

Memorandum

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Be energy efficient!*

To: CHAIR AND COMMISSIONERS

CTC Meeting: July 25-26, 2007

Reference No.: 5.1a.(2)
Information Item

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Chief Financial Officer

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Subject: **ANNUAL REVIEW OF STRATEGIC BUSINESS PLAN FOR SAN JOAQUIN ROUTE**

SUMMARY:

At the request of the California Transportation Commission (Commission), the California Department of Transportation (Department) is presenting a draft of the San Joaquin Route Business Plan for Federal Fiscal Year (FFY) 2007-08 (Plan) to the Commission for review. The Plan, which reflects the Governor's Fiscal Year (FY) 2007-08 Proposed Budget, includes operating, marketing, and capital Action Plans, with key actions planned for FY 2007-08. The Action Plans are attached.

BACKGROUND:

FFY 2005-06 was an excellent year for the San Joaquin Route (route) with ridership at 799,879, the highest ever for the route, and 5.8 percent above the previous year's ridership. The farebox ratio was 45.5 percent in FFY 2005-06.

Ridership during the first seven months of FFY 2006-07, October through April, however, is down 1.9 percent compared to the prior year. Much of the travel on this route is discretionary and sensitive to changes in the economy. In addition, fares on the route were increased 15 percent in the last 18 months. This may be the cause for the decline in ridership.

The performance standards proposed in the Plan for FFY 2007-08 are as follows: ridership is projected to be 809,000, one percent above FFY 2005-06 actual ridership; farebox ratio is projected to be 47.5 percent, two percentage points above FFY 2005-06 actual farebox ratio; the on-time performance (OTP) standard is 75 percent, 12 percentage points above FFY 2005-06 actual OTP.

The Governor's FY 2007-08 Budget proposed \$32.4 million in operating support for the route, a \$5 million increase over the prior fiscal year. This is the first year since FFY 2002-03 that Amtrak has increased State operating costs, primarily as the result of higher fuel prices. There are no new route frequencies or expansions proposed in FFY 2007-08.

Since the Department began participation in funding and administering the route in 1979, \$573.1 million has been spent from all funding sources on completed capital projects, \$91.5 million is under contract for capital projects currently underway, and \$79.4 million is programmed for capital projects. The programmed amount does not include funds from the 2006 State Transportation Improvement Program Augmentation or other Proposition 1B sources. In FY 2006-07, a major capital project accomplishment was the completion of the Calwa-Bowles Double Track and Signal Improvements project, which allows increased OTP and reliability. Coupled with the Shirley-Hanford Double Track project, a total of approximately 15 miles of new double track has been completed in the last 18 months.

Attachment

SAN JOAQUIN ROUTE ACTION PLANS

OPERATING ACTION PLAN

San Joaquin Corridor Strategic Business Plan

- Complete the San Joaquin Corridor Strategic Business Plan in early 2008 to develop a vision for the corridor and identify capital projects and grade crossing improvements.

Intercity Passenger Rail System Connectivity

- Expand the “Free Transit Transfer Pass” program to additional transit operators in San Joaquin Valley cities.

Passenger Information

- Debut “Caltrans in Transit,” a web-based travel planner for Department employees in the summer of 2007, and expand program if successful.

Train Monitoring and Inspections

- Continue unannounced inspections onboard trains by Department staff to inspect equipment, monitor customer service, and report findings to Amtrak personnel for remedial action.

Food Service

- Complete selection of new coffee vendor and related promotional activities in 2007.

On-Time Performance (OTP)

- Reach OTP goal of 75 percent in both FY 2006-07 and FY 2007-08 as a result of completing key capital projects and working with the BNSF Railway Company, Union Pacific Railroad Company, and Amtrak to enhance schedule reliability.

Amtrak Bus Operations

- Conduct twice-yearly route and segment cost recovery. As warranted, add, cut, or discontinue routes.

MARKETING ACTION PLAN

Advertising and Public Relations

- Fall, winter, and spring advertising campaigns will continue to focus on the target populations: families, the mature market (50+ years), and the Hispanic community. The campaigns will feature the new Amtrak artwork that premiered in the spring of 2007, to promote the San Joaquins and promotions on Spanish language KUVS Univision 19.
- Prior successful advertising partnerships will continue with the addition of a new partnership with the Oakland Museum. The Department will also seek new partnerships with similar venues.
- Public relations will highlight the dedication of the second platform in Hanford, overhaul of two State-owned locomotives to meet Environmental Protection Agency clean air standards, and continue to publish the quarterly newsletter "Making Tracks."

Community Outreach

- Multimedia presentations will continue to be given to community groups and interested organizations and will expand to additional special events.

Group Travel Program

- Promotion of the "Kids 'N Trains" Program will continue with a major mailing of an updated brochure to educators in the fall of 2007.
- The "All Aboard Seniors!" Program will debut a new multimedia presentation for senior groups.
- In the Fall of 2007, the college student travel discount program will expand from five to six campuses to include the University of the Pacific in Stockton.

Rail Safety

- The Operation Lifesaver Program will significantly expand, including introduction of rail safety materials in Asian languages and a video targeting farm workers.

Market Research

- Customer attitudes about train delays and potential Business Class service will be assessed, providing valuable planning information. In addition, advertising recall among target audiences will be evaluated.

CAPITAL ACTION PLAN

Track and Signal Projects

- Complete Phase One work on 17.6 miles of double track from Port Chicago to Oakley. Installation of Centralized Traffic Control and a siding at Pittsburg are planned for completion in the summer of 2007.

Station Projects

- Continue the development of the replacement station in Richmond.
- Develop the new station in Elk Grove.
- Continue development of the new Stockton and Madera stations.

Equipment

- Continue work to overhaul the original California Cars used on the San Joaquin Route.

San Joaquin Route

FFY 2007-08 Business Plan



State of California
Department of Transportation
June 2007



Arnold Schwarzenegger, Governor
Dale E. Bonner, Secretary, Business, Transportation & Housing Agency
Will Kempton, Director, Department of Transportation



Executive Summary

Chapter 1 – Intercity Rail Vision and Goals

The vision of the California Department of Transportation (Department) for its intercity passenger rail program includes the following elements:

- Provide a rail transportation alternative to other travel modes.
- Provide relief to highway and airway congestion.
- Conserve fuel, improve air quality, and contribute to efficient and environmentally compatible land use.

This chapter explains how the Department's intercity passenger rail vision as implemented in the Intercity Passenger Rail Program furthers the Department's five strategic goals of safety, mobility, delivery, stewardship and service.

Chapter 2 – San Joaquin Service Overview

The Department began financial support of the San Joaquin Route in 1979, and shares responsibility with Amtrak for operating the Route. The San Joaquin Route extends 314 route miles between Oakland, Stockton, and Bakersfield. The route between Sacramento, Stockton, and Bakersfield is 282 miles. Amtrak operates the trains and the State administers the service through its operating contract with Amtrak. The Department also coordinates functions such as marketing, scheduling, and on-board services with Amtrak.

The Department owns all San Joaquin rail equipment, while Amtrak maintains it. The current service level of six round trips offers many trip options for both business and leisure travelers. The Route is now the fourth busiest in the Amtrak national system outside of the Northeast Corridor.

Federal Fiscal Year (FFY) 2005-06 was an excellent year for the San Joaquins with ridership at 799,879, the highest ever for the Route, and 5.8 percent above the previous year's ridership. The farebox ratio was 45.5 percent in FFY 2005-06. However, ridership was down 1.9 percent during the first seven months of 2006-07 (October – April).

On the capital side, the Route is on stable ground in the short run. Since 2000, the Department has completed a number of important capital projects. There is currently capital funding for projects on the Route in the 2006 State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP).

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), includes \$400 million for intercity rail projects and the 2007-08 Proposed Governor's Budget provides \$186 million for intercity rail projects, including \$150 million for rail equipment (for all three State-supported routes), and proposes that most of the remainder of the \$400 million be appropriated over the next two years. In addition, the 2006 STIP augmentation, to be approved in June by the California Transportation Commission, includes funds for projects on the Route.

Chapter 3 – Performance Standards and Results

This Business Plan includes performance standards for the current and budget year. The performance standards, which measure usage, cost efficiency and service quality, are

based on the short-range Operating, Marketing and Capital Action Plans laid out in the Business Plan.

In this San Joaquin Route Business Plan, the performance standards for FFY 2007-08 are as follows: ridership is projected to be 809,000 riders, 1.0 percent above 2005-06 actual ridership, farebox ratio is projected to be 47.5 percent, 2.0 percentage points above 2005-06 actual farebox ratio, and the on-time performance standard is 75 percent.

Chapter 4 – Operating Plan

The following bullets summarize the **Operating Action Plan** for 2007-08:

San Joaquin Corridor Strategic Business Plan

- Complete the Plan in early 2008 to develop a vision for the corridor and identify capital projects and grade crossing improvements.

Intercity Passenger Rail System Connectivity

- Expand “Free Transit Transfer Pass” program to additional transit operators in San Joaquin Valley cities.

Passenger Information

- Debut “Caltrans In Transit”, a web-based travel planner for Caltrans employees in Summer 2007, and expand program if successful.

Train Monitoring and Inspections

- Continue unannounced inspections on board trains by Department staff to inspect equipment, monitor customer service, and report findings to Amtrak personnel for remedial action.

Food Service

- Complete selection of new coffee vendor and related promotional activities in 2007.

On-time Performance

- Reach on-time-performance (OTP) goal of 75 percent in both 2006-07 and 2007-08 as a result of completing key capital projects and working with BNSF Railway, Union Pacific Railroad, and Amtrak to enhance schedule reliability.

Amtrak Bus Operations

- Conduct twice-yearly route and segment bus evaluations to determine cost recovery. As warranted, add, cut, or discontinue routes.

Chapter 5 – Marketing

The following bullets summarize the **Marketing Action Plan** for 2007-08:

Advertising and Public Relations

- Fall, winter, and spring advertising campaigns will continue to focus on the target populations: families, the mature market (50+ years), and the Hispanic community.

Executive Summary (continued)

These campaigns will feature new Amtrak artwork that premiered in Spring 2007 to promote the San Joaquins and promotions on Spanish language KUVS Univision 19.

- Prior successful advertising partnerships will continue with the addition of a new partnership with the Oakland Museum. The Department will also seek new partnerships with similar venues.
- Public Relations will highlight the dedication of the second platform in Hanford, overhaul of two state-owned locomotives to meet EPA clean air standards, and continue to publish the quarterly newsletter "Making Tracks".

Community Outreach

- Multimedia presentations will continue to be given to community groups and interested organizations and will expand to include additional special events.

Group Travel Program

- Promotion of the "Kids 'N Trains" Program will continue with a major mailing of an updated brochure to educators in Fall 2007.
- The "All Aboard Seniors!" Program will debut a new multi-media presentation for senior groups.
- In Fall 2007, the college student travel discount program will expand from five to six campuses to include the University of Pacific in Stockton.

Rail Safety

- Operation Lifesaver Program will significantly expand, including introduction of rail safety materials written in Asian languages and a video targeting farm workers.

Market Research

- Customer attitudes about train delays and potential Business Class Service will be assessed, providing valuable planning information. In addition, advertising recall among target audiences will be evaluated.

Chapter 6 – Capital Plan

The following bullets summarize the **Capital Action Plan** for 2007-08:

Track and Signal Projects

- Complete Phase I work on 17.6 miles of double track from Port Chicago to Oakley. Installation of Centralized Traffic Control (CTC), and a siding at Pittsburg are planned for completion in summer 2007.

Station Projects

- Continue the development of the replacement station in Richmond.
- Develop the new station in Elk Grove.
- Continue development of the new Stockton and Madera stations.

Equipment

- Continue work to overhaul the original California Cars used on the San Joaquin Route.

Appendix – San Joaquin Rail Stations and Connecting Services

This Appendix contains information on:

- San Joaquin rail stations, including ridership, amenities, and local transportation connections.
- Commuter and urban rail transportation services that connect to the San Joaquins.
- Amtrak services that connect to the San Joaquins.





Chapter 1

Intercity Rail Vision and Goals

This San Joaquin Route Business Plan (Plan) is for Federal Fiscal Year (FFY) 2007-08 (October 2007–September 2008). In the Plan, the California Department of Transportation (Department) Division of Rail (Division) presents a one-year action plan and update of recent accomplishments for the San Joaquin Route.

The Department’s long-range plan, titled “California State Rail Plan 2005-06 to 2015-2016” dated December 2005, is a ten-year plan for State-supported rail passenger services in California. It includes a passenger and freight element, as well as long-range capital and operating plans for the San Joaquin Route. State law requires this ten-year plan to be updated by March 2008.

Intercity Passenger Rail Mission

The Intercity Passenger Rail Mission for California is to:

Provide and promote Intercity Passenger Rail services while improving, expanding, and integrating all rail service into California’s transportation system.

Intercity Passenger Rail Vision

The Intercity Passenger Rail Vision for California is to:

- Provide a rail transportation alternative to other travel modes.
- Provide relief to highway and airway congestion.
- Conserve fuel, improve air quality, and contribute to efficient and environmentally compatible land use.

Department Mission/Vision and Strategic Goals

The Intercity Passenger Rail vision supports the Department-wide Mission/Vision:

Caltrans improves mobility across California.

The Department has five Strategic Goals: Safety, Mobility, Delivery, Stewardship, and Service. **Figure 1.2** summarizes how the Intercity Passenger Rail Program furthers the Department’s Strategic Goals. It also provides references to where actions to further each goal are discussed in more detail in the Plan.

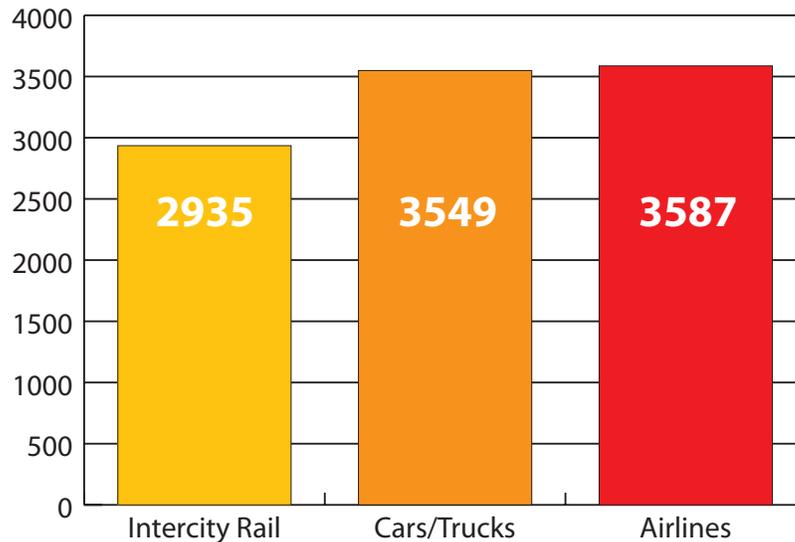


Intercity Passenger Rail Energy Efficiency

Intercity Passenger Rail supports the Administration's "Global Warming Solutions Act" (AB 32, 2006). This landmark bill requires the State's global warming emissions to be reduced to 1990 levels by 2020. Intercity rail becomes increasingly more efficient as the number of passengers increase per train. The State is also working to improve the fuel efficiency of its locomotives.

Current federal data confirms that intercity passenger rail service in the United States is more fuel-efficient than cars and airlines, and thus conserves fuel and improves air quality (see **Figure 1.1**).

Figure 1.1 Energy Use per Passenger-Mile (BTUs)



Source: U.S. Department of Energy, *Transportation Energy Data Book: Edition 25 - 2006*, Table 2.10. BTU values provide a common denominator for energy content of fuels.



Figure 1.2 – Intercity Passenger Rail Furthers Department Strategic Goals

Department Strategic Goals	Intercity Rail Passenger Program Actions	Business Plan Reference
<p>SAFETY</p> <p>Provide the safest transportation system in the nation for users and workers</p>	<ol style="list-style-type: none"> 1. All capital projects have a goal of improved safety. 2. The Division inspects rail equipment, facilities, and personnel to evaluate compliance with safety standards. 3. The Division supports Operation Lifesaver, a rail safety campaign, with the goal of improved safety at rail crossings. 4. The Division administers the Federal Section 130 Crossing Improvement Program and the State Section 190 Grade Separation Program to improve and construct rail/vehicle crossings for increased safety. 	<p>Ch. VI, Capital Plan Goals</p> <p>Ch. IV, Train Monitoring & Inspections</p> <p>Ch. V, Rail Safety</p> <p>Ch. VI Section 130/190 Programs</p>
<p>MOBILITY</p> <p>Maximize transportation system performance and accessibility</p>	<ol style="list-style-type: none"> 1. Increase intercity rail ridership through operational and marketing initiatives. 2. Expand the intercity rail system through added train frequencies on existing routes, route expansions, and new routes. 3. Improve intercity rail multimodal connectivity with other transportation modes. 4. All existing train stations and rail cars are “Americans With Disabilities Act” (ADA) accessible, and capital projects improve accessibility. 	<p>Ch. IV, Operations, Ch. V, Marketing</p> <p>Ch. IV, Service Levels</p> <p>Ch. IV, Operations</p> <p>Ch. VI, Capital Goals</p>
<p>DELIVERY</p> <p>Efficiently deliver quality transportation projects and services</p>	<ol style="list-style-type: none"> 1. The California intercity rail capital program is by far the largest of any state-funded program in the nation. On the <i>San Joaquins</i>, approximately \$573 million of completed projects since 1979, \$91 million in projects currently underway and \$74 million in projects that are programmed. 2. Capital plan goals stress efficient and quality project delivery. 	<p>Ch. VI, Capital Plan</p> <p>Ch. VI, Capital Plan Goals</p>
<p>STEWARDSHIP</p> <p>Preserve and enhance California’s resources and assets</p>	<p>The Division preserves California’s investment in State-owned rail cars and locomotives through frequent inspections and maintenance cycles. Rebuilt locomotives now meet EPA clean air standards. California has the largest fleet of State-owned rail equipment in the country.</p>	<p>Ch. VI, Equipment</p>
<p>SERVICE</p> <p>Promote quality service through an excellent workforce</p>	<p>The Division monitors Amtrak employees’ performance on-board trains.</p>	<p>Ch. IV, Train Monitoring & Inspections</p>

Figure 2.1
San Joaquin Train and
Bus Service





Chapter 2

San Joaquin Service Overview

Business Structure

The State and Amtrak both share responsibilities for operating the San Joaquin Route, which extends 314 route miles between Oakland, Stockton, and Bakersfield with 13 intermediate stops. The route between Sacramento, Stockton, and Bakersfield is 282 miles with 11 intermediate stops. As the trains serving Oakland and Sacramento use the same tracks between Stockton and Bakersfield, the total route miles are 363. Amtrak operates the trains, and the State administers and oversees the San Joaquin Route through its operating contract with Amtrak. The Department coordinates functions such as marketing, scheduling, and on-board services with Amtrak. The State owns all San Joaquin rail equipment, while Amtrak maintains it.

The State and Amtrak have shared the operating costs of the San Joaquin Route since 1979, with the State's portion increasing over time as Amtrak has attempted to become more self-sufficient. Currently the State pays all variable costs, while Amtrak continues to cover fixed costs.

The Department works closely with the San Joaquin Valley Rail Committee (SJVRC) that acts as an advisory group on matters affecting the San Joaquins. 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. SJVRC members represent each county served by the San Joaquin trains, as well as two counties that have bus connections. Amtrak, BNSF Railway (BNSF), the Department, the California Public Utilities Commission, the Metropolitan Transportation Commission, Southern California Association of Governments, and Union Pacific Railroad (UP), may send representatives as Agency Associate Members. In addition, staff from member counties, Amtrak, BNSF Railway, UP, and the Department comprises the SJVRC Technical Advisory Committee.

Figure 2.1 is a map of the San Joaquin Route and its feeder buses and **Figure 2.2** is a map of all California State-supported intercity rail routes.



Figure 2.2

State Supported
Amtrak Routes
in California

State-Supported Amtrak Routes in California



Legend

State Supported
Amtrak Routes





In FFY 2005-06, over 70 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. 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 Yreka/Medford, Oregon; as far east as Truckee/Reno, Nevada and Bakersfield/Las Vegas, Nevada; and as far south as Palm Springs/Calexico and San Diego.

Business Outlook for Operations

On the operations side, FFY 2005-06 was an excellent year for the San Joaquins. Ridership in FFY 2005-06 was 799,879, the highest ever for the Route, and 5.8 percent above 2004-05 ridership. Record ridership was reached in five of the twelve months in the year. The Route remains the fourth busiest in the Amtrak system outside of the Northeast Corridor. Financial performance for FFY 2005-06 was solid. The farebox ratio was 45.5 percent.

Ridership increases have tapered off year-to-date 2006-07 (October – April), with ridership down 1.9 percent from the same period the prior year. Much of the ridership on the San Joaquin Route is discretionary, and thus sensitive to changes in the economy and in fares. The three recent five percent fare increases (October 2005, April 2006, and October 2006) may have negatively impacted ridership. Also, the recent increase in housing costs that reduces discretionary income, may have affected ridership on this Route. Also, Amtrak is increasing State operating costs in 2007-08 for the first time in five years, primarily as the result of higher fuel prices.

The current service level of six round trips offers many trip options for both business and leisure travelers. Amtrak and the Department working together continue to refine service options and marketing for the Route.

Business Outlook for Capital Program

On the capital side, the Route is on stable ground in the short run. Since 2000, the Department has completed important capital projects. These projects include: renovation of the historic Fresno station; a new Bakersfield station; the Moco Line Project from Martinez to Port Chicago with seven miles of new rail and Centralized Traffic Control (CTC); Sacramento to Stockton (former Southern Pacific) line improvements which allowed service to be initiated from Stockton to Sacramento; as well as other track projects that allowed increased speeds.

In November 2004, the new Oakland Equipment Maintenance Facility was completed. In Spring 2006, a double track project between Shirley and Hanford was completed that allowed the reduction of five minutes from four trains in the spring 2006 schedule. In early 2007, construction of a double track segment between Calwa and Bowles was completed, allowing increased reliability.

For 2006-07 and 2007-08, the Department has funds available to complete a number of important capital projects, including new CTC between Port Chicago and Oakley, and a siding at Pittsburg. These track and signal projects will improve reliability, on-time



performance (OTP), and reduce running times.

In FFY 2005-06, Traffic Congestion Relief Program (TCRP) funding was again made available. The TCRP program includes \$22 million for San Joaquin Route track and signal projects. The 2006 State Transportation Improvement Program (STIP) includes several San Joaquin projects forwarded from the 2004 STIP, as well as two new projects: capitalized track and signal maintenance and the Stockton Northwest Quadrant track connection.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), passed by the voters in November 2006, implements the Governor's Strategic Growth Plan, and includes \$400 million specifically dedicated to intercity rail projects. The 2007-08 Proposed Governor's Budget, as revised in May 2007, includes \$186 million for intercity rail projects, including \$150 million for rail equipment (for all three State-supported routes), and proposes that most of the remainder of the \$400 million be appropriated over the next two years.

In addition Proposition 1B made additional funds available to the STIP. As a result, the California Transportation Commission will approve the 2006 STIP Augmentation in June 2007. The STIP augmentation, as proposed, includes projects for the San Joaquin Route.

Proposition 1B funding gives the San Joaquin capital program a stronger financial base than it has had for a number of years. However, in the long term, it will be necessary to secure federal funding to complete all the necessary capital projects on the Route. Amtrak, many members of Congress, and states with state-supported intercity passenger rail programs, support a Federal/State matching grant program for rail capital projects, however, the federal legislation has not yet passed.



Chapter 3

Performance Standards And Results

Performance Standards Categories

The San Joaquin Route performance standards are included in **Figure 3.1**. 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 (OTP) and the percent of available State-owned equipment in service.

Basis for Achievement of Performance Standards

The performance standards for Federal Fiscal Year (FFY) 2007-08 are based on the short-range Operating, Marketing, and Capital Action Plans laid out in Chapters IV, V and VI of the Plan. The Intercity Rail Passenger Service Vision (discussed in Chapter I) serves as the basis for the Operating, Marketing, and Capital Action Plans. Then the anticipated results of the Action Plans are analyzed to determine achievable standards for FFY 2007-08.

The key capital project actions for FFYs 2006-07 and 2007-08 are:

- The extension of the Fresno double track south from Calwa to Bowles, which was completed in January 2007, has increased both reliability and OTP.
- Completion of Phase I work on 17.6 miles of double track from Port Chicago to Oakley during FFY 2007-08.
- Continuation of the mid-life overhaul of the original California Cars.

The key operating and capital actions for 2006-07 and 2007-08 are:

- Improve OTP.
- Expansion of the Free Transit Transfer Pass program with local transit operators.
- Improvement of connecting feeder bus service, including expansion of two routes in Spring 2007.
- A fall, winter, and spring advertising promotion.
- The expansion of the group travel program for school groups and seniors, plus the expansion of the new college student outreach program.
- Targeted marketing for train and bus locations with potential for growth in ridership.



Performance Standard Analysis

The FFYs 2005-06 and 2006-07 standards are consistent with the Amtrak operating contract for those years and are also consistent with the standards for those years that were included in the prior 2006-07 Business Plan. The FFY 2007-08 standards are consistent with the Governor's Proposed Budget, reflecting the first increase in five years in State costs for the San Joaquins and Pacific Surfliners.

The section in Figure 3.1 titled "Operating Results" includes the base data from which the performance standards were derived (revenues, expenses, State costs, etc.). This section also provides the comparison of the standards to the actual data for FFY 2005-06. 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.

Comparison of FFY 2005-06 Performance Standards and FFY 2005-06 Actual Results

Actual ridership of 799,879 in FFY 2005-06, although 5.8 percent higher than the previous year, was 1.9 percent below the standard of 815,000. The farebox ratio was 45.5 percent, 3.9 points below the standard of 49.3 percent. The drop in farebox ratio was the result of the lower-than-expected ridership, as well as significantly higher-than-expected expenses, primarily the result of higher fuel costs. Net State cost did not increase above the standard because of the contract maximum in the State's operating contract with Amtrak. FFY 2005-06 was an excellent year in comparison to past years. Ridership was record breaking with five months at top levels. The farebox ratio was at the highest levels since 1995-96.

OTP in FFY 2005-06 was 63 percent, the same as the previous year but 12 points below the standard of 75 percent. A major factor contributing to low OTP was a maintenance track blitz (track overhaul, repair, and replacement that takes the track out of service for a scheduled period of time) in late January through early February 2006. Also, most of the 314-mile San Joaquin Route from Bakersfield to Oakland is single-track, and OTP on a single-track railroad is particularly sensitive to increases in traffic and random service disruptions (i.e., crossing accidents, broken rails, and maintenance of way). In the past few years, freight traffic has been significantly higher on the San Joaquin Route due to the increased demand on the railroads to transport the record amounts of imports arriving at California ports. This upturn in freight traffic further constrains this predominantly single-track corridor and negatively impacts OTP. (See Chapter IV, Operations – OTP Section for a discussion of actions the Department is taking to improve OTP.)

2006-07 Performance Standards

The FFY 2006-07 performance standards are consistent with those displayed in the prior 2006-07 Business Plan. They were based on early 2005-06 performance trends, when the Route was enjoying record-setting ridership and revenue levels. Unfortunately, the growth tapered off later in that year, and into the early months of the current year. Consequently, it now appears that the 2006-07 standards will not be met, even though performance may



still exceed the previous year (see below for an explanation). The FFY 2006-07 standards include ridership of 856,000, a revenue increase of 15.7 percent, and an expense increase of 0.5 percent. The farebox ratio is projected at 52.4 percent, and OTP is projected at 75 percent.

Ridership year-to-date (October 2006-April 2007) is down 2.1 percent compared to the prior year. Because many trips on the San Joaquins are discretionary, and the income level of riders on the Route tends to be lower than on the other two California intercity rail routes, ridership on the San Joaquins is more sensitive to changes in fares and in the economy. Thus, the increase in the price of housing and the resulting decrease in discretionary income may have affected ridership. Also, fare increases and enhanced restrictions on the less expensive fares may have impacted ridership. The Department is reviewing data on fares to determine if any adjustments are warranted to aid ridership increases. Finally, in the record ridership months of 2005-06 (November 2005 through February 2006) a number of severe winter storms occurred which may have motivated travelers to ride the train rather than drive their cars; these high ridership levels were not repeated in Winter of 2006-07.

Year-to-date revenue (October 2006-December 2006), on the other hand, increased 4.6 percent over the prior year. This revenue increase is, in part, the result of longer train trips. In addition, there were 5.0 percent fare increases in October 2005, June 2006 and October 2006.

Year-to-date OTP (October 2006 through April 2007) was 66.8 percent, eight points higher than the same period the previous year. In March and April 2007, OTP was 79 percent (which is above the annual performance measure of 75 percent). OTP should improve significantly for the remainder of the year as the Route rebounds from a pair of disruptive track maintenance projects – one on UP and one on BNSF– in January and February 2007. In addition the Department continues to work with BNSF, UP, and Amtrak to implement measures to enhance schedule reliability, including supplemental dispatcher training and closely monitored passenger train delays. OTP will continue to be positively affected by the recent completion of the Calwa to Bowles double track project. Also, the installation of Centralized Traffic Control (CTC) between Port Chicago and Oakley should be completed during 2007-08 and will further improve reliability. Upon completion of key capital projects, BNSF has agreed to maintain 90 percent OTP (excluding a number of delays outside its control, such as weather) on the track it owns.

FFY 2007-08 Performance Standards

The performance standards for this year are based on the 2007-08 Proposed Governor's Budget. The standards include a 2.2 percent ridership decrease, a 5.3 percent revenue decrease, and a 4.4 percent expense increase from the 2006-07 performance standards. The farebox ratio is projected to decrease to 47.5 percent from the 2006-07 standard of 52.4 percent. OTP is projected to be 75 percent. However, ridership, revenue, farebox ratio, and OTP are all projected to be higher than actual results for FFY 2005-06.

The FFY projections at first glance can be confusing. This is because they adjust for the



over optimistic FFY 2006-07 projections, that were developed in early 2005-06 when the route was enjoying record-level ridership and revenue. Thus, a ridership decrease is projected from the 2006-07 standards that were based on over-optimistic ridership. Also, for the first time in five years, Amtrak will increase State costs in FFY 2007-08, primarily as the result of increasing expenses from higher fuel costs. None the less, both the farebox ratio and ridership are projected to be higher than actual results for FFY 2005-06.

Historical Performance Prior to FFY 2006-07

Figure 3.2 shows ridership and financial performance data on an annual State Fiscal Year (SFY) basis from the start of State-supported service in SFYs 1979-80 through 2005-06. (Note that **Figure 3.1** is on the basis of a FFY, so the annual data on **Figures 3.1** and **3.2** are not the same.) **Figure 3.3** provides three graphs that show the route's historical ridership and financial trends. These tables provide information on the historical basis for the performance measures discussed in this chapter.

As can be seen in **Figures 3.2 and 3.3**, 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 SFY 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 SFY 1988-89 and has fluctuated since that time.

The San Joaquins' financial performance was impacted by a number of interrelated factors. First, the introduction of the third train in 1989 increased expenses by approximately 70 percent, while ridership only increased initially by approximately 25.0 percent. The farebox ratio dropped from its peak of 86.9 percent in SFY 1988-89 to 68.8 percent in SFY 1990-91 with no change in cost basis (the first full year of third train service). Generally, when a new train is added, the initial farebox ratio drops because expenses rise immediately, while ridership adjusts more slowly to a new train.

The next impact to the farebox ratio was when Amtrak started increasing the cost basis charged to the State in an effort to reduce its need for federal operating subsidy. When the fourth train was added in 1992, Amtrak charged the higher long-term avoidable cost basis on this train. The lower short-term avoidable cost basis remained on all other trains. As a result of the new train and the higher cost basis, expenses increased 44 percent between SFYs 1991-92 and 1993-04 (the first full year of fourth train service), and ridership only increased by 16 percent. The drop in the farebox ratio was not quite as large on the fourth train as on the third train: the farebox ratio dropped from 66.4 percent in SFY 1991-92 to 52.1 percent in SFY 1993-94.

Then, in 1996, Amtrak changed to a full cost basis for all trains, with the result being that billed expenses increased dramatically. Between SFYs 1995-96 and 1996-97, billed expenses increased by 36.0 percent even though service levels did not increase. This is primarily the reason for the drop in the farebox ratio from 49.2 percent to 40.0 percent



during these years. An interesting note is that in SFYs 1996-97 and 1997-98 ridership and PM/TM climbed significantly, but couldn't overcome the increase in expenses caused by the change in cost basis.

In summary, starting in the 1990's, the San Joaquins' financial performance was hard hit by two factors. First, the introduction of the third and fourth trains added significant costs without adequate initial corresponding ridership and revenue increases to offset costs. Second, Amtrak increased the cost basis throughout those years so that the State was being charged significantly higher expenses for service.

In February 1999, the Department added the first Bakersfield–Sacramento train, and in March 2002 the Department added the second Sacramento train. As mentioned above, on longer distance corridor routes, such as the San Joaquins, the addition of service usually results in a temporary drop in farebox ratio. However, the farebox dropped only slightly with the addition of each Sacramento round trip, and climbed to prior year levels after one year.

State operating costs since FFY 2002-03 became stable and the financial outlook for operations through FFY 2007-08 is positive. Combined State operating costs for the San Joaquins and Pacific Surfliners are steady over the past five years, from FFYs 2002-03 through 2006-07, and the 2007-08 Governor's Budget proposes only a modest increase. This is the longest period of stability for State operating costs in the history of State-supported service. This situation is primarily the result of the change in cost basis in FFY 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.



Figure 3.1 – San Joaquin Route Performance Standards

Federal Fiscal Year (FFY) ϕ		FFY 2005-06				FFY 2006-07	FFY 2007-08
PERFORMANCE STANDARD	T&B #	ACTUAL	STANDARD \uparrow	VARIANCE ACTUAL TO STANDARD	PERCENT DIFFERENCE	CURRENT YEAR STANDARD \uparrow \times	BUDGET STANDARD $\$$
NUMBER OF DAILY ROUND TRIPS			6			6	6
USAGE							
Route Ridership	#	799,879	815,000	(15,121)	-1.9%	856,000	809,000
Average Daily Ridership	#	2,191	2,233	(41)	-1.9%	2,345	2,216
Percent Change in Route Ridership	#	--	1.9%	--	--	7.0%	-5.5%
Percent Change in Train Passenger Miles		--	4.1%	--	--	9.3%	-5.1%
Percent Change in Train Miles		--	0.4%	--	--	0.4%	0.5%
Passenger Miles per Train Mile (PM/TM)		90.4	93.7	(3.3)	-3.5%	98.4	92.8
COST EFFICIENCY							
Farebox Ratio (Train and Bus Service)	#	45.5%	49.3%	-3.9%	--	52.4%	47.5%
Percent Change in Total Revenue	#	--	0.6%	--	--	15.7%	-5.3%
Percent Change in Total Expenses	#	--	-7.3%	--	--	0.5%	4.4%
Train Revenue per Train Mile		\$ 13.73	\$ 13.99	\$ (0.26)	-1.8%	\$ 16.09	\$ 13.73
Train Revenue per Passenger Mile (Yield)		\$ 0.15	\$ 0.15	\$ 0.00	1.8%	\$ 0.16	\$ 0.15
Train Expenses per Train Mile		\$ 32.31	\$ 30.85	\$ 1.45	4.7%	\$ 32.79	\$ 33.53
Train Only State Cost per Train Mile		\$ 18.57	\$ 16.86	\$ 1.71	10.1%	\$ 16.70	\$ 23.77
Train Only State Cost Per Passenger Mile		\$ 0.21	\$ 0.18	\$ 0.03	14.2%	\$ 0.17	\$ 0.26
SERVICE QUALITY							
On Time Performance		63%	75%	-12%	--	75%	75%
Percent of California Equipment Available		90%	90%	0%	--	90%	90%
OPERATING RESULTS							
TRAIN AND BUS							
Total Revenue	#	\$ 26,462,794	\$ 26,627,000	\$ (164,206)	-0.6%	\$ 30,621,000	\$ 29,010,000
Total Expenses	#	\$ 58,208,182	\$ 53,984,000	\$ 4,224,182	7.8%	\$ 58,475,000	\$ 61,025,000
Total State Operating Cost *	#	\$ 27,607,000	\$ 27,607,000	\$ -	0.0%	\$ 27,479,000	\$ 32,465,000
TRAIN ONLY							
Train Only Revenue		\$ 18,331,950	\$ 18,747,000	\$ (415,050)	-2.2%	\$ 21,559,000	\$ 18,488,500
Train Only Expenses		\$ 43,124,534	\$ 41,345,000	\$ 1,779,534	4.3%	\$ 43,939,000	\$ 45,159,000
Train Only State Operating Cost		\$ 24,792,584	\$ 22,598,000	\$ 2,194,584	9.7%	\$ 22,380,000	\$ 32,014,838
Passenger Miles		120,615,051	125,532,000	(4,916,949)	-3.9%	131,809,000	125,036,000
Train Miles		1,334,763	1,340,000	(5,237)	-0.4%	1,340,000	1,347,000

- T&B Includes train and bus results. All other elements are train only.
 * - Reflects operating contract maximum in 2005-06. In all years, includes payment to Amtrak for minor capital projects not included in any other line item.
 x - Percent changes refer to the difference between the FFY 2006-07 Standard and the FFY 2005-06 Actual.
 ↑ - FFY 2005-06 and 2006-07 standards based on Amtrak contracts for those years.
 § - FFY 2007-08 standards based on Proposed Governor's Budget.
 φ - \$ shown in current year \$, and are not inflated.
 NOTE - Percents of change not shown when measure itself is a percent.



Figure 3.2 – San Joaquin Route Annual Operating Performance

State Fiscal Year	Notes	Ridership Data		Financial Data for Operations						
		Ridership	PM/TM	Revenue	Expense	Loss	State Cost	Amtrak Cost	Train Loss per PM	Farebox Ratio
		(F1)	(F1)	(F2)	(F2)	(F3)	(F4)	(F5)	(F6)	
1973-74	(S1)	38,770	83.6							
1974-75		66,990	44.2							
1975-76		66,530	43.8							
1976-77		87,642	56.0							
1977-78		80,611	52.7							
1978-79		87,645	60.2							
1979-80	(S2)	123,275	63.6	\$ 1,174,065	\$ 3,975,185	\$ 2,801,120	\$ 518,206		18.4¢	29.5%
1980-81		159,498	55.3	\$ 2,224,137	\$ 6,940,934	\$ 4,716,797	\$ 1,360,391		18.4¢	32.0%
1981-82		189,479	65.3	\$ 3,115,710	\$ 7,774,029	\$ 4,658,319	\$ 2,228,585		14.0¢	40.1%
1982-83		186,121	62.9	\$ 3,342,137	\$ 7,991,697	\$ 4,649,560	\$ 2,490,275		14.6¢	41.8%
1983-84		248,275	85.3	\$ 4,730,431	\$ 8,094,789	\$ 3,364,358	\$ 2,518,066		7.3¢	58.4%
1984-85		269,837	94.6	\$ 5,210,951	\$ 8,641,293	\$ 3,430,342	\$ 2,802,955		7.7¢	60.3%
1985-86		280,798	101.1	\$ 5,425,329	\$ 8,610,554	\$ 3,185,225	\$ 2,658,895		6.8¢	63.0%
1986-87		304,668	106.1	\$ 6,084,677	\$ 9,179,133	\$ 3,094,456	\$ 2,929,148		5.1¢	66.3%
1987-88		340,573	121.1	\$ 7,457,686	\$ 9,633,659	\$ 2,175,973	\$ 2,605,572		2.2¢	77.4%
1988-89		370,190	133.7	\$ 9,527,268	\$ 10,968,216	\$ 1,440,948	\$ 1,887,450		1.3¢	86.9%
1989-90	(S3)	418,768	116.9	\$ 11,845,743	\$ 15,286,520	\$ 3,440,777	\$ 3,544,332		3.2¢	77.5%
1990-91		463,906	104.1	\$ 12,691,986	\$ 18,456,785	\$ 5,764,799	\$ 5,803,565		4.9¢	68.8%
1991-92		483,593	104.3	\$ 12,369,805	\$ 18,633,777	\$ 6,263,972	\$ 6,472,598		4.3¢	66.4%
1992-93	(S4)	516,113	109.6	\$ 12,628,496	\$ 22,227,149	\$ 9,598,653	\$ 10,789,651		6.5¢	56.8%
1993-94		558,569	94.6	\$ 13,894,624	\$ 26,678,861	\$ 12,784,237	\$ 12,335,021	\$ 3,937,150	8.3¢	52.1%
1994-95		524,680	88.8	\$ 12,244,668	\$ 25,077,153	\$ 12,832,485	\$ 12,668,018	\$ 3,705,069	9.7¢	48.8%
1995-96		526,088	86.6	\$ 12,477,497	\$ 25,386,099	\$ 12,908,602	\$ 14,483,048	\$ 1,360,327	11.8¢	49.2%
1996-97		652,544	106.1	\$ 13,817,681	\$ 34,528,165	\$ 20,710,484	\$ 16,265,387	\$ 5,672,236	18.6¢	40.0%
1997-98		702,178	118.0	\$ 15,230,966	\$ 36,517,290	\$ 21,286,324	\$ 17,190,515	\$ 4,493,597	17.7¢	41.7%
1998-99	(S5)	680,687	102.8	\$ 16,496,457	\$ 37,269,835	\$ 20,773,378	\$ 19,938,254	\$ 1,712,168	17.6¢	44.3%
1999-00		671,295	92.7	\$ 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%
2003-04		752,227	87.2	\$ 22,100,796	\$ 50,061,460	\$ 27,960,664	\$ 27,960,664	\$ 89,345	20.5¢	44.1%
2004-05		743,245	85.1	\$ 22,590,880	\$ 49,883,689	\$ 27,292,809	\$ 27,292,808		19.6¢	45.3%
2005-06		801,242	91.1	\$ 25,869,979	\$ 55,226,742	\$ 29,356,763	\$ 29,356,763		19.0¢	46.8%
TOTAL		13,609,730		\$ 330,714,419	\$ 679,295,198	\$ 348,580,779	\$ 330,693,305			

(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.

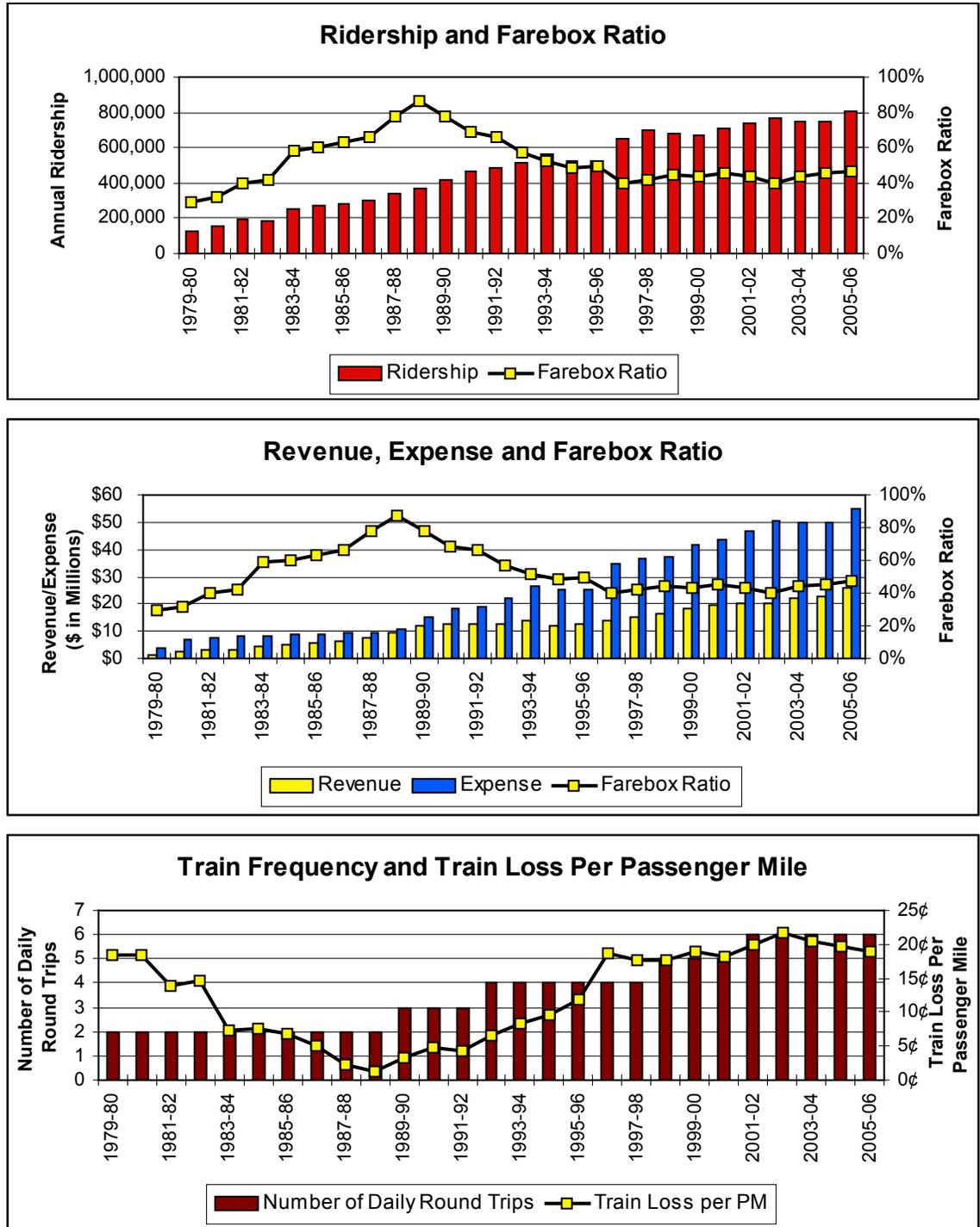
(F4) Between State Fiscal Years 1993-94 and 2003-04, Amtrak cost is based on billings submitted and reflects cost bases and Amtrak shares as stated in notes (F2) and (F3) above. However, Amtrak does not include the unbilled Amtrak share of fixed cost elements. Prior to FY 1993-94, data to calculate Amtrak cost is not available; beginning in FY 2004-05, no Amtrak share is billed.

(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 3.3 – San Joaquin Route Financial Trends – SFY 1979-80 through 2005-06



Note: See the footnotes to Figure 3.2 and the section in Chapter II titled “Historical Performance Prior to FFY 2003-04” for an explanation of how the changes to Amtrak’s cost basis reduced the farebox ratio.



Chapter 4

Operating Plan

Below is a summary of the Operating Action Plan for Federal Fiscal Year (FFY) 2007-08.

2007-08 OPERATING ACTION PLAN

San Joaquin Corridor Strategic Business Plan

- Complete the plan in early 2008 to develop a vision for the corridor and identify capital projects and grade crossing improvements.

Intercity Passenger Rail System Connectivity

- Expand the “Free Transit Transfer Pass” program to additional transit operators in San Joaquin Valley cities.

Passenger Information

- Debut “Caltrans in Transit,” a web-based travel planner for Caltrans employees in Summer 2007, and expand program if successful.

Train Monitoring and Inspections

- Continue unannounced inspections on board trains by Department Staff to inspect equipment, monitor customer

service, and report findings to Amtrak personnel for remedial action.

Food Service

- Complete selection of new coffee vendor and related promotional activities in 2007.

On-time Performance

- Reach on-time performance (OTP) goal of 75 percent in both 2006-07 and 2007-08 as a result of completing key capital projects and working with BNSF Railway (BNSF), Union Pacific Railroad (UP), and Amtrak to enhance schedule reliability.

Amtrak Bus Operations

- Conduct twice-yearly route and segment bus evaluations to determine cost recovery. As warranted, add, cut, or discontinue routes.



Route Description

The San Joaquin Route extends 234 miles north from Bakersfield to Stockton where the route splits. The original route turns west at Stockton for 82 additional miles to Oakland, while the Sacramento leg continues north for 49 miles to Sacramento. The Oakland-Bakersfield route comprises 316 total route miles, while the Sacramento-Bakersfield route is 283 total route miles. Combined non-duplicate route miles total 365. There are 17 total train stops (including the three terminal stops). Scheduled train-running time between Oakland and Bakersfield averages six hours nine minutes. Overall average speed, including station dwell time, is 51.3 mph. Scheduled train running time between Sacramento and Bakersfield averages 5 hours 16 minutes, and overall average speed is 53.7 mph.

Between Port Chicago and Bakersfield, predominant right-of-way ownership is by BNSF, the successor company to the Atchison, Topeka and Santa Fe Railway. UP owns 39 miles between Oakland and Port Chicago and 49 miles between Stockton and Sacramento (UP acquired the Southern Pacific in 1996). Amtrak operates the San Joaquins under provisions of its contracts with BNSF and UP.

Current Service Level

Currently, six daily train round-trips serve the San Joaquin Route, four operating between Bakersfield and Oakland/San Francisco and two between Bakersfield and Sacramento. All six round-trips have dedicated bus connections between Bakersfield and Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect San Francisco/Oakland with Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

The four Oakland-Bakersfield trains are spread throughout the day, while the two Sacramento-Bakersfield trains offer early morning departures in both directions, with late afternoon/evening returns, also in both directions. These trains make day trips in either direction possible and attractive for business and leisure travelers in the Valley. (See Figure 4.1a – 4.1b, San Joaquin Route schedule.)

More round trips are planned in FY 2011-12, when the Department expects to be able to procure new cars and locomotives.



Figure 4.1a – San Joaquin Route Schedule Northbound

San Joaquin Route -- BAKERSFIELD - FRESNO - STOCKTON - SACRAMENTO - EMERYVILLE - OAKLAND

Northbound--Read Down

Final- Effective May 21, 2007		5811 ® Bus Daily					565 Train Daily		769 Train Daily		775 Train Daily
<i>San Diego Connections</i>		PM					AM		AM		Noon
SAN DIEGO	Lv	10:00					7:05		9:30		12:00
LOS ANGELES	Ar	1:15					9:50		12:15		2:40
<i>Route 1 Bus Connection</i>							AM		PM		PM
			5701 ® Bus Daily	5813 ® Bus Daily	5815 ® Bus Daily	5817 ® Bus Daily		5803 ® Bus Daily			
LOS ANGELES	Lv	1:25	AM	AM	AM	AM		PM			PM
BAKERSFIELD	Ar	4:40	4:10	7:00	10:00	1:05		3:30			3:10
			AM	AM	AM	PM		PM			PM
			711 ® San Joaquin Daily	701 ® San Joaquin Daily	713 ® San Joaquin Daily	715 ® San Joaquin Daily		717 ® San Joaquin Daily		703 ® San Joaquin Daily	
BAKERSFIELD (1,9,10,12,19)	Lv	4:55	AM	AM	AM	PM		PM		PM	
Wasco		5:22					1:20		3:45		6:10
Corcoran		5:54					1:47		4:12		6:37
HANFORD (18)		6:12					2:23		4:48		7:12
FRESNO	Ar	6:46					2:41		5:06		7:30
FRESNO	Lv	6:50					3:16		5:46		8:04
Madera		7:11					3:20		5:50		8:08
MERCED (15,37)		7:45					3:41		6:11		8:29
Turlock/Denair		8:06					4:19		6:49		9:05
MODESTO (24)		8:23					4:41		7:12		9:27
STOCKTON (3,6,34)	Ar	8:54					4:56		7:27		9:45
<i>Sacramento Train Service and Route 3 Bus Connection</i>			3711 ® Bus Daily	4401 ® Bus Daily	3713 ® Bus Daily	3715 ® Bus Daily		3717 ® Bus Daily		4403 ® Bus Daily	
STOCKTON	Lv		AM	AM	PM	PM		PM		PM	
Stockton-ACE Station (34)	Ar			11:20	F 2:50	A 5:35		G 8:10		10:15	10:20
Lodi (3)	Ar		E 9:25	11:34	F 3:10	A 5:45		G 8:30		10:29	
Elk Grove-Harbor Pt & Renwick	Ar		D 9:25		D 3:00	D 5:55		D 8:30			
SACRAMENTO (CC,3,20,23)	Ar		9:50	12:30	3:25	6:20		8:55		11:25	
			AM	PM	PM	PM		PM		PM	
STOCKTON (3,6,34)	Lv	8:58		11:30	2:30	5:30		8:05			D10:25
Antioch		9:33			3:05	6:01		8:36			
MARTINEZ (CC,7)	Ar	9:57			3:28	6:22		8:55			
MARTINEZ (CC,7)	Lv	10:00			3:31	6:25		8:58			
Richmond (CC)		10:25			3:56	6:50		9:24			
EMERYVILLE (CC,34,99)	Ar	10:43			4:13	7:13		9:48			
EMERYVILLE (CC,34,99)	Lv	10:45			4:15	7:15		9:50			
OAKLAND (CC,21,34,36,99)	Ar	10:55		D 1:00	4:25	7:25		10:00			D11:45
<i>Route 99 & 34 Bus Connections</i>			6611 ® Bus Daily		6613 ® Bus Daily	6615 ® Bus Daily		6617 ® Bus Daily			
EMERYVILLE	Lv		AM		PM	PM		PM			
SAN FRANCISCO-Ferry Bldg.	Ar		10:47	1:20	4:17	7:17		9:52			D11:59
			AM	PM	PM	PM		PM			AM

Notes: AFR: 39
 See Page 5 for general notes.
 AM - Light Face Type, PM - Bold Type.
 A - Stockton ACE and Lodi connection via Bus 3815 instead of 3715.
 E - Stockton ACE and Lodi connections via Bus 3811 instead of 3711.
 F - Stockton ACE and Lodi connections via Bus 3833 instead of 3813.
 G - Stockton ACE and Lodi connections via Bus 3837 instead of 3717.
 ® - Reservations required.
 5/13/07 SMM/DOR



Figure 4.1b – San Joaquin Route Schedule Southbound

San Joaquin Route -- OAKLAND - EMERYVILLE - SACRAMENTO - STOCKTON - FRESNO - BAKERSFIELD

Southbound-Read Down

Final-Effective May 21, 2007	4402® Bus Daily	6612® Bus Daily	6614® Bus Daily	6616® Bus Daily	4404® Bus Daily	6618® Bus Daily			
Route 99 & 34 Bus Connections	AM	AM	AM	PM	AM	PM			
SAN FRANCISCO-Ferry Bldg. EMERYVILLE	Lv 4:45	7:05 7:30 AM	712® San Joaquin Daily	9:35 10:05 AM	714® San Joaquin Daily	716® San Joaquin Daily	2:15	5:15 5:45 PM	718® San Joaquin Daily
OAKLAND (CC,21,34,36,99)	Lv 5:25		AM	AM		PM	2:45		5:50
EMERYVILLE (CC,34,99)	Lv 5:10		7:30	10:05		1:05			5:58
Richmond (CC)			7:40	10:15		1:15			6:00
MARTINEZ (CC,7)	Ar		7:50	10:25		1:25			6:10
MARTINEZ (CC,7)	Lv		8:20	10:55		1:55			6:40
Antioch			8:23	10:58		1:58			6:43
STOCKTON (3,6,34)	Ar 7:05		8:42	11:17		2:17			7:02
			9:16	11:48		2:52	4:55		7:33
Sacramento Train Service and Route 3 Bus Connection		702® San Joaquin Daily	3812® Bus Daily	3714® Bus Daily	3716® Bus Daily	704® San Joaquin Daily	3718® Bus Daily		
SACRAMENTO (CC,3,20,23)	Lv	AM	AM	AM	PM	PM	PM		
Elk Grove-Harbor Pt & Renwick	Lv	6:35	8:00	10:25	1:45	c 4:25	6:25		
Lodi (3)	Lv	7:15	B 8:15 A 8:25	11:05	2:05 E 1:55	5:05	6:45		
Stockton-ACE Station (34)	Lv	7:15	7:30	11:05		5:05	5:20		
STOCKTON	Ar	AM	8:50 AM	11:35 AM	2:40 PM	5:05 PM	7:20 PM		
STOCKTON (3,6,34)	Lv		9:20	11:52		5:54	7:37		
MODESTO (24)			9:49	12:21		3:25	8:10		
Turlock/Denair			10:03	12:35		3:38	8:24		
MERCED (15,37)			10:31	12:59		4:03	8:47		
Madera			11:02	1:36		4:39	9:23		
FRESNO	Ar		11:31	2:06		5:06	9:51		
FRESNO	Lv		11:35	2:10		5:10	9:55		
HANFORD (18)			12:11	2:44		5:46	10:28		
Corcoran			12:27	3:00		6:02	10:44		
Wasco			12:55	3:33		6:33	11:15		
BAKERSFIELD (1,9,10,12,19)	Ar		1:46	4:11		7:21	11:56		
			AM	PM		PM	PM		
Route 1 Bus Connection		5802® Bus Daily	5812® Bus Daily	5814® Bus Daily	5816® Bus Daily	5804® Bus Daily	5818® Bus Daily		
BAKERSFIELD	Lv	PM	PM	PM	PM	PM	PM		
LOS ANGELES	Ar	12:05 2:25 PM	1:55 4:15 PM	4:20 6:40 PM	7:30 9:50 PM	9:45 12:30 AM	11:59 2:45 PM		
San Diego Connections		580 Train SSH	582 Train Daily	784 Train Daily	590 Train FSSH	792 Train Daily	596 Train Daily		
LOS ANGELES	Lv	PM	PM	PM	PM	PM	PM		
SAN DIEGO	Ar	3:00 5:45 PM	4:05 6:55 PM	5:10 7:50 PM	7:00 9:40 PM	8:00 10:45 PM	10:10 12:50 AM		2:50 5:35 AM

Notes: AFR: 39
 See Page 5 for general notes.
 AM - Light Face Type, PM - Bold Type.
 A - Via Bus 3832 from Lodi to Stockton
 B - Via Bus 3712 from Elk Grove to Stockton.
 E - Via Bus 3816 form Lodi to Stockton.
 ® - Reservations required.
 5/13/07 SMM/DOR



San Joaquin Corridor Strategic Business Plan

In April 2006 the Department initiated this visioning plan for the San Joaquin rail corridor. The Strategic Business Plan is being developed in conjunction with San Joaquin Valley Rail Committee, Amtrak, BNSF, UP, and the public. The overall goal of this study effort is to further develop the San Joaquins as an alternative transportation system that relieves highway and air traffic congestion and supports efficient, environmentally compatible land usage. The Plan will identify possible capital projects, time lines, costs, project benefits, and a list of railroad crossings that need enhanced protections. The Plan will also identify possible Route extensions and their revenue and ridership. The Department anticipates that the Plan will be completed in early 2008.

Intercity Passenger Rail System Connectivity

The Department strives to make the San Joaquins intercity passenger rail system as “seamless” as possible with enhanced connectivity to other transportation systems. Designing for connectivity enters into virtually every aspect of operations, marketing and capital planning. The San Joaquin connecting bus system connects to all cities in the State with populations over 200,000 that are not directly served by the train. The train directly serves Oakland, Sacramento, Stockton, Modesto, Fresno, and Bakersfield. Buses serve Los Angeles, San Francisco, San Jose, San Diego, Long Beach, Santa Ana, Anaheim, Riverside, Fremont, and Glendale. The buses also serve rural and smaller metropolitan areas throughout the state, as well as Medford and Ashland, Oregon, and Reno, and Las Vegas, Nevada.

Connectivity With Other Transit Services - Once the passenger finishes the San Joaquin train or bus trip, the Department works to assure that connections with commuter rail and urban rail transit services are convenient. The San Joaquins stop at stations with direct connections to Caltrain, Bay Area Rapid Transit (BART), San Francisco Muni, Santa Clara Valley Transportation Authority (VTA) Light Rail, Altamont Commuter Express (ACE) and Sacramento Regional Transit (RT) Light Rail. In addition, the network of commuter rail and urban transit systems in Southern California is accessible to San Joaquin Route passengers by utilizing the dedicated connecting bus service at Bakersfield. (See the Appendix for further detail on these systems.)

In 2003-04, the Department started the “Transit Transfer Pass” Program where conductors on the train offer free transfers to participating transit services. The Department now has agreements with Alameda-Contra Costa Transit District, Benicia Transit, Central Contra Costa Transit Authority, County Connection (Martinez), e-Tran (Elk Grove), Fairfield/Suisun Transit, Fresno Area Express (FAX), Merced County Transit (The Bus), Rio Vista Transit, Sacramento Regional Transit District (RT), Unitrans (Davis), Santa Clara Valley Transportation Authority (VTA), WestCat (Martinez and Richmond Stations), Yolobus (Davis and Sacramento). Seven of these providers were added in late 2005-06 and 2006-07.

The Department’s goal is to eventually add all major bus transit providers with links to the San Joaquins to this program. In addition, for many years BART tickets have been sold at a discount on San Joaquin trains.

Connectivity With Amtrak - The San Joaquin Route also connects to Amtrak’s Califor-



nia and 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 San Joaquins connect to the following corridor and long distance routes: Pacific Surfliner, Capitol Corridor, Coast Starlight, California Zephyr, Southwest Chief, Sunset Limited. (See the Appendix for further detail on these routes.)

Connectivity to Airports - The Route also connects to a number of airports. San Joaquin buses stop at the Arcata-Eureka, Burbank- Bob Hope, and Palm Springs airports. For Los Angeles International Airport (LAX), the popular “FlyAway” buses whisk passengers to Los Angeles Union Station every half hour during most of the day and hourly at night. Bakersfield, Fresno-Yosemite International, Oakland International, and San Francisco International airports can be reached from a San Joaquin rail station with a local transit connection. Long Beach, San Jose Mineta International, Ontario International, and Sacramento International airports can all be reached from a San Joaquin Thruway bus station with a local transit connection.

Connectivity to Streets, Roads and Highways - Finally, the Department works to ensure that the trains are well connected to streets and highways through proper design of stations and signage. 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 installed to direct highway travelers to Amtrak stations. In 2004-05 the Department began an inventory and replacement of Amtrak station pathfinder signs on city streets or adjacent to the state highways, and continues this work as an ongoing sign maintenance project.

Passenger Information

Passenger information serves both a marketing and operational function. The Department is continually looking for new ways to inform customers and potential customers about San Joaquin service, transit, air and auto connections to San Joaquin trains and buses, as well as locations served by San Joaquin trains and buses. Passenger information devices include printed materials; signage and displays at stations, bus stops and on streets and highways; an internet website and telephone information. In the last few years, additional emphasis has been placed on providing information on the “total trip” including extensive information on destinations.

The San Joaquin Route timetable (see Figure 4.1) provides the most essential passenger information. The timetable is updated with every schedule change and provides extensive passenger information including: train and connecting Amtrak bus schedules; listing of connecting transit services, including detailed information on commuter rail connections; and station information.

Passenger information is provided at train stations and bus stops. The timetable is displayed on “Info Posts” at all train stations (on the platform) and bus stops (at the stop). In 2003, new passenger information displays were installed at all staffed and unstaffed stations in the Valley. These displays include local area maps showing hotels, restaurants, rental car agencies and other services near the station along with phone numbers. Each



Info Post is updated with every schedule change.

To improve passenger information at stations, electronic Passenger Information Display Systems were installed in 2005 at all stations on the San Joaquin Route. They provide real-time audio and visual information on train arrivals and departures. This system is especially helpful at unstaffed stations.

The Department provides an internet website page for California Amtrak services at **www.amtrakcalifornia.com**. The goals of the website are to provide the user with the information necessary to take a train trip and also provide extensive information on destinations. One of its most useful features is a separate page for every San Joaquin train and bus stop that includes information on the station, a map of the station and environs, a printable map, many internet links to local rail and bus transit agencies, places of interest, and local tourist organizations.

In 2004, the Department developed and distributed a San Joaquin Destination Guide featuring detailed information about services available near all Amtrak stations on the San Joaquin route. The guide was distributed to stations, placed on trains and mailed to interested parties.

Caltrans in Transit –The Department will launch “Caltrans in Transit,” a web-based travel planner for Caltrans employees in early Summer, 2007. This tool will provide employees with the “best bets” for using public transportation when traveling on State business between Headquarters and District offices. The “Caltrans in Transit” web-based travel planner will present employees with transportation options, trip costs, and detailed travel instructions. In addition the Department’s Internet Travel Reservation service will be enhanced in 2007 to allow making Amtrak reservations with the same ease as making airline and car rental reservations. Finally, Amtrak will install a “Quik-Trak” ticket machine at the Department’s Headquarters location that will be available to the public to purchase Amtrak tickets. The Department will monitor the success of the program and possibly expand it to Caltrans Districts.

Train Monitoring and Inspections

Department staff conduct unannounced inspections of San Joaquin trains to inspect equipment and monitor customer service. Staff observes and reports on the condition and appearance of safety equipment, restroom facilities, luggage and bicycle storage areas, food service equipment, and the exterior and interior of train cars and locomotives. Staff also monitors the level of service provided by the Amtrak train crew and reviews passenger comment cards. The findings are reported to Amtrak personnel who then take appropriate steps to improve both the condition of equipment and the quality of service provided.

Food Service

Each San Joaquin train has a dining car, which offers a full meal on a tray, light meals (i.e., sandwiches), snacks, drinks, beer and wine. The dining car has a variety of seating arrangements available, or passengers can take food and drinks back to their own seat.



The “Eat Easy” meal service that provides a full meal on a tray is available on all San Joaquin trains. To increase awareness of this service (introduced in 2002), seat back menu cards (produced since 2003) provide passengers with information on the food service in the cafe car. Sales of these meals remain at a moderate pace.

The Point-of-Sale (POS) system was fully implemented in 2003 and continues to provide 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 four months, menu items are added or deleted based on the POS system input. Again, in 2006, food sales increased slightly over the previous year due to changes in the food selections, which now include vegetarian items.

In October 2006, the Department acquired new coffee machines for all food service cars operating on the Capitol Corridor and San Joaquin trains. These new machines use pre-measured filter packs, electronic programming and an energy efficient on/off feature. A request for proposal for a new coffee vendor was initiated and selected in Spring 2007. The new vendor will be asked to participate in promotional activities on board the trains to promote coffee sales, including but not limited to co-branding of the coffee cups.

In Spring 2007, poster holders were installed on each end of each Northern California fleet car for advertising materials. Food vendors are being asked to provide pictures of their products to be placed into these holders.

Fares and Ticketing

Riders on the Pacific Surfliner Route have many different fare options. Most riders use the one-way or round-trip ticket that is double the one-way ticket price. A peak level fare is used for the summer and holiday periods and a lower fare for the remainder of the year. Discounted multi-ride tickets are also available. Discounted tickets are also available to seniors, persons with disabilities, students, children under 15 years, active military, and members of the American Automobile Association.

Customers can purchase tickets from: An Amtrak agent at a staffed station, from a conductor on the train (if boarding from an unstaffed station), an Amtrak Quik-Trak machine, on-line at the Amtrak internet website, or by phone from Amtrak.

The Department is monitoring the results of a pilot project for automatic ticket sales and validation on board trains by equipping Amtrak conductors with hand-held computers. The State-funded pilot project, which is under the direction of the Capitol Corridor Joint Powers Authority (CCJPA), will be implemented in two phases on the Capitol Corridor Route. Phase One, which will begin in Summer 2007, consists of a three-month pilot program to evaluate the hardware and software components of the system under revenue conditions. Upon successful completion of the pilot program, Phase Two will roll out the service system-wide on the Capitol Corridor Route, replacing existing on-board processes for ticket sales and validation. After Phase Two is complete, the Department and Amtrak will evaluate the feasibility of expanding the project to the Pacific Surfliners, the San Joaquins and the Amtrak long-distance network trains.



On-Time Performance

The Department's OTP goal for 2006-07 and 2007-08 is 75 percent. OTP over the years on the San Joaquin has varied and is difficult to maintain because most of the 314-mile San Joaquin Route from Bakersfield to Oakland is single-track. OTP on a single-track railroad is particularly sensitive to increases in traffic and service disruptions (i.e., crossing accidents, broken rails, and maintenance of way).

In 2000-01, OTP was 67 percent, and in 2001-02 OTP was up to 78 percent as a result of extensive Department financed track work and subsequent negotiations between Amtrak and BNSF. Between 2002-03 and 2005-06 OTP has averaged 61 percent. Reduced OTP is the result of a number of factors. First, BNSF's economic projections had anticipated that 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. In fact, freight traffic has increased significantly, particularly as the result of container traffic from the Port of Oakland. Also, for at least the last three winters, BNSF track blitzes caused OTP to drop to as low as the mid-thirty percent range. Finally, winter storms in 2004-05 and 2005-06, with attendant levee breaks, negatively impacted OTP.

Year-to-date OTP (October 2006-April 2007) was 66.8 percent. However, when January and February are deleted, to account for the effects of the winter track blitz, OTP climbs to 77 percent. This exceeds the performance standard of 75 percent for the year. This increase in OTP over prior years is partly the result of an important double-track project that was finished from Shirley to Hanford in early 2006. This allowed running times on four trains to be reduced by five minutes with the April 2006 schedule change. Train schedules were adjusted to allow trains to pass each other on the new double track, rather than on sidings. This improves reliability and running times. Additionally, the Calwa to Bowles (near Fresno) double track project was completed by January 2007 and further improves reliability and OTP. With the completion of this project, and a soon-to-be completed related project, BNSF agrees to maintain 90 percent OTP (with the exception of events out of the railroad's control, (such as weather) on all track on the Route owned by the BNSF Railway.

The Department also has a number of operational activities aimed to increase OTP and reliability. First, OTP financial incentives are contained in the Amtrak operating agreement with BNSF. When the standards are not met, the payments are not made. Second, weekly scheduling conference calls involving the railroads (both the UP and the BNSF), Amtrak, and periodically the Department, identify issues with the prior weeks performance and review OTP projections for the upcoming week(s). Third, the Department participates with the railroads and Amtrak in developing schedules to minimize freight and passenger train operation conflicts. Fourth, for the Winter of 2007 the Department plans to work with the BNSF to implement operational changes to mitigate the impacts of the track blitz on OTP. Finally, the Department works with BNSF to identify and fund projects that will improve OTP.



Amtrak Bus Operations

In FFY 2005-06, over 70 percent of all San Joaquin passengers used at least one connecting bus at the beginning or the end of their trips, making this network an essential element of San Joaquin service. Buses are used to expand the service area to reach markets not served by rail. The Amtrak buses provide guaranteed connections; if a train is late, the bus waits for the train. The buses are required to have a high standard of comfort, including ample legroom, reclining seats, and are equipped with wheelchair lifts.

Government Code Section 14035.55 requires that Amtrak bus riders must use the train for part of their trips. To conform with this requirement, Amtrak has specific ticketing policies to ensure bus access is provided only to train riders.

Bus Route Cost-Effectiveness – Bus routes are evaluated for their cost-effectiveness. 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. The Department developed written standards to implement the law, including twice-yearly route and segment evaluations. Cost recovery (or break-even) is defined (under the law) by subtracting bus route operations costs from bus route revenue plus the train revenue contributed from bus route passengers. Under this analysis, the bus system provides a net incremental gain to the trains. The Department continues to evaluate bus routes on this basis and restructures or eliminates routes as necessary. Also, certain stops may be added, relocated, or eliminated, and frequencies may be adjusted to reflect 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 wait for train passengers arriving at the connecting point, and deliver the passengers to their destinations on time.
- Develop regularly scheduled stops at high traffic generators, such as Six Flags Discovery Kingdom (formerly Marine World), San Francisco's Pier 39 and AT&T Park (the downtown baseball stadium for the San Francisco Giants).
- Continue stops at special events such as fairs and festivals that not only generate revenue, but also increase public awareness of the service.

2006-07 – 2007-08 Bus Route Changes – In July 2006, in coordination with Altamont Commuter Express (ACE), Route 6 was modified to replace one bus round trip on weekdays with a new midday ACE train. The Department funded this train in part with traffic mitigation funds from a highway construction project in this corridor. In August 2006, several short runs from Sacramento to the Sierra Foothills were transferred from Capitol Corridor Route 20 to Route 3 to improve equipment utilization. In May 2007 the following changes were made: a fifth Redding trip was added to Route 3; Route 37 was rescheduled to permit one-day trips from Fresno to Salinas and Monterey; Route 19 was extended from Indio to the Imperial Valley cities of Brawley, El Centro and Calexico, and Hemet service was reduced to only one round trip. (See individual route descriptions below for details.)



Bus Route Descriptions - Thirteen Amtrak Thruway bus routes connect with the San Joaquins. These routes are described as follows:

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. During late-night and early-morning hours when Pacific Surfliner trains are not operating, one round-trip extends beyond Los Angeles to San Diego and intermediate points, and another to Fullerton and Santa Ana. Route 1B also provides five 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.

Route 3 connects Stockton with Lodi and Sacramento for the four San Joaquin round-trips that serve the Bay Area. Route 3 service also 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. Effective April 2006, a round trip was extended north from Redding to Dunsmuir, Mount Shasta, Weed and Yreka in northern California, as well as Ashland and Medford in southern Oregon. In addition to extending service to a mid-sized metropolitan area just across the Oregon border, this extension also provides service to several smaller California communities that lost Greyhound service in April 2005. In May 2007, the fifth Sacramento-Redding bus round-trip was added. A bus connection also operates between Suisun/Fairfield, Davis and Sacramento for both Sacramento-Bakersfield train round-trips. The various Route 3 buses also provide connections to or from Capitol Corridor trains at Sacramento.



In August 2006, one morning Roseville-Sacramento trip (connecting with an early morning Capitol Corridor train, and two evening Sacramento-Auburn round trips that connect with both Capitol Corridor trains and San Joaquin buses) was transferred from Capitol Corridor Bus Route 20 to San Joaquin Bus Route 3 to improve equipment utilization.

Route 6 offers six round-trips between San Jose and Stockton. This route also provides additional frequencies for Altamont Commuter Express (ACE) passengers through a ticket honoring agreement between Amtrak and ACE. Beginning in October 2005, four of the six round trips were extended beyond San Jose to Sunnyvale, Mountain View and Palo Alto. In August 2006, ACE added a new midday train between Stockton and San Jose on weekdays. This train allowed one bus round trip to be eliminated, as Amtrak tickets are honored on the ACE trains, and Amtrak provides shuttle connections between the ACE and Amtrak stations in Stockton. This new ACE train also connects with Capitol Corridor and Pacific Surfliner bus connections at San Jose, providing connections to Salinas, San Luis Obispo, Santa Barbara, and beyond.



In October 2006, the Palo Alto extension of Route 6 was discontinued due to low ridership. At the same time a weekend bus round trip was restored to fill the slot occupied by the ACE midday trains on weekdays.



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 Six Flags Discovery Kingdom (formerly Marine World), Vallejo, and Napa. Some of these trips are scheduled to connect with Capitol Corridor trains as well as San Joaquin.

Route 9 connects Bakersfield with Las Vegas and intermediate points with two daily round-trips.

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

Route 12 provides service between Bakersfield and Lancaster/Palmdale/ Victorville. Since both Routes 9 and 12 serve 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 combination with the move of a Route 9 trip from Train 712 to Train 714, a Route 12 trip moved from Train 714 to Train 712 in May 2007, providing an earlier arrival in the Antelope Valley and Victor Valley areas.

Route 15 connects San Joaquin train service at Merced with Yosemite National Park. This service, consisting of three round-trips, previously 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. During the summer of 2006, however, a slide blocked State Highway 140 used by Route 15. Temporary repairs were made, but only small buses are allowed to use the temporary bridge across the Merced River. This changed the financial viability of the route. Consequently, Caltrans and Amtrak agreed to guarantee a minimum ridership on the one round trip that is used for the Amtrak Yosemite-in-a-Day tour until the operator is once again able to use full-sized buses on the route.

Route 18 offers service from Hanford. This route is 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. 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. Bus Route 18B connects Hanford with Goshen Junction and Visalia with two daily round-trips. In 2004, a new Transit Center opened in downtown Visalia that is served by local and countywide transit, as well as Greyhound, Orange Belt and Amtrak Thruway bus schedules. The center has greatly increased the visibility of Amtrak service in Visalia.



Route 19 features four daily round-trips between Bakersfield and San Bernardino via La Crescenta, Pasadena, Claremont, Ontario, and Riverside. Two round-trips extend beyond San Bernardino to the Coachella Valley with stops at Beaumont, Palm Springs, Palm Desert, and Indio. With the May 2007 schedule change, service was extended to the Imperial Valley with stops at Brawley, El Centro, and Calexico. One other round-trip extends beyond San Bernardino to Moreno Valley, Perris, and Hemet. Also at that time, Hemet service was reduced to only one round trip.

Route 34 connects with the two trains serving Sacramento, offering Bay Area connections from Stockton to Oakland and San Francisco.

Route 35 began in late April 2004. The San Jose - Santa Cruz portion of Route 6 (along with Capitol Corridor Route 22) was combined with the Highway 17 Express service operated by Valley Transportation Authority (VTA) and Santa Cruz Metropolitan Transportation District (SCMTD). The Department and the Capitol Corridor Joint Powers Authority are providing funding to VTA and SCMTD for the operation of service on weekends and extension of service into downtown Santa Cruz. In exchange, Amtrak passengers are able to use their Amtrak tickets on the Highway 17 Express, which also carries local transit passengers. This change also avoided costly duplication of service and provided additional connections on weekdays. Results from the first three years of service have exceeded all expectations. Consequently, financial support from the Department has been much less than budgeted. (25 percent of the State's share of the cost of this route is allocated to the San Joaquin Route and 75 percent to the Capitol Corridor.)

Route 37 began operating at the end of October 2005. This new route offers two daily round trips between a San Joaquin connection at Merced and the cities of Los Banos, Hollister, San Juan Bautista, Salinas, Monterey, and Santa Cruz. In May 2007, the Route was rescheduled to permit one-day trips from Fresno to Salinas and Monterey with one round trip extended to Santa Cruz. At Salinas, this route also provides Monterey connections for Coast Route buses operating between the Bay Area and Central Coast train connections.

Amtrak Transbay Bus Route 99 - 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.

Capitol Corridor Bus Connections - In addition to the 14 bus routes described above, the Capitol Corridor feeder buses also provide connections with the San Joaquins. Destinations through Sacramento include intermediate points from Roseville to Reno/Sparks, Nevada, as well as Placerville and South Lake Tahoe.





Chapter 5

Marketing

This chapter describes the Marketing Program for the San Joaquin Route. Below is the Department's Marketing Action Plan with actions for the 2007-2008 year. These actions are described in more detail in the chapter.

2007-08 MARKETING ACTION PLAN

Advertising and Public Relations

- Fall, winter, and spring advertising campaigns will continue to focus on the target populations: families, the mature market (50+ years), and the Hispanic community. The campaigns will feature the new Amtrak artwork that premiered in Spring 2007 to promote the San Joaquins and promotions on Spanish language KUVS Univision 19.
- Prior successful advertising partnerships will continue with the addition of a new partnership with the Oakland Museum. The Department will also seek new partnerships with similar venues.
- Public relations will highlight the dedication of the second platform in Hanford, overhaul of two State-owned locomotives to meet EPA clean air standards, and continue to publish the quarterly newsletter "Making Tracks".

Community Outreach

- Multimedia presentations will continue to be given to community groups and interested

organizations and will expand to additional special events.

Group Travel Program

- Promotion of the "Kids 'N Trains" Program will continue with a major mailing of an updated brochure to educators in Fall 2007.
- The "All Aboard Seniors" program will debut a new multimedia presentation for senior groups.
- In Fall 2007, the college student travel discount program will expand from five to six campuses: to include the University of the Pacific in Stockton.

Rail Safety

- Operation Lifesaver Program will significantly expand, including introduction of rail safety materials in Asian languages and a video targeting farm workers.

Market Research

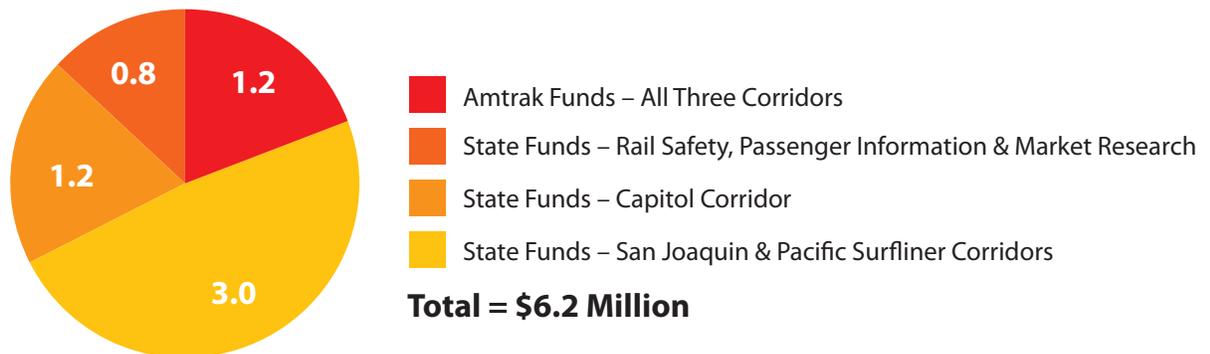
- Customer attitudes about train delays and potential Business Class service will be assessed, providing valuable planning information. In addition, advertising recall among target audiences will be evaluated.



Marketing Funding

The total annual marketing budget in 2007-08 is \$6.2 million, which includes \$5 million in State funds for intercity rail marketing. Amtrak supplements the Department's annual budget with an additional contribution for media advertising of \$1.2 million. The \$5 million in State funds (unchanged in eleven years) is divided among the three intercity rail routes: Pacific Surfliner, San Joaquin, and Capitol Corridor. (The Capitol Corridor Joint Powers Authority administers Capitol Corridor marketing funds.) \$3.8 million of State funds are budgeted for marketing expenditures on the San Joaquin and Pacific Surfliner Routes and the remaining \$1.2 million in marketing funds go to the Capitol Corridor. Typically, media advertising receives just under \$3.0 million of these funds, and \$0.8 million is divided between rail safety, passenger information, and market research. (see **Figure 5.1**)

Figure 5.1 – 2007-08 Annual Marketing Budget (\$Millions)



Advertising and Public Relations

The first advertising goal is to make travelers aware of intercity passenger rail service as a travel option. The second goal is to persuade travelers to choose that travel option. The Department and Amtrak combine resources to create a single advertising program for California services. In 2006-07, the Department renewed its marketing contract using a competitive bid process. Glass-McClure Inc., of Sacramento, was awarded the contract for \$9.0 million for the three-year period of 2006-07 through 2008-09. 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, media purchase, public relations services, promotions and partnership development services.

Market research has also helped to determine the most effective message and media choices to reach the target population during a specific marketing campaign. While the Department most often uses radio, newspaper and outdoor advertising, other media, including targeted direct mail, internet advertising, religious and minority press, traffic report sponsorships, and gasoline "pump toppers" are also used strategically to accomplish advertising goals.

Also, the Department continues to pursue advertising partnerships that will augment the value of activities paid for through the marketing budget.



Advertising Plan — The annual advertising plan uses themes related to seasonal activity and is focused on the three target populations. Advertising efforts on the San Joaquin have had a fairly direct impact on ridership and revenue.

The Fall 2006 advertising campaign used a combination of radio, TV and online ads. The campaign continued the “Travel Made Simple” concept and promoted everyday low fares and the onboard experience.

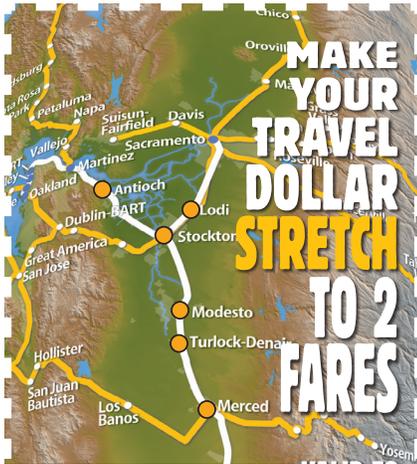
Spring and Summer 2007 advertising continues the “Travel Made Simple” campaign to the three target populations. Advertising mediums include general market and Hispanic radio (Sacramento, Stockton, Modesto, Fresno, Merced, Bakersfield), general market and Hispanic television (Sacramento, Fresno, Bakersfield) and online banner ads.

In addition, dramatic outdoor billboards were added to the mix in Spring 2007 that feature completely new artwork. Brightly colored, with prominent images of a San Joaquin train, these boards are exciting and eye-catching. A unique aspect is that some boards feature “extensions” of the photographs that extend off the rectangular frame of the billboards. Boards will be placed in high traffic areas on freeways and roads in Sacramento, Modesto, Hanford, Fresno, and Bakersfield.



To increase awareness and ridership among the Hispanic populations of Sacramento, Stockton, and Modesto, Caltrans and Amtrak partnered with KUVS Univision 19 (Univision is the leading Spanish language media company in the United States). Univision aired two travel vignettes, starting in May 2007, that focused on two of Amtrak California’s most popular San Joaquin destinations: Yosemite and Six Flags Discovery Kingdom (formerly Marine World). These stories aired on “Sabor Latino”, the local weekend Hispanic Cultural Program. Segments feature “Modesto to Discovery Kingdom” and “Sacramento to Yosemite”, in the appropriate local markets. Univision will also feature an Amtrak California travel giveaway promotion in their morning news program “A Primera Hora”. Two on-air elements will feature the actual award of the travel giveaways to a program viewer.

In Spring 2007, the Department launched two new promotions; the Community Free Companion Promotion and the Bus Cities Free Companion Promotion. Amtrak offered



Two-for-One coupons valid on San Joaquin and Pacific Surfliner trains until June 15, 2007. The Community Free Companion brochures were sent by direct mail and promoted train stations with lower than average per capita usage in the Central Valley and Central Coast. The estimated goal of the promotion was 270,000 households, mostly within three miles of stations. The Bus Cities Free Companion promotion targeted underperforming Amtrak bus stops along the Sacramento-Medford and Bakersfield-Indio routes, with an additional 230,000 households near bus stops receiving direct mail. The Department will evaluate these promotions and determine whether their return on investment is favorable enough to continue in the future.

The 2007-08 advertising plan will continue to focus on the Department's target populations. A fall, winter and spring campaign is planned that will use similar themes and advertising media as in 2006-07.

Advertising Partnerships — The Department actively pursues a variety of partnerships as elements of the overall advertising program. This strategy yields additional exposure of the Amtrak message to target audiences, often without additional media expenditures. The Department has ongoing partnerships with the California State Railroad Museum, Applebee's Restaurants, Six Flags Discovery Kingdom, the Hanford Visitor Agency, Colonel Allensworth State Historic Park, the Sacramento Convention and Visitors Bureau, the City of Martinez Chamber of Commerce, and the California Museum for History, Women and the Arts (Sacramento) and others. In addition, national Amtrak campaigns complement Amtrak California advertising.

Success of the 2006 Applebee's partnership convinced additional Applebee's restaurants to join the advertising partnership in April and May 2007. Stickers with custom Amtrak art were placed on all customer bills and encouraged customers to request a free companion fare coupon. Participating Applebee's radio stations featured an Amtrak sweepstakes on their websites giving listeners a chance to enter to win a getaway onboard the San Joaquins, including hotel accommodations and spending money. Participating restaurants in the San Joaquin markets are located in Sacramento, Stockton, Modesto, Merced and Fresno.

A new partnership with the Oakland Museum presents Amtrak as the "official transportation" sponsor of a May through August 2007 exhibit entitled "Yosemite: Art of an American Icon". Amtrak and the museum are jointly promoting the museum exhibition and travel to Yosemite National Park on the San Joaquins. Posters and rack cards featuring artwork of Half Dome and the San Joaquin train were placed at the museum, all locations where the exhibit is being promoted, in Amtrak stations, and onboard the trains. The Yosemite promotion will highlight the park during the period when families typically start to make plans for summer travel, thus raising awareness of the train as a way to reach a popular family destination.

In 2007-08, the Department will continue prior successful partnerships as well as pursue



partnerships with local organizations, such as convention and visitors bureaus, chambers of commerce, and similar venues. These organizations then work with their local members to promote the San Joaquin Route. The Department also continues to partner with the San Joaquin Valley Air District by advertising the air quality benefits of the train. Additionally, national Amtrak campaigns will be used to augment or complement the advertising efforts in California markets.

Public Relations — The public relations program is an integral part of the overall advertising plan and includes promotional programs and special events, such as press conferences, station grand openings, and service opening ceremonies. This program has a more personal and hands-on approach than the advertising program and it is designed to work with and support advertising efforts. The Program includes media relations, production of brochures and informative materials, and the design and development of displays (for use at fairs, special events and exhibits). The quarterly newsletter “Making Tracks” features promotions and highlights tourist destinations.

Specific plans for 2007-08 include an event to highlight the overhaul of two state-owned locomotives to meet EPA clean air standards, dedication of a second platform at Hanford in Summer 2007, and events that celebrate significant milestones along the route.

Community Outreach

The Community Outreach program is customized for each group. The goal is to promote San Joaquin ridership, explain the Department’s intercity passenger rail programs and policies, and encourage each community to participate in promoting the San Joaquin Route. In 2007-08, the Department will continue to:

- Conduct multi-media presentations for service clubs, chambers of commerce, schools and other interested groups to foster open communication between communities and the Department and to stress the value of partnership.
- Include station agents in outreach efforts to establish a local tie to communities.
- Sponsor local events at low or no cost.
- Promote station pickup service by hotels and rental car companies.
- Sponsor informational booths at special events including conventions, conferences, fairs and festivals.

Participation at special events has the advantage of face-to-face interaction with potential Amtrak passengers. Specific questions about Amtrak travel can be answered and useful travel materials, such as timetables and travel planners can be distributed. Depending upon the venue, raffles may be held in which Amtrak tickets and merchandise are used as prizes. The outreach events planned for 2007-08 include Madera County Fair, Lodi Grape Festival, & Harvest Fair, Caltopia at UC Berkeley, Merced County Fair, and the Stockton Asparagus Festival, and additional fairs and festivals on an event-by-event basis.



Group Travel Programs



Kids 'N Trains - The San Joaquins youth field trip group program "Kids 'N Trains" begins its eighth full season in September 2007. The popular program has over 152,000 boardings and 1,618 trips taken since its inception in 2000. The Department continues to refine the program to make it more user-friendly and easier to assimilate into existing Amtrak reservation and operations systems. Program refinements now include expanded destination information on the Department's website. In 2006-07 fares were modified to more evenly distribute boardings throughout the nine-month "Kids 'N Trains" season, resulting in higher overall ridership and increased revenue. The season began with a reduced zone fare of \$3.00 per person/round trip per zone. All zone fares were doubled from March through the end of the season. As a result, more riders were attracted during the months when travel has typically been low, thereby providing a better balance in ridership. This fare structure continues in 2007-08.

A major mailing to educators will kick off the 2007-08 program. Educators will receive an updated brochure that explains in detail how the program works. The Department works with Amtrak Group Reservations to coordinate this special discount program.

Senior Travel Program - In January 2004, the Department began a new senior group travel program "All Aboard Seniors!", patterned after the "Kids 'N Trains" program. The program was favorably evaluated in 2006 and the contract was renewed in February 2007. Plans for the 2007-08 season 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 promoted to senior groups and organizations in a manner similar to community outreach presentations. An updated program brochure was mailed to a targeted audience of seniors, senior groups/organizations and other interested parties to solicit program travel interest in 2007 and 2008.

College Student Discount Travel Program - In Fall 2005, the Department and Amtrak launched a trial college student discount program on the San Joaquin and Pacific Surfliner Corridors. The Program provides a 20 percent discount to students who show a student identification card from participating colleges. As with most other Amtrak discounts, a minimum three-day advance purchase and blackout days apply. The purpose of the Program is to introduce Amtrak travel to students who might otherwise travel by car to and from campus. The Department collaborates with university officials to make promotional materials available on campus to students and parents throughout the school year. Amtrak advertising appears in the college newspapers to maintain awareness, especially around term breaks and holiday periods.

In 2006-07 five campuses participated in the Program including: Fresno City College, California State University Fresno, University of California Merced, California Polytechnic State University San Luis Obispo, and California State University Bakersfield. Each institution has specific marketing advantages: the San Joaquin route travels directly through Fresno



City College, so there is a high awareness of trains on the campus; California State Universities in Fresno and Bakersfield are centrally located and attract students statewide; students are just now establishing travel patterns to UC Merced; and Amtrak Thruway motor-coach connections from Hanford bring passengers directly to Cal Poly-San Luis Obispo.

In Fall 2006, an updated student discount passport booklet was designed and printed in time for distribution to participating campuses. Featuring a travel theme, the discount booklet is about the size of a credit card and fits easily in a shirt pocket. The distinctive artwork that appears in the passport also will be used on flyers that are specific to each campus, thus unifying the look of the college travel materials and reinforcing the quality of the Amtrak brand.



Starting in the fall of 2007, University of the Pacific in Stockton will be included in the expansion of the program.

Rail Safety

The goal of the Department's rail safety campaign is to educate the public about safe behavior at railroad crossings and the dangers of trespassing on railroad rights-of-way. The Department coordinates its rail safety activities with California Operation Lifesaver, the State affiliate of the national nonprofit organization, whose major focus is to encourage safe behavior at railroad grade crossings and to discourage trespassing on railroad property.

The Statewide organization is a coalition of: railroads, Federal/State and local agencies, private businesses, and individuals concerned about promoting safety. The Department has a representative on the California Operation Lifesaver Board of Directors. Each year, the Department works with the Operation Lifesaver campaign on a combination of media advertising and public education events concentrated on certain geographically prioritized areas where accidents have occurred.

A partnership with the Federal Railroad Administration in 2005 resulted in "The A to Z Project", a new program of rail safety for middle and high schools in California. This program has called on schools to help put an end to train related tragedies that involve children. It included a 36-page booklet on train safety and a CD that includes two rail safety films. The booklet and CD are now sent to middle and high schools for introduction into the school curriculum.

In 2006, the Department's contract advertising agency developed a "Quick Response" media strategy that allows the safety message to appear in close time proximity to media reports of trespassing





and grade crossing incidents wherever they occur in California. “Quick Response” materials will continue to be a part of each year’s rail safety program.

The Department plans to significantly expand the Operation Lifesaver Program in 2007-08. Packages of rail safety materials, written in Chinese, Vietnamese and Hmong, will be produced and distributed to Asian community groups and speakers to convey the safety message to their members and listeners. The Department underwrites the cost of training rail safety speakers and the procurement of safety materials such as “no trespassing” signs for use by the railroads. Development and production of media materials and placement of advertising in local markets is also planned for 2007-08. Communities will be encouraged to host Rail Safety Week events based on a successful template introduced in Modesto in May 2007. Components of the Safety Week outreach include Operation Lifesaver presentations, advertising, targeted mailings and enforcement efforts. A video directed to the farm worker community will be distributed throughout the San Joaquin Valley in 2007-08.

In addition to the marketing efforts outlined above, the Department, in conjunction with the California Public Utilities Commission, oversees and administers safety-related capital improvement programs such as the Section 130 Federal Crossing Improvement Program and Section 190 State Grade Separation Program to improve and construct rail/vehicle crossings for increased safety (See Chapter 4).

Market Research

The Department contracts with Amtrak for market research services to determine: current train rider demographics, target markets, advertising themes for campaigns, and the effectiveness of campaigns and marketing tools.

To understand the Amtrak California customers’ needs, desires and preferences, the Department performs and periodically updates on-board surveys rotated by season. These surveys also provide demographic information along with a picture of travel behavior. Profiles are created of typical riders covering income, ethnicity, travel frequency and trip purpose, among other things.

Past research reveals that San Joaquins riders have the following characteristics:

- 47% have a household annual income of \$50,000.00 per year.
- 74% travel primarily for pleasure.
- The majority are middle-aged and younger.

With regard to advertising design, focus groups reveal that images of the train draw people’s attention and that potential riders want to know where the train goes and the cost of the trip. This information is used to craft a strategic marketing effort that appeals to the audience that is most predisposed to take the train. Steady ridership growth on the San Joaquin Route over the years has validated the use of market research to refine consumer advertising.



The Department also surveys motorists (“non-user surveys”) to determine why they do not use intercity passenger rail services. This is accomplished by conducting random periodic surveys of motorists who make three or more annual trips of 75 miles or more between cities served by the train or connecting buses.

Market research is also used to measure the effectiveness of advertising, since most marketing dollars are spent on advertising. Audiences of both train riders and non-riders test new campaigns beforehand to measure reactions to the message and creative approach. The results are used to create the advertisements. After a campaign runs, awareness and recall are measured to determine if the objectives of the ads were realized. The Department also contracts with Amtrak for the operation and development of the Rail Ridership/Revenue Forecasting Model. The Department and Amtrak use the model to estimate the ridership and revenue impacts of major service changes, such as new services, route extensions or truncations, and frequency and fare changes. In conjunction with Amtrak, the Department is conducting ongoing license plate and traveler surveys at highway rest stops to update the travel database used by the Forecasting Model. Central Valley highways were surveyed in the spring and fall of 2006 and coastal highways were surveyed in Spring 2007.

In 2007-08 research will be conducted to assess the impact of train delays on passengers on all intercity routes. The research seeks to understand the various impacts of train delays on Amtrak customers: the value to passengers of Amtrak information during delays; customer reaction to various methods of providing information to customers; and to gain the perspective of Amtrak personnel regarding the handling of various delay situations.

Another survey in 2007 will seek customer attitudes on the value of potential Business Class service on the San Joaquins. Typically, Business Class service on the state’s intercity trains features reserved seating, free beverages and snacks, newspapers, and extra legroom.





Chapter 6

Capital Plan

2007-08 CAPITAL ACTION PLAN

Track and Signal Projects

- Complete Phase I work on 17.6 miles of double track from Port Chicago to Oakley. Installation of Centralized Traffic Control (CTC), and a siding at Pittsburg are planned for completion in summer 2007.

Station Projects

- Continue the development of the replacement station in Richmond.

- Develop the new station in Elk Grove.
- Continue development of the new Stockton and Madera stations.

Equipment

- Continue work to overhaul the original California Cars used on the San Joaquin Route.

Capital Plan Goals

This chapter will focus on current capital projects (excluding minor capital projects). For the San Joaquin Route long-term capital program, see the California State Rail Plan.

Completion of the capital projects in the short-term capital plan are necessary for the achievement of the performance measure standards as listed in **Figure 3.1**. The OTP standard (as listed in **Figure 3.1**) is 75 percent for both FFYs 2006-07 and 2007-08. On the San Joaquin Route, current track and signal projects focus on improving speed and reliability. Current station projects are Richmond, Elk Grove, Stockton, and Madera.

Capital program development and implementation are based on the following capital project priorities:

- Increase capacity on existing routes to allow increased frequencies and improved reliability as a result of better OTP.
- Reduce train running times to attract riders and to provide an efficient service, with travel times directly competitive with the automobile.
- Improve operational functioning and attractiveness of equipment, stations and facilities, including improved multimodal connectivity.
- Increase the farebox ratio to reach or exceed the Department's 50 percent standard. (Furtherance of the three above goals will result in improved cost-effectiveness through an increase in revenues and a reduction in costs, with the resulting increase in farebox ratio.)



- Improve the safety of State-supported intercity rail service, including grade crossing improvements and closures.
- Improve accessibility for disabled persons.
- Design projects to most effectively improve both passenger and freight operations.

2006-07 Completed Project Accomplishments

In 2006-07, a major accomplishment was the completion of the Calwa-Bowles double track and signal improvements project, which allows increased OTP and reliability. Coupled with the Shirley-Hanford double track project, a total of approximately 15 miles of new double track has been completed in the last 18 months.

Capital Plan Summary

Figure 6.1 is a summary of all capital investments on the corridor since the Department began participation in funding and administering the route in 1980. A total of almost \$743.9 million has been spent, allocated, or programmed on the route on stations, track, signal, equipment, and maintenance facilities projects since 1980. Note that these figures include some projects that have no direct State financial involvement.

Figure 6.1- Summary of Capital Projects (\$000)

Project Type	Completed (1979-Present)	Underway	Programmed	Total
Track and Signal	\$ 259,681	\$ 67,981	\$ 52,312	\$ 379,974
Stations	\$ 113,996	\$ 9,302	\$ 27,085	\$ 150,383
Maintenance Facilities	\$ 65,873	\$ -	\$ -	\$ 65,873
Equipment	\$ 133,506	\$ 14,188		\$ 147,694
Total	\$ 573,056	\$ 91,471	\$ 79,397	\$ 743,924

This Business Plan focuses on the intercity passenger rail short-range capital program, which includes State funding from the 2006 STIP, the TCRP Program, the Proposition 116 Bond Program, and local, federal and private funding sources. Currently \$91.5 million in projects are underway and an additional \$79.4 million in projects are programmed. Thus, the short-range capital program (through 2010-11) includes \$170.9 million in projects. Projects that are underway are detailed in **Figure 6.2**, and programmed projects are detailed in **Figure 6.3**. Together, **Figures 6.1, 6.2, and 6.3** give a complete picture of the capital projects and improvements on the corridor.

The Rail Plan shows the long-range ten-year capital plan. The unconstrained plan for the route (as shown on **Figure 2A** of the Rail Plan) has \$387.9 million in projects. Thus, it is clear that currently programmed State funds are not adequate to fund the longer-range intercity passenger rail capital plan. The long-range plan includes the assumption that a seventh frequency would be added in FFY 2010-11 and an eighth frequency would be added in FFY 2014-15.

Some further explanation on **Figures 6.2** and **6.3** is provided here. **Figure 6.2** shows all projects that are currently underway. Projects are defined as being underway if State



funds have been allocated by the CTC, or if other fund sources (such as Amtrak, local or federal funds) are under contract. **Figure 6.3** shows all projects that are programmed for funding – generally in the 2006 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 6.2** and **6.3** and also be included in the “Completed” column on **Figure 6.1**. As an example: the completed first phase of a project would be listed on **Figure 6.1**; allocated but unexpended funds for the second phase of the project would be listed on **Figure 6.2**; and programmed funds for later phases of the project would be listed on **Figure 6.3**. Thus, these figures show the completed, current and programmed activity for all projects.

Figure 6.2 – Detail of Capital Projects – Underway

TRACK AND SIGNAL PROJECTS	State Funds	Other Funds	Total
Phase I - Port Chicago to Oakley - Double Track Environmental engineering and design for 17.6 of double track; install CTC and construct siding	\$ 33,900		\$ 33,900
Port Chicago-Fresno Track Improvements Upgrade four bridges and twenty five rail		\$ 15,050	\$ 15,050
Wilbur Avenue Crossing Improvements Construct grade crossing improvements		\$ 539	\$ 539
Signal System Improvements Upgrade BNSF wayside signal system		\$ 7,118	\$ 7,118
Stockton-Fresno Grade Crossing Improvements Upgrade crossing protection with lighting		\$ 250	\$ 250
Denair to Fluhr Crossing Improvements Construct grade crossing improvements		\$ 2,515	\$ 2,515
Merced to Le Grand Crossing Improvements Construct grade crossing improvements		\$ 2,553	\$ 2,553
Santa Fe Drive Crossing Improvements Construct grade crossing improvements		\$ 629	\$ 629
Calwa to Bowles Crossing Improvements Construct grade crossing improvements		\$ 2,361	\$ 2,361
Manning Avenue Crossing Improvements Construct grade crossing improvements		\$ 264	\$ 264
Bowles to Conejo Crossing Improvements Construct grade crossing improvements		\$ 1,111	\$ 1,111
Conejo to Corcoran Crossing Improvements Construct grade crossing improvements		\$ 689	\$ 689
Conejo to Laton Crossing Improvements Construct grade crossing improvements		\$ 1,002	\$ 1,002
TOTAL TRACK AND SIGNAL PROJECTS	\$ 33,900	\$ 34,081	\$ 67,981



Figure 6.2 – Detail of Capital Projects – Underway (Continued) (\$000)

STATION PROJECTS	State Funds	Other Funds	Total
Emeryville Design bus terminal and parking structure, construct station improvements	\$ 109	\$ 1,324	\$ 1,433
Richmond Design and construct a new station and an 800 space parking garage	\$ 959	\$ 4,944	\$ 5,903
Sacramento Improve parking lots, auto and bus circulation, lighting, and addition of a canopy over the bus	\$ 725		\$ 725
Elk Grove Station Construct 8" above top of rail platform with shelter lighting for the new station	\$ 150		\$ 150
Stockton - Amtrak New Station (BNSF) Design and environmental documentation for new	\$ 370		\$ 370
Madera (Country Club Dr.) Station Construct a two-lane access road, parking, platform, shelter for new station.	\$ 95		\$ 95
Fresno Construct station parking	\$ 626		\$ 626
TOTAL STATION PROJECTS	\$ 3,034	\$ 6,268	\$ 9,302
EQUIPMENT PROJECTS	State Funds	Other Funds	Total
66 California Cars Rebuild rail cars	\$ 14,188		\$ 14,188
TOTAL EQUIPMENT PROJECTS	\$ 14,188	\$ -	\$ 14,188
TOTAL ALL PROJECTS UNDERWAY	\$ 51,122	\$ 40,349	\$ 91,471

* - The 66 car Northern California equipment fleet is shared between San Joaquin Route and the Capitol Corridor. However, dollar amounts shown are only for the San Joaquin portion of the fleet.





Figure 6.3 – Detail of Capital Projects – Programmed (\$000)

TRACK AND SIGNAL PROJECTS	State Funds
Capitalized Maintenance	
Track and signal upgrades	\$ 2,000
Stockton Northwest Quadrant Track Connection	
Design, purchase land, and construct track connection	\$ 5,000
San Joaquin Route Capacity Improvements	
Track and signal improvements between Stockton and Bakersfield	\$ 45,312
TOTAL TRACK AND SIGNAL PROJECTS	\$52,312
STATION PROJECTS	State Funds
Emeryville	
Construct bus terminal and parking structure	\$ 4,310
Richmond	
Design and construct an 800 space parking garage	\$ 4,320
Martinez	
Acquire land for additional parking	\$ 5,500
Elk Grove Station	
Construct 8" above top of rail platform with shelter and lighting for the new station	\$ 650
Stockton-Amtrak New Station (BNSF)	
Complete design and construct new station	\$ 7,200
Stockton-ACE (SP)	
Renovate former SP Depot for use by ACE and San Joaquin Route including upgrading platform and shelter for a new station	\$ 4,400
Madera (County Club Dr.)	
Construct access road, parking lot, platform, and shelter for a new	\$ 705
TOTAL STATION PROJECTS	\$ 27,085
TOTAL ALL PROJECTS PROGRAMMED	\$ 79,397

Track and Signal Projects

Following are descriptions of track and signal projects that have been completed since 2002 or are underway or programmed. Only projects with a total cost of \$2.0 million or greater are listed. The projects are listed geographically from north to south.

The State does not own any track 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 Railway. Nevertheless, the State funds and oversees many track and signal projects.



Capitalized Maintenance – \$2.0 million for track and signal upgrades along the entire San Joaquin Route.

Martinez-Port Chicago Track and Signal Improvements – This project on the Union Pacific line was completed in mid-2002. From Martinez to Port Chicago, the Mococo Line Project provided approximately seven miles of new rail and CTC signals. It allowed speeds to be increased to 79 mph and reduced running time by six minutes. The cost of the project was approximately \$6.9 million.

Phase I – Port Chicago-Oakley Double Track – This \$33.9 million 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 and extension of a siding at Pittsburg. The CTC and siding project will reduce delays and decrease running times and will be completed in summer 2007. The double-tracking project, which will increase efficiency, is currently laid out in four phases and will be completed based on the availability of funding.

Port Chicago-Fresno Track Improvements – This ongoing \$15.1 million project funded by BNSF Railway will upgrade four bridges and twenty-five rail crossings.

San Joaquin Route Grade Crossing Improvements – A total of \$11.9 million in non-State funds has been allocated for nine grade crossing improvement projects. These projects will improve safety and on time performance.

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

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. The agreement for this improvement allowed direct train service to be extended into Sacramento. The first round trip operated over the parallel former WP line while the work was underway (both lines are now owned by UP). Completion of the project allowed the second round trip to begin and service to be introduced at the new Lodi station. Running times were also reduced by an average of 17 minutes.

Stockton Northwest Quadrant Track Connection – This \$5 million project includes, design, right of way acquisition and construction of a track connection in Stockton between the UP and the BNSF Railway. This connection will improve schedule and fleet flexibility for the San Joaquin service, and will provide additional service opportunities.

San Joaquin Route Efficiency Improvements – \$45.3 million is programmed for track and signal improvements between Stockton and Bakersfield.

Calwa-Bowles Double Track and Signal Improvements – \$20 million was allocated to design and construct an 8.5 mile southern extension of the short double track section



in Fresno, including related signal improvements. Construction started in March 2002 on the project, and it was completed in January 2007. It improved reliability and on-time-performance (OTP).

Shirley-Hanford Double Track and Signal Improvements – \$22.0 million was allocated to construct double track and related signal improvements on 5.8 miles immediately north of the Hanford station. The track work was completed in early 2006, and allowed a five-minute running time reduction on four trains at the April 2006 schedule change by eliminating two single-track siding meets. It should also improve reliability and OTP.

Station Projects

Below are descriptions of station projects that were completed since 2002, or are underway, or programmed. The stations are listed in geographical order. Only projects with a total cost of \$2 million or greater are described.

The State does not own any stations on the San Joaquin Route. The stations are owned by the cities, Amtrak, railroads, or private development companies. However, the State funds and oversees many station improvement projects.

Emeryville – \$450,000 was expended to construct an asphalt baggage cart path, and was completed in September 2006. Additionally, \$1.4 million was allocated to design a bus terminal with nine bus bays, a 337-space parking garage and other minor station improvements. An additional \$4.3 million was programmed to construct the bus terminal and parking garage.

Richmond – \$680,000 in funds were allocated to design a new 800-space parking garage. \$4.3 million in additional funding is programmed for construction of the parking garage. A related project is the design and construction of an upgraded station. \$4.7 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 better security, and a 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, \$5.5 million is programmed to acquire land for additional parking.

Sacramento – The Department, the City, and Amtrak have funded almost \$3.0 million in short-term improvements to the station. These improvements corrected major deficiencies to the existing historic station.

In Spring 2005, the Sacramento Regional Transit District (RT) began work at Sacramento Station to extend light rail service to the station. This extension began in December 2006,



and provides platform-to-platform transfers between Amtrak and RT trains. Projects at the station include improving the surrounding surface parking lots, auto and bus circulation, security and lighting, and addition of a canopy over the bus loading area. In March 2006, the State added \$725,000 in funding to help complete this work. Simultaneously, a private developer has renovated the adjacent historic Railway Express Agency building to accommodate retail and commercial space on-site.

A private developer, in cooperation with the UP, has proposed a massive redevelopment project for the Sacramento rail yard area, which includes the present Amtrak station, platforms, and parking lots. Included in the overall plan is the relocation of the UP's main line tracks to straighten the existing curve, and moving the existing historic train station close to the relocated tracks. Sacramento Station is the busiest rail station in northern California in terms of ridership, and is only second statewide to Los Angeles. The Department and the CCJPA are working to ensure that rail travelers will not have their access, parking, and utility reduced by either the final design or during project construction.

Therefore, the Department has actively participated in the environmental analysis of the proposal to redevelop the Sacramento rail station facility, and presented its concerns to the City of Sacramento as part of the "Notice of Preparation" process in April 2006. Timing expectations for the preparation of the California Environmental Quality Act (CEQA), Environmental Impact Report (EIR) are that the Draft Environmental Impact Report (DEIR) will be completed and ready for circulation by September 2006 and scheduled for City Council approval by July 2007. At that time, National Environmental Policy Act (NEPA) considerations will be addressed including the proposal to move the UP tracks and the train station. The final NEPA portion of the overall analysis must address the Department's above stated concerns about the Amtrak station in Sacramento.

Elk Grove – This project is for the development of an intercity passenger rail station in the City of Elk Grove. In September 2006, \$150,000 was allocated by the CTC to conduct the environmental work. The proposed location is near the intersection of Sheldon Road and Elk Grove-Florin Road. \$650,000 is programmed for the plans, specifications and estimates phase of the project.

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 Amtrak New Station (BNSF Railway) – The existing Stockton Amtrak station is located in the former Santa Fe depot, west of the BNSF Railway/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 Altamont Commuter Express (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 (see **Figure 6.4**).

With the initiation of train service to Sacramento, it was decided that a new Stockton



station location should be chosen that would serve both Sacramento and Oakland bound trains. The Department is currently considering station options that will achieve this objective.

Stockton ACE (SP) – Extensive rehabilitation of the former unused SP 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.

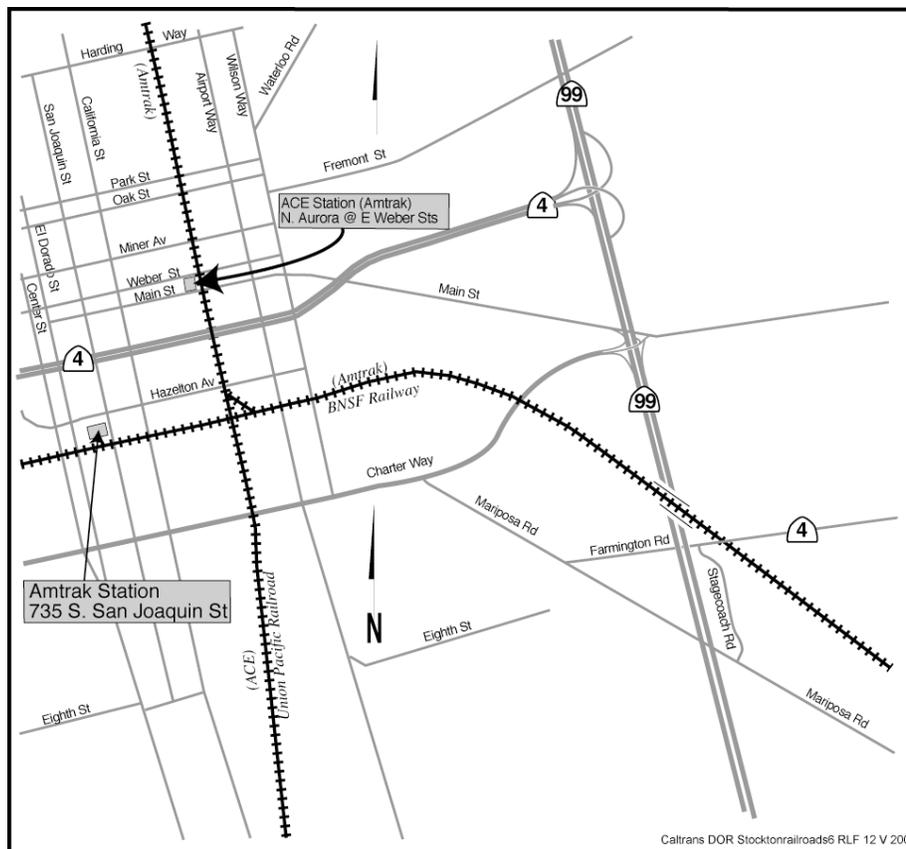


Figure 6.4 is a map showing the current station locations and rail lines used by Amtrak and ACE in the Stockton area.



Madera (Country Club Dr.) – The current Madera Station will be relocated to a site that is closer to the Madera population center and is more convenient for passengers than the existing station location in a warehouse area. The project will include design, purchase of right-of-way, and construction of a two-lane access road, a new parking lot, platform, and shelter for the new station. To date, \$95,000 has been allocated and \$705,000 is programmed for this project.

Fresno –This project rehabilitated the historic 1899 California mission-style Santa Fe depot to serve as the new Fresno station. The grand opening celebration was held on November 19, 2005. A total of \$6.2 million (including \$1.7 million in City funds) was invested in this project, which included renovation of the depot and plazas, plus new landscaping and parking improvements. The project also includes a mixed-use component with 21,000 square feet to be rented for office, restaurant and other uses.

Oakland Maintenance Facility

This new facility opened in November 2004. It is a 141,000 square-foot maintenance and inspection facility to accommodate the State-owned 78 California Cars and 17 locomotives used on the San Joaquin and Capitol Corridor, and Amtrak's equipment used on the California Zephyr. The new facility is located at Third and Union Streets adjacent to the existing UP rail yard to the south and I-880 to the north. The facility includes a yard and associated buildings that support the storage, servicing, inspection, and normal maintenance functions for the cars and locomotives, including a train washer. When funding becomes available additional improvements to the facility are planned, including crew quarters, commissary, and office space.

Equipment

The Department is developing a technical specification for new cars and locomotives for use on the three State-supported intercity corridors. The 2007-08 proposed Governor's Budget, as revised in May 2007, includes \$150 million in Proposition 1B Bonds for rail cars.

This new equipment will provide the San Joaquin Corridor with one additional round trip between Bakersfield and Oakland and one additional round trip between Bakersfield and Sacramento. These additional frequencies and capacity enhancements are identified in the California State Rail Plan 2005/06 – 2015/16 (contingent on railroad approval, completion of capital improvements, and operating fund availability).

The San Joaquin Route uses State-owned California Car equipment from the Northern California equipment pool. This equipment is shared equally 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.

Before 2002, the equipment pool consisted of the original 66 California Cars purchased by the State, which included the pioneering design that improved efficiency and passenger comfort. The Northern California Pool also includes 12 new cars, purchased and placed in service by the Department in 2002 (as an added option to Amtrak's Pacific Surfliner fleet order for Southern California). The new cars were specifically adapted to northern



California standards which include expanded baggage and bike storage, additional tables, power outlets at every seat, and wheelchair lifts. .

The 12 new cars completed their three-year warranty period in 2005. During the warranty period, the Department conducted regular inspections, documented equipment failures, evaluated defects to determine fleet-wide impacts, and coordinated with Amtrak for repairs. In 2005, the Department conducted a final three-year audit on the cars. After the warranty period the cars entered





APPENDIX

San Joaquin Rail Stations and Connecting Services

This Appendix contains information on:

- San Joaquin rail stations and transportation connections to the stations.
- Commuter and urban transportation services that connect to the San Joaquins.
- Amtrak services that connect to the San Joaquins.
- San Joaquin ridership for each station.

San Joaquin Rail Stations

Rail stations on the San Joaquin Route are listed geographically from north to south. Descriptions include address and station amenities, connections to other Amtrak trains and Amtrak Thruway buses, commuter rail, and local transit serving the rail stations. Each listing shows the average daily passengers in Federal Fiscal Year (FFY) 2005-06 and a comparison with FFY 2004-05. The average passenger data is for the San Joaquin Route only, and does not include Metrolink, Coaster, and Amtrak long distance train passengers.

San Francisco – Although San Francisco is not served directly by rail, Amtrak considers San Francisco to be the western terminus for the San Joaquins. All Oakland-bound San Joaquins have connecting bus service to San Francisco from Emeryville. The two Sacramento-bound trains have connecting bus service to San Francisco from Stockton. In San Francisco, Thruway bus stops are at the staffed Amtrak Depot at 101 Embarcadero in the Ferry Building, as well as the Caltrain Depot, Moscone Center, SF Shopping Centre at Market and Fourth Streets, Pier 39, and the Financial District.

The Caltrain Depot and the Moscone Center are served by a number of San Francisco Muni bus lines. The SF Shopping Centre and the Financial District stops are adjacent to Muni Metro subway stations and stops on Muni's F-Market/Wharf historic trolley line. Muni's Powell Street cable car terminal is across the street from the SF Shopping Centre stop. The F line also serves the Ferry Building and Pier 39 stops.

Oakland - The staffed Oakland station was constructed by the Port of Oakland and is located at 245 2nd Street at Jack London Square.

Thruway buses from Stockton connect the two Bakersfield-Sacramento San Joaquin trains to Oakland. Amtrak's long-distance Coast Starlight and Capitol Corridor trains serve the Oakland station as do local Alameda-Contra Costa Transit District (AC Transit) buses. The Oakland-Alameda Ferry Terminal and the Lake Merritt BART station are both within several blocks of the Oakland station. Oakland averaged 132 San Joaquin passengers per day in 2005-06 about the same as the 130 averaged in 2004-05.



Emeryville – This fully staffed station is located at 5885 Horton Street, east of I-580 near Powell Street Plaza. An asphalt baggage cart path was completed in September 2006. The City of Emeryville developed a three-building, 550,000 square foot mixed-use complex to the north, east, and south sides of the Amtrak station.

The Amtrak Thruway buses that connect the four Bakersfield-Oakland San Joaquin trains to San Francisco arrive and depart from the Emeryville station. Amtrak's long-distance Coast Starlight and California Zephyr trains, as well as the Capitol Corridor trains serve the station. AC Transit buses and Emery-Go-Round free shuttle buses that connect to the MacArthur BART station and various businesses, work sites, retail and entertainment centers also stop at the Emeryville Station. Emeryville averaged 238 San Joaquin passengers per day in 2005-06, about the same as the 2004-05 average of 235.

Richmond – Richmond is an active multi-modal transit center, although the Amtrak portion of the station at 16th and MacDonald Avenue is unstaffed. Construction has begun on a new improved multi-modal station and parking garage for Richmond. Also the City of Richmond is constructing a hallmark transit village at the station.

The major BART connection to the San Joaquins is at the Richmond station. The station is also served by the Capitol Corridor, by several AC Transit bus routes, and by Golden Gate Transit Route 40 connecting to Marin County. Richmond averaged 89 San Joaquin passengers per day in 2005-06, up from 79 in 2004-05.



Martinez – Martinez is staffed, and is one of the busier stations, with all northern California Amtrak trains stopping there. It is located downtown at 601 Marina Vista Drive.

Thruway buses from Santa Rosa, Napa, and Vallejo/Six Flags Discovery Kingdom (formerly Marine World) connect with all San Joaquin trains stopping in Martinez, and two of these bus round-trips extend north to the Eureka/McKinleyville area. These buses also connect to the Capitol Corridor. The station is a transfer point for San Joaquin passengers connecting with Amtrak's long haul Coast Starlight (Los Angeles to Seattle) and California Zephyr (Emeryville to Chicago). Martinez is also served by County Connection transit buses to points in central Contra Costa County, and by Benicia Transit. Martinez averaged 212 San Joaquin passengers per day in 2005-06, about the same as the 2004-05 year average of 215.

Antioch – The unstaffed Antioch stop, located at the site of the former Santa Fe station at the foot of "I" Street, was established in 1984. It has an enclosed waiting area. The station is served by Tri-Delta Transit. Antioch averaged 62 passengers per day in FFY 2005-06, up from 58 in FFY 2004-05.

Sacramento Valley Station – The staffed Sacramento station is located downtown at 401 I Street in the large former Southern Pacific facilities. The station and railyards





were purchased by the City of Sacramento in 2006 and redevelopment plans are under discussion. Amtrak's long distance trains, the California Zephyr and the Coast Starlight, and Capitol Corridor trains serve the station. Two daily San Joaquin round-trip trains to Bakersfield originate at the station. Four daily round-trip Thruway buses connect Sacramento with the Bakersfield/Oakland San Joaquin trains in Stockton, as well as San Joaquin Thruway buses to Chico, Redding, and Medford, Oregon. In addition, Capitol Corridor Thruway buses provide service extensions to Reno, Lake Tahoe, and Carson City, Nevada. Sacramento Regional Transit District's (RT) light rail trains meet San Joaquin and Capitol Corridor trains across the platform. RT also provides local bus service to the station. Sacramento averaged 236 San Joaquin passengers per day in 2005-06, about the same as the 232 average per day for 2004-05.

Lodi – A new unstaffed station was constructed in 1999 and the two daily round trip Bakersfield-Sacramento San Joaquin trains stop at the station. The Thruway buses from Sacramento to Stockton stop at Lodi. The Lodi station is served by transit buses from San Joaquin Regional Transit, the City of Lodi Grapeline, Calaveras County Transit, South County Transit/Link, Rio Vista Transit, and Greyhound. Lodi averaged 17 passengers per day in 2005-06, about the same as the 15 average per day for 2004-05.

Stockton – There are two train stations in Stockton. Trains operating between Bakersfield and Oakland stop at the former Santa Fe station at 735 South San Joaquin Street, which is staffed by Amtrak. Trains operating between Bakersfield and Sacramento use the former Southern Pacific station at North Aurora and East Weber Streets, which is now the Altamont Commuter Express (ACE) terminal and administrative center. It is staffed by ACE for ACE service. A new Stockton station is planned that will serve both Sacramento and Oakland trains.

The Santa Fe Stockton station is the transfer point for all San Joaquin Thruway bus connections to San Jose, Sacramento, Davis, and Redding for San Joaquins that terminate or originate in Oakland. It is also the transfer point for Thruway bus connections to the Bay Area for trains that terminate or originate in Sacramento. Both Stockton train stations are served by Stockton San Joaquin Regional Transit District (SMART) transit buses. Stockton averaged 530 passengers per day in 2005-06, up from 515 in 2004-05.

Modesto – The staffed station at Held Drive and Briggsmore Avenue is served by Modesto Area Express (MAX) transit buses. Modesto averaged 207 passengers per day in 2005-06, up from 194 in 2004-05.

Turlock/Denair – This unstaffed station at Santa Fe Avenue and Elm Street in Denair serves Turlock and California State University, Stanislaus. Turlock Dial-a-Ride serves the station. Turlock/Denair averaged 42 passengers per day in 2005-06, nearly the same as the 2004-05 average of 41.

Merced – The "Gateway to Yosemite" is a fully staffed station located at 324 West 24th Street. A private carrier offers service to Yosemite National Park and San Joaquin Thruway buses connect to the Salinas-Monterey area. The station is also served by Merced County Transit buses and UC Merced "Catracks" shuttles. Merced averaged 215 passengers per day in 2005-06, up from 204 in 2004-05.



Madera – This unstaffed station is located on the outskirts of the city at 15 ½ Avenue and 29th Road. Facilities include a lighted platform and a parking lot. There are no transit connections at the Madera station. A new station at a more accessible location is under development. Madera averaged 36 passengers per day in 2005-06, about the same as the 33 in 2004-05.



Fresno – The San Joaquin Valley's largest city is one of the most important markets served by the San Joaquins. A new staffed station in the historic Santa Fe depot on Tulare Street near P Street opened late in 2005. In a pilot project, office space was set aside inside the station for bicycle patrol officers from the City of Fresno Police Department to use for report-writing and presence at the station. Checked baggage service is available. The station is served by Fresno Area Express (FAX), Fresno County, and Coalinga Transit buses. Fresno averaged 751 passengers per day in 2005-06, up from 687 in 2004-05.

Hanford – Hanford has always been one of the most important stops on the route, consistently ranking among the top four or five stations in ridership. The staffed station is downtown at 200 Santa Fe Avenue and serves as a connection for Thruway buses to the Central Coast and Visalia. Checked baggage service is available. It is also a hub for Kings Area Rural Transit (KART) buses. Hanford averaged 411 passengers per day in 2005-06, up from 388 in 2004-05.

Corcoran – This unstaffed station was opened in 1989 after the new State prison was constructed at Corcoran. The station is served by KART buses. Corcoran averaged 63 passengers per day in 2005-06, about the same as the 64 average in 2004-05.

Wasco - This unstaffed station is located at the site of the former Santa Fe station at the end of G Street, the main downtown business street. The City of Wasco opened a new station building in Summer 2006. The Chamber of Commerce and Wasco Dial-a-Ride occupy the building. The station is served by Kern Regional Transit. Wasco averaged 39 passengers per day in 2005-06, essentially the same as the 2004-05 average of 38 per day.



Bakersfield – A new staffed station opened in 2000 at 601 Truxtun Avenue. The southern rail terminal is the busiest station facility on the route, although the Bakersfield market itself only accounts for about one-fourth of the passengers using the facility. The remaining passengers are transferring by San Joaquin Thruway buses to other destinations. Checked baggage service is available.

A Thruway bus route connects the rail service to the coastal communities of Oxnard and Santa Barbara. A second one connects to Van Nuys and Simi Valley. The main bus connections are to the south to Los Angeles and metropolitan area locations. Depending on schedule, passengers can continue from Los Angeles on the San Joaquin Thruway bus as far south as San



Diego or they can transfer from the bus to a Pacific Surfliner train for service between Los Angeles and San Diego. From Bakersfield, Thruway buses also travel east to Las Vegas, Nevada and to Lancaster and Victorville; on other routes, Thruway buses travel from Bakersfield to San Bernardino and Calexico, or to Hemet. Intermediate points on these routes include Pasadena, Ontario, and Riverside. Local transit services are provided to the Bakersfield station by Golden Empire Transit and Kern Regional Transit buses. Bakersfield averaged 1,048 passengers per day in 2005-06, up from 1,014 in 2004-05.

Los Angeles – Although Los Angeles is not served directly by the San Joaquin trains, an extensive network of buses from Bakersfield connect the San Joaquins to Los Angeles, and as a result, Los Angeles also functions as the southern terminus of the route. The fully staffed historic Los Angeles Union Station (LAUS) is located at 800 North Alameda Street in downtown Los Angeles and is privately owned. Restaurant and food services are available and checked baggage service is provided. It is Amtrak’s western United States transcontinental hub for the Coast Starlight, the Southwest Chief, and the Sunset Limited. The AmtrakCalifornia Pacific Surfliners, Metrolink, the Metro Rail Red and Gold Lines, various shuttle buses, and local transit serve the station.



Commuter and Urban Rail Transportation Services that Connect to the San Joaquins

Bus Connections

In 2003-04 the Department completed agreements with Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, and Sacramento Regional Transit District to provide free transfers from San Joaquin trains to local transit services. The transfer agreements compensate the operators for the cost of free transfers. Similar agreements with Fresno Area Express, Merced Transit, Elk Grove’s e-Tran, and Benicia Transit have since become effective. In 2006-07 and continuing in 2007-08 the Department began developing additional agreements with transit operators in other cities, such as Antioch, Stockton, and Bakersfield. These agreements further the goal of making intercity passengers rail a seamless and coordinated transportation system.

Commuter and Urban Rail Connections

Caltrain – San Joaquin Thruway buses stop at the Caltrain stations in San Francisco, San Jose, and Gilroy.

Bay Area Rapid Transit District (BART) - In Richmond, the Amtrak and BART stations are adjacent to each other and are designed for interconnectivity. San Joaquin Thruway buses stop at BART’s San Francisco Embarcadero and Dublin/Pleasanton stations. At the Emeryville station the Emery-Go-Round free shuttle buses connect to the MacArthur



BART station. BART now provides service to the San Francisco Airport from any stations that have San Joaquin or Capitol Corridor train or Thruway bus connections.

ACE – Bakersfield-Sacramento San Joaquins stop at the Altamont Commuter Express (ACE) station in Stockton on the former Southern Pacific track. Thruway buses connect the Stockton ACE station to the other Stockton Amtrak station on the former Santa Fe track, which serves the Bakersfield-Oakland San Joaquins. San Jose-Stockton Thruway buses stop at the ACE stations in Livermore, Great America and San Jose. Agreements between the Department, ACE and Amtrak permit ACE passengers to ride three San Joaquin Thruway buses to San Jose, and San Joaquin passengers can ride an ACE mid-day round trip that started in August 2006 on weekdays between Stockton and San Jose and intermediate points.

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 Thruway bus stops. Muni's Powell Street cable car terminal is across the street from the Market and Fourth Streets Thruway bus stop.

Santa Clara County (VTA) Light Rail – The VTA Light Rail line extends into the Amtrak/Caltrain/ACE station in San Jose. Limited connections are also available at the Great America San Joaquin Thruway bus stop.

Sacramento Regional Transit District (RT) – An extension of RT's Folsom Gold Line light rail line into the Sacramento Amtrak station next to the mainline passenger tracks in December 2006 offers passengers across-platform transfer service. RT also has bus service into the station.

Metrolink – Metrolink operates regional rail service on seven routes in the greater Los Angeles area. Six of these routes radiate from Los Angeles Union Station and connect with the San Joaquins there via Thruway bus connections from Bakersfield. In addition, San Joaquin Thruway buses stop at twelve outlying Metrolink stations: Lancaster, Palmdale, and Newhall on the Antelope Valley Line; Claremont, San Bernardino and Riverside on the San Bernardino and Riverside Lines; and Glendale, Burbank-Bob Hope Airport, Van Nuys, Chatsworth, Oxnard, and Simi Valley on the Ventura County Line.

Los Angeles Metro Rail – The Red and Gold Lines stop at Los Angeles Union Station, providing connections with San Joaquin Thruway buses.

Other Amtrak Services that Connect to the San Joaquins

The San Joaquin Route is a part 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 expands the system, generates additional ridership and improves overall efficiency. The following routes/trains provide significant connecting ridership for the San Joaquins, and, in turn, depend on the San Joaquins for a significant portion of their own ridership.



Pacific Surfliner Route – This route provides service between San Luis Obispo-Los Angeles-San Diego and is the most important connection to the San Joaquins. Approximately 10 percent of all San Joaquin passengers connect to or from points south of Los Angeles on the Pacific Surfliner Route. Accordingly, close schedule connections at Los Angeles Union Station between the San Joaquin Thruway buses and Pacific Surfliner trains will continue to be provided whenever possible.

Capitol Corridor – This Route provides service between San Jose-Oakland-Sacramento-Auburn. Coordination of the San Joaquins with the Capitol Corridor is important because of a number of jointly used connecting bus routes, including Martinez-Santa Rosa-Eureka-McKinleyville, Sacramento-Redding-Medford, Sacramento-Truckee/Reno, and Sacramento-Lake Tahoe. Where possible, San Joaquin schedules will continue to be coordinated with the Capitol Corridor to ensure the most efficient use of these connecting bus routes. In addition, there are also limited connections between San Joaquin buses and Capitol Corridor trains at Sacramento. The single Capitol Corridor round trip serving Auburn acts as a San Joaquin connection to or from Auburn, Rocklin and Roseville. Other Capitol Corridor trains provide San Joaquin connections between Sacramento, Davis, and Suisun/Fairfield.

Coast Starlight – This basic service Amtrak train operates between Los Angeles and Seattle via Oakland-Sacramento and Portland. It provides important connections between the San Joaquin Valley and the Pacific Northwest, including Portland and Seattle. In addition to Martinez, a direct train-to-train connection point at Sacramento was added when Sacramento-Bakersfield San Joaquin rail service began in 2002.

California Zephyr – This popular train provides service between Emeryville and Chicago, Illinois. Connection to the San Joaquins at Martinez and Sacramento links the San Joaquin Valley with Reno and Denver as well as points east as far as New York and Washington, D.C. with additional long distance Amtrak train connections in Chicago.

Southwest Chief and Sunset Limited – These transcontinental trains are also part of Amtrak's original basic system, and they connect with the San Joaquin Thruway buses at Los Angeles. They link California with the Southwest, Midwest and Southeast regions of the country. The Southwest Chief via Albuquerque and Kansas City is the most direct route from Los Angeles to Chicago. The Sunset Limited runs to San Antonio, Houston, and New Orleans. Prior to Hurricane Katrina in August 2005, the Sunset Limited operated beyond New Orleans to Orlando, Florida. Extensive damage to the tracks east of New Orleans forced curtailment of this service until repairs could be completed. Although the track has been repaired and freight service has resumed, passenger service has not been reinstated. The Sunset Limited also exchanges cars in San Antonio with Texas Eagle trains which run north to Dallas, St. Louis, and Chicago.