

2005

THE CAPITOL CORRIDOR PERFORMANCE REPORT





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Letter From Executive Management

To the Governor, Legislature, Local Elected Officials, and Taxpayers of California:

We are pleased to provide this annual performance report to inform our fellow California citizens of the results we achieved with the public funds entrusted to us as stewards of the Capitol Corridor train service.

Ever since a dedicated staff within the San Francisco Bay Area Rapid Transit District (BART) took over administrative management of the Capitol Corridor seven years ago, under contract to the Capitol Corridor Joint Powers Authority (CCJPA), the service has steadily grown and improved. Although state funding allocations have remained flat for several years, the CCJPA has continued to expand the service and deliver strong financial results. Fiscal year 2005 was a banner year for us: revenues grew a record 16% and ridership grew 8%.

As the service matures, our continued success will depend on having a thorough understanding of what our customers value most: reliability, convenience, quality amenities, and attentive service.

Over the past few years we have implemented various enhancements such as increasing train frequency; building and upgrading train tracks to reduce travel time; improving on-time train performance; streamlining our motorcoach operations; and adding security equipment and staff. This year we expanded our partnerships with local transit

agencies, opened the new Oakland Coliseum Intermodal Station, completed several track improvement projects, and created award-winning promotions to market our service to riders – all of which contributed to our excellent performance. While we are not yet where we want to be, we are well on our way.

We are grateful for the support of the CCJPA Board, as well as our six member transit agencies, our transportation partners (Amtrak, the California Department of Transportation and the Union Pacific Railroad), and our riders, all of whom are key stakeholders in the Capitol Corridor service. We sincerely hope that our sustained record of successful management of the Capitol Corridor – described in detail on the following pages – will reaffirm our status as a worthy public investment.

SEVEN YEARS OF CCJPA MANAGEMENT CAPITOL CORRIDOR PERFORMANCE SUMMARY				
	Service Level	Ridership	Revenue	Revenue to Cost Ratio
FY 2005	24 daily trains	1,260,249	\$15.27 million	43%
(PRE-CCJPA) FY 1998	8 daily trains	463,000	\$6.25 million	30%
Seven Year Improvement	200%	172%	144%	43%

Thomas E. Margro
Executive Director

Eugene K. Skoropowski
Managing Director

Welcome Aboard: Capitol Corridor Overview

The Capitol Corridor is an intercity passenger rail route that provides a convenient choice for people traveling along the congested I-80, I-680 and I-880 freeways by operating frequent, safe, reliable, and competitively-priced service to 16 stations in 8 Northern California counties: Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San

Francisco, and Santa Clara. Today, it is the third busiest Amtrak®-operated route in the nation.

“THIS IS MY FIRST TRIP BY TRAIN. I SEE WHAT I HAVE BEEN MISSING. SO MUCH BETTER THAN DRIVING MYSELF.”

As manager of the Capitol Corridor service since October 1998, the Capitol Corridor Joint Powers Authority (CCJPA) has built a record of continuous growth and strong financial results

in a relatively short time. Over a seven-year period, ridership on the Capitol Corridor increased 172%, revenue increased 144%, and the revenue-to-cost ratio improved by 43%. In the same period, the number of daily train trips tripled from 8 to 24. These trends reflect the success of the Capitol Corridor train system as a viable transportation alternative in the communities it serves.

Our Vision

The CCJPA's priorities and guiding values are described in our Vision Statement, updated in April 2005. We exist to:

- Provide high-quality passenger rail and connecting bus service that is safe, fast, frequent, and reliable

- Develop rail service as the preferred means of travel along the San Jose – Oakland/San Francisco – Sacramento – Auburn route
- Deliver cost-effective expansion of superior passenger rail service
- Build on constructive relationships with our partners: riders, local communities, Amtrak, the Union Pacific Railroad (UPRR), and the State of California

Our History

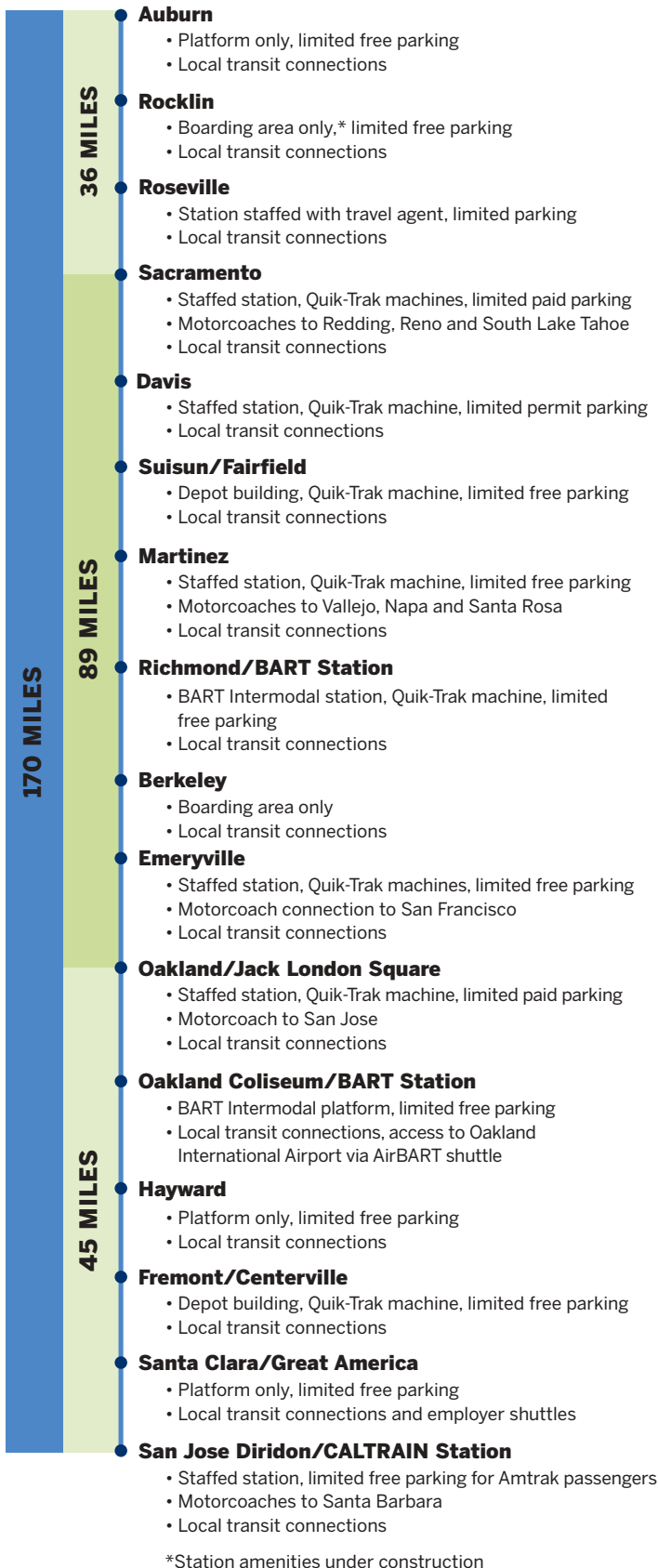
On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak) initiated the Capitol Corridor intercity train service with 6 daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (CCJPA), a partnership among six local transportation agencies to share in the administration and management of the Capitol Corridor intercity train service. The CCJPA is overseen by a Board of Directors comprised of members from each of the six agencies along the Capitol Corridor route.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for a three-year term. In July 2001, the ITA was extended for another three-year term through June 2004. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established the current, permanent governance structure for the CCJPA.



+8%

RIDERSHIP on the Capitol Corridor continued its upward trajectory with an 8% increase in passengers this year



Service Overview

In FY 2005, the Capitol Corridor provided intercity passenger trains between San Jose and Sacramento, with service to 16 stations spanning the 170-mile rail corridor. Train service to the new Oakland Coliseum Intermodal Station began on June 6, 2005. The Capitol Corridor route operates on tracks primarily owned and dispatched by the UPRR and Caltrain. The CCJPA now manages the Capitol Corridor service through an operating agreement with Amtrak. Trains provide direct connections to 12 local public transit systems; at least 16 private intercity bus routes; and five passenger rail or rail transit systems, including BART, VTA, ACE, Caltrain, and Amtrak's national train network. To supplement the train service, four dedicated feeder bus routes serve communities south of San Jose (Salinas, San Luis Obispo, Santa Barbara) and east of Sacramento (Truckee, Reno, South Lake Tahoe). Together, these transit systems serve the second-largest urban service area in the Western United States.

Administration & Management

The interregional partnership among the CCJPA's six member agencies is the first and only one of its kind to manage an intercity train service. The CCJPA Board of Directors is supported by the CCJPA staff and the staff of its member agencies, who work collaboratively to develop the service's operating strategies, marketing programs, and service planning activities. The CCJPA establishes operating and management policy on capital and operating funds, fares, service levels, equipment maintenance, schedules, marketing, and business planning for the Capitol Corridor as part of the State's intercity rail program.

San Francisco Bay Area Rapid Transit District (BART) Management Contract

The enabling legislation calls for BART to provide dedicated staff and administrative management to the CCJPA (the contract has been extended for a five-year term through February 2010). BART's management responsibilities on behalf of the CCJPA include: overseeing day-to-day rail and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin routes; managing subcontracted feeder bus routes; interfacing with Amtrak and the UPRR on dispatching and railroad-related issues; and coordinating with Caltrans, Amtrak, the UPRR, the California Transportation Commission (CTC), and local communities to develop and implement a Capital Improvement Program.

Other Partners

The Capitol Corridor service is developed with input from our riders, private sector stakeholders (such as Chambers of Commerce), and public sector stakeholders (such as local transportation agencies), along with the partners who help deliver the service – Amtrak, the UPRR, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

Finances

Each year the CCJPA receives funding from the State of California Business, Transportation and Housing Agency (BT&H) to cover operating costs and marketing expenses.

Fiscal Year	Service Levels	Allocated Budget	Actual Costs	Reinvested in Improvements
Operating Budget (millions)				
FY 04-05	24	\$23.6	\$22.6	\$1.0
FY 05-06	24	\$23.6	\$20.9*	\$2.7*
Marketing Budget (millions)				
FY 04-05		\$1.1	\$1.1	
FY 05-06		\$1.1	\$1.1*	

* projected

In turn, the CCJPA pays Amtrak for the operation of the Capitol Corridor service. The primary source of funding for capital improvements is the State Transportation Improvement Program (STIP), which allocates funds every two years. A one-time allocation from the State's Public Transportation Account and the Traffic Congestion Relief Program provided additional funding for track and station upgrades currently under construction or recently completed. The CCJPA also receives local transportation funds directly or via collaborative track and station projects sponsored by local communities.

The CCJPA is committed to maximizing cost efficiencies in its operation of the service. By continuing its fixed-price operating agreement with Amtrak, the CCJPA is able to stabilize operating costs and maximize revenue yield by reinvesting cost savings and revenues above business plan projections into service enhancements.

Annual Business Plan

Each year the CCJPA submits to the State a Business Plan for the following two fiscal years that specifies annual operating and marketing strategies; performance standards and goals for farebox ratio, ridership, and on-time performance; capital improvement plans; and the funding request to the State for the CCJPA's annual operating, marketing, and administrative costs for inclusion in the State budget proposal to the Legislature.

Long-Term Objectives

To supplement the annual Business Plan, the CCJPA Board developed a Vision Plan in April 2002 (updated in April 2005) that includes a list of long-term financial and service objectives to guide our plans over the next 5 to 20 years:

- Provide hourly service daily, 5 a.m.–10 p.m.
- Achieve farebox recovery of 50%
- Reduce train cost per passenger mile to 20¢
- Reduce travel time by 12%
- Achieve on-time performance of 90% or more
- Continuously improve customer satisfaction

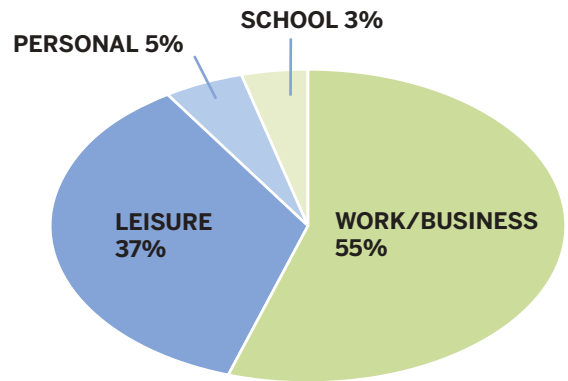
Both Caltrans and Amtrak used these objectives to develop their respective state or national passenger rail plans that include the Capitol Corridor.

“I LIKE THE TRAIN BECAUSE IT ALLOWS ME TO DO WORK AND I DON’T HAVE TO DEAL WITH TRAFFIC AND PARKING.”

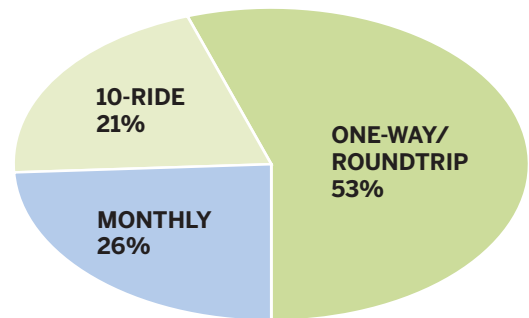
Operations

Train Equipment

The CCJPA is responsible for the administration and maintenance supervision of the state-owned fleet of rail cars and locomotives assigned to Northern California. Train equipment includes: the California Locomotive – among the most modern, quiet, and clean operating in the United States; the California Café Car with space for 49 passengers and on-board food service; and the wheelchair accessible California Coach Car with space for 88 passengers and restrooms.



RIDER PROFILE – REASON FOR USING THE CAPITOL CORRIDOR



TICKET TYPES FY 2004-2005

In FY 2005, the CCJPA partnered with Caltrans to begin a major overhaul of the original fleet of 66 California Coach Cars. As of late 2005, 14 cars are already back in service and additional cars are delivered approximately every two weeks. While these upgrades – including new door operators, improved air conditioning, and a stronger suspension – may not be obvious to passengers, they will help ensure a smoother and more comfortable ride.

Motorcoach Equipment

Through its contracted private motorcoach operators, Amtrak provides feeder bus routes that connect outlying communities to the Capitol Corridor service. Each air-conditioned motorcoach is equipped with a wheelchair lift, restroom, and storage space for baggage and bicycles.

Local Connections

The unique structure of the CCJPA enables communities served by the Capitol Corridor to participate in the development of programs to promote the use of the Capitol Corridor trains. The Transit Transfer program allows Capitol Corridor passengers to transfer free of charge to local transit services, including AC Transit, Sacramento RT, YoloBus, Unitrans, County Connection, Santa Clara VTA, and Suisun-Fairfield Transit. In September 2005, Benicia Transit and WestCAT were added to the program. The CCJPA has also initiated reciprocal ticketing agreements with Roseville Transit and Placer Commuter Express buses that parallel the Capitol Corridor route between Sacramento, Roseville, and Auburn. Passengers also receive a 20% discount on BART tickets sold on board the Capitol Corridor trains to facilitate transfers to the Richmond and Oakland Coliseum Intermodal Stations.

Rail Safety

One of the CCJPA's top priorities is to promote rail safety awareness to the public (especially schoolchildren) by partnering with local agencies and communities to provide effective education, outreach, and enforcement. The CCJPA occasionally teams up with Operation Lifesaver, a voluntary effort by railroads, safety experts, law enforcement officials, and public agencies to participate in various campaigns such as safety education events for the media and the public.

Ridership

The typical rider on the Capitol Corridor takes the train as a less stressful alternative to driving. Riders take the train both for business and leisure travel, with destinations concentrated in the Sacramento Valley, Sierra Nevada Foothills, San Francisco/East Bay area, and San Jose/Silicon Valley area. Roughly half of all riders use discounted multi-ride tickets, an attractive option for regular business travelers and those who take the train two or three times a week.



Customer Feedback

The CCJPA solicits customer feedback through comment cards on the trains and via phone calls, letters, and email. The CCJPA uses these comments to identify and prioritize service modifications, capital improvements, and desired amenities in the Capitol Corridor service. In an effort to provide better and more efficient customer service to our passengers, the CCJPA is in the process of transferring call center functions from Amtrak to our managing agency, BART, which currently operates a transit information center.

Where We've Been: FY 2005 Performance

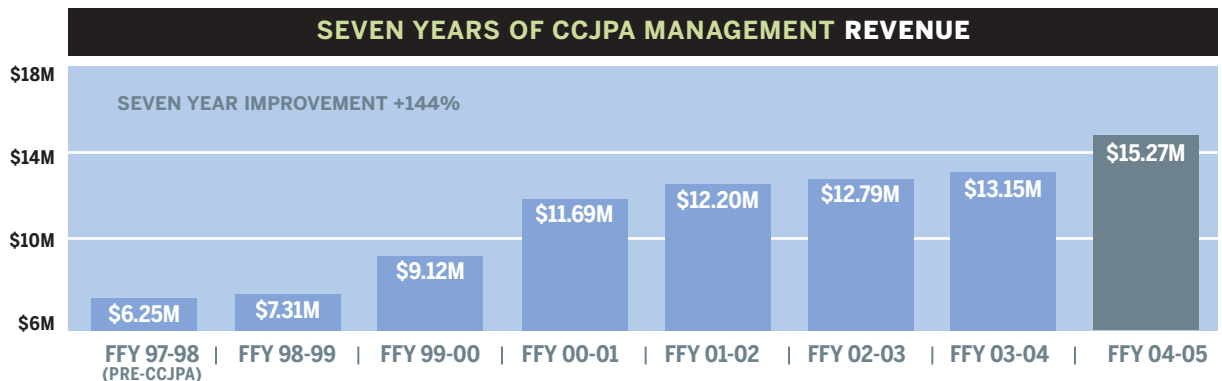
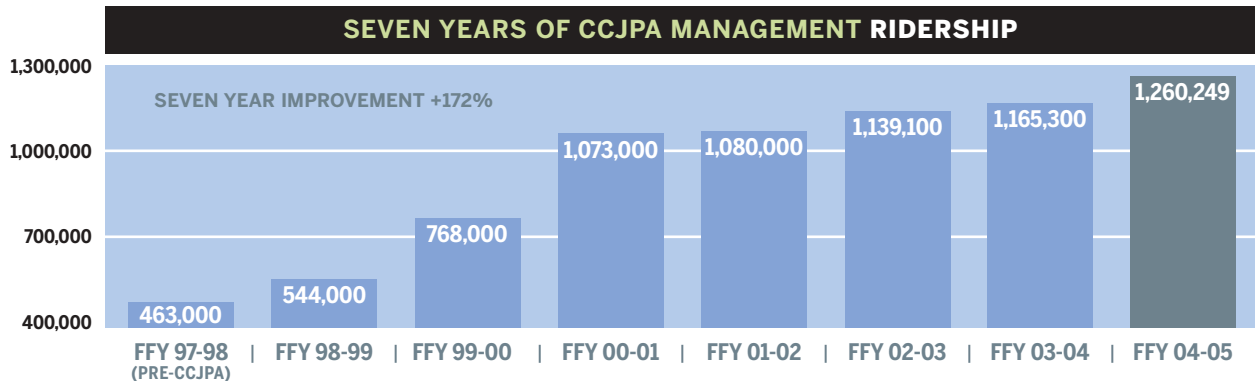
FY 2005 Service Plan Highlights

Service levels for FY 2005 remained the same as last year: 24 daily trains between Sacramento and Oakland/San Francisco; 8 weekday trains to San Jose (12 on weekends and holidays); and 2 daily trains east of Sacramento to Roseville, Rocklin, and Auburn. Despite a flat budget allocation, the CCJPA once again raised the bar on performance by implementing the following improvements:

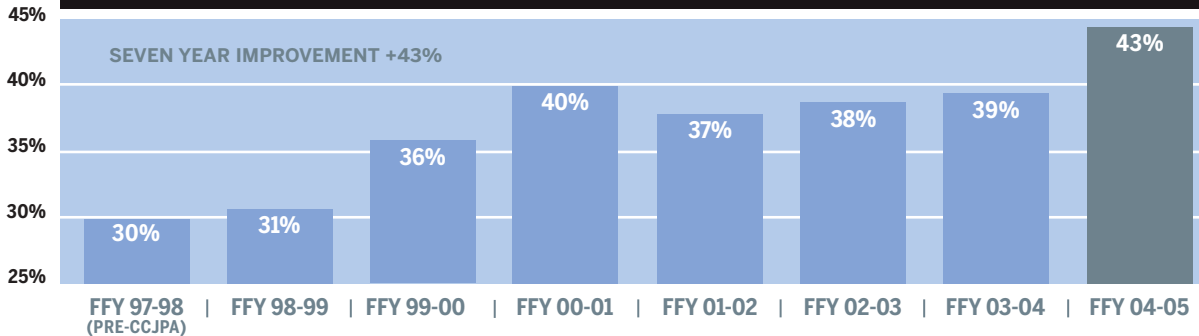
- Working with Amtrak and Nevada County, the CCJPA transferred the Grass Valley-Auburn motorcoach route to the Gold Country Stage Highway 49 route, resulting

in expanded service and reduced operating costs

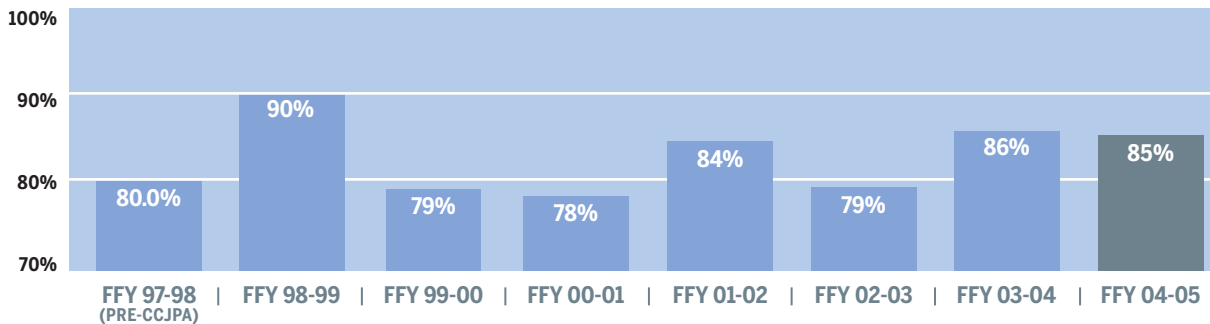
- Continued planning efforts with member agencies to develop supplemental regional rail service during weekday peak travel times, which will result in more frequent trains
- Eliminated the poorly performing San Jose-Monterey motorcoach route and reinvested cost savings into service enhancements
- Began train service to the new Oakland Coliseum Intermodal Station on June 6, 2005



SEVEN YEARS OF CCJPA MANAGEMENT FAREBOX



SEVEN YEARS OF CCJPA MANAGEMENT ON-TIME PERFORMANCE



Targeted marketing and focused revenue management contributed to this year's successful performance:

- Overall ridership grew 8%, continuing the trend of record ridership for each month
- Weekend ridership increased by 3%, aided by destination-specific promotions and the Friends Ride Free on Weekends summer campaign
- Participation in the popular Train Treks youth/school group discount program aimed at building midday, mid-week ridership increased by 9%
- Gains in ridership contributed to record revenue growth of 16% for the year

Capital Improvement Program

The CCJPA began or continued work on a variety of capital improvement projects in FY 2005, thanks to funding from the Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP). Despite the current limitations in the State budget and an anticipated delay in delivery of STIP projects, the CCJPA has \$103.93 million in projects either under construction or programmed to begin within the next few years. The projects listed on the next page represent a broad range of track and station improvements as well as an effective blending of State, CCJPA, and local funding sources.

PROJECTS COMPLETED/UNDERWAY	Budget (millions)	Status
Yolo Causeway Double Track: Add 6 miles of second main line track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor and has improved reliability and reduced travel time between Oakland and Sacramento	\$15.79	Construction complete
Oakland Jack London-Elmhurst Track Improvements: Install central traffic control signaling system to increase speeds and add track and bridges to support the new Oakland Coliseum Intermodal Station	\$14.22	Construction complete
Track upgrades in Berkeley, Emeryville, Hayward, Fairfield, and Santa Clara/San Jose: Various projects that upgrade track conditions to improve reliability and passenger safety	\$1.45	Construction complete
CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains	\$21.32	Construction 25% complete. Scheduled to be in operation Fall 2006
Newark Siding Extension Double Track: Extend and upgrade siding to main line standards to add trains to San Jose	\$21.60	Construction complete
CCJPA Security Improvement Program Phase 1: Create secure layover facilities at Auburn and Sacramento with lighting, cameras, fencing, and security personnel. Provide emergency solar-powered cellular call boxes at selected unstaffed stations	\$0.33	Construction complete
Richmond Intermediate Signal: Install an intermediate signal and associated equipment south of the Richmond Intermodal Station to allow passenger trains to operate at faster speeds between Berkeley and Richmond	\$0.28	Construction complete
Automated Ticket Validation Program: Introduce handheld computer units that automatically perform ticket validation and sales on Capitol Corridor trains. Conductors will be provided with units on the Capitol Corridor trains as a pilot program in partnership with Amtrak, Caltrans, and federal law enforcement agencies	\$0.45	Design plans 30% complete. Testing of first phase scheduled for Fall 2006
Outdoor Ticket Vending Machines: Install ticket vending machines at all stations	\$0.39	Design plans complete. Manufacturer to release first units in Summer 2006
SUBTOTAL—PROJECTS UNDERWAY	\$75.83	

Station Upgrades

- The City of Oakland, in collaboration with Amtrak, the CCJPA, and the UPRR, completed construction of the new Oakland Coliseum Intermodal Station at the Oakland Arena/McAfee Coliseum Complex, allowing connections between Capitol Corridor trains, BART, and shuttles to Oakland International Airport
- The City of Berkeley completed platform and landscaping improvements at the station in September 2005
- Security improvements included the installation of security cameras, additional lighting and fencing at Auburn and Sacramento layover areas, and the addition of solar-powered cellular emergency call boxes at selected unstaffed stations

“Wi-Fi” Wireless Internet Access

The CCJPA continued its wireless fidelity (“Wi-Fi”) Internet access pilot program, allowing wireless Internet/entertainment providers to test their equipment on the Capitol Corridor trains. The CCJPA and the California Center for Innovative Transportation (CCIT) at UC Berkeley are nearing completion of a study to develop a Request for Qualification, with the goal of selecting one vendor to provide wireless Internet access and network services for the entire fleet. The CCJPA is also exploring the use of wireless technology to improve operational applications such as ticketing and security.

COMMITTED PROGRAMMING	Budget (millions)	Status
Sacramento-Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR’s Roseville Yard, for near-term expansion of Capitol Corridor trains to Roseville and Auburn	\$7.28	Design plans under review
Bahia-Benicia Crossover Project: Install a universal crossover in the Bahia-Benicia area to facilitate switching and increase capacity	\$2.92	Primarily financed with Bay Area Regional Measure 2 (RM2) funds; construction dependent upon allocation of RM2 and a portion of reprogrammed 2002 STIP funds
San Jose 4th Track Phase 1: Add 4th main line track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains	\$17.90	Design plans 75% complete; construction dependent upon allocation of 2002 STIP funds
SUBTOTAL – COMMITTED PROGRAMMING	\$28.10	
TOTAL SECURED FUNDING	\$103.93	



REVENUES increased 16% in
FY 2005 aided by collaborative revenue
enhancement programs undertaken
by the CCJPA and Amtrak

+16%

Marketing Program

The CCJPA's FY 2005 marketing program focused on building ridership amongst individuals most likely to take the train, targeted through a mix of joint campaigns, promotions and partnerships aimed at specific demographic and niche markets.

Advertising and Joint Campaigns

The CCJPA, along with Amtrak and Caltrans, continued the "Travel Made Simple" campaign, emphasizing the convenience of modern train travel. Newspaper, radio, online and outdoor billboard ads supported the campaign in three major markets.

Promotional Programs & Partnerships

A variety of new and continuing promotions helped drive ridership this year:

- Holiday Shopping Made Simple – Sacramento-area shoppers rode to San Francisco for an afternoon of shopping and holiday cheer. Free goodie bags, refreshments, prize drawings, and carolers entertained the passengers
- Applebee's Free Companion Fare Promotion – This family-oriented promotion included a sweepstakes, shared radio ads, and in-store coupon giveaways
- CC Month on BART – Joint promotion with BART and Starbucks Coffee, aimed at transit riders. Samples and Capitol Corridor coupons were given out at BART stations
- Cal Football – Sacramento-area alumni and fans were encouraged to take the train to Berkeley games. Headrest covers, stadium signage, direct mail inserts, and radio spots

Innovative Stitch 'n' Ride Program Wins Accolades

One of the year's biggest marketing successes was a special promotion that brought local knitting instructors and knitting author Debbie Stoller on board a dedicated train. Taking advantage of knitting's recent resurgence in popularity, the Stitch 'n' Ride event attracted local and national media attention and was the American Public Transportation Association's (APTA's) Grand Prize Winner in the Special Event category for the 2005 AdWheel Awards. Riders enjoyed the opportunity to socialize and work on their knitting projects.



during game broadcasts supported this promotion

- Train Treks – An ongoing discount program for school and youth group midday/mid-week travel

Revenue Enhancement

The CCJPA and Amtrak both undertook programs to increase revenues since funding remained unchanged in FY 2005. The CCJPA focused on filling midday and weekend trains via the Train Treks and Weekend Companion Fare promotions. In addition, Amtrak and the CCJPA jointly carried out conductor training and on-board inspections to ensure that ticket revenues were collected from passengers. These efforts contributed to an 8% increase in ridership and record revenue growth of 16%.

Where We're Going: FY 2006 Planning

FY 2006 Service Plan Highlights

Assuming a flat budget allocation and limited new capital funds, the CCJPA will focus on maintaining its 24-train service plan and improving performance. Construction and other programs currently underway will allow for the following improvements in FY 2006:

- Addition of up to 6 weekday trains between Oakland and San Jose (14 total)
- Transfer of customer service call center responsibilities from Amtrak to BART
- Replacement or installation of new ticket vending machines at all stations
- Installation of the next phase of security improvements
- Implementation of on-board Automated Ticket Validation (ATV) pilot program

Capital Improvement Program

The \$755 million Capital Improvement Program (CIP) represents a long-term investment in capital projects designed to support the ongoing expansion of the Capitol

Corridor. The CIP is currently 100% State-funded. In FY 2006, the CCJPA will work to build support for Federal capital funding for California's intercity rail services.

Marketing Program

The CCJPA combines grassroots local marketing efforts and collaborative media campaigns to build awareness of the Capitol Corridor. In FY 2006, the CCJPA will retain the most lucrative shared promotions with Amtrak and Caltrans, but will otherwise shift to solo campaigns. Advertising will consist primarily of radio traffic sponsorships, promotionally driven media buys, and online ads. The CCJPA will also pursue:

- High-profile, trackable promotions to maximize media dollars and visibility
- Public relations campaigns to maximize awareness
- Communication and loyalty programs such as Rider Appreciation Events and an enhanced e-newsletter

CAPITAL INVESTMENT PROGRAM BENEFITS					
25 Year Planned Investment	Cost (millions)	Increase Train Frequency	Improve On-Time Performance	Serve More/Different Destinations	Improve Passenger Amenities/Value
Additional Trainsets	\$175M	■		■	■
New/Improved Stations	\$144M		■	■	■
Amenities/Safety/Security Improvements	\$87M	■	■		■
Track/Signal Improvements	\$349M	■	■	■	



AN AWARD WINNING YEAR The CCJPA earned an APTA AdWheel Award, SASI Shopping/Tourism Award, four Addy Awards, and the 2005 Railway Age W. Graham Clayton Jr. Award for Distinguished Service to Passenger Transportation, bestowed upon CCJPA Managing Director Eugene Skoropowski

Itinerary: 2005-2006 Legislative Agenda

The CCJPA is pleased to report legislative accomplishments for FY 2005 and its Legislative Agenda for FY 2006.

FY 2005 Accomplishments

- Assembly Bill 765 (Salinas) was enacted in September 2005 to allow local public motor carriers, including the CCJPA, to provide publicly supported transportation service to communities where there is no other intercity bus company, such as the Monterey-Gilroy-San Jose corridor

- Assembly Joint Resolution 18 (Jones, Leslie) was passed in September 2005. AJR 18 memorializes California's support for an Amtrak FY 2006 budget of \$1.82 billion and sends a strong signal to Congress that California needs a fully funded Amtrak to support the nation's intercity passenger rail system

- Assembly Bill 1067 (Frommer) was enacted in October 2005 to escalate the penalties for certain rail-related crimes and change the funding shares for the State's grade separation program. These themes are generally supported by all of the State's commuter and regional rail operators

FY 2006 Action Plan

- Secure future operational and capital funding sufficient to meet the CCJPA's goal of hourly train service (32-36 daily trains)
- Work with regional rail partners on plans to coordinate commuter rail service between Auburn and Oakland with the planned hourly Capitol Corridor service

- Work with the Placer County Transportation Planning Agency and the UPRR to evaluate the proposed extension of Capitol Corridor rail service to Truckee/Reno/Sparks
- Work with interested parties to build support for increased funding for transportation expansion and security programs, including the repayment of suspended Proposition 42 transportation funds and the financing of the proposed California High Speed Passenger Train System
- Campaign for enactment of federal legislation (such as S.1516) that will establish a dedicated federal capital funding program for intercity passenger rail systems

“IT’S BEEN A PLEASURABLE, CONVENIENT WAY TO TRAVEL AT AN AFFORDABLE PRICE. THANKS!”

Closing Message

This report is designed to highlight the success of the Capitol Corridor passenger rail service over the past seven years and to summarize its financial performance during fiscal 2005. Although we have not received an increase in State funding in five years, we continue to raise the bar on the service we deliver while building a loyal following among riders. We are especially proud of our 8% ridership growth and 16% revenue growth this year, and hope to sustain these results in the future.

We remain committed to our mission of improving the quality of life in the communities we serve through a safe, fast, frequent, and reliable intercity train service. And we want you to know that you can count on us to manage your public investments responsibly and efficiently. On behalf of the CCJPA Board of Directors and our member agencies and partners, thank you for your ongoing support of the Capitol Corridor.

Capitol Corridor Joint Powers Authority Board of Directors FY 2005

Placer County Transportation Planning Agency

Roger Imsdahl
Gina Garbolino
Sherrie Blackmun (Alternate)

Sacramento Regional Transit District

Steve Cohn
Roger Dickinson, Chair
Bonnie Pannell (Alternate)

San Francisco Bay Area Rapid Transit District

Thomas Blalock
James Fang
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Joel Keller
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Santa Clara Valley Transportation Authority

Forrest Williams
Dean Chu

Solano Transportation Authority

Mary Ann Courville
James P. Sperring
Len Augustine (Alternate)



Yolo County Transportation District

Ted Puntillo
Christopher Cabaldon
Mike McGowan (Alternate)

Executive Officers

Thomas E. Margro, Executive Director
Eugene K. Skoropowski, Managing Director
Kenneth A. Duron, Secretary
Sherwood Wakeman, General Counsel
Scott Schroeder, Controller-Treasurer

CAPITOL CORRIDOR



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