

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2015-16 THIRD QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

As requested by the California Transportation Commission (Commission), this is the Rail Operations Report for the third quarter of State Fiscal Year (FY) 2015–16, January through March 2016, for the three intercity passenger rail routes funded by the State. This report compares ridership, on-time performance, and financial results reported in the third quarter of FY 2015–16 to those reported in the corresponding quarter of FY 2014–15.

On July 1, 2015, the California Department of Transportation (Department) transferred administration and marketing duties for intercity passenger rail service to the following Joint Power Authorities (JPAs):

- The LOSSAN Rail Corridor Agency (LOSSAN Agency) for the Pacific Surfliner Route, connecting San Diego, Los Angeles, Santa Barbara and San Luis Obispo
- The San Joaquin Joint Powers Authority (SJJPA) for the San Joaquin Route, between Bakersfield and both Oakland and Sacramento
- Administration of the Capitol Corridor connecting San Jose, Oakland, and Sacramento-Auburn was previously transferred to the Capitol Corridor Joint Powers Authority (CCJPA) in 1998

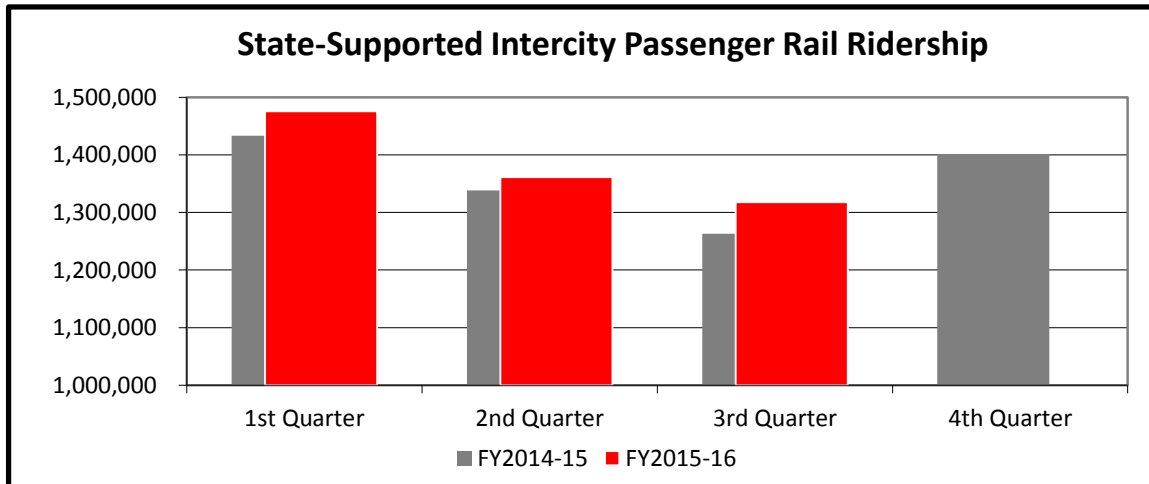
These routes are the second, fifth, and third busiest routes in the national intercity passenger rail system, respectively.

The Department provides State funding for Amtrak operations cost for state supported intercity passenger rail service and equipment capital costs of the three routes, and now acts in an oversight role to ensure statewide integration and oversee performance of the three services. In addition, the Department owns the majority of equipment utilized on two of the three routes.

COMBINED STATEWIDE RESULTS:

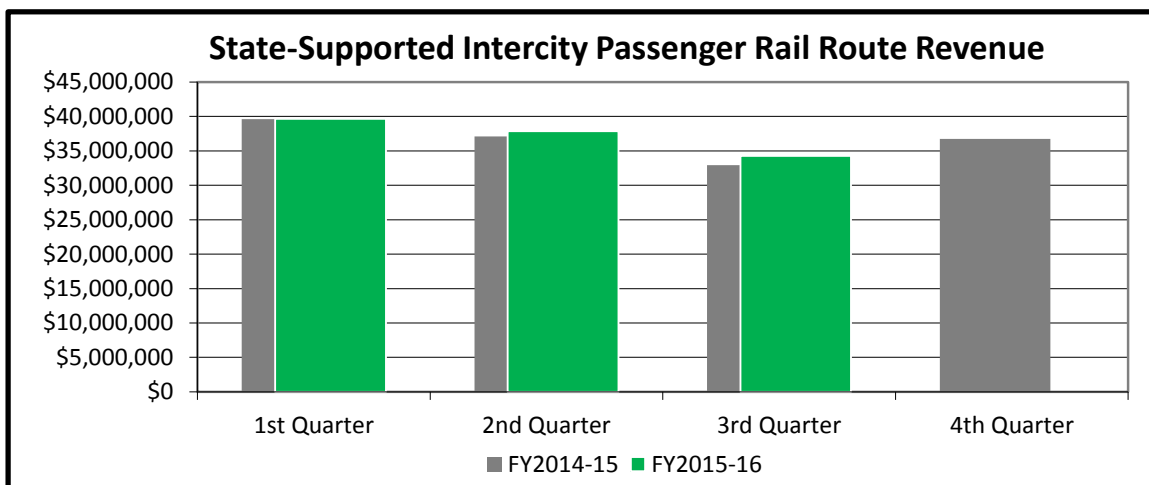
RIDERSHIP

Total combined ridership on the three routes for the third quarter of FY 2015–16 was 1,318,097, an increase of 4.4 percent when compared to 1,263,031 reported in the corresponding quarter of FY 2014–15.



REVENUE and EXPENSES

Total combined revenue for the three routes for the third quarter of FY 2015–16 was \$34,279,828, an increase of 4.1 percent when compared to \$32,917,957 reported in the corresponding quarter of FY 2014–15. Third quarter expenses for FY 2015–16 were \$59,638,994, an increase of 5.3 percent compared to \$56,618,541 reported in the corresponding quarter for FY 2014–15, resulting in a farebox ratio decrease of 0.6 percentage points.



The following table provides further detail on the combined ridership, revenue, expenses, farebox ratio and on-time performance for the three State-supported routes for the third quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
All Routes				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	1,318,097	1,263,031	55,066	4.4%
Revenue	\$ 34,279,828	\$ 32,917,957	\$ 1,361,871	4.1%
Expense	\$ 59,638,994	\$ 56,618,541	\$ 3,020,453	5.3%
Farebox Ratio	57.5%	58.1%	-0.6 PP	
End Point On-Time Performance	86.4%	84.9%	1.5 PP	

PP - Percentage Points

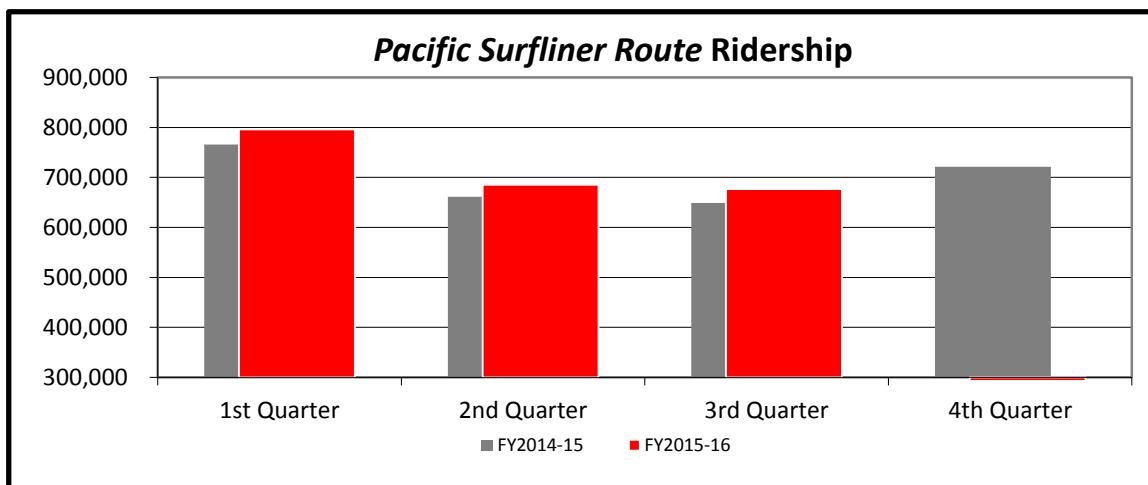
Route-specific graphs and tables are contained in the following sections.

PACIFIC SURFLINER ROUTE:

There are currently 11 daily 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 allowing connectivity with San Luis Obispo. A second San Luis Obispo round-trip originates in Los Angeles, turns around in San Luis Obispo and continues south to San Diego (as one of the 11 Los Angeles – San Diego southbound trips), bringing the total level of service north of Los Angeles to five daily round-trips.

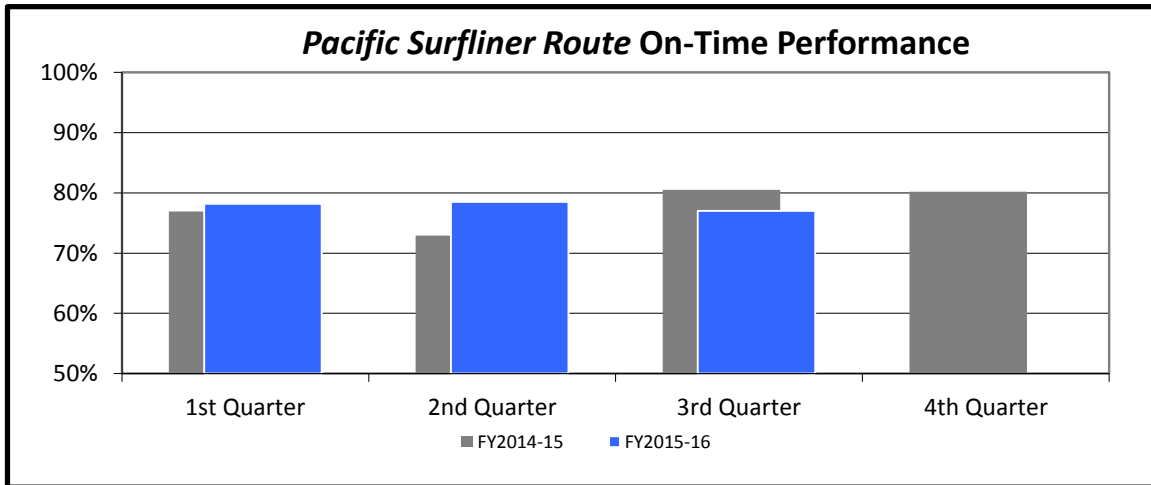
RIDERSHIP

Ridership on the Pacific Surfliner Route for the third quarter of FY 2015–16 was 676,617, an increase of 4.3 percent when compared to 648,809 reported in the corresponding quarter of FY 2014–15.



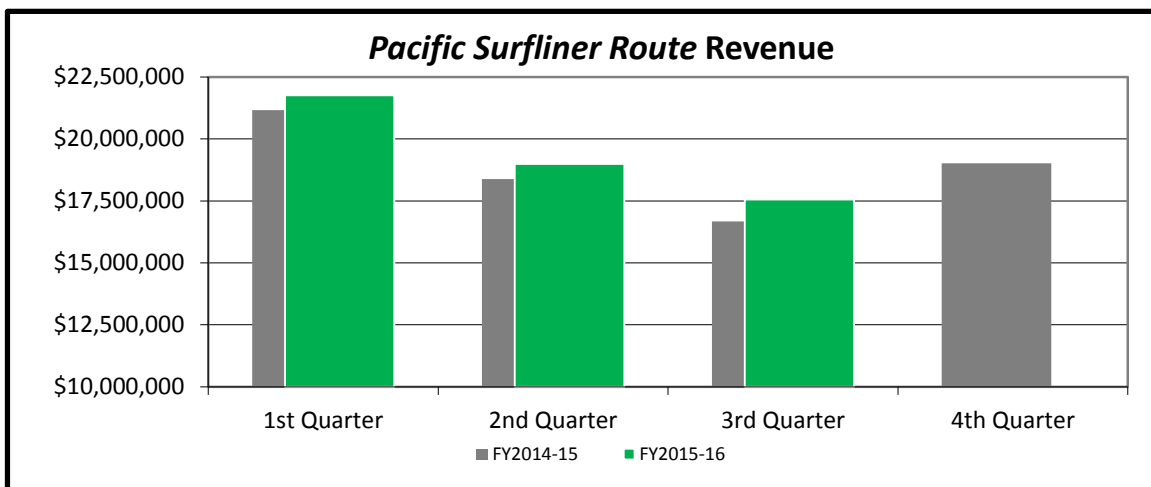
ON-TIME PERFORMANCE

The On-Time Performance (OTP) for the Pacific Surfliner Route for the third quarter of FY 2015–16 was 77.0 percent, a decrease of 3.5 in percentage points when compared to 80.5 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the third quarter of FY 2015–16 was \$17,558,747, an increase of 5.3 percent when compared to \$16,673,596 reported in the corresponding quarter of FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$26,341,253, an increase of 13.4 percent compared to \$23,234,867 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 5.1 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the Pacific Surfliner Route for the third quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
Pacific Surfliner Route				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	676,617	648,809	27,808	4.3%
Revenue	\$ 17,558,747	\$ 16,673,596	\$ 885,151	5.3%
Expense	\$ 26,341,253	\$ 23,234,867	\$ 3,106,386	13.4%
Farebox Ratio	66.7%	71.8%	-5.1 PP	
End Point On-Time Performance	77.0%	80.5%	-3.5 PP	

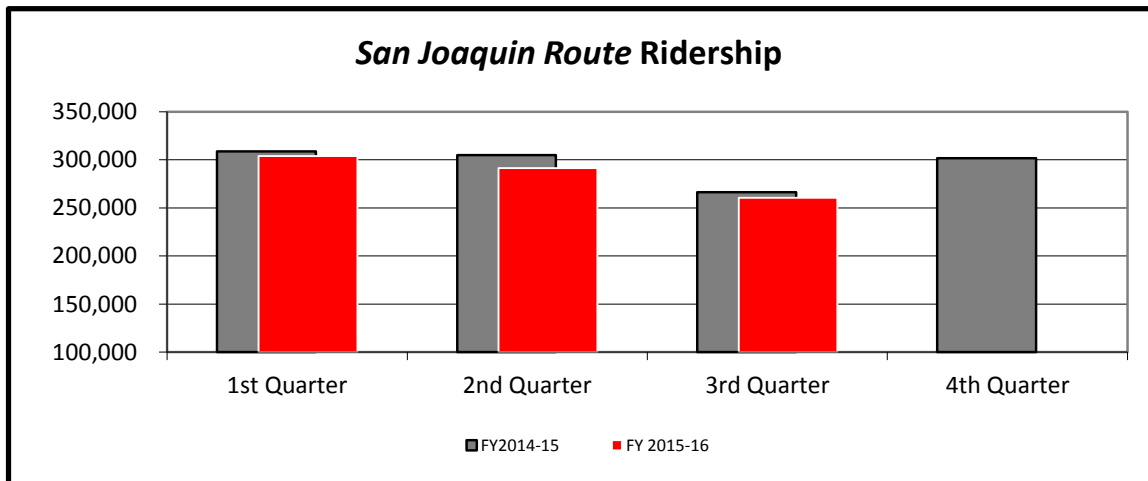
PP - Percentage Points

SAN JOAQUIN ROUTE:

Six daily round-trips serve the San Joaquin Route, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland bound trains and connect Oakland with Sacramento bound 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.

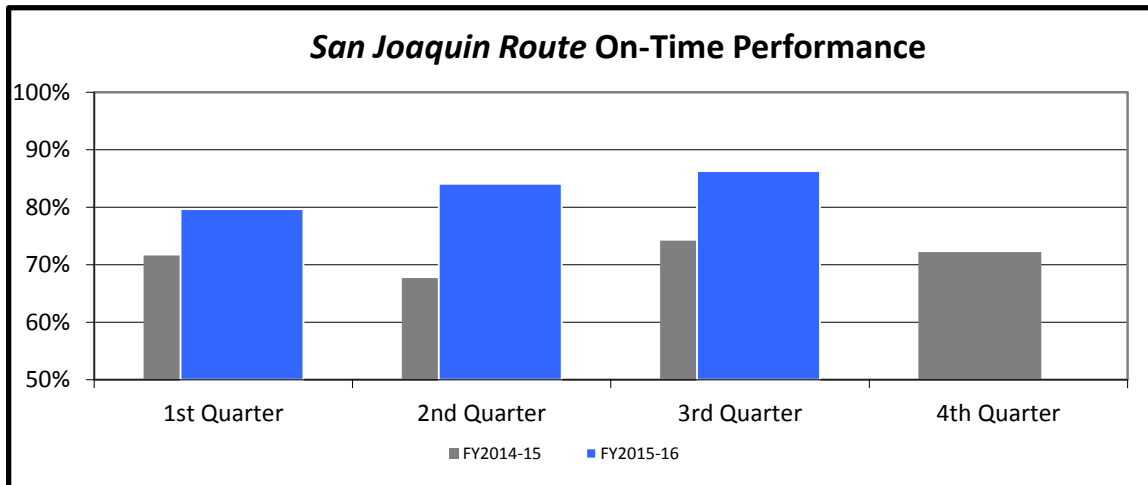
RIDERSHIP

Ridership on the San Joaquin Route for the third quarter of FY 2015–16 was 260,510, a decrease of 2.2 percent when compared to 266,373 reported in the corresponding quarter of FY 2014–15.



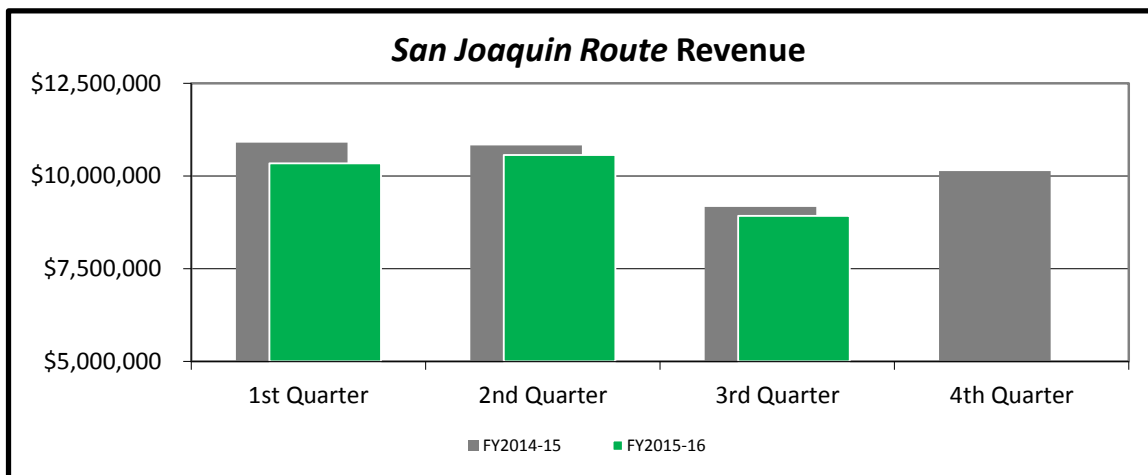
ON-TIME PERFORMANCE

The OTP for the San Joaquin Route for the third quarter of FY 2015–16 was 86.3 percent, an increase of 12.1 in percentage points when compared to 74.2 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the third quarter of FY 2015–16 was \$8,926,007, a decrease of 2.6 percent when compared to \$9,165,335 reported in the corresponding quarter in FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$19,289,457, an increase of 5.4 percent compared to \$18,300,727, reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 3.8 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the San Joaquin Route for the third quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
San Joaquin Route				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	260,510	266,373	(5,863)	-2.2%
Revenue	\$ 8,926,007	\$ 9,165,335	\$ (239,328)	-2.6%
Expense	\$ 19,289,457	\$ 18,300,727	\$ 988,730	5.4%
Farebox Ratio	46.3%	50.1%	-3.8 PP	
End Point On-Time Performance	86.3%	74.2%	12.1 PP	

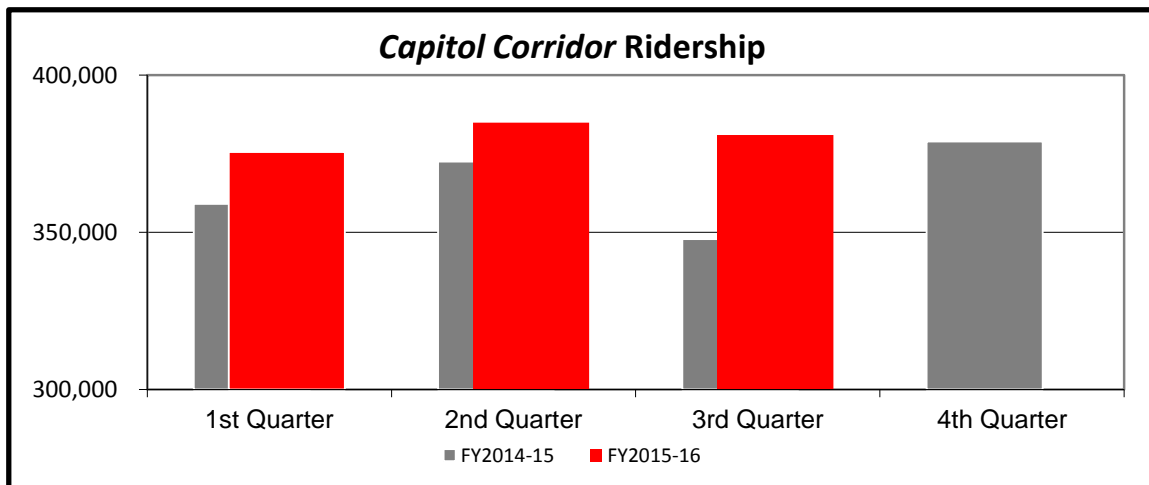
PP - Percentage Points

CAPITOL CORRIDOR:

There are currently 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

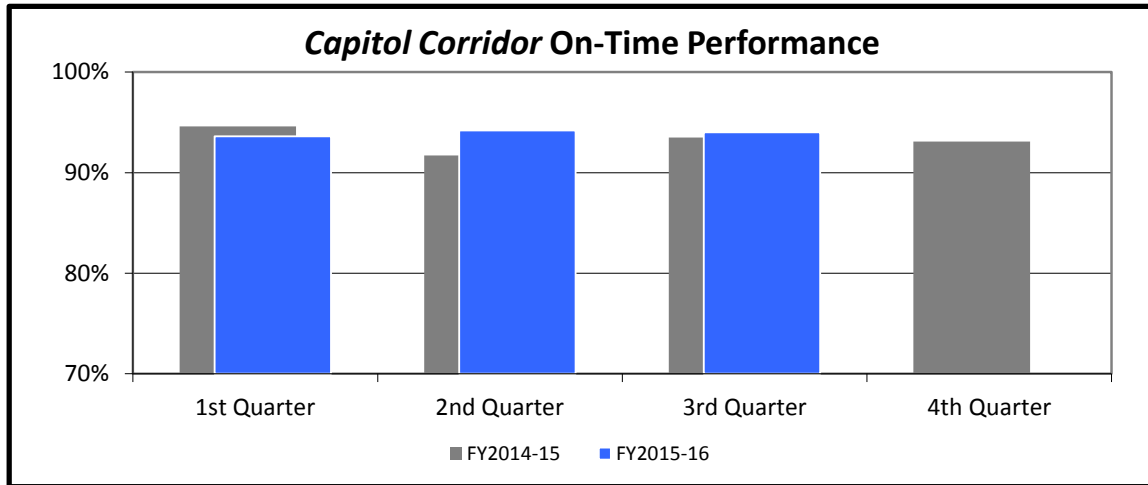
RIDERSHIP

Ridership on the Capitol Corridor for the third quarter of FY 2015–16 was 380,970, an increase of 9.5 percent when compared to 347,849 reported in the corresponding quarter of FY 2014–15.



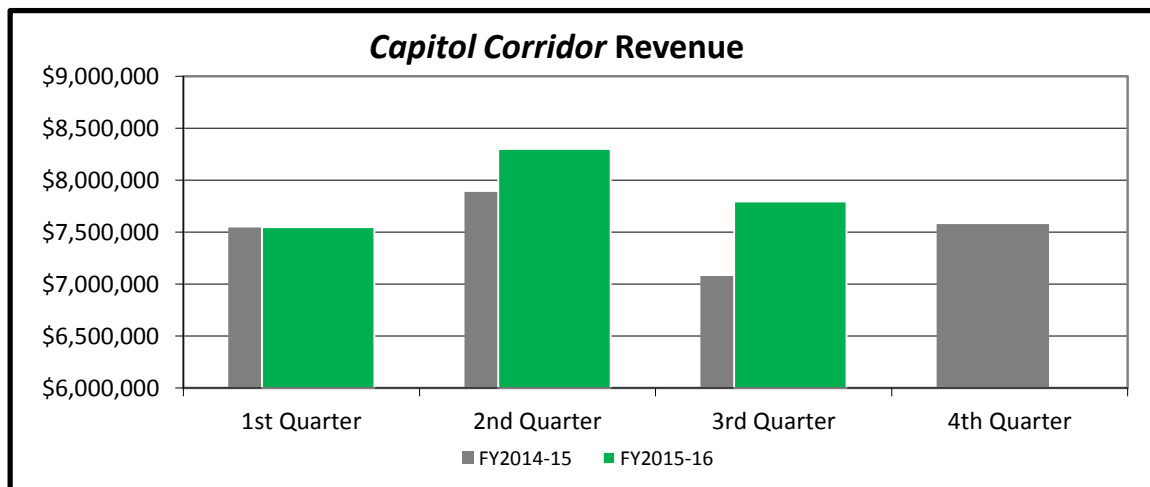
ON-TIME PERFORMANCE

The OTP for the Capitol Corridor for the third quarter of FY 2015–16 was 94.0 percent, an increase of 0.5 percentage points when compared to 93.5 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the third quarter of FY 2015–16 was \$7,795,074, an increase of 10.1 percent when compared to \$7,079,026 reported in the corresponding quarter in FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$14,008,284, a decrease of 7.1 percent compared to \$15,082,947 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 8.7 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio and on-time performance for the Capitol Corridor for the third quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
Capitol Corridor				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	380,970	347,849	33,121	9.5%
Revenue	\$ 7,795,074	\$ 7,079,026	\$ 716,048	10.1%
Expense	\$ 14,008,284	\$ 15,082,947	\$ (1,074,663)	-7.1%
Farebox Ratio	55.6%	46.9%	8.7 PP	
End Point On-Time Performance	94.0%	93.5%	0.5 PP	

PP - Percentage Points