

**BOARD OF DIRECTORS**

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
Bridget Powers (Alt.)
Jim Holmes
Susan Rohan

SACRAMENTO REGIONAL
TRANSIT DISTRICT
Jeff Harris
Rick Jennings (Alt.)
Steve Hansen (Alt.)
Steve Miller

SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
Bevan Duffy
Debora Allen
Joel Keller (Alt.)
John McPartland (Alt.)
Nicholas Josefowitz
Rebecca Saltzman, Vice Chair
Robert Raburn

SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY
Raul Peralez
Teresa O'Neill

SOLANO TRANSPORTATION
AUTHORITY
Harry Price
James P. Sperling
Len Augustine (Alt.)

YOLO COUNTY
TRANSPORTATION
DISTRICT
Don Saylor
Lucas Frerichs, Chair
Robert Davis (Alt.)

EXECUTIVE OFFICERS

Grace Crunican
Executive Director

David B. Kutrosky
Managing Director

DATE: February 9, 2018

TO: Board of Directors, Capitol Corridor Joint Powers Authority

FROM: David B. Kutrosky, Managing Director 

SUBJECT: Supplemental Materials for the CCJPA Board Meeting - February 14, 2018

Please find attachments for your review:

- Final Business Plan FY 1819 – [Item V.1 (Action and Discussion Items)]
- Managing Director's Report – [Item V.5 (Action and Discussion Items)]
- 2017 Annual Performance Report – [Item V.6a (Work Completed)]
- Marketing and Communications Activities Report – [Item V.6e (Work Completed)]
- FY18 Performance Charts [Item V.5 (Action and Discussion Items)]
- Public Comments and Staff Responses; CCJPA Business Plan Update FY 2018-19 and FY 2019-20 – [Item V.1 (Action and Discussion Items)]

If you have any questions or comments, please do not hesitate to call me at (510) 464-6993.

Attachments

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

Capitol Corridor

Intercity Passenger Rail Service

BUSINESS PLAN UPDATE FY 2018-19 • FY 2019-20



**CAPITOL CORRIDOR
INTERCITY PASSENGER RAIL SERVICE
BUSINESS PLAN UPDATE
FY 2018-19 – FY 2019-20
FEBRUARY 2018**

DRAFT

**PREPARED BY
Capitol Corridor Joint Powers Authority**

**PREPARED FOR
CALIFORNIA STATE TRANSPORTATION AGENCY**



EXECUTIVE SUMMARY	1
1. INTRODUCTION	1
2. HISTORICAL PERFORMANCE OF THE SERVICE	2
3. OPERATING PLAN AND STRATEGIES.....	3
Train Service and Expansions	3
Motorcoach Service and Transit Connections	3
FY 2017-18 Operating Plan	4
FY 2018-19 and FY 2019-20 Operating Plans.....	4
4. CAPITAL IMPROVEMENT PROGRAM	5
Capital Improvement Program Funding	5
Programmed and Current Capital Improvements	8
Out-Year Capital Improvement Program.....	8
Specific Capital Improvement Program Discussion	8
5. PERFORMANCE STANDARDS AND ACTION PLAN.....	13
FY 2016-17 Performance Standards and Results	14
FY 2017-18 Performance Standards and Results to Date.....	14
FY 2018-19 and FY 2019-20 Performance Standards	15
FY 2018-19 and FY 2019-20 Action Plans.....	15
6. ESTABLISHMENT OF FARES	17
FY 2018-19 Fares	17
FY 2019-20 Fares	18
7. SERVICE AMENITIES, FOOD SERVICES, AND EQUIPMENT	18
Service Amenities.....	18
Equipment Acquisition, Maintenance, and Renovation.....	20
Rehabilitation and Modification Programs.....	20
Rail Equipment Projects Completed in FY 2017-18.....	20
Rail Equipment Projects Upcoming in FY 2018-19.....	20
8. MARKETING STRATEGIES	21
FY 2018-19 Marketing Program.....	23
FY 2019-20 Marketing Program.....	23
9. ANNUAL FUNDING REQUIREMENT: COSTS AND RIDERSHIP PROJECTIONS...	24
FY 2018-19 and FY 2019-20 Operating Costs	24
FY 2018-19 and FY 2019-20 Marketing Expenses.....	24
FY 2018-19 and FY 2019-20 Administrative Expenses	24
FY 2018-19 and FY 2019-20 Total Budget	24
10. SEPARATION OF FUNDING	26
11. CONSIDERATION OF OTHER SERVICE EXPANSIONS AND ENHANCEMENTS .	26
Megaregional Rail Planning & Vision Plan Update:	26
State Rail Plan and Northern California HST Blended Service.....	27
Rail Service Expansion Planning	27
APPENDIX A	29
APPENDIX B.....	30
APPENDIX C.....	31
APPENDIX D.....	32

EXECUTIVE SUMMARY

Introduction. This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority's (CCJPA's) strategic plan and funding request for the next two fiscal years (FY 2018-19 and FY 2019-20), to be submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1, 2018 and in final form by June 15, 2018, providing adequate time for Amtrak to develop its final operating cost estimates. This document also outlines the service and capital improvements that have contributed to the Capitol Corridor's success, identifies needed improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law.

As administrator of the service, the CCJPA's primary focus is the continuous improvement of the Capitol Corridor® train service through effective cost management, gaining share in the travel market, and delivering a customer-focused, safe, frequent, reliable, and sustainable transportation alternative to the congested I-80, I-680, and I-880 highway corridors. The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor® route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

IN FY 2018-19 AND FY 2019-20, THE CCJPA WILL BUILD UPON RECORD SERVICE PERFORMANCE IN FY 2017-18 AND FOCUS ON SERVICE EXPANSION OBJECTIVES FOR THE PLACER COUNTY AND SILICON VALLEY MARKETS.

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998. Since then, Capitol Corridor has grown into the third busiest intercity passenger rail service in the nation. In August 2006, the CCJPA expanded service from 24 to 32 weekday trains between Sacramento and Oakland and from 8 to 14 daily trains continuing to San Jose. In August 2012, the CCJPA was able to utilize the reconfigured Sacramento station to optimize operational cost effectiveness and reduced service to 30 daily round trips between Sacramento and Oakland (freeing up the two allotted track capacity slots to the San Joaquin Intercity Passenger Rail service).

Operating Plan. The service levels introduced in 2012 for weekday and weekend service, with slight modifications, have proven a success since they were introduced. In August 2016, CCJPA made the most significant adjustment to the 2012 operating plan by re-prioritizing weekday peak train travel to the Silicon Valley market, consolidating less productive off-peak trains, and reconfiguring the weekend schedule, which resulted in 3% growth in system ridership. In November 2017, Fairfield-Vacaville was added as a new station to the Capitol Corridor schedule, along with some other minor travel time changes. No additional changes in operations are planned for FY 2018-19 or in FY2019-20.

The basic operating costs for the Capitol Corridor conform with Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA). This policy is used to develop the costs for the FY 2018-19 and any future CCJPA/Amtrak operating agreements. Based on initial forecasts, the FY 2018-19 budget is projected to decrease by \$255,000 compared to the current FY 2017-18 budget due to a growth rate of revenue that exceeds increased operating costs.

	FY 2018-19	FY 2019-20
Sacramento – Oakland	30 weekday trains (22 weekend)	30 weekday trains (22 weekend)
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains (with plans for up to 20)	2 daily trains (with plans for up to 20)
Roseville – Auburn	2 daily trains	2 daily trains
Total Budget (Operations, Marketing & Administration)	\$35,127,000	\$35,846,000
Change vs. FY 2017-18 Budget	-\$255,000 [-0.7%]	+\$464,000 [+1.3%]

Performance Standards. For this Business Plan Update, the CCJPA will incorporate the most recent version of the Uniform Performance Standards (UPS) as modified by CalSTA. The table below provides an overview of the performance of the Capitol Corridor compared to the UPS as well as the updated forecasted UPS for the next two fiscal years (see Appendix C for additional detail):

Performance Standard	FY 16-17			FY 17-18 (through December 2017)			FY 18-19	FY 19-20
	Actual	Standard	% Change	Actual	Standard	% Change	Standard	Standard
<u>Usage</u>								
Route Ridership	1,607,277	1,520,000	+6%	422,583	396,364	+7%	1,680,100	1,705,300
Passenger Miles	108,609,358	93,752,600	+16%	19,951,961	18,022,167	+11%	112,701,000	114,392,000
<u>Efficiency</u>								
System Operating Ratio (train and feeder bus)	58%	50%	+16%	62%	50%	+24%	50%	50%
Total Operating Cost/Passenger-Mile	\$0.54	\$0.64	-16%	\$0.50	\$0.64	-22%	\$0.60	\$0.60
<u>Service Quality</u>								
End-Point On-Time Performance	91%	90%	+1%	90.2%	90%	+0.2%	90%	90%
Stations On-Time Performance	94%	90%	+4%	91.7%	90%	+2%	90%	90%
Operator Delays/10K Miles	329	>325	+1%	376	>325	+16%	>325	>325

Capital Improvement Program. The CCJPA's Capital Improvement Program (CIP) is consistent with the CCJPA's Vision Plan documents, regional and State of California transportation plans (e.g. Regional Transportation Plans [RTPs] and Caltrans' 2018 Draft State Rail Plan). The CIP includes projects aimed to increase reliability and capacity, renovate stations, add rolling stock, reduce travel times and enhance safety and security.

THE CCJPA IS TESTING RENEWABLE DIESEL ON A CALIFORNIA LOCOMOTIVE. IF SUCCESSFUL, IT WILL HAVE POSITIVE IMPLICATIONS FOR PASSENGER RAIL IN CALIFORNIA TO REDUCE LIFECYCLE GHG.

In FY 2017-18, CCJPA completed installation of at-station bicycle access improvements, and in FY 2018-19, onboard bike storage densification efforts are expected to commence and be completed. CCJPA will also continue its Capitalized Maintenance program with Union Pacific Railroad (UPRR) to maintain superior on-time performance. Funded capital improvements that will continue to advance over the next two fiscal years include the travel time savings project and phase one of the service expansion to/from Roseville for the Capitol Corridor trains. Stations across the system will get new uniform signage/message/alert kiosks. Auburn station will get a wayside power and enhanced station camera system, and the BART train alert signal to facilitate passenger connectivity at Richmond station will begin operations. Consistent with the Vision Implementation Plan (adopted in November 2016), expansion of additional

service to/from San Jose (and potentially beyond to/from Salinas) will require methodical coordination of passenger and freight rail objectives among a wide variety of project and funding partners in the Northern California Megaregion and at the State level.

Marketing Strategies. The CCJPA's marketing strategies for FY 2018-19 and FY 2019-20 will continue to target specific markets and increase ridership where seating capacity is available by raising awareness of destinations, transit connections, and amenities. Different campaigns are planned to position Capitol Corridor as a distinct regional service brand, and CCJPA will continue to coordinate with local partners and Amtrak on promotions, outreach, and shared marketing collateral.

Action Plan. Working with its service partners, the CCJPA continues to achieve annual record performance results for the Capitol Corridor and, as set forth in this Business Plan Update, will continue to ensure that Capitol Corridor is a safe, reliable, and customer-focused service. Capitol Corridor service will be managed to meet or exceed near-term budget projections. Promotional programs and campaigns will showcase the Capitol Corridor as the preferred transport alternative in the Northern California Megaregion. CCJPA will conduct the planning analysis and cultivate the partnerships and funding opportunities necessary to make incremental as well as longer term transformational changes to the Capitol Corridor route.

1. INTRODUCTION

This Business Plan Update modifies the CCJPA’s report submitted to the Secretary of the California State Transportation Agency (CalSTA) in draft form by April 1, 2018 and final form by June 15, 2018, providing adequate time for Amtrak to develop its final operating cost estimates for the Capitol Corridor intercity passenger rail service. As part of Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998 the CCJPA is required to prepare an annual Business Plan that identifies the current fiscal year’s operating and marketing strategies; capital improvement plans for the Capitol Corridor; and the funding request to the Secretary of CalSTA for the CCJPA’s operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature.

For FY 2018-19, CCJPA will continue the operation of the schedule introduced in November 13, 2017 that added the new Fairfield-Vacaville station and that slightly adjusted certain travel and dwell times. Service levels will remain the same as what is provided today: 30 trains during the weekdays between Sacramento and Oakland (22 weekend trains); 14 daily trains between Oakland Jack London Square and San Jose and 2 daily trains between Sacramento and Auburn.

**THE CAPITOL CORRIDOR
PROVIDES A SUSTAINABLE
TRANSPORTATION SERVICE
CONNECTING THE THREE
ECONOMIC EMPLOYMENT
CENTERS IN NORTHERN
CALIFORNIA: SACRAMENTO,
SAN FRANCISCO/OAKLAND,
AND SAN JOSE/SILICON
VALLEY.**

The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies (listed below) along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

As administrator for the Capitol Corridor service, the CCJPA’s responsibilities include overseeing day-to-day train and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing Amtrak’s deployment and maintenance of rolling stock for the Capitol Corridor and San Joaquin trains; and interfacing with Amtrak and the Union Pacific Railroad (UPRR) on dispatching, engineering, and other railroad-related issues.

The Capitol Corridor serves 18 train stations along the 170-mile rail corridor connecting Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco (via motorcoach), and Santa Clara counties. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland, and I-880 between Oakland and San Jose. In addition, the Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach bus network as well as partnerships with local transit agencies that assist passengers traveling to destinations beyond the train station.

Capitol Corridor train and connecting motorcoach services are developed with input from riders, private sector stakeholders (such as Chambers of Commerce), and public sector interests (such as local transportation agencies), along with the entities that help deliver the Capitol Corridor service – Amtrak, UPRR, Caltrans, and the various transportation agencies and communities that are along the Capitol Corridor.

Figure 1-1
Map of Capitol Corridor Service Area



2. HISTORICAL PERFORMANCE OF THE SERVICE

On December 12, 1991, the State of California Department of Transportation (Caltrans) and Amtrak initiated the Capitol Corridor intercity train service with six daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the CCJPA, a partnership among six local transportation agencies sharing in the administration and management of the Capitol Corridor intercity train service.

The CCJPA now operates and manages the Capitol Corridor service through an operating agreement with Amtrak. In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial 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.

Under management of the CCJPA, collection and use of train operations and revenue data has been a consistent tool to expand and fine tune service plans to optimize ridership, increase revenue, achieve cost efficiency, and improve safety. Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

3. OPERATING PLAN AND STRATEGIES

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, frequent, reliable, and environmentally-friendly Capitol Corridor intercity train service.

Train Service and Expansions

In response to growing demand, the CCJPA expanded service in October 2002, January 2003, and April 2003 to achieve a schedule of 24 weekday trains between Sacramento and Oakland using the same State budget initially allocated for 18 daily trains. In August 2006, with another flat budget allocation, the CCJPA increased service to 32 weekday (22 weekend day) trains between Sacramento and Oakland and increased from 8 to 14 daily trains between Oakland and San Jose. These service expansions were made possible with the completion of phase one of the Oakland to San Jose track improvements (completed in 2006) and the construction of the Yolo Causeway second main track (completed in 2004). Together, these projects contributed to a 10-minute reduction in travel time between Sacramento and Oakland, in addition to more frequent service. The August 2006 service expansion remains the largest core service adjustment in Capitol Corridor's service history. This core service plan has only been enhanced by slight service adjustments in August 2012 and August 2016. On November 13, 2017, a new service schedule was implemented, with the most significant change being the addition of a new station (Fairfield-Vacaville) and minor travel time changes resulting from phase one of the Travel Time Savings Project.

The success of the August 2006 service expansion has highlighted the need to increase service frequencies to San Jose/Silicon Valley and Placer County. Expanding hourly train service to and from San Jose and Placer County will require additional rolling stock and track capacity (see Chapter 4 for more details). Without these service expansions, the sole means to increase ridership is through 1) further optimizations of the train schedule and 2) securing additional rolling stock that will increase seating capacity on the

SERVICE EXPANSIONS, CORRESPONDING TRACK CAPACITY IMPROVEMENTS AND TRAIN EQUIPMENT ACQUISITIONS HAVE ENABLED THE CAPITOL CORRIDOR TO INCREASE MARKET SHARE AND SUSTAIN SIGNIFICANT GROWTH IN RIDERSHIP (+196%) AND REVENUES (+364%) DURING THE PAST 19 YEARS.

existing scheduled trains. The August 2016 service plan that enhanced weekday peak-hour service and revamped weekend service and the November 2017 service plan that made minor changes resulting from phase 1 of the Travel Time Savings Project (which will provide up to an additional 10 minutes in corridor-wide travel time reduction after phase 2 is complete in FY2018-19) typify the type of ridership optimization options short of service expansion.

The benefits of these past service expansions, service optimization adjustments, corresponding track capacity improvements and train equipment acquisitions have enabled the Capitol Corridor to increase market share and sustain significant growth in ridership (+196%) and revenues (+364%) during the past 19 years.

Near-term service expansions to/from Roseville and medium-term expansions to/from San Jose, with possible service extensions to/from Salinas, are the clearest service expansion options for Capitol Corridor on the horizon.

Motorcoach Service and Transit Connections

To supplement train service, the Capitol Corridor provides dedicated motorcoach bus connections to San Francisco and communities along the Central Coast region south of San Jose (Salinas and San Luis Obispo) and east of Sacramento (South Lake Tahoe, CA and Reno, NV). In addition, the CCJPA partners with local transit agencies to offer expanded options for transit connections throughout the corridor. Currently, the train service connects with the BART system at the Richmond and Oakland Coliseum stations; with Caltrain service (Gilroy – San Jose – San Francisco) at the San Jose/Diridon and Santa Clara/University stations; with the Altamont Commuter Express service (Stockton – Livermore – San Jose) at the Fremont/Centerville, Santa Clara/Great America, and San Jose/Diridon stations; with San Joaquin intercity trains at the Oakland Jack London, Emeryville, Richmond, Martinez and Sacramento stations; with VTA light rail at Santa Clara/Great America and San Jose/Diridon stations; and with Sacramento RT light rail at Sacramento station. Together with these local transit systems, the Capitol Corridor serves the second-largest urban service area in Western United States and the most productive megaregion (in terms of per capita GDP) in the nation.

The CCJPA offers several programs to enhance transit connectivity. The CCJPA reimburses the transit agencies for each transfer collected as part of our operating expenses. BART and SF Muni tickets are conveniently sold in the Café Car. The Transit Transfer Program allows Capitol Corridor passengers to

transfer free of charge to participating local transit services, including AC Transit, Sacramento RT, Rio Vista Delta Breeze, E-Tran (Elk Grove), YoloBus, Unitrans, County Connection (Martinez), Santa Clara VTA, Fairfield and Suisun Transit, and WestCAT. There is also a Napa Vine Route 21 connection at the Suisun-Fairfield station with connections to the Napa Airport. There is also a joint ticketing arrangement with Placer Commuter Express and Roseville Transit. CCJPA also partners with Santa Cruz Metro and Monterey-Salinas Transit to share operating costs for the benefit of both agencies and their riders.

As of January 1, 2018, the Capitol Corridor no longer sells BART's blue magnetic-strip tickets at a discount (\$10 value for \$8) due to BART's recent fare changes that added a 50-cent surcharge for each ride using the magnetic-strip tickets. Instead, Capitol Corridor is now selling Clipper cards pre-loaded with \$11 of cash value onboard the trains, and the \$3 one-time fee normally charged for Clipper cards is waived. The stored value on Clipper cards can be used to pay fares on BART as well as on multiple transit systems in the San Francisco Bay Area.

FY 2017-18 Operating Plan

The CCJPA's operating plan for FY 2017-18 was initially based on the August 22, 2016 timetable schedule, adjusted further for the November 13, 2017 timetable schedule. The Fairfield-Vacaville station was added to the Capitol Corridor service and additional minor adjustments were made to the schedule resulting from partial completion of the Travel Time Savings Project. The current Operating Plan for FY 2017-18 is as follows:

- Sacramento – Oakland: 30 weekday trains (22 weekend day trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville – Auburn: two daily trains

FY 2018-19 and FY 2019-20 Operating Plans

CCJPA will maintain the same operating plan into FY 2018-19 and FY 2019-20 as follows:

- Sacramento – Oakland: 30 weekday trains (22 weekend day trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville – Auburn: two daily trains

The basis for this operating plan is built on the efficiencies gained in developing the August 22, 2016 and November 13, 2017 service operation schedules. A careful analysis of ridership and revenue data, as well as travel time reductions from the first phase of completed elements of the Travel Time Savings Project, was used to fine tune the schedule. CCJPA is also working with local communities that own the train stations served by the Capitol Corridor trains to address station access limitations (e.g., lack of available car parking after certain hours, minimal connecting transit access, lack of secure bicycle parking facilities) that will help to maximize ridership growth.

CCJPA understands that there may be opportunities for improved overall transit/rail mobility within the Northern California megaregion through strategic schedule modifications. These opportunities will be explored through the Capitol Corridor Service Optimization study that was initiated at the end of 2017. As has been common practice, CCJPA will continue to closely coordinate any schedule adjustments with connecting local transit or intercity/commuter rail services. The CCJPA will work with the Statewide Working Group (SWG) for data analysis and coordination of any beneficial adjustments, should they be identified through analysis, over the course of FY 2018-19 and FY 2019-20.

4. CAPITAL IMPROVEMENT PROGRAM

The CCJPA maintains a Capital Improvement Program (CIP) used to continuously improve the Capitol Corridor's reliability, travel times, on-time performance, safety/security, and to expand service frequency with a multitude of capital funding sources both at the regional, state and federal level. There are essentially two levels of capital improvement programming (CIP) for the Capitol Corridor service: lower-cost and higher-cost projects.

Lower-cost projects are generally aimed at amenities at the stations, minor improvements along the track route, or service enhancements on the trains, and they are usually incremental and progressive in nature. These projects do not usually change the ridership market or service radically, but instead build on the service or schedule as it exists today. They make safe systems safer, they bring technology improvements to the customer or to the operator, and they are generally strategic in nature to keep the service timely, safe, and relevant to customers and the surrounding communities. Examples of lower-cost projects include onboard Wi-Fi, travel time savings projects, crossovers, right-of-way fencing, and even Positive Train Control, but they can also include studies and analysis necessary to determine the proper course of action to comply with established protocols of environmental documentation and project engineering design. CCJPA has a strong and consistent history of developing and delivering these projects and we expect that the need for constant lower cost improvements will continue well into the future.

THE CCJPA'S USE OF 480-VOLT POWER CABINETS DURING EQUIPMENT LAYOVER AT THE SACRAMENTO VALLEY AND SAN JOSE/DIRIDON STATIONS HAS RESULTED IN A 2% REDUCTION DIESEL FUEL CONSUMPTION, REDUCING EXPENSES AND POLLUTANT EMISSIONS. THESE SAVINGS WILL BE FURTHER ENHANCED WITH THE ADDITION OF A CABINET AT THE AUBURN STATION IN MARCH 2018.

In contrast, the higher-cost capital improvement projects, which are for new rolling stock or service expansion, make far more than incremental service improvements. The last time a higher cost project was implemented was in 2006, and it resulted in four (4) additional round trips between Oakland and San Jose. This project transformed the Capitol Corridor and has paid off over the years, setting the stage for the growth in ridership. Transformational projects usually require an extensive partnership effort and a large funding source or suite of funding sources to make the project viable. As revealed by the Vision Plan Update process, the Capitol Corridor is transitioning to the implementation of capital projects that are of greater cost but more dramatic magnitude in terms of service expansion and potential ridership impact. Capitol Corridor has reached a point of maturity where lower-cost capital improvement projects will no longer yield significant ridership gains; in order to see the magnitude of ridership growth as demonstrated in the past 19 years of service, the Capitol Corridor service will need significant political and public support for additional higher-cost capital improvement projects.

Capital Improvement Program Funding

Since the inception of the Capitol Corridor service in 1991, roughly \$1.15 billion from a mixture of funding sources has been invested or programmed to purchase rolling stock, build or renovate stations, upgrade track and signal systems for increased capacity, and construct train maintenance and layover/storage facilities. Most of these investments (approximately \$1.02 billion) occurred between 1991 and 2006, a period of more certain capital funding sources from the State. Between 2007 and 2017, the pace of capital investment slowed significantly due to a shift from more stable, longer-term funding sources (e.g. State Transportation Improvement Program, or STIP) to funding sources that are ad-hoc in nature (bonding programs, legislatively-capped programs) and that often require extensive preparation of competitive grant applications and review by state authorities for award. During those 10 years, the CCJPA has only received \$71 million in capital funding to invest in the route. Proposition 1A (California High Speed Rail planning coordination) and Prop 1B (Safety and Security grants) are examples of the ad-hoc capital funding that have funded CCJPA projects including Sacramento to Roseville Third Track Phase 1.

On April 28, 2017, Governor Jerry Brown enacted and signed into law Senate Bill 1 (Beall/Frazier). This landmark transportation bill provides over \$5 billion per year to various state transportation accounts for the purpose of improving the state's transportation infrastructure. For the Capitol Corridor intercity rail service, SB1 provides approximately \$5 million per year in dedicated funds (for operating and/or capital projects) from a portion of the 0.5% increase in state diesel sales tax. SB1 also presents various grant opportunities that CCJPA can apply for, including approximately \$245M/year in the Transit Intercity Rail Capital Program (TIRCP), approximately \$250M/year in the Congested Corridors Program, and approximately \$5M/year in STIP Interregional funds. The infusion of dedicated and competitive grant

funding from SB1 enables CCJPA to advance various capital projects, small and large, that have been in the planning stage, including Sacramento to Roseville Third Track service expansion. While CCJPA is not an eligible applicant for other SB1 competitive grants such as Solutions for Congested Corridors and Trade Corridor Enhancement Program, CCJPA can partner with agencies that are eligible, such as county transportation agencies like the Alameda County Transportation Commission (ACTC). The intent would be to partner on corridor-wide projects that benefit multiple modes (highway, rail, goods movement, and passengers/people).

Another developing longer-term funding source for major capital projects is MTC's Regional Measure 3 (RM3). If approved by a majority of voters in the nine SF Bay Area counties, revenues from a bridge toll increase of up to \$3 would be used to finance \$4.45 billion worth of transportation improvements in the Bay toll bridge corridors and their approach routes. For CCJPA, the Oakland to San Jose Phase 2 service expansion project would be in the expenditure plan for the RM3 project list since it has a nexus with the Dumbarton Bridge crossing.

On a smaller capital scale than service expansions or track modifications, CCJPA will continue expending the last rounds of grant funds that have supported a variety of projects at stations. These include a set of small state allocations and successful regional grant awards used to support at-station bicycle facilities such as eLockers and folding bicycle rental kiosks at select stations. A ten-year program of Proposition 1B Safety and Security grants (which are set to expire in 2018 for expenditure) has supported a wide variety of station and track safety improvements (respective examples include cameras and right-of-way fencing) as well as the development and installation of an on-board ADA compliant information system (on-board information system, or OBIS). Other minor CCJPA-led capital programs include provision for wayside power at Auburn station, Richmond BART train arrival alerting system for Capitol Corridor service to facilitate people transferring between services, and station signage programs across Capitol Corridor stations.

THE CCJPA WAS ACTIVE IN THE DEVELOPMENT OF THE INAUGURAL RAIL TITLE IN THE 5-YEAR SURFACE TRANSPORTATION AUTHORIZATION, FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT OF 2015, BUT THE US CONGRESS NEVER FUNDED THE PASSENGER RAIL-RELATED ACCOUNTS AND THUS NO FEDERAL FUNDS HAVE BEEN MADE AVAILABLE.

There are no current federal sources of funds for intercity rail sufficient for corridor expansion projects. Although there is authorization for a federal fund source, it is not yet funded by Congress. The Fixing America's Surface Transportation (FAST) Act was adopted in December of 2015. The FAST Act provides up to \$305B over five years for the nation's highway network, transit and commuter rail services, Amtrak, and – for the first time ever – state-supported intercity passenger rail services. IPR services are now part of a multi-modal federal surface transportation program and can pursue federal funds with matching state/regional/local funds to help continue the success and the growth of these passenger train services.

Of the \$305B, the Rail Title authorizes approximately \$10.4B is authorized for Amtrak, state-supported IPR services, and freight and other rail related programs. Key passenger rail-related accounts in the FAST Act are:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI): The US DOT will seek projects from eligible applicants for competitive grants to improve passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology items and rail line relocation are also eligible for funding. Authorized at \$1.103B over five years; a 50% match is required.
- State of Good Repair (SOGR): A US DOT program to provide grants to eligible applicants, on a competitive basis, to finance capital projects that reduce the state of good repair backlog with respect to qualified railroad assets. Authorized at \$0.997B over 5 years; 20% match is required.
- State Supported Route Commission (SSRC): The SSRC is authorized at \$10M (\$2M per year for five years), as established by the US DOT Secretary of Transportation, to coordinate planning of trains operated by Amtrak on state-supported routes to further implement Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Members include US DOT (likely FRA), Amtrak, and state intercity passenger rail agencies. (Note: The current State-Amtrak Intercity Passenger Rail Committee (SAIPRC) has been organized to represent the SSRC as described in the FAST Act.)

While the FY 2016 Omnibus Appropriations bill did not include an appropriation of any authorized funding identified from the FAST Act, the enacted federal FY 2017 budget did include limited appropriations for the referenced Rail Title Accounts as follows:

- CRISI: \$68 million (50% match required)
- SOGR: \$25 million (20% match required)

The USDOT has not yet released the guidelines for the grant applications for these FY 2017 appropriations.

For federal FY 18 appropriations of these Rail Title Accounts, both Appropriations Committees (House and Senate) have developed the expenditure plans for the various national departments (see below).

Rail Title Account	FY 18 Appropriations	
	Senate	House
CRISI (50% match)	\$93M	\$25M
SOGR (20% match)	\$26M	\$500M
SSRC/SAIPRC	\$2M	\$2M

The Capitol Corridor service described in this Business Plan Update and in all business plans since FY 2005-06 is a direct by-product of the state's prior capital investment. The ridership and revenue results year after year from these investments are well documented. CCJPA's August 2006 service expansion to San Jose (Oakland-San Jose Phase 1 Project) was made possible by state capital investments from the 1998 to 2002 capital funding era. This was the last period when sufficient capital funding was consistently provided to build new service frequency increase (the increase in service between Oakland and San Jose from eight to fourteen daily trains). With the new SB1 and the potential RM3 funding sources becoming available for larger, longer-term capital projects, based on the anticipated project delivery schedules in place at this time, CCJPA is poised to make significant service improvements again in FY2020-21 and FY2024-25. A list of CIP projects that have been completed since inception of the Capitol Corridor service or are currently underway is included in Appendix B.

No federal funds currently support the operating or capital expenses of the Capitol Corridor train service, neither do any regional funds that go to the metropolitan transportation planning organizations (MPOs). Thus, the CIP is only philosophically consistent with the use of federal and state programming of funds in Regional Transportation Plans (RTPs) adopted by MTC, SACOG, and PCTPA to reduce VMT, reduce congestion, improve air quality, and improve the environment. However, this may change with the possible passing of RM3 as led by MTC. In a similar manner, the CCJPA's CIP and operating plan objectives are consistent with the FRA's National Rail Plan. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon, with the strongest connection to Capitol Corridor service being when local jurisdictions might use funds for station area improvements or when the various RTP's "capture" CCJPA's use of state intercity funding to implement projects. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects.

The latest version of the California State Rail Plan, which is adopted every ten years, was released for public comments in October 2017. The Draft 2018 State Rail Plan update lays out a transformative long-term vision of the state-wide railroad network. The State, led by California State Transportation Agency (CalSTA), takes on a more proactive leadership role in transforming California's passenger and freight railroad system. The Draft 2018 State Rail Plan envisions capital investments along a strategic trajectory toward a layered, multi-tiered freight and passenger rail operating environment that better serves travel markets and delivers better cost efficiency metrics than the bifurcated services do today. While ambitious, this plan, built on the lessons of international rail services, would transform state rail operations and service in the years to come and have some implications for future Capitol Corridor Business Plan Updates in the years ahead. The CCJPA's Northern California Megaregional Rail planning efforts, which evolved from the Vision Plan process, will be coordinated within the larger context of the Draft 2018 State Rail Plan. With the Capitol Corridor CIP in a state of transition, future CCJPA Business Plan Updates will have an obligation to be developed in accordance to the 2018 State Rail Plan objectives.

Programmed and Current Capital Improvements

Improvements planned for FY 2018-19 and FY 2019-20 include the installation of two wayside power unit in the Oakland Maintenance Facility, Service Optimization Plan (in collaboration with SJJPA, ACE, and Caltrans/CalSTA), phase 2 of the Travel Time Savings project, final design and construction commencement of Phase 1 of the Sacramento to Roseville 3rd Track project, implementation of Positive Train Control, and on-train testing and installation of OBIS, in addition to safety and security improvements (see Table 4-1 for all projects underway, programmed, or planned).

Phase 2 of the Travel Time Savings project is expected to be completed by late spring of 2018. The Service Optimization Plan may be expanded and integrated into other ongoing service planning efforts of Statewide Working Group (SWG) rail partners and will be managed and coordinated at that level with CalSTA staff. CCJPA was previously successful at using a relatively small stream of capital funding since 2009 to maintain a track and maintenance program. In November 2016, CCJPA provided CalSTA a report supporting the benefits gained from ongoing capitalized maintenance investment. The report demonstrates that this is the leading factor in delivering exceptional on-time performance since 2009, which illustrated the benefits of reduced host railroad delay minutes and improved on-time performance to the Capitol Corridor service from these invested capitalized maintenance funds. Now, through the success of the program, annual capitalized maintenance funds have been put in to the annual operating funding from the State. In addition, the CCJPA plans to utilize a portion of the SRA funds in combination with the annual maintenance funding to achieve additional track and station infrastructure reliability improvements, such as a dedicated right-of-way crew to remove trespassers, clean-up debris and perform vegetation removal.

Other current capital programs include safety/security projects implemented with Proposition 1B funding provided by the California Office of Emergency Services (CalOES) that expired in FY 2015-16 (but are eligible for expenditure over the next three additional years). Proposition 1B funding supports safety and security projects, and CalOES obligates \$1.9 million per year for the Capitol Corridor, which is used with specially identified Transit Safety and Security funds. Projects funded in this area include station security cameras, right-of-way security fences, and the fore-mentioned OBIS system.

Out-Year Capital Improvement Program

The out-year CIP is bolstered with new stable, long-term funding sources from the passage of SB1. A combination of dedicated (State Rail Assistance) and competitive grant (TIRCP) funds, which CCJPA has been historically very successful at being awarded for, enables CCJPA to confidently plan for significant, long-term capital projects such as Sacramento to Roseville 3rd Track, Oakland to San Jose Phase 2, take a variety of measures to optimize service, including working with CalSTA on a Statewide Integrated Travel Program. See Table 4-1 for a list of capital projects and their funding statuses.

Specific Capital Improvement Program Discussion

There are a variety of CIP programs described in greater detail below. CCJPA pursues these projects on its own but typically will include one or more key partners that are either involved in project development, funding, or both. The partnerships will be highlighted where applicable.

Bicycle Access Program:

The station electronic bicycle locker project part of the CCJPA Bicycle Access Program was completed in December 2017. There are now 184 BikeLink eLockers across all Capitol Corridor stations, including those station shared with BART at Richmond and Oakland Coliseum. BikeLink cards are sold onboard Capitol Corridor trains as well as at select staffed stations (Sacramento, Davis, Martinez, Emeryville, and Oakland Jack London). Some educational and promotional materials have already been produced to encourage passengers to use BikeLink eLockers, and additional marketing efforts will continue in 2018. CCJPA staff continue to work with the selected vendor of the folding bicycle rental service project to further develop and refine the rental service program. After a successful demo period for an angled bike rack modification that increases onboard bike storage capacity, CCJPA will be purchasing additional units of the angled bike rack to be installed on more train cars on the Capitol Corridor in 2018. CCJPA is also currently working with a consultant and Amtrak to develop and refine a bike storage solution for the two Superliner baggage cars that are in Capitol Corridor service rotations; a prototype is expected to be built and tested by mid-2018.

Additional New Cars and Locomotives:

The rail vehicles assigned to the Capitol Corridor and San Joaquin train services – the Northern California Intercity Passenger Rail (IPR) Fleet – comprises of 129 units, a mix of 26 locomotives and 103 passenger rail cars. Caltrans owns 115 units and Amtrak leases 14 units to Caltrans. The CCJPA and San Joaquin JPA jointly manage the assignment of the NorCal IPR fleet for each of their respective services. In 2017, the fleet expanded to its 129 units with the addition of six (6) Charger (Tier IV) locomotives. These six new locomotives are in operation on both routes providing cleaner-burning, more powerful locomotives. Funding for these Chargers was provided by Caltrans (through state of California Proposition 1B bond funds) and the federal government (through the American Recovery and Reinvestment Act [ARRA] funds).

During the procurement and production of the Charger locomotives, Caltrans was also managing a multi-state contract for the procurement and production of new bi-level passenger rail cars in late 2012. At least twenty (20) of these bi-level cars would be added to the NorCal IPR Fleet. The funding is comprised of the federal ARRA program and Prop 1B funds. Unfortunately, the subcontractor for these new passenger rail cars was unable to meet the performance specifications and requirements as stipulated in the design plans, thereby incurring a significant delay to this project. However, recent procurement actions by Caltrans have been able to salvage the project whereby a rail car manufacturing facility has been retained to produce single-level passenger rail cars, rather than bi-level cars. As of this writing, the managers of the three CA IPR routes (including the CCJPA) are meeting with Caltrans to determine the requirements and costs associated with the operation of these single-level passenger rail cars on each of these 3 CA IPR routes, including, but not limited to, maintenance expenses, upgrades station platforms and facilities, onboard bike/luggage storage, and wheelchair access.

The eventual arrival of added rolling stock is currently unknown, yet expansion to/from Roseville associated with a completed phase one Sacramento to Roseville 3rd Track project will require the infusion of new rolling stock. Unfortunately, there is doubt at this time that new rolling stock will arrive by 2020.

Renewable Diesel Testing:

In coordination with the arrival of the Charger locomotives and with state policies toward GHG emissions reduction, CCJPA is actively engaged with rail partners around the state and with the California Air Resources Board (CARB) to test the use of renewable diesel (RD) as a blend or all-out substitute of the current carbon-based diesel fuel as soon as possible so that the “well to wheels” GHG emissions of the fuel used to propel the locomotives is significantly reduced. RD meets the same ATSM D975 fuel standards as regular petrol diesel. Even so, back when CARB and CCJPA were exploring the RD option, the engine manufacturers recommended to CARB and CCJPA that tests using RD be initiated. This test commenced in late 2017 with one of the older F59 locomotives and has thus far shown excellent results. A second test will be performed on one of the new Chargers in 2018. CARB conducted before (petrol diesel) and after (RD) sample-based tests for renewable diesel locomotives to determine emission rates over the course of 2017 and early 2018. Presuming the test results remain satisfactory, renewable diesel is poised to become the normal diesel fuel used in Capitol Corridor and potentially other intercity and commuter rail fleets in California. One key issue will be ensuring a supply of RD is stable and this is where coordination among a variety of state agencies, including CARB, CalSTA, and the Department of General Services, and possibly others, would help with supply stability.

Positive Train Control:

Another crucial short-term capital project is implementation of Positive Train Control (PTC). Federal law requires that a PTC system be in place by 2018 after extending past an original December 31, 2015 deadline. Caltrans Division of Rail and Mass Transportation (as owner of the rail cars and locomotives), working with Amtrak, is 1) completing the installation of the on-board PTC equipment on the cab control cars and locomotives and 2) constructing a remote server that will share the location of various intercity passenger trains operated by Amtrak (including the three California intercity passenger rail routes) with the dispatching centers of the various host railroads to ensure interoperability between the various PTC systems with the on-board PTC systems of the intercity passenger trains. The UPRR and Caltrain (as railroad owners) have begun to install and/or test the wayside PTC equipment along their respective railroad tracks. This system is on schedule to be tested and be in safe working order prior to the 2018 deadline for implementation.

**Table 4-1
Capital Projects by CCJPA and Others (\$ million)**

CCJPA Sponsored Projects	Status	\$ Programmed	Funding Sources	Project Cost	Description/benefits
Sacramento to Roseville Third Main Track Construction Phase 1	Phase 1 for 2 add'l round trips funded via TIRCP, Prop 1B, and Prop 1A. Phase 1 will be final design and construction.	\$85.65	Prop 1A HST, STIP, PCTPA STIP	\$85.65	Phase one of a third main track between Sacramento and Roseville allowing 2 additional round-trips to/from Roseville. Benefits will extend service frequency to/from Roseville and increase ridership, reduce AQ emissions.
Sacramento to Roseville Third Main Track Construction Phase 2/SR51 Widening	Phase 2 for 7 add'l round trips. This phase is not fully funded.	\$4.00	Applied for various SB1 grants and other misc sources	\$465.40	A third main track between Sacramento and Roseville that will permit 9 additional round-trips (for a total of 10 round-trips) to/from Roseville. Benefits will extend service frequency to/from Roseville and increase ridership, reduce AQ emissions. Third track project is coordinated with Caltrans District 3 for simultaneous SR51 widening construction efforts.
Oakland to San Jose Phase 2A	Applied for TIRCP application to fund shift from Niles to Coast Subdivision with new Fremont/Newark station	\$9.00	Applied for various SB1 grants and other misc sources	\$281.70	Realigning the Capitol Corridor service route from its existing Niles Subdivision to the Coast Subdivision will reduce travel time between Oakland to San Jose by 13 minutes. The project also includes a new intermodal transit station in Fremont/Newark connecting existing rail and bus service, enhancing the connection from Alameda County to the Peninsula across the Dumbarton Corridor.
Wayside Power Units (2) for Oakland Maintenance Facility	Project underway	\$0.40	TIRCP & CCJPA	\$0.40	Will provide electrical power to locomotives in maintenance yard and replace power derived from diesel fuel burn. The benefits are less fuel use, improved air quality due to reduced diesel emissions
Service Optimization Plan	Project underway	\$0.40	TIRCP & CCJPA	\$0.40	Plan will try to identify solutions to optimize ridership and revenue and coordinate service transfers, if possible, among Capitol Corridor, San Joaquin, and even ACE.
Capitalized Maintenance	Programmed/Underway	\$10.00	STIP, PTA (ongoing 10-year dedicated funding)	\$10.00	An ongoing track maintenance upgrade and enhancement program to retain high OTP; funding for additional years in doubt due to STIP capacity issues.
At-Station Bicycle eLockers and Folding Bicycle Rental	All station eLockers installed. Folding Bicycle Rental design underway with consultant.	\$0.78	PTA funding and other sources	\$0.78	Program for adding bicycle storage at stations along the route and introduction of folding bicycle storage at limited station sites
On-Board Passenger Information System (OBIS) Wireless Network component	Design underway	\$5.00	Prop 1B	\$22.70	Funds the development and installation of an on-board video/audio information system based on geo-fencing and real time information. CCJPA funding supporting Caltrans Division of Rail and Mass Transportation lead funding.
Travel Time Savings Project	Project underway	\$15.50	TIRCP, Prop 1A, STIP	\$15.50	Project would improve running times along existing Capitol Corridor route by increasing speed on selected curves. This would take advantage of the enhanced abilities of the California equipment to travel faster on curved track.
Richmond train approach indicator and parking validator	Design underway	\$2.50	CCRP	\$2.50	Install a flashing light that will indicate to Capitol Corridor trains when a BART train is approaching, to allow better coordination of passengers transferring from BART to Capitol Corridor. Install a parking validator machine so that Capitol Corridor passengers can pay for parking in the station parking garage.
Auburn Security Cameras, Lighting and Standby Power	Design complete and construction to begin	\$1.90	CCRP and Prop. 1B	\$1.90	Improve safety and security by improving lighting and security cameras at the Auburn station and equipment layover facility. Construction of a standby power system will allow shutdown of locomotive engines during layover servicing period, saving fuel and reducing emissions.
Station Safety and Informational signage	Design complete and construction to begin	\$0.70	CCRP and MCIP	\$0.70	Adopt an improved station information sign system to improve safety messaging and enhance Capitol Corridor branding. Install Capitol Corridor trailblazer signs leading to stations.
UPRR ROW clearing	Awaiting funding from SRA	\$7.50	State Rail Assistance (ongoing 10-year dedicated funding)	\$7.50	A dedicated UPRR ROW clearing gang will be deployed to regularly travel throughout the UPRR ROW that Capitol Corridor operates on and remove debris and other materials (e.g. trespasser encampments).
CA PIDS replacement/upgrade (CCJPA share)	Awaiting funding from SRA	\$1.11	State Rail Assistance (ongoing 10-year dedicated funding)	\$1.11	Upgrade of station information signs and back office systems that support PIDS.
UPRR signal replacement/upgrade	Awaiting funding from SRA	\$6.80	State Rail Assistance	\$6.80	Replace and upgrade signal infrastructure to improve on-time performance.
SUBTOTAL: CCJPA SPONSORED PROJECTS		\$160.22	NON-TBD TOTAL	\$903.04	
New Rolling Stock	A Caltrans led project that is underway	\$54.00	Prop 1B ICR, HSIPR (federal funding)	\$54.00	Funds the addition of 10 cars and 2 locomotives for use in CCJPA operations
Fairfield-Vacaville Station	A new Capitol Corridor station constructed with a grade separation, started service in Nov 2017	\$81.96	Various sources	\$93.96	Funds a new station stop in the Fairfield/Vacaville area with a grade crossing for Peabody Rd. Net new ridership for Capitol Corridor service.
Station Security Camera System Installation	Design complete and construction to begin	\$1.50	Prop. 1B and CCRP	\$1.50	Install security cameras covering the boarding platforms at four unstaffed stations: Rocklin, Roseville, Suisun and Fremont.
Salinas Service Extension	Planning and environmental documentation steps in various stages of development	\$141.00	Extension of Capitol Corridor service to Salinas with an initial 2 round trips with the potential for up to 6 round trips	TBD	Not yet approved by the CCJPA Board but was planned and coordinated with CCJPA and TAMC. UPRR modeling results required to determine project costs. Oakland to San Jose service frequency improvements are holding the project in a state of uncertainty. Funding availability is uncertain given the OKJ-SJC and UPRR negotiations.
SUBTOTAL: NON- CCJPA SPONSORED PROJECTS		\$278.46	NON-TBD TOTAL	\$196.50	
TOTAL - ALL PROJECTS		\$438.68	NON-TBD TOTAL	\$1,099.54	

Service Optimization:

CCJPA received funding from 2017 TIRCP funding to lead a comprehensive passenger railroad service optimization study for the Northern California passenger rail system, which includes the Capitol Corridor and San Joaquin services as well as commuter train services such as ACE and Caltrain. This portion of the TIRCP grant award was split into four elements. An early element was a study of integrated ticketing (see Integrated Travel Program, below) which has already been delivered to CalSTA/Caltrans. The main element, the Service Optimization Study, will examine strategies to improve the existing train scheduling and equipment utilization so that reliability and the quality of connections between different train services and transit modes are maximized. Consultants have been engaged and are doing initial background research to kick-off the project in 2018. The third element, a mode of access survey, is also expected to be designed and conducted in 2018 on Capitol Corridor and San Joaquin services to better understand the travel patterns of passengers on both intercity passenger rail systems. And finally, the fourth element is a ridership model reconciliation study between the California Amtrak ridership model and various Metropolitan Transportation Organization (MPO) models, both of which have gaps for resolving nuanced land-use details (the CA Amtrak ridership model) and intercity travel and intercity/commuter hub station performance.

Integrated Travel Program (ITP):

CCJPA completed the first element of the Service Optimization process which has since advanced CCJPA as a leading participant in a CalSTA-led multi-agency initiative to research, develop and implement an Integrated Travel Program (ITP) that will enable California residents and visitors to plan and pay for travel anywhere in the state across multiple modes of transportation, including bus, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services. First phase of research of European integrated travel schemes (completed in September 2017) suggests a solution in the form of a single end-use application for mobile phones supported by a sophisticated back-office platform that coordinates route planning, transit schedules, and real-time data. Phase 2, commenced in October 2017, partly funded by CCJPA and using phase two targeted funding from Caltrans routed to CCJPA, involves research of California public and private transportation operators travel planning and payments systems, organization of an ITP Congress to solicit feedback from participating entities, and report back to CalSTA with recommendations for Phase 3. Phase 3 is the development of a pilot scheme with selected public and private transportation operators and is expected to commence late 2018 and last 2 years. The final phase is the implementation of the pilot with option for inclusion of additional participants for 3 years, and at the end of Phase 4 report back to CalSTA on the pilot outcome with recommendations for wider deployment. Phase 3 and 4 are now subjects of a 2018 TIRCP application that CCJPA has submitted.

Sacramento to Roseville Third Track (SR3T) Project Phase 2 and SR 51 Widening

Pursuant to various policy initiatives in SB1, the CCJPA and Caltrans, District 3, have chosen to pair a rail expansion and a highway widening project to maximize the benefits of both projects. The rail element, SR3T Phase 2, continues the SR3T project that will ultimately construct a new UPRR third main track between Sacramento and Roseville, which will allow CCJPA to expand its daily services from the current one (1) round trip per day to ten (10) round trips per day. The SR 51 Highway Widening element will include a variety of lane additions and modifications to improve a key freeway congestion point in Sacramento. Together, the project elements serve linked multi-modal market corridors as well as physical infrastructure and timing that make the pairing well suited to a variety of SB1 funding categories – this TIRCP application is the first utilization of this project pairing and coordination.

The first phase of SR3T as developed by the CCJPA and UPRR includes the modification of the Roseville Station, constructs the rail yard improvements in Roseville and the first eight (8) miles of the new third track. The funding plan was secured through the allocation of 2016 TIRCP and available Proposition 1B and 1A funds. Phase 1 of the project has recently commenced final design and includes programed funds that take this project phase through construction. Completion of phase one will allow CCJPA to increase daily services between Sacramento and Roseville to two (2) round-trips per day.

SR3T Phase 2 will include preparing final design, NEPA clearances and required permits necessary for the construction phase of the project (complete construction of the third track) and allow the full expansion of the CCJPA services to ten (10) round-trips between Sacramento and Roseville per day. Notable in this proposed design effort will be the design and environmental permitting of a new rail bridge crossing the American River.

Caltrans, District 3's SR 51 widening project is in the same phase as CCJPA – working to complete its pre-construction activities. Caltrans, District 3 is currently planning a major improvement program for State Route 51, also known as the Business 80 Corridor or Capital City Freeway in Sacramento. This project will widen the existing freeway to provide carpool lanes, auxiliary, and transition lanes and will widen the existing American River highway bridge. The freeway widening will directly affect two existing railroad bridges that cross over SR51 as well as a required third new railroad bridge which will be constructed to accommodate the new third main track as part of the SR3T Phase 2 project. The length of these three bridges will have to be extended to as part of the Caltrans SR51 project. Another rail bridge that crosses SR 51 closer to the Midtown and East Sacramento neighborhoods will also require modification as the freeway is widened, however there are no direct needs to increase the capacity of that rail bridge with the SR3T Phase 2 project, but coordination with UPRR, Caltrans, District 3, and the CCJPA will be paramount.

The new railroad bridge and SR51 highway bridge structures crossing the American River are in close proximity to each other and will be considered as related projects in the analysis for NEPA clearances and permits for the respective projects. Together, environmental permitting, shared markets serving corridors across modes, the varieties of bridge construction, and timing of the two project elements has resulted in a unique opportunity for Caltrans and CCJPA to partner in funding and jointly undertaking the NEPA and permitting analysis requirements for both projects in the pre-construction phases. When it comes time for construction with future funding applications, this partnership will allow significant time and cost savings for both projects and capitalize on the synergies and economies of scale resulting from intermodal partnerships anticipated in both SB1 and the Draft 2018 State Rail Plan.

Oakland to San Jose Service Expansion Project Phase 2A

Further south along Capitol Corridor in Alameda County, CCJPA is proposing a project to re-align the service route from its existing Union Pacific Railroad (UPRR) Niles Subdivision line to the UPRR Coast Subdivision with adjustments to stations served with the service realignment. This new routing will create a faster link from Oakland to Fremont/Newark, Santa Clara, and San Jose by reducing travel time for passenger trains by 13 minutes. This project will provide an attractive alternative to driving through the Bay Area's 5th most congested corridor, according to the Metropolitan Transportation Commission (MTC), and the reduction of vehicle miles travelled through this congested corridor will result in increased ridership on CCJPA trains and lower GHG emissions. This project will also be a cornerstone for a new intermodal transit center at Fremont/Newark connecting existing rail and bus service, enhancing the connection from Alameda County to the Peninsula across the Dumbarton Corridor. TIRCP funds will be part of the overall funding for CCJPA and its public partners to complete the design, environmental review, entitlements and construction of the Oak-SJC Phase 2A project.

As identified in the CCJPA Vision Plan, the current routes used by freight and Capitol Corridor trains in the Oakland to Newark territory present capacity conflicts for both freight and passenger rail modes. Currently, UPRR freight trains running between the Port of Oakland and the San Joaquin Valley primarily use the lengthier Coast Subdivision, whereas Capitol Corridor trains use the lengthier Niles Subdivision to later get to the Coast subdivision. These routing conflicts reduce capacity overall and especially impact the Centerville neighborhood of Fremont, California, as both rail services cross over through the City of Fremont to ultimately reach their intended destinations. This project seeks to build the necessary infrastructure for both freight and Capitol Corridor passenger operations to be run far more efficiently, thus better serving their respective markets.

The freight component of this project includes significant improvements that will be made to the UPRR Niles and Oakland Subdivisions to allow UPRR freight trains to use the Niles as their primary route. This will result in fewer miles travelled by freight trains and reduce freight train congestion on the Coast route resulting in lower GHG emissions. On the passenger side, the Capitol Corridor service will now operate exclusively on the Coast Subdivision, which will similarly result in fewer miles travelled by passenger trains, resulting in faster service and a reduction in GHG emissions. Specific Oakland to San Jose Phase 2 railroad improvements include upgrading the Coast Subdivision from Elmhurst Mile Post (MP) 13.6 to Newark Junction MP 31.4. The work will include track and tie replacements, security fencing, signal upgrades and a new passing siding. Required freight railroad mitigation measures will include a new connection between the Niles and Oakland Subdivisions at Industrial Parkway (MP 24.0) and a new connection at Shinn (MP 30.1), all of which conform with an extensive Alameda County Transportation

Commission (Alameda CTC) led planning effort to improve freight and passenger rail service with targeted investments.

With Capitol Corridor service switched to the new Coast Subdivision alignment, CCJPA will eliminate service to two existing stations (Fremont/Centerville and Hayward) and will replace them with an upgraded multi-modal (rail/bus/park & ride) station at the location of an existing park & ride facility on the city borders of Fremont and Newark, CA. Circulation and access between modes of travel will be enhanced and travel times for public and private buses will be significantly reduced. The new single track side rail platform will be constructed at-grade on the Coast Subdivision at SR 84 (Dumbarton Bridge approach) adjacent to the current AC Transit Ardenwood Park and Ride facility. The existing park & ride facility will be expanded to accommodate two stories of parking and will continue to allow for local bus and drop-off connection. However, the public and private transbay bus services currently utilizing local roadway network to the existing Ardenwood Park & Ride facility will instead be relocated to an elevated SR 84 median bus expressway (SR 84 is elevated crossing above the Coast Subdivision tracks) with direct vertical access to the new passenger rail station and upgraded park & ride.

In partnership with Alameda CTC, AC Transit, and other public partners, the significant UPRR freight and Capitol Corridor track improvements along the Niles, Oakland, and Coast subdivisions, coupled with the Ardenwood (Fremont/Newark) park & ride and intermodal station improvements, represent the first required steps in separating Capitol Corridor and UPRR freight service so that both systems can operate more efficiently and expand service in the future.

On-Board Information System (OBIS):

OBIS is a project initially supported by CCJPA in partnership with the Caltrans Division of Rail and Mass Transportation (Caltrans), where Caltrans is now the majority funding leader. CCJPA has used CalOES funds on an annual basis to develop the final design documentation for an on-board audio replacement system that is integrated with a new on-train video display system across all passenger accessible vehicles in the fleet. OBIS fulfills a FRA-led ADA requirement. All parties have contracted with Amtrak to be the lead for OBIS procurement and implementation. The selected vendor replaced the audio-element subcontractor mid-project which has led to final design acceptance delays. It has also resulted in missing testing deadlines, although the required lab test benches are expected to be ready for final testing during February 2018. Presuming that lab testing phases are completed satisfactorily, a test OBIS system will be installed on a Capitol Corridor train as anticipated in summer of 2018. Full fleet-wide install would proceed following a successful test. Complete implementation would be anticipated to take until late 2019. Caltrans is also exploring if the WiFi systems, the communication backbone for OBIS but also the system that provides the on-train amenity for passengers, will be upgraded concurrently since the WiFi system technology is, for parts of it, over seven years old.

5. PERFORMANCE STANDARDS AND ACTION PLAN

The CCJPA's management program for the Capitol Corridor utilizes a customer-focused business model approach. It emphasizes delivering reliable, frequent, safe, and cost-effective train service designed to sustain growth in ridership and revenue. During the past 19 years, ridership has trended upward as the service provides a viable, transport alternative to the parallel congested I-80/I-680/I-880 highway corridors that is competitive in terms of travel time, reliability, and price.

**THE CAPITOL CORRIDOR'S
RIDERSHIP GROWTH BENEFITS
THE ENVIRONMENT BY
REDUCING AIR POLLUTION AND
GREENHOUSE GAS EMISSIONS.
IN FY 2016-17 THIS WAS
ROUGHLY A NET REDUCTION OF
OVER 14,446 TONS OF
REDUCED CO₂, WHICH IS
EQUIVALENT TO PLANTING
MORE THAN 2,064 TREES.**

In addition to the typical performance metrics, it is worth examining the environmental impact of the Capitol Corridor's success and growth. The Capitol Corridor's ridership growth benefits the environment by reducing air pollution and greenhouse gas emissions. In California, approximately 58% of greenhouse gas emissions come from the transportation sector. Based on profiles of the Capitol Corridor rider from on-board surveys and the 1.61 million riders in FY 2016-17, the Capitol Corridor generated over 109 million passenger miles, which corresponds to nearly 82 million vehicle miles traveled (VMTs) removed from Northern California roadways. The net reduction of carbon dioxide provided by the Capitol Corridor train service (personal vehicle CO₂ emissions minus locomotive emissions) was over 14,446 tons for FY 2016-17, the rough equivalent of planting more than 2,064 trees. For health pollutant impacts, such as ozone and particulate matter, the net effect for Californians is a reduction in those pollutants over automobile travel, and

as locomotives are replaced with the Charger Tier 4 cleaner burning locomotives, the net reduction of those pollutants begins to increase significantly.

The CCJPA develops performance standards for the Capitol Corridor service in coordination with the Uniform Performance Standards (UPS) developed by the California State Transportation Agency (CalSTA). The use of data analysis to drive cost effective service improvements has been a theme of CCJPA's management of the Capitol Corridor since assuming management of the service, and the role of data is only expanding moving forward. On June 30, 2014, in accordance with the Intercity Passenger Rail Act of 2012, the UPS starting in FY 14-15 and onwards were updated by CalSTA to measure usage (ridership and passenger-miles), cost efficiency (system operating ratio and total operating costs/passenger-mile), and reliability (end-point on-time performance, station on-time performance, and operator delays/10,000 miles). Table 5-1 summarizes the updated standards and results for FY 2015-16 and for FY 2016-17 through December 2016, as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2020-21.

FY 2016-17 Performance Standards and Results

The service plan for FY 2016-17 maintained the service that was initiated August 13, 2012 and later adjusted on August 22, 2016 with a service plan of 30 weekday trains (22 weekend day). Both service plans were initiated at the time to support significant reductions in operating costs. Each service adjustment noted has been successful at balancing safe service quality, ridership, and revenue against gradually increasing costs. CCJPA is currently operating the maximum level of service frequencies along the entire Auburn-San Jose route permitted by the host railroads (UPRR and Caltrain) with the current available train equipment assigned to the Capitol Corridor.

In FY 2016-17, Ridership and Revenue increased by 3% and 6%, respectively, and Capitol Corridor finished the fiscal year with 91% on-time performance (reliability). The primary reasons for the high level of OTP is an effective capitalized maintenance program (resulting in a solid state of good repair) and disciplined dispatching by the host railroads (UPRR and Caltrain) to keep the Capitol Corridor trains operating safely and reliably.

For the busiest trains, Northern California's booming megaregional economy plus high service reliability helped sustain ridership and increase the attractiveness of the Capitol Corridor as a viable, safe, frequent, customer-focused public transport service linking the three metropolitan regions in Northern California. Increases in weekend ridership can be attributed to sporting events served by Capitol Corridor trains by the August 22, 2016 schedule adjustment.

In FY 2016-17:

- Ridership: 1.6 million, an increase of 3% over the prior FY 2015-16.
- Revenue: \$33.9 million, 6% above FY 2015-16.
- System Operating Ratio (farebox ratio): 56%, above the 52% ratio for FY 2014-15, primarily due to increased revenues and lower fuel expenses.
- On-Time Performance (OTP): 91%, keeping the Capitol Corridor as the most reliable IPR service in Amtrak's national system.

FY 2017-18 Performance Standards and Results to Date

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2017-18 standards based on ridership, revenue, and operating expenses identified in the current FY 2017-18 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

- Ridership: Year-to-date (through December 2017) ridership is 6.9% above last year and 6.6% above business plan projections due to an improving economy in Northern California (more specifically in Silicon Valley and San Francisco Bay Area employment bases) and strong weekend ridership (due to travel to sporting events [49ers, Raiders, Oakland A's] and weekend promotional offers).

- **Revenue:** Year-to-date (through December 2017) revenue is 7.9% above last year and 7.1% above business plan projections.
- **System Operating Ratio:** Year-to-date (through December 2017) system operating ratio (a.k.a. farebox return) is 61%, above the FY 2016-17 standard of 50%.
- **On-Time Performance (OTP):** Year-to-date (through December 2017) OTP is 88.4%, which is 1.6% below the 90% standard.

FY 2018-19 and FY 2019-20 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2018-19 and FY 2019-20. Appendix C shows the measures used to develop the performance standards. The FY 2018-19 and FY 2019-20 future operating costs have been developed to conform with PRIIA Section 209 pricing policy, which stipulates that all state-financed, Amtrak-operated intercity passenger rail (IPR) routes under 750 miles shall be priced by Amtrak in a fair and equitable manner.

FY 2018-19 and FY 2019-20 Action Plans

Table 5-2 summarizes projects, ongoing and planned, over FY 2018-19 and FY 2019-20. The projects listed are new, one-time initiatives and do not reflect recurring or annual CCJPA objectives (e.g. develop annual marketing plan, update business plan, rider appreciation events, etc.). Each project shown in Table 5-2 is dynamic and can change based on circumstances beyond CCJPA's control.

Table 5-1: System Performance Standards and Results

Performance Standard	FY 16-17			FY 17-18 (through December 2017)			FY 18-19	FY 19-20
	Actual	Standard	% Change	Actual	Standard	% Change	Standard	Standard
Usage								
Route Ridership	1,607,277	1,520,000	+6%	422,583	396,364	+7%	1,680,100	1,705,300
Passenger Miles	108,609,358	93,752,600	+16%	19,951,961	18,022,167	+11%	112,701,000	114,392,000
Efficiency								
System Operating Ratio (train and feeder bus)	58%	50%	+16%	62%	50%	+24%	50%	50%
Total Operating Cost/Passenger-Mile	\$0.54	\$0.64	-16%	\$0.50	\$0.64	-22%	\$0.60	\$0.60
Service Quality								
End-Point On-Time Performance	91%	90%	+1%	90.2%	90%	-0.2%	90%	90%
Stations On-Time Performance	94%	90%	+4%	91.7%	90%	+2%	90%	90%
Operator Delays/10K Miles	329	>325	+1%	376	>325	+16%	>325	>325

Table 5-2: FY 2018-19 and FY 2019-20 Action Plan

PROJECT	Past Fiscal Years	FY2018-19												FY2019-20												Future Fiscal Years
		Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4			
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
On Board Information System (OBIS)																										
Positive Train Control Implementation																										
California PIDS Upgrade																										
Dedicated UPRR ROW Clearing																										
UPRR Signal Replacement/Upgrade Program																										
Service Optimization Planning																										
Integrated Travel Program																										
Sacramento to Roseville 3rd Track Project (Phase 1)																										
Sacramento to Roseville 3rd Track Project (Phase 2) & SR 51 Widening																										
Oakland to San Jose Phase 2A																										
Folding Bicycle Rental Program																										
Wayside Power at Oakland Maintenance Facility																										
Renewable Diesel Testing																										

6. ESTABLISHMENT OF FARES

The CCJPA develops fares in conjunction with Amtrak to ensure the Capitol Corridor service is attractive and competitive with the automobile and other transportation options. Ticket types include standard one-way and roundtrip fares, as well as monthly passes and 10-ride tickets valid for 45 days. These discounted multi-ride fares are competitive with other transportation options and have become increasingly popular due to the high number of repeat riders who use the Capitol Corridor trains as their primary means of travel along the corridor. The monthly and multi-ride tickets can be used year-round for all regularly-scheduled train service. Reservations are not required for any of the trains. eTicketing was introduced in FY 2011-12 for one-way/round trip ticket purchases, and in January 2014 all multi-ride tickets were moved to an eTicketing platform. In 2013, CCJPA worked with Amtrak to create a small group ticketing option to replace the loss of ten-ride ticket transferability. The “Take Five for \$5” buy-one/bring up to five others at \$5 each way is a seasonal discount for small group travel. Due to its popularity, CCJPA developed the “Friends and Family” year-round offer that allows savings for buy-one/bring up to five others at 50% off. The Capitol Corridor also utilizes seasonal discounts, such as Take 5 for \$5 Weekends, Buy-One, Get-One Saturdays, and 50% Off Senior Midweek, to promote ridership during off-peak times and aimed at specific target groups.

In January 2018, Amtrak implemented significant changes to its nationwide Everyday Discounts program, which many Capitol Corridor passengers had used and benefitted from. The following changes were made, effective January 7, 2018:

Passenger Type	Amtrak Everyday Discounts (prior to January 2018)	Amtrak Everyday Discounts (effective 2018)	California Everyday Discounts (effective January 2018, with promo code)
Seniors	Age 62+, 15%	Age 65+, 10%	Age 62+, 15%
Passengers with Disability	15%	10%	15%
Students	15%	Discontinued	15%
Children	Up to two children per paid adult, 50% each	Limited to one child per adult, 50%	Passengers will be encouraged to use Friends & Family 50% discount

Additional changes will be implemented in later phases, including the elimination of the AAA discount in February.

CAPITOL CORRIDOR, TOGETHER WITH THE SAN JOAQUINS AND PACIFIC SURFLINER, HAS IMPLEMENTED ITS OWN CALIFORNIA EVERYDAY DISCOUNTS TO PRESERVE SOME OF THE DISCOUNTS REDUCED OR ELIMINATED BY AMTRAK’S NATIONWIDE TARIFF CHANGE.

In the interest of maintaining value for passengers, the Capitol Corridor, together with the state’s two other intercity passenger rail services – the San Joaquins and the Pacific Surfliner – have implemented its own California Everyday Discounts programs to preserve some of the discounts reduced or eliminated by Amtrak’s nationwide tariff change. The only change to the above discounts is how passengers access them: instead of the discounts being automatically applied based on passenger type selected, Capitol Corridor passengers now must use a promo code to receive the discount. CCJPA elected to go along with Amtrak’s change to the 50% Child Discount but will more aggressively promote the Friends & Family deal as a value option for families. The Capitol Corridor, in coordination with the San Joaquins and the Pacific Surfliner, is also pursuing a special AAA discount to replace Amtrak’s nationwide discount that will cease on February 15, 2018.

FY 2018-19 Fares

Pursuant to last year’s Business Plan Update, multi-ride ticket fares (45-day/10-ride and monthly) will increase by 2% in June 2018 (the last month of FY 17-18). This fare increase represents the third (and last) 2% multi-ride ticket fare increase as part of the CCJPA’s three-year fare increase plan. To that end, the CCJPA does not plan to propose or implement fare increases for FY 2018-19; however, the CCJPA does reserve the right to raise fares to offset any unforeseen cost increases, such as spikes in fuel prices. If this action is required, the CCJPA will work with Amtrak to consider factors such as ridership results, revenue levels, variable operating expenses (e.g., fuel), and overall economic conditions along communities in the corridor.

As part of its Marketing Program (Section 8), the CCJPA will develop outreach initiatives designed to increase customer satisfaction and ridership. Opportunities include:

- Leverage new and existing communication channels to better engage customers with information about promotions, schedules, train status, and service advisories.
- Continue to develop rich, destination-focused content for Capitol Corridor’s digital platforms, as well as strategies for targeted distribution of that content.
- Explore a new discount offer for less-frequent, single-ticket riders and boost ridership during off-peak times (e.g. weekends and midday/midweek).
- Enhance customer loyalty and referral programs to retain existing riders and attract new riders.
- Promote the use of secure, electronically-accessed bicycle facilities at stations.
- Continue to highlight on-board amenities such as Wi-Fi and the Café Car to emphasize the convenience of traveling on the Capitol Corridor.
- Increase utilization of Amtrak’s various eTicketing initiatives, as they enable real-time validation and improve customer convenience. Having real-time information on ridership and revenue data will also lead to better operating cost efficiencies.

Together, these fare and ticketing programs for FY 2018-19 will enhance customer convenience and increase revenue yield as part of the expanding eTicketing program.

FY 2019-20 Fares

The projected fare structure for FY 2019-20 will include the projected 2% increase in multi-ride ticket prices in July 2019. If operating expenses fluctuate significantly (either increases or decreases), this planned fare increase will be revisited and adjusted accordingly. Other fare and ticketing opportunities include:

- Continue to expand and raise visibility of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services.
- Promote the use of new folding bicycle rental service at select stations.

7. SERVICE AMENITIES, FOOD SERVICES, AND 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. The CCJPA works to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and the San Joaquins services. In accordance with the Interagency Transfer Agreement (ITA), the CCJPA is entrusted with ensuring the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety. In addition, the ITA ensures that the unique features and amenities of the State-owned train equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

Service Amenities

Accessibility:

The Capitol Corridor and the San Joaquins provide complete accessibility to passengers. Accessibility features include on-board wheelchair lifts, two designated spaces per train car for passengers in wheelchairs and one wheelchair-accessible lavatory on the lower level of each train car. Mobility-impaired persons not in wheelchairs can utilize grip bars at each door, work with conductors to utilize on-train step stools, or even utilize the wheelchair lifts, if needed, to board from the platform. Passengers who require assistance may contact the conductors for assistance in boarding or detraining. The future OBIS system will include support for inductive hearing devices and compliant video and audio messaging.

Passenger Information Displays:

Each California rail car is equipped with passenger information displays that provide the train number and destination. These displays will gradually be upgraded through the implementation of the OBIS system that will involve modern video and audio messaging and announcements. See more details on OBIS in Section 4, Capital Improvement Program.

At the stations, there are electronic passenger information display signs (PIDS) that provide train arrival times, delay information, and other notifications. CCJPA is currently leading an effort to redesign the PIDS system so that train arrival and delay information are able to be updated at a faster frequency than the existing system.

Lavatories:

Lavatories in California cars feature electric hand dryers, soap dispensers, and infant diaper-changing tables.

Telecommunications/Wi-Fi:

All cars in the fleet have Wi-Fi service that originates from the “brain” car (Café car). This service is free to the customer and permits basic email and web-browsing. Amtrak’s Wi-Fi Connect prohibits streaming services, which would use up excessive amounts of bandwidth for a limited number of users. Free Wi-Fi service launched November 28, 2011, was upgraded in March 2013, and is poised for another upgrade within the next few years, possibly in coordination with the implementation of OBIS. Power outlet access at each seat has been available for years and can power and charge passengers’ various electronic devices. The Wi-Fi system is also a basis for operational applications, such as OBIS, which will be added over time as described in Section 4.

NEW ELECTRONIC BICYCLE LOCKERS WERE INSTALLED AT THE MAJORITY OF CAPITOL CORRIDOR STATIONS IN FY16-17, PROVIDING SECURE BICYCLE PARKING FOR PASSENGERS WHO WISH TO LEAVE THEIR BIKES AT THEIR ORIGIN OR DESTINATION STATIONS.

Bicycle Access:

All Northern California Coach Cars have bicycle storage units that hold three bicycles on the lower level of the car. In addition, the 14 first generation California Cab Cars (8300-series) were retrofitted in FY 2013-14 to hold 13 bicycles as opposed to 7 bicycles. The five Surfliner Cab Cars (6000-series) have storage space for up to 13 bicycles in the lower level baggage area. Former California baggage cars (8200 series) have been added to the Capitol Corridor fleet as second bike cars on select Capitol Corridor trains to accommodate increasing demand for on-board bike storage.

Bicycle storage demand on the Capitol Corridor trains has quickly outpaced the capacity to safely meet that demand in recent years. In FY 2012-13, the CCJPA adopted the Bicycle Access Plan, which presents key actions to improve and increase on-train and secure station bicycle capacity. Secure station bicycle parking has been installed at most Capitol Corridor station, and testing of an onboard bike storage design that increases storage capacity has been promising. In addition, CCJPA is working with Amtrak to design an onboard bicycle storage solution for the Superliner cars, which are leased from Amtrak for operations in the Capitol Corridor system.

Food and Beverage Services:

Menu changes and promotional efforts that CCJPA implemented in the past fiscal year are now manifesting in improved customer satisfaction and increased sales of select menu items. CCJPA and Amtrak are in the process of upgrading the current point-of sale registers to increase reliability and provide more flexibility of on-board promotions. CCJPA is also working with Amtrak to obtain enhanced sales reports to facilitate menu changes that are more responsive to customer tastes. As a future phase of OBIS, CCJPA and Amtrak will evaluate the viability of providing food service promotions and advertisements via on-board flat screen monitors.

In conjunction with the next schedule change anticipated in May 2018, CCJPA will initiate cart service on select trains, due to a shortage in equipment anticipated as a result of an upcoming San Joaquin schedule change. CCJPA and Amtrak have secured the carts and are in the process of developing a limited menu and service procedures for the cart service.

CCJPA will continue to work with San Joaquin Joint Powers Authority and Amtrak to ensure the food and beverage service on the Capitol Corridor and the San Joaquin exceeds customer expectations.

Equipment Acquisition, Maintenance, and Renovation

The CCJPA continues to work closely with Caltrans and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet. The Northern California fleet supports both the Capitol Corridor and San Joaquin services. The fleet is a mix of California-owned equipment and leased Amtrak equipment as demonstrated in Table 7-1. New fleet acquisitions under development will dramatically increase service capacity. During FY 2012-13, Caltrans secured funding for 40 new coaches and six cleaner-burning locomotives for the Northern California fleet, the statuses of the coaches and locomotives are explained in Section 4 of this Business Plan Update draft.

In January 2014, the state of Illinois, as lead agency for the Midwest states, California, Oregon, and Washington, announced the award of a federally-funded locomotive procurement for the cleanest diesel-electric locomotives in the world, meeting EPA Tier IV emissions requirements. Six of these cleaning-burning Tier IV locomotives, named “Chargers”, were assigned to Northern California for use on the Capitol Corridor and San Joaquin services. After six months of extensive testing and software upgrades, all six of the Chargers have been formally accepted by Caltrans (owner), Amtrak (contract operator of the units), and the CCJPA (oversight of maintenance and service performance) on October 23, 2017. These six Chargers are now officially in operation on the Capitol Corridor in the lead position.

Rehabilitation and Modification Programs

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of periodic overhauls to the existing train fleet that will improve the fleet performance and maintain the valued assets of the State’s rolling stock investment.

Rail Equipment Projects Completed in FY 2017-18

- The 15 F-59 locomotives owned by the State went through a multi-year State-funded renovation program. The head-end power (HEP) units in the locomotives that provide power for lighting, electrical outlets, etc., were updated to EPA Tier 4 standards.
- The installation of Positive Train Control (PTC) equipment was installed in all the State’s 17 locomotives and 19 cab cars.
- The CCJPA contracted with Caterpillar to assist Amtrak with the maintenance and training for the Head End Power (HEP) units in the locomotives.
- As part of the safety and security program, all cab cars and locomotives are now equipped with a "forward facing" digital security camera system. This provides the Amtrak with a valuable tool to assist with post-incident investigations.
- The 14 Comet 1B Coaches, three Horizon Diners and three non-powered control-unit (NPCU) cab cars are in use primarily on the San Joaquin service.
- Destination sign software was updated to match current schedules.
- Communication systems had flash memory chips replaced/reprogrammed.
- The 66 MK rail cars are going through a multi-year project to have their HVAC systems upgraded to a more environmentally friendly refrigerant (R-410A) and their ducting redesigned and new computer controlled thermostats for more comfortable and even inside temperature. During this modification, they will also have their aging floors replaced with new linoleum and enhanced bracing at high traffic areas
- The 6 original baggage cars have been converted for increased capacity for bicycle only storage and contracted to be run on the Capitol Corridor route to meet the increasing demands for bicyclists.

Rail Equipment Projects Upcoming in FY 2018-19

- Continuation of the HVAC, ducting, and thermostatic controller upgrades.
- The original diner built back in 1995/96 will undergo a rehab of the upper level galley to update the equipment with current technology standards, including new chillers, drainage, counter tops, lighting, internet connections and food storage. The new design will also make the working area more ergonomic for the food service employees.
- New digital video recorders with enhanced picture quality and recording time.
- Inward facing cameras in cab cars and locomotives for added security.
- Upgraded event recorders (black boxes) for better compatibility with PTC and better monitoring of the operation of the trainsets for added safety and security.

- Possible revenue seating added to the upper level of the 8800 series diner cars.
- Preview of new seating proposed for the 6000 series Surfliner cars for passenger feedback to replace the existing seats.
- Rebuilt door operators for the 6000 series Surfliner cars.
- New side door panels for the 6000 series Surfliner cars.
- Rerouting of venting on the waste system on the 8000 series cars to help mitigate foul odors.
- Ongoing replacement and upgrading of the floor panels on the 8000 series cars.
- Destination sign LED displays will have old faded tiles replaced with new tiles.
- Testing of the new OBIS digital destination signs and PA systems to replace the outdated analog systems.
- Wi-Fi system will be upgraded to allow more streaming content.
- Suspension and truck overhaul starting on the (12) 6000 series Surfliner cars and finishing with the 66 original MK cars.
- Overhaul of the hydraulic ADA boarding lifts on all cars.
- Cleaning and rerouting of the venting system on the waste tanks on the cars to help mitigate foul smells.

Table 7-1
Northern California Equipment Fleet
Capitol Corridor and San Joaquin

California owned rail equipment	NOTES
15 F59 Locomotives	Assigned to San Joaquin and Capitol Corridor service
2 Dash-8 Locomotives	Assigned to San Joaquin and Capitol Corridor service
6 Charger Locomotives	Assigned to San Joaquin and Capitol Corridor service
78 Bi-Level California Coach and Café Cars	Assigned to San Joaquin and Capitol Corridor service
14 Single Level Comet Cars	Assigned to San Joaquin service

Amtrak Supplemental Equipment	NOTES
3 P42 Locomotives	Assigned to San Joaquin and Capitol Corridor service
1 Bi-Level Superliner Coach Cars	Assigned to Capitol Corridor service
1 Bi-Level Superliner Baggage Car	Assigned to Capitol Corridor service
3 Bi-Level Superliner Café Cars	Assigned to Capitol Corridor service
3 Single Level Café Cars	Assigned to San Joaquin service
3 NPCU Single Level Baggage Cars	Assigned to San Joaquin service

8. MARKETING STRATEGIES

To raise brand awareness of the Capitol Corridor service and increase ridership, the CCJPA employs a strategy of combining targeted advertising campaigns, multi-channeled cross-promotions with strategic partners, paid social media, and media outreach efforts. A primary objective is promoting the service in key markets and attracting riders to trains with available capacity. Staff will focus on rider acquisition and retention through targeted advertising and brand engagement, primarily in the digital media space. Marketing dollars and impact are maximized through joint promotions and social media sharing with key partners along the Capitol Corridor route.

Advertising Campaigns and Brand Awareness:

Advertising campaigns inform leisure and business travel audiences about the advantages of train travel, including amenities, promotions/pricing, and destinations. Campaigns typically employ a mix between traditional and digital media, although increasingly more marketing dollars are now going towards paid search and digital platforms, including social media, because of the ability for sophisticated targeting, messaging flexibility, and tracking capabilities. CCJPA's advertising efforts emphasize the Capitol Corridor image and brand, in accordance with the CCJPA Board's edict to create a distinct, regional brand for the Capitol Corridor and strengthen brand awareness throughout the service area.

Promotions:

The CCJPA will also continue successful programs that target specific markets designed to build ridership during off-peak hours such as midday/mid-week and weekend travel. Destination-focused promotions highlight riding the train to events at venues along the route, such as Oakland Coliseum and Levi's® Stadium, creating awareness of the train as a convenient and fun way to reach leisure destinations throughout Northern California.

Online Presence and Customer Engagement:

The CCJPA places great importance on delivering timely and accurate passenger communications via multiple channels. Efforts include:

- Maintaining a website that is mobile optimized and easy to navigate, with booking and trip planning tools that are easy to use, as well as timely and engaging content.
- Boosting participation in online social networking platforms, such as Facebook, Twitter, Instagram, and LinkedIn and exploring new opportunities within these rapidly evolving platforms.
- Continuing Rider Appreciation programs such as “Cappy Hour” discounted drink hours, and other on-board, rider-focused events.
- Coordination with Amtrak to enhance customer loyalty via Amtrak Guest Rewards.
- Enabling consistent and timely passenger communications via multiple channels, including SMS/text and email service alerts, as well as information exchanged between the Customer Contact center and Marketing and Operations staff to ensure customers receive clear and up-to-date information about the Capitol Corridor service and promotions.
- Integration of our passenger service advisory system, including SMS text and e-mail service alerts, with the Capitol Corridor website and social media channels.

Partnership Brand Marketing:

The Capitol Corridor's Strategic Marketing Partnership program has established a catalog of marketing assets and associated metrics to enhance the CCJPA's trade promotion negotiations. These assets enable selected partners to market their products via Capitol Corridor's diverse marketing channels, such as interior, exterior, and station signage, social media, email, electronic station signs, and most recently, the on board wi-fi landing page. The partnership program is designed to increase value, ridership and revenues by leveraging partnerships with well-known organizations that are close to Capitol Corridor stations and/or share similar target audiences to heighten visibility of the Capitol Corridor brand.

Joint Marketing and Outreach:

The CCJPA achieves cost efficiencies by working with local community partners, such as CCJPA member agencies and local destinations, to develop creative programs that promote both destination and rail travel. CCJPA also partners with Amtrak and other agencies on select promotions and events to better leverage shared marketing dollars and assets.

Customer Relations:

The CCJPA views communication with passengers as the cornerstone of our customer-focused service delivery. We encourage passengers to provide input on our service performance through comment cards on the trains, phone calls, letters, email, and social media. We use this feedback to identify and prioritize service modifications, capital improvements, and desired amenities in the service. Use of an online customer comment tracking portal has allowed the CCJPA to improve its communication with the public, as well as coordinating internally to ensure that passengers receive an appropriate and timely response to their request or issue.

Public Relations, Outreach, and Advocacy:

The CCJPA's public information efforts uses traditional and digital media to build awareness about its service, promotional offers, transit connections including the Transit Transfer Program, rail safety, and customer amenities.

- Advocacy and public relations efforts that aim to increase the Capitol Corridor's visibility and recognition as a unique interagency partnership.

- Helping communities along the Capitol Corridor route build awareness of the service in their respective cities through local outreach campaigns, including transit connections via the Transit Transfer Program.
- Leveraging CCJPA riders who use and benefit from the service as advocates in their communities.
- Reciprocal marketing with the tourism and hospitality industry (i.e., hotels, airports, and convention/visitor bureaus).
- An Annual Performance Report that informs the public and elected officials of the service's successes, benefits, and challenges.
- Collaboration with Operation Lifesaver, a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public. The CCJPA coordinates with Operation Lifesaver to support regional rail safety campaigns through education, engineering, and enforcement

FY 2018-19 Marketing Program

CCJPA's FY 2018-19 Marketing Program will continue to focus on increasing ridership on trains with available capacity by emphasizing the convenience of modern train travel and targeting service periods with the highest growth potential.

CCJPA will continue its own independent campaigns that position Capitol Corridor as a distinct regional service brand. CCJPA will also coordinate with local partners and Amtrak on the most beneficial promotions, outreach, and shared marketing collateral. Marketing initiatives will also aim to enhance customer communications and engagement with passengers. Key elements will include:

- Develop more digital content (videos, photography, infographics, etc.) for distribution via website, blog, social media channels, and wireless website, to reduce dependency on printed media and enhance engagement with customers and potential customers.
- Conduct deeper analysis of ridership data to identify opportunities for micro-markets (single day/train offers, short-distance city pairs, etc.) and more sophisticated market segmentation.
- Explore opportunities for shared programs and marketing efforts with the San Joaquin and Pacific Surfliner JPAs to strengthen visibility of intercity passenger rail services in California
- Joint media promotions with marketing partners and continued coordination with Amtrak on selected promotions intended to maximize media dollars and expand market reach.
- Coordinate with Amtrak to receive more detailed promotional performance data reports.

FY 2019-20 Marketing Program

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional awareness and maximize use of the marketing budget. Longer-term plans include additional rider acquisition through highly-targeted digital channels, as well as reinvigorated retention efforts via targeted loyalty offers for customers and deployment of technologies to enhance customer communications. Marketing and communication efforts will emphasize CCJPA's commitment to high quality, customer-focused passenger rail service, with a focus on enhanced personalization, targeting, and data analysis. Priorities include:

- Coordination with Amtrak on receiving more detailed promotional performance data reports
- Identify and find solutions for Contact Center communication gaps (night/weekend hours, customer service, voice response/Instant Messenger/chat solutions), research cost-saving options, evaluate service hours, etc.
- Create programs to encourage year-round travel for school/youth groups, and increase outreach to adult and senior citizens' groups.
- Evaluate additional areas for service efficiency regarding group travel program, Café Car service/marketing.

9. ANNUAL FUNDING REQUIREMENT: COSTS AND RIDERSHIP PROJECTIONS

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2018-19 and FY 2019-20.

FY 2018-19 and FY 2019-20 Operating Costs

Based on the Operating Plan and Strategies (Section 3), the CCJPA has prepared an initial forecast for the FY 2018-19 and FY 2019-20 operating expenses, ridership, and revenues. The FY 2018-19 operating costs conform with Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA), which was implemented in FY 2013-14 as part of a national launch of a pricing policy for all Amtrak-operated IPR services under 750 miles. The CCJPA will submit any updated operating cost forecasts by June 15, 2018 based on final estimates provided by Amtrak.

Projected operating costs are shown in Table 9-1 and include the basic train service and associated throughway bus services provided by Amtrak, plus the CCJPA's costs for the Information and Customer Support Services provided at the BART/CCJPA Contact Center and the CCJPA's share of costs relating to the local transit service partnerships. Compared to the existing FY 2017-18 budget, the FY 2018-19 operating costs are expected to decrease by \$755,000 (or -2.4%) due to projected conservative forecasts for ridership and revenues, using the most recent 12 month actuals, which then offset the increase in operating (labor) expenses. The CCJPA's budget request for the FY 2019-20 operations plan is expected to decrease by \$36,000 [-0.001%] compared to the current FY 2017-18 operating budget as the projected conservative growth in ridership and revenues continue to be greater than net increase in operating expenses.

FY 2018-19 and FY 2019-20 Marketing Expenses

The CCJPA's marketing budget for FY 2018-19 and FY 2019-20 will fund the respective fiscal year's Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The budget estimates shown in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

FY 2018-19 and FY 2019-20 Administrative Expenses

Table 9-1 identifies the estimate for the FY 2018-19 and FY 2019-20 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. For the first time in nearly 10 years, the CCJPA is seeking an increase in its projected FY 2018-19 Administrative expenses. The FY 2018-19 expenses to support the CCJPA's administrative and management activities are planned to increase by \$500,000 to \$2,634,000 in order to provide additional management staff to (1) assume customer service duties that were previously performed by Amtrak in the region (but have since been eliminated by Amtrak in January 2018), (2) increased oversight of an expanded business intelligence database (resulting in improved financial and service performance reports) and (3) manage grants and projects based on awards from current (and expected future) grants.

FY 2018-19 and FY 2019-20 Total Budget

Compared to the current period (FY 2017-18), the FY 2018-19 and FY 2019-20 total budgets for the CCJPA's operating, marketing, and administrative expenses (including the increased staffing costs) are expected to decrease by 0.7% in FY 2018-19 and increase by 1.3% in FY 2019-20. The operating budget FY 2018-19 should be considered draft as Amtrak is expected to provide operating cost estimates in late March 2018.

The Capitol Corridor service will remain a part of the state's IPR system, and, pursuant to the ITA, the service will continue to receive annual funding appropriations from the State. To that end, the CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Any cost savings realized by the CCJPA or revenues exceeding business plan projections during the term of the ITA will be used by the CCJPA for service improvements.

Table 9-1
CCJPA FY 2018-19 - FY 2019-20 Funding Requirement
Capitol Corridor Service

Service Level	Current	Proposed	
	FY 2017-18 Contract	FY 2018-19 Budget	FY 2019-20 Budget
Sacramento-Oakland			
Weekday	30	30	30
Weekend	22	22	22
Oakland-San Jose			
Weekday	14	14	14
Weekend	14	14	14
Sacramento-Roseville	2	2	2
Roseville-Auburn	2	2	2
Ridership	1,612,000	1,680,100	1,705,300
Third Party Expenses (a)	\$ 12,577,000	\$ 12,896,000	\$ 12,931,000
Amtrak Expenses (b)	\$ 51,582,000	\$ 52,395,000	\$ 53,692,000
Information/Customer Support Services (c)	\$ 1,074,000	\$ 1,074,000	\$ 1,074,000
TOTAL Expenses	\$ 65,233,000	\$ 66,365,000	\$ 67,697,000
Ticket Revenue	\$ 30,981,000	\$ 32,733,000	\$ 33,306,000
Food & Beverage Revenue	\$ 1,638,000	\$ 1,752,000	\$ 1,783,000
Other Revenue (d)	\$ 540,000	\$ 561,000	\$ 571,000
TOTAL Revenue	\$ 33,159,000	\$ 35,046,000	\$ 35,659,000
CCJPA Funding Requirement			
CCJPA Operating Budget	\$ 32,074,000	\$ 31,319,000	\$ 32,038,000
<i>Net Amtrak Operating Costs [Expenses less Revenues]</i>	\$ 31,000,000	\$ 30,245,000	\$ 30,964,000
<i>CCJPA Expenses - Info/Customer Services</i>	\$ 1,074,000	\$ 1,074,000	\$ 1,074,000
Marketing Budget (e)	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000
Administrative Budget (f)	\$ 2,134,000	\$ 2,634,000	\$ 2,634,000
TOTAL CCJPA Funding Request (g)	\$ 35,382,000	\$ 35,127,000	\$ 35,846,000
Difference from FY17-18 Budget		\$ (255,000)	\$ 464,000
Percent Change from FY17-18 Budget		-0.7%	1.3%
SUPPLEMENTAL ALLOCATIONS			
Minor Capital Projects (h)	\$ 500,000	\$ 500,000	\$ 500,000
Capitalized Maintenance (i)	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

(a) Includes Fuel, Host Railroad Maintenance of Way and Host Railroad On-Time Performance Incentive payments.

(b) Expenses for services provided by Amtrak (i.e. On Board Staffing, Station Services, Ticketing and Maintenance of Equipment) and overhead support fees.

(c) Operating expenses for call center/phone information and customer services provided by CCJPA/BART.

(d) Miscellaneous revenue as allocated by Amtrak's Performance Tracking system.

(e) The FY 2017-18 and FY 2018-19 marketing expenses will be capped at the same levels as the 12 prior fiscal years (\$1,174,000). Does not include contributions by Amtrak or additional resources provided by the State (i.e. market research program).

(f) Expenses for administrative support of the CCJPA Board and for management of the Capitol Corridor service.

(g) Sum of CCJPA Operating Budget plus Marketing & Administrative Budgets.

(h) Expenses to be allocated for small or minor capital projects.

(i) Allocation for FY17-18 previously allocated.

10. SEPARATION OF FUNDING

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA will perform the functions of Treasurer, Auditor, and Controller of the CCJPA. San Francisco Bay Area Rapid Transit District's (BART's) prior agreement with the CCJPA to serve as the CCJPA's Managing Agency was first renewed in February 2005 for a five-year term through February 2010 and subsequently renewed for another five years for the period of February 2010 through February 2015. These five-year terms are consistent with the enactment of AB 1717 in September 2003 that allows the CCJPA Board five years, instead of three, to monitor BART's performance as the Managing Agency. Most recently at the November 2014 Board meeting, the CCJPA Board approved a five-year term with BART for the period of February 2015 through February 2020, and this was supported by BART's Board in 2015.

As identified in the ITA, the State performs audits and reviews of CCJPA's Capitol Corridor service-related financial statements. In addition, the CCJPA requires that the Controller-Treasurer provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds secured by the CCJPA during FY 2018-19 and FY 2019-20 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

11. CONSIDERATION OF OTHER SERVICE EXPANSIONS AND ENHANCEMENTS

This section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2018-19 and FY 2019-20 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Megaregional Rail Planning & Vision Plan Update:

In 2013, the CCJPA Board established an CCJPA Board Ad Hoc Vision Plan Subcommittee ("subcommittee") with the objective to describe a Capitol Corridor service which would look ahead an entire generation. The larger question asked was what would need to be done to meet the transportation needs of northern California in 2030 and beyond, and how CCJPA would achieve the vision. This subcommittee continues to guide longer-term vision for Capitol Corridor service as CCJPA works its way through the three stages of development of the overall Vision Plan process. To date, the CCJPA Board has adopted the Vision Plan Update in November 2014, adopted the Vision Implementation Plan in November 2016 and directed the CCJPA to plan the future of Capitol Corridor service in a larger Northern California megaregional context, which includes exploring cross-bay connections in San Francisco Bay Area and connections with passenger rail services in the San Joaquin Valley.

The long-term vision for Capitol Corridor fundamentally involves developing Capitol Corridor service as one where frequency (capped at 15 round-trips) is not limited by existing host railroad agreements. Instead, the vision is for a service with 15-minute frequencies in the peak hour, and one where higher-speed service (up to potentially 150 mph – electrified service) is permitted. This vision was first examined at a high-level in the Vision Plan Update (VPU) where core concepts were explored and several viable alignment alternatives were moved forward to the next step. The next step, the Vision Implementation Plan (VIP), eliminated alternatives to one alignment via a phased and detailed engineering and operations level analysis. By identifying a path to a railroad corridor in public control, the implications for layering intercity, commuter, and even high-speed rail, are all viable potential outcomes consistent with the objectives of the Draft 2018 State Rail Plan.

The VIP identified specific and phased capital improvements that will help achieve the vision laid out in the VPU, but to fully provide the fast, seamless passenger rail service envisioned in the Capitol Corridor Vision Plan, planning can't be just limited to the Capitol Corridor but should include rail connections to areas outside of the direct service area as well. A rail service of the future should not only be fast but should also provide more people a way to get to their destinations in a train – quality of connections is key. When studying possible Bay rail crossing connections was recommended as an addition to the Vision Plan process by the Ad Hoc Vision Plan Committee, the scope of the Vision Plan expanded beyond the Capitol Corridor service area to the entire Northern California Megaregion. The need for coordinated passenger rail service planning at a megaregional level emerged very clearly as well through the Draft

2018 State Rail Plan drafting process, because the focus is no longer on corridor-by-corridor improvements but on network-scale improvements.

On June 21, 2017, the CCJPA Board hosted a Northern California Megaregional Passenger Rail Planning workshop which included participation from Northern California passenger rail operators, California High Speed Rail Authority (CHSRA), MPOs, state representatives, and external think tank/advocacy organizations. Caltrain held a similar workshop in September 2017. The momentum from these two events have led to greater awareness of Northern California as a Megaregion and to the formation of a Northern California Megaregional Rail Planning Working Group, comprised of the planning staff of the various Northern California passenger rail operators, including CHSRA. This group now has formal leadership organized under the partnership and coordination with Caltrans, who has more formal leadership authority for Megaregional planning through the State Rail Plan and close coordination with the California State Transportation Agency. The intentions of this Working Group are to become a voice for megaregional advocacy for coordinated policy, to coordinate megaregional project development, and to develop funding packages to support megaregional rail related projects. This Working Group will continue to work with MPOs, think tanks, and advocacy organizations for megaregional initiatives.

State Rail Plan and Northern California HST Blended Service

The Draft 2018 State Rail Plan update was released for public review in October 2017. The Plan was developed in compliance with the FRA's requirements established in the 2008 PRIIA legislation. The FRA awarded Caltrans Division of Rail and Mass Transportation funding to develop and release a coordinated State Rail Plan that will be done to conform to meeting Federal planning requirements. The Plan incorporates not only the IPR services, but also the planning efforts for the California High Speed Rail system. Capitol Corridor's direct links with the High Speed Rail system will be in San Jose, and, when eventually built as planned, Sacramento, whereas the existing Capitol Corridor route as a whole is an important feeder/distributor to the High Speed Rail system. During much of FY 2013-14 and FY 2014-15, the CCJPA participated with a host of statewide rail partners in planning for a blended and coordinated California passenger rail system. Subsequently in 2016, with the CHSRA's release of their business plan and a shift toward establishing service at the San Jose Diridon station, the focus has been on how to mesh all the existing and planned expansion of all services in the San Jose area. The leadership by CalSTA, as expressed through the Draft 2018 State Rail Plan, is advancing the concepts of state rail planning. CCJPA's CIP is developed around becoming a feeder/distributor in the overall state passenger rail system. Integration of rail services (high speed rail, intercity and regional rail, and integrated express buses) is a key concept of the Draft 2018 State Rail Plan, along with multimodal connection points across the state that allows for convenient and timed transfers between different transit services and modes.

Rail Service Expansion Planning

The CCJPA has set forth and adopted a Train Service Policy supporting future extensions to new markets beyond the Capitol Corridor. This policy encourages partnerships between several passenger rail services and local/regional transportation agencies. For example, there are ongoing discussions with the Transportation Agency of Monterey (TAMC), Caltrain, and VTA regarding expanding Capitol Corridor service to Salinas. Pursuant to CCJPA Board direction, CCJPA staff are actively engaged in this discussion in a manner that protects the existing core service but fairly lays out the requirements of extending service to Salinas (e.g., an integrated train schedule, additional rolling stock, complete and compliant stations, operating funding support, and CCJPA governing/legislative modifications). Plans for this expansion have advanced slowly but steadily and will continue to evolve as funding, operational, and governance matters are addressed. This potential expansion is reflected in the State Rail Plan as appropriate.

APPENDICES

APPENDIX A

Historical Service Statistics

Fiscal Year	Daily Trains	Total Ridership	% Change Prior Year	Riders Per Day	Revenue*	% Change Prior Year	Operating Expenses*	% Change Prior Year	Farebox Ratio*	State Costs*
SFY 91/92 (a)	6	173,672	- -	864	\$1,973,255	- -	\$4,848,967	- -	40.7%	\$1,592,907
SFY 92/93	6	238,785	- -	650	\$2,970,103	- -	\$8,333,093	- -	35.6%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36.3%	\$6,714,761
SFY 94/95	6	349,056	-4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	38.8%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43.4%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29.0%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30.4%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31.2%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	35.7%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	40.7%	\$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37.2%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,469,383	11.0%	38.1%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37.2%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43.2%	\$19,962,238
FFY 05/06 (h)	24/32	1,273,088	1.0%	3,490	\$16,014,636	5.7%	\$35,147,033	0.1%	45.8%	\$19,132,397
FFY 06/07	32	1,450,069	13.9%	3,970	\$19,480,992	21.6%	\$40,533,332	15.3%	48.1%	\$21,052,340
FFY 07/08	32	1,693,580	16.8%	4,640	\$23,822,862	22.3%	\$43,119,290	6.4%	55.2%	\$22,265,039
FFY 08/09	32	1,599,625	-5.5%	4,383	\$23,505,602	-1.3%	\$50,159,032	16.3%	47.0%	\$25,113,642
FFY 09/10	32	1,580,619	-1.2%	4,330	\$24,372,185	3.7%	\$52,843,973	5.4%	46.0%	\$27,499,149
FFY 10/11	32	1,708,618	8.1%	4,681	\$27,176,573	11.5%	\$56,699,385	7.3%	48.0%	\$29,158,222
FFY 11/12 (i)	32/30	1,746,397	6.7%	4,785	\$29,200,000	7.4%	\$59,035,857	4.1%	50.2%	\$29,606,390
FFY 12/13	30	1,701,185	-2.6%	4,661	\$29,186,617	-0.05%	\$60,472,128	2.4%	51.0%	\$29,110,318
FFY 13/14 (j)	30	1,419,084	1.1%	3,888	\$29,177,880	-0.03%	\$58,063,314	-4.0%	50.9%	\$28,421,000
FFY 14/15	30	1,474,873	3.9%	4,041	\$30,092,694	3.14%	\$57,586,946	-0.8%	52.0%	\$32,595,784
FFY 15/16	30	1,560,814	5.8%	4,264	\$32,187,647	7.0%	\$57,135,316	-0.8%	55.0%	\$31,745,660
FFY 16/17	30	1,607,277	3.0%	4,403	\$33,968,835	5.5%	\$58,010,359	1.5%	57.0%	\$31,729,519
FFY 17/18 (k)	30	422,583	6.9%	4,593	\$9,255,277	7.9%	\$9,948,047	5.9%	62.7%	\$4,918,416

SFY = State Fiscal Year (July 1- June 30)

FFY = Federal Fiscal Year (October 1 -September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Increase to 8 trains began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H.

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains began on February 28, 2000 .

f. 18 trains began on April 29, 2001.

g. 20 trains began on October 27, 2002; increase to 22 trains began on January 6, 2003; increase to 24 trains began on April 28, 2003.

h. 32 trains began on August 26, 2006 (with increase to 14 daily trains to/from San Jose).

i. 30 trains began on August 13, 2012 (service optimization with re-opening of the Sacramento Valley Station platform).

j. Starting in FY 2014 Amtrak adjusted ridership reports to account for the actual tickets lifted via the scanning of tickets by the conductors, which results in ridership forecasts and reports that are 15%-20% below previous forecasts and reports. Previously, multiride tickets were not directly logged into the system but the passenger counts for multiride tickets were estimated based on assumed inflated usage. Prior year % change is made using adjusted FY 12/13 ridership.

k. Year-to-date data through December 2017 for Ridership and Revenue, all other categories through November 2017

APPENDIX B**Programmed or Completed Capitol Corridor Projects**

Programmed or Completed Projects (Preliminary and Tentative - Subject to Revision)		Costs
Station Projects		
Colfax		\$2,508,165
Auburn		\$5,031,656
Rocklin		\$2,114,173
Roseville		\$1,619,104
Sacramento*		\$81,749,526
Davis		\$5,576,643
Fairfield-Vacaville		\$93,960,000
Suisun/Fairfield		\$3,834,049
Martinez*		\$38,145,628
Richmond*		\$22,384,408
Berkeley		\$4,745,500
Emeryville*		\$13,502,136
San Francisco – Ferry Building*		\$584,842
Oakland Jack London Square*		\$20,469,077
Oakland Coliseum		\$6,132,000
Hayward		\$1,782,500
Fremont/Centerville		\$3,544,050
Santa Clara-Great America		\$3,082,627
Santa Clara-University		\$71,000
San Jose Diridon		\$79,638,542
Platform Signs		\$63,101
Real-time message signs		\$2,344,842
Other		\$1,440,575
SUBTOTAL – Station Projects		\$394,324,144
*shared stations with the San Joaquin route		
Track and Signal Projects		
Placer County		\$500,000
Sacramento – Roseville (3 rd Track) Improvements		\$85,650,000
Travel Time Savings		\$15,500,000
Yolo Causeway 2 nd Track		\$14,555,533
Yolo West Crossover		\$5,000,000
Sacramento – Emeryville		\$60,219,132
Oakland – Santa Clara (Hayward Line) [1991]		\$14,900,000
Niles Junction – Newark (Centerville Line)		\$10,667,740
Sacramento – San Jose C-Plates		\$14,156
Oakland – San Jose		\$62,755,333
San Jose 4 th Track		\$41,850,000
Bahia-Benicia Crossover Project		\$4,190,000
Safety Fencing along ROW		\$1,600,000
Harder Road (Hayward) Undercrossing [2001]		\$8,898,000
Positive Train Control (estimated CCJPA share \$12M)		\$35,000,000
SUBTOTAL – Track and Signal Projects		\$361,299,894
Maintenance and Layover Facility Projects		
San Jose (Pullman Way) Maintenance Facility		\$5,789,862
Oakland Maintenance Facility (new – owned by the State)		\$64,885,956
Oakland Maintenance Base (former site)		\$464,884
Colfax/Auburn Layover Facility		\$691,956
Roseville Layover Facility		\$157,702
Sacramento Layover Facility		\$941,316
Capitalized Maintenance ¹		\$10,505,000
SUBTOTAL – Maintenance and Layover Facility Projects		\$83,436,676
Rolling Stock (California Cars and Locomotives – owned by the State)		
Base Rolling Stock		\$238,982,226
2012 Ordered Rolling Stock added to Northern CA pool		\$57,435,192
On-Train Amenities		\$11,404,000
SUBTOTAL – Rolling Stock		\$307,821,418
TOTAL – PROGRAMMED¹ OR COMPLETED PROJECTS		\$1,146,882,132

APPENDIX C

CAPITOL CORRIDOR PERFORMANCE STANDARDS FY 2016-17 TO FY 2020-21

PERFORMANCE STANDARD	FY 2016-17				FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22
	ACTUAL	STANDARD	VARIANCE ACTUAL TO STANDARD	PERCENT CHANGE	STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD	PRELIMINARY STANDARD
NUMBER OF DAILY TRAINS (SAC-OAK)	30	30			30	30	30	30 (a)	30 (a)
USAGE									
Route Ridership	1,607,277	1,520,000	87,277	5.7%	1,612,000	1,680,100	1,705,300	1,755,100	1,790,000
Passenger Miles	108,609,358	93,752,600	14,856,758	15.8%	108,133,000	112,701,000	114,392,000	117,241,000	119,572,000
Average Daily Ridership	4,403	4,164	239	5.7%	4,416	4,603	4,672	4,808	4,904
Percent Change in Route Ridership	9.0%	2.0%			6.1%	4.2%	1.5%	2.9%	2.0%
Percent Change in Train Passenger Miles	9.8%	-3.9%			15.3%	4.2%	1.5%	2.5%	2.0%
Percent Change in Train Miles	0.0%	0.4%			-0.2%	0.2%	0.0%	1.9%	0.0%
Passenger Miles per Train Mile (PM/TM)	92.8	80.2	12.6	15.7%	92.7	96.4	97.9	98.4	100.4
COST EFFICIENCY									
System Operating Ratio	59%	48%	10.3%	--	51%	53%	53%	52%	52%
Total Operating Costs per Passenger Mile					\$0.60	\$0.59	\$0.59	\$0.61	\$0.61
Percent Change in Total Revenue	12.9%	-5.4%	--	--	12.2%	5.7%	1.7%	3.9%	3.0%
Percent Change in Total Expenses	-0.7%	1.4%	--	--	6.4%	1.7%	2.0%	4.9%	2.7%
Train Revenue per Train Mile	\$26.80	\$23.56	\$3.25	13.8%	\$26.55	\$28.00	\$28.49	\$29.24	\$30.11
Train Revenue per Passenger Mile (Yield)	\$0.289	\$0.276	\$0.01	4.4%	\$0.282	\$0.288	\$0.293	\$0.299	\$0.305
Train Expenses per Train Mile	\$45.99	\$53.12	-\$7.13	-13.4%	\$54.71	\$56.36	\$58.05	\$59.79	\$61.58
Train Only State Cost per Train Mile	\$19.18	\$24.60	-\$5.42	-22.0%	\$25.48	\$25.03	\$25.60	\$26.53	\$26.89
Train Only State Cost Per Passenger Mile	\$0.21	\$0.31	-\$0.10	-32.6%	\$0.27	\$0.26	\$0.26	\$0.27	\$0.27
SERVICE QUALITY									
End-Point On Time Performance	91%	90%	1%	--	90%	90%	90%	90%	90%
Stations On Time Performance	94%	90%	4%	--	90%	90%	90%	90%	90%
Operator Delays per 10,000 Miles	329	>325	4	1%	>325	>325	>325	>325	>325
Percent of California Car Fleet Available	82%	87%	-5%	--	87%	87%	87%	87%	87%
OPERATING RESULTS									
TRAIN AND BUS									
Total Revenue	\$ 33,968,835	\$ 29,558,000	\$4,410,835	14.9%	\$ 33,159,000	\$ 35,046,000	\$ 35,659,000	\$ 37,041,000	\$ 38,152,000
Total Expenses (b)	\$ 58,010,359	\$ 61,288,000	\$ (3,277,641)	-5.3%	\$ 65,233,000	\$ 66,362,000	\$ 67,697,000	\$ 70,992,000	\$ 72,944,000
Total CCJPA Operating Budget	\$24,041,524	\$31,730,000	(\$7,688,477)	-24.2%	\$32,074,000	\$31,316,000	\$32,038,000	\$33,951,000	\$34,792,000
TRAIN ONLY									
Train Only Revenue	\$ 31,361,088	\$ 27,539,000	3,822,088	13.9%	\$ 30,981,000	\$ 32,733,000	\$ 33,306,000	\$ 34,819,000	\$ 35,863,000
Train Only Expenses	\$ 53,807,161	\$ 56,301,000	(2,493,839)	-4.4%	\$ 60,711,000	\$ 61,991,000	\$ 63,238,000	\$ 66,411,000	\$ 67,891,000
Train Only State Operating Cost	\$ 22,446,073	\$ 28,762,000	(6,315,927)	-22.0%	\$ 29,730,000	\$ 29,258,000	\$ 29,932,000	\$ 31,592,000	\$ 32,028,000
Train Miles	1,170,000	1,169,000	1,000	0.1%	1,167,000	1,169,000	1,169,000	1,190,900	1,190,900

(a) Anticipated start of two (2) additional round trip trains to/from Roseville in FY20/21, based upon the expected completion of Phase 1 of the Sacramento-Roseville 3rd track project.

(b) Includes operating expenses for call center/phone information and customer services provided by CCJPA/BART.

^ - Includes payments to Amtrak for use of equipment (including insurance) and minor capital costs. Not included in any other line item.

• - Represents fixed price contract cost Actual contract cost may be lower, but not higher.

¶ - Per Business Plan Update/Amtrak Contract

@ - Standard assumes increased train service to San Jose, Placer County: 30 Oakland-Sacramento weekday trains (22 on weekends), 22 daily trains to/from San Jose, 8 daily trains to/from Roseville and 4 daily trains to/from Auburn.

NOTE 1 - Performance measures not calculated where no standard was developed.

APPENDIX D

How's Business?

Ridership



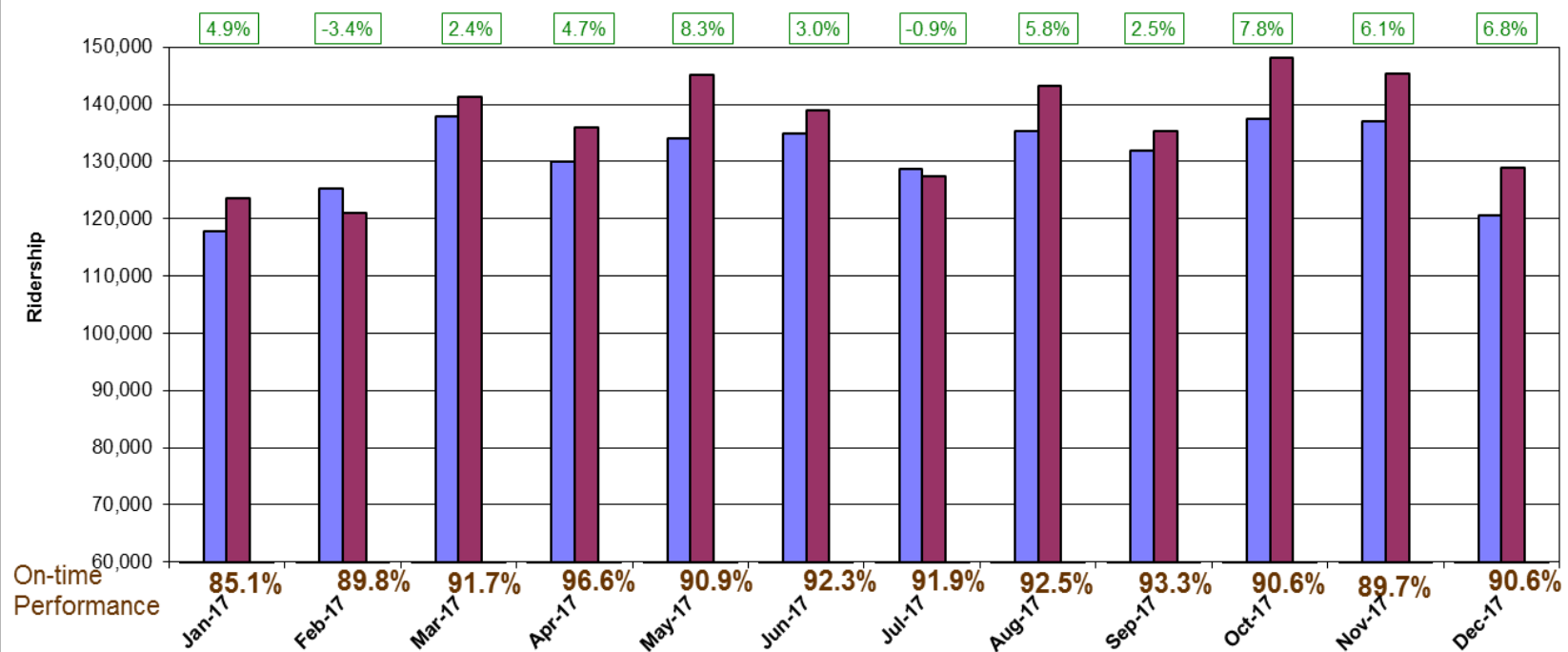
■ Prior 12 Months ■ Current 12 Months

4.04% Overall 12-Month Growth

Ridership Last 12 Months=1,634,657

Ridership Prior 12 Months=1,571,139

% difference current month to prior year's month





Date: February 9, 2018
From: David B. Kutrosky
To: CCJPA Board of Directors
Subject: Managing Director's Report – February 2018

Service Performance Overview

The Capitol Corridor continues to maintain growth with the performance results for January 2018. A total of 132,493 passengers rode the Capitol Corridor trains in January 2018, a stellar 6.8% year-over-year (YOY) increase. Revenues were up an impressive 12%. The Year-to-Date (FYTD 18) System Operating Ratio is 59%, well above the FY 18 standard of 54%. Customer Satisfaction was 85% Highly Satisfied for December 2017 (the most recent result), slightly above the 84% for December 2016, but below the standard of 89.7%. On-Time Performance (OTP) for January was 90%, which is the same as the prior month and the previous January. (Note: OTP has been improved over the last 2 weeks of January and into early February and FYTD 18 OTP is now 91%.)

Standard	Jan.2018	Jan.2017	YTD	vs. Prior YTD	vs. FY18 Plan
Ridership	132,493	6.8%	555,076	7.0%	6.7%
Revenue	\$2,718,131	12.0%	\$12,107,649	8.1%	8.2%
Operating Ratio	52%	53%	59%	6.9%	6.2%
OTP	90%	90%	90%	-4%	0.4%
Customer Satisfaction	85	84	85	-3.4%	-5.2%

The following are ridership highlights for January 2018:

- Average weekend ridership for January grew slightly by 0.6% compared to January 2017.
- Average weekday ridership for October continues positive gains with an 8.7% Year-Over-Year (YOY) increase attributed by strong growth on morning trains.

FY 18-19 Draft State Budget

On January 10, 2018, Governor Brown released his proposed Fiscal Year (FY) 18-19 Budget. The Draft FY 18-19 Governor's Budget represent the first full year of new revenues from SB 1. Over the next 10 years, SB 1 revenues will inject \$55 billion in additional transportation funds with transit and intercity rail set to receive \$7.6 billion in new funding,

Not included in this year's proposed budget is a Cap and Trade Expenditure Plan. With recent successful market auctions for Cap and Trade allowances, it is projected that \$1.25 billion will be available for expenditure in FY 2018-19. Using previous data, it is anticipated that the TIRCP spending plan will be approximately \$230-240 million in 2018-19. The Governor's Budget indicated that further details on his Cap and Trade Expenditure Plan will be released later this month as part of the Governor's annual State of the State Address.

With respect to operating support of the operation on the three intercity passenger rail routes (San Joaquin, Pacific Surfliner and Capitol Corridor), the Governor's Draft FY 18-19 Budget provides the same amount of funding (\$131 million) as the enacted FY 17-18 budget. The Governor's draft budget may be updated as

part of the May Revise based on Amtrak's submittal of final FY 18-19 operating (and ridership and revenue) estimates which are due in late Spring 2018.

State Legislation

Proposition 69 – Protection of SB1 Funds: Proposition 69, which will appear on the June 2018 statewide ballot, memorializes [Assembly Constitutional Amendment \(ACA\) 5 \(Frazier\)](#) that was enacted last year. This bill and the subsequent Prop 69 ensures revenues from [Senate Bill 1](#) (SB1) will be dedicated to transportation purposes. ACA 5 is intended to nullify concerns that SB1 funds will be diverted away from their intended purposes. Prop 69 requires a simple majority approval by voters to be enshrined in the state constitution.

The CCJPA has access or can compete for the following SB1 fund sources: direct allocations of approximately \$5 million per year from the State Rail Assistance (SRA) account; apply for approximately \$250 million in annual Transit Intercity Rail Capital Program (TIRCP) funds; and indirect receipt of Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors (SCC) funds through project partners.

Federal Legislation and Funding

Federal FY 17 Rail Title Appropriations: For the first time, federal funds have been made available for intercity rail services (Amtrak and state-supported routes) via the Rail Title in the FAST Act of 2015. The USDOT is currently developing guidelines for the grant applications, project uses and other requirements for the expenditure of these federal funds. The CCJPA is eligible for the following appropriations from the FY 17 appropriations to the FAST Act Rail Title account:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$68 million. Competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology items and rail line relocation are also eligible for funding 50% match is required.
- State of Good Repair (SOGR), \$25 million. Competitive grants for projects to improve qualified railroad assets. 20% match is required.

Proposed Federal FY 18 Appropriations: Both Appropriations Committee (House and Senate) have developed the expenditure plans for the various national departments including the USDOT FRA-managed FAST Act Rail Title account. Below is a comparison of the FY 18 proposals compared to the FY 17 final appropriation to the Rail Title account:

Rail Title Account	FY 17 Final	Senate Approps	House Approps
CRISI (50% match)	\$68M	\$93M	\$25M
SOGR (20% match)	\$25M	\$26M	\$500M
SSRC/SAIPRC	\$2M	\$2M	\$2M

On September 6, 2017, Congress passed and the President will enact a three-month Continuing Resolution (CR) that will allow the federal government to remain solvent through early December 2017 in order to address deadlines associated with the federal debt ceiling limit and emergency relief funds in the aftermath of Hurricane Harvey in Texas. This short-term CR does not provide any additional funding to the federal Rail Title accounts [CRISI and SOGR]. Federal Rail Title Account funding could be provided either under an omnibus FY 18 appropriation or a long-term CR at FY 17 fund levels for the remainder FY 18.

Customer Service Program Upgrades

CCJPA Bike Access Program: Installations of secure electronic bicycle lockers at all stations were completed in December 2017. BikeLink eLockers are now available at 14 Capitol Corridor stations: Auburn, Roseville, Sacramento, Davis, Fairfield-Vacaville, Suisun-Fairfield, Martinez, Richmond (shared with BART), Berkeley, Emeryville, Oakland Jack London, Oakland Coliseum (shared with BART), Hayward, and Santa Clara-Great America. CCJPA staff will continue to promote the use of station eLockers in various marketing efforts. Other efforts underway by CCJPA staff include the continuation of developing and refining the folding bicycle rental service project; the procurement of 60 new angled bike racks to increase onboard bike storage capacity, with the first shipment expected in early March 2018; and completion of design for an updated bike storage for two Amtrak Superliner cars in Capitol Corridor service rotations (testing of prototype to be done by April 2018).

Richmond Station Platform Improvements: The Richmond Platform Beacon Signal and Parking Validation Machine projects are complete and in operation. The beacon will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains, ensuring that passengers will not need to run from one platform to another to make the transfer. The Parking Validator Machine allows Capitol Corridor passengers to make use of the BART parking garage, allowing payment of the fee as validation of parking using a Clipper Card on the platform rather than having to enter the BART paid area at the station.

Safety Initiatives

Station Signage and Platform Safety Upgrades: BART's contractor has completed fabrication work and will begin installation of the improved informational signage at selected Capitol Corridor stations during the month of February 2018. These glass front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 CCJPA Board meeting. Amtrak has begun installation of security cameras at the Auburn, Rocklin, Roseville and Suisun stations. In addition, Amtrak has begun installation lighting and a wayside power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of May 2018.

Positive Train Control Update: The Union Pacific's testing of the PTC system has expanded from the Los Angeles area as well as the Northern California region to most of its California network. For the Capitol Corridor route, the testing is confined only to select Union Pacific trains, and at this time does not include any operating partners such as Amtrak, Capitol Corridor or ACE. The CCJPA has approved its share of UPRR's costs to install the trackside PTC system and is working with the UPRR on what is expected for testing procedures for Capitol Corridor trains.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped. Some software installation and programming remains, and will be completed prior to beginning testing of the PTC system. Lastly, Amtrak is continuing with its installation of a Back-Office Server that will communicate the location of Amtrak operating trains from this server to the host railroad dispatch centers. Taken together, the testing for the implementation of PTC for the Capitol Corridor will likely begin in mid-2018. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

Project Updates

Travel Time Savings Project: UPRR is completing the final stage of the work remaining, recalibrating the timing of the crossing gate arms along the affected segments of the route. CCJPA, Amtrak and UPRR will then conduct ride studies to verify the amount of time savings. This work should be completed by Spring 2018. The intent is to reduce run times by up to 10 minutes for Capitol Corridor trains between Sacramento and San Jose.

Sacramento-Roseville 3rd Track Project: Funding for all project phases of the Sacramento-Roseville 3rd Track Project, Phase 1 (an additional two round trips), is in place with action by the California Transportation Commission (CTC), who allocated the funds to the CCJPA to pursue the final design and right-of-way acquisitions necessary to complete phase I. Following the execution of a grant agreement for a portion of the overall project funding, the CCJPA was able to complete the procurement of design services for the Phase I project. The design consultant expects to begin work by the end of this month. The present schedule indicates that the design phase of this project will be completed in early 2019. Following the completion of the design and construction of the improvements, this Phase I project will permit the addition of two round trips daily between Sacramento and Roseville.

Renewable Diesel (RD) Pilot Program Status Report: Staff continues to work with Amtrak on the testing of renewable diesel fuels on a California F-59 locomotive. This pilot program includes coordination with the California Air Resources Board (CARB). Testing began in early September 2017 and in late October 2017, the locomotive operated as the sole power unit on the weekday test train (#529/#536 Auburn-Oakland run). Since then, there have been no noticeable changes in the performance of the locomotive nor has there been any significant loss of power. On December 29, 2017, California Air Resources Board (CARB) personnel completed their emission testing of the locomotive with results expected in March 2018. Once it is determined that RD fuel is a viable alternative, a second test is proposed for one of the new Charger locomotives. If all tests show that RD is operationally suitable, the CCJPA will shift towards the use of RD for normal operations.

Outlook – Closing

Through the first one-third of FY 18, the Capitol Corridor service is outperforming the rider, revenue, reliability and system, operations ratio standards. Customer satisfaction scores are below standard and any increase in these scores will be likely be tied to improve On-Time Performance levels of 92%-95%, which are reliability levels that the Capitol Corridor passengers have become accustomed to. In addition to reducing operational delays, over the next 6-9 months, the CCJPA will be working with its service partners to implement and test Positive Train Control on Capitol Corridor trains, install and upgrade safety programs and customer amenities, and advance planning/design and environmental documents for service enhancements (Sacramento-Roseville 3rd Track Phase 1 and Oakland-San Jose Project Phase 2A) for the Capitol Corridor.

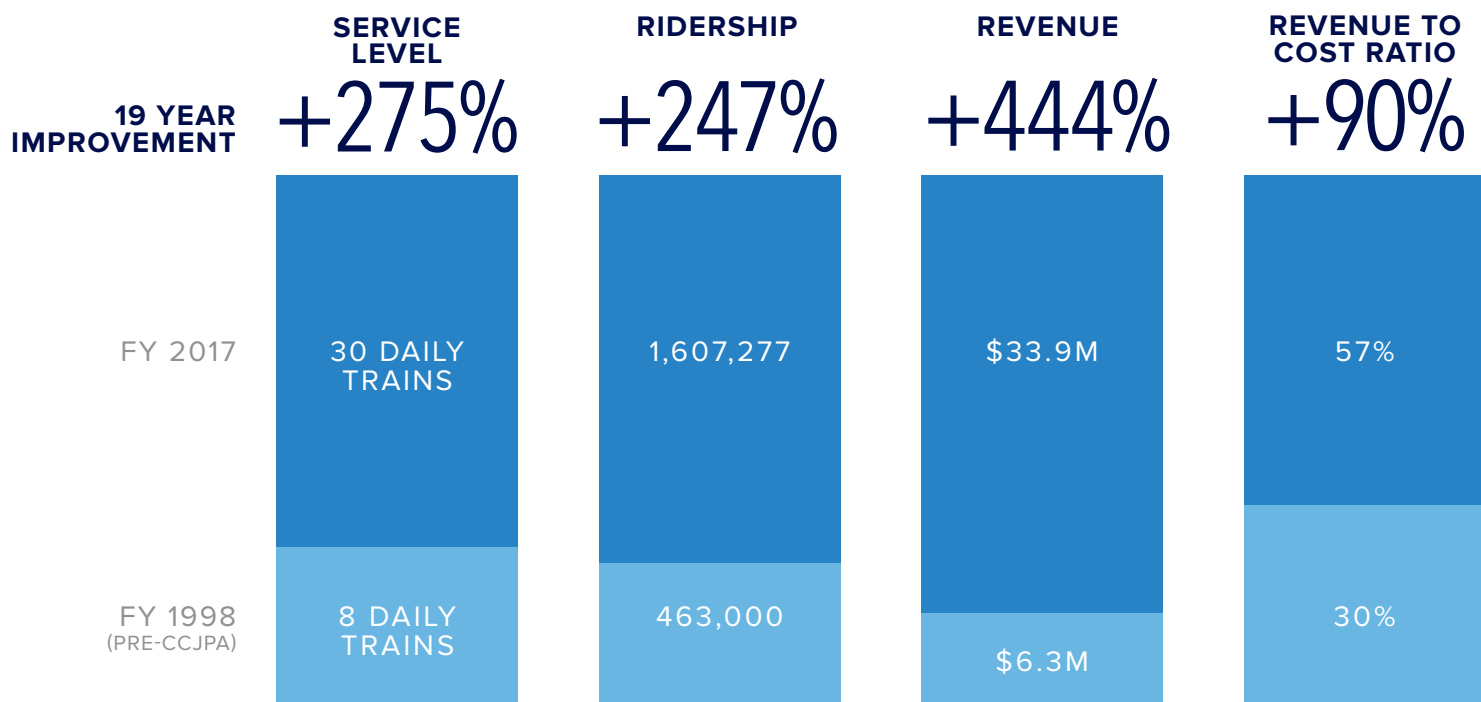
2018 Annual Performance Report – [Item V.6a (Work Completed)]



Performance Report 2017



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

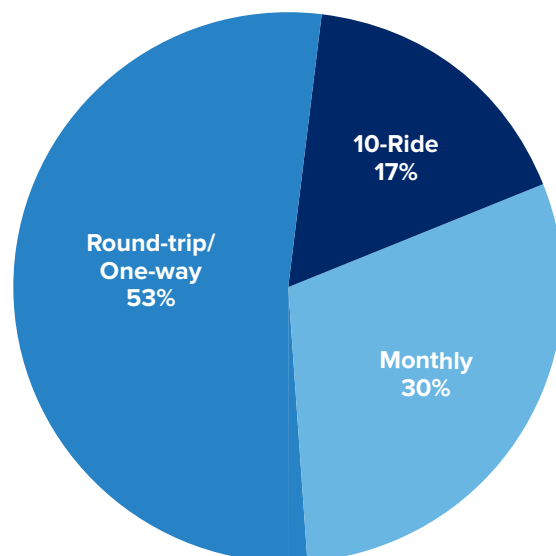




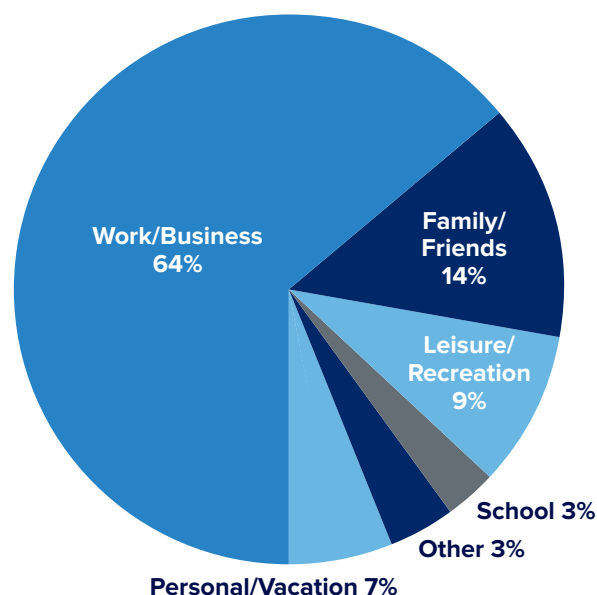
In a megaregion plagued by congested highways, more and more travelers from Placer County to Santa Clara County are choosing to ride the Capitol Corridor intercity passenger trains instead of driving.

In Fiscal Year 2017 (FY 2017), the Capitol Corridor continued its steady climb to smash ridership, revenue, and system operating (farebox) ratio records. Northern California's intercity passenger rail (IPR) service carried more than 1.6 million riders, bringing revenues up to \$33.97 million—representing a 3 percent increase in ridership and 5.3 percent growth in revenues over FY 2016. Capitol Corridor's FY 2017 farebox ratio shattered all previous records by achieving an all-time high of 57 percent. This increase in operating efficiency can be attributed to reduced operating expenses, targeted marketing strategies and actual ridership and revenues that exceeded budget forecasts. As the managing agency for the Capitol Corridor trains, the Capitol Corridor Joint Powers Authority (CCJPA) has overseen steady, consistent growth while building a track record of financial and operational success. In FY 1998, when CCJPA took over managing the service, annual ridership was just 463,000; nearly 20 years later, ridership and revenue have more than tripled.

Ticket Type 2017



Rider Profile 2017



Travel-to-Station

Mode	FY16	FY17	Change
Drive	27%	26%	-1
Drop off/Pick up	25%	26%	+1
Transit	17%	17%	-
Bike	12%	11%	-1
Walk	12%	16%	+4
Carpool	2%	1%	-1
Taxi/TNC	4%	2%	-2
Other	1%	1%	-

While On-Time Performance (OTP) slipped slightly below 90 percent standards in the beginning of FY 2017, Capitol Corridor finished the fiscal year as the second most reliable service (breaking the string of seven consecutive years as the most reliable service in the Amtrak system). Fortunately, in the last six months of FY 2017, Capitol Corridor's OTP rose from 91 to 94 percent. The improved reliability was the result of the commitment from the CCJPA's service partners—Amtrak and Union Pacific Railroad (UPRR)—to target underperforming segments of the operation thus minimizing passenger-delay minutes.

Customer satisfaction held steady at 88 percent of customers stating that they are "Highly Satisfied." These results, rated through Amtrak's Customer Satisfaction Index, are collected via electronic surveys sent to riders in real-time after they finish their train trip.

For FY 2017, service levels remained at 30 weekday trains with 22 trains on weekends and holidays. This is the second highest level of service frequency in the Amtrak system, behind the Amtrak Northeast Regional train service, and represents the highest amount of annual trains operated for the 27 state-supported Amtrak routes in the nation. This high level of train frequency offers a safe, customer-focused, travel-time competitive mobility choice for the traveling public in the Northern California Megaregion.

These achievements were made possible by the CCJPA's continued focus on operational efficiency, safety and security; collaborative planning and partnerships; a commitment to superior customer service; and adoption of new technologies to make the passenger experience safe, enjoyable and convenient.

OUR VISION

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

"Love the conductors, the lack of traffic, the wi-fi, the scenery, the location of stations."

- Provide high-quality passenger rail and connecting bus service that is safe, frequent, reliable and affordable;
- Develop rail service as the preferred means of travel connecting the three Northern California metropolitan regions (Sacramento-San Francisco/Oakland-San Jose/Silicon Valley);
- Deliver cost-effective expansion of superior passenger rail service; and,
- Build on constructive relationships with our partners: riders, local communities, National Railroad Passenger Corporation (Amtrak), UPRR, Caltrain, and the State of California Department of Transportation (Caltrans).

SERVICE OVERVIEW

Capitol Corridor intercity trains operate along a 170-mile corridor between San Jose and Sacramento/Auburn with stops at 18 train stations (Fairfield-Vacaville opened November 2017) and a bus connection to San Francisco. Capitol Corridor trains operate on tracks primarily owned and dispatched by UPRR, and a small two-mile segment in Silicon Valley owned by Caltrain. The CCJPA manages the service through an operating agreement with Amtrak. Trains provide direct connections with 19 local public transit systems and five passenger rail or rail transit systems, including BART, VTA, ACE, Caltrain, Sacramento Regional Transit, San Francisco Muni and Amtrak's national train network.

To supplement the train service, dedicated feeder bus and local transit routes serve communities south of San Jose (Santa Cruz, Monterey, Salinas, San Luis Obispo, Santa Barbara); north of Martinez (Vallejo, Napa, Santa Rosa, Eureka); and east of Sacramento (Truckee, Colfax, Reno, South Lake Tahoe). Together, these transit systems serve the second largest urban area in the western United States.

Where We've Been

FY 2017 SERVICE PLAN HIGHLIGHTS

Despite limited state and local funding sources supporting IPR, the CCJPA has successfully moved forward with several capital improvement projects, which include:

- Securing funds to complete several state-of-good repair projects performed by UPRR, aimed to maintain Capitol Corridor's reliability and superior OTP as well as an award from the California Transportation Commission for the final design and right-of-way acquisition phases of the Sacramento-Roseville 3rd Track Phase 1 (SR3T Ph1) project;
- Working with Caltrans and Amtrak to complete the design phases of an On-Board Information System (OBIS) for deployment on all California intercity trains;
- Conducting a successful pilot test of a replacement in-car bicycle rack that increases on-train bicycle capacity; and
- Nearly completing the construction of the \$10 million FY 2015 Cap and Trade Travel Time Savings Project with Union Pacific. This project was funded in part by the 2015 Cap and Trade Transit/Intercity Rail Capital Program (TIRCP). When this project is complete, Capitol Corridor trains traveling between Sacramento and San Jose will realize up to 10 minutes in reduced travel time.

EQUIPMENT

The CCJPA oversees the reinvestment of State of California (State) funds for the rail vehicles assigned to the Capitol Corridor. Equipment changes in FY 2017 aimed to enhance safety, security and maintain healthful air quality while also reducing operation costs include:

- Installed Positive Train Control (PTC) Collision avoidance equipment on all 17 locomotives and all 19 cab cars;
- Replaced HVAC units and installed upgraded flooring on all passenger cars (a project that will continue throughout FY 2018);
- Secured delivery of six Tier 4 Charger locomotives that will reduce pollutants and improve fuel efficiency; and
- Developed a plan to begin testing renewable diesel (RD) to fuel the legacy F-59 locomotive. RD provides roughly a 66 percent reduction in carbon lifecycle emissions over traditional petrol diesel, significantly reducing the greenhouse gas impact of locomotive emissions. The RD used in this pilot program is derived primarily from processed animal fat and is formulated to meet the same fuel standards as traditional petrol diesel, which is currently used by the locomotives assigned to the Capitol Corridor.

SAFETY

The CCJPA considers safety and security to be a major priority.

- Passenger injuries decreased from five in FY 2016 to three in FY 2017. Trespasser fatalities went down from 22 to 16; however, trespasser non-fatalities rose from two to four within the same time period.

STATION UPGRADES LAUNCHED IN FY 2017 INCLUDE:

- **Security:** Camera and surveillance equipment at the Auburn, Rocklin, Roseville and Suisun-Fairfield stations. When complete, all unstaffed Capitol Corridor stations

will be equipped with security cameras and surveillance equipment.

- **Bicycle security:** With the exception of Oakland Jack London and Santa Clara-Great America stations, BikeLink™ eLockers were installed and are fully operational at the stations that were scheduled for these upgrades.

TECHNOLOGY IMPROVEMENTS

- Researched best policies and practices for integrated electronic ticketing in partnership with the California State Transportation Agency (CalSTA) and Caltrans; and
- Launched SMS service to enable riders to access train arrival times on their mobile devices.

MARKETING & COMMUNICATIONS

Marketing efforts focused on promoting off-peak ridership, primarily using social media and online channels to increase brand awareness of Capitol Corridor throughout the Northern California Megaregion. In FY 2017 the Marketing and Communications team:

- Developed a new creative campaign called “Every Ride Has a Story” that features Capitol Corridor’s many unique amenities for riders, and touts the service’s convenience compared to congested freeways;
- Renewed the popular “Take 5 for \$5” offer for small groups on weekends, and the “Seniors Ride Half Off Midweek” program, and introduced a new “Buy-One/Get-One” on Saturdays offer, all aimed at boosting off-peak ridership;
- Carried over the “Friends and Family 50%” off discount every day, also targeted at small groups;

- Continued partnerships with the Oakland Raiders, Cal Football, Oakland Athletics, Sacramento River Cats, and other major sports and entertainment events. SHN/Disney’s The Lion King promotion included a train wrap; and
- Promoted a special late-night train for the U2 concert, which resulted in high, one-day ridership results.

Where We’re Going

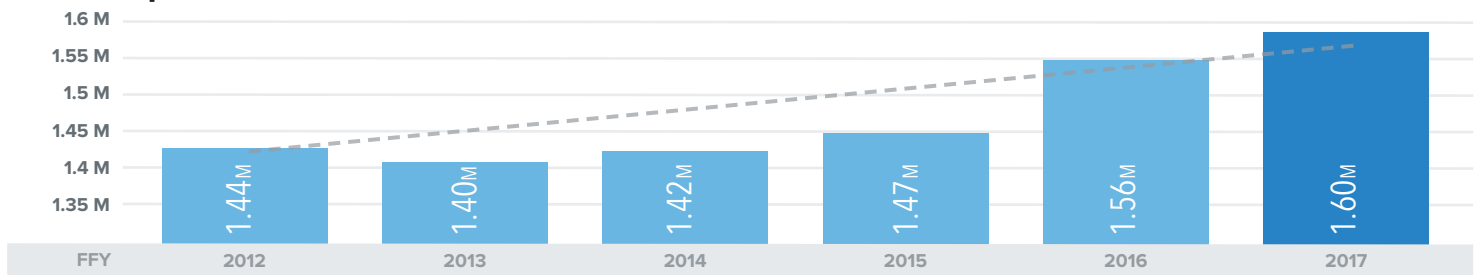
With limited new capital funds (and timely arrival of additional rolling stock delayed significantly due to factors beyond CCJPA’s control), the CCJPA will focus on maintaining the 30-train weekday/22-train weekend service plan and reinvesting in the service to improve safety, service performance and reliability. Programs planned or underway will allow for the following improvements through FY 2018:

- **OBIS system:** Prototype installation and testing of this system is scheduled to begin by the end of FY 2017.
- **Standby power at Auburn layover site:** Construction is underway of a standby power system that will allow shutdown of the locomotive’s diesel engines during overnight layover servicing, saving diesel fuel and reducing diesel emissions and ambient noise levels. The system is expected to be completed in December 2017.
- **Richmond Station platform improvements:** Installation of a courtesy light to facilitate transfers of passengers connecting from BART to Capitol Corridor and a Clipper Card Parking Validation Machine, both to be completed by end of 2017.
- **Fairfield-Vacaville Station (FFV):** By the end of FY 2017 the City of Fairfield was close to finishing FFV and it projected FFV would be complete for its November 13, 2017 opening date.
- **Bicycle access:** BikeLink™ eLockers installations at Oakland Jack London and Santa Clara/Great America stations are expected by the end of December 2017. We are also working

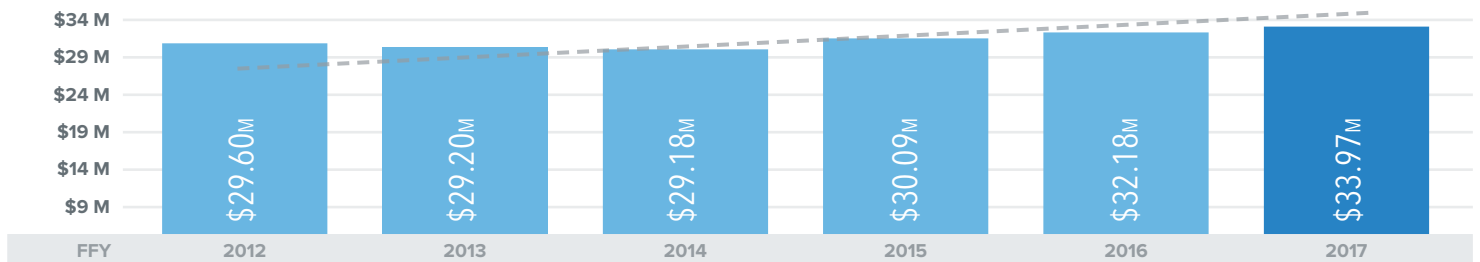
FISCAL YEAR	SERVICE LEVEL	ALLOCATED BUDGET	ACTUAL COSTS	IMPROVEMENT REINVESTMENT
OPERATING BUDGET (MILLIONS)				
FY 16-17	30 weekday 22 weekend	\$31.7	\$24.0	\$7.7
FY 17-18	30 weekday 22 weekend	\$31.0	n/a	n/a
MARKETING BUDGET (MILLIONS)				
FY 16-17		\$1.1	\$1.1	n/a
FY 17-18		\$1.1	\$1.1	n/a

a. Projected.

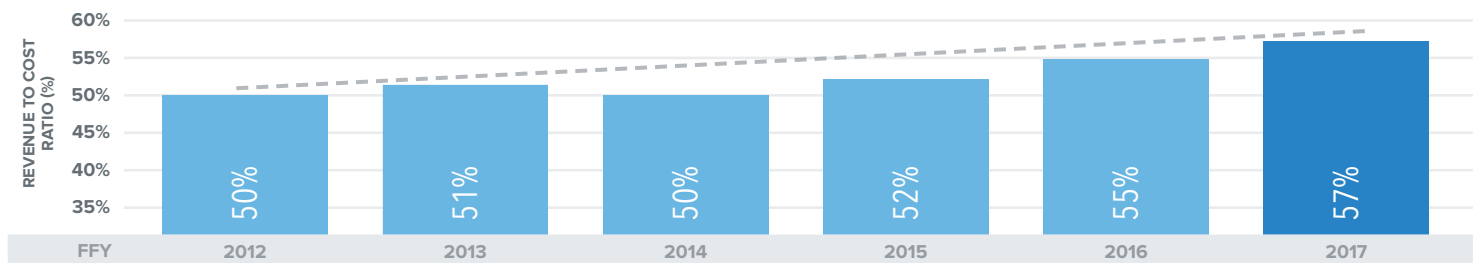
Ridership (IN MILLIONS) FY 12 ridership adjusted to actual tickets collected based on e-ticketing reports



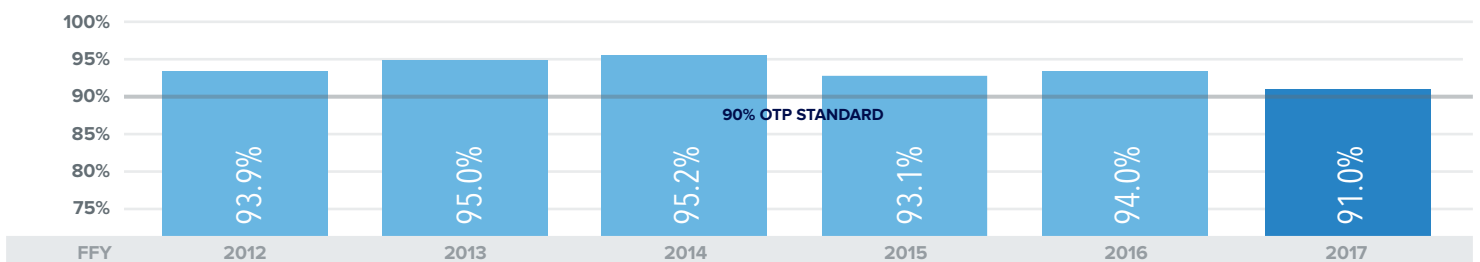
Revenue (IN MILLIONS)



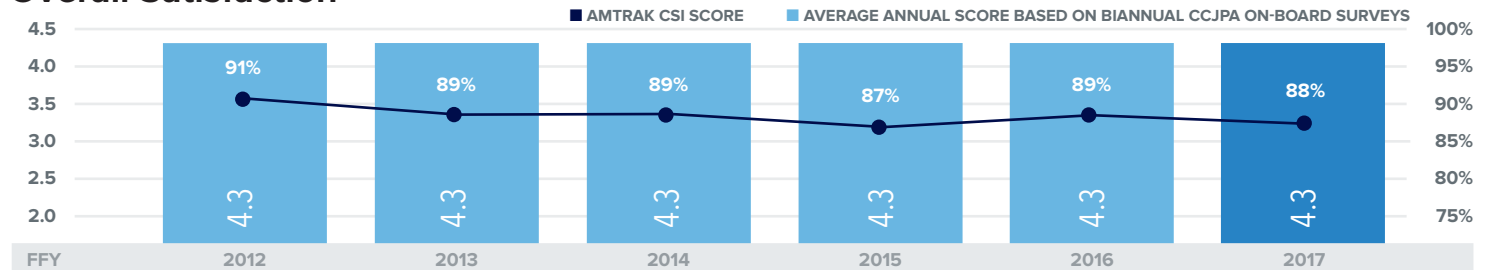
Farebox



On-Time Performance



Overall Satisfaction



Respondents were asked the question, "Considering both your station and on-board experience, how would you rate your overall experience?" Mean score is based on number giving a rating, eliminating not applicable, and blanks. The higher the mean the more positive the rating. Optimum positive mean score = 5.00. Lowest negative mean score possible = 1.00.

to advance partnerships to support the start-up of folding bicycle rentals at selected stations.

- **Security cameras:** Complete installation of security cameras at Auburn, Rocklin, Roseville and Suisun-Fairfield stations.
- **RD fuel project:** If the use of RD proves viable on Capitol Corridor's legacy locomotive, a second test will be performed on a new Charger locomotive. If all tests show that RD is operationally suitable, the CCJPA will shift towards the use of RD for normal operations. More importantly, if RD is deemed viable, results of the tests will determine the feasibility of using such alternative fuels on all State-owned locomotives with the intent to reduce greenhouse gas (GHG) emissions.
- **Megaregional rail planning:** Advocate planning and coordination in accordance to anticipated draft State Rail Plan objectives is underway. This endeavor began when the CCJPA hosted the June 21, 2017 workshop to facilitate laying the groundwork for linked service planning and integration across Northern California.
- **Expansion:** Staff will apply for SB 1 funding to complete future phases of service expansion between Oakland and San Jose, as well as the second phase of Sacramento-Roseville service expansion; and to initiate the design effort for the SR3T Ph1 project, which includes construction in Placer County.
- **Travel Time Savings Project improvements:** The TIRCP supported project to reduce travel time by up to 10 minutes for trains traveling between Sacramento and San Jose is expected to be complete by mid-2018.
- **Positive Train Control:** Software installation and testing of rail vehicles and implementation of a remote server to communicate the train's position to UPRR's dispatch center is expected to be completed in spring 2018—making way for PTC testing on Capitol Corridor trains to follow. By mid-2018, certain event recorders and modems will be updated to match the new technology. Final

“Timely connections, comfortable and clean accommodations, free wi-fi.”

implementation of this control system will await final Union Pacific testing and coordination between both UPRR and Caltrain, who are both working hard to implement PTC. System demonstration testing for PTC for Capitol Corridor trains is scheduled to begin in mid-2018.

- **Equipment:** When the Tier 4 Charger Locomotive testing is complete, it will enable this new technology to run as lead units in revenue service. CCJPA expects continued training as well as infrastructure expenditures to accommodate the fueling and maintenance technology. Door overhaul and replacements in dining cars are scheduled to begin August 2018.
- **Technology:** Staff will work with CalSTA and Caltrans to develop the basis for statewide integrated electronic ticketing and trip planning.

MARKETING & COMMUNICATIONS

The Marketing team will continue to build programs to increase brand awareness and ridership throughout the Northern California Megaregion. Partnerships pairing digital (online, mobile, social media) and traditional (radio, print, television) media will promote the Capitol Corridor as a convenient travel option. This mix of digital and traditional media allows for a cost-effective and trackable means of increasing brand visibility and customer engagement. Promotional discounts will bolster ridership in key markets and during weekend/off-peak periods. Additional marketing strategies may include:

- Targeted promotions aimed to boost off-peak ridership to/from sports and entertainment centers e.g. Golden 1 Arena, Oakland Coliseum, and Levi's Stadium, and popular day-trip destinations;

- Explore new fare offers for niche markets to further boost off-peak ridership; and,
- Develop additional ways to communicate service alerts on our website and other channels.

FY 2017 Legislative Agenda

FY2017 STATE ACCOMPLISHMENTS

Enactment of Senate Bill 1 (Beall):

On April 28, 2017, Governor Brown enacted and signed into law Senate Bill (SB) 1 (Beall/Frazier), which was passed by both the Senate and Assembly on the evening of Thursday, April 6, 2017. As background, SB 1 provides over \$5 billion per year in added funds to various state transportation accounts that would be available to fix the State's crumbling transportation infrastructure. The CCJPA sent a letter to the members of the State legislative delegation along the Capitol Corridor route thanking them for their votes to approve SB 1. Governor Brown also enacted Assembly Constitutional Amendment (ACA) 5 (Frazier/Newman), which protects these new transport funds. ACA 5 will be submitted to the California voters for approval in 2018.

SB 1 positively impacts the CCJPA/Capitol Corridor by making approximately \$5M per year in dedicated funds (for operating and/or capital) available from a portion of the 0.5% increase in State diesel sales tax and creating opportunities to apply for \$0.5B in annual competitive grants. With SB 1, a path was created to help advance various security/safety initiatives, enhance service amenities, and expand Capitol Corridor frequencies to San Jose and Roseville; as well as procure added rail cars and locomotives to support these added frequencies.

Senate Bill 595 (Beall) Regional

Measure 3 Bay Area Toll Expenditure

Plan: Senator Beall introduced SB 595, which would provide the authority to the Bay Area Metropolitan Transportation Commission to place a ballot measure (referred to as “Regional Measure 3”) in the nine Bay Area counties to increase tolls on the region’s bridges. On July 10, 2017, the CCJPA sent a letter supporting SB 595. The bill includes an expenditure plan of various projects with a nexus to the region’s bridges with the intent that these projects will bring much needed congestion relief along these corridors. The CCJPA has been involved in discussions and is included in the expenditure plan for the project list in SB 595, specifically the Oakland-San Jose Phase 2 Project, which has a nexus with the Dumbarton Bridge crossing.

FY2017 FEDERAL ACCOMPLISHMENTS

Federal FY 2017 Rail Title

Appropriations: For the first time, federal funds have been made available for IPR services (Amtrak and state-supported routes) via the Rail Title in the FAST Act of 2015. The USDOT is currently developing guidelines for the grant applications, project uses and other requirements for the expenditure of these federal funds. The CCJPA is eligible for the following funding from the FY 2017 appropriations to the FAST Act Rail Title account:

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI):** \$68 million. Competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology improvements and rail line relocation are also eligible for funding. A 50 percent match is required.
- **State of Good Repair (SOG):** \$25 million. Competitive grants for projects to improve qualified railroad assets. A 20 percent match for these grants is required.

FY 2018 ACTION PLAN

The CCJPA will seek to leverage limited regional, state and federal funds to advance projects that will create jobs, and expand and improve service that in turn will reduce vehicular congestion and corresponding GHG emissions in the Northern California Megaregion. The CCJPA will work with legislative, air quality, transportation and finance officials on the following:

- State Opportunity(ies) to apply for \$0.5B in annual competitive grants, approximately:
 - \$245M/year in TIRCP funds (capital uses) through a portion of increased Vehicle License Fees (VLF), plus a one-time transfer of \$236 million in FY 2018 for a payback in General Funds to the TIRCP account.
 - \$250M/year in Congested Corridors Program funds (capital uses) through a portion of increased VLF revenues for

multimodal, multi-county solutions to address heavily congested travel corridors.

- \$5M/year in State Transportation Improvement Program (STIP) Interregional funds (fixed guideway capital uses; not operating or rolling stock) through a portion of increased gas excise tax revenues.
- Pursue and secure federal, State and other funds to finance the capital infrastructure investments to meet the CCJPA’s goal for expanded train service to San Jose and Roseville/Auburn;
- Apply for grants to enhance customer amenities such as bike access improvements; and,
- Seek funding to implement and complete projects to enhance system safety and security to protect employees, passengers and facilities, including PTC and right-of-way fencing.

Closing Message

CCJPA will continue to work with its project partners to develop financing plans and grant applications to reinvest in the Capitol Corridor service and implement initiatives in line with its vision for the rail service.

As we sustain Capitol Corridor’s success and growth into the future we will continue to implement projects that will:

- advance the safety and security of our trains;
- meet changing demographics and demand for service in the Northern California Megaregion;
- ensure that we meet the State’s sustainability goals; and
- improve the quality of life for the diverse communities we serve.



FY 2017

Fast Facts

Our intercity rail service connects the most economically vibrant urban centers in the Northern California megaregion - from the Sacramento capital, to the tech hub of Silicon Valley, and including San Francisco, Oakland, and Berkeley.

FAREBOX RATIO



\$34M ANNUAL REVENUE

“Convenient for daily commute, and good value.”

30 DAILY TRAINS
OVER 10,100 TRAINS OPERATED ANNUALLY

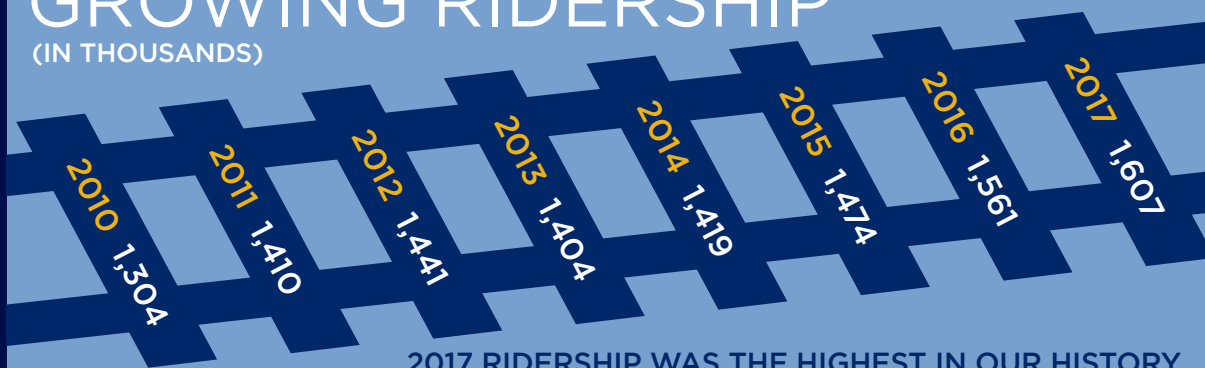
91% ON-TIME PERFORMANCE



STATE OF CALIFORNIA STANDARD IS 90%



GROWING RIDERSHIP (IN THOUSANDS)



2017 RIDERSHIP WAS THE HIGHEST IN OUR HISTORY

10-YEAR CAPITAL IMPROVEMENT

CATEGORY	COST	SECURED FUNDING	FUNDING GAP
Track Improvement	\$602M	\$157M	\$445M
Additional Rolling Stock	\$150M	\$75M	\$75M
Customer Improvement and Safety	\$24M	\$18M	\$6M
Total	\$776M	\$250M	\$526M

247% INCREASE
IN RIDERSHIP SINCE FY1998



The cars are clean, the seats are comfortable, and the schedule is convenient.”

WHY OUR PASSENGERS RIDE

Work/Business
64%

Family/
Friends 14%

Leisure/
Recreation 9%

Personal/
Vacation 7%

School 3%

Other 3%

40%

RIDING LESS THAN
ONE YEAR

33%

INCREASE IN
PASSENGERS
WALKING TO STATIONS

CUSTOMER SATISFACTION



TICKET PURCHASES

Through Employer 6%

Internet &
Mobile 62%

At Station
29%

Other/Unknown 4%

WEEKDAY 5,272

WEEKEND 2,554

AVERAGE DAILY
RIDERSHIP

BIKE 11%

TRANSIT 17%

WALK 16%

DRIVE ALONE 26%

OTHER 4%

DROP/PICKUP 26%



HOW OUR PASSENGERS
GET TO THE STATION

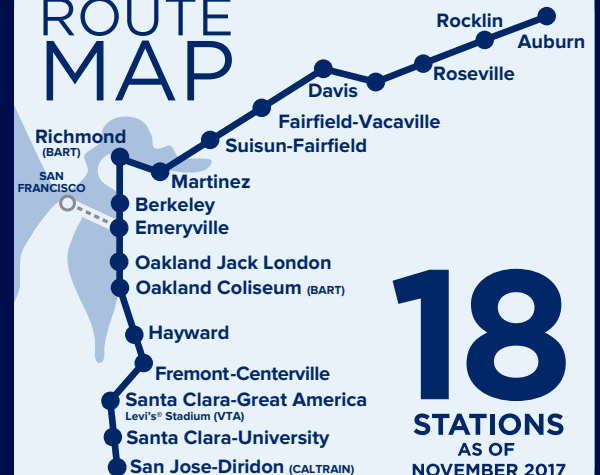
Round Trip/One Way
53%

TICKET
TYPE

Monthly
30%

10 Ride
45 Day
17%

ROUTE MAP



18
STATIONS
AS OF
NOVEMBER 2017

Board of Directors

PLACER COUNTY TRANSPORTATION AGENCY

Jim Holmes
Susan Rohan
Bridget Powers (Alt.)

SACRAMENTO REGIONAL TRANSIT DISTRICT

Jeff Harris
Steve Miller
Steve Hansen (Alt.)
Rick Jennings (Alt.)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Debora Allen
Bevan Dufty
Nicholas Josefowitz
Robert Raburn
Rebecca Saltzman, Vice Chair
Joel Keller (Alt.)
John McPartland (Alt.)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Teresa O'Neill
Raul Peralez

SOLANO TRANSPORTATION AUTHORITY

Harry Price
James P. Spering
Len Augustine (Alt.)

YOLO COUNTY TRANSPORTATION DISTRICT

Lucas Frerichs, Chair
Don Saylor
Robert Davis (Alt.)

EXECUTIVE OFFICERS

Grace Crunican, Executive Director
David B. Kutrosky, Managing Director
Matt Burrows, General Counsel
Kenneth A. Duron, Secretary
Rose Poblete, Controller-Treasurer





Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor East · Oakland CA, 94612
1-877-9-RIDECC (1-877-974-3322) · Fax: 510-464-6901
www.capitolcorridor.org

2017 PERFORMANCE REPORT, ADOPTED NOVEMBER 2017



2017-2018

Capitol Corridor- Completed/Proposed Marketing & Communications Activities Calendar Modified 2/5/2018

July

- ✓ Senior Midweek and Take 5 discounts
- ✓ Oakland A's discount continues
- ✓ Parenting magazine buys begin
- ✓ Partnerships: Great America, Tideline, BAAQMD, Giants Enterprises, Visit Oakland, A's, River Cats, San Jose Jazz Summer Fest
- ✓ Ride Guide revision
- ✓ Café Car menu
- ✓ Annual Report

August

- ✓ Cappy Hour featuring onboard jazz musician
- ✓ San Jose Jazz Summer Fest social media contest
- ✓ Group Travel Planning for FY18
- ✓ Oakland Raiders promotion begins
- ✓ Tideline Promotion
- ✓ Senior midweek promo ends
- ✓ Farm-to-Fork contest w/ BART and Visit Sac

September

- ✓ Gold Rush Days event
- ✓ 2018 Transit Transfers, Placer Step-Up Coupons
- ✓ Oakland A's and River Cats promotions end
- ✓ Spare the Air/BAAQMD partnership
- ✓ Take 5 offer/advertising continues
- ✓ 49ers late train 9/21
- ✓ KHTK Oakland Raiders radio promotion begins
- ✓ Rail Safety Month: kickoff event at California State Railroad Museum (9/7), social media, California Operation Lifesaver coop ad buy
- ✓ Eat Real Food Festival promotion
- ✓ SHN/Aladdin partnership and train wrap

October

- ✓ Coldplay concert, special late train Levi's Stadium
- ✓ Begin design/production of Annual report
- ✓ Fleet Week promotion with Tideline
- ✓ City of Davis Car Free Month
- ✓ Aladdin contest and promotion
- ✓ Every Ride Has a Story Phase 2 begins
- ✓ Cal State Rail Plan promotion begins
- ✓ Updated Ride Guide

November

- ✓ New schedule for Fairfield-Vacaville station

- ✓ Thanksgiving service communications
- ✓ Redesign of CC Rail Mail template
- ✓ Walt Disney Museum promotion

December

- ✓ Poss. Holiday Ice Rinks (Sacramento & San Jose)
- ✓ Friends & Family fare discount renewal for 2018
- ✓ Holiday card & communications
- ✓ Every Ride Has a Story microsite development

January

- ✓ Take 5 renewal through end of March 2018
- ✓ Business Plan— draft and Public Workshops
- ✓ 50% off Business and Social Groups
- ✓ California Everyday Discounts
- ✓ Harlem Globetrotters
- ✓ Richmond BART beacon

February

- Stitch 'n' Ride Discount Offer
- California Everyday Discounts begins
- AAA California discount and agreement
- Start of 2018 ad/media campaign
- Pier 39/Tulipmania at Pier 39
- Drone footage
- Alexa voice schedule search

March

- Senior Midweek 50% off starts
- Oakland A's discount starts
- New on board bike rack outreach
- UC Davis Extension courses on board wi-fi

April

- Earth Day events and promotions
- Baseball season promotion

May

- Local Bike to Work Day events
- New timetable

June

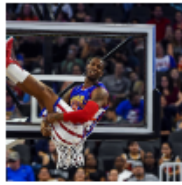
- Contract/Vendor planning for FY19

Status Report – CCJPA Marketing: 2/5/2018

ADVERTISING, PROMOTIONS & EVENTS

Advertising/Promotions

- California Everyday Discounts: Promotion of new discounts and education about how to access discounts for seniors, students and Passengers with Disability.
- Worked with Creative MINT Advertising on development of budget/plan for 2018 ad campaign to begin in February 2018.
- Take 5 email campaign – Every Ride Has a Story
- Contests for Harlem Globetrotters and SHN Aladdin tickets



Capitol Corridor @CapitolCorridor
WIN 4 VIP passes to the @Globies, January 20, @OracleArena! Don't miss your shot 🏀 to bring your family to see this historic team!
Enter now <http://bit.ly/2qolXy1>
pic.twitter.com/vxpsKbEak9

Marketing Partnerships

- **Sports Partnerships:** Raiders/KHTK, Harlem Globetrotters
- **Destination/Event Partnerships:** Great America; Giants Enterprises (AT&T Park); BAAQMD (Spare the Air train wrap), SHN Aladdin (train wrap and ticket giveaway contest), Walt Disney Family Museum (ticket giveaway), Pier 39, Holiday Ice Rinks (Sacramento and San Jose)
- **Other transit:** Collaborated with Pacific Surfliner and the San Joaquins on development of California Everyday discounts.

Public/Media Relations, Announcements & Events:

- Sacramento and San Jose ice rinks – sponsorship of school skating events
- Northern California rail equipment transfer to the Pacific Surfliner in Southern California after mudslide
- Press release for unveiling of Richmond courtesy light
- Holiday Cappy Hour in December
- Clipper card on board sales
- Outreach for Business Plan workshops



Status Report – CCJPA Marketing: 2/5/2018

WEBSITE/ E-MAIL/ BLOG/SOCIAL MEDIA/ ON BOARD WI-FI

- **Capitol Corridor Communications: Service Alerts/CC Rail Mail/Blog**

Subscriber List	Subscribers (to date)	New Subscribers (Dec 1-31)	Bulletins Sent (Dec 1-31)	Unique Open Rate (Dec 1-31)
Service Alerts	3,693	163	77	14.10%
CC Rail Mail & stand-alone	4,340	105	6	19.30%
Get on Board Blog	867	25	5	18.55%

- **Website Updates** – CC.org had 88,901 pageviews and 36,985 unique visitors in Jan 2018. Staff made updates to reflect new fare offers, BART fare increase and sale of Clipper cards on board, partnerships, business plan workshops, eLocker installations; and ongoing content edits.
- **Get on Board Blog Activity for Dec 2017:** (www.capitolcorridor.org/blogs/get_on_board)
 - Blog posts: 8 (Note: not all blog posts are emailed via Gov Delivery); Blog page views: 3,611 (12/1– 12/31/17)
 - Top 3 blog posts:
 - Holiday Gift Guide
 - Taking the Capitol Corridor to San Francisco
 - Taking the Capitol Corridor to Lake Tahoe
- **Onboard Wi-Fi Landing Page for Jan 2018:**
 - 99,472 pageviews (49,476 unique sessions)
 - Content updates include: San Francisco, Silicon Valley magazines, holiday ice rinks, fare offers
- **Twitter, Facebook, Instagram (as of 2/2/18)**

 Facebook Fans = 12,728	 Twitter Followers = 5,075	 Instagram Followers = 1,384
--	---	---

JOINT COMMUNITY/MEMBER AGENCY PROJECTS

- Collaborating with BART on Richmond flashing beacon video and promotion.

NEW/ONGOING OFFERS

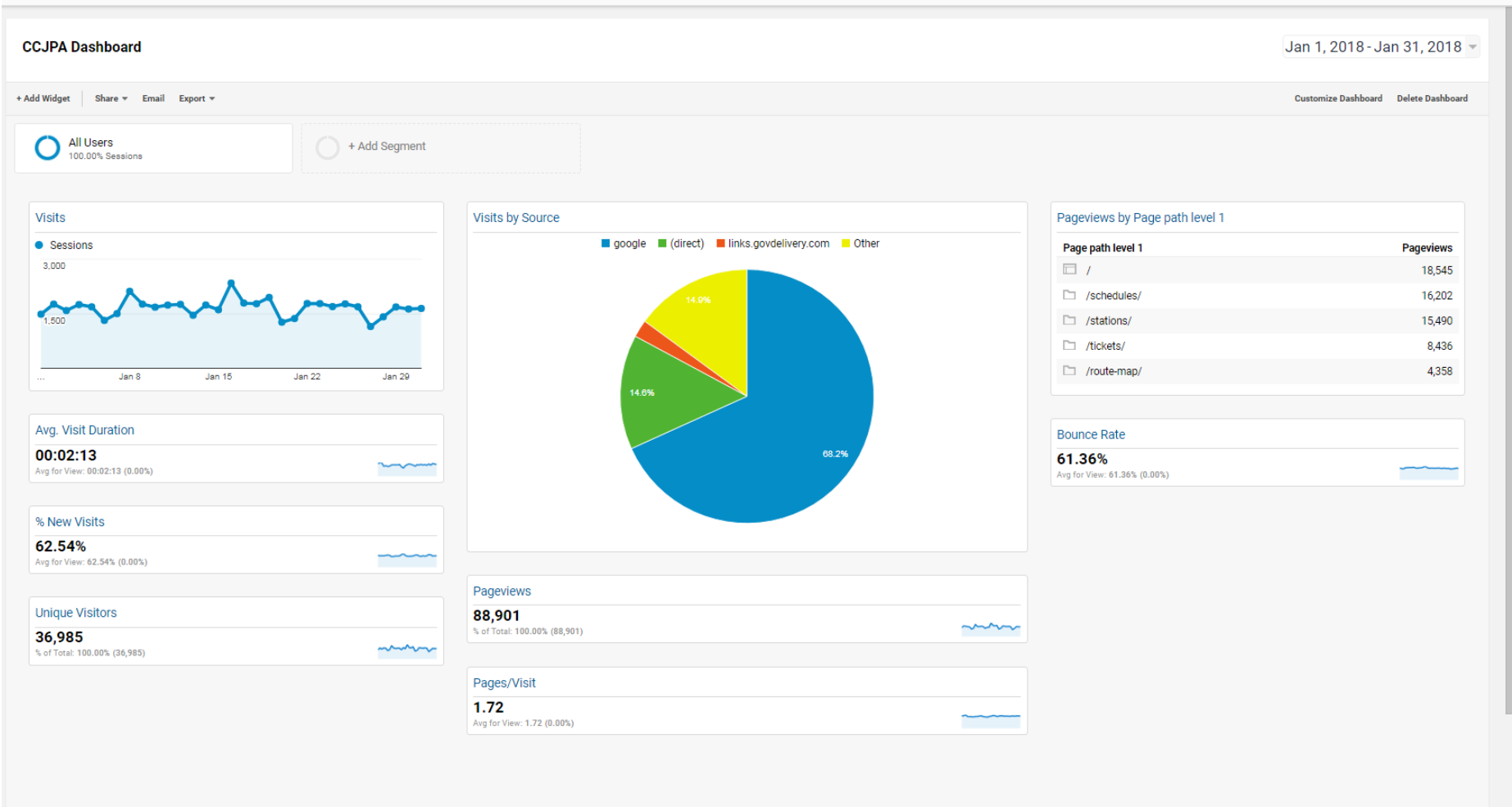
- **California Everyday Discounts:** At the start of 2018, Amtrak discontinued its Student Discount and reduced the Senior and Passenger with Disability Discounts from 15% to 10%. Staff collaborated with the Pacific Surfliner and the San Joaquins on developing a special California Everyday Discount program to preserve discounts in these passenger categories.
- **Take 5 on Weekends** – This popular small-group discount which began on July 1 and was supposed to end on December 31, was extended through the end of March 2018. Passengers can buy one full-fare ticket and bring up to 5 companions for \$5 each person/each way, 1 day in advance.
- **Friends & Family 50% off** – This discount is for small groups of two to six passengers, offering 50% off up to 5 companion fares with the purchase of one full-fare ticket every day of the week was continued through the end of 2018.
- **20% coupon** – This coupon is used to offer a discount to single travelers and/or assist with customer service.
- **Group Travel/Train Treks** – Discount of 50% for Social and Business Groups of 20 or more passengers. The Train Treks program which serve youth and student groups offers set, deeply-discounted fares for school and youth groups.
 - **FY 17: July 2016 – July 2017**
 - **Number of Groups Traveled:** 223
 - **Revenue from Groups:** \$131,581
 - **Number of passengers:** 10,159
 - **Top City Pairs:** Martinez to Sacramento and Sacramento to San Francisco
 - **July 2017 – January 2018**
 - **Number of Groups Traveled:** 54
 - **Revenue from Groups:** \$32,723
 - **Number of passengers:** 2,183
 - **Top City Pairs:** Sacramento to San Francisco Pier 39 and Martinez to Sacramento

Status Report – CCJPA Marketing: 2/5/2018
PROMOTIONS REPORT

Friends & Family - Buy one, take 5 for 50%	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total YTD
Ridership	519	487	514	850	1,223	823	727	617	685	557	471	7,473
Revenue	\$ 10,046	\$ 9,172	\$ 9,137	\$ 16,173	\$ 21,648	\$ 14,920	\$ 13,478	\$ 11,816	\$ 12,976	\$ 11,020	\$ 9,274	\$ 139,660
Oakland A's - 25% off	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total YTD			
Ridership	20	336	512	547	517	431	282	136	2,781			
Revenue	\$ 384	\$ 6,186	\$ 10,138	\$ 10,635	\$ 10,013	\$ 8,351	\$ 5,125	\$ 2,582	\$ 53,414			
Take 5 wknds - Buy one, take 5 for \$5	Jul	Aug	Sep	Oct	Nov	Total YTD						
Ridership	1160	1090	2426	1701	1828	8,205						
Revenue	\$ 14,661	\$ 13,579	\$ 29,241	\$ 20,951	\$ 23,180	\$ 101,612						
Oakland Raiders - 25% off	Aug	Sep	Oct	Nov	Total YTD							
Ridership	145	423	950	435	1953							
Revenue	\$ 3,053	\$ 8,614	\$ 19,524	\$ 9,061	\$ 40,252							

Status Report – CCJPA Marketing: 2/5/2018

WEBSITE STATISTICS – Jan 2018

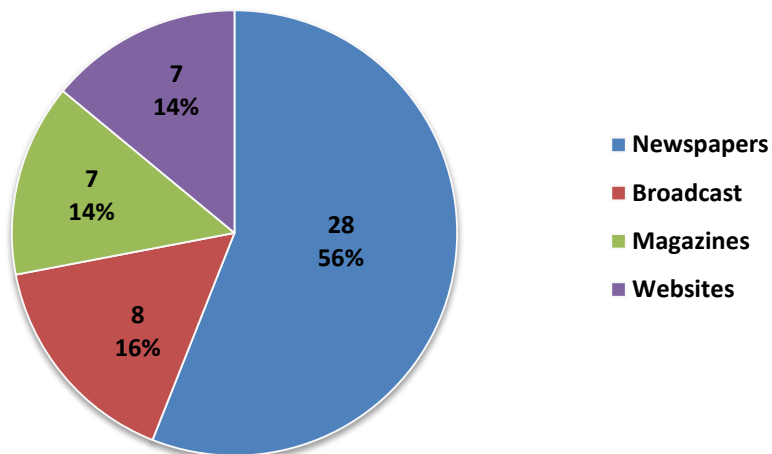


Status Report – CCJPA Marketing: 2/5/2018

EARNED MEDIA REPORTS –December 2017

December 2017	
TOTAL EARNED MEDIA VALUE	\$305,062

Media Type Analysis

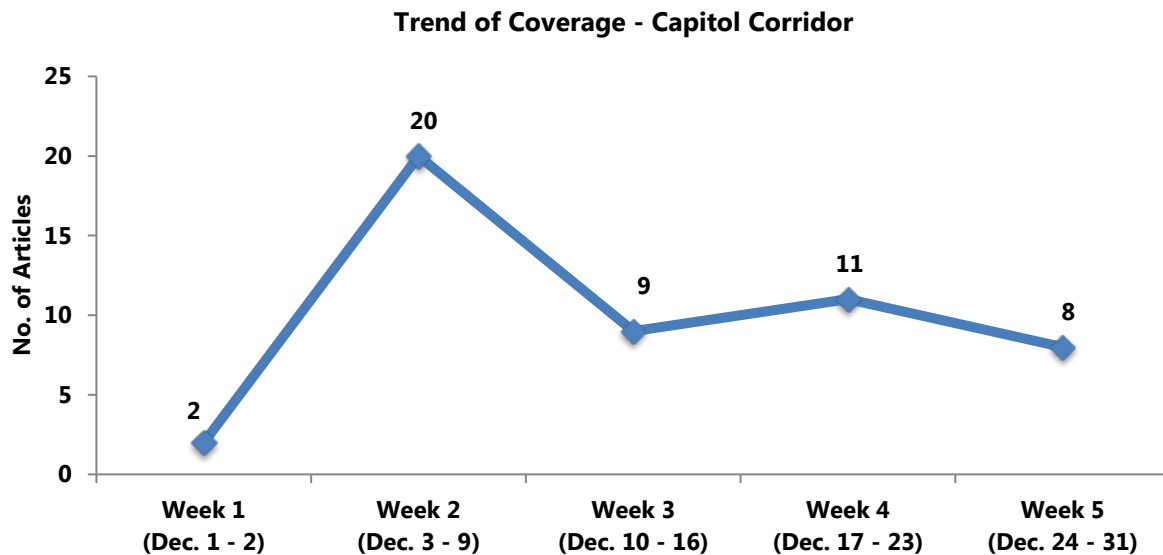


Media Type Analysis:

- **Capitol Corridor** generated **50** articles in December 2017.
- **Online version of Newspapers** published **28** articles (56 percent). The most prominent newspapers by impression were *the Mercury News*, *the Sacramento Bee* and *East Bay Times*.
- **Online version of Broadcast** generated **eight** clips (16 percent). The most prominent stations by impression were *KPIX-TV* and *KQED*.
- **Magazines** published **seven** articles (14 percent). The most prominent magazines by impression were *Travel + Leisure* and *Trains*.
- **Websites** contributed **seven** articles (14 percent). The most prominent website by impression was *SFGate*.

Status Report – CCJPA Marketing: 2/5/2018

Trend of Coverage:



Week 1 had **two** articles. News included:

- The **Capitol Corridor bus service between Emeryville and San Francisco being put on hold after a box truck crashed into the Bay Bridge toll booth, killing a Caltran employee**

Week 2 contributed the highest volume of coverage with **20** articles. Major themes included:

- San Mateo County Transit District officials approving the plan to improve the defunct Dumbarton rail bridge to connect Caltrain, BART, ACE and Capitol Corridor
- California State Senator Scott Wiener suggesting that a connection between Caltrain and Capitol Corridor would reduce gridlocks

Week 3 had **nine** articles. Highlight included:

- Capitol Corridor trains being delayed after a pedestrian, Shawna Hensley, was killed by a freight train near the Mace Boulevard in Davis

Week 4 had **11** articles. News included:

- Positive train control equipment being installed in all Capitol Corridor trains and with the plan to test them in 2018

Week 5 had **eight** articles. Topic included:

- An analyst from the Federal Railroad Administration stating that Capitol Corridor will meet the 2018 deadline to install PTC

PERFORMANCE CHARTS - Item V.5

How's Business? Ridership



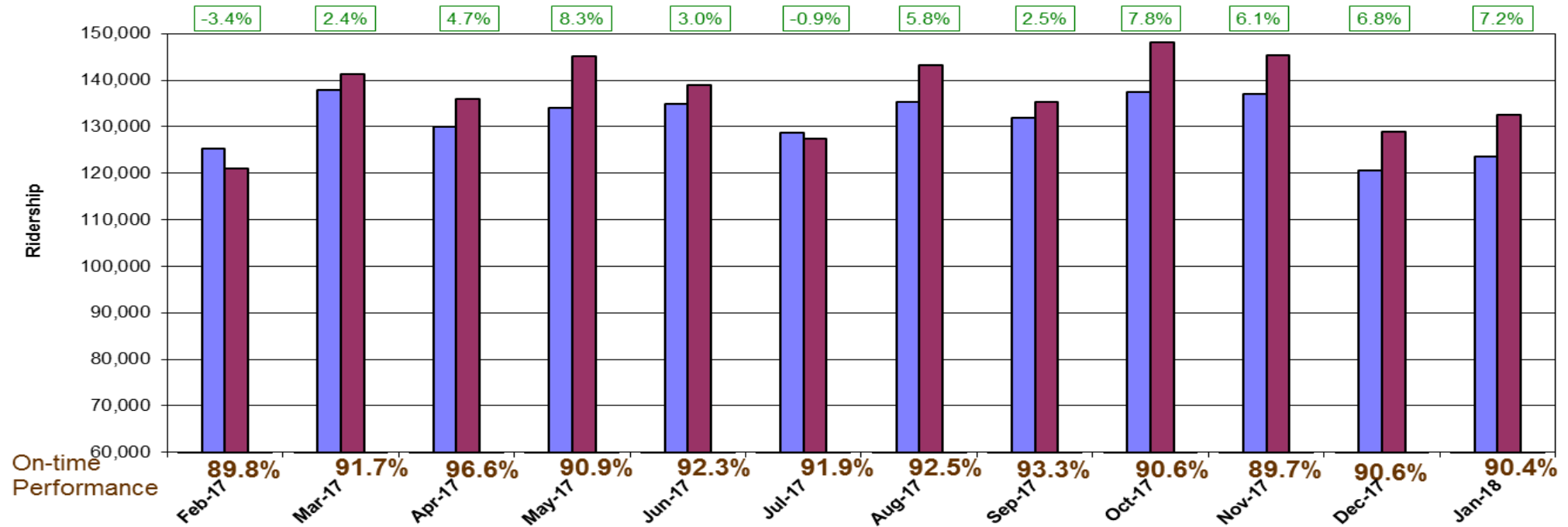
■ Prior 12 Months ■ Current 12 Months

4.22% Overall 12-Month Growth

Ridership Last 12 Months=1,643,534

Ridership Prior 12 Months=1,576,946

% difference current month to prior year's month



How's Business?: Revenue

7.9% vs. FFY 18 Business Plan YTD

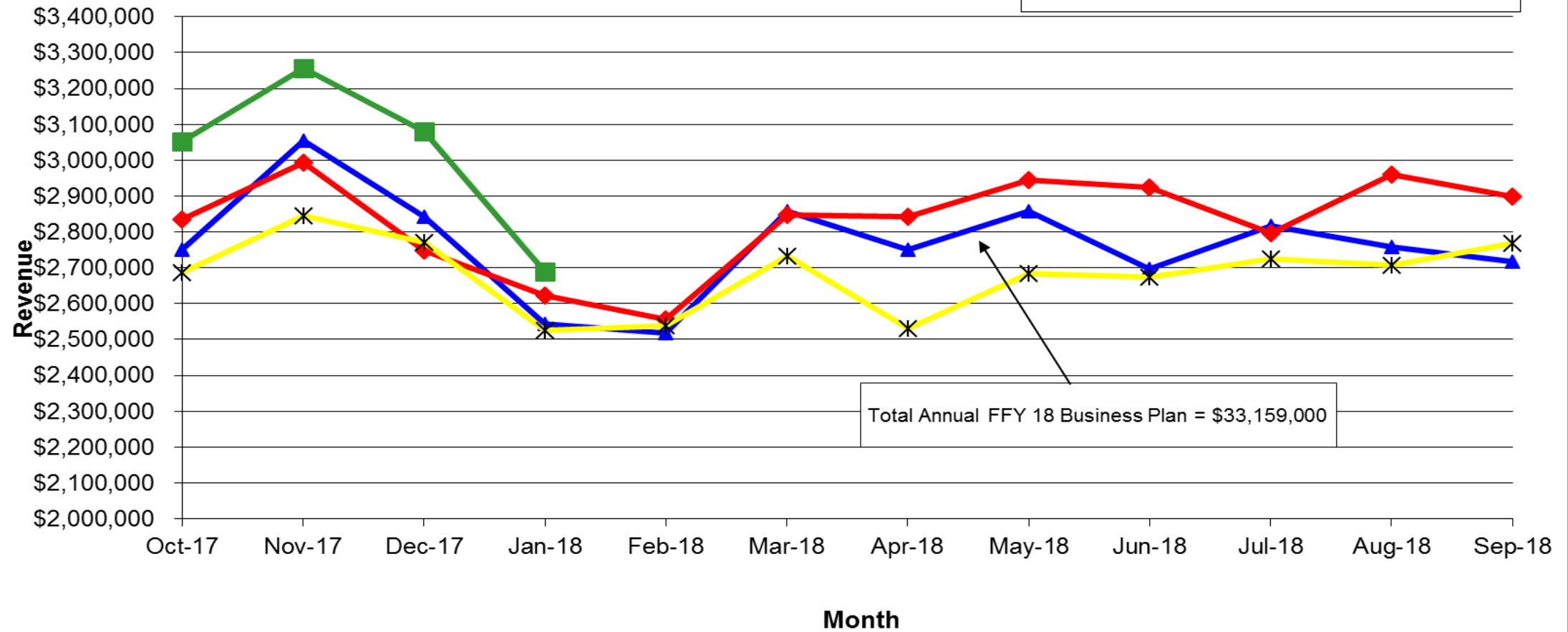
7.8% vs. Prior FFY 17 YTD

11.6% vs. Prior FFY 16 YTD

Capitol Corridor Performance FFY 2017-18 Monthly Revenues Actual vs Business Plan



- Actual FY 18 Revenue YTD (through Jan-18)
- FFY 18 Business Plan
- Actual FY 17 Revenue
- Actual FY 16 Revenue





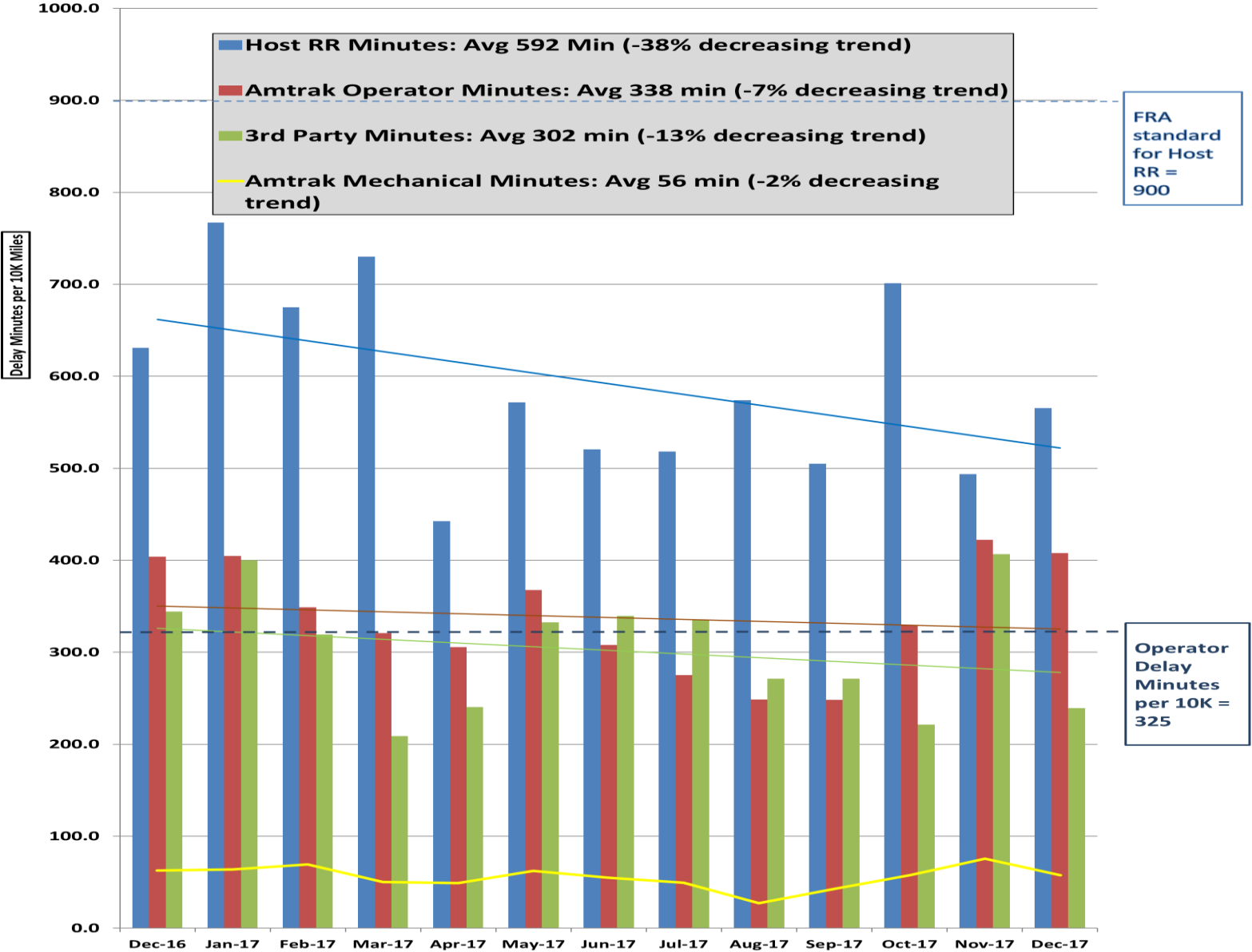
FY 2018 Performance Measures

Month	State Performance Standards (a)				Other Performance Measures		
	Ridership		On-time Performance	System Operating Ratio (b)	Revenues		Customer Satisfaction
	Actual	Business Plan	Actual	Actual	Actual	Business Plan	Actual
October-17	148,197	137,817	90.6%	61.8%	\$3,052,153	\$2,750,501	84.9
November-17	145,452	137,521	89.7%	63.7%	\$3,257,487	\$3,053,546	84.8
December-17	128,934	121,027	90.6%	59.2%	\$3,079,878	\$2,841,590	85.4
January-18	132,493	123,979	90.4%	51.6%	\$2,687,963	\$2,543,469	
February-18		121,317				\$2,517,561	
March-18		141,667				\$2,857,182	
April-18		136,349				\$2,749,680	
May-18		145,657				\$2,858,706	
June-18		139,456				\$2,696,223	
July-18		127,880				\$2,816,737	
August-18		143,651				\$2,757,183	
September-18		135,680				\$2,716,621	
Total YTD	555,076	520,344	90%	59%	\$12,077,481	\$11,189,107	85.0
Previous YTD	518,819	- -	95%	55%	11,199,207	- -	88.0
YTD Change	7.0%	6.7%	-4.2%	6.6%	7.8%	7.9%	-3.4%
Annual Standard/Measure		1,612,000	90%	56%		\$33,159,000	89.7

a) Standard developed by CCJPA in annual business plan update and approved by the California State Transportation Agency

b) This standard measures total revenues (farebox and other operating credits) divided by total expenses (Amtrak operations + CCJPA Call Center)

Capitol Corridor
Total Delay Minutes per 10K Miles Dec 2016-Dec 2017





CCJPA Business Plan Update FY 2017-18 and FY 2018-19 Public Comments and Staff Responses

February 7, 2018

ONBOARD WORKSHOPS	
1	<p>Train 536 January 22, 2018 On-Train Workshop Richmond to Sacramento; Attendance: 5 people</p> <ol style="list-style-type: none"> Overall, I am happy with the service. I just noticed that cleaning could be better. What is the schedule for that? I see some windows that are not fixed (one now has cracks) and some seats have some nasty stains. I like the conductor when they bring a good sense of humor to the job. RESPONSE: <i>We clean the trains via regular maintenance. The window may not have had a chance to get back to the maintenance cycle yet. We will use these findings to re-examine what can be done to be more vigilant about seat stain removal.</i> If the train has to be delayed for a trespasser incident, I like it when the trains can stop at stations so people can get out and stretch their legs. RESPONSE: <i>When possible, a train station stop is the preferred location if that is feasible during those lengthy delays.</i> Please upgrade cameras at the station so they look in the train doors boarding on/off – I had a bike stolen via a cable cut after I boarded at Davis and the cameras were useless at Suisun station for seeing the person. The police follow up was not much better. RESPONSE: <i>We are aware of many bike thefts from the train at Suisun station. We can look into more cameras facing the train doors as they open but can't promise that will work or that this type of system will be effective in bicycle theft prevention. In general, we suggest U-locks for bicycles on the train as opposed to cable locks because they can more easily be cut.</i> I like the bike retrofits. RESPONSE: <i>Comment noted.</i> When there are long delays and you give out the \$3 coupons, why can't those be used for beer? Or how about you go to Cappy Hour pricing when that happens? What happens with those coupon vouchers is that there is such a long line just verifying tickets to riders that it totally burdens the LSA and keeps them from selling stuff. Cappy Hour pricing would be a nice thing and solve the crowding more expeditiously. RESPONSE: <i>We will take your Cappy Hour suggestion to our management to evaluate this as an option for these long delay situations.</i> I am witnessing way too many situations where customers get on the train and do not pay. Too many times conductors (not all of them) will let them get away with it. And if there is a confrontation about a ticket, when the customer is asked to leave the train there is no police waiting for that violation. I pay my ticket price and expect all people to pay. There should be repercussions and the police should be there to deal with folks at stations who violate this requirement. RESPONSE: <i>We will renew the efforts of the conductors to be vigilant with regard to ticketing. If a conductor notices fare evasion, the conductor will call ahead for police assistance, but many times, the fare evader will detrain prior to police intervention. In order to not delay our passengers, we have chosen not to stop at a station for local police, because there may be times when local police do not arrive due to higher priority calls elsewhere in their jurisdiction. However, if the conductor feels that the safety of our passengers is at risk, the conductor will hold the train for police assistance.</i>
2	<p>Train 536 January 22, 2018 On-Train Workshop Sacramento to Auburn; Attendance: 15 people</p> <ol style="list-style-type: none"> There is something wrong with your 10-ride application with regards to the bus/rail side of things. For the 10th ride, if it is on the bus, it kills the train side of the ticket and then it all depends on the conductors who know or don't know about that problem on the train. You need to fix this. RESPONSE: <i>We have notified Amtrak's ticketing personnel of this are awaiting a response of when/how they will address this fix.</i> The new schedule for train 526 and 529 is a disaster. For 536, since November or whenever you started the schedule change, you have been on-time 3 times. Why do you have it try to show up at 5:18 PM and

	<p>it is consistently late and we wait in the cold for it to really arrive closer to when it used to arrive on the old schedule? You need to fix this. Even conductors know they can't make it. It was not well thought out. Did you do this to meet light rail better? If so, it is not working. Also, your loading times are way too quick since there are a bunch of older people who can't seem to get on the train in the limited time given in Sacramento.</p> <p>RESPONSE: <i>At our next opportunity for a schedule change we will certainly revisit this matter because we recognize it is in need of some adjustment.</i></p> <p>3. The trains regularly over-spot at RLN and that puts people having to use those really unsafe yellow step stools. What about old people using those step stools – very awkward and unsafe?</p> <p>RESPONSE: <i>We will discuss this with the managers of the engineers/conductors to work to get better spots so that the step-stools needed at RLN can be on better locations.</i></p> <p>4. When I am on the train I get these really late text messages way after the delay has happened. Why the big lag in time?</p> <p>RESPONSE: <i>Unfortunately, by the time a delay happens, it takes some time to ascertain the cause, the effect, and then compose an accurate message. There is no doubt that your experience on the train will be far faster and the conductor on the train may have given you more up-to-date information than can be filtered through our message delivery system.</i></p> <p>5. You need to have better signage on the Sacramento platform for where the ramp openings are and where the carts pick up.</p> <p>RESPONSE: <i>Our Transportation Officer will work with Amtrak and local Sacramento officials to see what can be done to improve on-platform information.</i></p> <p>6. The HVAC has some wild temperature swings.</p> <p>RESPONSE: <i>The in-process HVAC upgrade should improve climate control.</i></p> <p>7. I am concerned that with these Placer County step-up coupons that your conductors are NOT getting an accurate count of passenger activity at these stations. Since there is nothing to scan, I never see them entering in anything into the passenger count and so I think you are missing them all (NOTE: Jim Allison took a picture of what the conductor sees).</p> <p>RESPONSE: <i>CCJPA has taken a picture of the example shown and will investigate this matter. This is a fundamental ridership and service issue and important to our operations to get an accurate count and we will investigate.</i></p>
3	<p>Train 538 January 23, 2018 On-Train Workshop Great America to Oakland; Attendance: 4 people</p> <p>1. The train really works great with my lifestyle.</p> <p>RESPONSE: <i>Comment noted.</i></p> <p>2. With the new November schedule, the train that leaves Sacramento at 5:55 PM gets to Santa Clara University just as a Caltrain going north pulls out. I liked when it left a 5:40 because then myself and others could make that Caltrain connection going northbound.</p> <p>RESPONSE: <i>The current 547 schedule allows a five-minute connection at Santa Clara University for the northbound Caltrain that departs at 8:50pm. The CCJPA is working closely with Union Pacific to support infrastructure improvements that will increase the on-time performance.</i></p> <p>3. Can we please have a non-monthly ticket – a ticket that last 30 days and we can start that whenever in the time period we want?</p> <p>RESPONSE: <i>Making ticketing innovations through Amtrak is a challenge because they run a national ticketing system that does not offer that kind of ticket capability. The CCJPA is supporting the CalSTA efforts to bring ticketing responsibility within CA so that we can design, integrate, and brand the ticketing products that seem best within CA.</i></p> <p>4. What is the long-term role for the new FFV station? And what about skip-stop service?</p> <p>RESPONSE: <i>CCJPA intends to continue using it for all our train stops well into the future until at such time there are enough frequency slots to allow for express trains to bypass it and other stations in a more layered service pattern as outlined in the CCJPA Vision Plan Update.</i></p> <p>5. Why are you pursuing a realignment of the service to the Coast Subdivision?</p> <p>RESPONSE: <i>There are numerous reasons but chiefly they have to do with faster travel time, being able to</i></p>

	<p><i>serve the same and new markets with a station in the Fremont/Newark area, and what the transition means for getting freight and passenger trains out of the way of each other.</i></p> <p>6. Will these long-term plans you have in the VIP work when it takes so long to implement projects? <i>RESPONSE: Projects, do indeed, take quite a while for a variety of reasons. The VIP is a blueprint for the type of engineering options to run a future level and type of train service using the knowledge we have today. As new technologies arrive or markets change, the opportunity will always be there to update the conclusions in the VIP – and they should be updated.</i></p> <p>7. I would like to be able to supplement my regular multi-ride monthly or ten-ride pass if I have to extend my travels. This is done in Switzerland. <i>RESPONSE: Given our relationship, at this time, to the Amtrak ticketing system, we don't envision a situation where this will be feasible in the near-term. In the CalSTA led effort for Statewide Integrated Travel, there will be new products and relationships to purchasing travel within CA and this may be a feature that is available at some point. In development this would be the time to create a system where travel incentives and flexibility can be provided.</i></p> <p>8. Would you please update the luggage doors above the seats? The capacity is nice but the doors restrict entry of even smaller backpacks. <i>RESPONSE: It is not likely to see a physical change of this nature any time soon. The comment is valid and should be considered in ordering new train cars or in future interior revisions, should that opportunity arise.</i></p> <p>9. Can you establish a 'work-out car'? <i>RESPONSE: The CCJPA did consider this at one point several years ago but it was dismissed due to liability of injury.</i></p> <p>10. Google employees do not get information about the existence of Capitol Corridor. Taking VTA light rail is so slow. You need to get with our Human Resources Department to promote your service. <i>RESPONSE: We will certainly be acting on this comment.</i></p>
4	<p>Train 538 January 23, 2018 On-Train Workshop Richmond to Sacramento; Attendance: 7 people</p> <p>1. You need to promote your California Everyday Discounts on the train because we don't ever know about the website and how to find out about that. <i>RESPONSE: CCJPA will take a renewed look at these promotions via on-train communications. The California Everyday Discounts are so new that we have not yet launched much promotional material to get the word out. We will be doing on board posters and other pieces to inform passengers about these and other offers.</i></p> <p>2. Why don't you add your ticket to the Clipper system? <i>RESPONSE: The ticketing system via Amtrak is done via a national platform thus making local/regional adaptations extremely difficult. The efforts with CalSTA to create a Statewide Integrated Travel Program are the most promising opportunity to develop integration products that allow more seamless travel between transit systems, including the trains.</i></p> <p>3. I have been riding for 18 years and want to know if there are any plans for express trains, which I would love. <i>RESPONSE: Unfortunately, there are not enough frequencies and headways allowed at this time to realistically pursue this opportunity. Express-type services are envisioned in the Vision Plan but until we obtain rights to run far more frequent service, it is impractical for the market conditions we have today.</i></p> <p>4. For your rider alert systems, you need to be able to customize by train for your alerts and/or be able to see everything about that train (if you want) or just deviations from normal service (if you want). Can you improve that? <i>RESPONSE: We will be looking at a refresh of the many products that are offered for train service alerts and take in your suggestions in building a feature set that can apply to a wide variety of passenger needs.</i></p> <p>5. The beer selection rocks! <i>RESPONSE: Comment noted.</i></p> <p>6. You need more creative fare pricing with even smaller group travel – like couples or small families – because when I look into two people travelling, the individual costs are so much that we just usually take</p>

	<p>our car.</p> <p>RESPONSE: <i>The opportunity to create new product offerings will be explored in conjunction with the development of the Statewide Integrated Travel Program. This is the best opportunity, as opposed to working within the present Amtrak ticketing infrastructure, for developing pricing products that match a wider variety of traveler needs. In 2017, we offered a Buy-One-Get-One-on-Saturdays and Take 5 for \$5 each way (both were long-running, but seasonal), as well as a Friends and Family ride 50% (available nearly every day) --these are all generous discounts off of the full-fare, aimed at serving couples and small groups. Our current promotional offers are always listed on our website and on the Amtrak site under "deals."</i></p>
5	<p>Train 545 January 23, 2018 On-Train Workshop Davis to Martinez; Attendance: 10 people</p> <ol style="list-style-type: none"> 1. Train 524 departing from EMY around 7:55a is timed awkwardly so that I can't make a 10am meeting in Sacramento, and I feel that it's not as prioritized as the previous train departing EMY (Train 522) around 6:35a so Train 524 is never on time. Can you consider moving Train 524 slightly earlier and look into why it always has delay issues? RESPONSE: <i>We always aim to increase service frequency along the route, but it's difficult in the private host railroad environment that we operate in, as well as the limited number of train equipment that we have. We will look into moving Train 524 slightly earlier in our next time table change, but there are always a number of other considerations that we have to make when planning the schedule, such as equipment turnaround and connections with other stations along the route. Based on your comment we observed that the number and duration of delays for 522 and 524 are similar enough that there doesn't seem to be any priority dispatching discrepancies. Train 522 operated 58 trains and incurred 5 late trains with an OTP of 91.4% from 11/1/17 to 1/25/18. Train 524 operated 58 trains and incurred 6 late trains with an OTP of 89.7 during the same time period. The cause of the delays is attributed to 3rd party, i.e. signal issues, bridge delays, trespassers, etc.</i> 2. Are there any plans to update the interior of existing trains? It's sort of dated, especially some of the trains. RESPONSE: <i>Aside from the regular maintenance work done to keep up the interiors of existing trains, there are no current plans to do any significant interior remodeling of the trains. There were plans to purchase new bi-level coach cars in the 2020-25 timeframe, but that State-led effort unfortunately fell through due to manufacturer design failures. There are now renewed efforts to possibly purchase single-level coach cars from a different manufacturer, and those discussions are ongoing. We are pursuing an update on the seats and carpets; however, this takes funding, so depending upon the availability of the funding we may, in the near future see a more modern interior.</i> 3. Are there ever going to be new trains? RESPONSE: <i>There were plans to purchase new bi-level coach cars in the 2020-25 timeframe, but that State-led effort unfortunately fell through due to manufacturer design failures. There are now renewed efforts to possibly purchase single-level coach cars from a different manufacturer, and those discussions are ongoing.</i> 4. I sometimes ride a cargo bike because I have a kid to bring along, and I'm wondering if it would be possible to have a bike rack that fits a cargo bike. RESPONSE: <i>The new angled bike racks that will be purchased will fit longer frame bikes, but not cargo bikes, unfortunately. It will be difficult to fit a cargo bike into the existing luggage rack spaces in the lower-level because of the height limitations.</i> 5. Does Clipper work with any of the transit services in Sacramento or Yolo Counties? RESPONSE: <i>No. Clipper is only used for SF Bay Area transit systems currently.</i> 6. The current text delay notifications are delayed by 20 minutes after the actual incident and delay occurs. Can you provide more real-time delay notifications? This is especially helpful if you're on your way to catch a train and can plan ahead of delays. RESPONSE: <i>Unfortunately, for most delay types, our Operation Center must confirm cause of the delay before sending out any alerts, and the confirmation process may take a few minutes. Delay notifications</i>

	<p><i>are sent out upon receipt of incident information from the conductors on-board. We do offer real-time tracking of our trains via the TransLoc app and our website. While it does not convey delay cause, it can sometimes be a more useful proxy for knowing when to leave to catch a train. We are working on upgrading the passenger information display system at all of our stations within the next three years, and the upgrade will include improve real-time tracking and notifications from an app and onboard trains. In the meantime, we will examine our communications strategies toward shifting customers to the appropriate communication tool for their needs.</i></p> <p>7. The new Amtrak app really sucks after the update. The previous version was great, but this newer version has lots of problems, like you can't add your tickets to Apple Wallet. RESPONSE: <i>We are aware of the issues with the Amtrak app, but unfortunately, it's hard to say whether any significant improvements will be made to the app since Amtrak just had a huge reorganization and we don't know what the current state of the app development team is. At present, however it will take place over several years, CCJPA is working with the State on a pilot integrated travel program that will allow us to move away from the Amtrak ticketing model, and therefore away from the Amtrak app.</i></p>
6	<p>Train 543 January 24, 2018 Onboard Workshop Davis to Martinez; Attendees: 7</p> <ol style="list-style-type: none"> Can I reload my existing Clipper card in the Café Car? RESPONSE: <i>The capability to reload Clipper cards is not available in the Café Car. There are fairly strict requirements for Clipper card reloading, and the Café Car does not have the necessary equipment. Clipper cards can be reloaded online, or at BART stations, and other locations – visit www.clippercard.com for details.</i> Can you tell me more about actions to reduce delays? RESPONSE: <i>CCJPA will be paying for a UPRR ROW maintenance crew to regularly travel throughout the right-of-way that Capitol Corridor operates in to remove debris and other materials that may cause delays. In addition, CCJPA continues to work with UPRR on various fencing projects along the ROW to decrease the risk of trespassers.</i> Are there any plans to lengthen the platform at Berkeley so the train doesn't have to stop twice? RESPONSE: <i>There are no plans right now to lengthen the platform at Berkeley.</i> Will there ever be longer trains? RESPONSE: <i>Longer trains may be possible in the future if additional coach cars are secured. Currently, there are no firm plans of purchasing new coach cars, but there are ongoing discussions between Caltrans and a prospective manufacturer for new single-level coach cars.</i> Are you aware of any plans to upgrade electrical vehicle charging stations at Capitol Corridor stations [SAC, DAV, SUI]? RESPONSE: <i>We will pass on your comments to the respective station contacts.</i>
7	<p>Train 546 1/23/18 6:04 PM Santa Clara-Great America to Oakland Jack London; ~20 attendees</p> <ol style="list-style-type: none"> What is the timing of the project that will reduce the travel time between San Jose and Oakland by 15 minutes (Oakland-San Jose Ph 2A)? RESPONSE: <i>Up to five years due to environmental, design, and construction requirements.</i> Can the train just increase its speed on the current tracks? RESPONSE: <i>We are in the final stages of a project that will allow us to increase speeds from 60 to 70 mph on the current alignment between Newark and Allison/Santa Clara to save about 3-4 minutes of travel time. The project is almost complete and is about to enter the testing phase to finalize the schedule adjustments.</i> Can you increase the frequency of service? RESPONSE: <i>There is a proposal to increase service levels to 10 or 11 round trip trains a day between San Jose and Oakland and we will need to work with UP to be able to make this happen.</i> Since the train schedule was adjusted for the new station at Fairfield-Vacaville, delays have become much more frequent. Is this a result of the new station? RESPONSE: <i>There are a variety of causes of the delays, many of them third party (trespasser, bridge) but there have also been signal outages. There is no correlation that we can see between the schedule UPRR</i>

approved with the addition of this station and these delays. Two big focus areas of our capital program are to reduce trespasser incidents and signal outages.

5. Why have the bridge delays increased?

RESPONSE: This has been caused by a software issue that we are working to resolve. We do work closely with the Coast Guard to minimize the impact of bridge openings on our service.

6. I want to make sure I understand that the intent is to increase the service to ten round trip trains [between Sacramento and Roseville].

RESPONSE: Yes. That is approved and we are seeking the funding to complete the track work that will allow those changes.

7. Are there any planned changes in fares?

RESPONSE: We are planning an increase of 2% in June of 2018 as the third annual increase of this amount. We are not planning any increases beyond this point for the following two years in this business plan update.

8. It seems like mechanical is the most frequent cause of delays.

RESPONSE: We have some challenges with the new Chargers, but we do think we have found a solution. We are also seeing delays due to trespasser incidents and some intermittent signal delays and providing some funds to UP to help address signal issues.

9. I travel every day from Sacramento to Great America. The service is very good, the onboard staff is helpful and friendly (others agreed). Staff will wake me up if I am coming to my stop. Even when mechanical delays have occurred, buses have come quickly to pick up passengers. I would give the service a 5 out of 5. The service has let me live in Sacramento where I can afford to buy a house. Many are not aware of this service and many of us hear about it through word of mouth. The more service improves, the better it will be able to allow people to live in affordable areas like Sacramento and travel to Santa Clara for work.

RESPONSE: Comment noted.

10. I like the ability to carry my bike on the train and also like the new bike lockers.

RESPONSE: Comment noted.

11. Is there anything that riders can do to help get political support for the service?

RESPONSE: It is helpful to go to our website and provide comments. We compile and share and distribute these comments.

12. I was a rider back in 2001 and 2002 and began riding again recently. People are not aware of the service. I work at Apple and there is not information on Capitol Corridor in the office that provides information on alternative travel. There is information on all of the other transportation providers. Some other people that work at more distant Apple offices are biking up to six miles to the station.

RESPONSE: We are working to get in-front of employers to market the service. There are several comments of late that indicate that a renewed push into the employer HR departments would be positive for all involved.

13. Many people who ride the service would be willing to chip in additional money if it is needed. This service is important to those who use it. I would be willing to pay more if I could have space to sleep.

RESPONSE: Today, if you wanted to use two seats, the option is to purchase two tickets to utilize both seats. However, there are no new cars on order or reconfigurations planned to make formal sleeping arrangements available.

14. There is a big potential for additional riders from those companies located along Mission College Boulevard near Agnew (south of the Great America Station) like Intel.

RESPONSE: We will look for more opportunities to employer outreach.

	<p>15. Does Capitol Corridor provide any bulk pricing for companies that would make a largescale purchase of tickets for their employees? This option might allow some companies that are spread out to save money on private shuttles. <i>RESPONSE: The Amtrak ticketing system is not structurally designed to easily accommodate bulk company pricing. But what you mention is an opportunity to bring to the Statewide Integrated Ticketing program.</i></p> <p>16. Why are there sometimes five cars and sometimes four cars? <i>RESPONSE: These train sets have almost the same number of seats (320-340 seats) with a different configuration. The five car sets only have about 20-25 more seats. We try to schedule our five-car sets to the higher ridership trains but the cycle of trains used in the week will usually mean that some four car trains are on the busier trains.</i></p> <p>17. For entertainment purposes, it would be great to have technical information on how the trains work, like types of engines, etc. for those riding that have a general interest in trains. <i>RESPONSE: We are working on bringing more of this type of information to our site, and will announce via e-newsletter and social media. We may have some videos available on our website. We can see what additional information is available or can be developed for us to put on our website.</i></p> <p>18. Happy to hear that there are plans to work on improving the WiFi service. It can be slow when the trains are crowded. <i>RESPONSE: The bandwidth delivered to the train on WiFi is limited to what we can aggregate from cellular towers along the route and that, in turn, is affected by how many users are on the WiFi downloading/uploading. Even as there are usage caps, we will probably always have this issue. An upgrade to the WiFi system can help, and it is due, but the delivery mechanism will remain the same. However, when 5G is rolled out, we can also transition to higher capacity cellular connections.</i></p> <p>19. Are the trains traveling at the highest speed possible under the current regulations? <i>RESPONSE: Yes, the trains are already traveling at the maximum speeds possible.</i></p> <p>20. Capitol Corridor should consider supporting the National College Football Championship events planned for Santa Clara next year. They are expected upwards of 150,000 visitors. <i>RESPONSE: Thank you, our Marketing staff will research this opportunity.</i></p>
8	<p>Train 542 1/25/18 Santa Clara-Great America to Oakland Jack London; ~8 attendees</p> <p>1. Can you please ensure there is a five car consist on this train consistently? <i>RESPONSE: When we put together each train consist, we do our best to maintain a consistent number of seats between five car consists and four car consists. The number of seats per five car consist and per four car consist are actually very similar: 340 and 320, respectively.</i></p> <p>2. You will need to look ahead to accommodate the many bike riders on this train. <i>RESPONSE: The CCJPA tracks the bike usage and is in process taking steps at stations and on the trains to increase bicycle capacity to alleviate crowding on the trains as much as can be within fleet and budgetary constraints.</i></p> <p>3. The quiet car needs to be enforced by the conductors – perhaps using those signs that used to be a good thing to point out to people coming in and talking. <i>RESPONSE: We will be talking with the conductor supervisors to request a return to consistent use of the ‘Quiet Car’ signs for exactly the reason you state.</i></p> <p>4. You should consider yearly rider discounts. <i>RESPONSE: The Amtrak ticketing system does not permit this and a steep discount is already offered via the monthly pass discount. If any such rewards system could be developed over time, it would be via the integrated travel program discussed at the workshop. Amtrak Guest Rewards offers free travel for points earned, and we are working with them to create more regional opportunities to redeem points.</i></p> <p>5. What is going to happen with the Emeryville monthly parking pass with their new garage? <i>RESPONSE: We are working with Emeryville, but it is their decision, to accommodate Amtrak customers.</i></p>

	<p><i>We are as yet unsure how any and all parking charges, discounts, etc., will be applied. When this is all worked out, we will update information for our riders.</i></p> <p>6. The shuttle service to/from Great America seems to work for ACE but not for Capitol Corridor. Why don't you get the same grants they use and have shuttles that meet your trains too or have them cycle with ACE better?</p> <p><i>RESPONSE: The CCJPA is renewing its agreements with ACE for the shuttle service and we will see what adjustments can be made to most efficiently use funding to cover shuttle costs. CCJPA has not applied for shuttle funding because the ACE-led shuttle system was in place, but we will explore what we can do to supplement shuttle service. We will utilize ridership numbers from a revised shuttle system that ACE and CCJPA are planning to determine what improvements can follow in time.</i></p> <p>7. The signage for which platform to use at San Jose Diridon for Capitol Corridor trains is abysmal. What can be done to improve that?</p> <p><i>RESPONSE: CCJPA is aware of the issue and has been trying to work with Caltrain to improve conditions. We hope our upgraded passenger information display system slated for installation can be developed to resolve this issue.</i></p> <p>8. In your VIP, which I read, what exactly is the plan for the Oakland area around Jack London?</p> <p><i>RESPONSE: CCJPA staff explained the VIP concepts of separating freight and passenger rail using dedicated tunnels for each and that this project was not imminent until service patterns between Oakland and San Jose had matured pursuant to the VIP.</i></p> <p>9. What is being done to clean up the UPRR right-of-way? There are so many encampments and trash points, it is incredible.</p> <p><i>RESPONSE: CCJPA has dedicated SB1 funding to support a UPRR crew that will remove trash, encampments, etc. that should improve upon 3rd party delays and the general condition of the UPRR owned land.</i></p>
<p>9</p>	<p>Train 542 1/25/18 Richmond to Sacramento; ~12 attendees</p> <p>1. How much of the SB1 funding will flow towards CCJPA?</p> <p><i>RESPONSE: We have a dedicated source of roughly \$5.1M/year and then can compete every two years for other funding under the TIRCP program along with other eligible applicants.</i></p> <p>2. Is the crew trained in First Aid and CPR and are AED devices present on the trains? <i>RESPONSE: Crew is First Aid, CPR, and AED trained. AED devices are on the trains in the café/diner cars.</i></p> <p>3. Are there plans to add more trains south of Oakland?</p> <p><i>RESPONSE: There are plans to do so but in the near-term, we are planning to shift our service which will better separate passenger and freight rail thus allowing for the capacity increasing projects required to increase service not be as onerous a public investment for additional service capacity.</i></p> <p>4. Can you look for creative ways to reduce fares for families, such as a child multi-ride pass, or family multi-ride pass, or something to that effect? Can you adjust the duration of the 10-ride pass? Is Capitol Corridor locked into the 45-day duration?</p> <p><i>RESPONSE: In 2017, we offered a Buy-One-Get-One-on-Saturdays and Take 5 for \$5 each way (both were long-running, but seasonal), as well as a Friends and Family ride 50% (available nearly every day)-these are all generous discounts off of the full-fare, aimed at serving couples and small groups. Our current promotional offers are always listed on our website and on the Amtrak site under "deals." Within the current Amtrak ticketing system, despite efforts to provide more flexibility, innovation on the ticketing products will be difficult, however, we will explore these suggestions since the family travel cost has always been a barrier. The longer-term solution is to develop those products via the statewide travel integration effort. We used to offer a 10-ride/90-day pass and eliminated it due to lower sales at the time, however we will research whether or not we can offer another multi-ride pass of different amount/duration. The statewide integrated ticket system will offer more flexibility.</i></p> <p>5. Can CCJPA please explore more special event discounts?</p> <p><i>RESPONSE: CCJPA evaluates special events all along our route and will set up promotions based on criteria such as projected event attendance, event timing, willingness of the event promoter to cross-</i></p>

	<p><i>promote, and staff resources. That said, we can't know about every event along the route, and welcome your suggestions.</i></p> <p>6. Companion animals, or comfort animals, should be considered for on the train provided they are below a certain size and well behaved. This is done on airlines and on other Amtrak services. <i>RESPONSE: Service animals are allowed on the Capitol Corridor trains, however, companion (or comfort) animals are not. Other Amtrak reserved train services do allow companion animals under a certain size, but only allow a very limited number of them per train, and the animals need to be registered per reserved seat ticket. Since Capitol Corridor is an unreserved service, it is very difficult to conform to the companion animal policies that apply to Amtrak reserved services.</i></p> <p>7. What is the date for Bikeshare in Davis? <i>RESPONSE: CCJPA believes it will be May 2018.</i></p> <p>8. Who is the vendor for the folding bicycle program? <i>RESPONSE: It is a combination of eLock Technologies and Brompton who are partnering to try and deliver a suitable system.</i></p> <p>9. How soon are we expected to have bikeshare station docks at the various Capitol Corridor stations? <i>RESPONSE: On the Sacramento and Davis end, it is expected to be May 2018, and on the other stations in the Bay Area, we know they are working on deployments with certain respective cities. CCJPA understands that permits at some station locations may be challenging due to our experience just putting in eLockers.</i></p>
10	<p>Train 547; January 25, 2018; Onboard Public Workshop; Attendees: 12</p> <p>1. Will the 10-min travel time reduction from the Travel Time Savings Project affect boarding times? <i>RESPONSE: Most of the up-to 10-min travel time reduction will be coming out of track improvement work however, one minute each has been taken out already from Martinez and Davis station dwell times.</i></p> <p>2. Will you ever increase train frequency to San Jose? <i>RESPONSE: Additional frequency between Oakland to San Jose is definitely in CCJPA's long-term service vision, but we're currently limited in the number of trains we run by the private host railroad environment we're in. For service improvements that we can pursue in the Oakland to San Jose corridor, we have applied for funding shorten travel time by shifting the route our service will utilize. This route shift will provide for a separation of freight and passenger train service, and lower the public investment needed in future railroad infrastructure that can provide for more round trip service capacity.</i></p> <p>3. Please fix the delay text notifications so that they're more real-time so that I can plan ahead better. <i>RESPONSE: Unfortunately, for most delay types, agents must confirm cause of the delay before sending out any alerts. This can mean some delay is introduced. Delay notifications are sent out upon receipt of incident information from the conductors on-board. We do offer real-time tracking of our trains via the TransLoc app and our website. While it does not convey delay cause, it can sometimes be a more useful proxy for knowing when to leave to catch a train. We will examine our communications strategies toward shifting customers to the appropriate communication tool for their needs.</i></p> <p>4. Can you please bring back food service on the 6:55p train [Train 549] that departs from Sacramento? I am often hungry on that train, but there's no food service in the Café Car, and I think I speak for many other passengers on this. <i>RESPONSE: CCJPA originally eliminated food service on select trains because there were inadequate food & beverage sales on those trains to support the full labor costs of staffing the Café Car. CCJPA is currently working with Amtrak to get better food & beverage sales data, so we can perform another round of analysis on Café Car service that may result in the possible restoration of food service on certain trains.</i></p> <p>5. Conductors on the Capitol Corridor are great! Friendly and helpful. <i>RESPONSE: Thank you! We think so too. Capitol Corridor conductors routinely rank near the top in the entire nationwide Amtrak system.</i></p> <p>6. What is the timeframe of the switch to the Coast Subdivision down in the Oakland to San Jose corridor? <i>RESPONSE: We will need to do the preliminary study and environmental assessment part of the Oakland to San Jose Phase 2A project first before having a better idea of timeframe for the realignment.</i></p>

	<p>7. Why aren't bus bridges offered for every significant service disruptions (for example, delays longer than an hour due to trespasser or crossing incidents)? What are the policies on when buses are ordered to relieve passengers from significantly delayed trains? <i>RESPONSE: Buses are ordered if the resolution time of the incident can be determined and it would indicate buses could be useful. Buses are not an option if buses are not within close time proximity to be of use, there insufficient sufficient buses available, and/or if the means of unloading people can't be done safely. Bus drivers also need to comply with Federal Hour of Service requirements, which may limit their availability.</i></p> <p>8. After the November 2017 schedule change where the Fairfield-Vacaville station was added, the morning trains arriving in Sacramento were shifted earlier. I'm guessing it's because a new station was added, but why did trains departing Sacramento move later after the schedule change? <i>RESPONSE: Not all trains moved their start time earlier or later, just a select few. This was to adjust for en route passengers and freight train meets that was foreseen when performing the schedule analysis in order to ensure Capitol Corridor trains remain on schedule.</i></p> <p>9. Now that you're selling Clipper cards on the train, please consider selling the Connect Transit Card as well. <i>RESPONSE: This suggestion will be pursued with SACOG until there is a better integration tool for ticketing.</i></p> <p>10. With the new angled bike racks coming in, are you still going to allow some bikes to lean against the wall in the lower-level if there are no more racks for bikes? <i>RESPONSE: Having unsecured bikes in the lower-level poses a safety issue, but we realize that some conductors allow them if the owner is nearby. Hopefully, with the increase of onboard bike storage capacity, there won't be as many situations in the future where riders will need to lean their bikes against the wall for temporary storage.</i></p> <p>11. It'd be great if there were earlier trains on weekends departing Sacramento so we can make the bus connection in San Jose that goes down to Santa Barbara. <i>RESPONSE: The planning of a schedule must consider a wide variety of market conditions. We will look at this suggestion and see if the equipment moves and market might support this concept.</i></p> <p>12. Will you be replacing all of the bike racks with the angled bike racks? <i>RESPONSE: We will start by replacing 50% of the existing racks, because we do realize that riders will need a bit of time to adjust to the new angled racks.</i></p> <p>13. Lighting is needed for the overflow parking lot at Martinez station. It's currently very dark and could be dangerous. <i>RESPONSE: City of Martinez will be adding additional lighting in the overflow parking area as part of their upcoming station project.</i></p>
	<p>300 LAKESIDE WORKSHOP</p>
<p>11</p>	<p>Jan 23, 2018 - BART offices, 300 Lakeside Dr 5:30pm-6:30pm; Attendance: 1</p> <p>1. Is there an opportunity within the BART schedule to highlight Capitol Corridor connection times? <i>RESPONSE: Typically, the best and most up-to-date source of information on schedules comes directly from the transit provider. With multiple agencies in the Bay Area, it is challenging to show connections to other transit, especially on printed materials, without running great risk of the schedule information becoming obsolete due to schedule changes. Both Google Transit and 511.org offer capabilities of displaying connection times between different transit agencies.</i></p> <p>2. How did CCJPA achieve the current travel time savings project? Will there be further time savings projects considered in the future? <i>RESPONSE: The current travel time savings project involves slightly straightening some curves in certain parts of the tracks, thereby allowing trains to travel faster over those curves. Two minutes were also taken out of station dwell time. Additional time savings projects will definitely be considered in the future as we explore service optimization strategies through the Service Optimization project that is ongoing now.</i></p>

	<p>3. What is CCJPA's long term position with bikes?</p> <p>RESPONSE: <i>We continue to support expanding bike access and serving the biking community. Recently, we have installed 184 BikeLink eLockers across most Capitol Corridor stations to ensure secure at-station bike parking. This year, we plan on ordering new angled bike racks that increase onboard bike storage capacity and are also exploring a folding bicycle rental service project. In the future, we anticipate that more bikeshare opportunities will be available at our stations. We realize and welcome bicycle use with our service but also appreciate the struggle to manage the demand for bicycle/train trips.</i></p>
SURVEY RESPONSES	
12	<p>Reconsider putting a few more pick up/drop offs back at Pier 39 for those coming via Emeryville. Also what about a transfer to ATT Park for Giants games for those coming via Amtrak.</p> <p>RESPONSE: <i>The costs to return additional Pier 39 and include game/event bus transfers to AT&T Park is regrettably too high given usage. The CCJPA is confident that there are a rich number of local transportation options in the City of San Francisco that can extend the trips to those destinations where the additional layered Amtrak Thruway buses would be too costly. We acknowledge that the ease of purchasing and planning trips where we don't have as rich a service is an additional burden but that remains the intent of the State Integrated Travel Program to solve.</i></p>
13	<p>The proposed \$500,000 (25%) increase to the administrative budget is absurd when revenue is increasing only slightly.</p> <p>RESPONSE: <i>The proposed administrative budget increase was requested in order to provide additional management staff to (1) assume customer service duties that were previously performed by Amtrak in the region (but have since been eliminated by Amtrak in January 2018), (2) increased oversight of an expanded business intelligence database (resulting in improved financial and service performance reports) and (3) manage grants and projects based on awards from the current (and expected future) grants.</i></p>
14	<p>Hello there can you guys try to proceed with the extension towards Salinas because its time for you guys to actually do it and also what about the Dumbarton rail corridor i would love to see Amtrak going through the Peninsula and to the bay maybe a Newark station and rerouting the Capital Corridor trains on the Coast Sub from Elmhurst to Carpenter Rd but I hear you guys talking about an Ardenwood Park Station? and Hercules ?</p> <p>RESPONSE: <i>The Salinas extension project is currently on hold because additional train capacity from Oakland to San Jose needs to be secured first, in addition to securing more trainsets to add to the Capitol Corridor service. In our grant application for Oakland to San Jose Phase 2A, one of the core concepts is to realign Capitol Corridor service from the Niles Subdivision to the Coast Subdivision, which will provide a more direct connection to the Dumbarton Bridge. As part of the service route realignment, we proposed construction of a new passenger rail station in the Fremont/Newark area that would provide convenient connections for private and public buses that serve the Dumbarton Bridge corridor. The Hercules station is something being planned by Hercules but it is not, as of yet, a station that the CCJPA Board has been asked to consider serving according to our station policy.</i></p>
15	<p>I primarily use Capitol Corridor for bicycle travel and I support efforts to expand bike storage inside cars. I have had friends kicked off the train because their bikes had large mountain bike tires and did not fit in the bike hooks. I ask that bikes with large tires or unusual geometries be allowed to lean against the wall in the luggage area or bottom level, so that travelers can feel confident that we'll be able use Capital Corridor with bikes. Bike security is also an issue. Many people have had their bikes stolen off Capital Corridor. While we should bring our own locks ideally, it would be very helpful to have loaner locks available -- either for free or for a small fee -- available in the cafe car. That would help if we forget, or are not traveling with a lock. Thanks!</p> <p>RESPONSE: <i>The angled bike racks that we will be purchasing to increase onboard bike storage capacity allows for bikes with larger tires and lengthier frames. We are aware that there are sometimes onboard bike storage limitations, but it is not safe for any large items such as bikes to be stored unsecured in the baggage area or the lower level, in case there is sudden movement of the train that causes unsecured items to hurt passengers who are seated in the lower level. Your suggestion for a rental bike lock in the Café Car will be passed on to the relevant CCJPA staff.</i></p>
16	<p>I love the trains and for the most part, they are very on-time. the only thing that irks me is...the onboard bathroom facility. I am guessing it's a tough thing no matter what--but I think the #1 thing to be addressed is the</p>

	<p>lone superliner coach--the bathroom facility is very much in need of attention. on my occasion I noticed the toilet was not aligning to the seat cushion--so that a noticeable gap was present--where human waste could enter and not be easily cleaned. Also, some recessed lighting fixtures showed quite a bit of dust and could use a good cleaning. I do love that "comfy car" as it really lets me take a good nap on my commute. anyways glad to use the capitol corridor and hope to see the trains even spiffier :)</p> <p>RESPONSE: <i>We are aware of the issues with the Superliner bathroom toilet and will continue to work with Amtrak to repair them. We will also take another look at the recessed lighting fixtures for cleaning.</i></p>
17	<p>Please introduce lower off-peak fares. Right now, Capitol Corridor is very uncompetitive compared to Megabus and Greyhound. It seems silly to price out people when you are running half empty trains on weekends</p> <p>RESPONSE: <i>In 2017, we offered a Buy-One-Get-One-on-Saturdays and Take 5 for \$5 each way on Weekends (both were long-running, but seasonal), as well as a Friends and Family ride 50% (available nearly every day) --these are all generous discounts off of the full-fare, aimed at serving couples and small groups. We are researching options for an off-peak single-traveler fare. Our current promotional offers are always listed on our website and on the Amtrak site under "deals." Our service is priced and is a fundamentally different product than MegaBus and Greyhound and is priced according to meeting state subsidy targets. We are working to a situation that in the future we may be able to introduce dynamic pricing in the statewide integrated travel program.</i></p>
18	<p>The update was good. I had to get off before I could ask questions though. When will the signs be working at the new Vacaville station? Are there any plans to add any restroom facilities, or at least something portable nearby?</p> <p>RESPONSE: <i>Fairfield-Vacaville station is maintained by the City of Fairfield, and there are no current plans to add restrooms. Inquiries may be made to the City of Fairfield for station specific questions. Parts have been ordered for the station platform signs and the signs will be operational soon.</i></p>
19	<p>1. The Amtrak App. will not allow me to save my monthly pass to my Apple wallet. 2. Instead of transfers why not have the other connector services i.e. Sac RT recognize our monthly pass. 3. When there is an incident on the track and there is a death it takes 2-4hrs to clear. There is always a bus bridge to Auburn why not a bus bridge to the Bay Area?</p> <p>RESPONSE: <i>We are aware of the issue with the current Amtrak app and are told Amtrak is fixing the issue. The suggestion to go away from the transit transfers and use our monthly, 10-ride, or even single ticket use of an Amtrak ticket is not a verifiable product done via SacRT or any other transit transfer partner in the same way a date-punched transfer pass is verifiable. The amount of passenger heading to the Bay Area would require multiple buses to accommodate all passengers. The logistics of acquiring enough buses and drivers is very difficult, due to limited number of buses and drivers available at any given time.</i></p>
20	<p>Clipper integration would be great. Getting Ford GoBike at Jack London Square and additional stations for last mile commute and adding frequency between Oakland and San Jose.</p> <p>RESPONSE: <i>Due to the existing Amtrak fare structure and requirements, we are unable to integrate with Clipper for Capitol Corridor fares, however, the Integrated Travel Program effort we are currently collaborating with the State Transportation Agency should provide a better ticketing solution for the future where different tickets for different transit agencies are no longer a hassle for riders. Motivate (the company who operates Ford GoBike) does have plans to have a dock at Jack London Square station and other Capitol Corridor stations, and they are currently working with the appropriate entities to obtain various permissions to construct and operate at the station. Additional frequency between Oakland to San Jose is definitely in CCJPA's long-term service vision, but we're currently limited in the number of trains we run by the private host railroad environment we're in. For service improvements that we can pursue in the Oakland to San Jose corridor, we have applied for funding undertake a capital project to shorten travel time and shift our route between Oakland and Newark. Service expansion in the corridor would be facilitated by this shift and additional capital funds to build in the capacity for service expansion.</i></p>
21	<p>The number of train delays due to "signal problems" and "equipment problems" is alarming. I know funding is an issue but with all the news, accidents, etc, it is starting to feel very unsafe to ride with Amtrak. The system needs to be modernized. I think there needs to be campaigns to keep America in the first world and property fund public commuter travel.</p> <p>RESPONSE: <i>Your safety is a priority for CCJPA, Amtrak, UPRR and Caltrain. None of the signal or equipment problems are contributing to unsafe conditions since the default on these 'problems' is to not function unless</i></p>

	<p><i>mission critical systems are working. These problems are delay problems but not safety related. The largest safety fix coming to our service operations is Positive Train Control, a collision avoidance technology that will be installed by the end of 2018.</i></p>
	<p>EMAILS</p>
22	<p>Received January 23, 2018</p> <p>Hi,</p> <p>My suggestions for the business plan is the following:</p> <ol style="list-style-type: none"> 1 Create Capitol Corridor/BART discount card <ul style="list-style-type: none"> • This Capitol Corridor/BART is just like a credit card, but it can be refill at discount rate. For example, you can swipe the card for \$8 but get \$10 BART ticket value etc. 2 Create ferry boat feeder “shortcut” linkage between BART (Oakland Airport Station) and Caltrain (Broadway Station). <ul style="list-style-type: none"> • BART at Oakland Airport (monorail) is very close to the waterfront; a ferry boat station should be positioned near it. • On the South Bay side, the Caltrain’s Broadway station now has a pedestrian walkway to the waterfront; another ferry station can also be positioned there as well. <p>With this plan, commuters will have more incentive to leave their cars (and Highway 101) at home. The economic gain, in bypassing traffic jam, for the region could be substantial.</p> <p>(See the attached Maps)</p> <p>Cheers,</p> <p>Yan</p> <p><i>RESPONSE: The CCJPA has reviewed your email and attached maps. The scope of creating ferry hubs is outside of the scope of the Business Plan Update. As for the BART/CCJPA card, there is no immediate other replacement media that would be cost effective to utilize in fare reconciliation with BART other than Clipper Card or their mag-stripe cards. CCJPA is supporting CalSTA in steps to create an Integrated Travel Program where there would be more seamless travel planning and ticket purchases however this will take several years to realize.</i></p>
23	<p>Dear Capitol Corridor, Thank you for soliciting feedback on your Business Plan Update. I am pleased to learn about many of your updates and appreciate being able to commute on the CC. I am a regular commuter and there are four areas I want to provide feedback on:</p> <ol style="list-style-type: none"> 1. Train Schedule <p>I would like to request the 524 morning train to Sacramento have a schedule that is 20-30 minutes earlier. The fact that there is no train between 6:38 and 7:56 from Berkeley to Sacramento makes commuting to work very limited. I know many other regular riders share this sentiment.</p> <p><i>RESPONSE: Before every schedule change we review adjustment options. We will consider this suggestion among the many objectives that must be satisfied when developing a schedule.</i></p> 2. Bike Commuting <p>I am happy you have added bikelink to all stations. However, due to my need to ride on both ends of my commute, I still need to take my bike on the train, as do many others. I provided feedback on the new bike bike</p>

racks and it wasn't positive. While the angle hanger was ok, overall the arms to lock the bikes were flimsy and difficult to use. In addition, we then saw cars with only the retractable arms, which were extraordinarily difficult to make work by themselves. It looks like you will be putting this design in the bike cars. Please go back to the drawing board. Once the plastic pieces break off the retractable arms (and they will) we will be unable to lock our bikes in the cars.

RESPONSE: When we did these tests, the response roughly 50/50 in favor of the new racks. Due to the demands on bicycle on-trains, we must explore more on-train storage options and these satisfy those needs. The design of the holders has been worked out through the testing. We will be deploying on about 50% of the bike storage spaces.

In addition, I understand and respect the one ticket, one seat policy but as a bike commuter I have to carry a lot of gear and the design of the seats and overhead compartments make it very difficult to stow that gear. Sometime leaving no choice but to have stuff either on the seat or floor (apparently also discouraged). The design of the cars makes it very difficult to comply with the policy.

RESPONSE: Out of consideration of every paying customer, we request that all patrons make arrangements in racks, under seats, between seats, or overhead, to store their materials or be prepared to purchase an additional seat. We respect the challenges you face but believe there are options that may require a multitude of storage locations to comply with the one-ticket, one-seat policy.

3. Timeliness of Trains

On paper the on-time record looks good but that hasn't been my recent experience. I understand that emergencies and accidents happen but I have experienced multiple delays due to track, signal and equipment problems. It seems like there is significant room for improvement in those areas.

RESPONSE: We agree and we have identified funds to update the signal system, improve its reliability, while maintaining safe operations. Both the UPRR and CCJPA are working together on this program. As well, we are trying to address the delay issues associated with the use of the new Charger locomotives, which has been another source of delays. An extensive Charger use training program, underway now, is already reducing equipment delays in using these new locomotives.

Also, when there is a delay the communication to passengers on the likely lengthy of disruption is lacking. I understand that these delays may evolve but it would be helpful for Amtrak to develop a system relative to the seriousness of the incident (yellow, 1hr; orange 2-3 hours; red 4plus hours). This would really assist passengers in making alternate plans.

RESPONSE: We feel your pain and that of others in not always knowing how long delays may be. We already do take strides to provide the length of delay information as long as we can properly assess the length of the delay, which remains the biggest challenge in what is often a dynamic situation. That said, we can explore ways of conveying what information we do not know and when it might be safe to indicate a delay MAY be significant and then to have regular updates.

4. Berkeley Station - short platform.

With the new longer route due to the Vacaville station, stopping multiple times at Berkeley on the way home due to the short platform adds multiple minutes to the commute, sometimes as many as 5 minutes in order to get everyone off the train. There seems to be a fairly low-cost opportunity to address this by extending the platform or just the passenger crosswalks minimally. That would greatly ease deboarding for everyone.

RESPONSE: Unfortunately, the Berkeley station is built and dispatched in a way that makes knowing what platform the train will show up on a variable. The owner of the track, UPRR, has not identified any safe solutions for developing a middle platform as they discourage any sort of space that would allow multiple people to gather along a length platform. For now, the Berkeley station will have to remain as is until a solution to access middle island platform with grade separated access to the train can be developed.

	<p>I am pleased that you are continuing to invest in both the trains and rails to ensure a safe and efficient system.</p> <p>Thank you,</p> <p>Rachel Gold</p>
	<p>LETTERS</p>
24	<p>Received January 26, 2018 from Transportation Agency for Monterey County (TAMC)</p> <p>Dear Mr. Frerichs:</p> <p>I am writing on behalf of the Transportation Agency for Monterey County (TAMC), sponsor of the Rail Extension to Monterey County project, to comment on the draft CCJPA Business Plan for FY 2018-19 and 2019-20.</p> <p>TAMC and CCJPA have been coordinating for many years on the possible extension of CCJPA service from San Jose to Salinas, as mentioned in the draft plan (p. II, 3, and 10). We jointly adopted a Principles of Agreement in February 2013 and have been developing ridership analyses and coordinating on Salinas and Gilroy station design review since that time. However, the current draft business plan omits the sections in past years' business plans that previously explained the project ("Extension of Capitol Corridor Trains to Salinas", p. 11 of the final FY 2017-19 Business Plan).</p> <p>We fully understand the caveats that were included in that project description, and have been working actively to support your plans to increase service between San Jose and Oakland. Simultaneously, we have been working to make the necessary station improvements, with secured state funding under secured state environmental clearance. Our sincere hope is to continue to coordinate with you and your team to pursue the eventual extension of your service to Salinas, pending the resolution of the relevant issues. Please reinsert a paragraph detailing that work into the draft business plan.</p> <p>Thank you for your support of the Rail Extension to Monterey County project and the Transportation Agency. We look forward to continuing our coordination on rail projects via the Intercity Rail Chairs group and the California Northern Megaregion group. If you have any questions, please feel free to contact Christina Watson of my staff at 831-775-0903 or via email at christina@tamcmonterey.org.</p> <p>Sincerely,</p> <p>Debra L. Hale Executive Director</p> <p>RESPONSE: <i>In the next revised version of the Business Plan Update the CCJPA will include a description of the extension to Salinas and the issues surrounding delivering the extension.</i></p>
25	<p>Received January 20, 2018 from Caltrans Division of Rail and Mass Transportation</p> <p>Page 9: References to "Caltrans Division of Rail" on this page and in other parts of the document should be changed to "Caltrans Division of Rail and Mass Transportation"</p> <p>RESPONSE: <i>Page 9 comments noted.</i></p> <p>Page 10: Status and Description/benefits columns: for Phase I and II of Sacramento Roseville Third Main Track projects: there is confusion caused by reference to the number of trains per day in some parts of the document (30) and the number of round-trips per day in other parts of the document (15). More clarity could come from standardizing the unit of measurement to either "trains" or "round-trips", but not both.</p>

References to "Caltrans Rail Division" on this page and in other parts of the document should be changed to "Caltrans Division of Rail and Mass Transportation"

UPRR signal replacement/upgrade section: "on-train performance." should read "on-time performance"

RESPONSE: All page 10 edits noted.

Page 11: Description of Sacramento to Roseville Third Main Track project shows increase in number of Round Trips per day, not in number of trains per day, as described earlier in the document. Consider standardizing the unit of measurement for clarity.

RESPONSE: All page 11 comments noted.

26Received January 26, 2018 from City of Hercules

Dear Mr. Kutrosky:

The City of Hercules appreciates the opportunity to comment on the Capitol Corridor Intercity Passenger Rail Service Business Plan Update FY 2018-19 and FY 2019-20. During our review, it was noted that the Hercules Station was omitted from the Non-CCJPA Sponsored Projects in Table 4-1, Capital Projects by CCJPA and Others, page 10.

We would like to take this opportunity to highlight the key benefits of the Hercules Station as presented in greater detail in our verbal remarks to your Board in June 2017 and formal presentation in September 2017.

Hercules is located on the I-80 corridor, one of the most congested traffic corridors in the state. Congestion is expected to grow 23% by 2040, further impacting commutes. The Regional Intermodal Transportation Center (RITC) will provide improved options for alternative travel modes for all users of the I-80 corridor with a multi-modal transit center at the junction of I-80/State Route 4, a critical access point, in the vicinity of the I-80 Carquinez Bridge. With bus, train and ferry service at the RITC, commuters in the northwestern part of Contra Costa as well as residents of southwestern Solano County will have transit alternatives to driving alone on the I-80 Corridor. This will reduce overall corridor congestion to the southern segment of I-80 with trips that start/end in the City of Hercules as well as trips that originate in areas to the north of the San Francisco Bay Area and beyond. The RITC also supports active transportation with a direct connection to the San Francisco Bay Trail. The RITC will also benefit underserved communities by expanding transportation choices. Such choices could provide underserved communities access to housing, employment and educational opportunities.

Please note that a train station in Hercules was previously acknowledged in the Capitol Corridor Intercity Passenger Rail Service Business Plan Update FY 2011-12 and FY 2012-13 in Table 4-2, Ready to Go and Service Expansion Projects, Capitol Corridor, page 11. The City of Hercules respectfully requests that the Hercules Station be listed again, given that a number of phases of the project have been completed and the next phases needed to allow a train to stop are shovel ready, under the aforementioned Table 4-1 in the draft of the current Business Plan Update. We offer the following information about a station stop in Hercules:

NON-CCJPA SPONSORED PROJECTS	Status	\$ Programmed	Funding Sources	Project Cost	Description/benefits
Hercules Station	Project has CEQA/NEPA approval, construction of Phase 1B completed	\$30M	Various Federal, State, and Local sources	\$81M	New station at Hercules; net new ridership

The City looks forward to working in partnership with the CCJPA, together with local, regional, state and federal agencies to continue advancing a project that will move people between cities. If you have any questions, or would like additional information, please contact me at (510) 799-8200.

Sincerely,

David Biggs, City Manager

RESPONSE:



BOARD OF DIRECTORS
SLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
Jill Heninger
Address: Powers Rd 5
Sacramento

**SACRAMENTO REGIONAL
TRANSIT DISTRICT**
Steve Heninger
Call Home
Rita Heninger
Steve Miller

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**
Debbie Allen
Ryan Kelly
Helen Jones
John McPartland
Robert Miller
Rosanna Salomon

**SANTA CLARA VALLEY
TRANSPORTATION
DISTRICT**
Teresa Chitt
Paul Petrick

**SOLANO TRANSPORTATION
DISTRICT**
Lon A. Sullivan
Harry Pross
James P. Spence

**YOLCO COUNTY
TRANSPORTATION
DISTRICT**
Teresa Chitt
Paul Petrick, Chair
Don Taylor

EXECUTIVE OFFICERS
David Kufrosky
Executive Director

David Kufrosky
Executive Director

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
100 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(510) 799-8200
(510) 510-4648
www.ccjpa.org

February 6, 2018

Mr. David Biggs
City Manager
City of Hercules
111 Clive Drive
Hercules, CA 94547

Dear Mr. Biggs:

The CCJPA is in receipt of your comment letter on the CCJPA's Capitol Corridor Intercity Passenger Rail Service FY 2018-19 - FY 2019-20 Draft Business Plan Update (BPU) (January 2018).

Your letter requests to have the proposed Hercules Station included in this year's BPU within Appendix B (Programmed or Completed Capitol Corridor Projects). Please note that this appendix presents those projects that have programmed and approved by the CCJPA or that have been completed under or prior to the CCJPA's management of the Capitol Corridor service. At this moment, the CCJPA Board has not yet taken any actions to approve the inclusion of the proposed Hercules Station in the Capitol Corridor service plan.

That being said, the CCJPA encourages the City of Hercules to contact us and begin discussions of the inclusion of the Hercules Station in the CCJPA's Capitol Corridor service plan and I am pleased to let you know that a meeting has been scheduled this month to begin such discussions.

This meeting and future ones will provide an avenue for our agencies to review the City of Hercules' plans for the proposed train station in conjunction with the CCJPA's adopted Station Policy (June 2006).

The CCJPA looks forward to working with the City of Hercules on its proposed Hercules train station.

Sincerely,

David Kufrosky,
Managing Director

cc: CCJPA Board of Directors
Steve Heninger, Metropolitan Transportation Commission
WCCTAC Board of Directors
Randall Iwasaki, Contra Costa Transportation Authority
Terry Bowen, Gray Bowen Scott Eric Zell, Zell and Associates
Michael Roberts, City Engineer/Public Works Director
Eric Zell, Zell and Associates