

# SAN JOAQUIN JOINT POWERS AUTHORITY



## SAN JOAQUIN TODAY

### 5TH BUSIEST INTERCITY PASSENGER RAIL SERVICE IN THE NATION

Under Caltrans Division of Rail, the San Joaquin service has grown to the **fifth busiest intercity passenger rail service in the nation** carrying about **1.2 million passengers a year** with **six daily round trips** (four between Oakland and Bakersfield and two between Sacramento and Bakersfield).

### EXTENSIVE NETWORK OF DEDICATED AMTRAK THRUWAY BUSES

These buses take passengers to and from destinations throughout California and to Las Vegas and Reno. In 2012, nearly 45% of San Joaquin passengers used an Amtrak Thruway bus on at least one end of their trip.

### San Joaquin and Connecting Thruway Bus and Rail Services



### STEADY RIDERSHIP AND REVENUE INCREASE, DESPITE NO ADDITIONAL SERVICE SINCE 1993

While San Joaquin ridership and revenue had steadily increased over a number of years, there has been no additional frequency of service added since 2002, and no new service between Oakland and Bakersfield added since 1993.

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*“The San Joaquin service has great potential for increased ridership, revenue, service coordination and performance.”*



## WHAT'S NEXT?

### • ADDITIONAL ROUND TRIPS

For FY 2015/16 a 7th daily round trip between Oakland and Bakersfield is expected to be added.

An 8th San Joaquin daily round trip is in the works. Securing additional funding needed for the capital improvements, equipment, and the additional operating funds is a high priority.

Increasing service to Sacramento is essential for the future growth of the San Joaquin service. There is a great potential market to Sacramento if the frequency of San Joaquin service can be substantially increased and offered at the right time of day. Additional service is also needed to the Bay Area.

### • MID-CORRIDOR TRIPS

Initiating early San Joaquin trains mid-corridor and having the last San Joaquin trains end mid-corridor should result in substantial increases in ridership and revenue. Mid-corridor starts in Merced and/or Fresno would allow San Joaquin trains to arrive at Oakland, Sacramento, and Bakersfield by around 8 am.

### • ADDITIONAL STATIONS

Additional San Joaquin stations in key locations could improve access to the service and increase ridership. Potential stations include: Hercules, Berkeley, 65th Street Sacramento, Elk Grove, North Fresno, North/West Bakersfield, and Eastern Contra Costa.

### • REDUCED TRAVEL TIMES

Increasing the maximum speed of the San Joaquin service in key locations to 90 mph and making track improvements (such as curve realignments) will reduce travel times and improve reliability.

### • SAFETY IMPROVEMENTS

Grade separations and improvements at priority at-grade crossings will increase safety and performance of the San Joaquin service.

### • IMPORTANT 'FEEDER' SERVICE TO HIGH-SPEED RAIL

The San Joaquin service will complement and provide important "feeder" service to the proposed HSR system. The San Joaquin service (including the Thruway buses), with its desirable rail connectivity

to the Bay Area, Sacramento, and the northern San Joaquin Valley, provides the most important initial support for the proposed HSR Initial Operating Segment.

### • AIR QUALITY BENEFITS

Increases in San Joaquin ridership reduce air pollution and greenhouse gas emissions and help to encourage sustainable, transit-oriented development.

It is estimated that in FY 2012, the San Joaquin service (including Thruway buses) reduced well over 100 million miles of automobile vehicle-miles traveled and resulting in a net reduction of CO2 emissions of over 24 million pounds.

### • NEAR-TERM EXTENSIONS

Extending San Joaquin trains 5 more miles past the Oakland Station to serve the existing Oakland Coliseum/BART (Oakland Airport) Station. This would provide a second direct link with BART, bring San Joaquin service to the Coliseum complex, and connect it to the new automated people mover to Oakland Airport.

## ESTIMATED TEN-YEAR CAPITAL PROGRAM:

- 8th Daily Round Trip (Martinez-Bakersfield) 79 mph = \$100 million
- 9th -11th Daily Round Trips (Martinez – Fresno) 79 mph = \$100 million
- Extension to Sacramento Stockton-Sac UPRR = \$600 million
- Stockton to Fresno additional capacity for extension to Sacramento + 90 mph = \$80 million
- Layover Facilities at Merced and Fresno for Mid-Corridor Starts/Ends = \$30 million
- Safety Improvements (Grade Separations/Crossing Improvements/Road Closures) = \$100 million
- Martinez – Oakland Coliseum Track Improvements = \$190 million
- New Stations = \$120 million
- New Equipment = \$180 million

**TOTAL: \$1.5 billion**



**San Joaquin**  
Joint Powers Authority