over the next two fiscal years, especially as fleet availability improves, and additional capacity becomes available. This program represents an opportunity to grow ridership in the education, community, and tourism markets while utilizing available off-peak capacity. Outreach to schools, colleges, community organizations, and tour operators will be coordinated with service planning to ensure operational readiness and positive customer experience.

Public relations and grassroots engagement will continue to support corridor-wide visibility and community connection. CCJPA will maintain media outreach highlighting its role in regional mobility, sustainability, and customer-focused innovation. Community-based engagement efforts along the route will complement paid advertising campaigns and strengthen relationships with local stakeholders. Collaboration with Operation Lifesaver and continuation of programs such as Corridor Conversations and onboard engagement initiatives will reinforce safety awareness and customer loyalty.

FY2027-28 Marketing Strategies

Looking ahead to FY 2027–28, marketing efforts will shift from program development toward refinement and measurable performance growth. Ongoing evaluation of ridership trends, fare utilization, and customer satisfaction will guide adjustments in messaging, targeting, and resource allocation. Marketing investments will remain aligned with service capacity, budget conditions, and the agency's long-term objective of sustaining ridership growth while meeting required cost recovery targets.

9. FY 2026-27 & FY 2027-28 Annual Funding Requirement

The primary purpose of this ABP, as defined in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels, as well as administer two State IPR technology programs and a megaregional rail service expansion planning effort. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2026-27 & FY 2027-28. The funding request for the same period is detailed in Table 9-1 and described below.

CCJPA Operations, Administration, and Marketing Funding Request

Amtrak Operations

Based on the Operating Plan and Strategies (Section 3), the CCJPA has prepared initial forecasts for FY 2026-27 & FY 2027-28 operating expenses, ridership, and revenues. In close collaboration with JPA staff from the three California intercity rail JPAs, including Capitol Corridor, Caltrans has developed a Cost Optimization Strategic Initiative (COSI) model to project the estimated operations subsidy needed for each California intercity rail corridor, based on various service levels and revenue assumptions. This model is updated quarterly based on current trends and analyzes various scenarios to assess the availability of resources. The COSI model was used to estimate the operations funding needed for Amtrak Operations, while actual Amtrak Operating costs are determined by the newly revised Passenger Rail Investment and Improvement Act (PRIIA) policy and costing methodology which was implemented in FY 2013-14 and revised in FY 2023-24 as part of a national launch of a pricing policy for all Amtrak-operated IPR services under 750 miles.

The Amtrak operating forecast for train and bus feeder services for FY 2026-27 and FY 2027-28, shown in Table 9-1, reflects full, pre-pandemic train service levels, which resumed as of December 2025 and includes a projected decrease of three percent in Amtrak Operating expenses and revenue growth of nine percent, resulting in an overall 18% decrease in the Amtrak operating subsidy for FY2026-27 as compared to prior year. An improvement in operating efficiency and a decrease in operating costs are required to achieve a 50% farebox recovery, as required under the State's Uniform Performance Standards (described in Section 5).

In August 2025, responsibility for the maintenance of the Northern California rail fleet transitioned from Amtrak to a new service provider. This operational efficiency and cost reduction is described below in the subsection entitled Northern California Rail Fleet Maintenance Funding Requested by SJJPA on Behalf of CCJPA and is reflected as the Train Equipment Maintenance budget in Table 9-1 for informational purposes only. The full cost of train operations and train equipment maintenance is shown in Table 9-3 below.

As described in Section 3, CCJPA launched the Cal-ITP MVP, Tap2Ride, in March 2023. During a transitional period combining both CCJPA ticketing support and Amtrak ticketing support, state funding to support CCJPA revenue collection may be required. As CCJPA's responsibility for ticketing ramps up, Amtrak costs for supporting ticketing are expected to decrease in the future. CCJPA is requesting a flexible approach to funding this effort due to the current unknowns. Funding for Tap2Ride is discussed in the next subsection, Direct Operations.

Direct Operations

The Direct Operations funding request included in Table 9-1 and described in the strategic objectives Section 3 captures direct operating expenses to support rail safety and security, Tap2Ride, bus partnerships, system monitoring, station operations, mechanical support, our transit transfer program, including operating expenses that were formerly included in the Amtrak Operating budget, such as the partnership with El Dorado County Transit Authority for the Sacramento to South Lake Tahoe connecting motorcoach route.

The significant increase in Direct Operations funding is largely to support enhancements to CCJPA's rail safety initiatives. With this year's funding request, CCJPA is proposing a strategic budget change to support the Right-of-Way (RoW) Safety and Security program within the Direct Operations budget, to support RoW clean-up and maintenance and two UPRR Special Agents dedicated to patrol the Capitol Corridor route, as described in Section 3. The recategorization of funding would allow CCJPA to shift our use of State Rail Assistance (SRA) funding, which has supported this rail safety initiative since the program's inception, to be used as a funding match to leverage Federal and other State funding investments for capital projects. Also included under rail safety is funding to support the implementation of onboard Artificial Intelligence technology to analyze RoW safety concerns from the locomotive, as described in Section 3, as well as California Operation Lifesaver activities.

Prior to FY 2025-26, CCJPA's implementation of Tap2Ride was initially funded within the State-Wide California Integrated Travel Project (Cal-ITP) funding request (described below) for which CCJPA serves as the State's fiscal sponsor, and since then has been included in the Direct Operations forecast. The funding requested for FY 2026-27 and FY 2027-28 includes the necessary administrative and technical resources to support the continued expansion of the Tap2Ride program to work towards transitioning from a successful proof-of-concept to a robust, live service environment as described in Section 3.

Marketing

The CCJPA's marketing budgets for FY 2026-27 and FY 2027-28 include resources required to support the marketing strategies as described in Section 8. Bringing back passengers and increasing ridership will require an aggressive marketing approach that demands an increase in funds to support the planned efforts. The budget estimates shown in Table 9-1 represent only the direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State. The increase to the Marketing budget from prior year will expand media relations support, along with community outreach and partnership programs, including a college ambassador program.

Administration
Table 9-1 identifies the estimates for the FY 2026-27 and FY 2027-28 budgets that support the administrative management activities of the CCJPA for the Capitol Corridor service, and includes an increase of 19 percent in the Administrative budget due to increases to labor costs, insurance, legal fees, and professional services support as compared to prior year. The administrative funding request includes resources to support capital improvements, as well as resources to support the direct management of Northern California Onboard Technology and the California Passenger Display System for the State's IPR , as well as the implementation of Tap2Ride contactless payments on the Capitol Corridor service. As in recent years, CCJPA staff will continue to execute strategies to charge appropriate CCJPA labor costs to capital project grants, which will offset administrative expenses.

The Capitol Corridor service will remain part of the State's IPR system and, pursuant to the ITA, the service will continue to receive annual funding appropriations from the State. To that end, the CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Any cost savings realized by the CCJPA or revenues exceeding business plan projections for Amtrak Operations during the term of the ITA will be used by the CCJPA for service improvements.

CCJPA Supplemental Allocations
CCJPA receives additional annual supplemental allocations from Caltrans for special projects that benefit the Capitol Corridor service and are not included in the core CCJPA annual operating budget. These CCJPA Supplemental Allocations are listed in Table 9-1.

Minor Capital Projects
Minor capital projects are small projects to improve Capitol Corridor passenger rail facilities and operations that are less than $461,000. Recent examples of minor capital projects include the installation of signage at stations, the installation of fencing along the Capitol Corridor route, and the repair of vandalized station bike eLockers.

Capitalized Maintenance
Refer to the description in Chapter 4, Railroad Infrastructure Maintenance and Improvements section. Funding in the amount of $1 million per year is required to support CCJPA's capitalized maintenance program.

California Intercity Passenger Rail (IPR) Funding Support for CCJPA-Led Projects
CCJPA receives additional annual supplemental allocations from Caltrans for CCJPA-led special projects that benefit the CA IPRs, including Capitol Corridor, the Gold Runner, and the Pacific Surfliner CA IPRs. These CA IPR Supplemental Allocations are listed in Table 9-1 and are described below.

Northern California Onboard Technology
The funding request for FY 2026-27 and FY 2027-28 for the Northern California Onboard Technology program listed in Table 9-1 and described in Section 3 is inclusive of the capital and operating costs required to support the onboard Wi-Fi program for the Northern California IPR fleet, including program oversight, equipment design, installation, and maintenance, cellular costs, and planned updates to Wi-Fi portal. The forecast incorporates unexpended prior year funding to be used in FY 2026-27 and signifies a strategic capital program focused on modernizing the fleet's digital infrastructure by replacing aging hardware to achieve higher efficiencies and service levels.

The FY 2026-27 and FY2027-28 funding request, in addition to unexpended prior year funding, will support key initiatives including the introduction of 5G modem upgrades, the replacement of the Digital Trainline System (DTL) to ensure robust car-to-car network connectivity, and the deployment of GloCol commercial technology. These upgrades will dramatically reduce network congestion, improve speeds and reliability for passengers, and align the fleet with the latest global connectivity standards, ensuring a superior and highly reliable digital service for years to come.

In 2018, CCJPA transferred the provision of third-party onboard Wi-Fi and its associated management expenses for the two Northern California State-supported intercity passenger rail services (Capitol Corridor and Gold Runner) from Amtrak to the CCJPA. Funding for the provision of onboard Wi-Fi was formerly included in the Amtrak Operating budget and has since been funded to CCJPA as a CA IPR Supplemental Allocation. As part of this shift, CCJPA procured a Next Generation onboard Wi-Fi service provider and a Wi-Fi service oversight contractor. CCJPA transitioned to Next Generation Wi-Fi for the Northern California fleet in 2020.

California Passenger Information Display System (PIDS) – Legacy & Modern PIDS Operations & Maintenance
In FY 2023, CCJPA assumed the management responsibilities of the existing (legacy) CA PIDS for the Capitol Corridor, the Gold Runner, and the Pacific Surfliner, which were formerly under each JPA's respective Amtrak Operating agreement. As described in Section 7, Legacy PIDS will remain in place as CCJPA transitions to an updated system throughout 2026 and early 2027.

Table 9-1 includes a funding request for operations and maintenance expenses for both the legacy (for Capitol Corridor, Gold Runner, and Pacific Surfliner) and upgraded California Passenger Information Display System (for Capitol Corridor and Gold Runner). Due to unforeseen delays in FY 2025, CalPIDs implementation has been pushed back to the Fall of 2026 to allow sufficient time for the installation of the cabinets and electrical connections in stations. Unexpended prior year funds due to these delays will be utilized to support FY 2026-27 activities. As CalPIDS Modernization is implemented across different rail corridors, the costs of maintaining the legacy CA PIDS are expected to decrease, while costs for maintaining the new PIDS will increase.

Table 9-1

CCJPA FY 2026-27 & FY 2027-28

FUNDING & SUPPLEMENTAL ALLOCATION REQUEST - June 2026

Capitol Corridor Service	FY 2025-26 FUNDED	FY 2026-27 PROPOSED	FY 2027-28 PROPOSED
TRAIN SERVICE BY ROUTE			
Sacramento-Oakland			
Weekday	30	30	30
Weekend	22	22	22
Oakland-San Jose	14	14	14
Sacramento-Roseville	2	2	2
Roseville-Auburn	2	2	2
RIDERSHIP	1,190,851	1,474,975	1,651,972
FUNDING REQUEST			
Operating			
Amtrak Operating Expenses	$ 53,637,178	$ 52,247,990	$ 54,034,526
Amtrak Operating Revenue	$ (30,757,629)	$ (33,490,325)	$ (32,753,908)
Amtrak Operating Subsidy *(Expenses less revenue)*	$ 22,879,549	$ 18,757,665	$ 21,280,618
[1] *Train Equipment Maintenance*	*$ 16,443,955*	*$ 18,499,656*	*$ 19,239,642*
Direct Operations	$ 2,795,850	$ 5,030,359	$ 5,644,178
Information Customer Support Services	$ 1,587,111	$ 1,447,275	$ 1,505,166
CCJPA Administrative Management			
Administration	$ 4,515,813	$ 5,354,528	$ 5,568,709
Marketing	$ 1,717,649	$ 1,800,164	$ 1,884,171
TOTAL CCJPA Admin & Operating Allocation	33,495,972	32,389,991	35,882,842
CCJPA SUPPLEMENTAL ALLOCATION			
Minor Capital	$ 500,000	$ 500,000	$ 500,000
Capitalized Maintenance	$ 1,000,000	$ 1,000,000	$ 1,000,000
TOTAL CCJPA Supplemental Allocation	1,500,000	1,500,000	1,500,000
CA INTERCITY PASSENGER RAIL (IPR) SUPPORT SUPPLEMI			
[2]Northern California Onboard Wi-Fi	$ 5,013,728	$ 866,944	$ 3,107,177
[3]Passenger Information Display System Operations	$ 1,839,779	$ 634,925	$ 2,235,890
Equipment Lease Readiness	$ 2,415,000	$ -	$ -
TOTAL CA IPR Supplemental Allocation	9,268,507	1,501,869	5,343,067
Total Funding Request	44,264,479	35,391,860	42,725,909

[1] The maintenance of the train equipment to operate the Capitol Corridor service transitioned from Amtrak to a new maintainer in August 2025. The new equipment maintenance contract has been procured by SJJPA who will pay for the costs on behalf of the Northern California Fleet, for which funding will be requested by SJJPA on behalf of CCJPA in their ABP . This amount is included for informational purposes, and is not included in CCJPA's ABP funding request.

[2] Nothern California Onboard Wi-Fi is allocated to the CA Intercity Passenger Rail (IPR) services as follows for FY 2027: Capitol Corridor $0.43 M; Gold Runner $0.43 M.

[3] Passenger Information Display System Operating supports both Legacy & Modern PIDS and is allocated to the CA IPRs as follows for FY 2027: Capitol Corridor $.33 M; Gold Runner $0.24 M; and Pacific Surfliner $0.07 M.

State-Wide California Integrated Travel Project (Cal-ITP) Funding Request

The Capitol Corridor Joint Powers Authority (CCJPA) continues its strategic role as the administrative partner and fiscal sponsor for the California Integrated Travel Project (Cal-ITP), facilitating the deployment of the Tap2Ride contactless payment system and the adoption of statewide open transit data standards (GTFS). As the project under CCJPA moves toward its conclusion in June 2027, the focus has shifted to a distributed ownership model. This transition ensures that core deliverables—including payment systems, data standards, and eligibility programs—are handed off to the specific agencies best equipped for permanent management. The final year of the initiative (FY 2027) will prioritize comprehensive documentation and the seamless transfer of subcontractor responsibilities, ensuring that Cal-ITP results in a sustainable, modernized transit solution with a clear and fiscally responsible exit strategy.

Funding to support the Statewide Cal-ITP project in its final year is included in Table 9-2 below. It is important to note that while CCJPA is leading the project as fiscal sponsor, it is only one of nearly 200 transit agencies in the State participating in the Cal-ITP. Separately, funding for Tap2Ride, CCJPA's implementation of Cal-ITP on Capitol Corridor trains and buses, is included in CCJPA's funding request in Table 9-1 in the Direct Operations budget and is described above.

Table 9-2

FY 2026-27 & FY 2027-28

FUNDING REQUIREMENT FOR CALIFORNIA INTEGRATED TRAVEL PROJECT (CAL-ITP) BENEFITTING STATE-WIDE TRANSIT AGENCIES

Requested by CCJPA serving as the State's Fiscal Sponsor

FUNDING REQUIREMENT	AUTHORIZED FY 2025-26	PROPOSED FY 2026-27	PROPOSED FY 2027-28
California Integrated Travel Project	$ 7,196,285	$ 4,956,209	$ -
Total Funding Request for Cal-ITP	**$ 7,196,285**	**$ 4,956,209**	**$ -**

Northern California Rail Fleet Maintenance Funding Requested by SJJPA on Behalf of CCJPA

As of August 2025, CCJPA has entered into a joint services agreement with SJJPA for the maintenance of the Northern California rail fleet through its third-party maintainer. This transition will allow both the Capitol Corridor and Gold Runner services to adhere to higher quality maintenance standards and be more agile with overhaul projects. As a part of the Joint Services Agreement between CCJPA and SJJPA, SJJPA is responsible for requesting funding on behalf of Capitol Corridor from CalSTA each fiscal year to support the equipment maintenance activities.

As a result of this change, there is a reduction in Amtrak operating costs for equipment maintenance as compared to historical funding requests, and CCJPA's funding requirement for Amtrak Operations is reduced by the costs that will be paid to the new maintainer. Table 9-3 below is provided for informational purposes only, and includes the budget for Amtrak Operations for train and bus feeder services (requested in Table 9-1,described above) and train equipment maintenance costs under the new maintainer.

Table 9-3

FY 2026-27 & FY 2027-28 Capitol Corridor Train Operations & Equipment Maintenance Budget - June 2026			
	AUTHORIZED	PROPOSED	PROPOSED
Capitol Corridor Service	FY 2025-26	FY 2026-27	FY 2027-28
Amtrak Train & Bus Feeder Operations			
Amtrak Operating Expenses	$ 53,637,178	$ 52,247,990	$ 53,352,390
Amtrak Operating Revenue	$ (30,757,629)	$ (33,490,325)	$ (34,231,370)
Amtrak Operating Subsidy *(Expenses less revenue)*	$ 22,879,549	$ 18,757,665	$ 19,121,020
TASI Equipment Maintenance			
Train Equipment Maintenance Expenses	$ 16,443,955	*$ 18,499,656*	*$ 19,239,642*
TOTAL TRAIN OPS & EQUIPMENT MAINTENANCE	39,323,504	37,257,321	38,360,662

10. Separation of Funding

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, with title updated in the most recent Administrative Services Agreement, the Chief Financial Officer of the Managing Agency of the CCJPA will perform the functions of Treasurer, Auditor, and Controller. The prior agreement between the San Francisco Bay Area Rapid Transit District (BART) and CCJPA, wherein BART serves as the CCJPA's Managing Agency, was first renewed in February 2005 for a five-year term through February 2010. Subsequently, it was renewed for another five years for the period of February 2010 through February 2015. These five-year terms are consistent with AB 1717, enacted in September 2003, which allows the CCJPA Board five years to monitor BART's performance as the Managing Agency. In November 2019, the CCJPA Board approved a five-year term with BART for the period of February 20, 2020 through February 19, 2025. This action was supported by BART's Board in December 2019. In November 2024, the CCJPA Board approved an additional five-year term through February of 2030.

As identified in the ITA, the State performs audits and reviews of CCJPA's service-related financial statements. In addition, the CCJPA requires that the Chief Financial Officer provides an annual independent audit of the CCJPA's accounts within six months of the close of the State fiscal year. BART has established appropriate accounting and financial procedures to ensure that funds secured by the CCJPA during FY 2026-27 and FY 2027-28 to support the Capitol Corridor are solely expended to operate, administer, and market the service.

11. Consideration of Other Service Expansions and Enhancements

This section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2026-27 and FY 2027-28 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements. The CCJPA CIP is fully aligned with the goals of the 2024 State Rail Plan, which includes integration of rail services (high-speed rail, intercity and regional rail, and integrated express buses) and the development of multimodal connection points across the State that allows for convenient and timed transfers between different transit services and modes.

The 2024 State Rail Plan, developed by CalSTA and Caltrans Division of Rail, envisions a larger-scale passenger and freight rail network in California. The Plan incorporates not only the IPR services but also the planning efforts for the California High-Speed Rail system. The leadership demonstrated by CalSTA, as expressed through the 2024 State Rail Plan, is advancing the concepts of State rail planning and has influenced the funding awards CCJPA has received from Cap and Trade, as well as under SB1.

Megaregional Rail Planning & Vision Plan Update

In November 2014, the CCJPA Board adopted the Vision Plan Update, and in November 2016, it adopted the Vision Implementation Plan that directed the CCJPA to plan the future of Capitol Corridor service within a larger Northern California megaregional context. This endeavor includes exploring cross-bay connections in the San Francisco Bay Area and connections with passenger rail services in the San Joaquin Valley. In 2018, the State published a State Rail Plan that supported actions within the CCJPA Vision Implementation Plan and encouraged cooperation among Northern California rail providers within a Northern California Megaregional context. The revised Plan, published in 2024, lays out a vision for a future electrified passenger rail network and supports major rail investments to support increasingly greater levels of train service.

The long-term vision for the Capitol Corridor fundamentally involves developing the service where frequency is not limited by existing host railroad agreements, currently capped at 15 round trips between Sacramento and Oakland. Instead, the vision is for a service with 15-minute frequencies during peak hours, and one where higher-speed service (up to potentially 150 mph – electrified service) is permitted. This vision was first examined at a high level in the Vision Plan Update, where core concepts were studied, and several viable alignment alternatives were moved forward to the next step. The next step, the Vision Implementation Plan, eliminated alternatives to one alignment via a phased and detailed engineering and operations level analysis. By identifying a path to a railroad corridor under public control, the implications for layering intercity, commuter, and even high-speed rail are all viable potential outcomes consistent with the objectives of the 2024 State Rail Plan.

CCJPA has been officially identified as part of the Federal support for intercity rail planning through the Corridor Identification and Development Program (Corridor ID). In conjunction with Caltrans, CCJPA anticipates that the Corridor ID program will build upon the Vision Plan with far greater and robust analysis that was possible given the limited Vision Plan budget. The Corridor ID planning efforts will include the existing Capitol Corridor route, the new crossing between Oakland and San Francisco (Link21), as well as new markets passing through communities into Reno, Nevada, and California communities leading to Novato and Salinas. This analysis will be crucial in developing a capital investment and operating plan strategy that can sustain Capitol Corridor's service improvement plans for the next twenty years.

CCJPA is working with BART on the planning of a New Transbay Rail Crossing – an opportunity for a passenger rail crossing between Oakland and San Francisco. This approach aligns with the Core Capacity Study needs identified in the Metropolitan Transportation Commission (MTC)-led study and with the CCJPA Board's direction to study a conventional rail crossing in support of an expanded rail network as described in the 2024 State Rail Plan. The context of the 21-county Northern California Megaregion is the backdrop for the planned incremental program development steps for this megaproject. The project is in a transition phase with the expectation that CCJPA will take a more significant role in future project development.

In FY 2026 and FY 2027, CCJPA staff will also advance efforts to update the Vision Plan and develop a comprehensive Strategic Plan to guide the organization's priorities, investments, and service objectives. These efforts will ensure alignment between long-term megaregional planning initiatives and near-term operational and capital program decisions, positioning Capitol Corridor for continued growth and improved service delivery.

Rail Service Expansion Planning

Most recently revised in February 2019, the CCJPA's Train Station Policy supports future extensions to new markets beyond the Capitol Corridor or new locations within the existing route. This policy encourages partnerships between several passenger rail services and local and regional transportation agencies. The updated CCJPA Train Station Policy presents an improved process to consider new station viability, benefit, and integration into the Capitol Corridor route. It clarifies the process of establishing a potential new station and of developing the funding program to support the development of new stations along the route. On February 12, 2020, the CCJPA Board approved a candidate station status for the City of Hercules, pursuant to the new Train Station Policy. The City of Hercules will continue to pursue funding for station development and travel time mitigation.

APPENDICES

Appendix A

Historical Service Statistics

Fiscal Year	Daily Trains	Total Ridership	% Change Prior Year	Riders Per Day	Revenue	% Change Prior Year	Operating Expenses	% Change Prior Year	Farebox Ratio	State Funding Requirement
SFY 91/92 (a)	6	173,672	- -	864	$1,973,255	- -	$4,848,967	- -	41%	$1,592,907
SFY 92/93	6	238,785	- -	650	$2,970,103	- -	$8,333,093	- -	36%	$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	$3,598,978	21.2%	$9,911,735	18.9%	36%	$6,714,761
SFY 94/95	6	349,056	-4.1%	960	$3,757,146	4.4%	$9,679,401	-2.3%	39%	$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	$4,805,072	27.9%	$11,077,485	14.4%	43%	$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	$5,938,072	23.6%	$20,510,936	85.2%	29%	$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	$6,245,105	5.2%	$20,527,997	0.1%	30%	$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	$7,314,165	17.1%	$23,453,325	14.3%	31%	$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	$9,115,611	24.6%	$25,672,749	9.5%	36%	$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	$11,675,117	28.1%	$28,696,741	11.8%	41%	$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	$12,201,602	4.5%	$32,842,038	14.4%	37%	$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	$12,800,469	4.9%	$36,469,383	11.0%	35%	$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	$13,168,373	2.9%	$35,579,266	-2.4%	37%	$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	$15,148,333	15.0%	$35,110,571	-1.3%	43%	$19,962,238
FFY 05/06 (h)	24/32	1,273,088	1.0%	3,490	$16,014,636	5.7%	$35,147,033	0.1%	46%	$19,132,397
FFY 06/07	32	1,450,069	13.9%	3,970	$19,480,992	21.6%	$40,533,332	15.3%	48%	$21,052,340
FFY 07/08	32	1,693,580	16.8%	4,640	$23,822,862	22.3%	$43,119,290	6.4%	55%	$22,265,039
FFY 08/09	32	1,599,625	-5.5%	4,383	$23,505,602	-1.3%	$50,159,032	16.3%	47%	$25,113,642
FFY 09/10	32	1,580,619	-1.2%	4,330	$24,372,185	3.7%	$52,843,973	5.4%	46%	$27,499,149
FFY 10/11	32	1,708,618	8.1%	4,681	$27,176,573	11.5%	$56,699,385	7.3%	48%	$29,158,222
FFY 11/12 (i)	32/30	1,746,397	2.2%	4,785	$29,200,000	7.4%	$59,035,857	4.1%	49%	$29,606,390
FFY 12/13	30	1,701,185	-2.6%	4,661	$29,186,617	0.0%	$60,472,128	2.4%	48%	$29,110,318
FFY 13/14 (j)	30	1,419,084	-16.6%	3,888	$29,177,880	0.0%	$58,063,314	-4.0%	50%	$28,421,000
FFY 14/15	30	1,474,873	3.9%	4,041	$30,092,694	3.1%	$57,586,946	-0.8%	52%	$32,595,784
FFY 15/16	30	1,560,814	5.8%	4,276	$32,187,647	7.0%	$58,034,765	0.8%	55%	$25,847,118
FFY 16/17	30	1,607,277	3.0%	4,403	$33,968,835	5.5%	$56,644,500	-2.4%	60%	$22,675,665
FFY 17/18	30	1,706,849	6.2%	4,676	$36,305,769	6.9%	$61,221,333	8.1%	59%	$24,915,564
FFY 18/19	30	1,777,136	4.1%	4,869	$38,109,114	5.0%	$62,492,832	2.1%	61%	$24,383,718
FFY 19/20 (k)	30/10/16	898,007	-49.5%	2,460	$20,364,433	-46.6%	$48,744,937	-22.0%	42%	$28,380,504
FFY 20/21 (l)	22/18	354,373	-60.5%	971	$8,869,808	-56.4%	$42,055,480	-13.7%	21%	$33,185,672
FFY 21/22 (m)	22/18	705,365	99.0%	1,933	$17,795,622	100.6%	$50,983,505	21.2%	35%	$33,187,883
FFY 22/23	22/18	921,105	30.6%	2,524	$23,050,510	29.5%	$60,021,847	17.7%	38%	$36,971,337
FFY 23/24	22/18	1,032,633	12.1%	2,829	$27,301,749	18.4%	$59,860,805	-0.3%	46%	$32,559,056
FFY 24/25	24/22 to 28/22	1,138,753	10.3%	3,120	$29,562,833	8.3%	$59,454,763	-0.7%	50%	$29,891,930

Appendix B

CCJPA CAPITAL PROJECTS
June 2026

Project Name	Project Description	Projected Completion	CCJPA Funding	Partner Contribution	Total Project Cost
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station.	Design: Jul - 22 Const: Oct -32	$ 12,510,000	$ -	$ 12,510,000
Santa Clara Utility Relocation	Relocate seven City-owned or operated utilities crossing the Railroad's Right-of-Way	Design: Jul - 22 Const: May -30		$ 3,766,902	$ 3,766,902
Davis Station Signal Improvements	Improve the railroad signal system and replace track crossovers at Davis station to improve reliability and lifespan of the railroad infrastructure.	Design: Oct-24 Const: Pending funding	$ 12,768,640	$ 3,673,262	$ 21,233,829
Right-Of-Way Safety Improvement Program - Federal CRISI	Installation of security fencing at hotspot priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) with State Rail Assistance (SRA)	Pending Federal Grant Obligation	$ 25,206,469	$ -	$ 25,206,469
Sacramento to Roseville Third Main Track Phase I	Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville.	Enviro: Jul-2028 Design: Mar-2031 Const: Jul-2036	$ 159,197,000	$ -	$ 475,368,000
Sacramento Valley Station (SVS) Transit Center	Pass through grant to the City of Sacramento for improvements at the SVS.	November-27	$ 3,194,000	$ -	$ 3,194,000
Santa Clara Crossover	Improve train operations through the installation of a new crossover on the Coast Subdivision by allowing passenger train meets north of Santa Clara University Station.	Design: Jun-26 Const: Apr-30	$ 5,350,000	$ -	$ 6,394,000
South Bay Connect (also known as Coast Subdivision Realignment and Transit Hub +A1 formerly Oakland to San Jose Phase 2A)	Relocate Capitol Corridor service between Oakland Coliseum and Newark from Niles Subdivision to Coast Subdivision, to improve efficiency and service reliability and facilitate intermodal connections to the SF Peninsula. (Project cost: $440M - $840M)	Enviro: Nov-2030 Design: June-2030 Const: Dec-2034*	$ 184,022,243	$ -	$ 640,000,000
SR84 Intermodal Bus Facility	New intermodal bus facility on SR 84 adjacent to the proposed Ardenwood Station (South Bay Connect), to improve efficiency for transbay buses and shuttles.	Design: TBD Const: TBD	$ 10,700,000	N/A	$ 272,110,000
	CAPITAL PROJECT TOTAL		**$ 412,948,352**	**$ 7,440,164**	**$ 1,459,783,200**

*Subject to federal and state funding availability

CCJPA OPERATIONS & MAINTENANCE PROJECTS June 2026					
Project Name	**Project Description**	**Projected Completion**	**CCJPA Funding**	**Partner Contribution**	**Total Project Cost**
California Integrated Travel Program (CalITP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes, serving as the State's fiscal sponsor. (Prior TIRCP, Annual Business Plan Funding, CARB, CDT)	December-27	$ 57,576,285	$ -	$ 57,576,285
California Passenger Information Display System (CalPIDs) Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software, for Capitol Corridor and San Joaquins. (State Rail Assistance, Partner Contribution)	December-26	$ 10,880,896	$ 5,569,989	$ 16,450,885
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan Funding)	Annual	$ 1,000,000	$ -	$ 1,000,000
California Passenger Information Display System (CalPIDs) Operations	Support operations and maintenance of legacy CA-PIDS for CCJPA, SJJPA, and LOSSAN and modern PIDS for CCJPA and SJJPA. (Annual Business Plan Funding, Partner Funding)	Annual	$ 1,839,779	$ -	$ 1,839,779
Northern California Equipment Lease Readiness	Prepare newly leased equipment for the Northern California Fleet for revenue service, such as installation for WiFi and Tap2Ride and external equipment wrapping.	December-26	$ 2,415,000	$ -	$ 2,415,000
Northern California Onboard Technology	Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet (Annual Business Plan Funding)	Annual	$ 5,013,728	$ -	$ 5,013,728
Right-Of-Way (ROW) Safety/Security - Clean-Up	UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (State Rail Assistance, UP Contribution)	Annual (3-Year Agreement)	$ 5,019,000	UP In-Kind	$ 5,019,000
Right-Of-Way (ROW) Safety/Security - UPRR Special Agents	Special Agents respond to incidents and provide improved safety and security services along the Capitol Corridor route. (State Rail Assistance, UP Contribution)	Annual	$ 500,000	UP In-Kind	$ 500,000
Tap2Ride	Pilot program for contactless fare collection onboard the Capitol Corridor trains and buses. (Annual Business Plan funding)	Annual	$ 2,111,450	$ -	$ 2,111,450
	OPERATIONS & MAINTENANCE PROJECTS PROJECT TOTAL		**$ 86,356,138**	**$ 5,569,989**	**$ 91,926,127**

CCJPA Planning Studies June 2026					
Project Name	**Project Description**	**Projected Completion**	**CCJPA Funding**	**Partner Contribution**	**Total Project Cost**
Link21 / Corridor Identification Program	Planning and implementation strategies for a new Transbay Rail Crossing (TIRCP funding)	June-27	$ 11,276,000	$ -	$ 11,276,000
Alviso Adaptation Study	Study re sea level rise resiliency planning and pre-environmental/pre-design activities along the existing UPRR Coast Subdivision between Albrae and Alviso.	December-27	$ 939,268	$ -	$ 939,268
	PLANNING STUDIES TOTAL		**$ 12,215,268**	**$ -**	**$ 12,215,268**

From: Robert Padgette
Sent: Monday, June 15, 2026 2:11 PM
To: Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; Suzannejones; rdickinson; rbrewer; Caity Maple; Patrick Kennedy; Melissa Lee ; Sudhanshu Jain; Linda Sell; sbird; sbird_dixonpd; sbird; Alma Hernandez; cmoy; JChapman;
lucas.frerichs; lucasf; mayra.vega
Cc: Robert Powers; Jeana Zelan; Joseph Beach; Robert Franklin; Sylvia Lam; Alicia Trost; Byron Toma; Steven Shatz; Gradinger, Kyle@DOT; Robert Franklin; Byron Toma; David Melko; mclick; aadams; JDrake; Gonzalez-Estay, Manolo R ; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granado; tlsmith; gkirbyson; DValdezJones; rkbrown;
ecragin; mogaveror; aescobar; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson;
emily.ault; michaelspelis; fudvarhely; Monica Gonzalez; CCJPA Staff
Subject: [EXTERNAL] Capitol Corridor FIFA Service on June 13

MEMO

To: **CCJPA Board Directors**

From: **Robert Padgette, Managing Director**

Date: **June 15, 2026**

Subject: **Capitol Corridor FIFA Service on June 13**

CAPITOL CORRIDOR
JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

This memo is to provide an update on the service to the first FIFA match at Levi's Stadium on Saturday, June 13.

FIFA Service Overview:
Capitol Corridor provided enhanced service for the first FIFA World Cup match (Switzerland vs Qatar) at Levi's Stadium, operating three southbound trains to serve pre-match demand, including one train originating from Auburn and two trains originating from Sacramento. Following the match, Capitol Corridor operated two northbound trains to accommodate passengers after the game. The special service provided an important transportation option for thousands of attendees traveling to and from the match.

The successful operation was made possible through extensive coordination among Capitol Corridor, TASI Mechanical, Amtrak, and Union Pacific. TASI Mechanical and Amtrak provided exceptional support through additional station staffing, onboard services (café car), train and operations staffing, and Amtrak Police presence both onboard trains and at stations to support customer safety and the overall passenger experience.

FIFA by the numbers:
In advance of the FIFA World Cup, Capitol Corridor formally launched open-loop Tap2Ride access for all riders, allowing customers to use contactless bank cards and mobile wallets without prior registration. This milestone was made possible through a strong partnership with Amtrak, whose collaboration was instrumental in bringing the capability online in time for FIFA.

The first FIFA World Cup match at Levi's Stadium generated more than **5,000 Capitol Corridor riders on Saturday**, with trains serving Levi's carrying approximately **2,000 riders to and from the stadium**. The event also resulted in the strongest single-day performance in Tap2Ride's history.

Over the three-day period of Friday, June 12 through Sunday, June 14, Tap2Ride recorded 165 total taps, representing a 293% increase compared to the equivalent weekend of May 29–31, which recorded 42 taps. **Saturday, June 13 was the standout day, generating 91 taps alone** — more than double the total taps from the entire comparison weekend — driven by FIFA match-day travel demand.

Most notably, 97 of the 165 taps (59%) were from unregistered open-loop users paying with contactless bank cards or mobile wallets. This demonstrates that open-loop acceptance is reaching new customers who were not previously using the Tap2Ride system. The weekend also attracted 146 unique customers, compared to 29 during the prior comparison weekend, representing a 403% increase.

The FIFA World Cup continues through mid-July. Staff will continue to monitor weekly performance and provide a further update to the Board in advance of the full open-loop launch targeted for January 2027.

If you have any questions, please feel free to reach out to Leo Sanchez, Deputy Managing Director at leos@capitolcorridor.org .

Robert Padgette
Managing Director

Cc:

Robert Powers	Alicia Trost
Jeana Zelan	Byron Toma
Joe Beach	Steve Shatz
Bob Franklin	Kyle Gradinger, Caltrans Division of Rail and Mass Transit
Sylvia Lamb	SCG Members

Santa Clara Valley Transportation Authority

June 16, 2026

The Honorable Dave Cortese
California State Senate
1021 O Street, Room 7520
Sacramento, CA 95814

Re: Support for SB 1375 (Cortese) California Environmental Quality Act: exemption: urban intermodal rail station project.

Dear Senator Cortese,

On behalf of the Santa Clara Valley Transportation Authority (VTA), I strongly support the passage of SB 1375, which would expedite the delivery of the Diridon Station Program. SB 1375 would exempt from California Environmental Quality Act (CEQA) clearance requirements a "public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge" as long as such intermodal rail station projects comply with applicable environmental laws and address any displacement from the project. While these projects would still be subject to substantial environmental oversight, this step would save significant time and resources.

The expansion of Diridon Station will support more passengers and connections than any other station in Northern California by seamlessly connecting VTA light rail and bus services, BART Silicon Valley Phase II, Caltrain, ACE, Capitol Corridor, California High-Speed Rail, and intercity bus services. The Diridon program's multiple major transit investments, converging into a single integrated hub, create a uniquely complex delivery environment. Intersecting projects and processes make CEQA streamlining essential for such a project. SB 1375 reduces duplicative administrative burdens and allows Californians to realize the environmental, economic, and mobility benefits of the project sooner. Project sponsors and taxpayers will also benefit from reduced total project costs, thereby maintaining the public's trust.

Diridon Station will deliver substantial public benefits, including improved transit connectivity, expanded access to sustainable transportation options, support for transit-oriented housing and mixed-use development, and the creation of thousands of jobs. The station will also serve as a central node in California's broader rail network, strengthening connections between regional and statewide systems. Without this targeted exemption, the project faces delays that would jeopardize progress toward California's long-term transportation, climate, and economic objectives.

SB 1375 provides an exemption for critical public urban, intermodal rail station projects that ensures these projects avoid redundant review, reduce project delivery risk, and ensure that these critical infrastructure investments can move forward in a timely and cost-effective manner.

VTA plays a critical role in Santa Clara County, operating bus, light rail, and paratransit services relied upon by thousands of residents each day. VTA is building the BART Extension to Silicon Valley and the connection to Diridon Station, while delivering light rail and bus service and is a lead partner in the efforts to expand and modernize this station itself.

VTA commends you for your leadership in authoring SB 1375 and we strongly support the passage of your legislation this year. If you have any questions or need any assistance, please do not hesitate to contact Beverly Greene, Chief of Government Affairs at beverly.greene@vta.org or Aaron Quigley, Senior Policy Analyst for Government Affairs, at aaron.quigley@vta.org.

Thank you for your longstanding support of transportation in Santa Clara County and across the State of California.

Sincerely,

Sergio Lopez
Chairperson
Board of Directors

CC:
Santa Clara Valley Transportation Authority Board of Directors
Santa Clara County State Legislative Delegation
Hon. Isaac G. Bryan (Chair), Assembly Natural Resources Committee
Hon. Members, Assembly Natural Resources Committee
Lawrence Lingbloom, Chief Consultant, Assembly Natural Resources Committee
John Fitzpatrick, Assembly Republican Caucus Consultant

From: Humphrey, Sonia
Sent: Thursday, June 18, 2026 1:00 PM
Cc: LAFCO
Subject: [EXTERNAL] Now Available - Agenda Packet for June 22, 2026 LAFCO Countywide Water and Wastewater Service Review TAC Meeting #2

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

The agenda packet for the June 22, 2026 LAFCO Countywide Water and Wastewater Service Review Technical Advisory Committee Meeting #2 is now available on the LAFCO website: https://santaclaralafco.org/meetings/countywide-water-and-wastewater-service-review-technical-advisory-committee-tac-meeting-2.

Please let us know if you have any questions.

Best regards,

Sonia Humphrey, LAFCO Clerk
LAFCO of Santa Clara County
777 North First Street, Suite 410
San Jose, CA 95112
(408) 993-4709

From: Planning Commission
Sent: Thursday, June 18, 2026 2:01 PM
Subject: [EXTERNAL] Agenda Posted: Planning Commission 6/25/26 Meeting
Importance: High

Good afternoon,

The agenda and related materials for the June 25, 2026 meeting of the Planning Commission are now available online at:

https://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=17733

Members of the public may access the virtual meeting through the following link:

> https://sccgov-org.zoom.us/j/82443158959 (recommended) or by smart phone at (669) 900-6833, Meeting ID 824 4315 8959# (participant ID not required)

Please do not hesitate to contact our office with any questions.

Warm Regards,
Cynthia M. Murray
Board Clerk II
Clerk of the Board | Board of Supervisors
P: 408.299.5176