

## AGENDA

### TAMC RAIL POLICY COMMITTEE

Meeting of Monday  
August 1, 2016

Transportation Agency for Monterey County  
Conference Room  
55-B Plaza Circle, Salinas

3:00 P.M.

Complete agenda packets are on display at the Transportation Agency for Monterey County (TAMC) office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the TAMC office to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. **Quorum Check, Call to Order and Introductions.** A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: Potter (Chair), Craig (Vice-Chair), Armenta, Bodem, Chavez, Delgado, Parker, Phillips, Rubio, and Smith.

*If you are unable to attend, please make sure that one of your two alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.*

2. **PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.**

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for **items 3.1-3.2** below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 **APPROVE** minutes of June 6, 2016 Rail Policy Committee meeting.  
– Murillo

- 3.2 RECOMMEND** the Board approve a change to the Agency bylaws to allow for a second Rail Policy Committee representative from South Monterey County.  
– Watson

*Mike LeBarre, King City Councilmember, has requested consideration of a change to the RPC bylaws to allow him to be added to the Committee. Existing bylaws allow for only one South Monterey County representative on the RPC, currently Alejandro Chavez, Soledad City Councilmember.*

**END OF CONSENT AGENDA**

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- 4. RECEIVE** presentation on the 2018 California State Rail Plan. – Cook

*Andy Cook, Chief, Rail Planning Branch, Caltrans Division of Rail & Mass Transportation, will attend the meeting to present the draft 2018 California State Rail Plan.*

- 5. RECEIVE** update on the Salinas Rail Extension project. – Watson

*Progress since the last update to the Committee about the Salinas Rail Extension project on June 6, 2016, includes discussions with the Capitol Corridor and Caltrans on operations scenarios and meetings to discuss comments on the 75% design plans.*

- 6. RECEIVE** update on the planned Coast Daylight train service between San Francisco and Los Angeles. – Watson

*Progress since the last update to the Committee about the Coast Daylight on June 6, 2016, includes a Policy Committee meeting on June 17 and a Technical Committee meeting on July 15.*

- 7. ANNOUNCEMENTS** and/or **COMMENTS** from Rail Policy Committee members on matters that they wish to put on future Committee agendas.

- 8. ADJOURN**

**ANNOUNCEMENTS**

Next Rail Policy Committee meeting:

**Monday, September 12, 2016**

**3:00 p.m.**

Transportation Agency for Monterey County Conference Room  
**55-B Plaza Circle, Salinas, California 93901**

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:  
Christina Watson, Rail Program Coordinator  
by Tuesday, August 30, 2016  
[Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org)**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday  
8:00 a.m. – 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897**

The next Rail Policy Committee agenda will be prepared by Agency staff and will close at noon Tuesday, August 30, 2016, nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*

**CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS**

**CORRESPONDENCE**

*None this agenda*

**REPORTS**

- R-1** May 2016 Capitol Corridor and California Intercity Passenger Rail  
Performance Results

**MEDIA CLIPPINGS**

*None this agenda*

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**RAIL POLICY COMMITTEE MEETING**  
*DRAFT Minutes of June 6, 2016*  
 Transportation Agency for Monterey County  
 55-B Plaza Circle, Salinas

	MAY 15	JUNE 15	AUG 15	SEP 15	NOV 15	JAN 16	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16
F. Armenta, Dist. 1 (J. Martinez)	P	P	<b>C</b>	P	P	P	P(A)	P(A)	<b>C</b>	<b>C</b>	E
J. Phillips, Dist. 2 (J. Stratton)	P(A)	P(A)	<b>A</b>	P(A)	P(A)	P(A)	P(A)	P(A)	<b>A</b>	<b>A</b>	P(A)
J. Parker, Dist. 4 (K. Markey)	E	P(A)	<b>N</b>	P(A)	P(A)	P(A)	P(A)	P(A)	<b>N</b>	<b>N</b>	P(A)
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	P	P	<b>C</b>	P(A)	P	P(A)	P	P	<b>C</b>	<b>C</b>	P(A)
B. Delgado, Marina (F. O'Connell)	P	-	<b>E</b>	-	P	P	-	P	<b>E</b>	<b>E</b>	P
E. Smith, Monterey (R. Deal)	E	P	<b>L</b>	-	P	E	P	P	<b>L</b>	<b>L</b>	P(A)
K. Craig, Salinas, Vice Chair (R. Russell, <del>J. Serrano</del> )	P	P	<b>L</b>	P	P(A)	P	-	P(A)	<b>L</b>	<b>L</b>	P(A)
T. Bodem, Sand City (L. Gomez)	P	-	<b>E</b>	P	P	E	-	-	<b>E</b>	<b>E</b>	P
R. Rubio, Seaside (I. Oglesby)	P	E	<b>D</b>	P	P	P	P	P	<b>D</b>	<b>D</b>	P(A)
A. Chavez, Soledad (F. Ledesma)	P	E		P	P	P	P	P			E
M. Twomey, AMBAG (H. Adamson)	-	P(A)		-	-	P(A)	-	P(A)			P(A)
O. Monroy-Ochoa, Caltrans District 5	-	-		-	-	E	-	-			-
C. Sedoryk, MST (H. Harvath, <del>L. Rheinheimer</del> )	P(A)	-		P(A)	P(A)	P(A)	P(A)	-			P(A)
B. Sabo, Airport (R. Searle)	-	-		-	-	-	-	-			-
<b>STAFF</b>											
D. Hale, Exec. Director	P	E		P	P	P	P	E			P
T. Muck, Deputy Exec. Director	P	P		P	P	P	P	P			P
C. Watson, Principal Transp. Planner	P	P		P	P	P	P	P			P
A. Green, Transp. Planner	E	-		-	-	-	-	-			-
M. Zeller, Principal Transp. Planner	P	E		P	E	P	P	P			P
H. Myers, Sr. Transp. Engineer	-	-		-	P	-	-	P			P
V. Murillo, Asst. Transp. Planner	P	P		P	P	P	P	P			P
<b>E – Excused</b> <b>VC – Video Conference</b> <b>P(A) – Alternate</b> <b>TC – Teleconference</b>											

1. **QUORUM CHECK AND CALL TO ORDER**

Acting Chair Delgado called the meeting to order at 3:02 p.m. A quorum was established.

**OTHERS PRESENT**

Chris Flescher    California Rail Advocacy            Don Reynolds            City of Salinas

2. **PUBLIC COMMENTS**

None

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3. **CONSENT AGENDA**

M/S/C Markey/Oglesby/unanimous

3.1 Approved minutes of the March 7, 2016 Rail Policy Committee meeting.

**END OF CONSENT AGENDA**

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4. **REAL PROPERTY OWNERSHIP POLICIES**

M/S/C Markey/Stratton/unanimous

The Committee reviewed the amended Real Property Ownership Policies regarding uses of Agency-owned real property through leases, easements, and encroachment permits; and recommended that the TAMC Board adopt the updated real property ownership policies.

Hank Myers, Senior Transportation Planning Engineer, reported that the current real property ownership policies needed to be updated. Mr. Myers reported that the Agency's current policies were adopted in 2003, and pertained only to the Monterey Branch Line. He noted that the updated policies apply to all TAMC property and clarify the rules related to future uses of property through leases, easements and encroachment permits, as well as assuring that the rail corridor is preserved for future rail or transportation uses.

Committee Alternate Markey asked what the old policies covered. Mr. Myers noted the old policies only covered the Monterey Branch Line encroachment permits.

Don Reynolds, City of Salinas staff, asked about the exhibit showing ownership at the Salinas Intermodal Transit Center (ITC). Christina Watson, Principal Transportation Planner, noted that the Salinas ITC exhibit is draft, pending adoption of a Memorandum of Understanding between the City and TAMC.

Committee Alternate Harvath asked about the frequency of property inspections. Mr. Myers said that TAMC staff conduct regular visual inspections and litter abatement. Debbie Hale, Executive Director, noted that jurisdictions should also notify TAMC if there are issues with the properties. Mr. Harvath expressed concern about the property lines not being well understood by lessees, and said this could be a concern for upcoming projects.

Committee Alternate Deal asked if utilities are required to relocate at the utility's expense. Mr. Myers said that utilities are required to cover their own relocation expenses.

Acting Chair Delgado asked if the Monterey Branch Line ends in Seaside or Sand City. Mr. Myers said that it ends at Contra Costa in Sand City.

Acting Chair Delgado thanked staff for their work on the updated policies, noting that they are user-friendly.

**5. SALINAS RAIL EXTENSION PROJECT UPDATE**

The Committee received an update on the Salinas Rail Extension project.

Ms. Watson reported that the progress since the last update to the Committee about the Salinas Rail Extension project on March 7, 2016, included discussions with the Capitol Corridor and California State Transportation Agency (CalSTA) regarding the near-term options for two round trips to Salinas, and a meeting with the City of Salinas regarding improvements at the Intermodal Transportation Center.

Ms. Watson reported that the Capitol Corridor Joint Powers Authority is undergoing a paradigm shift with their new business plan update. The Capitol Corridor is considering acquiring their own rail line, and is looking at optimizing the current train schedule. The schedule optimization eliminates a train that could serve Salinas. Ms. Watson noted that TAMC staff and Capitol Corridor staff have been meeting with CalSTA to discuss possible near and long-term scenarios, possibly including an independent Monterey Bay Rail service connecting to High Speed Rail in Gilroy.

Ms. Watson noted that design and right-of-way work for the project continue at the Salinas station. Michael Zeller, Principal Transportation Planner, reported that negotiations with station property owners are moving forward.

**6. COAST DAYLIGHT TRAIN SERVICE UPDATE**

The Committee received update on the planned Coast Daylight train service between San Francisco and Los Angeles.

Ms. Watson reported that progress since the last update to the Committee about the Coast Daylight on March 7, 2016, includes efforts by the Coast Rail Coordinating Council to hold onto \$25 million in state bond funding for the project and completion of an Amtrak feasibility study that shows the project would cost the state \$3.1 million in annual operating costs.

Ms. Watson reported that the California Transportation Commission (CTC) reallocated \$25 million in state bond funding from the Coast Daylight project to the Seacliff rail siding project in Ventura County and to LA Metro's "Raymer to Bernson" double-track project. Mr. Zeller reported that Carl Guardino, CTC Commissioner, Malcolm Dougherty, Caltrans Director, and Bruce Roberts, Caltrans Division of Rail Chief, all expressed support for the Coast Daylight project.

Ms. Watson reported that Amtrak's feasibility study for the Coast Daylight is now complete. The study shows a 55% farebox recovery ratio for the service, which is above the State's 50% minimum required farebox recovery ratio. Ms. Watson noted that the study's ridership estimates are conservative.

Acting Chair Delgado asked about the alternatives (San Francisco or San Jose) reviewed in the study. Ms. Watson reported that the Coast Rail Coordinating Council directed staff to analyze the San Jose to San Diego alternative as phase 1 of the Coast Daylight project.

Ms. Watson reported that Senator Cannella agreed to author Senate Bill 1197 to support the extension of existing rail corridors. However, staff asked Senator Cannella to pull the bill to allow more time for Capitol Corridor, Pacific Surfliner, San Luis Obispo Council of Governments, and TAMC staff to refine the bill language.

Committee Alternate Markey asked about the purpose of SB 1197, and if the bill is required for federal funding. Ms. Watson said the bill expands the boundaries of the State's intercity rail corridors to allow for the Coast Daylight or Rail Extension to Salinas services. Ms. Watson noted that the bill is not required for federal funding, but noted that staff is currently working on the federal environmental review for the project.

**7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None.

**8. ADJOURN**

Acting Chair Delgado adjourned the meeting at 3:47 p.m.





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 1, 2016  
**Subject:** **RPC Bylaws**

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### RECOMMENDED ACTION

**RECOMMEND** the Board approve a change to the Agency bylaws to allow for a second Rail Policy Committee representative from South Monterey County.

### SUMMARY

Mike LeBarre, King City Councilmember, has requested consideration of a change to the RPC bylaws to allow him to be added to the Committee. Existing bylaws allow for only one South Monterey County representative on the RPC, currently Alejandro Chavez, Soledad City Councilmember.

### FINANCIAL IMPACT

None.

### DISCUSSION

The proposed Coast Daylight service would stop at King City and Soledad's planned future rail stations, so it would seem appropriate to have representatives from each city. Currently, the RPC membership is governed by the Transportation Agency for Monterey County Bylaws, section 12.5 (relevant section underlined):

“A Rail Policy Committee composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, Supervisorial District 1, Supervisorial District 2, Supervisorial District 4, Supervisorial District 5 and South Monterey County, either the 3rd District County Supervisor or a voting TAMC Board member from one of the South Monterey County Cities. The TAMC Chair may appoint annually ex-officio members as needed. The Committee shall select a Chair and Vice Chair from its membership for a two-year term at the end of the February meeting of every even year, beginning in 2008. The Chair may rotate between the County Supervisors and the Cities, and/or between Salinas Valley and the Monterey Peninsula or the existing Chair may be reappointed to a new term. To be eligible to serve as the Chair or Vice Chair, the person must be a voting AGENCY Board Member


and have served on the Rail Policy Committee for at least one year. The Rail Policy Committee advises the Transportation Agency Board on matters related to the establishment of passenger rail service in Monterey County.”

The proposed change is as follows:

“A Rail Policy Committee composed of TAMC Board members or their alternates from the following jurisdictions on the rail lines: Cities of Salinas, Marina, Sand City, Seaside, and Monterey, Supervisorial District 1, Supervisorial District 2, Supervisorial District 4, Supervisorial District 5 and **two representatives from South Monterey County, either the 3rd District County Supervisor and/or a one or two voting TAMC Board members from ~~one of~~ the South Monterey County Cities...**”

Adding an eleventh voting member will not change the quorum requirement (six voting members) and would eliminate any risk of a tie vote, although that has never happened at the Rail Policy Committee. Staff supports this proposal.

Approved by:

  
\_\_\_\_\_  
Debra L. Hale, Executive Director

Date signed: 7/19/2016

Consent Agenda

Counsel Approval: YES

Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 1, 2016  
**Subject:** 2018 California State Rail Plan

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### RECOMMENDED ACTION

RECEIVE presentation on the 2018 California State Rail Plan.

### SUMMARY

Andy Cook, Chief, Rail Planning Branch, Caltrans Division of Rail & Mass Transportation, will attend the meeting to present the draft 2018 California State Rail Plan.

### FINANCIAL IMPACT

Inclusion of Monterey County rail projects in the statewide rail plan is important for future grant applications and service planning.

### DISCUSSION

Caltrans is developing the 2018 California State Rail Plan over the next year, with input from all the stakeholder rail agencies, including TAMC. **Attachment 1** is a fact sheet on the plan. Caltrans will prepare the Rail Plan on a 4-year schedule moving forward based on state and federal requirements. The plan includes separate sections for passenger and freight rail, including a short-term four year program of projects, a 10-year interim program, and a long-term “vision” with a 2040 horizon year. The plan is scheduled to be released for public review in March 2017.

The passenger component of the plan is based on a proposed “Integrated Network” to provide “Core Services” with coordinated schedules and efficient transfers providing access to and supporting convenient intercity rail travel. Caltrans has established a principle in its planning process to connect communities with a population of 40,000 or greater to a statewide passenger rail network. This ambitious plan is intended to establish a long term framework to guide service planning and investment decisions that supports, or does not preclude, development of the integrated network.


The passenger rail planning effort includes a market assessment, a rail infrastructure review (a.k.a. capacity analysis), and a refinement of network service scenarios. Outside the scope of the plan but a necessary next step is an analysis of organizational structures required to support the plan’s implementation. Caltrans is also developing principles for prioritizing investments such as: services

tailored to market demand, minimizing freight interference, avoiding duplication of services and investments, and minimizing throw-away interim investments.

Caltrans has developed a draft term sheet (**Attachment 2**) for Northern California that includes the Central Coast, a region they define as Gilroy to San Luis Obispo, including Santa Cruz, Monterey, San Benito and San Luis Obispo Counties. The respective agencies met at TAMC on June 27 to discuss the draft term sheet. The document reflects the goal of auto-competitive alternatives for statewide travel and a connection to the statewide High-Speed Rail network at Gilroy. The plan includes intercity bus options as well as rail, and much of the service proposed for the Central Coast region is envisioned to be bus in the near term, while planning for increased rail service in the longer term. As reported at the June RPC meeting, the draft plan includes the Salinas Rail Extension project, and Salinas as a rail hub.

The next meeting with stakeholders is scheduled for August 23 in Sacramento. Caltrans staff will present an update at the meeting.

Approved by:

  
\_\_\_\_\_  
Debra L. Hale, Executive Director

Date signed: 7/19/2016

Regular Agenda

Counsel Approval: N/A  
Finance Approval: N/A

Attachments:

1. 2018 California State Rail Plan Fact Sheet
2. Discussion Draft Term Sheet – Central Coast

2018

# CALIFORNIA STATE RAIL PLAN



factsheet



## CONNECTING CALIFORNIA...BETTER

Caltrans is beginning work on its new 2018 Rail Plan which will provide an **exciting new framework for California's rail network** and set the stage for **new and better rail and community connections in the State** for the next 20 years and beyond.

### THE RAIL PLAN'S MISSION

*The mission of the 2018 Rail Plan is to provide a safe, sustainable, integrated, and efficient California rail network that successfully moves people and goods while enhancing the State's economy and livability.*

## What is the 2018 CALIFORNIA STATE RAIL PLAN?

The 2018 Rail Plan will present a **vision and strategies** for California's future passenger and freight rail network, which **will guide state investments** supporting implementation of an integrated rail network. It also fulfills state and federal rail plan requirements.

The Rail Plan is not being developed in a vacuum - it is an important element in the comprehensive examination of statewide transportation investment strategies tied to the **2040 California Transportation Plan**:

This overall plan for the State seeks to build on regional initiatives for curbing greenhouse gas emissions and climate change by coordinating statewide planning for all transportation modes, including air, roads and highways, local and regional public transit, and passenger and freight rail.

## YES, RAIL CAN... provide solutions to today's transportation challenges:

- Rail provides a **safe, quality and efficient transportation choice** for Californians;
- Rail provides a **cost-effective, and often best-value, investment** in transportation infrastructure that minimizes impacts on our communities and supports economic growth;
- Rail **can help reduce current highway and air transportation congestion** in our highly urbanized state, where population is expected to grow to nearly 50-million by 2050.
- Rail, including electrified rail, is an effective way to help achieve the state's greenhouse gas emission targets and other **air quality benefits**.



See the website [www.californiastaterailplan.com](http://www.californiastaterailplan.com) for more information.



## WHAT IS NEW about the 2018 Rail Plan?

The 2018 Rail Plan builds on previous Caltrans rail plans, and yet is **more ambitious** as it will provide a **vision for freight and passenger rail** that will include an integrated high-speed, intercity, and commuter passenger rail system with better **timed connections and more transportation options**.

The 2018 Rail Plan will also address how rail can help achieve statewide **greenhouse gas emissions** mandates.



## How YOU can GET INVOLVED:

This Rail Plan planning process is being designed to allow for early and meaningful public participation throughout, with several options for input and feedback.

- **Sign up** to receive e-mail updates and notifications on the Rail Plan planning process
- **Provide comments** through the website's online comment form
- **Send an email** to [Railplan@dot.ca.gov](mailto:Railplan@dot.ca.gov)
- **Attend public meetings (in person or online)**, and provide feedback on the Draft Plan during the Public Comment Period in Spring of 2017
- **Bookmark the website** and check it often for updates: [www.californiastaterailplan.com](http://www.californiastaterailplan.com)

## PROJECT SCHEDULE

- July 2015** ○ Began preparation of the 2018 Rail Plan
- Early 2016** ○ Launch of new Rail Plan website and public online survey to provide early input on rail issues and opportunities
- Spring 2017** ○ Draft 2018 Rail Plan will be available to the public for review and provide feedback during a public comment period
- Mid-2018** ○ The final Rail Plan will be released, including responses to public comments

## STAKEHOLDER INVOLVEMENT

Caltrans convened a Stakeholder Advisory Committee in November 2015 as a technical and policy working group to provide input and expertise in the development of the 2018 Rail Plan. The committee meets quarterly through August 2017, and includes passenger rail operators, planning agencies, freight rail interests, Tribal Nations, private railroads, transit operators, and neighboring states. Advocacy groups representing environmental, disadvantaged communities, livable communities/active transportation and agricultural interests are also included.

A full roster of participating agencies is available on [www.californiastaterailplan.com/about](http://www.californiastaterailplan.com/about)

In addition, Caltrans has a focused Native American outreach program for the 2018 Rail Plan which includes appointing three Native American tribal representatives to the Stakeholder Committee, tribal listening sessions early in the Rail Plan development process, formal consultation options for the draft 2018 Rail Plan, and providing regular updates to the Caltrans Native American Advisory Council.

## contact us

E-mail: [Railplan@dot.ca.gov](mailto:Railplan@dot.ca.gov)  
 Website: [www.californiastaterailplan.com](http://www.californiastaterailplan.com)





# 2018 CALIFORNIA STATE RAIL PLAN

Contract 75A0419

## Task 12: Network Integration and Strategic Services Planning Final Statewide Passenger Rail Network Vision

Draft Term Sheet – Northern California

# Passenger Rail Network Vision

Working Draft

June 26, 2016

**Prepared for:**

California Department of Transportation (Caltrans)  
Division of Rail and Mass Transportation  
1120 N Street  
P.O. Box 942874  
Sacramento, CA 95814



**Prepared by:**

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Kimley-Horn Associates  
SMA+  
Steer Davies Gleave

## List of Acronyms

ACE	Altamont Corridor Express
BART	San Francisco Bay Area Rapid Transit
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CFNR	California Northern Railroad
CSRP	California State Rail Plan
CHSRA	California High-Speed Rail Authority
DMU	Diesel Multiple Unit
Ferry	Ferry Boat
FRA	Federal Railroad Administration
HOV	High Occupancy Vehicle
HSR	High Speed Rail
I	Interstate
ICE	Intercity/Express Rail
Integrated Bus	Integrated Express Bus
LOSSAN	Los Angeles San Diego San Luis Obispo
LRT	Light Rail Transit
mph	Miles Per Hour
NWP	Northwestern Pacific Railroad
REG	Regional/Local Rail
ROW	Right-of-Way
SACRT	Sacramento Regional Transit District
SCVTA	Santa Clara Valley Transportation Authority
SJVR	San Joaquin Valley Railroad
SMART	Sonoma Marin Area Rail Transit
SMF	Sacramento International Airport
SR	State Road
UMT	Urban Mass Transit
UPRR	Union Pacific Railroad
US	United States

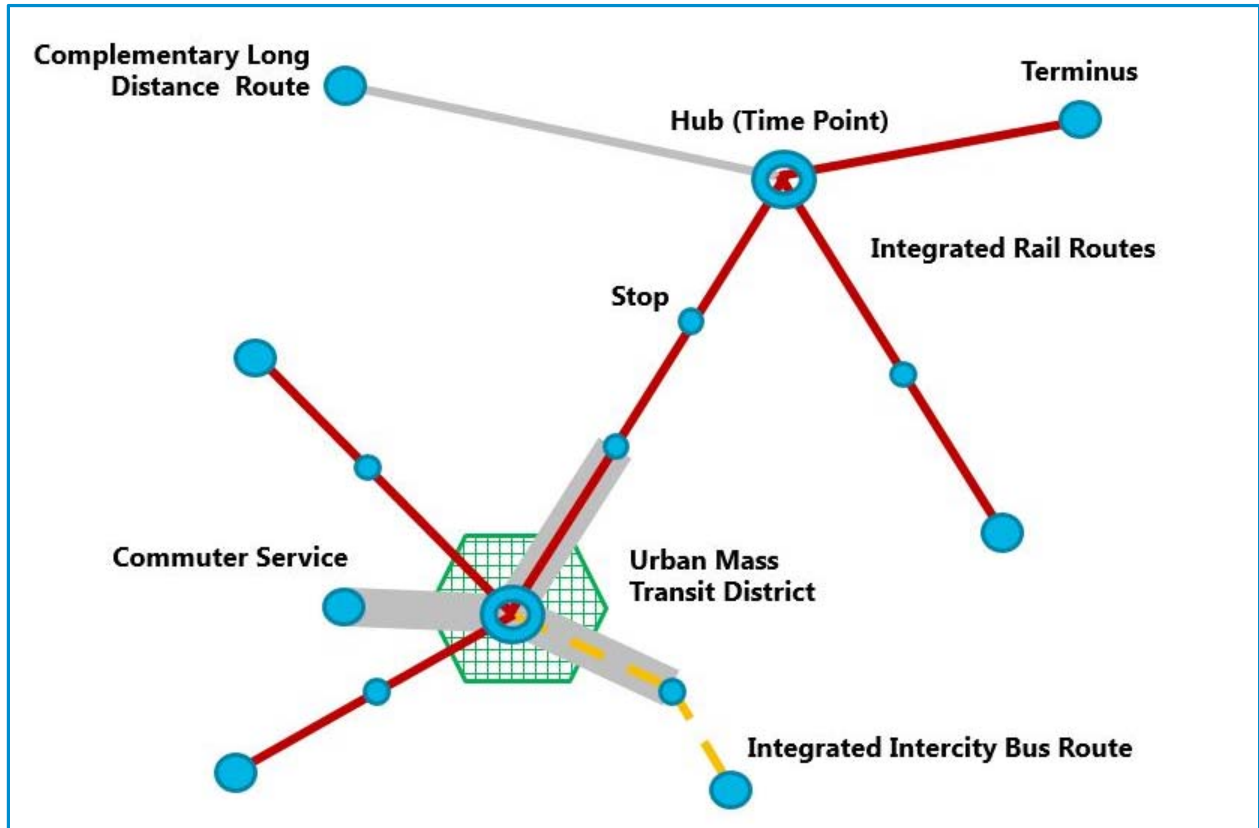


# Integrated Network Planning

## Overview

The 2040 Passenger Rail Vision Plan will leverage California's investment in the High-Speed Rail (HSR) system by integrating regional and local services to provide a system which can deliver door-to-door journeys through use of coordinated schedules and regional connectivity hubs. Vision network will be comprised of four principal elements (refer to Figure 1):

- **High Speed Rail**– The high-speed line links Northern and Southern California provides competitive travel times for statewide trips. The system connects San Francisco and San Jose in the North with Central Valley population centers and with Los Angeles and Orange County. Additional segments of dedicated high speed line beyond Phase 1 are under consideration for development by 2040, as are extensions of high speed services over blended service lines that have been electrified by that point.
- **Integrated Services** – Expansion and integration of regional services statewide will both complement the high-speed system and will significantly improve public transport for regional trips. It is envisioned that half-hourly services operated on the high-speed and intercity network would be integrated with half-hourly regional services at regional hubs. Integrated services will be provided by rail where feasible and practicable; express bus service extends the coverage and improve accessibility to the integrated rail services.
- **Complementary Services** – Additional services operated on the high-speed line and on regional lines that would be scheduled to meet market demands. These would include serving express travel needs on the high-speed network (such as the Bay Area to LA Basin with no intermediate stops), commuter markets which have distinctive directionality and peaking, services which are less frequent than the core service provided on the integrated network, and specialized services which may have a recreational or tourist focus, or serve long-distance trips. The complementary services will be physically integrated at hubs and will be scheduled to complement the integrated services.
- **Urban Mass Transit Districts** – The integrated services will be physically integrated with mass transit operations at hubs providing door-to-door access to local destinations. Services provided in mass transit districts may include regional rapid rail transit, light rail, streetcar or trolley, as well as local bus, express bus, bus rapid transit, and ferry.



**Exhibit 1: Integrated Rail Network Example**

Caltrans has established an initial goal of providing integrated service to cities with populations of 40,000 or more, representing more than 200 cities statewide (refer to Table 1), as well as to additional communities along the corridors that connect them. A statewide integrated rail-bus network targeting this level of connectivity will include local stops within close proximity to more than 80% of the state's population and will also provide convenient access to key activity nodes including major employment centers, educational and medical complexes, and tourist destinations.

**Table 1: Connected Cities Population (based on 2010 Census)**

#	City	Pop'n.	#	City	Pop'n.	#	City	Pop'n.
1	Los Angeles	3,792,662	71	San Mateo	97,207	141	Madera	61,416
2	San Diego	1,301,621	72	Compton	96,412	142	Castro Valley	61,388
3	San Jose	952,555	73	Clovis	95,699	143	La Habra	60,281
4	San Francisco	805,195	74	Jurupa Valley	95,004	144	Monterey Park	60,256
5	Fresno	496,112	75	South Gate	94,417	145	Santa Cruz	59,948
6	Sacramento	466,488	76	Vista	93,854	146	Encinitas	59,518
7	Long Beach	462,236	77	Mission Viejo	93,117	147	Tulare	59,312
8	Oakland	390,907	78	Vacaville	92,425	148	Gardena	58,829
9	Bakersfield	347,609	79	Arden-Arcade	92,186	149	National City	58,578
10	Anaheim	336,440	80	Carson	91,714	150	Cupertino	58,572
11	Santa Ana	324,792	81	Hesperia	90,173	151	Huntington Park	58,114
12	Riverside	303,983	82	Redding	89,861	152	Petaluma	57,941
13	Stockton	291,731	83	Santa Monica	89,742	153	San Rafael	57,717
14	Chula Vista	243,916	84	Westminster	89,614	154	South Whittier	57,156
15	Fremont	214,079	85	Santa Barbara	88,411	155	La Mesa	57,065
16	Irvine	211,906	86	Chico	86,401	156	Rocklin	57,019
17	San Bernardino	209,961	87	Whittier	85,317	157	Arcadia	56,370
18	Modesto	203,119	88	Newport Beach	85,219	158	Diamond Bar	55,552
19	Oxnard	197,966	89	San Leandro	84,950	159	Woodland	55,473
20	Fontana	196,474	90	Hawthorne	84,293	160	Fountain Valley	55,360
21	Moreno Valley	193,365	91	San Marcos	83,650	161	Porterville	54,165
22	Glendale	191,761	92	Citrus Heights	83,255	162	Paramount	54,098
23	Huntington Beach	191,037	93	Tracy	83,101	163	Hanford	54,076
24	Santa Clarita	176,292	94	Alhambra	83,096	164	Hacienda Heights	54,038
25	Garden Grove	170,964	95	Livermore	81,108	165	Rosemead	53,771
26	Santa Rosa	167,834	96	Buena Park	80,613	166	Eastvale	53,683
27	Oceanside	167,086	97	Lakewood	80,053	167	Santee	53,415
28	Rancho Cucamonga	165,350	98	Indio	79,116	168	Highland	53,104
29	Ontario	163,921	99	Merced	78,957	169	Delano	53,041
30	Lancaster	156,643	100	Hemet	78,658	170	Lake Elsinore	52,861
31	Elk Grove/Laguna	153,015	101	Chino	77,972	171	Colton	52,155
32	Palmdale	152,746	102	Menifee	77,519	172	Novato	51,904
33	Corona	152,374	103	Lake Forest	77,448	173	Brentwood	51,624
34	Salinas	150,498	104	Napa	76,987	174	Yucaipa	51,371
35	Pomona	149,030	105	Redwood City	76,802	175	Cathedral City	51,200
36	Torrance	145,434	106	Bellflower	76,610	176	Watsonville	51,199

#	City	Pop'n.	#	City	Pop'n.	#	City	Pop'n.
37	Hayward	144,371	107	Baldwin Park	75,390	177	Placentia	50,893
38	Escondido	143,913	108	Tustin	75,314	178	Glendora	50,065
39	Sunnyvale	140,058	109	Chino Hills	74,799	179	Cerritos	49,047
40	Pasadena	137,124	110	Mountain View	74,020	180	Rowland Heights	48,993
41	Orange	136,432	111	Alameda	73,812	181	Gilroy	48,810
42	Fullerton	135,235	112	Upland	73,732	182	West Sacramento	48,744
43	Thousand Oaks	126,522	113	San Ramon	72,211	183	La Mirada	48,527
44	East Los Angeles	126,496	114	Folsom	72,199	184	Palm Desert	48,443
45	Visalia	124,457	115	Pleasanton	70,311	185	Aliso Viejo	48,054
46	Simi Valley	124,239	116	Lynwood	69,772	186	Cypress	47,860
47	Concord	122,277	117	Union City	69,524	187	Rancho Santa Margarita	47,855
48	Roseville	118,660	118	Apple Valley	69,139	188	Poway	47,811
49	Santa Clara	116,497	119	Redlands	68,667	189	Covina	47,792
50	Vallejo	115,940	120	Turlock	68,549	190	Florin	47,513
51	Victorville	115,921	121	Perris	68,386	191	Azusa	46,346
52	El Monte	113,481	122	Manteca	67,276	192	Dublin	46,036
53	Berkeley	112,489	123	Milpitas	66,815	193	Ceres	45,897
54	Downey	111,770	124	Redondo Beach	66,748	194	Antelope	45,770
55	Costa Mesa	110,078	125	Davis	65,636	195	San Luis Obispo	45,170
56	Inglewood	109,673	126	Yuba City	65,631	196	Palm Springs	44,531
57	San Buenaventura	107,235	127	Camarillo	65,221	197	San Jacinto	44,199
58	West Covina	106,125	128	Rancho Cordova	64,805	198	Lincoln	42,781
59	Norwalk	105,549	129	Palo Alto	64,409	199	Altadena	42,777
60	Carlsbad	105,459	130	Yorba Linda	64,193	200	North Highlands	42,694
61	Fairfield	105,371	131	Walnut Creek	64,174	201	El Centro	42,596
62	Richmond	103,671	132	South San Francisco	63,664	202	Newark	42,573
63	Murrieta	103,430	133	San Clemente	63,482	203	Lompoc	42,438
64	Burbank	103,299	134	Florence-Graham	63,387	204	El Dorado Hills	42,108
65	Antioch	102,745	135	Pittsburg	63,260	205	Bell Gardens	42,053
66	Daly City	101,146	136	Laguna Niguel	62,985	206	Danville	41,859
67	Temecula	100,156	137	Pico Rivera	62,948	207	Rancho Palos Verdes	41,653
68	Santa Maria	99,597	138	Montebello	62,490	208	San Bruno	41,053
69	El Cajon	99,476	139	Lodi	62,134	209	Rohnert Park	40,818
70	Rialto	99,150	140	Carmichael	61,762	210	Coachella	40,704
<b>Source: US Census Data (2010)</b>						<b>TOTAL</b>	<b>27,268,983</b>	

## Planning Principles

### Pulsed System

A *Pulsed System* is a transportation network that features services operating on coordinated regular interval timetables. The immediate advantage of a *Pulsed System* to the end user is that its repetitive pattern makes it easier and more intuitive to use as most services are usually offered every hour or even half hour throughout the day. More importantly, the cyclic nature enables connecting services to be linked together easily; connections between services and service tiers can be designed to allow optimal onward travel consistently throughout the day.

There are two components that are necessary for a *Pulsed System* to work: services must operate using the same *System Pulse* and be coordinated to meet at designed *Time Points* in order to maximize network efficiencies.

**System Pulse** The base frequency at which services operate across the network, for example “hourly” or “half-hourly”.

**Time Point** The location where multiple services can connect together both geographically and temporally and convenient transfers can be made.

### Pulsed System Framework

The 2018 CSRP has developed a *Pulsed System* temporal framework, onto which services can be pinned. The 2018 CSRP has preliminarily identified that it is desirable to have a 30 minute *System Pulse* interval across most portions of the State.

California High Speed Rail will serve as the backbone to the statewide system and therefore the service plans from the 2016 *CaHSR Business Plan* have been used to identify where the core statewide *Time Points* should be located. Additional time points have also been identified by understanding the size of the population center served; the geographic location of the time point and the desired edge times<sup>1</sup> between principal nodes. Locations between *Time Points* that are not explicitly referenced in the term sheet goals are of importance to the State.

Edge Times have been designed to allow intra-corridor nodes between *Time Point* locations to be served; it is anticipated that the majority of California’s top 200 cities will be connected in this

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<sup>1</sup> The time needed to get from one time point to another time point is called “edge time”. These times do not represent the actual travel time between two time points, since they also include a portion of the time necessary to make transfers at each time point to other services arriving and departing at the same time. In general running time between time points will be somewhat shorter, with the need being partly determined by the efficiency of transfers possible at a given time point. To provide efficient and convenient transfers, the edge times have to be close to a multiple of half the system pulse.

way. Cities that are located outside the catchment area of the network will have convenient access to the statewide system. *Time Points* provide anchor points for local authorities and operators to connect their services to the network.

### Extent of Coordination

The 2018 CSRP identifies two key service components, which together make up the passenger rail system:

<b>Core Services</b>	Services essential to provide statewide mobility Services operating on a common <i>System Pulse</i> Services connected at key <i>Time Point</i> locations Infrastructure investment to be targeted to ensure that these services can operate reliably and achieve the goals set out in the vision
<b>Complementary Services</b>	Services relevant to local and regional transportation needs Services supplementary to <i>Core</i> services, extending the public transportation coverage These services could also use the <i>Pulsed System</i> framework and operate on the common <i>System Pulse</i> , connecting into <i>Time Point</i> locations.

The implementation of a *Pulsed System* does not necessitate that all services should run at the same frequency. It provides a minimal framework for transport agencies to choose how they would like to include their services in the statewide system. The frequency at which services connect together will determine how well a region is connected to the statewide network. If agencies wish to increase services, then they will be viewed by the State as *Complementary* (refer to Exhibit 2 which illustrates how the degree of network integration may vary by type of service.)

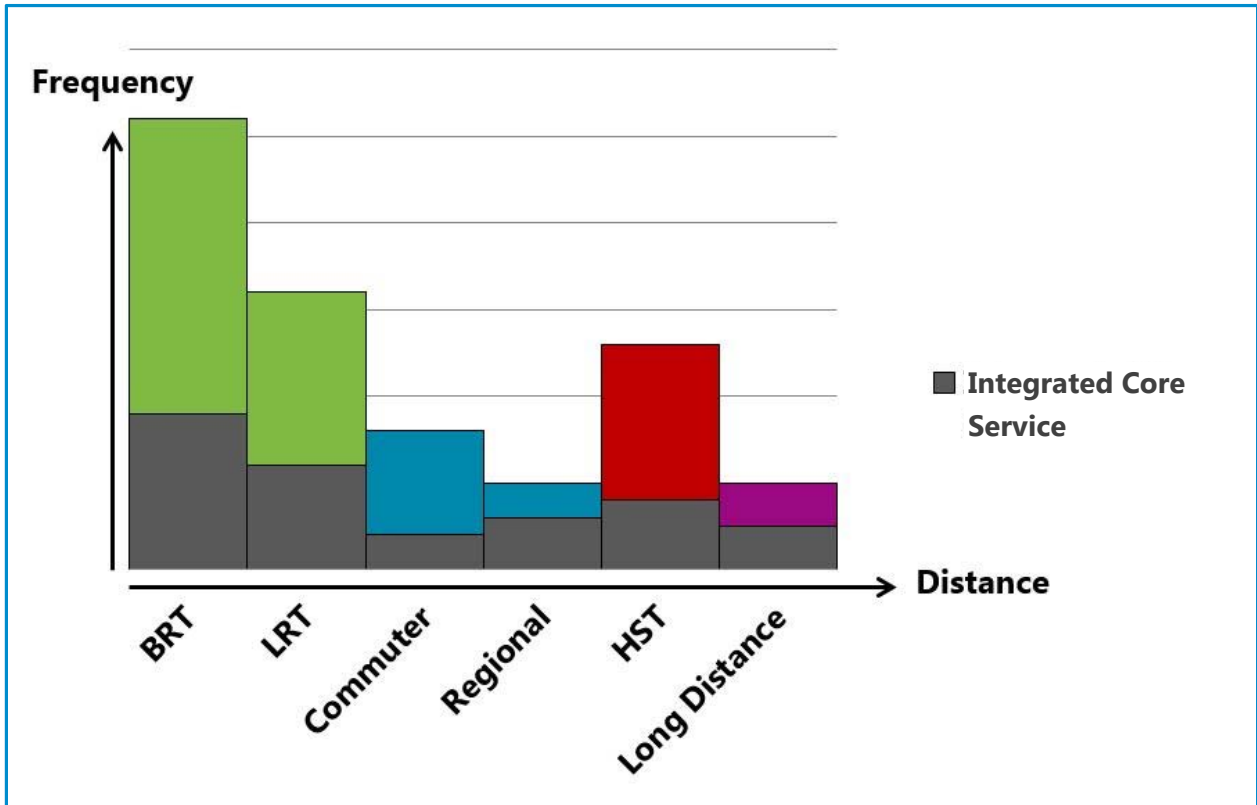


Exhibit 2: Integrated Core Services within Various Service Types

### Service Tiers

The 2018 CSRP recognizes that coordination of services is only part of the solution in developing a transportation system that enhances the economy and livability of California. It is equally important that a variety of service products can operate to satisfy the needs of their principal markets.

Broad service categories have been defined by the 2018 CSRP and are listed in Table 1 below along with a description that characterizes their attributes.

**Table 2: Service Tiers**

Service	Term or Acronym	Description
High Speed Rail	HSR	California High Speed Rail system, forming the spine of the integrated state rail vision
Intercity/Express Rail	ICE	Longer distance intercity rail service with less frequent stops and higher service speeds
Regional/Local Rail	REG	Shorter distance regional or local service with more frequent stops and varying service patterns by period
Integrated Express Bus	Integrated Bus	Express bus service as part of the timed network with infrequent stops, connecting to rail services (refer to text)
Ferry Boat	Ferry	Passenger ferry services connecting to rail services
Urban Mass Transit	UMT	A wide range of transit modes including metro rail, light rail, bus rapid transit (BRT), and city bus; some providing connections timed to meet with and connect to integrated rail services

**Note on Integrated Express Bus**

The Integrated Express Bus (Integrated Bus) service allows communities that cannot be rail served, or where demand is not sufficient to justify rail service, to be connected to each other and the rest of the statewide travel network. (Or in some cases, Integrated Bus frequencies may be used to fill in gaps in rail schedules should there be inadequate demand to justify operation of a train in the scheduled “slot”).

For the purpose of the CSRP, the focus is on communities of greater than 40,000 people, although additional communities on these corridors at intermediate locations may also be served once detailed planning is completed. Stops of state interest will generally feature convenient access, some park and ride facilities, and connectivity to local transit. Travel on these corridors needs to either be auto-competitive at all times, or at least at peak travel times (leveraging HOV access where available), providing a service quality similar to Regional/Local Rail or Intercity/Express Rail.

Integrated Bus service needs could be met by express bus routes operated by local transit districts, a commercial operator, or by provision of dedicated interurban feeder bus as part of the *Thruway* bus network.



# Draft Term Sheets

## Introduction

“Term Sheet” as used in this planning document means a summary of the specific service plan goals, integration with the HSR system, delivery options for implementing the services including connectivity hubs, and short-term planning and capital investment needs. These “terms” are described for each of the eight planning districts defined for the network integration strategic service plan. Term Sheets are a tool for understanding and organizing costs and capital improvements required in implementing the 2040 Vision. Term Sheets also contain qualitative descriptions of regional service and guidance as to how the completion of a given corridor contributes to the overall level of service in the region and across the state. This information helps to show the integrative nature of the 2040 Vision and the value each corridor improvement adds to the overall network.

## Planning Districts

Term Sheets have been developed for each of the following districts: Northern California and Bay Area, Central Valley, Coast, LOSSAN North, LOSSAN South, Los Angeles Area, Inland Empire, and the XpressWest (High Desert Corridor) as shown in Exhibit 3.

## High-Speed Rail Integration and On-Going Planning Needs

The integrated network is intended to leverage the State’s investment in the HSR system. Accordingly, key provisions and considerations are summarized for each district.

On-going planning and investment in rail services and facilities will bring numerous rail projects “on line” statewide which will provide Short Term benefits (e.g., by 2022, four years subsequent to the adoption of this Rail Plan.) The 2040 Vision will be achieved through many cycles of successive planning, project development and investment. Accordingly, the Term Sheets identify key district-level planning which needs to be initiated or continued in the near term to define solutions which will achieve the 2040 Vision goals.

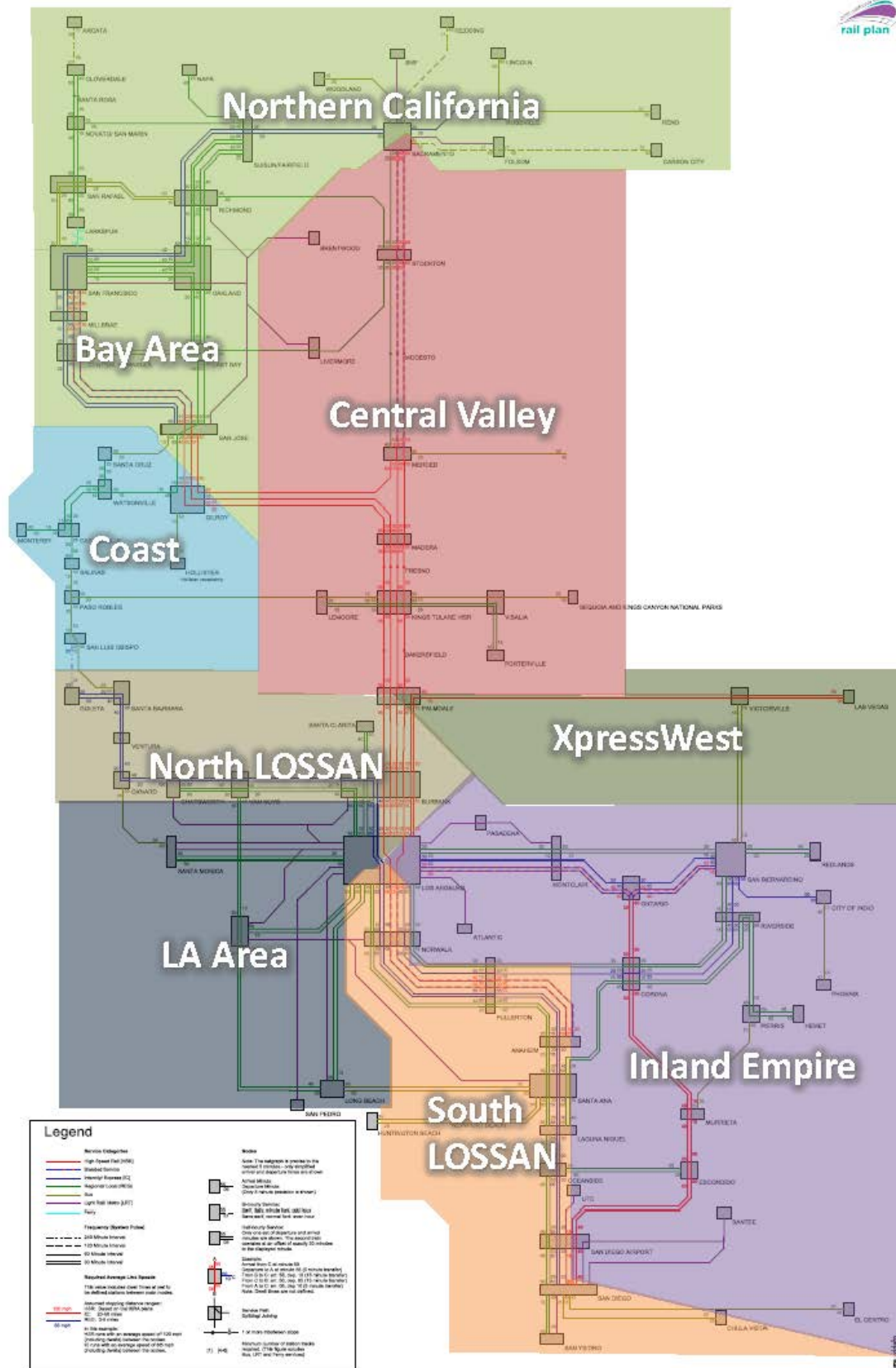


Exhibit 3: Network Integration Districts

## Vision Goals

The 2040 Vision goals listed in the Term Sheets are described by service goals and connectivity goals. The service goals comprise Statewide, Intercity and Regional goals. The Statewide travel goals describe how services in the region should connect to the rest of the State, whereas the Intercity and Regional goals describe how services will link cities and core economic centers together to provide intra and interregional travel. The connectivity goals describe how and where services should link together.

## Service and Connectivity Delivery Options

The delivery options are categorized under service and connectivity delivery options and seek to identify implementable solutions that achieve the 2040 vision goals. The delivery options are not designed to be finalized recommendations, but serve as a catalogue of options, from which future implementation studies can better identify the needs of the State and the suggestions from Stakeholders.

It should be noted that delivery options may represent a range of strategies with varying cost, environmental feasibility and institutional feasibility. In addition, some of the delivery options may be appropriate as near term or phased implementation of the Vision but may not be capable of providing the quality of service indicated in the 2040 Vision Netgraph.

# Coast

## Goals

### Top Cities for Statewide Integration

1. San Jose	953,000
2. Salinas	150,000
3. Santa Maria	100,000
4. Santa Barbara	88,000
5. Santa Cruz	60,000
6. Watsonville	51,000
7. Gilroy	49,000
8. San Luis Obispo	45,000
9. Morgan Hill	43,000 (in 2015)
10. Lompoc	42,000

Other communities of opportunity are along the corridors or of regional interest for connections, including Hollister, Marina, Seaside, Monterey, Soledad, King City, Paso Robles, Atascadero, and Goleta, each with populations of greater than 20,000 and on or near key corridors between the communities proposed for statewide integration. Such communities and others of smaller size identified with regional partners would likely be additional connected communities served by a combination of statewide services and regionally-sponsored services.

### Service Goals

#### Statewide

- Regular hourly rail services connecting the northern portion of the Central Coast to the statewide HSR network via Gilroy, providing auto-competitive alternatives for statewide travel
  - Less than 90 min Salinas to San Jose
  - Less than 2 hrs 15 min Salinas to San Francisco
  - About 3 hrs Salinas to Sacramento (via Gilroy/Merced)
  - About 3 hrs 40 min from Salinas to Los Angeles (via Gilroy)
- Regular hourly bus service connecting the Central Coast to the Central Valley, providing additional statewide travel options
  - Paso Robles to Sacramento in about 4 hrs 30 min

- San Luis Obispo to Sacramento in about 5 hrs 10 min
- Regular hourly connections from the Central Coast to Santa Barbara and Los Angeles, providing auto-competitive travel options to southern California
  - San Luis Obispo to Burbank in 3 hrs 45 min
  - San Luis Obispo to San Diego in 6 hrs

## Regional

- Regular hourly service connecting communities in the Coast region together, making local stops between Santa Cruz and Monterey via Watsonville
- Direct regular hourly rail service between Salinas and the Bay Area

## Connectivity Goals

### Gilroy

- Hub for connections from the Central Coast and Hollister to the HSR system
- Station design to allow for ease of transfer between services

### Santa Cruz/Monterey/Salinas

- Connections between Monterey and Santa Cruz to the integrated statewide network

### San Luis Obispo County

- Connection point to allow travel from the Coast to the Central Valley and Southern California

## Delivery Options

### Service Delivery Options

#### Salinas – Paso Robles – San Luis Obispo – Santa Barbara

- Integrated bus service connecting counties between Salinas and Santa Barbara, including significant population centers not on the rail line
  - 4 hrs 45 min, more than an hour faster than by train
  - Study results of hourly service in a statewide network
- Increased Intercity/Express rail frequencies on the existing Coast and Santa Barbara subdivisions with some additional line speed/capacity improvements, allowing continuation of some San Jose-Salinas trains and San Diego-Goleta to San Luis Obispo as one-seat rides.

- Integrated bus service to the Central Valley at Paso Robles
- Coast Starlight continued as a Long Distance through train by Amtrak
- Consideration of additional station stops on Coastal route for both Intercity/Express and Long Distance rail services
- Implementation: CSRP does not need to take a specific position on the exact mix of train and bus in the corridor, as this mix will be determined by both market demand (which may influence the frequency level and mode) as well as the success of negotiations over access requirements with the host railroads
- CSRP will likely indicate a frequency (bi-hourly or hourly) for bus service over this segment, and also show less frequent rail service

### **Salinas – Gilroy - San Jose**

- Goal of hourly rail services on the Coast subdivision between San Jose and Salinas, with track improvements at selected locations to improve trip times (potentially a one seat ride from further up the East Bay)
- Option: Less frequent rail (perhaps bi-hourly) supplemented by buses
- Extent of through service from Gilroy to San Jose determined in part by ability to increase service level to local stations between the two cities and the market demand to do so (particularly with regards to feeding passengers to the statewide system)
- Option: Connect to frequent, all-day electric HSR service at Gilroy, with peak-direction, weekday-only Caltrain service retained (maximum of 5-10 one way trips per rush hour in peak direction only) and perhaps buses filling in service gaps to key local stations the rest of the day
- Implementation: Need to address through planning the stations at which all day service may be provided between Gilroy and San Jose, and how such service is provided (both mode and route)
- The specific alignment of HSR, and the location of services that stop more frequently between Gilroy and San Jose, does not need to be specifically addressed in the CSRP – this will be the subject of implementation planning as well as host railroad negotiations

### **Monterey – Castroville – Watsonville – Santa Cruz**

- CSRP will focus on the importance of connecting Monterey and Santa Cruz to the statewide system at Castroville and Watsonville, respectively, with Regional rail as the preferred mode due to public ownership of the rail corridors, and Integrated Bus as a minimum

- Option: Monterey and Santa Cruz could have complementary Regional rail connections by using the Santa Cruz Branch and Monterey Branch Rail lines, driven by local planning and decision making, either as separate branch lines, or as a through Regional service
- Option: Integrated Bus connections would be provided as alternatives to these projects

### **Santa Cruz – San Jose**

- Increased frequencies on Integrated Bus services between San Jose and Santa Cruz to allow fast access to statewide travel network in San Jose

### **Hollister – Gilroy**

- CSRP focuses on connecting Hollister to the statewide system at Gilroy based on current understanding of population growth, travel patterns and regional interest in addressing this travel corridor
- Integrated Bus connection (as a baseline due to non-public ownership of the ROW) along Highway 25 between Hollister and Gilroy
- Option: Regional rail service on UPRR or the Hollister Industrial Track
- Implementation: Local planning and decision making to determine Integrated Bus or the potential for Regional rail service on UPRR or the Hollister Industrial Track

### **Connectivity Delivery Options**

#### **Gilroy**

- Connections at Gilroy HSR station between all service tiers

#### **Santa Cruz/Monterey/Salinas**

- Watsonville (Pajaro) and Castroville are locations where services to and from Monterey and Santa Cruz, respectively, can be networked into the system
- Time coordinated Integrated Bus connections at Salinas meeting all integrated trains

#### **San Luis Obispo County**

- Time coordinated Integrated Bus connections at San Luis Obispo with connections to all integrated rail services
- Paso Robles as point of connection for Integrated Bus link to Central Valley

## High-Speed Rail Integration, Short-Term Capital Projects, and On Going Planning Needs

- HSR station area planning at Gilroy funded by CHSRA
- Coastal rail planning effort using Caltrans planning resources to address integration of statewide services on the Coast with HSR at Gilroy and with regional services in the Monterey Bay area
- Investigation of potential short-term opportunities to increase rail service, including making use of weekday-only, peak-direction capacity owned by SCVTA/Caltrain between Gilroy and San Jose
- Discussions with UPRR over initial market-based service (prior to HSR Phase 1 completion) from San Luis Obispo and/or Salinas to Bay Area using infrastructure access fee arrangements (goal: at least one round trip from San Luis Obispo allowing morning northbound and afternoon southbound travel; potentially one or two additional trains from Salinas allowing peak direction based travel)
- Evaluation of adding station stops along the corridor, with or without additional frequencies
- Planning for LOSSAN-driven improvement in schedule and frequency level from San Luis Obispo to San Diego (goal: better spaced trains and potentially one additional frequency southbound out of San Luis Obispo)
- Evaluation of layover facility needs in San Luis Obispo and Salinas
- Expected near-term capital projects (by 2022), if expected to be fully funded and programmed by 2018, include the following:  
  
(to be discussed with regional stakeholders)





## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 1, 2016  
**Subject:** Salinas Rail Extension Project Update

### RECOMMENDED ACTION

**RECEIVE** update on the Salinas Rail Extension project.

### SUMMARY

Progress since the last update to the Committee about the Salinas Rail Extension project on June 6, 2016, includes discussions with the Capitol Corridor and Caltrans on operations scenarios and meetings to discuss comments on the 75% design plans.

### FINANCIAL IMPACT

The capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) is estimated at a total of \$70 million, including funds already expended on planning, environmental, and right-of-way to date. The Kick-Start project is now fully funded and proceeding with design and right-of-way acquisition under the adopted state environmental clearance. The funding plan does not include the acquisition of equipment to support the service, which is expected to be a Caltrans-funded effort to acquire two new trainsets and spare cars.

### DISCUSSION

#### Capitol Corridor

As reported at the June Committee meeting, the Capitol Corridor Joint Powers Authority (CCJPA) is in the midst of a paradigm shift governing the planned expansion from seven to eleven round trips between Oakland and San Jose. The plan to add new train trips has been deferred, pending funding for right of way improvements to increase track capacity between Oakland and San Jose and provision of dedicated passenger rail tracks on the Coast line, partially separating passenger and freight by moving most freight rail operations to the Niles Canyon (a.k.a. Hayward) rail line. The Authority currently has only one train laying over in San Jose, most trains lay over in Oakland. Limited hourly access windows and frequency rights with host railroads limit Capitol Corridor service expansion.

CCJPA currently has only one train laying over in San Jose; most trains lay over in Oakland. Extension of the one train that currently lays over in San Jose would be relatively straight-forward; however, the early departure and late return times of the one train extension option are not ideal.

The train that currently lays over in San Jose arrives at 8:58 pm and leaves at 6:40 am. The estimated travel time between San Jose and Salinas is 1.5 hours, thus this one train would have to leave Salinas at 5:10 am and return at 10:30 pm.

Staff is currently exploring with the Capitols and Caltrain options for adding one or two more trainsets into the system to create a more commuter-oriented schedule of service to Salinas. These new train options have challenges with regards to integrating into the Capitol Corridor schedule, meeting the Caltrain trains in San Jose, and storing trains in San Jose during lag times. These challenges have implications for the eventual extension of service to Salinas, namely in terms of additional delays in bringing service to town.

### **Caltrans and CalSTA**

Caltrans and the California State Transportation Agency (CalSTA) are working on the 2018 California State Rail Plan. In the draft plan, Salinas is seen to be a hub for rail service in the Monterey Bay region.

CalSTA is leading the negotiations with Union Pacific for track rights for passenger service statewide. CalSTA is trying to change the strategy from the current method of paying for specific capital improvements identified via project-specific capacity analyses, to one in which Caltrans pays annual track access to enable passenger services to operate. In addition, Caltrans is acquiring equipment for passenger rail services statewide. The Salinas service needs to be included in the equipment acquisition plan, based on the best commuter-oriented operations scenario. The service also needs track rights to operate on the Union Pacific coast line, so staff will continue to coordinate with Caltrans and CalSTA on those efforts.

### **Design Contract**

HDR is working on the final design for the project. The design has been divided into three packages based on likely construction timing:

- Package 1: Lincoln Avenue extension, Market Street improvements, parking lot improvements;
- Package 2: Salinas layover facility, track and platform improvements; and
- Package 3: Santa Clara County station improvements (Gilroy, Morgan Hill and Tamien).

Given the likely operational delays to the project, the design team is focusing on Package 1, the improvements at the Salinas Train Station that have independent utility from the rail service.

### **City of Salinas**

Staff met with Caltrans on July 20 to discuss next steps on the Package 1 designs, including the encroachment permit process. The Salinas Intermodal Transportation Center team met on July 22 to discuss comments on the Package 1 designs. Negotiations are progressing with multiple property owners at the Salinas station.

Staff will provide a verbal update at the meeting.

Approved by: \_\_\_\_\_

  
Debra L. Hale, Executive Director

Date signed: July 18, 2016

Regular Agenda

Counsel Approval: N/A  
Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## Memorandum

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 1, 2016  
**Subject:** Coast Daylight Update

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### RECOMMENDED ACTION

**RECEIVE** update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles.

### SUMMARY

Progress since the last update to the Committee about the Coast Daylight on June 6, 2016, includes a Policy Committee meeting on June 17 and a Technical Committee meeting on July 15.

### FINANCIAL IMPACT

This report represents no financial impact. Although the project capital costs are unknown, they are likely to total several million dollars, and the estimated operating costs are \$3.1 million annually.

### DISCUSSION

#### Coast Rail Coordinating Council

The Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. Currently, the planned stops in Monterey County are in Pajaro/Watsonville, Salinas, Soledad and the City of King. The project relies on local jurisdictions to construct any stations that may be required.

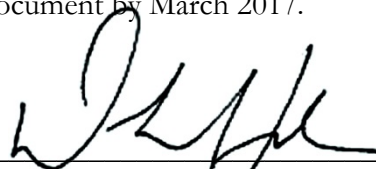
Unfortunately, the California Transportation Commission decision to eliminate a \$25 million bond allocation to the Daylight project jeopardizes the entire project, as that funding had been the only capital funds secured for constructing the project. In addition, the application for Caltrans Planning funds was not successful. Facing this challenge, the CRCC will be meeting to discuss next steps.

Staff is currently developing the agenda for two meetings in Monterey on August 11-12 to educate policy members and develop the best strategy to advance California's Intercity Rail Program goals. On August 11, a Policy Committee meeting will include a goal setting and vision session to develop a two-year strategy & five-year plan. On August 12, a meeting of the California Intercity Passenger Rail Leadership group will focus on funding issues and dealing with the freight railroads.

**Federal Environmental Review of Salinas-San Jose Corridor**

Agency consultant HDR Engineering is developing the Administrative Draft Environmental Assessment (EA) for the rail corridor from Salinas to San Jose to support adding new passenger rail service on the corridor. This document will allow the corridor to be eligible for federal funding. The current schedule anticipates having a public review draft EA in November 2016, with the goal of completing the document by March 2017.

Approved by: \_\_\_\_\_



Debra L. Hale, Executive Director

Date signed: 7/19/2016

Regular Agenda

Counsel Approval: N/A  
Finance Approval: N/A



**Date:** June 9, 2016  
**From:** David B. Kutrosky  
**To:** CCJPA Board  
**Subject:** Managing Director's Report – June 2016

### **Service Performance Overview**

Capitol Corridor's positive performance trends continued in May 2016. A total of 134,136 passengers rode Capitol Corridor trains in May 2016, a 5.1% year-over-year (YOY) increase, with revenues up 1.8% over May 2015. On-Time Performance (OTP) was 93%, 3% above the standard of 90%.

The Year-To-Date (YTD) results are above the standards set for FY16. YTD ridership and revenue for FY16 are up 6%, with the System Operating Ratio remaining at a historical record of 55%. YTD OTP slipped from 95% during the month of May to 93% at the end of the month due to the significant delays and late trains resulting from the numerous trespasser and grade crossing incidents during the last week of May. At 93%, the Capitol Corridor is now tied with the Hiawatha service (Milwaukee-Chicago) for the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The most recent customer satisfaction scores (from April 2016) remained at 89% of passengers "Highly Satisfied", keeping the YTD customer satisfaction score at 89%, above the FY16 standard of 88%.

Standard	May 2016	May 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	134,136	5.4%	1,029,878	5.6%	5.0%
Revenue	\$2,654,841	1.8%	\$21,283,611	6.1%	4.7%
Operating Ratio	51%	62%	55%	5.2%	4.6%
OTP	93%	93%	94%	1.4%	10.1%
Customer Satisfaction	89	86	89	2.5%	1%

Notes: The May 2016 performance results for the Capitol Corridor maintain the positive growth that has occurred over the last 25 out of 26 months. A total of 134,136 passengers rode the Capitol Corridor trains in May 2016, a 5.4% increase in Year-over-year (YOY) growth when compared to May 2015. Revenues continue to grow with 1.8% YOY growth and when combined with operating expenses that are less than budget (low fuel prices), the FYTD 2016 System Operating remains at a historic high of 55%. On-Time Performance (OTP) for May 2016 slipped from 95% to 93% due to trespasser and grade crossing incidents during the last week of May. The Customer Satisfaction report received from Amtrak for April 2016 continues at 89% Highly Satisfied, keeping the FYTD 2016 score to 89 above the FY 2016 standard of 88.

The following are ridership highlights for May 2016:

- Average weekend ridership for May continues on a downtrend trend, with a 4% drop. Staff is having Amtrak conduct an evaluation of a proposed schedule to determine if the re-slotted trains will improve the ridership/revenue performance of the weekend service using the existing pool of assigned equipment.
- Average weekday ridership for May maintained its positive trend, with a 6% YOY increase and sustained growth on weekday San Jose and Auburn trains.

### **Upcoming and Planned Service Improvements**

**San Francisco-Emeryville Bus Route Changes:** On May 1, 2016, the operating plan for the Capitol Corridor connecting bus service to/from San Francisco was restructured to address unplanned cost

increases while also improving connection times with trains at the Emeryville station. Weekday service to the two most heavily patronized bus stops in San Francisco was retained (the Financial District-Hyatt stop (SFF) in the morning and evening peak periods, and the Transbay Temporary Terminal stop (SFC) for all schedules). Service to other underperforming bus stops was terminated, while service to Pier 39 (SFW) and the Shopping District stop (SFS) was reduced, retaining some trips during weekday off-peak periods and weekends. To inform passengers, CCJPA staff updated notices and schedules on the website, train platforms, and bus stop info post signs. Seat drops were provided on Transbay buses, and staff met bus riders in person on buses and trains during evening hours to discuss the service changes.

2% Fare Increase for Multi-Ride Tickets: Pursuant to the current Business Plan Update, Capitol Corridor fares for multi-ride tickets (10-ride and monthly) will increase by 2% on June 16, 2016. Fares for trips between Emeryville and San Francisco (Route 99) are also increasing. One-way tickets will remain the same.

Proposed Schedule Optimization: In addition to the proposed changes to the weekend schedule mentioned above, a similar evaluation was performed for the existing weekday schedule. Underperforming trains were targeted to be eliminated and re-slotted to times that have potential for increased ridership/revenues. Amtrak is conducting a financial analyses.

Discounted Muni Tokens: With the reduction of the number bus stops in San Francisco, the CCJPA staff has reached agreement with the San Francisco Municipal Transportation Agency (Muni) to sell Muni tokens on the Capitol Corridor café car at a discount to help passengers complete their trip in San Francisco. Details regarding pricing, logistics and inventory are being worked out by CCJPA, Amtrak, and Muni staff. This arrangement will be similar to the sale of discounted BART tickets in the café cars and will expand the CCJPA's Transit Transfer program.

### **FY 16-17 State Budget**

FY 16-17 Budget to Support Operation of CA Intercity Passenger Rail Services: The Governor's May Revise of the FY16-17 State Budget includes \$127 million to support the operation of the three California Intercity Passenger Rail (CIPR) services (San Joaquin, Capitol Corridor, and Pacific Surfliner) and will be enough to meet the Amtrak FY17 budget forecasts received from Amtrak on March 31, 2016 for the three CIPR services. This budget includes the additional funding to support the planned 7th San Joaquin round trip train between Bakersfield and Oakland), slated to start in June 2016.

Cap and Trade Auction Revenues: Several proposed legislative bills (SB1X-1, AB 1591, SB1X-8, AB1X-7) propose to increase the Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) funding allocation from the current 10% of Cap and Trade auction revenues to 20%. The Governor proposes to supplement the current \$200 million in TIRCP funds with an additional \$400 million in FY16-17, which is proposed to be an ongoing appropriation for 10 years.

### **FY17 Federal Legislation**

The US Senate Appropriations Committee accepted the recommendation from the Transportation, Housing, and Urban Development (THUD) Subcommittee for the FY17 federal budget, which included \$90 million for the Rail Title from the Fixing America's Surface Transportation (FAST) Act of 2015 as compared to the \$320 million authorized for FY17. The US House THUD Subcommittee is expected to take up the FY17 appropriations for the FAST Act in the next few weeks, and efforts are underway to increase the FY17 appropriation levels from this subcommittee up to the \$320 million authorized in the FAST Act.

### **Customer Service Program Upgrades**

Bicycle Access Program: The Bike eLocker Project is progressing at various stations. Contractual issues (e.g. insurance coverage and liability), securing building permits, and financing cost-sharing agreements are being worked on. Installation is expected to commence in August and be completed by December 2016. Developments on the folding bicycle rental are slowly advancing. This assumes we receive a viable market response to a request for proposal (RFP).

Richmond Station Platform Improvements: The CCJPA staff has secured funding to advance the two components of project towards final design and construction: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform that will allow conductors to wait for passengers to transfer from inbound BART trains to the waiting eastbound Capitol Corridor trains; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform for passengers parking in the Richmond BART garage. The preliminary target completion date is spring 2017.

Marketing: The redesign of the Amtrak Connect Wi-Fi landing page, which went live at the end of April, continues to receive positive reviews from passengers. Staff is also happy to report the launch of the Capitol Corridor's new website platform, featuring a fresh, more contemporary look, simpler user navigation, and a mobile responsive design. Marketing and Amtrak staff finalized the popular Take 5 and Senior Midweek offers for an early June launch, and the Friends & Family campaign is continuing through the end of 2016. Staff continues to work with a number of marketing partners, including the Oakland A's, Pier 39/Rocket Boat, USA Gymnastics, Great America, SHN/Lion King, AT&T Park and Rosenblum Cellars, and is also looking into opportunities with the new Golden One Arena opening in fall 2017 in downtown Sacramento.

### **Safety Initiatives**

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, and Suisun stations. This project is under development and will be constructed during the fall and winter months. Separately, Altamont Corridor Express (ACE) has secured funding to construct a similar camera system for the Fremont station. Funding has been identified in a future funding year for security cameras at the Martinez, Emeryville, and Oakland Jack London Square stations. When complete, all Capitol Corridor stations will be equipped with security cameras and surveillance equipment.

Positive Train Control: With the deadline for Positive Train Control (PTC) implementation extended to December 31, 2018, the Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system in the Los Angeles area is nearing completion and formal acceptance, with their next step being PTC installation in Northern California. The CCJPA has received and is reviewing initial information from UPRR on the expected installation and maintenance costs of PTC for the Capitol Corridor route. Installation of the PTC hardware (electronic equipment) is complete for all state-owned rail equipment in the Northern California intercity rail locomotives and cab cars (supporting the Capitol Corridor and San Joaquin trains). Some software installation and programming remain. Amtrak is set to deliver the back office server in early 2017. This is needed to coordinate the location of Capitol Corridor and other Amtrak-operated trains with the various servers used by host railroad to dispatch trains on their respective rail networks.

### **Project Updates**

Travel Time Savings Project: The CCJPA has received an allocation of state transportation funds from the California Transportation Commission (CTC) at its May 2016 meeting to fully fund the CCJPA's Travel Time Savings Project. The CCJPA and UPRR are now working on the phasing plan for the installation of the upgrades for two segments of the corridor: 1) Oakland-Benicia, and 2) Oakland-Santa Clara. The goal of the project is to achieve up to 10 minutes in reduced running times for Capitol Corridor trains between Sacramento and San Jose.

Oakland-San Jose Phase 2 Track Project: The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. Initial survey data has been gathered and conceptual design is advancing. Meetings have been held with other stakeholders to determine the best way to implement the needed track and signal improvements in the sensitive wetlands areas. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon Station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento-Roseville 3rd Track Project: The CCJPA Board adopted the CEQA EIR for this project in November 2015. The National Environmental Policy Act (NEPA) environmental documentation must be completed by the Federal Railroad Administration (FRA); however, as we expected in this case, they have informed CCJPA that they cannot issue a Finding of No Significant Impact (FONSI) until CCJPA applies for federal funding on the project. In the interim, since no applications have been made for federal funds for the project, the efforts to secure a FONSI will be put on hold and will be reactivated once the CCJPA submits a request for federal funding. Irrespective of the process, the CCJPA will continue to work with FRA and the other federal agencies once funding is secured and the project advances to final design and construction.

### **Outlook – Closing**

Two-thirds into FY16, and the Capitol Corridor service maintains Year-Over-Year growth that either meets or exceeds the standards set for FY16. This positive trend can be attributed to the sustained economic growth in the Northern California megaregion and the strong partnership the CCJPA has with its service partners (Union Pacific Railroad, Caltrain, Caltrans, and Amtrak) for the delivery of a service that is reliable, frequent, customer-focused, and most importantly a safe alternative to the congested highway corridors that parallel the rail route. The CCJPA will remain actively engaged in improving the efficiencies of the service, all while focusing on implementing safety (PTC) and customer (schedule optimization) initiatives and on advancing service expansion plans (Sacramento-Roseville 3rd Track Project) for the Capitol Corridor.