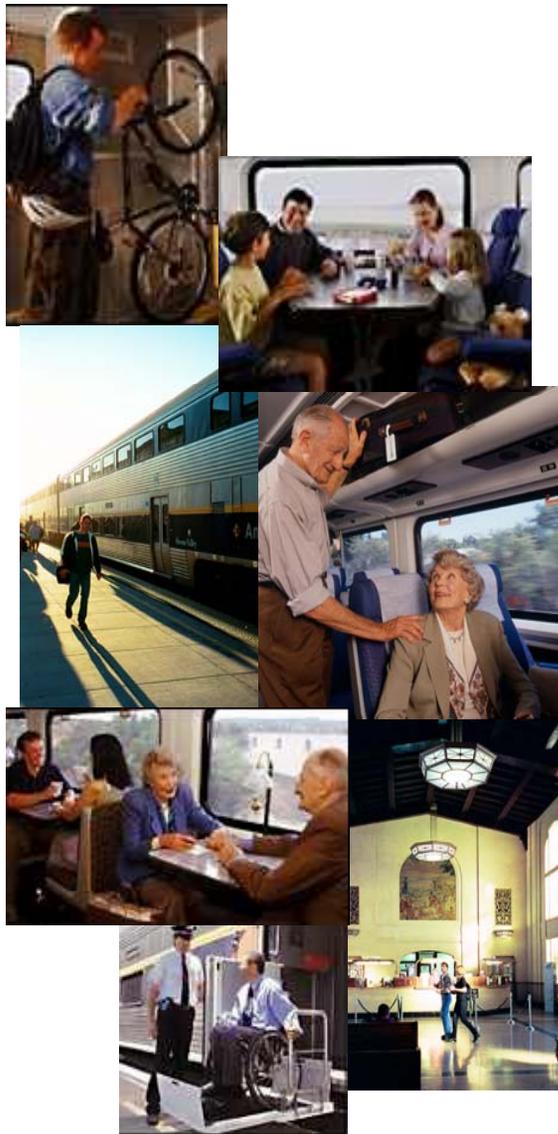


THE CAPITOL CORRIDOR

Amtrak®



Capitol Corridor Business Plan Update FY 2003/04 FY 2004/05

**Eugene K. Skoropowski
Managing Director
CCJPA**

**California Transportation Commission
Sacramento, California
February 27, 2003**

THE CAPITOL CORRIDOR



-The Route-

- The 170 mile route includes 15 train stations and can be thought of in three sections:

Auburn to Sacramento

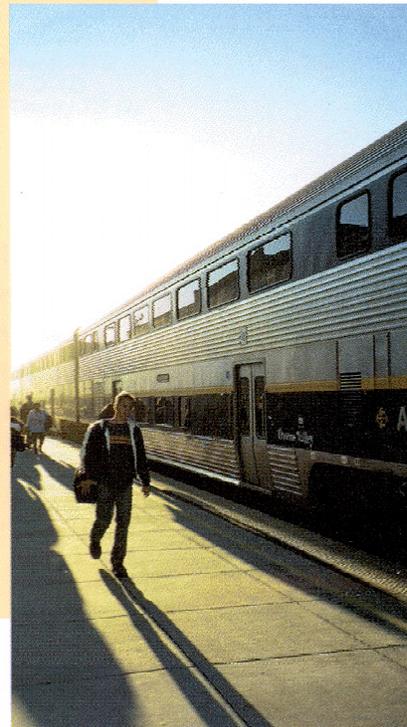
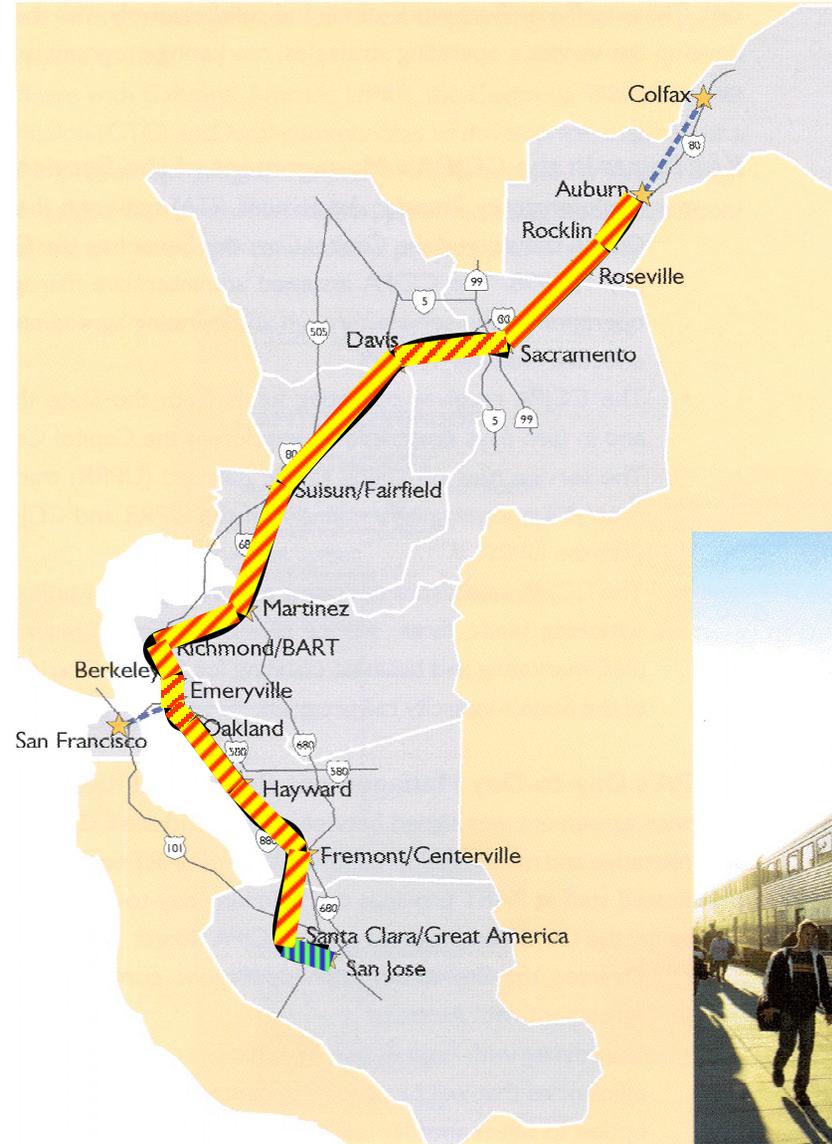
Sacramento to Oakland

Oakland to San Jose

The majority of the train route is owned and dispatched by Union Pacific Rail Road (UPRR)



2.5 miles in the southern route is owned and dispatched by Caltrain 



THE CAPITOL CORRIDOR



History

- 1996 Legislation
 - BART designated managing agency
- October 1, 1998 Transfer
 - Operations of Capitol Corridor Transferred to CCJPA
- October 1, 2001
 - ITA extended for another 3 year term



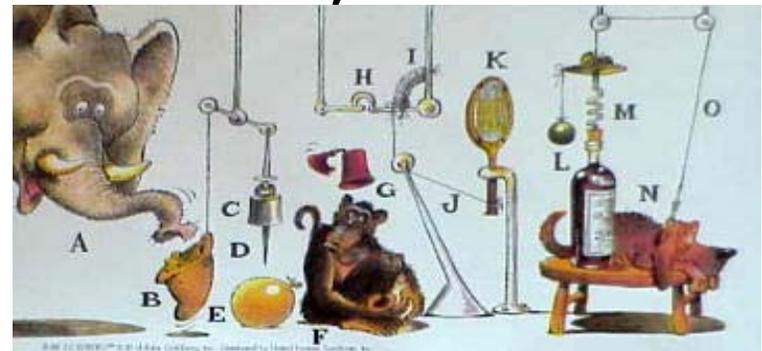
CCJPA Agreements



- BART for management
- Amtrak for operations
- Amtrak for rolling stock maintenance
- UPRR for track access and design
- UPRR for capital construction and maintenance
- Caltrans/BT&H/CTC for operating/capital funds
- Local communities control stations, parking, etc.
- Local transit for transfers



It is a miracle it works at all!



Four Years of Performance Improvement

FOUR YEARS OF CCJPA MANAGEMENT: CAPITOL CORRIDOR PERFORMANCE SUMMARY

	Service Level	Ridership	Revenue	Revenue to Cost Ratio	Cost per Passenger Mile
FY 2002	18 daily trains	1,080,000	\$12.2 million	37%	\$0.25
FY 1998	8 daily trains	463,000	\$6.25 million	30%	\$0.34
Four Year Improvement	125%	133%	95%	23%	27%

How's Business Today?

How's Business?

Ridership

THE CAPITOL CORRIDOR

COLFAX • SACRAMENTO • DAVIS • SUISUN / FAIRFIELD • MARTINEZ • OAKLAND / SAN FRANCISCO • SAN JOSE

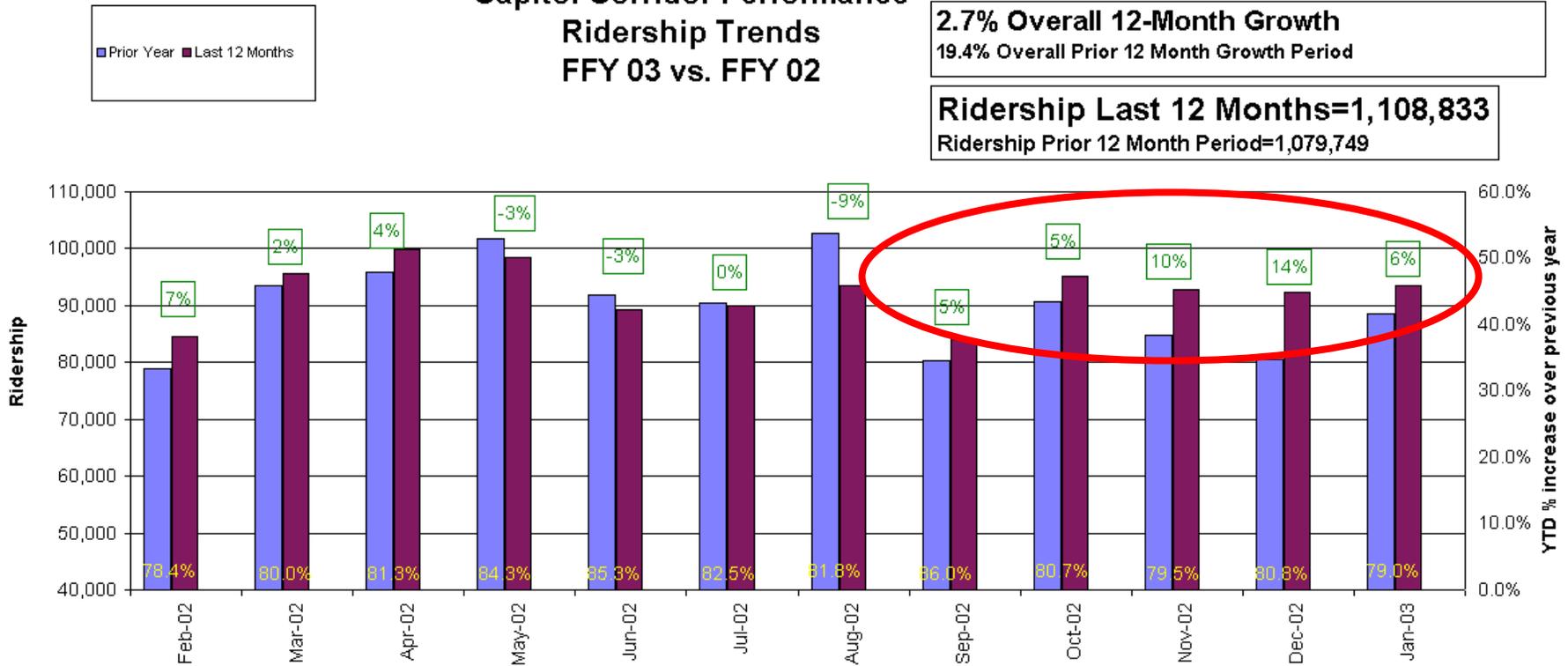


Capitol Corridor Performance

Ridership Trends
FFY 03 vs. FFY 02

2.7% Overall 12-Month Growth
19.4% Overall Prior 12 Month Growth Period

Ridership Last 12 Months=1,108,833
Ridership Prior 12 Month Period=1,079,749



Yellow numbers represent monthly on time performance for the last 12 months

Green numbers in squares represent monthly ridership growth

FIVE RECORD MONTHS SINCE SEPTEMBER 2002

CCJPA's Vision Plan (May 2002)

- Visioning process:
 - Short term: Tier 1 (1-5 years)
 - Long term: Tier 2 (5-20 years)
- Vision Statements guided development of Core Service Objectives and Performance Criteria
- Utilized to develop annual Business Plan Update



FY 2003-04 and FY2004-05 Business Plan Update

- Pursuant to enabling legislation and ITA, CCJPA develops an annual Business Plan for the two subsequent fiscal years, identifying:
 - Operating strategies/service plan
 - Capital improvement program
 - Marketing strategies
 - Performance standards

Operating Strategies/Service Plan

- For both FY 2003-04 and FY 2004-05
 - Sacramento to Oakland (core service area) with 22 daily trains
 - Oakland to San Jose with 14 daily trains
 - Roseville to Sacramento with 6 daily trains
 - Auburn to Roseville with 4 daily trains
- Rolling stock availability and anticipated State operating funds limit expansion of service for the next two years
- Maintain increased revenue yield growth

**Current 22-train service plan for
16-train budget**

Capital Improvement Program

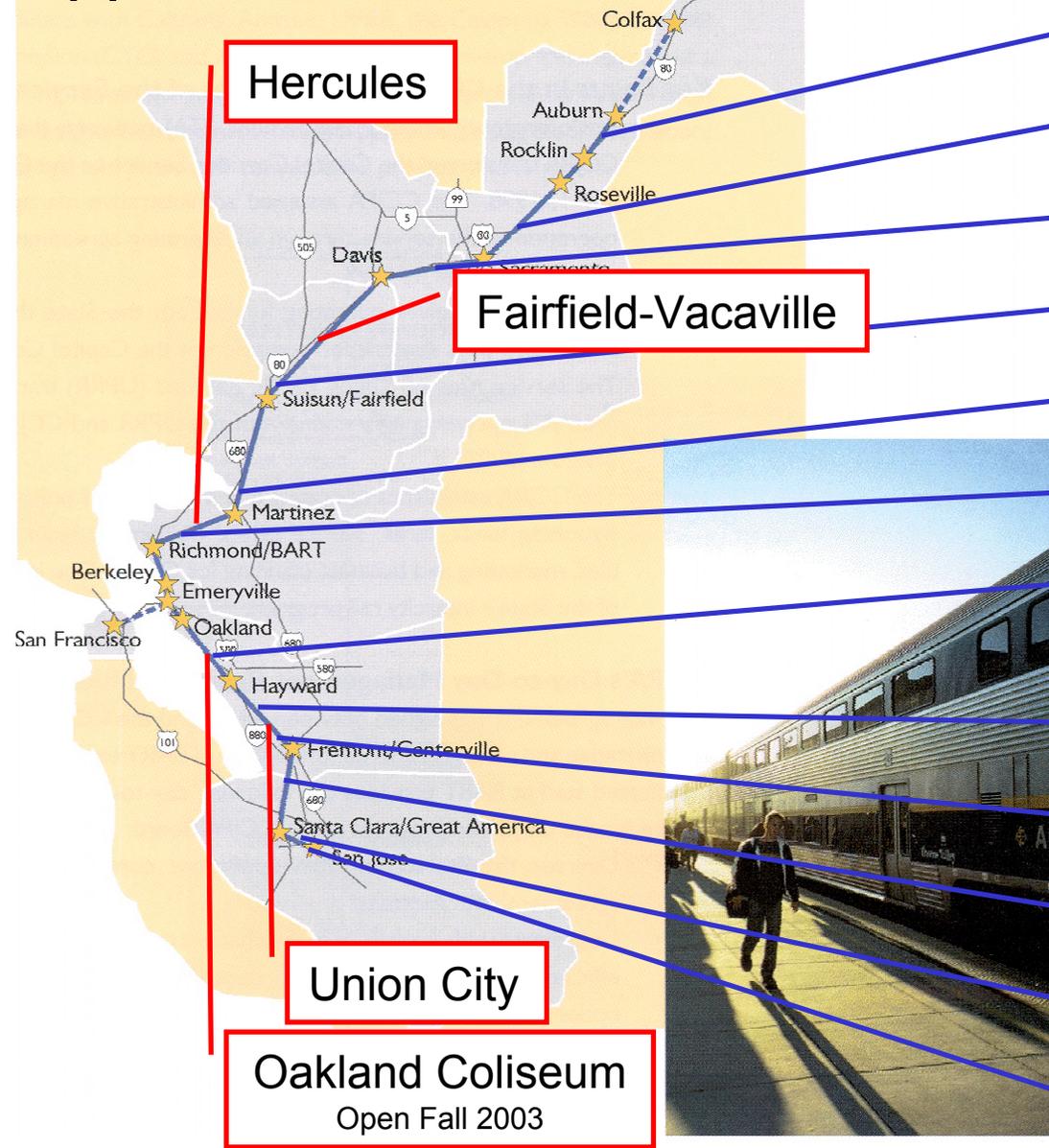
- Short Term CIP
 - TCRP
 - Accrued benefits
 - Potential project deferral
 - 2004 STIP
 - Preliminary list of potential projects developed
- Long Term
 - STIP (2006+)
 - High Speed Rail Bond Act
 - Bay Bridge Toll Expenditure Plan (\$1 toll increase)

THE CAPITOL CORRIDOR



Approved/Potential New Stations

Track Improvements



Rocklin-Auburn Signal Upgrades

Sacramento - Roseville 3rd Track

Yolo Causeway 2nd Track

Suisun Third Main Track

Bahia Viaduct Upgrade

Oakland - Pinole Third Track

Oakland-Elmhurst
Track Improvements

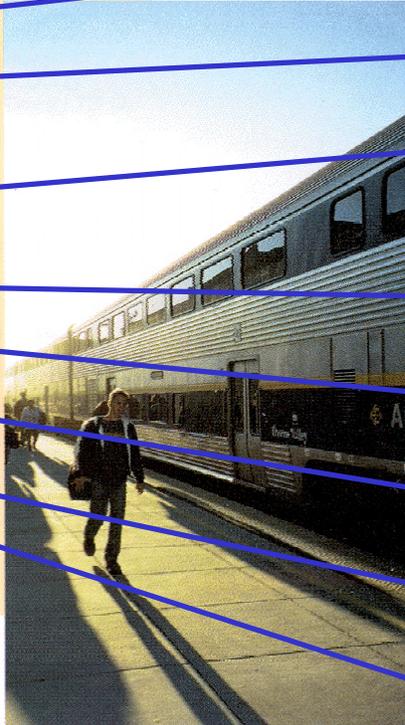
Hayward Double Track

Shinn Connection

Newark- Albrae Tracks

Newhall/CP Coast to Santa Clara

San Jose 4th Track (Phase 1)



2002 STIP Capital Investments

2002 STIP CAPITOL CORRIDOR PROJECTS	Total STIP Funds (millions)	Other Match Funds (millions)	Project Total (millions)
San Jose-Santa Clara 4th Main Track: Construct 4th main line track between Santa Clara and San Jose for increased track capacity and improved operating efficiencies; upgrade tracks and platforms at San Jose Diridon Station.	\$179	\$48.3	\$66.2
Emeryville Station Parking Structure: Develop parking structure in close proximity to Emeryville station.	\$4.2	\$6.6	\$10.8
Richmond Intermodal Station Building: Construct an intermodal station building and provide pedestrian access improvements.	\$2.0	\$2.1	\$4.1
Bahia Viaduct Track Upgrade: Upgrade the Bahia Viaduct to accommodate higher train speeds and reduce travel time.	\$1.2	\$1.0	\$2.2
Sacramento-Roseville Track Project: Complete environmental and design/engineering and construct first phase of an added 3rd main line track and related infrastructure upgrades between Elvas Tower and Roseville freight yard, increasing track capacity and improving operating efficiencies.	\$3.5	\$3.0	\$6.5
Fremont Centerville Station Parking Improvements: Purchase property, add access road, and construct parking lot south of station across the main line tracks.	\$1.2	\$0.5	\$1.7
TOTAL	\$30.0	\$61.5	\$91.5

TCRP Funding

Project #9 Capital Corridor (Improve intercity rail line between Oakland and San Jose)						
Sub-Project #	Description	Implementing Agency	Project Cost	TCRP Share	TCRP Completed/Contract	Unallocated
9.1	Harder Road Overcrossing	City of Hayward	\$8,898,000	\$600,000	\$600,000	\$0
9.2	Emeryville Station Project	Capitol Corridor Joint Powers Authority	\$4,900,000	\$4,900,000	\$225,000	\$4,675,000
9.3	Jack London Square	Capitol Corridor Joint Powers Authority	\$0	\$0	\$0	\$0
9.4	Oakland to San Jose	Capitol Corridor Joint Powers Authority	\$43,600,000	\$19,500,000	\$19,500,000	\$0
Total			\$55,998,000	\$25,000,000	\$20,325,000	\$4,675,000

- All projects under contract or complete except for construction phase of Emeryville Station Project
- Oakland Jack London Square project
 - proposed shift of TCRP funds to Emeryville
 - any cost savings from Emeryville Station project would be reinvested to the Oakland JLS project

Secured TCRP Funded Contracts

Oakland - San Jose Improvements

- Benefits of TCRP projects under construction:
 - Allow up to 22 trains between Oakland and San Jose where there are 8 trains today
 - Reduce travel time
 - Improve reliability
 - Improve revenues and financial performance
 - Improve safety

Proposed TCRP Deferral of \$4.675 million

Construction of the Emeryville Station, Track, and Platform Project

- Project provides:
 - Wider, safer platforms (ADA compliant)
 - Track capacity improvements to improve on-time performance for Capitol Corridor and San Joaquin trains
 - Reduced train congestion and related delays to passenger and freight trains in and around station
- Union Pacific Railroad (UPRR) is ready to construct track improvements during summer of 2003
 - Project can be amended into the existing CCJPA/UPRR construction agreement

Preliminary 2004 STIP

Preliminary 2004 STIP (ITIP) Project Fund List						
*NOTE: all funds in millions of dollars						
Project	Total	2004 STIP ITIP request	Matching Funds			
			RTIP	PTA	Local	Other
Union City Station/Shinn Connection	\$60.0	\$10.0	\$35.0	-	\$20.0	\$5.0
Emeryville Station Track, Station and Platform Project ¹	\$4.7	\$4.7	-	-	-	-
New Benicia-Martinez Bridge Rail Bridge Span: Design and Environmental Phase	\$7.2	\$7.2	-	-	-	-
Added Rolling Stock	\$30.0	\$15.0	-	\$15.0	-	-
Roseville 3rd Track – Phase 2	\$25.0	\$15.0	\$10.0	-	-	-
Auburn to Reno Extension: Design and Environmental Phase	\$3.5	\$1.0	\$1.0	-	\$0.5	\$1.0
Fairfield/Vacaville Station and Track Improvements	\$20.0	\$5.0	\$8.0	-	\$7.0	-
TOTALS	\$150.4	\$57.9	\$54.0	\$15.0	\$27.5	\$6.0

1. Funded with 2004 ITIP if planned TCRP funding is withdrawn at a State level

- Guided by CCJPA Vision Plan (May 2002)
- Mix of track, station, design/environmental, and rolling stock
- Emeryville project nominated if TCRP \$\$ withdrawn

Long Term Capital Improvements (2006 STIP and beyond)

CIP Category	Cost	Location
Track Improvements	\$290 million	<ul style="list-style-type: none"> – Auburn to Reno Service Extension – Benicia-Martinez New Rail Bridge Span – Bahia to Mikon Track and Signal Improvements – Sacramento River Bridge Replacement – Oakland to Pinole Third Main Track – Point Pinole to Ozol Curve Realignment – Emeryville to Point Pinole Track Project – Miscellaneous Safety Projects
Station Improvements	\$90 million	<ul style="list-style-type: none"> – Oakland Jack London Square Station Capacity Improvements – New Sacramento Station Building Construction* – Union City Station* – Hercules Station* – Fairfield/Vacaville Station* – Miscellaneous Station Upgrades
Rolling Stock	\$70 million	<ul style="list-style-type: none"> – Additional Equipment for Service Expansion
TOTAL	\$450 million	

* Note: individual station owners will be the project sponsors with CCJPA providing matching funds

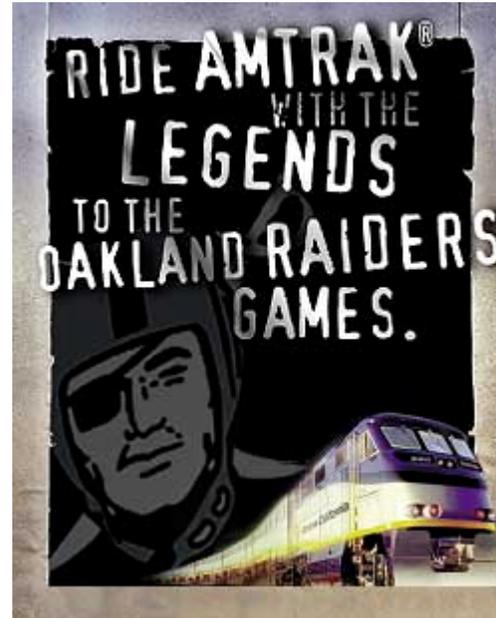
Marketing Strategies



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TRAIN TREKS
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 ON WEEKENDS!

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Life. Captured daily.



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 Free transfer between Amtrak Capitol
 Corridor Trains and AC Transit or
 Sacramento Regional Transit District



VALID for one-way trip on bus or light rail
 services.
 VALID for local AC Transit Services and East
 Bay portion of Transbay service.
 VALID through month and date punched.

JUN	JUL	AUG	SEP	OCT	NOV	DEC
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

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22	23	24	25	26	27	28
29	30	31				

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**Increasing customer convenience
 and selling available seating capacity**

Performance Standards

- Measured Performance Standards:
 - Ridership
 - Farebox Return
 - On Time Performance
- For FY 2001-02, better than prior year but, overall, fell below Business Plan
 - Economic downturn
 - 9/11 travel impacts
- For FY 2002-03, CCJPA is tracking slightly above the Business Plan
- FY 2004 and FY 2005 - projected modest ridership growth while containing expenses to continue cost effective, successful service

THE CAPITOL CORRIDOR

Amtrak®



The Capitol Corridor:

- Provides high quality, safe, fast, frequent, and reliable intercity rail transportation
- Improves the quality of life

The CCJPA:

- Manages the public investments prudently and efficiently

**Innovation and Efficiency
= Continued Success**