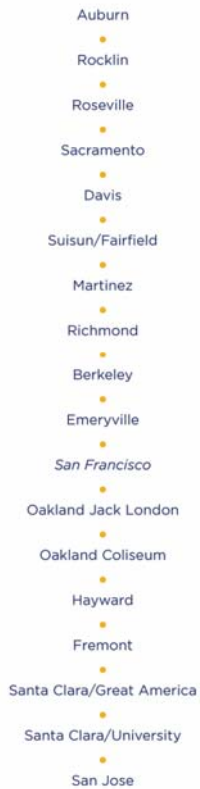


CAPITOL CORRIDOR SERVICE PERFORMANCE



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(P) 510.464.6995
(F) 510.464.6501
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CAPITOL CORRIDOR ROUTE



The Capitol Corridor finished the year strong with superb results in September 2016. A total of 131,922 passengers rode the Capitol Corridor trains during the last month of the fiscal year, an increase of 5.5% over September 2015, and revenue was up 3.2% over the same month last year. Year-to-Date (YTD) ridership and revenues were up 5.8% and 6.7%, respectively, over FY15, surpassing last year's records.

The YTD System Operating Ratio was 55%, well above the FY16 standard of 50%. This excellent efficiency ratio is attributed to (1) lower fuel prices and consumption, (2) reduced operating expenses, and (3) actual ridership and revenues that exceeded budget forecasts. This YTD result was the highest in the history of the Capitol Corridor service.

FY 2016 Service Performance Overview

On-Time Performance (OTP) for September 2016 was 92%, with a YTD OTP for FY16 of 94%. This performance maintains the Capitol Corridor's #1 position in the Amtrak system for service reliability for the seventh year in a row. (Note: This year the Capitol Corridor shares the honor of most reliable service with the Hiawatha, Chicago-Milwaukee service.) While the number of trespasser incidents increased in FY16 compared to last year, reliability still improved from 93% to 94% due to decreases in mechanical delays and continued superior dispatching from Union Pacific Railroad, which resulted in the Capitol Corridor having the lowest host railroads delays in the Amtrak system.

Customer satisfaction remains high, with 89% of customers being "Highly Satisfied", the highest score in the history of the service.

Standard	Sept. 2016	Sept. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	131,922	5.5%	1,560,814	5.8%	6.8%
Revenue	\$2,683,461	3.2%	\$32,103,795	6.7%	5.6%
Operating Ratio	54%	55%	55%	6.3%	4.6%
OTP	92%	94%	94%	1.0%	11.3%
Customer Satisfaction	90	85	89	3.0%	1.5%

While there are no detailed reports from Amtrak at this time, the following are ridership highlights from September 2016:

- Average weekend ridership for September 2016 increased by 1.9% compared to the prior year due to continued service to 49ers, Raiders, and Cal Bears football games.
- Average weekday ridership was up 5.2% compared to September 2015, which was primarily due to continued ridership growth for trains traveling to and from San Jose/Silicon Valley and on the two trains serving the Placer County stations.

Transportation Special Legislative Session

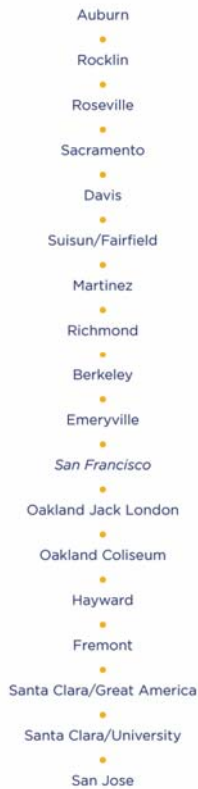
There has been no progress in the special session of the State Legislature called by Governor Brown earlier in the summer to address continuing deficits in transportation funding. Yet, on August 17, 2016, Senator Beall released Senate Bill X1-1 (SBX1-1), and Assembly member Frazier released Assembly Bill X1-26 (ABX1-26), which identify more than \$7 billion in increased annual transportation funds that would be directed towards highways, roadways,

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local transit, pedestrian, and bike paths. These bills provide stability through a dedicated, protected source of funding for a portion of the state's transportation network; however, they omitted the California Intercity Passenger Rail (CIPR) program from receiving any direct, dedicated funding from these bills. Both bills failed to pass out of the Legislature prior to the August 31, 2016 deadline and can be taken up in the on-going Legislative Special Session on Transportation, which concludes on November 30, 2016. In the meantime, the CIPR leadership team is working to ensure that the successful CIPR program is included in any future state legislative transportation funding fixes.

FY17 Federal Appropriations

While Congress was not able to complete its appropriations bills for FY17 before departing back to their home districts for the upcoming national general election in November, agreement was reached on a short-term Continuing Resolution (CR) to fund the federal government until December 9, 2016. This CR did not include funding for the Rail Title provisions from the FAST Act of 2015, namely the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and State of Good Repair (SOGR) accounts, which could provide federal funds for state-supported intercity passenger rail (IPR) services. However, it does appear that the full FY17 funding amount of \$2 million will be available for the State Supported Route Committee, a.k.a. State Amtrak Intercity Passenger Rail Committee.

Customer Service Program Upgrades

Bicycle Access Program: The CCJPA is installing electronic bicycle lockers (eLockers) at Capitol Corridor stations and will be working later to implement a folding bicycle lease program at select stations to complement the on-board bicycle storage enhancement initiatives. CCJPA and station partners, including Amtrak, are working through the administrative approvals from various station landowners for eLocker installation. The estimated date of completion for the eLocker installations is early 2017.

Marketing: The Friends & Family campaign continues through the end of 2016 and has thus far shown impressive ridership and revenue. Staff continues to work with a number of marketing partners, including Cal Football, the Oakland Raiders, and SHN/Lion King. Staff is also exploring opportunities with the Sacramento Kings and the new Golden One Arena opening in October 2017 in downtown Sacramento. As part of this initiative, the CCJPA is coordinating with Yolobus to provide free transit transfers to Davis train passengers so they can use the special, late-night Yolobus shuttle to get back to the Davis Station after late-ending Golden 1 Center events. And finally, with the Capitol Corridor's 25th anniversary coming up in December 2016, staff has also begun planning for a celebration event and related promotions in early December.

Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, and Suisun stations. Work has begun to install these security system improvements, with a target date for completion of spring 2017.

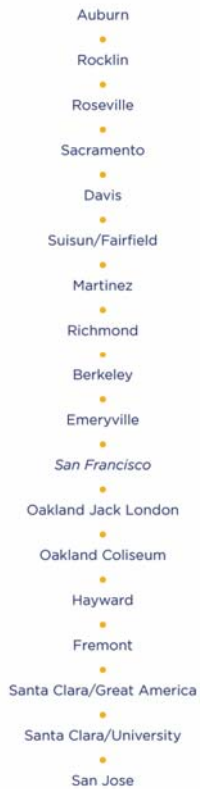
Positive Train Control: The Union Pacific Railroad has begun testing the PTC system along the Capitol Corridor using their own (freight) trains. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic

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equipment) has been installed on all locomotives and cab cars. The next steps include (1) software installation and testing of the rail vehicles and (2) implementation of a remote server to communicate the train's position to the host railroad dispatch center. This work is expected to be completed in spring 2017, which will allow testing of PTC on Capitol Corridor trains to begin at that time.

Project Updates

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond Station platform. The beacon will indicate to conductors on Sacramento/Auburn Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train when the beacon is flashing; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART parking garage can pay for and validate their parking with their Clipper Card on the train platform. Funding has been secured for these projects, and work has begun to design these improvements. The preliminary target completion date is spring 2017.

Travel Time Savings Project: The Union Pacific Railroad has scheduled the improvements planned for this project to begin in winter 2016. Capitol Corridor trains traveling between Sacramento and San Jose will realize up to 10 minutes in reduced travel time. This project is funded in part by \$4.62 million in 2015 Cap and Trade TIRCP funds, together with other Capitol Corridor funds.

Oakland-San Jose Phase 2 Track Project: The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. The planning phase of this project is nearing completion. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon Station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering: The CCJPA Board adopted the EIR in November 2015 which permitted CCJPA to successfully submit a grant application using Cap & Trade as well as other State funds to complete final design and construction for Phase 1 of the project. Phase 1, which will permit two additional round trips to/from Roseville, will comprise complete construction of the project in the Placer County portion of the overall project. CCJPA is actively working with the City of Roseville to implement the project and will be submitting the allocation request to the California Transportation Commission so that the funding can begin to be utilized for Phase 1 activities. The preliminary estimate is that Phase 1 will be operational with the two additional round trips in mid-2019.

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Oakland Jack London
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Oakland Coliseum
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Hayward
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Fremont
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Santa Clara/Great America
●
Santa Clara/University
●
San Jose

Outlook – Closing

The strong performance results in September 2016 cap off a banner year for Capitol Corridor in FY16. Annual records were set for ridership, revenue, customer satisfaction, and the system operating ratio. Service reliability remains the best in the Amtrak system, which in turn contributes to Capitol Corridor’s high customer satisfaction ratings. The CCJPA recognizes that all of the success this year would not be possible without the support and commitment from the Capitol Corridor service partners – Union Pacific Railroad, Caltrain, Amtrak, and Caltrans/CalSTA.

Looking ahead to FY17, the CCJPA will continue to work with its partners and interested parties to ensure dedicated funding is set aside for the Capitol Corridor and intercity passenger rail services in state and federal legislative proposals. This will facilitate funding needed to implement PTC and safety/security projects, support service expansion plans, and initiate service amenity enhancements and cost efficiencies.