



Amtrak Fact Sheet, Fiscal Year 2005

State of California

Amtrak Service & Ridership

Amtrak operates an average of 70 intercity trains and over 100 commuter trains per day in California. This includes the following long-distance trains through California:

- The *California Zephyr* (daily San Francisco Bay Area-Salt Lake City-Chicago)
- The *Coast Starlight* (daily Los Angeles-Oakland-Seattle)
- The *Southwest Chief* (daily Los Angeles-Albuquerque-Chicago)
- The *Sunset Limited* (tri-weekly Los Angeles-New Orleans-Orlando)*

*Sunset Limited *service suspended east of New Orleans due to Hurricane Katrina damage.*

Amtrak also partners with the State of California to operate these high-frequency, state-supported trains:

- *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn) 4 daily round trips San Jose-Oakland (6 on weekends), 12 round trips Oakland-Sacramento (9 on weekends) with one extending to Auburn. In late summer 2006, this will expand to 7 daily San Jose-Oakland round trips.
- *Pacific Surfliner* (San Diego-Los Angeles-Santa Barbara-San Luis Obispo) 11 daily round trips San Diego-Los Angeles (12 on weekends), 5 round trips Los Angeles-Santa Barbara-Goleta (6 on weekends), with 2 extending to San Luis Obispo.
- *San Joaquins* (Oakland/Sacramento-Fresno-Bakersfield, with motorcoach connections to Los Angeles) 4 daily round trips Bakersfield-Oakland, 2 daily round trips Bakersfield-Sacramento.

During FY05 Amtrak served the following California locations:

<u>City</u>	<u>Boardings + Alightings</u>
Anaheim	315,766
Antioch-Pittsburg	21,058
Auburn	33,790
Bakersfield	369,959
Barstow	2,772
Berkeley	73,993
Burbank Airport	32,640
Camarillo	21,259
Carpinteria	15,241
Chatsworth	42,326
Chico	6,058
Colfax	3,115
Corcoran	23,469
Davis	332,989
Dunsmuir	4,517
Emeryville	499,806
Fremont-Centerville	27,965
Fresno	250,890
Fullerton	402,272
Glendale	38,208

Goleta	65,845
Great America (Santa Clara)	73,519
Grover Beach	13,137
Guadalupe	6,694
Hanford	141,783
Hayward	23,004
Irvine	564,796
Lodi	5,508
Lompoc-Surf	5,067
Los Angeles*	1,373,740
Madera	12,121
Martinez	301,180
Merced	74,382
Modesto	70,854
Moorpark	8,786
Needles	9,291
Oakland	292,675
Oakland Coliseum (<i>service began 6/5/05</i>)	1,924
Oceanside	300,558
Ontario	3,031
Oxnard	65,942
Palm Springs	2,216
Paso Robles	6,536
Pomona	771
Redding	6,560
Richmond	223,029
Riverside	6,618
Rocklin	31,242
Roseville	59,229
Sacramento**	932,853
Salinas	14,582
San Bernardino	9,428
San Clemente Pier	6,763
San Diego***	839,292
San Diego-Old Town	18,250
San Jose	150,428
San Juan Capistrano	257,409
San Luis Obispo	75,904
Santa Ana	172,458
Santa Barbara	218,788
Simi Valley	32,792
Solana Beach	400,027
Stockton (Downtown)	16,146
Stockton (San Joaquin St.)	171,854
Suisun-Fairfield	116,276
Truckee	7,482
Turlock-Denair	14,909
Van Nuys	58,655
Ventura	35,304
Victorville	4,034
Wasco	13,936
Total California Station Usage:	9,835,701

* Los Angeles is the 5th busiest station in the national Amtrak System

** Sacramento is the 9th busiest station in the national Amtrak System

*** San Diego is the 11th busiest station in the national Amtrak System

Procurement/Contracts

Amtrak expended \$64,604,299 for goods and services in California in FY05. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Long Beach	\$ 4,437,357
Martinez	\$ 2,577,691
Rancho Dominguez	\$ 17,977,720
Sacramento	\$ 2,965,440
Santa Barbara	\$ 3,044,635
Santa Rosa	\$ 4,655,715
Upland	\$ 3,000,000

Most of the money in Rancho Dominguez went to General Petroleum for diesel fuel for the *Coast Starlight*. All of the money in Santa Rosa went to Preferred Charters for the California Thruway Bus service. Most of the money in Long Beach went to Merrimac Energy for diesel fuel used at San Diego.

Employment

During fiscal year 2005, Amtrak employed 3,585 California residents. Total wages of Amtrak employees living in California were \$162,208,992 million during this period.

State-Assisted Services

The state of California provides capital and operating funds for three intercity corridors: the *Pacific Surfliner*, *Capitol Corridor* and *San Joaquins*. In addition, an extensive network of Thruway Motorcoach services links communities, which have no direct rail access, to the Amtrak California system. Amtrak's corridors in California are some of the busiest outside of the Northeast Corridor.

Contract Commuter Services

Amtrak operates two commuter train systems under contract to transit authorities in California which carry over 37,000 commuters on over 100 Amtrak-operated commuter trains daily:

- Caltrain** (San Francisco-San Jose-Gilroy)—96 weekday trains
- Coaster** (San Diego-Oceanside)—22 weekday trains

Amtrak's contract to operate Coaster trains expires June 30, 2006, then a new operator will operate it.

Major Facilities

California is home to a major Amtrak maintenance facility in Los Angeles. This includes a service and inspection facility and a locomotive facility. [The locomotive facility opened in 2000 and the service and inspection facility opened in May 2001 after an investment of over \$50 million, jointly funded by Amtrak and the State of California.] This complex maintains and services approximately 33 locomotives and 224 passenger cars, most of which are part of Amtrak's bi-level Superliner fleet and *Pacific Surfliner* fleet.

Amtrak also performs equipment servicing and maintenance in Oakland, at a state-of-the-art facility that opened in 2004. The 22-acre, \$71-million facility was built with Amtrak and state funding and services

equipment used on the *California Zephyr*, *San Joaquin*, and *Capitol Corridor* routes and draws in work previously performed in Los Angeles and Chicago. It replaced an outdated brick building on freight railroad property. Regular periodic maintenance is performed on 18 locomotives and 80 passenger cars.

One of Amtrak's two major reservations centers is located in Riverside, 70 miles southeast of Los Angeles. As of December 2005, this state-of-the-art 51,000 sq. feet facility had 599 active employees.

Capital Projects

Since 1990, the state of California has invested over \$1.8 billion to upgrade track and signal systems; renovate stations and purchase passenger cars and locomotives. Amtrak has invested \$400 million in purchase of passenger cars and locomotives, upgrading and renovation of maintenance facilities and investments in technology. The result has been faster, more frequent, and more reliable service.

Station Improvements

A new Capitol Corridor station at Oakland Coliseum was placed into service on June 6, 2005, built with funding from local and state sources. It is a short walk from the McAfee Coliseum, the Oakland Arena, and the BART Coliseum station. The facility has a 450-foot platform, three shelters, and a 35-space parking lot.

A new platform opened at Berkeley on September 17, 2005, for use by Capitol Corridor passengers. The \$2.4-million project included a rain shelter and landscaping and was managed by the Berkeley Redevelopment Agency.

In Fresno, a three-year, city-led, \$7.3-million renovation of the former Santa Fe depot was completed in May 2005. Amtrak moved into the depot from a freight office next door on November 15, 2005.

Service Expansion

The California Passenger Rail System 20-Year Improvement Plan, unveiled March 2001, calls for a \$10.1-billion investment into passenger rail to increase mobility and provide more choices for travelers. It establishes goals for the state's existing and emerging rail corridors and proposes a statewide consensus vision enabling ridership to grow by 300 percent over the next 20 years. The plan (and other state rail reports) can be found at <http://www.dot.ca.gov/hq/rail/pubs/reports.htm>.

Selected Highlights

Amtrak's corridors in California are among the busiest in the system. Ridership figures include:

The *Pacific Surfliner* (San Diego-Los Angeles-Santa Barbara-San Luis Obispo)—the 2nd-busiest corridor in the U.S. had 2,520,444 riders in FY05. This was 7.5% higher than FY04 and 59.7% higher than FY00.

The *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn)—the 3rd-busiest corridor in the country had 1,260,249 riders. This was 8.1% higher than FY04 and 64.1% higher than FY00.

The *San Joaquins* (Bakersfield-Oakland/Sacramento)—the 6th-busiest corridor in the country had 755,851 riders. This was 2.3% higher than FY04 and 11.8% higher than FY00.

California has the second highest usage in the country, second only to New York State.