



# CAPITOL CORRIDOR

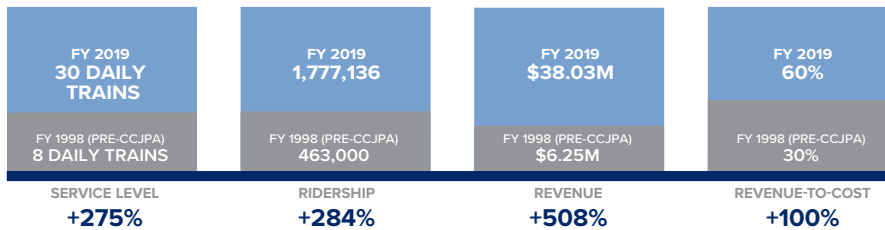
## CAPITOL CORRIDOR SACRAMENTO TO ROSEVILLE THIRD TRACK PROJECT

### OUR SERVICE AREA

As the only public transportation agency serving the entire Northern California Megaregion, the Capitol Corridor integrates extensive connections to major business and leisure destinations and points of interest throughout the area. The 170-mile route (~290 track miles) connects passengers to five universities, three international airports, major sports and entertainment venues, top centers of innovation and tourism, and the capital of the world's 5th largest economy. The Capitol Corridor is operated by Amtrak under the management of the Capitol Corridor Joint Powers Authority (CCJPA) and is well integrated with a number of transit connections providing many car-free options for getting around Northern California and its top destinations.

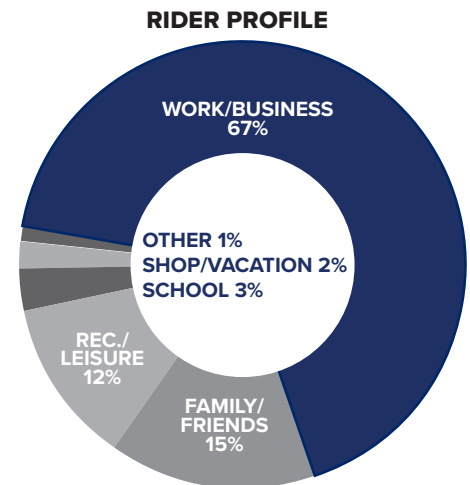


### 21 YEARS OF IMPROVEMENT

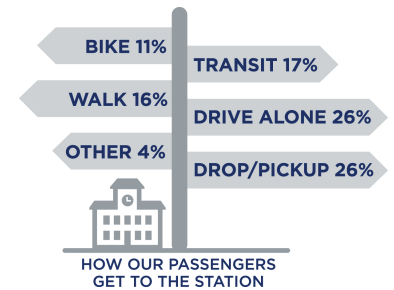


### CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA)

As a result of a 1990 voter initiative, the State of California launched the service in December 1991. Seeking more regional oversight, counties in the Capitol Corridor service area formed the first intercity rail joint powers authority, and the CCJPA assumed management of the service in 1998. Since then, CCJPA has formalized its board; member agencies; and national, state, and local partners, as well as led consistent ridership growth. Prior to COVID-19, California's three intercity passenger rail services (Capitol Corridor, Pacific Surfliner, and San Joaquins) consistently accounted for 20% of Amtrak's national ridership. The Capitol Corridor service is managed by CCJPA Executive Office and Staff with oversight by the CCJPA Board, contracted services through BART, and its funding, operational, and community partners.



### A DISTINCT WAY TO TRAVEL



| CCJPA BOARD – 16 MEMBERS FROM 8 COUNTIES                             |  |  |   |                          |
|--|--|--|---|--------------------------|
| <b>Placer County</b><br>Placer County Transportation Planning Agency | <b>Yolo County</b><br>Yolo County Transportation District                    | <b>Solano County</b><br>Solano Transportation Authority                | <b>Contra Costa County</b><br>San Francisco Bay Area Rapid Transit District |                          |
| <b>Sacramento County</b><br>Sacramento Regional Transit District     | <b>San Francisco County</b><br>San Francisco Bay Area Rapid Transit District | <b>Alameda County</b><br>San Francisco Bay Area Rapid Transit District | <b>Santa Clara County</b><br>Santa Clara Valley Transportation Authority    |                          |
| FUNDING, OPERATIONAL AND COMMUNITY PARTNERS                          |  |  |   |                          |
| <b>California State Transportation Agency</b>                        | <b>Union Pacific Railroad</b>  | <b>Federal Railroad Administration</b>                                 | <b>Amtrak</b>   | <b>Local Communities</b> |



SACRAMENTO TO ROSEVILLE THIRD TRACK PROJECT (SR3T)

The Capitol Corridor provides one daily round trip train between Auburn and Sacramento in conjunction with connecting buses between Auburn-Sacramento and Roseville-Sacramento. Over the past few years, the Northern California Megaregion has experienced an accelerated shift in economic and housing conditions with more people moving to the Sacramento Valley. Ridership demand and early studies in 2015 revealed a need for increased service frequency east of Sacramento. This will be accomplished in two phases through the Sacramento to Roseville Third Track Project (SR3T):



SR3T PHASE ONE OVERVIEW AND FUNDING REQUIREMENTS

To accommodate the increase in service, there will need to be significant infrastructure track improvements made between Sacramento and Roseville. This segment of the Capitol Corridor route, along with the J.R. Davis Yard, is owned by Union Pacific Railroad (UP). Completion of SR3T Phase One is estimated at \$214M, of which \$171.48M has been awarded through state funding sources, including STIP-IIP, SRA, TIRCP, Prop 1A, Prop 1B, SB1. CCJPA has also been awarded \$42.51M through federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) funds. Phase One of SR3T will include:

- Construction of 6.75 miles of adde main tracks in Roseville along with railroad signal improvements.
- Addition of strategically placed track crossovers to preserve operational flexibility and improved safety.
- Development of a new layover servicing facility for Capitol Corridor trains that will overnight at Roseville.

SR3T TARGETS IMPROVED QUALITY OF LIFE AND A POSITIVE ENVIRONMENTAL IMPACT

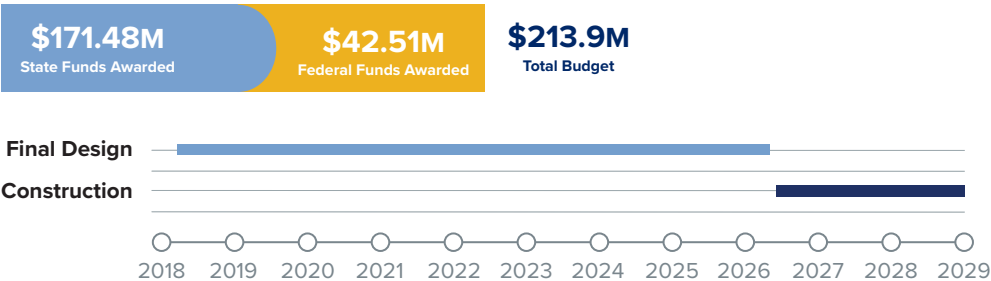
SR3T Phase One will help a rapidly changing region by:

- Meeting current and future travel demands for business and leisure riders.
- Enhancing intercity passenger rail and freight efficiency by improving safety and mitigating delays with track infrastructure track changes.
- Relieving traffic congestion on I-80 and local streets with additional mobility options.
- Improving regional air quality by reducing auto emissions.
- Supporting regional and local land use plans, which include construction of transit-oriented developments and advancing greenhouse gas (GHG) reduction goal.
- Increasing Capitol Corridor ridership by more than 16,000 annual riders (based on pre-COVID ridership).

“Upon completion, the Sacramento to Roseville Third Track project (SR3T) will allow for ten additional Capitol Corridor round trips between Placer County and the Bay Area. This project will provide substantially more train service, connecting our residents to communities and jobs in Sacramento, the San Francisco Bay Area, and Silicon Valley.”

- Matt Click, Executive Director,  
Placer County Transportation Planning Agency

PHASE ONE FUNDING PLAN & PROJECT TIMELINE<sup>1</sup>



The funding plan and project timeline are for Phase One. The Phase Two project development, funding plan, and timeline is yet to be developed.

