

CAPITOL CORRIDOR

Monthly Performance Report



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:

CAPITOL CORRIDOR

Monthly Performance Report

Rail Title Account	FY 17 Final	Senate Approps	House Approps
CRISI (50% match)	\$68M	\$93M	\$25
SOG (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



CAPITOL CORRIDOR

Monthly Performance Report

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



CAPITOL CORRIDOR

Monthly Performance Report

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 it 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.

