



Amtrak in California

Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 65 intercity trains per day** on 8 permanent routes serving California,¹ with **8,495,548 total passengers** boarding or alighting in the state.² Service was provided via the following routes:³

▪ State-Supported Trains

- **Capitol Corridor** — Route served by 11-12 daily round trips (12 weekday & 11 weekend); all serve core segment linking Sacramento and Oakland, but significant variation exists:
 - Sacramento - Oakland (OKJ) (6 round trips / weekday)
 - Sacramento - Oakland (OKJ & OAC) - San José (5 round trips / weekday)
 - Auburn - Sacramento - Oakland (OKJ & OAC) - San José (1 round trip / weekday)
- **Pacific Surfliner** — Route served by 10 daily round trips; all serve core segment linking Los Angeles and San Diego, but significant variation exists:
 - Los Angeles - Anaheim - Irvine - Oceanside - San Diego (OLT & SAN) (5 round trips daily)
 - Goleta - Santa Barbara - Los Angeles - Anaheim - Irvine - Oceanside - San Diego (OLT & SAN) (3 round trips daily)
 - San Luis Obispo - Goleta - Santa Barbara - Los Angeles - Anaheim - Irvine - Oceanside - San Diego (OLT & SAN) (2 round trips daily)
- **San Joaquins** — Route served by 6 daily round trips; all serve core segment linking Stockton and Bakersfield, but significant variation exists:
 - Oakland (OKJ) - Stockton (SKN) - Fresno - Bakersfield (5 round trips daily)
 - Sacramento - Stockton (SKT) - Fresno - Bakersfield (1 round trip daily)

▪ Long-Distance Trains

- **California Zephyr** — Emeryville (San Francisco Bay area) - Sacramento - Truckee - Reno - Salt Lake City - Denver - Omaha - Chicago (1 round trip daily)

¹ "Trains per day" total does not count *Texas Eagle* through-cars separately from the *Sunset Limited* trains of which they are part.

² Total equals sum of all boardings and alightings at in-state stations.

³ Not all stops shown. Note that certain frequencies may not serve every station listed.



- **Coast Starlight** — Los Angeles - Santa Barbara - San Luis Obispo - San José - Oakland (*JLS*) - Sacramento - Chico - Eugene - Portland - Seattle (*1 round trip daily*)
- **Southwest Chief** — Los Angeles - Flagstaff - Albuquerque - Topeka - Kansas City - Chicago (*1 round trip daily*)
- **Sunset Limited** — Los Angeles - Maricopa (*Phoenix*) - Tucson - El Paso - San Antonio - Houston - New Orleans⁴ (*3 round trips weekly*)
- **Texas Eagle** — San Antonio - Austin - Ft. Worth - Dallas - Little Rock - St. Louis - Chicago (*1 round trip daily, with thrice-weekly through-service from / to Los Angeles; cars detach from / attach to separate Sunset Limited trains*)

As **State-Supported routes**, the *Capitol Corridor*, *Pacific Surfliner*, and *San Joaquins* are operated in partnership with, respectively, the **Capitol Corridor Joint Powers Authority** (CCJPA), **Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency** (LOSSAN), and **San Joaquin Joint Powers Authority** (SJJPA), primarily using train equipment owned by the California Department of Transportation (Caltrans). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$142.2 million in operating payments for the State-Supported routes serving California, helping support a combined total ridership on those routes⁵ of 3,926,252.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in California), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including California), or by other public entities; these connections can be vitally important in certain markets. (For instance, more than half of all *San Joaquins* passengers making use of Thruway service for at least one leg of their journeys.) Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 76 locations in California:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁶
Anaheim (ANA)	190,455	None	N/A	—
Antioch-Pittsburg (ACA)	33,639	None	N/A	—

⁴ *Sunset Limited* service is currently suspended east of New Orleans.

⁵ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

⁶ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁶
Auburn (ARN)	8,618	Partial	Complete	\$555,802
Bakersfield (BFD)	389,746	None	N/A	—
Barstow (BAR)	2,672	Partial	FY 26	\$6,511,725
Berkeley (BKY)	92,001	Partial	Complete	\$307,570
Burbank (Airport) (BUR)	57,024	None	N/A	—
Burbank (Downtown) (BBK)	10,710	None	N/A	—
Camarillo (CML)	54,884	None	N/A	\$3,699,396
Carpinteria (CPN)	26,761	Partial	FY 29	\$835,582
Chatsworth (CWT)	55,652	None	N/A	—
Chico (CIC)	9,281	Partial	FY 27	\$1,204,707
Colfax (COX)	5,967	Partial	FY 25	\$3,610,679
Col. Allensworth Park (CNL)	1,422	None	N/A	—
Corcoran (COC)	21,640	Partial	FY 28	\$1,966,628
Davis (DAV)	248,593	Partial	FY 29	\$16,304,862
Dunsmuir (DUN)	3,851	Sole	FY 25	\$4,904,204
Emeryville (EMY)	392,000	Sole	FY 26	\$10,406,366
Fairfield-Vacaville (FFV)	68,154	None	N/A	—
Fremont (FMT)	31,013	Partial	Complete	\$4,299,251
Fresno (FNO)	309,895	Partial	FY 27	\$6,438,679
Fullerton (FUL)	216,147	Partial	FY 25	\$1,283,978
Glendale (GDL)	56,595	None	N/A	—
Goleta (GTA)	85,300	Partial	FY 29	\$6,541,821
Grover Beach (GVB)	15,984	Partial	FY 29	\$2,962,540
Guadalupe (GUA)	12,493	Sole	Complete	\$447,415
Hanford (HNF)	129,465	Partial	FY 28	\$3,878,040
Hayward (HAY)	32,298	Partial	Complete	\$5,855,727
Irvine (IRV)	249,688	None	N/A	—
Lodi (LOD)	2,654	Partial	FY 25	\$1,887,704
Lompoc-Surf (LPS)	10,451	Sole	Complete	\$410,835
Los Angeles (LAX)	1,053,965	Partial	FY 27	\$2,126,838
Madera (MDR)	26,412	None	N/A	—
Martinez (MTZ)	254,586	Partial	Complete	\$9,934,447
Merced (MCD)	133,208	Partial	FY 28	\$1,985,949
Modesto (MOD)	101,714	Partial	FY 27	\$4,428,110
Moorpark (MPK)	36,156	None	N/A	—
Needles (NDL)	7,111	Partial	Complete	\$3,320,500
Northridge (NRG)	20,539	None	N/A	—
Oakland (Coliseum) (OAC)	30,085	Partial	Complete	\$2,537,948

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁶
Oakland (<i>Jack London Sq.</i>) (OKJ)	237,938	Partial	FY 26	\$9,838,870
Oceanside (OSD)	205,412	None	N/A	—
Ontario (ONA)	5,438	Partial	Complete	\$1,293,483
Oxnard (OXN)	98,315	None	N/A	\$96,187
Palm Springs (PSN)	858	Partial	FY 25	\$2,538,967
Paso Robles (PRB)	9,368	Partial	FY 27	\$2,858,086
Pomona (POS)	1,255	Partial	FY 25	\$820,615
Redding (RDD)	8,205	Sole	Complete	\$2,943,766
Richmond (RIC)	183,421	Partial	FY 25	\$2,997,847
Riverside (RIV)	9,508	None	N/A	—
Rocklin (RLN)	8,541	Partial	FY 26	\$5,447,978
Roseville (RSV)	35,191	Partial	FY 27	\$2,430,362
Sacramento (SAC)	699,279	None	N/A	—
Salinas (SNS)	20,034	Partial	FY 27	\$4,234,547
San Bernardino (SNB)	8,939	None	N/A	\$80,707
San Clemente (<i>Pier</i>) (SNP)	13,518	None	N/A	—
San Diego (<i>Downtown</i>) (SAN)	455,321	Partial	FY 29	\$748,918
San Diego (<i>Old Town</i>) (OLT)	290,461	None	N/A	—
San José (SJC)	151,289	None	N/A	—
San Juan Capistrano (SNC)	133,917	Partial	FY 25	\$272,265
San Luis Obispo (SLO)	91,535	Sole	Complete	\$728,941
Santa Ana (SNA)	105,693	None	N/A	—
Santa Barbara (SBA)	332,025	Partial	FY 29	\$9,192,523
Santa Clara (<i>Gr. America</i>) (GAC)	77,373	Partial	FY 25	\$5,003,981
Santa Clara (<i>University</i>) (SCC)	34,228	None	N/A	—
Simi Valley (SIM)	42,299	None	N/A	—
Solana Beach (SOL)	180,330	None	N/A	—
Stockton (<i>Cabral / ACE</i>) (SKT)	6,496	None	N/A	\$89,653
Stockton (<i>San Joaquin St.</i>) (SKN)	265,645	Sole	Complete	\$3,932,545
Suisun (SUI)	65,549	Partial	FY 28	\$4,557,670
Truckee (TRU)	14,671	Partial	FY 28	\$2,186,637
Turlock-Denair (TRK)	30,546	Sole	Complete	\$431,694
Van Nuys (VNC)	68,086	None	N/A	—
Ventura (VEC)	85,736	Partial	FY 28	\$2,763,313
Victorville (VRV)	6,055	Partial	FY 25	\$2,052,821
Wasco (WAC)	24,244	Partial	FY 28	\$2,778,790
Total:	8,495,548	46/76	In Progress	\$178,968,473

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$179.0 million investment in California**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak employees perform train equipment maintenance work at the **Los Angeles Maintenance Facility** (8th Street Yard), including certain overhaul work, lifecycle preventive maintenance (LCPM), and other, lighter maintenance work on locomotives and passenger cars. Employees at a separate **Oakland Maintenance Facility** also perform lighter maintenance work.

Additionally, Amtrak trains are supported by **turnaround maintenance locations** in Auburn (contractor-staffed), Bakersfield (contractor-staffed), Goleta (contractor-staffed), Sacramento (contractor-staffed), San Diego (Amtrak-staffed), San José (contractor-staffed), and San Luis Obispo (contractor-staffed). Amtrak also maintains **crew bases** in Los Angeles, Merced, Oakland, Sacramento, San Diego, and San Luis Obispo. The company also maintains **commissaries** in Los Angeles and Oakland.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in California, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁷ in FY 2024:

⁷ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Route	In-State Host(s)	C-OTP
State-Supported		
<i>Capitol Corridor</i>	Union Pacific	89.0%
<i>Pacific Surfliner</i>	BNSF, NCTD, ⁸ SCRRA, ⁹ Union Pacific	83.8%
<i>San Joaquins</i>	BNSF, Union Pacific	73.0%
Long-Distance		
<i>California Zephyr</i>	Union Pacific	48.5%
<i>Coast Starlight</i>	SCRRA, Union Pacific	57.5%
<i>Southwest Chief</i>	BNSF	34.0%
<i>Sunset Limited</i>	Union Pacific	60.0%
<i>Texas Eagle</i>	Union Pacific	62.5%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$436.4 million** went to vendors in California:

Community	Amount
Sacramento	\$241,392,387
Los Angeles	\$53,641,863
Huntington Beach	\$19,904,125
Orange	\$12,504,021
Indio	\$11,989,094
Sun Valley	\$11,570,128
San Diego	\$9,612,357
Glendale	\$6,564,716
Pismo Beach	\$6,521,165
San Francisco	\$4,764,419
Irvine	\$4,352,461
Anaheim	\$3,734,400
Santa Rosa	\$2,845,859
Long Beach	\$2,655,281
Riverside	\$2,492,499
San José	\$2,425,148
Oceanside	\$2,368,759
South San Francisco	\$2,306,163
Redwood City	\$2,147,594

⁸ North County Transit District.

⁹ Southern California Regional Rail Authority.

Community	Amount
Rancho Cordova	\$1,828,674
San Mateo	\$1,828,597
Carson	\$1,641,157
Santa Ana	\$1,566,255
Tustin	\$1,324,392
Fremont	\$1,320,210
Santa Barbara	\$1,249,473
Rocklin	\$1,211,779
Whittier	\$1,181,691
Sunnyvale	\$1,179,260
Richmond	\$1,017,129
All Others < \$1M	\$17,294,868
Total CA Payments:	\$436,435,921

The single largest in-state payment category was **trainsets and train cars**.

Employment & Compensation

At the end of FY 2024, **2,106 Amtrak employees** worked in California, and the company had paid out a total of **\$179,427,017 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

