

Subject: FW: Capitol Corridor Monthly Performance Report - October 2016

Service Performance Overview

Growth on the Capitol Corridor from FY 16 continues into October 2016, the first month of the CCJPA’s FY 16-17. A total of 137,413 passengers rode the Capitol Corridor trains in October 2016, 2.4% above October 2015 with revenues were up a solid 5.1%. The System Operating Ratio was 52%, slightly above the FY 17 standard of 51%. On-Time Performance (OTP) for October was 92%, which dropped slightly compared to October 2015 primarily due to delays from trespasser incidents and signal disruptions. Customer Satisfaction scores are not yet available for October 2016.

Standard	Oct. 2016	Oct. 2015	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	137,413	2.4%	137,413	2.4%	9.0%
Revenue	\$2,786,923	3.8%	\$2,786,923	3.8%	4.8%
Operating Ratio	52%	56%	52%	-5.9%	2.3%
OTP	92%	94%	92%	94.4%	2.4%
Customer Satisfaction	n/a	90	n/a	n/a	n/a

The following are ridership highlights for October 2016:

- Average weekend ridership for October grew by 2% compared to October 2015, thanks to strong ridership to/from Raider and 49er football games.
- Average weekday ridership for October continues positive gains with a 4% Year-Over-Year (YOY) increase attributed by strong growth on morning trains.

Detailed performance results are not yet available from Amtrak for October 2016.

State Legislation

Efforts continue to pass the special session legislation [SBX1-1/Beall and ABX1-26/Frazier] that would address the state’s transportation funding deficit. Unfortunately, these bills do not include dedicated capital funding for the state’s successful intercity passenger rail (IPR) services/program. To that end, the CIPR agencies are working with interested parties to ensure this legislation includes a dedicated state funding source for the CIPR services, including the Capitol Corridor. It is unclear if these legislative proposals will be taken up in the lame duck session (November 9-30, 2016) or if this proposal will be re-introduced in the next 2-year legislative session [2017-2018].

FY 2017 Federal Appropriations

The short-term Continuing Resolution (CR) passed by Congress to keep the federal government funded expires December 10, 2016. After the 2016 General Election, Congress will need to reconvene to determine how to keep the federal government operating after the CR expires. Such actions taken by Congress for FY 2017 may include limited funding for federal rail title programs that could provide funding to the Capitol Corridor:

Customer Service Program Upgrades

CCJPA Bike Access Program. Installations of station platform eLockers has begun at the first of the eleven stations and will continue into December 2016. CCJPA is in discussions with an interested vendor to reconfigure on-train parking to determine if additional bike spaces can be provided on select passenger rail cars. The folding bicycle rental delivery partners are meeting with the CCJPA to see if a partnership can form which would then allow CCJPA to procure these services in the near term.

Richmond Station Platform Improvements. Site visits have taken place with CCJPA and its engineering support team that will help with the design plans for the proposed installation of the Flashing Beacon Signal and Parking Validation Machine at the Richmond station. These projects are being closely coordinated with BART and will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains and also allow Capitol Corridor passengers to pay for parking in the BART parking garage using a Clipper Card.

Safety Initiatives

State Rail Safety Month (September 2016). As part of this year's California Rail Safety month, on September 28, the CCJPA joined Union Pacific, Amtrak and local law enforcement agencies on a safety train that traveled between the Richmond and Martinez stations. Local enforcement was positioned at numerous crossings to make citations and keep trespassers off the tracks. It was determined that there were sites along the right of way that needed fencing repairs and upgrades. The next safety train is planned to be in January 2017.

Station Signage and Platform Safety Upgrades. The procurement process has begun to construct improved informational signage at selected Capitol Corridor stations. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. CCJPA has contracted with Amtrak to install security cameras at the Auburn, Rocklin, Roseville and Suisun stations. Separately, CCJPA has contracted with Amtrak to install lighting and a standby power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of December 2017.

Positive Train Control Update. The Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system now includes the Los Angeles area as well as the Northern California area. The testing includes only select Union Pacific trains, and at this time does not include any operating partners such as Amtrak, Capitol Corridor or ACE. The CCJPA has received and is reviewing initial information from UPRR on the expected testing procedures, and the costs to install and maintain PTC for the Capitol Corridor.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped; however certain radio hardware is subject to a manufacturer's recall and is being returned for retrofit. 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-operated 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-2017. 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: The CCJPA has executed its agreements with UPRR to start the infrastructure upgrades as part of the CCJPA-funded Travel Time Savings Project, with the intent to reduce run times by up to 10 minutes for Capitol Corridor trains between Sacramento and San Jose. The work is expected to be completed by mid-2017.

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. The results of the initial surveys are now being incorporated into the conceptual design plans. Stakeholder meetings are occurring to chart a path to implement the needed track and signal improvements in the sensitive wetlands areas. 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: Phase 1 of the Project is fully funded with the CCJPA seeking allocation of the state funds by early 2017. Once the necessary funding agreements are executed, UPRR and CCJPA will move into final design for the Phase 1 effort.

Outlook – Closing

With the start of a new fiscal year (FY16-17), the performance of the Capitol Corridor service for October 2016 carries forward the positive trends experienced from the recording-breaking prior fiscal year (FY 15-16). These results show sustained growth in ridership and revenues that exceed budget projections and set a strong path for continued success for FY 16-17 that is based on a safe, reliable, customer-focused service plan for the Capitol Corridor trains. The CCJPA will continue to advance Positive Train Control installation and other safety and customer service upgrades while implementing service enhancement plans (Sacramento-Roseville 3rd Track Phase 1 and Travel Time Savings projects) for the Capitol Corridor.

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