

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: April 7-8, 2004

Reference No.: 5.1b.
Action Item

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Chief Financial Officer

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Rail

Ref: **DRAFT FEDERAL FISCAL YEAR (FFY) 2004-05 BUSINESS PLAN FOR
THE SAN JOAQUIN INTERCITY RAIL CORRIDOR**

The Department of Transportation (Department) prepares the San Joaquin Business Plan (Plan) in accordance with the Supplemental Report of the 2002 Budget Act that directs the Department to prepare annually, for the Legislature and the Secretary for Business, Transportation and Housing, a business plan for each intercity rail route it administers. These plans present the Department's short-term operational and capital plans for each route administered by the State for the next contract year.

At the California Transportation Commission's request, the Department is presenting this Draft San Joaquin Business Plan to the Commission for review. This Plan reflects the Governor's Proposed Budget for FY 2004-05.

Key elements in the Draft FFY 2004-05 San Joaquin Route (Bay Area – Sacramento – Stockton – Los Angeles) Business Plan are summarized below:

Operating Improvements: Marketing and advertising will continue to be based on seasonal themes. The Department has expanded the successful group travel program for school groups to a senior group travel program. The community outreach program that gives presentations to community groups about the Department's Rail Program will be expanded. The Department will establish additional partnerships with other organizations for joint advertising and promotions. The "Free Transfer" program with local transit operators will be expanded to valley cities such as Stockton, Fresno and Bakersfield. The Department will continue to work with Amtrak and the railroads to improve on-time performance and monitor feeder bus performance. In FFY 2004-05, pathfinder signs will be replaced on city streets.

Capital Improvements: The Department plans to complete construction on the new Oakland Maintenance Facility, continue design on the new Stockton station, and complete construction on the

new Fresno station. Also, the Department will continue construction on two key double track segment projects (Calwa to Bowles and Shirley to Hanford), continue Phase I construction on 17.6 miles of double track from Port Chicago to Oakley, and continue environmental work, design and engineering for a second main track from Shafter to Jastro. Also, the mid-life overhaul of the original California Cars will be completed in FFY 2005-06, and the sign-system on the cars will be updated to an automated system in FFY 2004-05.

Performance Measures: FFY 2002-03 ridership of 782,778 was above the standard of 768,300 by 1.9 percent, and was the highest ever for this route. The farebox ratio was 41.7 percent (almost equal to the standard of 42.0 percent). Thus, key performance measures for FFY 2002-03 show a strong year for the San Joaquins.

In the current year, FFY 2003-04, a ridership increase of 2.7 percent to 804,100 is projected with revenues from passengers projected to increase by 3.3 percent to \$22.7 million. In the Plan year, FFY 2004-05, ridership is projected to increase by 2.3 percent, and revenues to increase by 3.3 percent. These performance measures indicate that steady ridership growth and financial stability are projected in FFY 2003-04 and FFY 2004-05.

Attachment

SAN JOAQUIN ROUTE FFY 2004-05 BUSINESS PLAN

DRAFT



State of California Department of Transportation

April 2004



ARNOLD SCHWARZENEGGER, Governor

SUNNE WRIGHT MCPEAK, Secretary
Business, Transportation and Housing Agency

TONY HARRIS, Acting Director
Department of Transportation

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EXECUTIVE SUMMARY

During FFY 2004-05, the Department will take the following key actions to enhance the San Joaquin Route service in order to meet the performance measures established for the San Joaquins.

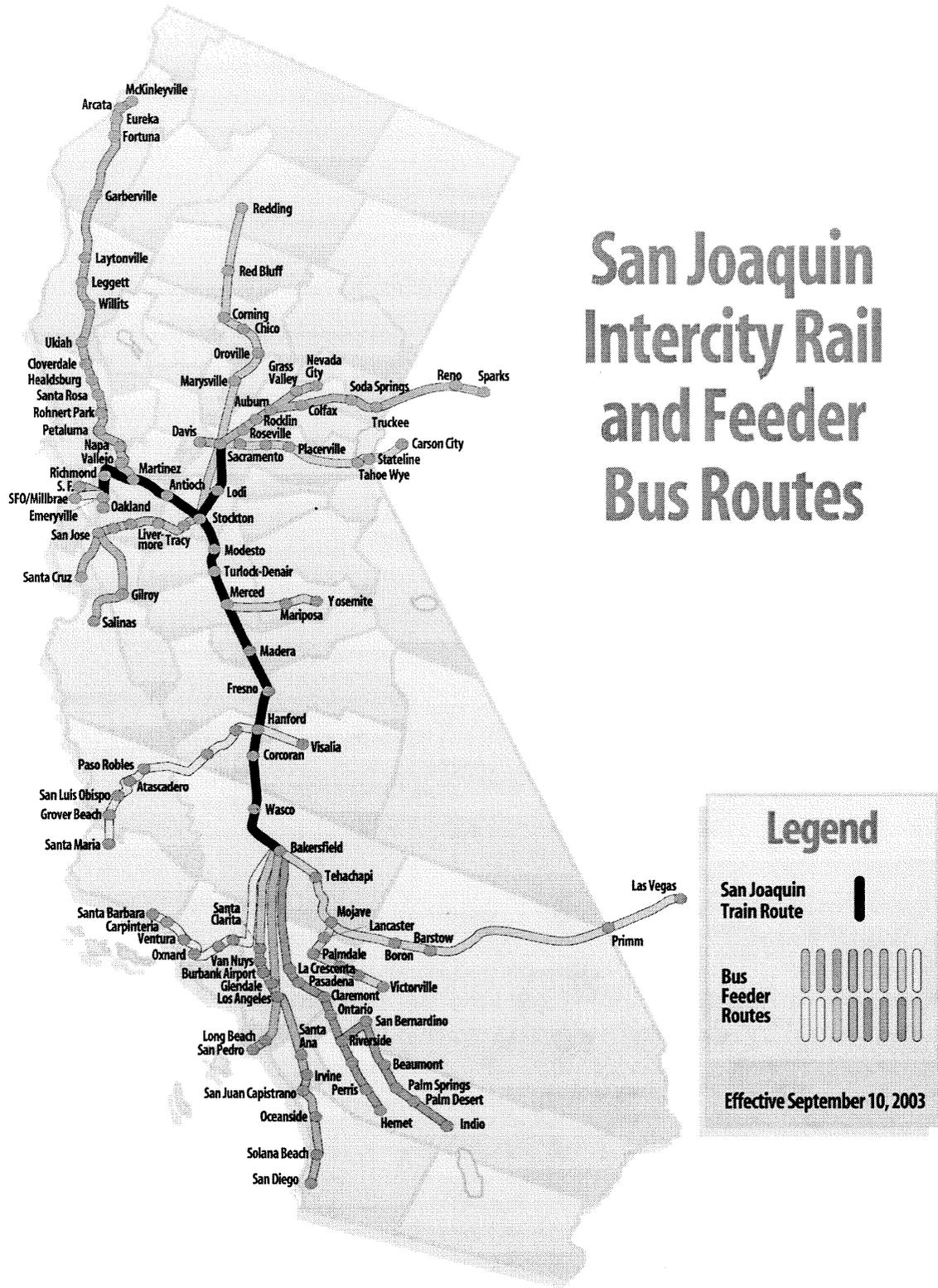
Operating Elements

- Continue marketing and advertising based on seasonal themes.
- Continue the successful group travel program for school groups. This program was also expanded to seniors in 2004.
- Continue to expand the community outreach program that gives presentations to community groups about the Department's Rail Program.
- Expand partnerships with other organizations for joint advertising and promotions. Continue joint Department of Tourism "Rediscover California" TV marketing campaign.
- Improve on-time performance through careful monitoring of the operations of Burlington Northern Santa Fe and Union Pacific Railroads.
- Expand "Free Transfer" program with local transit operators to Valley cities such as Stockton, Fresno, and Bakersfield. Agreements were made in 2003-04 with AC Transit, Sacramento Regional Transit, and Central Contra Costa Transit.
- Continue evaluation of feeder bus services to assure continued cost-effective operations.
- In 2003-04 pathfinder signs were replaced on state highways. In 2004-05 replace pathfinder signs on city streets.

Capital Elements

- Complete construction on the new Oakland Maintenance Facility by the end of 2004.
- Complete renovation of the historic Fresno station in fall 2004 and continue design of the new Stockton station.
- Continue construction on double tracking two major track segments (Calwa to Bowles, and Shirley to Hanford).
- Continue Phase I work on 17.6 miles of double track from Port Chicago to Oakley, including installation of CTC, curve straightening and siding construction.
- Continue environmental work, design and engineering for second main track from Shafter to Jastro.
- Continue mid-life overhaul of the original California Cars to be complete in 2005-06. Replace outdated destination sign system on California Car fleet with state-of-the-art automated sign system in 2004-05.

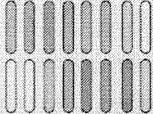
Figure 1.1 - San Joaquin Route Map



San Joaquin Intercity Rail and Feeder Bus Routes

Legend

San Joaquin Train Route 

Bus Feeder Routes 

Effective September 10, 2003

CHAPTER I INTRODUCTION

BACKGROUND

This San Joaquin Route Business Plan (Plan) is for Federal Fiscal Year (FFY) 2004-05 (October 2004 – September 2005). It was prepared by the Department of Transportation's (Department) Division of Rail (Division) in accordance with the Supplemental Report of the 2002 Budget Act that directs the Department to prepare a business plan for each intercity rail corridor it administers. Item 2660-001-0046 of the 2002 Supplemental Report, states:

Intercity Rail Business Plans. The Department of Transportation shall submit annually by April 1 to the Legislature and to the Secretary for Business, Transportation and Housing, a business plan for each intercity rail corridor which the department administers. For each such corridor, the business plans shall include performance standards which shall be updated annually and projected for three years into the future. The standards shall measure the usage (for example, ridership), cost efficiency (for example, fare box ratio) and quality (for example, on-time performance) for each such corridor. The business plans shall contain all of the business plan requirements set forth in Section 14070.4(b) of the Government Code. (Also, the regional boards administering intercity rail service should incorporate these performance standards into their annual business plans.)

The Plan is supplemented by the *California State Rail Plan 2003-04 to 2013-04*, which includes both a passenger and a freight element, and presents a longer-range ten-year plan for State-supported rail passenger services in California. The State Rail Plan provides both long-range capital and operating plans for the route.

To supplement the Plan, an **Appendix** provides a geographical listing and description of the rail stations on the San Joaquin Route.

OUTLOOK

On the operations side, FFY 2002-03 was a positive year for the San Joaquins. Ridership of 782,778 was the highest ever for the Route; ridership was seven percent above 2001-02 ridership of 734,236. The Route remains the fourth busiest route in the Amtrak system outside of the Northeast Corridor. Financial indicators were also solid. Farebox return was 41.7 percent, 0.4 percent above the 2001-02 farebox return of 41.3 percent. Given the relatively slow economy in 2002-03, the San Joaquins made an excellent showing. The Department projects continued

steady ridership growth of between two and three percent in 2003-04 and 2004-05, as well as a slightly elevated farebox return.

On the capital side, the Route is also on stable ground in the short run. The significant projected decrease in transportation capital funds in the current and Plan years will not have a detrimental effect on capital work on the Route in these years. This is because the Department was able to complete important capital projects before the funding crisis hit. These projects include: a new Bakersfield station; the Mococo Line Project from Martinez to Port Chicago with seven miles of new rail and Centralized Traffic Control; Sacramento to Stockton SP line improvements which allowed service to be initiated from Stockton to Sacramento, as well as other track projects that allowed increased speeds.

The Department has adequate funds to be able to complete a number of important capital projects, including the new Oakland Maintenance Facility, renovation of the historic Fresno station, and construction of two double track segments (Calwa-Bowles and Shirley-Hanford) totaling 14.9 miles. However, the availability of capital funding for the Route in the long term is uncertain.

HISTORICAL PERSPECTIVE

The San Joaquin Valley has enjoyed rail passenger service for over 100 years. In the first half of the century, frequent service was available on both the Southern Pacific (SP) and Santa Fe (ATSF) railroads. However, by the late 1960s, service on each railroad had been reduced to a single train per day. The San Joaquin Daylight on the SP tracks served passengers from Los Angeles to Oakland with a connection to Sacramento. The San Francisco Chief on the ATSF operated between Richmond and Chicago, via Bakersfield.

When Amtrak was created on May 1, 1971, service ended altogether because Amtrak's initial route structure did not include any San Joaquin Valley service. However, in 1974, Congress passed a special funding bill to provide for the restoration of a single daily round-trip between Oakland and Bakersfield. This service began on March 6, 1974, and was entirely funded by Amtrak. It used the SP line from Oakland to Port Chicago (in eastern Contra Costa County) and ATSF tracks for the remaining portion of the route to Bakersfield. The initial service also had a direct feeder bus connection between Bakersfield and Los Angeles.

In 1979, Amtrak faced a severe funding cutback, which resulted in the proposed elimination of 42 percent of its national route structure, including the San Joaquin Route. To save the service, the State of California provided financial support for the single round-trip on the route under the authority of former section 403(b) of the Amtrak law. As part of this arrangement with Amtrak, a second daily round-trip was added in February 1980 with State support. Service further expanded on the route with state-support when the third and fourth daily round-trips were added in December 1989 and October 1992.

In June 1990, the California voters passed Propositions 108, 111, and 116. These propositions provided nearly \$3 billion for rail capital projects over a ten-year period. Major accomplishments for the San Joaquin Route from these propositions were: construction of new California Cars and locomotives; major upgrading of the line to allow operation of six round-trips; track and signal improvements to allow train service to Stockton-Sacramento; track and signal projects to improve efficiency; and station construction and rehabilitation.

In February 1999, the first direct Sacramento-Stockton-Bakersfield train was added, providing a fifth frequency down the San Joaquin Valley. The sixth round-trip San Joaquin from Sacramento-Stockton-Bakersfield began operation on March 18, 2002. Both Sacramento-Stockton trains now operate on the upgraded former SP main line, with reduced running times (from the old fifth train schedule) and a new stop in Lodi.

The feeder bus system has been significantly expanded over the years so that the San Joaquins currently offer service to points as far north as Eureka/McKinleyville and as far south as Palm Springs/Indio and San Diego. In 2002-03, over 60 percent of San Joaquin passengers used a connecting bus at either the beginning or end of their trip, making the feeder bus system an essential part of the San Joaquin Route.

Ridership has continued to grow, and the San Joaquin Route is now the fourth busiest route in the Amtrak national system outside of the Northeast Corridor. Ridership in FY 2002-03 was over 780,000, the highest ever for the Route.

Since 1974, the Department and other agencies have committed over \$544 million to station, track and signal projects on the San Joaquin Route, including both completed and programmed projects.

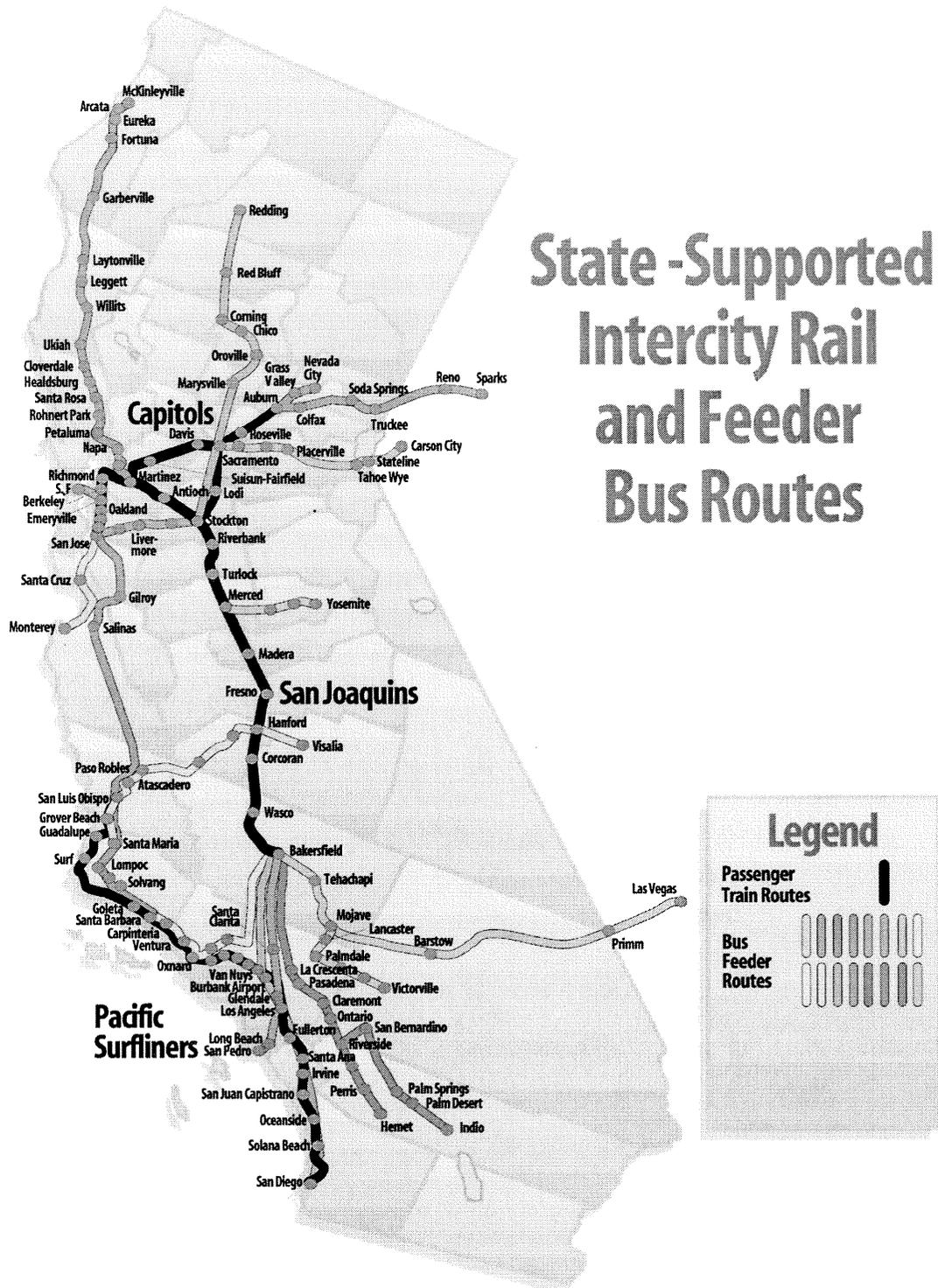
Figure 1.1 is a map of the San Joaquin Route and **Figure 1.2** is a map of all California State-supported intercity rail and feeder bus routes. **Figure 1.3** shows the current San Joaquin Route train schedule.

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 with 11 intermediate stops. Total route miles are 363.

Predominant right-of-way ownership is by the Burlington Northern Santa Fe (BNSF), successor company to ATSF, between Port Chicago and Bakersfield. The Union Pacific (UP) acquired the SP in 1996, and owns 39 miles at the northerly end of the route between Oakland and Port Chicago, and 49 miles between Stockton and Sacramento. Amtrak operates the San Joaquins under provisions of its contracts with BNSF and UP.

Figure 1.2 - State-Supported Intercity Rail and Feeder Bus Route Map



Scheduled train running time between Bakersfield and Oakland averages six hours 13 minutes. Overall average speed, including station dwell time, is 50 mph. Scheduled train running time between Sacramento and Bakersfield averages five hours 19 minutes, and overall average speed is 53 mph.

ADMINISTRATIVE STRUCTURE

The State and Amtrak share responsibilities for operating train service. Amtrak operates the trains, and the Department is responsible for the oversight of the San Joaquin service through its operating contract with Amtrak. The Department coordinates functions such as marketing, scheduling, and on-board services with Amtrak with the aim of improving passenger satisfaction and increasing ridership. The State owns all San Joaquin equipment, while Amtrak maintains it.

Since the beginning of State support in 1979, the State and Amtrak have shared operating costs. The State's portion has steadily increased over time as Amtrak has worked to become more self-sufficient. Starting in FFY 2003-04 Amtrak is charging states based on "full recovery of costs." This means that the state is responsible to pay all variable costs, while Amtrak continues to cover fixed costs.

The San Joaquin Valley Rail Committee is informed of all significant matters affecting the San Joaquins. It provides valuable input to the Department 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 on issues relating to intercity passenger rail service for the San Joaquin Route. The Committee consists of representatives from each county served by the San Joaquin trains and many of the connecting buses. Associate members represent Amtrak, the Public Utilities Commission, BNSF, UP, the Metropolitan Transportation Commission, Southern California Association of Governments, and the Department.

CHAPTER II

PERFORMANCE MEASURES AND OPERATING PERFORMANCE

PERFORMANCE MEASURES

Background

Item 2660-001-0046 of the Supplemental Report of the 2002 Budget Act, in addition to requiring the Department to produce annual business plans, requires the plans to include presentation and analysis of performance measures:

For each such corridor, the business plans shall include performance standards which shall be updated annually and projected for three years into the future. The standards shall measure the usage (for example, ridership), cost efficiency (for example, fare box ratio) and quality (for example, on-time performance) for each such corridor.

The San Joaquin Route performance standards are included here as **Figure 2.1**. The standards are categorized by usage, cost efficiency, and service quality.

- **Usage** is measured by ridership, the percent change in train passenger miles and train miles, and passenger miles per train mile.
- **Cost Efficiency** is measured by farebox ratio (operating revenues divided by operating costs), the percent change in total revenues and expenses, train revenue per train mile and train revenue per passenger mile (yield), train expenses per train mile, and train-only State costs per train mile and per passenger mile.

Service Quality is measured by on-time performance and percent of available State-owned California equipment in service.

Figure 2.2 shows ridership and financial performance data on an annual (State FY) basis from the start of State-supported service in 1979-80 through 2002-03. (Note that **Figure 2.1** is on the basis of a FFY, so the annual data on **Figures 2.1** and **2.2** is not the same.) **Figure 2.3** provides three graphs that show the route's historical ridership and financial trends. The two figures provide information on the historical basis for the performance measures discussed in this chapter.

Historical Performance

As can be seen in **Figure 2.2**, ridership has climbed fairly steadily over the years, with only a few years when ridership dipped below the prior year's level. Farebox return in the late-1980's was also impressive, peaking at 86.9 percent in 1988-89. However, the trend in passenger-miles per train mile (PM/TM), a measure of the average number of passengers on a train over its entire route, has not been as

consistent. In other words, train service has increased without the same level of ridership increase, making average expenses per passenger higher. PM/TM was at its highest level in 1988-89 and has fluctuated since then.

The San Joaquins' financial performance has been impacted by a number of intertwined factors. First, the introduction of the third train in December 1989 increased expenses by about 70 percent, but ridership only increased initially by about 25 percent. Farebox return dropped from its peak of 86.9 percent in 1988-89 to 68.8 percent in 1990-91 (the first full year of third train service). Next, the fourth train was added in October 1992. Amtrak charged a higher cost basis on this train (long-term avoidable vs. short-term avoidable), so expenses increased 44 percent between 1991-92 and 1993-04 (the first full year of fourth train service), and ridership only increased by 16 percent. The drop in farebox return was not quite as large on the fourth train as on the third train: farebox dropped from 66.4 percent in 1991-92 to 52.1 percent in 1993-94.

Then in October 1996, the cost basis changed again to a full cost basis for all trains, with the result being that billed expenses increased dramatically. Between 1995-96 and 1996-97, billed expense increased by 36 percent even though service levels did not increase. (For further details, see Notes F2 and F3 in **Figure 2.2.**)

Since then the Department has been able to add two trains and maintain a fairly stable farebox return. On longer distance corridor routes, such as the San Joaquins, the addition of service usually results in a drop in farebox return. This is because expenses rise immediately, while it may take years for ridership to increase as a result of the additional service.

Future Performance

Ridership was strong in FFY 2002-03 and farebox return was slightly above 2001-02. Beginning in FFY 2002-03 State operating costs have stabilized and the financial outlook for operations through the period under discussion (though 2007-08) is positive. Combined State operating costs for the San Joaquins and Pacific Surfliners are projected to remain steady for five years, from 2002-03 through 2006-07. State operating costs have never been constant for such a long period of time in the history of State-supported service. This situation is primarily the result of the change in cost basis in 2003-04, when Amtrak began charging the states on the basis of full recovery of direct costs. Under this cost basis, the State pays all direct costs, with Amtrak covering all fixed costs. Additionally, a steady ridership increase (not connected to service increase) will produce increasing revenues, with lesser increases in expense. The result is projected to be an increase in the farebox ratio, from 43.9 percent in 2003-04, up to 44.8 percent in 2007-08.

Basis for Performance Standards

The 2002-03 and 2003-04 standards are consistent with the Amtrak operating contract for those years. The 2004-05 standards are consistent with the Governor's Proposed Budget, with State costs (for the San Joaquins and Pacific Surfliners combined) remaining at the same level as in 2002-03 2003-04. The 2005-06 through 2007-08 standards are based on projections developed for the *California State Rail Plan 2003-04 – 2013-14* in conjunction with Amtrak. Ridership projections are based on the results of the Rail Ridership/Revenue Forecasting Model used by the Department and Amtrak.

The section in **Figure 2.1** titled "Operating Results" includes the base data from which the performance standards were derived (revenues, expenses, State costs, etc.). This section facilitates the comparison of the standards to the actual data. The funds for Amtrak service in the State budget are used for an annual operating contract period that coincides with the FFY. Thus, all data is shown on the basis of the October – September FFY, instead of the July – June State FY.

Comparison of FFY 2002-2003 Performance Standards and FFY 2002-2003 Actual Results

In FFY 2002-03 the actual ridership of 782,778 was above the standard of 768,300 by 14,478, or 1.9 percent. Additionally, 2002-03 ridership is the highest ever for the corridor, and seven percent above 2001-02 ridership of 734,236. Farebox return in 2002-03 was 41.7 percent, 0.3 percent below the standard of 42.0 percent. Overall, ridership and financial indicators were very solid for FFY 2002-03, particularly in light of the slow economy in that year.

On-time performance in FFY 2002-03 was 62 percent, 19 percent below the standard of 81 percent. Reduced OTP is the result of a number of factors. First, BNSF took track and sidings out of service in anticipation of reduced freight traffic. However, traffic did not decrease as projected, causing track congestion and decreasing OTP. Also deferred track maintenance and dispatching issues on the BNSF and Union Pacific negatively impacted OTP.

The Department expects increased OTP in FFY 2003-04. First, the BNSF has returned track and sidings back to service. Additionally, for the first time ever the BNSF did not receive their OTP incentive payments from Amtrak, accounting for a significant revenue loss to BNSF. As a result BNSF is now working aggressively to increase OPT.

FFY 2003-04 Performance Standards

The 2003-04 performance standards show a 2.7 percent ridership increase, a 4.2 percent revenue increase and a 0.9 percent expense decrease from actual results in the prior year. Farebox return is projected to increase to 43.9 percent. Overall, the standards show a steady growth, realistic for the state of the economy.

FFY 2004-05 Performance Standards

The Performance Standards for this year are consistent with the proposed Governor's Budget. The standards assume the same train frequency level and the same total State/Amtrak contract amount for intercity rail services as in 2003-04. In 2004-05 the ridership standard is a 2.3 percent increase, revenue a 3.3 percent increase, and expense a 1.9 percent increase from the prior year standards.

FFY 2005-06 – 2007-08 Performance Standards

The Performance Standards for these three years are based on projections for the *California State Rail Plan 2003-04 – 2013-14* developed in conjunction with Amtrak and assume no new services in these years. In all years, the ridership standard is a 2.3 percent increase, revenue a 3.3 percent increase, and expense a 3.0 to 3.2 percent increase from the prior year standards.

Figure 2.1- San Joaquin Route Performance Standards

SAN JOAQUIN ROUTE PERFORMANCE STANDARDS										
	FFY 2002-03			FFY 2003-04	FFY 2004-05	FFY 2005-06	FFY 2006-07	FFY 2007-08		
	ACTUAL	STANDARD*	VARIANCE ACTUAL TO STANDARD	PERCENT CHANGE	CURRENT YEAR STANDARD ^Δ	BUDGET STANDARD ^Δ	PROJECTED STANDARD ^Δ	PROJECTED STANDARD ^Δ	PROJECTED STANDARD ^Δ	PROJECTED STANDARD ^Δ
	6	6			6	6	6	6	6	6
USAGE										
NUMBER OF DAILY ROUND TRIPS										
Route Ridership	782,778	768,300	14,478	1.9%	804,100	822,600	841,500	860,900	880,700	
Average Daily Ridership	2,145	2,105	40	1.9%	2,203	2,254	2,305	2,359	2,406	
Percent Change in Route Ridership	--	4.6%	--	--	2.7%	2.3%	2.3%	2.3%	2.3%	
Percent Change in Train Passenger Miles	--	3.7%	--	--	2.6%	2.3%	2.3%	2.3%	2.3%	
Percent Change in Train Miles	--	8.0%	--	--	0.3%	0.0%	0.0%	0.0%	0.0%	
Passenger Miles per Train Mile (PM/TM)	91.5	89.1	2.4	2.7%	93.6	95.7	97.9	100.2	102.5	
COST EFFICIENCY										
Farebox Ratio (Train and Bus Service)	41.7%	42.0%	-0.3%	--	43.9%	44.5%	44.6%	44.7%	44.8%	
Percent Change in Total Revenue	--	4.0%	--	--	4.2%	3.3%	3.3%	3.3%	3.3%	
Percent Change in Total Expenses	--	1.6%	--	--	-0.9%	1.9%	3.0%	3.0%	3.2%	
Train Revenue per Train Mile	\$ 11.43	\$ 11.01	\$ 0.43	3.9%	\$ 11.77	\$ 12.16	\$ 12.56	\$ 12.97	\$ 13.40	
Train Revenue per Passenger Mile (Yield)	\$ 0.12	\$ 0.12	\$ 0.00	1.2%	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.13	
Train Expenses per Train Mile	\$ 29.99	\$ 28.67	\$ 1.32	4.6%	\$ 29.48	\$ 29.93	\$ 30.84	\$ 31.76	\$ 32.72	
Train Only State Cost per Train Mile	\$ 18.22	\$ 17.67	\$ 0.55	3.1%	\$ 17.71	\$ 17.77	\$ 18.27	\$ 18.79	\$ 19.32	
Train Only State Cost Per Passenger Mile	\$ 0.20	\$ 0.20	\$ 0.00	0.4%	\$ 0.19	\$ 0.19	\$ 0.19	\$ 0.19	\$ 0.19	
SERVICE QUALITY										
On Time Performance	62%	81%	-19%	--	83%	84%	85%	85%	85%	
Percent of California Equipment Available	91%	90%	1%	--	90%	90%	90%	90%	90%	
OPERATING RESULTS										
TRAIN AND BUS										
Total Revenue	\$ 21,052,632	\$ 20,500,600	\$ 552,032	2.7%	\$ 21,929,500	\$ 22,653,200	\$ 23,400,700	\$ 24,172,900	\$ 24,970,600	
Total Expenses**	\$ 50,430,404	\$ 48,803,200	\$ 1,627,204	3.3%	\$ 49,989,500	\$ 50,930,800	\$ 52,463,000	\$ 54,040,600	\$ 55,781,200	
Total State Operating Cost*	\$ 28,928,180	\$ 28,602,600	\$ 325,580	1.1%	\$ 28,385,000	\$ 28,602,600	\$ 29,387,300	\$ 30,192,700	\$ 31,135,600	
TRAIN ONLY										
Train Only Revenue	\$ 15,222,122	\$ 14,704,400	\$ 517,722	3.5%	\$ 15,724,400	\$ 16,243,300	\$ 16,779,300	\$ 17,333,000	\$ 17,905,000	
Train Only Expenses**	\$ 39,929,121	\$ 38,303,200	\$ 1,625,921	4.2%	\$ 39,387,800	\$ 39,988,700	\$ 41,192,600	\$ 42,432,100	\$ 43,708,400	
Train Only State Operating Cost	\$ 24,257,407	\$ 23,598,800	\$ 658,607	2.8%	\$ 23,663,400	\$ 23,745,400	\$ 24,413,300	\$ 25,099,100	\$ 25,803,400	
Passenger Miles	121,869,234	119,091,000	2,778,234	2.3%	125,022,000	127,898,000	130,840,000	133,849,000	136,928,000	
Train Miles	1,331,520	1,335,900	(4,380)	-0.3%	1,335,900	1,335,900	1,335,900	1,335,900	1,335,900	

- T&B includes train and bus results. All other elements are train only.
 * - Includes payments to Amtrak for minor capital projects not included in any other line item.
 ** - Total expenses equals all train (and bus) expenses net of Amtrak's portion of costs.
 Δ - Percent changes refer to the difference between the FFY 2003-04 Standard and the FFY 2002-03 Actual.
 • - FFY 2002-03 standard based on 2002-03 Amtrak contract.
 ◊ - FFY 2004-05 based on proposed Governor's Budget.
 \$ - FFY 2005-06 - 2007-08 projected standards based on Amtrak projections.
 NOTE 1 - Performance measures not calculated where no standard was developed.
 NOTE 2 - Percents of change not shown when measure itself is a percent.

Figure 2.2 - San Joaquin Route Annual Operating Performance

SAN JOAQUIN Route										
Annual Operating Performance - State Fiscal Years										
State Fiscal Year	Notes	Ridership Data		Financial Data for Operations						
		Ridership	PM/TM (F1)	Revenue	Expense (F2)	Loss	State Cost (F3)	Amtrak Cost (F4)	Train Loss per PM (F5)	Farebox Ratio (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	92.7	\$ 18,061,512	\$ 41,791,782	\$ 23,730,270	\$ 24,232,326	\$ 652,236	19.0¢	43.2%
2000-01		710,833	97.9	\$ 19,667,681	\$ 43,404,325	\$ 23,736,644	\$ 24,350,127	\$ 540,809	18.2¢	45.3%
2001-02	(S6)	733,152	96.9	\$ 20,114,693	\$ 46,503,548	\$ 26,388,855	\$ 26,281,035	\$ 396,392	20.0¢	43.3%
2002-03		769,708	89.9	\$ 20,318,564	\$ 50,552,529	\$ 30,233,965	\$ 29,729,650	\$ 504,315	21.7¢	40.2%
TOTAL		11,313,016		\$ 260,152,764	\$ 524,123,307	\$ 263,970,543	\$ 246,083,070			

(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 between Oakland and Bakersfield.

(S3) Third round trip added 12/17/89 between Oakland and Bakersfield.

(S4) Fourth round trip added 10/25/92 between Oakland and Bakersfield.

(S5) Fifth round-trip added 2/21/99 between Sacramento and Bakersfield.

(S6) Sixth round-trip added 3/18/02 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.

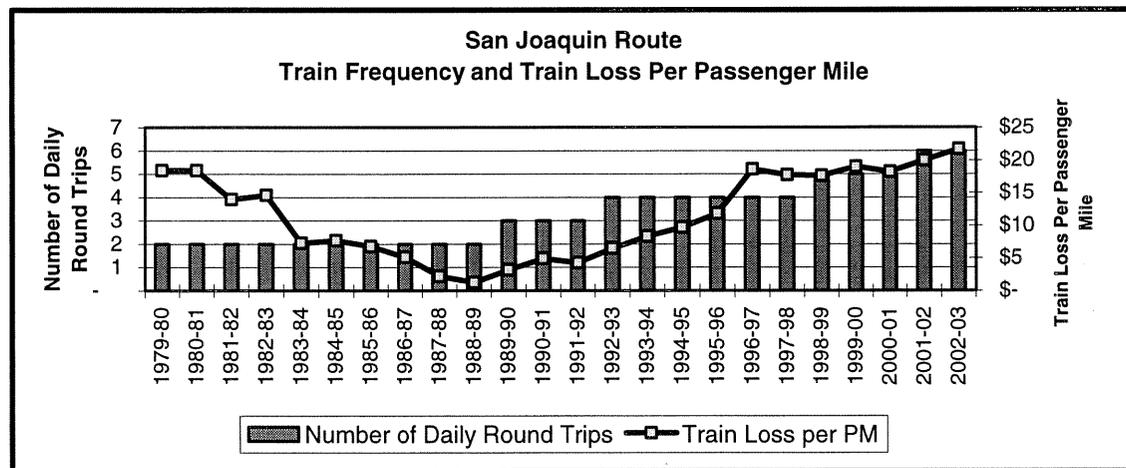
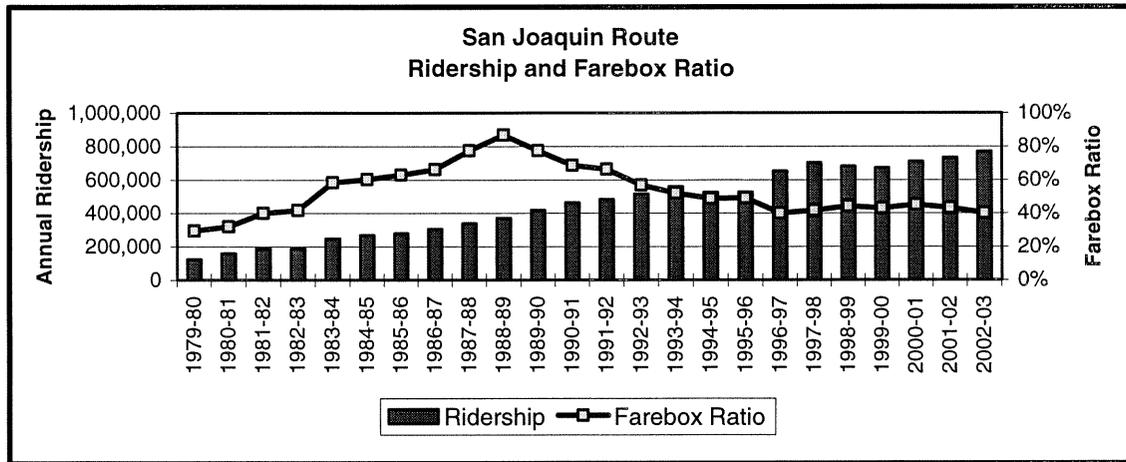
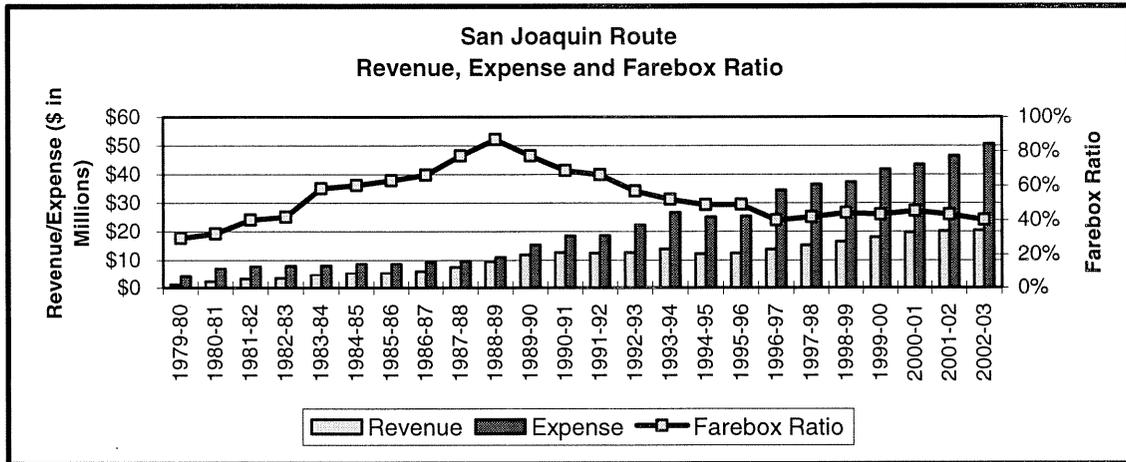
(F3) From October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). Between October 1983 and September 1995, State cost was 65 percent of train operating loss for first three round trips, plus 50 percent of depreciation 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. 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. Connecting buses not included in loss per passenger mile data.

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

Figure 2.3 – San Joaquin Route Financial Trends – SFY 1979-80 through 2002-03



CHAPTER III OPERATING PLAN

SERVICE LEVELS

The sixth San Joaquin train started operation from Sacramento-Stockton-Bakersfield on March 18, 2002. Now two trains operate from Bakersfield to Sacramento and four trains operate from Bakersfield to Oakland. The Sacramento trains operate on the newly upgraded ex-SP line (now owned by UP) and include a new stop at Lodi where the city has refurbished the former SP station into a transportation center. The use of the new line has reduced total running time from Sacramento to Stockton by an average of 17 minutes.

The first San Joaquin round-trip from Bakersfield to Sacramento was inaugurated in February 1999. This train provided direct rail service between Sacramento and the San Joaquin Valley for the first time since 1971. Although all San Joaquin trains to and from Oakland have offered dedicated Sacramento bus connections since 1980, restoring direct train service to Sacramento had been a high priority for the San Joaquin Route for many years. (The four round-trips between Oakland and Bakersfield continue to offer bus connections to Sacramento.)

The current schedule for the two Sacramento-Bakersfield trains is an early morning departure in both directions, with a late afternoon/evening return, also in both directions. This makes day trips in either direction possible, and is attractive for business and leisure travelers in the Valley.

The current San Joaquin Route schedule for six round-trips is shown in **Figure 1.2**. With the addition of a second Bakersfield-Sacramento round-trip in March 2002, the Route provides many travel options to both the Bay Area and Sacramento. The Department does not project market demand in the near future for additional round-trips.

MARKETING

Marketing Funding

The Division's budget includes \$5 million in State FY 2003-04 for intercity rail marketing. The Governor's Proposed 2004-05 Budget also includes \$5 million for marketing. This amount, unchanged in nine years, is divided among the three intercity rail corridors – the Pacific Surfliners, San Joaquins, and Capitols. (The Capitol Corridor Joint Powers Authority [CCJPA] administers Capitol Corridor marketing funds.) In 2003-04, \$3.8 million in State funds is budgeted for marketing expenditures on the Pacific

Surfliner and San Joaquin Corridors. Typically, media advertising receives just under \$3.0 million of these funds, and the remainder is divided between rail safety,

passenger information, and market research. The remaining \$1.2 million in marketing funds goes to the Capital Corridor.

Amtrak supplements the Department's annual budget with an additional contribution for media advertising, which in 2002-03 was \$1.2 million. Amtrak contributed \$200,000 of this to the San Joaquins. (Amtrak plans similar expenditures in 2003-04 and 2004-05.) Thus, the total annual marketing budget for the three corridors in 2003-04 is \$6.2 million. A similar amount is planned to be spent in 2004-05.

Advertising and Public Relations

The Department and Amtrak combine resources to create a single advertising program for California services. In 2003-04, the Department is in its second year of a two-year contract with Glass-McClure Advertising of Sacramento for \$4.7 million over two years. In 2004-05 the Department will renew the marketing contract using a competitive bid process.

The Department and Amtrak direct Glass-McClure in the development of the joint marketing program. Contract services include strategic planning, media planning, production and creative services, and media buys. The contract also includes public relations services, promotions and partnership development services. The Department also spends about \$600,000 annually in non-contract advertising activities, such as special advertising in bus markets.

The 2003-04 advertising plan used themes related to seasonal activity. A fall campaign was directed at the senior market and the general/families market using a combination of radio and print ads. The campaign introduced the "Travel Made Simple" concept and promoted everyday low fares in place of specific discounts. A special winter promotion in January and February touted a 30 percent fare reduction in the period immediately following a track rehabilitation project that shut down the route between Fresno and Bakersfield for two weeks in mid-January. A winter promotion in February and March 2004 will return to the highly successful "lowest everyday fares" theme using print, English and Spanish radio, and online advertising to reach seniors, general and Hispanic market segments. Spring and summer promotions will focus on family travel using English and Spanish radio, outdoor billboards, and online ads to reach the traveling audience. Outdoor advertising will continue into the summer with a "Kids Ride Half Price" message as part of a "Vacations Made Simple" advertising theme that encourages families to ride Amtrak California to favorite destinations.

Specific advertising initiatives for 2004-05 have not yet been formulated, pending the award of another two-year advertising contract. However, the Department anticipates conducting a fall promotion in 2004 in the major Valley markets to target both the mature market and general markets, including families. Newspaper and radio works well for both markets. A winter promotion is planned for the period after mid-January, again targeting the mature market and the general/family markets. Media support would include radio, newspaper, traffic sponsorships, and

Spanish language radio. Spring 2005 offers opportunities to speak to the general market and families, with a reminder that kids ride for half price. Outdoor advertising supports radio spots, traffic sponsorships, Spanish language radio, and on-line e-mail messaging.

The Department has also been pursuing partnerships in advertising. In 2002-03, the Department and the Department of Tourism entered into an advertising partnership to encourage the State's residents to "Rediscover California" aboard one of its trains. The Department of Tourism produced a multi-week T.V. travel series under the auspices of Sunset Magazine, and California Amtrak services were advertised in the production. The partnership provided heavily increased T.V. advertising exposure at about the same expenditure as each department previously contemplated. In 2003-04 the partnership again is resulting in greatly enhanced T.V. advertising exposure this time including a major Spanish language component. In 2004-05, the Department may have the opportunity to launch a television campaign as part of the "Rediscover California" program during the spring and summer periods. This campaign would complement summer advertising targeted at families such as "Kids Ride Half Price," supported by radio and outdoor billboards in major Valley markets.

Partnerships of this kind make advertising dollars more productive than they might be otherwise. When different organizations have a common goal and message, their combined resources can be used more effectively to transmit the joint message. In addition to the tourism partnership, the Department continues to partner with the San Joaquin Valley Air District. Also, national Amtrak campaigns will be used to augment or complement the advertising efforts in California markets. The Department continues to explore additional opportunities for partnerships, including partnerships with cities, public agencies, private businesses and others.

The public relations plan works in conjunction with the advertising plan to improve ridership and revenue by offering promotional programs and special events, such as press conferences, station grand opening events, and service inauguration celebrations. This 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 public relations program includes media relations; production of brochures and informational materials including the quarterly newsletter, "Making Tracks"; and design and development of displays for use at fairs, special events, and exhibits.

Public relations plans for 2004-05 will include a major station dedication event at Fresno to celebrate the reopening of the historic downtown Santa Fe Station. "Making Tracks," having received a new look in 2003-2004, will continue to be printed at least three times each year and will be used to support offers in the market, highlight destinations, and promote special events accessible to train travelers.

Passenger Information

The Department 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. These materials are updated annually or as needed.

Passenger Information displays at Amtrak stations have been redesigned to be more user friendly, including a new format for the schedules. Local area maps showing hotels, restaurants, rental car agencies and other services near the station, along with phone numbers, are now on display at staffed stations, and will be added at unstaffed stations in 2004. Work was begun in July 2003 on a San Joaquin Destination Guide featuring detailed information about services available near Amtrak stations along the San Joaquin route. The guide, to be completed in the spring of 2004, will be distributed to stations, placed on trains and mailed to interested parties.

Community Outreach

To promote San Joaquin ridership and explain rail programs and policies, the Department has an aggressive outreach program involving the communities served by the route. In order to make each community feel a part of the corridor, the Department, with assistance from the San Joaquin Valley Rail Committee, continues to:

- Conduct multi-media presentations to service clubs, chambers of commerce, schools and other interested groups to foster open communication between communities and the Department and stressing the value of partnership. The Department delivered the presentation to 51 service clubs and other interested groups in 2003-04, and plans to continue offering the presentation to groups in 2004-05.
- Suggest, develop, and implement partnerships with local agencies having a mutual interest in promoting train service. Previous year efforts in this area resulted in partnerships with the California State Railroad Museum, Six Flags Marine World, the Hanford Visitor Agency, and Colonel Allensworth State Historic Park. In 2003-04, similar partnerships were established with the Sacramento Convention and Visitors Bureau, the City of Martinez Chamber of Commerce, and the Golden State Museum. In 2004-05, the Department plans to develop and implement partnerships with the Lodi Convention and Visitors Bureau, Castle Air Museum, and the City of Stockton Chamber of Commerce.
- Include station agents in outreach efforts to establish a local tie to communities. Previous year efforts resulted in several references by station agents to interested local groups for presentations.
- Sponsor local events at low or no-cost.

- Promote station pickup service by hotels and rental car companies.

The Department has also greatly expanded Amtrak's group travel program since the spring of 2000, when Caltrans and Amtrak staged a two-month experiment in which a five-dollar system-wide round-trip fare was charged for schools and other youth groups. As a result, more than 4,400 kids, teachers and group leaders used the promotion for field trips. The success of this effort led to a new full-year program later that fall with a zoned fare structure of \$5, \$10 and \$15 fares. Now in its fourth full season, the youth field trip group program ("Kids N' Trains") has become the second largest producer of group ridership and the largest producer of group revenue in the entire Amtrak system. Program boardings are rapidly approaching the 150,000 mark.

The Department continues to refine the program to make it more user-friendly and easier to assimilate into existing Amtrak reservation and operations systems. In 2003-04, program refinements included a streamlined reservation form and offering expanded destination information on the Department's website. The "Kids N' Trains" program was also promoted during 2003-04 at three statewide educator's conferences and conventions. Eleven school trips with more than 500 passengers resulted. The Department plans to return to these events and seek other similar venues in 2004-05. For 2004-05, a survey of program users will be conducted to identify any refinements to the Program, and an evaluation of the program's overall structure will be conducted. In addition, teacher and group leader workshops to promote youth group travel will be conducted in 2004-05.

In January, 2004, the Department began a new senior group travel program ("All Aboard Seniors!") patterned after the Kids N' Trains Program. Early indications show encouraging public response. Plans for 2004-05 include the development of a senior-specific multi-media outreach presentation to promote "All Aboard Seniors!" and senior travel on the San Joaquin in general. The program will be offered to senior groups and other similar venues, much the same as the general community outreach presentation.

Rail Safety

The Division has a campaign to educate the public about the dangers of railroad tracks. The Department coordinates its rail safety activities with California Operation Lifesaver, the State affiliate of the national nonprofit organization whose major focus is encouraging safe behavior at railroad grade crossings, and discouraging, for safety reasons, trespassing on railroad property. The State organization is a coalition of railroads; federal, State, and local agencies; and private businesses and individuals concerned about promoting safety. The Department is a member of the California Operation Lifesaver Board of Directors. Each year, the Operation Lifesaver Campaign includes a combination of media advertising and public education events concentrated on certain geographically prioritized areas where accidents have happened.

Market Research

The Department contracts with Amtrak for market research services. With the Department's participation, Amtrak contracts with various market research firms to measure customer attitudes, desires and preferences in order to match customer services to customer needs. In 2003-04, this will include on-board surveys, special purpose research and various efforts to measure the effectiveness of advertising, and promotions efforts. Similar activities are planned for 2004-05.

RAIL OPERATIONS

Reservations and Fares

As with coach reservations throughout the Amtrak network, a "yield-management" system is utilized on the San Joaquins. The system does not assign specific seats to individual passengers; rather, it establishes a fixed inventory of seats for each individual train and limits ticket sales on that train to the number of available seats, thus assuring each passenger a seat. Blocks of low fare seats can be reserved during low demand off-peak periods in order to encourage ridership, while higher fare tickets can be sold during peak periods in order to maximize fare revenue.

The system does not require reservations to be made in advance. As long as seats are available on an individual train, tickets may continue to be purchased right up to departure time as the reservation is made as part of the purchase transaction. The reservation system simply precludes purchasing a ticket once all the seats are sold. However, the price of the ticket may be higher at the time of departure than it would have been if purchased in advance.

The San Joaquins, like most Amtrak trains, use a one-way fare structure, with no discount given for a round-trip purchase. Under the yield management system, there are several fare levels. The number of seats at each level varies seasonally, according to anticipated demand. Fare levels can also vary on a train-by-train basis (for example, offering lower fares early Sunday morning than on Sunday afternoon, normally a busier time). City-by-city variations can also be train specific, to encourage increased travel on lightly patronized segments (which are not in the same place on every train). Finally, lower fares can be offered to passengers who purchase their tickets in advance.

No significant changes in the overall yield management fare structure for the San Joaquins are anticipated in 2004-05, though the availability of different fare levels at different times will continue to be adjusted with experience. Certain standard discounts, such as seniors, students, AAA members, etc., will continue to be given, regardless of fare level. In addition, several fare promotions are planned to target specific types of riders, route segments, and times of year. (See "Advertising " above.)

Food Service

The "Eat Easy" meal service introduced in October 2002 continues to be available on all trains. The service provides a full meal on a tray. The passenger has the option of eating in the dining car or taking the meal back to their seat. Sales of these meals continue to improve as passengers become aware of their availability. To increase awareness, seat back menu cards were produced in 2003 to provide information on the food service in the dining car.

The Point-of-Sale (POS) system was fully implemented in 2003. Aside from a few equipment problems, the system provides ongoing accounting of sales and inventory. This information provides management with the tools to adjust inventory and food selections on a regular basis. Approximately every two months, menu items are added or deleted based on the POS system input.

Slated for 2004, on-board food tasting and surveys will be conducted to improve quality and allow items to be offered based on passenger input. Also, vendors will provide advertising materials for the trains to promote their food products served on the trains.

On-Time Performance

On-time performance (OTP) for FFY 2000-01 was 67.2 percent and 78 percent in FFY 2001-02. Increased OTP was the result of extensive Department financed track work and subsequent negotiations between Amtrak and BNSF.

OTP for FFY 2002-03 fell to 61.8 percent. Reduced OTP is the result of a number of factors. First, BNSF's economic projections had anticipated the downturn in the economy would reduce freight traffic, and consequently took track and sidings out of service. However, freight traffic did not reduce as anticipated, causing track congestion and decreasing OTP. Also deferred track maintenance and dispatching issues on the BNSF and Union Pacific negatively impacted OTP.

The Department expects increased OTP in FFY 2003-04 and 2004-05. First, the BNSF has returned track and sidings back to service. Additionally, for the first time ever the BNSF did not receive their OTP incentive payments from Amtrak. This accounts for a significant loss in revenue to BNSF. As a result BNSF is now working aggressively to increase OPT.

AMTRAK BUS OPERATIONS

In 2002-2003, over 60 percent of all San Joaquin passengers used at least one connecting bus at the beginning or the end of their trip, making this network an important element of San Joaquin service. Buses are used to reach markets not served by rail service. Government Code Section 14035.55 requires that Amtrak bus riders must use the train for part of their trip, thus Amtrak has specific ticketing policies to ensure bus access is not provided to non-train riders.

In FFY 2004-05, the basic structure of the San Joaquin bus network will be maintained. Under Government Code Section 14035.2, the Department is required

to do cost recovery analysis on bus routes, and restructure or discontinue routes if they do not meet standards. Cost recovery (or break-even) is determined by subtracting bus route operations costs from bus route revenue plus the train revenue contributed from bus route passengers. The Department continues to evaluate bus routes on this basis and restructure or eliminate routes as necessary. Also, certain stops may be added, relocated, or eliminated, and frequencies may be adjusted to reflect changing market conditions

The following principles are used to maximize the effectiveness of the feeder buses:

- Make the transfer between bus and train as seamless as possible. Amtrak buses are waiting for train passengers upon arrival at the connecting point, and deliver the passengers to their destinations on time.
- Take advantage of regularly scheduled stops at high traffic generators, such as Marine World, San Francisco's Pier 39 and Pacific Bell Park, the downtown baseball stadium for the San Francisco Giants.
- Continue stops at special events such as fairs and festivals. This not only generates revenue, but also increases public awareness of the service.

Eleven Amtrak Thruway bus routes connect with the San Joaquins. These Routes are described below.

Bus Route 1 is the major trunk line connection between Bakersfield and Los Angeles and other Southern California destinations. There are three related services under the Route 1 designation as follows: Route 1A provides direct service between Bakersfield and Los Angeles Union Station, connecting with all six San Joaquin round-trips. One round-trip extends beyond Los Angeles to San Diego and intermediate points, and another to Fullerton and Santa Ana during late-night and early-morning hours when Pacific Surfliner trains are not operating. Route 1B also provides six round-trips between Bakersfield and Los Angeles, with an intermediate stop at Glendale and extended service to Long Beach and San Pedro. Route 1C offers four round-trips between Bakersfield and San Fernando Valley area stops, including Santa Clarita/Newhall, Burbank Airport, Van Nuys, Chatsworth, and Simi Valley.

Bus Route 3 connects Stockton with Sacramento for the four San Joaquin round-trips that serve the Bay Area. Route 3 service extends beyond Sacramento to Davis, Chico, Redding, and other Sacramento Valley stops. All four Bay Area trains have connections between Stockton and Davis, while three trains also have connections to or from Redding. A Sacramento-Redding round-trip and a Sacramento-Davis round-trip connect with a Sacramento-Bakersfield round-trip. A similar connection operates between Suisun/Fairfield, Davis and Sacramento for the second Sacramento-Bakersfield round-trip. Route 3 also provides connections to or from Capitol Corridor trains at Sacramento.

Bus Route 6 offers six round-trips between San Jose and Stockton, with four of these extending beyond San Jose to Santa Cruz. The sixth trip was added at the same time as the sixth train. This route also provides additional frequencies for Altamont Commuter Express (ACE) passengers through a ticket honoring agreement between Amtrak and ACE.

Beginning in April 2004, the San Jose-Santa Cruz portion of Route 6 (along with Capitol Corridor Route 22) will be combined with the Highway 17 Express service operated by Valley Transportation Authority (VTA) and Santa Cruz Metropolitan Transportation District (SCMTD). Caltrans and the Capitol Corridor JPA will provide funding to VTA and SCMTD for the operation of service on weekends and extension of service into downtown Santa Cruz. In exchange, Amtrak passengers will be able to use their Amtrak tickets on the Highway 17 Express. This change will avoid costly duplication of service, provide additional connections on weekdays, and eliminate the requirement that bus passengers must be using a train for part of their trip. This new service will be designated as Amtrak Thruway Route 35.

Bus Route 7 consists of two basic services. The northern segment provides two daily round-trips between Martinez and the Redwood Empire, serving Ukiah, Willits, Eureka, Arcata, McKinleyville, and intermediate stops. The southern segment consists of five daily round-trips between Martinez and Santa Rosa, with additional service between Martinez and Marine World, Vallejo, and Napa. Some of these trips are scheduled to connect with Capitol Corridor trains instead of San Joaquins.

Bus Route 9 connects Bakersfield with Las Vegas and intermediate points with two daily round-trips. **Route 12** provides service between Bakersfield and Lancaster/Palmdale/Victorville. Since both routes also service Tehachapi and Mojave, Routes 9 and 12 tend to complement each other. Route 12 was increased from one to two daily round trips in October, 2003. In addition to the regular Amtrak Route 9 service, one Greyhound schedule from Bakersfield to Las Vegas also stops at the Bakersfield Amtrak depot and accepts Amtrak tickets.

Bus Route 10 provides four daily round-trips between Bakersfield and Santa Barbara via Oxnard and other intermediate points.

Bus Route 15 connects San Joaquin train service at Merced with Yosemite National Park. This service, consisting of three round-trips, is operated on an interline basis with the carrier (Via Adventures), meaning that there is no Amtrak subsidy for the route, as it is entirely supported by ticket revenues.

Bus Route 18A offers two daily round-trips between Hanford and the Central Coast area, with stops in Paso Robles, Atascadero, San Luis Obispo, Grover Beach, Santa Maria, and intermediate points. This route is also operated on a mixed-mode basis with Orange Belt Stages. Orange Belt is permitted to carry its own passengers on the same bus on a space-available basis.

Bus Route 18B connects Hanford with Goshen Junction and Visalia with two daily round-trips. The route is operated on a mixed-mode basis by Orange Belt Stages.

Bus Route 19 features four daily round-trips between Bakersfield and San Bernardino via La Crescenta, Pasadena, Claremont, Ontario, and Riverside. One round-trip extends beyond San Bernardino to the Coachella Valley with stops at Beaumont, Palm Springs, Palm Desert, and Indio. A second round-trip extends beyond San Bernardino to Moreno Valley, Perris, and Hemet.

Bus Route 33 began in March 2002 operating as a mixed-mode route between Fresno and Porterville via Visalia. Unfortunately, ridership fell far short of expectations, and service was discontinued effective September 1, 2003.

Bus Route 34 connects with the two trains serving Sacramento, offering Bay Area connections from Stockton to Oakland and San Francisco. Greyhound operates Route 34 on a mixed-mode basis. Greyhound, in December 2002, extended the route beyond Stockton to Modesto, Oakdale, and Sonora, using Federal 5311(f) Intercity Bus funding. The Sonora and Oakdale connection can be made with Amtrak at Modesto. This segment operates as an interline feeder, with no State funding.

In addition to the 11 bus routes described above, the Capitol Corridor feeders also provide connections with the San Joaquins at Sacramento and San Jose. Amtrak also provides bus connections between Emeryville and six stops in San Francisco. Route 99 not only connects with all San Joaquin trains that serve the Bay Area, but also with all Capitol Corridor trains, the Coast Starlight, and the California Zephyr.

In 2002-03, 486,312 passengers used San Joaquin connecting buses for part of their trip. This is a three percent decrease from 497,882 bus riders in 2001-02. The change in ridership is primarily the result of slight ridership decreases in a number of routes and a large increase in ridership on Route 34.

INTERCITY RAIL CONNECTIVITY WITH OTHER TRANSPORTATION SYSTEMS

Connectivity With Commuter and Urban Transportation Services

The San Joaquins connect with a number of commuter and urban rail services as is described below. Additionally, the Department in 2003-04 completed agreements with Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, and Sacramento Regional Transit District to create free transfers from San Joaquin trains to local transit services. The transfer agreements compensate the operators for the cost of free transfers. A similar agreement is pending with Fresno Area Express. The Department will work in 2004-05 to develop additional agreements with transit operators in Valley cities, such as Stockton and

Bakersfield. These agreements further the goal of making intercity rail a seamless and coordinated transportation system for the passenger.

Caltrain - Connecting buses stop at the Caltrain stations in San Francisco, Santa Clara, San Jose, and Gilroy.

Bay Area Rapid Transit District (BART) - In Richmond, the Amtrak and BART stations are adjacent and designed for interconnectivity. Amtrak buses also stop at BART's Dublin/Pleasanton station. BART now provides direct service to the SFO Airport and a shuttle bus connects the Oakland Coliseum Station to the Oakland Airport.

ACE - Sacramento-Bakersfield trains stop at the ACE station in Stockton, and San Joaquin Route connecting buses stop at the ACE station in Livermore, and ACE shares the Amtrak stations at Fremont/Centerville, Great America and San Jose. An agreement between ACE and Amtrak permits ACE passengers to ride three Amtrak bus schedules on Route 6 between Stockton and San Jose.

San Francisco Muni – San Joaquin bus stops at Market and Fourth Streets and in the Financial District are adjacent to Muni Metro stations and stops on Muni's F-Market/Wharf historic trolley line. The F line also serves the Ferry Building and Pier 39 San Joaquin stops. Muni's Powell Street cable car terminal is across the street from the Market and Fourth Streets bus stop.

Santa Clara County (VTA) Light Rail – The VTA Light Rail line is currently being extended into the Amtrak/Caltrain/ACE station in San Jose with the opening scheduled for 2005. Limited connections are also available at the Great America San Joaquin stop.

Sacramento Regional Transit – Sacramento Light Rail extension into the Sacramento Amtrak station is planned for late 2005.

See also the **Appendix** for a description of local transit connections at San Joaquin stations. The State will continue to pursue and enhance coordination between intercity, commuter, and urban rail and other transportation services.

Connectivity with Other Amtrak Services

The San Joaquin Route is an element of Amtrak's national intercity rail passenger network. Many passengers use the San Joaquins as part of a longer rail trip. Coordination of schedules with other services generates additional ridership and can improve overall efficiency. The following routes/trains provide significant connecting ridership to the San Joaquins:

Pacific Surfliner Route – This train provides service between San Luis Obispo-Los Angeles-San Diego. This route is the most important connection to the San Joaquins. Approximately 10 percent of all San Joaquin passengers connect to or from points on the Pacific Surfliner Route. Accordingly, close schedule connections at Los Angeles between the

San Joaquin feeder buses and Pacific Surfliner trains will continue to be provided whenever possible.

Capitol Corridor – This route provides service between San Jose-Oakland-Sacramento-Auburn. The Capitol Corridor service is now under the management of the CCJPA. Coordination of the San Joaquins with the Capitols is important because of a number of jointly used feeder bus routes, including Martinez-Santa Rosa-Eureka-McKinleyville, Sacramento-Redding, Sacramento-Reno/Nevada City, and Sacramento-Lake Tahoe. Where possible, San Joaquin schedules will continue to be coordinated with the Capitols to ensure the most efficient use of these feeder bus routes.

Coast Starlight – This train provides service between Los Angeles-Oakland-Sacramento-Portland-Seattle. This train provides important connections between the San Joaquin Valley and the Pacific Northwest, including Portland and Seattle. Historically, the official connection point has alternated between Martinez (which involves a direct train-to-train transfer) and Sacramento (which involves taking the bus between Stockton and Sacramento), depending on schedules. The two Sacramento-Bakersfield San Joaquin round-trips provide a direct train-to-train transfer at Sacramento.

California Zephyr – This train provides service between Emeryville-Reno-Denver-Chicago. This popular train provides connections between the San Joaquin Valley and Reno, as well as points east, including Salt Lake City, Denver, and Chicago. Connections can be made either through Martinez or Sacramento, depending on schedules.

Southwest Chief and Sunset Limited/Texas Eagle - These trains connect with the San Joaquin feeder buses at Los Angeles. They provide important connecting service to the Southwest, Midwest, Chicago, Texas, the Gulf Coast, and Florida. In addition, a number of passengers currently use the San Joaquin Route to make a connection between the southbound Coast Starlight and the eastbound Southwest Chief, since these trains do not make a connection in Los Angeles.

Connectivity with Streets and Highways

In 2003-04, a survey of Amtrak pathfinder signs along the major highways in the Central Valley revealed signs to be absent in various areas. New signs were erected to direct highway travelers to Amtrak stations. Plans for 2004-05 include an inventory and replacement of Amtrak station pathfinder signs on city streets adjacent to the state highways.

CHAPTER IV CAPITAL PLAN

BACKGROUND

In FFY 2004-05, the Department will continue a capital improvement program designed to improve service and increase ridership on the San Joaquins. This chapter will focus on current capital projects. For the San Joaquin Route long-term capital program, see the *California State Rail Plan 2003-04 to 2013-14*.

Capital improvements for the San Joaquin Route will primarily focus on stations and track and signal infrastructure improvements. A new maintenance facility, under construction in Oakland will serve the San Joaquins, Capitol Corridor, and California Zephyr. Descriptions of all rail stations served by the San Joaquins are found in the **Appendix**.

Figure 4.2 is a summary of all capital investments on the corridor since the Department began participation in funding and administering the route in 1980. The column in the Figure titled “Underway” is detailed in **Figure 4.3** and the column titled “Programmed” is detailed in **Figure 4.4**. Together, **Figures 4.2, 4.3** and **4.4** give a complete picture of the capital projects and improvements on the corridor. A total of over \$544 million has been spent, allocated or programmed on the route on stations, track and signal projects, and maintenance facilities since 1980. (Note that these figures include some projects that have no direct State financial involvement.)

Figure 4.3 shows all projects that are currently underway. (Underway is defined as State funds having been allocated by the CTC and for other fund sources as funds being under contract.) **Figure 4.4** shows all projects that are programmed for funding – generally in the STIP. It is important to note that a single project will usually be funded from multiple funding sources and larger projects are often funded and completed in phases. Therefore, one project (particularly larger projects) could be listed on both **Figures 4.3** and **4.4** and also be included in the “Completed” column on **Figure 4.2**. As an example: the completed first phase of a project and fully expended funds (from one specific fund source) for the second phase of the project would be listed on **Figure 4.2**; allocated but unexpended funds from a second fund source for the second phase of the project would be listed on **Figure 4.3**; and programmed funds for the project would be listed on **Figure 4.4**. Thus, these figures show the completed, current and programmed activity for all projects, consistent with the 2002 STIP, as amended.

Since December 2002, allocations of Traffic Congestion Relief Program (TCRP) funds have been suspended. Currently the Governor’s Proposed 2004-05 Budget would repeal the TCRP and eliminate special statutory status for projects identified in the TCRP. Originally, a total of \$25 million in TCRP funds were specified for the San Joaquin Route, of which the Commission has allocated \$3 million.

The remaining \$22 million were reserved for Shirley-Hanford Double Track (\$15 million) and Stockton Escalon Double Track (\$7 million). The \$22 million in TCRP funds have been deleted from the San Joaquin's capital program as listed in **Figures 4.3** and **4.4**. Other fund sources will be sought for TCRP projects, including potential STIP funding.

The new 2004 STIP Fund Estimate was approved by the CTC in December 2003. Based on this Fund Estimate, a new 2004 STIP will be adopted in late 2004. As a result of a number of factors, including the State budget crisis, and projected reductions in federal transportation revenues, the 2004 Fund Estimate projects a decrease in available funding in the new STIP period. Therefore, most projects will have to be delayed to later years.

NEW STATIONS AND STATION IMPROVEMENTS

Below are descriptions of station projects that were completed since 2000, and are underway or programmed. The stations are listed in geographical order from north to south. Only projects with a total cost of over \$2 million are described (although all projects are listed on **Figures 4.3** and **4.4**). See the "Capital Program" section above for further detail on the organization of **Figures 4.3** and **4.4**.

The State, in most cases, does not own stations. Most stations are owned by cities, Amtrak, railroads, or private development companies. However, the State funds and oversees many station improvement projects.

Emeryville – \$1.8 million in funds have been allocated to construct station track and platform improvements. Construction is planned for completion in 2004-05. Additionally \$8.8 million is programmed to construct a bus terminal with nine bus bays and construct a 337-space parking garage.

Richmond – \$680,000 in funds have been allocated to design a new 800 space parking garage. \$4.5 million in federal Housing and Urban Development (HUD) funds are programmed to construct the garage.

A related project is the design and construction of an upgraded station. \$4.9 million is programmed for this project, which will include a new station building, walkway, kiosk, waiting area and improved bus access. The new station, like the old one, will serve both BART and Amtrak. However, the multi-modal access will be much improved, including staffing at the station, better security, and passenger waiting area. The first phase of this project, a new center platform and center elevator was opened in July 2001. In a closely related project, the City of Richmond is constructing a hallmark transit village, adjacent to the station.

Martinez – A new station was completed in October 2001. The project included a new station building, platform, extensive track and signal work, and a new parking lot. Currently, \$2 million is programmed to acquire land for additional parking.

Sacramento – The Department, the City, and Amtrak have funded almost \$3 million in short-term improvements to the station. These improvements corrected major deficiencies to the existing historic station. Also, a study to

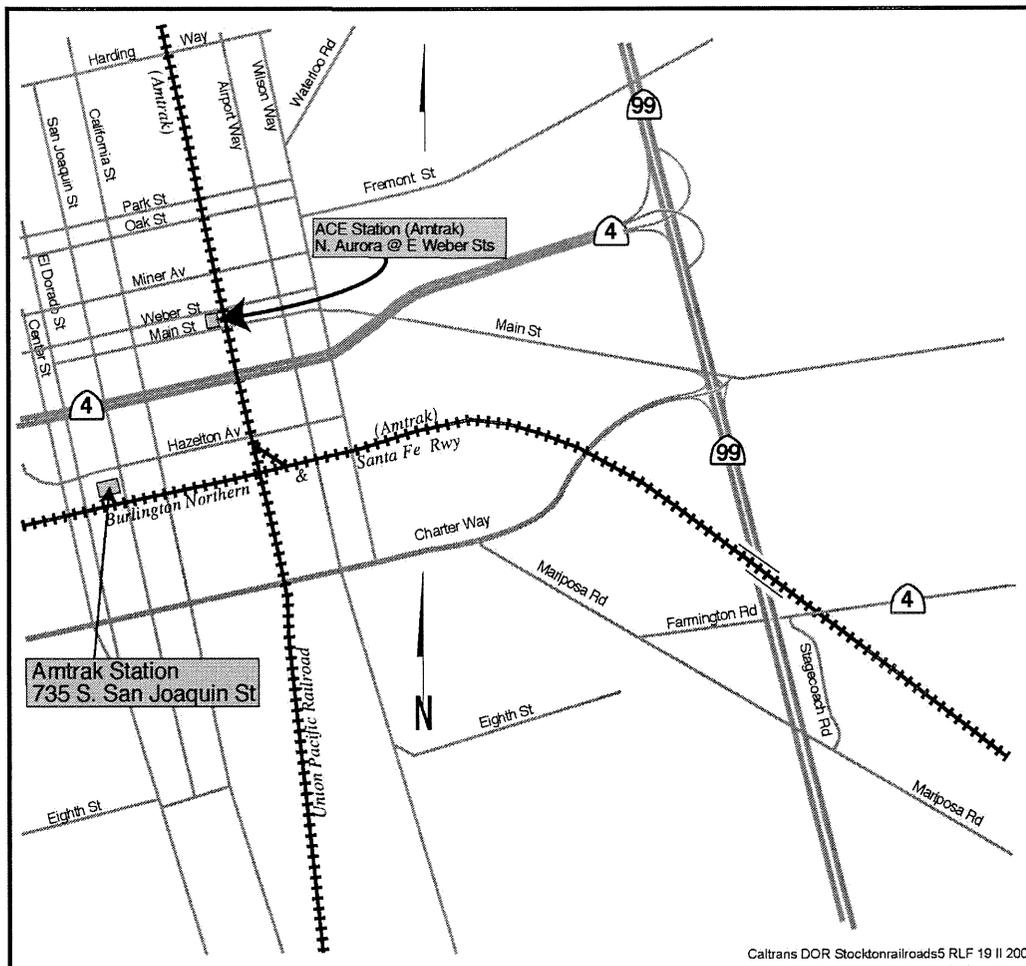
ascertain long-term development is pending. The Sacramento station is funded under the Capitol Corridor, so is not listed in **Figure 4.3** or **4.4**.

Lodi – In October 1999, the old station was rehabilitated at a cost of \$5.4 million. The station now serves the two San Joaquin trains that go to Sacramento, as well as the connecting buses that link Stockton and Sacramento. Also, a \$5.4 million parking structure project was completed in 2002.

Stockton BNSF - New Station – The existing Stockton Amtrak station is located in the former Santa Fe depot, west of the BNSF/UP crossing. It serves the four Bakersfield-Oakland trains but is not on the direct route of Bakersfield-Sacramento service. Another rail station in Stockton, the ACE station completed in the fall of 2003, serves the two Bakersfield-Sacramento trains at the site of the former SP depot, north of the BNSF/UP crossing, but is not on the direct route of Bakersfield-Oakland service.

Figure 4.1 is a map showing the various rail lines and current station locations in the Stockton area.

Figure 4.1 - Stockton Passenger Rail Lines and Existing Station Locations



With the initiation of train service to Sacramento, it was decided that a new Stockton station location be chosen that would serve both Sacramento and Oakland bound trains. This location will be on the BNSF at a point east of the BNSF/UP crossing and will serve all San Joaquin trains. The Department is proceeding with the design, engineering, and purchase of right-of-way for this station and \$1.3 million has been allocated for this portion of the project. An additional \$6.1 million has been programmed to complete design and construct the station.

Stockton SP ACE – This new station was completed in the fall of 2003. \$4.4 million in improvements to the ACE station are programmed to accommodate San Joaquin service to Sacramento.

Merced – A new station costing \$1.8 million was completed in August 2000 at the site of the old station. The new station provides improved passenger amenities, parking, and access.

Madera (Country Club Dr.) – The current Madera Station will be relocated to County Club Drive, a site that is closer to the Madera population center and is safer for passengers than the existing station location in a warehouse area. The \$800,000 project will include purchase of right-of-way, construction of a two-lane access road, a new parking lot, platform, and shelter for the new station. The project is planned for completion in 2005-06.

Fresno – Work has begun on this project to rehabilitate the old depot building currently being used for BNSF offices, for the new Fresno station. The City has negotiated with BNSF for title to the property. A total of \$6.2 million has been allocated for this project, which includes renovation of the historic 1899 California mission-style depot, plazas, landscaping and new parking improvements. The project also includes a mixed-use component with 21,000 square feet to be rented for office, restaurant and other uses. The anticipated completion date is fall of 2004.

Bakersfield – A new \$13.7 million station, located on a six-acre site, opened in July 2000. The construction included two underpasses, the closing of several crossings, 12 bus bays with standby parking for 11 additional buses, 265 parking spaces, a double platform, layover facilities, three new station tracks, and a new two-story building. In addition, \$1.4 million in track improvements were completed to improve access to the station.

TRACK AND SIGNAL IMPROVEMENTS

Below are descriptions of track and signal projects that have been completed since 2000, and are underway or programmed. Only projects with a total cost exceeding \$2 million are listed (although all projects are listed on **Figures 4.3** and **4.4**). The projects are listed geographically from north to south. See the “Capital Program” section above for further detail on the organization of **Figures 4.3** and **4.4**.

The State does not own any rail tracks on the San Joaquin corridor. Between Oakland-Jack London Square and Port Chicago, and Sacramento and Stockton, the track is owned by UP. Between Port Chicago and Bakersfield, the track is owned by BNSF. However, the State funds and oversees many track and signal projects.

Martinez-Port Chicago Track and Signal Improvements – This project was completed in mid-2002. From Martinez to Port Chicago, the Mococo Line Project provides approximately seven miles of new rail and Centralized Traffic Control (CTC) signals, and increased speed to 79 mph and reduced running time by six minutes. The cost of the project was about \$6.9 million.

Phase I - Second Track Port Chicago to Oakley – This project is Phase I of a double tracking project of 17.6 miles from Port Chicago to Oakley. Phase I will include engineering, design, and environmental work for double tracking of the entire 17.6 miles. The project also includes extension of CTC signals on the entire segment, straightening of a speed-restricted curve and extension of a siding. The CTC, curve-straightening and siding project will reduce delays and decrease running times. Work has begun on this \$33.9 million project. Of this amount, \$29.4 million was appropriated in the 2001 Budget Act from the PTA.

BNSF Port Chicago-Stockton Track Improvements – BNSF has reserved \$5.0 million to make improvements to track between Port Chicago and Stockton.

BNSF Signal System Improvements – \$7.1 million of BNSF funds is reserved to upgrade the BNSF wayside and signal system.

Sacramento-Stockton Track and Signal Improvements on Former SP Line – From Sacramento to Stockton, a \$40.1 million project on the former SP main line to install new track, new signals, and improved sidings throughout the 50 miles was completed in Spring 2002. This improvement allowed the two Sacramento trains to be rerouted to the former SP line (now owned by UP). The trains now serve the new Lodi station and running times were reduced by an average of 17 minutes.

Orwood Drawbridge Upgrades and Stockton Speed Improvements – This \$9.9 million project completed in mid-2002 converted sidings to two main tracks, raising speeds to 79 mph where possible. Also, the Orwood Bridge was upgraded for 60 mph speed.

San Joaquin Route Double Tracking - Engineering – Final engineering for several double track projects (Stockton to Escalon, Calwa to Bowles near Fresno, and Shirley to Guernsey near Hanford) was completed in mid-2001.

Belmont and Fig Garden Sidings - \$11.3 million is programmed to construct a new siding at Belmont and a siding extension at Fig Garden. This project will increase capacity.

Calwa-Bowles Double Track and Signal Improvements – \$26.7 million has been allocated to design and construct 8.5 miles of double track and related signal improvements. Construction started in March 2002 on the project with completion estimated in 2004-05. This project will improve speeds and on-time performance.

Shirley–Hanford Double Track and Signal Improvements – \$22.0 million has been allocated to construct double track and related signal improvements on 5.8 miles. This project will improve speeds and on-time performance. Construction started in August 2003 and completion scheduled in 2005-06.

Second Main Track Shafter to Jastro – \$4.3 million is allocated for engineering, design, environmental work and signal improvements for 12.5 miles of second main track between Shafter and Jastro.

San Joaquin Corridor Capacity Improvements - \$31.7 million is programmed for track and signal improvements between Bakersfield and Stockton.

OAKLAND MAINTENANCE FACILITY

This project is to construct a 141,000 square-foot maintenance and inspection facility to accommodate the California Cars and locomotives used on the San Joaquins and Capitols and the equipment used on the California Zephyr. The current Oakland maintenance facility is inadequate for the cost-effective maintenance of the State-owned passenger equipment fleet. The new facility will be located at Third and Union Streets adjacent to the existing UP rail yard to the south and I-880 to the north. The project will consist of a yard and associated buildings that will support the storage, servicing, inspection, and normal maintenance functions for these services, including a train washer.

The total project estimate is about \$63.2 million; currently, \$37.3 million in State funds and \$25.9 million in Amtrak funds are committed. Construction on the project began in April 2003 and is scheduled for completion in September 2004.

EQUIPMENT

The San Joaquin Route uses California Car equipment from the Northern California Equipment Pool. This equipment is shared between the San Joaquin and Capitol Corridor routes. The pool consists of 78 cars and 17 locomotives. Rolling stock consists of bi-level coach, baggage and food service cars.

The pool includes the original 66 California Cars purchased by the State with pioneering design that improves efficiency and passenger comfort. The Northern California Equipment Pool was expanded to include all of the original California Car fleet of 66 cars in Spring 2001. At that time, two sets of California Car equipment were transferred from Southern California to Northern California because the new Surfliner Cars delivered to Southern California freed up the additional California Cars for use in Northern California.

The Northern California Pool also includes 12 new cars, purchased by the Department as an option to Amtrak's Pacific Surfliner fleet order for Southern California. The 12 new cars were placed in service by early 2002. The State expended over \$50 million in funds from a variety of sources to buy additional cars for both the southern and northern California fleets. The 12 northern

California cars were specifically adapted to northern California standards. They include expanded baggage and bike storage, additional tables, power outlets at every seat, and wheelchair lifts. The cars include five cab-coach-baggage cars, five coaches, and two café cars. At the same time, the State also purchased six new General Motors F59PHI locomotives.

The 12 Pacific Surfliner cars are under a three-year warranty. During the warranty period, the Department conducts regular inspections, documents equipment failures, evaluates defects to determine fleet-wide impacts, and coordinates with Amtrak for repairs.

In 2003-04 the Department started the mid-life overhaul of the original California Cars. This work will continue in 2004-05 and will take up to three years to be completed. This work includes: overhaul of many mechanical components; heavy cleaning of vehicle interior including upholstery and carpets; rebuilding of toilet rooms; new side door and end door operating systems; as well as other additions and improvements to the cars. The Department oversees and inspects the contractor's overhaul work.

In early 2004, the Department completed the mid-life overhaul of the nine original F59PHI locomotives. This project improved both the reliability and appearance of the locomotives, with graphics that match the new F59PHIs. Additionally, the locomotives were upgraded to the same standard as the new locomotives. Also, the remote locomotive health monitoring system currently in place on the six new F59PHI locomotives was installed on the nine locomotives in 2003-04.

The Department is planning to replace the outdated and trouble-prone destination sign system on the California Car fleet with a new destination sign and automated passenger information system that incorporates up-to-date passenger information system technology, and that meets all current standards for audible and visual messaging, real-time service messages, automated train location and text uploading, diagnostics, and animated graphics. This system would be applied to all 78 railcars in the Northern California fleet. The Department plans to award the sign replacement contract in 2003-04 and complete the work in 2004-05.

Figure 4.2 - Summary of Capital Projects

Intercity Rail Capital Projects Summary				
<i>San Joaquin Route</i>				
<i>(Dollars in thousands)</i>				
Project Type	Completed (1979-Present)	Underway	Programmed	Total
Stations	\$101,680	\$10,256	\$32,270	\$144,206
Track and Signal	\$190,672	\$95,677	\$47,976	\$334,325
Maintenance Facilities	\$2,602	\$63,271	\$0	\$65,873
Total	\$294,954	\$169,204	\$80,246	\$544,404

Figure 4.3 – Detail of Capital Projects- Underway

SAN JOAQUIN ROUTE			
Intercity Rail Capital Projects			
<i>(Dollars in thousands)</i>			
Project Description	State Funds	Other Funds	Total
<u>PROJECTS UNDERWAY</u>			
<u>STATION PROJECTS</u>			
Emeryville			
Construct station track and platform improvements	\$1,750	\$0	\$1,750
Richmond			
Design 800 space parking garage	\$680	\$0	\$680
Stockton-BNSF – New Station			
Design and environmental documentation for new station, purchase ROW	\$1,330	\$0	\$1,330
Fresno			
Construct new station	\$5,126	\$1,039	\$6,165
Multiple Stations			
Station improvements including ADA Compliance	\$331	\$0	\$331
TOTAL STATION PROJECTS	\$9,217	\$1,039	\$10,256
<u>TRACK AND SIGNAL PROJECTS</u>			
Oakland-Embarcadero Street 3rd Main Track			
Develop conceptual plans for third track	\$25	\$5	\$30
Phase I – Port Chicago to Oakley -Double Track			
Environmental, engineering and design for 17.6 miles of double track; install CTC	\$33,900	\$0	\$33,900
BNSF Signal System Improvements			
Upgrade BNSF wayside signal system	\$0	\$7,118	\$7,118
Stockton - Fresno County Grade Crossing Improvements			
Upgrade crossing protection with lighting	\$0	\$250	\$250
Fresno City College Fencing			
Install fence along railroad right of way	\$0	\$250	\$250
Calwa-Bowles Double Track and Signal Imps			
Design and construct double track and related signal enhancements on 8.5 mile track segment	\$26,673	\$0	\$26,673

SAN JOAQUIN ROUTE			
Intercity Rail Capital Projects			
(Dollars in thousands)			
Project Description	State Funds	Other Funds	Total
<u>PROJECTS UNDERWAY (continued)</u>			
<u>TRACK AND SIGNAL PROJECTS (cont)</u>			
Shirley-Hanford Double Track and Signal Imps. Construct double track and related signal enhancements on 5.8 mile track segment	\$22,000	\$0	\$22,000
Hanford-Guernsey Double Track and Signal Improvements Design and engineer a 7.1 mile segment of double track and related signal enhancements	\$1,156	\$0	\$1,156
Second Main Track Shafter to Jastro Environmental, engineering and design for 12.5 miles of second main track and signaling	\$4,300	\$0	\$4,300
TOTAL TRACK AND SIGNAL PROJECTS	\$88,054	\$7,623	\$95,677
<u>MAINTENANCE AND LAYOVER FACILITIES</u>			
Oakland Maintenance Facility Construct 60,000 square foot maintenance facility for use by state-owned California Car and Locomotive fleet serving the Capitol Corridor and San Joaquin Route, and Amtrak California Zephyr	\$37,341	\$25,930	\$63,271
TOTAL MAINTENANCE AND LAYOVER FACILITIES	\$37,341	\$25,930	\$63,271
TOTAL ALL PROJECTS UNDERWAY	\$134,612	\$34,592	\$169,204

Figure 4.4 – Detail of Capital Projects – Programmed

SAN JOAQUIN ROUTE			
Intercity Rail Capital Projects (Dollars in thousands)			
Project Description	State Funds	Other Funds	Total
<u>PROJECTS PROGRAMMED</u>			
<u>STATION PROJECTS</u>			
Emeryville			
Design and construct bus terminal and parking structure	\$7,200	\$1,600	\$8,800
Richmond			
Complete design and construction of new station	\$4,100	\$750	\$4,850
Construct 800 space parking garage	\$0	\$4,500	\$4,500
Martinez			
Acquire land for additional parking	\$2,000	\$0	\$2,000
Elk Grove Station			
Construct 8" above top of rail platform with shelter and lighting for the new station	\$800	\$0	\$800
Stockton-BNSF – New Station			
Complete design and construct new station	\$6,120	\$0	\$6,120
Stockton-ACE SP			
Renovate former SP Depot for use by ACE and San Joaquin Route trains, including upgrading platforms and station track	\$4,400	\$0	\$4,400
Madera (Country Club Dr.)			
Construct a two-lane access road, parking lot, platform and shelter for a new station	\$800	\$0	\$800
TOTAL STATION PROJECTS	\$25,420	\$6,850	\$32,270
<u>TRACK AND SIGNAL PROJECTS</u>			
BNSF - Port Chicago – Stockton Track Improvements			
BNSF will install new wood crossties, clean and undercut ballast, surface track	\$0	\$5,000	\$5,000
Belmont and Fig Garden Sidings			
Construct new siding and siding extension	\$11,289	\$0	\$11,289
San Joaquin Corridor Capacity Improvements			
Track and signal improvements between Bakersfield and Stockton	\$31,687	\$0	\$31,687
TOTAL TRACK AND SIGNAL PROJECTS	\$42,976	\$5,000	\$47,976
TOTAL ALL PROJECTS PROGRAMMED	\$68,396	\$11,850	\$80,246

AMERICANS WITH DISABILITIES ACT (ADA)

The statewide ADA Project brought 48 intercity rail facilities along the San Joaquin, Pacific Surfliner, and Capitol Corridor routes into compliance with State and federal mandates. Federal law stipulates that Amtrak should comply with ADA regulations, nationally, by FFY 2010. However, the Department’s goal was to have all upgrades completed by FFY 2002. This goal was met for all stations on all three Routes.

A system-wide project that will also improve station accessibility is the installation of Passenger Information Systems at stations to provide real-time audio and visual information on train arrivals and departures. The system is now fully operational on the Capitol Corridor and will be operating on the San Joaquin Route by June 2004.

The type of ADA modifications that were generally made at stations included: replacing tactile edges; constructing concrete sidewalks; improving pedestrian access and drop off and loading zones; restriping parking lots; modifying ticket counters; replacing restroom fixtures, signs, telephones, water fountain, informational displays; and repairing door closure devices.

Improvements were made to the following stations: Antioch, Stockton Turlock/Denair, Merced, Madera, Fresno, Hanford, and Wasco.

CHAPTER V

FFY 2004-05 ACTIONS

During FFY 2004-05, the Department will take the following key actions to enhance the San Joaquin Route service in order to meet the performance measures established for the San Joaquins.

Operating Elements

- Continue marketing and advertising based on seasonal themes.
- Continue the successful group travel program for school groups. This program was also expanded to seniors in 2004.
- Continue to expand the community outreach program that gives presentations to community groups about the Department's Rail Program.
- Expand partnerships with other organizations for joint advertising and promotions. Continue joint Department of Tourism "Rediscover California" TV marketing campaign.
- Improve on-time performance through careful monitoring of the operations of Burlington Northern Santa Fe and Union Pacific Railroads.
- Expand "Free Transfer" program with local transit operators to Valley cities such as Stockton, Fresno, and Bakersfield. Agreements were made in 2003-04 with AC Transit, Sacramento Regional Transit, and Central Contra Costa Transit.
- Continue evaluation of feeder bus services to assure continued cost-effective operations.
- In 2003-04 pathfinder signs were replaced on state highways. In 2004-05 replace pathfinder signs on city streets.

Capital Elements

- Complete construction on the new Oakland Maintenance Facility by the end of 2004.
- Complete renovation of the historic Fresno station in fall 2004 and continue design of the new Stockton station.
- Continue construction on double tracking two major track segments (Calwa to Bowles, and Shirley to Hanford).
- Continue Phase I work on 17.6 miles of double track from Port Chicago to Oakley, including installation of CTC, curve straightening and siding construction.
- Continue environmental work, design and engineering for second main track from Shafter to Jastro.

- Continue mid-life overhaul of the original California Cars to be complete in 2005-06. Replace outdated destination sign system on California Car fleet with state-of-the-art automated sign system in 2004-05.