



Amtrak Fact Sheet, Fiscal Year 2006

State of California

Amtrak Service & Ridership

Amtrak operates approximately 70 intercity trains and 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.*

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

- *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn) 7 daily round trips San Jose-Oakland, 16 round trips Oakland-Sacramento (11 on weekends) with one extending to Auburn.
- *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, 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 FY06 Amtrak served the following California locations:

<u>City</u>	<u>Boardings + Alightings</u>
Anaheim	325,419
Antioch-Pittsburg	22,747
Auburn	33,826
Bakersfield	382,393
Barstow	3,045
Berkeley	82,409
Burbank	40,451
Camarillo	25,914
Carpinteria	17,996
Chatsworth	48,162
Chico	6,395
Colfax	3,038
Corcoran	23,086
Davis	357,831
Dunsmuir	4,281
Emeryville	469,236
Fremont-Centerville	26,611
Fresno	274,024
Fullerton	414,780
Glendale	37,550
Goleta	73,538

Great America (Santa Clara)	75,146
Grover Beach	15,300
Guadalupe	9,371
Hanford	150,145
Hayward	23,177
Irvine*	594,324
Lodi	6,293
Lompoc-Surf	7,253
Los Angeles**	1,414,164
Madera	13,239
Martinez	289,233
Merced	78,585
Modesto	75,518
Moorpark	10,964
Needles	6,132
Oakland	288,232
Oakland Coliseum	10,342
Oceanside	304,971
Ontario	3,592
Oxnard	69,913
Palm Springs	3,311
Paso Robles	5,647
Pomona	764
Redding	6,781
Richmond	238,893
Riverside	7,345
Rocklin	30,462
Roseville	51,491
Sacramento***	923,699
Salinas	11,769
San Bernardino	9,123
San Clemente Pier	8,179
San Diego****	867,873
San Diego-Old Town	17,898
San Jose	151,456
San Juan Capistrano	258,875
San Luis Obispo	86,819
Santa Ana	169,284
Santa Barbara	255,263
Simi Valley	36,935
Solana Beach	413,143
Stockton (Downtown)	19,292
Stockton (San Joaquin St.)	193,432
Suisun-Fairfield	114,009
Truckee	6,804
Turlock-Denair	15,300
Van Nuys	70,610
Ventura	41,213
Victorville	4,547
Wasco	14,225
Total California Station Usage:	10,153,158

- * Irvine is the 14th busiest station in the national Amtrak System
- ** Los Angeles is the 5th busiest station in the national Amtrak System
- *** Sacramento is the 7th busiest station in the national Amtrak System
- **** San Diego is the 9th busiest station in the national Amtrak System

Procurement/Contracts

Amtrak expended \$88,883,246 for goods and services in California in FY06. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Rancho Dominguez	\$ 38,180,047
Sacramento	\$ 2,436,615
San Luis Obispo	\$ 13,124,960
Santa Rosa	\$ 8,425,310
South Gate	\$ 4,327,710

Employment

During fiscal year 2006, Amtrak employed 3,315 California residents. Total wages of Amtrak employees living in California were \$151,533,011 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.

A major expansion of *Capitol Corridor* service added four weekday round trips between Sacramento and Oakland (two more on weekends) and three weekend round trips between Oakland and San Jose (one more on weekends), effective August 28, 2006.

Contract Commuter Services

Amtrak operates Caltrain commuter trains (San Francisco-San Jose-Gilroy) under contract with the Peninsula Corridor Joint Powers Board, carrying over 34,000 commuters each weekday on 96 trains (28 on weekends).

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 1, 2006, this state-of-the-art 51,000 sq. ft. facility had 534 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.

Non-stop FlyAway bus service between Los Angeles International Airport and Union Station began on March 15, 2006. Service every 30 minutes links the busy, downtown intermodal facility with the region's largest airport.

Sacramento Regional Transit opened a branch of its light-rail system to the Amtrak station on December 8, 2006.

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 2,657,773 riders in FY06. This was 5.4% higher than FY05 and 68.4% higher than FY00.

The *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn)—the 3rd-busiest corridor in the country had 1,263,504 riders. This was 0.3% higher than FY05 and 64.6% higher than FY00.

The *San Joaquins* (Bakersfield-Oakland/Sacramento)—the 6th-busiest corridor in the country had 799,879 riders. This was 5.8% higher than FY05 and 18.3% higher than FY00.

California has the highest Amtrak usage of any state in the country.