

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING**

WEDNESDAY, February 15, 2012

10:00 AM

Suisun City Hall

Suisun City

- The meeting was called to order by Chair Bob Franklin.
- The Managing Director presented the Business Plan for FY 2012-2013 and FY 2013-2014. Changes in the Business Plan include a reduction in the number of trains operated from 32 to 30. Train 518 will be eliminated with bus service operated in its place. Trains 549 and 551 will be consolidated into one trip. These changes were characterized as service optimization and is estimated to effect approximately 10,000 riders out of 1.8 million riders per year. The Business Plan also plans for a 2% fare increase in June, 2012 and a second 2% fare increase in June of 2013. It was noted that the Business Plan fits within the anticipated budget and that adequate capital funding remains the most significant challenge. The Board approved the Business Plan.
- The Managing Director presented phase 3 of the Capitalized Maintenance plan for Board approval. Phase 3 approves a program that continues to maintain and improve the reliability of the Capitol Corridor train service. The exact amount of available funding has not been established so the Board approved an action authorizing the Executive Director or her designee to enter into necessary agreements to secure funding for Phase 3 of the Capitalized Maintenance work program.
- The Managing Director presented the Legislative update. At the State level, the Governor's proposed budget for FY 13 included \$104 million for the three State-supported passenger rail corridors (Capitol Corridor, San Joaquin and Pacific Surf liner). This amount will continue to support current levels of service plus an addition of \$13.5 million to cover increased costs related to the phased implementation of Section 209 Amtrak pricing increases impacting the Pacific Surf liner starting in 2014. The Governor's budget reduced staffing levels in the Caltrans Department of Rail from 19 positions to 5. While this reduction has no direct impact on Capital Corridor service, staff is concerned about the many joint programs and budgets that are in effect between the Capitol Corridor, Pacific Surf liner/San Joaquin services that may be compromised. The Managing Director summarized AB 1532 which could provide additional funding from the creation of the Greenhouse Gas Reduction Account within the California Air Pollution Control Fund. This bill is on the CCJPA watch list. Director Cohn mentioned pending State legislation that would allow the Pacific Surf liner to form a JPA similar to the Capitol Corridor. The legislation was placed on the watch list as well.

At the Federal level, the Managing Director summarized H.R. 2112 which the President signed into law and includes funding for Amtrak for the current Federal Fiscal Year at \$1.418 Billion. It was noted that this is the lowest funding level for Amtrak since FFY 2008. This was the second year in a row where Amtrak received less funding than the previous year, which resulted in Amtrak reducing management positions across its network. It was further noted that the FFY 2012 appropriations did not include funding for positive train control or the FRA's HSIPR capital grant program. The Managing Director summarized the differences between the House and Senate with respect to surface transportation reauthorization. It was noted that the last extension to SAFETEA-LU expires in March 2012. Differences between the House and Senate reauthorization legislation were summarized in the staff report.

- The Managing Director presented principles for the CCJPA Bicycle Policy. It was noted that bicycle usage had doubled from 5% to 10% of riders. The Managing Director reviewed six core principles for the bicycle policy which include: Safety, Federal Regulations regarding safety/operations, Access to All users, Customer convenience/satisfaction, Funding priorities for additional bicycle storage, and constant communication with the riders. The Managing Director also provided information on the policy timeline, CCJPA /partner actions and customer actions.
- The Managing Director presented the results of the January 2012 On Board Survey. It was reported that the Capital Corridor conducts two on board passenger surveys per year, and that the survey is divided into questions relating to the performance of Amtrak's station agents and on-board crews as well as demographic information concerning how passengers get to and from the service, trip purpose and fare type used to ride. The Managing Director indicated that passengers continued to rank both the station agent and on-board crew performance very high and more favorably than the previous on-board survey conducted in June, 2011. It was noted that the percentage of passengers accessing the system either by using local transit or walking had increased from previous on-board surveys, and that the number of passengers traveling for business had increased as well. The survey showed that one-way tickets remain the most used fare category.
- The Managing Director presented the Managing Director's report. The report noted that January ridership increased 7% with revenues up 11% setting records for the month of January. The increases in ridership were attributed to the addition of free public WiFi as well as high gas prices. At the current rate, ridership could set a new annual record at 1.84 million compared to 1.71 million for last year. On time performance was at 94%.
- The meeting adjourned and was followed by a vision plan workshop. The presentation provided at the workshop is attached.
- The next CCJPA Board Meeting is scheduled for Wednesday, April 18, 2012, at 10:00 AM at the City Council Chambers in Suisun City Hall.

Capitol Corridor 2012 Vision Plan Short-Range Plan/ Long-Term Vision



CCJPA Board of Directors Workshop | February 15, 2012 Photo by Todd Evans

Overview of Vision Plan Workshop

- 1) Existing Issues and Opportunities
- 2) Current Vision Plan Goals & Objectives
- 3) Short-Term Service Plan(0-10 Years)
- 4) Long-Term Vision (10+ Years)
- 5) Next Steps/Action Plan

Existing Issues and Opportunities

1) Context of Today's Environment

- a. Federal
- b. State
- c. Regional/Local

2) Opportunities

- a. Prop 22 protects state transportation funds; primarily Op costs
- b. Community/legislative support, rider advocates
- c. Federal/state administrative recognition

3) Challenges

- a. Funding: capital infrastructure [SOG, capacity]
- b. Broader awareness

Current *Vision Plan* (June 2005) Goals & Objectives

1) Core Service

- a. Maintain 90% OTP: 94% [actual]
- b. Increase service frequency
 - Auburn-Sac: 8 trains vs. 2 trains [actual] (2 trains, 2005)
 - Roseville-Sac: 20 trains vs. 2 trains [actual] (2 trains, 2005)
 - Oak-Sac: 36 trains vs. 32 trains [actual] (24 trains, 2005)
 - San Jose-Sac: 32 trains vs. 14 trains [actual] (8 trains, 2005)
- c. Reduce travel time by 12%
 - 3.4% [actual San Jose-Auburn] (175 min. in 2005 vs. 169 min in 2012)
- d. Improve intermodal connectivity
 - Oakland Coliseum (BART) [2006]
 - Santa Clara/University (Caltrain/VTA) [2012]

Current *Vision Plan* (June 2005) Goals & Objectives

[continued]

2) Additional Objectives

- a. Improve op efficiencies: \$0.20 vs. \$0.25 [actual]
- b. System (Farebox) Op Ratio: 50% vs. 50% [actual]
- c. Enhance customer satisfaction by 5%: 8% [actual]
- d. Increase market share of trips: N/A
- e. Strengthen community partnerships: Placer County
- f. Strengthen political support: N/A
- g. Increase brand awareness: CCJPA logo, co-branding with Amtrak, earned media

Short-Term Service Plan (0-10 Years)

1) Funding Outlook

- a. Limited over next 3-5 years [Prop 1A, 1B, TIGER, FRA HSIPR?]
- b. Unknown for Rail Title in Surface Transportation Reauthorization
- c. Need to secure other, non-traditional sources

2) Service Characteristics

- a. Capital Improvement Program (Nov. 2011) path to continue/expand success
- b. Balance frequencies southern, northern frequencies with core Sac-Oak
- c. Passenger amenities and safety/security initiatives
- d. Station development

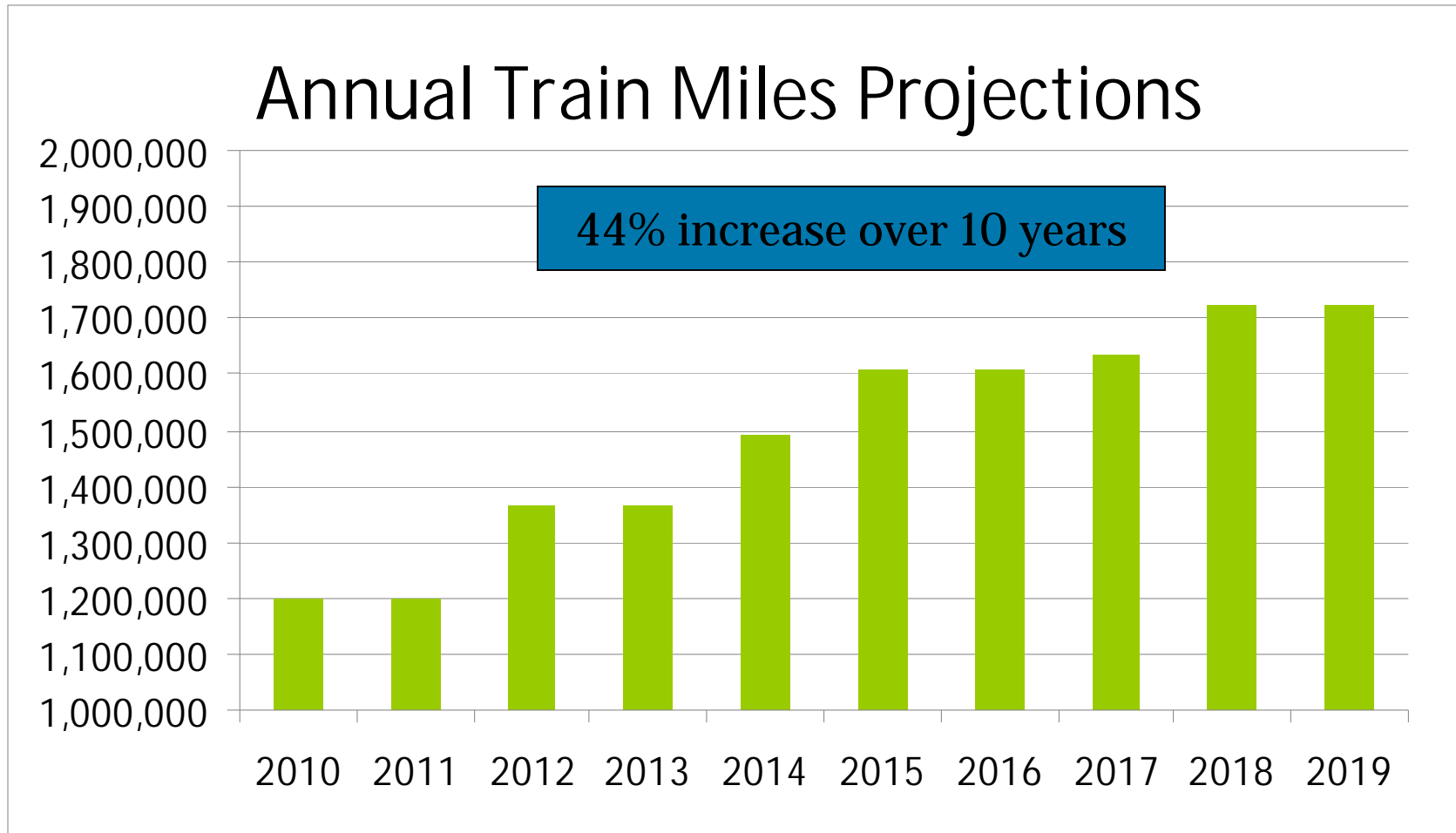
Short-Term Service Plan (0-10 Years) [continued]

3) Establish Goals & Objectives

- a. Cost Effective/Efficiency: System (Farebox) Op Ratio; Net Cost/Pass Mi
- b. Share of Mode Split
- c. Customer Experience: Satisfaction, Safety
- d. Environmental: Reduced GHG/VMTs; Carbon footprint; Other
- e. Community: Regional Economies; Joint Campaigns; Earned Media; Awareness/Recognition

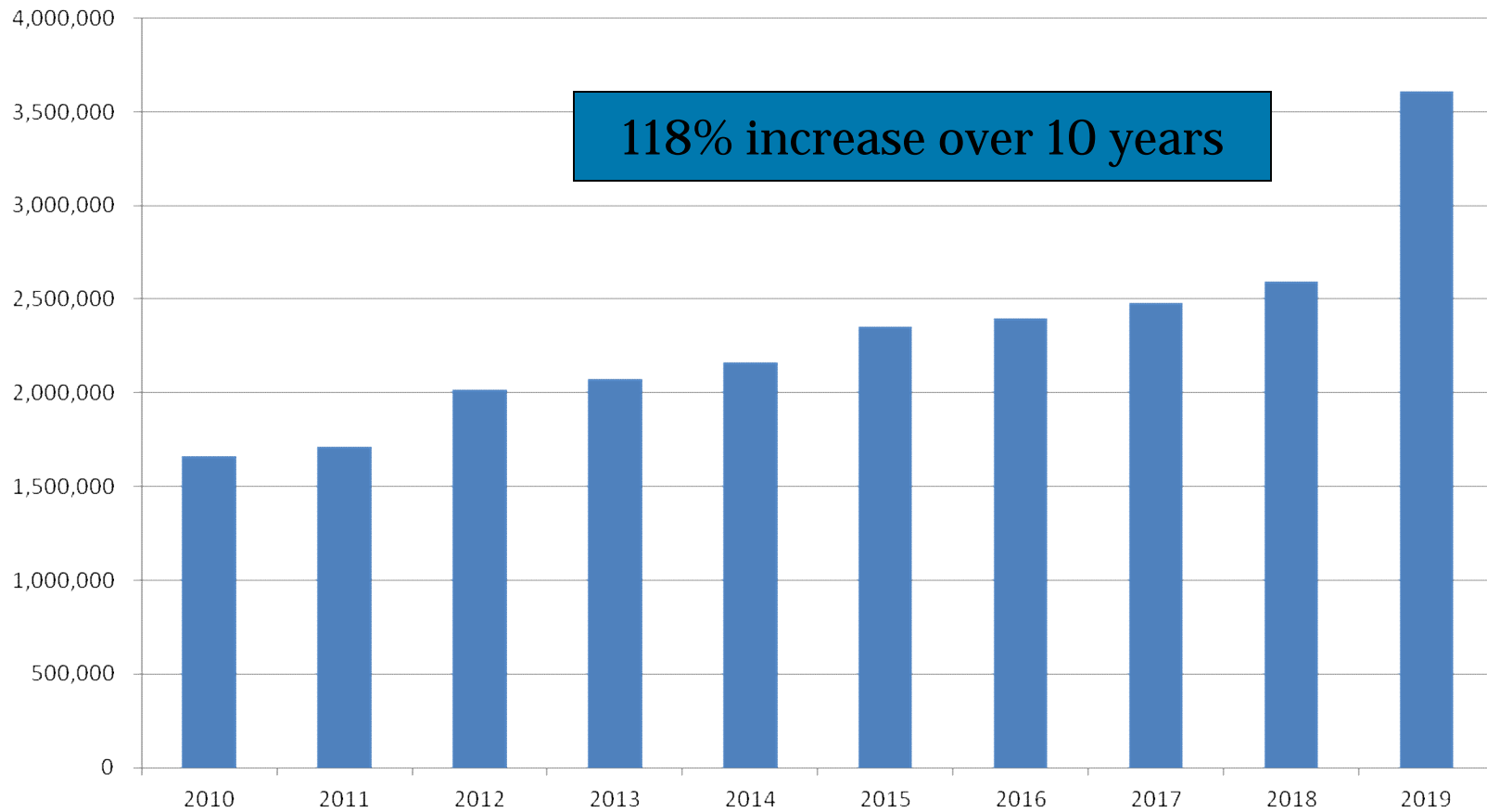
4) Assignments/Take-Aways

(2010-2019) Train Miles Projections



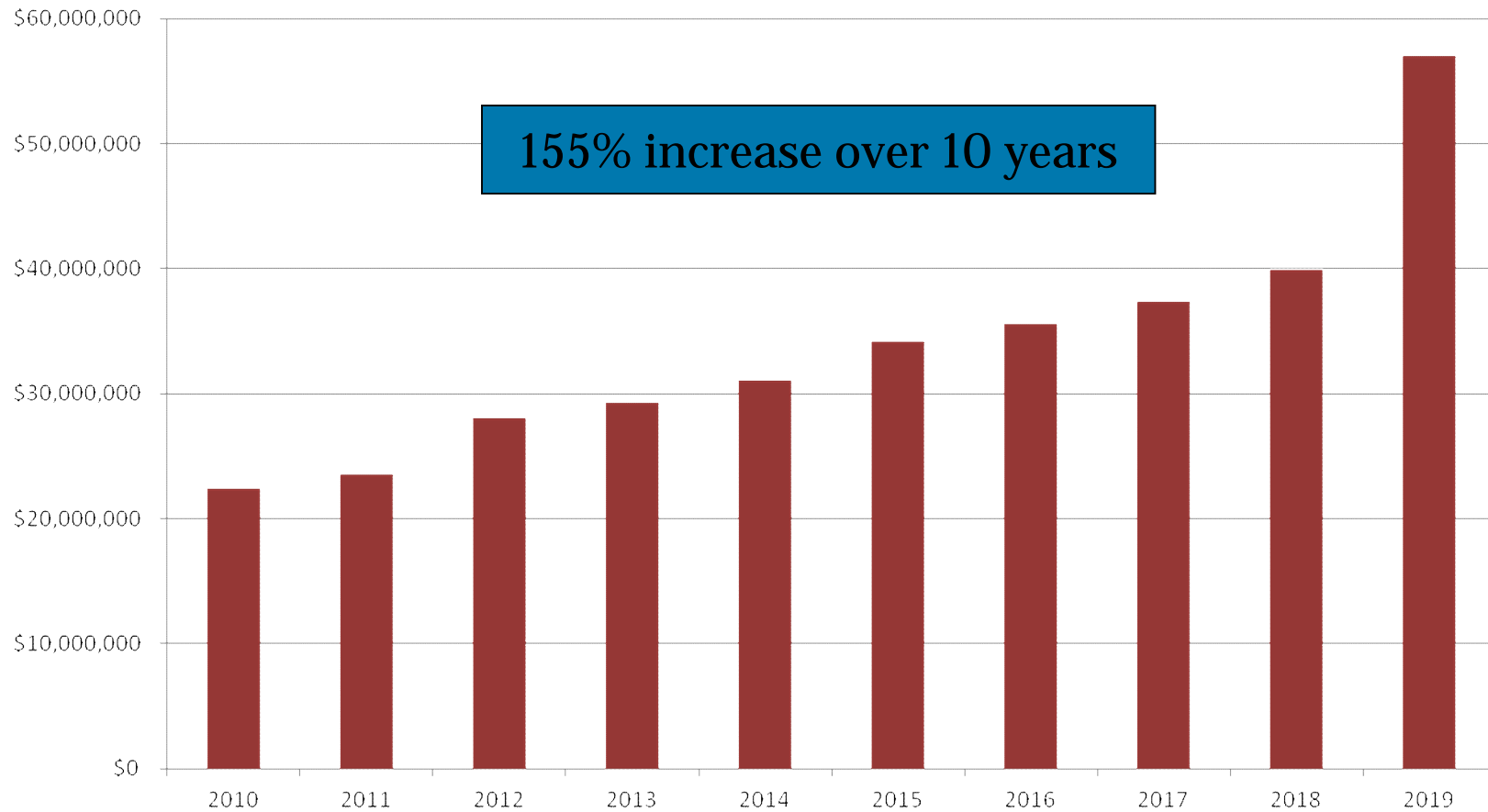
(2010-2019) Ridership Projections

Annual Ridership Projections



(2010-2019) Revenue Projections

Annual Revenue Projections



The Capitol Corridor's Long-Term Role in the Region's Future

What is the Capitol Corridor's place?

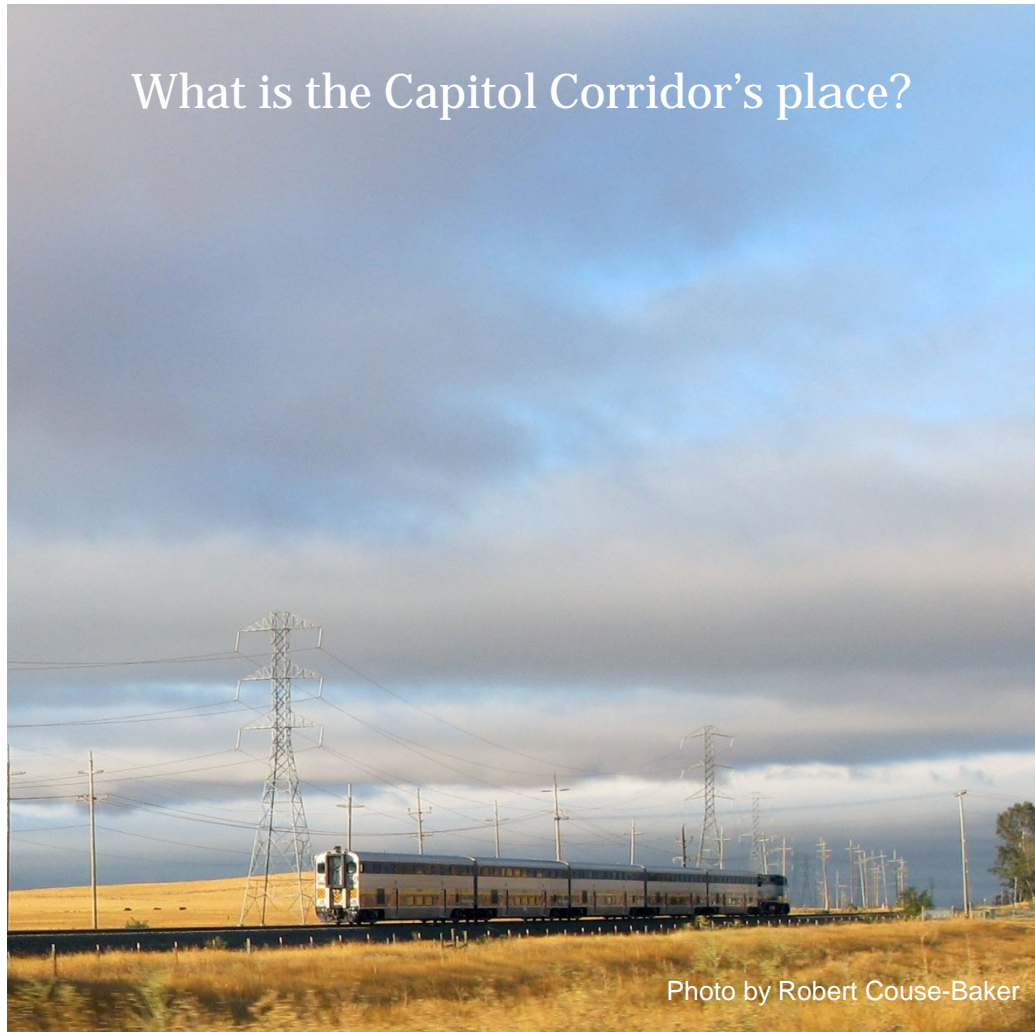


Photo by Robert Couse-Baker

The Emerging "Megaregion"

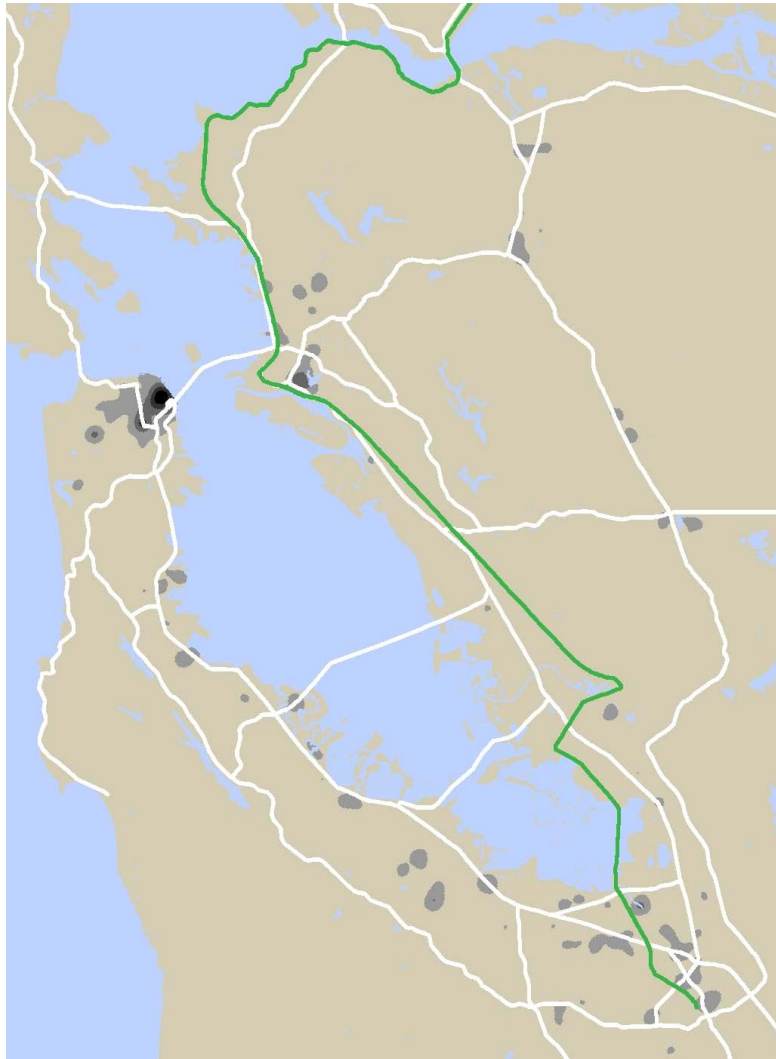
SPUR's proposed core and sphere of influence map of the Northern California megaregion



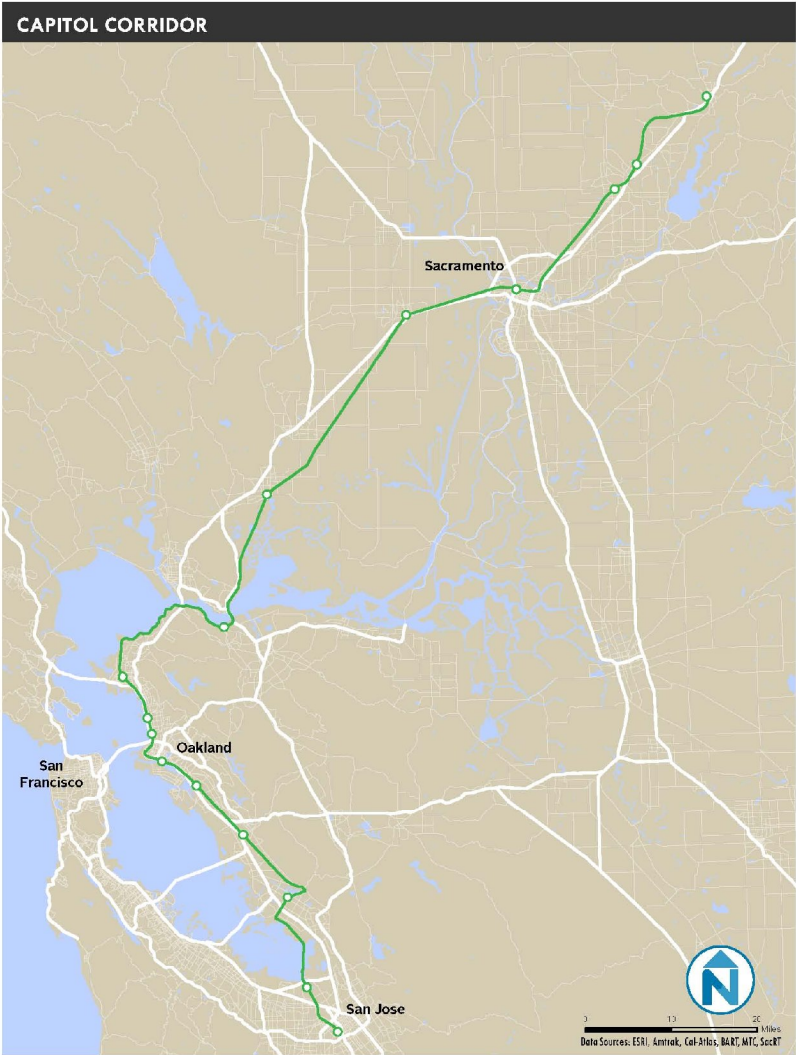
Source: SPUR analysis

Pop. 15 million
By 2030

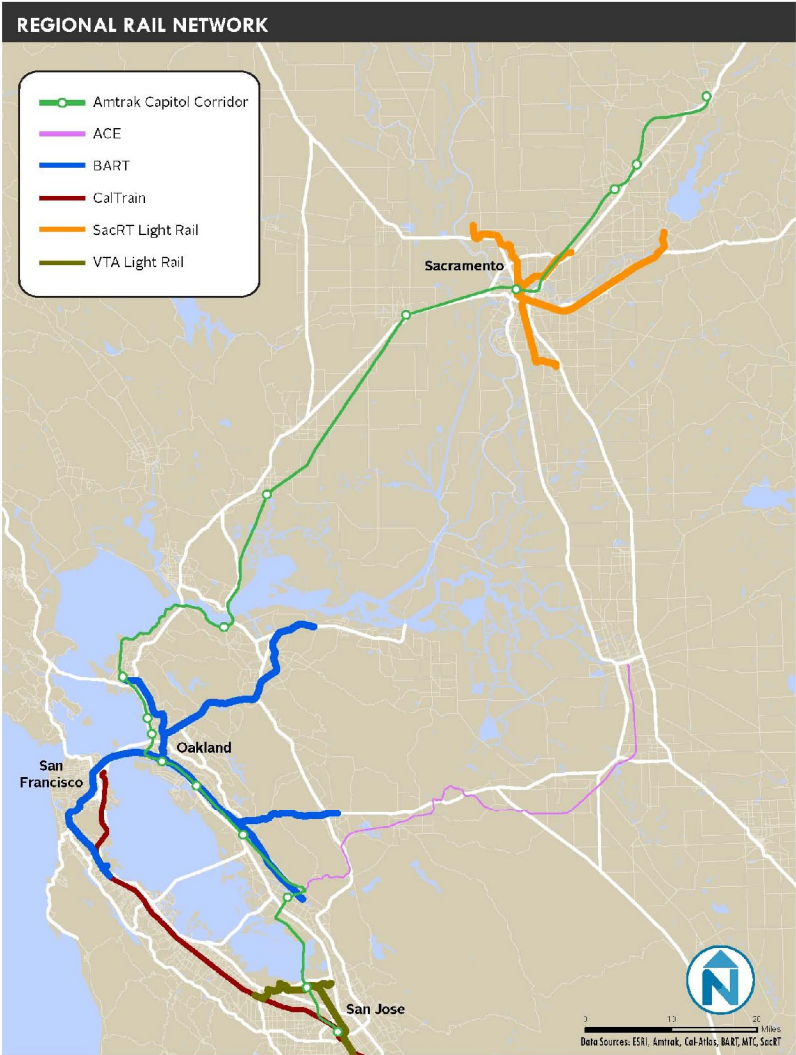
The “Spine”



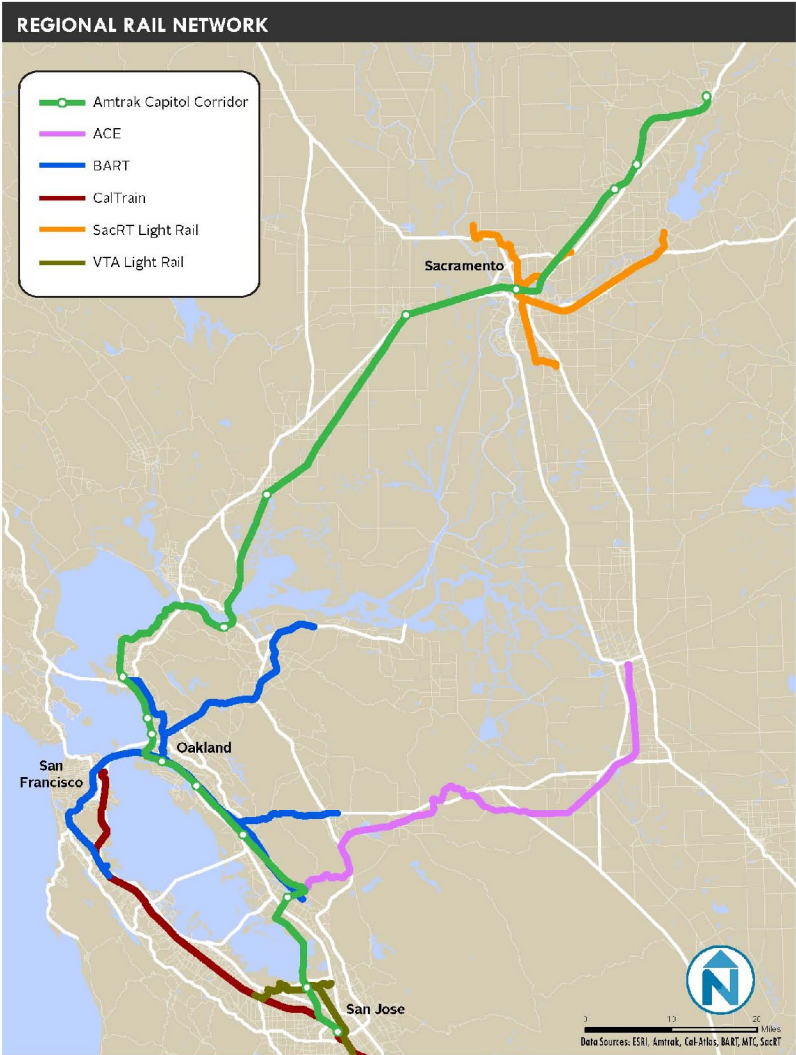
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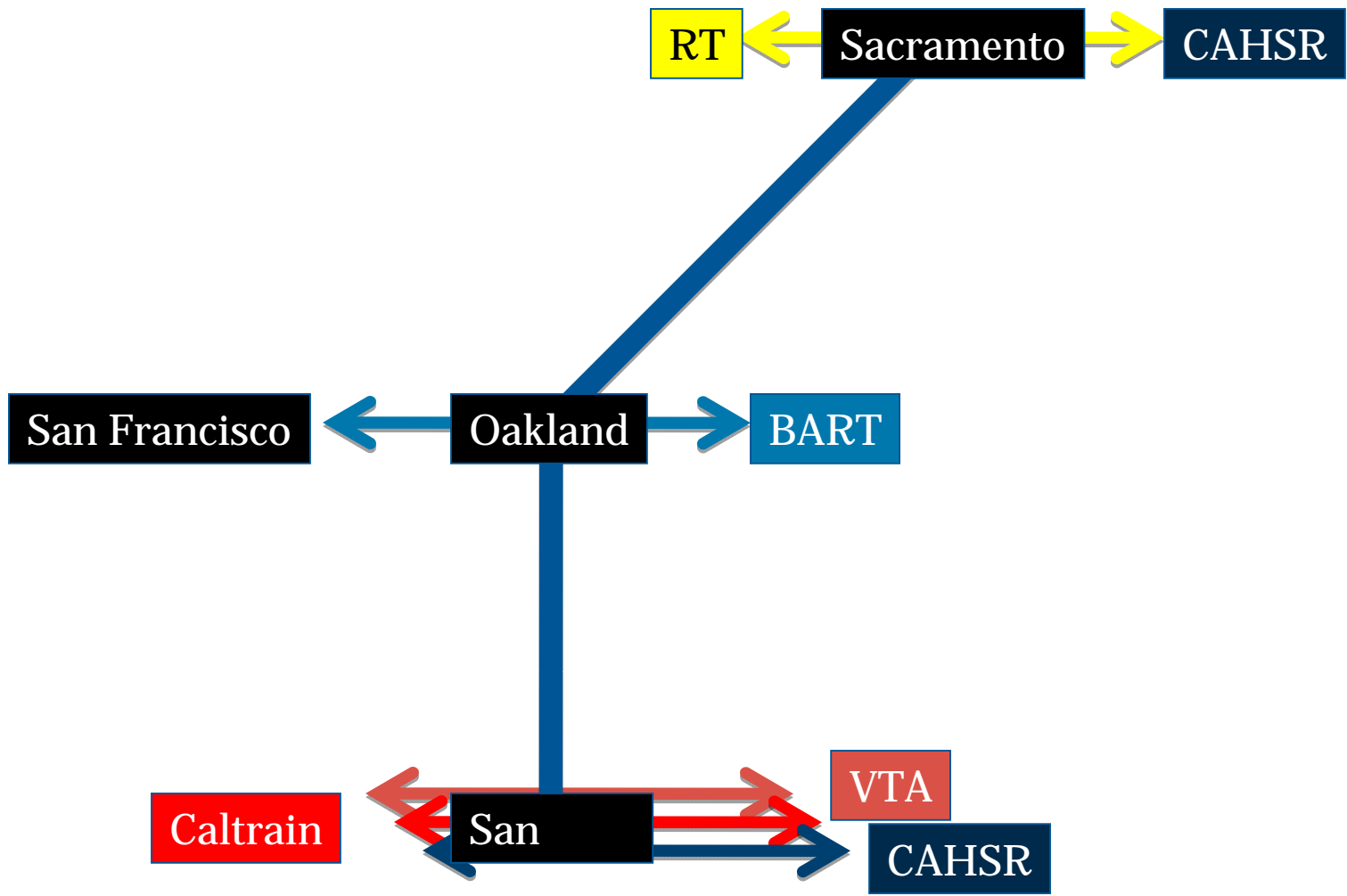
The "Spine"



The "Spine"



Capitol Corridor Connections



The Way Forward

- 1) Faster – 90 mph; up to 110 mph
- 2) More frequent – Every 30 minutes
- 3) Better connected – Seamless integration

Regional/Multimodal Integration

State		220 mph
Regional	 	110-150 mph
Metro	 	80 mph
Local	 	

Regional/Multimodal Integration



Regional/Multimodal Integration



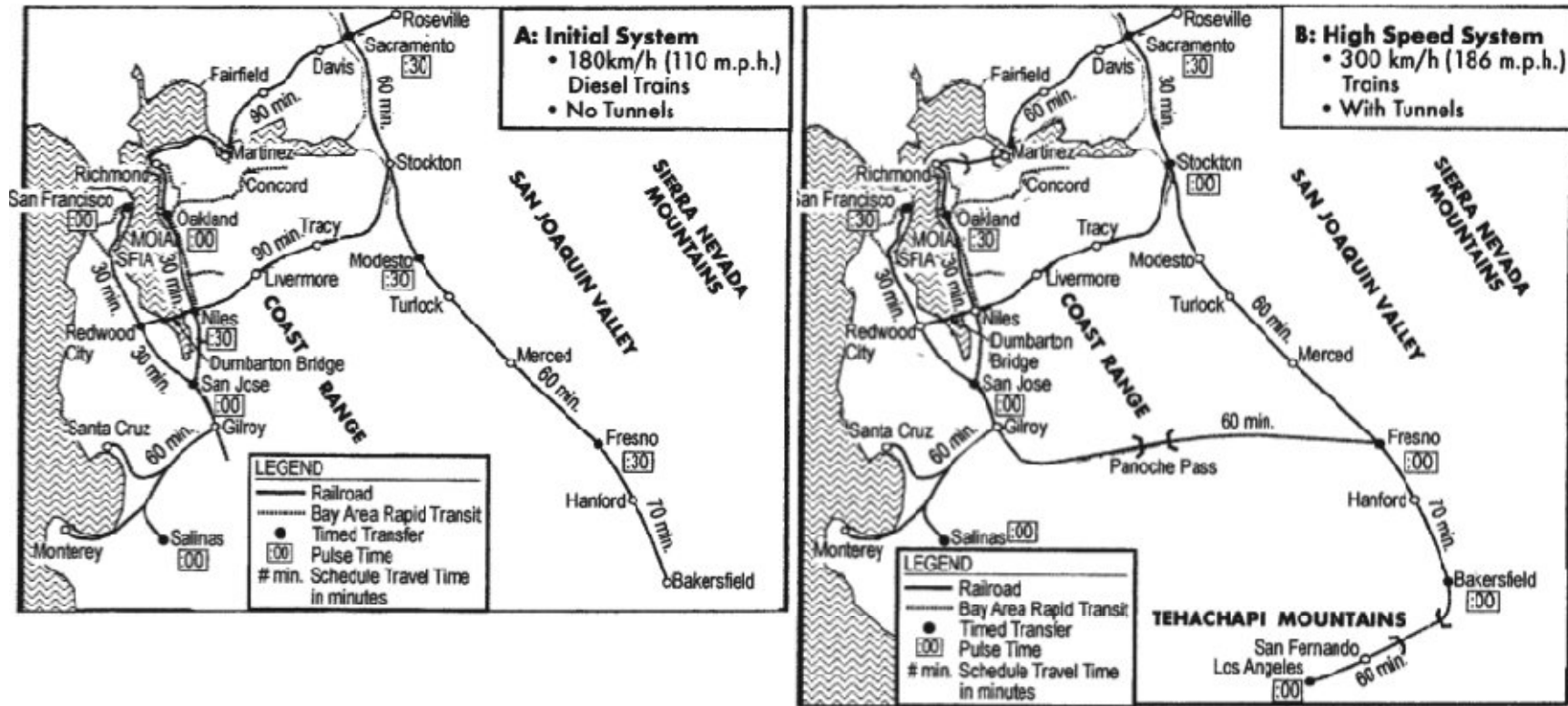
Regional/Multimodal Integration



Regional/Multimodal Integration



Regional/Multimodal Integration



From "Inter-City Rail Fixed Interval, Timed Transfer, Multihub System" by Ross Maxwell (1999)

Express and Limited-Stop Service

	Abfahrt	Départ	Partenza	Gleis	Hinweis
7. 52	IR Regio	Untervaz	Landquart	12	
7. 55	IR Regio	Landquart	Sargans	4	
7. 56	IRE RegioExpress	Reichenau - Tamins	Ilanz	11	OHNE HALT BIS REICHENAU - TAMINS
7. 58	IRE RegioExpress	Thusis Fillisur	Samedan	10	
8. 08	IR Regio	Arosa	Reichenau - Tamins	2	
8. 08	IR Regio	Felsberg	Zürich HB Aarau	11	AB SARGANS OHNE HALT BIS ZÜRICH
8. 09	IR Regio	Landquart	Ziegelbrücke	8	
8. 16	IR Regio	Sargans	Zürich HB	9	
8. 20	IR Regio	Haldenstein	Landquart	12	
8. 22	IRE RegioExpress	Buchs SG	St. Margrethen	7	
8. 28	Bernina Express		Pontresina	10	Mit Zuschlag
8. 48	IR Regio	Felsberg	Reichenau - Tamins	13	

Cleaner, Quieter, Faster Trains



Protection from Sea Level Rise



Photo by Jerry Huddleston

Segments for Discussion



South Bay



East Bay



