



THE CAPITOL CORRIDOR
PERFORMANCE REPORT 2004

THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY



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LETTER FROM EXECUTIVE MANAGEMENT

To the Governor, Legislature, Local Elected Officials and Taxpayers of California:

This performance report is produced annually to let the people of California know what services were provided with the public dollars entrusted to us.

For six years, under contract to the Capitol Corridor Joint Powers Authority (CCJPA), a dedicated railroad staff within the San Francisco Bay Area Rapid Transit District (BART) has provided administrative management of the Capitol Corridor rail service. Once again, despite several years of slow economic growth in California, the CCJPA staff has delivered significant improvements in financial and operating performance.

Our success comes from understanding what matters most to our riders: more trains, improved reliability, and decreased travel times. In FY 2003, we added 33% more trains without an increase in funds from the State. To improve reliability, in 2004 the CCJPA restructured its operating agreement with the Union Pacific Railroad (UPRR)/Amtrak

by linking incentive payments with on-time performance. Construction of the second track of the Yolo Causeway was completed in February 2004. Together, these measures helped improve on-time performance from 79% to 86% and allowed us to shorten travel time by 10 minutes. Changes in motorcoach operations also improved efficiency. Customers continue to respond to our marketing promotions – such as our Train Treks program – contributing to a 2.3% gain in ridership and 4% rise in revenues this year. An initial phase of security improvements – including emergency call boxes, secure overnight storage of train equipment, and increased security staff at Sacramento Station – also responded to customer needs. Future security improvements will depend on additional funding.

| SIX YEARS OF CCJPA MANAGEMENT | | | | |
|---|----------------------|------------------|-----------------|------------------------------|
| CAPITOL CORRIDOR PERFORMANCE SUMMARY | | | | |
| | Service Level | Ridership | Revenue | Revenue to Cost Ratio |
| FY 2004 | 24 daily trains | 1,165,300 | \$13.15 million | 39% |
| (PRE-CCJPA) FY 1998 | 8 daily trains | 463,000 | \$6.25 million | 30% |
| Six Year Improvement | 200% | 152% | 110% | 30% |

As always, the Capitol Corridor’s success depends on the support of the CCJPA Board, our six member agencies, our riders, and our transportation partners: Amtrak, the California Department of Transportation, and the UPRR. Details about the Capitol Corridor’s performance for fiscal year 2003-04 can be found in these pages; we hope you will keep in mind the CCJPA’s successful management of the Capitol Corridor service when evaluating future public investments.

Thomas E. Margro
Executive Director

Eugene K. Skoropowski
Managing Director

Welcome Aboard: Capitol Corridor Overview

The Capitol Corridor is an intercity passenger rail route that provides a convenient choice for people traveling along the congested I-80, I-680 and I-880 freeways by operating frequent, safe, reliable and competitively-priced service to 16 stations in 8 Northern California counties: Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco and Santa Clara. Today, it is the third busiest Amtrak route in the nation.

As manager of the Capitol Corridor service since October 1998, the Capitol Corridor

**“THE CAPITOL
CORRIDOR
SERVICE IS
ALWAYS CLEAN
AND ON TIME,
AND HAS VERY
PLEASANT
PERSONNEL.”**

Joint Powers Authority (CCJPA) has built a record of continuous growth and strong financial results in a relatively short time. Over a six-year period, ridership on the Capitol Corridor increased 152%, revenue increased 110%, and the revenue-to-cost ratio improved by 30%. In the same period, the number of daily train trips tripled from 8 to 24.

These trends reflect the success of the Capitol Corridor train system as a viable transportation alternative in the communities it serves.

Our Vision

The CCJPA's priorities and guiding values are articulated in our Vision Statement (adopted in April 2002). We exist to:

- Provide high quality passenger rail and connecting bus service that is safe, fast, frequent and reliable
- Develop rail service as the preferred means of travel along the San Jose – Oakland/San Francisco – Sacramento – Auburn route

- Deliver cost-effective expansion of superior passenger rail service
- Build on constructive relationships with our partners: riders, local communities, Amtrak, the Union Pacific Railroad (UPRR), and the State of California

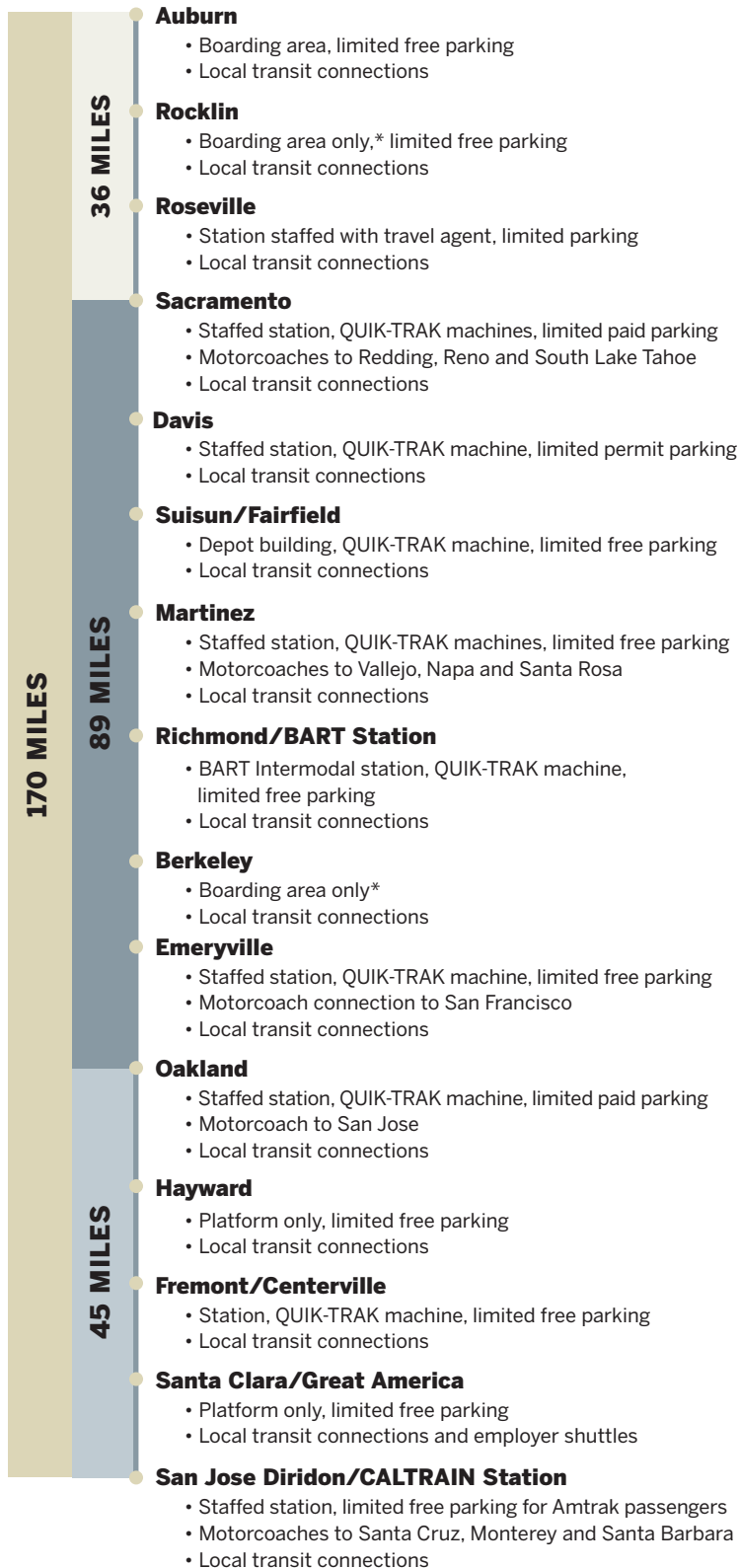
History

On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak®) initiated the Capitol Corridor intercity train service with 6 daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (CCJPA), a partnership among six local transportation agencies to share in the administration and management of the Capitol Corridor intercity train service. The CCJPA is overseen by a Board of Directors comprised of members from each of the six agencies along the Capitol Corridor route.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for a three-year term. The CCJPA now manages the Capitol Corridor service through an operating agreement with Amtrak. 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.



Reliability To improve reliability, the CCJPA restructured its operating agreement with the Union Pacific Railroad (UPRR)/Amtrak by directly linking incentive payments with on-time performance of the Capitol Corridor trains.



*Station amenities under construction

Service Overview

In FY 2003-04, the Capitol Corridor provided intercity passenger trains between San Jose and Sacramento, with service to 16 stations spanning the 170-mile rail corridor. The Capitol Corridor route operates on tracks primarily owned and dispatched by the Union Pacific Railroad (UPRR) and Caltrain. Trains provide direct connections to 12 local public transit systems, at least 16 private intercity bus routes, and five passenger rail or rail transit systems including Amtrak, BART, VTA, ACE and Caltrain. To supplement the train service, the Capitol Corridor also provides four dedicated feeder bus routes serving communities south of San Jose (Santa Cruz, Monterey, San Luis Obispo and Santa Barbara) and east of Sacramento (Redding, Truckee, Reno and South Lake Tahoe). Together, these transit systems serve the second largest urban service area in the Western United States.

Administration & Management

The interregional partnership among the six member agencies of the CCJPA is the first of its kind to manage an intercity train service, and still the only one in the nation. The CCJPA Board of Directors is supported by the CCJPA staff and the staff of its member agencies, who work collaboratively to develop the service’s operating strategies, marketing programs and service planning activities. The CCJPA establishes operating and management policy on capital and operating funds, fares, service levels, equipment maintenance, schedules, marketing and business planning for Capitol Corridor train service as part of the State’s intercity rail program.

San Francisco Bay Area Rapid Transit District (BART) Management Contract

The enabling legislation calls for BART to provide dedicated staff and administrative management to the CCJPA for a three-year term (extended through February 2005). BART’s management responsibilities on behalf of the CCJPA include overseeing day-to-day rail and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin routes; managing subcontracted feeder bus routes; interfacing with Amtrak and the UPRR on dispatching and railroad-related issues; and coordinating with Caltrans, Amtrak, the UPRR, the California Transportation Commission (CTC) and local communities to develop and implement a Capital Improvement Program.

Other Partners

The Capitol Corridor service is developed with input from our riders, private sector stakeholders (such as Chambers of Commerce) and public sector stakeholders (such as local transportation agencies), along with the partners who help deliver the service – Amtrak, the UPRR, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

Finances

Each year the CCJPA receives funding from the State of California Business, Transportation and Housing Agency (BT&H) to cover operating costs and marketing expenses. In turn, the CCJPA pays Amtrak for the operation of the Capitol Corridor service. The primary source of funding for capital improvements is the State Transportation Improvement Program (STIP), which allocates funds every two years. A one-time allocation

| Fiscal Year | Service Levels | Allocated Budget | Actual Costs | Reinvested in Improvements |
|------------------------------------|----------------|------------------|--------------|----------------------------|
| Operating Budget (millions) | | | | |
| FY 03-04 | 24 | \$23.6 | \$21.5 | \$2.1 |
| FY 04-05 | 24 | \$23.6 | \$22.3* | \$1.3* |
| Marketing Budget (millions) | | | | |
| FY 03-04 | | \$1.2 | \$1.2 | |
| FY 04-05 | | \$1.2 | \$1.2* | |

* projected

from the State’s Public Transportation Account and the Traffic Congestion Relief Program provided additional funding for track and station improvements that are currently under construction or recently completed. The CCJPA also receives local transportation funds either directly or through collaborative track and station projects sponsored by local communities.

The CCJPA is committed to maximizing cost efficiencies in its operation of the service. By continuing its fixed-price operating agreement with Amtrak, the CCJPA is able to stabilize operating costs and reinvest revenues above business plan projections – or any other cost savings – into service enhancements.

Annual Business Plan

Each year the CCJPA submits to the State a Business Plan for the following two fiscal years that specifies annual operating and marketing strategies; performance standards and goals for farebox ratio, ridership, and on-time performance; capital improvement plans; and the funding request to the State for the CCJPA’s annual operating, marketing and administrative costs for inclusion in the State budget proposal to the Legislature.

Long-Term Objectives

To supplement the annual Business Plan, the CCJPA Board developed a list of long-term financial and service objectives in April 2002 that will guide our plans over the next 5 to 20 years:

- Provide hourly service daily, 5 a.m.–10 p.m.
- Achieve farebox recovery of 50%
- Reduce train cost per passenger mile to \$0.15
- Reduce travel time by 20%
- Achieve on-time performance of 90%
- Continuously improve customer satisfaction

Amtrak used these objectives in developing its national Strategic Corridor Initiative Plan, unveiled in June 2004. The plan uses these criteria to identify stages of readiness for passenger rail routes throughout the country. Capitol Corridor is listed as a Tier 1 Corridor due to its mature service level, projections for ridership growth, favorable partnership with the host railroad,

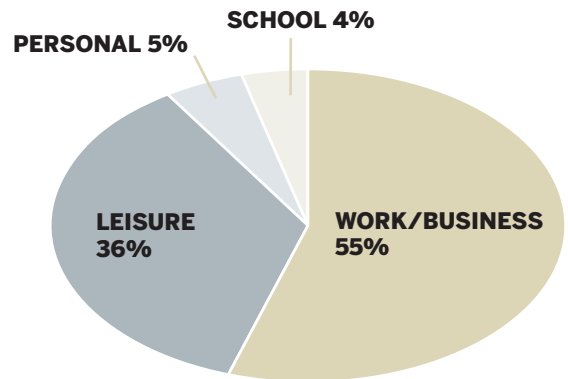
and the commitment of programmed state operating and capital funds that can be leveraged to support any future intercity rail program.

Operations

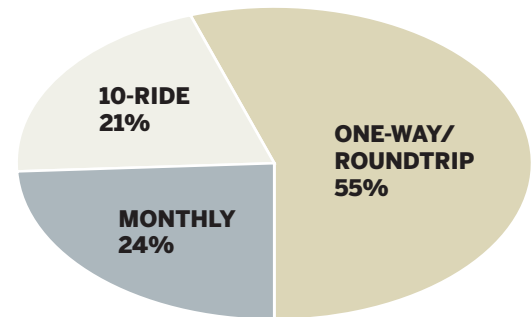
Train Equipment

The CCJPA is responsible for the administration and maintenance supervision of the state-owned fleet of rail cars and locomotives assigned to Northern California. Train equipment includes the California Locomotive, among the most modern, quietest and cleanest operating in the United States; the California Club/Café Car with space for 49 passengers and on-board food service; and the wheelchair accessible California Coach Car, with space for 88 passengers

“IT’S GREAT NOT HAVING TO DRIVE ANYMORE. I COULDN’T LIVE WITHOUT THIS TRAIN.”



RIDER PROFILE – REASON FOR USING THE CAPITOL CORRIDOR



TICKET TYPES FY 2003-2004

and restrooms with amenities. Upgrades initiated this year promise to further enhance our customers’ riding experience and comfort with features like new door operators, “real-time” on-board message signs, electrical outlets at every seat, and wireless Internet access.

Motorcoach Equipment

Through its contracted private motorcoach operators, Amtrak provides feeder bus routes that connect outlying communities to the Capitol Corridor service. Each air-conditioned motorcoach is equipped with a wheelchair lift, restroom, and storage space for baggage and bicycles.

Local Connections

The unique structure of the CCJPA enables communities served by the Capitol Corridor to participate in the development of programs to promote the use of the Capitol Corridor trains. For example, the Transit Transfer program allows Capitol Corridor passengers to transfer

free of charge to local transit services including AC Transit, Sacramento RT, YoloBus, Unitrans, and County Connection. Due to popular demand, Santa Clara VTA and Suisun-Fairfield Transit were added to the program in January 2004. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transferring to BART at the Richmond Intermodal Station. The CCJPA is also exploring reciprocal ticketing options with transit services that parallel the Capitol Corridor route. The Joint Outreach Program collaborates with interested communities and agencies to promote the Capitol Corridor through local events, sponsorships, publications and reciprocal web links.



Rail Safety

One of the CCJPA's top priorities is to promote rail safety awareness to the public (especially schoolchildren) by partnering with local agencies and communities to provide effective education, outreach and enforcement. The CCJPA occasionally teams up with Operation Lifesaver, a voluntary effort by railroads, safety experts, law enforcement officials and public agencies to participate in various campaigns such as safety education events for the media and the public.



Ridership

Rider Profile

The typical rider on the Capitol Corridor takes the train as a less stressful alternative to driving. Riders take the train both for business and leisure travel, with destinations concentrated in the Sacramento Valley, Sierra Nevada Foothills, San Francisco East Bay area, and San Jose/Silicon Valley area. Roughly half of all riders use discounted multi-ride tickets, an attractive option for regular business travelers and those who take the train two or three times a week.

Customer Feedback

The CCJPA solicits customer feedback through comment cards provided on the trains and also receives feedback via phone calls, letters, and email. These comments are taken very seriously and help the CCJPA to identify and prioritize service modifications, capital improvements and desired amenities in the Capitol Corridor service. The CCJPA strives to reply to all customer inquiries in a responsive, timely and courteous manner.

Where We've Been: FY 2004 Performance

FY 2004 Service Plan Highlights

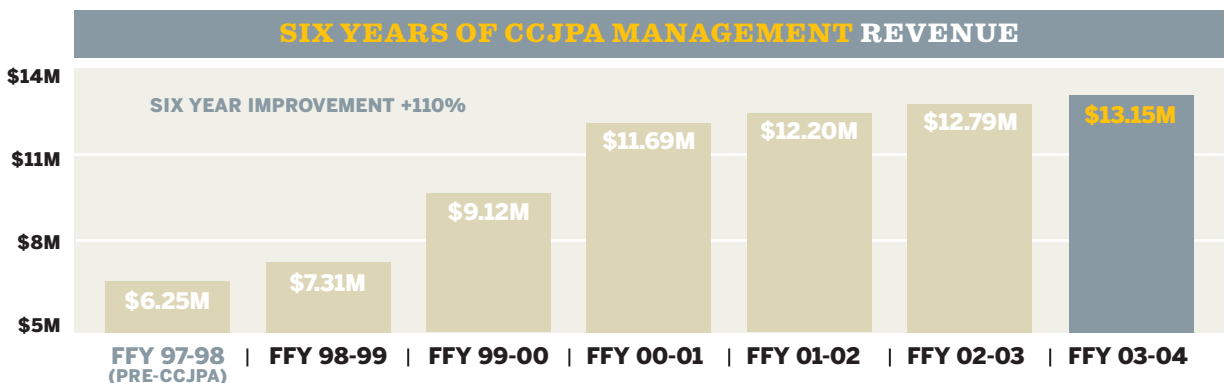
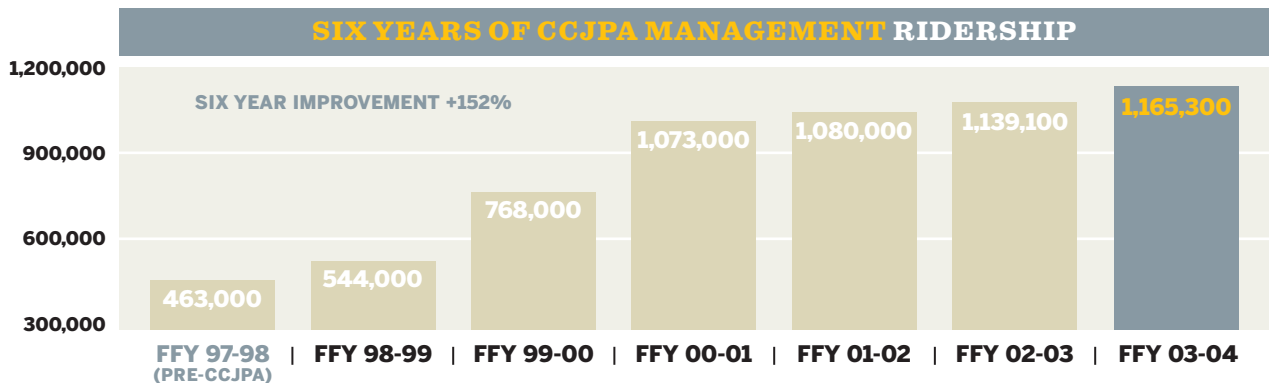
Service levels for FY04 remained steady after last year's significant expansion: 24 daily trains between Sacramento and Oakland/SF, 8 weekday trains to San Jose (12 on weekends and holidays), and 2 daily trains east of Sacramento to Roseville, Rocklin and Auburn. Despite slow economic growth and a flat budget allocation, the CCJPA still made improvements to its service plan:

- Working with Caltrans Rail, VTA, Amtrak, and Santa Cruz Metro, the CCJPA transferred the San Jose-Santa Cruz motorcoach route to Santa Cruz Metro's Highway 17 route, resulting in expanded service and lower fares. Ridership on the new route grew 30%, increasing revenues to the CCJPA and reducing operating costs

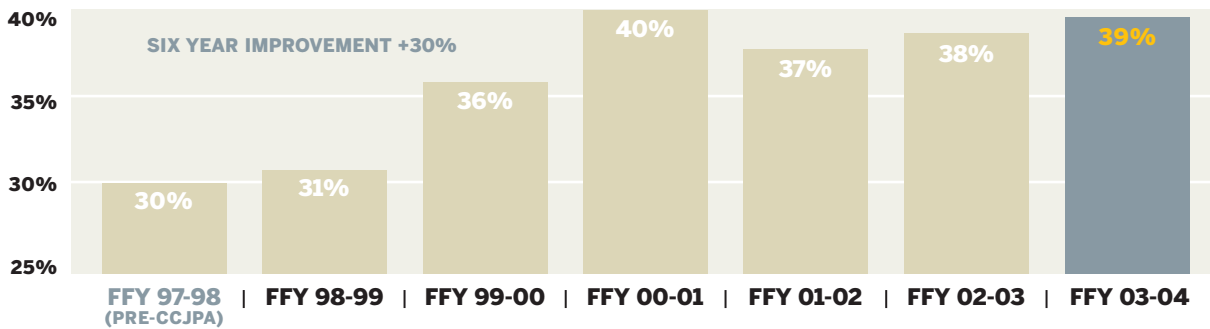
- Established new partnership with member agencies to develop supplemental regional rail service during weekday peak travel times, that will result in more frequent trains
- Eliminated poorly performing intermediate stops on the Sacramento-South Lake Tahoe/Carson City motorcoach route, resulting in shortened travel time
- Completed track upgrades, increased reliability from 79% to 86%, and shortened overall travel time by 10 minutes

Increased operating efficiency contributed to steady growth in revenue and market share:

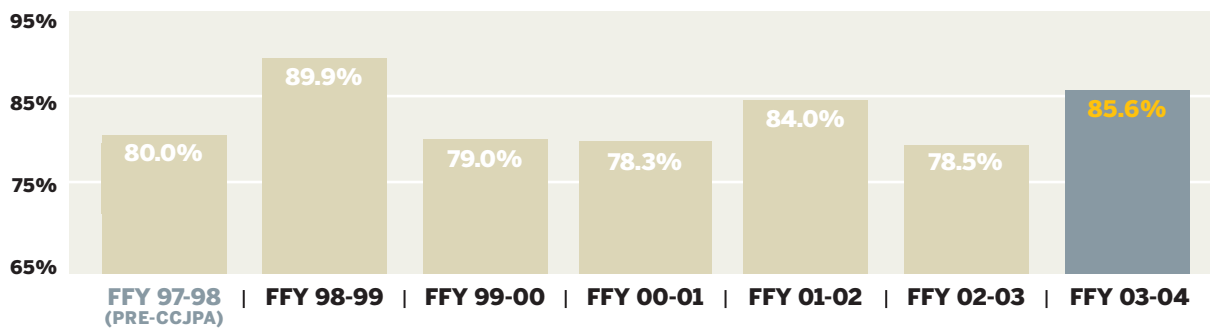
- Overall ridership grew 2.3% due to improved reliability and shorter travel times



SIX YEARS OF CCJPA MANAGEMENT FAREBOX



SIX YEARS OF CCJPA MANAGEMENT ON TIME PERFORMANCE



- Weekend ridership increased by 2.2%, aided by destination-specific promotions and the Kids Ride Free campaign
- Participation in the popular Train Treks youth/school group discount program aimed at building mid-day, mid-week ridership increased by 74.9%
- Gains in ridership contributed to record revenue growth of 4% for the year

Capital Improvement Program

The CCJPA began or continued work on a variety of capital improvement projects in FY04, thanks to funding from the Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP). The projects listed below represent a broad range of track and station improvements as

well as an effective blending of State, CCJPA, and local funding sources. Despite the current limitations in the State budget and an anticipated delay in delivery of STIP projects, the CCJPA has \$114.25 million in projects either under construction or programmed to begin within the next few years.

Station Upgrades

- The City of Oakland, in collaboration with Amtrak, the CCJPA, and the UPRR, has begun construction of the new Oakland Coliseum Intermodal Station that will serve the sports venue and allow connections between Capitol Corridor trains, BART, and shuttles to Oakland International Airport. The station is expected to be open and served by Capitol Corridor trains by summer 2005.

| PROJECTS COMPLETED/UNDERWAY | Budget (millions) | Status |
|---|--------------------------|---|
| <p>Passenger Information Display System (PIDS): A passenger communications system has been installed that provides real-time information on train arrivals using advanced technology. Global positioning satellite (GPS) transponders were installed on all Capitol Corridor trains, which transmit the train's position along the route. A central server converts this real-time information to an estimated train arrival (ETA) for the train, which is sent to electronic signage at stations and to the Internet.</p> | \$1.50 | The system was accepted in June 2003 and the CCJPA continues to make modifications to keep up with real-time technology advances. |
| <p>Yolo Causeway Double Track: Add 6 miles of second main line track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor and has improved reliability and reduced travel time between Oakland and Sacramento.</p> | \$22.00 | Construction complete. |
| <p>Oakland Jack London–Elmhurst Track Improvements: Installed central traffic control signaling system to increase speeds and add track and bridges to support the new Oakland Coliseum Intermodal Train Station.</p> | \$12.53 | Construction complete. |
| <p>Track upgrades in Berkeley, Emeryville, Hayward, Fairfield, and Santa Clara/San Jose: Various projects that upgrade track conditions to improve reliability and passenger safety.</p> | \$2.75 | Construction complete except Emeryville and Fairfield, which are scheduled to be complete by summer 2005. |
| <p>CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains.</p> | \$19.11 | Construction 15% complete. Scheduled to be in operation late 2005. |
| <p>Newark Siding Extension Double Track: Extend and upgrade siding to main line standards to add trains to San Jose.</p> | \$20.85 | Construction 50% complete. Scheduled to be in operation fall 2005. |
| <p>CCJPA Security Improvement Program Phase 1: Create secure layover facilities at Auburn and Sacramento with lighting, cameras, fencing, and security personnel. Provide emergency solar-powered cellular call boxes at selected unstaffed stations.</p> | \$0.33 | Construction 20% complete. |
| SUBTOTAL—PROJECTS UNDERWAY | \$79.07 | |

- The upgraded Auburn Intermodal Station was opened for service in February 2004. The station includes a permanent platform and parking and bus layover facilities.
- Rocklin completed work on its new station parking lot and bus loop. A new station building is being built and will also house the local Chamber of Commerce.
- Berkeley completed the design plans and environmental documents for platform and landscaping improvements at the station. Construction is scheduled to begin in early 2005.

The CCJPA is a major partner in local community development programs in Sacramento, Richmond, Oakland, and Union City.

Marketing Program

The CCJPA's FY04 marketing program focused on building ridership through a variety of joint campaigns, promotions and partnerships.

Advertising & Joint Promotions

The CCJPA, along with Amtrak and Caltrans, continued the "Travel Made Simple" campaign, emphasizing the convenience of modern train travel. Throughout the year, newspaper, radio, and Internet ads supported campaigns in several major markets. In addition, outdoor billboard ads appeared along the I-80 and I-680 highway corridors.

"Wi-Fi" Wireless Internet Access

The CCJPA continued its wireless fidelity ("wi-fi") Internet access pilot program, making plans for several wireless Internet providers to

| COMMITTED PROGRAMMING | Budget (millions) | Status |
|---|--------------------------|---|
| Sacramento–Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR's Roseville Yard, for near-term expansion of Capitol Corridor trains to Roseville and Auburn. | \$7.28 | Design plans under review. |
| Bahia–Benicia Siding Extension Project: Extend and connect sidings to add capacity and improve reliability. | \$10.00 | Primarily financed with Bay Area Regional Measure 2 (RM2) funds; construction dependent upon allocation of RM2 and a portion of reprogrammed 2002 STIP funds. |
| San Jose 4th Track Phase 1: Add 4th main line track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains. | \$17.90 | Design plans 75% complete; construction dependent upon allocation of 2002 STIP funds. |
| SUBTOTAL–PROJECTS UNDERWAY | \$35.18 | |
| TOTAL SECURED FUNDING | \$114.25 | |



Efficiency

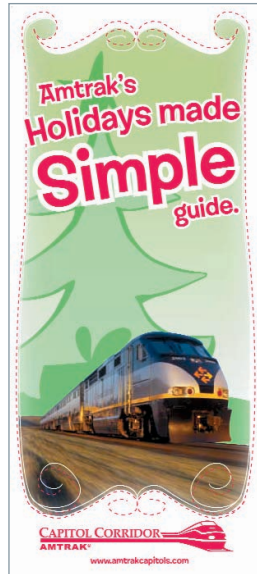
The CCJPA increased the efficiency of its motorcoach operations by transferring the San Jose-Santa Cruz motorcoach route to Santa Cruz Metro's Highway 17 route, resulting in expanded service, reduced fares, and lower operating costs.

test their equipment on the Capitol Corridor trains. Based on the trial's outcome, the CCJPA and the California Center for Innovative Transportation (CCIT) at UC Berkeley will develop a Request for Qualification, with the goal of selecting one vendor to provide wireless Internet access for the entire fleet. The CCJPA is also exploring the use of wireless technology to improve operational applications such as ticketing and security.

Promotional Programs & Partnerships

A variety of promotions helped drive ridership in FY04:

- *Holiday Shopping Made Simple* – Sacramento-area shoppers were invited to ride to San Francisco for an afternoon of shopping and holiday cheer. Free goodie bags, refreshments, prize drawings and Christmas carolers entertained the passengers.
- *Kids Ride Free Everyday* – This summer promotion was designed to attract mid-day/mid-week riders with a billboard-wrapped train, aggressive radio and online campaign, and in-store promotions with an ice cream franchise.
- *Cal Football* – Sacramento-area alumni and college football fans were encouraged to take the train to Berkeley games. Headrest covers, direct mail inserts to *Sacramento Bee* subscribers, stadium signage, and radio spots during broadcast games supported this promotion.
- *Train Treks* – This program offers discounts to school and youth groups for mid-day/mid-week travel.
- *Capitol Corridor Collection* – An online store selling Capitol Corridor logo merchandise including caps, shirts and tote bags debuted in 2004.



- *Rider Appreciation Events* – Quarterly events on selected train segments offered prize drawings, free neck/shoulder massages, and giveaways to passengers to thank them for their continued patronage.

Where We're Going: FY 2005 Planning

FY 2005 Service Plan Highlights

With no increase in budget allocation or new capital funds, the CCJPA will focus on maintaining its 24-train service plan and improving efficiency. Construction currently underway will allow for the following service expansions in FY05 with existing resources:

- Addition of up to 6 weekday trains between Oakland and San Jose (14 total)
- Addition of 4 daily trains to Roseville (with 2 trains extended to Auburn)
- Continuing partnerships with local transit agencies to increase ridership and reduce operating costs through the Transit Transfer Program, joint ticketing, and transfer of parallel motorcoach routes to local agencies
- Opening of Oakland Coliseum Station
- Expanded partnerships with transit agencies that parallel motorcoach service routes
- Installation of the first phase of security improvements at train layover and station facilities

Capital Improvement Program

The \$614 million Capital Improvement Program (CIP) represents a long-term investment in capital projects designed to

upgrade track infrastructure, add rolling stock, build or renovate stations, and improve passenger amenities to support the ongoing expansion of the Capitol Corridor service including trains to Reno/Sparks. Since there is no Federal matching program for intercity passenger rail service, California has invested 100% State dollars after voter approval. In 2005 the CCJPA will work with interested agencies to build a broader support base for Federal capital funding for California's intercity rail services.

Marketing Program

The CCJPA combines grassroots local marketing efforts and broad-based joint media campaigns to build awareness of the service, in partnership with the State, Amtrak, CCJPA member agencies, and other partners. In addition to continuing our most successful programs, the CCJPA may also pursue:

- High-profile promotional partnerships to maximize media dollars and visibility
- Reciprocal marketing with hotels, airports, and convention/visitor bureaus
- Targeted marketing to senior citizens, employees, and new homeowners
- Programs to strengthen the brand

| CAPITAL INVESTMENT PROGRAM BENEFITS | | | | | |
|--|-----------------|--------------------------|-----------------------------|------------------------------------|------------------------------------|
| 25 Year Planned Investment | Cost (millions) | Increase Train Frequency | Improve On-Time Performance | Serve More/ Different Destinations | Improve Passenger Amenities/ Value |
| Additional Trainsets | \$175M | ■ | | ■ | ■ |
| New/Improved Stations | \$114M | | ■ | ■ | ■ |
| Amenities/ Safety/Security Improvements | \$27M | ■ | ■ | | ■ |
| Track/Signal Improvements | \$298M | ■ | ■ | ■ | |



Security An initial phase of security improvements – including emergency call boxes, secure overnight storage of train equipment, and increased security staff at Sacramento Station – was designed to respond to customer needs. Future security improvements will require additional funding.

Itinerary: 2004-2005 Legislative Agenda

The CCJPA is pleased to report legislative accomplishments for FY04 and its Legislative Agenda for FY05.

FY 2004 Accomplishments

- Regional Measure 2 (RM2) was passed by Bay Area voters in March 2004. This measure was put on the ballot, with the enactment

of Senate Bill 916, to authorize the increase of Bay Area bridge tolls by \$1. The increased toll revenues will be set aside to fund a variety of transportation improvement projects, including CCJPA track improvements in Solano County and the planned Dumbarton Rail passenger rail service between the Peninsula and Union City/Fremont in the East Bay (a joint project of the CCJPA and Caltrain)

“I HAVE BEEN A REGULAR ON THE CAPITOL CORRIDOR SERVICE FOR FOUR YEARS. THE ON-TIME RECORD HAS IMPROVED TREMENDOUSLY – PLEASE KEEP IT UP.”

FY 2005 Action Plan

- Secure future operational and capital funding sufficient to meet the CCJPA’s goal of hourly train service (32-36 daily trains)
- Work with regional rail partners on plans to coordinate commuter rail service between Auburn and Oakland with the planned hourly Capitol Corridor service
- Work with the Placer County Transportation Planning Agency and the UPRR to complete the strategic plan for the proposed extension of Capitol Corridor rail service to Truckee/Reno/Sparks
- Work with interested parties to build support for the Safe Reliable High Speed Passenger Train Bond Act for the 21st Century, which is

scheduled to be on the ballot for California voters in November 2006

- Campaign for enactment of federal legislation that will establish a dedicated federal capital funding program for intercity passenger rail systems as described in Amtrak’s Strategic Corridor Initiative

Closing Message

This report is designed to highlight the success of the Capitol Corridor passenger rail service over the past six years and to summarize its financial performance during fiscal 2004. This was another good year for three reasons: our strategic capital investments have improved reliability and travel times, which in turn have increased system ridership and revenues; our responsible management has delivered financial and operating efficiencies; and our commitment to protecting our assets – trains, employees, and passengers – was strengthened by the first phase of security improvements.

Despite tough economic conditions, we continue to grow and improve the service, and we continue to get high marks from our passengers for innovative programs and amenities. Our goal remains to improve the quality of life in the communities we serve through a safe, fast, frequent and reliable intercity train service.

As always, we are committed to managing your public investments prudently and efficiently. On behalf of the CCJPA Board of Directors and our member agencies and partners, we thank you for your ongoing support of the Capitol Corridor.

Capitol Corridor Joint Powers Authority Board of Directors FY 2004

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Planning Agency

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Kathy Sands, Chair
Sherrie Blackmun (Alternate)

Sacramento Regional

Transit District

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Roger Dickinson
Bonnie Pannell (Alternate)

San Francisco Bay Area

Rapid Transit District

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Joel Keller
Dan Richard
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Lynette Sweet
Carole Ward Allen (Alternate)

Santa Clara Valley

Transportation Authority

Forrest Williams

Solano Transportation Authority

Mary Ann Courville
James P. Spring
Rischa Slade (Alternate)

Yolo County

Transportation District

Susie Boyd/Ted Puntillo
Christopher Cabaldon
Mike McGowan (Alternate)

Executive Officers

Thomas E. Margro, Executive Director
Eugene K. Skoropowski, Managing Director
Kenneth A. Duron, Secretary
Sherwood Wakeman, General Counsel
Scott Schroeder, Controller-Treasurer

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