

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

Date: January 19-20, 2011

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Information Item

From: NORMA ORTEGA  
Chief Financial Officer

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

## **SUMMARY:**

This is the First Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2010-11, July through September 2010, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and revenue. These results are also compared to the same period for the prior year and to the performance goals. 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.

Changes have been made 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 FY 2010-11 first quarter. Caltrans is working with Amtrak to ensure that this information will be available for Federal FY 2010-11 (October 2010-September 2011).

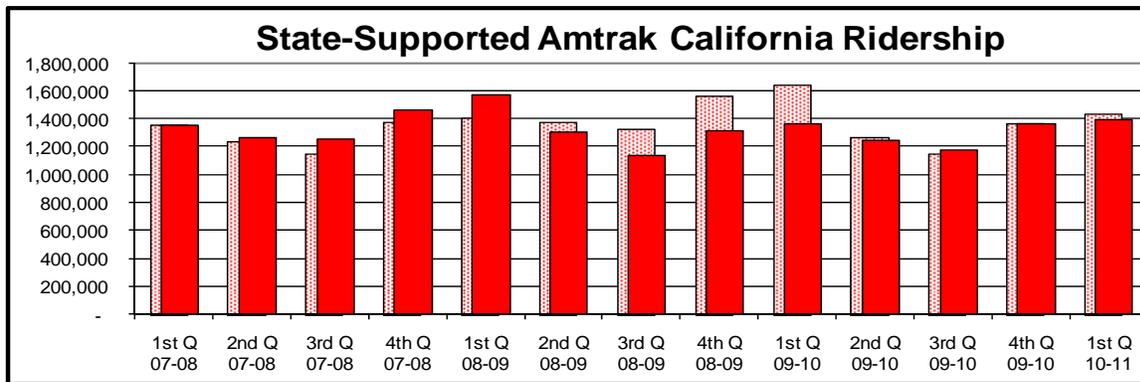
**First Quarter Results**

Total ridership during the first quarter (July-September 2010) on the three routes was 2.0 percent above the comparable quarter in 2009-10. The *San Joaquin Route* ridership increased for the fourth consecutive quarter with an increase of 4.3 percent above the prior year. The *Capitol Corridor* reported a 4.7 percent increase in ridership, while the *Pacific Surfliner Route* was down slightly by 0.2 percent. The combined ridership of all three routes fell short of the performance goal by 2.6 percent.

Combined on-time performance (OTP) for the first quarter was 86.0 percent, 2.2 percentage points below the same quarter in 2009-10, however, it was 3.0 percentage points above the combined performance goal. OTP on both the *San Joaquin Route* and *Capitol Corridor* was over 90 percent however the *Pacific Surfliner Route* OTP pulled down the combined results.

Overall revenue in the first quarter increased 8.2 percent compared with the same quarter in the previous year, but was 2.3 percent below the performance goal. All three routes have had fare increases since 2009.

*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 first quarter 2010-11.

<b>State-Supported Amtrak California Services - 1st Quarter 10-11</b>							
<b>All Routes Combined</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	1st Qtr 10-11	1st Qtr 09-10	Difference	Percent Change	1st Qtr 10-11	Actual to Goals	Percent Difference
Ridership	1,390,614	1,363,036	27,578	2.0%	1,427,200	(36,586)	-2.6%
Revenue	\$30,807,287	\$28,461,036	\$ 2,346,251	8.2%	\$ 31,526,280	\$ (718,993)	-2.3%
Expense	(a)	\$48,599,261	(a)	(a)	\$ 60,914,119	(a)	(a)
Farebox Ratio	(a)	58.6%	(a)	(a)	51.8%	(a)	(a)
On-Time Performance	86.0%	88.2%	-2.2 PP		83.0%	3.0 PP	

PP - Percentage Points

(a) - Data not available this quarter due to Amtrak's 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***

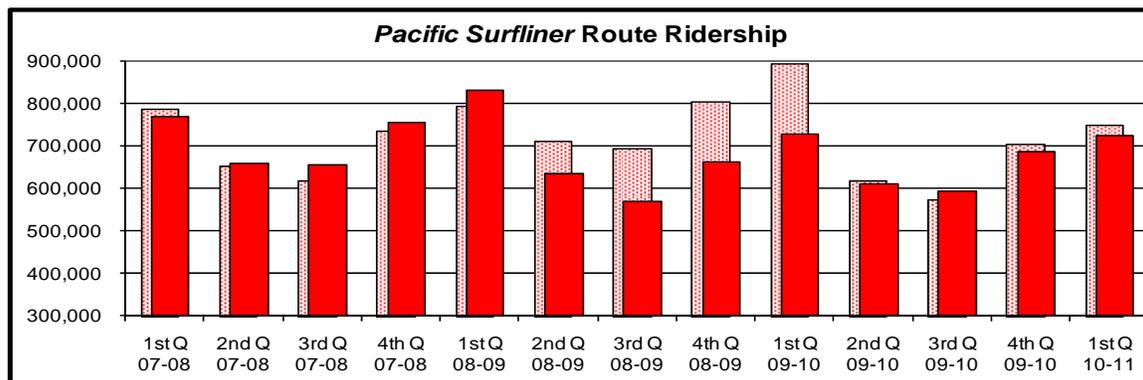
There are currently 11 weekday round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara), one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates/terminates in Los Angeles, bringing the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

**Ridership** on the *Pacific Surfliner Route* remained stable with a slight 0.2 percent decline in the first quarter compared to the same quarter in the prior year, but was below the performance goal by 3.1 percent.

In comparison, ridership on both Southern California commuter rail services continues to be impacted by the recession, down a combined 3.3 percent between July-September 2009 and 2010. Ridership on the Coaster commuter rail service, which runs over the same tracks as the *Pacific Surfliner* as far north as Oceanside, was up 3.7 percent over this period, however ridership on the entire Metrolink system declined 4.3 percent over these same three months.

The economic environment in Southern California remains depressed, and partially accounts for the lack of ridership growth. The combined unemployment rate for the six counties that are served by *Pacific Surfliner* service was 11.8 percent for July-September 2010, a 0.3 percentage point increase over the same quarter in previous year, and 0.7 percentage points higher than April-June 2010.



**On-time performance (OTP)** in the first quarter was 69.9 percent, 12.1 percentage points below the previous year's first quarter and 7.1 percentage points below the 77.0 percent performance goal. Between Los Angeles and San Luis Obispo, OTP was 77.1 percent. Between Los Angeles and San Diego, OTP was 67.8 percent. This compares to prior year OTP of 82.6 percent north of Los Angeles and 83.4 percent south of Los Angeles.

OTP improved throughout the quarter. OTP in July was 66.8 percent, in August 68.3 percent, and in September 74.8 percent. October OTP (the first month in the second quarter) was up to 83.2 percent, above the first quarter 2009-10 OTP of 79.2 percent.

The primary reason that OTP remains low is that there is inadequate capacity for all the intercity, commuter and freight trains operating on the corridor. About 60 percent of the corridor from San Diego to Los Angeles is still single track. This is highly unusual for a corridor with this level of traffic. Over 50 percent of the delays related to Amtrak trains are the result of passenger train interference between Amtrak trains, as well between Amtrak and commuter trains operated by Metrolink and Coaster. Delays on the BNSF Railway portion of the route between Los Angeles (Redondo Junction) and Fullerton that have double and triple track, are significantly less than the delays on the locally owned portions of the route that have only single and some double track.

During this 1st quarter period considerable capital project activity, including: the Metrolink Service Expansion Program of capital projects to allow 30 minute headways, which has been ongoing since February 2010; the Los Angeles-Fullerton triple track project; and other track and bridge reconstruction projects, have negatively impacted OTP. When this work is completed, OTP should improve to previous levels or even higher. The Del Mar race track season from July 18-September 8 compounded the delays related to construction projects. Full trains and standees make boarding slow and special "race" trains with extra cars take additional time to reconfigure.

In order to gain a better understanding of the reasons for the drop in OTP, Amtrak "Minutes of Delay" reports were examined. Amtrak attributes every minute of delay to a specific reason. OTP is a related, but different measure that tracks if a train arrives at specific end-points within specific minutes of the train schedule. While OTP and minutes of delay do not have a direct correlation, the "Minutes of Delay" reports provide the most specific information on the reasons for OTP levels.

In the first quarter there were a total of 69,906 minutes of delay, an additional 12,926 minutes of delay over the same quarter the previous year, or a 22.7 percent increase. Sixty-five percent of these additional minutes of delay were attributable to five distinct categories: Passenger Train Interference (2,181 minutes), Signal Delays (1,702 minutes), Maintenance of Way (1,540 minutes), Commuter Train Interference (1,521) and Passenger Related -other than ADA (1,417 minutes). The first four categories are the responsibility of the host railroad, while the fifth is the responsibility of Amtrak.

**Passenger Train Interference** is when an Amtrak passenger train interferes with another Amtrak passenger train. Pacific Surfliner trains could interfere with other Surfliner trains or with long distance Amtrak trains. Because there is so much single-track on this route, these types of delays can easily occur if any of the three types of trains on the route (freight, commuter or intercity) are only slightly off schedule.

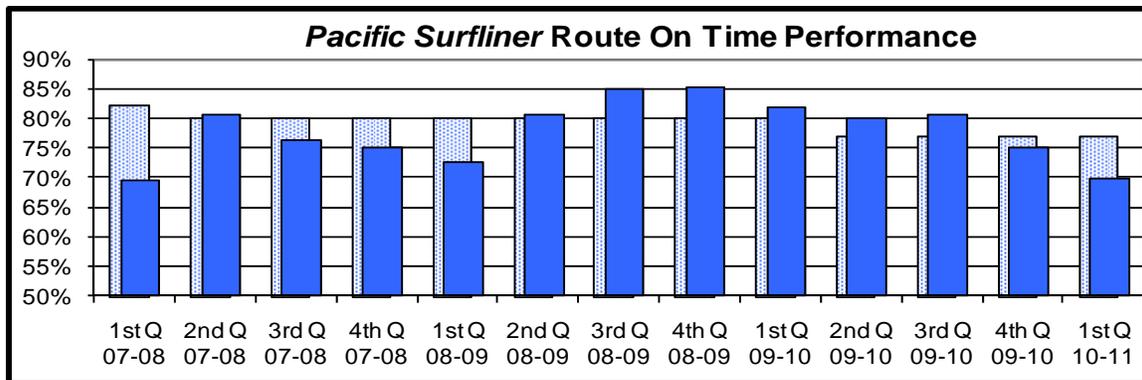
**Signal Delays** are generally related to problems with the signaling system and to capital projects.

**Maintenance of Way Delays** are generally related to scheduled delays such as track maintenance or capital project work.

**Commuter Train Delays** is when a Metrolink or Coaster train interferes with an Amtrak train.

**Passenger Related Delays**, according to Amtrak, are usually related to crowded train conditions or a large number of passengers at specific stops.

Caltrans has been working with Amtrak to specifically identify any delays that are under Amtrak’s control, particularly delays related to equipment. Caltrans formally asked Amtrak to develop a plan to address OTP. As a result: Amtrak has implemented resources to improve the technical training of new equipment maintenance employees; is doing daily checks on all delay reports to determine the cause of each delay and develop an ongoing solution for repeated problems; and implemented a “rider” program to increase Amtrak staff presence on trains with the goal of pin pointing problems and resolutions related to OTP.



**Revenues** for the first quarter increased 6.6 percent compared to the same quarter in the previous year but were 0.2 percent below the performance goal. Revenue increased, whereas ridership showed a slight 0.2 percent decline, likely reflecting 2010 fare increases in February (2.8 percent) and June (3 percent) and possibly longer, higher priced trips

State-Supported Amtrak California Services - 1st Quarter 10-11							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	1st Qtr 10-11	1st Qtr 09-10	Difference	Percent Change	1st Qtr 10-11	Actual to Goals	Percent Difference
Ridership	725,313	726,486	(1,173)	-0.2%	748,760	(23,447)	-3.1%
Revenue	\$ 15,348,769	\$ 14,395,542	\$ 953,227	6.6%	\$ 15,382,589	\$ (33,820)	-0.2%
Expense	(a)	\$ 21,359,483	(a)	(a)	\$ 27,675,058	(a)	(a)
Farebox Ratio	(a)	67.4%	(a)	(a)	55.6%	(a)	(a)
OTP-Route	69.9%	82.0%	-12.1 PP		77.0%	-7.1 PP	
OTP-North	77.1%	82.6%	-5.5 PP				
OTP-South	67.8%	83.4%	-15.6 PP				

PP - Percentage Points

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

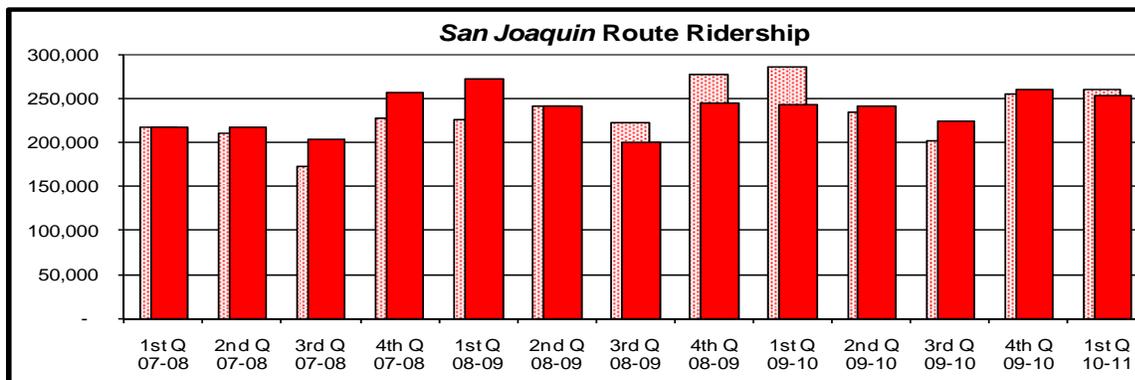
**San Joaquin Route**

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, and on-time performance.

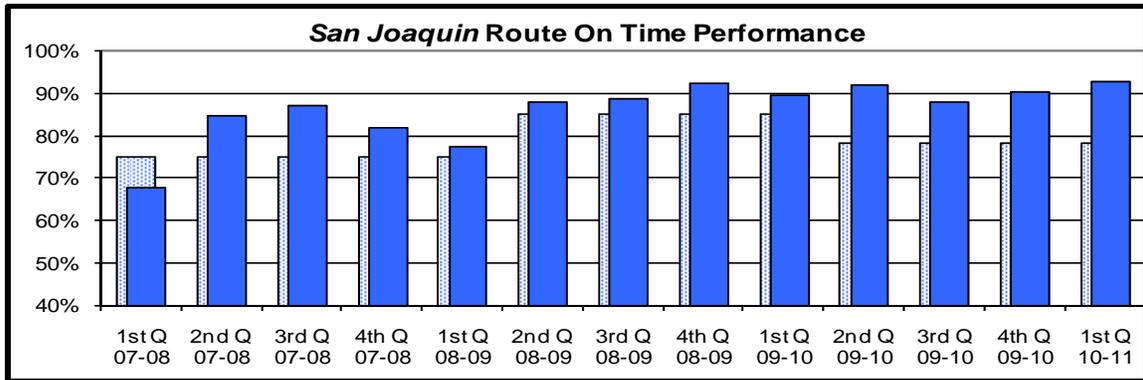
**Ridership** on the *San Joaquin* Route continued the steady growth by 4.3 percent for the quarter, although the ridership was 2.2 percent below the performance goal. This is the fourth consecutive quarter that ridership has increased.

This strong ridership is all the more impressive considering that the unemployment rate for the counties served by the *San Joaquin* Route remained elevated. The rate increased 0.4 percentage points from the prior quarter to 13.2 percent for July-September 2010, and is 0.5 percentage points above July-September 2009, indicating that the unemployment picture in the San Joaquin Valley remains difficult.



**On-time performance (OTP)** in the first quarter was 92.8 percent, a 3.3 percentage point improvement over the same quarter in 2009-10. It is 14.4 percentage points above the performance goal of 78 percent. OTP has exceeded the performance goal for each of the last twelve quarters, and posted the highest quarter since 2000.

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 first quarter increased 13.0 percent compared to the same quarter in the previous year but were 0.5 percent below the performance goal. The revenue increase outpaced ridership increases. This likely reflects the impact of a 2 percent fare increase in February 2010, a 3 percent increase following in June, and possibly longer and higher priced trips

<b>State-Supported Amtrak California Services - 1st Quarter 10-11</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	1st Qtr 10-11	1st Qtr 09-10	Difference	Percent Change	1st Qtr 10-11	Actual to Goals	Percent Difference
Ridership	253,284	242,887	10,397	4.3%	259,086	(5,802)	-2.2%
Revenue	\$ 9,131,883	\$ 8,081,178	\$ 1,050,705	13.0%	\$ 9,178,830	\$ (46,947)	-0.5%
Expense	(a)	\$ 15,179,488	(a)	(a)	\$ 18,650,287	(a)	(a)
Farebox Ratio	(a)	53.2%	(a)	(a)	49.2%	(a)	(a)
On-Time Performance	92.8%	89.5%	3.3 PP		78.0%	14.8 PP	

PP - Percentage Points

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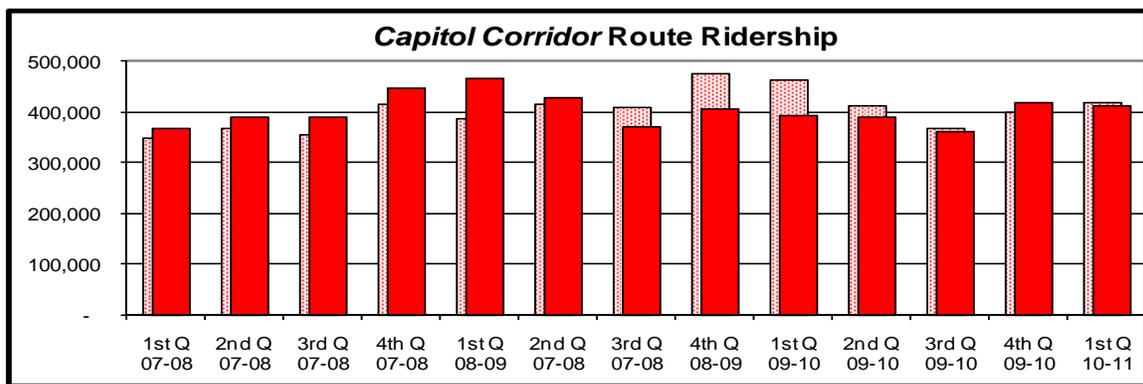
**Capitol Corridor**

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, and on-time performance.

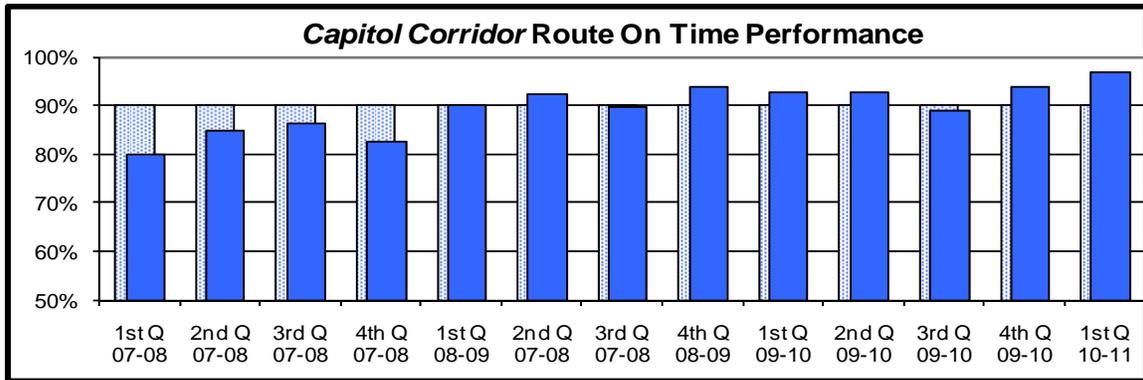
**Ridership** on the *Capitol Corridor* improved 4.7 percent over the same quarter the prior year, but was 1.7 percent below the performance goal for the quarter. Ridership on the *Capitol Corridor* for each month in the past eight months out performed the prior year.

Ridership was strong given that unemployment in the first quarter was 11.6 percent in the counties served by the corridor, up 0.1 percentage points from the same period in 2009, and increased 0.3 percentage points from April-June 2010. Additionally, the CCJPA reports that the “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 ended for most employees at the end of October 2010.



**On-time performance (OTP)** remains very positive and recorded an all-time quarterly record of 96.7 percent for the quarter. This exceeded the prior quarter by 2.9 percentage points and was 3.8 percentage points above the comparable quarter the previous year. OTP exceeded the *Capitol Corridor* performance 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 first quarter increased 5.7 percent compared to the same quarter in the previous year, but was 9.2 percent below the performance goal. Revenues outpaced ridership, probably was the result of a 2 percent fare increase in March 2010 and longer trips.

<b>State-Supported Amtrak California Services - 1st Quarter 10-11</b>							
<b>Capitol Corridor</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	1st Qtr 10-11	1st Qtr 09-10	Difference	Percent Change	1st Qtr 10-11	Actual to Goals	Percent Difference
Ridership	412,017	393,663	18,354	4.7%	419,354	(7,337)	-1.7%
Revenue	\$ 6,326,635	\$ 5,984,316	\$ 342,319	5.7%	\$ 6,964,861	\$ (638,226)	-9.2%
Expense	(a)	\$ 12,060,290	(a)	(a)	\$ 14,588,774	(a)	(a)
Farebox Ratio	(a)	49.6%	(a)	(a)	47.7%	(a)	(a)
On-Time Performance	96.7%	92.9%	3.8 PP		90.0%	6.7 PP	

PP - Percentage Points

(a) - Data not available this quarter due to Amtrak's 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 ninth 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 (October 2009-September 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 (FFY 2009-10)	Progress
Improve On-Time Performance		77%	Exceeded goal in first 3 quarters of 2009-10. First quarter SFY 2010-11 OTP was 69.9%.
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 State and Federal Funds and Inform 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. Amtrak has provided a preliminary Project Study/Report/cost estimate.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and Internet ticket purchase Implement comprehensive wireless network for on-board, safety and equipment operations	Implement dependent on results of project in Northern California equipment fleet Begin installation	The pilot program was initiated on Capitol Corridor in Spring 2009 and continued through March 2010. It was interrupted to introduce equipment modifications, negotiate charge orders and increase the number of devices to be tested. The equipment required has not been available from the vendor to complete a full rollout and those issues are being worked on now. Conductors on the Capital Corridor have been using the hardware/software on a more limited basis to generally good success. This program will be fully rolled out on the Capital Corridor when the vendor can resolve supply and other issues. In the long term, Amtrak is launching a subsequent generation of ATV, which, depending on timing, will begin to replace the current effort sometime in mid 2011. If successful, the program may be expanded to the Pacific Surfliners, but funding needs to be identified.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Metrolink and Coaster Implement Express Service between Los Angeles and San Diego	Install "next generation" ticket vending machines for cross-agency ticketing With Amtrak and other partners on routes study and implement as feasible	The "\$2.5 million in funding has been secured to install WiFi on the entire Surfliner fleet, consistent with Amtrak national WiFi standards. The Surfliner will likely be the first route outside of the Northeast Corridor (NEC) to have a state-of-the-art wireless system. (Service does not include on-board safety and equipment operators.) Caltrans has requested a schedule from Amtrak to begin installation.
Reduce Travel Times	San Diego to Los Angeles	Under 2.5 Hours Over 10 Year Period Achieve 2.5 hour travel time by 2017	The "next generation" ticket vending machines have been installed and were fully operational in January 2009.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10 Year Period Achieve 5 hour travel time by 2017-18	The State has asked Amtrak to implement four northbound limited stop express services. Ridership and financial projections have been completed. Caltrans has requested ROW owners and users to approve the service.
Increase Annual Ridership		2,975,000	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects. In January, \$3.1 million in Prop 1B funds was allocated for the San Onofre-Puigas project. DOR and BNSF railroad are currently negotiating contract language for Segment 7 of LA to Fullerton Triple Track. Five PE/NEPA FRA project awards that will improve running times were made on 10/25/10.
Increase Annual Revenues (dollars in millions)		\$40.1	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 has commenced modeling for this project and anticipates completion in 3 - 6 months. Completion of a corridor wide program level E/R/E/S for LOSSAN North will enable the State to compete for Federal funds. The Notice of Intent was sent to the State Clearinghouse in early November. Seaciff received pre-construction funding in this last Federal round that was announced on 10-28-10.
Increase Farebox Ratio		62.5%	Ridership in FFY 2009-10 was 2,613,604. Because of recession, did not reach goal. Revenue in FFY 2009-10 was \$37.1M. Because of recession, did not reach goal. Farebox ratio in 2008-09 was 57.0%. Because of Amtrak accounting change, farebox ratio cannot be calculated for 2009-10.
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.
Expand Service	Between Goleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.
	San Francisco to San Luis Obispo	0	This is the current frequency.

San Joaquin Route Objectives		Federal Fiscal Year Two-Year (2009-10) (Through Sept. 2010)	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 2009-10. First quarter SFY 2010-11 OTP was 92.8%. Implementation dependent upon availability of additional rail cars, at least 5 years away. Existing coaches cannot be converted to Premium Class use as San Joaquin's are often at capacity during peak periods.
	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	Pending authorization by the CTC in January 2011, cost savings funding has been identified which will allow CCJPA and Caltrans to install a wireless network on the Capitol Corridor and San Joaquin fleet through the awarded national Amtrak Wireless Network contract. If funds are authorized, installation is projected to begin at the earliest in February 2011 and to be complete by October 2011.
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 for the Capital Corridor 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. Conductors have been using the hardware/software on a more limited basis to generally good success. This program will be fully rolled out when the vendor can resolve supply and other issues. In the long term, Amtrak is launching a subsequent generation of ATV which, depending on timing, will begin to replace this CCJPA led effort sometime in mid-2011. If successful, program may be expanded to the San Joaquin's, 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.	There are four PTC projects, two are funded by Prop 1A and two are proceeding under a LONP (Letter of No Prejudice) that will allow the locals to pay for their own project. Installation is already underway for BNSF, and will be completed by December 2015.
	Study options to originate selected trains in Fresno	Implement service consistent with results of study	DOR is preparing a program level environmental impact statement (EIS) for the San Joaquin Route which evaluates originating trains in Fresno. Outreach for the EIR is expected in approximately three months.
Improve Multimodal Connectivity	Coordinate with Altamont Commuter Express (ACE), Capitol Corridor, and local transit systems	Increase connectivity consistent with results of coordination efforts	Caltrans is preparing new and renewing existing contract agreements with local transit agencies to maintain connectivity.
	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 79% constructed and will be completed by the end of 2012. Signal work for the Emeryville Station and Track Improvements project and construction of the siding extension and signal work adjacent to the station were completed in June 2010.
Reduce Travel Times	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 79% constructed and will be completed end of 2012.
	Increase Annual Ridership	903,000	Exceeded goal in FFY 2009-10 with ridership of 977,834.
Increase Annual Revenues (dollars in millions)	Increase Annual Revenues (dollars in millions)	\$30.6	Exceeded goal in FFY 2009-10 with revenue of \$32.1 M.
	Increase Farebox Ratio	47.5%	2008-09 farebox ratio was 44.8%. Because of Amtrak accounting change, farebox ratio cannot be calculated for 2009-10.
Service Frequency (Total Trains)	Oakland and Bakersfield	4	This is the current frequency.
	Sacramento and Bakersfield	2	This is the current frequency.
	Oakland and Stockton	NA	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		Federal Fiscal Year Two-Year (2009-10) (Through Sept. 2010)	Progress
Improve On-Time Performance		Maintain 90% throughout the ten-year period	Reached goal in all but third quarter of 2009-10. First quarter 2010-11 OTP was 96.7%, a quarterly record for the service.
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	Pending authorization by the CTC in January 2011, cost savings funding has been identified which will allow CCJPA and Caltrans to install a wireless network on the Capitol Corridor and San Joaquin fleet through the awarded national Amtrak Wireless Network contract. If funds are authorized, installation is projected to begin at the earliest in February 2011 and be expected to last through until October 2011.
	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 equipment required has not been available from the vendor to complete a full rollout and those issues are being worked out at present. Conductors have been using the hardware/software on a more limited basis to generally good success. This program will be fully rolled out when the vendor can resolve supply and other issues. In the long term, Amtrak is launching a subsequent generation of ATV which, depending on timing, will begin to replace this CCJPA led effort sometime in mid-2011.
	Implement safety and security cameras on trains and at stations	CCJPA to implement in 2009-10	<b>Station cameras:</b> Camera installation at all stations is awaiting completion of the procurement process which is required to award the installation. A vendor should be selected by November 2011. <b>On Board cameras:</b> PTC equipment specs are being reviewed with purchase expected by middle of 2011. Cameras will be purchased and adapted to integrate with PTC.
Reduce Travel Times	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. CCJPA developed an enhanced E-communication program to transmit messages to subscribers that complements any future CRM system. CCJPA is searching for partner agencies to help fund CRM.
		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 but was delayed by the required FRA service outcome agreement negotiation. Many projects depend on the receipt of new funding.
Increase Annual Ridership		1,634,000	Fell about 22,000 riders short of goal in FFY 2009-10 with ridership of 1,580,619
Increase Annual Revenues (dollars in millions)		\$23.6	Exceeded goal in FFY 2009-10 with revenue of \$24.3M
Increase Farebox Ratio		46.0%	Exceeded goal in 2008-09 with farebox ratio of 46.1%. Because of Amtrak accounting change, farebox ratio cannot be calculated for 2009-10.
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.