State of California
Business, Transportation and Housing Agency
Department of Transportation

PUBLIC TRANSIT COMMITTEE
Rail Passenger Program Report
Fiscal Years 1999-00 thru 2008-09
Information Item

Prepared by :
Warren Weber
Program Manager
Rail Program
(916) 654-2944

CTC Meeting: September 28-29, 2000

Agenda Item: 5

Original Signed by
W. J. EVANS, Deputy Director
Finance
September 1, 2000

FINAL DRAFT - RAIL PASSENGER PROGRAM REPORT

Attached is the Final Draft of the California Rail Passenger Program Report 1999/00 - 2008/09. This Report is being submitted to the California Transportation Commission (Commission) for its advice and consent, pursuant to Section 14036 of the Government Code.

This Report has not been published since 1993 as the provisions of Chapter 970 (AB 116, Speier) deleted the requirement for most state reports until October 1999. This requirement was in response to the State's efforts, at that time, to cope with budget shortfalls resulting from the recession.

The Report examines intercity rail transportation in California. It reviews the current operations of State-supported intercity rail passenger service and outlines ten-year plans for capital improvements and service expansions for the fiscal years 1999-00 through 2008-09.

As requested by the Commission’s Public Transit Committee at its November 1999 meeting, the Report has been updated to include estimates for operations and capital funding needs based on projections in Amtrak's California Passenger Rail Study.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Consent to the Department's
10-Year Rail Passenger Program Report

Resolution G-00-___

1.1 WHEREAS the California Transportation Commission (Commission) is required by Government Code Section 14036 to give its advice and consent on the Department of Transportation (Department) Rail Passenger Program Report; and

1.2 WHEREAS the Rail Passenger Program Reports which were due in 1995 and 1997 on a biennial basis were suspended due to Assembly Bill 116 (Speier), as a cost saving measure; and

1.3 WHEREAS the Department has prepared the California Rail Passenger Program Report in order to provide a comprehensive 10-year report; and

1.4 WHEREAS the Public Transit Committee reviewed the preliminary draft of the Rail Passenger Program Report at its September 1999 meeting; and

1.5 WHEREAS the Commission provided advice through the Public Transit Committee to the Department through eleven (11) specific comments on the preliminary draft of the Rail Passenger Program Report; and

1.6 WHEREAS the Department has addressed each comment, including appropriate additions to the report; and

1.7 WHEREAS the Commission also requested that the final report be deferred until receipt of the projected future operating and capital funding needs from Amtrak's California Passenger Rail Study; and

1.8 WHEREAS Amtrak's projections have been received and are included in the final report.

2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby consent to the information contained in the Rail Passenger Program Report and directs the Department to transmit a copy of this Resolution to the Legislature, the Governor, and the Public Utilities Commission in connection with the 1999-00 / 2008-09 10-Year Rail Passenger Program Report.

FINAL DRAFT

RAIL PASSENGER PROGRAM REPORT

1999-00 – 2008-09

Caltrans Rail Program
September 1, 2000

CHAPTER I
INTRODUCTION

This *California Rail Passenger Program Report* is an examination of intercity passenger rail transportation in California. The Report reviews the current operations of state-supported intercity rail passenger service and outlines ten-year plans for the period 1999-00 through 2008-09 for capital improvements and service expansions. It is required under state law by Government Code Sections 14036, 14036.1, 14036.2, 14036.4, 14036.7, and Public Utilities Code Section 99317.8.

The last *California Rail Passenger Program Report* covered the time period from 1993-94 to 2002-03 and was published in December 1993. A report has not been done since that time because Ch. 970/95 (AB 116, Speier) deleted the requirement for most state reports through October 1999.

This chapter provides an overview of the Caltrans Rail Program's vision, Amtrak's strategic planning efforts and Caltrans strategic planning. Also, the public process used in developing the Report is discussed.

CALTRANS INTERCITY RAIL PROGRAM VISION

Caltrans developed an Intercity Rail Program Vision in 1998 that summarizes and guides the program's efforts.

1. **Provide a Rail Transportation Alternative to Other Travel Modes** - rail service provides a safe, efficient and cost effective alternative to auto, bus and air travel. There has never been a passenger fatality on State-supported Amtrak service in California. In some corridors rail travel provides the only alternative travel mode. Rail travel (and other mass transit) often provides the only viable mode of travel for disabled, senior and low-income travelers. Business and leisure travelers may chose rail for cost efficiency, and ease of travel. Rail can provide a cost-effective alternative to all travelers in some short haul air markets characterized by high fares, such as within the San Joaquin Valley.

2. **Provide Relief to Highway and Airway Congestion** - in many intercity corridors highway demand is near capacity or already exceeded, and it is not financially or environmentally feasible to add capacity. Intercity rail currently provides congestion relief in corridors where capacity has already been exceeded, and rail service can be expanded to provide additional congestion relief. Intercity rail thus provides an alternative to building new highway capacity. Current investment in rail facilities and infrastructure will ensure rail capacity is protected, to be available in the future to provide critical relief to highway and airway systems.

On the air transportation network, it is also environmentally and financially difficult to build additional airport capacity. Intercity rail does provide an alternative to short haul air travel, such as from the Central Valley to the Bay Area and Southern California, relieving congestion at airports by eliminating the need for some short distance flights.

3. **Improve Air Quality, Conserve Fuel, and Contribute to Efficient and Environmentally Superior Land Use** - contribute to improved air quality through a reduction in vehicle miles traveled and vehicle emissions; reduce fuel consumption, helping to limit dependence on foreign petroleum; help reduce the need for highway construction, which often causes the loss of economically, environmentally, and historically valuable land, and can contribute to inefficient land use patterns.

   To achieve the vision for intercity rail in California, service must be frequent and reliable, and serve the major intercity destinations with travel times competitive with the auto. Projects to increase capacity need to be accomplished in order to add frequencies; projects to improve on-time performance will increase reliability; and projects to reduce running time will attract riders and provide an effective service.

AMTRAK'S STRATEGIC BUSINESS PLAN FY 1999-2002

The purpose of the *Strategic Business Plan 1999-2000*, published by Amtrak in October 1998, is to articulate Amtrak's business vision and define strategies and actions that are necessary to successfully meet the business vision. Amtrak's 1999-02 vision is: "maximizing Amtrak's potential in the marketplace." Towards this vision, the plan has the "dual objectives of creating a more vibrant, modern national system and becoming operationally self sufficient by the end of FY 2002." Amtrak plans "to provide a market-based national system whose economic viability is due to both passenger revenue and the contribution of successful commercial ventures."

The Plan provides context for key corporate strategies and operating plans, and describes their timing and impact. In addition, the Plan reports on anticipated FY 1998 performance results, establishes new operating and financial targets, and details the FY 1999 operating and capital budgets.

While Amtrak has a federal mandate to become operationally self-sufficient by the end of FY 2002, the Plan stresses that continued federal capital investment is necessary to achieve operational self-sufficiency. The Taxpayer Relief Act (TRA) of 1997 provides $2.2 billion towards a $5 billion need over the five-year 1997-2002 period identified in the FY 1997-2002 Strategic Capital Plan. The Plan assumes that federal capital support will continue in addition to the TRA.

This Plan is focused on the five Key Corporate Strategies and their relationships to eleven Operational Initiatives. The key strategies are:

- Build a market-based network to create economic viability which is critical for the survival of a national network;
- Develop corridor services as the engine of long-term survival;
- Develop consistent quality service to ensure that Amtrak's passengers return again and again, creating the foundation for economic health;

- Revitalize the Amtrak brand to reflect the changing product and corporate culture; and
- Leverage public and private partnerships to permit each partner, including Amtrak, to build on its strengths, facilitating service where it might otherwise not be viable.

The Operational Initiatives are:

- Launch high speed rail;
- Grow mail and express business lines;
- Manage the sales and distribution network;
- Improve fleet quality and management;
- Contain core operating costs;
- Pursue new commercial ventures;
- Continue safety excellence;
- Advance information technology;
- Conclude labor negotiations;
- Capitalize on human resources
- Develop contract commuter services.

AMTRAK'S CALIFORNIA PASSENGER RAIL STUDY

Amtrak is pursuing an aggressive strategy of developing high-speed rail corridors nationwide. After the Northeast Corridor, where Acela Express is poised to begin operation, California is well positioned to be the next region where Amtrak invests substantial funds to develop high-speed rail. California's existing intercity rail service and infrastructure, coupled with the State's history of impressive commitment to and partnership with Amtrak, makes California a leading candidate for Amtrak high-speed rail corridor development.

Toward this end, Amtrak has embarked on a major community-based planning initiative, the California Passenger Rail Study. In May 2000, Amtrak released its *California Passenger Rail System Five-Year Improvement Plan Summary Report* that identifies near-term needs. Building upon that, the end result will be a twenty -year "blueprint" for a comprehensive passenger rail system in California.

Amtrak will invest over $4 million in the California Passenger Rail Study. A project management team is assisting Amtrak with the planning process and coordination of the various stakeholders. As a wide range of entities must come together implement the plan's recommendations, their participation is critical to a successful plan.

Four task forces have been created, one for each intercity corridor, including the San Joaquins, Capitol Corridor, Pacific Surfliner and California Coast. The membership of each task force includes local representation, Caltrans, host railroads (as owners of the infrastructure) and the Federal Railroad Administration.

The goal of the study is to produce a comprehensive 20-year plan that will:

- Describe the vision of each corridor in terms of frequencies, trip times, reliability, capacity and ridership
- List the improvements that will achieve the corridors' goals
- Identify required funding for infrastructure and rolling stock at the project and corridor level
- Build community and political support for improved California intercity passenger rail service statewide and nationally.

INTERREGIONAL STRATEGIC PLANNING

Caltrans' Interregional Transportation Strategic Plan (ITSP) is the strategic planning document for interregional capital projects, and is the framework for implementing the Caltrans interregional transportation funding program. The Plan is both good planning practice and is otherwise required by the State Transportation Improvement Program (STIP) guidelines. The Plan addresses development of both the state highway interregional road system and intercity rail in California and includes strategies for other eligible fund uses such as interregional mass transit guideways and grade separations. It relies heavily upon this Rail Passenger Program Report in the intercity portion of the Plan.

The first Interregional Plan was developed for the 1998 STIP. This first Plan focused primarily on the non-urbanized state highway component. A future Plan update will address primarily the priorities for using interregional funds within the urbanized areas.

PUBLIC PARTICIPATION

The first draft of this Report was submitted to the California Transportation Commission (CTC) as required by state law. Before that draft was submitted, specific chapters of the report were reviewed by the Southern California Intercity Rail Group, the San Joaquin Valley Rail Committee, and the Capitol Corridor Joint Powers Authority. The draft distributed to the CTC was also distributed to key intercity groups.

At its November 1999 meeting, the CTC requested Caltrans to defer issuance of the Report, so it could incorporate the results of Amtrak's planning initiative. The results have been received from Amtrak and have been included in the Report, which is being submitted to the CTC at its September 2000 meeting.

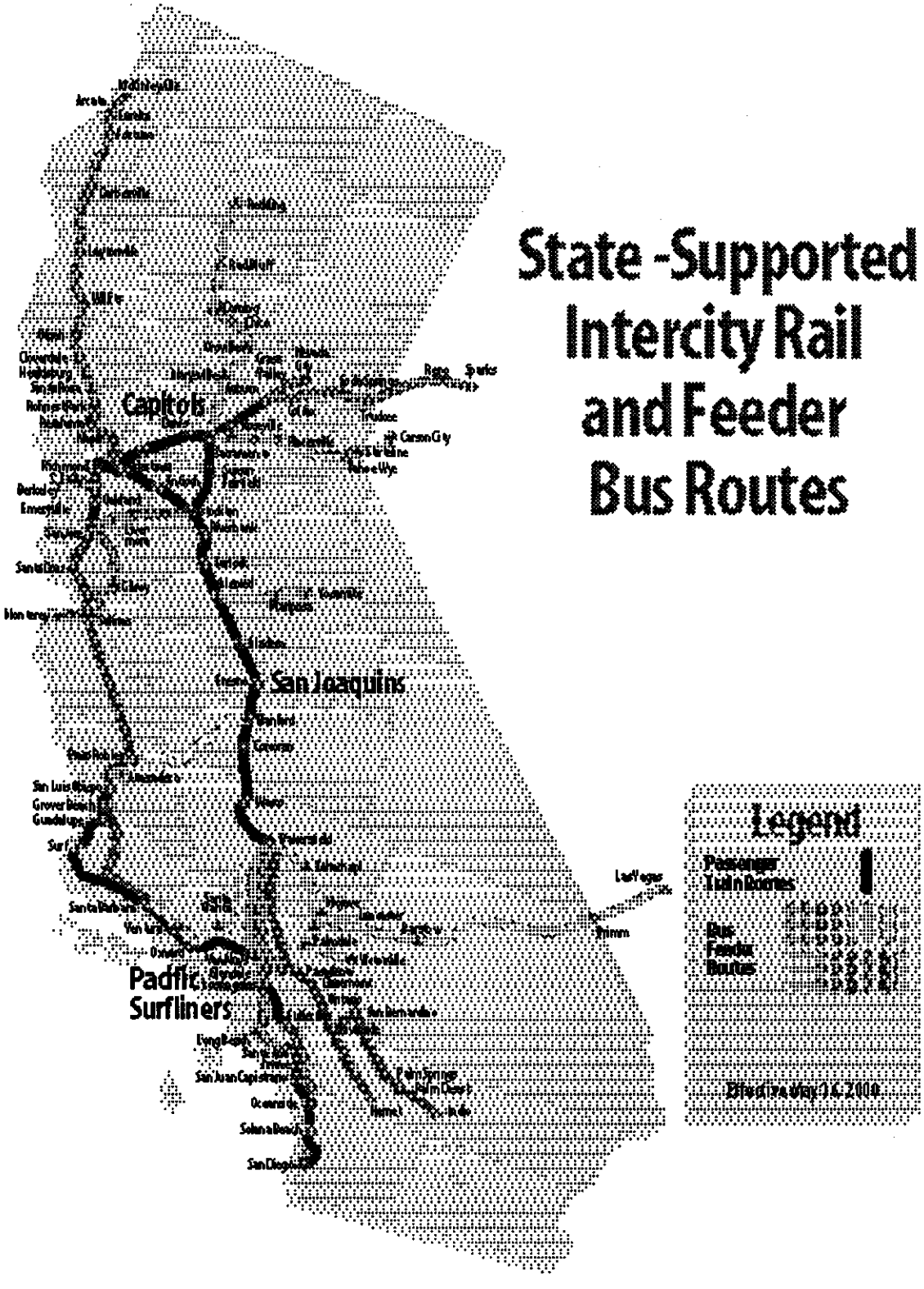
State -Supported Intercity Rail and Feeder Bus Routes
Capitols
San Joaquins
Pacific Surfliners
Legend
Passenger Train Routes
Bus Feeder Routes

Figure 2A

RAIL PASSENGER SERVICES IN CALIFORNIA

Type of Service	Mode	Operator	Service Name	Service Area
Intercity Rail	Railroad	Amtrak (State Supported)	Pacific Surfliners(1)	San Luis Obispo-Santa Barbara-Los Angeles-San Diego
			San Joaquins	Sacramento/Oakland-Fresno-Bakersfield
			Capitols	Auburn/Sacramento-Oakland-San Jose
		Amtrak (Basic System)	Coast Starlight	Los Angeles-Oakland-Sacramento-Seattle
			California Zephyr	(San Francisco) Emeryville-Denver-Chicago
			Southwest Chief	Los Angeles-Kansas City-Chicago
			Sunset Limited	Los Angeles-Houston-New Orleans-Orlando
			Texas Eagle	Los Angeles-Dallas/Fort Worth-St. Louis-Chicago
			Pacific Surfliners(1)	San Luis Obispo-Santa Barbara-Los Angeles-San Diego
Commuter Rail	Railroad	Peninsula Corridor Joint Powers Board	Peninsula Commute Service (CalTrain)	San Francisco-San Jose-Gilroy
		Altamont Commuter Express Joint Powers Authority	ACE	Stockton-San Jose
		Southern California Regional Rail Authority	Metrolink •San Bernardino Line •Antelope Valley Line •Riverside Line •Ventura County Line •Orange County Line •Inland Empire-Orange County Line	Los Angeles- •San Bernardino •Lancaster •Riverside •Oxnard •Oceanside •San Bernardino-San Juan Capistrano
		North County Transit District	Coaster	Oceanside-San Diego
Urban Rail	Heavy Rail	San Francisco Bay Area Rapid Transit District	BART	San Francisco- •Dublin/Pleasanton •Fremont Richmond- •Fremont •Colma/Daly City
		Los Angeles County Metropolitan Transportation Authority	Metro Rail Red Line	Los Angeles- •Wilshire/Western •North Hollywood
	Light Rail	Sacramento Regional Transit District	RT Light Rail	Sacramento- •Watt/I-80 •Mather Field/Mills
		San Francisco Municipal Railway	Muni Metro •F •J •K •L •M •N	San Francisco- •Market-Wharves •Church •Ingleside •Taraval •Ocean View •Judah
		Santa Clara Valley Transportation Authority	VTA Light Rail	San Jose- •Baypointe •Santa Teresa •Almaden Mountain View- •Baypointe
		Los Angeles County Metropolitan Transportation Authority	Metro Rail Blue Line Metro Rail Green Line	Los Angeles-Long Beach Norwalk-Redondo Beach
		San Diego Trolley, Inc.	San Diego Trolley Blue Line Blue Line Orange Line	San Diego- •San Ysidro/Tijuana • Qualcom Stadium/Mission San Diego •Santee
	Cable Car	San Francisco Municipal Railway	Muni Cable Car	San Francisco - •California Street •Powell-Mason/Hyde

(1)State supports 67% of all service; Amtrak supports 33%

CHAPTER II
THE CALIFORNIA RAIL NETWORK

This Chapter describes the California Rail Network, and the state's responsibility vis-a-vis this network. The Chapter concentrates primarily on passenger service, since that is the subject of this Report.

A varied and extensive network of intercity, commuter and urban rail passenger services serves the State of California. Figure 2A summarizes these services. A folded map in the pocket inside the back cover of this Report shows all of the intercity, commuter and urban rail passenger services in California.

PASSENGER RAIL SERVICES

Types of Rail Services

There are three general types of services, as follows:

- **Intercity Rail** - operates largely between several regions of the state, using the "Railroad" mode (see description below). "Basic system" trains are funded exclusively by Amtrak. "State-supported" trains are funded by both the state and Amtrak. The Pacific Surfliner Route includes both state-supported service and basic-system service. The Capitol Route is funded by the state but administered by the Capitol Corridor Joint Powers Authority (CCJPA).
- **Commuter Rail** - operates primarily within a single region of the state, serving regional and local transportation needs, using the "Railroad" mode (see description below).
- **Urban Rail** - operates locally within an urban region of the state, serving local transportation needs, using either the "Heavy Rail", "Light Rail", or "Cable Car" modes (see descriptions below).

Rail Modes

The three types of services use four modes. These modes are, as follows:

- **Railroad** - Rail passenger service using tracks owned by a freight railroad (or purchased or leased by a public entity from such a railroad). Generally, rail freight service uses the same tracks. In California, all such rail passenger service is presently diesel powered, except for certain steam-powered trains on tourist rail services. In the Northeast and Midwest certain intercity and commuter rail services are electric powered.
- **Heavy Rail** - Transit service using rail cars with motive capability, driven by electric power usually drawn from a third rail, configured for passenger traffic and usually operated on exclusive rights-of-way. Utilizes generally longer trains and consists of longer station spacing than light rail. Formerly "rail rapid transit" (Federal Transit Administration definition.)
- **Light Rail** - A fixed-guideway mode of urban transportation utilizing predominantly reserved but not necessarily grade-separated rights-of-way. It uses primarily electrically propelled rail vehicles, operated singularly or in trains. A raised platform is not necessarily required for passenger access. (In generic usage, light rail includes streetcars, [vintage] trolley cars, and tramways. In specific usage,

light rail refers to very modern and more sophisticated developments of these older rail modes.) (Federal Transit Administration definition.)

- **Cable Car** - A streetcar type of vehicle that is propelled by means of an attachment to a moving cable located below the street surface and powered by engines or motors at a central location not on b
- oard the vehicle. (Federal Transit Administration definition.)

THE STATE'S ROLE IN RAIL PASSENGER SERVICE

Intercity Rail Services

Intercity train services operate largely between several regions of the state. In California, Amtrak currently operates all state-supported intercity rail service under the provisions of the federal Rail Passenger Service Act (49 U.S.C. 24101). Until 1998 all intercity rail services were planned and administered by the state. In July 1998 the CCJPA assumed administration of the Capitol Route, while the state continues to pay operating costs. The state encourages local and regional planning agencies to share their ideas and concerns regarding service to their respective areas.

Intercity services are components of the state's overall transportation system. Services intended to meet primarily local needs are developed as commuter and urban rail services rather than intercity.

The state and Amtrak each pay a portion of the operating costs of state-supported intercity rail services. The state pays for the majority of capital improvements to intercity rail services. Local agencies often pay for station improvements, and railroads have also made contributions. In the past, the federal government and Amtrak have paid for a minimal amount of capital improvements, but recently Amtrak has increased its capital contributions, particularly for rolling stock acquisition.

A key element of the state's and the CCJPA's management of intercity train services is ensuring the maximum possible degree of coordination with commuter and urban rail services. Such coordination serves to enhance ridership on all types of rail services by making the passenger's trip from origin to ultimate destination as convenient and seamless as possible by use of all available rail services.

The Pacific Surfliner route is supplemented by Metrolink and Coaster commuter rail services between many commonly-served points in Southern California (such as Oxnard, Los Angeles, Oceanside and San Diego). Some trips, such as Santa Barbara to San Bernardino via Los Angeles, can best be made by a combination of Amtrak and Metrolink service. At San Jose, the Capitols connect with the Caltrain and ACE commuter rail services. The Capitols are implementing a joint ticketing program with local transit agencies, including BART and Caltrain. The San Joaquin and Capitol Corridor routes connect with Bay Area Rapid Transit heavy rail service at Richmond. At Sacramento, light rail is a short walk to the Amtrak station. The Santa Clara (Great America) station on the Capitol Corridor is a short walk from the VTA Light Rail line. Los Angeles Union Station is served by the Metro Rail Red Line, which connects with the Blue Line. The San Diego Trolley serves the Amtrak station. These stations and most other Amtrak stations in California are served by bus routes operated by local transit districts. The state and CCJPA will continue to pursue and enhance coordination between intercity, commuter and urban rail services.

Commuter and Urban Rail Services

Because commuter and urban rail services primarily serve local and regional transportation needs, they are planned and administered by local and regional transportation agencies. Funding is available at the local, state, and federal levels. Operating funds generally come from Federal Transit Administration (FTA) funds, local funds and State Transit Assistance (STA) funds. Capital funds also come from a variety of local, federal and state sources. Caltrans is primarily responsible for administering the state grant programs for commuter and urban rail services.

DEFINITION OF COMMUTER VERSUS INTERCITY RAIL SERVICE

The federal Rail Passenger Service Act and related legal decisions define commuter and intercity rail service.
The Rail Passenger Service Act (49 U.S.C. 24102) states that:

> *"Commuter rail passenger transportation" means short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple-ride, and commuter tickets and morning and evening peak period operations.*

The Penn Central Transportation Company Discontinuance decision was issued by the Interstate Commerce Commission (ICC) after a 1971 investigation held to determine whether certain trains constituted commuter service, thus placing them outside the jurisdiction of Amtrak, which at the time had just been created. Specifically, the ICC concluded that a commuter service:
"…would likely include some or all of the following features..:

(1) The passenger service is primarily being used by patrons traveling on a regular basis either within a metropolitan area or between a metropolitan area and its suburbs;
(2) The service is usually characterized by operations performed at morning and evening peak periods of travel;
(3) The service usually honors commutation or multiple-ride tickets at a fare reduced below the ordinary coach fare and carries the majority of its patrons on such a reduced fare basis;
(4) The service makes several stops at short intervals either within a zone or along the entire route;

(5) The equipment used may consist of little more than ordinary coaches;
(6) The service should not extend more than 100 miles at the most, except in rare instances; although service over shorter distances may not be commuter or short haul within the meaning of the exclusion."

The Rail Passenger Service Act (49 U.S.C. 24102) also states that:

> *"Intercity rail passenger transportation" means all rail passenger transportation, except commuter rail passenger transportation.*

Thus, both the Rail Passenger Service Act and the ICC specifically defined commuter rail service in the manner detailed above, and stated that intercity rail service is all other service not falling within the commuter rail definition.

Currently, there is no definition in state law for commuter or intercity rail service. Prior definitions, which essentially referred to the federal definitions, were deleted under Ch. 622/1997 (SB 45, Kopp).

AMTRAK BASIC SYSTEM SERVICES

At present, Amtrak operates "basic system" trains over six routes in California. The Pacific Surfliner Route between San Luis Obispo, Santa Barbara, Los Angeles and San Diego is unique because it is partially a basic system service and partially state-supported. The other five services are interstate routes that provide varying levels of intrastate service in California

The following paragraphs briefly describe the various "basic system" routes serving California and their significance to the state's transportation needs. (California's state-supported trains are the subjects of Chapters IV, V, and VI of this Report.) Ridership figures are for Amtrak's 1998/99 fiscal year ending September 30, 1999 and include the total route ridership, not just the portion in California.

ROUTE DESCRIPTIONS

Pacific Surfliner Route (San Luis Obispo-Santa Barbara-Los Angeles-San Diego)

Ridership on the Pacific Surfliner Route is only exceeded by routes in the Northeast Corridor between Boston, New York and Washington D.C. Eleven daily round-trips operate between Los Angeles and San Diego. Four round-trips are extended north between Los Angeles and Santa Barbara, one of which continues to San Luis Obispo. Amtrak pays for 100 percent of the costs on the 33 percent of the basic system service. Amtrak and the state share the costs on the remaining 67 percent of the state-supported portion of the service. Ridership in 1998-99 was 1,540,200, a decrease of 2.0 percent from the previous year. Chapter IV of this Report discusses this Route in detail.

The Coast Starlight (Los Angeles-Sacramento-Oakland-Portland-Seattle)
The Coast Starlight is the most popular long distance train in the Amtrak system. For many years demand has often outstripped capacity during summer and holiday travel periods. Ridership in 1998/99 on one daily round-trip totaled 505,000, a slight increase over the previous year.

The Coast Starlight serves many major urban areas in California and the Pacific Northwest, including Portland and Seattle, with a bus connection to Vancouver, British Columbia. A substantial portion of its ridership is generated by intrastate California travel. Direct connections with the Pacific Surfliners at Los Angeles effectively extend the route south to San Diego. Connection with the San Joaquins at Sacramento and Martinez provide Valley access for travelers to and from the north. State-funded intermodal facilities have been developed at several stops along its route.

The California Zephyr (San Francisco-Denver-Chicago)
The California Zephyr provides local service in the San Francisco-Sacramento-Reno corridor, and extra coaches are often carried on this portion of the route to handle heavy loads to and from Reno. A stop in Truckee serves Lake Tahoe and nearby Sierra ski areas. Salt Lake City, Denver, Lincoln and Omaha are also served. Dedicated feeder buses make the link between Emeryville and San Francisco. Ridership on the one daily round-trip California Zephyr in FY 1998-99 was 407,600, an increase of 5.4 percent from the prior year.

The Southwest Chief (Los Angeles - Chicago)
The Southwest Chief provides access to the Grand Canyon at Flagstaff and to Albuquerque. The route also provided the only direct rail service from California to Kansas City. Ridership on the one daily round-trip Southwest Chief in 1998-99 totaled 285,500, a slight decrease from the prior year.

The Sunset Limited (Los Angeles - New Orleans - Orlando)
The Sunset Limited operates three days a week in each direction and connects California to many major cities (such as Tucson, El Paso, San Antonio, Houston, New Orleans, Mobile, Tallahassee, Jacksonville and Orlando). It is Amtrak's only transcontinental passenger train. Ridership in 1998-99 totaled 113,600, down 5.9 percent from the previous year.

The Texas Eagle (Los Angeles - Chicago)
The Texas Eagle operates four days per week in each direction between California points and such major cities as Fort Worth, Dallas, Little Rock, St. Louis and Chicago. On three of the four days it is combined with the Sunset Limited between Los Angeles and San Antonio. Ridership in 1998-99 was 111,000, an increase of 9.4 percent from the previous year.

AMTRAK RIDERSHIP IN CALIFORNIA

Figure 2B shows ridership at each Amtrak train and bus station in California for federal Fiscal Years 1997-98 and 1998-1999. This table includes ridership on state-supported trains as well as Amtrak's basic system routes. The availability of a ticket agent or checked baggage service is also shown.

OTHER PASSENGER RAIL SERVICES

Other railroads in California offer more limited rail passenger service, which is generally, tourist oriented. These non-Amtrak intercity rail passenger services remain subject to the regulatory jurisdiction of the California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA), and the Surface Transportation Board (STB).

The California Western Railroad (CWR) between Fort Bragg and Willits in Mendocino County is the principal privately owned railroad in California offering regularly scheduled rail passenger service. Excursion related passenger traffic on the CWR's 40-mile route is its primary business, with 60,225 passengers handled in their fiscal year ending May, 2000. Round trip service between Fort Bragg and Willits is offered daily from the end of May until the end of October. Service to intermediate stations between Fort Bragg and Northspur is offered from the beginning of March to the end of December.

Other railroads offer rail passenger tourist service on less than a year-round, daily basis, usually daily and/or weekends during the summer and holidays. For additional information on rail passenger tourist service, call California Tourism at 1-800-862-2543.

Figure 2B

AMTRAK TRAIN AND BUS RIDERSHIP BY STATION
FEDERAL FISCAL YEARS 1997-1998 and 1998-1999 (See Note)

98-99 Rank	Station	County	1997-98 Ridership	1998-99 Ridership	Routes Serving Station *								Ticket Agent	Checked Baggage
					PS	SJ	CC	CS	CZ	TE	SC	SL		
1	L. A. Union Station	Los Angeles	1,019,009	1,066,254	TB	B		T		T	T	T	A	Bg
2	San Diego	San Diego	661,538	653,018	TB	B							A	Bg
3	Sacramento	Sacramento	528,564	599,143		TB	T	T	T				A	Bg
4	Emeryville	Alameda	537,590	548,367		T	T	T	T				A	Bg
5	Bakersfield	Kern	519,517	533,714	B	T							A	Bg
6	Stockton	San Joaquin	311,054	292,603		T							A	Bg
7	Martinez	Contra Costa	279,345	274,246		T	T	T	T				A	Bg
8	Fullerton	Orange	271,109	274,111	T						T		A	Bg
9	San Jose	Santa Clara	251,437	258,895		B	TB	T					A	Bg
10	Oceanside	San Diego	237,794	258,310	TB	B							A	Bg
11	Solana Beach	San Diego	222,570	241,786	T	B							A	Bg
12	Fresno	Fresno	200,325	236,322		T							A	Bg
13	Oakland	Alameda	194,257	222,963		T	T	T	B				A	Bg
14	Santa Barbara	Santa Barbara	239,073	222,703	TB	B	B	T					A	Bg
15	San Francisco	San Francisco	213,527	215,922		B	B	B	B				A	Bg
16	San Juan Capistrano	Orange	198,917	206,946	TB	B							A	
18	Santa Ana	Orange	140,346	153,390	TB	B							A	Bg
17	Anaheim	Orange	153,414	152,795	T								A	Bg
19	Hanford	Kings	129,841	150,741		T							A	Bg
20	Davis	Yolo	97,432	143,106		B	T	T	T				A	Bg
21	Irvine	Orange	112,286	129,648	T	B							A	
22	San Luis Obispo	San Luis Obispo	88,398	89,899	TB	B	B	T					A	Bg
23	Santa Cruz	Santa Cruz	79,007	82,523		B	B							
24	Merced	Merced	76,681	81,174		T							A	Bg
25	Oxnard	Ventura	74,590	77,198	TB	B		T					A	Bg
26	Van Nuys	Los Angeles	61,453	64,056	TB	B								
27	Riverbank [2]	Stanislaus	57,776	67,016		T							A	Bg
28	Richmond	Contra Costa	48,658	57,845		T	T							
29	Glendale	Los Angeles	42,102	40,931	TB	B		T						
30	Suisun-Fairfield	Solano	27,578	36,077			T							
31	Simi Valley	Ventura	32,000	33,316	TB			T						
32	San Bernardino	San Bernardino	26,161	33,100		B					T		A	Bg
33	Salinas	Monterey	30,102	32,516			B	T					A	Bg
34	Roseville	Placer	29,730	31,243			TB		T					
35	Berkeley	Alameda	26,767	30,011		T	T							
36	Santa Clara	Santa Clara	16,162	25,591			TB							
37	Burbank Airport	Los Angeles	7,699	25,358	T	B								
38	Ventura	Ventura	25,242	22,969	TB	B								

* Route and Symbol Key:

PS Pacific Surfliner (San Diego-Los Angeles-San Luis Obispo)
SJ San Joaquin (Oakland/Sacramento-Bakersfield)
CC Capitol Corridor (Auburn-Sacramento-Oakland-San Jose)
CS Coast Starlight (Los Angeles-Oakland-Sacramento-Seattle)
CZ California Zephyr (San Francisco-Chicago)
TE Texas Eagle (Los Angeles-Chicago)
SC Southwest Chief (Los Angeles-Chicago)
SL Sunset Limited (Los Angeles-New Orleans-Orlando)

T Train at this location
A Ticket Agent at this location
B Bus at this location
Bg Checked baggage at this location

[2] - Replaced by Modesto in November 1999

NOTE: Official Amtrak ridership data for two Federal Fiscal Years (October 1997 through September 1999). Includes all passengers originating or terminating at each station on all routes shown above.

Figure 2B continued

AMTRAK TRAIN AND BUS RIDERSHIP BY STATION

FEDERAL FISCAL YEARS 1997-1998 and 1998-1999 (See Note)

98-99			1997-98	1998-99	Routes Serving Station *								Ticket	Checked
Rank	Station	County	Ridership	Ridership	PS	SJ	CC	CS	CZ	TE	SC	SL	Agent	Baggage
39	Fremont	Alameda	17,648	22,305		B	TB							
40	Corcoran	Kings	21,580	22,171		T								
41	Antioch-Pittsburg	Contra Costa	20,249	19,912		T								
42	Chatsworth	Los Angeles	18,052	18,920	TB									
43	Yosemite Natl. Park	Mariposa	no report	18,245		B								
44	Wasco	Kern	16,227	15,339		T								
45	Redding	Shasta	20,190	15,027		B	B	T						
46	Grover Beach	San Luis Obispo	18,495	14,682	TB	B	B							
47	Santa Rosa	Sonoma	15,313	11,917		B	B							
48	Chico	Butte	14,868	15,116		B	B	T						
49	Turlock-Denair	Stanislaus	14,599	14,963		T								
50	Madera	Madera	13,803	13,244		T								
51	Vallejo-Marine World	Solano	13,770	14,657		B	B							
52	Truckee	Nevada	11,331	10,480		B	B		T					
53	Paso Robles	San Luis Obispo	11,266	12,991	B	B	B	T						
54	Auburn	Placer	7,021	9,574		B	TB							
55	Monterey	Monterey	10,189	8,307		B	B							
56	Moorpark	Ventura	8,551	7,870	T									
57	Needles	San Bernardino	2,913	7,725							T			
58	Carpinteria	Santa Barbara	6,508	7,455	TB	B								
59	Long Beach	Los Angeles	6,718	7,127	B	B								
60	Nevada City	Nevada	7,341	6,319		B	B							
61	Guadalupe	Santa Barbara	1,582	6,355	TB	B	B							
62	Riverside	Riverside	6,110	6,174		B								
63	Colfax #	Placer	6,617	5,696		B	TB		T					
64	Camarillo	Ventura	5,044	5,636	T									
65	Santa Maria	Santa Barbara	6,121	5,345	B	B	B							
66	Lompoc	Santa Barbara	5,901	5,538	B									
67	Dunsmuir	Siskiyou	4,329	5,239				T						
68	Disneyland	Orange	5,314	5,239	B	B								
69	Pasadena	Los Angeles	4,603	4,809		B								
70	Barstow	San Bernardino	4,867	4,637		B					T			
71	Napa	Napa	5,359	4,588		B	B							
72	South Lake Tahoe	El Dorado	4,611	4,167		B	B							
73	Marysville	Yuba	4,356	4,122		B	B	T						
74	Claremont	Los Angeles	3,556	3,503		B								
75	Solvang	Santa Barbara	3,515	3,401	B		B							
76	Grass Valley	Nevada	3,471	3,376		B	B							
77	Arcata	Humboldt	3,902	3,152		B	B							
78	Victorville	San Bernardino	2,630	2,947							T			
79	Santa Clarita-Saugus	Los Angeles	3,210	2,908	B	B								
80	Eureka	Humboldt	3,602	2,795		B	B							

*	Route and Symbol Key:		
PS	Pacific Surfliner (San Diego-San Luis Obispo)	CZ	California Zephyr (San Francisco-Chicago)
SJ	San Joaquin (Oakland/Sacramento-Bakersfield)	TE	Texas Eagle (Los Angeles-Chicago)
CC	Capitol Corridor (Colfax-Sacramento-Oakland-San Jose)	SC	Southwest Chief (Los Angeles-Chicago)
CS	Coast Starlight (Los Angles-Seattle)	SL	Sunset Limited (Los Angeles-New Orleans-Orlando)
T	Train at this location	**B**	Bus at this location
A	Ticket Agent at this location	**Bg**	Checked baggage at this location
	# - Train service discontinued 2/27/00; bus service remains		

Figure 2B continued

AMTRAK TRAIN AND BUS RIDERSHIP BY STATION
FEDERAL FISCAL YEARS 1997-1998 and 1998-1999 (See Note)

98-99 Rank	Station	County	1997-98 Ridership	1998-99 Ridership	Routes Serving Station * PS	SJ	CC	CS	CZ	TE	SC	SL	Ticket Agent	Checked Baggage
81	Lancaster	Los Angeles	3,000	2,788		B								
82	Carmel	Monterey	2,598	2,573		B								
83	Placerville	El Dorado	2,167	2,391		B	B							
84	McKinleyville	Humboldt	4,167	2,039		B	B							
85	Oroville	Butte	1,829	2,028		B	B							
86	Petaluma	Sonoma	2,039	1,850		B	B							
87	Rohnert Park	Sonoma	1,774	1,818		B	B							
88	Tehachapi	Kern	1,486	1,521		B								
89	Palmdale	Los Angeles	1,826	1,516		B								
90	Indio	Riverside	3,079	1,407		B								
91	Palm Springs	Riverside	1,380	1,407		B				T		T		
92	Ukiah	Mendocino	1,252	1,355		B	B							
93	East Dublin-Pleasanton	Alameda	992	1,121		B								
94	Red Bluff	Tehama	895	943		B	B							
95	Mojave	Kern	909	887		B								
96	Pomona	Los Angeles	677	853						T		T		
97	Cameron Park	El Dorado	665	778		B	B							
98	Willits	Mendocino	779	770		B	B							
99	Tracy	San Joaquin	816	758		B								
100	Livermore	Alameda	722	726		B								
101	Rancho Cordova	Sacramento	545	680			B							
102	Atascadero	San Luis Obispo	570	628	B	B								
103	Fortuna	Humbolt	648	546		B	B							
104	Garberville	Humbolt	572	525		B	B							
105	Mariposa	Mariposa	no report	509			B							
106	Gilroy	Santa Clara	693	480		B	B							
107	Santa Paula	Ventura	466	452		B								
108	San Pedro	Los Angeles		433		B								
109	Lake of the Pines Junction	Nevada	316	382		B	B							
110	Palm Desert	Riverside	342	377		B								
111	Watsonville	Santa Cruz	423	366		B	B							
112	Fillmore	Ventura	315	281		B								
113	Healdsburg	Sonoma	243	258		B	B							
114	Seaside-C.S.U.M.B.	Monterey	152	247		B	B							
115	Rosamond	Kern	201	215		B								
116	Cloverdale	Sonoma	90	176		B	B							
117	Rio Dell-Scotia	Humbolt	141	168		B	B							
118	Laguna Beach	Orange		167		B								
119	Soda Springs	Nevada	163	166		B	B							
120	King City	Monterey	130	124		B	B							
121	Boron	Kern	85	111		B								

*	Route and Symbol Key:		
PS	Pacific Surfliner (San Diego-San Luis Obispo)	CZ	California Zephyr (San Francisco-Chicago)
SJ	San Joaquin (Oakland/Sacramento-Bakersfield)	TE	Texas Eagle (Los Angeles-Chicago)
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T	Train at this location	**B**	Bus at this location
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FREIGHT RAIL SERVICES

Most rail lines in California are owned and operated by private railroad companies, such as The Burlington Northern and Santa Fe Railway Company (BNSF), and the Union Pacific Railroad Company (UP). The primary function of private railroads in California is to provide rail freight service to shippers within California, and between California and other points in the United States, Canada and Mexico. Upon request of Amtrak (for intercity rail passenger service) and local or regional entities (for commuter rail passenger service), these freight railroads enter into contracts to permit operation of rail passenger services on their lines. Under such contracts the railroads typically provide use of their tracks, signal and dispatching systems, and certain station and yard facilities. They are compensated by Amtrak and other public entities under the provisions of the applicable operating contracts. Contracts with Amtrak for provision of intercity service are executed pursuant to the federal Rail Passenger Service Act (49 U.S.C. 24101).

Capital improvement projects are often needed to provide sufficient capacity to allow both the new rail passenger service and the existing freight service to operate efficiently on main line tracks of the private freight railroads. To facilitate introduction of new or expanded intercity and commuter rail passenger services, Caltrans and other public entities will often fund such improvement projects that also often benefit the freight railroads. The actual improvements are usually constructed by the railroad.

AB 74 (Strom-Martin, Chapter 373/1999), provides for Caltrans to issue a State Rail Plan with both passenger rail and freight rail elements. Therefore, the next edition of this report will adopt the new format. Also, AB 2866, (Chapter 127/2000) provides for Caltrans, in conjunction with the Office of Planning and Research, to conduct a statewide rail transportation assessment, incorporating both a passenger portion and a freight rail systems portion. The report is due by January 1, 2002.

CHAPTER III
TEN YEAR OPERATING, MARKETING AND CAPITAL PROGRAMS

This section contains a discussion on Intercity Rail Funding, the Intercity Rail Operating Program - including a ten-year plan, the Intercity Rail Marketing Program, and the Intercity Rail Capital Program - including a ten-year plan.

INTERCITY RAIL FUNDING

Funding for intercity rail systems comes primarily from state sources, but also includes local, federal, Amtrak, and railroad funding sources. Below is an overview of these funding sources. Figure 3E shows the historical distribution of funding sources for intercity rail capital projects.

Public Transportation Account (PTA)

The PTA has been the exclusive source of intercity rail operating funds, and has also provided intercity rail capital funding. Proposition 116 designated the PTA as a trust fund to be used only for transportation planning and mass transportation purposes. The PTA is primarily funded from sales tax on the sale of diesel fuel and the sales tax derived from a portion of the state excise tax on gasoline.

The Public Utilities Code (Sections 99312 and seq.) governs the uses of PTA funds. Fifty percent of the new revenues fund the State Transit Assistance (STA) Program, while the remaining monies are available to fund a number of state programs including intercity rail operations, Rail Program staff support, other mass transportation and planning staff support, and mass transit capital projects.

Ch. 622/97 (SB 45, Kopp) changed the funding formula for the PTA, increasing the funds going to the STA Program, and decreasing the funds going to the intercity rail program. Additionally, Ch. 622/97 eliminated the Transit Capital Improvement (TCI) Program as an annual capital program. Prior to Ch. 622/97, the TCI Program had been a small but regular capital funding source for intercity rail capital projects.

Prior to the 2000-01 Budget, the PTA was projected to have a significant deficit by 2003-04. However, two changes were made by AB 2928, Torlakson, (Chapter 91, 2000) that provide major relief to the PTA.

- AB 2928, the Governor's Traffic Congestion Relief Program, authorizes the amount in the State Highway Account (SHA) not subject to Article XIX of the Constitution to be transferred annually to the PTA, beginning in 2000-01. This amount is estimated at approximately $45 million a year. Article XIX does not allow the use of SHA funds for rail equipment or operations. The unrestricted SHA funds include funds from the sale of documents, charges for miscellaneous services to the public, rental of state property, etc.

- AB 2928 also requires for the five-year period between July 1, 2001 and June 30, 2006, that funds amounting to over $50 million annually be transferred to the PTA from sales taxes deposited in the General Fund from the sale, storage, use or other consumption of motor vehicle fuel.

An updated 2000 STIP Fund Estimate (1999/00-2003/04) was provided to the California Transportation Commission in July 2000 to reflect the impact of changes made by AB 2928. The Fund Estimate identifies funds for existing intercity rail services and new services. Additionally, through the 2003/04 period, the Fund Estimate shows a projected $264 million in PTA funds available for capital funding.

State Highway Account (SHA) Funding for Rail Programs

The bulk of the SHA supports the state's highway system, but a portion of the Account also supports rail projects in the State Transportation Improvement Program (STIP).

The SHA receives its funds from state gasoline taxes, diesel fuel taxes, state vehicle weight fees and federal funds made available to the state under title 23, U.S. Code, Highways. Use of the state generated portion of the SHA is governed by Article XIX of the State Constitution that allows the funds to be used for research, planning, construction, improvement, maintenance and operation of public streets and highways. Additionally, the SHA can be used for the research, planning, construction, and improvement of public mass transit guideways (which includes intercity, commuter and urban rail, and electric trolley bus services) and their fixed facilities. The SHA cannot be used for mass transit vehicle acquisition or maintenance and operating costs.

The 1989 "Blueprint Legislation" allowed intercity rail to receive more capital funding from the SHA. Then in 1997, Ch. 622/97 (SB 45, Kopp) was passed which gives intercity rail and grade separation projects a minimum of 9 percent of the interregional portion of the STIP as part of the Interregional Transportation Improvement Program (ITIP). As a result, in the 1996 and 1998 STIPs and the 1998 STIP Augmentation, $306.8 million was programmed for intercity rail projects. Intercity rail projects can also be programmed in the Regional Transportation Improvement Program (RTIP).

Traffic Congestion Relief Fund

AB 2928, Torlakson establishes the Governor's Traffic Congestion Relief Program to be funded from the Traffic Congestion Relief Fund (TCRF). The TCRF is made up of a $1.5 billion appropriation in AB 2928 from the General Fund and a transfer of $3.4 billion from gasoline sales tax revenues over the five year period from July 1, 2001 through June 30, 2006. $197 million is included for specific intercity rail projects.

The Passenger Rail and Clean Air Bond Act (Proposition 108)

The 1989 "Blueprint Legislation" authorized three $1 billion rail bond measures to be placed on the ballot in 1990, 1992 and 1994. In 1990 the voters approved the first $1 billion rail bond measure - The Passenger Rail and Clean Air Bond Act of 1990 (Proposition 108). To date, almost all of these bond proceeds have been used to fund new rail projects and improvements to existing systems. The voters did not approve the subsequent two bond measures in 1992 and 1994.

Clean Air and Transportation Improvement Act of 1990 (Proposition 116)

Proposition 116 provided a $1.99 billion one-time source of funding for rail and transit projects. Proposition 116 contained about $382 million for intercity rail, $1,373 million for urban and commuter rail projects, and $235 million for other transit and transit related projects. Most of these bond funds have been allocated.

State General Funds

The last two state Budgets have provided General Funds for intercity rail capital projects. The 1999-00 Budget Act provided $17.5 million for equipment acquisition. The 2000-01 Budget Act includes $30 million for equipment, and $20 million for track improvements on the San Joaquin Route.

Local Funds

Although intercity rail passenger services are funded primarily by the state, a substantial amount of local funds have been invested, mainly on the Pacific Surfliner Route, to fund commuter rail development. These funds, where used to improve tracks, signals and stations also used by intercity trains, serve to enhance the intercity service. Intercity rail stations are often owned by cities and funded with local funds in addition to STIP funding. Caltrans will work with local and regional entities who may wish to fund higher levels of service than state resources are able to provide.

Federal Funds

Small amounts of federal transportation funds from various programs are occasionally used for intercity rail projects, particularly for station projects. However, generally federal transportation funds are not available for intercity rail projects.

There are currently two bills pending in Congress, S. 1900 and H.R. 3700, to provide rail bond funds. Both bills would provide $1 billion per year over ten years for rail capital improvements on qualifying routes nationwide. California would be eligible for a significant portion of these funds. States would be required to provide 20 percent of the cost of the funded projects.

Amtrak Funds

Amtrak develops and funds some California intercity rail capital projects. The largest investment has been in maintenance facilities and rolling stock. Amtrak has recently begun to increase its investment in California as a result of the Taxpayer Relief Act of 1997, that has provided over $2.0 billion in capital funds to Amtrak nationwide. For example, Amtrak has purchased 40 new passenger cars and 14 locomotives for the Pacific Surfliner Route at a cost of about $135 million.

Railroad Funds

The state and the railroad owning the right-of-way of an intercity passenger route sometimes share in the cost of a capital project. On the Capitol Corridor, the cost of the recent major track and signal upgrade projects was shared with the railroad. Other railroad funds have been used for important track and signal improvements, such as track upgrades on the San Joaquin Route.

OPERATING PROGRAM

Caltrans and CCJPA's Relationship with Amtrak

Caltrans provides operating funding for three intercity rail services – the Pacific Surfliners, San Joaquins and Capitols. Amtrak operates all three services under the provisions of the federal Rail Passenger Service Act (49 U.S.C. 24101 et seq.). Caltrans directly administers the Pacific Surfliners and San Joaquins. Since July 1998, the Capitol Corridor Joint Powers Authority (CCJPA) administers the Capitol service under an interagency transfer agreement with the state.

Section 24101(c)(2) of the federal Rail Passenger Service Act authorizes Amtrak to operate intercity rail passenger service beyond its basic system services when requested to do so by a state, group of states, or a regional or local agency.

Over the years the share of service costs (called "cost basis") that Amtrak has required states to pay has increased considerably. Between federal fiscal year (FFY) 1991-92 and FFY 1998-99 the cost basis increased each year. (The increase varied from year to year and was relatively minor in 1997-98.) Amtrak has stated that the cost basis, which started in FFY 98-99, will remain essentially constant. State-supported services at Amtrak West [the Western Business Unit (WBU) of Amtrak] are now billed the equivalent of 100 percent of the direct cost of train operations and product line support costs (which are related to specific routes) and a portion of the WBU support costs.

Because a portion of the Pacific Surfliner service is basic system service fully funded by Amtrak, the state pays Amtrak for the Route's costs on a basis different from the other two routes. Amtrak pays for 100 percent of all costs on 33 percent of the Route. On the remaining 67 percent of the route, the state and Amtrak use the same cost basis to share costs as on the other two state-supported routes.

Caltrans, in an effort to lower costs, has converted certain cost elements of the Caltrans / Amtrak operating contract to a fixed cost basis. For example, reservations and information, and sales and marketing are now fixed-price elements. The CCJPA has entered into a fixed price operating contract with Amtrak.

Caltrans pays any net operating loss of the feeder buses that serve the state-supported routes. The operating loss consists of the entire bus operating costs (as billed by the contract bus operator) minus the feeder bus revenue credits. The bus revenue credits represent a proportional share of the passenger's entire rail-bus fare assigned to the bus portion of the trip.

Amtrak, in operating service for the state or the CCJPA in California, performs many functions. Amtrak employees staff and maintain trains and staff stations with ticket offices. The equipment (whether owned by Amtrak or Caltrans) is maintained by Amtrak at Amtrak operated facilities. Many Amtrak WBU or national functions also provide service to California's trains.

Amtrak maintains control over many operational functions related to state-supported service. For example, Amtrak administers fare policy in accordance with its national goal to maximize revenues and eliminate its need for federal operating support. However, Caltrans and the CCJPA work with Amtrak to develop special California or route-specific promotions. Amtrak also has national service requirements and standards that it maintains. However, Caltrans has been successful in working with Amtrak to adapt some of these policies (such as food service) to specific California conditions.

Funding for Intercity Rail Services Operations

Caltrans 10-year operating program is an ambitious plan for state-supported service extensions and new routes. The plan was developed in conjunction with Amtrak and regional groups including the CCJPA, Southern California Intercity Rail Group and San Joaquin Valley Rail Committee, and largely corresponds to the service goals Amtrak has developed for their ongoing 10-year strategic planning exercise. Additionally, Caltrans considered the CCJPA's current Business Plan in developing near-term projections for the Capitol route.

The start-up date projections for the operating program are for planning purposes only. These projections were developed based on projected service needs. Demonstrated ridership demand, institutional barriers, availability of operating funding and equipment, availability of capital funding for capacity improvements requested by operating railroads, and technical problems outside the control of Caltrans will affect when each of the service improvements can be implemented.

As discussed in Chapter I, Amtrak has conducted a vision exercise, and as part of that exercise has completed in depth studies of revenues and costs using the latest technologies, including state-of-the-art ridership and revenue models. Caltrans concurs that Amtrak ‘s projections are reasonable and appropriate for planning purposes. Therefore, the intercity rail financial and service projections shown in Figures 3A, 3B and 3C reflect Amtrak’s projections for current service levels on existing routes and the increased service levels on these routes identified by Caltrans.

The left portion of Figure 3A provides a historical perspective on intercity rail operating funding. It shows actual state and Amtrak operations expenditures and state administration and marketing expenditures for the three state-supported routes from 1995-96 through 1998-99. For 1999-00 and 2000-01 respectively, the Budget allocation and appropriation amounts for operations are shown. It is important to remember that the cost basis for state-supported routes during this period was steadily increasing (see above). Revenues during this period also continued to rise, but could not compensate for the increasing cost basis. Thus, state cost increased considerably over this period.

Figure 3B presents the revenue, expense and farebox ratio data for existing routes. Caltrans' long term standard for financial performance of rail service operations is achievement of a 50 percent farebox ratio -- the point at which passenger revenues cover half of the operating costs.

Figure 3C presents the ridership, service frequencies and running times associated with the data and projections in Figures 3A and 3B.

Figure 3A

FUNDING FOR INTERCITY RAIL SERVICES OPERATIONS
1995-96 - 2008-09
(Dollars in Millions)

	Actual					Approp'n.	Projected							
Costs	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
OPERATIONS														
Existing Routes														
State Costs														
Pacific Surfliners	$ 11.1	$ 16.2	$ 20.4	$ 22.1	$ 20.8	$ 21.2	$ 21.2	$ 25.6	$ 25.2	$ 25.0	$ 25.8	$ 26.9	$ 26.5	$ 27.5
San Joaquins	$ 14.5	$ 16.3	$ 17.2	$ 19.9	$ 24.2	$ 24.3	$ 28.4	$ 26.1	$ 25.3	$ 27.4	$ 26.4	$ 28.4	$ 27.2	$ 26.0
Capitols	$ 6.4	$ 9.7	$ 10.8	$ 14.5	$ 16.5	$ 18.3	$ 23.7	$ 22.7	$ 22.4	$ 22.2	$ 22.3	$ 24.5	$ 24.1	$ 24.6
Equipment-Heavy Overhaul						$ 5.7	$ 5.8	$ 5.9	$ 6.0	$ 6.2	$ 6.3	$ 6.5	$ 6.6	$ 6.8
State Total	**$ 32.0**	**$ 42.2**	**$ 48.4**	**$ 56.5**	**$ 61.5**	**$ 69.5**	**$ 79.1**	**$ 80.3**	**$ 78.9**	**$ 80.8**	**$ 80.8**	**$ 86.3**	**$ 84.4**	**$ 84.9**
Amtrak Total (All 3 routes)	$ 2.6	$ 20.6	$ 18.7	$ 15.9	$ 2.2	$ 13.2	$ 14.1	$ 14.7	$ 14.5	$ 14.6	$ 14.7	$ 15.3	$ 15.1	$ 15.1
New Routes														
State Costs														
Coast Route (SF-LA)							$ 8.0	$ 8.4	$ 8.6	$ 5.4	$ 5.6	$ 11.4	$ 11.7	$ 11.9
Monterey Service								$ 5.0	$ 5.1	$ 4.0	$ 4.1	$ 6.4	$ 6.5	$ 7.0
Reno Service										$ 3.3	$ 3.3	$ 3.4	$ 3.5	$ 3.6
Coachella Valley										$ 3.0	$ 3.0	$ 6.2	$ 6.3	$ 6.5
Redding Service											$ 3.6	$ 3.7	$ 3.8	$ 3.9
State Total							**$ 8.0**	**$ 13.4**	**$ 13.7**	**$ 15.7**	**$ 19.6**	**$ 31.1**	**$ 31.8**	**$ 32.9**
Amtrak Total (All new routes)							$ 2.5	$ 4.0	$ 4.1	$ 4.7	$ 5.9	$ 9.3	$ 9.5	$ 9.9
New and Existing Routes														
State Total-New and Existing	**$ 32.0**	**$ 42.2**	**$ 48.4**	**$ 56.5**	**$ 61.5**	**$ 69.5**	**$ 87.1**	**$ 93.7**	**$ 92.6**	**$ 96.5**	**$ 100.4**	**$ 117.4**	**$ 116.2**	**$ 117.8**
Amtrak Total-New and Existing	$ 2.6	$ 20.6	$ 18.7	$ 15.9	$ 2.2	$ 13.2	$ 16.6	$ 18.7	$ 18.6	$ 19.3	$ 20.6	$ 24.6	$ 24.6	$ 25.0
STATE SUPPORT														
Pacific Surfliners														
Administration	$ 1.3	$ 1.0	$ 0.9	$ 1.0	$ 1.4									
Marketing	$ 1.7	$ 1.7	$ 1.9	$ 2.1	$ 2.1									
Totals	$ 3.0	$ 2.7	$ 2.8	$ 3.1	$ 3.5									
San Joaquins														
Administration	$ 1.2	$ 1.0	$ 0.8	$ 1.0	$ 1.2									
Marketing	$ 1.6	$ 1.5	$ 1.4	$ 1.1	$ 1.1									
Totals	$ 2.8	$ 2.5	$ 2.2	$ 2.1	$ 2.3									
Capitols														
Administration	$ 1.1	$ 0.8	$ 0.9	$ 0.8	$ 1.0									
Marketing	$ 1.4	$ 1.2	$ 1.1	$ 1.1	$ 1.1									
Totals	$ 2.5	$ 2.0	$ 2.0	$ 1.9	$ 2.1									
Totals - All Routes														
Administration	$ 3.6	$ 2.8	$ 2.6	$ 2.8	$ 3.6									
Marketing	$ 4.7	$ 4.4	$ 4.4	$ 4.3	$ 4.3									
Total - All Routes	**$ 8.3**	**$ 7.2**	**$ 7.0**	**$ 7.1**	**$ 7.9**									

Figure 3B

REVENUES, EXPENSES AND FAREBOX RATIO FOR INTERCITY RAIL PASSENGER OPERATIONS
1995-96 - 2008-09
(Dollars in Millions)

	Actual					Projected								
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
REVENUES														
Pacific Surfliners ?	$ 13.6	$ 14.8	$ 15.2	$ 16.4	$ 17.9	$ 20.0	$ 20.5	$ 22.2	$ 22.8	$ 23.3	$ 24.3	$ 25.1	$ 25.7	$ 26.6
San Joaquins	$ 12.5	$ 13.8	$ 15.2	$ 16.5	$ 18.1	$ 20.1	$ 22.8	$ 23.7	$ 24.6	$ 29.8	$ 31.0	$ 36.9	$ 38.4	$ 39.9
Capitols	$ 4.8	$ 5.9	$ 6.2	$ 6.9	$ 8.5	$ 10.0	$ 11.4	$ 11.9	$ 12.3	$ 15.4	$ 15.9	$ 17.0	$ 17.6	$ 20.8
Total Revenues	**$ 30.9**	**$ 34.5**	**$ 36.6**	**$ 39.8**	**$ 44.5**	**$ 50.1**	**$ 54.7**	**$ 57.8**	**$ 59.7**	**$ 68.5**	**$ 71.2**	**$ 79.0**	**$ 81.7**	**$ 87.3**
EXPENSES														
Pacific Surfliners ?	$ 24.0	$ 39.6	$ 44.8	$ 40.4	$ 37.5	$ 44.5	$ 45.0	$ 51.7	$ 51.8	$ 52.1	$ 54.1	$ 56.1	$ 56.2	$ 58.2
San Joaquins	$ 25.4	$ 34.5	$ 36.5	$ 37.3	$ 41.8	$ 48.5	$ 55.6	$ 55.8	$ 55.9	$ 63.3	$ 63.5	$ 71.6	$ 71.8	$ 72.0
Capitols	$ 11.1	$ 20.5	$ 20.6	$ 22.3	$ 25.1	$ 32.0	$ 38.7	$ 39.3	$ 39.4	$ 42.2	$ 42.8	$ 46.5	$ 46.6	$ 50.4
Total Expenses	**$ 60.5**	**$ 94.6**	**$101.9**	**$100.0**	**$104.4**	**$125.0**	**$139.3**	**$ 146.8**	**$ 147.1**	**$ 157.6**	**$ 160.4**	**$ 174.2**	**$ 174.6**	**$ 180.6**
FAREBOX RATIO														
Pacific Surfliners	56.5%	37.4%	33.9%	40.6%	47.7%	44.9%	45.6%	42.9%	44.0%	44.7%	44.9%	44.7%	45.7%	45.7%
San Joaquins	49.2%	40.0%	41.7%	44.3%	43.2%	41.4%	41.0%	42.5%	44.0%	47.1%	48.8%	51.5%	53.5%	55.4%
Capitols	43.4%	29.0%	30.2%	31.1%	34.0%	31.3%	29.5%	30.3%	31.2%	36.5%	37.1%	36.6%	37.8%	41.3%

? - Reflects State Share of Revenues and Expenses

Figure 3C

RIDERSHIP, FREQUENCIES AND RUNNING TIMES FOR INTERCITY RAIL PASSENGER OPERATIONS
1995-96 - 2008-09

	Actual					Projected								
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
RIDERSHIP (thousands)														
Pacific Surfliners (total)	1,481	1,618	1,625	1,563	1,567	1,676	1,716	1,858	1,903	1,949	2,037	2,107	2,155	2,234
San Joaquins	526	653	702	681	671	732	835	870	905	1,082	1,127	1,334	1,387	1,441
Capitols	403	497	484	516	684	809	916	960	991	1,243	128	1,379	1,423	1,689
Total Ridership	**2,410**	**2,768**	**2,811**	**2,760**	**2,922**	**3,217**	**3,467**	**3,688**	**3,799**	**4,274**	**3,292**	**4,820**	**4,965**	**5,364**
FREQUENCIES														
Pacific Surfliners *(total)*														
LA- San Diego	8	8	10	11	11	11	11	13	13	13	14	15	15	16
LA-Goleta §	4	4	4	4	4	4	4	6	6	6	6	6	6	6
Goleta-San Luis Obispo §	1	1	1	1	1	1	1	2	2	2	2	2	2	2
Total	**8**	**8**	**10**	**11**	**11**	**11**	**11**	**13**	**13**	**13**	**14**	**15**	**15**	**16**
San Joaquins														
Oakland-Bakersfield	4	4	4	4	4	4	4	4	4	4	4	5	5	5
Sacramento-Bakersfield				1	1	1	2	2	2	3	3	3	3	3
Total	**4**	**4**	**4**	**5**	**5**	**5**	**6**	**6**	**6**	**7**	**7**	**8**	**8**	**8**
Capitols														
San Jose-Oakland	3	3	3	3	4	4	6	7	7	8	8	9	9	10
Oakland-Sacramento	4	4	4	6	7	7	9	9	9	10	10	11	11	12
Sacramento-Roseville	1	1	1	1	1	1	3	3	3	4	4	4	4	5
Roseville-Auburn			1	1	1	1	1	1	1	1	1	1	1	1
Total	**4**	**4**	**4**	**6**	**7**	**7**	**9**	**9**	**9**	**10**	**10**	**11**	**11**	**12**
RUNNING TIMES														
Pacific Surfliners														
LA- San Diego	2:45	2:45	2:45	2:45	2:45	2:44	2:44	2:44	2:44	2:44	2:44	2:44	2:44	2:44
LA-Goleta §	2:33	2:45	2:27	2:55	2:45	2:45	2:45	2:45	2:45	2:45	2:45	2:45	2:45	2:45
Goleta-San Luis Obispo §	2:30	2:20	2:35	2:56	2:56	2:50	2:50	2:50	2:50	2:50	2:50	2:50	2:50	2:50
San Joaquins														
Oakland-Bakersfield	6:14	6:16	6:19	6:16	6:09	6:09	6:01	6:01	6:01	5:48	5:48	5:35	5:35	5:35
Sacramento-Bakersfield				5:29	5:29	5:25	5:25	5:25	5:25	5:02	5:02	4:40	4:40	4:40
Capitols														
San Jose-Oakland	0:53	0:53	1:10	1:05	1:05	1:05	1:05	1:05	1:05	1:00	1:00	1:00	1:00	0:58
Oakland-Sacramento	2:19	2:25	2:06	2:01	1:58	1:58	1:58	1:58	1:58	1:38	1:38	1:38	1:38	1:30
Sacramento-Roseville	0:27	0:27	0:27	0:27	0:27	0:27	0:27	0:27	0:27	0:26	0:26	0:26	0:26	0:25
Roseville-Auburn			0:40	0:40	0:40	0:40	0:40	0:40	0:40	0:38	0:38	0:38	0:38	0:35

§ - Effective May 17, 1998 service was extended to Goleta, the turnaround and servicing point for trains terminating in the Santa Barabara area. Prior to this time, servicing was done in Santa Barbara. Data for Frequencies and Running Times through 1997-98 are for Santa Barbara as the frequency and timing point. Beginning in 1998-99, Goleta, 8 miles west of Santa Barbara, is used.

During the 1995-96 through 1999-00 period the following route expansions occurred:

Pacific Surfliner Route

10/29/95 First Los Angeles–San Luis Obispo round-trip added.
10/26/97 Tenth San Diego–Los Angeles round-trip added.
10/25/98 Eleventh San Diego–Los Angeles round-trip added.

San Joaquin Route

2/21/99 Fifth San Joaquin added (first train to run from Sacramento to Bakersfield).

Capitol Corridor

1/26/98 One round-trip extended from Roseville to Colfax.
10/25/98 Fifth round-trip Oakland-Sacramento added.
2/21/99 Sixth round-trip Oakland–Sacramento added.
2/27/00 Seventh round trip Oakland–Sacramento added, fourth Oakland– San Jose round trip added, round trip to Colfax cut back to Auburn.

Figure 3A also presents the state and Amtrak operating funding projections for new routes. They use either the state cost per train mile methodology that was developed in conjunction with Amtrak and reflects estimated state cost levels for new trains or a specific Amtrak route cost estimate. Costs assume that in 2004-05 and beyond, all new equipment would be purchased (the purchase costs are included in the ten-year capital program below), and thus no operating costs are attributed to equipment rental. Expansions starting before 2004-05 include equipment rental costs through 2003-04.

Short-term Operating Strategies

The focus of Caltrans' short-term operating strategies is to improve customer service and amenities and increase the cost effectiveness of the services. These two strategies are complementary, as an improvement in customer satisfaction should increase ridership and revenue.

Train time schedules are reviewed to ensure that they provide optimum flexibility and coverage given the number of round-trips on the route. For example, passengers should be able to make convenient business or day trips to the major urban destinations such as San Francisco, Oakland, Los Angeles, Sacramento and San Diego. On-time service is also important. Caltrans and CCJPA are working with the railroads and Amtrak to achieve improved on-time performance.

Bus services are reviewed to see if any improvement is possible in bus-train connections and destinations. Strategies to ease the transition between the train and bus, including baggage handling are being reviewed. Additionally, the program is always striving to improve passenger amenities, including pricing incentives and promotions, examination of food service, baggage handling and reserved seating.

Caltrans and the CCJPA, in an effort to reduce costs, are closely monitoring Amtrak billed expenses for accuracy. Additionally, the CCJPA has entered into a fixed-price operating contract with Amtrak.

These strategies are detailed for each corridor in the 2000-01 Corridor Business Plans. Caltrans produced the San Joaquin and Pacific Surfliner plans, while the Capitol plan was produced by

the CCJPA. Draft Corridor Business plans for 2001-02 will be published in January 2001 (and February 2001 for the Capitol Corridor plan).

Service Expansion Strategies

Caltrans' vision for intercity rail passenger service in California is stated at the beginning of Chapter I. To implement this vision, Caltrans has adopted the following service expansion strategies.

On the three existing routes, Caltrans' goal is to have a comprehensive service that offers enough schedule flexibility to meet a wide range of traveler's needs. On all three routes, the goal is for frequent service (up to hourly as demand requires) during business hours, and adequate coverage for leisure travelers in the evenings and weekends. For service reliability, the goal is 90 percent on-time performance. Chapters IV, V and VI discuss specific expansion proposals for each route.

New routes are proposed for intercity markets that have identified demand and support from local entities for rail service. All proposed new routes would utilize existing rail lines that in almost all cases currently have freight traffic and in some cases have Amtrak service. Chapter VII discusses each proposed new route in more detail.

Caltrans priorities for service increases on both existing and new routes are directly related to the availability of capacity to operate such expanded services. Capacity issues include currently available capacity, capacity improvements planned in the Governor's Traffic Congestion Relief Program, and capacity to be obtained by the availability of future capital funding.

EVALUATION OF INTERCITY RAIL FEEDER BUS ROUTES

Figure 3D shows the performance of currently operated bus routes for fiscal years 1998-1999 and 1999-2000. The columns headed "Net Generated Revenue…" require an explanation: few feeder bus passengers would use the train if the feeder bus did not exist; therefore, "Generated Revenue" represents the total bus / train revenue generated by such passengers. Then the cost of the bus service is deducted from "Generated Revenue" to determine "Net Generated Revenue", which shows the economic impact of the bus service on the rail network in California. Amtrak estimates that, of all bus trips operated only 2.8 trips per day operated without any passengers, representing 1.2 percent of all trips.

Caltrans is continually evaluating new Amtrak connecting and feeder bus routes as well as expansions of existing routes to determine what route changes might increase ridership and improve the financial performance of the service.
In evaluating a route, many outside factors which influence ridership, such as economic trends and competing modes, are considered. All routes with a positive "Net Generated Revenue" serve to link communities with the train route, and to contribute to the economic success of the rail network.

If a route has a negative "Net Generated Revenue", Caltrans evaluates the reasons for this performance. If the service is relatively new, negative results may occur during its initial growth period. If ridership and revenue continue to increase, the service will be continued to allow further growth, even though the service is not yet making a positive economic contribution to the rail network. If ridership and revenue do not increase, the service is reviewed for potential withdrawal to allow more effective use of state funding.

Figure 3D

AMTRAK FEEDER BUS PERFORMANCE						
Bus Route Number	Route Description	Bus Trips	Bus Passengers	Passengers per bus trip	Net Generated Revenue for bus route	Net Generated Revenue per passenger for buses
July 1999 to June 2000						
1	Los Angeles-Bakersfield	6,691	178,521	26.7	$ 3,903,066	$ 21.86
3	Stockton-Redding	2,631	89,355	34.0	$ 2,238,021	$ 25.05
4	Los Angeles-Santa Barbara	508	9,159	18.0	$ 92,530	$ 10.10
6	San Jose-Stockton	1,746	40,133	23.0	$ 678,386	$ 16.90
7	Martinez-McKinnleyville	3,051	37,736	12.4	$ 473,867	$ 12.56
9	Bakersfield-Las Vegas	744	13,375	18.0	$ 107,708	$ 8.05
10	Bakersfield-Santa Barbara	1,128	21,092	18.7	$ 399,435	$ 18.94
12	Bakersfield-Palmdale	367	4,980	13.6	$ 75,873	$ 15.24
15	Merced-Yosemite	275	695	2.5	$ (95,008)	$ (136.70)
17	Santa Barbara-San Luis Obispo	1,128	22,246	19.7	$ 280,603	$ 12.61
18	San Luis Obispo-Hanford	383	7,810	20.4	$ 64,088	$ 8.21
19	Bakersfield-Indio	1,840	34,672	18.8	$ 564,527	$ 16.28
20	Sacramento-Sparks	3,692	40,125	10.9	$ (147,519)	$ (3.68)
21A	San Jose - Monterey	1,098	4,369	4.0	$ (212,221)	$ (48.57)
21B	Emeryville - San Jose	1,098	7,797	7.1	$ (21,801)	$ (2.80)
21C	San Jose- Santa Barbara	366	9,902	27.1	$ (8,138)	$ (0.82)
22	San Jose-Santa Cruz [2]	4,394	43,316	9.9	$ 219,711	$ 5.07
23	Sacramento-Carson City	1,480	13,034	8.8	$ (131,946)	$ (10.12)
28	Emeryville-Millbrae	2,287	14,230	6.2	$ (61,612)	$ (4.33)
	Total	**34,907**	**592,547**	**17.0**	**$ 8,419,571**	**$ 14.21**
July 1998 to June 1999						
1	Los Angeles-Bakersfield	6,656	175,000	26.3	$ 3,387,783	$ 19.36
3	Stockton-Redding	4,793	103,908	21.7	$ 2,353,109	$ 22.65
4	Los Angeles-Santa Barbara	762	8,944	11.7	$ 118,738	$ 13.28
6	San Jose-Stockton	1,495	29,306	19.6	$ 495,563	$ 16.91
7	Martinez-McKinnleyville	2,796	49,508	17.7	$ 669,594	$ 13.52
9	Bakersfield-Las Vegas	679	10,064	14.8	$ 31,865	$ 3.17
10	Bakersfield-Santa Barbara	1,065	18,953	17.8	$ 323,079	$ 17.05
12	Bakersfield-Palmdale	366	5,730	15.7	$ 88,901	$ 15.52
17	Santa Barbara-San Luis Obispo	1,124	24,876	22.1	$ 343,993	$ 13.83
18	San Luis Obispo-Hanford	377	8,181	21.7	$ 63,642	$ 7.78
19	Bakersfield-Indio	1,555	32,056	20.6	$ 476,386	$ 14.86
20	Sacramento-Sparks	2,655	43,379	16.3	$ 75,331	$ 1.74
21A	San Jose - Monterey	953	8,019	8.4	$ (164,492)	$ (20.51)
21B	Emeryville - San Jose	948	6,176	6.5	$ (14,579)	$ (2.36)
21C	San Jose- Santa Barbara	365	9,946	27.2	$ (21,909)	$ (2.20)
22	San Jose-Santa Cruz [2]	4,405	29,145	6.6	$ 282,880	$ 9.71
23	Sacramento-Carson City	1,254	12,356	9.9	$ (135,572)	$ (10.97)
28	Emeryville-Millbrae	1,092	6,545	6.0	$ (193,672)	$ (29.59)
	Total	**33,340**	**582,092**	**17.5**	**$ 8,180,641**	**$ 14.05**

[2] - No. 22 Bus passengers represent only passengers with connecting Amtrak train trips (excludes local passengers purchasing tickets from operator)

CALTRANS MARKETING PROGRAM

Marketing

Caltrans expends $5 million annually on intercity rail marketing. Amtrak West supplements Caltrans annual budget with an additional contribution for media advertising, which in 1998-99 was $1.2 million. Amtrak contributed $800,000 of this for the Pacific Surfliners, with $200,000 each going to the San Joaquins and Capitols. Amtrak plans similar California advertising expenditures in 1999-2000.
The CCJPA and the state have agreed that $1,173,800 of state funds go to the CCJPA for marketing. Together with the Amtrak advertising supplement, $1,373,800 is available for the Capitols.

The balance of $4,826,800 ($3,826,800 in state funds and $1 million in Amtrak funds) is expended on marketing for the San Joaquins and Pacific Surfliners. Typically, media advertising receives about $3.7 million of this and the remainder, approximately $1 million, is divided between public relations, rail safety, passenger information, and market research.

As service improvements, such as increased frequencies and reduced running times, are made possible by Caltrans' on-going capital improvement program, our long-term marketing strategy will focus on these improvements and the new markets they create. These new markets will be tapped through both media advertising and public relations efforts. Our ability to market service improvements that make the train more closely competitive with the automobile, or to even provide better service in some instances, will result in significant ridership and revenue gains.

Advertising

Since the creation of the “Amtrak West” Strategic Business Unit in 1995, Caltrans and Amtrak have combined resources to create a single advertising program for California services. Beginning October 1, 2000, Caltrans starts a new contract with Glass-McClure Advertising of Sacramento. These services include strategic planning, media planning, production and creative services, and media buys. By design, Glass-McClure’s agreement with Caltrans maximizes the state’s commitment to rider-producing media by paying a lower-than-standard commission rate only on media buys. No mark-up is paid for production or creative work.

Because Glass-McClure is new to the Rail Program business, plans must still be formulated for the 2000-01 fiscal year. This will be done in conjunction with Amtrak-West in the period immediately following contract execution.

Since 1996, Caltrans’ advertising has focused on the virtues of train travel rather than the weaknesses of its competition, the automobile. Therefore, Amtrak California is positioned as “…a unique and relaxing way to travel.” In executing this positioning, the advertising strategy combines an emotional element reflecting train travel as a unique experience with price and destination messages. The plan pursued by the new agency may follow the same approach or it may change emphases, based on a different outlook. In either case, Caltrans and Amtrak will carefully monitor and regulate agency efforts.

Capitol Corridor 2000-2001

When management of the Capitol Corridor was transferred to the CCJPA, just under $1.2 million in marketing funds were also transferred out of Caltrans’ control. The CCJPA approved a marketing plan for expenditure of these funds which included $40,000 to introduce the change in

administration, $125,000 for introducing service expansions and enhancements, $200,000 for joint promotions, $70,000 for "business/employer outreach programs," $175,000 for "local station-specific marketing programs and marketing programs targeting students, seniors and new residents," and $206,000 for a "comprehensive public information and outreach program." The remaining $358,000 was budgeted for "…joint marketing programs with Amtrak and Caltrans."

According to the CCJPA's FY2000/01-FY01/02 Business Plan Update, "The focus of the CCJPA's marketing program is to bring the marketing down to the local level so there is an awareness of the Capitol Corridor Service train route and stations, and destinations and attractions near the stations." The plan lists the following initiatives in 2000-2001 for accomplishing this. These are:

- Continuation of major media campaigns to inform leisure travel and business travel markets about service expansions/improvements and special events and destinations/attractions (such as the new Oakland-Coliseum and Martinez stations, and improvements to the Richmond station)
- Work with local communities in the corridor to raise support and awareness of the service in those communities.
- Utilizing the resources from local/regional transportation agencies, expand business/employer outreach programs to new companies.
- Continue to work with Amtrak and Caltrans on joint media and promotion opportunities to achieve cost-efficiencies in marketing both the Capitol and San Joaquin services.
- Communication and marketing to current riders through seat drops, newsletters, website and special ridership promotions.
- Participate in a joint ticket pilot program with local transit agencies to offer riders, greater ease in transferring between the trains and local transit services.
- Continue marketing to students through advertising, collateral and newsletters.
- Conduct market research (including on-board surveys) to identify how current and potential riders perceive the Capitol Corridor Service and determine how to position the service as a product that serves different travel markets in the corridor. The findings from this work will then be incorporated into developing a longer-term marketing program.
- Explore marketing opportunities with the 55 and over age group for leisure travel to destinations served by the trains and feeder buses (e.g., Pier 39 and Marine World).
- Perform an intercept study along the I-80 Corridor which can be used to estimate the potential, untapped ridership market.
- Introduce new ticket vending machines, internet information kiosks, and real-time information signs at selected stations.

The amount from Caltrans' rail marketing budget to be transferred to the CCJPA in 2000-2001 remains $1.2 million. The CCJPA's proposed budget identifies $326,000 for shared marketing, a reduction of $32,000 from the previous year. Some or all of the market research initiatives may be financed from statewide market research funds administered by Caltrans.

Pacific Surfliner Route - 2000-2001

Although specific plans for marketing the Pacific Surfliners have not been formulated at this writing, a large part of the advertising program in 2000-2001 will be centered on the rebranding of the service accompanied by re-equipping it with new passenger cars. Rebranding of Amtrak's

services will involve, in addition to a new logo, a new definition of Amtrak's services, amenities and offerings. Coinciding with the equipment delivery, the San Diegan was re-named the Pacific Surfliner in July 2000. Corridor employees will observe new customer service standards and new promotional partnerships will be formed with Alaska Airlines, Hertz and a variety of destinations along the route. These new features will be emphasized in the advertising.

San Joaquin Route - 2000-2001

As the new fiscal year begins, specific marketing direction hinges on the future of reserved seating on the San Joaquins. Early in the year, a decision will be made about whether to continue the experiment, begun in February 199, or to end it and return to the unreserved trains which operated until that time.
Continuing reservations offers new marketing opportunities for exploiting "yield management," in which blocks of seats can be set aside at prices that reward early booking. Since this corridor is the most price-sensitive in California, limited numbers of low-priced seats can be advertised in order to replace the fare promotions used in the past. The reservations system also allows further flexibility in the "underutilized segment" program to be conducted, as with the Pacific Surfliners, over the internet. Using a device called "Amtrak's Rail Sale," particular trains and city pairs can be advertised at extremely low cost. Use of other media will depend on formulation of a plan in conjunction with the new advertising agency, in Fall 2000.

Public Relations

Caltrans contracts for its public relations effort with Charles Seifert & Associates of Greenbrae. In 2000-2001, the first year of a two-year contract, public relations activities are budgeted at about $240,000. The public relations program is far more personal and "hands-on" than the advertising program, but is designed to work in conjunction with and support advertising efforts. The contract allows a customized, corridor–specific program to be constructed from an array of the following activities.

Special Promotions - Promotions have the advantage of using a tailored message to spotlight aspects of service of particular appeal to a corridor audience. Promotions will continue to include ticket give-aways in conjunction with media buys on local radio stations; arrangements with destinations that may include overnight accommodations and tickets to a special event/theme park; and a variety of cooperative efforts with well known promotional partners. These partnerships offer the chance for both parties to obtain exposure for their products while sharing an audience and the cost of that exposure. In 1999-2000, partners included Holiday Inn, Sea World, Yosemite, Disneyland and the Oakland Raiders.

Media Relations - The contractor conducts press tours, produces press kits for special events, conducts media familiarization trips, and otherwise generates travel and rail-related articles for publication. These activities are coordinated with Amtrak, Caltrans Public Affairs Office and district offices where appropriate.

Printed Materials - Each quarter, the contractor produces "Making Tracks," the on-board rider newsletter, and prints approximately 30,000 for distribution in station racks and by mail statewide. In 1998, newsletter size was reduced and format changed because of increased cost incurred after the change in management of the Capitol Corridor. The contractor also produces brochures, flyers, and coupons on demand designed to highlight various aspects of the service. In 1999-00, for example, he produced posters promoting dining car service, a brochure advertising special packages to Yosemite, and the San Joaquin Route guide.

Special Events - In any given year, as state-sponsored rail facilities and services have grown, ceremonial events marking this growth have been staged under the public relations banner. Such events introduce potential Amtrak customers to the product, but they also generate important free publicity that is frequently more effective at reaching an audience than paid advertising. In 1998-99, successful events were conducted for the press when a special train inaugurated the fifth San Joaquin, for the public when another special commemorated the San Joaquin's twenty-fifth anniversary under Amtrak operation, and at Sacramento's Rail Fair. Several station openings and groundbreakings were also held. In 1999-2000, new stations will be started, opened or reopened at Martinez, Modesto, Merced, Corcoran, Bakersfield, Surf, Santa Barbara and Solana Beach. So far in 2000-01, stations have opened in Bakersfield and Merced and a new grade separation on private agricultural property in the San Joaquin Valley was commemorated in Stockton. New equipment is being introduced on the Pacific Surfliners, and this coincides with the rebranding of the service. Each of these service changes affords the opportunity to stage an appropriate special event to the program's marketing benefit. Caltrans works with Amtrak West to organize these events.

Rail Safety

Rail passenger service expansion in California has meant significantly increased traffic along largely privately owned railroad tracks. To help ensure that the increase occurs without corresponding increase in hazard, Caltrans budgets $70,000 annually toward rail safety information and education programs. In the past, these dollars have been used to erect warning signs near schools adjacent to railroad tracks; to develop safety education programs designed to educate Californians on the dangers of trespassing on rail rights of way and ignoring grade crossing warning devices; and to conduct public service advertising campaigns on the same subjects. Approximately $16,000 of the budgeted amount is part of the Charles Seifert Public Relations contract. The remainder is financed by non-contract advertising dollars. The CCJPA will participate with Caltrans in this important effort.

Caltrans coordinates all its rail safety activities with California Operation Lifesaver, the state affiliate of the national organization established to promote railroad safety.

Passenger Information

Using Rail Program staff, Caltrans produces informational materials designed to inform customers about routes, schedules, fares, connecting buses and other Amtrak services. Passenger information devices include printed materials, signage, an internet website and telephone information.

Printed Information - Other than special purpose brochures, Caltrans produces two primary printed materials, the state operating timetable and public timetable folders. The operating timetable is designed predominantly for internal use by Amtrak's reservation sales agents, station agents and bus operators. It is the "official" reference document, covering routes and schedules for Amtrak California trains and buses, although it also covers national system trains serving the West Coast and selected non-Amtrak rail services in the state. For the public, individual folders are produced by Caltrans for the Pacific Surfliners and San Joaquins and by the CCJPA for the Capitols. In 1999-2000 Caltrans spent about $160,000 on schedule production for three schedule

changes on its corridors. Over a million timetable folders are handed out each year. This is expected to continue in 2000-2001.

Signage - Each of the 150 bus stops in Amtrak California's feeder bus network is signed with up-to-date route and schedule information compiled, installed and maintained by Caltrans. The information is contained on information inserts placed in long metal signs marking the stops called "infoposts." (Sometimes these are supplemented by signs in Amtrak California colors reading "Bus Stop.") These inserts must be redesigned and reinserted at every schedule change. Emulating what has become a service standard for buses, Amtrak West and Caltrans are developing similar standard information displays at and within train stations. In conjunction with this effort, Caltrans is pursuing consistent deployment of "pathfinder" signs, directing automobile drivers from adjacent state highways and local roads to Amtrak stations. Although some of these kinds of signs already exist, many are outdated, poorly maintained provide incorrect information. In 1999-2000, Caltrans installed new signs on state highways pointing to train station throughout the San Joaquin Valley. Still important, however, are signs on local streets and roads. These signs have traditionally been under the jurisdiction of cities and counties rather than Caltrans.

The Internet - In 1996, Caltrans established its website for state rail services, *www.amtrakcalifornia.com*, without a clear idea of how successful a communications device it might be. In 1999, it became the fastest growing information tool in the program, having grown from 2,000 hits per month in 1996 to 21,000 hits per month in three years. The site contains Amtrak California news, trip planning information, an easy-order publications page, information about fare promotions and fare discounts, and general background information about Amtrak California. It also contains a direct link to Amtrak's national website, *www.amtrak.com*, where on-line reservations can be made for the San Joaquins and tickets can be purchased for all Amtrak trains. The CCJPA's website, *www.amtrakcapitols.com*, links to the Amtrak and Caltrans websites.

Telephone Information - Amtrak's national telephone information number, 1-800-USA-RAIL, is the most widely used source of information for Amtrak California customers. In 1997-98, concerns over its rising cost and reputed poor quality, caused Caltrans to consider contracting for a separate telephone service to be operated within the state. Coincident with these deliberations, however, Amtrak converted all calls within California's major markets to a Voice Response Unit (VRU) automated system designed to eliminate inaccuracies and cut costs. As a result, complaints about routine errors dropped significantly and, because personnel costs dropped, the state and Amtrak agreed to a fixed amount to cover telephone services at roughly a third of pervious costs. Still, during FY 2000-2001, Caltrans intends to further explore the feasibility of contracting out telephone services.

Although Caltrans and Amtrak have put in place many of the elements of an information system that addresses trip planning and en route needs, they have not yet implemented a comprehensive, planned, maintainable information system. During 2000-2001, Caltrans will produce an information plan that includes the initiatives described above and other informational improvements.

Market Research

Caltrans contracts with Amtrak West for $500,000 per year in market research services. With Caltrans' participation, Amtrak contracts with various market research firms to measure customer attitudes, desires and preferences in order to match services to customer needs. Past market research has included seasonal on-board surveys, telephone surveys of non-users, license plate surveys to obtain data for ridership, modeling, and advertising and promotion tracking studies. In addition, each year's research plan includes a contingency fund designed to conduct spot research on subjects that arise during the course of a given year. In this category, Caltrans and Amtrak conducted research on timetable formats that resulted in a redesign of the state's public timetable folders. It also solicited customer attitudes about the San Diegan brand name and its possible replacements. This branding exercise resulted in the new name for the San Diegan corridor, the Pacific Surfliner.

In 1999-2000, Caltrans conducted extensive research into on-board food services. This lead to improvements in the service itself and in promotional efforts designed to alert customers that on-board dining is available
In 2000-2001, the research program includes about $150,000 in advertising research, including creative and concept testing and awareness tracking. Another $100,000 is set aside for follow-up research into the effectiveness on the Pacific Surfliner brand. Similar amounts are allocated to frequent traveler customer research, Surfliner station and parking research and follow-up research to implementation of the "California Rail Pass." In addition, Caltrans participates in a joint marketing research effort with CCJPA and Amtrak for Capitol Corridor market research.

Caltrans contracts with Amtrak for operation and development of the Amtrak/Caltrans Rail Ridership/Revenue Forecasting Model. It is used by Caltrans, Amtrak and CCJPA in conjunction with Amtrak's consultant, KPMG Peat Marwick, to estimate the ridership and revenue impacts of major service changes such as new services, route extensions or truncations, frequency changes and fare changes.

CALTRANS CAPITAL PROGRAM

Background

Since the Amtrak era began in 1971, $2.3 billion has been invested in intercity rail capital projects in California. The largest investor is the state. However, there also have been significant investments by local entities, Amtrak and the federal government. Amtrak has recently begun to increase its investment in California as a result of the Taxpayer Relief Act of 1997, which has provided over $2.0 billion in capital funds to Amtrak nationwide. For example, Amtrak has purchased 40 new passenger cars for use on the Pacific Surfliners.

As discussed above in the section on Operations, intercity rail service in California has grown dramatically since 1971, and these service increases were dependent on capital projects. Track and signal projects have increased capacity and speed. Station projects have allowed for new services, new stops and improved accommodations at renovated stations. New rolling stock has allowed

for new services, and improved passenger service and comfort. For example, Caltrans recently completed the purchase of 66 new "California Car" passenger cars and nine new F-59 locomotives.

The intercity rail capital program was originally funded from special legislation and the Intermodal Facilities Program. This program was then broadened to become the Transit Capital Improvement (TCI) Program. The TCI Program had a number of eligible project categories, and used both Transportation Planning and Development (TP&D) Account funds and State Highway Account (SHA) funds. In the late 1980s some capital funding was provided through direct appropriations in the Budget Act or in other legislation.

In 1989, capital funding for intercity rail increased dramatically with the passage of the "Blueprint Legislation." This legislation authorized placement on the ballot of a bond measure in 1990 (Proposition 108) for one billion dollars in bond funds for intercity, urban and commuter rail. Additionally, in 1990 Proposition 116, an initiative measure, passed. It provided two billion dollars for rail, including about $382 million for intercity rail. To date, practically all available Proposition 108 and 116 funds for intercity rail have been used.

The "Blueprint Legislation" allowed intercity rail to receive more capital funding from the SHA. In 1997, Ch. 622/97 (SB 45, Kopp) was passed which gives intercity rail projects a minimum of 9 percent of the interregional portion of the STIP as part of the Interregional Transportation Improvement Program (ITIP). Intercity rail projects can also be funded in the Regional Transportation Improvement Program (RTIP). As a result, in the 1996 and 1998 STIPs and the 1998 STIP Augmentation, $306.8 million was programmed for intercity rail projects.

AB 2928, Torlakson establishes the Governor's Traffic Congestion Relief Program to be funded from the Traffic Congestion Relief Fund (TCRF). The TCRF is made up of a $1.5 billion appropriation in AB 2928 from the General Fund, and a transfer of $3.4 billion from gasoline sales tax revenues over the five year period from July 1, 2001 through June 30, 2006.

The Traffic Congestion Relief Program contains $197 million for specific intercity rail projects. $147 million is reserved for the Pacific Surfliners for the Los Angeles "run-through" project to reduce running times through the Los Angeles station, a triple track project in Los Angeles County, a double track project in San Diego County and a new San Diego area maintenance facility. $25 million is reserved to double track portions of the San Joaquins. $25 million is reserved for the Capitols for track and signal improvements between Oakland and San Jose and for track improvements at Emeryville and Oakland stations.

The last two state budgets have provided General Funds for intercity rail capital projects. The 1999-00 Budget Act provided $17.5 million for equipment acquisition. The

2000-01 Budget Act includes $30 million for equipment, and $20 million for track improvements on the San Joaquin Route.

Even with these new funding sources for intercity rail, rail equipment continues to lack an ongoing funding source. This is because restrictions under Article XIX of the State Constitution do not allow rail equipment to be funded from SHA funds.

Historical Capital Funding

Figure 3E provides a summary all capital funding for intercity rail in California since close to the beginning of the Amtrak era. The summary includes all expended and allocated funds, as well as funds programmed in the 1998 STIP, Proposition 116 funds, and projects funded by the Governor's Traffic Congestion Relief Program. To date, over $2.3 billion has been invested or reserved, including projects for stations, track and signal improvements, maintenance and layover facilities and rolling stock. Although the state has provided about 63 percent of the total investment, local entities, Amtrak, and the private railroads have made major contributions.

Figure 3E

INTERCITY RAIL CAPITAL PROGRAM
SUMMARY OF PROJECTS BY PROJECT TYPE
1976-77 through 2000-01
(Expended and Reserved Funds)
($ in Millions)

Route	Project Type: Stations	Track and Signal	Maintenance and Layover Facilities	Rolling Stock	Total
Pacific Surfliner-North	$ 88.5	$ 186.3			$ 274.8
Pacific Surfliner-South	$ 115.6	$ 604.9			$ 720.5
Total *Pacific Surfliners*	$ 204.1	$ 791.2			$ 995.3
San Joaquin	$ 111.4	$ 298.5			$ 409.9
Capitol	$ 47.9	$ 130.1			$ 178.0
Other Projects	$ 28.3	$ 50.0			$ 78.3
Maintenance and Layover Facilities			$ 118.2		$ 118.2
Rolling Stock				$ 571.4	$ 571.4
Grand Total	**$ 391.7**	**$ 1,269.8**	**$ 118.2**	**$ 571.4**	**$ 2,351.1**

INTERCITY RAIL CAPITAL PROGRAM
SUMMARY OF PROJECTS BY FUNDING SOURCE
($ in Millions)

Route	Funding Source: State	Local	Federal	Amtrak	Railroad	Other	Total
Pacific Surfliner-North	$ 217.1	$ 53.6	$ 0.8	$ 3.4	$ -	$ -	$ 274.9
Pacific Surfliner-South	$ 471.7	$ 86.6	$ 126.7	$ 15.9	$ 7.1	$ 12.4	$ 720.4
Total *Pacific Surfliners*	$ 688.8	$ 140.2	$ 127.5	$ 19.3	$ 7.1	$ 12.4	$ 995.3
San Joaquin	$ 308.1	$ 20.9	$ 16.7	$ 2.6	$ 60.1	$ 1.6	$ 410.0
Capitol	$ 135.0	$ 10.3	$ 10.7	$ 1.1	$ 20.9	$ -	$ 178.0
Other Projects	$ 25.1	$ 6.4	$ 12.0	$ 14.6	$ 20.1	$ -	$ 78.2
Maintenance and Layover Facilities	$ 58.3	$ 0.1	$ -	$ 59.7	$ -	$ -	$ 118.1
Rolling Stock	$ 266.0	$ -	$ -	$ 299.1	$ -	$ 6.3	$ 571.4
Grand Total	**$ 1,481.3**	**$ 177.9**	**$ 166.9**	**$ 396.4**	**$ 108.2**	**$ 20.3**	**$ 2,351.1**

Projected Capital Funding

As discussed in Chapter I, Amtrak has conducted a vision exercise, including the issuance of the *California Passenger Rail System Five-Year Improvement Plan Summary Report*, May 15, 2000 (Revised June 15, 2000). In view of the extent of projects and the magnitude of funding included in this plan, Caltrans has adopted this Plan for its 10-year capital program and cost projections. Figure 3F incorporates this Plan and shows a projected $3.2 billion in ten-year capital funding needs for the service expansions and new routes discussed in the operating section above.

Priorities for capital project in the Plan include projects to:

- Increase frequencies on existing routes and to start new routes;
- Improve on-time performance to increase train reliability;
- Reduce running times to attract riders and to provide an efficient service, with travel times directly competitive with the auto.

The specific capital categories in the table are rolling stock, track and signal, stations, maintenance facilities, grade crossing improvements and demonstration train for San Joaquin service to San Jose. For new routes, estimates are preliminary and subject to change based on the results of capacity and engineering studies.

Full implementation of this $3.2 billion program would require major federal funding, such as would be provided by passage of S. 1900 / H.R. 3700 mentioned previously. If

such funding is not made available, implementation of this capital program will be delayed to reflect the availability of funding from future STIP programming cycles.

The following is a summary of key elements in the Amtrak Plan for existing routes:

Pacific Surfliner Route

- New trainsets
- Additional track at Los Angeles Union Station
- Third main track Fullerton-Los Angeles
- Second main track (20 miles)
- Facility improvements
- Station improvements
- Additional sidings
- Flyovers and track realignments
- Cab signals
- Environmental studies
- Track and signal upgrades
- Roadway/rail intersection improvements

San Joaquin Route

- New trainsets
- Additional mainline track
- Curve realignment
- Signal upgrades
- Siding extensions
- Environmental studies for passenger-only track
- Roadway/rail intersection improvements
- Demonstration train to San Jose

Capitol Corridor

- Station improvements
- New trainsets
- Higher speed switches
- Increased underbalance
- Superelevation on curves
- Improved bridge locks
- Additional mainline track
- Track upgrades
- Crossing signal upgrades

Figure 3F

California Intercity Rail

10-Year Capital Program

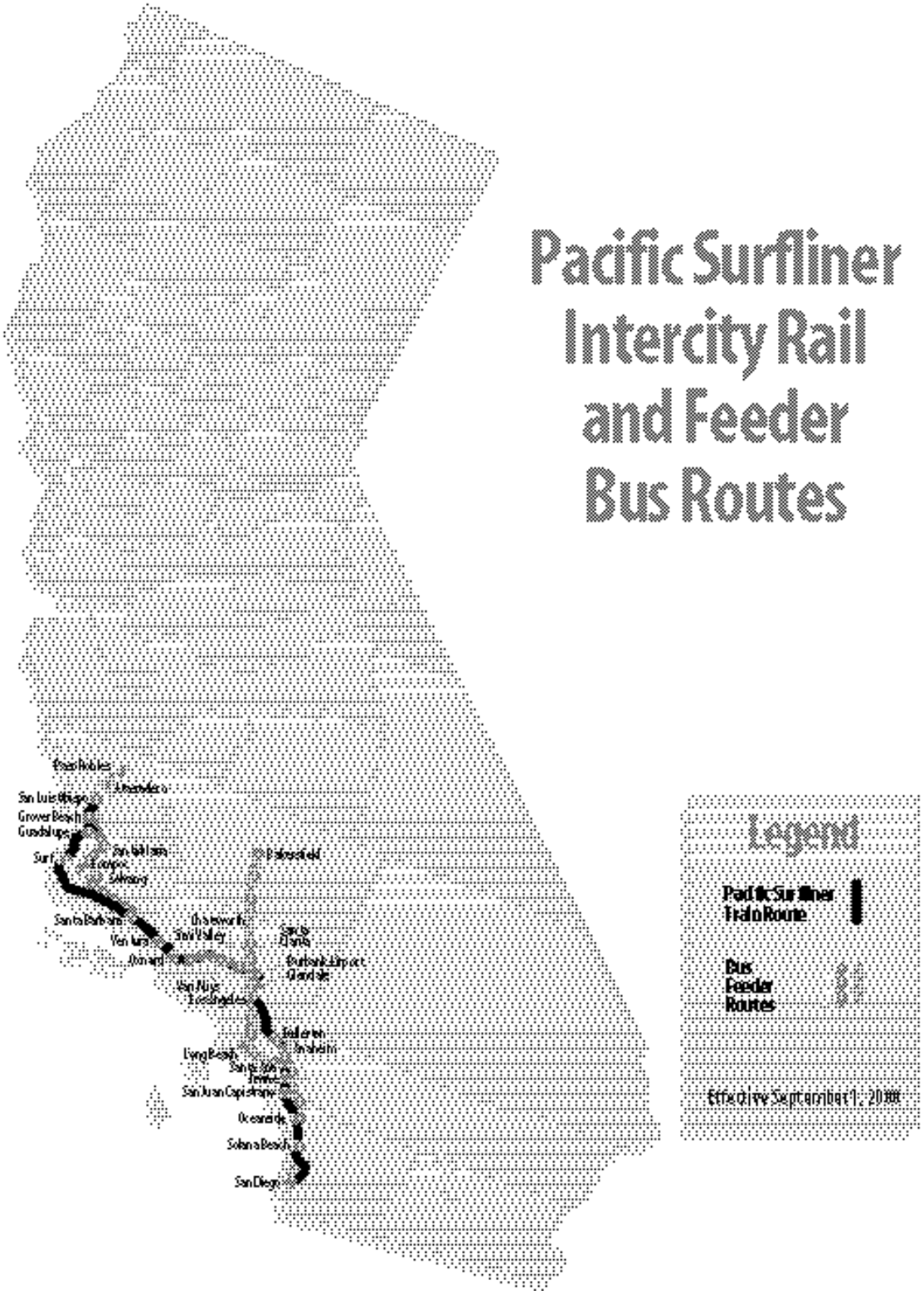
FYs 2000-01 through FY 2008-09

($ in Millions)

Route	Rolling Stock	Track & Signal	Stations	Maintenance Facilities	Grade Crossin Improvements	Demonstratior Train	10 Year Capital Total
EXISTING ROUTES							
Pacific Surfliner	$ 53.0	$ 1,065.0	$ 211.0	$ -	$ 18.0	$ -	$ 1,347.0
San Joaquin	$ 45.0	$ 872.0	$ -	$ -	$ 16.0	$ 28.0	$ 961.0
Capitol	$ 48.0	$ 171.0	$ 85.0	$ 10.0	$ 14.0	$ -	$ 328.0
Subtotal	**$ 146.0**	**$ 2,108.0**	**$ 296.1**	**$ 10.0**	**$ 48.0**	**$ 28.0**	**$ 2,636.0**
PROPOSED ROUTES*							
Coast	$ 60.0	$ 218.0	$ 3.0	$ -	$ -	$ -	$ 281.0
Monterey	$ -	$ 4.0	$ 18.0	$ 4.0	$ -	$ -	$ 26.0
Redding	$ 14.6	$ -	$ 4.0	$ 2.0	$ -	$ -	$ 20.6
Reno	$ 15.0	$ 35.0	$ -	$ 2.0	$ -	$ -	$ 52.0
Las Vegas	$ -	$ 50.0	$ -	$ -	$ -	$ -	$ 50.0
Coachella Valley	$ -	$ 125.0	$ 25.0	$ -	$ -	$ -	$ 150.0
Subtotal	**$ 89.6**	**$ 432.0**	**$ 50.0**	**$ 8.0**	**$ -**	**$ -**	**$ 579.6**
TOTAL	**$ 235.6**	**$ 2,540.0**	**$ 346.1**	**$ 18.0**	**$ 48.0**	**$ 28.0**	**$ 3,215.6**

* - Represents preliminary estimates subject to change based on the results of capacity and engineering studies.

Figure 4A


Pacific Surfliner
Intercity Rail
and Feeder
Bus Routes
Legend
Pacific Surfliner
Train Route
Bus
Feeder
Routes
Effective September 1, 2008
Paso Robles
San Luis Obispo
Grover Beach
Guadalupe
Surf
Lompoc
Solvang
Santa Barbara
Ventura
Oxnard
Chatsworth
Simi Valley
Burbank Airport
Glendale
Van Nuys
Los Angeles
Long Beach
San Juan Capistrano
Oceanside
Solana Beach
San Diego

CHAPTER IV
PACIFIC SURFLINER ROUTE
SAN LUIS OBISPO-SANTA BARBARA-LOS ANGELES-SAN DIEGO

OBJECTIVES

The state's principal objectives on this route are to:

- Increase ridership and revenues.
- Increase revenue/cost (farebox) ratio.
- Increase frequency of service (including additional service to San Luis Obispo).
- Increase speeds and reduce train running times.
- Improve the reliability (on-time performance) of trains.

BACKGROUND

When Amtrak was established in May 1971, it maintained the same level of service on the Pacific Surfliner Route (formerly the San Diegan Route) that the privately owned railroads had previously provided. The San Luis Obispo-Santa Barbara-Los Angeles segment was served by the daily Seattle-Los Angeles Coast Starlight. The Los Angeles-San Diego portion of the route was served by two daily local round trips, plus tri-weekly train connections with the Coast Starlight. Later in 1971, the third train began daily operations. For the next five years, this three-train level remained constant and functioned primarily to connect passengers to long-haul trains at Los Angeles.

In 1976 the state began state-supported service on the route. The Pacific Surfliner route was unique among the state-supported routes in California because a portion of the service was entirely supported by Amtrak, and considered "basic-system" service. The costs of the remaining portion of the service were shared by Amtrak and the state, and considered state-supported service. When state-supported service was added in 1976, individual trains were either state-supported or "basic system". In October 1995 the cost allocation system changed and the state began support of 64 percent of all service, instead of supporting individual trains. This percent was increased to 67 percent in November 1997.
Service on the Pacific Surfliners has increased from the original three round-trips to the current eleven daily round-trips as follows:

9/1/76	Los Angeles - San Diego - fourth round trip added, state-supported.
4/24/77	Los Angeles - San Diego - fifth round trip added, state-supported.
2/14/78	Los Angeles - San Diego - sixth round trip added, state-supported.
10/26/80	Los Angeles - San Diego - seventh round trip added, Amtrak basic system.
10/25/81	State supported "Spirit of California" Los Angeles – Sacramento round trip overnight train provided Los Angeles to Santa Barbara service. Service discontinued 10/1/83.

10/25/87	Los Angeles - San Diego - eighth round trip added, state-supported.
6/26/88	First train extended to Santa Barbara, state-supported.
10/28/90	Second train extended to Santa Barbara, state-supported.
10/25/92	Los Angeles - San Diego - ninth round trip added, Amtrak basic system.
2/1/94	Third train extended to Santa Barbara, state-supported.
5/15/95	Los Angeles - San Diego - ninth round trip discontinued.
10/29/95	Los Angeles - San Luis Obispo – first round trip, (fourth round trip, Los Angeles to Santa Barbara).
10/26/97	Los Angeles - San Diego, ninth round trip restored and tenth round trip added.
10/25/98	Los Angeles - San Diego, eleventh round trip added.

Figure 4A is a map displaying the route, including the connecting bus services.

ROUTE DESCRIPTION

The Pacific Surfliner Route presently extends 351 rail miles between San Luis Obispo and San Diego (222 miles north of Los Angeles and 129 miles south of Los Angeles). To facilitate the implementation of commuter rail service, regional and local agencies in Ventura, Los Angeles, Orange and San Diego counties purchased (from the Southern Pacific and Santa Fe railroads) most segments of the rail line between Moorpark and San Diego. The Union Pacific Railroad Company (UP) continues to own 175 miles between San Luis Obispo and Moorpark. The Burlington Northern and Santa Fe Railway Company (BNSF) owns 22 miles between Redondo Junction and Fullerton. Figure 4B describes the current ownership, segment mileage, track and signal characteristics of the Pacific Surfliner Route.

Scheduled running time between Los Angeles and San Diego varies from two hours thirty minutes to three hours. Overall average speed, including station dwell time, varies from 43 to 52 mph. This segment includes more than 70 miles where the maximum track speed is 90 mph, the only location on state supported routes where trains operate above 79 mph. Scheduled train running time between Los Angeles and Santa Barbara varies from two hours thirty minutes to three hours. Overall average speed, varies from 34 to 41 mph. Scheduled running time between Santa Barbara and San Luis Obispo varies from two hours thirty-nine minutes to three hours ten minutes. Overall average speed, varies from 38 to 45 mph.

Figure 4B

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	248.5	E. San Luis Obispo	251.5	3.0	UP	2	60	DTC
E. San Luis Obispo	251.5	W. Santa Barbara	365.2	113.7	UP	1	60	DTC
W. Santa Barbara	365.2	E. Santa Barbara	368.6	3.4	UP	2	40	DTC
E Santa Barbara	368.6	Moorpark	423.1	54.5	UP	1	70	DTC/CTC
Moorpark	423.1= 426.4	Ventura/LA County Line	442.0	15.6	(a)UP/VCTC	1	70	CTC
Ventura/LA County Line	442.0	Raymer (West of Van Nuys)	453.1	11.1	(a)UP/LACMTA	1	70	CTC
Raymer (West of Van Nuys)	453.1	Burbank Jct.	462.6	9.5	(a)UP/LACMTA	2	79	CTC
Burbank Jct.	462.6= 11.4	Glendale (Fletcher Drive)	4.9	6.5	(a)UP/LACMTA	2	79	CTC
Glendale (Fletcher Drive)	4.9	C.P. Dayton	2.1	2.8	LACMTA	2	79	CTC
C.P. Dayton (b)	2.1	Mission Tower	0.8	1.3	LACMTA	2	50	CTC
Mission Tower	0.8	L.A. Union Station	0.0	1.6	Catellus	3	15	CTC
Mission Tower	0.0	Redondo Jct.		3.2	LACMTA	1	65	CTC
Redondo Jct.	143.2	Fullerton	165.0	21.8	BNSF	1	79	CTC
Fullerton	165.0	Santa Ana (Aliso)	175.2	10.2	OCTA	2	79	CTC
Santa Ana (Aliso)	175.2	Orange/San Diego Co. Line	207.4	32.2	OCTA	2	90	CTC/ATS
Orange/San Diego Co. Line	207.4	Del Mar/San Diego City Limits	245.6	38.2	NSDCTDB	1	90	CTC/ATS
Del Mar/San Diego City Limits	245.6	Sorrento	249.1	3.5	MTDB	1	90	CTC/ATS
Sorrento	249.1	San Diego	267.6	18.5	MTDB	1	79	CTC
Total (includes round trip between Union Station and Mission Tower)				350.6				

* General number of mainline tracks

(a) On this segment LACMTA (VCTC between Moorpark and the Ventura/LA County Line) purchased a 40 foot wide portion of SP's right-of-way. Between Raymer and Burbank Junction, LACMTA constructed and owns a second main track.

(b) Via West Side of Los Angeles River (Downey Avenue Bridge)

Owners:

BNSF - The Burlington Northern and Santa Fe Railway Company
Catellus - Catellus Develop. Corp. (a real estate develop co.; owner of L.A. Union Station)
MTDB - Metropolitan Transit Development Board
NSDCTDB - North San Diego County Transit Development Board
OCTA - Orange County Transportation Authority
LACMTA - Los Angeles County Metropolitan Transportation Authority
UP - Union Pacific Railroad Company
VCTC - Ventura County Transportation Commission

Signal Systems:

ATS - Automatic Train Stop - Allows speeds of 90 miles per hour. System automatically applies train brakes if a restrictive signal indication is not observed or warning alarm is not acknowledged.
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.
DTC - Direct Traffic Control - Dispatching center gives authority for train movement by radio to train crew directly.

CONNECTING BUS SERVICES

The Pacific Surfliner Route has a smaller network of connecting buses than the San Joaquin or Capitol Routes. Nonetheless, the Pacific Surfliner buses provide an important extension to the Pacific Surfliner route. Caltrans contracts with Amtrak for the provision of dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as direct parts of the Amtrak system, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as the trains.

Unlike the trains, the bus operating costs are borne entirely by the state, although much of the bus operating costs are offset by bus "revenues". A mileage/yield-based portion of the revenue from each through bus/rail ticket is allocated to the bus portion of the trip. This allocated revenue is then transferred to the cost of the bus, reducing the actual state expense.

Below is a listing of the Pacific Surfliner bus routes and their origin/destinations and main stops. Route 1 is a San Joaquin bus route, but also feeds passengers to the Pacific Surfliners and functions as an important supplement to train service on the north end of the Pacific Surfliners. Cities that are Pacific Surfliner train connection points are in *italics*.

Route 1 - Los Angeles Basin (San Joaquin Route bus)
Los Angeles - Bakersfield - San Diego

Route 4 - South Coast
Los Angeles - Oxnard - Santa Barbara

Route 17A - Central Coast
Santa Barbara - San Luis Obispo - Paso Robles

Route 17B – Santa Ynez Valley
Surf - Lompoc – Solvang

SOUTHERN CALIFORNIA INTERCITY RAIL GROUP

The Southern California Intercity Rail Group was formed in October 1996 with the purpose of planning intercity rail service in southern California. A Joint Powers Agreement established a board consisting of the Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority, the Riverside County Transportation Commission, the San Bernardino Associated Governments, the San Diego Association of Governments, the San Luis Obispo Council of Governments, the Santa Barbara County Association of Governments, and the Ventura County Transportation Commission. The original agreement was amended to include the Southern California Association of Governments. At this time Ventura County Transportation Commission is not participating in the group.

The Group provides valuable input to Caltrans on all aspects of the service. It has also established a Technical Advisory Committee (TAC) made up of staff members representing the members of the board and other local agencies.
The TAC performs technical work for the Board, and then makes recommendations to the Board.

The Board's FY 2000 overall work program objective is:

> "In coordination with the State, Amtrak and Commuter Rail Agencies, implement Pacific Surfliner cost savings measures in a manner that insures return of savings to the Southern California Intercity Rail Program for the purpose of improving and expanding the service in Southern California. Develop an Integrated Plan to improve and expand Southern California passenger rail service and take appropriate steps to achieve its implementation."

PERFORMANCE

Figure 4C shows ridership and financial performance data on an annual basis from the start of state-supported service in 1976-77 through 1998-99. Total ridership reached a peak of 1.8 million in 1992-93. The introduction of Metrolink commuter rail service in the Los Angeles basin in October 1992 and the Coaster in the San Diego area in 1995 have had a major effect on ridership. Since commuter rail service was introduced overall ridership on the corridor has increased significantly. However, intercity ridership has not returned to its previous levels before the introduction of commuter rail. Farebox ratio was near or over 100 percent for six consecutive years from 1987-88 through 1992-93, and has since declined significantly. This is because, in addition to the introduction of commuter rail service, Amtrak has steadily increased the amount and type of costs that are included in the farebox ratio. (See Chapter III for more information on this subject.)

The average monthly on-time performance on the Pacific Surfliners between October 1995 and August 1999 was 71.6 percent. In the first nine months of Amtrak's 1999-2000 Fiscal Year, the on-time performance has averaged 78.6 percent.

OPERATIONAL AND SERVICE IMPROVEMENTS

The focus of short-term operating strategies is to improve customer service and amenities, and increase the cost effectiveness of the services. These two strategies are complementary, as an improvement in customer satisfaction should increase ridership and revenue.

Annual operational and service improvement strategies are detailed in the 2000-2001 Pacific Surfliner Route Business Plan and will be discussed in future business plans. For example, the 2000-2001 Plan has a discussion on issues such as operational improvements with new stations, equipment, marketing strategies, Amtrak buses, Amtrak reporting and billing and reservation and information center, and Pacific Class Service.

Figure 4C

PACIFIC SURFLINER Route

Annual Operating Performance - State Fiscal Years

State Fiscal Year		Ridership Data			Financial Data for Operations - State Supported Train and Bus Service Only*						
		All Trains		State Supported*							
		Ridership	PM/TM	Ridership	Revenue	Expense	Loss	State Cost	Amtrak Cost	Train Loss per PM	Farebox Ratio
	Notes		(F1)			(F2)		(F3)	(F4)	(F5)	(F6)
1973-74	(S1)	381,844									
1974-75		356,630									
1975-76		376,900									
1976-77	(S2)	607,976	146	101,572	$ 598,140	$ 1,662,714	$ 1,064,574	$ 548,534			36.0%
1977-78	(S3)	753,246	128	258,800	$ 1,446,036	$ 3,768,065	$ 2,322,029	$ 1,325,087			38.4%
1978-79		967,316	163	415,865	$ 2,203,403	$ 4,333,602	$ 2,130,199	$ 1,178,667			50.8%
1979-80		1,218,196	177	557,113	$ 3,341,561	$ 5,536,840	$ 2,195,279	$ 1,064,713			60.4%
1980-81	(S4)	1,238,135	152	555,418	$ 4,032,480	$ 6,572,539	$ 2,540,059	$ 1,233,490			61.4%
1981-82		1,167,718	144	533,093	$ 4,097,254	$ 6,607,395	$ 2,510,141	$ 1,217,418		6.3¢	62.0%
1982-83		1,131,146	138	488,606	$ 4,094,750	$ 6,928,334	$ 2,833,584	$ 1,374,097		8.3¢	59.1%
1983-84		1,221,256	143	524,857	$ 4,842,400	$ 6,337,083	$ 1,494,683	$ 1,452,450		4.1¢	76.4%
1984-85		1,240,003	152	568,902	$ 5,410,502	$ 6,411,308	$ 1,000,806	$ 1,212,261		2.5¢	84.4%
1985-86		1,394,320	167	597,025	$ 5,658,915	$ 6,424,634	$ 765,719	$ 1,097,966		1.8¢	88.1%
1986-87		1,461,003	173	624,618	$ 6,072,523	$ 6,510,113	$ 437,590	$ 955,509		1.0¢	93.3%
1987-88	(S5)	1,661,512	174	749,996	$ 8,223,462	$ 7,859,783	$ (363,679)	$ 1,145,330		(0.7¢)	104.6%
1988-89		1,717,539	164	865,003	$ 11,458,084	$ 10,563,459	$ (894,625)	$ 794,159		(1.2¢)	108.5%
1989-90		1,746,673	174	882,167	$ 12,189,942	$ 11,808,251	$ (381,691)	$ 988,847		(1.4¢)	103.2%
1990-91	(S6)	1,791,781	159	946,988	$ 13,306,307	$ 13,364,150	$ 57,843	$ 1,170,448		(0.7¢)	99.6%
1991-92		1,673,107	161	884,224	$ 13,152,063	$ 13,245,924	$ 93,861	$ 1,012,564		(0.5¢)	99.3%
1992-93	(S7)	1,810,572	155	951,987	$ 13,692,612	$ 13,254,709	$ (437,903)	$ 958,857		(0.8¢)	103.3%
1993-94	(S8)	1,699,882	133	876,766	$ 12,725,094	$ 14,017,591	$ 1,292,497	$ 1,525,074	$ 727,987	0.9¢	90.8%
1994-95	(S9)	1,464,577	119	790,781	$ 11,805,859	$ 16,061,849	$ 4,255,990	$ 3,642,588	$ 1,700,424	5.0¢	73.5%
1995-96	(S10)	1,480,674	125	912,905	$ 13,553,553	$ 23,983,026	$ 10,429,473	$ 11,107,071	$ 863,230	11.4¢	56.5%
1996-97		1,617,641	135	1,035,290	$ 14,804,355	$ 39,563,546	$ 24,759,191	$ 16,189,103	$10,020,544	24.5¢	37.4%
1997-98	(S11)	1,624,693	120	1,069,547	$ 15,194,498	$ 44,769,723	$ 29,575,225	$ 20,369,417	$10,600,767	29.1¢	33.9%
1998-99	(S12)	1,563,275	102	1,047,394	$ 16,401,625	$ 40,391,845	$ 23,990,220	$ 22,078,192	$ 4,014,071	25.3¢	40.6%
1999-00		1,567,318	99	1,050,103	$ 17,883,725	$ 37,525,770	$ 19,642,045	$ 20,806,672	$ 1,410,267	19.8¢	47.7%
TOTAL		**34,934,933**		**17,289,020**	**$216,189,143**	**$347,502,253**	**$131,313,110**	**$114,448,514**			

* *Through September 1995, the State supported specific trains; Amtrak operated the remaining trains as basic system trains not receiving State funding. Between October 1995 and October 1997, the State supported 64 percent of the operation of all trains on the Pacific Surfliner Route; Amtrak supports 36 percent as basic system trains. Effective November 1997, State support increased to 67%. State supports 100 percent of net cost of connecting buses; all data shown includes bus operations.*

(S1) Three round trips between Los Angeles and San Diego (LA-SD) (not State-supported) through 8/30/76.

(S2) Fourth LA-SD round trip (first State-supported train) added 9/1/76; fifth LA-SD round trip (second State-supported train) added 4/24/77.

(S3) Sixth LA-SD round trip (third State-supported train) added 2/14/78.

(S4) Seventh LA-SD round trip (not State-supported) added 10/26/80.

(S5) Eighth LA-SD round trip (fourth State-supported train) added 10/25/87; first State-supported round trip between Los Angeles and Santa Barbara (LA-SB) added 6/26/88.

(S6) Second State-supported LA-SB round trip added 10/28/90.

(S7) Ninth LA-SD round trip (not State-supported) added 10/25/92.

(S8) Third State-supported LA-SB round trip added 2/1/94.

(S9) Ninth LA-SD round trip (State-supported in one direction only) discontinued 5/15/95.

(S10) Los Angeles-San Luis Obispo round trip added 10/29/95, also represents fourth LA-SB round trip.

(S11) Ninth LA-SD round trip restored and tenth LA-SD round trip added 10/26/97

(S12) Eleventh LA-SD roundtrip added 10/25/98.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route. Actual passenger-mile data was not provided by Amtrak prior to August 1981. PM/TM figures shown for All Trains are calculated by Amtrak and cover the Amtrak Fiscal Year (October through September).

(F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all Los Angeles- San Diego trains and the first Los Angeles-Santa Barbara train billed on short-term avoidable cost basis. The second and third Los Angeles- Santa Barbara trains billed on long-term avoidable cost basis. Between October 1995 and September 1996, all trains billed on long-term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Depreciation and interest (equipment capital cost) included in operating cost under solely-related basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.

(F3) From October 1976 through September 1983, State cost was 48.5 percent of operating loss (including equipment costs). For third Los Angeles-Santa Barbara train, State cost was 100 percent of operating loss from February 1994 through September 1994, and 70 percent through September 1995. For all other trains, effective October 1983, through September 1995, State cost was 65 percent of operating loss plus 50 percent of depreciation and interest (equipment capital cost). Between October 1995 and September 1996, State cost was 100 percent of operating loss and 60 percent of equipment capital cost for the State supported 64 percent of train service on the route. Between October 1996 and September 1997, State cost was 55 percent of operating loss and 100 percent of equipment capital cost for the 64 percent State share. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. In November 1997, the State share increased to 67 percent of train service on the route to reflect additional State supported service. Also includes State payment of special payments to Amtrak for additional service and State payment for entire net cost of all connecting bus routes.

(F4) Beginning in State Fiscal Year 1993-94, Amtrak cost is based on billings submitted and reflects cost bases and Amtrak shares as stated in notes (F2) and (F3) above, but does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available. Does not represent the difference between Loss and State Cost, as the latter includes bus expenses and equipment capital costs not included in Amtrak costs.

(F5) Train loss (deficit) per train passenger mile. Separate passenger-mile data for State-supported trains was not provided by Amtrak prior to August 1981. Connecting buses not included in loss per passenger mile data.

(F6) Farebox Ratio, the ratio of Revenue to Expense.

POTENTIAL TRAIN SERVICE IMPROVEMENTS

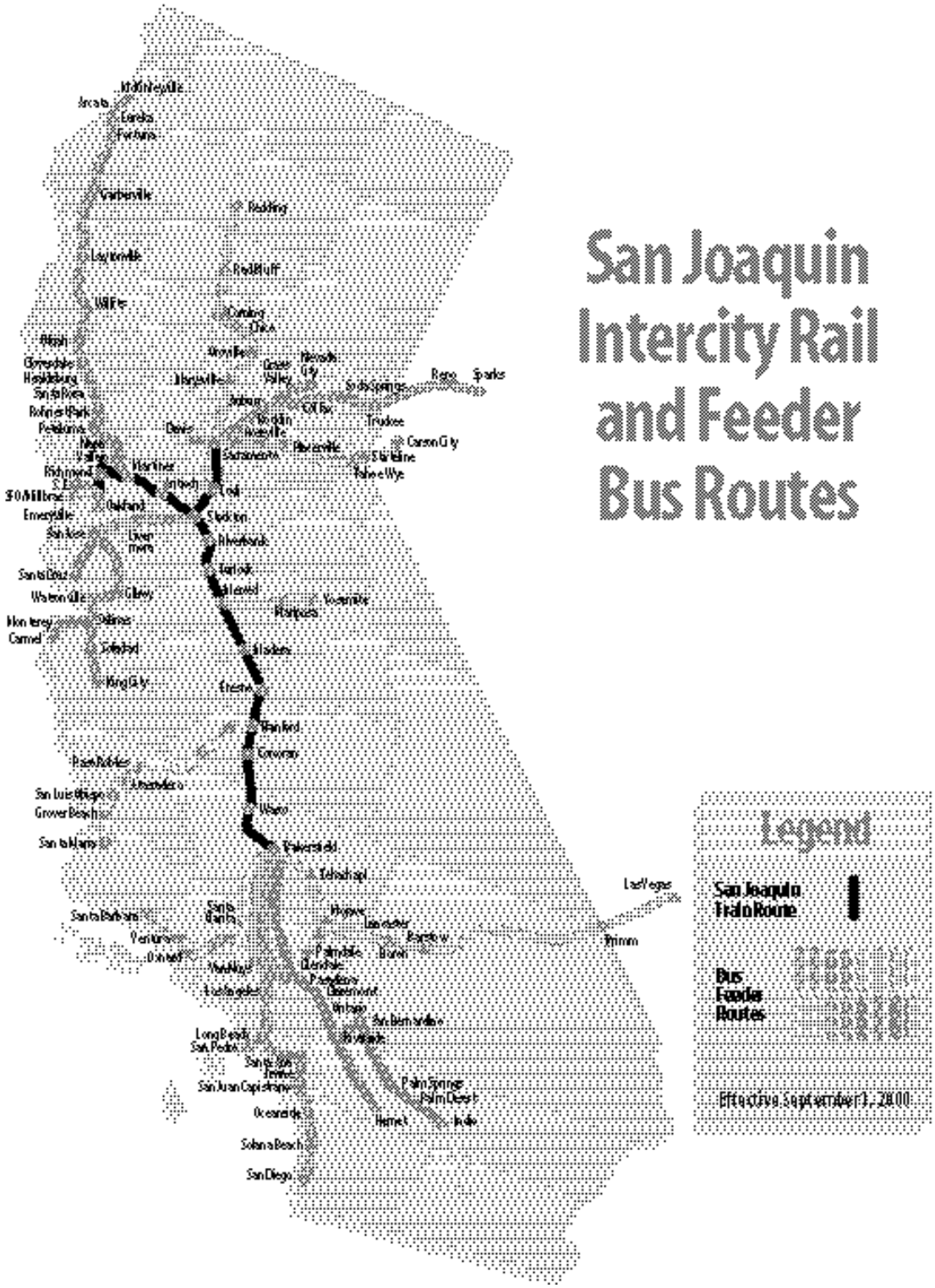
Caltrans, in conjunction with Amtrak, anticipates there will be eventual demand for hourly round-trips on the Pacific Surfliners. Caltrans anticipates the emphasis in the later years of the ten-year planning cycle will be on expansion of service on the north end of the route, to Santa Barbara and San Luis Obispo.
It is important to note that the start-up dates for service are based on projected service needs and are not constrained by projections of available funding. Demonstrated ridership demand, institutional barriers, availability of operating funding and equipment, availability of capital funding for capacity improvements requested by operating railroads, and technical problems outside the control of Caltrans will affect when each of the service improvements can be implemented

Caltrans proposed expansion of the Pacific Surfliner Route is as follows:

2002-03	Los Angeles to San Diego, twelfth and thirteenth round trips added plus two round trips Los Angeles to Santa Barbara with one round trip extended from Santa Barbara to San Luis Obispo.
2005-06	Los Angeles to San Diego, fourteenth round trip added.
2006-07	Los Angeles to San Diego, fifteenth round trip added.
2008-09	Los Angeles to San Diego, sixteenth round trip added.

In addition, Caltrans 10-year operating plan includes the initiation of state-supported service on the Coast Route from San Francisco to Los Angeles. The first round trip is projected to start in 2001-02 and the second in 2006-07. See Chapter VII for more information on the proposed Coast Route.

Figure 5A


San Joaquin Intercity Rail and Feeder Bus Routes
Legend
San Joaquin Trains Route
Bus Feeder Routes
Effective September 1, 2000

CHAPTER V
SAN JOAQUIN ROUTE
BAY AREA-SACRAMENTO-FRESNO-LOS ANGELES

OBJECTIVES

The state's principal objectives on this route are to:

- Increase ridership and revenues.
- Increase revenue/cost (farebox) ratio.
- Increase frequency of service (including additional train to Sacramento).
- Increase speeds and reduce train running times.
- Improve the reliability (on-time performance) of trains.

BACKGROUND

Two daily trains served the San Joaquin Valley prior to 1971 when Amtrak came into existence. Each train used a different route in the Valley. Southern Pacific's (SP) San Joaquin Daylight operated between the Bay Area and Los Angeles and SP's Sacramento Daylight provided a Sacramento connector service to the San Joaquin Daylight at Lathrop. Santa Fe's (ATSF) San Francisco Chief operated between the Bay Area and Chicago via Bakersfield.

Amtrak's initial route structure in May 1971 used the SP's Coast Line for service between Northern and Southern California, leaving most of the San Joaquin Valley without rail passenger service. Public pressure for the restoration of the rail service began almost immediately after Amtrak service started. Specific funding for San Joaquin Valley service was included in Amtrak's 1973-74 appropriation. Amtrak selected a joint SP-ATSF route by constructing a connection between the two railroads at Port Chicago (near Martinez). On March 6, 1974, a new San Joaquin entered service between Oakland and Bakersfield that was entirely funded by Amtrak.

In 1979, a major reduction in Amtrak's nationwide route structure was proposed, and the San Joaquin was scheduled to be eliminated on October 1, 1979. The state, however, reached an agreement with Amtrak to continue the train with State support under the provisions of Section 403(b) of the Amtrak Act. From this period on, the state has shared the costs of the service with Amtrak.
Service on the San Joaquins has increased from the original round trip to the current five daily round trips as follows:

2/3/80	Oakland - Bakersfield, second round trip added.
12/17/89	Oakland - Bakersfield, third round trip added.
10/25/92	Oakland - Bakersfield, fourth round trip added.
2/21/99	Sacramento - Bakersfield, fifth round trip added (first train to extend from Stockton to Sacramento).

Figure 5A is a map displaying the route, including the connecting bus services.

ROUTE DESCRIPTION

The San Joaquin Route presently extends 314 route miles between Oakland and Bakersfield with 13 intermediate stops. The route between Sacramento and Bakersfield is 282 miles. Total route miles are 363.

Predominant right-of-way ownership is by the Burlington Northern and Santa Fe Railway Company (BNSF) (Port Chicago -Bakersfield). Union Pacific Railroad Company (UP) owns 39 miles at the northerly end of the Route (Oakland-Port Chicago) and 49 miles in the new segment between Stockton and Sacramento. Amtrak operates the San Joaquins under provisions of its contracts with BNSF and UP. Figure 5B describes the current ownership, segment mileage, and track and signal characteristics of the San Joaquin Route.

Scheduled train running time between Bakersfield and Oakland varies from six hours ten minutes to six hours twenty-five minutes. Overall average speed, including station dwell time, varies from 49 mph to 51 mph. Scheduled train running time between Sacramento and Bakersfield is five hours thirty-three minutes to five hours thirty-five minutes, and overall average speed is 50 mph.

CONNECTING BUS SERVICES

The extensive network of buses connecting with the San Joaquins is essential to the route as more than half of all San Joaquin riders use one or more buses for a portion of their trip. Ridership analysis shows that bus feeder riders make longer than average trips, and therefore produce higher revenues per trip.

Caltrans contracts with Amtrak for the provision of dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as direct parts of the Amtrak system, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as the trains.

Figure 5B

SAN JOAQUIN ROUTE
OWNERSHIP AND TRACK CHARACTERISTICS

Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th Street	**4.2	2.8	UP	2	40/60	ABS
Oakland 10th Street	**2.2	Martinez	31.7	29.5	UP	2	40/60	ABS
Martinez	31.7 = 1169.3	Port Chicago	1163.5	5.8	UP	1	30	ABS/DTC
Port Chicago	1163.5	Stockton	1121.4	42.1	BNSF	1-2	79	ABS/CTC
Sacramento	89.0	Sacramento (Elvas)	91.8	2.8	UP	2	35	ABS/CTC
Sacramento (Elvas)	91.8= 38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1121.4	Bakersfield	887.7	233.7	BNSF	1	79	CTC
			Total	362.6				

* General Number of Mainline Tracks

**Miles represent distances between post miles from both directions to an approximate location near 10th Street in Oakland.

Owners:

BNSF - The Burlington Northern and Santa Fe Railway Company
UP - Union Pacific Railroad Company

Signal Systems:

ABS - Automatic Block Signals - Possession of a segment of track (block) is protected by a wayside signal. Switches must be thrown manually by train crews entering sidings.
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.
DTC - Direct Traffic Control - Dispatching center gives authority for train movement by radio to train crew directly.

Unlike the trains, the bus operating costs are borne entirely by the state, although much of the bus operating costs are offset by bus "revenues". A mileage/yield-based portion of the revenue from each through bus/rail ticket is allocated to the bus portion of the trip. This allocated revenue is then transferred to the cost of the bus, reducing the actual state expense.

Below is a listing of the San Joaquin bus routes and their origin / destinations and main stops, as well as the Capitol Corridor bus routes that also connect to the San Joaquins. Cities that are San Joaquin train connection points are in *italics*.

San Joaquin Bus Routes

Route 1 - Los Angeles Basin
Bakersfield - Los Angeles - San Pedro - Newport Beach - San Diego

Route 2 – Visalia – Hanford
Hanford – Visalia

Route 3 - Sacramento Valley
Stockton - *Sacramento* - Davis - Chico - Redding

Route 6 - South Bay
Stockton - San Jose - Santa Cruz

Route 7 - North Bay/Redwood Empire
Martinez - Vallejo - Napa - Santa Rosa - Ukiah - Eureka – McKinleyville

Route 9 - Barstow –Las Vegas
Bakersfield - Barstow - Las Vegas

Route 10 - South Coast
Bakersfield - Oxnard - Santa Barbara

Route 12 - Antelope Valley
Bakersfield - Mojave - Palmdale – Victorville

Route 15 - Yosemite
Merced - Yosemite National Park

Route 18 - Central Coast
Hanford - San Luis Obispo - Santa Maria

Route 19 - Inland Empire - Coachella Valley
Bakersfield - San Bernardino - Riverside - Hemet - Palm Springs – Indio

Route 99 - TransBay
Emeryville - San Francisco

Capitol Corridor Bus Routes

Route 20 - High Sierra/Sierra Foothill
Sacramento – Grass Valley – Nevada City – Reno – Sparks

Route 21 - Monterey Bay/Central Coast
Via Route 6 to: San Jose – Salinas – Monterey – King City

Route 22 - Santa Cruz
Via Route 6 to: San Jose - Santa Cruz

Route 23 - Lake Tahoe
Sacramento - Stateline – Carson City

Route 28 - Peninsula
Emeryville – San Francisco International Airport – Millbrae

SAN JOAQUIN VALLEY RAIL COMMITTEE

The San Joaquin Valley Rail Committee consists of representatives from each county served by the San Joaquin trains and other key bus-served counties. Agency associate members represent Amtrak, the Public Utilities Commission, the Union Pacific Railroad Company, the Burlington Northern and Santa Fe Railway Company, the Metropolitan Transportation Commission, the Southern California Association of Governments and Caltrans.

The Committee is informed of all significant matters affecting the San Joaquins. It provides valuable input to Caltrans on all aspects of the service. Section 14074.8 of the Government Code provides that the Committee may confer with the Secretary of the Business, Transportation and Housing Agency to coordinate intercity passenger rail service for the San Joaquin Corridor.

PERFORMANCE

Figure 5C shows ridership and financial performance data on an annual basis from the start of state-supported service in 1979-80 through 1998-99. Ridership and revenues have increased at a fairly steady rate over that period, as have expense, total loss and state cost. Fare box ratio was at a high in 1988-89, and has since dropped. This is largely because Amtrak has been steadily increasing the amount and type of costs that are included in the farebox ratio. (See Chapter III for more information on this subject.)

On-time performance on the San Joaquins has varied widely over the last few years. In the first nine months of Amtrak's Fiscal Year 1999-2000, on-time performance has averaged 78 percent.

Figure 5C

SAN JOAQUIN Route

Annual Operating Performance - State Fiscal Years

State Fiscal Year		Ridership Data		Financial Data for Operations						
		Ridership	PM/TM	Revenue	Expense	Loss	State Cost	Amtrak Cost	Train Loss per PM	Farebox Ratio
	Notes		*(F1)*		*(F2)*		*(F3)*	*(F4)*	*(F5)*	*(F6)*
1973-74	*(S1)*	38,770	83.6							
1974-75		66,990	44.2							
1975-76		66,530	43.8							
1976-77		87,642	56.0							
1977-78		80,611	52.7							
1978-79		87,645	60.2							
1979-80	*(S2)*	123,275	63.6	$ 1,174,065	$ 3,975,185	$ 2,801,120	$ 518,206		18.4¢	29.5%
1980-81		159,498	55.3	$ 2,224,137	$ 6,940,934	$ 4,716,797	$ 1,360,391		18.4¢	32.0%
1981-82		189,479	65.3	$ 3,115,710	$ 7,774,029	$ 4,658,319	$ 2,228,585		14.0¢	40.1%
1982-83		186,121	62.9	$ 3,342,137	$ 7,991,697	$ 4,649,560	$ 2,490,275		14.6¢	41.8%
1983-84		248,275	85.3	$ 4,730,431	$ 8,094,789	$ 3,364,358	$ 2,518,066		7.3¢	58.4%
1984-85		269,837	94.6	$ 5,210,951	$ 8,641,293	$ 3,430,342	$ 2,802,955		7.7¢	60.3%
1985-86		280,798	101.1	$ 5,425,329	$ 8,610,554	$ 3,185,225	$ 2,658,895		6.8¢	63.0%
1986-87		304,668	106.1	$ 6,084,677	$ 9,179,133	$ 3,094,456	$ 2,929,148		5.1¢	66.3%
1987-88		340,573	121.1	$ 7,457,686	$ 9,633,659	$ 2,175,973	$ 2,605,572		2.2¢	77.4%
1988-89		370,190	133.7	$ 9,527,268	$ 10,968,216	$ 1,440,948	$ 1,887,450		1.3¢	86.9%
1989-90	*(S3)*	418,768	116.9	$ 11,845,743	$ 15,286,520	$ 3,440,777	$ 3,544,332		3.2¢	77.5%
1990-91		463,906	104.1	$ 12,691,986	$ 18,456,785	$ 5,764,799	$ 5,803,565		4.9¢	68.8%
1991-92		483,593	104.3	$ 12,369,805	$ 18,633,777	$ 6,263,972	$ 6,472,598		4.3¢	66.4%
1992-93	*(S4)*	516,113	109.6	$ 12,628,496	$ 22,227,149	$ 9,598,653	$ 10,789,651		6.5¢	56.8%
1993-94		558,569	94.6	$ 13,894,624	$ 26,678,861	$ 12,784,237	$ 12,335,021	$ 3,937,150	8.3¢	52.1%
1994-95		524,680	88.8	$ 12,244,668	$ 25,077,153	$ 12,832,485	$ 12,668,018	$ 3,705,069	9.7¢	48.8%
1995-96		526,088	86.6	$ 12,477,497	$ 25,386,099	$ 12,908,602	$ 14,483,048	$ 1,360,327	11.8¢	49.2%
1996-97		652,544	106.1	$ 13,817,681	$ 34,528,165	$ 20,710,484	$ 16,265,387	$ 5,672,236	18.6¢	40.0%
1997-98		702,178	118.0	$ 15,230,966	$ 36,517,290	$ 21,286,324	$ 17,190,515	$ 4,493,597	17.7¢	41.7%
1998-99	*(S5)*	680,687	102.8	$ 16,496,457	$ 37,269,835	$ 20,773,378	$ 19,938,254	$ 1,712,168	17.6¢	44.3%
1999-00		671,295	92.4	$ 18,061,512	$ 41,820,317	$ 23,758,805	$ 24,232,326	$ 680,771	19.0¢	43.2%
TOTAL		**9,099,323**		**$ 200,051,826**	**$ 383,691,440**	**$ 183,639,614**	**$ 165,722,258**			

(S1) Service started 3/6/74 with one round-trip between Oakland and Bakersfield. Data is for four months only.

(S2) State support started 10/1/79. Data is for nine months, during which time ridership totaled 93,206. Second round trip added 2/3/80.

(S3) Third round trip added 12/17/89.

(S4) Fourth round trip added 10/25/92.

(S5) Service started 2/21/99 between Sacramento and Bakersfield.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.

(F2) Prior to October 1983, all trains billed on solely related cost basis. From October 1983 through September 1995, all trains billed on short term avoidable cost basis, except fourth round trip billed at long term avoidable cost basis. Effective October 1995, all trains billed on long term avoidable cost basis. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis. Includes cost of connecting buses. Depreciation and interest (equipment capital cost) included in operating cost under solely-related cost basis but excluded and charged separately under short-term, long-term avoidable and full cost bases.

(F3) From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation and interest (equipment capital cost). For the fourth round trip, State cost was 70 percent of train operating loss plus equipment capital cost. Between October 1995 and September 1996, State cost was 100 percent of train operating loss and 60 percent of equipment capital cost. Between October 1996 and September 1997, State cost was 65 percent of train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak for use of equipment, and State payment of entire net cost of all connecting bus routes.

(F4) Beginning in State Fiscal Year 1993-94, Amtrak cost is based on billings submitted and reflects cost bases and Amtrak shares as stated in notes (F2) and (F3) above, but does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available.

(F5) Train loss (deficit) per train passenger-mile. Connecting buses not included in loss per passenger mile data.

(F6) Farebox Ratio, the ratio of Revenue to Expense.

OPERATIONAL AND SERVICE IMPROVEMENTS

The focus of short-term operating strategies is to improve customer service and amenities and increase the cost effectiveness of the services. These two strategies are complementary, as an improvement in customer satisfaction should increase ridership and revenue.

Annual operational and service improvement strategies are detailed the 2000-2001 San Joaquin Route Business Plan and will be discussed in future business plans. For example, the 2000-2001 Plan discusses issues such as fares, Amtrak buses, service amenities, marketing activities, coordination with other Amtrak services, reservations, on-time performance and improving Stockton station access.

POTENTIAL TRAIN SERVICE IMPROVEMENTS

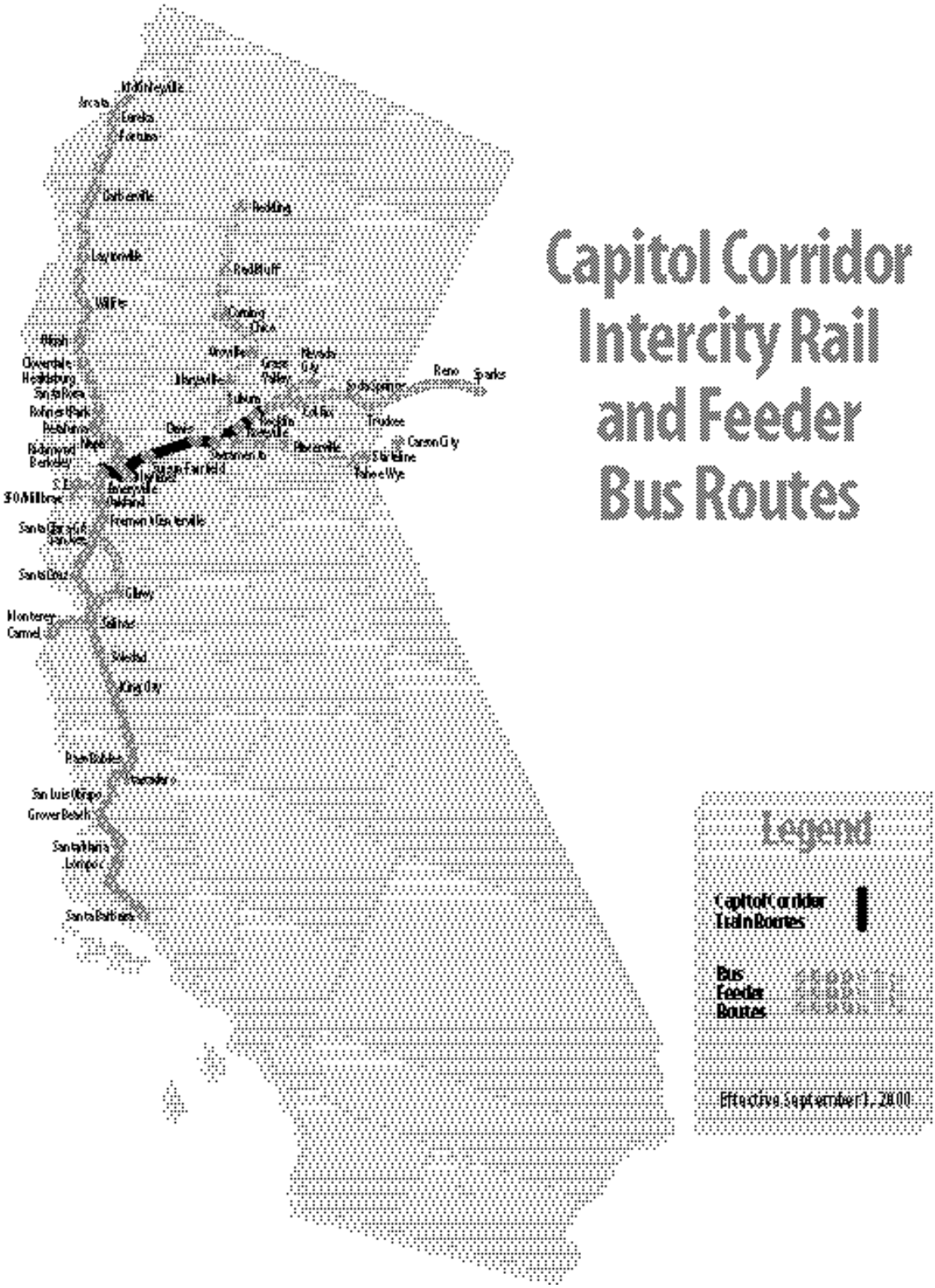
Caltrans, in conjunction with Amtrak, anticipates there will be eventual demand for ten round-trips on the San Joaquins. The most immediate need will be for additional round-trips from Sacramento to Bakersfield. Thus, Caltrans projects adding in 2001-02 the sixth round-trip which will be the second train to Sacramento. The equipment for this train will be state-owned.

It is important to note that the start-up dates for service are based on projected service needs and are not constrained by projections of available funding. Demonstrated ridership demand, institutional barriers, availability of operating funding and equipment, availability of capital funding for capacity improvements requested by operating railroads, and technical problems outside the control of Caltrans will affect when each of the service improvements can be implemented

Caltrans proposed expansion of the San Joaquin Route is as follows:

2001-02 Sacramento - Bakersfield, sixth round-trip added (second train to extend from Stockton to Sacramento).
2004-05 Sacramento - Bakersfield, seventh round-trip added (third train to extend from Stockton to Sacramento).
2006-07 Oakland - Bakersfield, eighth round-trip.

Figure 6A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Richmond
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Grover Beach
Santa Maria
Lompoc
Santa Barbara
Reno
Sparks
Truckee
Carson City
Stateline
Tahoe Wye

CHAPTER VI
CAPITOL CORRIDOR
AUBURN-SACRAMENTO-OAKLAND-SAN JOSE

OBJECTIVES

The state's principal objectives on this route are to:

- Increase ridership and revenues.
- Increase revenue/cost (farebox) ratio.
- Increase frequency of service.
- Increase speeds and reduce train running times.
- Improve reliability (on-time performance) of trains.
- Enhance passenger convenience and customer service amenities.

BACKGROUND

Intercity rail service started on the Capitol Corridor in 1991, making this route the most recent of the three state-supported routes. Assembly Concurrent Resolution 132 (Hannigan), Statutes of 1988, directed the Metropolitan Transportation Commission (MTC), with assistance from the Sacramento Area Council of Governments (SACOG) and Caltrans to conduct a study of the Auburn-Sacramento-Oakland-San Jose intercity rail corridor. The final report titled "ACR 132 Intercity Rail Corridor Upgrade Study" was published by MTC in November 1990. This study provided the basis for the initiation of three round-trips on the route on December 12, 1991. Two round-trips went from San Jose to Oakland to Sacramento, and a third round-trip went from San Jose to Oakland to Sacramento to Roseville.

Service on the Capitols has increased from the original three round-trips to the current seven round-trips as follows:

4/2/95	Oakland - San Jose, one round trip discontinued except on Saturday northbound and Friday, Saturday, Sunday southbound.
4/14/96	Oakland - Sacramento, fourth round trip added.
6/17/96	Oakland - San Jose round trip that was discontinued 4/2/95 is restored.
1/26/98	Train to Roseville extended to Colfax.
10/25/98	Oakland - Sacramento, fifth round trip added.
2/21/99	Oakland - Sacramento, sixth round trip added.
2/27/00	Oakland - Sacramento, seventh round trip added
2/27/00	Oakland – San Jose, fourth round trip added
2/27/00	Colfax round trip cut back to Auburn

Figure 6A is a map displaying the route, including the connecting bus services.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Local agencies have always had an active role in planning and promoting the Capitol Route. Initially the ACR Policy Advisory Committee, formed as part of the ACR 132 study, acted in an advisory capacity to make recommendations about the route.

Ch. 263/96 (SB 457, Kelly) allowed the state to enter into an interagency transfer agreement with a joint powers authority to assume responsibility for intercity rail services on the Capitol route. Caltrans and the Capitol Corridor Joint Powers Authority (CCJPA) executed an interagency transfer agreement (ITA) on July 1, 1998, transferring the responsibilities of management for the Capitols to the CCJPA. The San Francisco Bay Area Rapid Transit District (BART) General Manager and the District's administrative staff provide administrative support to the CCJPA.

Pursuant to ITA, the Business Housing and Transportation (BT&H) Agency has responsibility for allocating operating funds to the CCJPA. The BT&H Agency also reviews and approves the CCJPA's business plan that includes future service levels and funding needs.

Chapter 263 specified the required composition of the CCJPA. The Board must have the following members: six representatives from the BART Board of Directors of which two are residents of Alameda County, two are residents of Contra Costa County, and two are residents of the City and County of San Francisco; two members each of the Board of Directors of the Sacramento Regional Transit District, the Board of Directors of the Santa Clara County Transit District, the Yolo County Congestion Management Agency, the Solano County Congestion Management Agency, and the Placer County Transportation Planning Agency.

ROUTE DESCRIPTION

The Capitol Route presently extends 169 rail miles from Auburn to San Jose. There are 134 rail miles from Sacramento to San Jose. Except for three miles of right-of-way owned by the Peninsula Corridor Joint Powers Board, ownership is exclusively by the Union Pacific Railroad Company (UP). Amtrak operates the Capitols under provisions of its contract with UP. Amtrak shares partial responsibility with the state for funding the Route. Figure 6B describes the current ownership, segment mileage, track and signal characteristics of the Capitol Route.

Scheduled train running times between Oakland and Sacramento, vary from one hour fifty-four minutes to two hours twelve minutes. Overall speeds are 40 mph to 47 mph. Capitol train running times between Oakland and San Jose vary from 61 to 79 minutes and the average overall speeds varies from 34 mph to 44 mph. Running times between Sacramento and Auburn are 67 and 72 minutes, with overall average speeds of 32 mph and 29 mph.

Figure 6B

CAPITOL ROUTE
OWNERSHIP AND TRACK CHARACTERISTICS

Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max. Speed	Signal System
San Jose	47.3	Santa Clara	44.4	2.9	PCJPB	3	60	CTC
Santa Clara	44.4	Newark	31.4	13.8	UP	1	70	CTC
Newark	34.9	Niles Tower	29.7	5.2	UP	1	79	CTC
Niles Tower	29.7	West Elmhurst	13.5	16.2	UP	1	70	CTC
West Elmhurst	13.5	Oakland Jack London Square	7.0	6.5	UP	2	60	ABS
Oakland - Jack London Square	7.0	Oakland 10th Street	**4.2	2.8	UP	2	40/60	ABS
Oakland 10th Street	**2.2	Martinez	31.7	29.5	UP	2	40/60	ABS
Martinez	31.7	Davis	75.5	43.8	UP	2	79	ABS
Davis	75.5	West Causeway	81.1	5.6	UP	2	79	CTC
West Causeway	81.1	East Causeway	85.2	4.1	UP	1	79	CTC
East Causeway	85.2	Sacramento River	88.4	3.2	UP	2	79	CTC
Sacramento River	88.4	Sacramento	89.0	0.5	UP	2	35	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	ABS
Elvas	91.8	Roseville	106.6	14.8	UP	2	60	CTC
Roseville	106.6	Auburn	124.2	17.6	UP	1	50	ABS
			Total	169.3				

*General number of mainline tracks

**Mileage represents distance between mile posts to an approximate location at 10th Street in Oakland

Owners:

PCJPB - Peninsula Corridor Joint Powers Board
UP - Union Pacific Railroad Company

Signal Systems:

ABS - Automatic Block Signals - Possession of a segment of track (block) is protected by a wayside signal. Switches must be thrown manually by train crews entering sidings.
CTC - Centralized Traffic Control - Wayside signals protect possession of blocks. Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.
DTC - Direct Traffic Control - Dispatching center gives authority for train movement by radio to train crews directly.

CONNECTING BUS SERVICES

The network of buses connecting with the Capitols is important to the route's success as the buses significantly extend the route's range as far north as Arcata and Redding, northeast to Grass Valley / Nevada City, Reno and Carson City, and south to Monterey and Santa Barbara.

CCJPA contracts with Amtrak for the provision of dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as direct parts of the Amtrak system, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as the trains.

Unlike the trains, the bus operating costs are borne entirely by the state, although much of the bus operating costs are offset by bus "revenues". A mileage per yield-based portion of the revenue from each through bus / rail ticket is allocated to the bus portion of the trip. This allocated revenue is then transferred to the cost of the bus, reducing the actual state expense.

Below is a listing of the Capitol Corridor bus routes and their origin / destinations and main stops, as well as the San Joaquin bus routes that also connect to the Capitols. Cities that are Capitol Corridor train connection points are in *italics.*

Capitol Corridor Bus Routes

Route 20 - High Sierra/Sierra Foothill
Davis - *Sacramento* – Grass Valley – Nevada City – Reno – Sparks

Route 21 - Monterey Bay/Central Coast
Oakland – Santa Cruz – Salinas –Monterey - San Luis Obispo-Santa Barbara

Route 22 - Santa Cruz
Oakland - *San Jose* - Santa Cruz

Route 23 - Lake Tahoe
Sacramento - Stateline – Carson City

Route 28 - Peninsula
Emeryville – San Francisco International Airport – Millbrae

Route 99 - TransBay
Emeryville – San Francisco

San Joaquin Bus Routes

Route 3 - Sacramento Valley
Sacramento – *Davis* – Chico - Redding

Route 7 - North Bay/Redwood Empire
Martinez – Vallejo – Napa – Santa Rosa – Ukiah – Eureka – McKinleyville

PERFORMANCE

Figure 6C shows ridership and financial performance data on an annual basis from the start of state-supported service in 1991-92 through 1998-99. Ridership and revenues have increased over that period, as have expense, total loss and state cost. At the time the Capitol service started, Amtrak had already began to increase the cost basis. Also the Capitol service is still relatively new and has added frequencies at a relatively fast rate. Consequently, the Capitol service has never had as high a farebox ratio as the other two routes. The farebox ratio has ranged between a high of 43.4 percent in 1995-96 and a low of 29 percent in 1996-97.

On-time performance on the Capitols had been fairly low during the initial years of the service. With the substantial completion in early 1999 of major track and signal work over much of the route, on-time performance has improved considerably. In the first nine months of Amtrak's 1999-2000 fiscal year, the on-time performance has averaged 79.4 percent.

CAPITOL CORRIDOR

Annual Operating Performance - State Fiscal Years

State Fiscal Year		Ridership Data		Financial Data for Operations						
		Ridership	PM/TM	Revenue	Expense	Loss	State Cost	Amtrak Cost	Train Loss per PM	Farebox Ratio
	Notes		(F1)		(F2)		(F3)	(F4)	(F5)	(F6)
1991-92	(S1)	173,672	96.3	$ 1,973,255	$ 4,848,967	$ 2,875,712	$ 1,592,907		15.0¢	40.7%
1992-93		238,785	67.7	$ 2,970,103	$ 8,333,093	$ 5,362,990	$ 6,712,017		20.1¢	35.6%
1993-94		364,070	101.2	$ 3,598,978	$ 9,911,735	$ 6,312,757	$ 6,714,761	$ 1,697,460	15.7¢	36.3%
1994-95	(S2)	349,056	101.7	$ 3,757,146	$ 9,678,401	$ 5,921,255	$ 6,012,315	$ 1,584,692	14.9¢	38.8%
1995-96	(S3)	403,050	111.9	$ 4,805,072	$ 11,077,485	$ 6,272,413	$ 6,434,940	$ 273,025	14.9¢	43.4%
1996-97		496,586	111.3	$ 5,938,072	$ 20,509,999	$ 14,571,927	$ 9,701,519	$ 4,871,345	31.6¢	29.0%
1997-98	(S4)	484,458	109.4	$ 6,212,150	$ 20,597,133	$ 14,384,983	$10,830,123	$ 3,555,755	31.8¢	30.2%
1998-99	(S5)	515,768	90.8	$ 6,939,702	$ 22,343,915	$ 15,404,213	$14,543,722	$ 969,291	32.6¢	31.1%
1999-00	(S6)	684,334	90.1	$ 8,546,453	$ 25,050,882	$ 16,504,429	$16,220,940	$ 148,816	28.2¢	34.1%
TOTAL		**3,709,779**		**$44,740,931**	**$132,351,610**	**$ 87,610,679**	**$78,763,244**			

(S1) Service started 12/12/91 with three State-supported round trips between Sacramento and San Jose, with one round trip extended to Roseville. Data is for six and one-half months only.

(S2) One round trip discontinued 4/2/95 between Oakland and San Jose (except on Saturday northbound and Friday, Saturday, Sunday southbound.) Feeder bus connection substituted for train.

(S3) Fourth round trip added 4/14/96 between Sacramento and Oakland. Effective 6/17/96, round trip referred to in *(S2)* above restored to daily service between Oakland and San Jose.

(S4) Effective 1/26/98, the round trip that previously originated and terminated at Roseville was extended to Colfax.

(S5) Fifth round trip added 10/25/98 and sixth round trip added 2/21/99 between Sacramento and Oakland.

(S6) Effective 2/27/00, seventh round trip added between Sacramento and Oakland; fourth round trip added between Oakland and San Jose; the round trip to Colfax was cut back to Auburn.

(F1) Passenger-miles per train mile (PM/TM), a measure of the average load on a train over its entire route.

(F2) Through September 1995, all trains billed on long term avoidable cost basis; includes cost of connecting buses. Effective October 1996, all trains billed on Full Cost (Train, Route and System) Basis.

(F3) Though September 1995, State cost was 65 percent of train operating loss. Between October 1995 and September 1996, State cost was 100 percent of train operating loss. Between October 1996 and September 1997, State cost was 55 percent of the train operating loss. Effective October 1997, State is billed contractually specified percentages of most individual cost elements, plus a fixed amount for certain other cost elements. Also includes State payment of costs of special agreements with Amtrak for use of equipment, special payments for service continuation and State payment for entire net cost of all connecting bus routes. Effective October 1999, the Capitol Corridor Joint Powers Authority (CCJPA) and Amtrak entered into a 12 month fixed price operating contract, including all train and bus services. The State Costs shown represent the fixed price contract payment less any performance assessments.

(F4) Beginning in State Fiscal Year 1993-94, Amtrak cost is based on billings submitted and reflects cost bases and Amtrak shares as stated in notes (F2) and (F3) above, but does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available.

(F5) Train loss (deficit) per train passenger-mile. Connecting buses not included in loss per passenger mile data.

(F6) Farebox Ratio, the ratio of Revenue to Expense.

Figure 6C

OPERATIONAL AND SERVICE IMPROVEMENTS

The focus of short-term operating strategies is to improve customer service and amenities and increase the cost effectiveness of the service. These two strategies are complementary, as an improvement in customer satisfaction should increase ridership and revenue. Cost efficiencies should reduce operating expenses, and thereby should improve the farebox ratio and service performance.

Annual operational and service improvement strategies are detailed in the 2000-2001 Capitol Corridor Business Plan produced by the CCJPA and will be discussed in future business plans. For example, the 2000-2001 Plan has a discussion on the FY 00/01 and FY 01/02 action plans, fares, service amenities and food and beverage services, and marketing strategies.

POTENTIAL TRAIN SERVICE IMPROVEMENTS

Caltrans, in conjunction with Amtrak and the CCJPA, anticipates there will be eventual demand for twelve round-trips on the Capitols. The CCJPA has developed operational plans for the Capitols that are detailed in their Business Plan. Caltrans and the CCJPA's specific timing for new frequencies may differ. The CCJPA and Caltrans work with Amtrak on their long range service plan for incremental improvements and increased train service levels.
It is important to note that the start-up dates for service are based on projected service needs and are not constrained by projections of available funding. Demonstrated ridership demand, institutional barriers, availability of operating funding and equipment, availability of capital funding for capacity improvements requested by operating railroads, and technical problems outside the control of Caltrans and the CCJPA will affect when each of the service improvements can be implemented.

Caltrans proposed expansion of the Capitol Route is as follows:

2001-02 Sacramento - Oakland, eighth and ninth round trips.
Oakland - San Jose, fifth and sixth round trips.
Roseville - Sacramento, second and third round trips.

2002-03 Oakland - San Jose, seventh round trip.

2004-05 Sacramento - Oakland, tenth round-trip.
Oakland - San Jose, eighth round trip.

2006-07 Sacramento - Oakland, eleventh round-trip.
Oakland - San Jose, ninth round trip.

2008-09 Sacramento - Oakland, twelfth round-trip.
Oakland - San Jose, tenth round trip.
Roseville - Sacramento, fifth round trip.

The CCJPA has proposed an enhanced level of service for the 10-year period of this Report. Specifically, they propose operation of following number of round-trips between the points shown:

Between	**In 5-years**	**In 10-years**
San Jose and Oakland	10	16
Oakland and Sacramento	12	16
Sacramento and Roseville	8	10
Roseville and Auburn	2	4

The CCJPA has requested Amtrak to prepare ridership, revenue and cost estimates for the above service level. Caltrans will consider these estimates, as well as the related issues of availability of line capacity for this service level, and cost of additional equipment and other track and signal improvements needed for its operation. The level of service for the Capitol Corridor to be included in the passenger element of the State Rail Plan to be issued in October 2001, will reflect Caltrans' evaluation of the line capacity issue and these operations and capital cost estimates.

CHAPTER VII
POTENTIAL NEW SERVICES

HIGH-SPEED RAIL

California High-Speed Rail Authority

High-speed rail has been studied in California for at least a decade. Caltrans participated in a number of studies in the late 1980s and early 1990s. Caltrans was a member of the Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study Group. The Group published its report in June 1990 as required by Ch. 197/1988 (AB 971, Costa). Under Ch. 1104/1990 (SB 1307, Garamendi), Caltrans, in April 1991, completed a work plan for a feasibility study for the development of an integrated public, private, or combined public/private high speed intercity and commuter rail system. Under Proposition 116, Caltrans completed a preliminary engineering and feasibility study on high-speed service between Bakersfield and Los Angeles.

SCR 6 (1993) established the Intercity High-Speed Rail Commission. This Commission, while using some Caltrans staff resources, was not part of Caltrans. The Final Report of the California Intercity High-Speed Rail Commission was sent to the Legislature at the end of 1996. The Final Report indicated that high-speed rail is technically, environmentally, and economically feasible, and once constructed, could be operationally self-sufficient. The Commission recommended a San Francisco/San Jose, Sacramento, Central Valley, Los Angeles, San Diego alignment. The Commission also recommended using either very high-speed technology of steel-wheel-on-steel-rail or maglev.

The California High-Speed Rail Act, enacted by Ch. 796/96 (SB 1420 Kopp and Costa), founded the High-Speed Rail Authority to direct the development and implementation of intercity high-speed rail service. The Act defined high-speed rail as "intercity passenger rail service that utilizes an alignment and technology that make it capable of sustained speeds of 200 miles per hour or greater." In September 1998, the Act was amended and the authorization and responsibility for planning, construction, and operation of high-speed passenger train service at speeds exceeding 100 miles per hour in this state was granted exclusively to the Authority.

The Authority is composed of nine members. The Governor appoints five members, the Senate Committee on Rules appoints two members, and the Speaker of the Assembly appoints two members. Without additional legislation, the Authority terminates on June 30, 2001.

The Authority has met its legislative mandate of preparing a plan for the construction, operation and financing of a statewide high-speed train system. The Authority's business plan, "Building a High-Speed Train System for California," was completed and presented to the Legislature and Governor in June 2000.

In its business plan, the Authority found that a high-speed train system is a smart investment in mobility, an evolutionary step for transportation, and a project in keeping with California's standards for environmental quality and economic growth. The Authority determined that the next step in the development of the project is to proceed to develop a program environmental impact report (EIR). The Authority concluded that this is the next logical phase for the following reasons:

- The further engineering and environmental analyses that are part of the initial environmental phase of the project will define with greater specificity the high-speed train technology, corridors and station locations included in the business plan.
- The official input of federal, state and local agencies about the project (which is required during this phase) will help further hone the capital costs of the project – even though the Authority is assured by the best technical advisors in the world that the system can be built for the $25 billion estimate included in this plan. It is reasonable to anticipate that the federal government would become a financial partner in this project, reducing the capital needs to be borne by the California taxpayer.
- The financial plan will benefit from substantive discussions with the private sector about investing in the project. Potential investors will be most interested in how the ridership and revenue projections compare with those of other agencies and their assessment of the future.

The Authority recommended that the Governor and Legislature take the following actions:

- Initiate a formal environmental clearance process with a state-level program environmental impact report (EIR). At the conclusion of the program EIR, decision makers can re-evaluate funding options and strategies based on more detailed analyses and information. The financial commitment required to initiate this process is $25 million over the next two years. If the project is deemed viable at the conclusion of this phase, an additional $350 million will be required over the following three to four years to achieve full environmental clearance and achieve a 30 percent level of engineering design. The Authority, or its successor, would then have the option to entertain proposals from the private sector to enter into a design-build contract and a franchise with the private sector to operate and maintain the system.
- Increase funding and accelerate planning and programming for intercity and commuter rail improvements that can provide enhanced, higher-speed service to Californians earlier and ultimately become part of the high-speed train network. These improvements should occur concurrent with the environmental studies and engineering work on the high-speed train network.
- Begin an aggressive statewide effort to increase federal funding for both conventional and high-speed trains in California. In addition, this effort should include working with the Federal Railroad Administration (FRA) and high-speed train manufacturers to resolve safety and compatibility issues.
- Encourage state, regional and local entities to include high-speed trains in their planning for the future.

In the 2000-2001 budget, the Governor and Legislature provided $6 million to the Authority to start the program EIR. The first step the Authority took was to engage a team led by Parsons Brinckerhoff Quade & Douglas to provide program management services. The Authority intends to let corridor-specific engineering and environmental analysis contracts for work in the Bay Area-to-Merced corridor, Sacramento-to-Bakersfield corridor, and Bakersfield-to-Los Angeles Union Station corridor this fall. The Authority will develop coastal and inland engineering and environmental analysis contracts for Los Angeles-to-San Diego pending the outcome of the Southern California Association of Governments' application for further Maglev engineering funds and Amtrak California's plans for environmental review of upgrading the Pacific Surfliner corridor.

California Maglev Project

The background information in the first three paragraphs of this section is abstracted from the website of the Federal Railroad Administration (www.fra.dot.gov)

Magnetic levitation (Maglev) is an advanced technology in which magnetic forces lift, propel, and guide a vehicle over a guideway. Utilizing state-of-the-art electric power and control systems, this configuration eliminates contact between vehicle and guideway and permits cruising speeds of up to 300 mph, or almost two times the speed of conventional high-speed rail service. Because of its high speed, Maglev offers competitive trip-time savings to auto and aviation modes in the 40- to 600-mile travel markets.

The Maglev Deployment Program was established in the Transportation Equity Act for the 21st Century (TEA-21) with the purpose of demonstrating the feasibility of Maglev technology. Of this program's $60 million, $55 million is available to fund preconstruction planning activities and design/construction of the selected project. The remaining $5 million is available only for research and development grants related to low-speed superconductivity Maglev technology for public transportation purposes in urban area. An additional $950 million is authorized for the construction and deployment of a single project.

In May 1999, the U.S. Department of Transportation awarded grants to seven states and authorities for preconstruction planning for Maglev high-speed ground transportation. The Federal Railroad Administration selected projects in California, Florida, Georgia, Louisiana, Maryland, Nevada and Pennsylvania for funding. Each of the grants provided the selected projects with sufficient federal funds to pay up to two-thirds of the cost of preliminary engineering, market studies, environmental assessments, and financial planning needed to determine the feasibility of deploying a Maglev project. One project will be chosen from the seven to construct and deploy a Maglev project.

The initial corridor study area of the California Maglev Project extends from Los Angeles International Airport (LAX) to Union Station in downtown Los Angeles and further east to Ontario International Airport and on to March Field in Riverside

County, a distance of approximately 85 miles. The Southern California Association of Governments, the California High-Speed Rail Authority and the California Business, Transportation and Housing Agency are the project sponsors.

By 2020, the population of Southern California will grow from 16 million to 22 million people. Demand at the region's airports will increase more than 85 percent to approximately 154 million annual passengers. Air cargo volume will triple to nine million annual tons. The prospect of these increases in population, employment and travel demands, led the Southern California Association of Governments to adopt the development of high-speed, intra-regional Maglev service as part of its Regional Transportation Plan in 1998.

The California Maglev Project sponsors prepared a "Project Description" for consideration by the Federal Railroad Administration in its evaluation of the seven projects competing for federal Maglev funding. The Project Description, was submitted to the FRA on June 30, 2000. Highlights of the Project Description are:

- The proposed system design is based upon Maglev technology developed by the German consortium *Transrapid*.
- The proposed project serves a very dense corridor defined by the federal government as a "Corridor of National Significance." By 2020, about one million long distance trips will be made in the corridor. The system will serve 80,000 to 100,000 riders per day by 2020. Travel time savings from one end of the line to the other are estimated to be 80 minutes.
- The 83 to 92-mile system is estimated to cost about $5 to 6 billion to construct. Approximately 24 percent of this cost is for the system elements – vehicles, communications, propulsion, and operation control. The cost of the monorail guideway is about $2.4 to 2.7 billion, or 43 percent of the total cost. Stations, yards and shops, right-of-way, and other civil works comprise the remainder of the project costs.
- Preliminary financial analyses indicate that the project can be funded from operating revenues, with support of the $950 million federal Maglev demonstration funds authorized in TEA-21. Bond proceeds would be used to finance construction costs. Federal "TIFIA" loans and loan guarantees would enable the reduction of borrowing costs and ensure that revenues from passenger fares, cargo fees, and other miscellaneous sources such as station parking fees and station area development, would be sufficient to retire the bonds and short-term loans by 2044.
- FRA will select, in September 2000, one or more projects that will go forward in the national competition. The next phase is completion of more detailed engineering and a state mandated Environmental Impact Report and federal Environmental Impact Statement. This phase, budgeted at $30 million, will take about 18 months to complete. Federal FY 2001 appropriations of $10 million are being sought to fund initiation of this work. The U.S. Senate has already earmarked $3 million for the project. Additional funding is being sought as the appropriation bill undergoes final consideration.
- The Maglev Deployment Program has significant hurdles to overcome. Additional engineering and environmental assessment is required to detail the initial concept design plans. The system is planned to be located in existing freeway or railroad rights of way, generally following the I-10 corridor from LAX to San Bernardino/Riverside. Extensive coordination will be required with Caltrans, railroad operators and local agencies along the corridor. Presuming that the many issues that must be addressed are resolved, operation of the system could begin as soon as 2007.

NEW ROUTES

This section includes a description of the five new routes that Caltrans proposes in this ten-year plan as well as one other new route that Amtrak is supporting. Additionally, a route not proposed for service within the time frame of this Report is discussed. They are discussed in order of potential implementation by year. Included for each route is a summary of current service to the area, recent studies of the route, and Caltrans current service proposal. The implementation of all new service is subject to demonstrated ridership demand, approval from Amtrak and the relevant railroad, operating funding and equipment, and availability of capital funding for capacity improvements requested by operating railroads.

See Chapter III (Figures 3A and 3F) for operating and capital estimates for the proposed new services.

Los Angeles to Las Vegas

In 1997 Amtrak's Desert Wind from Los Angeles to Chicago via Las Vegas three times per week was discontinued. Currently San Joaquin trains provide connecting buses to Las Vegas. Buses connect from Bakersfield and travel through Lancaster to Las Vegas.

On February 12, 1998, Amtrak announced that $9.0 million dollars would be invested in track improvements and facility construction in preparation for the initiation of new daily Los Angeles-Las Vegas train service. Amtrak proposes to start service in late 2001 using state-of-the-art Talgo tilt train to achieve a five and one-half hour travel time between Los Angeles and Las Vegas.

Caltrans includes no operating costs in its ten-year plan for this service because the State of Nevada has agreed to arrange for operating support.

San Francisco - Los Angeles via Coast Route

The main passenger rail route from northern California to southern California is the San Joaquin Route, which travels through the Central Valley. Currently there is only one daily round trip Coast Starlight train that connects Oakland and San Jose with Los Angeles via the Coast with intermediate stops including Salinas, San Luis Obispo and Santa Barbara. Additionally, one bus connects the Capitols in San Jose to Santa Barbara.

There has been interest for many years in providing additional Coast Route service. As far back as October 1981 the state-supported "Spirit of California" was added that provided overnight train service from Los Angeles to Sacramento. That service was discontinued in October 1983.

In September 1992, House Resolution 39 was passed requesting that an intercity rail corridor upgrade study on the Coast Corridor be conducted by the regional transportation planning agencies along the Corridor in cooperation with Caltrans. As a

result, concerned local agencies began meeting and formed the Coast Rail Coordinating Council that is currently staffed by the San Luis Obispo Council of Governments.

The Coast Rail Improvement Study that was issued in the fall of 1994 resulted from House Resolution 39. Then, in 1996 the Coast Route Infrastructure Assessment Report was completed. In June 1999 the Coordinating Council received an $80,000 State Planning and Research grant to conduct a Coast Daylight Implementation Plan.

The Coordinating Council is proposing to start a train between San Francisco and Los Angeles in 2001-02 that would use tilt-train equipment (if available) and seek to provide a 9-hour end-to-end travel time. Caltrans projects adding a second train in 2006-07.

San Francisco - Monterey

Currently only very limited Amtrak service exists between Monterey and San Francisco, and only in conjunction with connecting bus service. The Coast Starlight provides one daily round-trip from Oakland to Salinas, with bus connections to San Francisco on the north and Monterey on the south. The Capitols provide train service from Emeryville/Oakland to San Jose with bus connections from two trains to San Francisco on the north and Monterey on the south.

The Transportation Agency for Monterey County (TAMC) has conducted a number of studies on train service from San Francisco to Monterey. The most recent is the *San Francisco-Monterey Intercity Rail Service Implementation Plan* dated January 1998. TAMC is proposes daily service, southbound in the morning and northbound in the evening. Stops are planned at San Francisco, Millbrae, Burlingame, San Mateo, Palo Alto, Mountain View, San Jose Diridon, Tamien, Pajaro, Castroville and Seaside. Bus connections would be provided between Seaside, downtown Monterey, hotels and other tourist destinations.

The proposed route would use the current Caltrain owned right-of-way from San Francisco to San Jose. The route between San Jose and Castroville is owned by the UP and used for passenger service by Caltrain to Gilroy and by the Coast Starlight to Castroville – and beyond Los Angeles. The Monterey Branch Line between Castroville and Monterey is owned by the UP, and currently there is no rail service on this line. TAMC is currently negotiating with the UP for a lease-purchase arrangement on this line.

Caltrans ten-year operating plan includes one round-trip using high quality equipment to start in 2002-03 and for a second round-trip to start in 2006-07. Caltrans believes there are many advantages to this service. (1) Monterey is an important tourist destination that currently has very inadequate access via intercity mass transportation. (2) TAMC is a strong advocate of this service and is endeavoring to provide in-kind contributions for the service. (3) Fourteen million dollars in Proposition 116 capital funds are available for this service. (4) Finally, most of the proposed route currently has passenger service

TAMC is requesting full operational funding from the state. However, TAMC is also working with the local hospitality industry to secure supplemental marketing and sales funds. As noted above $14 million in Proposition 116 funds are available. Additionally TAMC has secured a $2.1 million federal grant for grade crossing safety enhancements to the Monterey Route. Finally Ch103/99 (SB 886, McPherson) allows TAMC to be a party in an operations contract between Caltrans and Amtrak.

Sacramento to Reno

Amtrak's California Zephyr and connecting buses to the Capitols and San Joaquins serve Reno and intermediate I-80 Corridor points. The California Zephyr makes stops at Reno, Truckee, Colfax, Roseville and Sacramento once daily in each direction. Also, buses connect to four San Joaquins and five Capitols and serve Reno, Truckee, Soda Springs, Colfax, Auburn, Roseville and Rocklin. The buses connect to the Capitols in Sacramento via Interstate 80 and to the San Joaquins in Stockton. Ridership on this bus route was 38,966 in the past twelve months.

In August 1995, Caltrans and the Nevada Department of Transportation published a final report entitled *Sacramento-Tahoe-Reno Intercity Rail Study*. One goal of the Study was to examine the feasibility of expanding passenger rail service along the I-80/Tahoe corridor from Sacramento to Truckee and Reno/Sparks on the UP line on which the California Zephyr currently operates. A number of scenarios were studied that involved extending varying numbers of round-trip Capitols from Sacramento to Reno/Sparks.

The most significant finding of the Study was that all of the scenarios to Reno/Sparks would improve the overall Capitols farebox return. That is, while net costs to the state would increase, the ratio of revenues to costs would improve with the extension of Capitols to Reno/Sparks.

Caltrans is proposing to extend one round trip from Sacramento to Reno/Sparks in 2005-06. This service would require an appropriate level of financial participation from the State of Nevada and Nevada Business interests. This rail service would also be supplemented by bus service, in a manner similar to the current Stockton – Sacramento single round-trip extension of the San Joaquins. Caltrans believes this corridor is a good candidate for rail corridor service because: (1) I-80 is extremely congested at tourist peak periods; (2) there is a very strong gaming, skiing and general recreation market in the Reno/Truckee area; and (3) current bus ridership on this route is strong.

Another advantage of the route is that Amtrak currently operates passenger service (the California Zephyr) on the route. Stations at the major destination points already exist.

Los Angeles to Coachella Valley

Currently San Joaquin trains provide connecting buses to the Coachella Valley. Buses connect from Bakersfield to San Bernardino, Hemet, Palm Springs and Indio.

There has been strong local interest in rail service to the Coachella Valley since 1991. In 1991 the Riverside County Transportation Commission (RCTC) published the Los Angeles-Coachella Valley-Imperial County Intercity Rail Feasibility Study that evaluated the feasibility of operating three daily roundtrip state-supported trains on the route. In 1995 Caltrans published the *Calexico-Coachella Valley-Los Angeles Rail Corridor Study* for the California Transportation Commission.

The most recent study was completed in February 1999. It is titled the *Coachella Valley Passenger Rail Feasibility Study* and it was prepared for the Coachella Valley Association of Governments (CVAG). The study proposes two daily round-trip trains as a three-year demonstration service.

Caltrans is proposing to start one round-trip in 2006-07 and a second round-trip in 2008-09. The service would run from Los Angeles to the Coachella Valley with station stops at Los Angeles, Fullerton, Riverside, Palm Springs, a new station near Palm Desert, and the former Amtrak Indio station. Amtrak would operate the service on the Burlington Northern Santa Fe alignment between Los Angeles and Colton and on the Union Pacific Railroad from Colton to the Coachella Valley.

Sacramento to Redding

Connecting buses to the San Joaquin and Capitol trains currently serve the northern Sacramento Valley. Buses connect to three of the San Joaquins at Stockton, and travel north through Sacramento, Marysville/Yuba City, Chico and Redding. Buses taking the same route also connect to three Capitols in Sacramento. Ridership on this bus route is quite strong. Additionally, the single daily round-trip of the Coast Starlight connects Redding with Sacramento, the Bay Area and Los Angeles.

The most recent study on the Sacramento – Redding corridor is the *Northern Sacramento Valley Intercity Passenger Rail Study, Interim Findings Report*, produced in December 1995 by ICF Kaiser Engineers, Inc. for the Butte County Association of Governments. The route studied is the Union Pacific route currently used by the Coast Starlight. The Study examined self-propelled rail diesel cars and a combination of self-propelled rail diesel cars and conventional locomotive-hauled passenger trains. The Study looked at two service options: one option concentrated service in the southern more populated part of the corridor (Sacramento – Chico, with more frequent service between Sacramento – Marysville/Yuba City). The other option included service all the way from Sacramento to Redding.

Caltrans is proposing to extend one daily round trip of existing Sacramento rail service to Redding in 2006-07 . This rail service would be supplemented by bus service, in a manner similar to the current Stockton – Sacramento single round-trip extension of the

San Joaquins. That is, a bus would run over the same route as the train, but in alternate time spots. Caltrans believes this corridor is a good candidate for rail service because: (1) it has a fast growing population; (2) Redding represents the urban hub for the northern part of the state; (3) the California State University at Chico is a focus of activity and population; and (4) current bus ridership on this route is substantial.

Another advantage of the route is Amtrak currently operates passenger service (the Coast Starlight) on the route. Stations at the major destination points (except Marysville) already exist.

Bay Area to Santa Cruz

Currently Capitol trains provide connecting buses to Santa Cruz. Buses connect from the Oakland or San Jose train stations to Santa Cruz. Caltrain commuter service provides train service to San Jose where bus connections to Santa Cruz are available on Capitol Route buses.

There has been local interest in rail service from the Bay Area to Santa Cruz since the early 1990s. In 1993 the *Santa Cruz Fixed Guideway Rail/Corridor Refinement Study* was completed. In 1996 the Santa Cruz County Regional Transportation Commission (SCCRTC) published the Intercity Recreational Rail Study. In late 1997 SCCRTC completed a project study report to examine capital improvements for weekend intercity rail service. And in 1998 the Around the Bay Study was jointly produced by SCCRTC and the Transportation Agency for Monterey County.

At this time SCCRTC reports that rail service is not planned in the ten-year time frame of this report. The SCCRTC has approved a plan to purchase the Santa Cruz Branch rail line and to use Proposition 116 funds to assist in the purchase of the line. In the near term a bike / pedestrian path is planned along the rail line.