

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 20-21, 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 FIRST QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

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

Effective July 1, 2015, the California Department of Transportation (Department) has transferred administration and marketing duties for intercity passenger rail service to the three Joint Power Authorities (JPAs) on the three corridors* as follows:

- 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)

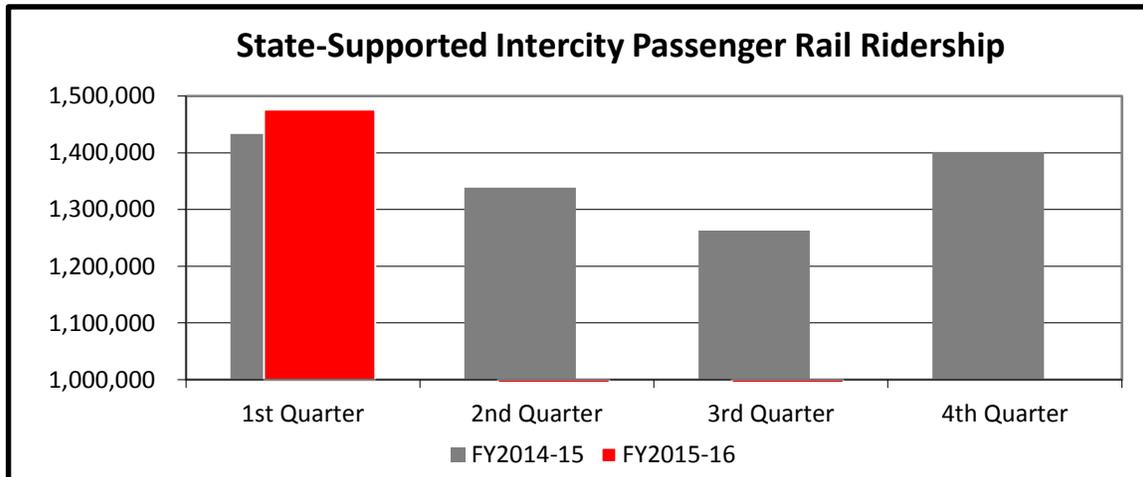
*These routes are the second, fifth, and third busiest routes in the national intercity passenger rail system, respectively.

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

COMBINED STATEWIDE RESULTS:

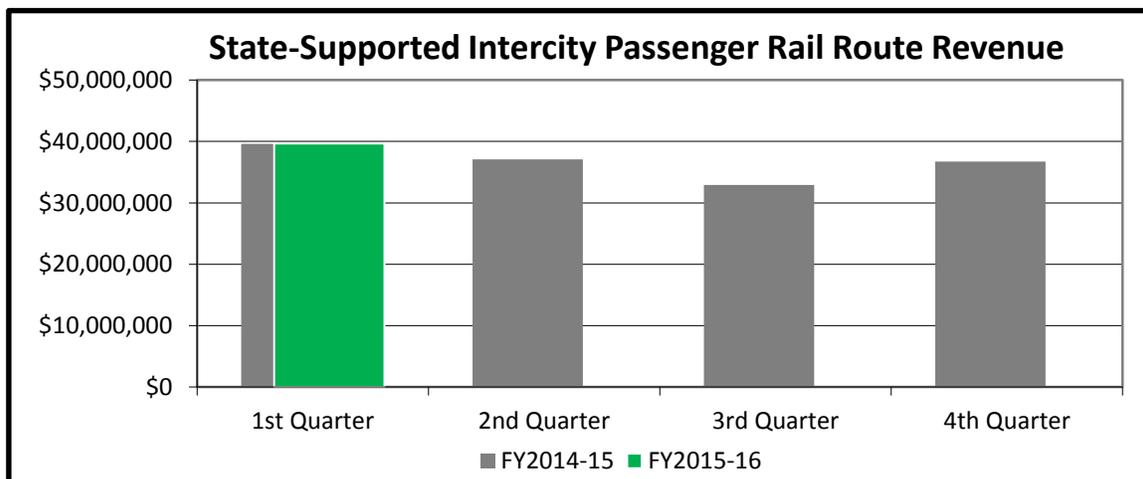
RIDERSHIP

Total combined ridership on the three routes for the first quarter of FY 2015–16 was 1,475,919, an increase of 3.0 percent when compared to 1,433,377 reported in the corresponding quarter of FY 2014–15.



REVENUE and EXPENSES

Total combined revenue for the three routes for the first quarter of FY 2015–16 was \$39,647,187, an increase of 0.1 percent when compared to \$39,615,745 reported in the corresponding quarter of FY 2014–15. In addition, first quarter expenses for FY 2015–16 were \$63,759,470, a decrease of 0.1 percent when compared to \$63,844,222 reported in the corresponding quarter for FY 2014–15. As a result, the farebox ratio had a 0.1 percent point improvement.



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 first quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 1st Quarter 2015-16				
All Routes				
	ACTUAL RESULTS			
	1st Qtr 2015-16	1st Qtr 2014-15	Difference	Percent Change
Ridership	1,475,919	1,433,377	42,542	3.0%
Revenue	\$ 39,647,187	\$ 39,615,745	\$ 31,442	0.1%
Expense	\$ 63,759,470	\$ 63,844,222	\$ (84,752)	-0.1%
Farebox Ratio	62.2%	62.1%	0.1 PP	
On-Time Performance	85.3%	83.7%	1.6 PP	

PP - Percentage Points

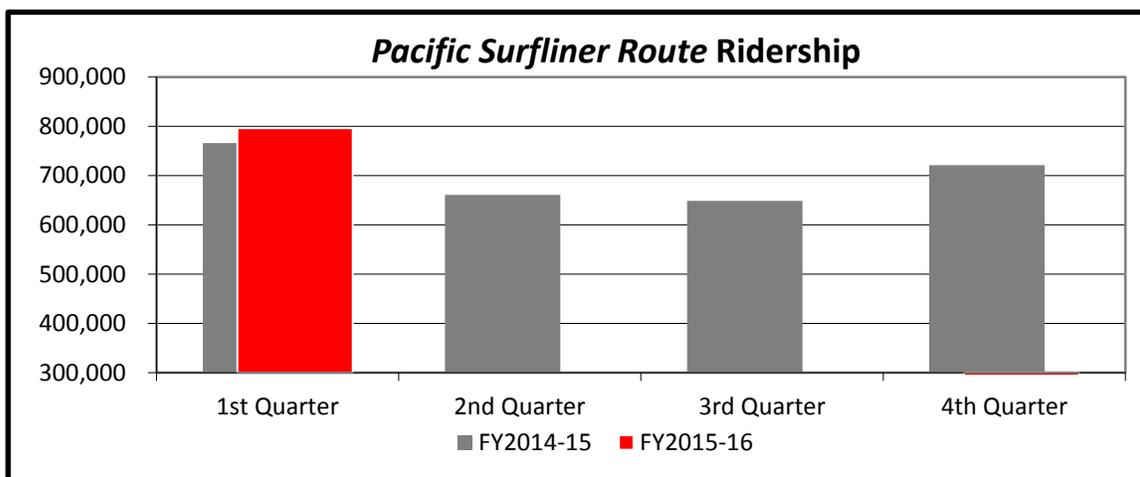
Route-specific graphs and tables are contained in the following sections.

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, bringing the total level of service north of Los Angeles to five daily round-trips.

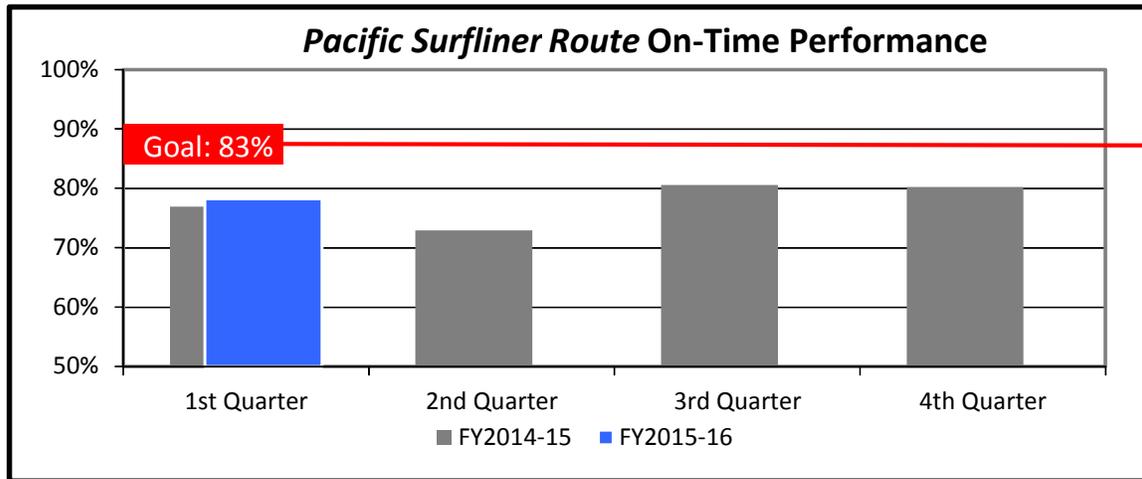
RIDERSHIP

Ridership on the Pacific Surfliner Route for the first quarter of FY 2015–16 was 796,276, an increase of 4.0 percent when compared to 765,733 reported in the corresponding quarter of FY 2014–15.



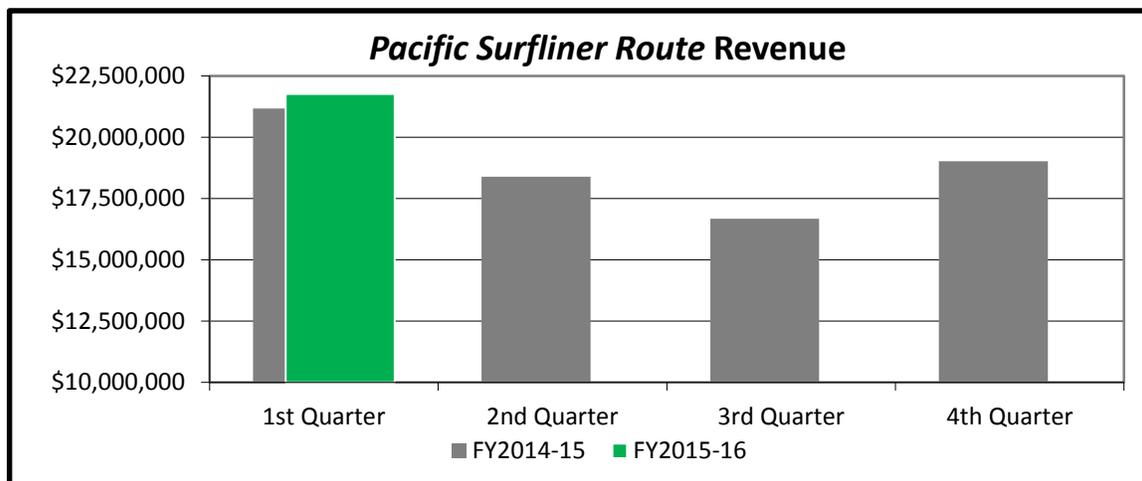
ON-TIME PERFORMANCE (OTP)

The OTP for the Pacific Surfliner Route for the first quarter of FY 2015–16 was 78.2 percent, an increase of 1.3 in percentage points when compared to 76.9 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the first quarter of FY 2015–16 was \$21,760,204, an increase of 2.8 percent when compared to \$21,169,670 reported in the corresponding quarter of FY 2014–15. However, expenses for the first quarter of FY 2015–16 were \$29,132,894, an increase of 7.0 percent when compared to \$27,228,590 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 3.0 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 first quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 1st Quarter 2015-16				
Pacific Surfliner Route				
	ACTUAL RESULTS			
	1st Qtr 2015-16	1st Qtr 2014-15	Difference	Percent Change
Ridership	796,276	765,733	30,543	4.0%
Revenue	\$ 21,760,204	\$ 21,169,670	\$ 590,534	2.8%
Expense	\$ 29,132,894	\$ 27,228,590	\$ 1,904,304	7.0%
Farebox Ratio	74.7%	77.7%	-3.0 PP	
OTP-Route	78.2%	76.9%	1.3 PP	
OTP-North			0.0 PP	
OTP-South			0.0 PP	

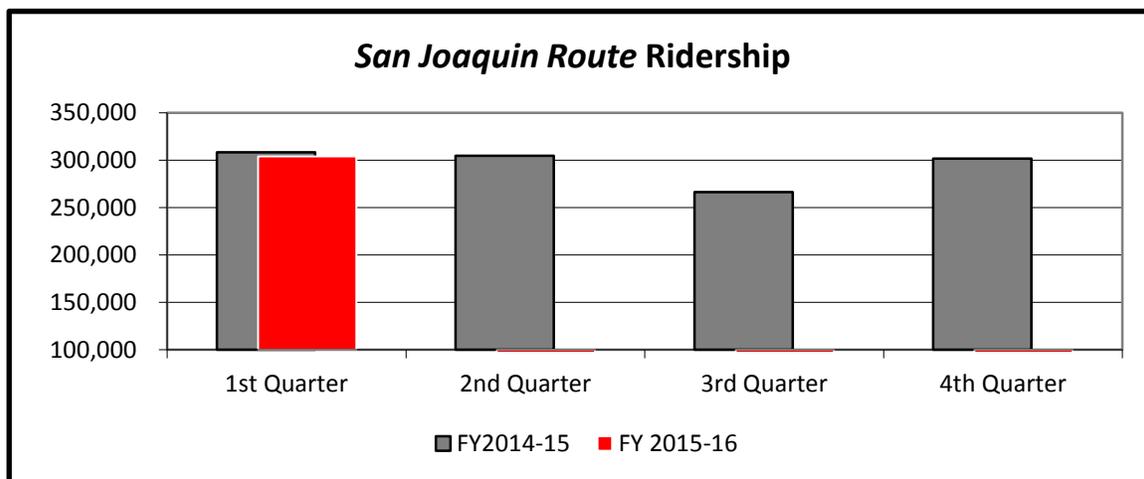
PP - Percentage Points

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.

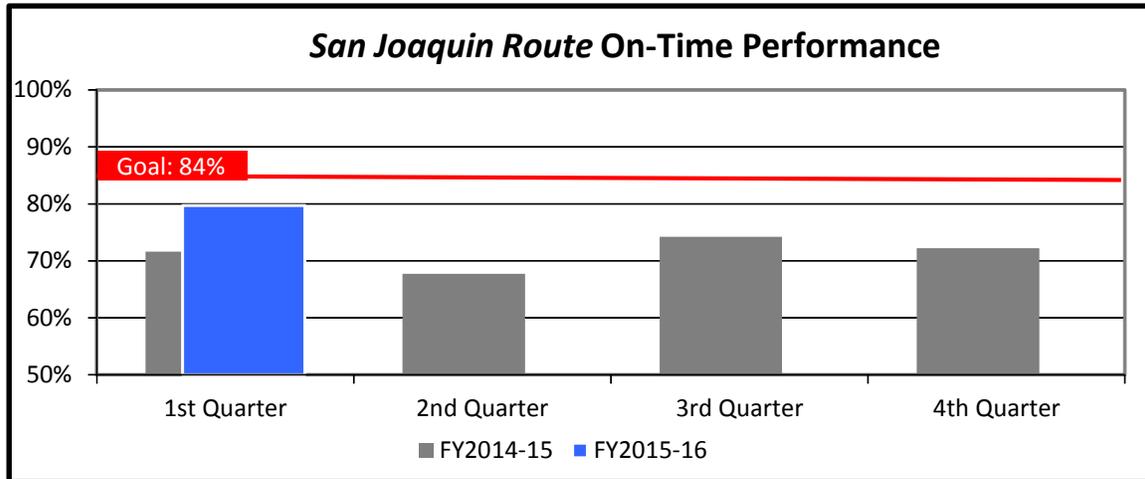
RIDERSHIP

Ridership on the *San Joaquin Route* for the first quarter of FY 2015–16 was 304,066, a decrease of 1.5 percent when compared to 308,632 reported in the corresponding quarter of FY 2014–15.



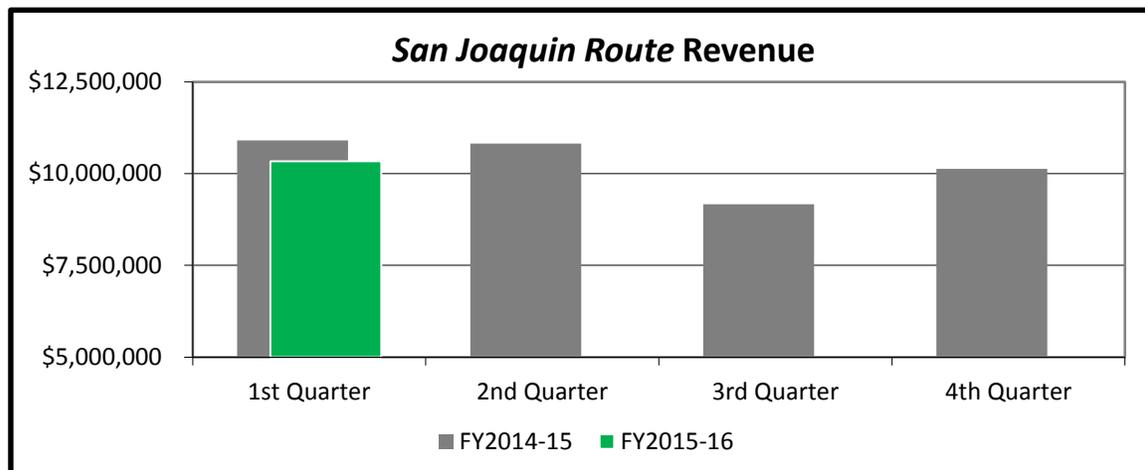
ON-TIME PERFORMANCE (OTP)

The OTP for the San Joaquin Route for the first quarter of FY 2015–16 was 79.7 percent, an increase of 8.1 in percentage points when compared to 71.6 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the first quarter of FY 2015–16 was \$10,339,138, a decrease of 5.2 percent when compared to \$10,902,093 reported in the corresponding quarter in FY 2014–15. However, expenses for the first quarter of FY 2015–16 were \$19,797,976, a decrease of 3.6 percent when compared to \$20,534,675 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 0.9 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 first quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 1st Quarter 2015-16				
San Joaquin Route				
	ACTUAL RESULTS			
	1st Qtr 2015-16	1st Qtr 2014-15	Difference	Percent Change
Ridership	304,066	308,632	(4,566)	-1.5%
Revenue	\$ 10,339,138	\$ 10,902,093	\$ (562,955)	-5.2%
Expense	\$ 19,797,976	\$ 20,534,675	\$ (736,699)	-3.6%
Farebox Ratio	52.2%	53.1%	-0.9 PP	
On-Time Performance	79.7%	71.6%	8.1 PP	

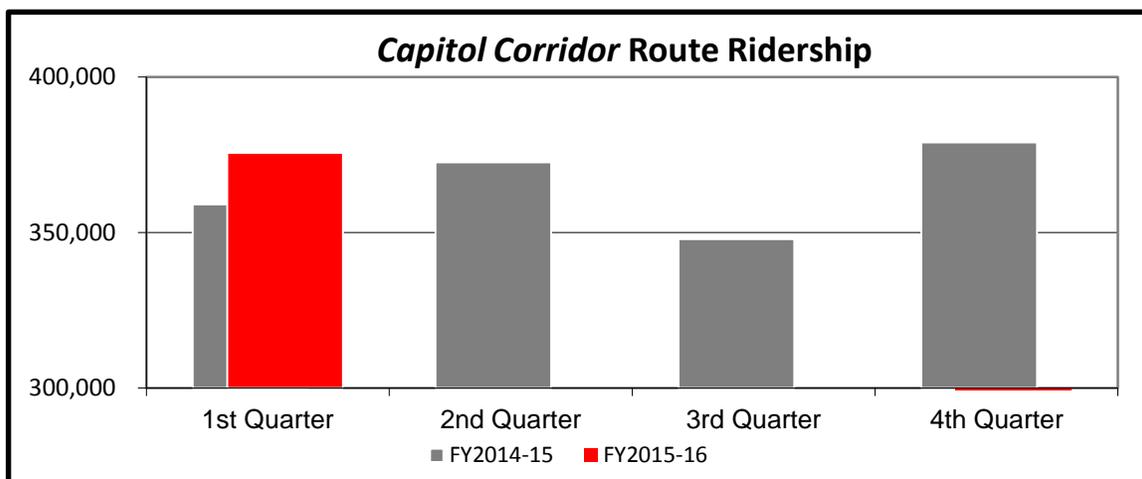
PP - Percentage Points

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.

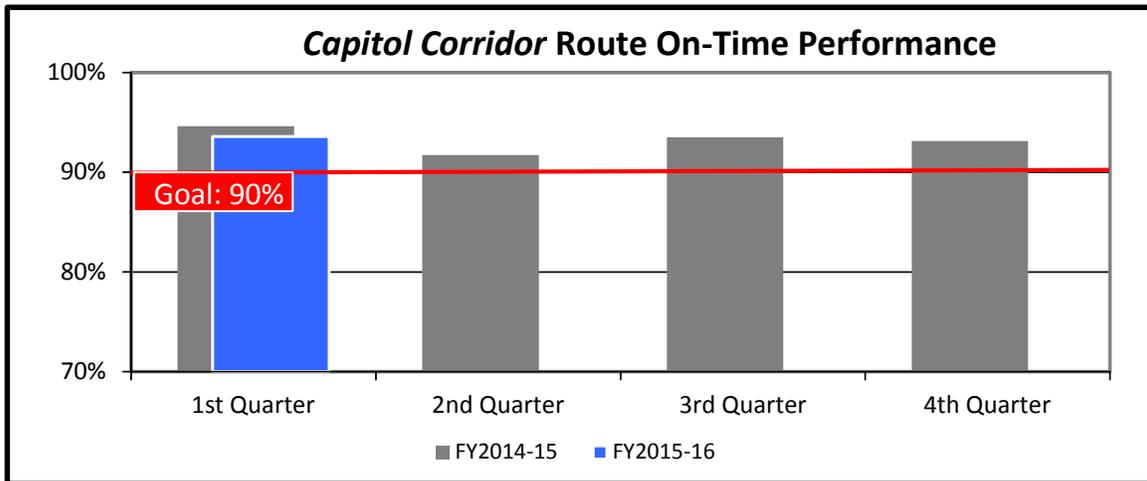
RIDERSHIP

Ridership on the Capitol Corridor Route for the first quarter of FY 2015–16 was 375,577, an increase of 4.6 percent when compared to 359,012 reported in the corresponding quarter of FY 2014–15.



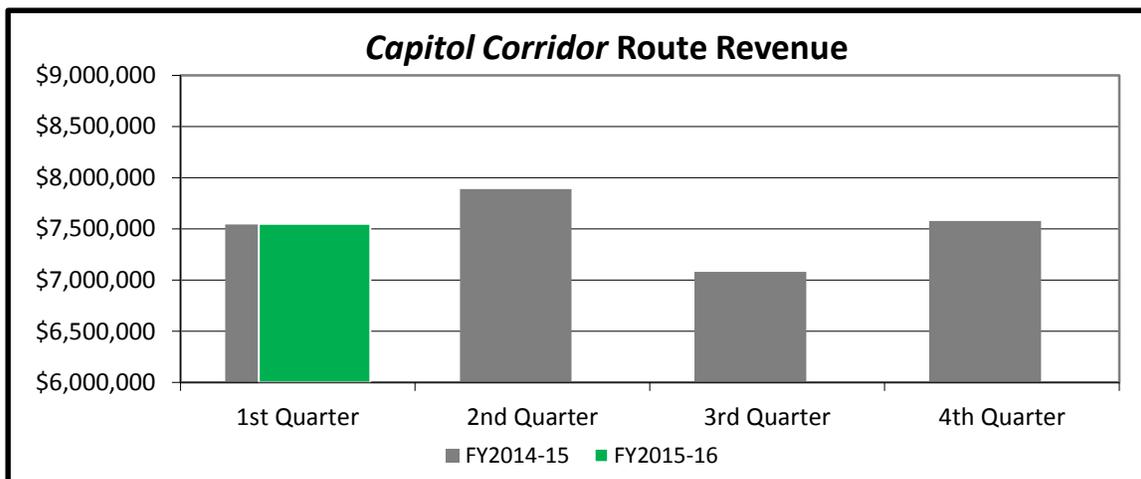
ON-TIME PERFORMANCE (OTP)

The OTP for the Capitol Corridor Route for the first quarter of FY 2015–16 was 93.6 percent, a decrease of 1.0 percentage points when compared to 94.6 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor Route for the first quarter of FY 2015–16 was \$7,547,845, an increase of 0.1 percent when compared to \$7,543,982 reported in the corresponding quarter in FY 2014–15. Expenses for the first quarter of FY 2015–16 were \$14,828,600, a decrease of 7.8 percent when compared to \$16,080,957 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio gain of 4.0 percentage points.



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

State-Supported Intercity Passenger Rail - 1st Quarter 2015-16				
Capitol Corridor				
	ACTUAL RESULTS			
	1st Qtr 2015-16	1st Qtr 2014-15	Difference	Percent Change
Ridership	375,577	359,012	16,565	4.6%
Revenue	\$ 7,547,845	\$ 7,543,982	\$ 3,863	0.1%
Expense	\$ 14,828,600	\$ 16,080,957	\$ (1,252,357)	-7.8%
Farebox Ratio	50.9%	46.9%	4.0 PP	
On-Time Performance	93.6%	94.6%	-1.0 PP	

PP - Percentage Points