

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2015-16 SECOND QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

As requested by the California Transportation Commission (Commission), this is the Rail Operations Report for the second quarter of State Fiscal Year (FY) 2015–16, October through December 2015, for the three intercity passenger rail routes funded by the State. This report compares ridership, on-time performance, and financial results reported in the second quarter of FY 2015–16 to those reported in the corresponding quarter of FY 2014–15.

On July 1, 2015, the California Department of Transportation (Department) transferred administration and marketing duties for intercity passenger rail service to the respective Joint Power Authorities (JPAs) for the following three corridors:

- The LOSSAN Rail Corridor Agency (LOSSAN Agency) for the Pacific Surfliner Route, connecting San Diego, Los Angeles, Santa Barbara and San Luis Obispo
- The San Joaquin Joint Powers Authority (SJJPA) for the San Joaquin Route, between Bakersfield and both Oakland and Sacramento
- The Capitol Corridor Joint Powers Authority (CCJPA) for the Capitol Corridor connecting San Jose, Oakland, and Sacramento-Auburn (This service was previously transferred in 1998)

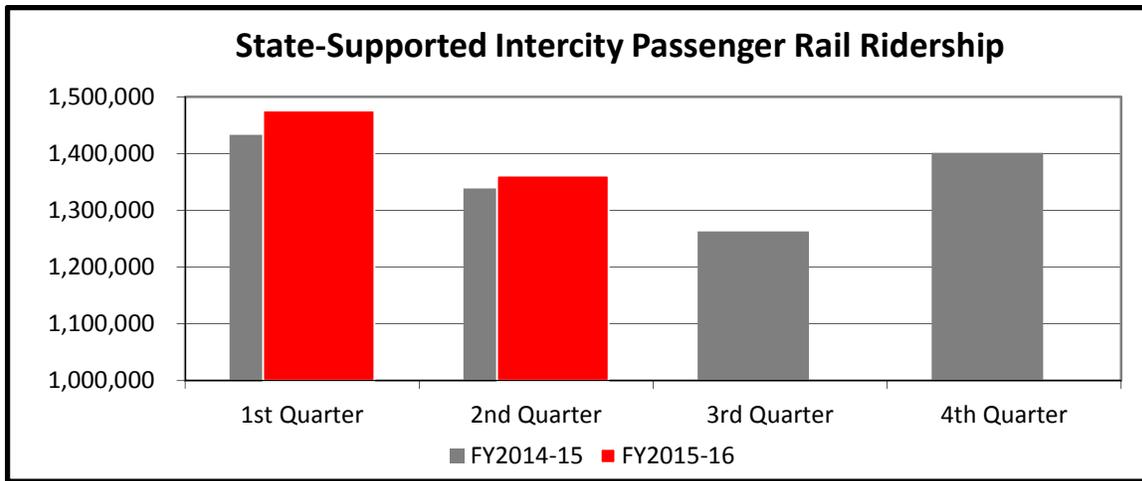
These routes are the second, fifth, and third busiest routes in the national intercity passenger rail system, respectively.

In addition to owning the majority of equipment utilized on two of the three routes the Department also provides all funding for intercity passenger rail service and equipment capital costs of the three routes, and now acts in an oversight role to ensure statewide integration and performance of the three services.

COMBINED STATEWIDE RESULTS:

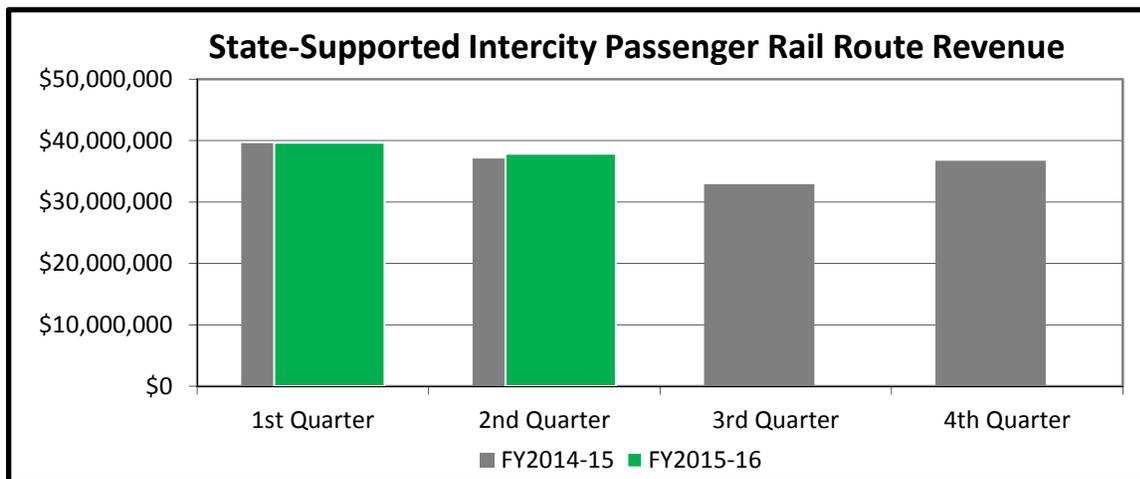
RIDERSHIP

Total combined ridership on the three routes for the second quarter of FY 2015–16 was 1,361,581, an increase of 1.7 percent when compared to 1,338,374 reported in the corresponding quarter of FY 2014–15.



REVENUE and EXPENSES

Total combined revenue for the three routes for the second quarter of FY 2015–16 was \$37,864,633, an increase of 2.1 percent when compared to \$37,091,824 reported in the corresponding quarter of FY 2014–15. In addition, second quarter expenses for FY 2015–16 were \$57,839,716, a decrease of 9.6 percent compared to \$63,974,609 reported in the corresponding quarter for FY 2014–15, resulting in a farebox ratio increase of 7.5 percentage points.



The following table provides further detail on the combined ridership, revenue, expenses, farebox ratio and on-time performance for the three State-supported routes for the second quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16				
All Routes				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	1,361,581	1,338,374	23,207	1.7%
Revenue	\$ 37,864,633	\$ 37,091,824	\$ 772,809	2.1%
Expense	\$ 57,839,716	\$ 63,974,609	\$ (6,134,893)	-9.6%
Farebox Ratio	65.5%	58.0%	7.5 PP	
End Point On-Time Performance	86.5%	80.2%	6.3 PP	

PP - Percentage Points

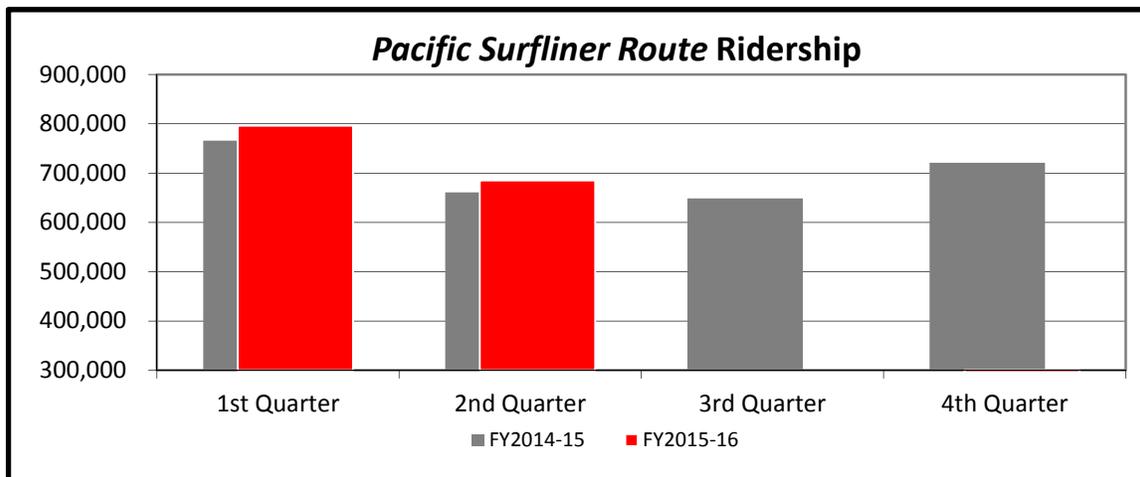
Route-specific graphs and tables are contained in the following sections.

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 allowing connectivity with 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 (as one of the 11 Los Angeles – San Diego southbound trips), bringing the total level of service north of Los Angeles to five daily round-trips.

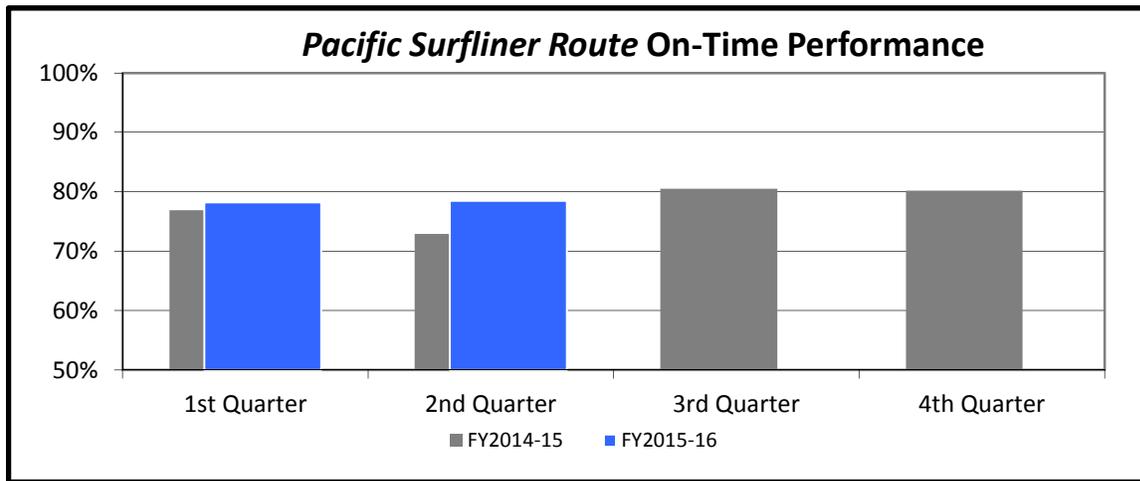
RIDERSHIP

Ridership on the Pacific Surfliner Route for the second quarter of FY 2015–16 was 685,297, an increase of 3.7 percent when compared to 660,980 reported in the corresponding quarter of FY 2014–15.



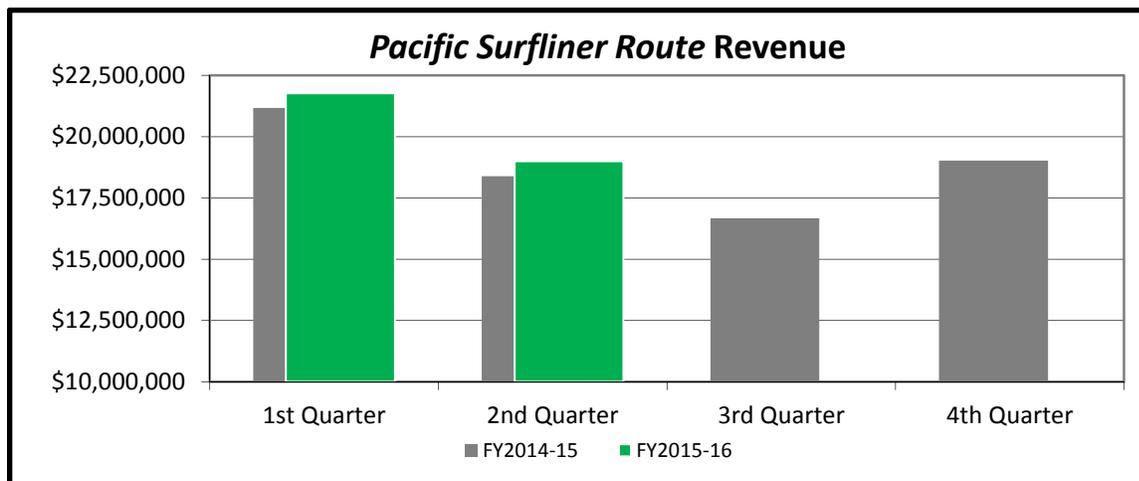
ON-TIME PERFORMANCE

The On-Time Performance (OTP) for the Pacific Surfliner Route for the second quarter of FY 2015–16 was 78.5 percent, an increase of 5.6 in percentage points when compared to 72.9 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the second quarter of FY 2015–16 was \$18,993,985, an increase of 3.3 percent when compared to \$18,381,465 reported in the corresponding quarter of FY 2014–15. Expenses for the second quarter of FY 2015–16 were \$24,226,604, a decrease of 12.4 percent compared to \$27,659,972 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 11.9 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the Pacific Surfliner Route for the second quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

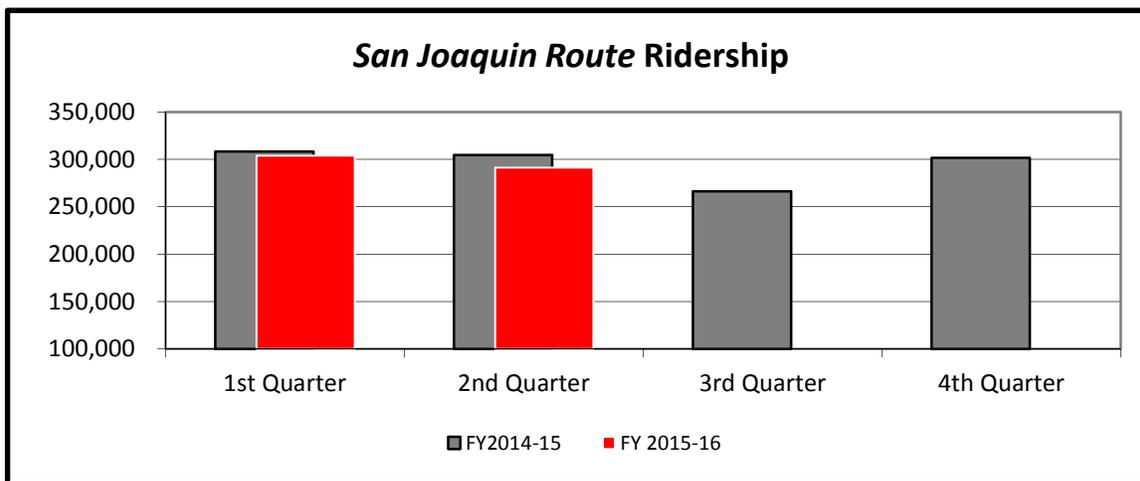
State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16				
Pacific Surfliner Route				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	685,297	660,980	24,317	3.7%
Revenue	\$ 18,993,985	\$ 18,381,465	\$ 612,520	3.3%
Expense	\$ 24,226,604	\$ 27,659,972	\$ (3,433,368)	-12.4%
Farebox Ratio	78.4%	66.5%	11.9 PP	
End Point On-Time Performance	78.5%	72.9%	5.6 PP	

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.

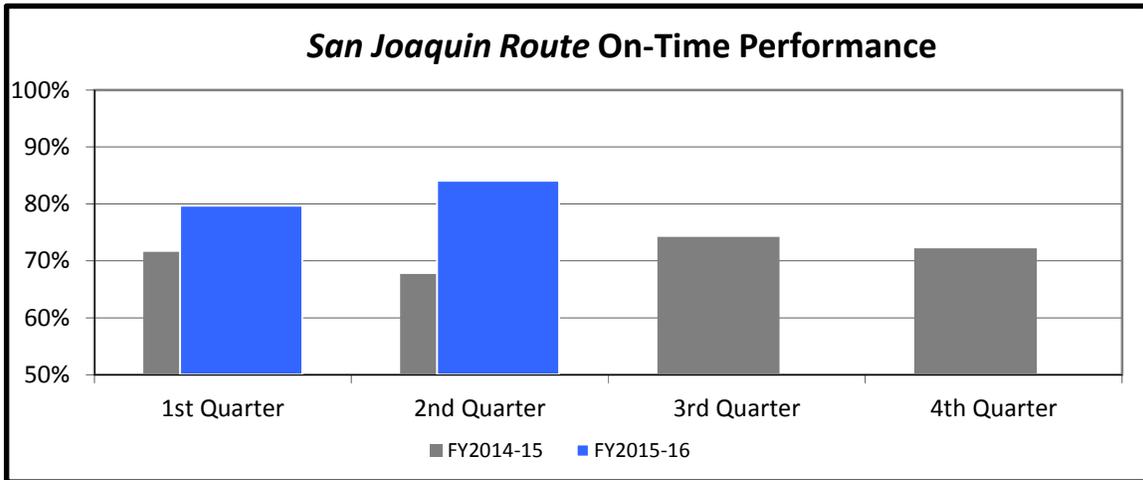
RIDERSHIP

Ridership on the San Joaquin Route for the second quarter of FY 2015–16 was 291,406, a decrease of 4.4 percent when compared to 304,834 reported in the corresponding quarter of FY 2014–15.



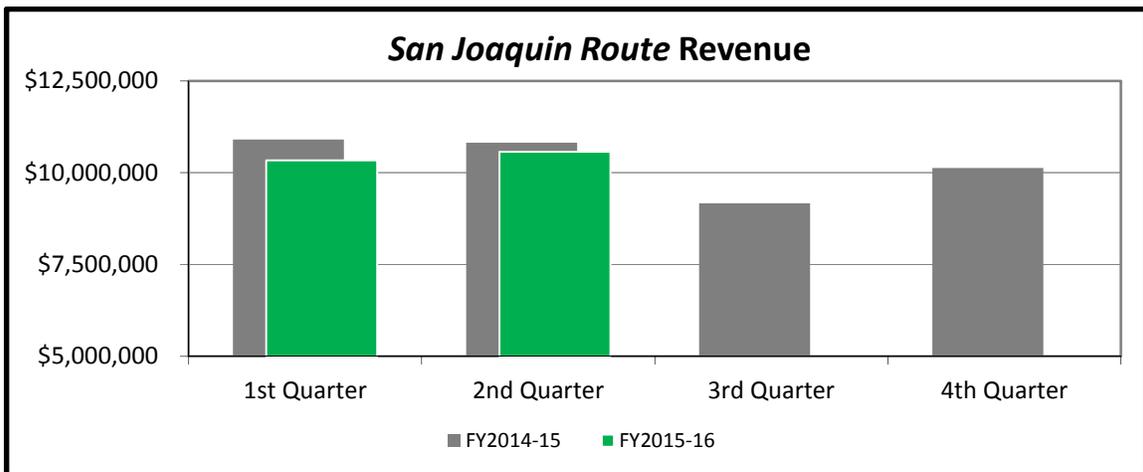
ON-TIME PERFORMANCE

The OTP for the San Joaquin Route for the second quarter of FY 2015–16 was 84.1 percent, an increase of 16.4 in percentage points when compared to 67.7 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the second quarter of FY 2015–16 was \$10,568,535, a decrease of 2.3 percent when compared to \$10,822,587 reported in the corresponding quarter in FY 2014–15. Expenses for the second quarter of FY 2015–16 were \$19,305,237, a decrease of 11.9 percent compared to \$21,902,411 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 5.3 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the San Joaquin Route for the second quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16				
San Joaquin Route				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	291,406	304,834	(13,428)	-4.4%
Revenue	\$ 10,568,535	\$ 10,822,587	\$ (254,052)	-2.3%
Expense	\$ 19,305,237	\$ 21,902,411	\$ (2,597,174)	-11.9%
Farebox Ratio	54.7%	49.4%	5.3 PP	
End Point On-Time Performance	84.1%	67.7%	16.4 PP	

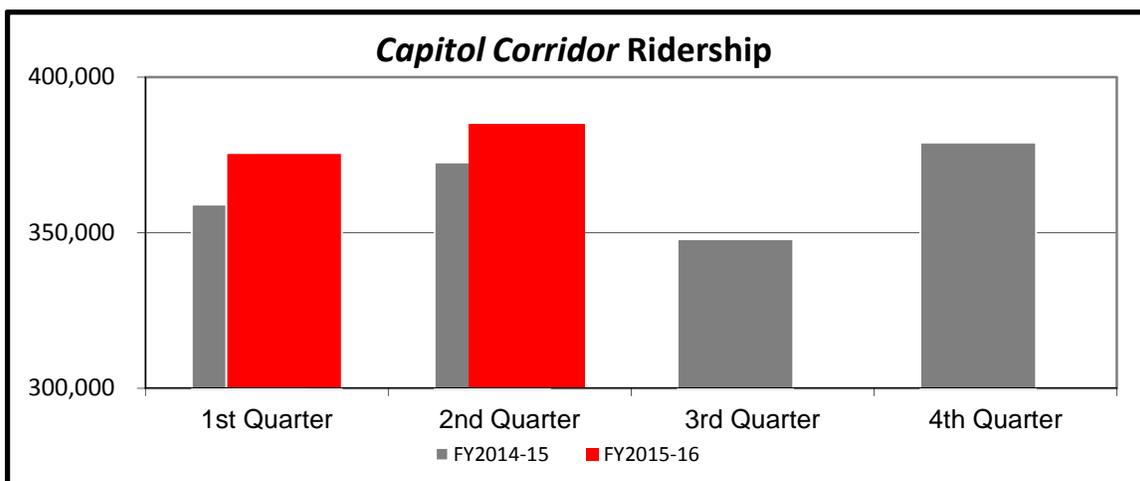
PP - Percentage Points

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.

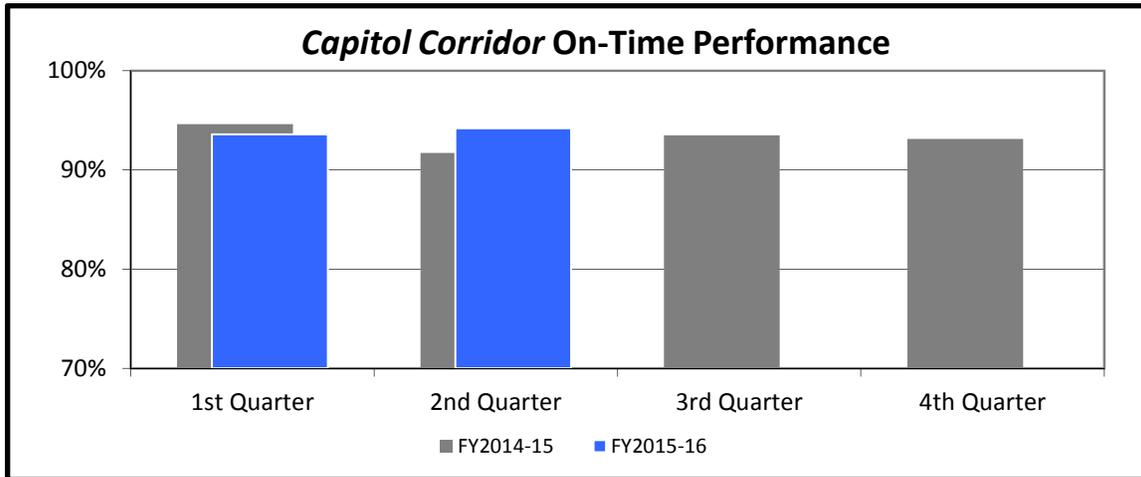
RIDERSHIP

Ridership on the Capitol Corridor for the second quarter of FY 2015–16 was 384,878, an increase of 3.3 percent when compared to 372,560 reported in the corresponding quarter of FY 2014–15.



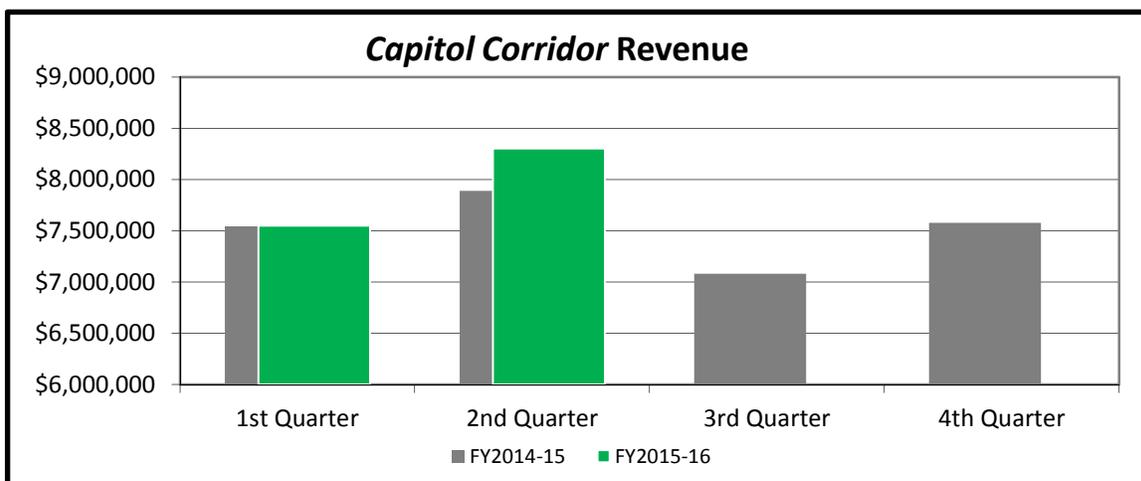
ON-TIME PERFORMANCE

The OTP for the Capitol Corridor for the second quarter of FY 2015–16 was 94.2 percent, an increase of 2.5 percentage points when compared to 91.7 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the second quarter of FY 2015–16 was \$8,302,113, an increase of 5.3 percent when compared to \$7,887,772 reported in the corresponding quarter in FY 2014–15. Expenses for the second quarter of FY 2015–16 were \$14,307,875, a decrease of 0.7 percent compared to \$14,412,226 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 3.3 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio and on-time performance for the Capitol Corridor for the second quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16				
Capitol Corridor				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	384,878	372,560	12,318	3.3%
Revenue	\$ 8,302,113	\$ 7,887,772	\$ 414,341	5.3%
Expense	\$ 14,307,875	\$ 14,412,226	\$ (104,351)	-0.7%
Farebox Ratio	58.0%	54.7%	3.3 PP	
End Point On-Time Performance	94.2%	91.7%	2.5 PP	

PP - Percentage Points