



January 2013 Capitol Corridor Service Performance

The service performance results in January 2013 for the Capitol Corridor were mixed. Ridership continues to be below prior year results with 136,201 passengers in January representing a decrease of -2.6% from January 2012. Revenue in January 2013 stayed even with last January. On-time performance (OTP) remained at excellent levels [94%] keeping the Capitol Corridor as one of the most reliable trains in the Amtrak system, despite a spate of mechanical enroute failures early in the month and third party incidents that delayed numerous trains.

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While we have not received the detailed ridership data for January 2013, we have looked at the data for the first quarter of FY2013 (October-December 2012) and noticed significant declines in boardings in two of the three segments of the Capitol Corridor route: (1) Placer County stations of Roseville [-24%] and Rocklin [-9%]; and (2) Oakland-Sacramento stations of Sacramento [-7%] and Martinez [-5%]. The San Jose/Silicon Valley market stations are showing sustained growth except for the Fremont-Centerville Station [-8%]. While the weekday peak travel trains and weekend trains are performing at the same level or slightly below last year, the later weekday morning trains are performing poorly. We have begun discussions with Amtrak on the possibility of optimizing the weekday service plan similar to our plan in August 2012 but with the focus to keep weekday service levels at 30 trains and re-slot the poorly performing trains to improve systemwide ridership and revenue results.

FY 13-14 Draft State Budget

The Governor's Draft FY14 Budget was released on January 10, 2013, which includes funds to support to operation of the state's intercity passenger rail (IPR) services. The draft budget for the operating contracts is capped at \$90 million and does not include increased funds for the start of the Section 209 pricing policy in FY14, which increases state operating costs due to the transfer of state support for the Pacific Surfliner from 70% to 100%. While the Governor (through the Caltrans Director) adopted the Section 209 Policy in October 2011, the primary reason that the budget did not increase was the operating costs estimates from Amtrak were initial and not final. Complete and final FY14 operating (and ridership and revenue) estimates are expected from Amtrak in March 2013. It is anticipated that these updated/final FY14 operating costs can then be included in the Governor's May revise for the State FY14 Budget.

Amtrak Board Nominees Confirmed by Senate

On January 2, 2013, the Senate confirmed President Obama's two nominees to the Amtrak Board of Directors: Christopher R. Beall and Yvonne Braithwaite Burke. The appointment of Ms. Burke represents the first time in many years that there will be a citizen/resident of California serving on the Amtrak Board. California comprises nearly 20% of all Amtrak ridership and the total contract value for the three CA IPR service represents almost 45% of Amtrak's entire state contractual portfolio. Ms. Burke currently serves on the California Transportation Commission (CTC) and, among her many other duties, is responsible for the allocation of state transport funds to the three CA IPR services.

Surface Transportation and Rail Safety Reauthorizations

MAP-21, the current federal surface transportation program, is only a two-year program and will expire in October 2014. PRIIA, the current railroad safety and Amtrak reauthorization, expires in October 2013. PRIIA mandates the implementation of Positive Train Control (PTC) collision avoidance system by December 2015 but no federal matching funds program was ever established. Leadership in both houses--newly elected Chair of House Transportation & Infrastructure Committee, Congressman Shuster, and Senator Boxer, Chair of the Environment and Public Works Committee-- have both separately committed to working on multi-year reauthorization programs for MAP-21 and PRIIA. Staff is working with



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APTA, AASHTO and other interested agencies to prepare principles that will lay the foundation for the development of a multi-year federal capital grants program (using new revenue source(s)) that would be distributed to state-supported IPR and HST services.

Project Updates

- Cab Car Bicycle Storage Enhancement Project: As part of the Bicycle Access Program, the bicycle storage expansion program [increased bicycle storage from 7 to 13 bikes per car] has been completed on three Cab Cars (8300-series California Cars). These cars are now in revenue service and warmly received by the Capitol Corridor riders. This passenger amenity program will continue through the remainder of CY2013. Further details are provided in the Managing Director's "Get On Board" blog (http://www.capitolcorridor.org/blogs/get_on_board/).
- Upgrade in free wireless internet service: There is a planned 4G wireless coverage upgrade in early 2013 to increase functionality of the wireless service.
- Yolo Causeway West Crossover Project: The Union Pacific Railroad (UPRR) will begin to install the track components for the crossover/switch the weekend of February 9-10 with the final project element, activating the local signal system that will be tied into the dispatch network. Final project completion is expected in mid April 2013. This crossover will relieve a 15-mile chokepoint that previously limited the ability to move trains between and through the stations and will allow the Capitol Corridor to maintain its superior reliability and high on-time performance (90+%).
- Safety Fences: Staff is working with the UPRR on the next phase of fence projects. Potential location in include south Oakland, Union City and south Hayward.

While the performance results for the Capitol Corridor are mixed for the first months of FY2014 (October 2012-January 2013), staff is evaluating the opportunities to bring ridership back up and above prior year results by reconfiguring the weekday train schedules and slotting trains where ridership demand is high. Other performance sectors— revenues, system operating ratio and on-time performance—are staying steady. Amtrak has recommitted its resources to improve the performance and availability of passenger rail vehicles in the Northern California intercity passenger rail fleet. UPRR continues its stellar results through its commitment to disciplined dispatching and a state of good repair for the railroad, which has resulted with the Capitol Corridor having the lowest amount of delay minutes per 10,000 train-miles traveled in the Amtrak system. Staff will focus on improving system performance and reducing service delays while ensuring that the Capitol Corridor remains a safe, customer-focused, reliable, premier intercity passenger rail service.

Capitol Corridor January 2013

- Ridership: 136,201 riders; -2.6% vs. January 2012; -2.6% vs. prior YTD
- Revenue: \$2,291,090; -0.1% vs. January 2012; +3.3% vs. prior YTD
- On-Time Performance: 93%, YTD OTP of 94% (#3 in the nation).
- System Operating Ratio: 50% YTD vs. 50% in FY12

Pacific Surfliners January 2013:

- Ridership: 197,077 passengers; +4.3% vs. January 2012; +6.7% vs. prior YTD
- Ticket Revenue: +9.6% vs. January 2012; +13.6% vs. prior YTD
- On-time performance: 89.5% (YTD FY 2013 on-time performance: 86.7%)

San Joaquin January 2013:

- Ridership: 89,097 passengers +7.3% vs. January 2012; +10.9% vs. prior YTD
- Ticket Revenue only: +2.7% vs. January 2012; +7.0% vs. prior YTD
- On-time performance: 89.5% (YTD FY 2013 on-time performance: 87.9%)