

# CAPITOL CORRIDOR SERVICE PERFORMANCE



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In June 2016, the Capitol Corridor had one of its best months in the history of the service. Ridership was the highest ever for the month of June with a total of 134,979 passengers, an 8.5% year-over-year (YOY) increase. Revenue was up 5.6% compared to June 2015. Compared to May 2016, On-Time Performance (OTP) improved three percentage points increasing from 93% to 96%.

The Year-To-Date (YTD) results continue to be above standard. Compared to FY15, FYTD16 ridership and revenue are up 6%, with the System Operating Ratio at 55%, five percentage points above the 50% standard. YTD OTP is 94%, which keeps the Capitol Corridor in the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The FYTD16 customer satisfaction scores (through May 2016) are at 89% "Highly Satisfied", one point above the FY16 standard of 88%.

## CAPITOL CORRIDOR ROUTE

- Auburn
- Rocklin
- Roseville
- Sacramento
- Davis
- Suisun/Fairfield
- Martinez
- Richmond
- Berkeley
- Emeryville
- San Francisco
- Oakland Jack London
- Oakland Coliseum
- Hayward
- Fremont
- Santa Clara/Great America
- Santa Clara/University
- San Jose

Standard	June 2016	June 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	134,979	8.5%	1,164,857	6.0%	5.6%
Revenue	\$2,629,936	5.6%	\$23,943,697	6.2%	5.0%
Operating Ratio	52%	52%	55%	4.8%	4.8%
OTP	96%	94%	94%	1.5%	9.7%
Customer Satisfaction	89	89	89	2.5%	1%

Notes: The Capitol Corridor experienced one of its best months ever in June 2016. A ridership record was set for the month of June with 134,979 passengers, a 8.5% increase over June 2015. Revenues had a year-over-year (YOY) growth of 6.5% and set a record for the month of June. Operating expenses continue to be below budget (lower fuel prices and equipment maintenance costs) keeping the FYTD 2016 System Operating remains at 55%. On-Time Performance (OTP) for June 2016 was a superior 96% , rebounding from the 93% OTP in May 2016. FYTD 16 OTP is 94% and best in the Amtrak system. The Customer Satisfaction scores for May 2016 was 89% Highly Satisfied, keeping the FYTD 2016 score to 89 above the FY 2016 standard of 88.

The following are ridership highlights for June 2016:

- Average weekend ridership for June was down 10% versus June 2015. With the continued decreases in weekend ridership, the CCJPA has embarked on the development of a revised train schedule for weekends (as well as weekdays), with the intent to turn around poor weekend ridership results (see below).
- Average June weekday ridership was up an impressive 10% supported by continued growth on the trains to and from San Jose/Silicon Valley and Placer County stations.

Amtrak has not yet provided detailed station and train ridership reports.

## Upcoming Optimization Plans: Weekend Train Schedules and Thruway San Francisco Connecting Bus Service

Using daily data downloads from Amtrak, CCJPA staff, working with Amtrak, has reconfigured the weekend and weekday train schedules to contain/reduce costs and/or increase ridership and revenues. The weekend schedule has not been reviewed since August 2006. Both host railroads for the Capitol Corridor route (Caltrain and Union Pacific Railroad) have completed their reviews of and approved the CCJPA's proposed timetable schedule changes. The effective date will be Monday, August 22, 2016. CCJPA staff has begun the production of the

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published timetables for public distribution, and outreach will begin in early August 2016 to raise awareness of this schedule change.

## California Funding Opportunities

On June 27, 2016, Governor Brown signed the State Budget Act for FY2016-17. The Governor's transportation budget would provide funds for highway repairs and maintenance, state's trade/freight corridors, local roads, and Cap and Trade program, including up to \$600M for the Transit and Intercity Rail Capital Program (TIRCP).

The table below provides an overview of the proposed Cap and Trade expenditures:

**2016-17 Cap and Trade Expenditure Plan**  
(Dollars in Millions)

Investment Category	Department	Program	Amount
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25

The Budget also includes funding to support the current operating plans of the three California intercity passenger rail (CIPR) services (Pacific Surfliner, San Joaquin, and Capitol Corridor).

## FY 2017 Federal Appropriations

Congress has taken actions for the upcoming FY17 Appropriators bills and have provided funds for the Rail Title provisions supporting state-supported intercity passenger rail (IPR) services from the multi-year Fixing America's Surface Transportation (FAST) Act of 2015 (enacted on December 4, 2015) within the following accounts:

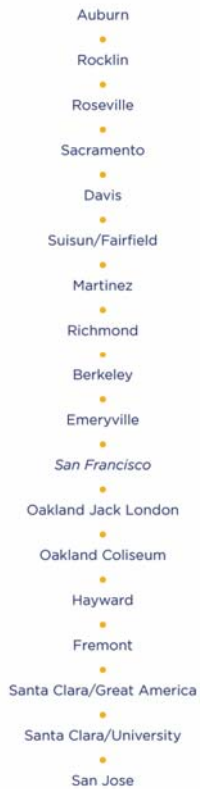
- *Consolidated Rail Infrastructure and Safety Improvements (CRI & SI)*: Competitive grants to finance improvements to passenger and freight rail services in terms of safety/PTC, efficiency, reliability or other technology items, and rail line relocations.
- *State of Good Repair (SOGR)*: Competitive grants for projects to improve qualified railroad assets.
- *State Supported Route Commission (SSRC)*: The SSRC provides funds 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/FRA, Amtrak, and state IPR agencies. (Note: The current State-Amtrak Intercity Passenger Rail Committee (SAIPRC) will act as the SSRC for purposes of the FAST Act.)

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The table below provides a comparison of recent actions on the FY17 Appropriations for Transportation by the Senate floor and the House Transportation, Housing and Urban Development (THUD) Subcommittee.

FY 17 Program	FY 16	FAST Act	Senate Passed	House Approps
CRISI (50% match)	\$0	\$190M	\$50M	\$25M
SOG (20% match)	\$0	\$140M	\$20M	\$25M
SSRC/SAIPRC	\$0.5M	\$2M	\$2M	\$2M

While the funding levels proposed by the Senate and the House are significantly lower than the authorized levels in the FAST Act, it can be seen as the start of an investment program by the federal government in state-supported IPR services. The CA IPR services stand to gain from the CRISI and SOGR accounts due to the availability of Cap and Trade TIRCP state matching funds.

### Customer Service Program Upgrades

**Bicycle Access Program:** CCJPA staff continues to work with station owners to install eLockers. Amtrak is the lead for installation of the eLockers located within the envelope of the station platform, while CCJPA staff will lead the installation with station owners for those eLockers located in the non-platform, public access areas. Contractual duties include insurance coverage and liability responsibilities, securing building permits and rights of occupancy, and completing funding and related installation contracts. We hope to soon be working with the bike parking vendors to explore new ways of storing more bicycles in the spaces we have. As well, we are trying to obtain funding to retrofit train cars to accommodate more bicycles on board, gradually adding more bike cars to every train (see California Funding Opportunities in this memo.)

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

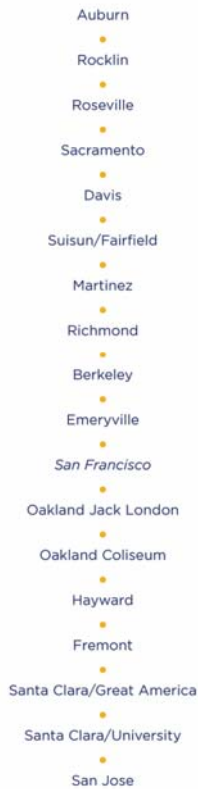
**Marketing:** With the launches of both the redesigned Capitol Corridor website and on board Wi-Fi landing pages complete, staff continues to work on enhancing content for both platforms, both of which are receiving positive reviews and solid viewership. Four fare discounts are currently in place to promote Capitol Corridor ridership: The Weekend Take 5 through Labor Day; the Senior Midweek through September 1; Friends & Family through January 2, 2017; and Oakland A's 25% off travel to the Coliseum through the end of the baseball season. A comprehensive marketing campaign (primarily for Take 5) featuring social media, digital, and radio ads is being planned for July and August in the Sacramento and Bay

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Area markets. Capitol Corridor received approval from Union Pacific Railroad and Amtrak for a delayed train to accommodate fans attending the Liverpool versus Milan soccer match being held at Levi's Stadium on July 30, and has begun plans to promote this special service. Staff is also promoting a special 50% discount fare for people attending the USA Gymnastics Olympic Trials in San Jose July 8 through 10. Staff continues to work on a number of partnerships, including Cal Athletics/Football, KHTK for the upcoming Raiders season, PedalFest and the Eat Real Festival in Jack London Square, San Jose Jazz, and SHN (Lion King). We are also exploring opportunities with Live Nation and the new Golden One Arena opening in Fall 2017 in downtown Sacramento.

## Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, and Suisun stations. This project is under development and will be constructed during the fall and winter months. Separately, Altamont Corridor Express (ACE) has secured funding to construct a similar camera system for the Fremont station. Funding has been identified in a future funding year for security cameras at the Martinez, Emeryville, and Oakland Jack London Square stations. When complete, all Capitol Corridor stations will be equipped with security cameras and surveillance equipment.

Positive Train Control: While Congress enacted a three-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, followed by Northern California. The PTC system is now being tested in the Los Angeles basin, with testing to begin late summer 2016 in the Northern California area. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include software installation and programming, which is expected to be complete in spring 2017.

## Project Updates

Travel Time Savings Project: UPRR, in consultation with the CCJPA, is completing the phasing plan for the project, which will develop work programs, schedules, and budgets for each of the two planned phases: 1) Oakland-Benicia, and 2) Oakland-Santa Clara. Capitol Corridor trains traveling between Sacramento and San Jose will realize an anticipated 10-minutes in reduced travel time. This project is funded in part by \$4.62 million in Cap and Trade TIRCP funds, together with other Capitol Corridor funds.

Oakland-San Jose Phase 2 Track Project: The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. Initial survey data has been gathered and conceptual design is advancing. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento-Roseville 3rd Track Project: With the adoption of the California environmental review document by the CCJPA Board at its November 18, 2015 meeting, staff has worked out a phased implementation plan for the project (see California Funding Opportunities on this



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memo) with the Union Pacific Railroad. Two primary sources of financing include the California Cap and Trade TIRCP funds (the subject of the recent April 5, 2016 application) and the annual appropriations from the annual authorization program in the FAST Act for intercity passenger rail grants which could be used for a future project phase if FAST is funded for Intercity Passenger Rail. Concurrently, the Federal Railroad Administration (FRA) is advancing the National Environmental Policy Act (NEPA) environmental documentation for the Project and will issue a Finding of No Significant Impact (FONSI) for the project when the CCJPA applies for any federal funding (i.e., appropriations pursuant to the FAST Act).

## Outlook – Closing

Three-quarters through FY16 and the Capitol Corridor is maintaining solid performance results for the "Three R's" – Ridership, Revenue, and Reliability – while costs remain under budget and customer satisfaction scores are the highest in the history of the service. These positive trends are set against the backdrop of the high reliability and safe operation of the Capitol Corridor trains provided by our service partners, Union Pacific Railroad, Caltrain, and Amtrak). Looking ahead, the CCJPA will advance safety/security initiatives, implement customer amenity projects and improved travel times, and, pending available funding, finance infrastructure projects to support service expansion plans.