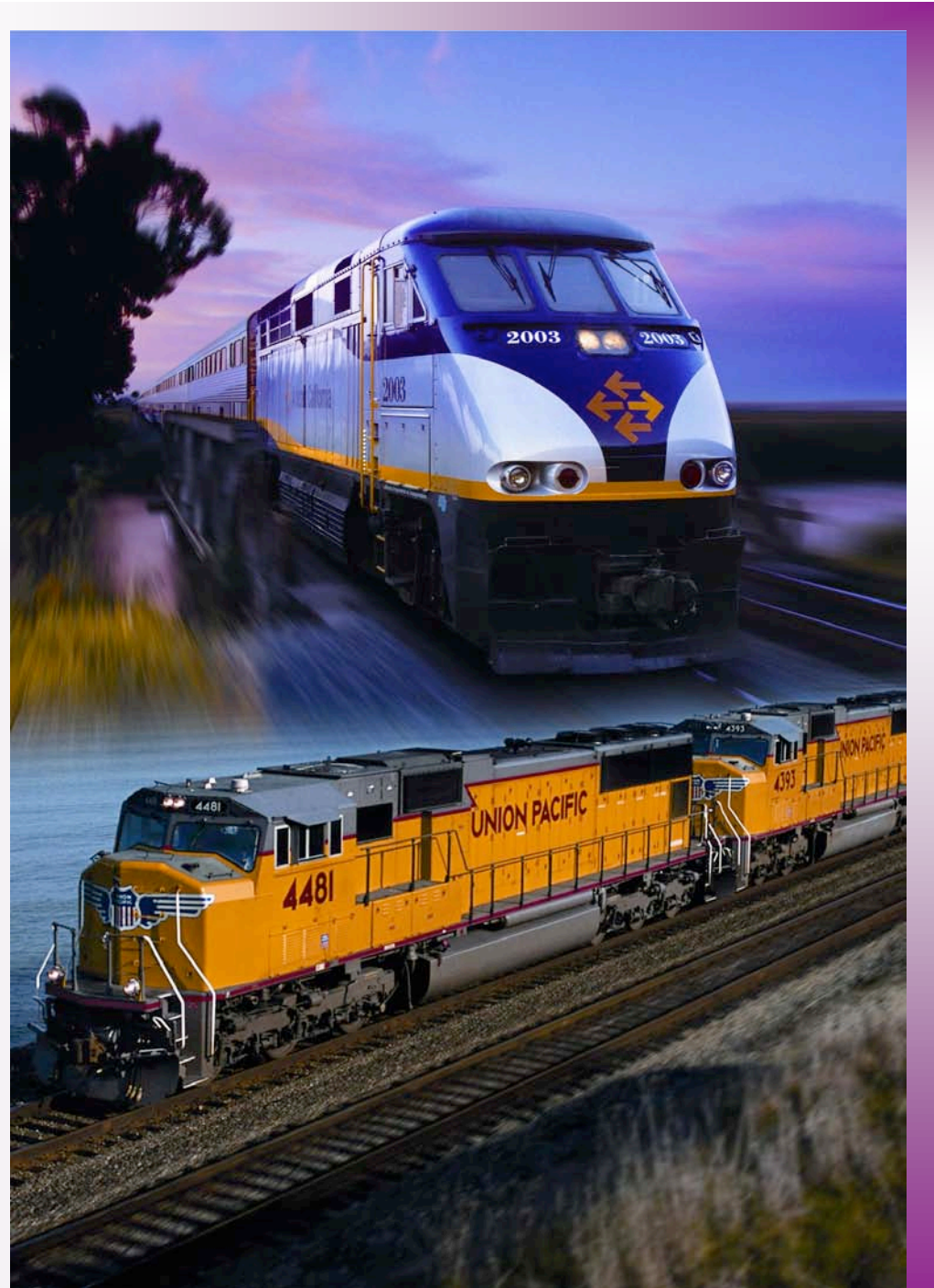




Successful Passenger Rail in the State of California

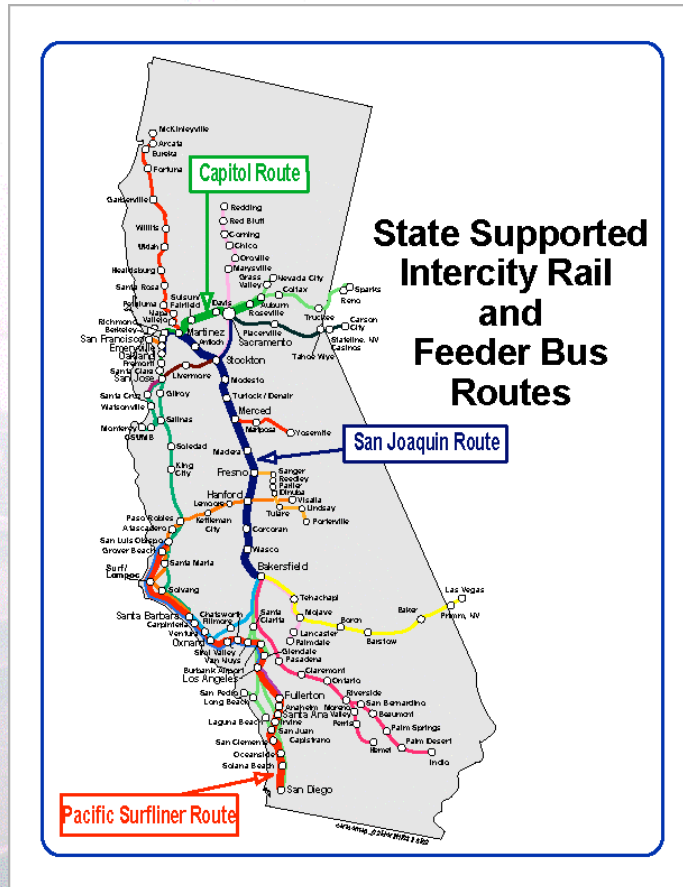
Texas
Transportation Forum
Austin, Texas

Eugene K. Skoropowski, Managing Director
Capitol Corridor Joint Powers Authority (CCJPA)
Oakland, California July 20, 2007





California Rail Services Today



IntraState Intercity Rail Service

- Capitol Corridor (1991)
- San Joaquin Route (1976)
- Pacific Surfliner Route

+ Network of dedicated, connecting buses

Plus National Network

Long Distance Trains

- Sunset 3 times per week
- Southwest Chief- daily
- California Zephyr- daily
- Coast Starlight- daily

Plus locally supported regional rail

- San Jose-San Francisco (Caltrain)
- San Jose-Stockton (ACE)
- Metro Los Angeles (Metrolink)
- San Diego County (Coaster)





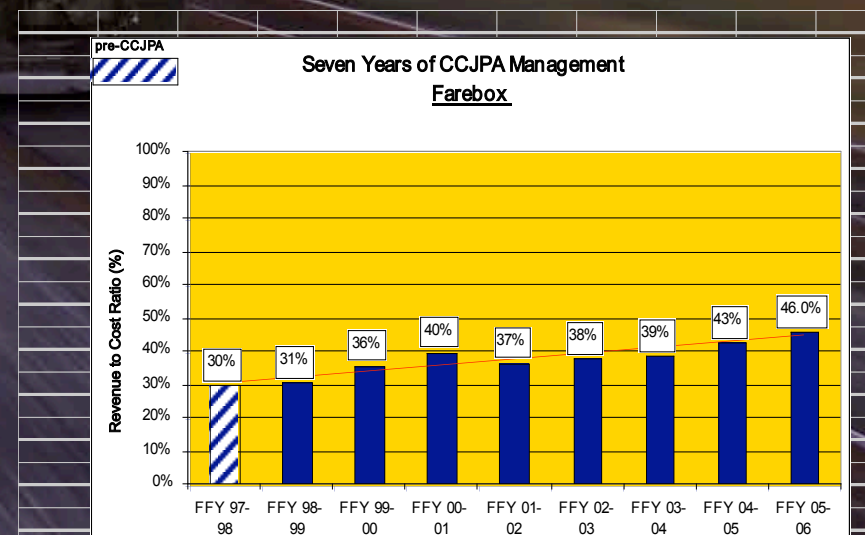
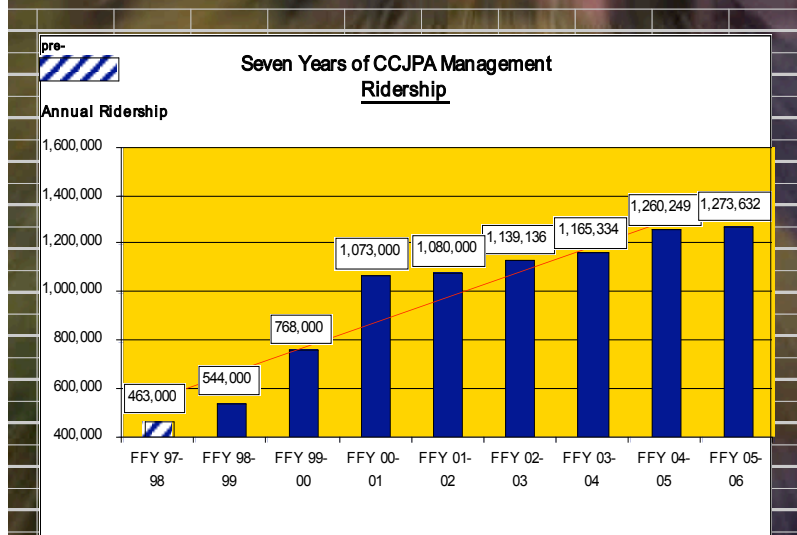
California Intercity Service: Metropolitan Area Connections

- Pacific Surfliner
San Diego-Los Angeles-Santa Barbara-San Luis Obispo
- Capitol Corridor
San Jose-Oakland/San Francisco-Sacramento-Sierra Foothills
- San Joaquins
Oakland/San Francisco (and also from Sacramento)-Stockton-Fresno-Bakersfield (-LA)

State-supported Rail and Bus network covers approximately
80% of population base of state



This is not nostalgia, this is today's transportation!





California's key to passenger rail success:

- Capital funding
- Capital funding
- Capital funding
- Steady stream of operating funding
- Good working relationship with private railroads, Amtrak
- 'Success' generates riders, political & funding support (and good management helps a bit too)





How Much has it cost so far?

- Capital Investment in the program to date: \$2.7 Billion, from all sources

Pacific Surfliner	San Joaquin Corridor	Capitol Corridor
\$1.152 Billion	\$516 Million	\$269 million
Plus \$585 million for rolling stock; \$146 million for maintenance facilities		

- Direct State capital investment is \$1.7 Billion
(voters approved \$400 million more in Nov. 2007)
- Operating subsidies since 1976: \$570 million
- Annual State operating subsidy: Now \$75 mm (flat for last 6 years, even with 'growth' in service)





What are the key ingredients to start & sustain quality service?

- Public support: willingness to FUND IT
- A visionary plan; legislation TO FUND IT
- Political leadership; 'a champion' TO GET FUNDS
- Political will: the money to 'FUND THE PLAN' and provide an on-going stream of operating & capital
- Host Railroad: part of planning/construction/operation
- Project delivery by a 'can do' team





Components of a customer driven passenger rail service

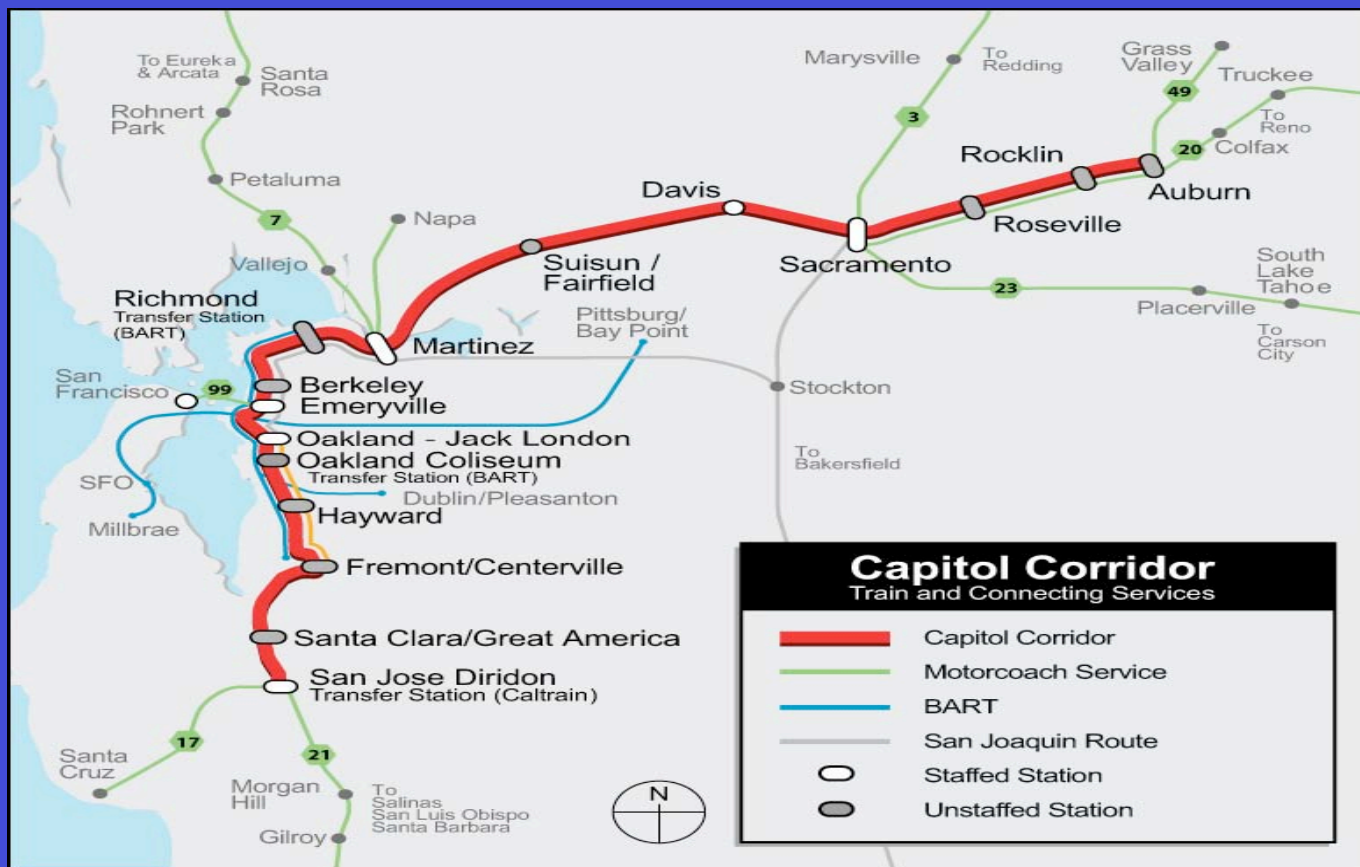
- Customer focus: **regular communication**
- Reliability of operation: **92% or better 'on-time'**
- Access/Connectivity: **local transit, airports, parking**
- Adequate frequency of service: **8-16 Round-Trips**
- Competitive travel time: **at least sustained 79mph**
- Competitive/market-based pricing: **set below auto**



15 Capitol Corridor: **15**
Celebrating 15 Years of Success



The Capitol Corridor: 170 Mile Intercity Rail Route

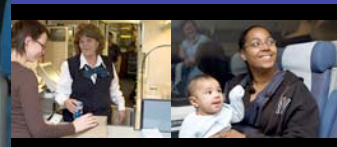




The Capitol Corridor

on Union Pacific Railroad in Northern California

Our riders and our trains





How did we end last year?

EIGHT YEARS OF CCJPA MANAGEMENT CAPITOL CORRIDOR PERFORMANCE SUMMARY

	Service Level	Ridership	Revenue	Revenue to Cost Ratio
FY 2006	24 daily trains	1,273,632	\$16.1 million	46%
(PRE-CCJPA) FY 1998	8 daily trains	463,000	\$6.25 million	30%
Eight Year Improvement	200%	175%	158%	53%

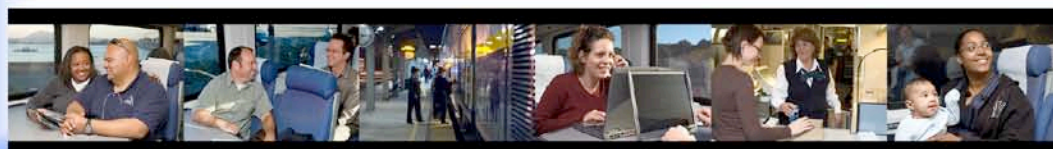




How will the end of this year look?

NINE YEARS OF CCJPA MANAGEMENT CAPITOL CORRIDOR PERFORMANCE SUMMARY

³² ₃₂	Service Level	Ridership	Revenue	Revenue to Cost Ratio
FY2007	32 daily trains	1,600,000	\$21.0 million	51%
(PRE-CCJPA) FY 1998	8 daily trains	463,000	\$6.25 million	30%
Nine Year Improvement	300%	245%	236%	70%



15 Capitol Corridor: **15**
Celebrating 15 Years of Success





Results Speak Volumes



- 3 of Amtrak's 5 busiest routes are now in California
- 20% of all Amtrak's riders are now in California
(Intercity rail generated 500,000,000 passenger miles in FY 05 = VMTs that are NOT on the highways)
- Proven partnership involving the local communities, riders, California Department of Transportation, Amtrak, Union Pacific Railroad, BNSF Railway





Thank you

- For the chance to tell the story of our success

Americans will ride 'quality train service' and are doing so today. They are also willing to fund the trains, both for operating and capital.

If Californians are riding intercity passenger trains in droves, it can happen anywhere.

Now, if we can only get the message to our decision makers in Washington who never ride trains outside the Northeast Corridor.....

