

# Memorandum

To: CHAIR AND MEMBERS  
California Transportation Commission

Date: September 9-10, 2009

Reference No.: 3.9  
Information Item

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Chief Financial Officer

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Subject: **FY 2008-09 FOURTH QUARTER RAIL OPERATIONS REPORT**

## **SUMMARY:**

This is the Fourth Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2008-09, April through June 2009, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance, revenue, expense, and farebox ratio measures. These results are also compared to the same period for the prior year and to the Business Plan projections. This data allows the performance of the routes to be easily compared. In addition, FY 2008-09 results are compared to FY 2007-08 results.

California provides financial and administrative support for Amtrak intercity rail passenger service on three corridors within the State: the Pacific Surfliner Route between San Diego, Los Angeles, and San Luis Obispo; the Capitol Corridor between San Jose, Oakland, and the Sacramento region; and, the San Joaquin Route between Bakersfield and both Oakland and Sacramento. These routes are, respectively, the second, third, and sixth busiest routes in the entire national Amtrak system. The *Pacific Surfliner* and *San Joaquin* routes are administered by the California Department of Transportation (Department), while the third corridor is administered by a separate agency, the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the Department.

### **Fourth Quarter Results**

Total ridership during the fourth quarter (April-June 2009) on the three routes was 9.8 percent below the comparable quarter in 2007-08. The *San Joaquins* were down 4.6 percent, the *Capitol Corridor* was down 9.2 percent and the *Pacific Surfliners* were down 12.0 percent. The combined ridership of all three routes fell short of the Business Plan projections by 15.5 percent. The decline in rail ridership was nationwide in scope and largely due to the economic recession. The entire Amtrak network faced a decline of 6.9 percent from April-June 2009 compared to the same period of the prior year.

Combined on-time performance (OTP) for the fourth quarter was 90.4 percent, 10.7 percentage points above same quarter in 2007-08, and 4.4 percentage points above the combined Business

Plan projections. This is the highest fourth quarter combined OTP ever recorded for California State-supported routes.

The combined farebox ratio (revenues divided by expenses) for the three routes was 49.5 percent in the fourth quarter, a decrease of 1.3 percentage points from the comparable quarter in 2007-08, and 6.6 percentage points below the Business Plan projections. Overall revenue in the fourth quarter decreased 5.1 percent, compared with the same quarter the previous year, and was 15.9 percent lower than the Business Plan projections for the quarter. Overall expenses decreased 2.5 percent, compared with the same quarter the previous year, and were 4.6 percent below projections for the quarter in the business plans.

### **Year End Results**

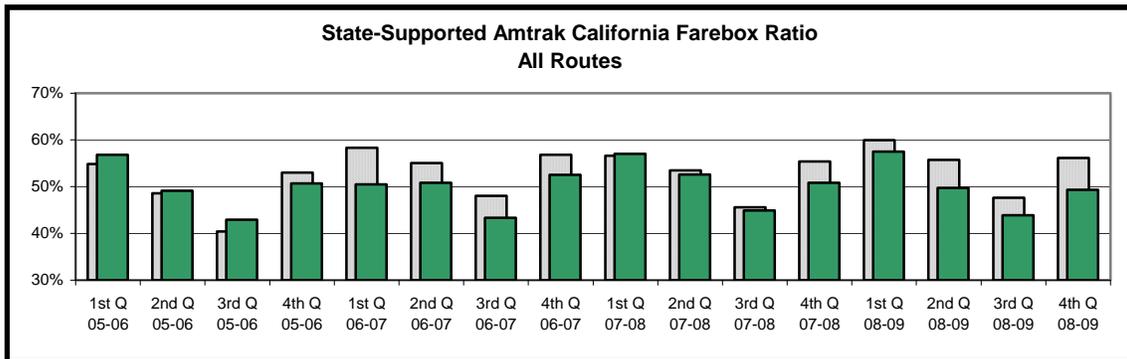
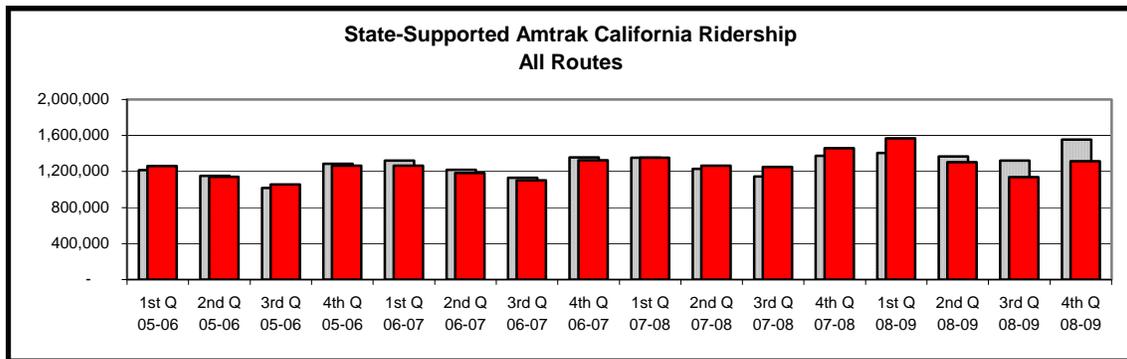
Total ridership on all three routes in the 2008-09 State fiscal year was virtually unchanged from 2007-08, with the annual ridership up 7.2 percent on the *San Joaquins*, up 4.6 percent on the *Capitol Corridor*, but down 4.9 percent on the *Pacific Surfliners*. Ridership on all three routes in the first quarter 2008-09 was record breaking continuing the impressive trend from 2007-08, and the second quarter also had ridership growth overall. In the third and fourth quarters, ridership declined as a result of the recession.

Ridership was 5.7 percent below the Business Plan projections. The Business Plan numbers for 2008-09 appear overly optimistic, having been developed at the end of many years of steady ridership growth and before the current economic downturn began. These ridership declines in 2008-09 must be kept in perspective in terms of long term upward trends. From 1999-2000 to 2007-2008, the *Pacific Surfliner* Route grew from 1.6 to 2.8 million passengers, a 75 percent increase; the *San Joaquin* Route showed an increase from 0.7 million to 0.9 million passengers, a 30 percent increase; and the *Capitol Corridor* ridership increased from 0.7 million to 1.6 million passengers, a 130 percent increase.

Full year 2008-09 combined OTP was an impressive 86.6 percent, up 6.8 percentage points from 2007-08.

Comparing complete State fiscal years, the farebox ratio for 2008-09 was 50.3 percent, a 0.8 percentage point drop from 2007-08, and 4.3 percentage points below the Business Plan projection. Revenues increased 2.6 percent in 2008-09, but were 5.9 percent below the business plans. Expenses increased 4.2 percent and were 2.2 percent above the business plans.

The following two graphs depict the combined ridership and farebox ratio results of the three State-supported rail corridors in California.



Notes: Solid Bars reflect actual data; Shaded Bars reflect Business Plan Projection.

The following tables provide further detail on the combined ridership, revenue, expense, farebox ratio, and on-time performance for the three State-supported routes for the fourth quarter and the entire State fiscal year.

<b>State-Supported Amtrak California Services - 4th Quarter 08-09</b>							
<b>All Routes</b>							
	<b>ACTUAL RESULTS</b>				<b>BUSINESS PLAN PROJECTIONS</b>		
	4th Qtr 08-09	4th Qtr 07-08	Difference	Percent Change	4th Qtr 08-09	Actual to BP Proj.	Percent Difference
Ridership	1,315,109	1,458,208	(143,099)	-9.8%	1,556,164	(241,055)	-15.5%
Revenue	\$ 25,573,376	\$ 26,951,930	\$ (1,378,554)	-5.1%	\$ 30,410,133	\$ (4,836,757)	-15.9%
Expense	\$ 51,707,638	\$ 53,046,858	\$ (1,339,220)	-2.5%	\$ 54,225,744	\$ (2,518,106)	-4.6%
Farebox Ratio	49.5%	50.8%	-1.3 PP		56.1%	-6.6 PP	
On-Time Performance	90.4%	79.7%	10.7 PP		86.0%	4.4 PP	

PP - Percentage Points

<b>State-Supported Amtrak California Services - State Fiscal Year 2008-09</b>							
<b>All Routes</b>							
	<b>ACTUAL RESULTS</b>				<b>BUSINESS PLAN PROJECTIONS</b>		
	SFY 08-09	SFY 07-08	Difference	Percent Change	SFY 08-09	Difference From Actual	Percent Difference
Ridership	5,326,696	5,326,868	(172)	0.0%	5,650,525	(323,829)	-5.7%
Revenue	\$ 105,713,649	\$ 103,071,323	\$ 2,642,326	2.6%	\$ 112,314,876	\$ (6,601,227)	-5.9%
Expense	\$ 210,089,581	\$ 201,540,435	\$ 8,549,146	4.2%	\$ 205,526,309	\$ 4,563,272	2.2%
Farebox Ratio	50.3%	51.1%	-0.8 PP		54.6%	-4.3 PP	
On-Time Performance	86.6%	79.8%	6.8 PP		86.0%	0.6 PP	

PP - Percentage Points

Route-specific graphs and tables are in the sections for each route that follow.

**BACKGROUND:*****Pacific Surfliner Route***

There are currently 11 weekday round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara), one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates/terminates in Los Angeles, bringing the total level of service north of Los Angeles to five daily round-trips.

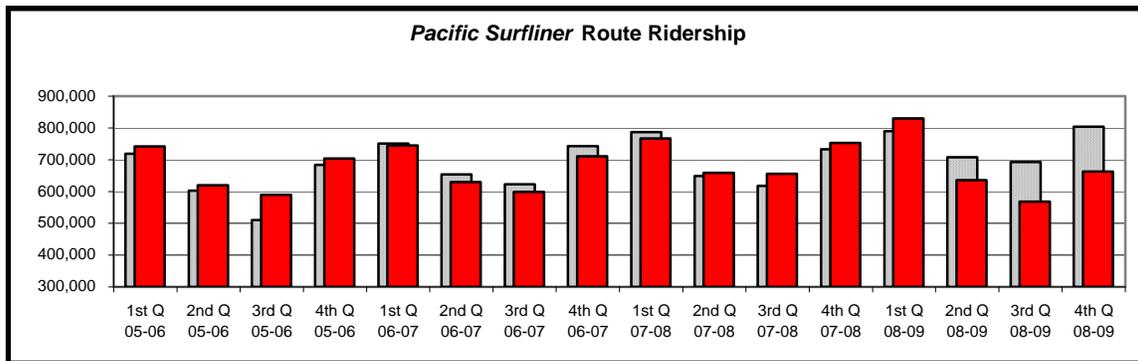
Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio and on-time performance.

**Ridership** on the *Pacific Surfliner Route* has been negatively impacted by the economic downturn. About 70 percent of Pacific Surfliner trips are discretionary, and the unemployment rate in Southern California has increased significantly for the fourth quarter of 2009 compared to the same quarter of 2008. This has a negative effect on both discretionary and business travel. The combined unemployment rate for the six counties served by the Pacific Surfliner service in May 2009, for example, was 10.4 percent, a 4.3 percentage point increase over May 2008. The unemployment rate increased further in June 2009; the highest unemployment rate in the region is in Los Angeles County at 11.4 percent.

Total *Pacific Surfliner* ridership for the fourth quarter was 12.0 percent less than the same quarter the previous year and 17.5 percent below the Business Plan projection. Approximately three percentage points of the 12.0 percent decrease may be attributed to the discontinuance of the joint Rail2Rail program with the Coaster commuter rail service between San Diego and Oceanside on June 30, 2008. It is likely that most passengers using this program returned to purchasing the less-expensive Coaster tickets for their commute and returned to Coaster trains. It is important to note this ridership decrease from the loss of Coaster Rail2Rail passengers did not significantly impact revenue, as the reimbursement rate for Coaster riders on Amtrak was significantly lower than an Amtrak ticket.

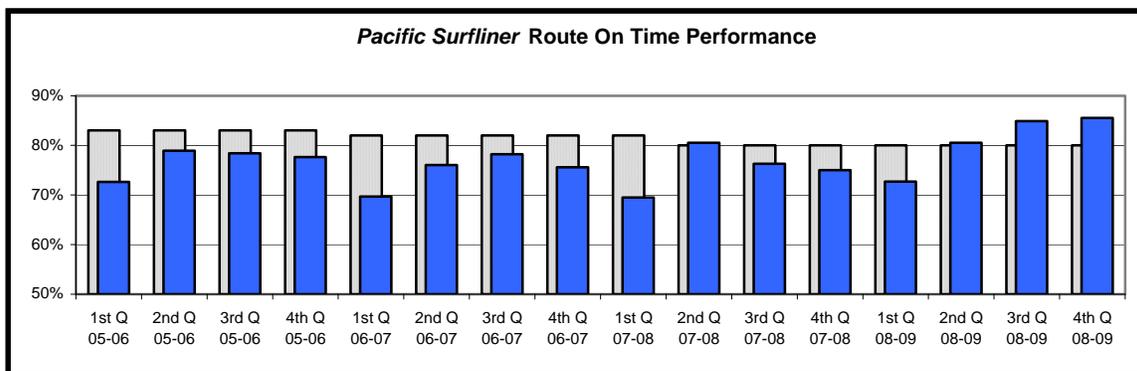
The downturn in ridership is mirrored in other rail services. For the same period, Amtrak Northeast corridor ridership, primarily made up of business and commuter trips, was down 8.6 percent. On the *Pacific Surfliner Route*, about 30 percent of the trips made are identified as business and commuter trips, therefore the decline on the route mirrors the national picture. In addition, ridership on the Coaster commuter rail service, which runs over the same tracks as the Pacific Surfliner as far north as Oceanside, was down 27 percent in April-June 2009, as compared to April-June 2008. Similarly, ridership on the Metrolink system declined 9.2 percent over this period.

For the entire fiscal year, ridership on the *Pacific Surfliners* declined 4.9 percent from the prior year and was 10.0 percent below the Business Plan projection. Mirroring the timing of the recession, ridership was up in the first quarter, but declined in the second through the fourth quarters.



**On-time performance (OTP)** in the fourth quarter was 85.4 percent, 10.4 percentage points above the fourth quarter of the previous year and 5.4 percentage points above the Business Plan projection of 80 percent. This is the highest fourth quarter OTP since 2003-04. Between Los Angeles and San Luis Obispo, the service posted an OTP during the fourth quarter of 86.1 percent. Between Los Angeles and San Diego, the OTP was 86.0 percent. This compares with the same quarter last year with an OTP north of Los Angeles of 80.2 percent and 73.6 percent south of Los Angeles. (Note: The entire route OTP is slightly less than each route segment. This is due to the method of calculating OTP by Amtrak.)

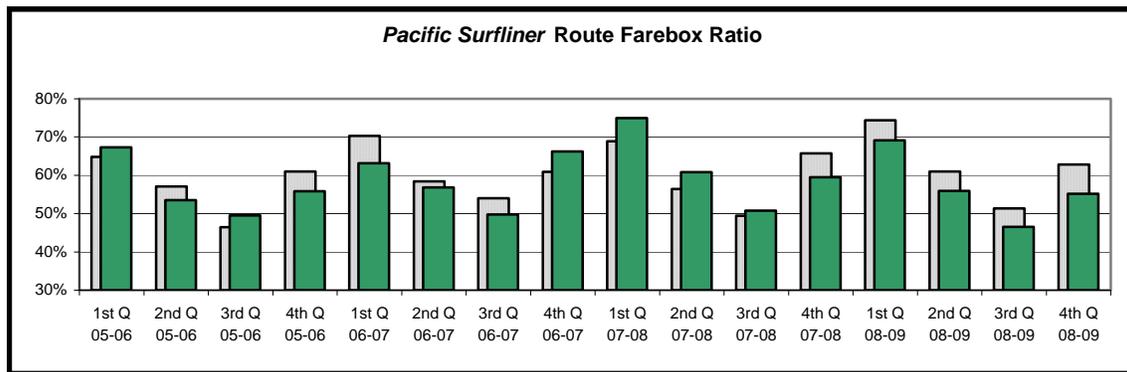
For the entire fiscal year, OTP was 80.8 percent, a 5.5 percentage point improvement over 2007-08 and 0.8 percentage points above the Business Plan projection. For the year, OTP north of Los Angeles remained comparable to the prior year, recording a 78.1 percent OTP in 2008-09, as compared to 78.2 percent in 2007-08. However, the year’s results improved significantly south of Los Angeles, improving to 81.9 percent from 74.4 percent--much of it due to completion of construction projects. The greater OTP may be due to declining freight volumes over this period which translates into less freight train interference with passenger trains.



**Farebox ratio** in the fourth quarter decreased by 4.3 percentage points to 55.2 percent and was 7.6 percentage points below the Business Plan projection of 62.8 percent. Revenue for the fourth quarter decreased 7.0 percent compared to the same quarter the previous year and was 18.1 percent below the Business Plan projection. Expenses over the same quarter increased 0.3 percent, compared with the previous year, but were 6.8 percent below the Business Plan projection.

For the complete fiscal year, the 2008-09 farebox ratio was 57.0 percent, a 4.2 percentage point decline from the prior year and 5.0 percentage points below the Business Plan projection. Revenues declined 2.4 percent and were 10.0 percent below the Business Plan projections. Expenses increased 4.7 percent but were 2.2 percent below the projections.

At its April 2009 meeting, the Commission asked that the Quarterly Rail Operations Report break out the percentage of train labor and fuel to total expenses. Train fuel was \$1.1 million or five percent of total expenses; train labor was \$9.1 million or 43 percent of total expenses. These percentages are very similar to third quarter 2008-09 results, which was the first quarter this information was included in the report.



State-Supported Amtrak California Services - 4th Quarter 08-09							
Pacific Surfliner Route							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	4th Qtr 08-09	4th Qtr 07-08	Difference	Percent Change	4th Qtr 08-09	Actual to BP Proj.	Percent Difference
Ridership	663,060	753,408	(90,348)	-12.0%	803,515	(140,455)	-17.5%
Revenue	\$ 12,216,732	\$ 13,133,889	\$ (917,157)	-7.0%	\$ 14,914,667	\$ (2,697,935)	-18.1%
Expense	\$ 22,131,498	\$ 22,055,878	\$ 75,620	0.3%	\$ 23,746,462	\$ (1,614,964)	-6.8%
Farebox Ratio	55.2%	59.5%	-4.3 PP		62.8%	-7.6 PP	
OTP-Route	85.4%	75.0%	10.4 PP		80.0%	5.4 PP	
OTP-North	86.1%	80.2%	5.9 PP				
OTP-South	86.0%	73.6%	12.4 PP				

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2008-09							
Pacific Surfliner Route							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	SFY 08-09	SFY 07-08	Difference	Percent Change	SFY 08-09	Difference From Actual	Percent Difference
Ridership	2,696,951	2,835,132	(138,181)	-4.9%	2,994,979	(298,028)	-10.0%
Revenue	\$ 50,655,218	\$ 51,915,344	\$ (1,260,126)	-2.4%	\$ 56,309,816	\$ (5,654,598)	-10.0%
Expense	\$ 88,881,305	\$ 84,895,178	\$ 3,986,127	4.7%	\$ 90,860,715	\$ (1,979,410)	-2.2%
Farebox Ratio	57.0%	61.2%	-4.2 PP		62.0%	-5.0 PP	
OTP-Route	80.8%	75.3%	5.5 PP		80.0%	0.8 PP	
OTP-North	78.1%	78.2%	-0.1 PP				
OTP-South	81.9%	74.4%	7.5 PP				

PP - Percentage Points

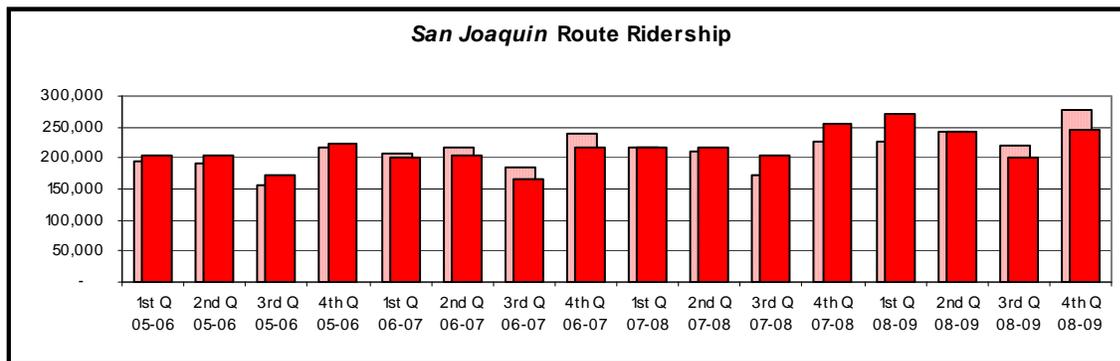
***San Joaquin Route***

Currently, six daily train round-trips serve the *San Joaquin* Route, four operating between Bakersfield and Oakland/San Francisco and two between Bakersfield and Sacramento. All six round-trips have dedicated bus connections between Bakersfield and Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect San Francisco/Oakland with Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio and on-time performance.

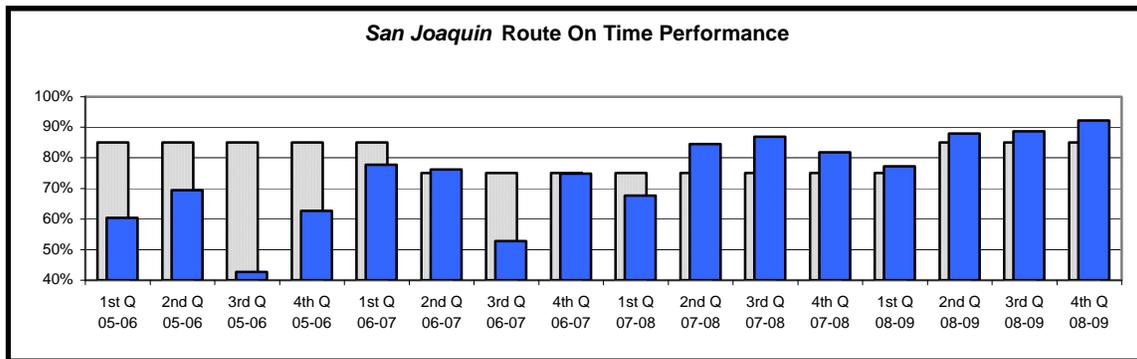
**Ridership** on the *San Joaquin* Route declined 4.6 percent for the quarter, although April set a ridership record--up 15.8 percent. This is mainly due to the Easter holiday falling in April this year, while Easter was in March in 2008. The ridership for the quarter was 11.4 percent below the Business Plan projection.

FY 2008-09 was the best year on record for ridership on the *San Joaquin* Route. Ridership approached one million passengers at 958,946 riders, a 7.2 percent improvement from 2007-08. In this year, nine of the 12 months set all time ridership records for those respective months. Because of the record ridership during those months, the actual ridership was only 0.7 percent below the projected ridership for the year. This is a very strong showing for the route, given the national downward trend in rail ridership as a result of the recession.



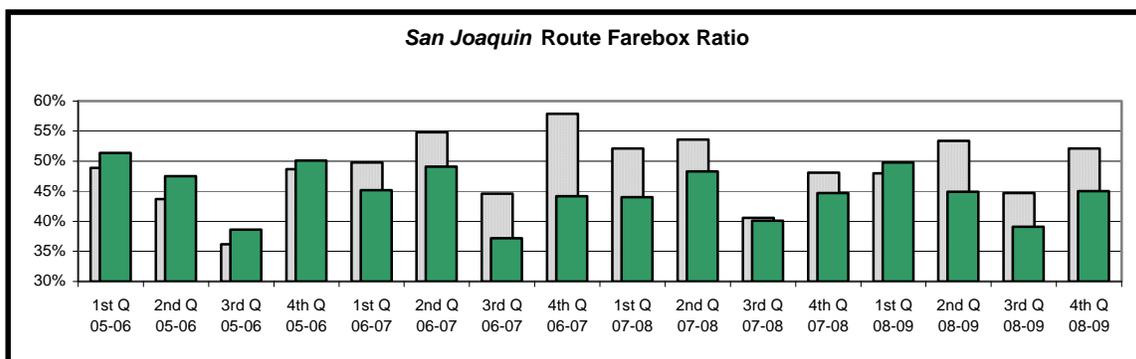
**On-time performance (OTP)** in the fourth quarter was 92.2 percent, a 10.4 percentage point improvement over the same quarter in 2007-08, and surpassed the Business Plan projection of 85 percent. OTP has exceeded the projections for each of the last seven quarters. Full year OTP was 86.5 percent, a 6.3 percentage point improvement compared to the prior full year, and exceeded the Business Plan goal of 85 percent.

Improved OTP was due to BNSF altering its freight train scheduling and operation, and a reduction in freight traffic due to the slowdown in the economy. In addition, two major track projects were completed last year, the Calwa-Bowles double track project (7.7 miles) and the Escalon siding extension (2.0 miles), and have positively affected OTP.



**Farebox ratio** in the fourth quarter was 45.0 percent, 0.3 percentage points above the same period of the previous year but 7.1 percentage points below the Business Plan projection of 52.1 percent. Revenue for the fourth quarter declined 6.0 percent compared to the previous year and was 16.2 percentage points below the Business Plan projection. Expenses decreased 6.8 percent compared with the previous year and were 3.1 percent below the Business Plan projection. Train fuel expense for the quarter was \$805,000 or 7 percent of the total expenses. Train labor expenses were \$4.8 million or 42 percent of total expenses. These percentages are very similar to third quarter 2008-09 results, which was the first quarter this information was included in the report.

The farebox ratio for 2008-09 increased 0.6 percentage points to 44.8 percent compared to the prior year, but was 4.7 percentage points below the Business Plan projection. Revenues increased 5.8 percent, but were 2.8 percent below the plan projections, and expenses increased 4.4 percent and were 7.4 percent above the Business Plan. Overall, these financial results are very positive, given the state of the economy and national rail ridership.



<b>State-Supported Amtrak California Services - 4th Quarter 08-09</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>BUSINESS PLAN PROJECTIONS</b>		
	4th Qtr 08-09	4th Qtr 07-08	Difference	Percent Change	4th Qtr 08-09	Actual to BP Proj.	Percent Difference
Ridership	245,040	256,733	(11,693)	-4.6%	276,633	(31,593)	-11.4%
Revenue	\$ 7,294,964	\$ 7,762,988	\$ (468,024)	-6.0%	\$ 8,703,857	\$ (1,408,893)	-16.2%
Expense	\$ 16,203,168	\$ 17,380,935	\$ (1,177,767)	-6.8%	\$ 16,713,857	\$ (510,689)	-3.1%
Farebox Ratio	45.0%	44.7%	0.3 PP		52.1%	-7.1 PP	
On-Time Performance	92.2%	81.8%	10.4 PP		85.0%	7.2 PP	

<b>State-Supported Amtrak California Services - State Fiscal Year 2008-09</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>BUSINESS PLAN PROJECTIONS</b>		
	SFY 08-09	SFY 07-08	Difference	Percent Change	SFY 08-09	Difference From Actual	Percent Difference
Ridership	958,946	894,346	64,600	7.2%	965,476	(6,530)	-0.7%
Revenue	\$ 30,633,896	\$ 28,945,651	\$ 1,688,245	5.8%	\$ 31,527,339	\$ (893,443)	-2.8%
Expense	\$ 68,371,543	\$ 65,474,253	\$ 2,897,290	4.4%	\$ 63,664,431	\$ 4,707,112	7.4%
Farebox Ratio	44.8%	44.2%	0.6 PP		49.5%	-4.7 PP	
On-Time Performance	86.5%	80.2%	6.3 PP		85.0%	1.5 PP	

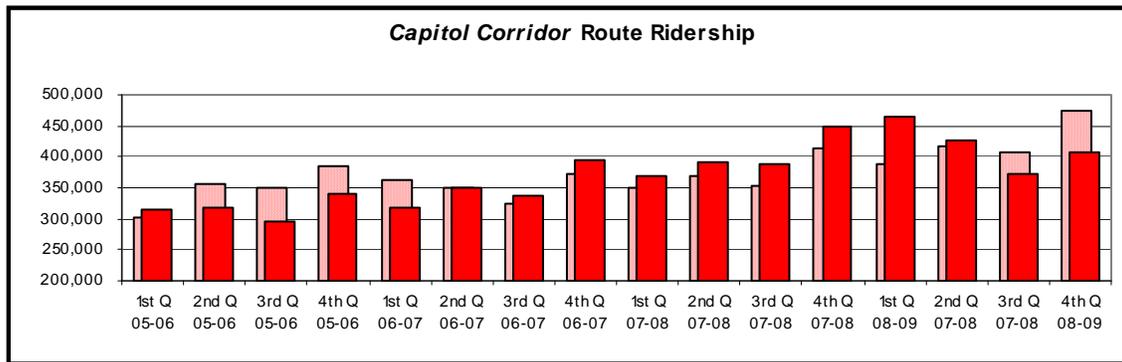
PP - Percentage Points

**Capitol Corridor**

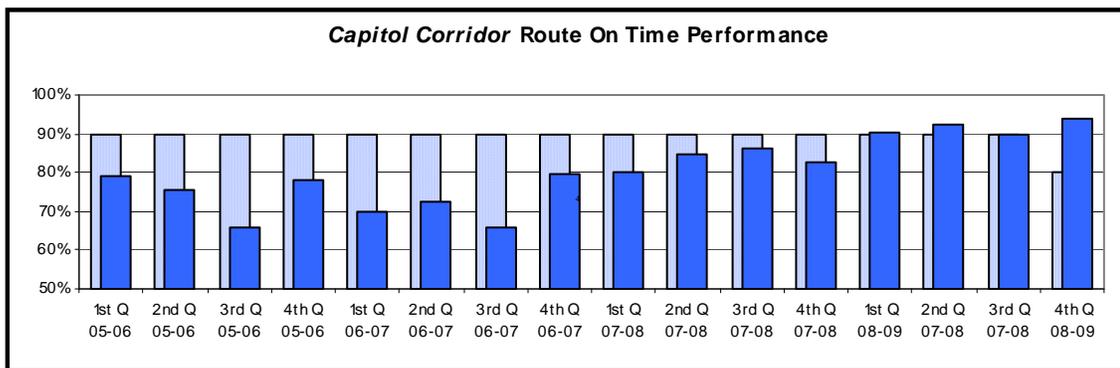
There are currently 16 weekday round-trips between Oakland and Sacramento (one extending to/from Auburn) with seven extending through to/from San Jose. Weekend service consists of 11 round-trips between Sacramento-Oakland, seven with extended service to San Jose.

Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio and on-time performance.

**Ridership** on the *Capitol Corridor* also showed a drop this quarter of 9.2 percent. Ridership declined between this quarter and the same quarter in the prior year, 4.6 percent in April, 13.1 percent in May, and 9.5 percent in June. None the less, 2008-09 was a record breaking year for ridership on the *Capitol Corridor*. Ridership was 1,670,799 passengers, a 4.6 percent improvement from FY 2007-08. In this year, seven of the 12 months set all time ridership records for those respective months. Actual ridership was only 1.1 percent below the Business Plan projection for the year.



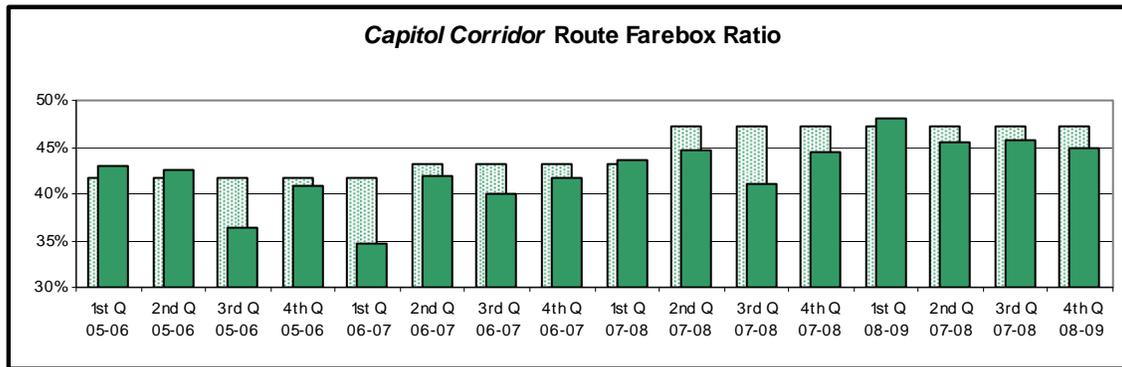
**On-time performance (OTP)** improved to 93.9 percent, 11.3 percentage points above the comparable quarter the previous year. It exceeded the Capitol Corridor Business Plan goal of 90 percent. OTP for the entire year was 91.6 percent, 8.2 percentage points above 2007-08. The strong OTP is the result of the Union Pacific modifying their dispatching to limit freight train interference with the passenger trains, including operating some freight trains at night. Also, the reduced freight traffic as a result of the downturn of the economy may have helped to improve OTP.



**Farebox ratio** in the fourth quarter increased 0.8 percentage points to 45.3 percent but was 3.6 percentage points below the Business Plan projection. Revenue for the fourth quarter increased 0.1 percent compared to the same quarter the previous year but was 10.7 percent below the Business Plan projection. Expenses were down 1.7 percent compared with the same quarter the previous year and 2.9 percent below than the Business Plan projection.

Train fuel expenses for the quarter were \$883,000 or 7 percent of total expenses. Train labor expenses were \$5.6 million or 46 percent of total expenses. These percentages are very similar to third quarter 2008-09 results, which was the first quarter this information was included in the report.

The farebox ratio for 2008-09 was 46.2 percent, 2.8 percentage points above the 2007-08 ratio of 43.4 percent and 1.8 percentage points below the Business Plan projection. Revenues increased 10.0 percent but were 0.2 percent below the projections. Expenses were 3.3 percent above the prior year and 3.6 percent above the Business Plan. The financial results for the route in 2008 were quite positive given the economy.



State-Supported Amtrak California Services - 4th Quarter 08-09							
Capitol Corridor							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	4th Qtr 08-09	4th Qtr 07-08	Difference	Percent Change	4th Qtr 08-09	Actual to BP Proj.	Percent Difference
Ridership	407,009	448,067	(41,058)	-9.2%	476,016	(69,007)	-14.5%
Revenue	\$ 6,061,680	\$ 6,055,053	\$ 6,627	0.1%	\$ 6,791,609	\$ (729,929)	-10.7%
Expense	\$ 13,372,972	\$ 13,610,045	\$ (237,073)	-1.7%	\$ 13,765,425	\$ (392,453)	-2.9%
Farebox Ratio	45.3%	44.5%	0.8 PP		49.3%	-4.0 PP	
On-Time Performance	93.9%	82.6%	11.3 PP		90.0%	3.9 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2008-09							
Capitol Corridor							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	SFY 08-09	SFY 07-08	Difference	Percent Change	SFY 08-09	Difference From Actual	Percent Difference
Ridership	1,670,799	1,597,390	73,409	4.6%	1,690,070	(19,271)	-1.1%
Revenue	\$ 24,424,535	\$ 22,210,328	\$ 2,214,207	10.0%	\$ 24,477,720	\$ (53,185)	-0.2%
Expense	\$ 52,836,733	\$ 51,171,004	\$ 1,665,729	3.3%	\$ 51,001,163	\$ 1,835,570	3.6%
Farebox Ratio	46.2%	43.4%	2.8 PP		48.0%	-1.8 PP	
On-Time Performance	91.6%	83.4%	8.2 PP		90.0%	1.6 PP	

PP - Percentage Points

***Progress Report on Implementation of State Rail Plan Goals***

At its January 2008 meeting, the Commission provided advice and consent on the draft 2007-08 to 2017-18 California State Rail Plan. The consent resolution states that the Department will report to the Commission on its progress in meeting a number of goals in the State Rail Plan:

“WHEREAS, the Department has also agreed to report on its progress in implementing its State Rail Plan:

- By May 31, 2008 regarding limited express service between San Diego and Los Angeles;
- Semi-annually on investigating the provision of internet access on intercity rail trains;
- Semi-annually on working with SANDAG to identify a suitable place for a layover facility;
- Quarterly on meeting its short-term, intermediate-term, intermediate-to long-term, and long-term goals for its passenger rail element and freight rail element.”

This is the fourth quarter that the Department will report on a quarterly basis on progress in meeting the State Rail Plan goals. FY 2008-09 is the first year of the 10-year planning period of the State Rail Plan. Following are tables for each route that show the goals in the State Rail Plan and progress in meeting them. Included in these goals are the three items specifically listed in the Commission resolution: San Diego-Los Angeles express service, internet service, and a layover facility in San Diego. These items are discussed in the tables.

Previously, to report on the State Rail Plan goals, the Department prepared letters to the Commission in June 2008 on the subject of limited express service between San Diego and Los Angeles and on its investigations into the provision of wireless internet service on intercity trains. The CCJPA provided information to the Commission on the status of the Request for Proposal (RFP) for internet service on the *Capitol Corridor* by letter on April 30, 2009.

Attachments

Pacific Surfliner Route Objectives		Two-Year (2009-10)	Progress
Improve On-Time Performance		77%	Exceeded goal in 2008-09. Fourth quarter 2008-09 OTP was 85.4%. Full year was 80.8%.
Construct a San Diego Layover Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location and Report to the CTC Semi-annually on Progress; Develop Funding Partnership for Local, State and Federal Funds and Inform CTC; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan and delivery schedule	Staff has identified a potential site south of the San Diego station and is working with BNSF to ascertain the availability of the required R/W.
		Develop funding partnership and inform CTC	
		Develop a schedule to deliver the Layover Facility	
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Implementation dependent on results of project in Northern California equipment fleet	CCJPA secured funding and initiated the pilot program in Spring 2009. Full implementation is expected in 2010. If successful, program may be expanded to the Pacific Surfliner.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation	Amtrak awarded a contract for pilot WiFi service on Business Class to begin in August 2009. (Service does not include on-board safety and equipment operations.) Depending on pilot results, Amtrak and Caltrans may expand to Coach Class.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Metrolink and Coaster	Install "next generation" ticket vending machines for cross-agency ticketing	The "next generation" ticket vending machines have been installed and were fully operational in January 2009.
Reduce Travel Times	Implement Express Service between Los Angeles and San Diego	With Amtrak and other partners on routes study and implement as feasible	A northbound slot has been identified. A companion southbound slot is an operational challenge. Caltrans continues to work with all involved parties to identify a feasible solution. Caltrans is preparing pre-applications to meet the ARRA July 10 deadline for track projects needed to reduce running times and increase passing capacity.
	San Diego to Los Angeles	Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Capital projects that will reduce running times are progressing. Oceanside Double Track is now complete and in service. Los Angeles-Fullerton Triple Track construction is progressing but is still unfunded by \$87 million; the Dept. is preparing pre-application for ARRA funds July 10 deadline. Prop 1B bonds suspension delayed Santa Margarita Double Track Bridge but funds were released and project is now in construction. Completion is expected in mid-2011.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	Two siding extension projects that will improve running time are programmed in the STIP in Santa Barbara and Ventura Counties starting in 2010-11. Caltrans is preparing pre-applications to meet the July 10 deadline for ARRA funding for a new siding at Ortega, extension at Seacliff, and rehab of 3 existing sidings.
Increase Annual Ridership (in thousands)		2,978	Ridership in 2008-09 was 2,696,951. Because of recession, may not reach goal.
Increase Annual Revenues (dollars in millions)		\$40.1	Revenue in FY 2008-09 was \$36.5M. Because of recession, may not reach goal.
Increase Farebox Ratio		62.5%	Farebox ratio in 2008-09 was 57.0%. Because of recession, may not reach goal.
Service Frequency (Total Trains)	Between San Diego and Los Angeles	11	This is the current frequency.
	Between Los Angeles and Goleta (Santa Barbara)	5	This is the current frequency.
	Between Goleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.
Expand Service	San Francisco to San Luis Obispo	0	This is the current frequency.

San Joaquin Route Objectives		Two-Year (2009-10)	Progress
<b>Improve On-Time Performance</b>		78%	Exceeded goal in 2008-09. Fourth quarter 2008-09 OTP was 92.2%. Full year was 86.5%
<b>Streamline Operations and Improve Passenger Amenities</b>	Study and Implement Premium Class Service	Complete study and implement service consistent with results	Implementation dependent upon availability of additional rail cars, at least 5 years away. San Joaquins now at capacity during peak periods and cannot convert coaches to Premium Class.
	Negotiate a public-private partnership to implement comprehensive wireless network for customer internet access and operational applications	Implement in 2009-10 consistent with CCJPA study	RFQ released in May 2009 for implementation of a wireless network and applications. Free passenger internet access is planned to be completed in late 2010. Safety and operational applications are planned to follow in 2011, dependent upon CCJPA and Caltrans application for ARRA funding support. CCJPA and Department are preparing pre-applications to meet July 10 deadline for ARRA funds.
	Implement Automated Ticket Validation and Internet ticket purchase	Implement in 2009-10 on Northern California equipment fleet	The pilot program is being initiated on the Capitol Corridor in Spring 2009 with implementation in Summer 2010. If successful, program may be expanded to the San Joaquins.
	Implement Electronic Train Management System	Identify funding In 2008-09 contingent on full funding BNSF will begin installation in 2009-10	Funding has not yet been identified as anticipated Federal funds were not included in Amtrak reauthorization. Caltrans is preparing pre-applications for ARRA funds' July 10 deadline. BNSF's first priority is in the Los Angeles Basin that is targeted for completion, contingent on funding, by the end of 2012. San Joaquin Valley implementation is unlikely before 2013.
	Study options to originate selected trains In Fresno	Implement service consistent with results of study	First step is the development of a layover facility. Staff is working with BNSF to identify suitable sites. Result of Transportation Planning Special Studies funds application to evaluate sites is expected by Summer 2009.
<b>Improve Multimodal Connectivity</b>	Coordinate with Altamont Commuter Express (ACE), Capitol Corridor, and local transit systems	Increase connectivity consistent with results of coordination efforts	Working with Amtrak and City of Fresno to provide secure bicycle parking at the station. Introduction of pedicab service in Fresno, Hanford and Bakersfield is planned. Renewed "Transit Transfer Pass" contracts with transit agencies but development of new ones put on hold due to increased federal applications workload and furlough days.
<b>Reduce Travel Times</b>	Oakland to Bakersfield	Under 6.0 Hours Over 10-Year Period	Kings Park double track project to reduce travel times is under construction. Bonds for construction of Emeryville Station have been released.
	Sacramento to Bakersfield	Under 5.0 Hours Over 10-Year Period	Kings Park double track project will benefit Sacramento to Bakersfield service travel times. Kings Park track and signal construction is 25% complete. Project will be completed at end of 2012.
<b>Increase Annual Ridership</b>		903,000	Reached goal in 2008-09 with ridership of 958,946.
<b>Increase Annual Revenues (dollars in millions)</b>		\$30.6	Reached goal in 2008-09 with revenue of \$30.6M.
<b>Increase Farebox Ratio</b>		47.5%	Expected to reach goal in 2009-10. 2008-09 farebox ratio was 44.8%.
<b>Service Frequency (Total Trains)</b>	Oakland and Bakersfield	4	This is the current frequency.
	Sacramento and Bakersfield	2	This is the current frequency.
	Oakland and Stockton	NA	NA
<b>Expand Service</b>	Study options to extend rail service from Bakersfield to Los Angeles	Implement service consistent with results of study review	Options are outlined in San Joaquin Route Strategic Plan which was finalized in March 2009. The study found no feasible options for conventional passenger rail.

Capitol Corridor Route Objectives		Two-Year (2009-10)	Progress
Improve On-Time Performance		Maintain 90% throughout the ten-year period	Reached goal in 2008-09. Fourth quarter 2008-09 OTP was 93.3%. Full year was 91.6%
Enhance Customer Satisfaction	Negotiate a public-private partnership to implement comprehensive wireless network for customer internet access and operational applications.	CCJPA in 2008-09 to negotiate partnership and implement in 2009-10	RFQ released in May 2009 for implementation of a wireless network and applications. Free passenger internet access is planned to be completed in late 2010. Safety and operational applications are planned to follow in 2011, dependent upon CCJPA and Caltrans application for ARRA funding support. CCJPA and Department are preparing pre-applications to meet July 10 deadline for ARRA funds.
	Implement Automated Ticket Validation System	CCJPA to develop RFP in 2008-09 and implement in 2009-10	Funding was secured and the pilot program was initiated in Spring 2009. Full implementation is expected in 2010. If successful, program may be expanded to the San Joaquins.
	Implement safety and security cameras on trains and at stations	CCJPA to implement in 2009-10	<b>Station cameras:</b> Prop 1B funds to implement a station security camera program were released. Funding was secured and CCJPA began development of RFP. Limited camera installation at all stations is expected by mid 2010. <b>On Board cameras:</b> Cameras for installation on locomotives and cab cars are now being redesigned after failure of more extensive endurance testing. Redesign expected by spring 2010.
	Implement Customer Relationship Management ticketing database system	CCJPA to develop RFP in 2009-10	Delayed due to lack of State or local funding, but pre-application for Federal ARRA (Recovery) funds were being prepared for July 10 deadline. This project builds upon the database ticketing features of the Automated Ticket Validation system.
Reduce Travel Times		Reduce by up to 12% over 10-Year Period	Future projects to reduce travel time are the Yolo Causeway West Crossover (FY 10-11) and unprogrammed projects between Oakland and San Jose and between Sacramento and Auburn.
Increase Annual Ridership		1,634,000	Exceeded goal in 2008-09 with ridership of 1,670,799.
Increase Annual Revenues (dollars in millions)		\$23.6	Exceeded goal in 2008-09 with revenue of \$24.3M.
Increase Farebox Ratio		46.0%	Exceeded goal in 2008-09 with farebox ratio of 46.1%.
Increase Service Frequency	Between Oakland and Sacramento	16	This is the current frequency.
	Between San Jose and Oakland	7	This is the current frequency.
	Between Sacramento and Roseville	1	This is the current frequency.
	Between Roseville and Auburn	1	This is the current frequency.