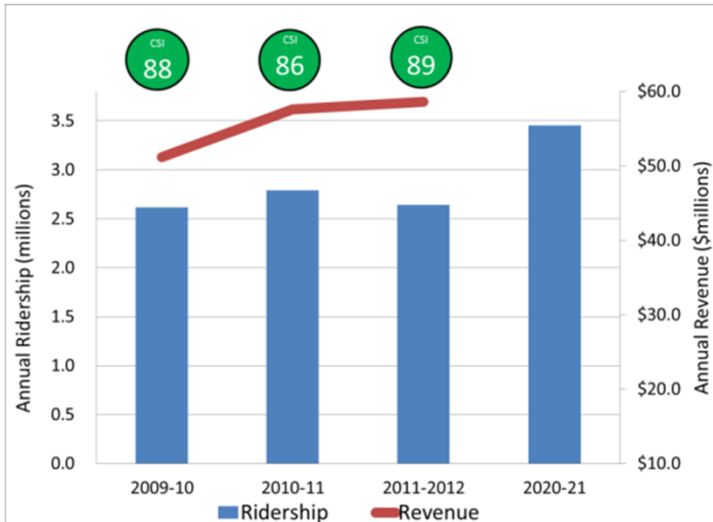


California's Intercity Passenger Rail Program

- *Creating Jobs*
- *Supporting Regional Economies*
- *Improving Air Quality*
- *Enhancing Mobility*



Record Ridership and Revenue



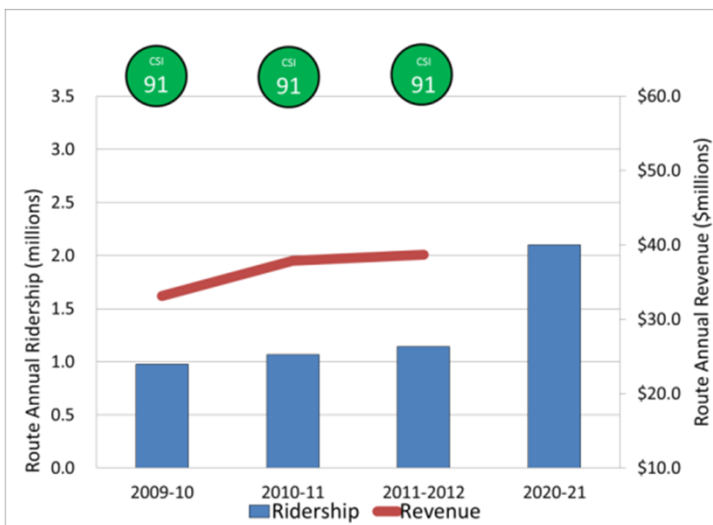
Pacific Surfliner

- San Diego, Los Angeles, San Luis Obispo (LOSSAN Corridor)
- 351 miles
- Amtrak's 2nd Busiest
- 2.6 million annual riders
- \$59 million annual revenue
- 89 overall customer satisfaction index
- VMT reduction of 168 million miles
- CO₂ emissions reduction of 54 million pounds.



Capitol Corridor

- Sacramento, Oakland, San Jose
- 170 miles
- Amtrak's 3rd Busiest
- 1.8 million annual riders
- \$30 million annual revenue
- 91 overall customer satisfaction index
- VMT reduction of 84 million miles
- Net reduction in CO₂ emissions of 15 million pounds.



San Joaquin

- Sacramento, Oakland, Bakersfield
- 365 miles
- Amtrak's 5th Busiest
- 1.1 million annual riders
- \$39 million annual revenue
- 91 overall customer satisfaction index
- VMT reduction of well over 100 million miles
- Net reduction of CO₂ emissions of 24 million pounds.

Key Statewide Priorities

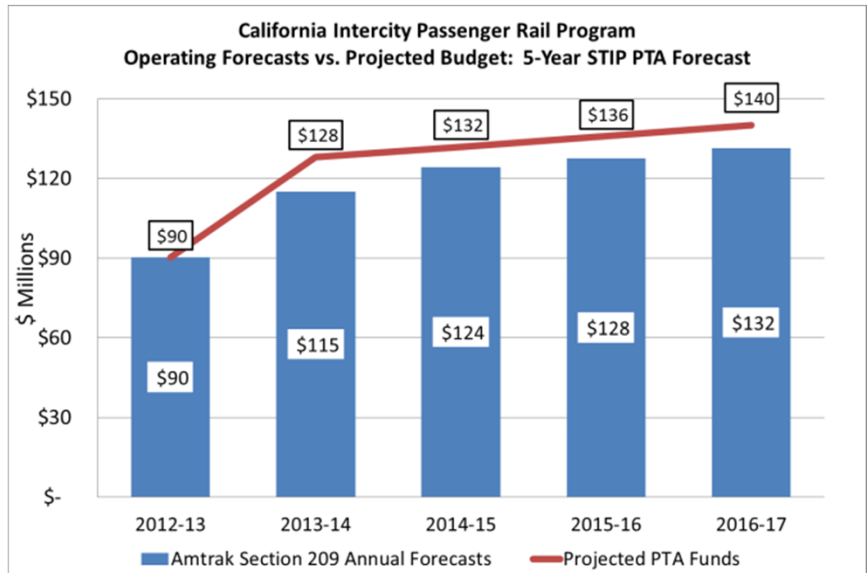
1. Continued State Operations Support

- Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 requires states to fund a larger share of costs starting in FY2013-2014.
- Based upon the California Transportation Commission’s (CTC) 2012 State Transportation Improvement Program (STIP) fund estimate, Public Transportation Account (PTA) funds are reserved for intercity rail operations and these Section 209 costs.

• Total FY 2013/2014 funding need is \$115 m.

• Any cost savings should be reinvested into service improvements.

• Service expansions and extensions funded through additional PTA line item.



2. Capital Funding Program

- New Equipment: \$42 m in State 1B Transportation Bonds is leveraging \$168 m in federal capital grants and another \$500 m in orders from other states.
- Overall, nearly \$400 m secured in federal capital grants for equipment, capacity, and station improvements.

• State matching funds limited to one-time bond measures (Propositions 1A, 1B).

• Recurring capital revenue source is needed to sustain program’s success.

• Reductions in VMTs and CO₂ emissions justify eligibility for future cap and trade revenues.

• Estimated 10-Year Capital Programs shown.

Corridor	10-Year Capital Program
Pacific Surfliner	\$1,565 m
Capitol Corridor (CC)	\$952 m
San Joaquin	\$725 m
Coast Rail (<i>emerging</i>)	\$325 m
CC to Salinas (<i>emerging</i>)	\$186 m
Total Program	\$3,753 m

California Intercity Rail Corridor Agencies

For More Information:



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