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## NEW CARS, NEW SERVICE PART OF CALIFORNIA'S 20-YEAR PLAN

In November 2000 Amtrak announced a major investment plan for a \$3.9-billion California rail service improvement program over the next 5 years. The plan is seen as the beginning of a 20-year vision for future rail passenger service in the Golden State. The report is related to Governor Gray Davis' transportation investment program. Key points of the program include expanded rail service in all three intercity corridors: the Capitol Corridor, the *Pacific Surfliner* Corridor, and the San Joaquin Corridor. Running times would be reduced and additional train frequencies added.

A totally new concept in the California Passenger Rail System Five-Year Improvement Plan, released in May 2001, would be the introduction of *Coast Daylight* service between Los Angeles and San Francisco. Two train sets would be used initially to provide daily service, with a second train added as demand warrants. Another part of this Coast Corridor service would include short-distance trains between San Francisco and Salinas-Monterrey. This new Amtrak plan would restore intercity train service to San Francisco using the Caltrain tracks between San Jose and San Francisco. The Peninsula Joint Powers Agency, which operates the San Francisco-San Jose-Gilroy commuter service, is upgrading the route by eliminating grade crossings and adding a third track for express services.

In the southern California Corridor, Amtrak is replacing its existing San Diego service with a \$114 million, 46-car fleet of bi-level cars called *Surfliners*. The first *Surfliner* trains entered service June 1, 2000. As additional sets are delivered they will replace *Amfleet* and *Horizon* cars operating in the San Diego-Los Angeles-Santa Barbara-San Luis Obispo Corridor. All trains include a new business class car with electrical outlets for computer users, individual seatback screens for video entertainment, and upgraded and expanded food service. Alstom built the nine 5-car train sets at the same Hornell, New York, plant used by Morrison Knudsen to assemble the California cars that run on all three California Corridors. Each train set provides 427 passenger seats in four types of passenger cars: a cab-baggage-coach, a coach, a coach-café, and a full-length business class car. Further track and station improvements are underway at several locations in the Corridor. Improved running times and additional service frequencies are near-term targets.

The Capitol Corridor (San Jose-Oakland-Sacramento-Auburn) added two new trains in 2000 and has experienced dramatic ridership growth.