

Memorandum

To: CHAIR AND MEMBERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: September 15, 2011

Reference No.: 3.15
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **FY 2010-11 FOURTH QUARTER INTERCITY RAIL OPERATIONS REPORT**

SUMMARY:

This is the Fourth Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2010-11, April through June 2011, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and financial results. 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. In addition, as this is the fourth quarter of the FY, full-year FY 2010-11 results are compared to those from FY 2009-10.

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.

In the FY 2010-11 operating contract between Amtrak and the State, expenses are calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in Amtrak's accounting system. This form of contract limits the State's exposure to uncertainty. The contract between the CCJPA and Amtrak is also based on a fixed expense contract.

Amtrak provides the Department information on actual expenses based on their Amtrak Performance Tracking system (APT), so that the Department can track the actual performance of the route, and make operating decisions accordingly. The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. The actual expense results are based on APT accounting data.

On all three routes actual APT expenses were higher than the performance measure, but this does not affect the amount of contract billing.

Fourth Quarter Results

Fourth quarter results for all three routes were notable, with ridership and revenues higher than the same quarter the previous year. In a number of months, ridership and revenue broke all-time records.

Total ridership during the fourth quarter (April-June 2011) on the three routes was 9.7 percent above the comparable quarter in 2009-10, and was 7.1 percent above the combined projection. The *San Joaquin Route* recorded all time monthly ridership records for each month of the quarter, and set an all time monthly ridership record in June. The *Capitol Corridor* set monthly records for both April and June of 2011 and the *Pacific Surfliner Route* set a record for April 2011.

Combined on-time performance (OTP) for the fourth quarter was 88.3 percent, 2.1 percentage points above the same quarter in 2009-10, and 1.3 percentage points above the combined performance goal. OTP on both the *San Joaquin Route* and *Capitol Corridor* were an impressive 88.5 percent and 94.4 percent respectively.

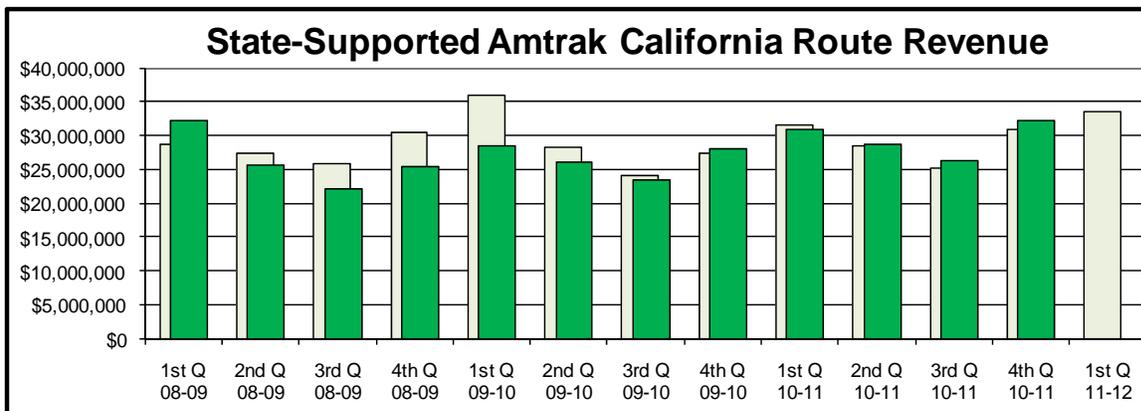
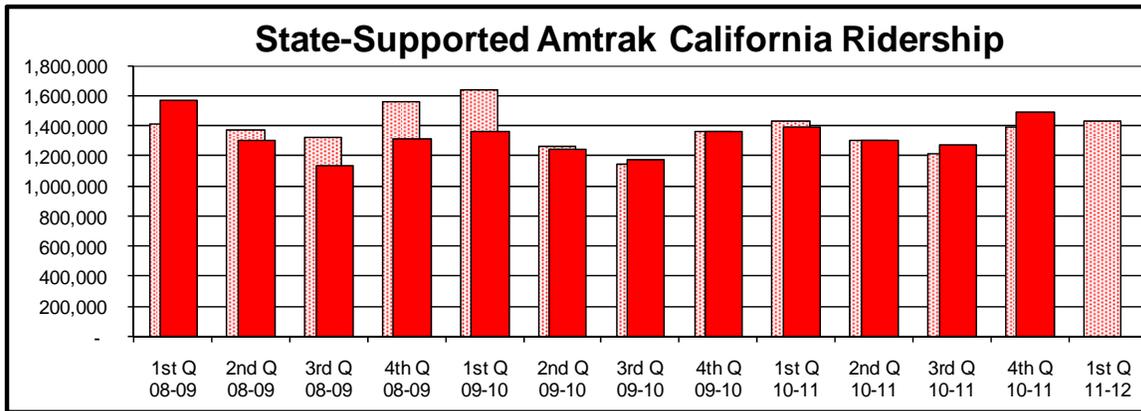
Revenue results for the quarter were similarly impressive. Overall revenue in the fourth quarter increased 15 percent, and record highs were reached on all three routes in all months except for June on the *Pacific Surfliner Route*. Expenses increased 7.3 percent compared with the same quarter in the previous year. The result was that the combined farebox ratio increased by 3.3 percentage points

Year End Results

Total ridership on all three routes in FY 2010-11 set an all time FY record at almost 5.5 million passengers. Total ridership increased 6.1 percent from 2009-10, with ridership up 5.0 percent on the *Pacific Surfliner Route*, up 6.7 percent on the *San Joaquin Route*, and up 7.5 percent on the *Capitol Corridor*. Ridership was 2.4 percent above the performance goals.

Full FY 2010-11 combined OTP was 88.2 percent, up 1.3 percentage points from 2009-10, and 1.2 percentage points above the performance goal.

Revenue increased 11.2 percent in 2010-11, and was 1.7 percent above the performance goals. Farebox ratio was 48.3 percent, 1.9 percentage points above the prior year.



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

The following tables provide further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the fourth quarter 2010-11 and FY 2010-11.

State-Supported Amtrak California Services - 4th Quarter 2010-11							
All Routes							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 10-11	4th Qtr 09-10	Difference	Percent Change	4th Qtr 10-11	Actual to Goals	Percent Difference
Ridership	1,493,246	1,361,822	131,424	9.7%	1,393,685	99,561	7.1%
Revenue	\$ 32,250,435	\$ 28,053,964	\$ 4,196,471	15.0%	\$ 30,992,900	\$ 1,257,535	4.1%
Expense	\$ 64,459,028	\$ 60,090,104	\$ 4,368,924	7.3%	\$ 54,910,164	\$ 9,548,864	17.4%
Farebox Ratio	50.0%	46.7%	3.3 PP		56.4%	-6.4 PP	
On-Time Performance	88.3%	86.2%	2.1 PP		87.0%	1.3 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2010-11							
All Routes							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 10-11	SFY 09-10	Difference	Percent Change	SFY 10-11	Actual to Goals	Percent Difference
Ridership	5,458,788	5,144,479	314,309	6.1%	5,333,236	125,552	2.4%
Revenue	\$ 118,139,129	\$ 106,222,362	\$ 11,916,767	11.2%	\$ 116,113,672	\$ 2,025,457	1.7%
Expense	\$ 244,718,473	\$ 228,846,568	\$ 15,871,905	6.9%	\$ 221,513,645	\$ 23,204,828	10.5%
Farebox Ratio	48.3%	46.4%	1.9 PP		52.4%	-4.1 PP	
On-Time Performance	88.2%	86.9%	1.3 PP		87.0%	1.2 PP	

PP - Percentage Points

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.

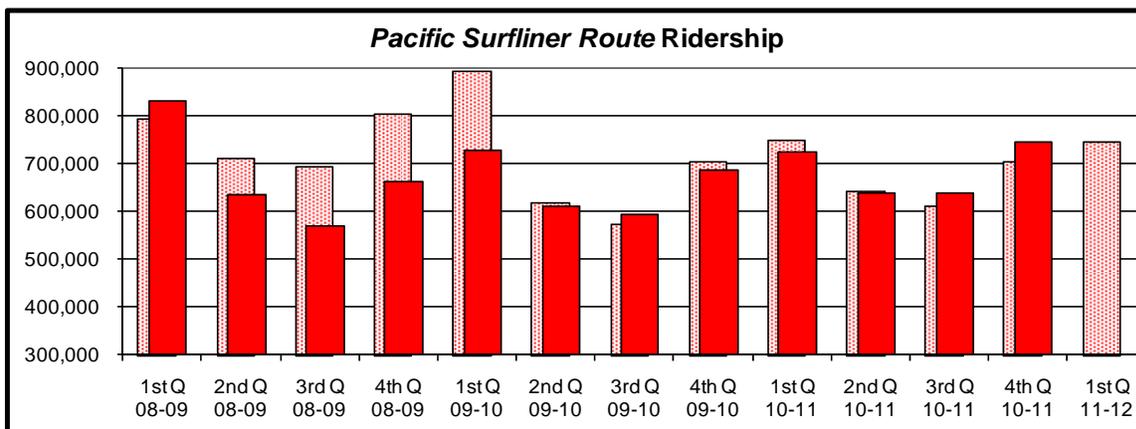
Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance.

Ridership on the *Pacific Surfliner Route* increased 8.7 percent in the fourth quarter compared to the same quarter in the prior year, and exceeded the performance goal by 6.3 percent. Ridership in April 2011 set an all time record for that month.

In comparison, ridership on both Southern California commuter rail services was up a combined 5.7 percent between April-June 2010 and 2011. Ridership on the Coaster commuter rail service, which runs over the same tracks as the *Pacific Surfliner* as far north as Oceanside, was up 22.7 percent over this period, and ridership on the entire Metrolink system increased 3.7 percent during this quarter.

The economic environment in Southern California is improving somewhat and may be helping to spur ridership. The combined unemployment rate for the six counties that are served by the route was 10.9 percent for April-June 2011, a 0.2 percentage point decrease over the same quarter in the previous year, and was 0.4 percentage points lower than January-March 2011.

For the full FY, ridership on the route increased 5.0 percent, exceeding the goal by 1.7 percent. This is the second highest annual FY ridership total for the route, exceeded only by the ridership in FY 2007-08.



On-time performance (OTP) in the fourth quarter was 81.0 percent, 5.9 percentage points above the previous year's fourth quarter and 2.0 percentage points below the 83 percent performance goal. While OTP remains slightly below the performance goal it has been improving. This quarter is the first time since fourth quarter 2008-09 that two quarters in a row have had OTP above 80 percent. (OTP for the third quarter 2010-11 was 81.8 percent.)

Between Los Angeles and San Diego, OTP was 83.1 percent. Between Los Angeles and San Luis Obispo, OTP was 77.1 percent. This compares to prior year fourth quarter OTP of 73.7 percent on service south of Los Angeles and 78.6 percent north of Los Angeles.

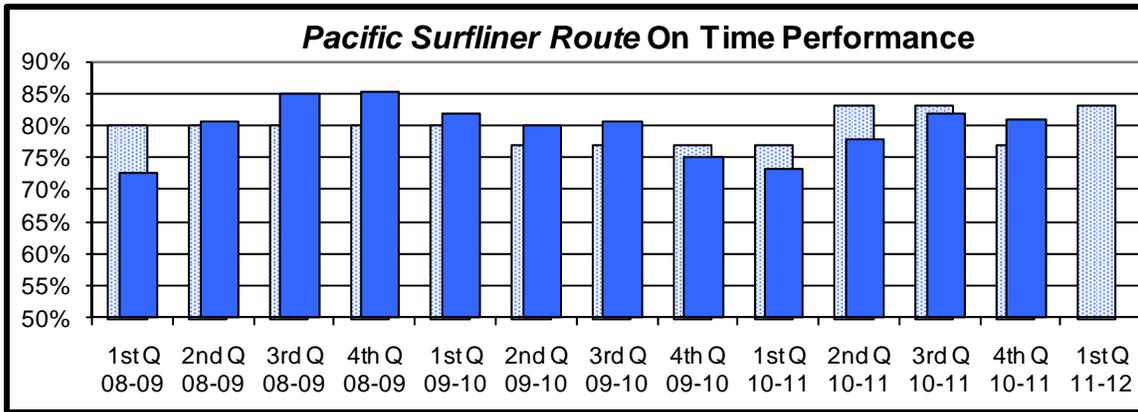
The primary reason that OTP remains below the goal is that there is inadequate capacity for all the intercity, commuter and freight trains operating on the corridor. About 60 percent of the corridor from San Diego to Los Angeles is still single track. North of Los Angeles to San Luis Obispo, about 90 percent of the route is single track. This is highly unusual for a corridor with this density of traffic.

During this fourth quarter period considerable capital project activity: Los Angeles-Fullerton triple track project, Union Pacific Railroad track work north of Moorpark, and other track and bridge reconstruction projects has negatively impacted OTP. When this work is completed, OTP should improve to previous levels or even higher.

In order to improve OTP, the Department has been working with Amtrak to specifically identify any delays that are under Amtrak's control, particularly delays related to equipment. In the fall of 2010, the Department formally asked Amtrak to develop a plan to address OTP. As a result; Amtrak has improved the technical training of new equipment maintenance employees, on 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 pinpointing problems and resolutions related to OTP. The Amtrak equipment mechanical group is focusing on troubleshooting to identify the root cause of equipment failures and develop procedures to correct the specific problems. Amtrak is also working with train crews on the accurate recording of dwell times, and reducing dwell times at station stops.

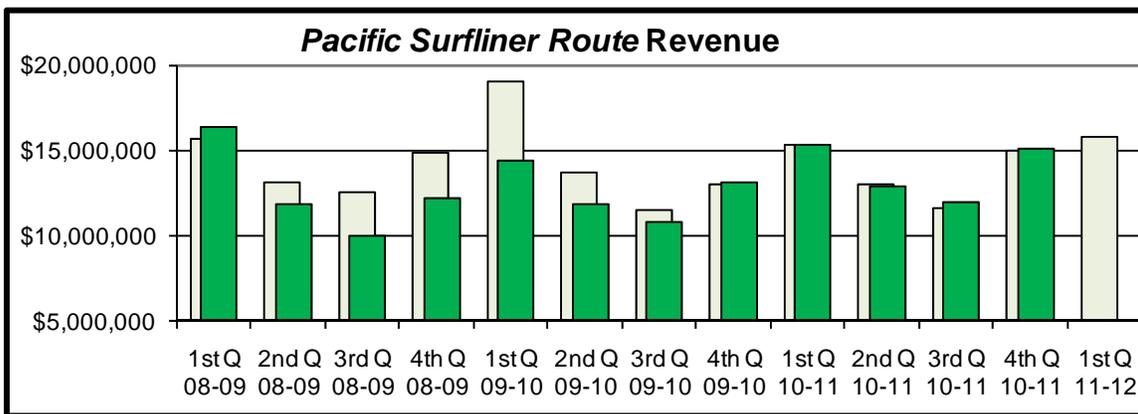
In the fourth quarter, Amtrak staff formed a committee to evaluate initial terminal delays to determine why equipment arrives late from mechanical facilities and improve arrival times. Amtrak has also instructed host railroads to provide dispatching priority to Pacific Surfliner trains above long distance Amtrak trains, as Pacific Surfliner schedules are timed very close to actual running times between stations and long distance trains have more padding.

Over the full FY, OTP decreased 1.0 percentage points to 78.5 percent, and remained 4.5 percentage points below the goal.



Farebox ratio for the quarter was 59.6 percent, an improvement of 9.1 percentage points over 2009-10, and the highest ratio of revenue to expenses in the fourth quarter since 2008-09. Revenues were up over the prior year and expenses were down, leading to the impressive improvement in farebox ratio. Revenue in the fourth quarter increased 14.8 percent compared to the same quarter in the previous year and exceeded the performance goal by 1.3 percent. Revenue set monthly records in all three months. Expenses decreased 2.8 percent over the prior-year fourth quarter, but were 4.7 percent over the projected goal which is based upon the fixed price contract.

Farebox ratio for FY 2010-11 was 53.5 percent, a 2.6 percentage point increase over FY 2009-10. Revenues increased 10.2 percent and expenses increased 4.9 percent.



State-Supported Amtrak California Services - 4th Quarter 2010-11							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 10-11	4th Qtr 09-10	Difference	Percent Change	4th Qtr 10-11	Actual to Goals	Percent Difference
Ridership	744,856	685,120	59,736	8.7%	700,882	43,974	6.3%
Revenue	\$ 15,125,172	\$ 13,180,309	\$ 1,944,863	14.8%	\$ 14,936,994	\$ 188,178	1.3%
Expense	\$25,367,241	\$ 26,104,550	\$ (737,309)	-2.8%	\$ 24,220,953	\$ 1,146,288	4.7%
Farebox Ratio	59.6%	50.5%	9.1 PP		61.7%	-2.1 PP	
OTP-Route	81.0%	75.1%	5.9 PP		83.0%	-2.0 PP	
OTP-North	77.1%	78.6%	-1.5 PP				
OTP-South	83.1%	73.7%	9.4 PP				

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2010-11							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 10-11	SFY 09-10	Difference	Percent Change	SFY 10-11	Actual to Goals	Percent Difference
Ridership	2,746,320	2,614,777	131,543	5.0%	2,699,840	46,480	1.7%
Revenue	\$ 55,343,050	\$ 50,220,734	\$ 5,122,316	10.2%	\$ 54,973,603	\$ 369,447	0.7%
Expense	\$103,427,955	\$98,569,602	\$ 4,858,353	4.9%	\$ 98,538,987	\$ 4,888,968	5.0%
Farebox Ratio	53.5%	50.9%	2.6 PP		55.8%	-2.3 PP	
OTP-Route	78.5%	79.4%	-1.0 PP		83.0%	-4.5 PP	
OTP-North	74.1%	80.5%	-6.4 PP				
OTP-South	79.0%	78.9%	0.1 PP				

PP - Percentage Points

San Joaquin Route

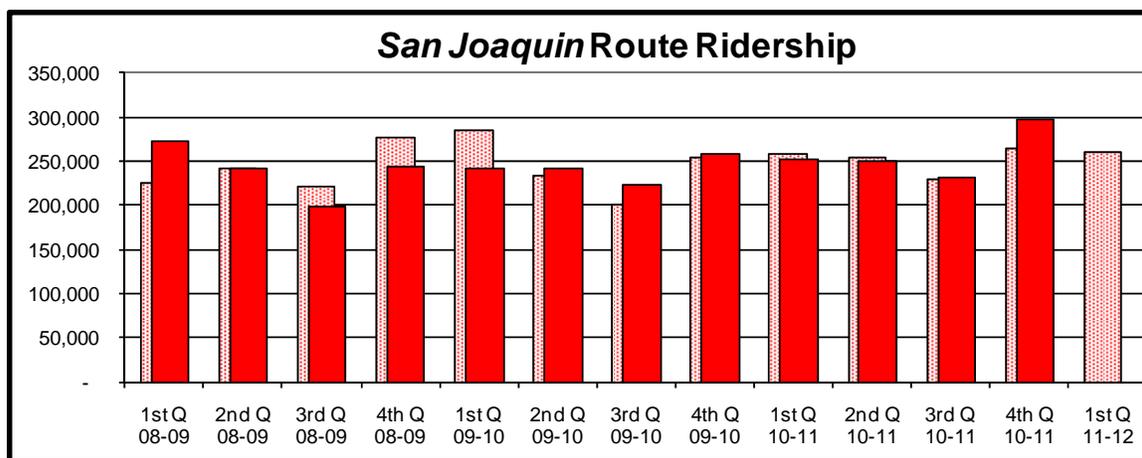
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield and Los Angeles and other points throughout Southern California. On the north end, buses 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* set an all-time ridership record in June of 100,947 passengers (only to be exceeded in July with 103,933 passengers). Ridership continued impressive growth by climbing 14.9 percent for the quarter, and was 12.4 percent above the performance goal. This is the seventh consecutive quarter that ridership has increased over the same quarter in the prior year. Ridership in each month set all time highs, as did the quarter as a whole.

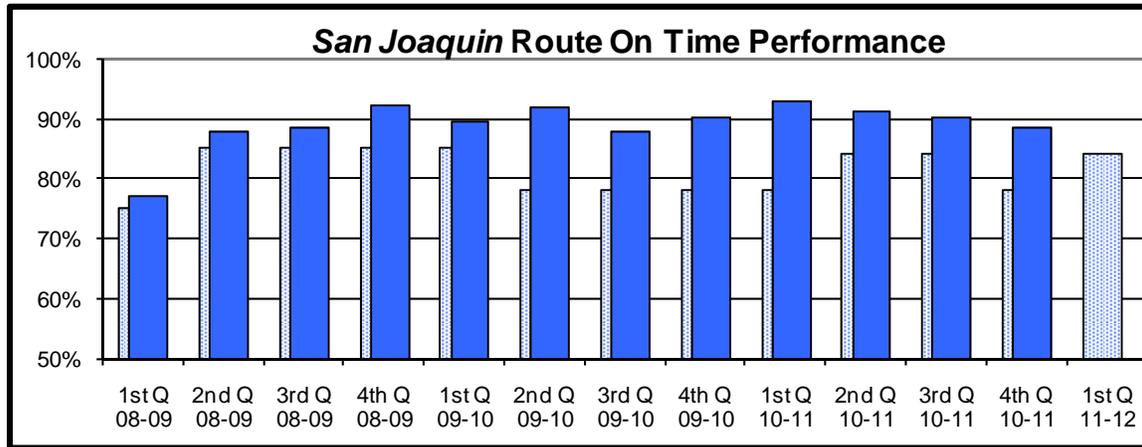
This strong ridership is all the more impressive considering that the unemployment rate for the counties served by the *San Joaquin Route* is the highest of the three routes. The unemployment rate was 12.5 percent, a decrease of 0.2 percentage points below the same quarter in 2009-10, and it was 0.7 percentage points below the prior quarter.

For the first time, ridership on the *San Joaquin Route* exceeded one million annual passengers, recording 1,032,572 riders in FY 2010-11. Ridership increased 6.7 percent over the prior year and was 2.5 percent above the performance goal. Ridership on the Route has increased every year of the past five. This is in contrast to the other two routes that saw ridership declines in late 2009 during the recession, and are just now reaching past ridership levels.



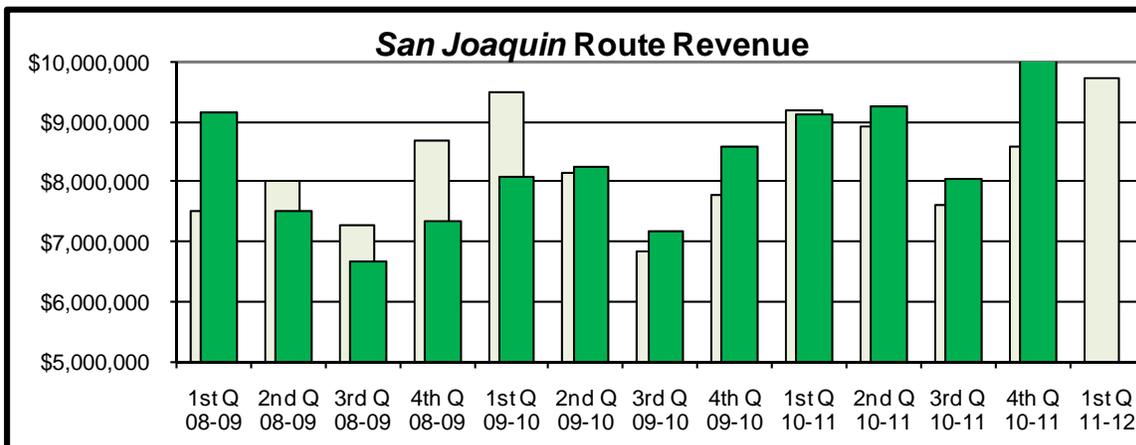
On-time performance (OTP) in the fourth quarter was 88.5 percent, a 1.7 percentage point decrease over the same quarter in 2009-10. It is, however, 4.5 percentage points above the performance goal of 84 percent. OTP has exceeded the performance goal for each of the last 15 quarters.

For the full year, OTP increased 0.9 percentage points over the prior year to record 90.7 percent OTP, with three of the quarters exceeding 90 percent. This represents the best annual OTP in service history.



Farebox ratio was 51.0 percent in the fourth quarter 2010-11, 3.2 percentage points above the same quarter the prior year. Revenues for the fourth quarter increased an extraordinary 18.1 percent compared to the same quarter in the previous year and exceeded the performance goal by 18.4 percent. Expenses increased 10.6 percent from the prior year, and were 19.6 percent over the projected goal, which is based upon the fixed price contract.

For the entire year, the farebox ratio was 49.0 percent, a 2.9 percentage point improvement over the prior year. Revenues were up 13.9, percent and 6.6 percent over the performance goal. Expenses were up 7.1 percent, and 9.9 percent above the performance goal.



State-Supported Amtrak California Services - 4th Quarter 2010-11							
San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 10-11	4th Qtr 09-10	Difference	Percent Change	4th Qtr 10-11	Actual to Goals	Percent Difference
Ridership	297,986	259,274	38,712	14.9%	265,164	32,822	12.4%
Revenue	\$ 10,157,380	\$ 8,602,227	\$ 1,555,153	18.1%	\$ 8,580,906	\$ 1,576,474	18.4%
Expense	\$ 19,920,125	\$ 18,008,212	\$ 1,911,913	10.6%	\$ 16,650,917	\$ 3,269,208	19.6%
Farebox Ratio	51.0%	47.8%	3.2 PP		51.5%	-0.5 PP	
On-Time Performance	88.5%	90.2%	-1.7 PP		84.0%	4.5 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2010-11							
San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 10-11	SFY 09-10	Difference	Percent Change	SFY 10-11	Actual to Goals	Percent Difference
Ridership	1,032,579	967,437	65,142	6.7%	1,007,468	25,111	2.5%
Revenue	\$ 36,571,203	\$ 32,117,645	\$ 4,453,558	13.9%	\$ 34,307,208	\$ 2,263,995	6.6%
Expense	\$ 74,586,244	\$ 69,646,489	\$ 4,939,755	7.1%	\$ 67,840,744	\$ 6,745,500	9.9%
Farebox Ratio	49.0%	46.1%	2.9 PP		50.6%	-1.5 PP	
On-Time Performance	90.7%	89.8%	0.9 PP		84.0%	6.7 PP	

PP - Percentage Points

Capitol Corridor

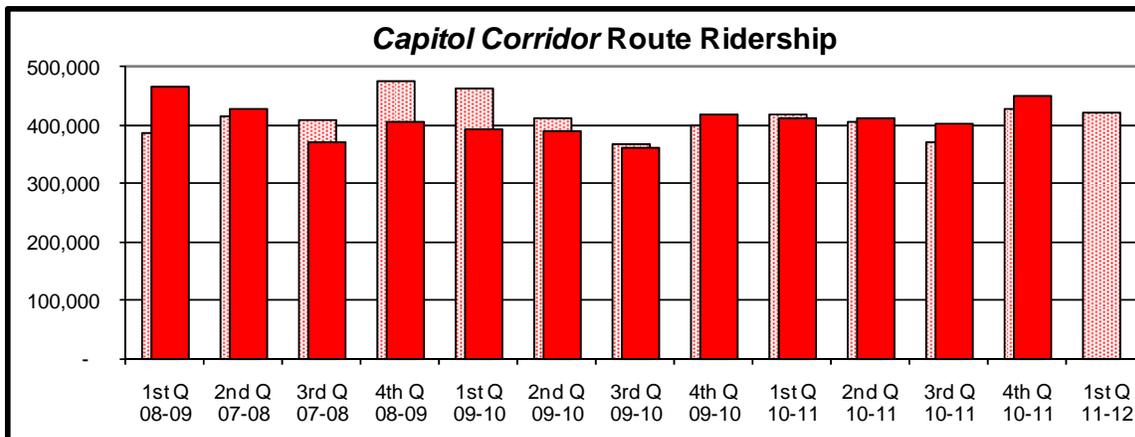
There are currently 16 weekday round-trips between Oakland and Sacramento (one extending to/from Auburn) with seven extending through to/from San Jose. Weekend service consists of 11 round-trips between Sacramento and Oakland, seven with extended service to San Jose.

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

Ridership on the *Capitol Corridor* improved 7.9 percent over the same quarter the prior year, and was 5.3 percent above the performance goal for the quarter. Ridership on the *Capitol Corridor* for each of the past 14 months out performed the same month in the prior year.

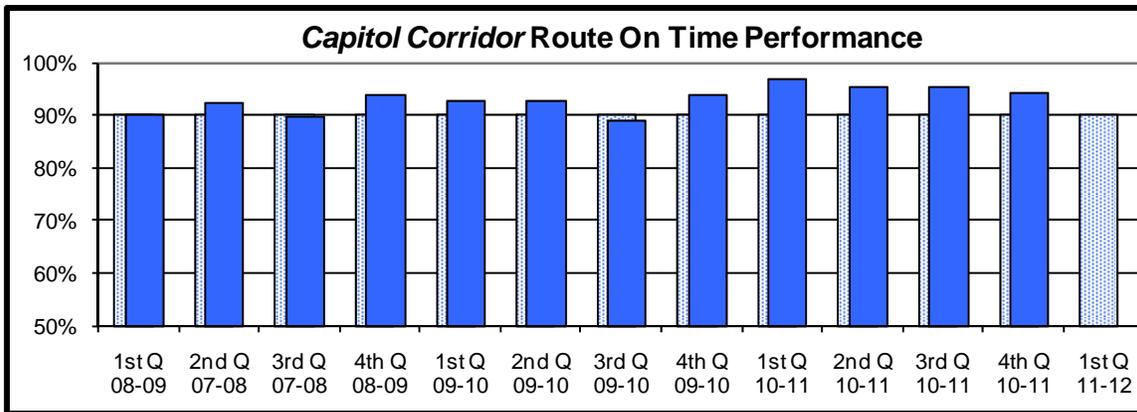
For the entire FY, the *Capitol Corridor* set an all time FY ridership record of 1,679,889 passengers, an increase of 7.5 percent over the prior year, and 3.3 percent above the performance goal. If this ridership trend continues, it will likely set ridership records for the Federal Fiscal Year (FFY) and Calendar Year periods.

Ridership seems to be paralleling other positive employment trends in the *Capitol Corridor* region. While unemployment in the third quarter in the counties served by the corridor was 10.6 percent, it was down 0.5 percentage points from the prior quarter and 0.7 percentage points down from the same quarter in 2009-10.



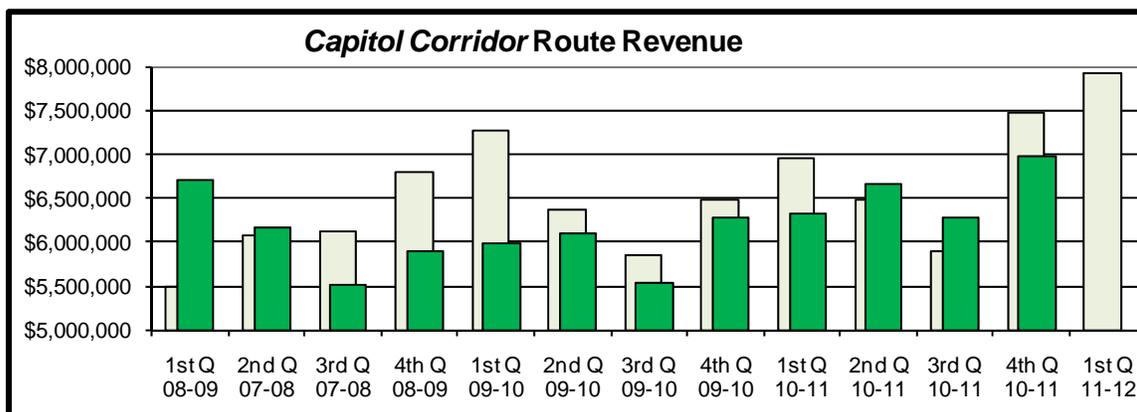
On-time performance (OTP) remains excellent and recorded a record fourth quarter OTP of 94.4 percent, the highest in the country, and was 0.6 percentage points above the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in ten of the last 12 quarters, including the last five.

Looking at the entire fiscal year, OTP was a very impressive 95.5 percent, the best annual result since service began. OTP was 3.3 percent over the prior year, and 5.5 percentage points over the performance goal.



Farebox Ratio, based upon actual revenues and expenses for the fourth quarter was 36.3 percent, 3.0 percentage points below the same quarter the previous year. Revenues for the fourth quarter increased 11.1 percent compared to the same quarter in the previous year, and reached record highs each month. Expenses increased 20.0 percent. While the increase in expenses negatively impacted the farebox ratio, there was not as much negative impact to the actual charges for operations; as the operating contract, with the exception of fuel and host railroad expenses, are billed on the basis of fixed expenses.

For the entire year, the farebox ratio, based upon actual revenues and expenses was 39.3 percent, a decrease of 0.1 percentage points from the prior year. Revenues increased 9.8 percent and expenses increased 10.0 percent.



State-Supported Amtrak California Services - 4th Quarter 2010-11							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 10-11	4th Qtr 09-10	Difference	Percent Change	4th Qtr 10-11	Actual to Goals	Percent Difference
Ridership	450,404	417,428	32,976	7.9%	427,639	22,765	5.3%
Revenue	\$ 6,967,883	\$ 6,271,428	\$ 696,455	11.1%	\$ 7,475,000	\$ (507,117)	-6.8%
Expense	\$ 19,171,662	\$ 15,977,342	\$ 3,194,320	20.0%	\$ 14,038,294	\$ 5,133,368	36.6%
Farebox Ratio	36.3%	39.3%	-3.0 PP		53.2%	-16.9 PP	
On-Time Performance	94.4%	93.8%	0.6 PP		90.0%	4.4 PP	

PP - Percentage Points

State-Supported Amtrak California Services - State Fiscal Year 2010-11							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	SFY 10-11	SFY 09-10	Difference	Percent Change	SFY 10-11	Actual to Goals	Percent Difference
Ridership	1,679,889	1,562,265	117,624	7.5%	1,625,928	53,961	3.3%
Revenue	\$ 26,224,876	\$ 23,883,983	\$ 2,340,893	9.8%	\$ 26,832,861	\$ (607,985)	-2.3%
Expense	\$ 66,704,274	\$ 60,630,477	\$ 6,073,797	10.0%	\$ 55,133,914	\$ 11,570,360	21.0%
Farebox Ratio	39.3%	39.4%	-0.1 PP		48.7%	-9.4 PP	
On-Time Performance	95.5%	92.1%	3.3 PP		90.0%	5.5 PP	

PP - Percentage Points

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 (Rail Plan). The consent resolution states that the Department will report on a quarterly basis on its progress in meeting the goals in the Rail Plan.

The Department has been reporting on the short-term, two-year goals since FY 2008-09. The initial period for the two-year goals was FFY 2007-08 - FFY 2009-10. In FFY 2010-11, the goals have been updated to reflect the new period as follows. If a 2009-10 goal has not yet been met it will continue to be reported. Additional goals were also added that were considered intermediate term goals (through 2012-13) in the Rail Plan.

Following are tables for each route that show the goals for F-* 2010-11 (October 2010-September 2011) and progress in meeting them.

Pacific Surfliner Route Objectives		FFY 2010-11 Goals	Progress
Improve On-Time Performance		83%	April - June 2011 OTP was 81.0%. FFY 2010-11 OTP through June 80.2%
Construct a San Diego Loyer Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location; Develop Funding Partnership for Local, State and Federal Funds; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan, funding partnership and delivery schedule Proceed with project consistent with funding plan and delivery schedule	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 Redevelopment area, but is privately owned. 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. A meeting between the city of San Diego and the Department took place in January. Future meetings will include BNSF and HSR.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. The CCJPA is the first corridor in California with e-ticketing in Winter 2011. The system will be subsequently installed on the San Joaquins and Pacific Surfliners in the Fall of 2012.
Improve Multimodal Connectivity	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation of WiFi equipment to be completed end of 2011.	\$2.5 million in funding has been secured to install WiFi on the entire Surfliner fleet, consistent with Amtrak national WiFi standards. The installation process has begun and will be completed by November 2011. Rollout of WiFi on the San Joaquins and Capitols will occur at the same time as on the Pacific Surfliner corridor, in a statewide WiFi launch.
	Cross-ticketing and coordinated Schedules With Metrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Caltrans has pledged \$50,000 for in-kind support to perform ridership and revenue modeling related to LOSSAN integration. Caltrans continues to participate in LOSSAN integration meetings that are developing near and long-term integrated schedules, and conduct operations and ridership and revenue modeling.
Reduce Travel Times	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	Service began February 15, 2011. One northbound train departs San Diego at 7:05 am. Caltrans is monitoring ridership and revenues on the express train. Revenue and ridership were down initially, however, revenue has recovered in recent months to slightly surpass pre-express train levels.
	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: The Los Angeles to Fullerton Triple Track is located on 15 miles of the BNSF right-of-way within the LOSSAN Corridor. The project will construct a new third track with high speed crossovers every five to seven miles, a state-of-the-art centralized traffic control (CTC) signal system and will allow, upon completion, up to 34 Amtrak trains per day at 90% on time performance. An FRA grant has been awarded for Segment 7, to allow construction to begin by November 2011; Stakeholder Agreement and Services Outcome Agreements with BNSF have been completed. In January 2010, \$3.1 million in Prop B funds was allocated for the San Onofre-Pulgas project for PA&ED and SANDAG is proceeding with this work. FRA approved seven PE/NEPA projects that will improve running times in October 2010. FRA and Caltrans are working to develop grant agreements.
Increase Annual Ridership	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 for 2012-13 in Santa Barbara and Ventura counties. UP has completed preliminary modeling. Additional modeling is needed to reflect revisions to schedules that will be completed within three to six months. Completion of a corridor wide program level EIR/EIS for LOSSAN North will enable the State to compete for Federal funds. Public scoping meetings occurred in January 2011 and the draft PE/RS is expected to be available in early 2012, with the final expected mid 2013. Seaciff received approval for federal pre-construction funding in October 2010. FRA signed the agreement for the Ortega PE and NEPA project in April 2011.
	Increase Annual Ridership	2,763,451	April - June 2011 ridership was 744,856, exceeding quarterly goal by 6.3%. Ridership in FFY 2010-11 through June exceeded goal by 1.6%.
Increase Annual Revenues (dollars in millions)		\$39.7	April - June 2011 revenue was \$15.1 million, exceeding quarterly goal by 1.3%. Revenue in FFY 2010-11 through June exceeded goal by 6.7%.
Increase Farebox Ratio		56.9%	Farebox ratio for April - June 2011 was 59.6% and for FFY 2010-11 through June was 52.4%.
Service Frequency (Total Weekday 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.

San Joaquin Route Objectives	FFY 2010-11 Goals	Progress
Improve On-Time Performance	84%	April - June 2011 OTP was 88.5%. FFY 2010-11 OTP through June 90.0%.
Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	Caltrans and CCJPA are contracting with Amtrak to install a wireless network on the Capitol Corridor and San Joaquin fleet through the awarded national Amtrak Wireless Network contract. The installation process has begun and will be completed by November 2011. Rollout of WiFi on the San Joaquins and Capitols will occur at the same time as on the Pacific Surfliner corridor, in a statewide WiFi launch.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Amtrak is launching a national e-ticketing program. The CCJPA will be the first corridor in California with e-ticketing in Winter 2011. The system will be subsequently installed on the San Joaquins and Pacific Surfliners in the Fall of 2012.
Implement Positive Train Control	BNSF completing project. To be completed by December 2012.	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, with later reimbursement. The BNSF is currently working on PTC on the San Joaquin Corridor and the Pacific Surfliner Corridor between Los Angeles and Fullerton. Both projects are expected to be completed by December 2012.
Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras RFP was awarded early March 2011. Full deployment by December 2011 on-track. On-board cab-car cameras were put on hold until a vendor could meet contract specification standards. Vendor for locomotive cameras has been selected. Cameras will be installed as part of the scheduled locomotive overhaul.
Improve Multimodal Connectivity	Expand coordination with local transit connections and commuter rail operators	Caltrans has improved the transit transfer program with new uniform transfer tickets and is expanding the number of transit providers in the program for both the San Joaquin and Pacific Surfliner corridors.
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 was placed into service on March 18, 2011.
	Sacramento to Bakersfield Under 5.0 Hours Over 10-Year Period	Kings Park double track project will benefit Sacramento to Bakersfield service travel times and was placed into service on March 18, 2011.
Increase Annual Ridership	1,037,000	April-June 2011 ridership was 297,986, exceeding quarterly goal by 12.4%. Ridership in FFY 2010-11 through June exceeded the goal by 1.8%.
Increase Annual Revenues (dollars in millions)	\$34.8	April-June revenue was \$10.2 million, exceeding quarterly goal by 18.4%. Revenue in FFY 2010-11 through March exceeded goal by 16.9%.
Increase Farebox Ratio	50.9%	Farebox ratio for April-June 2011 was 51.0% and for FY 2010-11 through June was 49.1%.
Service Frequency (Total Trains)	4	This is the current frequency.
	2	This is the current frequency.

Capitol Corridor Route Objectives	FFY 2010-11 Goals	Progress
Improve On-Time Performance	Maintain 90% throughout the ten-year period	April-June 2011 OTP was 94.4%. FFY 2010-11 OTP through June 95.5%.
Enhance Customer Satisfaction	Implement comprehensive wireless network for on-board, safety and equipment operations	Caltrans and CCJPA are contracting with Amtrak to install a wireless network on the Capitol Corridor and San Joaquin fleet through the awarded national Amtrak Wireless Network contract. The installation process has begun and will be completed by the end of 2011. Rollout of WiFi on the San Joaquins and Capitols will occur at the same time as on the Pacific Surfliner corridor, in a statewide WiFi launch.
	Implement Automated Ticket Validation System and eTicketing	Capitol Corridor ATV pilot system in full deployment with minor improvements made on a constant basis based on Amtrak conductor feedback. Amtrak is leading the eTicketing process and initial testing on the Capitol Corridor is scheduled for Winter 2011. The system will subsequently be installed on the San Joaquin and Pacific Surfliner in the Fall of 2012.
	Implement safety and security cameras on trains and at stations	Station cameras RFP was awarded early March 2011. Full deployment by December 2011 on-track. On-board cab-car cameras were put on hold until a vendor could meet contract specification standards. Vendor for locomotive cameras has been selected. Cameras will be installed as part of the scheduled locomotive overhaul.
	Reduce Travel Times	Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY.
Increase Annual Ridership	1,601,637	April-June 2011 ridership was 450,404, exceeding quarterly goal by 5.3%. Ridership in FFY 2010-11 through June exceeded goal by 8.0%.
Increase Annual Revenues (dollars in millions)	\$27.8	April - June revenue was \$7.0 million, short of the goal by 6.8%. Revenue in FFY 2020-11 through June exceeded goal by 0.1%.
Increase Farebox Ratio	47.2%	Farebox ratio for April-June 2011 was 36.3% and for FFY 2010-11 through June was 38.4%.
Increase Service Frequency	Between Oakland and Sacramento	This is the current frequency.
	Between San Jose and Oakland	This is the current frequency.
	Between Sacramento and Roseville	This is the current frequency.
	Between Roseville and Auburn	This is the current frequency.