

Memorandum

TAB 57

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 14, 2009

Reference No.: 4.4 – **Supplemental Information**
Information Item

From: CINDY McKIM
Chief Financial Officer

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Chief
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Subject: **SUPPLEMENTAL INFORMATION -**
SEPTEMBER AND DECEMBER 2008 RAIL ITEMS

The following information on intercity rail issues was not available at the time the meeting materials were submitted for the January 14, 2009 California Transportation Commission (Commission) meeting. This information supplements the November 25, 2008 letter to Commissioner Chalker that was included under Tab 57 of the meeting book.

Question #1: Provide load information for all three corridors.

After reviewing Question #1 in the original letter of November 25, 2008, Commissioner Chalker requested additional information on peak period train passenger loads and equipment utilization.

The Department has augmented the analysis of passenger loads on the three state-supported Amtrak corridors to display for State Fiscal Year 2007-08, the daily ridership on the Pacific Surfliner Route, San Joaquin Route and Capitol Corridor (Attachments 1a-1c). These graphics (Attachments 1a through 1c) show daily and seasonal ridership variation. The day of the week of each weekly peak or low point is marked with a letter or symbol: **M** for Monday, **T** for Tuesday, **F** for Friday, **S** for Saturday or † for Sunday. Daily available seats (the total number of seats available on each train times the number of trains each day) are shown by the red line. On the Capitol Corridor graph, because the Route has a different number of trains on the weekdays then on the weekends, two red lines are shown--one for weekday available seats and one for weekend available seats.

On the Pacific Surfliners and San Joaquins where daily ridership frequently exceeds daily available seats, this either reflects a situation where seats are used on the average more than once per trip or there are standees. On the Pacific Surfliners, the daily peaks tend to be on Fridays and seasonal peaks during the summer months. On the San Joaquins, the daily peaks are on Fridays; there are less seasonal peaks than on the Pacific Surfliners, but there are holiday peaks. The graphs show these two corridors have a shortage of capacity.

The pattern on the Capitol Corridor is more complex because the number of trains on the weekends differ than the number on weekdays. On the Capitol Corridor there is crowding on peak period trains but generally not throughout the day. Because the line on the graph indicating “seats available” is for a

full day and not for specific trains, it does not indicate crowding on specific trains. On the Capitol Corridor, daily peaks are on Fridays. Ridership drops off on the weekends, and there is little seasonal variation.

Attachments 2a through 2c add additional layers of detail to what was originally provided in the November 25, 2008 letter. The color coding on each line that represents train ridership shows how each set of equipment rotates throughout the day. (The colored “dots” on each line indicate station locations.) Each set of equipment starts the day at a maintenance facility and rotates through different train schedules and finishes the day at the same or another maintenance facility. This more detailed graphic gives an indication of which set of equipment handles the heaviest loads throughout the day.

The graphs also show that throughout the rotation of a certain set of equipment, certain trains may be in lower ridership slots because they are being moved to the point of a trip segment that will be initiated during peak travel time. For example, a Sacramento to San Jose midday train may have lower ridership but when its return trip from San Jose to Sacramento will be during peak demand.

Question # 3: Develop, in conjunction with Amtrak, a passenger friendly policy for discharging passengers when an incident involving a significant delay occurs.

The Department and Amtrak are working together to jointly develop a policy that minimizes trip disruptions and ensures safety of passengers should it be necessary to terminate a trip.

Question #6: Compare the three California routes against similar routes run by Amtrak.

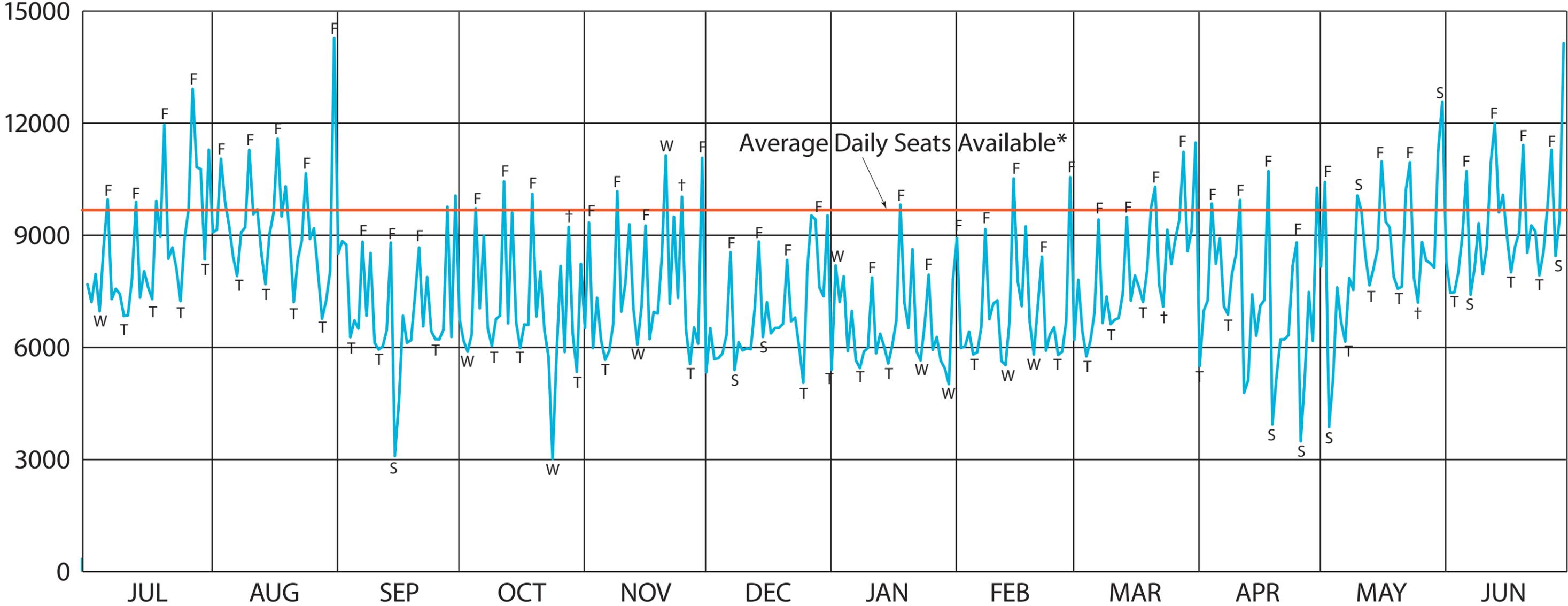
In the November 25, 2008 letter, the Department provided comparative information regarding on-time performance. Below is comparative information on farebox return that has been provided by Amtrak.

Amtrak Farebox Return by Route October 2007 through August 2008	
Amtrak Route	Farebox Recovery Percentage
<u>California Contracted Routes</u>	
Pacific Surfliners	74%
Capitol Corridor	51%
San Joaquins	56%
Total of California Supported Routes	60%
<u>Non-California Contracted State Supported Routes</u>	
Carolinian	85%
Illini	81%
Ethan Allen Express	75%
Hiawathas	72%
Keystone Service	71%
Pere Marquette	70%
Adirondack	68%
The Downeaster	65%
Vermont	65%
Cascades	62%
Chicago-St.Louis	58%
Blue Water	55%
Illinois Zephyr	51%
Heartland Flyer	41%
Kansas City-St.Louis	36%
Piedmont	34%
Total of Non-California Contracted State Supported Routes	65%
Total of All State Contracted Routes	63%

In the table above, the farebox returns of the three California routes are compared to other non-California state-supported routes of similar length and frequency. The farebox return for the California routes differs from the farebox that is normally reported by the Department because, in an attempt to make a parallel comparison between other state-supported routes, Amtrak only included train expense and revenues in the calculations. No connecting bus expense and revenues, or special expenses (for example, expenses related to insuring state-owned equipment and facilities), were included. Because state contracts are not identical and each contract has a different cost basis, the Department continues to work with Amtrak to insure that the data above reports all routes on a parallel basis.

The table on the previous page shows that the combined farebox return for the California routes is about on par with the average of the other state-supported routes. The Pacific Surfliners farebox return of 74 percent is above the 63 percent average for the displayed state supported routes. The San Joaquins with a farebox return of 56 percent, and the Capitol Corridor with a farebox return of 51 percent, fall somewhat below this average of 63 percent.

Daily Ridership on Pacific Surfliner State FY 2007-08



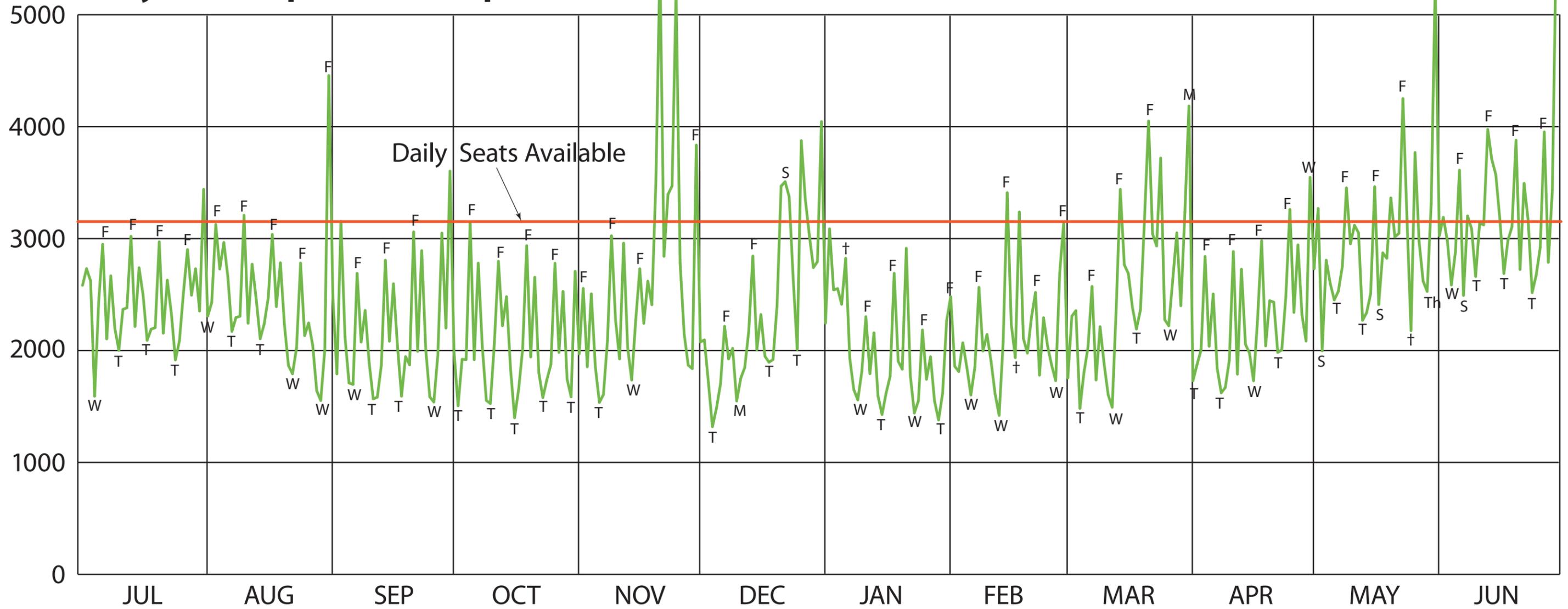
Data Key
 M - Monday
 T - Tuesday
 W - Wednesday
 Th - Thursday
 F - Friday
 S - Saturday
 † - Sunday

*Average Daily Seats Available accounts for additional weekend train frequency and shorter consist size on the two trains to San Luis Obispo.

Daily Ridership on San Joaquins

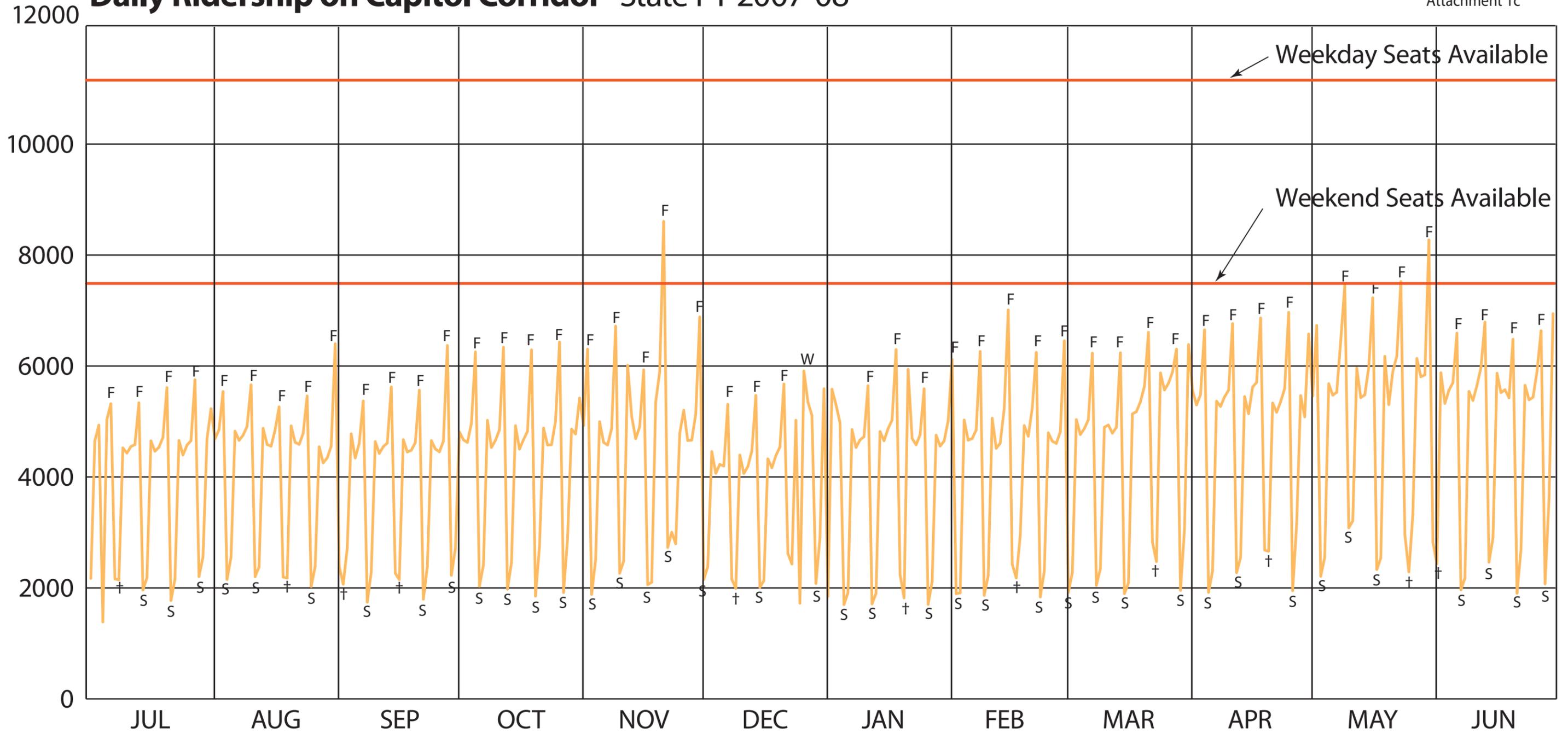
State FY 2007-08

Reference No: 4.4
January 14-15, 2009
Attachment 1b



Data Key
M - Monday
T - Tuesday
W - Wednesday
Th - Thursday
F - Friday
S - Saturday
† - Sunday

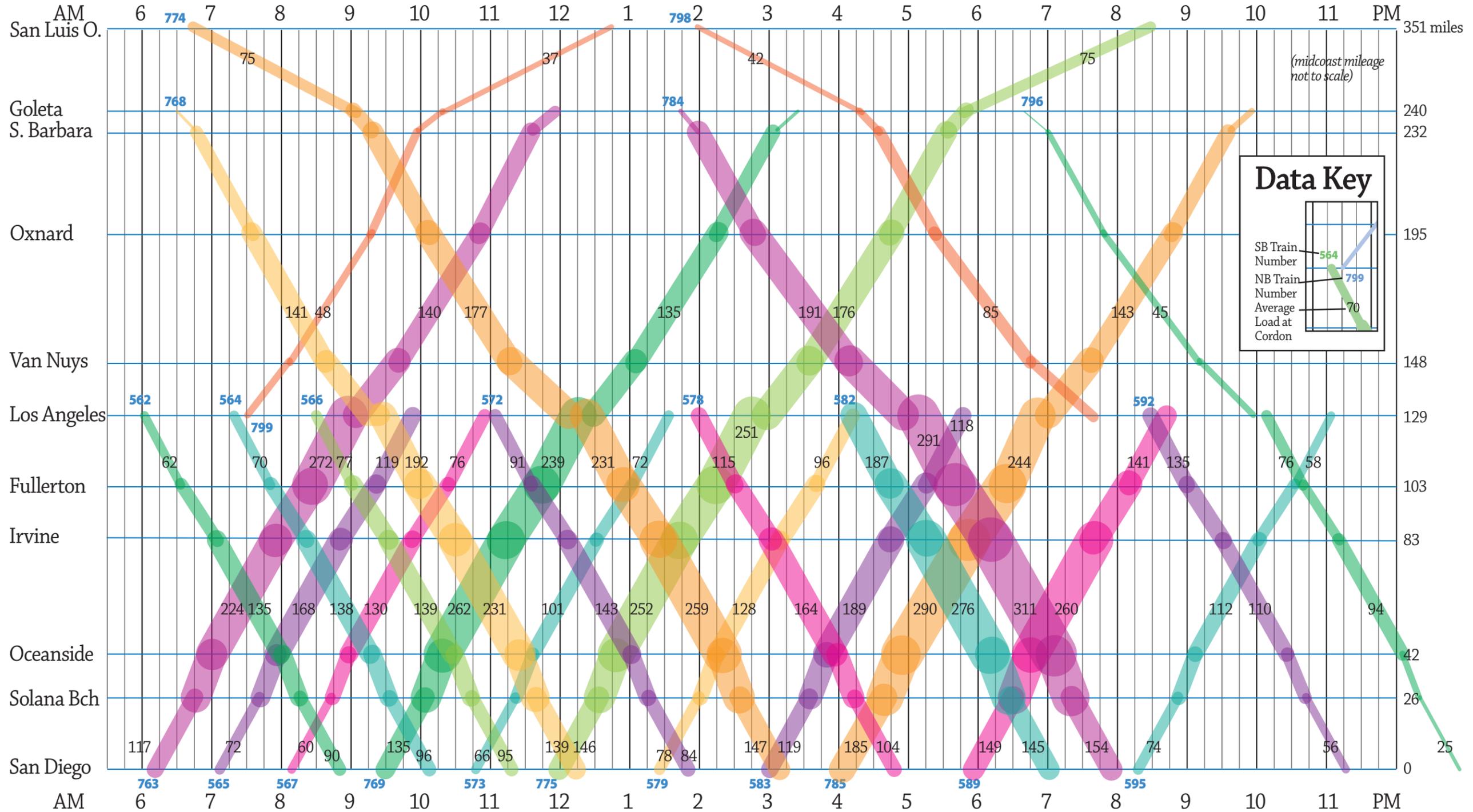
Daily Ridership on Capitol Corridor State FY 2007-08



Data Key
M - Monday
T - Tuesday
W - Wednesday
Th - Thursday
F - Friday
S - Saturday
† - Sunday

Pacific Surfliner Weekday Demand by Equipment Set State FY 2007-08

Reference No: 4.4
January 14-15, 2009
Attachment 2a

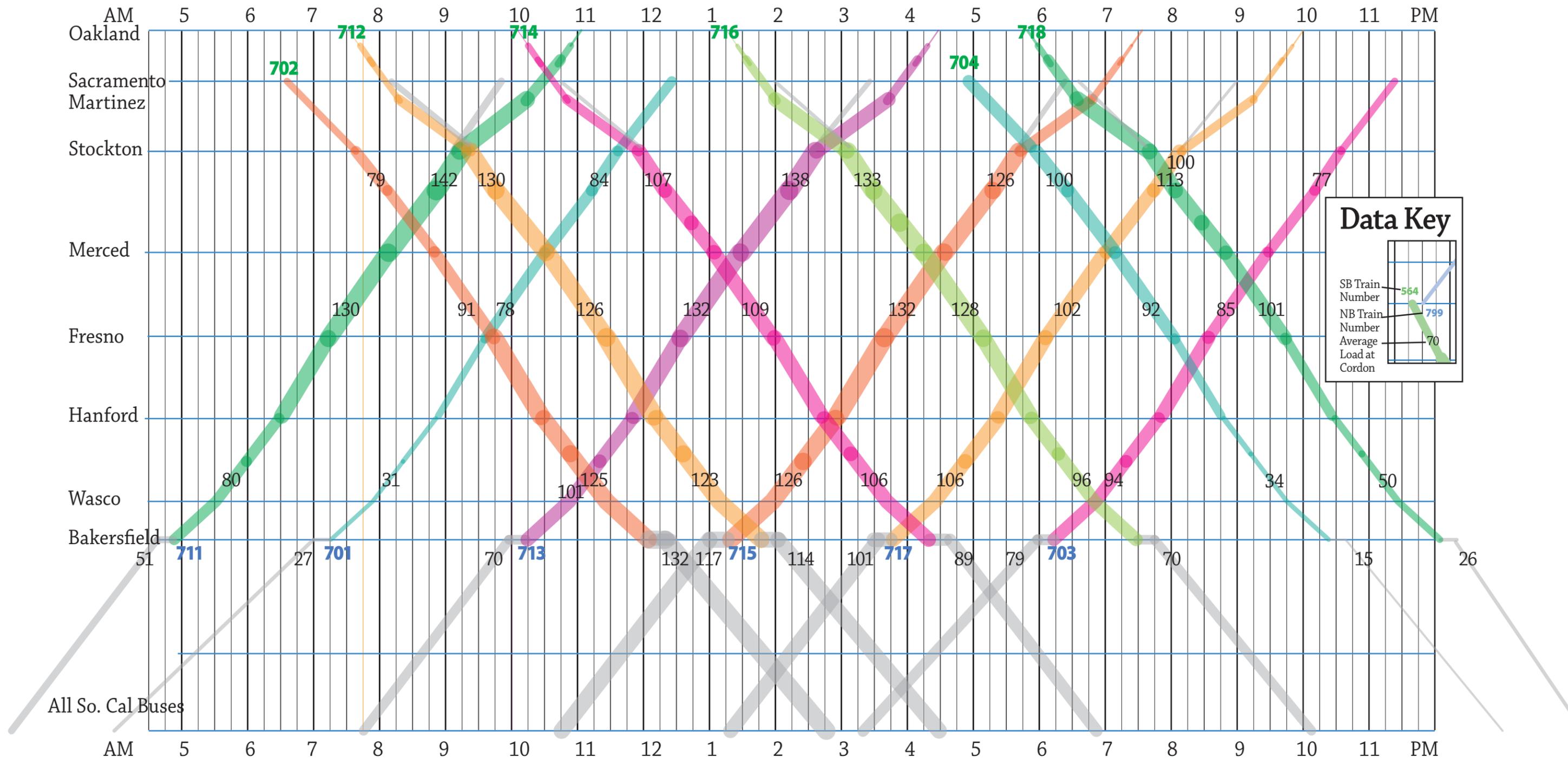


- Train capacity is 411 except on one round trip with 234 seats.
- Line Thickness Indicates Average Volume of Traffic.
- Each unique color represents an individual equipment set. Following a unique color from left to right shows the rotation pattern for that set.

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San Joaquin Daily Demand by Equipment Set State FY 2007-08

Reference No: 4.4
January 14-15, 2009
Attachment 2b



Data Key

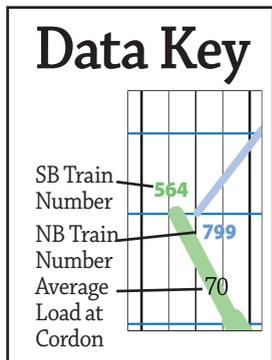
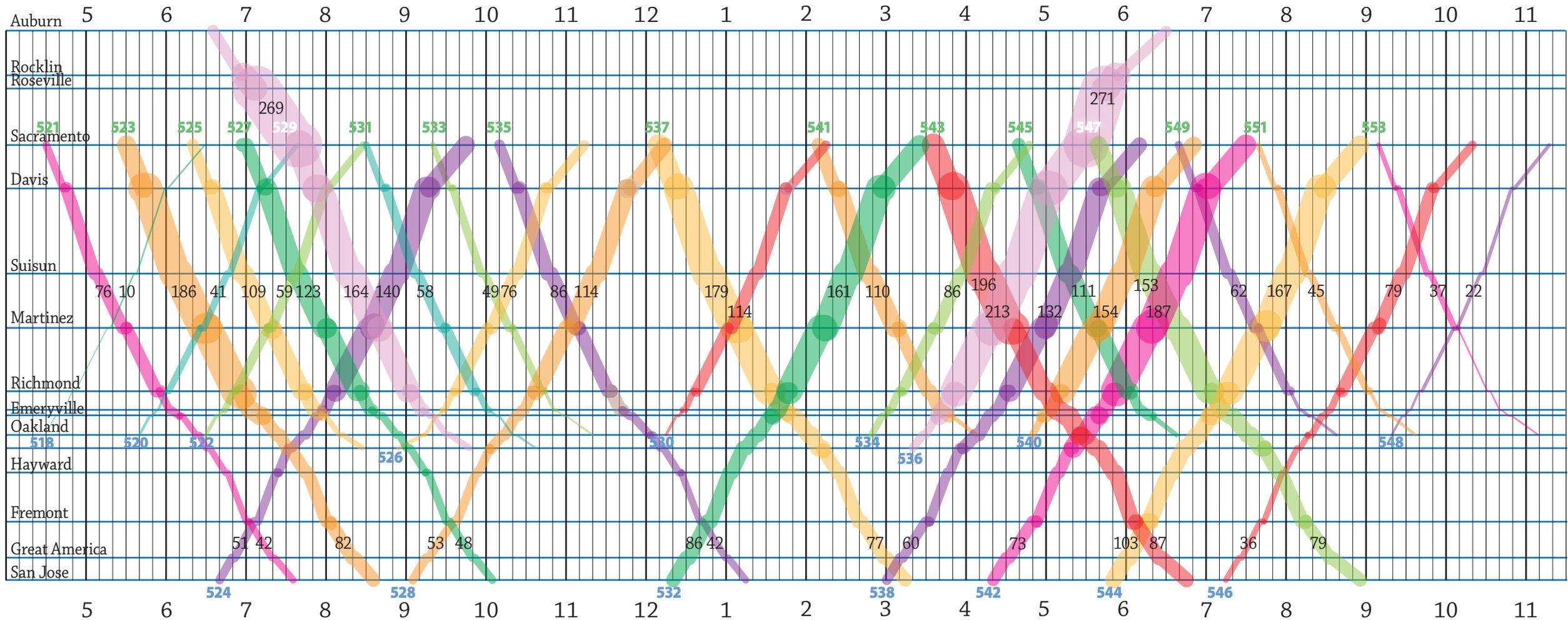
- SB Train Number: 564
- NB Train Number: 799
- Average Load at Cordon: 70

- Train Capacity is 260 Seats.
- Line Thickness Indicates Average Volume of Traffic.
- Each unique color represents an individual equipment set. Following a unique color from left to right shows the rotation pattern for that set.

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Capitols Weekday Demand by Equipment Set State FY 2007-08

Reference No: 4.4
January 14-15, 2009
Attachment 2c



- Train Capacity is 347 Seats.
- Line Thickness Indicates Average Volume of Traffic.
- Each unique color represents an individual equipment set. Following a unique color from left to right shows the rotation pattern for that set.

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