

Shared Rail Corridor Success Stories

The Capitol Corridor Experience

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Capitol Corridor Service Area



- 170-mile route (~290 track miles)
 - 168 miles-UPRR
 - 2 miles-Caltrain (SF Peninsula)
- 3 distinct service areas
 - Sacramento / Sierra Foothills
 - Oakland / S.F. Bay Area
 - San Jose
- Extensive connections to local transit and communities
- Operated by Amtrak under management of Capitol Corridor Joint Powers Authority (CCJPA)
- 3rd busiest in Amtrak system; most reliable [#1 OTP 4 straight years]

Successful Initiatives

- San Jose Service Expansion (Aug. 2006)
- Capitalized Maintenance
- CCJPA/UPRR/Amtrak Tri-Party On-Time Performance Incentive Agreement

Capitol Corridor Performance Goals

- Build upon Capitol Corridor's success of **prior funding** allocations
- Work with Amtrak to continue **efficient, effective** service to the customer
- Maintain **collaborative** partnership with railroad owner, UPRR

San Jose Service Expansion Aug 2006

Freight carrier requirements:

- Conduct network capacity modeling
- Utilize capacity that is not being used
- Service reliability of at least 90% OTP

CCJPA requirements:

- Protect existing, future freight growth
- Pay for design, construction costs
- Own operating slots (increase from 6 to 14 daily trains) serving San Jose/Silicon Valley
- Commit resources for track/signal maintenance

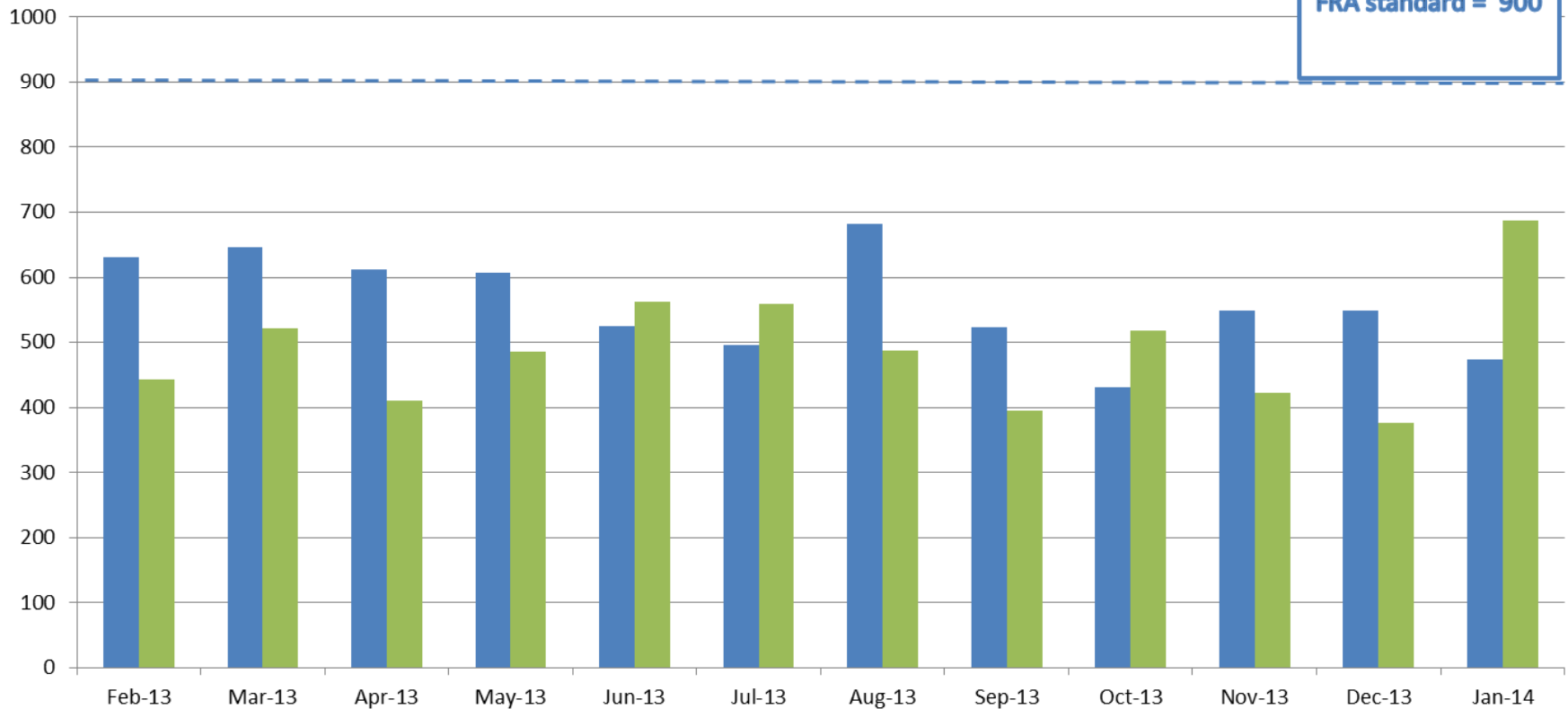
Supplemental Capitalized Maintenance

- Part of Construction/Maintenance Agreement
 - Continuously revised as funds are allocated
 - Funding above Amtrak incremental MoW payments
- Private-Public Partnership/shared funding
 1. Night-time surfacing gang assigned to route
 2. Spring-frog replacement (no more spot welding)
- Improved ride quality; no slow orders
- Results: Retained ridership during down economy; highest customer satisfaction

Capitol Corridor Host RR Delays per 10K Miles

■ Prior 12 months ■ Current 12 months

FRA standard = 900



Monthly Average

-Current 12 months	489.02
-Prior 12 months	560.25
% Difference	-12.7%
FRA Standard	900

Tri-Party On-Time Performance Agreement

- Capitol Corridor amended out of national Amtrak-UP OTP agreement into a stand-alone 3-party contract
 - Ensure payment to RR for Capitol Corridor OTP
 - Eliminated penalties, “look-backs” of national OTP agreement
 - Each month “hit restart button”
- Same definition for “on-time” but bar raised to min 92%
- Payments increased:
 - by 50% if continued 92%-96%;
 - by 100% if continued 96+%
- Benefit of single RR owner who dispatches trains
- Results: Best OTP in Amtrak; UP earning max incentive

Customer Satisfaction vs. OTP

