



CAPITOL CORRIDOR CAUSE FOR CELEBRATION

December 1991 – December 2011



THE CAPITOL CORRIDOR WORKS for the communities it serves.

Since 1991, Capitol Corridor trains have carried nearly 19 million passengers close to 1.3 billion miles. Much more than just a means of transportation, however, the Capitol Corridor is an indispensable economic and environmental asset.

- The Capitol Corridor generates good jobs, both directly and indirectly.
- The Capitol Corridor saves time and money for both passengers and motorists.
- The Capitol Corridor saves taxpayers road construction and maintenance costs.

- The Capitol Corridor increases safety.
- The Capitol Corridor reduces emissions.
- The Capitol Corridor promotes private investment in sustainable communities.

The Capitol Corridor is a true public-private partnership and a model of efficient, cost-effective service delivery. The Capitol Corridor is *cause for celebration*.

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WHAT IS THE CAPITOL CORRIDOR?

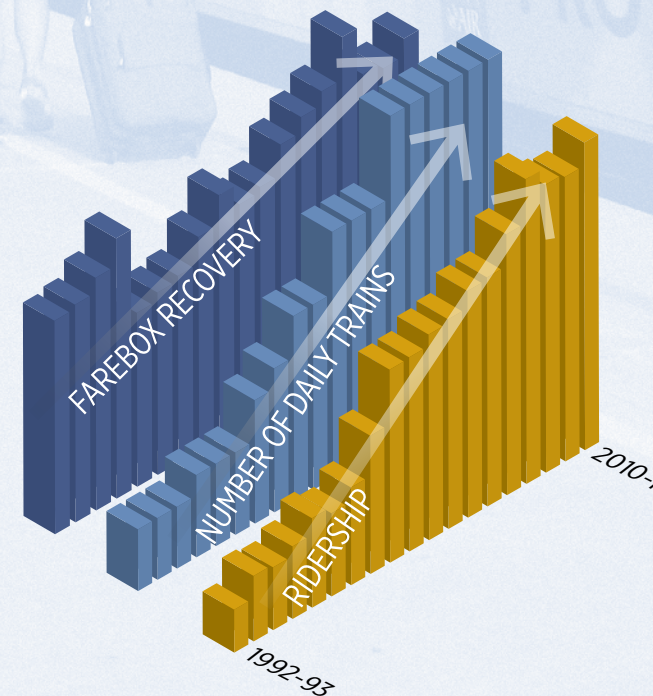
The Capitol Corridor launched on December 12, 1991. Back then, there were a total of six trains (three round trips) a day between Sacramento and San Jose.

Today there are 32 weekday (and 22 weekend) trains between Sacramento and Oakland, with 14 extending as far south as San Jose, and two daily trains (one round trip) serving the route's eastern section in Placer County (Roseville, Rocklin, and Auburn). The 170-mile corridor spans seven counties with a combined population of 6.7 million, connecting communities from the Sierra foothills to Silicon Valley. There are now 16 stations, including two providing direct connections to the Bay Area Rapid Transit (BART) system, two with direct connections to Santa Clara Valley Transportation Authority (VTA) light rail and buses, and one connecting Sacramento Regional Transit (RT) light rail and buses. In addition, there are connecting motor-coaches that serve as extensions of the trains to locations as far away as Eureka, Redding, Truckee, South Lake Tahoe, Monterey, Santa Cruz and Santa Barbara.

In 20 years, ridership has grown faster than the service: from 239,000 in the Capitol Corridor's first full year of operation to 1.71 million in the 2010-2011 fiscal year – a 600 percent increase. The Capitol Corridor is now the third-busiest route in the Amtrak network. The Capitol Corridor has also become more cost-effective even as it has expanded, from 29 percent “farebox recovery” (the share of operating costs covered by passengers) in its early years to 49 percent today (by comparison, the average farebox recovery among Bay Area transit operators in 2009-2010 was 24 percent). This trajectory of growth is the direct result of a carefully developed, customer-focused service delivery plan incorporating multiparty, collaborative capital programs and cost-effective, results-oriented operations strategy.

In the early days, the Capitol Corridor was a partnership between Amtrak and Caltrans. Since 1998, it has been managed by the Capitol Corridor Joint Powers Authority, or CCJPA, a partnership among six transit agencies in eight counties. Caltrans provides operating funds for the service to the CCJPA, who in turn manages the operation and capital program through a dedicated management team at BART. Amtrak operates the service under contract to the CCJPA. Union Pacific Railroad (UPRR) and Caltrain dispatch the trains and perform routine maintenance and repairs on the track infrastructure. This unique arrangement helps to control costs – administrative costs account for less than 5 percent of the Capitol Corridor's operating budget.

The key to the Capitol Corridor's success has been the development and retention of important service partners. The CCJPA relies on relationships with the underlying track



owners, UPRR, which owns 168 miles of route, and Caltrain, which owns the southernmost 2.5 miles. To help Capitol Corridor passengers finish or start their trips, the CCJPA has partnered with the connecting transit agencies at each station to provide passengers with either free transfers or discounted tickets on connecting trains and buses. The stations along the route are owned by the local cities along the corridor, which helps foster economic and community growth. Caltrans is CCJPA's key State partner in providing operations and capital funding and rolling stock (locomotives and rail cars).

CCJPA relies on and works closely with the UPRR. The Capitol Corridor trains share tracks with dozens of freight trains per day – indeed, the path from the Port of Oakland into the Central Valley is one of the busiest and most important freight corridors in America. Yet for years the Capitol Corridor has had the best on-time performance of any Amtrak line nationwide. How is this possible? UPRR is responsible for maintenance and dispatches all trains – including Capitol Corridor trains – and receives incentive payments whenever Capitol Corridor trains meet or exceed the on-time performance goal of 90 percent. Starting in early 2008, after an extensive program by UPRR to bring the railroad into a state of good repair, on-time performance has improved from 70 percent to 94 percent. UPRR is also an implementation partner for capital projects that increase track capacity along the Capitol Corridor route. The Yolo Causeway Second Main Track project between Sacramento and Davis is one exemplary project that improved on-time performance and cut travel times by 10 minutes each way.

The cost of Capitol Corridor operation and maintenance is split between passengers and the state. For this investment, the public receives a



range of mobility, economic, environmental and other benefits, some of which are described in the following section.

For a railroad like the Capitol Corridor, however, the ability to provide service is a function of physical capacity. Over the past two decades, nearly \$1 billion has been invested in infrastructure including railcars, stations, tracks and signaling systems, and storage and maintenance facilities. Much of this spending has gone directly to speed, reliability and track capacity improvements. Almost all of the funding has come from the state and regions, either through state capital programs or legislated/voter initiatives.

In recent years, the pace of investment has slowed and become less reliable. With funding unavailable for the capital improvements necessary to expand service – which has not been increased since 2006 – capital investments are currently limited to safety and customer service improvements, such as new wireless Internet service and station security cameras.

RETURN ON INVESTMENT

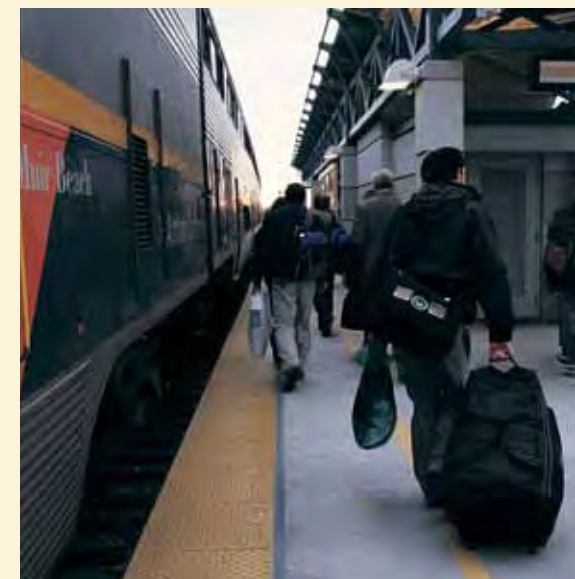
The Capitol Corridor creates value for Northern California.

Every year, the Capitol Corridor generates about \$170 million in economic activity for the region. Between operations and construction (depending on what's currently under construction), it provides around 370 jobs directly, and supports another 625, for a total of close to 1,000 jobs. Further, roughly three-quarters of the jobs provided directly by the Capitol Corridor are well-paid, non-managerial jobs.

For Capitol Corridor passengers, time is money, and time spent on Capitol Corridor trains – where riders can work or simply relax, rather than sitting behind the wheel – adds up. Based on federal guidelines for calculating the value of travel time, every hour spent avoiding the stress of traffic is worth \$26 to the average Capitol Corridor passenger. And when trains are made faster, passengers get more time to spend with family and friends, at the office, or however they choose. Since 2003-2004, when CCJPA and UPRR made major improvements to their

shared right-of-way, the travel time for a Capitol Corridor trip of 67.6 miles (the average length in 2003) has been reduced by 2.4 minutes – resulting in \$1.8 million in annual travel time savings for train riders this year.

The Capitol Corridor saves non-riders time and money, too. Between Sacramento and Oakland, where the Capitol Corridor has the track capacity for relatively frequent service, it provides as much capacity during peak periods as one-half of a freeway lane, each way. This serves to reduce congestion, saving all motorists time. In fact, if all the current Capitol Corridor riders westbound, during the morning peak hour traveled by private vehicle instead of train, the added congestion would result in 770 hours of aggregate travel delay for motorists each weekday morning. Annually, the Capitol Corridor reduces morning commute travel times by nearly 200,000 hours, a value of \$5.1 million in time savings during this one-way morning commute alone. The Capitol Corridor also saves taxpayers money. If a lane were to be added to Interstate 80 in each direction between Sacramento and



**THE CAPITOL
CORRIDOR
CREATES VALUE
FOR NORTHERN
CALIFORNIA.**

BY THE NUMBERS

1.3 BILLION PASSENGER
MILES TRAVELED

1,000 JOBS GENERATED
ANNUALLY

\$170 MILLION IN ANNUAL
ECONOMIC ACTIVITY

147,000 FEWER METRIC
TONS OF CO₂

23,000 HOMES PLANNED IN
STATION AREAS

22 MILLION SQUARE FEET OF
COMMERCIAL SPACE PLANNED

Emeryville, based on current construction costs within the corridor, it could cost more than \$1 billion in capital expenditure, not counting annual maintenance costs.

Then there are the safety benefits. Since service inception in 1991 and 1.3 billion passenger miles later, there have been no passenger fatalities on the Capitol Corridor trains. Analysis indicates that the Capitol Corridor has likely prevented close to 875 accidents on our region's roads. Lives have been saved – and so has more than \$30 million in accident-related costs.

The Capitol Corridor also saves lives and money by reducing harmful air pollutants and greenhouse gas emissions. Since 1998, the Capitol Corridor has reduced carbon dioxide (CO₂) emissions by approximately 147,000 metric tons. As ridership has increased, this figure has increased as well, from approximately 3,650 tons annually to more than 16,000.

Finally, the Capitol Corridor has attracted private investment to the areas around its stations, helping to focus the region's growth on transit-oriented, walkable "infill" sites and reducing the impacts of urban sprawl. Since the Capitol Corridor began, 13 of the 15 cities it serves have rezoned station areas to accommodate more compact development. More than 4,200 homes and 6.7 million square feet of commercial space have already been built within a quarter-mile of Capitol Corridor stations, and a total of more than 23,000 homes and 22 million square feet of commercial space is envisioned under broader station area plans. In Emeryville alone, 1,400 homes and 5.3 million square feet of commercial space have been built within a quarter-mile of the station. Between San Jose, Sacramento and Roseville, more than 15,000 homes and 17.5 million square feet of commercial space is planned in their larger station areas.



THE RAILROAD AHEAD

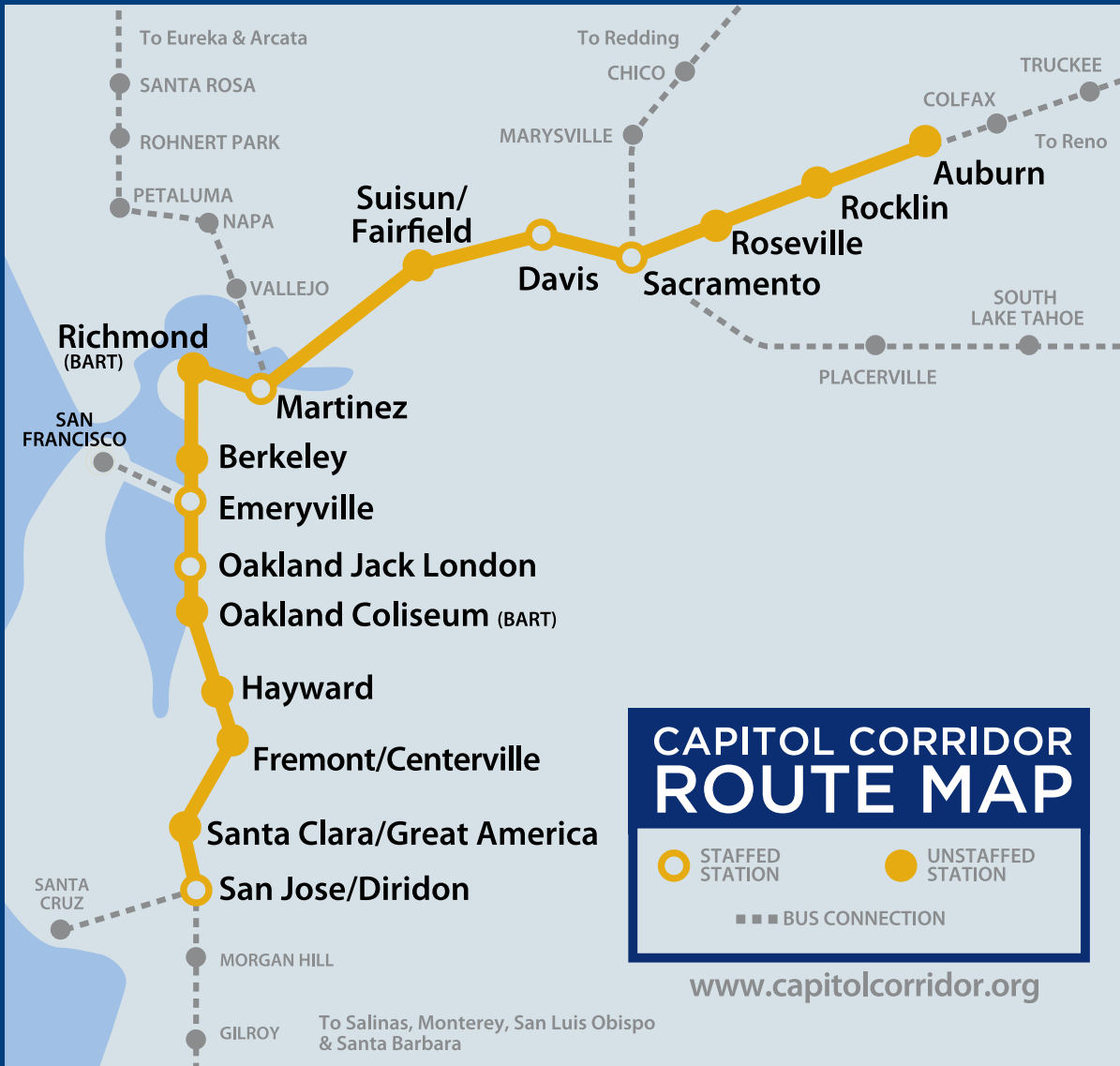
The Capitol Corridor has a vision for continued growth, but it will require further investment.

In the near future, the CCJPA will invest the limited funding available to improve safety and customer service. In addition, a plan is in place to expand service to San Jose and the Silicon Valley from today's 14 trains today to 22 in the future. Service from Sacramento to Roseville would reach 20 trains per day, including two more daily trains to Auburn. These improvements could nearly double ridership – and take nearly one-and-a-half million cars a year off of congested roads. CCJPA is seeking to leverage some funding already committed by the state to attract federal funds, but the outlook for federal monies is uncertain.

These investments will require substantial funding. Yet the Capitol Corridor's record is one that presents a substantial return on investment.

For 20 years, the Capitol Corridor has been a catalyst to drive economic development in Northern California, while providing secure, high-paying jobs that cannot be outsourced and offering a safe, reliable, stress-free and efficient means of public transport. The Capitol Corridor represents a successful model for public transportation service that partners with its passengers, private interests, employers and the communities along the route. For these reasons, future investment in the Capitol Corridor is the right and necessary choice to ensure another 20 years of continued positive performance and growth.

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