

Memorandum

To: CHAIR AND MEMBERS
California Transportation Commissioners

CTC Meeting: June 30-July 1, 2010

Reference No.: 3.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: **FY 2009-10 THIRD QUARTER INTERCITY RAIL OPERATIONS REPORT**

SUMMARY:

This is the Third Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2009-10, January through March 2010, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance, revenue, expenses, 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.

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 fifth 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 route is administered by a separate agency, the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the Department.

There are some changes to the information provided in this report as a result of changes made in the 2009-10 (October 2009-September 2010) operating contract between Amtrak and the State. The new operating contract is based on a predetermined fixed dollar amount for expenses (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in Amtrak's accounting system. Expenses were based on the 2008-09 budget level, plus four percent inflation. This form of contract limits the State's exposure to uncertainty. The contract between the CCJPA and Amtrak is also based on fixed expense contract.

Also in 2009-10, Amtrak has instituted a new accounting system, called Amtrak Performance Tracking (APT), effective October 1, 2009. This new system is in response to requirements under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) that Amtrak implement "a modern financial accounting and reporting system." The Department expects that it will receive more accurate, useful, and timely information under the new APT system.

Amtrak is continuing their transition to the new APT system, and statements detailing actual expenses by category are still in the process of being developed. Extensive computer programming is necessary before a detailed expense report by category can be available. Therefore data on actual total expenses, labor expenses and farebox ratio (revenues/expenses) is not available for the third quarter. It is expected that this information will be available for the next quarterly report.

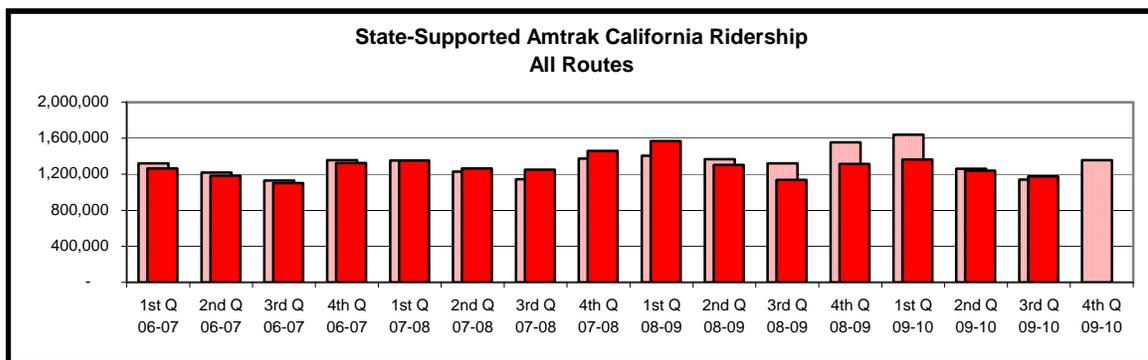
Third Quarter Results

Total ridership during the third quarter (January-March 2010) on the three routes was 3.5 percent above the comparable quarter in 2008-09. The *San Joaquins* ridership exceeded expectations with an impressive increase of 12.0 percent, including setting all time ridership records for the three months of the quarter. The *Pacific Surfliners* were up 4.3 percent, however the *Capitol Corridor* was down 2.4 percent. The combined ridership of all three routes exceeded the Business Plan projections by 3.0 percent. The ridership growth is particularly impressive given that the unemployment rate was higher in all three regions where the routes operate and commuter rail ridership was down in Southern California.

Combined on-time performance (OTP) for the third quarter was 85.7 percent, 2.0 percentage points below the same quarter in 2008-09, and 2.7 percentage points above the combined Business Plan projections.

Overall revenue in the third quarter increased 6.1 percent compared with the same quarter in the previous year, but was 2.6 percent below the business plan projection.

The following graph depicts the combined ridership results of the three State-supported rail corridors in California.



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

The following table provides further detail on the combined ridership, revenue, and on-time performance for the three State-supported routes for the third quarter.

State-Supported Amtrak California Services - 3rd Quarter 09-10							
All Routes Combined							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	3rd Qtr 09-10	3rd Qtr 08-09	Difference	Percent Change	3rd Qtr 09-10	Actual to BP Proj.	Percent Difference
Ridership	1,177,620	1,138,174	39,446	3.5%	1,143,010	34,610	3.0%
Revenue	\$ 23,534,025	\$ 22,171,724	\$ 1,362,301	6.1%	\$ 24,156,415	\$ (622,390)	-2.6%
Expense	(a)	\$ 50,917,072	(a)	(a)	\$ 45,413,690	(a)	(a)
Farebox Ratio	(a)	43.5%	(a)	(a)	53.2%	(a)	(a)
On-Time Performance	85.7%	87.7%	-2.0 PP		83.0%	2.7 PP	

PP - Percentage Points

(a) - Data not available this quarter due to Amtrak conversion to the new APT accounting system.

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

BACKGROUND:

Pacific Surfliner Route

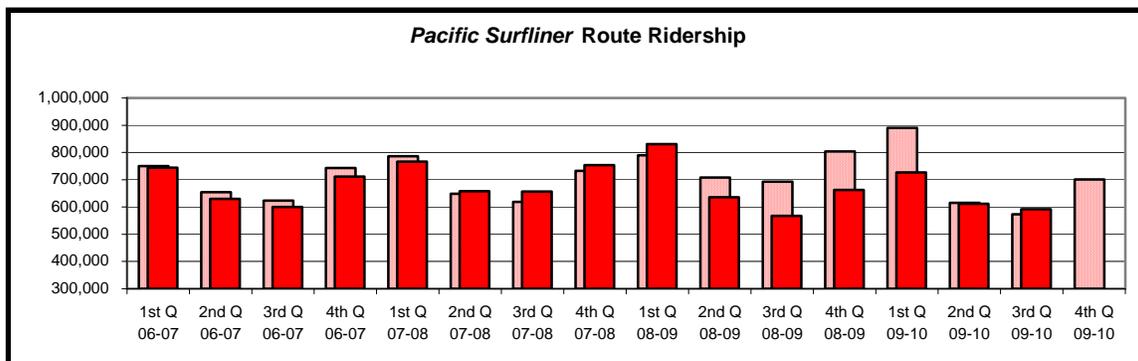
There are currently 11 weekday round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara), one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates/terminates in Los Angeles, bringing the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

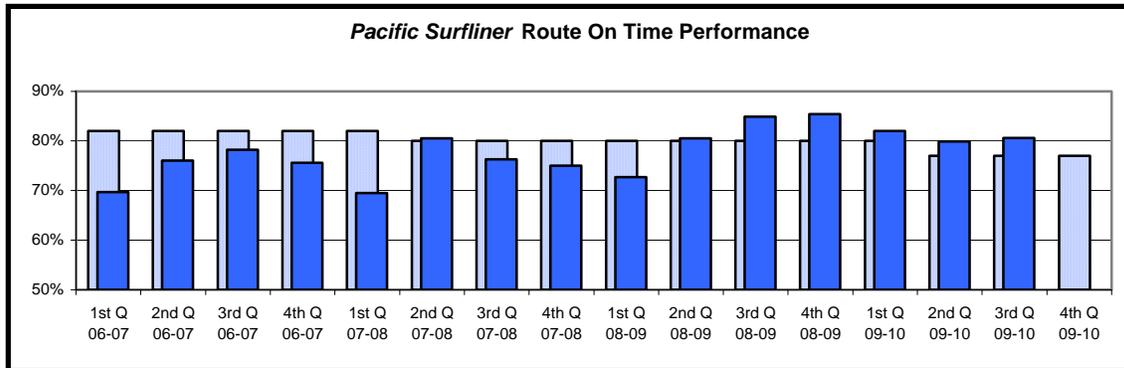
Ridership on the *Pacific Surfliner* Route showed some promising results in the third quarter, it was up 4.3 percent from the same quarter in the prior year, and exceeded the Business Plan Projection by 3.4 percent.

In comparison, ridership on both Southern California commuter rail services remained depressed. Ridership on the Coaster commuter rail service, which runs over the same tracks as the *Pacific Surfliner* as far north as Oceanside, was down 9.0 percent in January-March 2010, as compared to January-March 2009. Similarly, ridership on the entire Metrolink system declined 5.0 percent over this period.

The *Pacific Surfliner* Route results during this quarter are especially impressive, because Southern California remains depressed due to the economic downturn. The combined unemployment rate for the six counties that are served by *Pacific Surfliner* service was 11.7 percent for January-March 2010, a 1.7 percentage point increase over the same quarter in previous year, and also up 0.4 percentage points from October-December 2009.



On-time performance (OTP) in the third quarter was 80.6 percent, 4.3 percentage points below the third quarter of the previous year and 3.6 percentage points above the Business Plan projection of 77 percent. Between Los Angeles and San Luis Obispo, the service posted an OTP during the third quarter of 80.7 percent. Between Los Angeles and San Diego, the OTP was 78.0 percent. This compares with the same quarter last year with an OTP north of Los Angeles of 73.4 percent and 87.7 percent south of Los Angeles.



Revenues for the third quarter increased 8.2 percent compared to the same quarter in the previous year but were 5.7 percent below the Business Plan projection. Revenue increased at a higher rate than ridership, which increased 4.3 percent, reflecting longer, higher priced trips.

State-Supported Amtrak California Services - 3rd Quarter 09-10							
Pacific Surfliner Route							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	3rd Qtr 09-10	3rd Qtr 08-09	Difference	Percent Change	3rd Qtr 09-10	Actual to BP Proj.	Percent Difference
Ridership	592,070	567,571	24,499	4.3%	572,517	19,553	3.4%
Revenue	\$ 10,816,894	\$ 9,993,157	\$ 823,737	8.2%	\$ 11,465,269	\$ (648,375)	-5.7%
Expense	(a)	\$ 21,480,805	(a)	(a)	\$ 20,640,270	(a)	(a)
Farebox Ratio	(a)	46.5%	(a)	(a)	55.5%	(a)	(a)
OTP-Route	80.6%	84.9%	-4.3 PP		77.0%	3.6 PP	
OTP-North	80.7%	73.4%	7.3 PP				
OTP-South	78.0%	87.7%	-9.7 PP				

PP - Percentage Points

(a) - Data not available this quarter due to Amtrak conversion to the new APT accounting system.

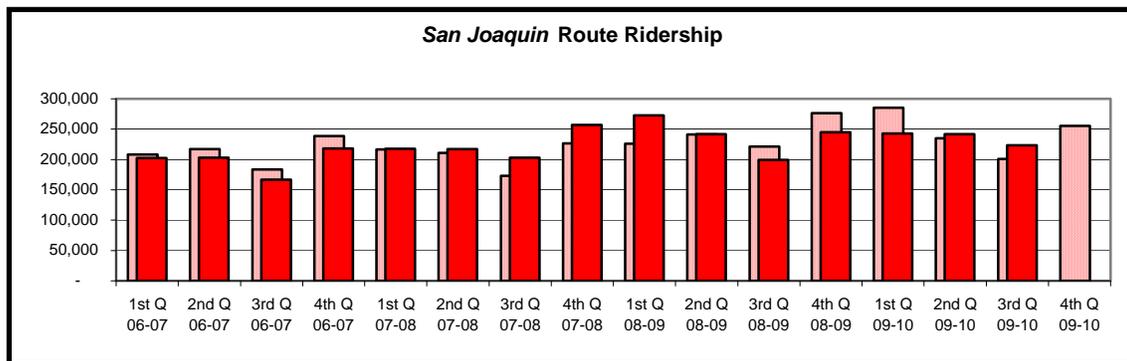
San Joaquin Route

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 and Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect 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.

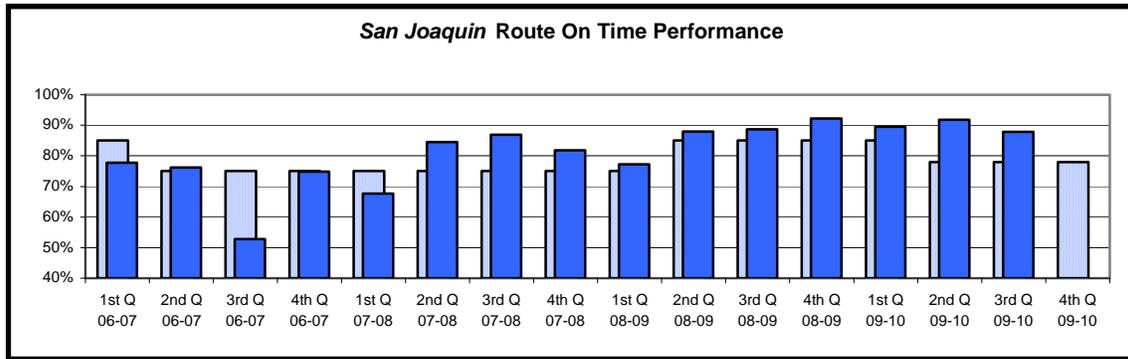
Ridership on the *San Joaquin Route* increased significantly by 12.0 percent for the quarter. All three months of this quarter set all-time ridership records for each individual month. The ridership for the quarter was 11.1 percent above the Business Plan projection.

This strong ridership is all the more impressive considering that the unemployment rate for the counties served by the *San Joaquin Route* continued to increase. The rate increased to 13.5 percent for January-March 2010, up 1.8 percentage points from January-March 2009, and up 0.7 percentage points from October-December 2009.



On-time performance (OTP) in the third quarter was 87.8 percent, a 0.9 percentage point decline over the same quarter in 2008-09, but above the Business Plan projection of 78 percent by 9.8 percentage points. OTP has exceeded the projections for each of the last ten quarters.

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



Revenues for the third quarter increased 7.6 percent compared to the same quarter in the previous year and were 5.0 percent above the business plan projection.

State-Supported Amtrak California Services - 3rd Quarter 09-10							
San Joaquin Route							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	3rd Qtr 09-10	3rd Qtr 08-09	Difference	Percent Change	3rd Qtr 09-10	Actual to BP Proj.	Percent Difference
Ridership	223,423	199,552	23,871	12.0%	201,047	22,376	11.1%
Revenue	\$ 7,182,728	\$ 6,674,334	\$ 508,394	7.6%	\$ 6,841,356	\$ 341,372	5.0%
Expense	(a)	\$ 17,062,844	(a)	(a)	\$ 13,943,047	(a)	(a)
Farebox Ratio	(a)	39.1%	(a)	(a)	49.1%	(a)	(a)
On-Time Performance	87.8%	88.7%	-0.9 PP		78.0%	9.8 PP	

PP - Percentage Points

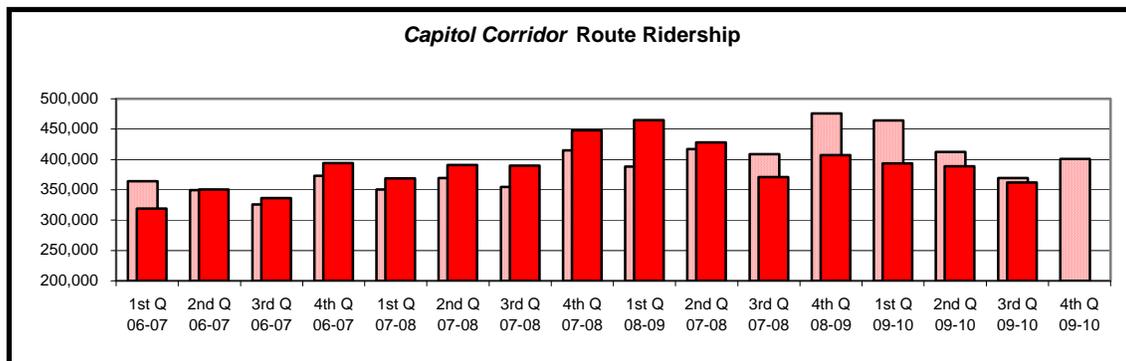
(a) - Data not available this quarter due to Amtrak conversion to the new APT accounting system.

Capitol Corridor

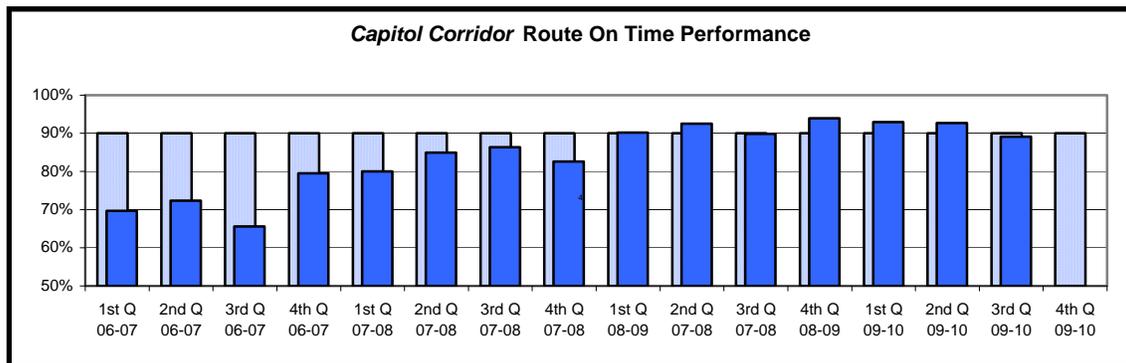
There are currently 16 weekday round-trips between Oakland and Sacramento (one extending to/from Auburn) with seven extending through to/from San Jose. Weekend service consists of 11 round-trips between Sacramento-Oakland, seven with extended service to San Jose.

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

Ridership on the *Capitol Corridor* showed a drop this quarter of 2.4 percent, or almost 9,000 riders. The quarterly ridership was 2.0 percent below the Business Plan projection for the year. The ridership on the *Capitol Corridor* continues to be affected by the recession. Unemployment in the third quarter was 12.0 percent in the counties served by the corridor. Unemployment was up 1.8 percentage points from the same period in 2009, and up 0.5 percentage points from October-December 2009. Additionally, the CCJPA reports that the continuing “Friday Furloughs” in which State government offices are closed three Fridays per month has reduced ridership by 3 to 5 percent. This State government furlough program will continue through the April-June 2010 quarter.



On-time performance (OTP) for the quarter was 89.1 percent, 0.7 percentage points below the comparable quarter the previous year. It was just short of the Capitol Corridor Business Plan goal of 90 percent. The strong OTP continues as 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 is helping to keep OTP strong.



Revenues for the third quarter increased 0.5 percent compared to the same quarter in the previous year, but was 2.0 percent below the Business Plan projections. Revenues increased very slightly even though ridership decreased as compared to the prior year. This is most likely a result of higher ticket prices.

State-Supported Amtrak California Services - 3rd Quarter 09-10							
Capitol Corridor							
	ACTUAL RESULTS				BUSINESS PLAN PROJECTIONS		
	3rd Qtr 09-10	3rd Qtr 08-09	Difference	Percent Change	3rd Qtr 09-10	Actual to BP Proj.	Percent Difference
Ridership	362,127	371,051	(8,924)	-2.4%	369,446	(7,319)	-2.0%
Revenue	\$ 5,534,403	\$ 5,504,233	\$ 30,170	0.5%	\$ 5,849,790	\$ (315,387)	-5.4%
Expense	(a)	\$ 12,373,423	(a)	(a)	\$ 10,830,373	(a)	(a)
Farebox Ratio	(a)	44.5%	(a)	(a)	54.0%	(a)	(a)
On-Time Performance	89.1%	89.8%	-0.7 PP		90.0%	-0.9 PP	

PP - Percentage Points

(a) - Data not available this quarter due to Amtrak conversion to the new APT accounting system.

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.”

FY 2008-09 was the first year of the 10-year planning period of the State Rail Plan. This is the seventh quarter that the Department will report on a quarterly basis on progress in meeting the State Rail Plan goals. Following are tables for each route that show the two year goals through 2009-2010 for each objective in the State Rail Plan and progress in meeting them. The shaded cells indicate when a 2009-2010 goal has been accomplished for an objective.

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. 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.

Pacific Surfliner Route Objectives		Two-Year (2009-10)	Progress
Improve On-Time Performance		77%	Exceeded goal in all of 2008-09 and to date in 2009-10. Third quarter 2009-10 OTP was 80.6%.
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 Develop funding partnership and inform CTC Develop a schedule to deliver the Layover Facility	A field review with stakeholders identified a new site near Old Town in San Diego. Potentially half the needed acreage is in the City's domain. Stakeholders need to determine if enough additional land can be acquired. Some pre-construction funding is available but no construction funding has yet been identified.
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	The pilot program was initiated on Capitol Corridor in Spring 2009, but was interrupted to make program modifications. The pilot was restarted in February 2010 and continued in March. Full implementation on Capitol Corridor is expected in June/July 2010. If successful, program may be expanded to the Pacific Surfliner, however, no funding has been identified.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation	Amtrak completed installation of WiFi equipment on all 10 Surfliner Business Class cars, however problems with access and speed persist as a result of system design. \$2.5 million in funding has just been secured to install WiFi on the entire Surfliner fleet, consistent with Amtrak national WiFi standards. The Surfliner and Capitol Corridor will likely be the first routes outside of the Northeast Corridor (NEC) to have a state-of-the-art wireless system. (Service does not include on-board safety and equipment operations.)
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.
	Implement Express Service between Los Angeles and San Diego	With Amtrak and other partners on routes study and implement as feasible	In response to discussion at the April CTC meeting, DOR has requested Amtrak to reexamine options for express service, specifically with an 8:00 AM northbound and a 4:00 PM southbound departure, as one of the highest priorities for the corridor. Also, DOR is working on agreements for the federal grant funding that was approved in January for capital projects that will reduce running times.
Reduce Travel Times	San Diego to Los Angeles	Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects. In January, \$3.1 million in Prop IB funds was allocated for the San Onofre-Pulgas project. A segment of the the LA-Fullerton triple track received ARRA funds and is projected to be completed in 2015, however, another segment faces a shortfall of \$12 million, and four of six required grade separation projects are unfunded. Prop 1B Santa Margarita Double Track Bridge project is in construction with revised completion expected in late 2011.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	Goal to reduce travel time to under 5 hours requires completion of multiple capital projects. Two siding extension projects that will improve running time are programmed in the STIP in Santa Barbara and Ventura counties starting in 2012-13. UP modeling for this project is to commence by end of this FY. Approximately \$1 million in ARRA grants for LA-San Luis Obispo were announced in January. Pre-construction for a new siding at Ortega received some funds, but extension at Seaciff and track rehab of 3 existing sidings in Santa Barbara Co. did not receive ARRA funding.
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
Improve On-Time Performance	Study and Implement Premium Class Service	78% Complete study and implement service consistent with results	Exceeded goal in all of 2008-09 and to date in 2009-10. Third quarter 2009-10 OTP was 87.8%. Implementation dependent upon availability of additional rail cars, at least 5 years away. San Joaquins often at capacity during peak periods and group travel events 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	Implementation of wireless service on the San Joaquins must follow successful implementation on the Capitol Corridor and identification of funding. To implement wireless service on the Capitol Corridor, Amtrak in conjunction with the CCJPA and Caltrans, released an RFQ in March with installation expected to be completed by fall 2010.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation and Internet ticket purchase	Implement in 2009-10 on Northern California equipment fleet	The pilot program was initiated on Capitol Corridor in Spring 2009, and will continue through March 2010. Full implementation of the Capitol Corridor program is expected in June/July 2010. If successful, program may be expanded to the San Joaquins, but funding needs to be identified.
	Implement Positive Train Control	Identify funding in 2008-09. Contingent on full funding BNSF will begin installation in 2009-10.	To meet the December 2012 deadline, the Department has requested Prop 1A funding to fully fund the State's share for San Joaquin PTC projects. Contingent upon receipt of funds, the State's portion of the work could start in 2009-10.
Improve Multimodal Connectivity	Study options to originate selected trains in Fresno	Implement service consistent with results of study	Caltrans, BNSF, and Amtrak are evaluating option of originating trains in Merced or Fresno. DOR is preparing a program level environmental impact statement (EIS) for the San Joaquin Route which evaluates originating trains in Fresno.
	Coordinate with Altamont Commuter Express (ACE), Capitol Corridor, and local transit systems	Increase connectivity consistent with results of coordination efforts	Caltrans is preparing new contract agreements with local transit agencies to maintain connectivity.
Reduce Travel Times	Oakland to Bakersfield	Under 6.0 Hours Over 10-Year Period	Projects to reduce travel time are progressing. Kings Park double track project to reduce travel times is 63% constructed and will be completed by the end of 2012. Signal work for the Emeryville Station and Track Improvements project has started. Construction of the siding extension and signal work adjacent to the station is currently scheduled to begin in June 2010. Project completion is planned for October 2010. Project slipped due to suspension of release of Prop 1B funds.
	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 63% constructed and will be completed end of 2012.
Increase Annual Ridership	Increase Annual Revenues (dollars in millions)	903,000 \$30.6	Reached goal in 2008-09 with ridership of 959,946. Reached goal in 2008-09 with revenue of \$30.6M.
	Increase Farebox Ratio	47.5%	Expected to reach goal in 2009-10. 2008-09 farebox ratio was 44.8%.
Service Frequency (Total Trains)	Oakland and Bakersfield	4	This is the current frequency.
	Sacramento and Bakersfield Oakland and Stockton	2 NA	This is the current frequency. NA
Expand Service	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 all of 2008-09 and first two quarters of 2009-10. Third quarter OTP was 89.1%.
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	Implementation of a wireless network consistent with Amtrak national standards is expected in Fall 2010. Original RFQ for implementation of a local network was released in May 2009 but was withdrawn for legal reasons. CCJPA, with the concurrence of Division of Rail, worked with Amtrak to release a procurement RFQ in March 2010. CCJPA will assist Amtrak in selection of a core technology vendor in May 2010 and to release a subsequent RFP to short-list several installers. Each qualified installer will then be able to bid on installation of the network on the Capitol Corridor. CCJPA anticipates cost savings from another capital project that will allow the wireless network and installation to proceed in Fall 2010. Safety and operational applications are planned to follow in 2011, dependent upon CCJPA and Caltrans receipt of additional funding support.
	Implement Automated Ticket Validation System	CCJPA to develop RFP in 2008-09 and implement in 2009-10	The pilot program was initiated in Spring 2009, but was interrupted to introduce modifications to equipment, negotiate change orders, and increase the number of devices to be tested. The pilot was restarted in February and continued in March 2010. Full implementation is expected in June/July 2010. On track to meet goal.
	Implement safety and security cameras on trains and at stations	CCJPA to implement in 2009-10	Station cameras: Camera installation at all stations is expected by fall/winter-2010, several months after the intended goal. An implementation plan to install cameras was completed in October 2009. Procurement is expected to take place in summer 2010. On Board cameras: Cameras for installation on locomotives and cab cars are being redesigned after failure of pilot. New camera system specs will be more technically advanced and designed for positive train control (PTC) application. PTC is required for use throughout California by 2012. Redesign expected by spring 2010 in conformance with goal.
	Implement Customer Relationship Management ticketing database system	CCJPA to develop RFP in 2009-10	Delayed due to lack of funding. 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		Projects to reduce travel time did not receive programmed State funding in prior years or have been delayed. Yolo Crossover project to relieve bottlenecks between Sacramento and Davis received ARRA funding. Many projects depend on receipt of new funding.
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.