

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared by:
Warren Weber
Program Manager
Rail
(916) 654-2944

MODAL ISSUES
Business Plans for Pacific Surfliner,
San Joaquin and Capitol
Intercity Rail Corridors
Information Item

CTC Meeting: March 28-29, 2001

Agenda Item: 5.1

Original Signed By _____

W. J. EVANS, Deputy Director
Finance
March 1, 2001

BUSINESS PLANS FOR
PACIFIC SURFLINER, SAN JOAQUIN AND CAPITOL
INTERCITY RAIL ROUTES

Pacific Surfliner and San Joaquin Business Plans for Federal Fiscal Year 2001/02

For your information, following is a summary of the annual Business Plans for the Pacific Surfliner and San Joaquin Intercity Rail Corridors for Federal Fiscal Year (FFY) 2001/02. Copies of the full business plans will be given to the Public Transit Committee.

The Department of Transportation (Caltrans) prepares the Pacific Surfliner and San Joaquin Business Plans in accordance with the Supplemental Report of the 2000 Budget Act that directs Caltrans to prepare a business plan for each intercity rail corridor it administers. These plans present Caltrans short-term operational and capital plans for each corridor administered by the State for the next fiscal year. Long-range ten-year plans for State-supported rail passenger service in California are included in Caltrans Rail Passenger Program Report (1999/00 – 2008/09), which was presented to the Commission at its November 2000 meeting.

Key elements in the Pacific Surfliner and San Joaquin Route Business Plans are summarized below:

Pacific Surfliner Route (San Luis Obispo –Santa Barbara - Los Angeles – San Diego)

Capital Improvements: Key accomplishments this year will include completion of the delivery of Amtrak's new Surfliner equipment, and the start of environmental and engineering work on run through tracks at Los Angeles Union Station. Caltrans will continue to implement track and signal projects to improve on-time performance, reduce running times and improve schedule reliability. Other major projects include triple tracking between Los Angeles and Fullerton, double tracking of bottleneck segments and construction of a new maintenance facility in the San Diego area. Caltrans will work with Amtrak to provide a smooth implementation of the new Pacific Surfliner equipment, to implement Americans with Disabilities Act (ADA) improvements to ensure station accessibility for all riders, and to implement a new system of ticket vending machines. Next year will also see the completion of delivery of the additional Surfliner equipment being purchased by the State.

Operating Improvements: Caltrans will continue to work with Amtrak to provide a more frequent, faster and more reliable level of service to increase ridership and revenues, and work with other rail operators to coordinate schedules with other train services. Marketing efforts will include development of strategically targeted fare promotions to increase ridership and revenues, and implementation of

promotions to make riders aware the benefits of the new equipment. Caltrans will work with Amtrak and other railroads to improve on-time performance and reliability, to identify areas for cost savings and to monitor feeder bus performance.

Performance Measures: In the prior year, FFY 1999/00, although total route ridership of 1,454,929 was below the standard of 1,586,369 by 8.3 percent, the farebox (revenue to cost) ratio was 48.4 percent (7 percentage points higher than the standard of 41.4 percent). In the current year, FFY 2000/01, a ridership increase of 15.2 percent to 1,676,000 is projected, with revenues from passengers increasing by 6.8 percent to \$20,029,650. In the Plan year, FFY 2001/02, ridership is projected to increase by 2.4 percent to 1,716,593 and revenues by 7 percent to \$21,431,726.

San Joaquin Route (*Bay Area – Sacramento – Fresno – Los Angeles*)

Capital Improvements: In the current year, the Mococo line between Martinez and Port Chicago was upgraded to allow higher speeds, and engineering work was begun to double track three key segments. In this year and next, Caltrans will continue to implement major projects, including the new Oakland maintenance facility, and Stockton area track and signal improvements. Caltrans will also work with Amtrak to implement Americans with Disabilities Act (ADA) improvements to ensure station accessibility for all riders, and with Operation Lifesaver to improve grade crossing safety and close grade crossings where possible.

Operating Improvements: The key service improvement next fiscal year will be the start of the new sixth train on the route, operating between Sacramento and Bakersfield. Caltrans will continue to work with Amtrak to coordinate schedules and improve connections with other Amtrak train services. Seasonal fare promotions will be offered to increase ridership and revenues, and marketing campaigns will be targeted at groups likely to use rail and at riders likely to increase their use of full service dining operations. Caltrans will work with Amtrak and the railroads to improve on-time performance and reliability; work with Amtrak to monitor feeder bus performance, improve checked baggage service and use; and evaluate the new reservations system to determine its impact on performance and ridership.

Performance Measures: In the prior year, FFY 1999/00, although ridership of 676,137 was below the standard of 695,096 by 2.7 percent, the farebox (revenue to cost) ratio was 44.1 percent (2.1 percentage points higher than the standard of 42.0 percent). In the current year, FFY 2000/01, a ridership increase of 8.3 percent to 732,400 is projected, with revenues from passengers increasing by 7.8 percent to \$20,135,000. In the Plan year, FFY 2001/02, ridership is projected to increase by 13.9 percent to 834,516 and revenues by 13.3 percent to \$2,819,625.

Capitol Corridor Business Plan Update FY 2001/02 and FY 2002/03

The Capitol Corridor will present their Business Plan Update for FY 2000/01 and FY 2002/03 to the Public Transit Committee.