



Capitol Corridor Joint Powers Authority

Northern California Megaregional
Working Group

September 25, 2026



Presentation Overview

- Capital Corridor Overview and Performance
- Recent Success
- Challenges Ahead

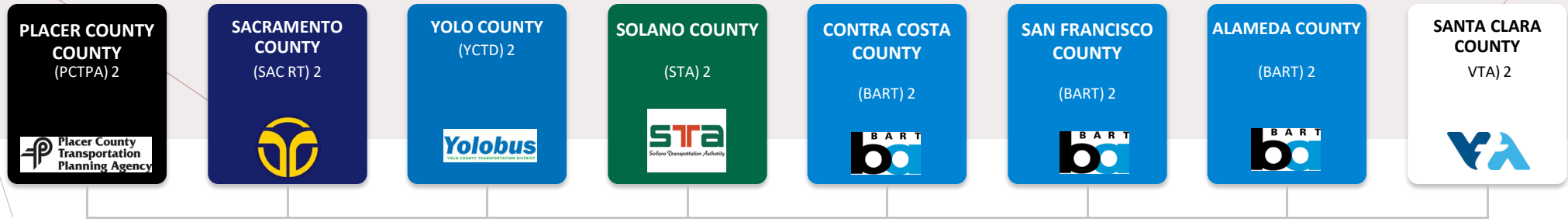


Capitol Corridor Service

- 170-mile route
- 30 weekday trains, 22 on weekends (currently reduced to 24 weekday)
- Serve Northern California Megaregion
 - Sacramento / Sierra Foothills
 - Oakland / San Francisco Bay Area
 - San Jose / Silicon Valley
- Only public transport serving entire Megaregion
- Rely on extensive connections to local transit



CAPITOL CORRIDOR GOVERNANCE



CCJPA Member Agency Staff

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

CCJPA BOARD

16 MEMBERS - 8 COUNTIES

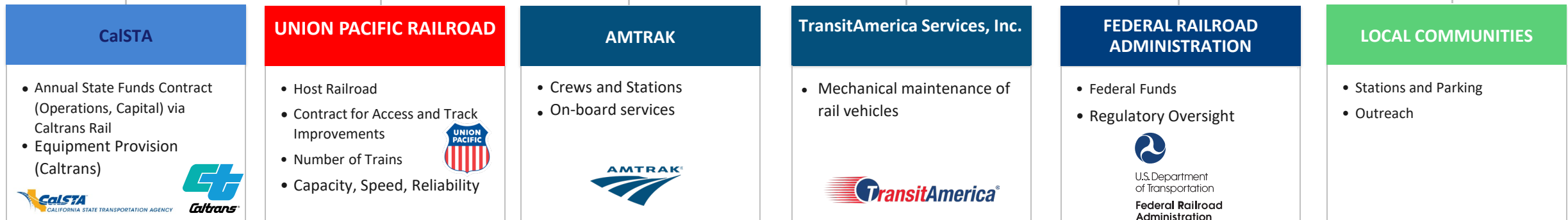
(No Employees)

CAPITOL CORRIDOR

EXECUTIVE OFFICE & STAFF

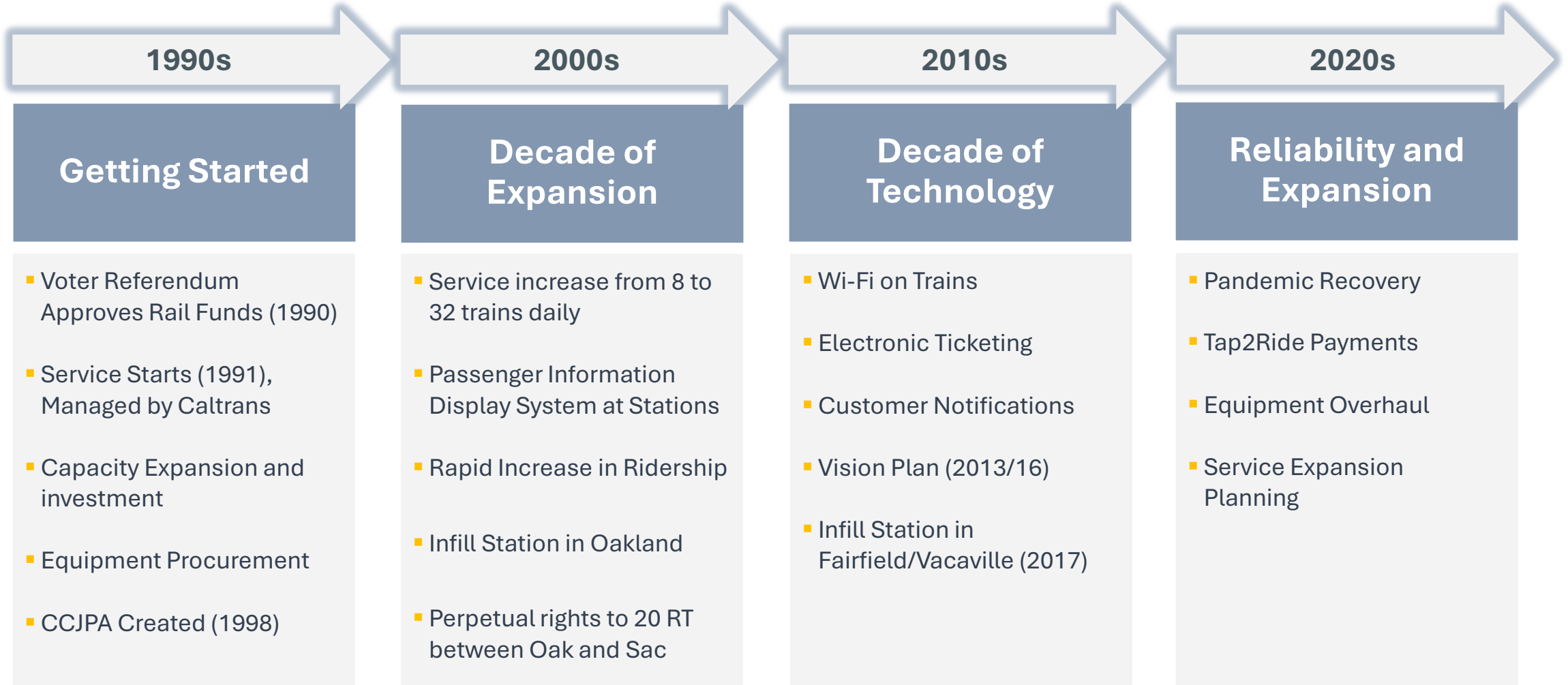
Provided under contract by BART

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





Decades Long Steps to Success



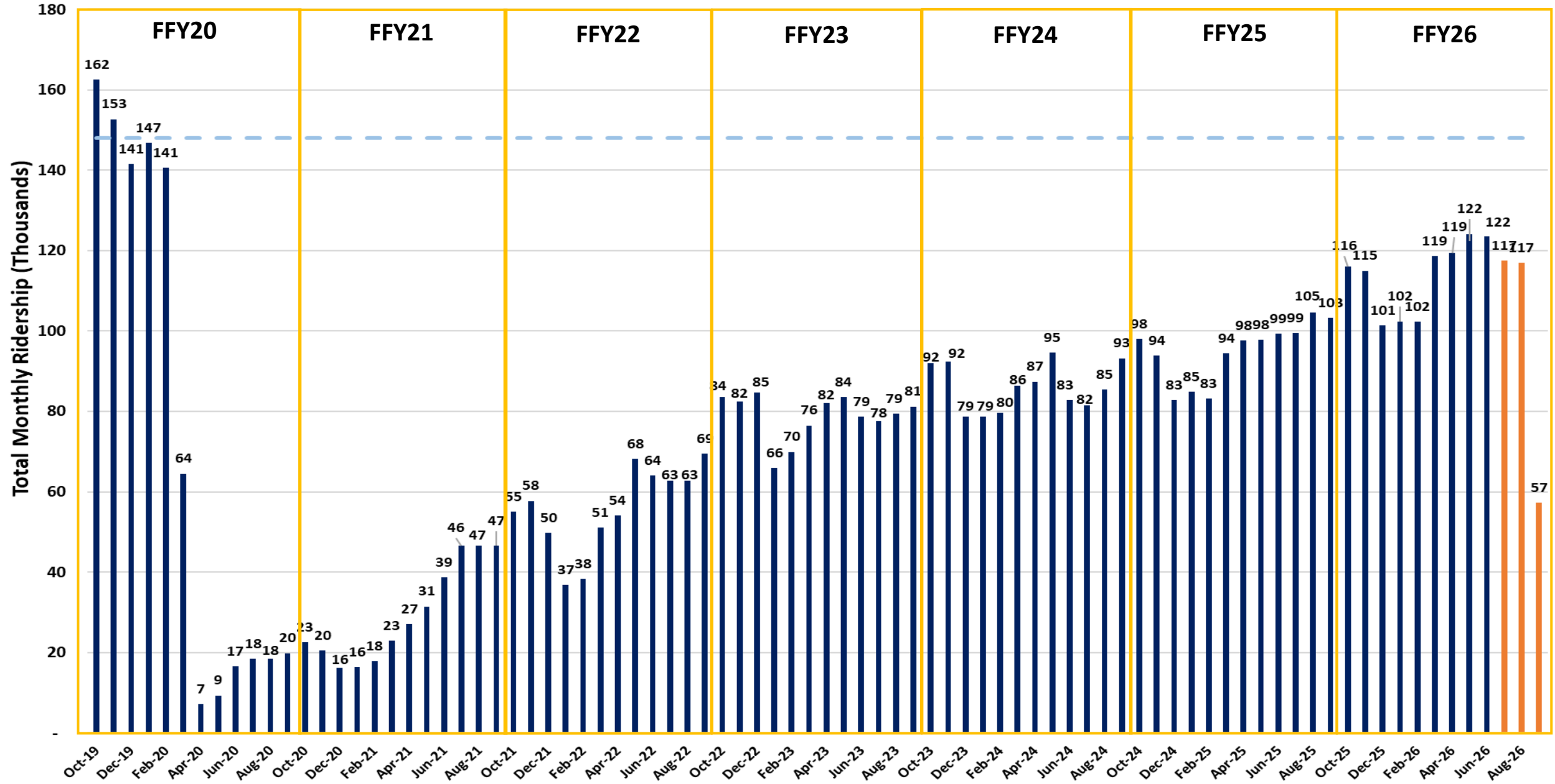
Total Monthly Ridership

FFY20 - SEP FFY26

Reconciled Ridership

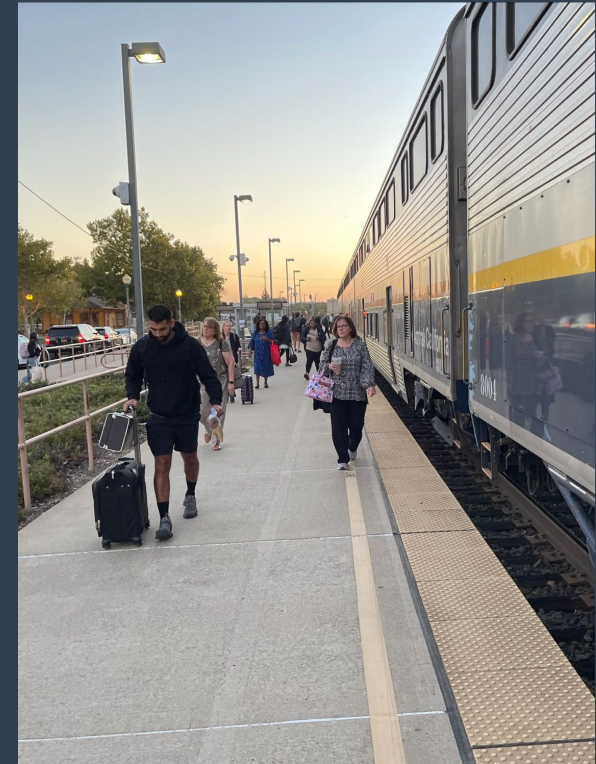
Unofficial Ridership

FY19 Average Ridership



Recent Success

- Returned to pre-pandemic service levels in (Dec 2025)
- Mechanical transition from Amtrak to TASI completed (Aug 2025)
- Tap2Ride full open loop (June 2026)
- Vision Plan Update (complete Nov 2026)



Vision Plan Approach

- 2016 Vision Plan focused on large projects
- Updated Plan will reflect comprehensive program, projects / amenities
- Projects organized according to CCJPA control and implementation complexity



Updated Vision Plan - Strategic Approach

PILLAR I: **SAFETY & RELIABILITY**

Safety and sound reliability improvements

Always involves third-party partnerships

Examples: Grade separations, fencing, crossovers, platform safety

PILLAR II: **SERVICE AMENITIES**

Higher CCJPA control, more rapid deployment

Ridership growth independent of additional train service

Examples: Tap2Ride, Wi-Fi, café service, station access

PILLAR III: **SERVICE EXPANSION & EXTENSION**

Requires host railroad agreement

Transformational infrastructure investment, capacity modeling

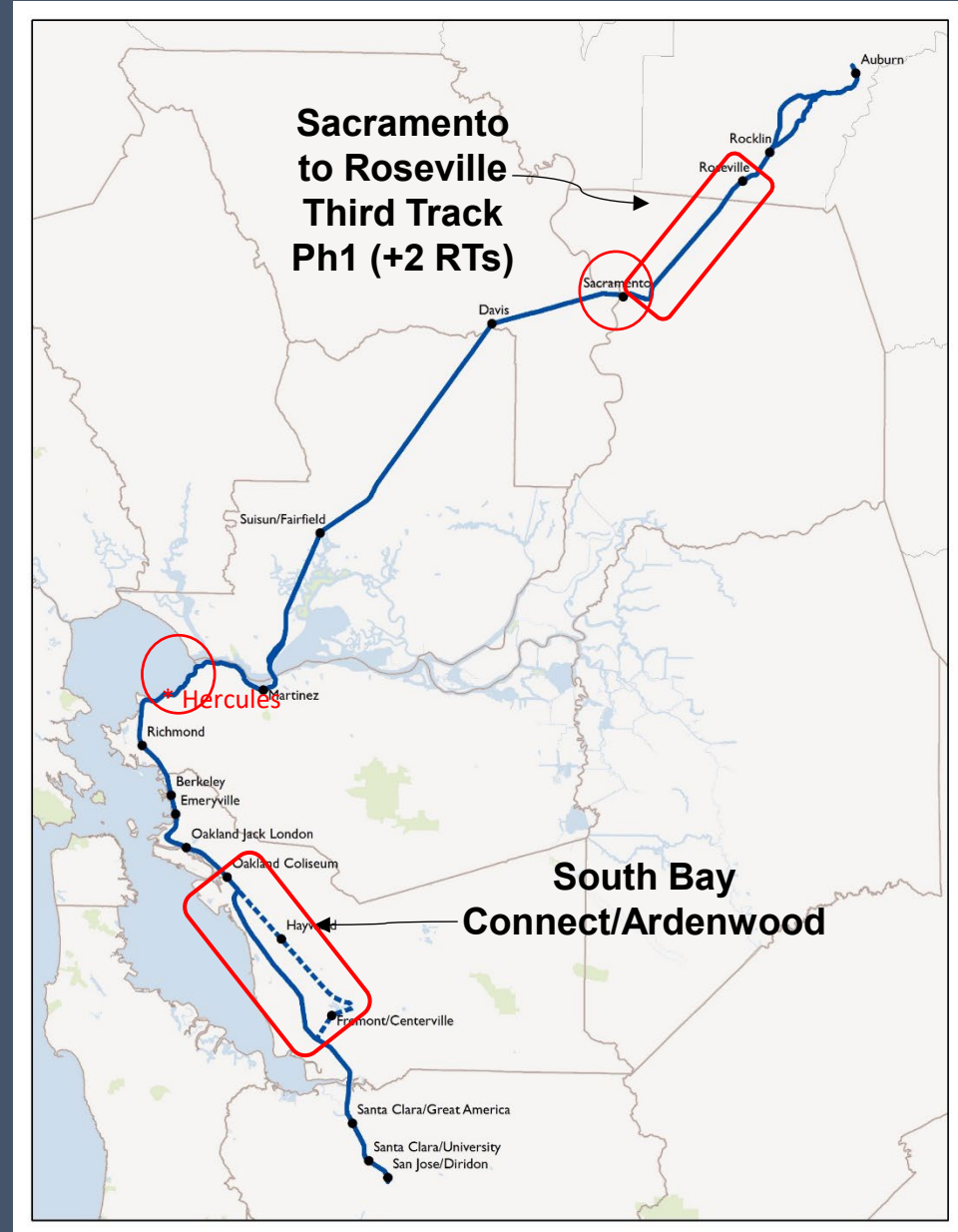
Likely involving federal funding

Strongest political interest

Examples: Sac/Roseville, South Bay Connect, New Carquinez Crossing, Link21

Looking Ahead to Better Service

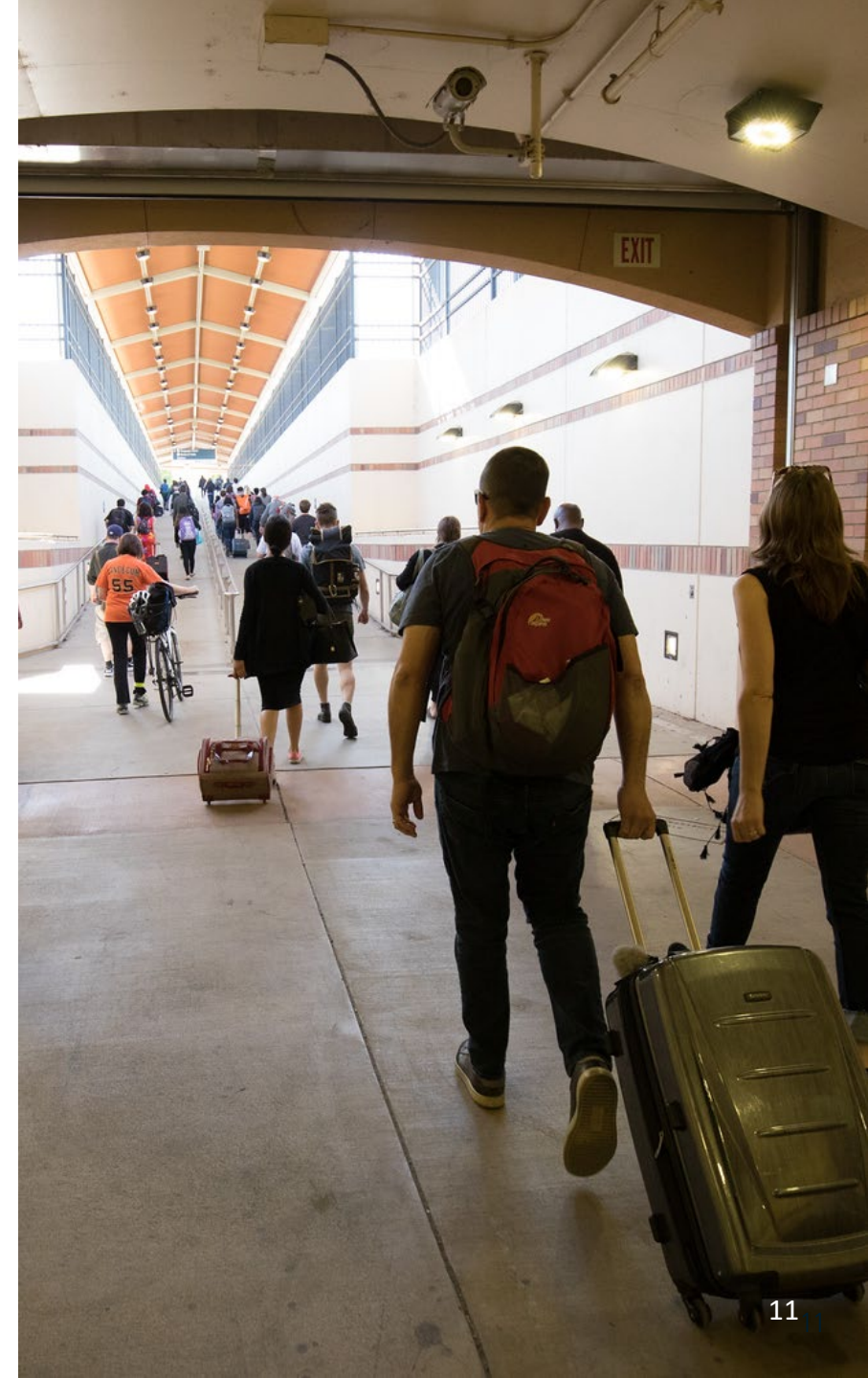
- Sacramento to Roseville Third Track Ph1 (NEPA via CHSRA)
- South Bay Connect/Ardenwood Transit (NEPA via CHSRA)
- Davis, Suisun and Sacramento Station Improvements
- New Hercules Station
- Agnew Siding/Santa Clara Crossover
- Numerous Joint Investments with UPRR (signals, track, sidings)





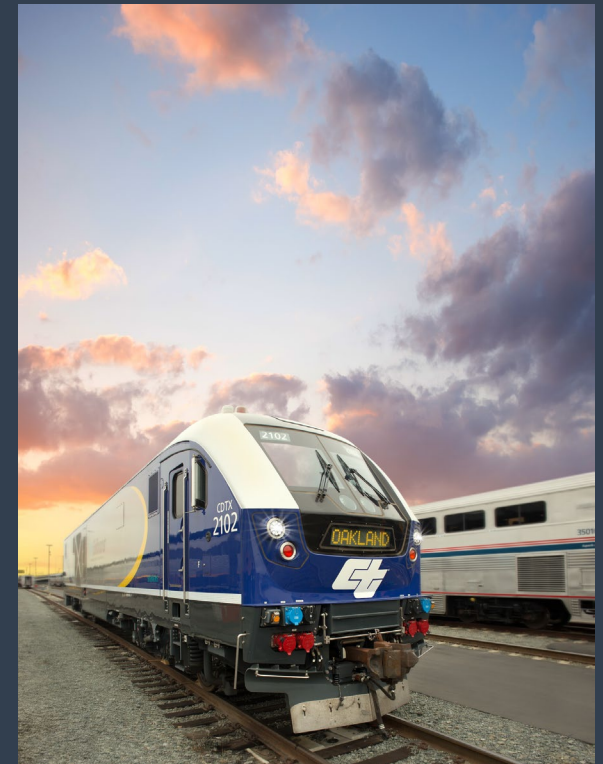
Challenges Ahead

- **Impacts of aging equipment and limited availability**
- **Long-term funding and fiscal strength**
- **Partner organizations**
 - Caltrans –equipment procurement and funding challenges
 - Amtrak –political vulnerability, major reorganization
 - Union Pacific – merger, staff resource limitations
- **High profile capital project issues**
 - Sac-Roseville 3rd Track - Cost escalation and funding gap
 - South Bay Connect –Cost escalation & agreement with UPRR on improvements
 - Shifting Federal and State policy and funding



Critical Rolling Stock Actions

- Truck Overhaul – Active and Funded
- F-59 Locomotive Overhaul – Funded with Caltrans Procurement Delays
- Fleet Modernization – Not Funded, Procurement Approach Uncertain
- Equipment Replacement – Timing and Funding Undefined



Questions?

