



## Amtrak in California

### Fiscal Year 2025



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 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

#### Service & Ridership

In FY 2025, Amtrak operated an average of **around 73 intercity trains per day** on 8 permanent routes serving California,<sup>1</sup> with **8,862,479 total passengers** boarding or alighting in the state.<sup>2</sup> Service was provided via the following routes:<sup>3</sup>

##### ▪ State-Supported Trains

- **Capitol Corridor** — Route served by 14 daily round trips (14 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 Jose (7 round trips / weekday)
  - Auburn - Sacramento - Oakland (OKJ & OAC) - San Jose (1 round trip / weekday)
- **Pacific Surfliner** — Route served by 12 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) (7 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)
- **Gold Runner (formerly 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)

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

<sup>2</sup> Total equals sum of all boardings and alightings at in-state stations.

<sup>3</sup> 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 Orleans (*3 round trips weekly*)<sup>4</sup>
- **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 *Gold Runner* (formerly *San Joaquin*) 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** (SJPA), 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 2025, sponsoring partners funded a total of \$152.0 million in operating payments for the State-Supported routes serving California, helping support a combined total ridership on those routes<sup>5</sup> of 4,081,754.

### Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** 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, or by other public entities; these connections can be vitally important in certain markets. For instance, more than half of all *Gold Runner* passengers use Amtrak Connections 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 2025, Amtrak intercity trains made scheduled stops at 76 locations in California:

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<sup>4</sup> *Sunset Limited* service is currently suspended east of New Orleans.

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

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>6</sup>
Anaheim (ANA)	207,870	None	N/A	—
Antioch-Pittsburg (ACA)	35,667	None	N/A	—
Auburn (ARN)	9,348	Partial	N/A	—
Bakersfield (BFD)	376,353	None	Complete	\$555,802
Barstow (BAR)	3,300	Partial	N/A	—
Berkeley (BKY)	99,353	Sole	FY 27	\$3,258,251
Burbank (Airport) (BUR)	57,923	None	Complete	\$307,570
Burbank (Downtown) (BBK)	10,852	None	N/A	—
Camarillo (CML)	52,904	None	N/A	—
Carpinteria (CPN)	27,105	Partial	N/A	—
Chatsworth (CWT)	58,788	None	FY 27	\$3,979,779
Chico (CIC)	9,749	Partial	N/A	—
Colfax (COX)	6,615	Partial	FY 27	\$729,577
Col. Allensworth Park (CNL)	1,651	Partial	FY 26	\$1,565,547
Corcoran (COC)	21,981	Partial	FY 27	\$1,735,811
Davis (DAV)	275,354	Sole	FY 30	\$4,286,657
Dunsmuir (DUN)	3,794	Sole	FY 26	\$8,766,191
Emeryville (EMY)	444,451	Sole	FY 28	\$1,968,747
Fairfield-Vacaville (FFV)	74,502	None	N/A	—
Fremont (FMT)	32,781	Partial	Complete	\$3,475,673
Fresno (FNO)	302,753	Partial	FY 28	\$7,122,476
Fullerton (FUL)	230,141	Partial	FY 26	\$2,116,569
Glendale (GDL)	53,489	None	N/A	—
Goleta (GTA)	86,988	Partial	FY 29	\$5,167,363
Grover Beach (GBV)	14,563	Partial	FY 29	\$4,645,339
Guadalupe (GUA)	12,287	Sole	Complete	\$447,415
Hanford (HNF)	121,136	Partial	FY 28	\$4,615,655
Hayward (HAY)	36,948	Partial	Complete	\$5,911,672
Irvine (IRV)	244,373	Partial	N/A	—
Lodi (LOD)	2,769	Partial	FY 26	\$2,265,141
Lompoc-Surf (LPS)	9,625	Sole	Complete	\$410,835
Los Angeles (LAX)	1,066,614	Partial	FY 26	\$969,094
Madera (MDR)	25,476	None	N/A	—
Martinez (MTZ)	267,797	Partial	Complete	\$9,311,414

<sup>6</sup> “Amtrak ADA Investment” describes Amtrak’s projected total investment in compliance work over the lifetime of ADASP.

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>6</sup>
Merced (MCD)	135,210	Partial	FY 28	\$3,686,529
Modesto (MOD)	105,596	Partial	FY 27	\$604,161
Moorpark (MPK)	37,744	None	N/A	—
Needles (NDL)	7,395	Partial	Complete	\$3,320,500
Northridge (NRG)	24,364	None	N/A	—
Oakland (Coliseum) (OAC)	24,284	Partial	FY 29	\$3,460,678
Oakland (Jack London Sq.) (OKJ)	246,499	Partial	Complete	\$2,552,175
Oceanside (OSD)	211,534	None	N/A	—
Ontario (ONA)	4,884	Partial	Complete	\$1,293,483
Oxnard (OXN)	92,195	None	N/A	—
Palm Springs (PSN)	1,688	Partial	Complete	\$3,140,813
Paso Robles (PRB)	9,510	Partial	FY 28	\$5,688,410
Pomona (POS)	1,434	Partial	FY 26	\$1,364,557
Redding (RDD)	8,505	Sole	Complete	\$2,943,766
Richmond (RIC)	202,257	Partial	FY 26	\$5,225,455
Riverside (RIV)	9,468	None	N/A	—
Rocklin (RLN)	8,912	Partial	FY 26	\$10,655,425
Roseville (RSV)	37,157	Partial	FY 27	\$1,587,581
Sacramento (SAC)	764,100	None	N/A	—
Salinas (SNS)	20,833	Partial	FY 27	\$3,712,280
San Bernardino (SNB)	9,576	None	N/A	—
San Clemente (Pier) (SNP)	16,486	None	N/A	—
San Diego (Downtown) (SAN)	489,962	Partial	FY 27	\$360,061
San Diego (Old Town) (OLT)	308,805	None	N/A	—
San Jose (SJC)	156,081	None	N/A	—
San Juan Capistrano (SNC)	162,211	Partial	FY 28	\$1,196,665
San Luis Obispo (SLO)	91,556	Sole	Complete	\$728,941
Santa Ana (SNA)	109,990	None	N/A	—
Santa Barbara (SBA)	339,569	Partial	FY 27	\$2,289,040
Santa Clara (Gr. America) (GAC)	83,287	Partial	FY 28	\$3,433,283
Santa Clara (University) (SCC)	40,932	None	N/A	—
Simi Valley (SIM)	40,003	None	N/A	—

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>6</sup>
Solana Beach (SOL)	202,986	None	N/A	—
Stockton ( <i>Cabral / ACE</i> ) (SKT)	5,094	None	N/A	—
Stockton ( <i>San Joaquin St.</i> ) (SKN)	274,640	Sole	Complete	\$3,932,545
Suisun (SUI)	65,360	Partial	FY 28	\$3,941,060
Truckee (TRU)	16,496	Partial	FY 27	\$3,588,096
Turlock-Denair (TRK)	31,978	Sole	Complete	\$431,694
Van Nuys (VNC)	67,885	None	N/A	—
Ventura (VEC)	79,936	Partial	FY 28	\$4,841,405
Victorville (VRV)	7,228	Partial	FY 26	\$1,869,166
Wasco (WAC)	23,549	Partial	FY 27	\$1,100,889
<b>Total:</b>	<b>8,862,479</b>	<b>49/76</b>	<b>In Progress</b>	<b>\$150,561,236</b>

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 382 communities nationwide, including a **\$150.6 million investment in California**. All Amtrak-responsible work is targeted for completion by the end of CY 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** (8<sup>th</sup> 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 Jose (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 required 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)<sup>7</sup> in FY 2025:

Route	In-State Host(s)	C-OTP
<b><i>State-Supported</i></b>		
<i>Capitol Corridor</i>	Union Pacific	88.7%
<i>Pacific Surfliner</i>	BNSF, NCTD, <sup>8</sup> SCRRRA, <sup>9</sup> Union Pacific	84.2%
<i>Gold Runner</i>	BNSF, Union Pacific	67.0%
<b><i>Long-Distance</i></b>		
<i>California Zephyr</i>	Union Pacific	53.2%
<i>Coast Starlight</i>	SCRRRA, Union Pacific	59.9%
<i>Southwest Chief</i>	BNSF	33.4%
<i>Sunset Limited</i>	Union Pacific	61.3%
<i>Texas Eagle</i>	Union Pacific	46.7%

## Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 2,450,156 members listing an address in California. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

## 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 \$5.7 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$906.5 million** went to vendors in California:

Community	Amount Spent
Sacramento	\$504,609,376
Los Angeles	\$251,346,754

<sup>7</sup> 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%.

<sup>8</sup> North County Transit District.

<sup>9</sup> Southern California Regional Rail Authority.

Community	Amount Spent
Huntington Beach	\$27,124,051
Orange	\$12,945,274
Pismo Beach	\$11,570,019
Sun Valley	\$11,561,041
Indio	\$10,116,986
San Diego	\$8,444,439
Glendale	\$7,198,689
San Francisco	\$4,745,730
Culver City	\$4,633,253
Redwood City	\$3,475,429
Irvine	\$3,164,212
Riverside	\$2,665,879
Oceanside	\$2,645,803
South San Francisco	\$2,437,749
Carson	\$2,085,550
San Jose	\$2,000,650
Fremont	\$1,792,609
Pasadena	\$1,694,470
Santa Ana	\$1,659,596
Redlands	\$1,543,943
Livermore	\$1,468,211
Santa Rosa	\$1,442,332
San Mateo	\$1,391,037
Long Beach	\$1,313,336
San Fernando	\$1,238,403
Sunnyvale	\$1,210,283
Chula Vista	\$1,199,042
Rocklin	\$1,139,908
Santa Barbara	\$1,090,710
Richmond	\$977,872
Rancho Cordova	\$903,459
Anaheim	\$771,062
Tustin	\$677,426
McClellan	\$634,893
Dale City	\$623,411
Marina Del Rey	\$524,152
Merced	\$433,568
Whittier	\$415,948
Costa Mesa	\$399,319
Redding	\$377,416

Community	Amount Spent
Ontario	\$356,166
Temecula	\$343,329
Torrance	\$330,826
San Ramon	\$328,767
Santa Clara	\$310,022
Redondo Beach	\$294,592
National City	\$275,660
Chino	\$259,615
Gardena	\$250,583
Diamond Springs	\$228,699
Manteca	\$226,970
Santa Fe Springs	\$224,300
Benicia	\$209,156
Murrieta	\$205,714
San Luis Obispo	\$204,298
Santa Cruz	\$194,842
Pacoima	\$173,155
La Puente	\$170,510
La Mirada	\$169,768
Peterborough	\$165,000
Palo Alto	\$160,055
San Leandro	\$158,788
Santa Monica	\$155,285
Stockton	\$149,813
Manhattan Beach	\$140,155
Commerce	\$125,478
Garden Grove	\$121,480
Alameda	\$118,885
Oakland	\$116,627
Van Nuys	\$106,448
Corona	\$104,766
All Others <\$100k	\$2,467,764
<b>Total Payments</b>	<b>\$906,540,803</b>

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

### Employment & Compensation

At the end of FY 2025, **1,647 Amtrak employees** lived in California, and the company had paid out a total of **\$159,755,275 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

## Current Amtrak Routes in California

*(Texas Eagle through-cars operate as element of Sunset Limited trains.)*

“Capitols” indicates Capitol Corridor service.)

To Portland

