

Memorandum

To: CHAIR AND MEMBERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: March 5, 2013

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Rail

Subject: **FY 2012-13 SECOND QUARTER RAIL OPERATIONS REPORT**

SUMMARY:

This is the second quarter Rail Operations Report for Fiscal Year (FY) 2012-13, October through December 2012, 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.

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.

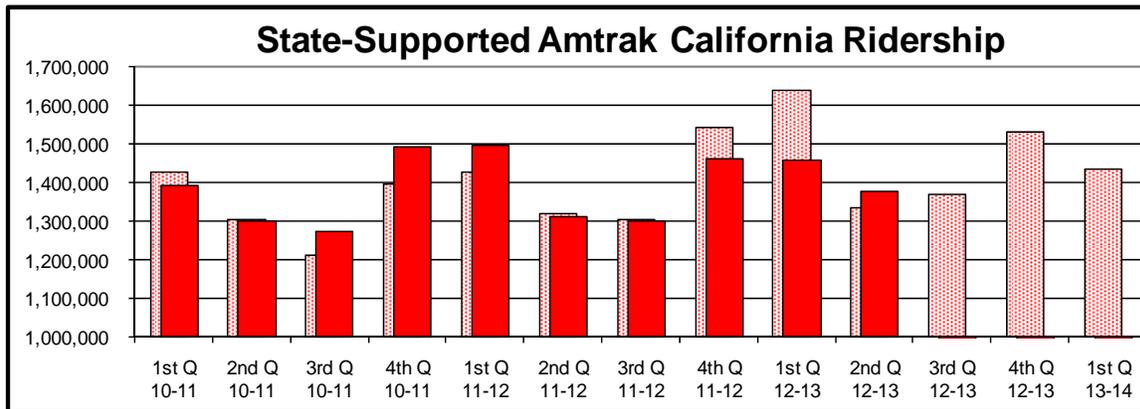
In accordance with the terms of the operating contract between Amtrak and the State, expenses from FY 2009-10 through FY 2012-13 have been calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in 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.

Second Quarter Results

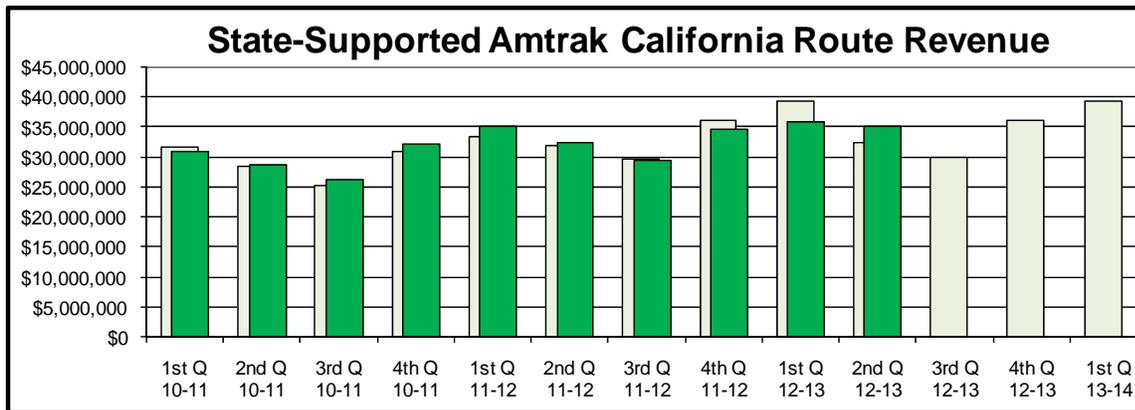
Second quarter results for the *San Joaquin Route* were notable, with ridership and revenues higher than the same quarter the previous year, and revenue records were set on the *Capitol Corridor* for the quarter. The *San Joaquin Route* recorded monthly ridership records for each month of the quarter, continuing a string of 26 record-setting months that began in November 2010.

Total ridership during the second quarter (October-December 2012) on the three routes was 5.0 percent above the comparable quarter in FY 2011-12. Ridership exceeded the combined performance goal by 3.3 percent.



Combined on-time performance (OTP) for the second quarter was 89.6 percent, a 2.9 percentage point improvement over the same quarter in FY 2011-12, and 3.3 percentage points above the combined performance goal. OTP on the *San Joaquin Route* and *Capitol Corridor* were an impressive 87.3 percent and 93.8 percent respectively, but the improvement came from the *Pacific Surfliner Route*, with the OTP at 85.7 percent, the best showing since 2004.

Overall revenue in the second quarter increased 8.6 percent with record-high revenues achieved on all three routes for in each month of the quarter. Revenue was 8.3 percent over the goal. Expenses increased 2.1 percent compared with the same quarter in the previous year, and were 0.4 percent over the performance goal. The result was that the combined farebox ratio improved 3.6 percentage points, and was 4.4 percentage points above the performance goal.



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 second quarter FY 2012-13.

| State-Supported Amtrak California Services - 2nd Quarter 2012-13 | | | | | | | |
|--|----------------|---------------|--------------|----------------|-------------------|-----------------|--------------------|
| All Routes | | | | | | | |
| | ACTUAL RESULTS | | | | PERFORMANCE GOALS | | |
| | 2nd Qtr 12-13 | 2nd Qtr 11-12 | Difference | Percent Change | 2nd Qtr 11-12 | Actual to Goals | Percent Difference |
| Ridership | 1,377,453 | 1,312,124 | 65,329 | 5.0% | 1,334,049 | 43,404 | 3.3% |
| Revenue | \$ 35,095,138 | \$ 32,329,323 | \$ 2,765,815 | 8.6% | \$ 32,416,661 | \$ 2,678,477 | 8.3% |
| Expense | \$ 58,301,121 | \$ 57,101,369 | \$ 1,199,752 | 2.1% | \$ 58,071,347 | \$ 229,774 | 0.4% |
| Farebox Ratio | 60.2% | 56.6% | 3.6 PP | | 55.8% | 4.4 PP | |
| On-Time Performance | 89.6% | 86.7% | 2.9 PP | | 86.3% | 3.3 PP | |

PP - Percentage Points

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

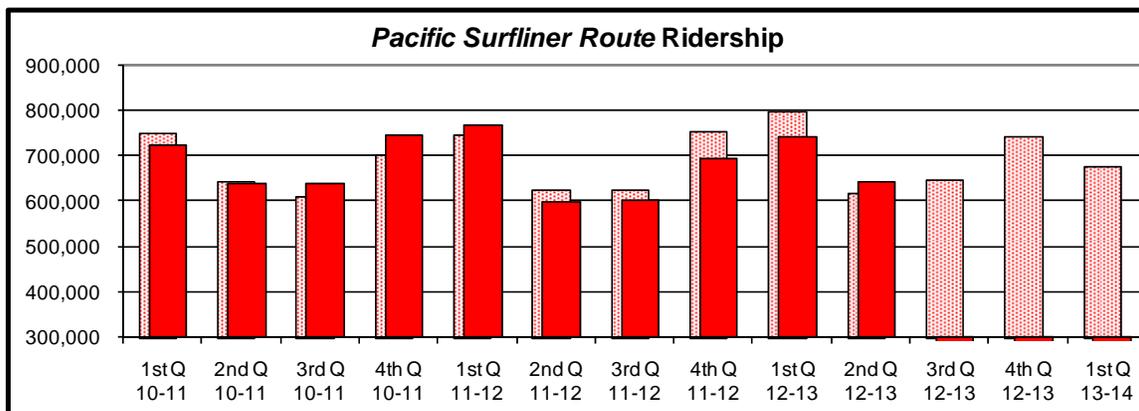
BACKGROUND:

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.

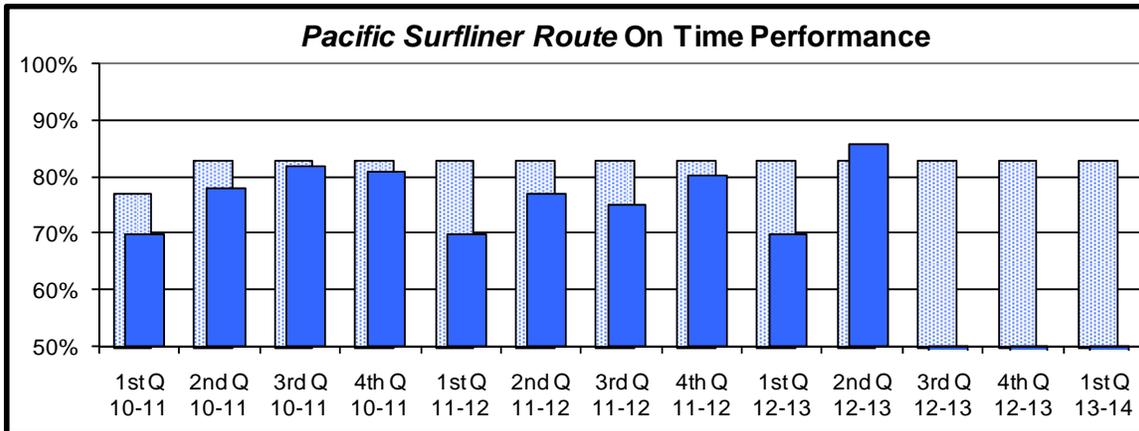
Ridership on the *Pacific Surfliner Route* increased 7.4 percent in the second quarter compared to the same quarter in the prior year, and exceeded the performance goal by 6.7 percent. Ridership was impressive each month of the quarter, up 6.9 percent in October, 8.6 percent in November, and 6.8 percent in December.



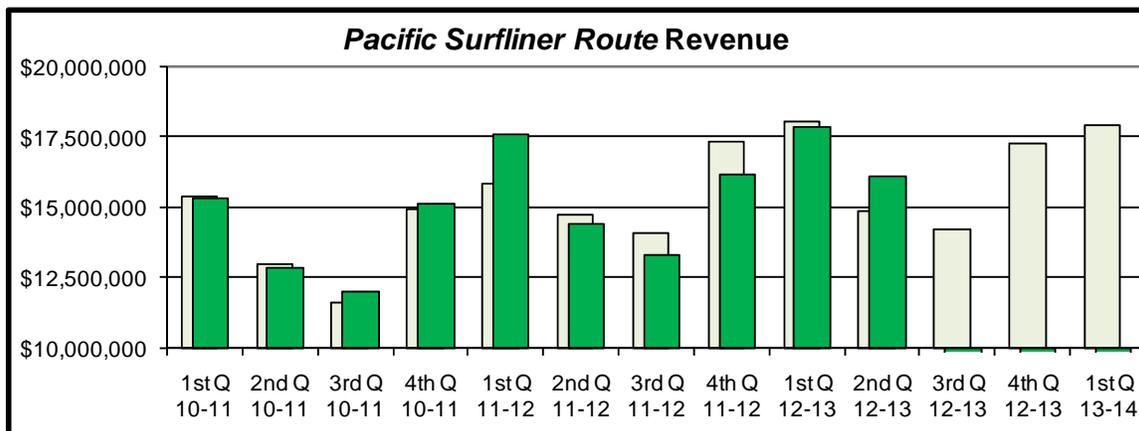
On-time performance (OTP) in the second quarter was 85.7 percent, 8.8 percentage points above the previous year’s second quarter and 2.7 percentage points above the 83 percent performance goal.

For the quarter, between Los Angeles and San Diego, OTP was 86.0 percent, an impressive improvement of 20.0 percentage points from the first quarter of FY 2012-13, and 12.9 percentage points from the second quarter of last year. Between Los Angeles and San Luis Obispo, OTP was 85.6 percent, up from 80.8 percent last quarter, and 76.6 one year ago.

This is a dramatic improvement in on-time performance, both with the route as a whole and each part north and south of Los Angeles. This is the first time since 2009 that the route performance exceeded the performance goal of 83 percent on-time, and is the best result since 2004. OTP was significantly impacted by a major Burlington Northern Santa Fe Railway Company (BNSF) tie replacement project between Los Angeles and Fullerton during the summer and completed in August 2012. In addition, OTP for January 2013 is 89.5 percent.



Farebox ratio for the quarter was 66.9 percent, 7.9 percentage points above the farebox ratio over the same period last year. Revenue in the second quarter increased 11.8 percent compared to the same quarter in the previous year, and exceeded the performance goal by 8.6 percentage points. Expenses were 1.4 percent less than the prior year quarter, and 4.3 percent below the performance goal.



| State-Supported Amtrak California Services - 2nd Quarter 2012-13 | | | | | | | |
|--|----------------|---------------|--------------|----------------|-------------------|-----------------|--------------------|
| Pacific Surfliner Route | | | | | | | |
| | ACTUAL RESULTS | | | | PERFORMANCE GOALS | | |
| | 2nd Qtr 12-13 | 2nd Qtr 11-12 | Difference | Percent Change | 2nd Qtr 12-13 | Actual to Goals | Percent Difference |
| Ridership | 643,199 | 598,679 | 44,520 | 7.4% | 614,317 | 28,882 | 4.7% |
| Revenue | \$ 16,131,600 | \$ 14,432,379 | \$ 1,699,221 | 11.8% | \$ 14,860,556 | \$ 1,271,044 | 8.6% |
| Expense | \$ 24,113,507 | \$ 24,450,115 | \$ (336,608) | -1.4% | \$ 25,194,417 | \$ (1,080,910) | -4.3% |
| Farebox Ratio | 66.9% | 59.0% | 7.9 PP | | 59.0% | 7.9 PP | |
| OTP-Route | 85.7% | 76.9% | 8.8 PP | | 83.0% | 2.7 PP | |
| OTP-North | 85.6% | 76.6% | 9.0 PP | | | | |
| OTP-South | 86.0% | 73.1% | 12.9 PP | | | | |

PP - Percentage Points

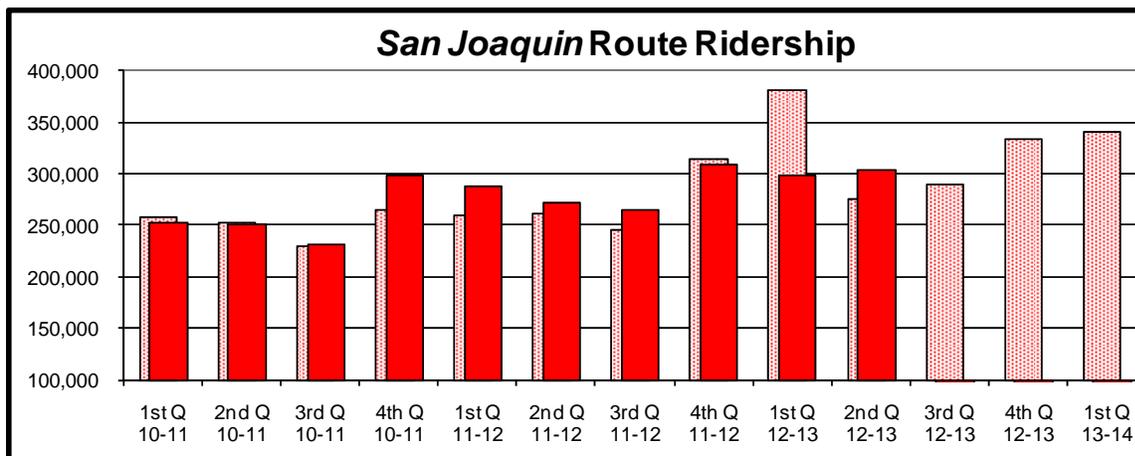
San Joaquin Route

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.

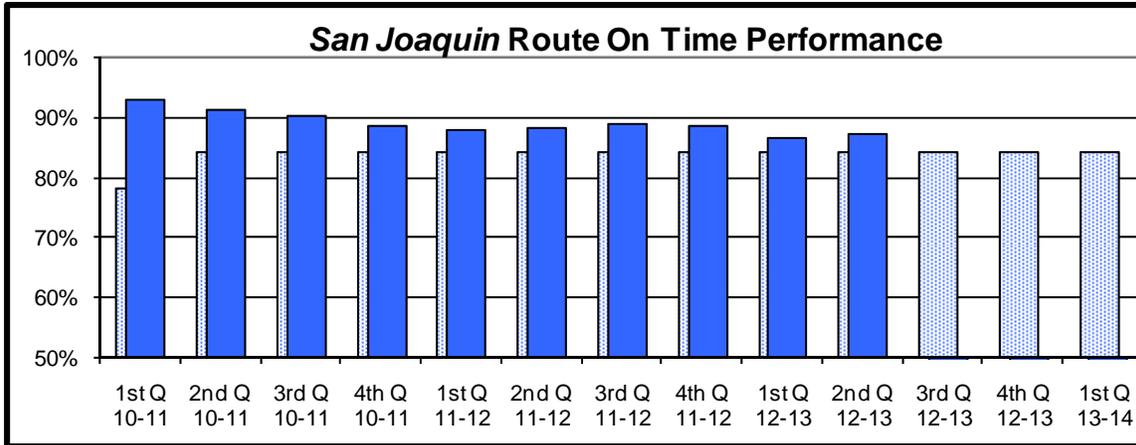
Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance.

Ridership on the *San Joaquin Route* continued steady growth by climbing 3.8 percent for the quarter. This is the 13th consecutive quarter that ridership has increased over the same quarter in the prior year. Ridership in each month set all time highs for those months, and there have now been 26 consecutive months of record ridership on the route.

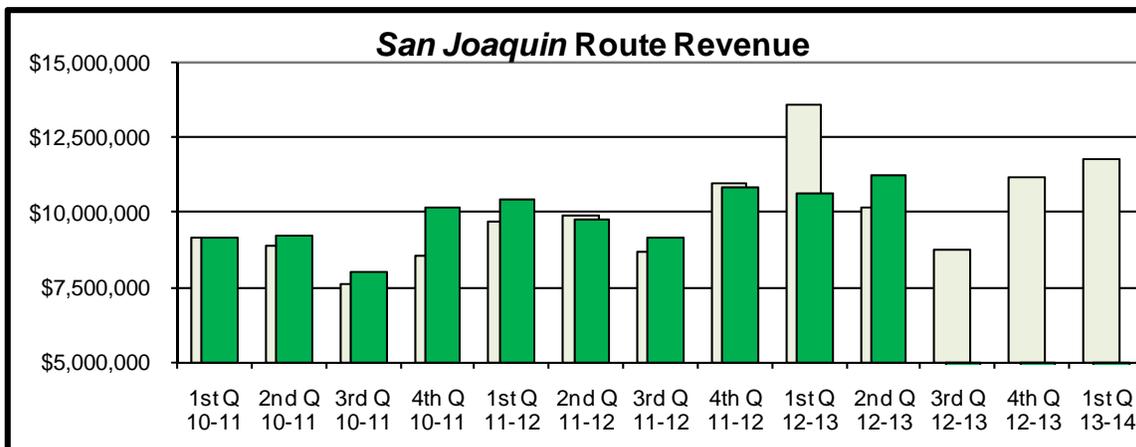
The *San Joaquin Route* is consistently exceeding one million passengers on a 12-month basis. In FY 2010-11, there were 1,032,579 passengers; in FY 2011-12, 1,133,654 passengers; and for the 12 month period, January through December 2012, 1,177,111 passengers rode the *San Joaquin Route*. This has been a significant achievement, considering the economic environment in the region.



On-time performance (OTP) in the second quarter was 87.3 percent, down 1.1 percentage points from the same quarter in FY 2011-12, but is 3.3 percentage points above the performance goal of 84 percent. OTP has exceeded the performance goal for each of the last 18 quarters.



Farebox ratio was 64.5 percent in the second quarter FY 2012-13, an 8.1 percentage point improvement over the same quarter the prior year. Revenues for the second quarter increased 15.0 percent compared to the same quarter in the previous year, setting a record for second quarter revenues, and exceeded the goal by 10.6 percent. Expenses increased 0.5 percent from the prior year, and was 0.7 percent less than the projected goal.



| State-Supported Amtrak California Services - 2nd Quarter 2012-13 | | | | | | | |
|--|----------------|---------------|--------------|----------------|-------------------|-----------------|--------------------|
| San Joaquin Route | | | | | | | |
| | ACTUAL RESULTS | | | | PERFORMANCE GOALS | | |
| | 2nd Qtr 12-13 | 2nd Qtr 11-12 | Difference | Percent Change | 2nd Qtr 12-13 | Actual to Goals | Percent Difference |
| Ridership | 304,150 | 271,655 | 32,495 | 12.0% | 275,949 | 28,201 | 10.2% |
| Revenue | \$ 11,227,674 | \$ 9,766,558 | \$ 1,461,116 | 15.0% | \$ 10,148,267 | \$ 1,079,407 | 10.6% |
| Expense | \$ 17,400,066 | \$ 17,321,542 | \$ 78,524 | 0.5% | \$ 17,523,857 | \$ (123,791) | -0.7% |
| Farebox Ratio | 64.5% | 56.4% | 8.1 PP | | 57.9% | 6.6 PP | |
| On-Time Performance | 87.3% | 88.4% | -1.1 PP | | 84.0% | 3.3 PP | |

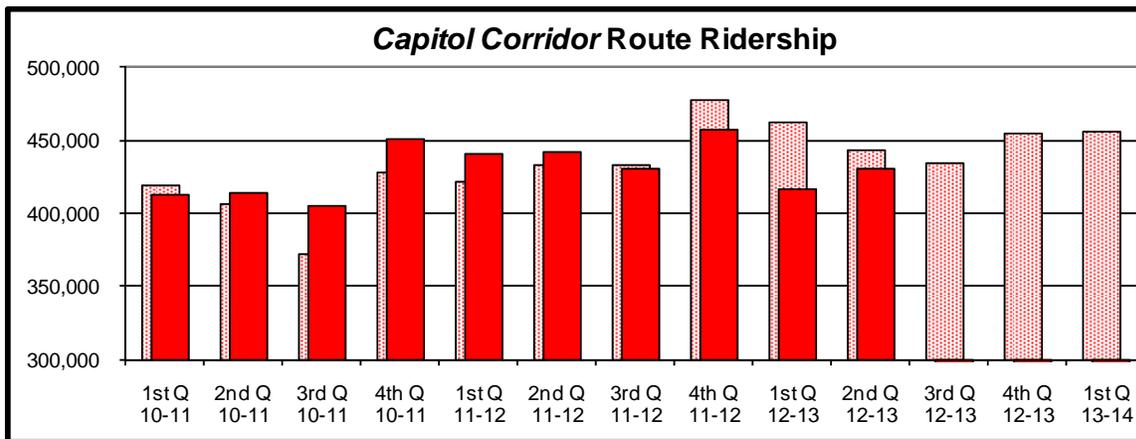
PP - Percentage Points

Capitol Corridor

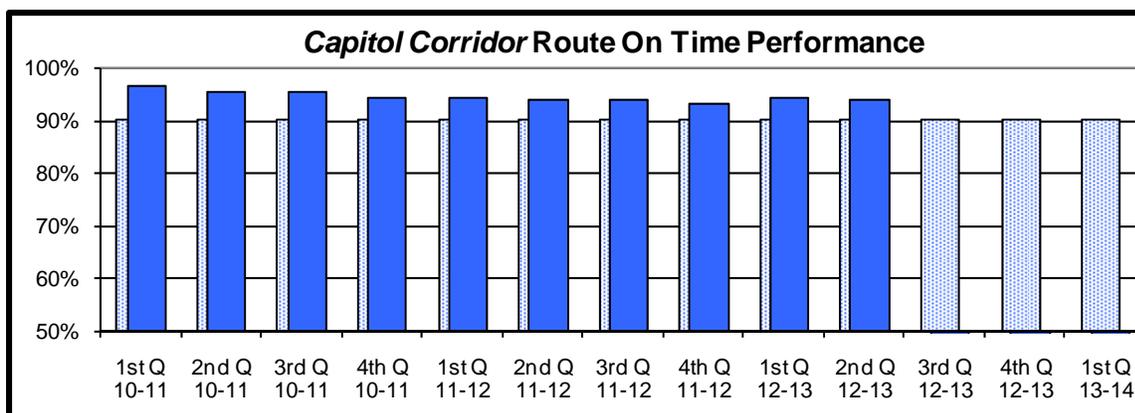
There are currently 15 weekday round trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round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

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

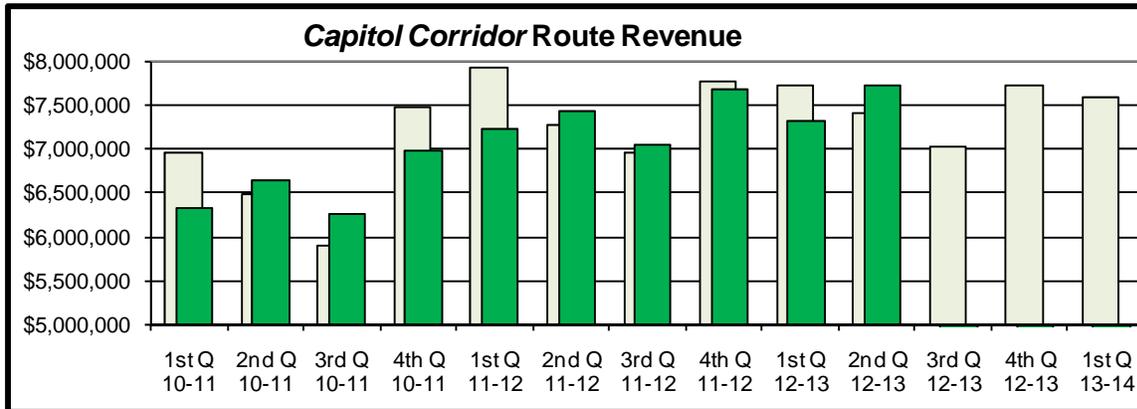
Ridership on the *Capitol Corridor* showed a slight decline during the second quarter of the year, primarily due to the discontinuance of one of the weekday frequencies, as well as a significant decline in the ridership in Placer County. Ridership declined 2.6 percent over the same quarter the prior year, and was 3.1 percent below the performance goal for the quarter. In response to this ridership decline, the CCJPA has instituted a 50 percent on-line discount for weekend travel that is showing promising results.



On-time performance (OTP) remains excellent and recorded a second quarter OTP of 93.8 percent, and was 0.2 percentage points below the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 16 of the last 18 quarters, including the last 11.



Farebox Ratio for the second quarter was 46.1 percent, 2.3 percentage points below the same quarter the previous year and 2.1 percentage points below the performance goal. Revenue for the second quarter increased 4.2 percent compared to the same quarter in the previous year. The *Capitol Corridor* achieved record highs in ticket revenue each month, and was 4.4 percent above the performance goal. Expenses increased 9.5 percent, and were 9.3 percent more than the performance goal.



| State-Supported Amtrak California Services - 2nd Quarter 2012-13 | | | | | | | |
|---|-----------------------|---------------|--------------|----------------|--------------------------|-----------------|--------------------|
| Capitol Corridor | | | | | | | |
| | ACTUAL RESULTS | | | | PERFORMANCE GOALS | | |
| | 2nd Qtr 12-13 | 2nd Qtr 11-12 | Difference | Percent Change | 2nd Qtr 12-13 | Actual to Goals | Percent Difference |
| Ridership | 430,104 | 441,790 | (11,686) | -2.6% | 443,783 | (13,679) | -3.1% |
| Revenue | \$ 7,735,864 | \$ 7,426,493 | \$ 309,371 | 4.2% | \$ 7,407,838 | \$ 328,026 | 4.4% |
| Expense | \$ 16,787,548 | \$ 15,329,712 | \$ 1,457,836 | 9.5% | \$ 15,353,073 | \$ 1,434,475 | 9.3% |
| Farebox Ratio | 46.1% | 48.4% | -2.3 PP | | 48.2% | -2.1 PP | |
| On-Time Performance | 93.8% | 94.0% | -0.2 PP | | 90.0% | 3.8 PP | |

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 | | FFY 2012-13 Goals | Progress |
|--|---|---|---|
| Improve On-Time Performance | | 83 percent | October-December 2012 OTP was 85.7 percent. Did not meet goal. |
| 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, and funding partnership and delivery schedule Proceed with project with funding 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. | 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 | Begin installation of 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. |
| Improve Multimodal Connectivity | Cross-ticketing and coordinated Schedules With Metrolink 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. Department and Amtrak is conducting an evaluation of the success of the service, and a final report is expected by January 2013. |
| Reduce Travel Times | | | 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. Passions 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 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18 | The San Onofre-Puigas 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 Omega and Seaciff sidings. The other two projects are Van Nuys and Raymar. |
| Increase Annual Ridership | | 2,790,000 | October-December 2012 ridership was 643,199, exceeding the quarterly goal by 4.7 percent. |
| Increase Annual Revenues (dollars in millions) | | \$45.0 | October-December 2012 revenue was \$16.1 million, exceeding the quarterly goal by 8.6 percent. |
| Increase Farebox Ratio | | 60.9 percent | October-December 2012 farebox ratio was 66.9 percent. |
| 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 2012-13 Goals | Progress |
|--|---|--|
| Improve On-Time Performance | 84 percent | July-September 2012 OTP was 86.6 percent, and marks 20 consecutive quarters of exceeded goals. |
| 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 expected to be completed by December 2012, and implemented July 2013. |
| 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. |
| Improve Multimodal Connectivity | 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. |
| Reduce Travel Times | 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. |
| Increase Annual Ridership | 1,204,000 | October-December 2012 ridership was 304,150, a 12.0 percent increase over the prior year quarter and exceeded the quarterly goal by 10.2 percent. This marked the 13th consecutive quarter of ridership growth on the route, and the Calendar Year 2012 ridership was 1,177,111. |
| Increase Annual Revenues (dollars in millions) | \$43.1 | October-December 2012 revenue was \$11.2 million, exceeding the quarterly goal by 15.0 percent. |
| Increase Farebox Ratio | 57.6 percent | October-December 2012 farebox ratio was 64.5 percent. |
| Service Frequency (Total Trains) | Oakland and Bakersfield | This is the current frequency. |
| | Sacramento and Bakersfield | This is the current frequency. |

| Capitol Corridor Route Objectives | FFY 2012-13 Goals | Progress |
|---|--|---|
| Improve On-Time Performance | Maintain 90 percent throughout the ten-year period | October-December 2012 OTP was 93.8 percent. Exceeded goal in last 11 quarters. |
| Enhance Customer Satisfaction | 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. |
| | 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 Travel Times | 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. |
| Increase Annual Ridership | 1,806,000 | October-December 2012 ridership was 430,104, short of quarterly goal by 3.1 percent. |
| Increase Annual Revenues (dollars in millions) | \$29.7 | October-December 2012 revenue was \$7.7 million, exceeding the quarterly goal by 4.2 percent. |
| Increase Farebox Ratio | 50.1 percent | July-September 2012 farebox ratio was 46.1 percent. |
| 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. |