

Appendix A.1 Existing Rail System

Existing and Proposed Passenger Rail Lines, Corridors, and Services

Intercity Passenger Rail Services

State-Supported Routes – Detail

Amtrak Thruway Bus Network

An extensive network of dedicated Amtrak Thruway buses supports intercity passenger rail by providing dedicated connecting service to markets without direct passenger rail service. Amtrak Thruway buses offer connections between the *Pacific Surfliner* in the south and the *San Joaquin* and *Capitol Corridor* routes in the north, providing access to dozens of communities between.

Additional bus routes serve destinations from McKinleyville and Redding in the north, to Coachella Valley and San Diego in the south, and Reno and Las Vegas in the east. Amtrak Thruway buses provide connections to many popular destinations in California, including Yosemite National Park, Napa Valley, Palm Springs, Lake Tahoe, and the Monterey Bay. Amtrak Thruway bus service is extended only to passengers who transfer directly to/from either State-supported or Amtrak long-distance rail routes.

Ownership and Track Characteristics¹

The ownership and track characteristics are shown in Table A.1 for the *San Joaquin* route; Table A.2 for the *Capitol Corridor* route; and Table A.3 for the *Pacific Surfliner* route.

¹ Caltrans, *2013 California State Rail Plan*, 2013.

Notes: SJJPA provided updated information for the *San Joaquin* since the 2013 Rail Plan. LOSSAN confirmed that the information on the *Pacific Surfliner* from the 2013 Rail Plan is still current.

Table A.1: San Joaquin Route Ownership and Track Characteristics

SAN JOAQUINS ROUTE OWNERSHIP AND TRACK CHARACTERISTICS								
Between	Mile Post	And	Mile Post	Miles	Owner of Track	No. of Tracks*	Max. Speed*	Signal System
Oakland Jack London Square	7.0	Oakland 10th St	4.2	2.8	UPRR	2	50	CTC
Oakland 10th St	2.2	Martinez	31.6	29.4	UPRR	2	79	CTC
Martinez	31.6	Port Chicago	40.8	6.1	UPRR	1	79	CTC
Port Chicago	1163.5	Sacramento	1121.1	42.4	BNSF	1-2	79	CTC
Sacramento	89.1	Elvas	91.7	2.6	UPRR	2	35	CTC
Elvas	38.9	Stockton	84.1	45.2	UPRR	1	60	CTC
Stockton	1121.1	Bakersfield	886.9	234.2	BNSF	1	79	CTC
Total				362.7				
*Number of Tracks = General number of mainline tracks; does not include sidings or very short sections of 2nd main track.								
*Maximum Speed = Primary maximum passenger speed (not necessarily continuous) within indicated section of main line.								
Owners:								
BNSF - The BNSF Railway Company								
UPRR - Union Pacific Railroad Company								
Signal Systems:								
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks and grant authority for train movements. Signals and powered switches are remotely controlled from the dispatching center.								

Table A.2: Capitol Corridor Route Ownership and Track Characteristics

CAPITOL CORRIDOR ROUTE OWNERSHIP AND TRACK CHARACTERISTICS								
Between	Mile Post	And	Mile Post	Miles	Owner of Track	No. of Tracks*	Max. Speed*	Signal System
Auburn	124.3	Rocklin	110.5	13.8	UPRR	1	50	ABS/CTC
Rocklin	110.5	Roseville	106.4	4.1	UPRR	2	40	CTC
Roseville	106.4	Elvas	91.8	14.6	UPRR	2	79	CTC
Elvas	91.8	Sacramento	88.9	2.9	UPRR	2	35	CTC
Sacramento	88.9	Sacramento River	88.5	0.4	UPRR	2	20	CTC
Sacramento River	88.5	Davis	75.4	13.1	UPRR	2	79	CTC
Davis	75.4	Martinez	31.7	43.7	UPRR	2	79	CTC
Martinez	31.7	Oakland 10th St	4.2	29.5	UPRR	2	79	CTC
Oakland 10th St	4.2	Oakland Jack London Square	7.0	2.8	UPRR	2	50	CTC
Oakland Jack London Square	7.0	North Elmhurst	13.5	6.5	UPRR	2	79	CTC
North Elmhurst	13.5	Niles Junction	29.7	16.2	UPRR	1	79	CTC
Niles Junction	29.7	Newark	31.0	5.2	UPRR	2	79	CTC
Newark	31.0	Santa Clara	44.7	13.7	UPRR	1	70	CTC
Santa Clara	44.7	San Jose	47.5	2.8	PCJPB	3	40	CTC
Total (**includes rand trip between Union Station and Mission Tower)				169.3				
*Number of Tracks = General number of mainline tracks; does not include sidings or very short sections of 2nd main track.								
*Maximum Speed = Primary maximum passenger speed (not necessarily continuous) within indicated section of main line.								
Owners:								
BNSF - The BNSF Railway Company								
PCJPB - Peninsula Corridor Joint Powers Board								
Signal Systems:								
ABS - Automatic Block Signals - Wayside signals protect possession of block by indicating whether the track ahead is clear. The signals do not grant authority for train movements.								
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks and grant authority for train movements. Signals and powered switches are remotely controlled from the dispatching center.								

Table A.3: Pacific Surfliner Route Ownership and Track Characteristics

PACIFIC SURFLINER ROUTE OWNERSHIP AND TRACK CHARACTERISTICS								
Between	Mile Post	And	Mile Post	Miles	Owner of Track	No. of Tracks*	Max. Speed*	Signal System
San Luis Obispo	248.7	South San Luis Obispo	251.4	2.8	UPRR	2	60	CTC
South San Luis Obispo	251.4	Ellwood	355.8	104.3	UPRR	1	70	TWC/ABS
Ellwood	355.8	North Santa Barbara	365.0	9.2	UPRR	1	79	CTC
North Santa Barbara	365.0	South Santa Barbara	368.6	3.6	UPRR	2	45	CTC
South Santa Barbara	368.6	Los Posas (west of Moorpark)	423.1	54.5	UPRR	1	70	CTC
Los Posas (west of Moorpark)	426.4	Ventura/Los Angeles county line	442.0	15.6	(a)UPRR/VCTC	1	70	CTC
Ventura/Los Angeles county line	442.0	Rayner (west of Van Nuys)	453.1	11.1	(a)UPRR/LACMTA	1	70	CTC
Rayner (west of Van Nuys)	453.1	Burbank Jct (milepost equation)	462.6	9.5	(a)UPRR/LACMTA	2	70	CTC
Burbank Jct. (milepost equation)	11.3	Glendale (CP Fletcher Drive)	4.8	6.5	(a)UPRR/LACMTA	2	79	CTC
Glendale (CP Fletcher Drive)	4.8	CP Dayton	2.2	2.6	LACMTA	2	79	CTC
CP Dayton (b)	2.2	Mission Tower	0.7	1.5	LACMTA	2	50	CTC
Mission Tower	0.7	L.A. Union Station	0.0	1.4	LACMTA	5	25	CTC
Mission Tower	0.7	CP San Diego Jct. (mp equation)	0.9	0.2	LACMTA	2	25	CTC
CP San Diego Jct. (mp equation)	140.2	Soto (east of Redondo Jct)	144.4	4.2	LACMTA	2	79	CTC
Soto (east of Redondo Jct)	144.4	Bancini (west of Pico Rivera)	149.8	5.4	BNSF	3	79	CTC
Bandini (west of Pico Rivera)	149.8	Buena Park	160.3	10.5	BNSF	2	79	CTC
Buena Park	160.3	Fullerton Jct.	165.5	5.2	BNSF	3	79	CTC
Fullerton Jct.	165.0	Santa Ana	175.2	9.7	OCTA	2	79	CTC
Santa Ana	175.2	Laguna Niguel	193.7	18.5	OCTA	2	90	CTC/ATS
Laguna Niguel	193.7	San Juan Capistrano	197.2	3.5	OCTA	1	90	CTC/ATS
San Juan Capistrano	197.2	Orange/San Diego County Line	207.4	10.2	OCTA	1	40	CTC/ATS
Orange/San Diego County Line	207.4	Del Mar/San Diego City Limits	245.6	38.2	NCTD	2	90	CTC/ATS
Del Mar/San Diego City Limits	245.6	CP Cumbres (Miramar Road)	252.9	7.3	SDMTS	2	90	CTC/ATS
CP Cumbres (Miramar Road)	252.9	CP Elvira	257.9	5.0	SDMTS	2	50	CTC
CP Elvira	257.9	Old Town	264.2	6.3	SDMTS	2	75	CTC
Old Town	264.2	San Diego	267.6	3.4	SDMTS	1	60	CTC
Total (**includes round trip between Union Station and Mission Tower)				351.6				
*Number of Tracks = General number of mainline tracks; does not include sidings or very short sections of 2nd main track.								
*Maximum Speed = Primary maximum passenger speed (not necessarily continuous) within indicated section of main line.								
(a)On these segments VCTC and LACMTA purchased a 40 foot wide portion of UPRR's right-of-way. Between Rayner and Burbank Junction, LACMTA constructed and owns the second main line track.								
(b)Via West Side of Los Angeles River (Dowdney Avenue Bridge)								
Owners:								
BNSF - The BNSF Railway Company								
LACMTA - Los Angeles County Metropolitan Transportation Authority								
NCTD - North County Transit District								
OCTA - OCTA								
SDMTS - San Diego Metropolitan Transit System								
UPRR - Union Pacific Railroad Company								
VCTC - Ventura County Transportation Commission								
Signal Systems:								
ABS - Automatic Block Signals - Wayside signals protect possession of block by indicating whether the track ahead is clear. The signals do not grant authority for train movements.								
ATS - Automatic Train Stop - An overlay system that allows speeds of 90 mph. System automatically applies train brakes if a restrictive signal indication is not observed and a warning alarm is not acknowledged.								
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks and grant authority for train movements. Signals and powered switches are remotely controlled from the dispatching center.								
TWC - Track Warrant Control - Dispatching center gives authority for train movement by radio to train crew directly. (On some railroads this is identified as Direct Traffic Control, or DTC.)								

Amtrak Thruway Bus Maps

Maps of the Amtrak Thruway Bus routes are shown on Exhibit A.1 for Southern California; Exhibit A.2 for Central California; and Exhibit A.3 for Northern California.



Exhibit A.1: Amtrak Thruway Bus Service (Southern California)



Exhibit A.2: Amtrak Thruway Bus Service (Central California)



Exhibit A.3: Amtrak Thruway Bus Service (Northern California)

Table A.4: State-Supported Intercity Passenger Rail Agency Roles and Responsibilities

	Pacific Surfliner	San Joaquin	Capitol Corridor
Governance			
Management, Planning	Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN)	San Joaquin Joint Powers Authority (SJJPA)	Capitol Corridor Joint Powers Authority (CCJPA)
Comprehensive Rail System Planning	Caltrans	Caltrans	Caltrans
Operations	Amtrak	Amtrak	Amtrak
Oversight	Caltrans	Caltrans	Caltrans
Funding			
Operating funding	Caltrans	Caltrans	Caltrans
Capital funding	Caltrans, Federal and local agencies	Caltrans, Federal and local agencies	Caltrans, Federal and local agencies
Equipment			
Equipment Ownership	Amtrak and Caltrans	Primarily Caltrans	Primarily Caltrans
Maintenance	Amtrak	Amtrak with oversight from CCJPA and SJJPA	Amtrak with oversight from CCJPA
Track Ownership	UPRR, Ventura County Transportation Commission, Los Angeles County Metropolitan Transportation Authority, BNSF, Orange County Transportation Authority, North County Transit District (NCTD), San Diego Metropolitan Transit System	UPRR, BNSF	UPRR, Peninsula Corridor Joint Powers Board (PCJPB)

Sources: Amtrak, *About Amtrak California*, accessed 2016; Caltrans, *2013 California State Rail Plan* (2013); LOSSAN Rail Corridor Agency, *Business Plan FY 2016-17 – FY 2017-18*, 2016. Accessed 2016.

Commuter Rail

Connecting Services

Caltrain

Caltrain has a direct connection with other major public transportation operators on its route at various multimodal facilities. These operators include San Francisco Municipal Transportation Agency (Muni) light rail and buses, BART, SamTrans, Santa Clara VTA light rail and buses, Alameda-Contra Costa Transit District (AC Transit), the Dumbarton Express bus, and ACE (commuter service from Stockton to San Jose). ACE shares a terminal with Caltrain at San Jose Diridon Station.

Caltrain connects directly with the intercity *Capitol Corridor* and Amtrak's long-distance *Coast Starlight* at the San Jose Diridon Station. Amtrak *San Joaquin* and *Capitol Corridor* route feeder bus stops are located at the Caltrain station in San Francisco. Local transit services link many Caltrain stations to key city destinations and employment centers. For example, the San Jose Diridon station is served by multiple Santa Clara VTA bus lines, along with Monterey–Salinas Transit buses and Highway 17 Express bus service to Santa Cruz. In addition, a variety of shuttles connect Caltrain stations to major employment sites on the San Francisco Peninsula. Some shuttles are partially sponsored by Caltrain, and are free and open to the public; while others are privately operated.

ACE

Bus and rail transit connections and dedicated shuttles are an integral part of the ACE system, providing a seamless commuting link between stations and workplaces. All stations have some form of connecting transit. In addition, four stations have direct connections to rail services. The Stockton station has connections to *San Joaquin* trains. At the Great America station, connections can be made with Santa Clara VTA light rail and buses (approximately 750 feet east of the station) and the *Capitol Corridor*. At Santa Clara, connections can be made with Caltrain and the *Capitol Corridor*; and at San Jose, connections can be made with Caltrain, the *Capitol Corridor*, the Amtrak *Coast Starlight*, and Santa Clara VTA light rail and buses.

Metrolink

Each county has a transit plan to ensure integration of Metrolink service with other transit systems and transportation modes. The Metrolink fare is designed to provide a free transfer, either from feeder bus or to local transit at the destination station. Metrolink passengers can connect with Amtrak trains at Anaheim, Burbank Bob Hope Airport, Camarillo, Chatsworth, Fullerton, Glendale, Irvine, Moorpark, Oceanside, Oxnard, San Clemente Pier, San Juan Capistrano, Santa Ana, Simi Valley, and Van Nuys. Metrolink passengers can connect to the

Metro Red Line/Purple Line subway and the Metro Gold Line light rail at Los Angeles Union Station (LAUS), to the Metro Green Line at Norwalk (via Norwalk Transit Route 4), to the Metro Blue Line and the Metro Expo Line at the 7th Street/Metro station, and to the Metro Orange Line at Chatsworth station, all at no additional charge.

Shuttle service connects the Downtown Burbank and Burbank-Bob Hope Airport stations to the Burbank Bob Hope Airport terminal. LAUS connects to the State-supported *San Joaquin* route in Bakersfield via Amtrak Thruway bus service. In addition, it also connects to Amtrak long-distance trains, such as the *Sunset Limited*, *Southwest Chief*, and *Coast Starlight*. LAUS also provides connections with various local and city bus and shuttle services, including direct FlyAway shuttle service to the Los Angeles International Airport.

Recent light-rail additions, including the Metro Exposition Line to Santa Monica (reachable from LAUS via the Red or Purple Lines) and the Metro Gold Line Foothill Extension to Azusa, allow Metrolink passengers to travel to additional areas.

Table A.5: Metrolink Lines and Service Areas²

Line	Service Area	Approximate Running Time
Ventura County Line	East Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank Bob Hope Airport, Downtown Burbank, Glendale, Los Angeles.	Trains operate between East Ventura and Los Angeles from 5:00 AM to 9:00 PM.
Antelope Valley Line	Lancaster, Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, Downtown Burbank, Glendale, Los Angeles.	Trains operate between Lancaster and Los Angeles from 3:30 AM and 12 AM.
San Bernardino Line	San Bernardino, Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona (North), Covina, Baldwin Park, El Monte, Cal State L.A., Los Angeles.	Trains operate between San Bernardino and Los Angeles from 3:30 AM to 11:30 PM.
Riverside Line	Riverside Downtown, Pedley, East Ontario, Downtown Pomona, Industry, Montebello/Commerce, Los Angeles.	Trains operate between San Bernardino and Los Angeles from 4:30 AM to 8:00 PM. Weekdays only.

² Metrolink, *Timetable*, 2016. Accessed 2017.



Line	Service Area	Approximate Running Time
Orange County Line	Oceanside, San Clemente Pier, San Clemente, San Juan Capistrano, Laguna Niguel/Mission Viejo, Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, Norwalk/Santa Fe Springs, Commerce, Los Angeles.	Trains operate between Oceanside and Los Angeles from 4:30 AM to 12:00 AM.
Inland Empire-Orange County Line	San Bernardino, Riverside Downtown, Riverside La Sierra, North Main Corona, West Corona, Anaheim Canyon, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel/Mission Viejo, San Juan Capistrano, San Clemente, San Clemente Pier, Oceanside.	Trains operate between San Bernardino and Oceanside from 4:30 AM to 8:30 PM.
91 Line	South Perris, Downtown Perris, Moreno Valley / March Field, Riverside Downtown, Riverside La Sierra, North Main Corona, West Corona, Fullerton, Buena Park, Norwalk/Santa Fe Springs, Los Angeles.	Trains operate between South Perris and Los Angeles from 4:30 AM to 8:30 PM.

COASTER

All COASTER stations have connecting transit services available. COASTER passengers can connect with Amtrak trains at Oceanside, Solana Beach, Old Town Station, and the downtown Santa Fe Depot in San Diego. At Oceanside Transit Center, connections are available to Metrolink commuter service to Los Angeles and to North County Transit District’s (NCTD’s) SPRINTER light-rail service to Escondido via Vista and San Marcos. Other stations have connections to San Diego Transit and San Diego Trolley. Passengers can connect to San Diego State University at the Old Town Transit Center via the San Diego Trolley’s Green Line, and bus service from Santa Fe Depot to the San Diego International Airport. Transit connections in northern San Diego County are provided by NCTD BREEZE buses, including several services branded as “COASTER Connection” routes that provide peak-hour commute shuttle service to COASTER stations in the Sorrento Valley.

All Passenger Intermodal Facilities

Table A.6: Rail and Thruway Bus Connections to Airports³

Airport	Rail Corridor	Station	Public Transit Connection between Rail Station and Airport
Arcata-Eureka	<i>San Joaquin Bus</i>	McKinleyville	No connection. Bus stops at terminal.
Burbank Bob Hope	<i>Pacific Surfliner, Coast Starlight, Metrolink (Ventura County Line)</i>	Burbank – Airport Station	Regional Intermodal Transportation Center (RITC) is within walking distance of main terminal (shuttle also available)
Fresno-Yosemite International	<i>San Joaquin</i>	Fresno	Fresno Area Express
John Wayne	<i>Pacific Surfliner</i>	Santa Ana	OCTA
	Metrolink (Orange County/ Inland Empire Lines)	Tustin	iShuttle
Long Beach	<i>San Joaquin bus</i>	Long Beach	Long Beach Transit
Los Angeles International	<i>Pacific Surfliner, Coast Starlight, Metrolink</i>	Los Angeles Union Station	LAX Flyaway bus shuttle
	<i>San Joaquin Bus</i>	Van Nuys Flyaway	LAX Flyaway bus shuttle
San Jose Mineta International	<i>Capitol Corridor, ACE, Caltrain</i>	Santa Clara	VTA Airport Flyer
Oakland International	<i>Capitol Corridor</i>	Oakland Coliseum	Oakland Airport Connector
	BART	Coliseum/Oakland Airport	Oakland Airport Connector
	<i>San Joaquin</i>	Richmond	BART
Ontario International	<i>San Joaquin Bus</i>	Ontario	Omnitrans
	Metrolink	East Ontario, Fontana	Omnitrans

³ Cambridge Systematics, Inc., 2016.

Airport	Rail Corridor	Station	Public Transit Connection between Rail Station and Airport
Palm Springs	<i>San Joaquin Bus</i>	Palm Springs	No connection. Bus stops at terminal.
San Diego International	<i>Pacific Surfliner, COASTER</i>	Santa Fe Depot	SDMTS
San Francisco International	BART	San Francisco International Airport	AirTrain
	Caltrain	Millbrae	BART

^a Thruway bus services listed provide airport connections from Amtrak stations

Sonoma-Marin Area Rail Transit (SMART)

Feeder bus and shuttle services connect to multiple SMART stations. The northern terminus of the Phase 1 line is at Sonoma County Airport (extended to Windsor in the near term). Phase 2 – South will extend to Larkspur Ferry, which services San Francisco.⁴

Table A.7: Commuter Rail Services

Name	Route	Primary Administrator	Administration of Key Functions
Altamont Commuter Express (ACE)	Stockton–San Jose	San Joaquin Regional Rail Commission (SJRRC)	Operations and equipment maintenance: Herzog Transit Services Track ownership: UPRR is primary track owner. PCJPB owns track between Santa Clara and San Jose.
Caltrain	San Francisco–Gilroy	Peninsula Corridor Joint Powers Board (PCJPB)	Managing agency, including planning: San Mateo County Transit District Operations and equipment maintenance: TransitAmerica Services Track ownership: Counties, UPRR
COASTER	Oceanside -San Diego	North County Transit District (NCTD)	Operations and equipment maintenance: Bombardier Track Ownership: San Diego Metropolitan Transit System joint track owner within San Diego (NCTD owns

⁴ Sonoma-Marin Area Rail Transit, *What is SMART?*, 2016. Accessed 2016.

Name	Route	Primary Administrator	Administration of Key Functions
			other portions)
Metrolink	Multiple routes in Los Angeles, Ventura, San Bernardino, Riverside, Orange, San Diego Counties	Southern California Regional Rail Authority (SCRRA)	Operations: Amtrak Bombardier: Equipment maintenance Track ownership: SCRRA Member Agencies, BNSF, UPRR, NCTD
Sonoma-Marin Area Rail Transit District (SMART)	Santa Rosa to San Rafael (2017) and potential expansion to Cloverdale and Larkspur at a later date	SMART District	Contracted Operations / Maintenance

Sources: Caltrain, *Joint Powers Agreement Peninsula Corridor Project*, 1996, accessed 2016; Caltrain, *Caltrain Board Approves TransitAmerica to Run Train System* (2011), accessed 2016; ACE, *History of ACE*, accessed 2016; North County Transit District, *Comprehensive Strategic, Operating, and Capital Plan FY 2017 – FY 2026* (2016), accessed 2016; Metrolink, *About Us*, accessed 2016 SCRRA, Contract No. OP137-17 (2016), accessed 2016, http://metrolink.granicus.com/DocumentViewer.php?file=metrolink_f5361c74f445ce4300fbfd0f04e15fb0.pdf&view=1.

Existing Passenger Rail Performance

This section presents performance information for the three State-supported intercity passenger rail routes.

State-Supported Passenger Rail System Performance

- Table A.8, Table A.9 and Table A.10 provide route-specific performance for the *Pacific Surfliner*, *San Joaquin*, and *Capitol Corridor*, respectively.



Table A.8: Pacific Surfliner Route Performance

Performance Measure	Actual							
	FFY 08	FFY 09	FFY 10	FFY 11	FFY 12	FFY 13	FFY 14	FFY 15
Total Annual Revenue (in Millions of Dollars)	\$53.2	\$48.4	\$51.2	\$57.6	\$61.55	\$66.26	\$70.40	\$75.84
Total Annual Expenses (in Millions of Dollars)	\$88.5	\$86.6	\$95.7	\$99.7	\$104.07	\$105.38	\$102.73	\$114.22
Revenue – State Portion ^a (in Millions of Dollars)	\$38.3	\$34.9	\$35.8	\$40.3	\$43.08	\$46.38	\$49.28	\$53.09
Expenses – State Portion (in Millions of Dollars)	\$63.0	\$61.6	\$67.0	\$69.8	\$72.88	\$73.76	\$71.91	\$79.95
Farebox Ratio – State Portion	60.8%	56.6%	53.5%	57.7%	59.1%	62.9%	68.5%	66.4%
Annual State Costs ^b (in Millions of Dollars)	\$24.7	\$26.8	\$31.2	\$29.6	\$29.79	\$27.39	\$32.32	\$38.39
State Costs – Administration (in Millions of Dollars)	\$1.5	\$1.5	\$1.5	\$1.5	\$1.50	\$1.50	\$1.50	\$1.50
State Costs – Marketing (in Millions of Dollars)	\$2.3	\$2.3	\$2.3	\$2.3	\$2.30	\$2.30	\$2.30	\$2.30
State Cost per Passenger	\$12.18	\$14.75	\$17.05	\$15.16	\$16.12	\$14.49	\$12.05	\$13.58
State Cost per Passenger Mile	\$0.15	\$0.18	\$0.21	\$0.18	\$0.19	\$0.17	\$0.22	\$0.22
State Cost per Train Mile	\$21.89	\$23.35	\$27.86	\$26.38	\$27.31	\$24.49	\$31.37	\$34.29
Annual Ridership – Total Route	2,898,859	2,592,996	2,613,604	2,786,972	2,640,342	2,700,806	2,681,173	2,827,134
Annual Passenger Miles – Total Route	240,761,326	213,655,854	215,640,101	230,759,084	223,501,233	232,275,532	205,497,275	246,451,396



Performance Measure	Actual							
	FFY 08	FFY 09	FFY 10	FFY 11	FFY 12	FFY 13	FFY 14	FFY 15
Annual Train Miles – Total Route	1,612,497	1,638,188	1,599,515	1,601,816	1,558,015	1,597,429	1,471,731	1,599,430
On-Time Performance	76.1%	83.1%	76.3%	77.5%	75.5%	84.8%	77.0%	77.9%
Frequency (Daily Round Trips)								
San Diego-Los Angeles ^c	11	11	11	11	11	11	11	11
Los Angeles-Goleta	5	5	5	5	5	5	5	5
Goleta-San Luis Obispo	2	2	2	2	2	2	2	2

Source: Caltrans rail operational database.

Note: This table is intended to satisfy the performance evaluation requirements of AB 528.

^a State portion measures of revenue, expenses, and farebox ratio reflect the 70 percent of the route that is State supported.

^b State costs do not include equipment lease costs, and may include minor capital project costs.

^c One additional weekend round trip.



Table A.9: San Joaquin Route Performance

Performance Measure	Actual							
	FFY 08	FFY 09	FFY 10	FFY 11	FFY 12	FFY 13	FFY 14	FFY 15
Annual Revenue (in Millions of Dollars)	\$31.3	\$29.6	\$33.2	\$37.8	\$41.09	\$41.83	\$41.22	\$40.46
Total Annual Expenses (in Millions of Dollars)	\$68.3	\$65.1	\$67.8	\$69.8	\$73.09	\$73.26	\$81.86	\$80.02
Farebox Ratio	45.8%	45.5%	48.9%	54.2%	56.2%	57.1%	50.4%	50.6%
Annual State Costs ^a (in Millions of Dollars)	\$37.1	\$35.5	\$33.6	\$32.0	\$32.00	\$31.43	\$40.64	\$39.56
State Costs—Administration (in Millions of Dollars)	\$1.3	\$1.3	\$1.3	\$1.3	\$1.30	\$1.30	\$1.30	\$1.30
State Costs – Marketing (in Millions of Dollars)	\$1.5	\$1.5	\$1.5	\$1.5	\$1.50	\$1.50	\$1.50	\$1.50
State Cost per Passenger	\$39.03	\$38.17	\$34.36	\$29.96	\$27.96	\$25.77	\$34.20	\$33.61
State Cost per Passenger Mile	\$0.27	\$0.27	\$0.24	\$0.20	\$0.19	\$0.18	\$0.25	\$0.24
State Cost per Train Mile	\$27.78	\$26.65	\$25.26	\$24.02	\$23.93	\$23.88	\$30.45	\$29.74
Annual Ridership	949,611	929,172	977,834	1,067,441	1,144,616	1,219,818	1,188,228	1,177,073
Annual Passenger Miles	139,004,634	133,711,704	139,405,193	156,427,566	166,336,873	170,076,164	165,538,347	164,249,895
Annual Train Miles	1,334,289	1,330,956	1,330,280	1,331,481	1,337,454	1,316,044	1,334,853	1,330,060
On-Time Performance	82.6%	89.6%	90.7%	89.5%	88.1%	77.7%	75.4%	73.4%
Frequency (Daily Round Trips)								
Oakland-Bakersfield ^b	4	4	4	4	4	4	4	4
Sacramento-Bakersfield	2	2	2	2	2	2	2	2

Source: Caltrans rail operational database. Note: This table is intended to satisfy the performance evaluation requirements of AB 528.

^a State costs do not include equipment lease costs, and may include minor capital project costs.

^b Starting in June 2016, the San Joaquin began offering 5 Oakland-Bakersfield round trips per day.



Table A.10: Capitol Corridor Route Performance

Performance Measure	Actual							
	FFY 08	FFY 09	FFY 10	FFY 11	FFY 12	FFY 13	FFY 14	FFY 15
Annual Revenue (in Millions of Dollars)	\$23.8	\$23.5	\$24.2	\$27.1	\$29.49	\$29.20	\$29.23	\$30.09
Total Annual Expenses (in Millions of Dollars)	\$53.3	\$51.0	\$53.9	\$57.9	\$59.41	\$58.64	\$57.71	\$58.06
Farebox Ratio	44.6%	46.1%	44.9%	46.9%	49.6%	49.8%	50.6%	51.8%
Annual State Costs ^a (in Millions of Dollars)	\$29.6	\$27.5	\$29.7	\$30.2	\$29.92	\$29.45	\$28.48	\$27.96
State Costs – Administration (in Millions of Dollars)	\$1.3	\$1.3	\$1.3	\$1.3	\$2.72	\$2.72	\$2.72	\$2.72
State Costs – Marketing (in Millions of Dollars)	\$1.2	\$1.2	\$1.2	\$1.2	\$1.20	\$1.20	\$1.20	\$1.20
State Cost per Passenger	\$17.46	\$17.18	\$18.78	\$17.65	\$17.13	\$17.31	\$20.07	\$18.96
State Cost per Passenger Mile	\$0.27	\$0.27	\$0.29	\$0.28	\$0.27	\$0.26	\$0.30	\$0.28
State Cost per Train Mile	\$24.88	\$23.17	\$25.06	\$25.16	\$24.92	\$25.30	\$24.66	\$23.90
Annual Ridership	1,693,580	1,599,625	1,580,619	1,708,618	1,746,397	1,701,185	1,419,134	1,474,873
Annual Passenger Miles	109,881,568	102,282,980	101,250,743	109,073,594	111,191,130	112,158,131	96,160,598	98,942,984
Annual Train Miles	1,188,104	1,186,351	1,184,181	1,198,842	1,200,493	1,164,118	1,154,770	1,169,957
On-Time Performance	86.0%	92.3%	93.1%	94.9%	93.9%	95.0%	95.3%	93.0%



Performance Measure	Actual							
	FFY 08	FFY 09	FFY 10	FFY 11	FFY 12	FFY 13	FFY 14	FFY 15
Frequency (Daily Round Trips)								
San Jose-Oakland	7	7	7	7	7	7	7	7
Oakland-Sacramento ^b	16	16	16	16	15	15	15	15
Sacramento-Auburn	1	1	1	1	1	1	1	1

Source: Caltrans rail operational database.

Note: This table is intended to satisfy the performance evaluation requirements of AB 528. ^aState costs do not include equipment lease costs, and may include minor capital project costs.

^b About 12 weekend round trips.



Rail Operating Expenditures FY2013 – 2017

Table A.11.1: Rail Operating Expenditures FY2013 – 2017

Fiscal Year	Provider	Ops	Grand Total
11-12	CCJPA	\$5,439,261	\$5,947,133
12-13	CCJPA	\$29,110,318	\$33,735,318
12-13	Amtrak		\$68,987,954
13-14	CCJPA	\$29,681,000	\$33,809,381
13-14	Amtrak		\$86,388,592
14-15	CCJPA	\$32,595,784	\$37,121,281
14-15	Amtrak		\$122,876,248
15-16	CCJPA	\$31,745,660	\$35,640,660
15-16	LOSSAN	\$7,590,815	\$12,208,327
15-16	SJJPA	\$7,915,795	\$10,542,076
15-16	Amtrak		\$25,028,035
16-17	CCJPA	\$31,503,745	\$35,858,745
16-17	LOSSAN	\$33,006,040	\$36,503,496
16-17	SJJPA	\$43,439,104	\$45,626,894
Total		\$252,027,522	\$590,274,141

Table A.11.2: Proposed Rail Capital and Operating Expenditures FY 2018-2023*

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
Intercity Rail and Bus Operations	\$120,776	\$125,607	\$130,631	\$135,857	\$141,291	\$146,942	\$680,328	\$801,104
San Joaquin Service: 8th Round Trip Operations	\$0	\$0	\$0	\$7,725	\$8,034	\$8,355	\$24,114	\$24,114
Heavy Equipment Overhaul: Existing	\$39,985	\$55,289	\$23,997	\$7,685	\$7,285	\$7,285	\$101,540	\$140,526
Equipment Overhaul: New Railcars and Locomotives	\$0	\$0	\$0	\$0	\$635	\$1,144	\$1,779	\$1,779
Total Intercity Rail Capital and Operating Expenditures	\$159,761	\$180,896	\$154,628	\$151,267	\$157,245	\$163,727	\$807,762	\$967,523

*-All figures from 2018 STIP Fund Estimate



Rail Capital Expenditures FY2013 - 2017

Table A.12: Rail Capital Expenditures FY2013 – 2017

Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
08/10/11	08/09/13	\$800,000.00	\$-	\$799,999.70	\$-	1112	12301
09/22/10	06/30/16	\$46,550,000.00	\$-	\$40,549,168.85	\$-	1011	11304
01/29/14	06/30/16	\$6,500,000.00	\$-	\$6,080,563.00	\$-	1314	14304
10/14/14	10/14/17	\$1,000,000.00	\$-	\$849,144.26	\$145,791.80	1314	14301
		\$1,501,298.52	\$1,199,248.61	\$246,566.24	\$-	0910	10301F
08/15/06	06/30/16	\$36,817,892.63	\$20,034,111.73	\$16,575,013.68	\$-	0708	08304
		\$677,731.00	\$655,401.00	\$11,843.00	\$-	0607	07302
		\$4,117,289.51	\$59,042.34	\$-	\$-	0607	07302
	06/30/15	\$21,285,787.00	\$-	\$-	\$-	0708	08304
		\$8,322,102.00	\$4,518,969.00	\$-	\$-	0708	08304
02/07/11	02/06/16	\$13,295,511.00	\$5,234,372.83	\$7,935,932.77	\$-	1011	11301F
01/01/10	06/30/17	\$30,051,000.00	\$-	\$26,769,644.49	\$-	1112 & 1314	12304 & 14304
01/24/11	06/30/16	\$19,642,361.48	\$-	\$13,754,662.12	\$-	1011 & 1112	11304 & 12304
01/20/11	06/30/16	\$3,530,000.00	\$-	\$-	\$-	0910 & 1011	10301 & 11301
01/20/11	01/30/15	\$14,888,960.00	\$4,972,106.36	\$9,495,379.71	\$-	1011	11304
08/15/11	11/04/13	\$7,200,000.00	\$6,870,283.83	\$-	\$-	1011	11304
11/21/11	12/31/13	\$957,107.00	\$-	\$688,488.61	\$-	1011	11301 R
09/01/11	08/31/15	\$34,424,489.00	\$3,095,752.42	\$25,326,615.34	\$-	1011	11301F
12/20/11	12/19/14	\$8,384,392.00	\$1,167,658.80	\$7,164,325.99	\$-	1011	11301F
08/15/11	08/15/14	\$27,847,000.00	\$591,347.83	\$27,254,799.44	\$-	1112	12304
09/01/12	02/28/17	\$26,450,000.00	\$-	\$3,218,467.74	\$-	1112	12301 & 12304
10/27/11	10/26/15	\$6,936,000.00	\$-	\$4,092,746.52	\$-	1011	11304
02/23/15	08/31/18	\$4,200,000.00	\$-	\$1,031,848.33	\$1,213,658.45	1112	12301



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
11/04/13	09/30/15	\$300,000.00	\$-	\$70,058.57	\$-	1011	11301F & 11301R
11/16/12	12/31/20	\$113,812,246.15	\$-	\$16,218,245.07	\$-	1112	12301F & 12304
08/27/12	06/30/15	\$860,000.00	\$-	\$848,830.12	\$-	1112	12301
03/29/12	03/28/15	\$40,718,000.00	\$-	\$40,717,999.99	\$-	1112	12304
11/04/13	09/30/15	\$300,000.00	\$-	\$55,014.05	\$-	1112 & 1011	12301F & 11301R
03/01/12	08/31/18	\$28,900,000.00	\$-	\$24,265,834.51	\$2,697,074.84	1011 & 1314	11301 & 14301
10/24/12	06/30/18	\$65,800,000.00	\$-	\$64,576,614.52	\$-	1112	12304
04/29/13	04/28/16	\$3,445,000.00	\$-	\$3,445,000.00	\$-	1011 & 1112	12304
06/01/13	02/28/17	\$3,350,000.00	\$-	\$1,982,554.39	\$1,320,942.99	1112	12301
10/24/12	07/31/16	\$25,900,000.00	\$-	\$25,900,000.00	\$-	1112	12304
03/06/13	06/30/17	\$9,423,000.00	\$-	\$9,423,000.00	\$-	1112	12304
11/01/13	10/31/19	\$40,750,000.00	\$-	\$28,026,403.13	\$66,862.17	1213	13304
05/07/13	05/06/17	\$176,341,000.00	\$-	\$169,919,268.32	\$3,715,002.63	1112	12304
07/29/13	03/31/18	\$8,700,000.00	\$-	\$7,131,813.67	\$-	1112	12301
10/11/13	06/10/16	\$26,664,000.00	\$-	\$26,664,000.00	\$-	1112	12304
06/11/13	06/10/16	\$20,712,000.00	\$-	\$19,460,912.32	\$1,251,087.68	1213	13304
10/25/13	10/24/16	\$12,994,000.00	\$-	\$12,994,000.00	\$-	1112	12304
10/25/13	10/24/16	\$21,621,000.00	\$-	\$21,621,000.00	\$-	1112	12304
11/01/13	11/30/16	\$17,209,743.00	\$-	\$15,882,657.44	\$-	1314 & 1213	14102F & 13304
10/08/13	08/31/17	\$4,400,000.00	\$-	\$4,400,000.00	\$-	1314	14301
12/11/13	04/30/17	\$4,000,000.00	\$-	\$3,597,820.00	\$146,647.00	1314	14304
05/22/14	06/30/17	\$1,305,000.00	\$-	\$1,297,606.95	\$7,393.05	1314	14304
09/05/14	05/31/17	\$12,270,000.00	\$-	\$1,270,000.00	\$-	1314	14304
08/20/14	10/31/17	\$7,418,000.00	\$-	\$6,421,992.36	\$49,103.18	1415 & 1314	15301 & 14304
10/08/14	10/08/17	\$556,000.00	\$-	\$28,439.94	\$89,736.79	1314	14301



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
08/20/14	12/31/17	\$11,000,000.00	\$-	\$9,971,850.42	\$76,787.33	1314	14304
12/10/14	12/31/17	\$8,200,000.00	\$-	\$7,210,525.04	\$518,616.07	1415	15304
03/26/15	03/25/18	\$8,401,000.00	\$-	\$7,733,461.34	\$-	1415	15304
01/22/15	01/21/18	\$2,841,000.00	\$-	\$-	\$2,841,000.00	1314	14304
01/20/16	01/19/19	\$1,000,000.00	\$-	\$-	\$67,640.17	1415	15301
05/18/16	05/17/19	\$900,000.00	\$-	\$-	\$-	1415	15304
04/01/17	03/31/20	\$800,000.00	\$-	\$-	\$6,561.37	1617	17304
06/30/16	06/29/19	\$2,708,000.00	\$-	\$-	\$666,703.37	1415	15304
06/30/16	06/29/19	\$1,455,000.00	\$-	\$-	\$247,093.96	1415	15304
06/30/16	06/29/19	\$1,790,000.00	\$-	\$10,626.14	\$343,587.82	1415	15304
06/30/16	06/29/19	\$1,455,000.00	\$-	\$-	\$606,597.63	1415	15304
07/01/16	06/30/19	\$10,180,000.00	\$-	\$3,471,339.11	\$408,982.71	1213	13304
10/01/16	09/30/19	\$30,500,000.00	\$-	\$107,291.36	\$122,134.56	1415	15304
06/30/16	06/29/19	\$1,132,000.00	\$-	\$-	\$250,741.19	1516	16304
04/01/17	03/31/20	\$23,000,000.00	\$-	\$-	\$1,684,445.05	1617	17301
09/30/17	09/29/20	\$1,000,000.00	\$-	\$-	\$-	1617	17304
07/01/10	06/30/13	\$74,000.00	\$-	\$-	\$-	0001	01889
10/01/17	09/30/20	\$5,000,000.00	\$-	\$-	\$-	1516	16304
		\$7,766,000.00	\$-	\$-	\$-		
08/01/11	06/30/18	\$24,900,000.00	\$-	\$13,263,971.45	\$-	1112	12301F
07/01/12	09/30/17	\$3,360,000.00	\$-	\$336,000.00	\$-	1011	11301F
09/23/11	09/30/13	\$1,524,000.00	\$-	\$1,477,021.67	\$-	1112	12301F
09/23/11	09/30/13	\$760,000.00	\$-	\$593,588.84	\$-	1112	12301F
10/01/11	09/30/13	\$4,764,369.00	\$-	\$4,654,759.01	\$-	1011	11301F
12/01/10	05/31/15	\$9,920,000.00	\$-	\$9,920,000.00	\$-	1112	12301F
07/01/11	06/30/17	\$6,920,000.00	\$-	\$5,329,184.52	\$830,048.74	1112	12301F
10/01/11	04/30/18	\$3,920,000.00	\$-	\$3,328,745.66	\$10,645.57	1112	12301F
07/01/11	07/31/14	\$380,000.00	\$-	\$380,000.00	\$-	1112	12301F
07/01/10	12/31/16	\$3,102,000.00	\$-	\$3,102,000.00	\$-	1112	12301F
06/01/15	06/30/19	\$82,583.00	\$-	\$-	\$82,583.00	1516	16301F
		\$47,188,630.68	\$-	\$30,169,293.30	\$16,462,655.69	1112	12301F & 12304



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
		\$105,647,920.06	\$-	\$9,548,144.48	\$2,232,814.53	1112 & 1415	12301F, 12304 & 15304
08/10/11	08/09/13	\$800,000.00	\$-	\$799,999.70	\$-	1112	12301
09/22/10	06/30/16	\$46,550,000.00	\$-	\$40,549,168.85	\$-	1011	11304
01/29/14	06/30/16	\$6,500,000.00	\$-	\$6,080,563.00	\$-	1314	14304
10/14/14	10/14/17	\$1,000,000.00	\$-	\$849,144.26	\$145,791.80	1314	14301
		\$1,501,298.52	\$1,199,248.61	\$246,566.24	\$-	0910	10301F
08/15/06	06/30/16	\$36,817,892.63	\$20,034,111.73	\$16,575,013.68	\$-	0708	08304
		\$677,731.00	\$655,401.00	\$11,843.00	\$-	0607	07302
		\$4,117,289.51	\$59,042.34	\$-	\$-	0607	07302
	06/30/15	\$21,285,787.00	\$-	\$-	\$-	0708	08304
		\$8,322,102.00	\$4,518,969.00	\$-	\$-	0708	08304
02/07/11	02/06/16	\$13,295,511.00	\$5,234,372.83	\$7,935,932.77	\$-	1011	11301F
01/01/10	06/30/17	\$30,051,000.00	\$-	\$26,769,644.49	\$-	1112 & 1314	12304 & 14304
01/24/11	06/30/16	\$19,642,361.48	\$-	\$13,754,662.12	\$-	1011 & 1112	11304 & 12304
01/20/11	06/30/16	\$3,530,000.00	\$-	\$-	\$-	0910 & 1011	10301 & 11301
01/20/11	01/30/15	\$14,888,960.00	\$4,972,106.36	\$9,495,379.71	\$-	1011	11304
08/15/11	11/04/13	\$7,200,000.00	\$6,870,283.83	\$-	\$-	1011	11304
11/21/11	12/31/13	\$957,107.00	\$-	\$688,488.61	\$-	1011	11301 R
09/01/11	08/31/15	\$34,424,489.00	\$3,095,752.42	\$25,326,615.34	\$-	1011	11301F
12/20/11	12/19/14	\$8,384,392.00	\$1,167,658.80	\$7,164,325.99	\$-	1011	11301F
08/15/11	08/15/14	\$27,847,000.00	\$591,347.83	\$27,254,799.44	\$-	1112	12304
09/01/12	02/28/17	\$26,450,000.00	\$-	\$3,218,467.74	\$-	1112	12301 & 12304
10/27/11	10/26/15	\$6,936,000.00	\$-	\$4,092,746.52	\$-	1011	11304
02/23/15	08/31/18	\$4,200,000.00	\$-	\$1,031,848.33	\$1,213,658.45	1112	12301



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
11/04/13	09/30/15	\$300,000.00	\$-	\$70,058.57	\$-	1011	11301F & 11301R
11/16/12	12/31/20	\$113,812,246.15	\$-	\$16,218,245.07	\$-	1112	12301F & 12304
08/27/12	06/30/15	\$860,000.00	\$-	\$848,830.12	\$-	1112	12301
03/29/12	03/28/15	\$40,718,000.00	\$-	\$40,717,999.99	\$-	1112	12304
11/04/13	09/30/15	\$300,000.00	\$-	\$55,014.05	\$-	1112 & 1011	12301F & 11301R
03/01/12	08/31/18	\$28,900,000.00	\$-	\$24,265,834.51	\$2,697,074.84	1011 & 1314	11301 & 14301
10/24/12	06/30/18	\$65,800,000.00	\$-	\$64,576,614.52	\$-	1112	12304
04/29/13	04/28/16	\$3,445,000.00	\$-	\$3,445,000.00	\$-	1011 & 1112	12304
06/01/13	02/28/17	\$3,350,000.00	\$-	\$1,982,554.39	\$1,320,942.99	1112	12301
10/24/12	07/31/16	\$25,900,000.00	\$-	\$25,900,000.00	\$-	1112	12304
03/06/13	06/30/17	\$9,423,000.00	\$-	\$9,423,000.00	\$-	1112	12304
11/01/13	10/31/19	\$40,750,000.00	\$-	\$28,026,403.13	\$66,862.17	1213	13304
05/07/13	05/06/17	\$176,341,000.00	\$-	\$169,919,268.32	\$3,715,002.63	1112	12304
07/29/13	03/31/18	\$8,700,000.00	\$-	\$7,131,813.67	\$-	1112	12301
10/11/13	06/10/16	\$26,664,000.00	\$-	\$26,664,000.00	\$-	1112	12304
06/11/13	06/10/16	\$20,712,000.00	\$-	\$19,460,912.32	\$1,251,087.68	1213	13304
10/25/13	10/24/16	\$12,994,000.00	\$-	\$12,994,000.00	\$-	1112	12304
10/25/13	10/24/16	\$21,621,000.00	\$-	\$21,621,000.00	\$-	1112	12304
11/01/13	11/30/16	\$17,209,743.00	\$-	\$15,882,657.44	\$-	1314 & 1213	14102F & 13304
10/08/13	08/31/17	\$4,400,000.00	\$-	\$4,400,000.00	\$-	1314	14301
12/11/13	04/30/17	\$4,000,000.00	\$-	\$3,597,820.00	\$146,647.00	1314	14304
05/22/14	06/30/17	\$1,305,000.00	\$-	\$1,297,606.95	\$7,393.05	1314	14304
09/05/14	05/31/17	\$12,270,000.00	\$-	\$1,270,000.00	\$-	1314	14304
08/20/14	10/31/17	\$7,418,000.00	\$-	\$6,421,992.36	\$49,103.18	1415 & 1314	15301 & 14304
10/08/14	10/08/17	\$556,000.00	\$-	\$28,439.94	\$89,736.79	1314	14301



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
	12/31/17	\$11,000,000.00	\$-	\$9,971,850.42	\$76,787.33	1314	14304
12/10/14	12/31/17	\$8,200,000.00	\$-	\$7,210,525.04	\$518,616.07	1415	15304
03/26/15	03/25/18	\$8,401,000.00	\$-	\$7,733,461.34	\$-	1415	15304
01/22/15	01/21/18	\$2,841,000.00	\$-	\$-	\$2,841,000.00	1314	14304
01/20/16	01/19/19	\$1,000,000.00	\$-	\$-	\$67,640.17	1415	15301
05/18/16	05/17/19	\$900,000.00	\$-	\$-	\$-	1415	15304
04/01/17	03/31/20	\$800,000.00	\$-	\$-	\$6,561.37	1617	17304
06/30/16	06/29/19	\$2,708,000.00	\$-	\$-	\$666,703.37	1415	15304
06/30/16	06/29/19	\$1,455,000.00	\$-	\$-	\$247,093.96	1415	15304
06/30/16	06/29/19	\$1,790,000.00	\$-	\$10,626.14	\$343,587.82	1415	15304
06/30/16	06/29/19	\$1,455,000.00	\$-	\$-	\$606,597.63	1415	15304
07/01/16	06/30/19	\$10,180,000.00	\$-	\$3,471,339.11	\$408,982.71	1213	13304
10/01/16	09/30/19	\$30,500,000.00	\$-	\$107,291.36	\$122,134.56	1415	15304
06/30/16	06/29/19	\$1,132,000.00	\$-	\$-	\$250,741.19	1516	16304
04/01/17	03/31/20	\$23,000,000.00	\$-	\$-	\$1,684,445.05	1617	17301
09/30/17	09/29/20	\$1,000,000.00	\$-	\$-	\$-	1617	17304
07/01/10	06/30/13	\$74,000.00	\$-	\$-	\$-	0001	01889
10/01/17	09/30/20	\$5,000,000.00	\$-	\$-	\$-	1516	16304
		\$7,766,000.00	\$-	\$-	\$-		
08/01/11	06/30/18	\$24,900,000.00	\$-	\$13,263,971.45	\$-	1112	12301F
07/01/12	09/30/17	\$3,360,000.00	\$-	\$336,000.00	\$-	1011	11301F
09/23/11	09/30/13	\$1,524,000.00	\$-	\$1,477,021.67	\$-	1112	12301F
09/23/11	09/30/13	\$760,000.00	\$-	\$593,588.84	\$-	1112	12301F
10/01/11	09/30/13	\$4,764,369.00	\$-	\$4,654,759.01	\$-	1011	11301F
12/01/10	05/31/15	\$9,920,000.00	\$-	\$9,920,000.00	\$-	1112	12301F
07/01/11	06/30/17	\$6,920,000.00	\$-	\$5,329,184.52	\$830,048.74	1112	12301F
10/01/11	04/30/18	\$3,920,000.00	\$-	\$3,328,745.66	\$10,645.57	1112	12301F
07/01/11	07/31/14	\$380,000.00	\$-	\$380,000.00	\$-	1112	12301F
07/01/10	12/31/16	\$3,102,000.00	\$-	\$3,102,000.00	\$-	1112	12301F
06/01/15	06/30/19	\$82,583.00	\$-	\$-	\$82,583.00	1516	16301F
		\$47,188,630.68	\$-	\$30,169,293.30	\$16,462,655.69	1112	12301F & 12304



Start	End	Contract Amount	Expenditures Prior to 7/1/12	Expenditure within parameters	Expenditure After 6/30/17	Appr Cat	Appr Unit
		\$105,647,920.06	\$-	\$9,548,144.48	\$2,232,814.53	1112 & 1415	12301, 12304 & 15304
		\$1,304,799,413.03	\$48,398,294.75	\$808,672,077.48	\$38,162,939.34		

Amtrak Long Distance Routes

California at a Glance

- Approximately 70 Amtrak trains a day
- Nearly 12 million train riders at California stations
- Over \$98 million in Amtrak procurement
- 2,510 residents employed by Amtrak
- Total resident employee wages, nearly \$173 million
- Over 869,000 California residents are members of the Amtrak Guest Rewards frequent user program
- Amtrak-State partnerships: *Pacific Surfliners, San Joaquins, Capitol Corridor*

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-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.**

Employment

At the end of FY17, Amtrak employed 2,510 California residents. Total wages of Amtrak employees living in California were \$172,711,334 during FY17.

Table A.13: Amtrak station boardings and alightings in California from FY '15 to FY '17 identifies Amtrak station boardings and alightings in California from FY '15 to FY '17.

Table A.13: Amtrak station boardings and alightings in California from FY '15 to FY '17

City	Rail Boardings + Alightings		
	FY '15	FY '16	FY '17
Anaheim	270,819	282,700	287,415
Antioch-Pittsburg	43,217	39,995	38,103
Auburn	14,779	15,732	13,352
Bakersfield	513,884	491,824	482,276
Barstow	3,463	3,153	3,509
Berkeley	136,997	150,636	156,226
Burbank	67,924	68,918	73,814
Camarillo	51,831	52,310	54,582
Carlsbad Poinsettia (a)	9,363	10,556	10,074
Carlsbad Village	13,455	14,843	14,522
Carpinteria	29,461	30,762	32,701
Chatsworth	72,132	71,133	72,278
Chico	13,736	13,144	12,154
Colfax	4,631	6,277	7,035
Corcoran	32,331	30,104	28,440
Davis	372,554	379,073	375,626
Dunsmuir	6,166	5,958	5,330
Emeryville	587,926	581,573	581,138
Encinitas (a)	11,945	12,975	13,224
Fairfield-Vacaville (b)	NA	NA	NA
Fremont	35,475	40,617	41,751
Fresno	387,640	369,582	374,479
Fullerton	370,334	388,068	399,695
Glendale 55,032	51,009	52,395	55,032
Goleta 78,365	75,677	76,286	78,365
Great America (Santa Clara)	131,129	151,802	167,475
Grover Beach	19,437	18,987	18,879
Guadalupe	12,718	12,227	12,430



City	Rail Boardings + Alightings		
	FY '15	FY '16	FY '17
Hanford	213,923	201,098	196,702
Hayward	40,631	47,351	50,361
Irvine	421,736	450,732	440,986
Lodi	10,185	8,617	7,978
Lompoc-Surf	8,158	7,921	7,823
Los Angeles (c)	1,589,391	1,635,039	1,716,392
Madera	27,718	27,136	27,751
Martinez	363,717	364,372	347,095
Merced	128,327	121,137	126,148
Modesto	121,389	117,422	115,672
Moorpark	20,696	21,726	21,881
Needles	8,656	8,017	9,176
Oakland	319,336	344,112	371,257
Oakland Coliseum	57,491	70,520	77,057
Oceanside	385,128	416,021	394,122
Ontario	4,824	4,864	4,575
Oxnard	96,662	92,805	94,000
Palm Springs	3,130	3,042	3,142
Paso Robles	12,149	12,037	11,377
Pomona	1,812	1,716	1,601
Redding	12,345	11,208	10,475
Richmond	251,372	269,838	292,453
Riverside	12,837	12,287	12,029
Rocklin	15,074	16,403	15,926
Roseville	34,528	39,409	38,638
Sacramento (d)	1,027,013	1,051,001	1,073,584
Salinas	21,836	21,498	20,564
San Bernardino	12,287	11,579	12,035
San Clemente Pier	13,559	15,396	14,926
San Diego (e)	773,497	777,352	777,961
San Diego-Old Town	238,288	267,481	300,245
San Jose	215,158	223,055	223,028



City	Rail Boardings + Alightings		
	FY '15	FY '16	FY '17
San Juan Capistrano	226,596	229,408	229,153
San Luis Obispo	110,966	107,778	105,156
Santa Ana	182,291	191,716	194,581
Santa Barbara	333,994	338,069	341,899
Santa Clara (University)	30,267	42,644	45,135
Simi Valley	49,756	51,049	52,064
Solana Beach	408,248	396,157	387,956
Sorrento Valley	16,523	20,720	27,335
Stockton (Downtown)	40,428	37,916	32,266
Stockton (San Joaquin St.)	293,861	283,213	297,699
Suisun-Fairfield	164,288	167,994	164,709
Truckee	10,846	14,675	14,879
Turlock-Denair	29,791	29,197	29,924
Van Nuys	80,957	80,405	82,417
Ventura	61,812	65,328	67,522
Victorville	7,266	6,664	6,292
Wasco	39,678	41,424	41,828
Total California Station Rail Usage	11,890,454	12,148,179	12,347,680

Ridership notes:

- a) Service ended on 10/9/17, during Fiscal 2018
- b) Service began on 11/13/17, during Fiscal 2018
- c) Los Angeles is the 5th busiest station in the national Amtrak System
- d) Sacramento is the 7th busiest station in the national Amtrak System
- e) San Diego is the 10th busiest station in the national Amtrak System

Amtrak Long Distance Route Map

Map of the Amtrak Thruway Bus routes are shown on Exhibit A.1 and Exhibit A.2: **Amtrak Thruway Bus Service (Central California)** for California.

Exhibit A.4: Amtrak Long Distance Route Map



—Amtrak Government Affairs, fall 2017