

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

Date: October 8, 2013

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Information Item

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Subject: **FISCAL YEAR 2012-13 FOURTH QUARTER RAIL OPERATIONS REPORT**

## **SUMMARY:**

This is the fourth quarter Rail Operations Report for Fiscal Year (FY) 2012-13, April through June 2013, 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 2012-13 results are compared to those from FY 2011-12.

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

In accordance with the terms of the operating contract between Amtrak and the State, expenses from FY 2009-10 through FY 2012-13 have been 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. Expenses are calculated in the same manner in the contract between the CCJPA and Amtrak.

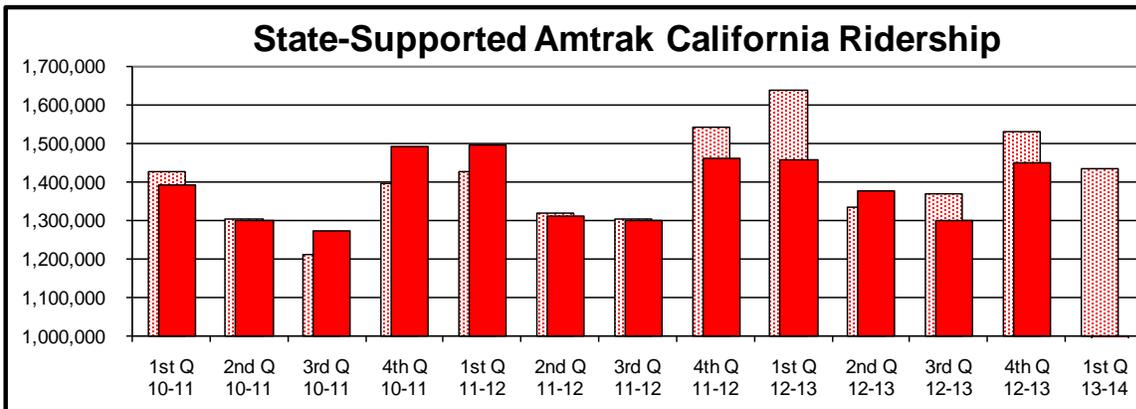
The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. Beginning in FY 2011-12, the actual results that are reported in the quarterly report include: actual revenue, fixed price expenses, and three expenses that are billed as actual expenses. These are fuel cost, railroad performance payments and host railroad access fees. The farebox ratio shown is a ratio of the actual revenue

to billed expenses, which include both fixed price and the three categories of actual expenses. This is not a traditional farebox ratio of actual revenues to actual expenses.

**Fourth Quarter Results**

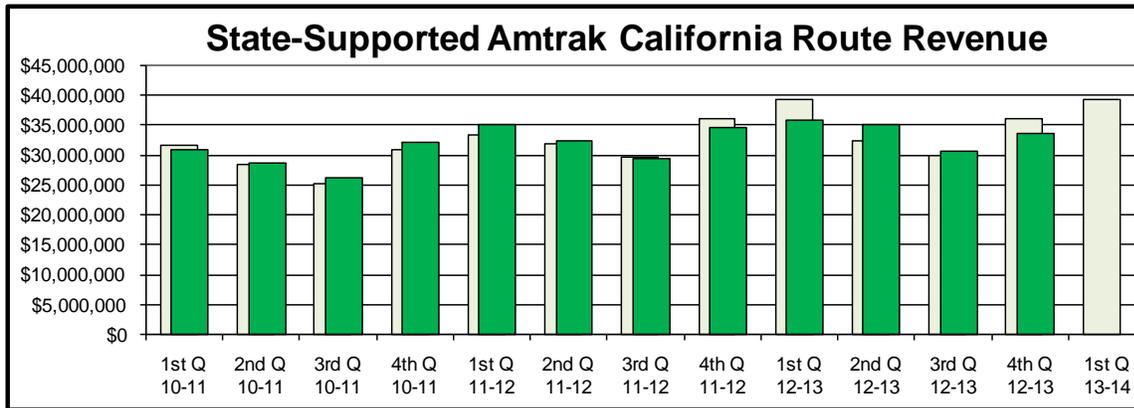
Fourth quarter results for the *San Joaquin Route* were notable, with ridership higher than the same quarter the previous year. The string of 29 record-setting months in ridership that began in November 2010 on the *San Joaquin Route* ended in April, but recorded record ridership for both May and June, resulting in a ridership increase for the quarter, the 15<sup>th</sup> consecutive quarter of increased ridership. And e-ticketing is now fully implemented providing more accurate ridership data.

Total ridership during the fourth quarter (April-June 2013) on the three routes was down slightly, 0.7 percent, from the comparable quarter in FY 2011-12. Ridership fell short of the combined performance goal by 5.1 percent. For the entire fiscal year (July 2012-June 2013) ridership was up 0.3 percent, but short of the performance goal by 4.8 percent.



Combined on-time performance (OTP) for the fourth quarter was 85.4 percent, a 2.4 percentage point decline over the same quarter in FY 2011-12, and 0.9 percentage points below the combined performance goal. OTP on the *Pacific Surfliner Route* and *Capitol Corridor* were an impressive 85.0 percent and 96.3 percent respectively. The *San Joaquin Route* suffered significant train delays, largely impacted by a large BNSF Railway tie replacement project that began in March, and lasted throughout the quarter. For the full fiscal year, combined OTP was 87.2 percent, a 1.1 percentage point increase from the prior year, and 0.9 percentage points above the combined performance goal.

Overall revenue in the fourth quarter declined 3.3 percent. Revenue was 7.4 percent below the goal. Expenses decreased 1.5 percent compared with the same quarter in the previous year, and were 6.0 percent under the performance goal. The result was that the combined farebox ratio declined 1.0 percentage points, and was 0.8 percentage points below the performance goal. For the full fiscal year, revenues were up 2.6 percent, expenses down 1.0 percent, and the combined farebox ratio increased 2.0 percent, exceeding the goal by 0.4 percentage points.



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

The following table provides further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the fourth quarter and the entire year, FY 2012-13.

<b>State-Supported Amtrak California Services - 4th Quarter 2012-13</b>							
<b>All Routes</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 11-12	Actual to Goals	Percent Difference
Ridership	1,451,420	1,461,989	(10,569)	-0.7%	1,529,339	(77,919)	-5.1%
Revenue	\$ 33,506,133	\$ 34,667,416	\$ (1,161,283)	-3.3%	\$ 36,188,391	\$ (2,682,258)	-7.4%
Expense	\$ 62,378,082	\$ 63,348,658	\$ (970,576)	-1.5%	\$ 66,379,596	\$ (4,001,514)	-6.0%
Farebox Ratio	53.7%	54.7%	-1.0 PP		54.5%	-0.8 PP	
On-Time Performance	85.4%	87.8%	-2.4 PP		86.3%	-0.9 PP	

PP - Percentage Points

<b>State-Supported Amtrak California Services - State Fiscal Year 2012-13</b>							
<b>All Routes</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	5,586,525	5,569,205	17,320	0.3%	5,869,772	(283,247)	-4.8%
Revenue	\$ 135,151,849	\$ 131,754,875	\$ 3,396,974	2.6%	\$ 137,963,782	\$ (2,811,933)	-2.0%
Expense	\$ 237,696,529	\$ 239,994,905	\$ (2,298,376)	-1.0%	\$ 244,414,120	\$ (6,717,591)	-2.7%
Farebox Ratio	56.9%	54.9%	2.0 PP		56.4%	0.4 PP	
On-Time Performance	87.2%	86.1%	1.1 PP		86.3%	0.9 PP	

PP - Percentage Points

Route-specific graphs and tables are contained in the following sections.

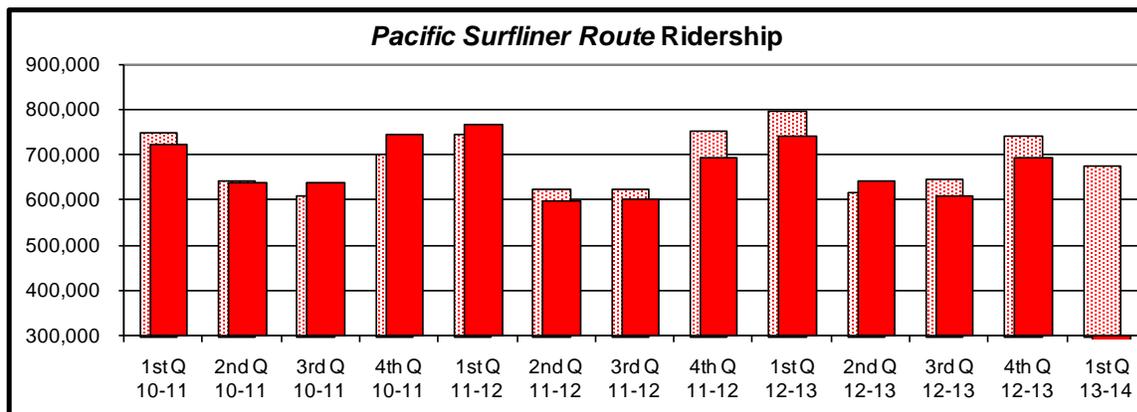
**BACKGROUND:**

***Pacific Surfliner Route***

There are currently 11 daily 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 in Los Angeles, turns around in San Luis Obispo and continues south to San Diego, 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 for the quarter.

**Ridership** on the *Pacific Surfliner Route* declined 0.4 percent in the fourth quarter compared to the same quarter in the prior year, and was short of the performance goal by 6.5 percent. For the full fiscal year, ridership increased 0.9 percent and was 3.8 percent short of the performance goal.

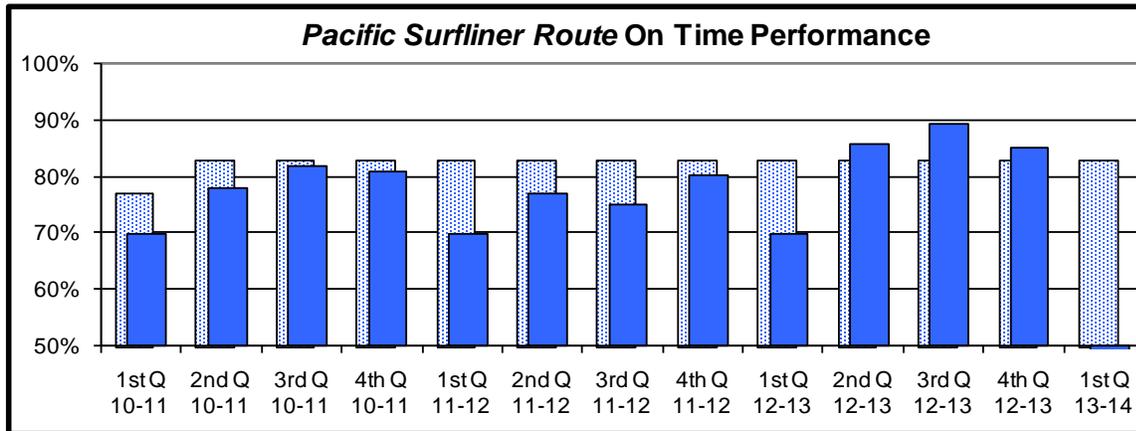


**On-time performance (OTP)** in the fourth quarter was 85.0 percent, 4.7 percentage points above the previous year’s fourth quarter and 2.0 percentage points above the 83 percent performance goal.

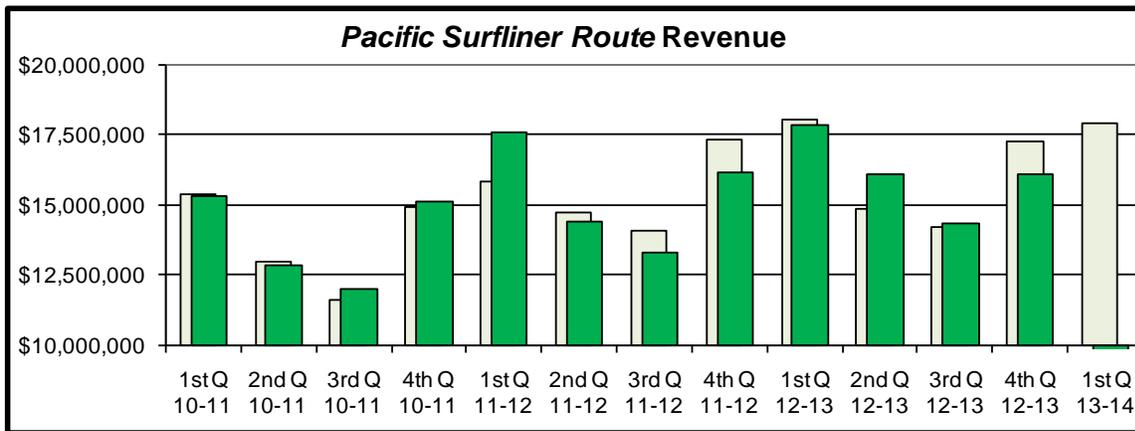
For the quarter, between Los Angeles and San Diego, OTP was 84.4 percent, an improvement of 7.0 percentage points from the fourth quarter of last year. Between Los Angeles and San Luis Obispo, OTP was 83.6 percent, up 0.9 percentage points from one year ago.

For the entire year, OTP was 82.4 percent up 7.0 percentage points from the prior year. Between Los Angeles and San Diego, 84.4 percent up 10.1 percentage points from the prior year. Between Los Angeles and San Luis Obispo, 81.0 percent, up 7.1 percentage points from FY 2011-12.

This is a continuation of the dramatic improvement in on-time performance that was reported in the last two quarterly reports, both with the route as a whole and each part north and south of Los Angeles. This is the third consecutive quarter since 2009 that the route performance exceeded the performance goal of 83 percent on-time.



**Farebox ratio** for the quarter was 56.1 percent, 0.8 percentage points below the farebox ratio over the same period last year. Revenue in the fourth quarter declined 0.6 percent compared to the same quarter in the previous year, and was short of the performance goal by 6.9 percentage points. Expenses increased 0.8 percent over the prior year quarter, and was 5.8 percent below the performance goal. For the full year, the farebox improved 3.9 percentage points to 61.7 percent, revenues increased 4.8 percentage points, and expenses fell 1.8 percentage points.



State-Supported Amtrak California Services - 4th Quarter 2012-13							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	693,460	696,092	(2,632)	-0.4%	741,665	(48,205)	-6.5%
Revenue	\$ 16,082,331	\$ 16,174,085	\$ (91,754)	-0.6%	\$ 17,271,434	\$ (1,189,103)	-6.9%
Expense	\$ 28,651,478	\$ 28,431,919	\$ 219,559	0.8%	\$ 30,417,182	\$ (1,765,704)	-5.8%
Farebox Ratio	56.1%	56.9%	-0.8 PP		56.8%	-0.7 PP	
OTP-Route	85.0%	80.3%	4.7 PP		83.0%	2.0 PP	
OTP-North	83.6%	82.7%	0.9 PP				
OTP-South	84.4%	77.4%	7.0 PP				

PP - Percentage Points

<b>State-Supported Amtrak California Services - State Fiscal Year 2012-13</b>							
<b>Pacific Surfliner Route</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	2,689,465	2,664,935	24,530	0.9%	2,794,723	(105,258)	-3.8%
Revenue	\$ 64,446,130	\$ 61,497,105	\$ 2,949,025	4.8%	\$ 64,358,276	\$ 87,854	0.1%
Expense	\$104,521,098	\$ 106,385,907	\$ (1,864,809)	-1.8%	\$ 108,616,886	\$ (4,095,788)	-3.8%
Farebox Ratio	61.7%	57.8%	3.9 PP		59.3%	2.4 PP	
OTP-Route	82.4%	75.4%	7.0 PP		83.0%	-0.6 PP	
OTP-North	84.4%	74.3%	10.1 PP				
OTP-South	81.0%	73.9%	7.1 PP				

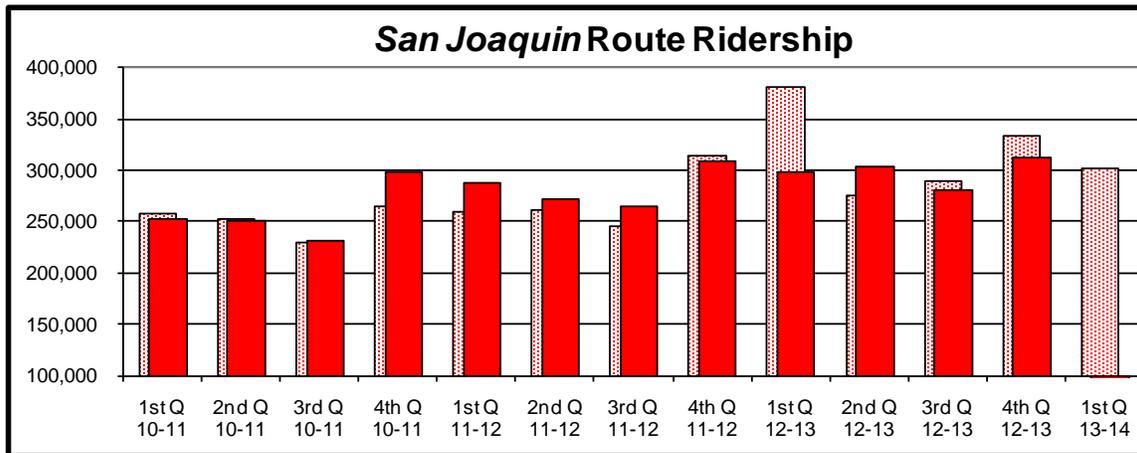
PP - Percentage Points

***San Joaquin Route***

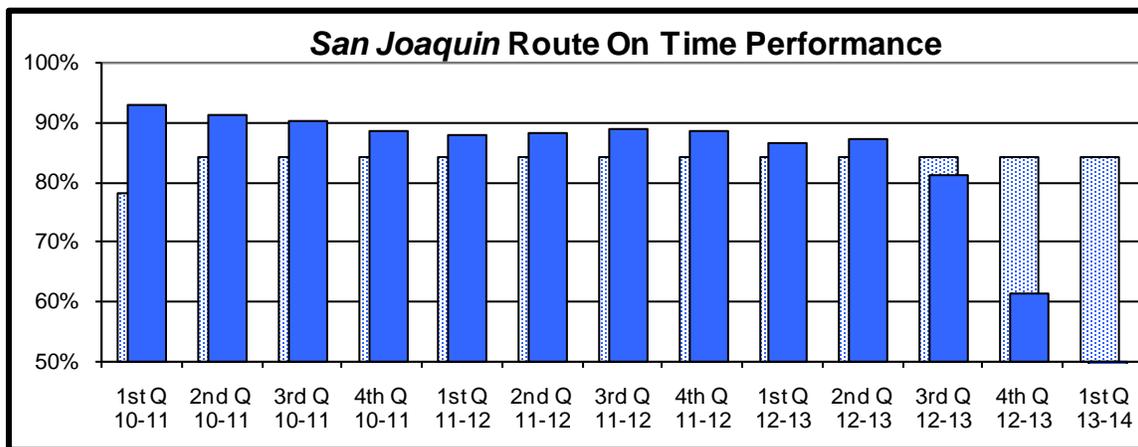
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses 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.

**Ridership** on the *San Joaquin Route* continued steady growth by climbing 1.1 percent for the quarter. This is the 15<sup>th</sup> consecutive quarter that ridership has increased over the same quarter in the prior year. After recording 29 consecutive months (September 2010-March 2013) where the ridership in that month set an all time high for that month, an 8.0 percent drop was reported for April 2013. However, record ridership resumed in May with an 8.3 percent increase – and setting an all time single month ridership record of 109,365 passengers. June ridership was also a record for that month, with a 3.1 percent increase over June 2012. Of note, ridership records were set in both July and August 2013, and July set a new all time single month record of 117,348 passengers.

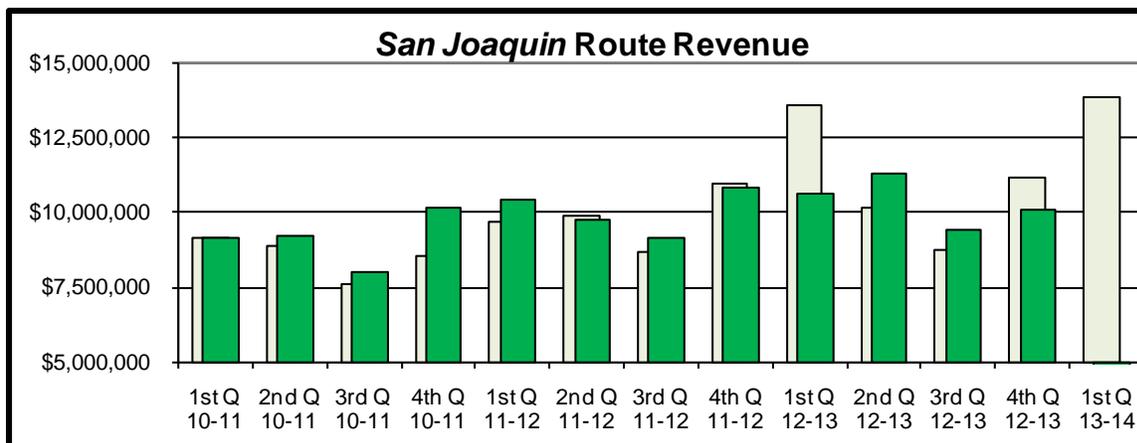
The *San Joaquin Route* is consistently exceeding one million passengers on a 12-month basis. In FY 2010-11, there were 1,032,579 passengers; in FY 2011-12, 1,133,654 passengers, and for the 12-month period July 2012-June 2013, 1,195,898 passengers rode the *San Joaquin Route*. This has been a significant achievement, considering the economic environment in the region and the fact that the average trip length is the longest of all three State supported routes.



**On-time performance (OTP)** in the fourth quarter was 61.3 percent, down 27.3 percentage points from the same quarter in FY 2011-12, and is 22.7 percentage points below the performance goal of 84 percent. However, most of this decline in OTP is attributed to the extensive tie replacement program instituted by the BNSF Railway, replacing 142,000 ties, resulting in terminated trains with bus bridges, and delayed runs, between March 10 and May 17, 2013. In addition on June 2, a BNSF freight train derailed in the Turlock-Denair station due to a sun kink. (Expansion in the sunshine caused to the rails to expand and shift out of alignment). This derailment damaged the edge of the station platform at Turlock-Denair, and resulted in bus bridges and train delays for a week. The impact of this project clearly shows in the monthly OTP, where the *San Joaquins* operated at 81.2 percent OTP in the third quarter, it dropped to 61.2 percent in the fourth quarter. OTP for April was 55.8 percent, for May 67.5 percent, and 60.3 percent in June. OTP has slowly improved since, with OTP around 80 percent in both July and August.



**Farebox ratio** was 52.1 percent in the fourth quarter FY 2012-13, a 3.5 percentage point decline over the same quarter the prior year. Revenues for the fourth quarter declined 6.7 percent compared to the same quarter in the previous year, and fell short of the goal by 9.8 percent. Expenses declined 0.4 percent from the prior year, and were 6.9 percent less than the projected goal. However, for the entire year, the farebox ratio increased 2.2 percentage points to 56.2 percent. Revenues increased 3.1 percent and expenses declined 0.9 percent from the prior year.



<b>State-Supported Amtrak California Services - 4th Quarter 2012-13</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	312,066	308,615	3,451	1.1%	333,154	(21,088)	-6.3%
Revenue	\$ 10,088,300	\$ 10,815,028	\$ (726,728)	-6.7%	\$ 11,181,865	\$ (1,093,565)	-9.8%
Expense	\$ 19,690,441	\$ 19,762,631	\$ (72,190)	-0.4%	\$ 21,156,527	\$ (1,466,086)	-6.9%
Farebox Ratio	51.2%	54.7%	-3.5 PP		52.9%	-1.6 PP	
On-Time Performance	61.3%	88.6%	-27.3 PP		84.0%	-22.7 PP	

PP - Percentage Points

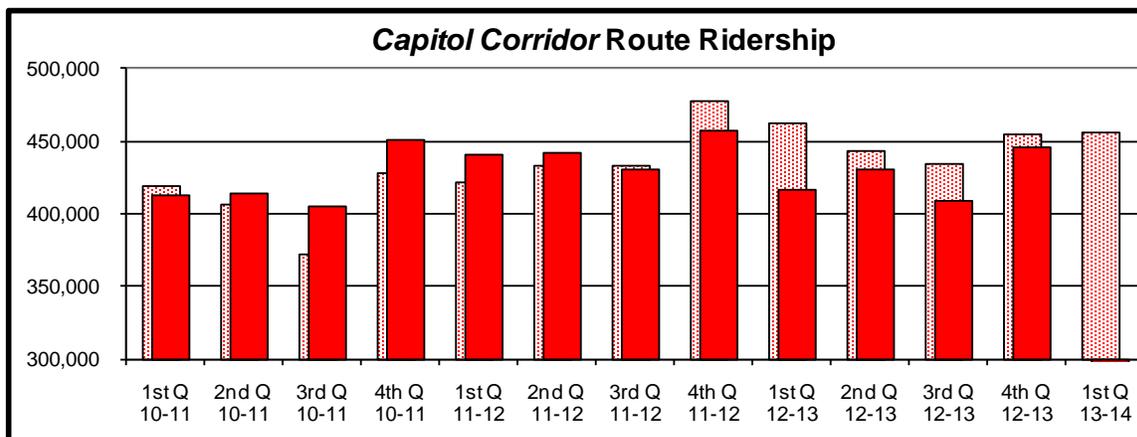
<b>State-Supported Amtrak California Services - State Fiscal Year 2012-13</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	1,195,898	1,133,654	62,244	5.5%	1,279,823	(83,925)	-6.6%
Revenue	\$ 41,415,960	\$ 40,161,170	\$ 1,254,790	3.1%	\$ 43,721,795	\$ (2,305,835)	-5.3%
Expense	\$ 73,685,365	\$ 74,360,735	\$ (675,370)	-0.9%	\$ 75,937,701	\$ (2,252,336)	-3.0%
Farebox Ratio	56.2%	54.0%	2.2 PP		57.6%	-1.4 PP	
On-Time Performance	79.1%	88.5%	-9.3 PP		84.0%	-4.9 PP	

PP - Percentage Points

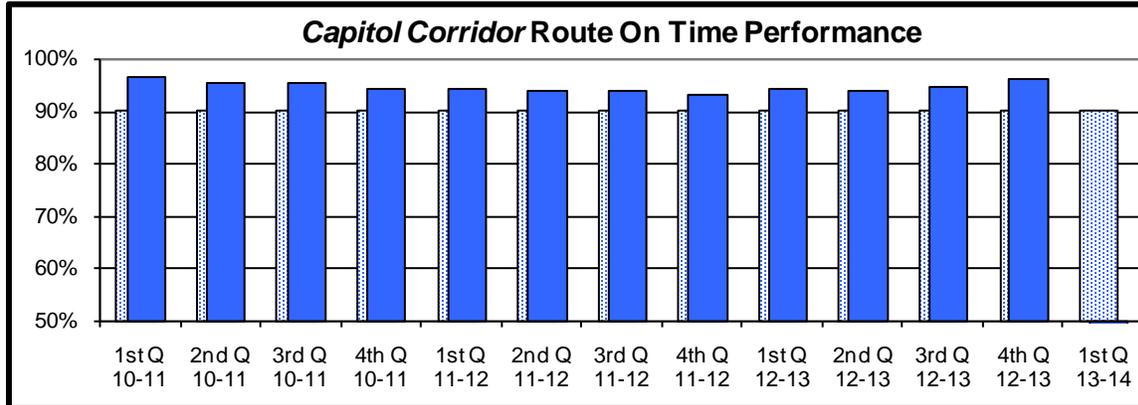
**Capitol Corridor**

There are currently 15 weekday round trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

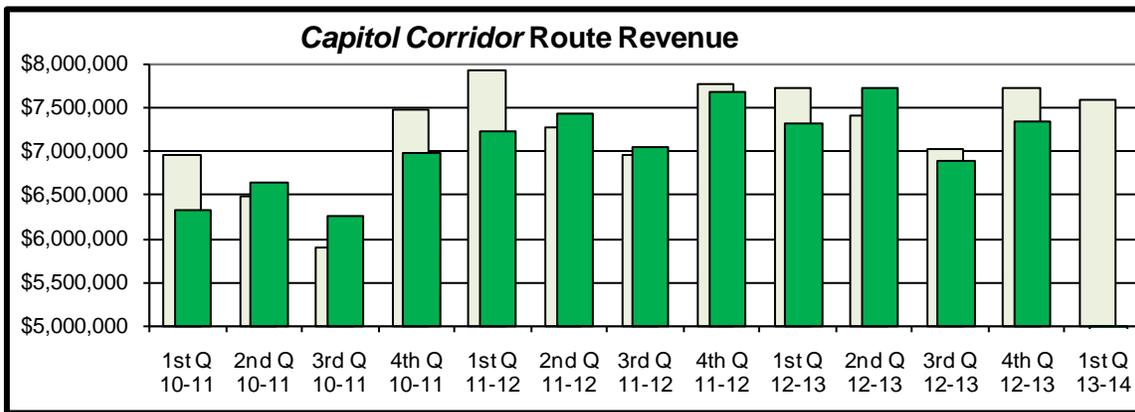
**Ridership** on the *Capitol Corridor* showed a decline of 2.5 percent over the same quarter the prior year, and was 1.9 percent below the performance goal for the quarter. For the period of April-June 2013, compared to the same period in 2012-13 monthly results, the *Capitol Corridor* has experienced ridership losses: on midday weekday trains (weekend trains continue to perform better than last year); and at five stations - Sacramento, Davis, Roseville, Fremont, and Richmond, with significant declines of 10 percent or more in ridership. In addition, a more accurate counting of the passengers riding on monthly passes may have resulted in over counting the actual passenger loads in prior periods. For the entire year, ridership declined 3.9 percent.



**On-time performance (OTP)** remains excellent and recorded a fourth quarter OTP of 96.3 percent, and was 3.0 percentage points above the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 18 of the last 20 quarters, including the last 13. This was the second best quarterly OTP report for the corridor. For the year, OTP was 94.7 percent, a 0.9 percent increase over the performance goal.



**Farebox Ratio** for the fourth quarter was 52.3 percent, 1.6 percentage points above the same quarter the previous year and was 0.1 percentage points above the performance goal. Revenue for the fourth quarter declined 0.4 percent compared to the same quarter in the previous year and fell short of the performance goal by 2.2 percent. Expenses increased 0.4 percent, and were 2.9 percent more than the performance goal.



State-Supported Amtrak California Services - 4th Quarter 2012-13							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	4th Qtr 12-13	4th Qtr 11-12	Difference	Percent Change	4th Qtr 12-13	Actual to Goals	Percent Difference
Ridership	445,894	457,282	(11,388)	-2.5%	454,520	(8,626)	-1.9%
Revenue	\$ 7,335,502	\$ 7,678,303	\$ (342,801)	-4.5%	\$ 7,735,092	\$ (399,590)	-5.2%
Expense	\$ 14,036,163	\$ 15,154,108	\$ (1,117,945)	-7.4%	\$ 14,805,887	\$ (769,724)	-5.2%
Farebox Ratio	52.3%	50.7%	1.6 PP		52.2%	0.1 PP	
On-Time Performance	96.3%	93.3%	3.0 PP		90.0%	6.3 PP	

PP - Percentage Points

<b>State-Supported Amtrak California Services - State Fiscal Year 2012-13</b>							
<b>Capitol Corridor</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	SFY 12-13	SFY 11-12	Difference	Percent Change	SFY 12-13	Actual to Goals	Percent Difference
Ridership	1,701,162	1,770,616	(69,454)	-3.9%	1,766,287	(65,125)	-3.7%
Revenue	\$ 29,289,759	\$ 29,392,707	\$ (102,948)	-0.4%	\$ 29,943,745	\$ (653,986)	-2.2%
Expense	\$ 59,490,066	\$ 59,248,263	\$ 241,803	0.4%	\$ 57,828,543	\$ 1,661,523	2.9%
Farebox Ratio	49.2%	49.6%	-0.4 PP		51.8%	-2.5 PP	
On-Time Performance	94.7%	93.8%	0.9 PP		90.0%	4.7 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 that include two-year (through 2009-10), five-year (through 2012-13), seven-year (through 2014-15) and ten-year (through 2017-18) goals.

The Department has been reporting on the two-year goals since FY 2008-09. The initial period for the two-year goals was through Federal Fiscal Year (FFY) 2009-10. In FFY 2010-11, the goals were updated to reflect the five-year goals, which require any 2009-10 goal that had not yet been met to continue being reported. Additional five-year (through 2012-13) goals were also added. For FFY 2011-12, annual financial and performance goals were updated.

Following are tables for each route that show the goals for FFY 2012-13 (October 2012-September 2013) and the progress in meeting them.

Pacific Surfliner Route Objectives		2012-13 Goals	Progress
Improve On-Time Performance		83 percent	April-June 2013 OTP was 85.0 percent. Fiscal year 2012-13 OTP was 82.4 percent.
Construct a San Diego Layover 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 2011. Future meetings will include BNSF and HSR. It is difficult to proceed with this project due to lack of funding.
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. Begin installation of WiFi equipment to be completed end of 2011.	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
	Implement comprehensive wireless network for on-board, safety and equipment operations		Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Merrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Department continues to participate in LOSSAN integration meetings and short-term and long-term operation analysis and implementation plans have been published. The first integrated schedule is now in place and has improved operations in the corridor.
	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	The Express Service schedule departing San Diego at 7:00 a.m. began on February 15, 2011. The one-year trial period for the train ended on February 14, 2012. Effective April 1, 2013, the express service trial service was terminated and the train returned to regular operation.
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: The Los Angeles to Fullerton Triple Track Project is located on approximately 15 miles of BNSF right-of-way within the LOSSAN Corridor. Completion of the third main track will include new main track, siding upgrades and extensions, upgrade of the railroad infrastructure, signal system upgrades, including Positive Train Control, and various civil structure modifications. The project is divided into eight segments of track construction and six grade separations. Seven of the track segments have been funded (Segment 7 received a Federal award in August, 2011). Segments 1-6 are complete. Segment 7 construction began in April 2012. Segment 8 is fully funded. Two of the six grade separations are funded. Parsons Grade Separation is under construction and contract has been awarded for the Valley View Grade Separation began construction in September 2012. Completion of the project will allow up to 34 Amtrak trains per day operating at 90 percent on-time performance.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	The San Onofre-Pulgas Double Track Project Phase 1 will construct 4.2 miles of double track and complete the environmental and design phases covering both phases. Final design has begun and environmental permitting is in progress. Final design has been completed, and construction planned to begin in fall 2013. In October 2010, FRA approved five PE/NEPA projects for this segment that will improve running times when constructed. All of the five projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. 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. Union Pacific has completed preliminary modeling, which is being evaluated by AECOM to ensure consistency with other models in use. A corridor wide program level EIR/EIS for LOSSAN North is in progress and is necessary for the State to compete for Federal funds. In October 2010, FRA approved four PE/NEPA projects for this segment that will improve running times when constructed. All of the four projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. Two Federal Railway Administration (FRA) grants will fund the completion of NEPA and PE for the Ortega and Seaciff sidings. The other two projects are Van Nuys and Raymar.
Increase Annual Ridership		2,794,723	April-June 2013 ridership was 693,460, short of the quarterly goal by 0.4 percent. Fiscal year 2012-13 ridership was 2,689,465, 3.8 percent short of the goal.
Increase Annual Revenues (dollars in millions)		\$64.4	April-June 2013 revenue was \$16.1 million, short of the quarterly goal by 0.6 percent. Fiscal Year 2012-13 revenue was \$64.4 million, 0.1 percent over the goal.
Increase Farebox Ratio		59.3 percent	April-June 2013 farebox ratio was 56.1 percent, and short of the quarterly goal of 56.8 percent. Fiscal Year 2012-13 farebox ratio was 61.7 percent, 2.4 percentage point over the annual goal.
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	2012-13 Goals	Progress
<b>Improve On-Time Performance</b>	84 percent	April-June 2013 OTP was 61.3 percent, but that was attributable to a major tie replacement program on BNSF between March and May 2013 and a major BNSF derailment in June. OTP for the year was 79.1 percent.
Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
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. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
Implement Positive Train Control (PTC)	BNSF completing project. To be completed by December 2012.	There are four Positive Train Control (PTC) projects; two are funded by Prop 1A and two are proceeding under a Letter of No Prejudice (LONP) 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. Installation on both projects have encountered development delays.
Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
<b>Improve Multimodal Connectivity</b>	Increase connectivity consistent with results of coordination efforts	Department 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.
<b>Reduce Travel Times</b>	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.
	Under 5.0 Hours Over 10-Year Period	Kings Park double track project benefits Sacramento to Bakersfield service travel times. This project was completed and placed into service on March 18, 2011.
<b>Increase Annual Ridership</b>	1,279,823	April-June 2013 ridership was 312,066, a 1.1 percent increase over the prior year quarter but was short of the quarterly goal by 6.3 percent. This marked the 14th consecutive quarter of ridership growth on the route. FY 2012-13 ridership was 1,195,898; 6.6 percent below the performance goal.
<b>Increase Annual Revenues (dollars in millions)</b>	\$43.7	April-June 2013 revenue was \$10.1 million, short of the quarterly goal by 6.7 percent. Fiscal Year 2012-13 revenue was \$41.4, short of the performance goal by 5.3 percent.
<b>Increase Farebox Ratio</b>	57.6 percent	April-June 2013 farebox ratio was 51.2 percent, short of the quarterly farebox ratio goal of 52.9 percent. Fiscal Year 2012-13 farebox ratio is 56.2 percent, short of the goal by 1.4 percentage points.
<b>Service Frequency (Total Trains)</b>	4	This is the current frequency.
	2	This is the current frequency.

Capitol Corridor Route Objectives	2012-13 Goals	Progress
<b>Improve On-Time Performance</b>	Maintain 90 percent throughout the ten-year period	April-June 2013 OTP was 96.3 percent. Exceeded goal in last 13 quarters. Fiscal Year 2012-13 OTP was 94.7 percent.
<b>Enhance Customer Satisfaction</b>	Implement comprehensive wireless network for on-board, safety and equipment operations	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
	Implement Automated Ticket Validation System and eTicketing	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
<b>Reduce Travel Times</b>	Implement safety and security cameras on trains and at stations	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
	Reduce by up to 12 percent over 10-Year Period	Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY 2012-13.
<b>Increase Annual Ridership</b>	1,766,287	April-June 2013 ridership was 445,894, short of quarterly goal by 1.9 percent. Fiscal Year 2012-13 ridership was 1,701,162, short of the performance goal by 3.7 percentage points.
<b>Increase Annual Revenues (dollars in millions)</b>	\$29.9	April-June 2013 revenue was \$7.3 million, short of the quarterly goal by 4.5 percent. Fiscal Year 2012-13 revenue was \$29.3 million, short of the performance goal by 2.2 percent.
<b>Increase Farebox Ratio</b>	51.8 percent	April-June 2013 farebox ratio was 52.3 percent, exceeding the quarterly goal by 0.1 percentage points. FY2012-13 farebox ratio was 49.2 short of the annual goal by 2.5 percentage points.
<b>Increase Service Frequency</b>	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.