

2. HISTORICAL PERFORMANCE OF THE SERVICE AND ROUTE CHARACTERISTICS

Beginning with the introduction of the Amtrak national network in the early 1970s, passenger train service has been expanding in California. The State initiated, co-funded, and operated intercity rail service under the authority of Section 403(b) of the Federal Rail Passenger Services Act. Amtrak operates all three state-supported intercity rail services.

San Joaquins Intercity Rail Service (“San Joaquins”)

The San Joaquins extends 364 miles and provides direct rail service to 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced,

Madera, Fresno, Kings, Tulare, and Kern (see Figure 2.1). Between Oakland and Bakersfield, the San Joaquins route is 315 miles long and has 13 intermediate stops. The San Joaquins route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The San Joaquins has seven daily round-trip trains (five between Oakland and Bakersfield and two between Sacramento and Bakersfield). On May 7, 2018, this configuration was adjusted to accommodate the Morning Express Service, which has moved one northbound Bakersfield to Sacramento train to depart from Fresno, while terminating the last train leaving Oakland in Fresno. The current minimum scheduled San Joaquins running time between

Figure 2.1: San Joaquins Route



Source: San Joaquin Joint Powers Authority, 2018

Table 2.1: San Joaquin Historic Operating Performance

San Joaquin Route Annual Operating Performance – State Fiscal Years									
State Fiscal Year	Ridership Data		Financial Data for Operations						
	Ridership	PM/TM	Revenue	Expense	Loss	State Calculated Service Costs	Amtrak Service Costs	Train Loss per PM	Farebox Ratio
Notes	(F1)	(F2)	(F3)	(F4)	(F5)	(F6)			
1973-74 (S1)	38,770	83.6							
1974-75	66,990	44.2							
1975-76	66,530	43.8							
1976-77	87,642	56.0							
1977-78	80,611	52.7							
1978-79	87,645	60.2							
1979-80 (S2)	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$518,206		18.4¢	29.5%
1980-81	159,498	55.3	\$2,224,137	\$6,940,934	\$4,716,797	\$1,360,391		18.4¢	32.0%
1981-82	189,479	65.3	\$3,115,710	\$7,774,029	\$4,658,319	\$2,228,585		14.0¢	40.1%
1982-83	186,121	62.9	\$3,342,137	\$7,991,697	\$4,649,560	\$2,490,275		14.6¢	41.8%
1983-84	248,275	85.3	\$4,730,431	\$8,094,789	\$3,364,358	\$2,518,066		7.3¢	58.4%
1984-85	269,837	94.6	\$5,210,951	\$8,641,293	\$3,430,342	\$2,802,955		7.7¢	60.3%
1985-86	280,798	101.1	\$5,425,329	\$8,610,554	\$3,185,225	\$2,658,895		6.8¢	63.0%
1986-87	304,668	106.1	\$6,084,677	\$9,179,133	\$3,094,456	\$2,929,148		5.1¢	66.3%
1987-88	340,573	121.1	\$7,457,686	\$9,633,659	\$2,175,973	\$2,605,572		2.2¢	77.4%
1988-89	370,190	133.7	\$9,527,268	\$10,968,216	\$1,440,948	\$1,887,450		1.3¢	86.9%
1989-90 (S3)	418,768	116.9	\$11,845,743	\$15,286,520	\$3,440,777	\$3,544,332		3.2¢	77.5%
1990-91	463,906	104.1	\$12,691,986	\$18,456,785	\$5,764,799	\$5,803,565		4.9¢	68.8%
1991-92	483,593	104.3	\$12,369,805	\$18,633,777	\$6,263,972	\$6,472,598		4.3¢	66.4%
1992-93 (S4)	516,113	109.6	\$12,628,496	\$22,227,149	\$9,598,653	\$10,789,651		6.5¢	56.8%
1993-94	558,569	94.6	\$13,894,624	\$26,678,861	\$12,784,237	\$12,335,021	\$3,937,150	8.3¢	52.1%
1994-95	524,680	88.8	\$12,244,668	\$25,077,153	\$12,832,485	\$12,668,018	\$3,705,069	9.7¢	48.8%
1995-96	526,088	86.6	\$12,477,497	\$25,386,099	\$12,908,602	\$14,483,048	\$1,360,327	11.8¢	49.2%
1996-97	652,544	106.1	\$13,817,681	\$34,528,165	\$20,710,484	\$16,265,387	\$5,672,236	18.6¢	40.0%
1997-98	702,178	118.0	\$15,230,966	\$36,517,290	\$21,286,324	\$17,190,515	\$4,493,597	17.7¢	41.7%
1998-99 (S5)	680,687	102.8	\$16,496,457	\$37,269,835	\$20,773,378	\$19,938,254	\$1,712,168	17.6¢	44.3%
1999-00	671,295	92.7	\$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%
2006-07	789,641	88.8	\$26,862,994	\$61,188,078	\$34,325,084	\$34,325,084		28.8¢	43.9%
2007-08	894,346	88.2	\$28,945,651	\$65,474,253	\$36,528,602	\$36,528,602		21.4¢	44.2%
2008-09	958,946	90.0	\$30,671,510	\$68,232,766	\$37,561,256	\$37,561,256		21.2¢	45.0%
2009-10	967,437	103.7	\$32,117,615	\$62,689,957	\$30,572,342	\$30,572,342		22.2¢	51.2%
2010-11	1,032,579	112.9	\$36,571,173	\$69,578,077	\$33,006,904	\$33,006,904		21.9¢	52.6%
2011-12	1,133,654	124.0	\$40,161,170	\$74,360,735	\$34,199,595	\$34,199,595		20.2¢	55.0%
2012-13	1,195,898	127.5	\$41,415,960	\$73,685,365	\$32,269,405	\$32,269,405		19.2¢	56.2%
2013-14	1,202,624	125.8	\$41,421,102	\$79,263,729	\$37,842,627	\$37,842,627		22.5¢	52.3%
2014-15	1,181,639	123.8	\$41,020,415	\$80,023,410	\$39,002,995	\$39,002,995		23.7¢	51.3%
2015-16 (S7)	1,135,424	118.6	\$39,040,339	\$77,388,218	\$38,347,879	\$38,347,879		24.2¢	50.4%
2016-17	1,120,037	107.9	\$38,880,344	\$78,939,791	\$40,059,447	\$40,059,447		25.7¢	49.3%

Source: Amtrak and the California Department of Transportation, 2018

TABLE 2.1 Notes

- (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.
- (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.
- (S7) Seventh round-trip added 6/20/16 between Oakland 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. 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) Calculated service costs shown here may not reflect actual State contract cost.
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 basis 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.

Oakland and Bakersfield is 6 hours and 1 minute. Between Sacramento and Bakersfield the San Joaquins has a minimum 5 hours and 10 minute running time. Maximum speed for the San Joaquins is 79 mph.

In 1979-80, the San Joaquins only had two daily round-trips between Oakland and Bakersfield and annual ridership was a little over 123,000. Ridership steadily increased over the years, reaching a peak in FY 2013/14 when it recorded over 1.2 million passengers. In recent years, ridership has slightly decreased or held flat. Potential reasons for this include consistently low gas prices over the last few years, competition from new private intercity bus carriers, and periods of declining on-time performance (OTP). SJJPA is addressing these concerns through service changes and other planning efforts described in this Business Plan. Currently, the San Joaquins Service is the sixth most used intercity service within the Amtrak system. Table 2.1 presents historical annual operating performance of the San Joaquins between FY 1973/74 and FY 2016/17.

Amtrak operates the state-supported San Joaquins on track owned by the UPRR and the BNSF through operating agreements with the UPRR and BNSF. UPRR owns the 49 miles of track used by the San

Joaquins between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 276 miles (between Port Chicago and Bakersfield) are owned by BNSF (see Table 2.2). The UPRR track is primarily single track, while the BNSF line has approximately 65.7 miles of double-track divided among five segments.

Assessing the ridership patterns of the San Joaquins is critical to monitoring performance and conducting effective service planning. Table 2.3 shows passenger ons/offers (i.e. boardings/alightings) at San Joaquins train stations for Federal FY 2016. These numbers include trips with a Thruway bus connection (which comprise a considerable number of the trips at Bakersfield, Stockton [San Joaquin Street], Sacramento, Hanford, Martinez, and Emeryville Stations). Table 2.4 illustrates how ons/offers can differ significantly from the true origins/destinations points of passengers by excluding ons/offers of passengers making transfers between a bus and train. While ons/offers are useful for planning station capacity and design issues, origins/destinations statistics are far more useful (and accurate) for service planning. For example, in Table 2.3, Bakersfield is shown as having the most (491,824) passenger ons/offers in FY 2016. However, nearly 75% of these passengers took a connecting bus between

Table 2.2: San Joaquins Ownership and Track Characteristics

San Joaquins Route Ownership and Track Characteristics								
Between	Mile Post	And	Mile Post	Route Miles	Owner of Track	*No. of Tracks	Max Speed	Signal System
Oakland Jack London Square	7.0	Oakland 10th Street	4.2	2.8	UP	2	50	CTC
Oakland 10th St.	2.2	Martinez	31.7	29.5	UP	2	79	CTC
Martinez	34.7	Port Chicago	41.3	6.6	UP	1	79	CTC
Port Chicago	1163.5	Stockton	1120.7	42.8	BNSF	1-2	79	CTC
Sacramento	89.0	Elvas	91.8	2.8	UP	2	35	CTC
Elvas	38.8	Stockton	84.7	45.9	UP	1	60	CTC
Stockton	1120.7	Bakersfield	886.9	233.8	BNSF	1-2	79	CTC
TOTAL				364.2				
* General Number of Mainline Tracks		Signal Systems:						
Owners:		CTC - Centralized Traffic Control - Wayside signals protect possession of blocks.						
BNSF - BNSF Railway Company		Signals and powered switches are also remotely controlled from the dispatching center to direct the movement of trains.						
UP - Union Pacific Railroad Company								
Source: California Department of Transportation								

Southern California, reducing the number of passengers who actually traveled to/from Bakersfield as an origin/destination point to 125,823 (see Table 2.4). Stockton (San Joaquin Street) Station is shown as having the third highest ridership with 283,213 passengers in Table 2.3, but about 50% of these passengers took a connecting Thruway bus, reducing the number of passengers who actually traveled to/from Stockton (San Joaquin Street) Station as an origin/destination point to 141,405 (see Table 2.4). Many of those taking a Thruway bus at Stockton (San Joaquin Street) Station were actually traveling to/from Sacramento (about 48,000 passengers). For Sacramento Station, the total number of passengers (rail + Thruway bus) actually traveling to/from Sacramento was nearly 136,000 passengers. The Thruway bus station with the greatest number of riders is by far Los Angeles Union Station with over 110,000 San Joaquins passengers in FY 2016.

Table 2.5 provides Federal FY 2016 ridership for the top San Joaquins “city pairs” (including trips that start or end on an Amtrak San Joaquins Thruway Bus stop). This data includes the true origins/destinations of riders, providing an accurate picture of ridership markets. Tables 2.3, 2.4, and 2.5 highlight the importance

of incorporating Thruway Bus travelers when discussing San Joaquins ridership.

San Joaquins Amtrak Thruway Bus Service

The extensive network of dedicated Amtrak Thruway Buses connecting with the San Joaquins to and from destinations around California and Nevada is critical to the performance of the overall service. In addition to the Thruway Bus service connections in Bakersfield, other Amtrak Thruway Bus service connections are provided at Sacramento, Stockton, Lodi, Oakland, Emeryville, Martinez, Merced, Hanford, and Fresno. In Federal FY 2016, over 55 percent (625,835) of San Joaquins passengers used an Amtrak Thruway Bus on at least one end of their trip.¹ San Joaquins ridership to/from key Amtrak Thruway Bus stops can be found in Table 2.6.

All trains either initiating or terminating at Bakersfield are met by Amtrak Thruway Buses connecting south to Southern California. In FY 2016, over 366,000 San Joaquins passengers used an Amtrak Thruway Bus between Bakersfield and Southern California, with

¹ Amtrak, 2016

**Table 2.3: San Joaquins Train Station Ridership Report
(Includes Pssengers Making Thruway Bus Connections)**

San Joaquins Train Station Ridership Report – FY 2016* (Includes Passengers Making Thruway Bus Connections)		
	Station	Passenger Ons/Offs (FY 16)**
1	Bakersfield	491,824
2	Fresno	369,582
3	Stockton (San Joaquin St.)	283,213
4	Hanford	201,098
5	Merced	121,137
6	Modesto	117,422
7	Martinez	111,062
8	Sacramento	110,047
9	Emeryville	102,009
10	Oakland	68,559
11	Richmond	54,260
12	Wasco	41,424
13	Antioch	39,995
14	Stockton (Downtown)	37,916
15	Corcoran	30,104
16	Turlock-Denair	29,197
17	Madera	27,136
18	Lodi	8,617
TOTAL PAX ON/OFFS		2,244,602
TOTAL RIDERSHIP		1,122,301
*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.		
**The above figures are total ons (boardings) and offs (alightings) at each station for both directions of travel. Since each trip contains two endpoints, total ridership is equal to half of total boardings and alightings.		
Source: Amtrak, 2016		

**Table 2.4: San Joaquins Train Station Ridership Report
(Excludes Passenger Ons/Offs Made During a Transfer)**

San Joaquins Train Station Ridership Report – FY 2016* (Excludes Passenger Ons/Offs Made During a Transfer)**		
	Station	Passenger Ons/Offs (FY 16)***
1	Fresno	359,044
2	Hanford	173,328
3	Stockton (San Joaquin St.)	141,405
4	Sacramento	135,997
5	Bakersfield	125,823
6	Modesto	117,442
7	Merced	110,317
8	Oakland	69,692
9	Martinez	55,310
10	Richmond	54,260
11	Emeryville	43,796
12	Wasco	41,424
13	Antioch	39,995
14	Corcoran	30,104
15	Turlock/Denair	29,197
16	Madera	27,136
17	Stockton (Downtown)	17,732
18	Lodi	12,008
*The Fiscal Year (FY) is based on Amtrak's fiscal year, which is October-September.		
**Ons/Offs are excluded for passengers making transfers between a train and a bus at a San Joaquins train station. This allows for a more accurate accounting of how many passengers are utilizing a given train station as an origin or destination point.		
***The above figures are total boardings (ons) and alightings (offs) at each station for both directions of travel.		
Source: Amtrak, 2016		

Table 2.5: San Joaquins City Pair Ridership

San Joaquins City Pair Ridership - FY 2016 (Includes Key Train Stations and Thruway Bus Stops)	
City Pair	Ridership
Fresno - Hanford	64,111
Sacramento - Fresno	36,462
Oakland - Stockton (San Joaquin St.)	24,762
Fresno - Los Angeles (Union Station)	22,110
Fresno - Bakersfield	21,428
Richmond - Stockton (San Joaquin St.)	17,072
Sacramento - Bakersfield	17,029
San Francisco* - Fresno	16,001
Hanford - Corcoran	13,580
San Francisco - Stockton (San Joaquin St.)	13,430
Martinez - Fresno	12,832
Richmond - Fresno	12,713
Oakland - Fresno	12,616
Sacramento - Hanford	12,115
Sacramento - Modesto	10,002
Sacramento - Merced	9,783
Sacramento - Los Angeles (Union Station)	9,517
Hanford - Los Angeles (Union Station)	9,394
San Francisco* - Los Angeles (Union Station)	4,002
San Francisco* - Yosemite**	2,950
<i>*Includes all bus stops in San Francisco.</i>	
<i>**Data for Yosemite includes all bus stops with the boundaries of Yosemite National Park and El Portal.</i>	
Source: Amtrak, 2016	

over 30% of these passengers traveling to or from Los Angeles Union Station (over 110,000 passengers).² The Thruway Bus system extends north to Redding; east to Reno and Las Vegas, Nevada; south to Indio; and all along the California coast from Arcata to San Diego. See Figure 2.2 at the end of this chapter for a map of all Thruway Bus routes.

SJJPA contracts with Amtrak for dedicated feeder bus services, and Amtrak then contracts with bus operators. The bus routes function as part of the San

² Ibid.

Table 2.6: San Joaquins Ridership at Key Thruway Bus Stops

San Joaquins Ridership at Key Thruway Bus Stops FY 2016		
	Bus Stop	Passenger Ons/O s
1	Los Angeles (Union Station)	110,247
2	San Francisco*	63,750
3	Sacramento	47,914
4	San Jose	30,276
5	Van Nuys	12,823
6	Las Vegas**	12,684
7	Davis	12,442
8	Oxnard	12,359
9	Chico	11,804
10	Riverside	11,697
11	UCLA/Westwood	9,447
12	Santa Rosa	8,975
13	San Bernardino	8,692
14	Yosemite Valley***	7,974
15	Arcata	7,635
16	Long Beach	7,225
<i>*Aggregate of all 5 San Francisco bus stops.</i>		
<i>**Aggregate of both Las Vegas bus stops.</i>		
<i>***Aggregate of all 4 Yosemite Valley bus stops.</i>		
<i>Note: The above figures are total ons (boardings) and offs (alightings) at each bus stop.</i>		
Source: Amtrak, 2016		

Joaquins, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as the trains. Ridership for these routes is shown on Table 2.7. The current Thruway bus routes and their origins/destinations are as follows:³

Route 1 – Los Angeles Basin/San Diego (from Bakersfield Station):⁴

- 1a–Bakersfield-Los Angeles-San Diego*;

³ Cities designated with asterisks (*) are not serviced by all schedules on the route.

⁴ Route 1 serves the Pacific Surfliner and San Joaquins routes.

- 1b–Bakersfield-Los Angeles-Long Beach*/San Pedro*;
- 1c–Bakersfield-Van Nuys-Torrance;

Route 3 – Redding (from Stockton/Sacramento Stations): Stockton-Sacramento-Redding;

Route 6 – South Bay (from Stockton Station): Stockton-San Jose;

Route 7 – North Bay/Redwood Empire (from Martinez Station): Martinez-Vallejo-Napa-Santa Rosa-Eureka*-McKinleyville*;

Route 9 – High Desert/Las Vegas (from Bakersfield Station): Bakersfield-Las Vegas;

Route 10 – Santa Barbara (from Bakersfield Station): Bakersfield-Oxnard-Santa Barbara;

Route 12 – Antelope Valley (from Bakersfield Station): Bakersfield-Victorville;

Route 15 – Yosemite National Park (from Merced/Fresno Stations):

- 15a–Merced-Yosemite National Park;
- 15b–Fresno-Yosemite National Park (Summer Only)
- Note: Route 15 buses operated by YARTS - Yosemite Area Regional Transportation System;

Route 18 – Central Coast/Visalia (from Hanford Station):

- 18a–Hanford-San Luis Obispo-Santa Maria;

- 18b–Hanford-Visalia
- Note: Route 18 buses are operated by Orange Belt Stages;

Route 19 – Inland Empire-Coachella Valley (from Bakersfield Station):

- 19a–Bakersfield-Riverside-San Bernardino-Hemet*;
- 19b–Bakersfield-Riverside-San Bernardino-Palm Springs-Indio;

Route 20 – Reno/South Lake Tahoe (from Sacramento Station):⁵

- Route 20a–Sierra Foothills/High Sierra, Sacramento-Auburn/Reno/Sparks;
- Route 20c–Lake Tahoe, Sacramento-South Lake Tahoe/Stateline;*;

Route 34 – Bay Area (from Stockton Station): Stockton-Oakland-San Francisco;

Route 35 – Santa Cruz (from San Jose Station): San Jose-Santa Cruz (buses operated by Santa Cruz Metropolitan Transit District). Note: Route 6 connects passengers to Route 35 via Stockton to San Jose Station;

Route 56 –Stockton (from San Jose Station): San Jose - Stockton (Note: three one-way trips, Monday-Friday via the Altamont Corridor Express train);

Route 99 – San Francisco (from Emeryville Station): Emeryville-San Francisco.

⁵ Managed by CCJPA but accessible from San Joaquins trains.



Table 2.7: San Joaquins Thruway Bus Route Ridership

San Joaquins Thruway Bus Route Ridership - FY 2016	
Thruway Bus Route	Ridership
Route 1a (Fresno - Bakersfield - Los Angeles - San Diego)	179,138
Route 1b (Bakersfield - Los Angeles - Long Beach/San Pedro)	81,081
Route 1c (Bakersfield - Van Nuys - Torrance)	43,209
Route 3 (Stockton - Sacramento - Redding)	137,150
Route 6 (Stockton - San Jose)	38,711
Route 7 (Martinez - Napa - Santa Rosa - Eureka - McKinleyville)	62,533
Route 9 (Bakersfield - Las Vegas)	16,293
Route 10 (Bakersfield - Oxnard - Santa Barbara)	26,285
Route 12 (Bakersfield - Victorville)	15,659
Route 15a/15b (Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	10,483
Route 18a/18b (Visalia - Hanford - San Luis Obispo - Santa Maria)	28,496
Route 19a/19b (Bakersfield - Riverside - Hemet / Bakersfield - Riverside - Palm Springs - Indio)	46,109
Route 34 (Stockton - Oakland - San Francisco)	18,004
Route 56 (San Jose - Stockton)	3,332
Route 99 (Emeryville - San Francisco)	56,412
TOTAL RIDERSHIP	762,895
<p><i>Note: The above figures are total ons/off (boardings/alightings) for each bus route, and includes ridership for both directions. Additionally, for shared Thruway bus routes, riders transferring to/from the Capitol Corridor and Pacific Surfliner trains are included in the ridership figures.</i></p>	
Source: Amtrak, 2016	



Figure 2.2: San Joaquins and Connecting Thruway Bus and Rail Services



Source: San Joaquin Joint Powers Authority, 2018