



Amtrak Fact Sheet, Fiscal Year 2007

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 FY07 Amtrak served the following California locations:

<u>City</u>	<u>Boardings + Alightings</u>
Anaheim	332,125
Antioch-Pittsburg	24,416
Auburn	32,194
Bakersfield	370,783
Barstow	3,376
Berkeley	105,995
Burbank	42,249
Camarillo	26,963
Carpinteria	18,030
Chatsworth	49,108
Chico	6,935
Colfax	3,176
Corcoran	23,352
Davis	401,138
Dunsmuir	3,879
Emeryville	482,777
Fremont-Centerville	37,764
Fresno	278,985
Fullerton	425,469
Glendale	38,098
Goleta	72,311

Great America (Santa Clara)	98,669
Grover Beach	15,445
Guadalupe	8,826
Hanford	154,988
Hayward	24,961
Irvine (a)	623,292
Laguna Niguel/Mission Viejo (b)	--
Lodi	5,799
Lompoc-Surf	7,175
Los Angeles (c)	1,464,289
Madera	14,362
Martinez	380,477
Merced	82,136
Modesto	78,634
Moorpark	11,287
Needles	7,138
Oakland	348,493
Oakland Coliseum	16,749
Oceanside	296,053
Ontario	4,228
Orange (b)	--
Oxnard	69,432
Palm Springs	4,012
Paso Robles	6,849
Pomona	1,063
Redding	7,461
Richmond	230,996
Riverside	8,121
Rocklin	32,070
Roseville	56,433
Sacramento (d)	970,939
Salinas	13,257
San Bernardino	8,846
San Clemente Pier	7,831
San Diego (e)	867,456
San Diego-Old Town	22,911
San Jose	188,498
San Juan Capistrano	259,876
San Luis Obispo	90,541
Santa Ana	165,972
Santa Barbara	264,840
Simi Valley	37,212
Solana Beach	424,789
Stockton (Downtown)	20,991
Stockton (San Joaquin St.)	192,193
Suisun-Fairfield	125,092
Truckee	5,815
Turlock-Denair	15,992
Van Nuys	70,812
Ventura	42,697
Victorville	4,821
Wasco	14,729
Total California Station Usage:	10,654,671

Notes on next page.

Notes from previous page:

- a) Irvine is the 14th busiest station in the national Amtrak System
- b) Service began 10/29/07
- c) Los Angeles is the 5th busiest station in the national Amtrak System
- d) Sacramento is the 8th busiest station in the national Amtrak System
- e) San Diego is the 9th busiest station in the national Amtrak System

Procurement/Contracts

Amtrak expended \$39,565,898 for goods and services in California in FY07. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Paso Robles	\$ 2,236,200
Sacramento	\$ 6,543,942
San Diego	\$ 6,731,045
San Jose	\$ 1,812,954
Santa Barbara	\$ 3,792,000
Stockton	\$ 1,179,819
Whittier	\$ 2,094,711

Employment

At the end of FY07, Amtrak employed 2,722* California residents. Total wages of Amtrak employees living in California were \$141,862,594* during FY07.

**Due to a change in methodology, FY07 employment and wage figures are not directly comparable to those reported in prior years.*

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.

Amtrak *Pacific Surfliner* service began stopping at the Metrolink stations at Orange and Laguna Niguel/Mission Viejo on October 29, 2007, twice daily in each direction.

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 January 2008, this state-of-the-art 51,000 sq. ft. facility had 550 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, with funding from local and state sources. It is a short walk from McAfee Coliseum, Oakland Arena, and 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.

The Richmond Transit Center opened on October 18, 2006, serving Amtrak, BART, and Golden Gate Transit, featuring a new above-ground station building, plaza, and canopy.

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 2,707,188 riders in FY07. This was 1.9% higher than FY06 and 71.6% higher than FY00.

The *Capitol Corridor* (San Jose-Oakland-Sacramento-Auburn)—the 3rd-busiest corridor in the country had 1,450,069 riders. This was 14.8% higher than FY06 and 88.9% higher than FY00.

The *San Joaquins* (Bakersfield-Oakland/Sacramento)—the 6th-busiest corridor in the country had 804,785 riders. This was 0.6% higher than FY06 and 19.0% higher than FY00.

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