Amtrak Service & Ridership

Amtrak operates approximately 70 intercity trains and 100 commuter trains per day in California. This includes the following National Network trains through California:

- The **California Zephyr** (daily San Francisco Bay Area-Reno-Salt Lake City-Denver-Omaha-Chicago)
- The **Coast Starlight** (daily Los Angeles-Oakland-San Francisco Bay Area-Sacramento—Eugene-Portland-Seattle)
- The **Southwest Chief** (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)
- The **Sunset Limited** (tri-weekly Los Angeles-Maricopa-El Paso-San Antonio-Houston-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, 15 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 motor coach connections to Los Angeles) 5 daily round trips Bakersfield-Oakland, 2 daily round trips Bakersfield-Sacramento.

During FY18 Amtrak served the following California locations:

<table>
<thead>
<tr>
<th>City</th>
<th>Rail Boardings &amp; Alightings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anaheim</td>
<td>281,379</td>
</tr>
<tr>
<td>Antioch-Pitssburg</td>
<td>35,345</td>
</tr>
<tr>
<td>Auburn</td>
<td>14,243</td>
</tr>
<tr>
<td>Bakersfield</td>
<td>442,023</td>
</tr>
<tr>
<td>Barstow</td>
<td>3,400</td>
</tr>
<tr>
<td>Berkeley</td>
<td>173,579</td>
</tr>
<tr>
<td>Burbank</td>
<td>62,478</td>
</tr>
<tr>
<td>Camarillo</td>
<td>54,252</td>
</tr>
<tr>
<td>Carlsbad Poinsettia (a)</td>
<td>120</td>
</tr>
<tr>
<td>Carlsbad Village</td>
<td>9,904</td>
</tr>
<tr>
<td>Carpinteria</td>
<td>49,813</td>
</tr>
</tbody>
</table>
Chatsworth 62,354
Chico 10,414
Colfax 5,658
Corcoran 24,646
Davis 390,060
Dunsmuir 4,654
Emeryville 595,017
Encinitas (a) 122
Fairfield-Vacaville (b) 53,375
Fremont 44,371
Fresno 377,709
Fullerton 304,880
Glendale 43,351
Goleta 108,414
Great America (Santa Clara) 176,925
Grover Beach 12,447
Guadalupe-Santa Maria 8,706
Hanford 190,403
Hayward 57,815
Irvine 438,553
Lodi 9,278
Lompoc-Surf 5,946
Los Angeles 1,717,405
Madera 28,384
Martinez 346,051
Merced 126,793
Modesto 112,292
Moorpark 18,298
Needles 9,124
Oakland 388,533
Oakland Coliseum 87,842
Oceanside 432,838
Ontario 4,655
Oxnard 103,074
Palm Springs 2,925
Paso Robles 10,769
Pomona 1,540
Redding 9,822
Richmond 289,928
Riverside 11,862
Rocklin 16,918
Roseville 38,852
Sacramento 1,089,223
Salinas 19,242
San Bernardino 10,861
San Clemente Pier 14,592
San Diego 699,430
San Diego-Old Town 350,518
San Jose 230,387
San Juan Capistrano 237,776
San Luis Obispo 70,090
Santa Ana 191,609
Santa Barbara 365,077
Santa Clara (University) 56,127
Simi Valley 43,456
Solana Beach 388,823
Sorrento Valley 21,413
Stockton (Downtown) 24,602
Stockton (San Joaquin St.) 289,116
Suisun-Fairfield 140,394
Truckee 15,251
Turlock-Denair 30,492
Van Nuys 74,209
Ventura 91,741
Victorville 5,911
Wasco 36,566

Total California Station Rail Usage: 12,306,444

Ridership notes:
    a) Service ended on 10/9/17, during Fiscal 2018
    b) Service added on 11/13/17, during Fiscal 2018

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Below are the Amtrak services that operate in California, with each service’s host railroads and on-time performance (OTP) in FY18:
<table>
<thead>
<tr>
<th>Service</th>
<th>Host Railroads</th>
<th>FY18 OTP</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Zephyr</td>
<td>BNSF and Union Pacific</td>
<td>48.8%</td>
</tr>
<tr>
<td>Coast Starlight</td>
<td>BNSF, Union Pacific, and Southern California Regional Rail Authority</td>
<td>53.0%</td>
</tr>
<tr>
<td>Southwest Chief</td>
<td>BNSF and New Mexico Department of Transportation</td>
<td>47.0%</td>
</tr>
<tr>
<td>Sunset Limited</td>
<td>BNSF and Union Pacific</td>
<td>30.3%</td>
</tr>
<tr>
<td>Texas Eagle</td>
<td>BNSF, Canadian National, Union Pacific, and Trinity Railway Express</td>
<td>39.7%</td>
</tr>
<tr>
<td>Capitol Corridor</td>
<td>Union Pacific</td>
<td>90.4%</td>
</tr>
<tr>
<td>Pacific Surfliner</td>
<td>BNSF, Union Pacific, Southern California Regional Rail Authority, and San Diego Northern</td>
<td>81.3%</td>
</tr>
<tr>
<td>San Joaquins</td>
<td>BNSF and Union Pacific</td>
<td>77.6%</td>
</tr>
</tbody>
</table>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

**Amtrak Guest Rewards**

At the end of FY18, there were **869,116** members of the Amtrak Guest Rewards program in California. This is a 13% increase from FY17.

**PRIIIA Section 209 and State Supported Services**

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) requires an equitable arrangement of cost sharing between Amtrak and state partners that provide funding for short-distance, intercity train 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 Motor coach 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 the Metrolink commuter service, which serves a five-county area in the Los Angeles Basin, with seven lines, 55 stations, and 40,000 weekday passengers. Amtrak provides all train and engine crews and management services. Besides the regularly scheduled trains, Amtrak operates special trains for summer beach travelers, for county fairs, and for sports and other special events.
**Major Facilities**

California is home to a major Amtrak maintenance facility in Los Angeles, which opened in 2001. Owned by Amtrak, this complex maintains 21 locomotives and 204 cars. A new car facility opened in 2011, built with $24.5 million in Amtrak Recovery and Reinvestment Act funds earlier awarded to Amtrak. This facility primarily services Superliner and Pacific Surfliner cars. The facility is 50 feet wide and about 920 feet long, with a number of features meeting the Leadership in Energy and Environmental Design (LEED) standards for environmentally sustainable construction. The maintenance area includes inbound and outbound staging platforms and 35-ton, in-floor, traversing jacks used for removing and installing car wheels and truck assemblies.

Amtrak also performs equipment servicing and maintenance in Oakland, at a facility that opened in 2004. The 22-acre, $71-million complex was built with Amtrak and state funding and services equipment used on the California Zephyr, San Joaquin, and Capitol Corridor routes. Regular periodic maintenance is performed on 18 locomotives and 83 passenger cars.

**Stations**

**Sacramento:** In 2014, the City of Sacramento broke ground on Phase 2 of the Sacramento Valley Station Improvements project. Some of the work includes the architectural restoration and rehabilitation of the grand historic depot; installation of new mechanical, plumbing, electrical and communications systems and the relocation of Amtrak ticketing and baggage facilities. Funding for Phase 2 was made available through a $15-million TIGER grant which was matched by local funding. Phase 2 of the project was completed in 2016.

**Fairfield-Vacaville:** This new facility, where Capitol Corridor service began on November 13, 2017, consists of platforms with canopies, and a broad pedestrian and cyclist passageway underneath the tracks. Ample parking for cars and bikes is available.