

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday

June 06, 2016

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas

3:00 PM

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.

3. BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for item 3.1 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 March 7, 2016 Rail Policy Committee meeting. – Murillo

END OF CONSENT AGENDA

4. Amended Real Property Ownership Policies – Myers

1. **REVIEW** updated policies regarding uses of Agency-owned real property through leases, easements, and encroachment permits; and
2. **RECOMMEND** that the TAMC Board adopt the updated real property ownership policies.

The current real property ownership policies need to be updated to apply to a wider range of Agency property and expected future uses through leases, easements, and encroachment permits.

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 March 7, 2016, includes 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.

6. RECEIVE update on the status of 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 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.

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, August 1, 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, July 19, 2016

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, July 19, 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

Online at www.tamcmonterey.org

CORRESPONDENCE

None this month.

REPORTS

- [R1](#) February 2016 Capitol Corridor and California Intercity Passenger Rail Performance Results
- [R2](#) March 2016 Capitol Corridor and California Intercity Passenger Rail Performance Results
- [R3](#) 2018 California Rail Plan Survey Summary Report
- [R4](#) April 2016 Capitol Corridor and California Intercity Passenger Rail Performance Results

MEDIA CLIPPINGS

None this month.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of March 7, 2016

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas

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

E – Excused **VC – Video Conference**
P(A) – Alternate **TC – Teleconference**

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

Chair Potter called the meeting to order at 3:00 p.m. A quorum was established.

OTHERS PRESENT

Ian Crooks	Cal-Am	Craig Smith	AECOM
Chris Flescher	California Rail Advocacy	MacGregor Eddy	Salinas Californian
Scott Ottmar	City of Seaside		

2. **PUBLIC COMMENTS**

None

3. **CONSENT AGENDA**

M/S/C Rubio/Smith/unanimous

3.1 Approved minutes of the February 1, 2016 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **MONTEREY BRANCH LINE – CAL AM PIPELINE EASEMENTS**

M/S/C Markey/Rubio/unanimous

Hank Myers, Senior Transportation Planning Engineer, reported that Transportation Agency staff has been in discussions with California American Water (Cal Am) for water pipeline easements along the Agency-owned Monterey branch line rail corridor. The proposed easements will require approximately 20-25 feet along 9.1 miles of Monterey branch line rail corridor right-of-way. Mr. Myers reported that a fair market value appraisal is required pursuant to Proposition 116 prior to issuing easements or leasing the rail right-of-way. Mr. Myers noted that the process of valuing and granting the pipeline easement is expected to take 8 to 10 months.

Craig Smith, AECOM, noted that Cal Am will likely include a cost sharing agreement in the escrow to reimburse the Agency for costs associated with the easements.

Committee Alternate Markey asked if the planned short and long term uses of the rail right-of-way were taken into account when Cal Am put together the proposal. Mr. Myers said that Cal Am's proposed designs for the easement would not interfere with a future busway or light rail, as the pipeline would be deep enough underground and strong enough to survive construction and operations above, and located such that maintenance would be compatible with transit operations.

Committee Member Delgado asked about liability for future repairs. Mr. Myers said that this would be built into the liability section of the easement agreement. Mr. Delgado also asked if the easement would lead to restrictions in terms of where future stations are built. Craig Smith, AECOM, said that Cal Am's pipeline designs take Monterey branch line plans into account. Mr. Myers noted that the pipeline would not get in the way of a new alignment of stations, and that pipeline facilities would need to be relocated if they were in conflict with the TAMC branch Line project.

Committee Alternate Stratton asked if the easement would be in perpetuity, or if the value would be reappraised. Mr. Myers noted that generally pipeline agreements are for permanent easements, but some utilities will accept reevaluations at periodic intervals. Chair Potter noted that this would be a policy question for the Committee, and that the Committee should weigh the pros and cons of a onetime lump sum payment versus ongoing reevaluation of payments. Committee Member Rubio noted that the appraiser must know what type of easement could be used.

Chair Potter expressed concern about having exclusivity for the easement, as allowing room for other utilities, such as fiber optic cable, could be a productive use for the rail line right-of-way.

Committee Member Smith asked if Cal Am would be negotiating with other jurisdictions for this easement, and asked about how far underground the pipeline would have to be. Ian Crooks, Cal Am, noted that Cal Am would obtain permits from the necessary jurisdictions and that the pipeline would be designed according to national and state standards.

5. SALINAS RAIL EXTENSION PROJECT UPDATE

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

Christina Watson, Principal Transportation Planner, reported that Agency staff attended the Capitol Corridor Joint Powers Authority Board meeting in Suisun City on February 17. The discussion points included a paradigm shift governing the previous priority of expansion from seven to eleven round trips between Oakland and San Jose, and implications for the Salinas extension. Capitol Corridor is re-evaluating their service expansion to San Jose and Oakland due to challenges with Union Pacific. Ms. Watson noted that the challenge is getting two existing San Jose trains to extend to Salinas. Ms. Watson reported that staff will be meeting with the Capitol Corridor and the California State Transportation Agency to figure out how to extend service to Salinas.

Ms. Watson reported that staff and Agency consultants met with Caltrain staff to review the designs for the Santa Clara County stations, which include Tamien, Morgan Hill and Gilroy.

Ms. Watson reported that staff met with Caltrans regarding the 2018 statewide draft Rail Plan that includes three scenarios focused on intercity, commuter, and high speed rail network integration, timed transfers and transfer hub stations.

Michael Zeller, Principal Transportation Planner, reported that negotiations with multiple property owners at the Salinas station are progressing. Staff will bring a lost rent agreement to the Board on March 23.

Committee Alternate Markey asked if Capitol Corridor has the train equipment for the expansion. Ms. Watson said that Capitol Corridor does not have these trains, but that the Agency would support the Capitol Corridor in their efforts with the state to acquire the trains.

Committee Alternate Serrano thanked Ms. Watson for the work on the Salinas Extension project and asked about the ridership impact of the new Capitol Corridor scenarios. Ms. Watson said that if the new scenario does not accommodate commuters, then the initial low ridership will make it difficult to expand service in the future.

Chair Potter encouraged Committee members and staff to reach out to Capitol Corridor Board members to advocate for the Salinas Extension.

6. COAST DAYLIGHT UPDATE

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

Ms. Watson reported that the Coast Daylight project is an extension of the existing Pacific Surfliner and calls for one daily round trip on the existing Union Pacific-owned tracks between downtown San Francisco and downtown San Diego, to complement the existing Amtrak Coast Starlight service. The Coast Daylight project is headed up by the Coast Rail Coordinating Council, chaired by Supervisor Potter.

Ms. Watson reported that the draft federal environmental review for the full buildout of the Salinas rail extension and the Coast Daylight is expected to be released for public comment in November 2016, with the goal of completing the document by March 2017.

Ms. Watson reported that the Amtrak study for the Coast Daylight does not show a net cost difference between having the train stop in San Jose instead of San Francisco. Ms. Watson reported that the Coast Rail Coordinating Council met on February 26 in San Luis Obispo and decided to pursue service to San Jose. Chair Potter noted that he supports this approach because getting into San Francisco is more challenging. Ms. Watson reported that the next steps are to finalize the Amtrak study and work with Caltrain regarding a layover facility.

Committee Member Smith asked about the negotiation process with Union Pacific. Ms. Watson noted that state law now allows access payments to host railroads, which facilitates the process for emerging corridors like the Salinas Rail extension and the Coast Daylight. Ms. Watson also noted that the California State Transportation Agency is currently negotiating a statewide access agreement with Union Pacific.

Committee Member Rubio asked if Union Pacific would be open to this sort of negotiation. Chair Potter noted that access payments might be a better option for working with Union Pacific, as they do not want to sell their right-of-way completely.

MacGregor Eddy, Salinas Californian, asked if the Elkhorn Slough rail crossing is a concern. Chair Potter noted that transporting toxic materials is a concern. Ms. Watson said that the trains that go through the Elkhorn Slough now travel at very slow speeds if the tracks are inundated, or they wait for the tide to go out. She noted that realignment of that rail corridor would be a very expensive option.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Committee Member Rubio thanked Ms. Watson for doing a great job keeping track of changes in the Agency's rail projects.

8. ADJOURN

Chair Potter adjourned the meeting at 4:00 p.m.



Memorandum

To: Rail Policy Committee
From: Hank Myers, Senior Transportation Planning Engineer
Meeting Date: June 6, 2016
Subject: Amended Real Property Ownership Policies

RECOMMENDED ACTION

1. **REVIEW** updated policies regarding uses of Agency-owned real property through leases, easements, and encroachment permits; and
2. **RECOMMEND** that the TAMC Board adopt the updated real property ownership policies.

SUMMARY

The current real property ownership policies need to be updated to apply to a wider range of Agency property and expected future uses through leases, easements, and encroachment permits.

FINANCIAL IMPACT

While there is no direct financial impact of the proposed policies, the intent of the revisions is to assure that the public's financial interest in these properties is protected.

DISCUSSION

As a Regional Transportation Planning Agency, the Transportation Agency for Monterey County's primary planning, funding and project delivery responsibilities have not required ownership of a substantial amount of rights-of-way. However, as TAMC works to increase passenger rail service in Monterey County, the Agency has been acquiring land to assist in reaching that goal, including land around the Salinas Intermodal Station and land at the former Fort Ord.

The Agency's right-of-way policies were adopted in 2003 and pertained only to the Monterey Branch Line. Agency staff has been in discussions for various easements on Agency-owned real property. These updated policies (**attached**) 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 property is preserved for future rail or

transportation uses. The updated policies will provide clear direction for administration of requests for incidental uses of all TAMC rights-of-way.

All TAMC-owned rights-of-way must comply with the provisions of the applicable grant funding agreement utilized to purchase the property. For instance, the Monterey Branch Line was purchased with a State Proposition 116 Rail Bond Grant. As such, that property must comply with the provisions of the Proposition 116 funding agreement. To the extent that any other real property is acquired by TAMC pursuant to a grant, these policies help to assure that TAMC will comply with all requirements of that grant, including requirements that may condition or restrict the potential uses of the property and/or revenues that may be received from that property.

Approved by: _____



Debra L. Hale, Executive Director

Date signed: May 23, 2016

Regular Agenda

Counsel Approval: YES

Finance Approval: N/A

Attachment: TAMC Real Property Ownership Policies



Real Property Ownership Policies

Adopted June 22, 2016



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Real Property Ownership Policies

Adopted June 22, 2016

I. BACKGROUND

As the Regional Transportation Planning Agency, the Transportation Agency for Monterey County’s primary planning, funding and project delivery responsibilities have not required ownership of a substantial amount of property. However, as TAMC works to increase passenger rail service in Monterey County, the Agency has had the opportunity to acquire land to assist to reach that goal. The real property being acquired by TAMC has largely been the acquisition of ownership of the property underlying “rights of way” by railroads or other entities. Although TAMC owns the real property, and not merely the right to use it, for convenience sake, TAMC’s properties will be referred to as “rights of way.”

The Agency’s original policy was adopted in 2003 and pertained only to the Monterey Branch Line. This update applies to all TAMC property and clarifies future uses of real property through leases, easements, and encroachment permits.

The updated policy will provide clear direction for administration of requests for incidental uses of all TAMC rights-of-way. These updated policies were adopted by the TAMC Board of Directors on June 22, 2016.

II. HISTORICAL INFORMATION RELATED TO LAND HOLDINGS

Monterey Branch Line

In 2003, the Transportation Agency purchased the Monterey Branch Line from Union Pacific Railroad for the purpose of developing a mass transportation/intercity rail service in the corridor. This \$9.3 million purchase was funded through a State Proposition 116 Rail Bond grant. That land remains in TAMC’s ownership as it works to develop service in the corridor. The Monterey Branch Line right-of-way is subject to numerous pre-existing encroachments for such uses as street crossings, utilities, and freight spurs and pre-existing leases with private entities. In May 2003, the TAMC Board recognized that there would be requests for other encroachments and adopted an encroachment permit policy for administering encroachment requests. Further, TAMC entered into leases with private entities to use portions of the right-of-way for business purposes. The encroachment permit policy and the leases provide that these incidental uses are secondary to the Agency’s ultimate rail plans, and contain termination provisions accordingly.



Proposition 116 funds are specifically intended for fixed corridor mass transit use. The grant agreement provisions, however, do allow for certain incidental uses that do not interfere with development and operation of the planned rail service. Because the fund source for the Monterey Branch Line is specific as to its purpose, actual transfer of rights via such incidental uses must be compensated at fair market value. The grant agreement specifically allows any proceeds to be used for the intended mass transit project.

Fort Ord Property

As part of the Fort Ord reuse process, TAMC was conveyed 14.96 acres of property in 2004 for future transportation uses. This property is adjacent to State Route 1 just north of 5th Street and south below 8th Street. This economic development conveyance has a great deal of flexibility in the permissible future use of the property, subject to the approval of the City of Marina, where it is located. Several warehouse buildings are on the site and are currently made available for government (fire service) and non-profit agencies that have a contract with TAMC. TAMC also allows visitors to access the Fort Ord State Beach through its property via 8th Street and along the west side of the warehouses. In 2007, TAMC was also conveyed 21.08 acres of property at the Balloon Railroad Spur located adjacent to Ft. Ord Dunes State Park property west of State Route 1.

Rail Extension to Monterey County Property

TAMC is in the process of acquiring land for its Rail Extension to Monterey County property. Over the next few years, as the project nears construction, it is anticipated that land could be acquired for parking at the Salinas Intermodal Facility, the Lincoln Avenue extension into the station, the Salinas layover facility, and at the other station locations (Castroville and Pajaro/Watsonville), as funding permits..

III. USE OF TAMC “RIGHTS-OF-WAY” PROPERTY

Grant Requirements

All TAMC-owned rights-of-way must comply with the provisions of the applicable grant funding agreement utilized to purchase the property. For instance, the Monterey Branch Line was purchased with a State Proposition 116 Rail Bond Grant. As such, that property must comply with the provisions of the Proposition 116 funding agreement.

Proposition 116 funds are specifically intended for fixed corridor intercity mass transit use. So, the primary purpose of the Monterey Branch Line right-of-way is for transportation uses. All other uses shall be subordinate to that purpose. TAMC will enforce this Real Property Ownership Policy so as to reinforce the primary transportation purpose of the rail right-of-way. This enforcement includes assuring that any adjacent development, property leases or easements support and do not hinder the use of the corridor for mass transit purposes.

The Proposition 116 grant agreement provisions do allow for certain incidental uses that do not interfere with development and operation of the planned rail service. Additionally,



under state law, any transfer of property rights (e.g., leases, use permits, easements) by TAMC to another entity, government or otherwise must be compensated at fair market value.

The Proposition 116 grant agreement specifically allows any proceeds to be used for the intended mass transit project (Monterey Branch Line). Where applicable, revenues generated from future uses of lease, easements and encroachment permits shall be used to maintain the right-of-way property and contribute to the development, operations, and maintenance of the rail service in the corridor.

To the extent that any other real property is acquired by TAMC pursuant to a grant, TAMC will comply with all requirements of that grant, including requirements that may condition or restrict the potential uses of the property and/or revenues that may be received from that property.

IV. TYPES OF INTERESTS IN TAMC “RIGHTS-OF-WAY” PROPERTY

Leases

The Agency may enter into a lease with an entity to occupy a portion of the TAMC right-of-way in order to generate revenue pending development, or to support a given TAMC development. The lease provisions shall provide for a specific term and the conditions for any extensions. It shall include a termination provision with reasonable notice under which the Agency may recover the leased area for TAMC’s primary purposes. Lease provisions may restrict certain uses in order to assure that the property remains suitable for Agency purposes.

The following policies apply to leases of TAMC property:

Fair Market Value Payment: The lease terms shall require fair market value payment to TAMC.

TAMC Board Approval: Leases on the TAMC property must be approved by the Transportation Agency Board of Directors.

Termination Upon Reasonable Notice: Any leased use of TAMC property must include a provision that the lease is subject to termination upon reasonable notice so that the primary purpose of TAMC’s intended use of the property may be achieved.

Easements

Easements, including utility easements, and air rights easements, may be conveyed to public or private entities. Uses shall be specifically defined as to purpose, physical space, improvements, and ongoing access and relative responsibilities between the parties. It is the Board’s intention that easements may be granted only after substantial care has been exercised to determine, to the Board’s satisfaction, that any physical improvements contemplated by the easement holder would not interfere with the Agency’s transportation plans.



It is the Board's intention that the responsibility for relocation or damage to improvements is borne by the easement holder and that Agency exposure be minimized.

The Agency shall be compensated fair market value for conveyance of any easement.

Easements over TAMC property must be approved by the Transportation Agency Board of Directors.

Encroachment Permits

Revocable encroachment permits may be allowed over portions of the TAMC "rights of way" properties for incidental uses considered temporary. The Agency Board hereby delegates the administration of encroachment permits to staff on the following terms:

Such permits shall contain conditions regarding the specific use, term of use, liability and insurance, transferability, removal of temporary improvements at permittee's expense, and any other reasonable restrictions that protect the use of TAMC's properties for the Agency's future mass transportation project(s). The Board policy is intended to be clear that permission to use the right-of-way may be revoked at the Agency's election and specifically conveys no property right to the permittee.

Temporary special event banners placed on TAMC property shall require an encroachment permit and will be considered on a case by case basis. Banners shall comply with local agency ordinances and shall be removed within five (5) days after completion of the event.

The Agency may require a permit fee to offset Agency administrative costs in issuing an encroachment permit.

V. MAINTENANCE AND UPKEEP

In the event that property which is subject to a lease, easement or encroachment permit is determined by TAMC to be held in a manner that is dilapidated or creates a safety hazard, TAMC will have the right to demand repair and correction, and if compliance is not undertaken within a thirty day period, TAMC may cause the improvements to be removed in accordance with the terms of the lease, easement, or encroachment permit.

No temporary shelters of any kind shall be permitted except with the expressed written permission of TAMC.

TAMC shall undertake a regular annual weed abatement program to keep the unused sections of its property free and clear of weeds such that visibility of property is clear to insure no unwanted activities are present.

TAMC shall follow Public Utility Commission (PUC) rules governing maintenance responsibilities at railroad grade crossings with public streets, roads and highways. The agency having jurisdiction over the roadway crossing will maintain the roadway approaches and those portions of the crossing not included in TAMC responsibility.



Appendix – Maps Of TAMC Property

Figure 1 - Monterey Branch Line Property

Figure 2 - Fort Ord Property

Figure 3 - Balloon Spur Property

Figure 4 - Rail Extension to Monterey County Property

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Figure 1



Figure 2

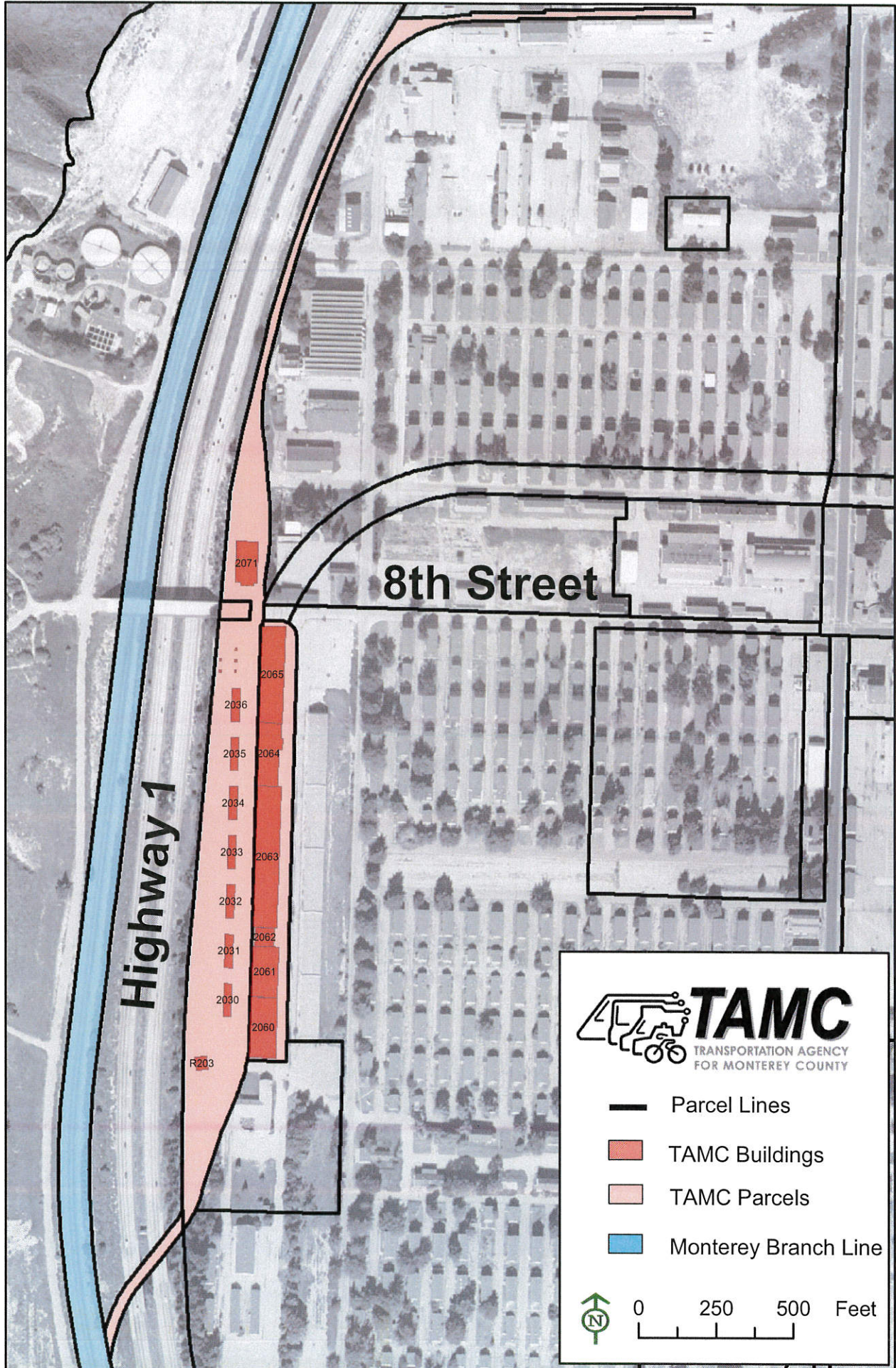
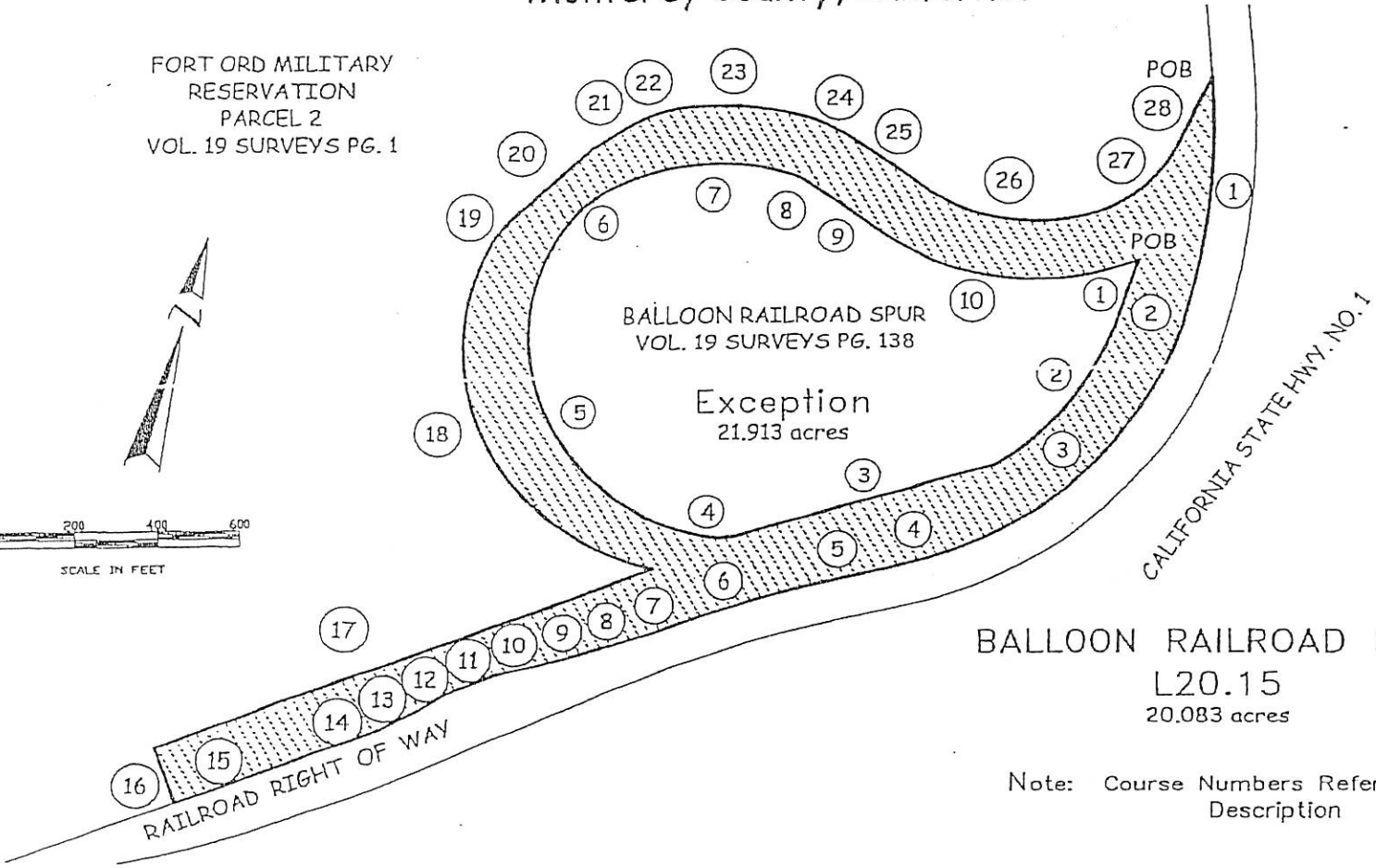
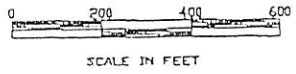


EXHIBIT
of
PARCEL L20.15 Monterey County
Fort Ord FOST 9 EDC
 Lying within the Fort Ord Military Reservation
 as shown on Vol. 19 of Surveys at Page 1
 Being also within Monterey City Lands Tract No. 1
 Monterey County, California

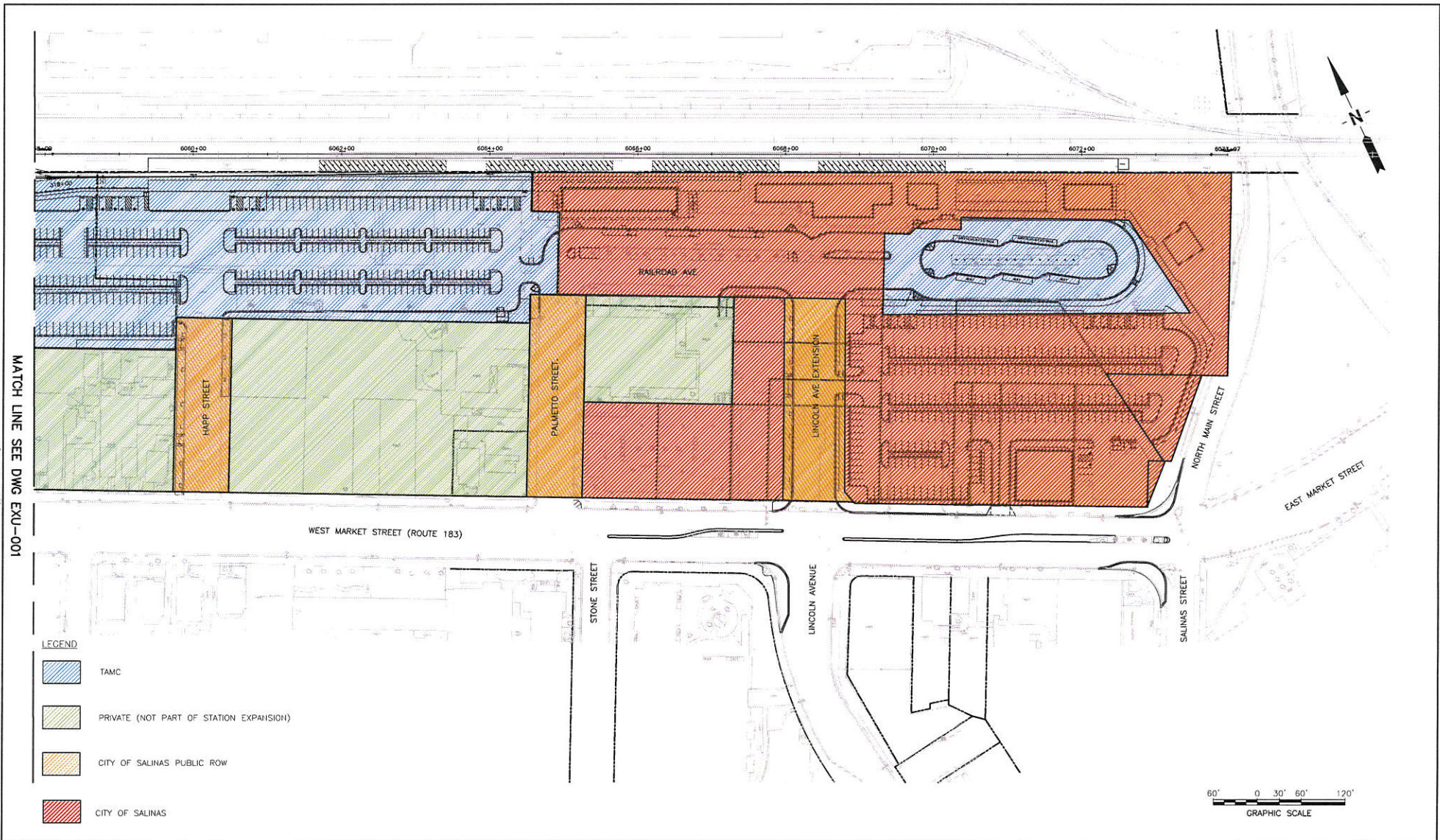
FORT ORD MILITARY
 RESERVATION
 PARCEL 2
 VOL. 19 SURVEYS PG. 1



BALLOON RAILROAD SPUR
 L20.15
 20.083 acres





Note: Course Numbers Refer to the Legal Description

Figure 3



MATCH LINE SEE DWG EXU-001

LEGEND

	TAMC
	PRIVATE (NOT PART OF STATION EXPANSION)
	CITY OF SALINAS PUBLIC ROW
	CITY OF SALINAS

REV	DATE	BY	SUB	APP	DESCRIPTION

TAMC
 TRANSPORTATION AGENCY
 FOR MONTEREY COUNTY
 55-B Plaza Circle
 Salinas, CA 93901

PARSONS
 100 West San Fernando Street
 Suite 450
 San Jose, California 95113

DESIGNED:
 DRAWN:
 CHECKED:
 DATE: 03182011

MONTEREY COUNTY COMMUTER RAIL EXTENSION PROJECT
 SALINAS COMMUTER RAIL STATION
 & LAYOVER FACILITY
 ITC PROPOSED RIGHT OF WAY
 SHEET 2 OF 2

SCALE:
 1"=60'
 CONTRACT NO:
 680-999-20002-04C
 DRAWING NO:
 EXU-002
 SHEET NO:
 X OF XX

Figure 4B



Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 6, 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 March 7, 2016, includes 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.

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/Caltrans

The Capitol Corridor Joint Powers Authority is in the midst of a paradigm shift governing the planned expansion from seven to eleven round trips between Oakland and San Jose. The shift and the recently published High Speed Rail business plan combine to have significant implications for the Salinas extension. One possible near-term scenario is the extension of the one train that currently lays over in San Jose, however, the early departure and late return times of the one train extension option are not ideal. Therefore, the team is looking to work with the State to add one trainset into the system to enable two round trips to Salinas. Union Pacific track rights remain the biggest hurdle to initiating service. Agency staff and Capitol Corridor staff have held several meetings, including one with the California State Transportation Agency (CalSTA), to discuss the possible near and long-term scenarios, possibly including an independent Monterey Bay Rail service connecting to High Speed Rail in Gilroy.

Staff attended the Caltrans Rail Plan meeting on April 12 in Los Angeles. Caltrans presented the latest version of the three scenarios they are researching. Salinas is seen to be a hub for rail service in all three (conservative, moderate and aggressive) scenarios. Staff also attended a Northern California

Rail Advisory Policy Group meeting on April 21 in Oakland, and a Capitol Corridor Vision Implementation Plan meeting on April 29.

California High-Speed Rail

Staff has attended several meetings related to the California High-Speed Rail business plan, including technical working group meetings in San Jose and Gilroy. The new business plan changes course and has service between the Central Valley and San Jose as the first phase of operations, instead of the southern route that had previously been Phase 1. This shift has upended a lot of plans statewide associated with connecting rail services, and is affecting the Salinas Rail Extension project by raising concerns about rail line capacity and market saturation between Gilroy and San Jose. The potential impact on the service to Salinas, coupled with financial uncertainties for funding this new High Speed Rail scenario, create the potential for delays and the need to evaluate alternative strategies for keeping the Salinas Rail Extension project moving forward.

Design Contract

HDR Engineering has delivered the 75% designs for the Kick Start project's three packages. Package 1 is the Salinas station road access improvements, including the Lincoln Avenue extensions, improvements to Market Street (Highway 183), parking and circulation improvements at the station. Package 2 is the Salinas station track improvements, including a station track, platform improvements, and layover facility. Package 3 is the Santa Clara County station improvements at Gilroy, Morgan Hill and Tamien. The design and bid packages have been sent to the relevant responsible agencies for review. Caltrain staff has indicated they require a reimbursement agreement for design review; staff put that agreement on the May TAMC Board for approval.

City of Salinas

On March 17, the Salinas Intermodal Transportation Center (ITC) Steering Committee met to discuss improvements at the ITC, including a possible City-sponsored bicycle/pedestrian bridge over the railroad tracks to connect Chinatown with downtown and the ITC.

The Steering Committee discussed the improvements to Market Street (Highway 183), and introduced the concept of reducing the scope to just the Lincoln Avenue extension and deferring the pedestrian improvements at Main Street/Salinas Street in order to accelerate the improvements via an encroachment permit process, rather than the more intensive and expensive Caltrans Project Report. Since that meeting, Caltrans has determined that the scaled-back project would be eligible for an encroachment permit and City staff has assented to this strategy. Staff is now working on the permit application.

The ITC Memorandum of Understanding has been updated with the 75% designs and language related to enforcing the City's utility agreements for the project and relating to the phasing of the Market Street improvements. The MOU is now under review by the various parties' attorneys.

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: May 23, 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: June 6, 2016
Subject: Coast Daylight Update

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 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.

FINANCIAL IMPACT

The California Transportation Commission proposal 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. Meanwhile, the Amtrak study shows the project is feasible with \$3.1 million in annual state intercity rail operating funds. As the operating budget for the three existing intercity rail routes in the 2015-16 State Budget is \$127.1 million, \$3.1 million represents a 2% increase in state intercity rail operating expenditures.

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.

The Technical Committee met via phone on March 18 and April 22; the next meeting is planned for June 17. The Policy Committee meeting scheduled for May 19 in Oakland was cancelled due to a conflict with the California Transportation Commission (CTC) meeting in Stockton that day. **Attachment 1** is the CTC report that recommended eliminating \$25 million in Proposition 1B funding from the Coast Daylight project to backfill \$21.5 million to the Seacliff rail siding project in Ventura County and \$2.7 million to LA Metro's "Raymer to Bernson" double-track project. Both projects were both proposed to be cut from the State Transportation Improvement Program (STIP), due to the \$754 million shortfall in transportation revenues and a lack of agreement by the Legislature to raise new

transportation funding. **Attachment 2** is the letter from the CRCC Chair and Vice Chair protesting the CTC recommendation.

Amtrak

In March 2014, TAMC contracted with Amtrak to study the route, ridership and financial impacts of the proposed Coast Daylight project, with the goal of empowering Amtrak to negotiate with the railroad on behalf of the CRCC. Via a thorough ridership analysis and cost/benefit analysis, the final study documents an estimated \$3.1 million annual cost to serve the corridor with a 55% farebox ratio, adding over 100,000 new riders to the underserved coast rail corridor. **Attachment 3** is excerpts from the final “Coast Daylight Route, Service Ridership and Financial Evaluation”; the full study is a **web attachment**.

Senate Bill 1197 (Cannella)

Senator Cannella agreed to author a bill (SB 1197), sponsored by the CRCC and TAMC, in support of extensions of existing rail corridors. Existing law defines the boundaries of the state’s three intercity rail corridors. This bill would authorize the extension of intercity passenger rail service beyond the statutorily-defined boundaries of the corridor, subject to inclusion in and approval of the relevant joint powers board's business plan. The Surfliner corridor staff expressed concerns about the bill as written and Capitol Corridor staff suggested that they already have the legislative authority to expand. TAMC and SLOCOG staff decided that, instead of making amendments during the Senate Transportation Committee hearing, Senator Cannella should pull the bill from consideration, so that the various agencies can work together to develop language that meets all the needs for an extension of service, for reintroduction next legislative session.

California Passenger Rail Summit

Staff attended the California Passenger Rail Summit on April 13-14 in Los Angeles. Discussion topics included the California State Rail Plan, rail integration and High-Speed Rail, shared corridors with freight, travel and tourism, mobility hubs, grants and budgeting, and innovative financing.

California Intercity Passenger Rail Leadership

Staff attended a California Intercity Passenger Rail Leadership meeting on April 13 in Los Angeles. Discussion topics included the state of intercity rail services, the Federal “Fixing America’s Surface Transportation” (FAST) Act, High Speed Rail’s new business plan, and legislation.

Federal Environmental Review of Salinas-San Jose Corridor

On April 4, staff held a phone meeting with the Salinas-San Jose corridor environmental review stakeholders, including the Federal Railroad Administration as the lead on the document. The public review draft document is anticipated to be available in November 2016.

Approved by: 
Debra L. Hale, Executive Director

Date signed: May 23, 2016

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachments:

1. CTC staff report: “Amendment to Proposition 1B Intercity Rail Improvement Program”
2. May 12, 2016 letter from the CRCC to Caltrans Director Malcolm Dougherty
3. Coast Daylight Route, Service Ridership and Financial Evaluation, pages 1-5 and schedule

Web Attachment: Full Coast Daylight Route, Service Ridership and Financial Evaluation

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 4.17
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass
Transportation

Subject: AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
RESOLUTION ICR1B-P-1516-02, AMENDING RESOLUTION ICR1B-P-1516-01

RECOMMENDATION:

The California Department of Transportation (Department) requests the California Transportation Commission (Commission) consent to amend the Proposition 1B Intercity Rail Improvement Program (ICR1B) project list.

ISSUE:

The Department requests that the following actions be taken with the ICR1B Program project list as follows:

- Delete the Coast Daylight Track and Signal project.
- Add the Seacliff Siding project to be funded with \$21,526,000 from the deprogrammed Coast Daylight Track and Signal project.
- Add \$2.68 million of additional funding to Raymer to Bernson to backfill STIP cuts.
- Deprogram \$900,000 from the Northern California Maintenance Facility.
- Add the Wayside Power and Storage project to be funded with \$900,000 from the deprogrammed Northern California Maintenance Facility funds.
- Add the Capitalized Maintenance project for \$1,567,000.
- Add the Intercity Rail Diesel Electric Locomotive #21 to be funded with \$6,674,000 from the Passenger Equipment Acquisition Fund (PEAF).

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects.

This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The \$21,526,000 proposed to be programmed to the Seacliff project reflects, and is consistent with, the most recent project cost estimate as provided by the Union Pacific Railroad.

The Department is proposing to program the current un-programmed balance with the ICR1B program of \$1,567,000 to the Capitalized Maintenance project. As additional savings are realized, potentially through project scope refinement or closeout, it is the Departments intent to program future savings to the Capitalized Maintenance project up to the eight million dollar level.

The necessary changes are reflected in strikethrough and bold in the revised Proposition 1B Intercity Rail Projects list.

Passenger Equipment Acquisition Fund (PEAF):

Government Code, Article 4. Purchase, Sale, and Leasing of Passenger Transportation Vehicles (GC 1406014066). The Passenger Equipment Acquisition Fund is hereby created in the State Treasury. Notwithstanding Section 13340, all moneys in the fund are continuously appropriated to the department to pay the principal of, interest on, and redemption premium, if any, on equipment obligations, to pay all costs of issuance and sale of equipment obligations, to purchase new and rehabilitate existing equipment, and for passenger rail capital improvements.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)

Project/Description	Corridor	Funding Request
Procurement of Locomotives, Railcars, and Install On-board Information System: ¹ Purchase bi-level intercity railcars and locomotives, and install OBIS	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
San Onofre to Pulgas Double Track Project – Phase 1: ¹ Design and environmental work for Phases 1 and 2, construction of Phase 1.	Pacific Surfliner	\$ 28,900,000
San Onofre to Pulgas Double Track Project – Phase 2: ¹ Design and engineering for Phase 2.	Pacific Surfliner	\$ 1,100,000
Northern California Maintenance Facility: ¹ Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000 \$ 18,251,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow service to from LA to the San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000 \$ 0
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR	Capitol Corridor, San Joaquin	\$ 2,927,000
Raymer to Bernson Double Track: ¹ Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	\$ 16,800,000 \$ 19,480,000
Van Nuys North Platform: ¹ Construct second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 34,500,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,151,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 3,445,000
Capitol Corridor Track, Bridge, and Signal Upgrade Project: ¹ Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	\$ 1,305,000
SCRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 2,782,000
Ventura County Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 218,000
Wayside Power and Storage: Installation of a wayside power at the Auburn Station and layover site.	Capitol Corridor	\$ 900,000
Seacliff Siding: New track siding in Seacliff for more control access for the Pacific Surfliner	Pacific Surfliner	\$ 21,526,000
Capitalized Maintenance Preservation of Capital Improvements (Fix It First) and Improved Operations	All Corridors	\$ 1,567,000
SUB-TOTAL ALL PROJECTS		\$ 392,000,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 8,000,000
Unallocated Balance		\$ 0
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).
2. Bond Issuance Cost is 2 percent of the Bond amount.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)

Project/Description	Corridor	Funding Request
Procurement of Locomotives, Railcars, and Install On-board Information System: ¹ Purchase bi-level intercity railcars and locomotives, and install OBIS	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
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San Onofre to Pulgas Double Track Project – Phase 2: ¹ Design and engineering for Phase 2.	Pacific Surfliner	\$ 1,100,000
Northern California Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 18,251,000
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SUB-TOTAL ALL PROJECTS		\$ 392,000,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 8,000,000
Unallocated Project Savings		\$ 0
TOTAL RAIL BOND FUNDS		\$ 400,000,000
Passenger Equipment Acquisition Fund (PEAF) - Option Order #21.		\$6,674,000

1. Projects with CTC allocations (full or partial).

2. Bond Issuance Cost is 2 percent of the Bond amount

CALIFORNIA TRANSPORTATION COMMISSION

Commission Advice and Consent Proposition 1B Intercity Rail Capital Program Amendment

Resolution ICR1B-P-1516-02, Amending Resolution ICR1B-P-1516-01

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
- 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
- 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Passenger Rail Program; and
- 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
- 1.5 WHEREAS, the initial Intercity Rail Proposition 1B project list was approved at February 2008 Commission meeting; and
- 1.6 WHEREAS, the amended Intercity Rail Proposition 1B projects list includes \$392.2 million in intercity rail projects and \$7.8 million in bond issuance costs; and
- 1.7 WHEREAS, all projects on the attached amended Proposition 1B project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission does hereby provide its consent to the amended list of Intercity Rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED, that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.



May 20, 2016

Malcolm Dougherty, Director
Department of Transportation
P.O. Box 942873, MS-49
Sacramento, CA 94273

Re: Proposition 1B deprogramming of the Coast Daylight Track and Signal Project (\$25M)

Dear Director Dougherty:

We write on behalf of the Coast Rail Coordinating Council (CRCC), a coalition of coastal county transportation and planning agencies organized to improve passenger rail services. The primary focus of the CRCC is to improve the frequency, speed, reliability and ease of use of passenger trains on the coast route between San Francisco and Los Angeles.

We are disappointed at the recommended deprogramming proposed by Caltrans of \$25 million from the Coast Daylight Service in the Proposition 1B Intercity Rail Program on the agenda for the California Transportation Commission on May 18-19th. We recognize the difficult funding times that exist this year, but this action jeopardizes the very viability of a Central Coast rail project that we have worked together on for years. While we understand that your goal is to keep near-term rail construction projects moving forward, this action does not support the State's emphasis on rail transportation and alternatives to driving throughout California.

We hereby request a formal commitment by Caltrans and the State Transportation Agency to support, fund, negotiate with the railroad, and work as a key partner with us on emerging rail services in the Coast Corridor.

The coastal counties have dedicated thousands of hours of staff time and the project has extensive policy support from elected officials, cities and counties for this statewide project. For over twenty years we have worked in good faith with Caltrans to plan and deliver coast corridor improvements, most recently including:

- **Service Development Plan** - Partnering in the federally required Service Development Plan for the Coast Corridor (May 2013)
- **Environmental Impact Reports** - Conducting Federal and State Environmental Impact Reports for the SLO-Salinas segment on behalf of Caltrans (December 2015), Salinas-San Jose (now underway)
- **Amtrak Feasibility Study** - Completing the Amtrak Feasibility Study documenting an estimated \$3.1 million annual cost to serve the corridor with a 62% farebox ratio, adding over 124,000 new riders to an underserved corridor. (May 2016)

- **LOSSAN Business Plan** - Including future operation of a new coast corridor train in the LOSSAN Business Plan. (February 2016)

The delay in project implementation is a result of an ineffective and incoherent strategy to deal with Union Pacific Railroad. Clearly, this strategy has not produced results. Closing the gap in state-supported services along the Central Coast has been included in the State Rail Plan for over 20 years and is included in even the most conservative scenario for the 2018 Rail Plan. The market analysis done for the new Rail Plan shows a significant latent demand for rail on the Central Coast.

We understand that the CTC, CalSTA and Caltrans are facing a dire funding situation for transportation projects statewide and we appreciate the serious conundrum of cutting projects that have been in the plans for years if not decades. We believe that the STIP is misunderstood and underappreciated as a multimodal funding mechanism, as evidenced by the \$31 million cut to rail projects proposed at this CTC meeting. We hope that the transportation proposals under consideration now will include a solution for the STIP crisis.

We also argue that the proposed elimination of \$25 million to the Coast Daylight project is a question of geographic equity, as this was funding that this coalition has been counting on to implement improvements to the Coast Corridor, a historically underfunded region. This elimination will jeopardize all the success the corridor has achieved to date and put into question any improvements in the corridor for years to come. The Central Coast is facing a \$50 million STIP cut. Adding another \$25 million cut is a disproportionate cut to statewide funding coming to this region.

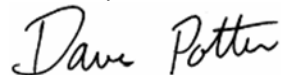
We request that Caltrans and CalSTA develop a near-term strategy to support, fund, and negotiate with the railroad to advance the goals of the coast corridor that include:

1. Providing a new state-supported through train to link the Central Coast to the Los Angeles basin and the San Francisco Bay Area;
2. Facilitating the extension of state-supported train service from San Jose to Salinas, and,
3. Providing better peak-hour service to Santa Barbara from the south on the LOSSAN corridor.

We were notified of this programming decision very late in the process. In the future we would appreciate advance notice of planned changes in funding or policy – good or bad—in order to allow the opportunity for discussion that is appropriate among public agencies.

We look forward to your response. Please do not hesitate to contact us directly, or call Pete Rodgers at 805-781-5712.

Sincerely,



Dave Potter
Chair, CRCC
Supervisor, Monterey County

Copy: Chad Edison, CalSTA
Coast Corridor Legislators
Susan Bransen, CTC

Bruce Roberts, Division of Rail and Mass Transit
Coast Corridor RTPA Executive Directors
CTC Commissioners

Coast Daylight Route, Service Ridership & Financial Evaluation
San Diego-Los Angeles-San Jose-San Francisco



M.W. Franke
Senior Director, State Government Contracts

Richard J. Rogers
Business Planning and Analysis
Manager

Joeseeph E. Shacter
Senior Manager State Corridors

Amtrak
Chicago, Illinois
April 26, 2016

Coast Daylight Route, Service, Ridership & Financial Evaluation
San Diego-Los Angeles-San Jose-San Francisco
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I. Executive Summary

The Coast Daylight service, a proposed new state-supported intercity train service between San Diego and San Francisco or San Jose, is a service that Amtrak could operate, assuming the state can fund the operations of the line. Estimated one-time costs include a layover facility at the north end (\$800,000) and mobilization (\$750,000). The annual net operating costs are estimated at \$3.16 million.

II. Purpose & Need

The Coast Daylight service is a proposed new intercity rail route to supplement the Coast Starlight, and fill a gap in rail services between the cities of San Francisco, San José, Salinas, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles. The existing Amtrak long-haul Coast Starlight train operating through the coast corridor is not scheduled to serve the needs of intra-state travelers between the San Francisco Bay Area and Los Angeles and Starlight trains are subject to delays especially in the southbound direction because they originate in Seattle.

The proposed Coast Daylight service, on the other hand, is envisioned to originate and terminate in San Francisco and would be scheduled to complement the Coast Starlight schedule with a reliable intercity service to address the needs of communities between the San Francisco Bay Area and Los Angeles. In addition, the Coast Starlight only makes a limited number of stops between Oakland and Los Angeles, as is appropriate for a long-distance, multi-state train. The Coast Daylight would have more than twice as many stops which provide better access to local markets.

III. General Discussion

This report was prepared by the National Railroad Passenger Corporation (Amtrak) in response to a request from the Transportation Agency for Monterey County (TAMC), on behalf of the Coast Rail Coordinating Council (CRCC), to evaluate adding an Amtrak intercity passenger train frequency between San Diego, CA and San Francisco, CA. This service is to be called the "Coast Daylight". The evaluation includes consideration of an alternative service between San Diego and San Jose. The overall concept and purpose for a "Coast Daylight" Service is to offer a complementary counterpart to Amtrak's "Coast Starlight" trains that now operate on the route segment between San Jose and Los Angeles. A "Coast Daylight" train will also offer enhanced local service that will bring intercity passenger rail to communities that are not presently served.

This proposed new service would be state supported in compliance with the requirements of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Section 209. Among other requirements in Section 209, any expenses in excess of revenues in the operation of the service must be funded by the State for which the trains are operated.

This study began shortly after the signing of a formal contract, on March 1, 2014, between TAMC and Amtrak. In addition to the parties to the contract, other study stakeholders include: Coast Rail Coordinating Council (CRCC), San Luis Obispo Council of Governments (SLOCOG), California Department of Transportation (Caltrans), Caltrain, Union Pacific Railroad (UP), Burlington Northern Santa Fe (BNSF), Metrolink, and North County Transit District (NCTD, a.k.a. – Coaster).

TAMC seeks to develop and maintain a multimodal transportation system that enhances mobility, safety, access, environment quality, and economic activities in Monterey County. CRCC is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services along coastal California. The primary focus of the CRCC is to improve the frequency, speed, reliability and ease of use of passenger trains on the coast route between San Francisco and Los Angeles.

The purpose of this report is to provide a high-level assessment of the proposed service including: frequency of service, provisional schedules, potential station stops, forecasts of ridership and revenue, operating expenses, capital costs for equipment procurement and equipment maintenance facilities, and estimates for ongoing operating support requirements.

Upon receipt of TAMC's request for an operational analysis, Amtrak sent a written notification to the host railroads over which a new service may operate. Those railroads are: Caltrain, UP, Metrolink, BNSF and NCTD. This notification describes Amtrak's general approach to the study process and other broad aspects of the desired level of passenger train service on the corridor. The letter included TAMC's requirement for one daily round trip, a suggested schedule, the length of route segments, and a study Scope of Work.

IV. Nature of Evaluation

Amtrak corridor route service, ridership, and financial evaluations typically originate in the form of a request by a state or regional governmental authority or agency that is responsible for state transportation – usually the Department of Transportation (DOT). Amtrak's policy for commencing a new corridor evaluation is to enter into an agreement with the requesting agency specifying, along with various contract conditions, a scope of work, the time line for completion, and terms of payment to Amtrak for study costs.

The nature or purpose of a corridor evaluation is to assist a state in determining the viability, prospects for success, initial and on-going costs, and reasonableness of a specific passenger train service proposed by the state. Based on routes, station stops, and frequencies of service selected by the state, the evaluation develops a high level, order-of-magnitude assessment of schedules, ridership, revenue, infrastructure investments, operating costs, and equipment needs (railcars and locomotives). This evaluation is a tool intended to assist the state in deciding whether the apparent merits of the proposal can

justify moving the project to the next steps toward implementation. The evaluation is not intended to be the sole basis of future contracts between the state and the host railroads, between the state and Amtrak, or between Amtrak and the host railroads.

The evaluation report deliverables are presented in summary form and are developed through a process that combines Amtrak historical experience, modeling, empirical data from comparable operations, calculations based on rail industry standards and practices, and current costs. Furthermore, because the time lapse between release of a report and implementation of service could be lengthy, many of the conditions at the time of the study could be invalid by the date of service implementation.

It is presumed that the state, local communities, developers, host railroads, or various combinations of those will be responsible for providing station facilities, including platforms, if they do not currently exist. Amtrak offers guidance for the development of station facilities on its web site, www.greatamericanstations.com, but does not provide actual station design services.

Although there have been general operational discussions with the host railroads, draft schedules and other railroad-related comments in this report have not been negotiated or agreed to and reflect only the findings and best judgment recommendations of the study team. Should further progression of the proposal be desired, detailed discussions and formal contract negotiations will have to be initiated with those rail carriers. Implementation of service is also subject to the time required to procure rolling stock, complete the package of infrastructure improvements ultimately agreed to, and recruit and train additional personnel. A funding plan to provide on-going financial support for the service would also have to be identified by the State.

To assist readers' understanding of Amtrak's study process, Exhibit 1 provides an overview of the elements of an Amtrak study.

EXHIBIT 1

AMTRAK FEASIBILITY STUDY PROCESS		
ITEM	TASK	TASK ACTIVITY
1	STUDY REQUEST & CONTRACT	Amtrak is formally requested by one or more recognized state agencies (typically the state DOT) to perform a feasibility study for intercity passenger train service within a specified corridor, and the state(s) and Amtrak begin negotiations for the development of study contract terms, statement of work, and study fee. The state(s) provide to Amtrak the route(s) to be studied, the desired station stop cities, the desired frequency of service, and the desired maximum authorized speed (MAS) for the route. Specific station site locations within each station stop city is not required to perform the study, but can be helpful to the study team.
2	HOST RAILROAD NOTIFICATION	Host railroad notifications are to host railroads that would be involved in or affected by the proposed operation of intercity passenger train service within the requested study corridor. The purpose and parameters of the study are outlined, and follow-up meetings are suggested to plan inspection trips, gather data, and estimate the level of capacity analysis that will be required.
3	ROUTE HISTORY & DEMOGRAPHICS	Upon completion of a feasibility study contract, Amtrak will begin gathering information on route history and on local demographics of the municipalities to be served by the proposed intercity passenger train service. States will typically provide to Amtrak any past studies or data that may be relevant to the feasibility study.
4	DATA COLLECTION	Amtrak will begin to work with the host railroads to collect employee timetables, track charts, and other infrastructure and operating data needed for report preparation.
5	ROUTE INSPECTION	Amtrak arranges with host railroads to make a physical inspection, including hi-rail trips where appropriate, of the proposed corridor route. During the inspection trip Amtrak and the host railroad will begin a dialogue about the impact of new or expanded passenger train service on the corridor and the infrastructure improvements needed to meet both freight and passenger train operational goals.
6	PROVISIONAL TRAIN SCHEDULES	Amtrak will develop a provisional passenger train schedule based on the route and city station stops selected by the state(s), the number of frequencies and approximate departure times selected by the state(s), and a passenger train maximum authorized speed (MAS) agreed to by the state(s) and host railroads. The term "provisional", within the context of this study, implies the schedule will be realistic and doable; however, it is understood that the schedule may not be fully optimized due to the inherent time constraints and depth of research limitations of a feasibility study.
7	CAPACITY ANALYSIS	Host railroads will typically perform RTC modeling of the proposed service and route to evaluate the impact of proposed new passenger train operations on the existing and future freight train operations. This work may be done in-house by the host railroad or contracted to a consultant. The cost of RTC modeling is passed through to the states. Upon receipt of capacity analysis results from the host railroads, Amtrak, in cooperation with the host railroads, will technically analyze the results and assess whether the proposed infrastructure improvements (and costs) appear reasonable and whether adjustments to train schedules could reduce infrastructure costs.
8	AMTRAK FINANCE & OPERATIONS	Provisional schedules, frequency of service, and number of trainsets for the proposed service is forwarded to Amtrak's Financial and Operations Groups. Finance and Operations jointly identify the quantity and costs for equipment, train and on-board crews, crew new hires, and crew training. Amtrak Finance undertakes a ticket pricing study, which includes identification of Amtrak's total operating costs and required ticket prices.
9	REVENUE RIDERSHIP ANALYSIS	Amtrak utilizes a qualified consultant to develop ridership and revenue estimates based on the provisional schedule, service frequency, and the Amtrak-vetted host railroad capacity analysis results, all of which are developed prior to the revenue/ridership analysis.
10	ROLLING STOCK & EQUIPMENT MAINTENANCE	Based on provisional train schedules, agreed upon by the host railroads, and train consists developed from ridership data, Amtrak will develop a plan for equipment rotation, servicing, maintenance, and layover facilities, and will identify the associated capital costs required for implementation.
11	INFRA-STRUCTURE	AMTRAK will work with Host Railroads and their consultants to identify infrastructure improvements, and an associated "order of magnitude" capital cost estimate, necessary to meet requirements of PRIIA, Section 207, for on-time performance and train delay standards
12	DRAFT REPORT FOR AMTRAK REVIEW	Amtrak incorporates the relevant comments into the draft report and circulates it internally for review and approval. This process usually takes about 30 days.
13	DRAFT REPORT FOR STATE REVIEW	Upon completion of the internal Amtrak review, the draft report is forwarded to the state(s) for review and approval with or without comments and/or changes. Typically, 30 days is allowed for review and approval of the draft report by the state.
14	FINAL REPORT	Once Amtrak receives the state's comments on the draft report, a Final Report is prepared and submitted to the state(s). The Final Report will incorporate appropriate comments and/or changes from the State's review of the Draft Report, provided the comments/changes do not substantially alter the key components of the report, such as route, schedule, station stops, infrastructure capital, operating costs, etc.

V. Corridor Characteristics

A. Route Overview

TAMC requested that Amtrak evaluate two route and terminal station scenarios:

- Scenario 1: San Diego to San Francisco via Los Angeles-San Luis Obispo-San Jose.
- Scenario 2: San Diego to San Jose via Los Angeles-San Luis Obispo.

B. Route Description

Geographically the proposed route for the evaluation starts from the north at the Caltrain San Francisco Station at the corner of King Street and 4th Street. Proceeding southward, the Coast Daylight route would operate over Caltrain track to San Jose. Caltrain owns the track from San Jose to San Francisco, but Union Pacific (UP) still retains freight and intercity rail rights.

From San Jose to San Luis Obispo, the Coast Daylight would operate over the Union Pacific Railroad (UP) line, which more or less parallels US Highway 101. Just south of San Luis Obispo, the UP alignment veers away from US 101 and follows the Pacific coastline to Oxnard where it resumes an eastward alignment toward Simi Valley.

At Moorpark, 6 miles west of Simi Valley, track ownership again. The track that Metrolink operates on from Moorpark to Los Angeles Union Station (LAUS) is jointly owned by UP and the county it is located in.

Between just south of LAUS and Fullerton, the track is owned by BNSF Railway.

Between Fullerton and the Orange-San Diego County line, the track is owned by the county and Metrolink is responsible for dispatching.

For the balance of the route, the Coast Daylight would travel over NCTD to the southernmost point at San Diego's Union Station.

The total route length of 601 miles is subdivided as follows:

- | | |
|----------------------------------------------------|-----------|
| • Caltrain (San Francisco-San Jose): | 47 miles |
| • Union Pacific (San Jose-Moorpark): | 379 miles |
| • UP/Metrolink (Moorpark-Los Angeles): | 47 miles |
| • BNSF (Los Angeles-Fullerton) | 26 miles |
| • Orange County/Metrolink (Fullerton-San Clemente) | 39 miles |
| • NCTD (Oceanside-San Diego) | 63 miles |

On the following page, a “Map of the Coast Daylight Corridor” and Exhibit 2, pages 8 and 9 describe the station stops selected by CRCC for the purpose of this study. Exhibit 2 also indicates the Host Railroads over which the proposed Coast Daylight would operate between San Francisco or San Jose to San Diego.

Since there are no equipment maintenance facilities (“Amtrak Equipment shops”) in San Diego or San Francisco, for both the scenarios of the study a proposed train #584 was created to facilitate the addition of a freshly serviced set equipment from Los Angeles shops (to San Diego each evening) into the rotation each day for departure from San Diego as train #761.

Scenario 1. Proposes train #761 operates daily between San Diego and San Francisco. Proposes train #790 operates daily between San Francisco and San Diego. A new proposed daily train #584 is added to operate between Los Angeles and San Diego

Scenario 2. Proposes train #761 operates daily between San Diego and San Jose. Proposes train #790 operates daily between San Jose and San Diego. A new proposed daily train #584 is added to operate between Los Angeles and San Diego

EXHIBIT 2
MAP OF COAST DAYLIGHT CORRIDOR



EXHIBIT 3

ROUTE STATION STOPS			
From California State Rail Plan Draft Submittal Dated February 26, 2013			
HOST RAILROAD	PROPOSED DAYLIGHT STATION STOP	Current Coast Starlight Stop	Current Surfliner Stop
Caltrain	San Francisco Caltrain Station		
Caltrain	Millbrae		
Caltrain	Palo Alto		
Caltrain	San Jose Diridon	San Jose Diridon	
UP	Gilroy**		
UP	Pajaro Valley/ Watsonville*		
UP	Castroville*		
UP	Salinas	Salinas	
UP	Soledad*		
UP	King City*		
UP	Paso Robles	Paso Robles	
UP	San Luis Obispo	San Luis Obispo	San Luis Obispo
UP	Grover Beach		Grover Beach
UP	Guadalupe		Guadalupe
UP	Surf		Surf
UP	Goleta		Goleta
UP	Santa Barbara	Santa Barbara	Santa Barbara
UP	Carpinteria		Carpinteria
UP	Ventura		Ventura
UP	Oxnard	Oxnard	Oxnard
Metrolink	Simi Valley	Simi Valley	Simi Valley
Metrolink	Van Nuys	Van Nuys	Van Nuys
Metrolink	Burbank/Bob Hope Airport	Burbank/Airport	Burbank/Airport
Metrolink	Los Angeles Union Station	LA Union Station	LA Union Station
BNSF	Fullerton		Fullerton
BNSF	Fullerton Jct.		Fullerton Jct.
Metrolink	Anaheim		Anaheim
Metrolink	Santa Ana		Santa Ana

Metrolink	Irvine		Irvine
Metrolink	San Juan Capistrano		San Juan Capistrano
Metrolink	San Clemente		San Clemente
NCTD	Ocean side		Oceanside
NCTD	Solana Beach		Solano Beach
NCTD	San Diego		San Diego
NCTD	San Diego Old Town		San Diego Old Town

- * Station not yet constructed – Coast Daylight would stop at this station once constructed.
- ** Gilroy station not accessible as currently configured but the Coast Daylight would stop at this station once is it accessible from the main line track.

C. Demographics and Transportation Alternatives

One of the primary characteristics of a successful intercity rail passenger corridor is a substantial population in the key cities served. The five-county metropolitan area of San Francisco has a total population of 4.6 million; San Jose 1.9 million; Salinas 431,000, San Luis Obispo 280,000, Santa Barbera 440,000, Los Angeles has 13 million, and San Diego has 3 million. Together, these major metropolitan areas have a combined Metropolitan Statistical Area (MSA) population of roughly 24 million people. Table 1 provides the populations of these cities along the proposed route of the “Coast Daylight”. (Source: United States Census Bureau, 2014 estimates.)

Table 1

Metropolitan Statistical Areas (MSA) and Populations	MSA Population	City Population
San Francisco	4,594,276	852,469
San Jose	1,952,641	1,015,785
Salinas	431,344	156,677
San Luis Obipso	279,083	46,730
Santa Barbera	440.668	91,196
Los Angeles	13,262,220	3,928,864
San Diego	3,263,431	1,381,069
Combined MSA's & Cities	24,223,678	6,147,830

Competitive Transportation Modes:

Auto

Interstate 5 (I-5) is a major north–south route of the Interstate Highway System in California. It begins at the Mexico–United States border in San Diego. This highway links the major California cities of San Diego, Santa Ana, Los Angeles, Stockton, Sacramento, and Redding. Among the major cities not directly linked by Interstate 5 but connected by local highways are San Francisco, Oakland and San Jose, which are about 80 miles (130 km) west of the Interstate Highway 5. Driving from San Diego to San Francisco via I-5 takes at least 7-8 hours, but frequently longer due to traffic.

US Highway 101 is a north-south highway that connects Los Angeles to San Francisco closer to the coast than I-5. US Highway 101 parallels the railroad for much of its length and connects most of the cities proposed as stations for the Coast Daylight service. Driving from San Diego to San Francisco via Highway 101 takes at least 9 hours, so few would choose that route for the full trip, but Highway 101 would be the default or preferred highway for many of the intermediate station cities to go in either direction (vs. driving to I-5).

Bus

Intercity buses operate between San Diego and San Francisco and take about 50% longer than driving by auto. Greyhound, the only major carrier, offers 8 daily round trips between San Diego to San Francisco. One-way trip times range from 11 to 13 hours. Most trips require a transfer in Los Angeles. There are many stops along the way, each one lasting anywhere from 10 minutes to an hour.

Rail

Amtrak's "Coast Starlight" train runs one daily round trip from Los Angeles' Union Station to San Jose (in about 10 hours) and to Oakland's Jack London Square (over 11 hours), but does not go to the city of San Francisco. However, there is a coordinated Amtrak Thruway bus connection that serves downtown San Francisco. The Coast Starlight does not stop at all of the stations proposed for the Coast Daylight.

The Pacific Surfliner train, a service of Caltrans and Amtrak, runs two round trips between San Diego and San Luis Obispo (over 8 hours) through Santa Barbara and Los Angeles, with connecting Amtrak Thruway buses around the state, including to San Francisco.

Air

There are multiple airports along the corridor. Two major airlines – Southwest and United – operate multiple daily non-stop flights between San Diego (SAN) and San Francisco (SFO). Non-stop flights take about 1 hour 30 minutes, not counting airport access times. Intermediary airports along the corridor include Santa Ana (SNA), Long Beach (LGB), Los Angeles (LAX), Burbank (BUR), Santa Barbara (SBA), San Luis Obispo (SBP), Monterey (MRY), and San Jose (SJC).

VI. Station Facilities

For most of the corridor the existing station facilities are adequate to accommodate the addition of the proposed Coast Daylight. However, some municipalities will be constructing new stations and other jurisdictions with existing stations are contemplating improvements or have improvements underway to support the Coast Daylight service.

VII. Schedules

At the commencement of this evaluation, the TAMC provided to Amtrak the proposed station stops and approximate initial terminal departure times. These times were vetted and refined by Amtrak operations and scheduling staff to develop the final evaluation schedules presented in Table 2, pages 11-13

Table 2

Coast Daylight Train 761					Coast Starlight Comparison
Daily Operation				Proposed	
DP	San Diego, CA	PT		3:50 AM	6:00AM
DP	San Diego-Old Town, CA			3:57 AM	-
DP	Sorrento Valley (Coaster)			4:18 AM	-
DP	Solana Beach, CA			4:26 AM	6:38AM
DP	Oceanside, CA			4:46 AM	6:58AM
DP	San Clemente, CA			---	-
DP	San Juan Capistrano, CA			5:16 AM	7:30AM
DP	Irvine, CA			5:31 AM	7:44AM
DP	Santa Ana, CA			5:42 AM	7:55AM
DP	Anaheim, CA			5:51 AM	8:04AM
DP	Fullerton, CA			5:54 AM	8:13AM
AR	Los Angeles, CA	PT		6:55 AM	8:46AM
DP				7:35 AM	10:10AM
DP	Glendale, CA			7:48 AM	-
DP	Burbank Airport, CA			8:00 AM	10:29AM
DP	Van Nuys, CA			8:10 AM	10:40AM
DP	Chatsworth, CA			8:32 AM	-
DP	Simi Valley, CA			8:45 AM	11:11AM
DP	Moorpark, CA			8:57 AM	-
DP	Camarillo, CA			9:10 AM	-
DP	Oxnard, CA			9:21 AM	11:44AM
DP	Ventura, CA			9:35 AM	-
DP	Carpinteria, CA			10:06 AM	-
AR	Santa Barbara, CA	PT		10:19 AM	12:40PM
DP				10:22 AM	-
DP	Goleta, CA			10:34 AM	-
DP	Lompoc-Surf, CA			11:40 AM	-
DP	Guadalupe-Santa Maria, CA			12:16 PM	-
DP	Grover Beach, CA			12:35 PM	-
AR	San Luis Obispo, CA	PT		1:04 PM	3:35PM
DP	Paso Robles, CA			2:10 PM	4:37PM
DP	King City, CA			3:15 PM	-
DP	Soledad, CA			3:46 PM	-
DP	Salinas, CA			4:09 PM	6:28PM
DP	Castroville, CA			4:22 PM	-
DP	Pajaro Valle/Watsonville, CA			4:39 PM	-
AR	San Jose, CA			5:39 PM	8:11PM
DP				5:51 PM	8:23PM
DP	Palo Alto, CA		D	6:14 PM	-
DP	Millbrae, CA		D	6:32 PM	-
DP	San Francisco, CA	PT		6:56 PM	-

Green Highlights denote new train segments.

Coast Daylight Train 790 Daily Operation				Proposed	Coast Starlight Comparison
DP	San Francisco, CA	PT		7:30 AM	-
DP	Millbrae, CA			7:52 AM	-
DP	Palo Alto, CA			8:16 AM	-
DP	CP Coast			8:36 AM	9:55AM
DP	San Jose, CA			8:46 AM	10:07AM
DP	Pajaro Valley/Watsonville, CA			9:38 AM	-
DP	Castroville, Ca			9:55 AM	-
DP	Salinas, CA			10:12 AM	11:48AM
DP	Soledad, CA			10:35 AM	-
DP	King City, CA			11:02 AM	-
DP	Paso Robles, CA			12:07 PM	1:38PM
AR	San Luis Obispo, CA			1:35 PM	3:20PM
DP	Grover Beach, CA			1:55 PM	-
DP	Guadalupe-Santa Maria, CA			2:11 PM	-
DP	Lompoc-Surf, CA			2:51 PM	-
DP	Goleta, CA			3:57 PM	-
DP	Santa Barbara, CA			4:12 PM	6:02PM
DP	Carpinteria, CA			4:27 PM	-
DP	Ventura, CA			4:49 PM	-
DP	Oxnard, CA			5:07 PM	7:05PM
DP	Camarillo, CA			---	-
DP	Moorpark, CA			5:36 PM	-
DP	Simi Valley, CA			5:54 PM	7:48PM
AR	Chatsworth, CA			6:12 PM	-
DP	Van Nuys, CA			6:31 PM	8:22PM
DP	Burbank Airport, CA			6:39 PM	8:31PM
DP	Glendale, CA			6:50 PM	-
AR	Los Angeles, CA			7:10 PM	9:00PM
DP				7:30 PM	10:10PM
AR	Fullerton, CA			8:00 PM	10:38PM
DP	Anaheim, CA			8:11 PM	10:47PM
DP	Santa Ana, CA			8:20 PM	10:56PM
DP	Irvine, CA			8:32 PM	11:07PM
DP	San Juan Capistrano, CA			8:48 PM	11:20PM
DP	San Clemente, CA			---	-
DP	Oceanside, CA			9:19 PM	11:51PM
AR	Carlsbad Village (Coaster)			9:24 PM	-
DP	Poinsettia (Coaster)			9:30 PM	-
DP	Encinitas (Coaster)			9:36 PM	-
DP	Solana Beach, CA			9:42 PM	12:15AM
DP	Sorrento Valley (Coaster)			9:54 PM	-
AR	San Diego-Old Town, CA		D	10:18 PM	-
AR	San Diego, CA	PT		10:25PM	1:00AM

Green Highlight denotes new train segments.

Pacific Surfliner				
Train 584				
Daily Operation				Proposed
Dp	Los Angeles, CA	PT		8:30 PM
Dp	Fullerton, CA			8:59 PM
Dp	Anaheim, CA			9:08 PM
Dp	Santa Ana, CA			9:16 PM
Dp	Irvine, CA			9:26 PM
Dp	San Juan Capistrano, CA			9:39 PM
Dp	San Clemente, CA			---
Dp	Oceanside, CA			10:14 PM
Dp	Solana Beach, CA			10:28 PM
AR	San Diego, CA	PT		11:07 PM

Green Highlight denotes new train segments.

VIII. Ridership/Revenue Forecast Summary

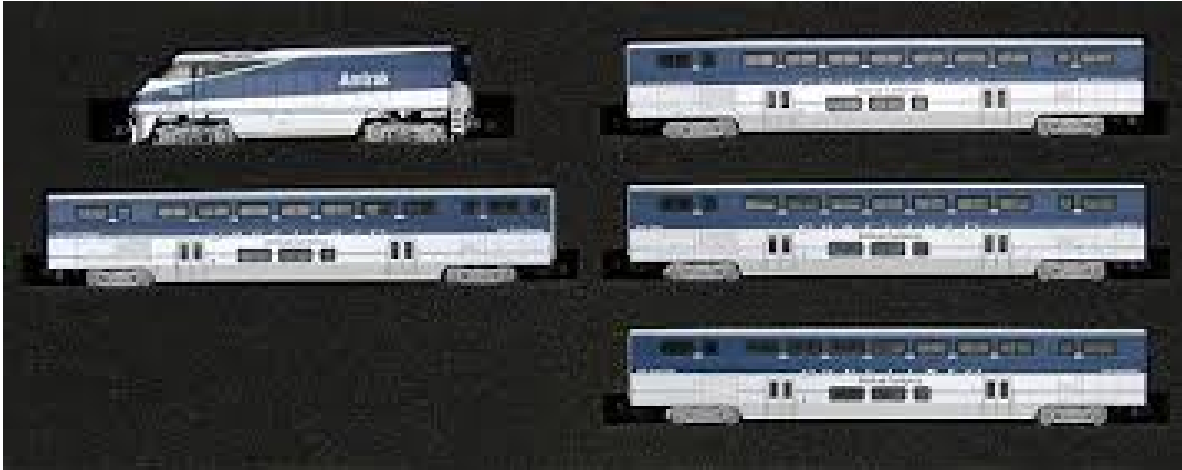
Ridership and Ticket Revenue forecasts summarized in Table 3 (page 16) are based in part on the community populations in Table 1 (page 9) and the schedules defined in Table 2 (above). Ridership and ticket revenue forecasts for proposed passenger rail have been prepared by Steer Davies Gleave (SDG), Amtrak’s contractor that specializes in ridership and revenue forecasting. An application was developed for the “Coast Daylight” Study to evaluate proposed new passenger rail services based on the following key inputs:

- Station Locations
- Passenger Rail Timetable, providing departure/arrival times by train and station and thus defining:
 - travel time
 - frequency
 - departure/arrival time-of-day slots
- Average Fares, based on observed average yields per mile in existing Amtrak markets within the West Coast.
- Population, employment, and income of each market served
- Service characteristics of competing modes – auto, bus, and air.

IX. Rolling Stock

This study assumes “Coast Daylight” trains will utilize California Surfliner-type bi-level equipment, such as used in Amtrak’s current Surfliner Service. It is also assumed that state owned equipment will be used for this proposed service. The equipment consist will include a food service car (café, lounge or snack car) with food and beverage service, but will not include a full-service dining car. Each consist will include coaches, but no sleeper cars. Locomotive costs will be based on the use of P42 locomotives in push-pull mode. The cost estimate will reflect

use of locomotives (only) because of the uncertainty of the availability of Amtrak NPCU (Non-Powered Control Unit) equipment for use in this service. California has new equipment on order that is expected to be in service by 2020 that could increase availability of state owned equipment that might be utilized for this service in place of Amtrak NPCUs.



X. Operating Expense/Subsidy Requirement

The estimated annual costs to operate the proposed “Coast Daylight” Service were developed by Amtrak in accordance with the schedules defined in Table 2 (pages 11-12). Among the key determinants of projected annual operating costs are:

1. Length of route;
2. Number of daily frequencies to be operated;
3. Projected types and quantities of equipment required to support operations;
4. Equipment cycling;
5. Crew base requirements and scheduling synergies; and
6. Desired level of service amenities, such as food/beverage and checked baggage services.

Projected expenses associated with operations over this route are summarized in Exhibit 3 (attached), and the estimated ridership and the relationship between revenue, operating cost, and required state support (subsidy) are described in Table 3 (page 16).

Staffing of Amtrak Personnel:

Amtrak will hire and train sufficient personnel for train operations, on-board services, mechanical work, and cleaning services (the latter is sometimes handled through contracts with outside firms) to meet the schedule requirements requested by the State. This includes a sufficient number of

employees to cover vacation and holiday periods as well as enabling a 7-day per week service.

XI. Proposed Capital Infrastructure Improvements.

Infrastructure improvements and associated capital costs are not be included as part of this study.

Train simulation modeling and track capacity analysis.

Two Rail Traffic Controller© (RTC) simulation studies were conducted in 2004 and 2010 by Transportation Analytic Services and Union Pacific Railroad (UP), respectively. Primarily because of variations in the model inputs, assumptions, and methodology used in the two reports, a comparative analysis of the results of the simulations and conclusions reached will not be part of this study.

Should it be decided to proceed with another phase, discussions will have to be undertaken with the host railroads on needed infrastructure capacity improvements and costs.

Layover/Maintenance Facilities

- Los Angeles will be the primary maintenance location for both scenarios.
- For Scenario 1, service to San Francisco, the layover location in San Francisco is assumed to be the Caltrain King Street Station. However, there have been only preliminary discussions with Caltrain, and there are no agreements between Caltrain and Amtrak or Caltrans to allow for a layover yard at this time. An overnight train storage track will be required with the availability of a standby 480-volt power unit, and a potable water source. Locomotives will require refueling by tanker truck. Routine cleaning and servicing will also be required. In addition, a small building may be required for use by train crew personnel as an on/off duty point, communications facility, and equipment storage. A one-time line item estimated cost of **\$800,000** is recommended for such a facility, although a final number is subject to additional design and engineering work.
- For Scenario 2, service to San Jose, Caltrans and Amtrak will need to negotiate with Caltrain to identify a location for a layover yard. The needs are the same as for Scenario 1.
- The south end layover facility might be San Diego Union Station for both scenarios, or an alternate location as identified by Caltrans and LOSSAN. There are currently two sets of Amtrak equipment that lay-over at night in Union Station for existing trains that originate in San Diego. It has been determined that there is potentially adequate track space to accommodate a third set of equipment at Union Station.

XII. Mobilization Costs (one-time expense)

There are a number of up-front expenses that would be incurred by Amtrak should the corridor service be funded and implemented. These include the training and qualification expenses for Train, Engine and onboard services personnel and procurement of uniforms, radios and other miscellaneous equipment: **\$750,000**

XIII. Summary of Key Numbers

Table 3

	SCENARIO 1 San Diego- San Francisco (via Los Angeles-San Luis Obispo-San Jose)	SCENARIO 2 San Diego-San Jose (via Los Angeles-San Luis Obispo)
Length of Route	601	553
Number of Host Railroads	5	5
Proposed Schedule Running Time (hours: minutes)	16:45	13:29
Estimated Annual Ridership	124,600	100,900
Estimated Annual Farebox Revenue	\$4,824,000	\$3,816,000
Estimated Annual Food & Beverage Revenue	\$315,000	\$252,000
Estimated Annual Operating Expense	\$8,293,000	\$7,234,000
Estimated Annual Operating Subsidy	\$3,154,000	\$3,166,000
Estimated Farebox Ratio	62%	56%
Mobilization Costs (one-time expense)	\$750,000	\$750,000
Layover Facility(north end, one-time expense)	\$800,000	\$800,000

XIV. Conclusion

Based on this analysis, the proposed Coast Daylight service, whether to San Jose or to San Francisco, is a service that Amtrak could operate, assuming the state can fund the operations of the line.

Next steps for implementation:

- Route Administration: Determine the appropriate venue for administration and governance of the Coast Daylight in the context of California's "Intercity Passenger Rail Act of 2012".
- Negotiation with Host Railroads: Coordinate a strategy and timeframe for host railroad negotiations with the California State Transportation Agency (CalSTA) and Caltrans.
- Caltrain Coordination: Coordinate and negotiate with the Peninsula Corridor Joint Powers Board (Caltrain) for slots and improvements allowing service to downtown San Francisco, as the outcome of that process will drive the selection of alternatives for this service.
- Funding: Secure state operating funds for the service.
- Equipment: Secure equipment for the service.

Exhibit 4

Expanded Train Schedule



		Coast Daylight Alternative 1													
		Southbound													
Train Name		Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Coast Daylight	Pacific Surfliner	Pacific Surfliner	
Train Number		562	564	566	768	572	774	580	582	784	790	584	796		
Normal Days of Operation		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
On Board Service		U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W		
Station	Mile														
San Francisco, CA	0.0	PST	DP									7:30 AM			
Millbrae, CA	13.5	PST										7:52 AM			
Palo Alto, CA	29.9	PST										8:16 AM			
CP Coast	44.5	PST										8:36 AM			
San Jose, CA	47.3	PST										8:46 AM			
Pajaro Valley/Watsonville, CA	97.3	PST										9:38 AM			
Castroville, CA	106.8	PST										9:55 AM			
Salinas, CA	114.7	PST										10:12 AM			
Soledad, CA	141.3	PST										10:35 AM			
King City, CA	159.8	PST										11:02 AM			
Paso Robles, CA	212.7	PST										12:07 PM			
San Luis Obispo, CA	251.0	PST						6:50 AM				1:35 PM			
Grover Beach, CA	263.2	PST						7:10 AM				1:55 PM			
Guadalupe, CA	275.3	PST						7:26 AM				2:11 PM			
Lompoc-Surf Station, CA	301.7	PST						8:00 AM				2:51 PM			
Goleta, CA	360.5	PST			6:35 AM			9:08 AM			1:50 PM	3:57 PM		6:45 PM	
Santa Barbara, CA	369.8	PST			6:49 AM			9:22 AM			2:04 PM	4:12 PM		6:59 PM	
Carpinteria, CA	380.1	PST			7:04 AM			9:37 AM			2:19 PM	4:27 PM		7:15 PM	
Ventura, CA	396.3	PST			7:29 AM			9:59 AM			2:41 PM	4:49 PM		7:37 PM	
Oxnard, CA	406.4	PST			7:43 AM			10:13 AM			2:57 PM	5:07 PM		7:51 PM	
Camarillo, CA	415.7	PST			7:54 AM			10:32 AM			3:08 PM	5:16 PM		8:02 PM	
CP Las Posas, CA	425.4	PST			8:06 AM			10:52 AM			3:20 PM	5:37 PM		8:14 PM	
Moorpark, CA	426.2	PST			8:08 AM						3:20 PM	5:36 PM			
CP COLONIA	426.4	PST			8:10 AM			10:56 AM			3:22 PM	5:38 PM		8:19 PM	
Simi Valley, CA	437.1	PST			8:23 AM			10:57 AM			3:35 PM	5:54 PM		8:38 PM	
Chatsworth, CA	444.7	PST			8:40 AM			11:09 AM			3:52 PM	6:12 PM		8:50 PM	
Van Nuys, CA	454.2	PST			8:56 AM			11:23 AM			4:14 PM	6:31 PM		9:06 PM	
Burbank-Bob Hope Airport, CA	459.8	PST			9:04 AM			11:30 AM			4:22 PM	6:39 PM		9:13 PM	
Glendale, CA	467.3	PST			9:16 AM			11:40 AM			4:32 PM	6:50 PM		9:23 PM	
Los Angeles, CA	473.1	PST	6:15 AM	7:25 AM	8:30 AM	9:55 AM	11:15 AM	12:30 PM	3:00 PM	4:10 PM	5:10 PM	7:30 PM	8:30 PM	10:10 PM	
CP Soto (ML), CA	478.3	PST	6:23 AM	7:33 AM	8:38 AM	10:03 AM	11:23 AM	12:38 PM	3:08 PM	4:18 PM	5:18 PM	7:38 PM	8:38 PM	10:18 PM	
Fullerton, CA	499.2	PST	6:44 AM	7:55 AM	9:00 AM	10:25 AM	11:45 AM	1:00 PM	3:30 PM	4:40 PM	5:40 PM	8:00 PM	8:59 PM	10:40 PM	
Anaheim, CA	504.5	PST	6:52 AM	8:03 AM	9:09 AM	10:36 AM	11:54 AM	1:09 PM	3:38 PM	4:48 PM	5:49 PM	8:11 PM	9:08 PM	10:49 PM	
Santa Ana, CA	509.2	PST	7:00 AM	8:11 AM	9:20 AM	10:45 AM	12:03 PM	1:18 PM	3:46 PM	4:56 PM	5:57 PM	8:20 PM	9:16 PM	10:58 PM	
Irvine, CA	519.0	PST	7:12 AM	8:26 AM	9:30 AM	10:58 AM	12:18 PM	1:29 PM	3:56 PM	5:07 PM	6:09 PM	8:32 PM	9:26 PM	11:08 PM	
San Juan Capistrano, CA	531.2	PST	7:25 AM	8:42 AM	9:49 AM	11:13 AM	12:34 PM	1:44 PM	4:12 PM	5:23 PM	6:23 PM	8:48 PM	9:39 PM	11:21 PM	
San Clemente Pier, CA	538.8	PST			10:00 AM	11:23 AM						8:57 PM			
Oceanside, CA	560.4	PST	8:05 AM	9:14 AM	10:25 AM	11:47 AM	1:09 PM	2:19 PM	4:45 PM	5:56 PM	7:00 PM	9:19 PM	10:14 PM	11:53 PM	
Carlsbad Village, CA	563.2	PST									7:06 PM	9:24 PM		11:58 PM	
Poinsettia, CA	567.3	PST									7:12 PM	9:30 PM		12:04 AM	
Encinitas, CA	571.7	PST									7:18 PM	9:36 PM		12:10 AM	
Solana Beach, CA	575.8	PST	8:19 AM	9:28 AM	10:42 AM	12:01 PM	1:24 PM	2:33 PM	5:02 PM	6:12 PM	7:24 PM	9:42 PM	10:28 PM	12:16 AM	
Sorrento Valley, CA	583.0	PST									7:34 PM	9:54 PM	10:36 PM	12:26 AM	
San Diego, CA (Old Town)	598.2	PST		10:00 AM	11:12 AM	12:32 PM	1:55 PM	3:07 PM	5:30 PM	6:55 PM	7:56 PM	10:18 PM	12:52 AM		
San Diego, CA	601.5	PST	Ar	9:00 AM	10:10 AM	11:22 AM	12:40 PM	2:03 PM	3:15 PM	5:50 PM	7:03 PM	8:07 PM	10:25 PM	11:07 PM	1:00 AM

On Board Service Reference Marks:

B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Cafe/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi

Green shaded trains/times indicate proposed change



Coast Daylight Alternative 1 Northbound																
Train Name				Coast Daylight	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner		
Train Number				761	763	565	567	769	573	777	579	583	785	591	595	
Normal Days of Operation				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
On Board Service				U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	
Station	Mile															
San Diego, CA	0.0	PST	Do	3:50 AM	6:00 AM	7:05 AM	8:20 AM	9:25 AM	10:42 AM	12:00 PM	1:40 PM	2:40 PM	4:00 PM	6:45 PM	9:00 PM	
San Diego, CA (Old Town)	3.0	PST		3:57 AM	6:07 AM	7:12 AM	8:27 AM	9:32 AM	10:49 AM			2:47 PM	4:07 PM	6:52 PM	9:07 PM	
Sorrento Valley, CA	19.0	PST					8:49 AM		11:12 AM						9:29 PM	
Solana Beach, CA	26.0	PST		4:26 AM	6:38 AM	7:42 AM	8:58 AM	10:03 AM	11:21 AM	12:34 PM	2:14 PM	3:20 PM	4:40 PM	7:22 PM	9:38 PM	
Poinsettia, CA	34.0	PST					9:12 AM		11:32 AM						9:49 PM	
Carlsbad Village, CA	38.0	PST					9:18 AM		11:38 AM						9:55 PM	
Oceanside, CA	41.0	PST		4:46 AM	6:58 AM	7:57 AM	9:24 AM	10:18 AM	11:46 AM	12:53 PM	2:31 PM	3:41 PM	5:00 PM	7:38 PM	10:01 PM	
San Clemente Pier, CA	63.0	PST		5:05 AM								4:03 PM	5:22 PM			
San Juan Capistrano, CA	70.0	PST		5:16 AM	7:30 AM	8:30 AM	9:57 AM	10:48 AM	12:18 PM	1:25 PM	3:05 PM	4:20 PM	5:33 PM	8:08 PM	10:31 PM	
Irvine, CA	83.0	PST		5:31 AM	7:44 AM	8:45 AM	10:13 AM	11:03 AM	12:35 PM	1:40 PM	3:20 PM	4:35 PM	5:49 PM	8:28 PM	10:47 PM	
Santa Ana, CA	92.0	PST		5:42 AM	7:55 AM	8:56 AM	10:23 AM	11:15 AM	12:45 PM	1:51 PM	3:30 PM	4:46 PM	6:00 PM	8:39 PM	10:58 PM	
Anaheim, CA	97.0	PST		5:51 AM	8:04 AM	9:05 AM	10:33 AM	11:24 AM	12:53 PM	2:00 PM	3:38 PM	4:55 PM	6:08 PM	8:48 PM	11:06 PM	
Fullerton, CA	102.0	PST		5:54 AM	8:13 AM	9:14 AM	10:42 AM	11:34 AM	1:03 PM	2:10 PM	3:49 PM	5:05 PM	6:17 PM	8:58 PM	11:15 PM	
Los Angeles, CA	128.0	PST		7:35 AM	9:10 AM	9:50 AM	11:19 AM	12:30 PM	1:40 PM	3:06 PM	4:25 PM	5:40 PM	7:15 PM	9:35 PM	11:52 PM	
Glendale, CA	134.0	PST		7:48 AM	9:22 AM			12:42 PM		3:17 PM			7:27 PM			
Burbank-Bob Hope Airport, CA	142.0	PST		8:00 AM	9:32 AM			12:52 PM		3:27 PM			7:37 PM			
Van Nuys, CA	147.0	PST		8:10 AM	9:42 AM			1:02 PM		3:37 PM			7:47 PM			
Chatsworth, CA	157.0	PST		8:32 AM	9:54 AM			1:14 PM		3:49 PM			7:59 PM			
Simi Valley, CA	164.0	PST		8:45 AM	10:06 AM			1:26 PM		4:01 PM			8:11 PM			
Moorpark, CA	175.0	PST		8:57 AM				1:39 PM								
Camarillo, CA	186.0	PST		9:10 AM	10:30 AM			1:54 PM		4:27 PM			8:35 PM			
Oxnard, CA	195.0	PST		9:21 AM	10:43 AM			2:05 PM		4:38 PM			8:46 PM			
Ventura, CA	205.0	PST		9:35 AM	10:59 AM			2:19 PM		4:57 PM			9:00 PM			
Carpinteria, CA	221.0	PST		10:06 AM	11:21 AM			2:47 PM		5:21 PM			9:22 PM			
Santa Barbara, CA	232.0	PST		10:22 AM	11:45 AM			3:05 PM		5:43 PM			9:50 PM			
Goleta, CA	241.0	PST		10:34 AM	11:58 AM			3:18 PM		5:55 PM			10:03 PM			
Lompoc-Surf Station, CA	300.0	PST		11:40 AM						7:01 PM						
Guadalupe, CA	326.0	PST		12:16 PM						7:37 PM						
Grover Beach, CA	338.0	PST		12:35 PM						7:54 PM						
San Luis Obispo, CA	350.0	PST		1:04 PM						8:35 PM						
Paso Robles, CA	388.8	PST		2:10 PM												
King City, CA	441.7	PST		3:15 PM												
Soledad, CA	460.2	PST		3:46 PM												
Salinas, CA	486.8	PST		4:09 PM												
Castroville, CA	494.7	PST		4:22 PM												
Pajaro Valley/Watsonville, CA	504.2	PST		4:39 PM												
San Jose, CA	554.2	PST		5:51 PM												
CP Coast	557.0	PST		5:57 PM												
D Palo Alto, CA	571.6	PST		6:14 PM												
D Millbrae, CA	588.0	PST		6:32 PM												
San Francisco, CA	601.5	PST	Ar	6:56 PM												

On Board Service Reference Marks:

B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Café/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi

Green shaded trains/times indicate proposed change.



Coast Daylight Alternative 2														
Southbound														
Train Name			Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Coast Daylight	Pacific Surfliner	Pacific Surfliner
Train Number			562	564	566	768	572	774	580	582	784	790	584	796
Normal Days of Operation			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
On Board Service			U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W
Station	Mile													
San Jose, CA	0.0	PST	Dp											8:46 AM
Pajaro Valley/Watsonville, CA	50.0	PST												9:38 AM
Castroville, CA	59.5	PST												9:55 AM
Salinas, CA	67.4	PST												10:15 AM
Soledad, CA	94.0	PST												10:35 AM
King City, CA	112.5	PST												11:02 AM
Paso Robles, CA	165.4	PST												12:07 PM
San Luis Obispo, CA	203.7	PST						6:50 AM						1:35 PM
Grover Beach, CA	215.9	PST						7:10 AM						1:55 PM
Guadalupe, CA	228.0	PST						7:26 AM						2:11 PM
Lompoc-Surf Station, CA	254.4	PST						8:00 AM						2:51 PM
Goleta, CA	313.2	PST				6:35 AM		9:08 AM			1:50 PM	3:57 PM		6:45 PM
Santa Barbara, CA	322.5	PST				6:49 AM		9:22 AM			2:04 PM	4:12 PM		6:59 PM
Carpinteria, CA	332.8	PST				7:04 AM		9:37 AM			2:19 PM	4:27 PM		7:15 PM
Ventura, CA	349.0	PST				7:29 AM		9:59 AM			2:41 PM	4:49 PM		7:37 PM
Oxnard, CA	359.1	PST				7:43 AM		10:13 AM			2:57 PM	5:07 PM		7:51 PM
Camarillo, CA	368.4	PST				7:54 AM		10:32 AM			3:08 PM	5:16 PM		8:02 PM
Moorpark, CA	378.9	PST				8:08 AM		10:54 AM			3:20 PM	5:36 PM		8:17 PM
Simi Valley, CA	389.8	PST				8:23 AM					3:35 PM	5:54 PM		
Chatsworth, CA	397.4	PST				8:40 AM		11:09 AM			3:52 PM	6:12 PM		8:50 PM
Van Nuys, CA	406.9	PST				8:56 AM		11:23 AM			4:14 PM	6:31 PM		9:06 PM
Burbank-Bob Hope Airport, CA	412.5	PST				9:04 AM		11:30 AM			4:22 PM	6:39 PM		9:13 PM
Glendale, CA	420.0	PST				9:16 AM		11:40 AM			4:32 PM	6:50 PM		9:23 PM
Los Angeles, CA	425.8	PST	6:15 AM	7:25 AM	8:30 AM	9:55 AM	11:15 AM	12:30 PM	3:00 PM	4:10 PM	5:10 PM	7:30 PM	8:30 PM	10:10 PM
Fullerton, CA	451.9	PST	6:44 AM	7:55 AM	9:00 AM	10:25 AM	11:45 AM	1:00 PM	3:30 PM	4:40 PM	5:40 PM	8:00 PM	8:59 PM	10:40 PM
Anaheim, CA	457.2	PST	6:52 AM	8:03 AM	9:09 AM	10:36 AM	11:54 AM	1:09 PM	3:38 PM	4:48 PM	5:49 PM	8:11 PM	9:08 PM	10:49 PM
Santa Ana, CA	461.9	PST	7:00 AM	8:11 AM	9:20 AM	10:45 AM	12:03 PM	1:18 PM	3:46 PM	4:56 PM	5:57 PM	8:20 PM	9:16 PM	10:58 PM
Irvine, CA	471.7	PST	7:12 AM	8:26 AM	9:30 AM	10:58 AM	12:18 PM	1:29 PM	3:56 PM	5:07 PM	6:09 PM	8:32 PM	9:26 PM	11:08 PM
San Juan Capistrano, CA	483.9	PST	7:25 AM	8:42 AM	9:49 AM	11:13 AM	12:34 PM	1:44 PM	4:12 PM	5:23 PM	6:23 PM	8:48 PM	9:39 PM	11:21 PM
San Clemente Pier, CA	491.5	PST	7:37 AM	8:54 AM	10:00 AM	11:23 AM	12:46 PM	1:48 PM	4:24 PM	5:35 PM	6:33 PM	8:57 PM	9:51 PM	11:31 PM
Oceanside, CA	513.1	PST	8:05 AM	9:14 AM	10:25 AM	11:47 AM	1:09 PM	2:19 PM	4:45 PM	5:56 PM	7:00 PM	9:19 PM	10:14 PM	11:53 PM
Carlsbad Village, CA	515.9	PST	8:07 AM	9:16 AM	10:27 AM	11:50 AM	1:11 PM	2:24 PM	4:47 PM	5:58 PM	7:06 PM	9:24 PM	10:16 PM	11:58 PM
Poinsettia, CA	520.0	PST	8:17 AM	9:23 AM	10:34 AM	11:54 AM	1:18 PM	2:29 PM	4:54 PM	6:05 PM	7:12 PM	9:30 PM	10:24 PM	12:04 AM
Encinitas, CA	524.4	PST						2:35 PM	4:56 PM		7:18 PM	9:36 PM		12:10 AM
Solana Beach, CA	528.5	PST									7:24 PM	9:42 PM		12:16 AM
Sorrento Valley, CA	535.7	PST	8:27 AM	9:36 AM	10:50 AM	12:10 PM	1:32 PM	2:45 PM	5:10 PM	6:20 PM	7:34 PM	9:54 PM	10:36 PM	12:26 AM
San Diego, CA (Old Town)	550.9	PST	8:49 AM	10:00 AM	11:12 AM	12:32 PM	1:55 PM	3:07 PM	5:30 PM	6:55 PM	7:56 PM	10:18 PM	10:59 PM	12:52 AM
San Diego, CA	554.2	PST	Ar	9:00 AM	10:10 AM	11:25 AM	12:40 PM	2:03 PM	3:15 PM	5:50 PM	7:03 PM	8:07 PM	10:25 PM	11:07 PM

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 B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Café/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi
 Green shaded trains/times indicate proposed change.

PROPRIETARY & CONFIDENTIAL
 For Amtrak and State Partner Use ONLY



		Coast Daylight Alternative 2													
		Northbound													
Train Name		Coast Daylight	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner
Train Number		761	763	565	567	769	573	777	579	583	785	591	595		
Normal Days of Operation		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
On Board Service		U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W	U B Ba Bi C W
Station	Mile														
San Diego, CA	0.0	PST	3:50 AM	6:00 AM	7:05 AM	8:20 AM	9:25 AM	10:42 AM	12:00 PM	1:40 PM	2:40 PM	4:00 PM	6:45 PM	9:00 PM	
San Diego, CA (Old Town)	3.0	PST	3:57 AM	6:07 AM	7:12 AM	8:27 AM	9:32 AM	10:49 AM			2:47 PM	4:07 PM	6:52 PM	9:07 PM	
Sorrento Valley, CA	19.0	PST				8:49 AM		11:12 AM						9:29 PM	
Solana Beach, CA	26.0	PST	4:26 AM	6:38 AM	7:42 AM	8:58 AM	10:03 AM	11:21 AM	12:34 PM	2:14 PM	3:20 PM	4:40 PM	7:22 PM	9:38 PM	
Poinsettia, CA	34.0	PST				9:12 AM		11:32 AM						9:49 PM	
Carlsbad Village, CA	38.0	PST				9:18 AM		11:38 AM						9:55 PM	
Oceanside, CA	41.0	PST	4:46 AM	6:58 AM	7:57 AM	9:24 AM	10:18 AM	11:46 AM	12:53 PM	2:31 PM	3:41 PM	5:00 PM	7:38 PM	10:01 PM	
San Clemente Pier, CA	63.0	PST	5:05 AM								4:03 PM	5:22 PM			
San Juan Capistrano, CA	70.0	PST	5:16 AM	7:30 AM	8:30 AM	9:57 AM	10:48 AM	12:18 PM	1:25 PM	3:05 PM	4:20 PM	5:33 PM	8:08 PM	10:31 PM	
Irvine, CA	83.0	PST	5:31 AM	7:44 AM	8:45 AM	10:13 AM	11:03 AM	12:35 PM	1:40 PM	3:20 PM	4:35 PM	5:49 PM	8:28 PM	10:47 PM	
Santa Ana, CA	92.0	PST	5:42 AM	7:55 AM	8:56 AM	10:23 AM	11:15 AM	12:45 PM	1:51 PM	3:30 PM	4:46 PM	6:00 PM	8:39 PM	10:58 PM	
Anaheim, CA	97.0	PST	5:51 AM	8:04 AM	9:05 AM	10:33 AM	11:24 AM	12:53 PM	2:00 PM	3:38 PM	4:55 PM	6:08 PM	8:48 PM	11:06 PM	
Fullerton, CA	102.0	PST	5:54 AM	8:13 AM	9:14 AM	10:42 AM	11:34 AM	1:03 PM	2:10 PM	3:49 PM	5:05 PM	6:17 PM	8:58 PM	11:15 PM	
Los Angeles, CA	128.0	PST	7:35 AM	9:10 AM	9:50 AM	11:19 AM	12:30 PM	1:40 PM	3:06 PM	4:25 PM	5:40 PM	7:15 PM	9:35 PM	11:52 PM	
Glendale, CA	134.0	PST	7:48 AM	9:22 AM			12:42 PM		3:17 PM			7:27 PM			
Burbank-Bob Hope Airport, CA	142.0	PST	8:00 AM	9:32 AM			12:52 PM		3:27 PM			7:37 PM			
Van Nuys, CA	147.0	PST	8:10 AM	9:42 AM			1:02 PM		3:37 PM			7:47 PM			
Chatsworth, CA	157.0	PST	8:32 AM	9:54 AM			1:14 PM		3:49 PM			7:59 PM			
Simi Valley, CA	164.0	PST	8:45 AM	10:06 AM			1:26 PM		4:01 PM			8:11 PM			
Moorpark, CA	175.0	PST	8:57 AM				1:39 PM								
Camarillo, CA	186.0	PST	9:10 AM	10:30 AM			1:54 PM		4:27 PM			8:35 PM			
Oxnard, CA	195.0	PST	9:21 AM	10:43 AM			2:05 PM		4:38 PM			8:46 PM			
Ventura, CA	205.0	PST	9:35 AM	10:59 AM			2:19 PM		4:57 PM			9:00 PM			
Carpinteria, CA	221.0	PST	10:06 AM	11:21 AM			2:47 PM		5:21 PM			9:22 PM			
Santa Barbara, CA	232.0	PST	10:22 AM	11:45 AM			3:05 PM		5:43 PM			9:50 PM			
Goleta, CA	241.0	PST	10:34 AM	11:58 AM			3:18 PM		5:55 PM			10:03 PM			
Lompoc-Surf Station, CA	300.0	PST	11:40 AM						7:01 PM						
Guadalupe, CA	326.0	PST	12:16 PM						7:37 PM						
Grover Beach, CA	338.0	PST	12:35 PM						7:54 PM						
San Luis Obispo, CA	350.0	PST	1:04 PM						8:35 PM						
Paso Robles, CA	388.8	PST	2:10 PM												
King City, CA	441.7	PST	3:15 PM												
Soledad, CA	460.2	PST	3:46 PM												
Salinas, CA	486.8	PST	4:09 PM												
Castroville, CA	494.7	PST	4:22 PM												
Pajaro Valle/Watsonville, CA	504.2	PST	4:39 PM												
San Jose, CA	554.2	PST	5:51 PM												

On Board Service Reference Marks:
 B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Café/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi
 Green shaded trains/times indicate proposed change.

PROPRIETARY & CONFIDENTIAL
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Christina Watson

From: Cheryl Grady <CherylG@capitolcorridor.org> on behalf of David Kutrosky <DavidK@capitolcorridor.org>
Sent: Thursday, March 17, 2016 3:02 PM
Subject: Capitol Corridor Monthly Performance Report - February 2016
Attachments: pic03548.gif; pic19629.gif; pic12623.gif; pic24084.gif

The Capitol Corridor had its strongest performance results in five years. A total of 125,233 passengers rode Capitol Corridor trains in February 2016, a 13.1% increase over February 2015. Excluding the ridership to Super Bowl 50 in Santa Clara on Sunday, February 7, 2016, and the addition of the leap day (Monday, February 29, 2016), ridership was still up an impressive 8%. Revenue for February 2016 was up 10% from the same month in 2015. Service reliability for the Capitol Corridor trains, as measured by On-Time Performance (OTP), was 93%, 3% above the standard of 90%.

The Year-To-Date (YTD) results also improved, in part because of these February 2016 results. YTD ridership and revenues for FY16 are up 5% and 6%, respectively, with the System Operating Ratio at 53%, above the 50% standard. YTD OTP is 94%, keeping the Capitol Corridor in the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The most recent customer satisfaction scores (from January 2016) was a record 91% "Highly Satisfied", which helped move the YTD customer satisfaction score to 89%, one point above the FY16 standard of 88%.

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The following are ridership highlights for February 2016:

- Average weekend ridership for February was up 26%, primarily due to the record ridership for the special game day schedule to serve Super Bowl 50 at the Santa Clara/Great America Station on February 7, 2016.
- Average weekday ridership was up by 6% due to continuing growth on the trains traveling to and from San Jose/Silicon Valley, as well as sustained growth on the two trains serving the Placer County stations.

Based on the detailed station and train ridership reports for December 2015 (see attached tables):

- Total end-point OTP for December 2015 was 96%. In the embedded table, this high degree of reliability illustrates strong OTP for many of the trains. Those trains that did experience a drop in OTP compared to December 2014 were at or near the standard of 90% OTP.
- At the station-specific level, Capitol Corridor saw mostly ridership increases with only slight decreases at a few stations in December 2015, yet YTD results for FY16 indicate steady or no growth.
- The station-pair ridership and revenue table shows a trend in growth for stations that are paired with Richmond, and at the stations between Oakland and Silicon Valley. (Note that in row 22 the typo/error listed as "VALUE" is the Fremont-Sacramento

city-pair.)

Capitol Corridor Service Plan for Super Bowl 50 For nearly two years, CCJPA staff worked closely with the NFL Super Bowl Committee and partner transit agencies to develop an operating plan to provide safe, convenient train service to and from Super Bowl 50 on February 7, 2016. Staff developed a special, one-day schedule for the Super Bowl, as well as limited connecting bus service in San Francisco to the Temporary Transbay Terminal only between January 25 and February 12 due to street closures around Super Bowl City and the NFL Experience. Preliminary data shows the Capitol Corridor trains carried approximately 1,100 riders in each direction (for a total of 2,200 trips) to and from Super Bowl 50, the highest ridership ever for an event at Levi's Stadium.

FY 16-17 Draft State Budget/State Legislation On January 7, 2016, Governor Brown released his draft budget for FY16-17.

Consistent with prior actions, this draft budget includes \$127 million to support the state's popular three intercity passenger rail

(IPR) services including the Capitol Corridor. The Governor's budget proposal continues the movement to address the state's transportation infrastructure crisis, which would invest \$36 billion in transportation over the next 10 years. Specifically, the Governor's proposed FY16-17 transportation funding package requests a supplemental \$400 million for the Cap and Trade Transit/Intercity Rail Program (TIRCP) on top of the \$200 million in the baseline FY16-17 TIRCP funds. In a parallel effort, Assemblymember Frazier, who is also Chair of the Assembly Transportation Committee, has introduced AB 1591, which would double the amount of the TIRCP from the current 10% of Cap and Trade auction revenues to 20%.

FY 2017 Federal Legislation

With the passage of a five-year federal surface transportation authorization, titled Fixing America's Surface Transportation (FAST) Act of

2015 on December 4, 2015, the \$305B program includes for the first time ever a Rail Title with annual authorized funding of nearly \$2 billion in competitive grants for state-supported IPR services. For all the success of including state IPR in the Rail Title of the FAST Act of 2015 (FY 2016 – FY 2020), the FY2016 Omnibus Appropriations Bill did not include the \$200 million authorized for the various capital funding programs for state IPR services. That said, efforts are underway to include the full FY 2017 authorization amounts (approximately \$350 million) identified in the FAST Act within the FY 2017 appropriations bill(s).

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with station owners to install eLockers. Amtrak is the lead for installation of the eLockers located within the envelope of the station platform, while CCJPA staff will lead the installation with station owners for those eLockers located in the non-platform, public access areas. Contractual duties include insurance coverage and liability responsibilities, securing building permits and rights of occupancy, and completing funding and related installation contracts.

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform that will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART parking garage can pay/validate parking with their Clipper Card on the train platform. Funding has been secured for these projects. Next steps include completing design plans and preparing procurement contracts. The preliminary target completion date is spring 2017.

Marketing: Marketing staff focused efforts in the months leading up to February on communications related to the Super Bowl, both to let current riders know about the service impacts of the event and to promote new ridership among

Super Bowl attendees. The redesign of the Amtrak Connect Wi-Fi landing page for on-train users is nearly complete and will be live for testing by the third week in March. At the same time, staff is working on a new website platform and navigation design, which will be ready to launch at the end of March. The Friends & Family small group fare promotion continues through January 2, 2017, and staff continues to work with a number of marketing partners, including the Oakland A's, The California State Railroad Museum, Great America, Rosenblum Cellars, and Pier 39.

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: While Congress enacted a three-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, followed by Northern California. The PTC system is now being tested in the Los Angeles basin, and a completion date has not been identified at this time. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include software installation and programming, which is expected to be complete in summer 2016.

Project Updates

Travel Time Savings Project: UPRR, in consultation with the CCJPA, is completing the phasing plan for the project, which will develop work programs, schedules, and budgets for each of the two planned phases (#1: Oakland-Benicia and #2: Oakland-Santa Clara). It is anticipated that 10 minutes in reduced travel time will be achieved for Capitol Corridor trains between Sacramento and San Jose with the completion of the project. This project was awarded \$4.62 million in Cap and Trade TIRCP funds. CCJPA will be seeking another allocation of the TIRCP funds in spring 2016.

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. 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: With the adoption of the California environmental review document by the CCJPA Board at its November 18, 2015 meeting, staff is working on the development of a phased implementation plan for the project that also includes cobbling together a phased financing plan. Two primary sources of financing include the California Cap and Trade TIRCP funds and the annual appropriations from the annual authorization program in the FAST Act for intercity passenger rail grants. Concurrently, the Federal Railroad Administration (FRA) is advancing the National Environmental Policy Act (NEPA) environmental documentation for the Project and will issue a Finding of No Significant Impact (FONSI) for the project when the CCJPA applies for any federal funding (i.e., appropriations pursuant to the FAST Act).

Outlook – Closing

For the first five months of FY 2016, the Capitol Corridor service experienced gains in the "Three R's" (Ridership, Revenue, and Reliability), and performance continues to be at or above established annual performance standards. This upward trend is due in part to the strong economy in Northern California, which is providing many new riders the opportunity to enjoy the Capitol Corridor service. Once aboard, these new patrons experience a safe, reliable,

comfortable, and convenient means of travel throughout the Northern California megaregion, thanks to the commitment and support from our service partners, UPRR, Caltrain, Amtrak, and Caltrans/CalSTA.

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Standard	Feb. 2016	vs. Feb. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	125,233	13.1%	627,920	5.4%	5.5%
Revenue	\$2,475,746	10.0%	\$13,172,301	5.7%	4.8%
Operating Ratio	53%	49%	54%	3.9%	4.7%
OTP	93%	95%	94%	0.7%	8.8%
Customer Satisfaction	91	87	89	1.4%	1%

Notes: The performance results for February 2016 were the best in years. The ridership for February was 125,233, a 13.1% increase compared to February 2015. This is highest year-over-year ridership growth in 5 years. Revenue had double-digit growth of 10%. This revenue growth combined with lower fuel prices have keep the FYTD 2016 System Operating [53%] above the standard of 50%. On-Time Performance (OTP) for February 2016 was a strong 93%, keeping the Capitol Corridor on top of the leaderboard as the most reliable service in the Amtrak system. The Customer Satisfaction report received from Amtrak for January 2016 was 91% Highly Satisfied, the highest rating since September 2014, pushing the FYTD 2016 score to 89 above the FY 2016 standard of 88.

Capitol Corridor

December 2015 Report

Ridership by Station

Amtrak and State Partner Use Only

Station Name	Dec ' 16	Dec ' 15	% Change
Auburn, CA	738	648	13.9%
Berkeley, CA	5,089	4,940	3.0%
Davis, CA	13,688	13,856	-1.2%
Emeryville, CA	14,986	14,630	2.4%
Fremont, CA	1,472	1,204	22.3%
Santa Clara/Grt Amer, C	5,149	4,882	5.5%
Hayward, CA	1,726	1,395	23.7%
Martinez, CA	8,366	8,234	1.6%
Oakland, CA	2,593	2,064	25.6%
Oakland, CA	8,626	7,800	10.6%
Richmond, CA	7,989	8,083	-1.2%
Rocklin, CA	656	608	7.9%
Roseville, CA	1,072	950	12.8%
Sacramento, CA	33,530	32,848	2.1%
Santa Clara/Univ, CA	1,363	970	40.5%
San Jose, CA	7,076	6,949	1.8%
Suisun City, CA	6,481	6,248	3.7%
Total	120,600	116,309	3.7%

Station Name	FYTD16	FYTD15	% Change
Auburn, CA	2,205	1,942	13.5%
Berkeley, CA	18,100	17,376	4.2%
Davis, CA	46,985	47,390	-0.9%
Emeryville, CA	46,247	46,070	0.4%
Fremont, CA	4,818	4,006	20.3%
Santa Clara/Grt Amer, C	18,777	17,360	8.2%
Hayward, CA	5,592	4,841	15.5%
Martinez, CA	26,043	26,060	-0.1%
Oakland, CA	8,217	6,477	26.9%
Oakland, CA	27,581	24,948	10.6%
Richmond, CA	24,715	24,460	1.0%
Rocklin, CA	2,059	1,974	4.3%
Roseville, CA	3,561	3,051	16.7%
Sacramento, CA	101,059	101,578	-0.5%
Santa Clara/Univ, CA	4,966	3,487	42.4%
San Jose, CA	22,774	21,679	5.1%
Suisun City, CA	21,179	19,861	6.6%
Total	384,878	372,560	3.3%

**Capitol Corridor
On Time Performance**

Direction	Train	December 2015	December 2014	Diff	FY2016TD	FY2015TD	Diff
Westbound	521	95.5%	90.5%	5.5%	98.4%	95.2%	3.4%
	523	100.0%	95.2%	5.0%	95.2%	93.6%	1.7%
	525	100.0%	85.7%	16.7%	95.2%	93.6%	1.7%
	527	100.0%	95.2%	5.0%	98.4%	95.2%	3.4%
	529	100.0%	90.5%	10.5%	98.4%	95.2%	3.4%
	531	90.9%	66.7%	36.3%	96.8%	87.1%	11.1%
	533	90.9%	90.5%	0.4%	92.1%	85.5%	7.7%
	535	95.5%	81.0%	17.9%	95.2%	88.7%	7.3%
	537	95.5%	76.2%	25.3%	95.2%	80.7%	18.0%
	541	100.0%	100.0%	0.0%	96.8%	96.8%	0.0%
	543	86.4%	85.7%	0.8%	81.0%	90.3%	-10.3%
	545	95.5%	90.5%	5.5%	93.6%	93.6%	0.0%
	547	86.4%	100.0%	-13.6%	93.7%	96.8%	-3.2%
	549	95.5%	85.7%	11.4%	93.7%	91.9%	2.0%
	551	100.0%	90.5%	10.5%	95.2%	95.2%	0.0%
	723	100.0%	100.0%	0.0%	96.6%	100.0%	-3.4%
	727	100.0%	100.0%	0.0%	100.0%	93.3%	7.2%
	729	100.0%	100.0%	0.0%	96.6%	83.3%	16.0%
	733	100.0%	80.0%	25.0%	100.0%	90.0%	11.1%
	737	100.0%	90.0%	11.1%	93.1%	90.0%	3.4%
	741	88.9%	80.0%	11.1%	86.2%	90.0%	-4.2%
	743	88.9%	70.0%	27.0%	86.2%	76.7%	12.4%
	745	100.0%	100.0%	0.0%	93.1%	86.7%	7.4%
	747	100.0%	60.0%	66.7%	93.1%	83.3%	11.8%
	749	88.9%	100.0%	-11.1%	89.7%	100.0%	-10.3%
	751	88.9%	100.0%	-11.1%	93.1%	86.7%	7.4%
Eastbound	520	100.0%	100.0%	0.0%	98.4%	96.8%	1.7%
	522	90.9%	100.0%	-9.1%	95.2%	98.4%	-3.3%
	524	95.5%	85.7%	11.4%	96.8%	90.3%	7.2%
	526	95.5%	85.7%	11.4%	95.2%	90.3%	5.4%
	528	100.0%	100.0%	0.0%	96.8%	98.4%	-1.6%
	530	95.5%	85.7%	11.4%	96.8%	91.9%	5.3%
	532	100.0%	90.5%	10.5%	96.8%	93.6%	3.4%
	534	95.5%	100.0%	-4.5%	95.2%	98.4%	-3.3%
	536	81.8%	90.5%	-9.6%	88.9%	93.6%	-5.0%
	538	100.0%	95.2%	5.0%	96.8%	98.4%	-1.6%
	540	100.0%	100.0%	0.0%	96.8%	96.8%	0.0%
	542	100.0%	90.5%	10.5%	95.2%	91.9%	3.6%
	544	95.5%	95.2%	0.3%	88.9%	95.2%	-6.6%
	546	90.9%	66.7%	36.3%	87.3%	83.9%	4.1%
	548	95.5%	85.7%	11.4%	92.1%	88.7%	3.8%
	552	-	-		100.0%	-	
	720	100.0%	100.0%	0.0%	100.0%	96.7%	3.4%
	724	100.0%	100.0%	0.0%	100.0%	93.3%	7.2%
	728	100.0%	90.0%	11.1%	100.0%	86.7%	15.3%
	732	100.0%	90.0%	11.1%	100.0%	86.7%	15.3%
	734	100.0%	90.0%	11.1%	89.7%	90.0%	-0.3%
	736	100.0%	90.0%	11.1%	79.3%	90.0%	-11.9%
	738	88.9%	90.0%	-1.2%	86.2%	90.0%	-4.2%
	742	88.9%	100.0%	-11.1%	89.7%	76.7%	16.9%
	744	100.0%	70.0%	42.9%	82.8%	86.7%	-4.5%
	746	100.0%	100.0%	0.0%	96.6%	86.7%	11.4%
	748	100.0%	80.0%	25.0%	100.0%	86.7%	15.3%
	Service	95.9%	89.9%	6.7%	94.2%	91.8%	2.6%

Capitol Corridor

December 2015 Report

Ridership and Ticket Revenue by Station Pair (Top 25)

		Ridership			Ticket Revenue		
December 2015 vs December 2014		Dec '15	Dec '14	% chg.	Dec '15	Dec '14	% chg.
1	Emeryville - Sacramento	15,574	15,548	+0.2	\$371,615	\$373,448	-0.5
2	Martinez - Sacramento	9,601	9,131	+5.1	\$139,632	\$133,993	+4.2
3	Richmond - Sacramento	9,032	9,240	-2.3	\$205,431	\$207,536	-1.0
4	Oakland - Sacramento	7,086	6,422	+10.3	\$167,139	\$150,492	+11.1
5	Davis - Emeryville	5,528	5,268	+4.9	\$115,986	\$113,325	+2.3
6	Sacramento - San Jose	5,199	5,498	-5.4	\$176,985	\$186,082	-4.9
7	Davis - Richmond	4,896	4,437	+10.3	\$92,975	\$84,917	+9.5
8	Sacramento - Suisun City	3,932	3,759	+4.6	\$47,503	\$45,205	+5.1
9	Davis - Sacramento	3,773	3,928	-3.9	\$26,742	\$28,289	-5.5
10	Berkeley - Sacramento	3,176	2,965	+7.1	\$72,272	\$67,761	+6.7
11	Emeryville - Suisun City	2,848	2,684	+6.1	\$32,515	\$31,327	+3.8
12	Oakland Coliseum - Sacramento	2,518	1,906	+32.1	\$59,627	\$45,345	+31.5
13	Berkeley - Davis	2,476	2,958	-16.3	\$43,484	\$51,802	-16.1
14	Davis - Martinez	2,457	2,867	-14.3	\$28,895	\$35,054	-17.6
15	Santa Clara (Great Amer.) - Oakland	2,417	1,890	+27.9	\$27,730	\$21,328	+30.0
16	Davis - Oakland	2,255	1,988	+13.4	\$41,903	\$38,137	+9.9
17	Oakland - San Jose	2,196	2,176	+0.9	\$29,907	\$27,513	+8.7
18	Santa Clara (Great Amer.) - Sacramento	1,893	1,981	-4.4	\$55,265	\$57,133	-3.3
19	Emeryville - San Jose	1,470	1,515	-3.0	\$19,729	\$20,473	-3.6
20	Davis - San Jose	1,239	1,388	-10.7	\$38,157	\$43,975	-13.2
21	Emeryville - Santa Clara (Great Amer.)	1,233	1,166	+5.7	\$15,180	\$13,837	+9.7
22	#VALUE!	1,194	1,099	-1.9	\$35,443	\$32,946	+7.6
23	Hayward - Sacramento	1,064	887	+20.0	\$28,471	\$23,990	+18.7
24	Davis - Santa Clara (Great Amer.)	591	724	-18.4	\$17,718	\$22,632	-21.7
25	Sacramento - Santa Clara	567	612	-7.4	\$18,069	\$17,709	+2.0
	All other markets	26,385	24,272	+8.7	\$571,080	\$550,424	+3.8
	Total	120,600	116,309	+3.7	\$2,479,453	\$2,424,674	+2.3

		Ridership			Ticket Revenue		
YTD FY16 vs YTD FY15		FYTD16	FYTD15	% chg.	FYTD16	FYTD15	% chg.
1	Emeryville - Sacramento	44,937	46,181	-2.7	\$1,058,009	\$1,075,011	-1.6
2	Martinez - Sacramento	27,973	27,548	+1.5	\$403,805	\$399,455	+1.1
3	Richmond - Sacramento	27,813	27,479	+1.2	\$623,939	\$612,900	+1.8
4	Oakland - Sacramento	21,135	19,525	+8.2	\$502,362	\$459,110	+9.4
5	Davis - Emeryville	17,599	17,661	-0.4	\$353,317	\$362,517	-2.5
6	Sacramento - San Jose	15,256	15,553	-1.9	\$525,214	\$529,747	-0.9
7	Davis - Richmond	14,999	13,676	+9.7	\$274,271	\$254,340	+7.8
8	Davis - Sacramento	12,827	13,772	-6.9	\$88,813	\$95,193	-6.7
9	Sacramento - Suisun City	12,355	12,268	+0.7	\$146,135	\$143,540	+1.8
10	Berkeley - Sacramento	10,292	9,964	+3.3	\$232,082	\$221,193	+4.9
11	Berkeley - Davis	10,075	11,327	-11.1	\$172,216	\$190,403	-9.6
12	Davis - Martinez	9,700	10,284	-5.7	\$110,955	\$119,174	-6.9
13	Emeryville - Suisun City	9,400	8,806	+6.7	\$103,302	\$97,599	+5.8
14	Santa Clara (Great Amer.) - Oakland	8,509	6,601	+28.9	\$91,582	\$71,702	+27.7
15	Davis - Oakland	7,684	6,938	+10.8	\$143,799	\$128,948	+11.5
16	Oakland - San Jose	7,306	7,180	+1.8	\$93,598	\$87,091	+7.5
17	Oakland Coliseum - Sacramento	6,783	5,623	+20.6	\$159,149	\$128,578	+23.8
18	Santa Clara (Great Amer.) - Sacramento	6,461	7,070	-8.6	\$188,721	\$195,072	-3.3
19	Emeryville - San Jose	5,219	4,950	+5.4	\$66,645	\$62,766	+6.2
20	Davis - San Jose	4,831	5,142	-6.0	\$151,233	\$162,597	-7.0
21	Emeryville - Santa Clara (Great Amer.)	4,568	4,224	+8.1	\$52,983	\$46,864	+13.1
22	Fremont - Sacramento	3,491	3,213	+8.7	\$103,630	\$96,359	+7.5
23	Hayward - Sacramento	3,251	2,822	+15.2	\$86,558	\$76,444	+13.2
24	Davis - Santa Clara (Great Amer.)	2,440	2,568	-5.0	\$72,354	\$75,694	-4.4
25	Sacramento - Santa Clara	1,914	1,811	+5.7	\$60,484	\$54,999	+10.0
	All other markets	88,060	80,374	+9.6	\$1,746,628	\$1,655,148	+5.5
	Total	384,878	372,560	+3.3	\$7,611,785	\$7,402,445	+2.8

Christina Watson

From: David Kutrosky <DavidK@capitolcorridor.org>
Sent: Thursday, April 21, 2016 4:19 PM
Subject: Capitol Corridor Monthly Performance Report - March 2016
Attachments: pic22701.gif; pic12193.gif; pic12734.gif; pic01637.gif

Service Performance

In March 2016, the Capitol Corridor service turned another solid performance. A total of 137,233 passengers rode Capitol Corridor trains, a 10.5% year-over-year (YOY) increase and a record for the service. Revenue was up 6.5% compared to March 2015. On-Time Performance (OTP) maintained its solid pace with 94%, 4% above the standard of 90%.

The Year-To-Date (YTD) results are at or above standard. YTD ridership and revenue for FY16 are up 6% and 7%, respectively, with the System Operating Ratio at 54%, above the 50% standard. YTD OTP is 94%, which keeps the Capitol Corridor in the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The most recent customer satisfaction scores (from February 2016) indicate that 90% of passengers are "Highly Satisfied", and the YTD customer satisfaction score is 89%, one point above the FY16 standard of 88%.

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The following are ridership highlights for March 2016:

- Average weekend ridership for March was down 2%. Further review is underway to determine why YOY ridership dropped given Easter Sunday occurred this year in March.
- Average March weekday ridership was up a spectacular 13% due to continuing growth on the trains to and from San Jose/Silicon Valley, as well as sustained growth on the two trains serving the Placer County stations.

Based on the detailed station and train ridership reports for February 2016 (see attached tables):

- Total end-point OTP for February 2016 was 93%. In the embedded table, this high degree of reliability illustrates strong OTP for many of the trains. Those trains that did experience a drop in OTP compared to February 2015 were at or near the standard of 90% OTP.
- With continuing ridership increases for the route, boardings at all stations are now showing positive YTD growth for FY16 over FY15 station. The historic ridership on Sunday, February 7, for Super Bowl 50 helped boost ridership at the Oakland Coliseum, Hayward, Fremont, and Great America stations for the month of February 2016.
- The station-pair ridership and revenue table shows a trend in growth for stations that are paired with Richmond, and at the stations between Oakland and Silicon Valley.

California Funding Opportunities

On January 7, 2016, The Governor's Draft FY16-17 Budget (released in January 2016) is now working its way through the State Legislature. This draft budget includes \$127 million to support the state's popular three intercity passenger rail (IPR) services, including the Capitol Corridor.

The Governor's budget proposal continues the movement to address the state's transportation infrastructure crisis, which would invest \$36 billion in transportation over the next 10 years. Specifically, the Governor's proposed FY16-17 transportation funding package requests a supplemental \$400 million for the Cap and Trade Transit/Intercity Rail Program (TIRCP) on top of the \$200 million in the baseline FY16-17 TIRCP funds. In a parallel effort, Assemblymember

Frazier, who is also Chair of the Assembly Transportation Committee, has introduced AB 1591, which would double the amount of the TIRCP from the current 10% of Cap and Trade auction revenues to 20%.

A near-term opportunity made available through the California State Transportation Agency (CalSTA) is the second round of state Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) grants. Approximately \$440 million is available from the state Budget Act of 2016, and the Governor's Draft Budget for FY16-17 is seeking to add another \$900 million more, subject to funding availability. Applications for these TIRCP funds were due on April 5, 2016. The CCJPA submitted an application for approximately \$49.2 million in TIRCP funds (with \$56.6 million in matching funds) for the two key elements:

1. CCJPA Sacramento to Roseville Third Mainline Track Project Phase I:

This project includes various track infrastructure improvements on the Union Pacific route and at the Roseville Station facility. Completion of the project will allow for the addition of two daily Capitol Corridor round trip trains. Implementation of further phases of this project will set the stage for future service increases up to 10 total round trips to/from Roseville.

TIRCP: \$31.0 million, Match: \$55.7 million, Total: \$86.7 million

2. Northern California Passenger Rail Schedule, Fleet and Maintenance

Optimization and Capital Projects Program: This project involves (a) an optimization study of Capitol Corridor & San Joaquin Intercity Passenger Rail Services and ACE Commuter Rail Service; (b) a modification program for passenger coach cars that would enhance on-board bicycle storage to keep up with ridership and bicycle demand on the Capitol Corridor consistent with the CCJPA's Bicycle Access Plan; and (c) the installation of two more standby power units at the Oakland Maintenance Facility to reduce GHG emissions and locomotive emissions/fuel usage and reduce ambient noise levels.

TIRCP: \$18.2 million, Match: \$0.9 million, Total: \$19.1 million

CalSTA has the ability to either support the full program of improvements or make a reduced or partial selection of the projects requested. The announcement of awards will be in August 2016.

FY17 Federal Legislation

Congress has begun deliberations for the FY17 federal budget, and efforts are underway to urge Congress to include the \$320 million from the FY17 authorized levels in the Rail Title from the Fixing America's Surface Transportation (FAST) Act of 2015. State IPR services are eligible agencies to receive these FAST Act Rail Title funds as included in any approved FY17 Appropriations bill, which can be directed to Positive Train Control/rail safety projects, track reliability/capacity upgrades and capital maintenance programs. The California IPR services are well-positioned to receive any of these appropriated federal funds due to available matching state Cap and Trade funds.

Upcoming Optimization Plans: Weekend Train Schedules and Thruway San Francisco Connecting Bus Using daily data downloads from Amtrak, CCJPA staff has been reviewing opportunities to contain/reduce costs and/or increase ridership and revenues. The CCJPA was recently informed by Amtrak that the costs for the third party operator of the Emeryville-San Francisco connecting motorcoach service had increased 25% since the CCJPA Board adopted the FY16 operating budget in September 2015. Upon review of cost and ridership of these buses to/from San Francisco, the CCJPA, working with Amtrak and the San Joaquin JPA, decided, effective May 1, 2016, to reduce service levels. This change would maintain buses to popular stops (such as the Transbay Temporary Terminal, SF Hyatt, and Pier 39), while eliminating service to those San Francisco stops that were underperforming (and which are served directly by BART from the Richmond Intermodal Station or indirectly by Muni buses from the Transbay Terminal). In addition, a fare increase will be instituted in June 2016 to help address these cost increases.

CCJPA staff is also in the process of evaluating the performance of the weekend trains, as the weekend timetable has not been reviewed since August 2006. Initial results indicate that the revenue per trip for half of the 22 weekend trains is at the same level as, or higher than, that of the popular weekday trains, while the remaining 11 are underperforming. To that end, efforts are underway to update the weekend timetable with a train schedule that improves efficiencies and

increases ridership/revenues and/or reduce costs, without impacting other train services along the route. The goal is to implement any such changes to the weekend schedule by late summer or early fall 2016.

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with station owners to install eLockers. Amtrak is the lead for installation of the eLockers located within the envelope of the station platform, while CCJPA staff will lead the installation with station owners for those eLockers located in the non-platform, public access areas. Contractual duties include insurance coverage and liability responsibilities, securing building permits and rights of occupancy, and completing funding and related installation contracts. CCJPA is also working on ways to increase on-train bicycle storage. Soon we hope to be working the bike parking vendors to explore new ways of storing more bicycles in the spaces we have. As well, we are trying to obtain funding to retrofit train cars to accommodate more bicycles, gradually adding more bike cars to every train (see California Funding Opportunities on this memo.)

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform. The beacon will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART parking garage can pay/validate parking with their Clipper Card on the train platform. Funding has been secured for these projects. Next steps include completing design plans and preparing procurement contracts. The preliminary target completion date is spring 2017.

Marketing: The redesign of the Amtrak Connect Wi-Fi landing page for on-train users is currently being tested on select trains and will be live by the end of April. Staff is also in final review and testing of a new website platform and navigation design. The Friends & Family small group fare promotion continues through January 2, 2017, and Amtrak is reviewing a request to bring back the popular Take 5 and Senior Midweek offers. 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: While Congress enacted a three-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, followed by Northern California. The PTC system is now being tested in the Los Angeles basin, and a completion date has not yet been identified. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include software installation and programming, which is expected to be complete in summer 2016.

Project Updates

Travel Time Savings Project: UPRR, in consultation with the CCJPA, is completing the phasing plan for the project, which will develop work programs, schedules, and budgets for each of the two planned phases: 1) Oakland-Benicia, and 2) Oakland-Santa Clara. Capitol Corridor trains traveling between Sacramento and San Jose will realize an anticipated 10-minutes in reduced travel time. This project was awarded \$4.62 million in Cap and Trade TIRCP funds and the CCJPA will be seeking the allocation of these TIRCP funds at the May 2016 California Transportation Commission meeting.

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. 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: With the adoption of the California environmental review document by the CCJPA Board at its November 18, 2015, meeting, staff has worked out a phased implementation plan for the project (see California Funding Opportunities on this memo) with the Union Pacific Railroad. Two primary sources of financing include the California Cap and Trade TIRCP funds (the subject of the recent April 5, 2016 application) and the annual appropriations from the annual authorization program in the FAST Act for intercity passenger rail grants which could be used for a future project phase if FAST is funded for Intercity Passenger Rail. Concurrently, the Federal Railroad Administration (FRA) is advancing the National Environmental Policy Act (NEPA) environmental documentation for the Project and will issue a Finding of No Significant Impact (FONSI) for the project when the CCJPA applies for any federal funding (i.e., appropriations pursuant to the FAST Act).

Outlook – Closing

Halfway into FY16, the Capitol Corridor service is continuing to post solid performance results. With gains in the "Three R's" (Ridership, Revenue, and Reliability) that are built upon the daily commitment to the safe operation of the service, the Capitol Corridor is well positioned for a solid, positive performance in the second half of FY16. Working with our service partners, the CCJPA will seek to enhance and improve the operation of the Capitol Corridor trains while providing a superior passenger experience that will result in improved efficiencies, increased revenues and higher customer satisfaction scores.

DAVID B. KUTROSKY

Managing Director

Capitol Corridor Joint Powers Authority

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Standard	Mar. 2016	vs. Mar. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	137,928	10.5%	765,848	6.3%	5.9%
Revenue	\$2,672,797	6.5%	\$16,037,291	7.2%	5.6%
Operating Ratio	52%	49%	54%	4.5%	4.6%
OTP	94%	88%	94%	1.5%	9.4%
Customer Satisfaction	90	88	89	2.5%	1%

Notes: The Capitol Corridor maintained its positive momentum into and through March 2016. Ridership for March was 137,928, a 10.5% increase compared to March 2015, with revenues incurring a 6.5% year-over-year (YOY) improvement. This revenue growth combined with depressed fuel prices have raised the FYTD 2016 System Operating to 54% above the standard of 50%. On-Time Performance (OTP) for March 2016 was a strong 94%, keeping the Capitol Corridor in the #1 spot for reliability in the Amtrak system. The Customer Satisfaction report received from Amtrak for February 2016 was 90% Highly Satisfied, keeping the FYTD 2016 score to 89 above the FY 2016 standard of 88.

Capitol Corridor
On Time Performance - February 2016

Direction	Train	Feb 2016	Feb 2015		FYTD2016	FYTD2015	
Westbound		Endpoint OTP	Endpoint OTP	% Change	Endpoint OTP	Endpoint OTP	% Change
	521	95.2%	100.0%	-4.8%	96.2%	97.1%	-0.9%
	523	100.0%	100.0%	0.0%	96.2%	95.1%	1.1%
	525	100.0%	90.0%	11.1%	96.2%	94.1%	2.2%
	527	100.0%	90.0%	11.1%	99.0%	95.1%	4.1%
	529	100.0%	100.0%	0.0%	99.0%	96.1%	3.1%
	531	81.0%	95.0%	-14.8%	94.2%	91.2%	3.3%
	533	95.2%	100.0%	-4.8%	94.2%	90.2%	4.5%
	535	95.2%	95.0%	0.3%	96.2%	92.2%	4.3%
	537	81.0%	85.0%	-4.8%	91.3%	85.3%	7.1%
	541	90.5%	100.0%	-9.5%	95.2%	98.0%	-2.9%
	543	76.2%	90.0%	-15.3%	79.8%	92.2%	-13.4%
	545	95.2%	100.0%	-4.8%	93.2%	96.1%	-3.0%
	547	95.2%	90.0%	5.8%	92.3%	95.1%	-2.9%
	549	95.2%	100.0%	-4.8%	93.3%	94.1%	-0.9%
	551	95.2%	100.0%	-4.8%	95.2%	97.1%	-1.9%
	723	87.5%	100.0%	-12.5%	95.8%	100.0%	-4.2%
	727	100.0%	100.0%	0.0%	100.0%	93.9%	6.5%
	729	100.0%	87.5%	14.3%	93.8%	85.7%	9.4%
	733	87.5%	100.0%	-12.5%	97.9%	87.8%	11.5%
	737	100.0%	87.5%	14.3%	93.8%	91.8%	2.1%
	741	87.5%	87.5%	0.0%	89.6%	89.8%	-0.2%
	743	87.5%	87.5%	0.0%	89.6%	83.7%	7.1%
	745	75.0%	100.0%	-25.0%	89.6%	91.8%	-2.5%
747	75.0%	100.0%	-25.0%	91.7%	89.8%	2.1%	
749	62.5%	75.0%	-16.7%	83.3%	93.9%	-11.2%	
751	87.5%	100.0%	-12.5%	93.8%	91.8%	2.1%	
Direction	Train	Feb 2016	Feb 2015		FYTD2016	FYTD2015	
Eastbound		Endpoint OTP	Endpoint OTP	% Change	Endpoint OTP	Endpoint OTP	% Change
	520	100.0%	100.0%	0.0%	98.1%	98.0%	0.0%
	522	90.5%	100.0%	-9.5%	95.2%	98.0%	-2.9%
	524	100.0%	100.0%	0.0%	98.1%	94.1%	4.2%
	526	95.2%	100.0%	-4.8%	96.2%	94.1%	2.2%
	528	95.2%	95.0%	0.3%	97.1%	97.1%	0.1%
	530	85.7%	85.0%	0.8%	94.2%	92.2%	2.3%
	532	90.5%	80.0%	13.1%	94.2%	92.2%	2.3%
	534	100.0%	90.0%	11.1%	96.2%	97.1%	-0.9%
	536	95.2%	100.0%	-4.8%	91.3%	94.1%	-2.9%
	538	90.5%	100.0%	-9.5%	95.2%	98.0%	-2.9%
	540	100.0%	100.0%	0.0%	97.1%	98.0%	-0.9%
	542	100.0%	100.0%	0.0%	97.1%	95.1%	2.1%
	544	95.2%	90.0%	5.8%	91.3%	95.1%	-3.9%
	546	95.2%	80.0%	19.0%	89.4%	86.3%	3.6%
	548	95.2%	90.0%	5.8%	93.3%	91.2%	2.3%
	720	100.0%	100.0%	0.0%	100.0%	95.9%	4.3%
	724	100.0%	87.5%	14.3%	100.0%	93.9%	6.5%
	728	87.5%	100.0%	-12.5%	97.9%	91.8%	6.6%
	732	100.0%	87.5%	14.3%	97.9%	87.8%	11.6%
	734	100.0%	100.0%	0.0%	91.7%	93.9%	-2.4%
	736	87.5%	87.5%	0.0%	85.4%	91.8%	-7.0%
	738	87.5%	100.0%	-12.5%	89.6%	93.9%	-4.6%
	742	75.0%	87.5%	-14.3%	89.6%	81.6%	9.7%
744	87.5%	87.5%	0.0%	87.5%	89.8%	-2.6%	
746	87.5%	100.0%	-12.5%	95.8%	91.8%	4.4%	
748	100.0%	100.0%	0.0%	100.0%	91.8%	8.9%	

February 2016 Report**Ridership by Station**

Code	Station Name	Feb 2016	Feb 2015	% Change
ARN	Auburn, CA	641	575	11.5%
BKY	Berkeley, CA	6,344	5,426	16.9%
DAV	Davis, CA	15,733	14,518	8.4%
EMY	Emeryville, CA	14,661	13,770	6.5%
FMT	Fremont, CA	1,609	1,259	27.8%
GAC	Santa Clara/Grt Amer, CA	6,525	4,860	34.3%
HAY	Hayward, CA	2,025	1,501	34.9%
MTZ	Martinez, CA	8,016	7,855	2.0%
OAC	Oakland/Coliseum, CA	2,433	1,695	43.5%
OKJ	Oakland, CA	9,140	7,653	19.4%
RIC	Richmond, CA	8,378	7,125	17.6%
RLN	Rocklin, CA	705	633	11.4%
RSV	Roseville, CA	1,050	912	15.1%
SAC	Sacramento, CA	32,271	29,350	10.0%
SCC	Santa Clara/Univ, CA	2,069	1,145	80.7%
SJC	San Jose, CA	6,851	6,303	8.7%
SUI	Suisun City, CA	6,782	6,140	10.5%
Total		125,233	110,720	13.1%

Code	Station Name	FYTD16	FYTD15	% Change
ARN	Auburn, CA	3,522	3,151	11.8%
BKY	Berkeley, CA	30,094	28,225	6.6%
DAV	Davis, CA	77,634	76,602	1.3%
EMY	Emeryville, CA	74,750	73,889	1.2%
FMT	Fremont, CA	7,933	6,477	22.5%
GAC	Santa Clara/Grt Amer, CA	30,823	26,854	14.8%
HAY	Hayward, CA	9,404	7,844	19.9%
MTZ	Martinez, CA	41,949	41,818	0.3%
OAC	Oakland/Coliseum, CA	12,743	9,840	29.5%
OKJ	Oakland, CA	45,489	40,625	12.0%
RIC	Richmond, CA	41,060	38,899	5.6%
RLN	Rocklin, CA	3,367	3,187	5.6%
RSV	Roseville, CA	5,658	4,893	15.6%
SAC	Sacramento, CA	164,220	161,088	1.9%
SCC	Santa Clara/Univ, CA	8,913	5,710	56.1%
SJC	San Jose, CA	36,056	34,042	5.9%
SUI	Suisun City, CA	34,305	32,498	5.6%
Total		627,920	595,642	5.4%

Capitol Corridor

February 2016 Report

Ridership and Ticket Revenue by Station Pair (Top 25)

City Station Pairs		Ridership			Ticket Revenue		
		Feb 2016	Feb 2015	% chg.	Feb 2016	Feb 2015	% chg.
1	Emeryville - Sacramento	14,078	13,335	+5.6	\$319,790	\$305,970	+4.5
2	Richmond - Sacramento	9,342	7,963	+17.3	\$207,344	\$173,999	+19.2
3	Martinez - Sacramento	8,734	8,292	+5.3	\$117,785	\$113,981	+3.3
4	Oakland - Sacramento	6,719	5,846	+14.9	\$154,992	\$138,196	+12.2
5	Davis - Emeryville	5,655	5,723	-1.2	\$110,302	\$116,255	-5.1
6	Davis - Richmond	5,247	4,147	+26.5	\$92,272	\$73,821	+25.0
7	Davis - Sacramento	4,658	4,395	+6.0	\$30,213	\$30,170	+0.1
8	Sacramento - San Jose	4,059	3,971	+2.2	\$137,831	\$133,916	+2.9
9	Sacramento - Suisun City	3,954	3,712	+6.5	\$45,763	\$43,244	+5.8
10	Berkeley - Davis	3,777	3,607	+4.7	\$62,241	\$59,345	+4.9
11	Berkeley - Sacramento	3,496	2,886	+21.1	\$78,044	\$63,685	+22.5
12	Davis - Martinez	3,212	3,095	+3.8	\$34,693	\$35,325	-1.8
13	Santa Clara (Great Amer.) - Oakland	3,139	2,073	+51.4	\$33,808	\$21,876	+54.5
14	Emeryville - Suisun City	2,943	2,852	+3.2	\$31,405	\$30,894	+1.7
15	Davis - Oakland	2,460	2,201	+11.8	\$44,878	\$39,612	+13.3
16	Oakland - San Jose	2,445	2,224	+9.9	\$30,310	\$26,577	+14.0
17	Santa Clara (Great Amer.) - Sacramento	1,965	1,675	+17.3	\$53,139	\$43,263	+22.8
18	Emeryville - San Jose	1,725	1,631	+5.8	\$22,919	\$21,115	+8.5
19	Oakland Coliseum - Sacramento	1,602	1,110	+44.3	\$35,813	\$27,314	+31.1
20	Davis - San Jose	1,427	1,406	+1.5	\$44,033	\$43,386	+1.5
21	Emeryville - Santa Clara (Great Amer.)	1,384	1,331	+4.0	\$16,593	\$13,871	+19.6
22	Hayward - Sacramento	1,038	791	+31.2	\$26,534	\$20,964	+26.6
23	Fremont - Sacramento	917	862	+6.4	\$27,767	\$25,764	+7.8
24	Davis - Santa Clara (Great Amer.)	746	767	-2.7	\$21,628	\$21,450	+0.8
25	Sacramento - Santa Clara	660	485	+36.1	\$20,927	\$15,350	+36.3
	All other markets	29,851	24,340	+22.6	\$523,620	\$445,691	+17.5
	Total	125,233	110,720	+13.1	\$2,324,644	\$2,085,035	+11.5

City Station Pairs		Ridership			Ticket Revenue		
		FYTD16	FYTD15	% chg.	FYTD16	FYTD15	% chg.
1	Emeryville - Sacramento	72,123	73,256	-1.5	\$1,683,388	\$1,701,710	-1.1
2	Richmond - Sacramento	45,578	43,327	+5.2	\$1,019,478	\$957,478	+6.5
3	Martinez - Sacramento	45,187	44,247	+2.1	\$641,532	\$635,025	+1.0
4	Oakland - Sacramento	34,466	31,370	+9.9	\$815,452	\$736,638	+10.7
5	Davis - Emeryville	28,837	28,955	-0.4	\$575,235	\$590,082	-2.5
6	Davis - Richmond	25,338	22,364	+13.3	\$459,353	\$411,097	+11.7
7	Sacramento - San Jose	23,443	23,700	-1.1	\$806,176	\$804,833	+0.2
8	Davis - Sacramento	21,732	22,843	-4.9	\$148,250	\$156,743	-5.4
9	Sacramento - Suisun City	19,981	19,599	+1.9	\$234,888	\$229,541	+2.3
10	Berkeley - Davis	17,194	18,482	-7.0	\$291,237	\$308,560	-5.6
11	Berkeley - Sacramento	16,963	15,885	+6.8	\$380,745	\$351,293	+8.4
12	Davis - Martinez	16,062	16,549	-2.9	\$181,234	\$190,624	-4.9
13	Emeryville - Suisun City	15,181	14,805	+2.5	\$165,797	\$162,062	+2.3
14	Santa Clara (Great Amer.) - Oakland	14,341	10,661	+34.5	\$154,072	\$114,583	+34.5
15	Davis - Oakland	12,542	11,428	+9.7	\$234,381	\$210,108	+11.6
16	Oakland - San Jose	11,934	11,719	+1.8	\$151,646	\$141,599	+7.1
17	Santa Clara (Great Amer.) - Sacramento	10,175	10,055	+1.2	\$293,214	\$276,240	+6.1
18	Oakland Coliseum - Sacramento	9,847	7,926	+24.2	\$228,762	\$184,514	+24.0
19	Emeryville - San Jose	8,527	8,106	+5.2	\$109,214	\$102,922	+6.1
20	Davis - San Jose	7,749	8,024	-3.4	\$241,745	\$251,695	-4.0
21	Emeryville - Santa Clara (Great Amer.)	7,067	6,666	+6.0	\$82,308	\$72,361	+13.7
22	Fremont - Sacramento	5,397	4,976	+8.5	\$160,013	\$150,296	+6.5
23	Hayward - Sacramento	5,259	4,366	+20.5	\$137,529	\$117,549	+17.0
24	Davis - Santa Clara (Great Amer.)	3,920	4,039	-2.9	\$114,641	\$117,973	-2.8
25	Sacramento - Santa Clara	3,200	2,715	+17.9	\$101,303	\$83,696	+21.0
	All other markets	145,877	129,579	+12.6	\$2,811,203	\$2,580,302	+8.9
	Total	627,920	595,642	+5.4	\$12,222,795	\$11,639,526	+5.0

2018 CALIFORNIA RAIL PLAN SURVEY SUMMARY REPORT

2018 California state
rail plan

Survey Overview

As part of the effort to develop the **2018 California State Rail Plan (Rail Plan)**, Caltrans released an early engagement survey in January 2016 seeking public input for inclusion. This summary report provides an overview of the survey results. The survey was available through the Caltrans website and distributed to an extensive rail plan mailing list; through organizations represented on the Rail Plan stakeholder advisory committee, and through press releases and Amtrak and Caltrans social media sites. The survey received a total of **2,189 responses** between January 27 and March 4, 2016.

The goal of this survey was to obtain input from a large range of current and potential rail riders in California to help guide the Rail Plan which will present a **vision for California's future passenger**

and freight rail network, and address strategies to achieve a **modernized and integrated rail system**. The Rail Plan fulfills state and federal rail plan requirements, and is an important element in the comprehensive examination of transportation investment strategies for the next 50 years.

Survey questions inquired about respondents' current usage of California rail, their opinions on the current state of California rail, and their highest priorities for improving California rail in the future. Additional optional demographic questions helped garner general information on respondents' affiliations, age, gender, income, race, and contact information to enter them into a raffle for a \$50 Amtrak gift card. Five winners from across the State were randomly selected and contacted.

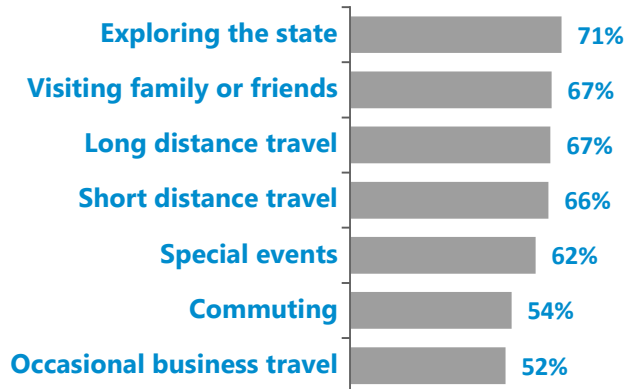
Survey Results

- **The top reasons WHY current rail riders use rail:** The top reason (more than 75%) was enjoyment of riding the train. Following that, respondents selected saving money, time, and safety as their top reasons for using the train.
- **The TOP FIVE IMPROVEMENTS Caltrans should make to passenger train services** were focused on a) serving more places / expand coverage; b) adding more trains per day; c) improving connections with local transit, bicycle, and pedestrian access; d) improving on-time performance and reliability; and e). making transfers between different trains easier and faster.
- **The MOST IMPORTANT FREIGHT RAIL IMPROVEMENTS were listed as:** a) separating freight from passenger lines and b) encouraging more use of freight rail for shipping to relieve roadway congestions.
- **For SAFETY IMPROVEMENTS**, an overwhelming majority of respondents believed the highest priority should be improving crossings with grade separations.
- **WHY NOT the Train?** The main factors selected as preventing respondents from choosing the train as a regular means of travel were a) trains not operating frequently enough; and b) trains not going where respondents want to go. (Less than 6% of respondents chose trains being too crowded or inadequate bicycle facilities as their reasons for not using the train regularly.)
- **Top choices selected for how the rail network should SUPPORT ECONOMIC GROWTH were:** a) providing more mobility choices for people to encourage economic activity, b) fostering transit oriented development, and c) reducing highway congestion.

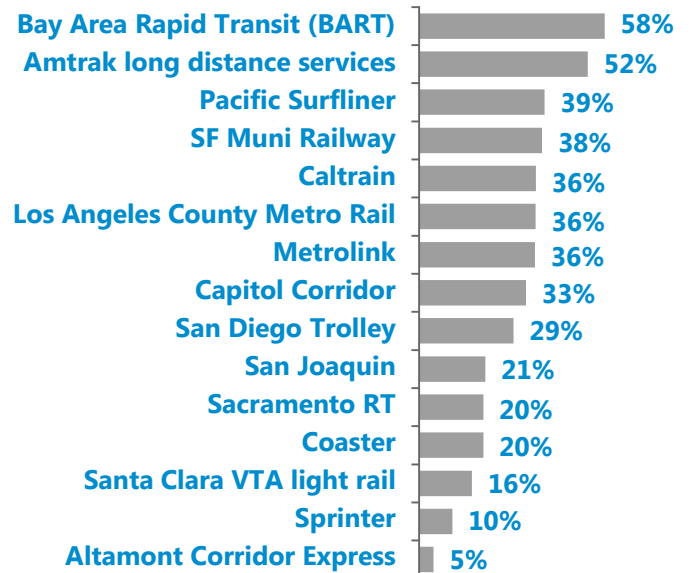
Detailed Responses

The following provide a detailed breakdown of the responses received and a sample of additional write-in responses, where applicable.

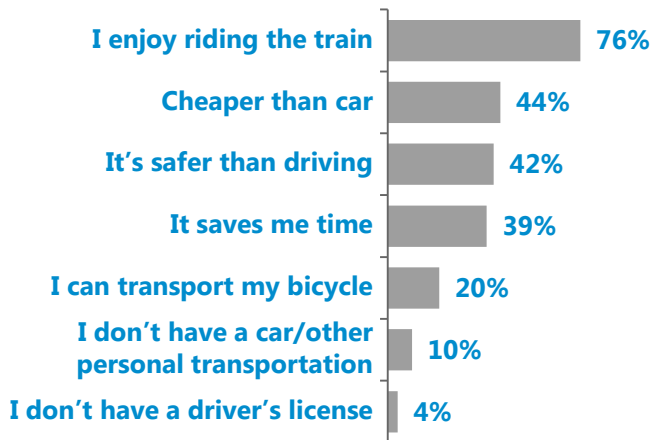
What do you use or would like to use rail travel for? Please select all that apply. (1,910 responses)



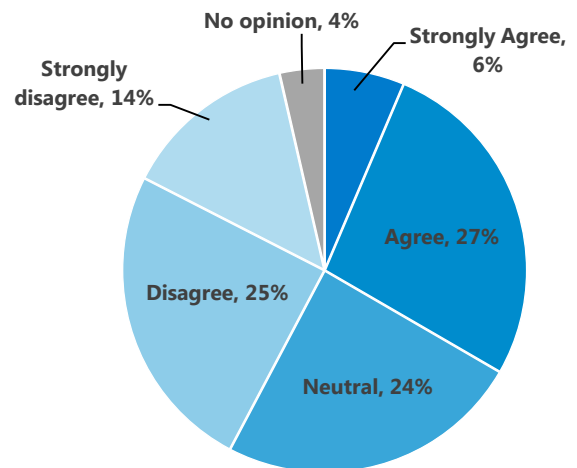
If you are a current rail passenger, which passenger rail systems have you been on? Please select all that apply. (1,676 responses)



If you are a current rail passenger, why do you use rail? Please select all that apply. (1,650 responses)

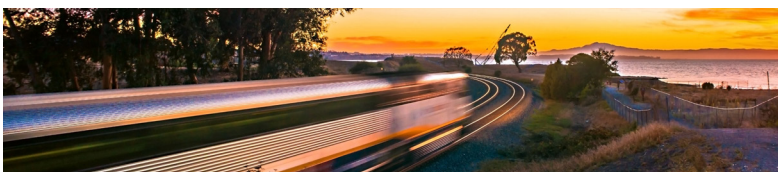


Please rate your current rail transportation options in California based on your level of agreement with this statement: *Rail gets me where I want to go in a timely manner with minimal inconvenience* (1,884 responses)

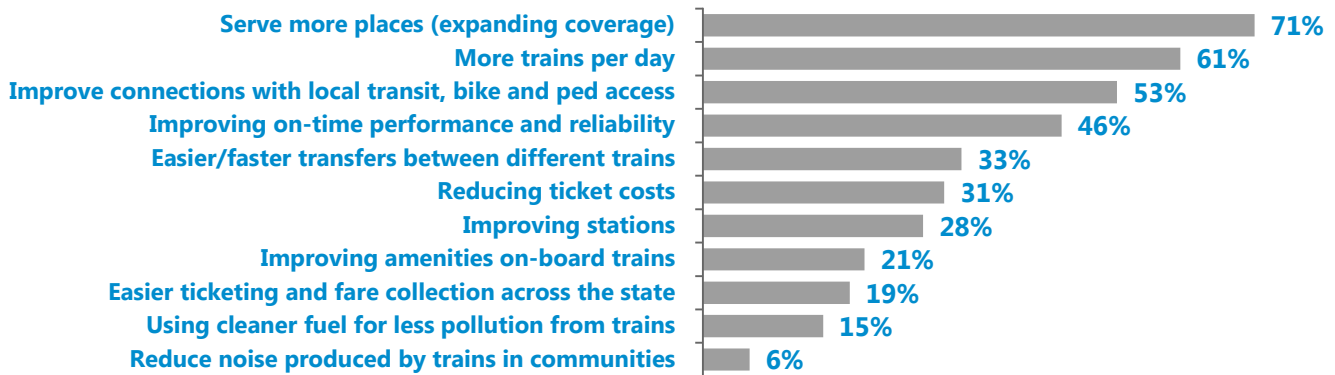


Additional write-in responses:

- Lower stress than driving
- Climate crisis requires us to emit less GHG
- Unlike bus or airplane modes, passenger rail allows me to change cars during the trip. This increases comfort: stretch legs, get away from noisy passengers, find car with cooler or warmer climate.
- Better for the environment



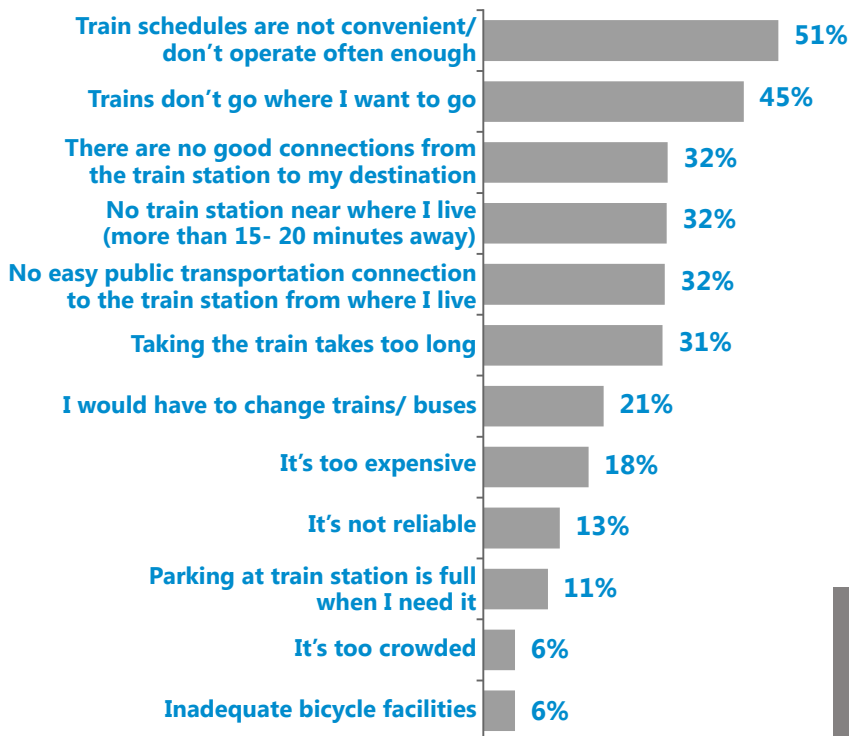
What are the most important improvements Caltrans should make to passenger train services in California? Please select your top 5. (1,940 responses)



Other comments:

- Passengers deserve priority over cargo on many lines as well as High Speed Rail within state and beyond
- Improved speed. Must compete with cars on speed.
- Make trains faster: Upgrade from 79 to 110mp wherever possible, build HSR.
- Adding security to prevent thefts and harassment
- Hyperloop!
- Longer hours of service (late-night)

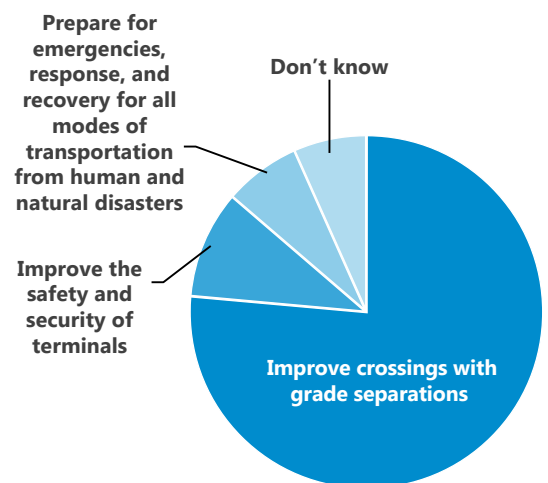
What prevents you from choosing the train as a regular means of travel? Please choose all that apply. (1,816 responses)



Other comments:

- There is no parking at station, others are too expensive to park
- It's hard to do without my car at the destination
- Need direct link to major airports
- Harassment of women, profane music, loud music (LA Blue Line)

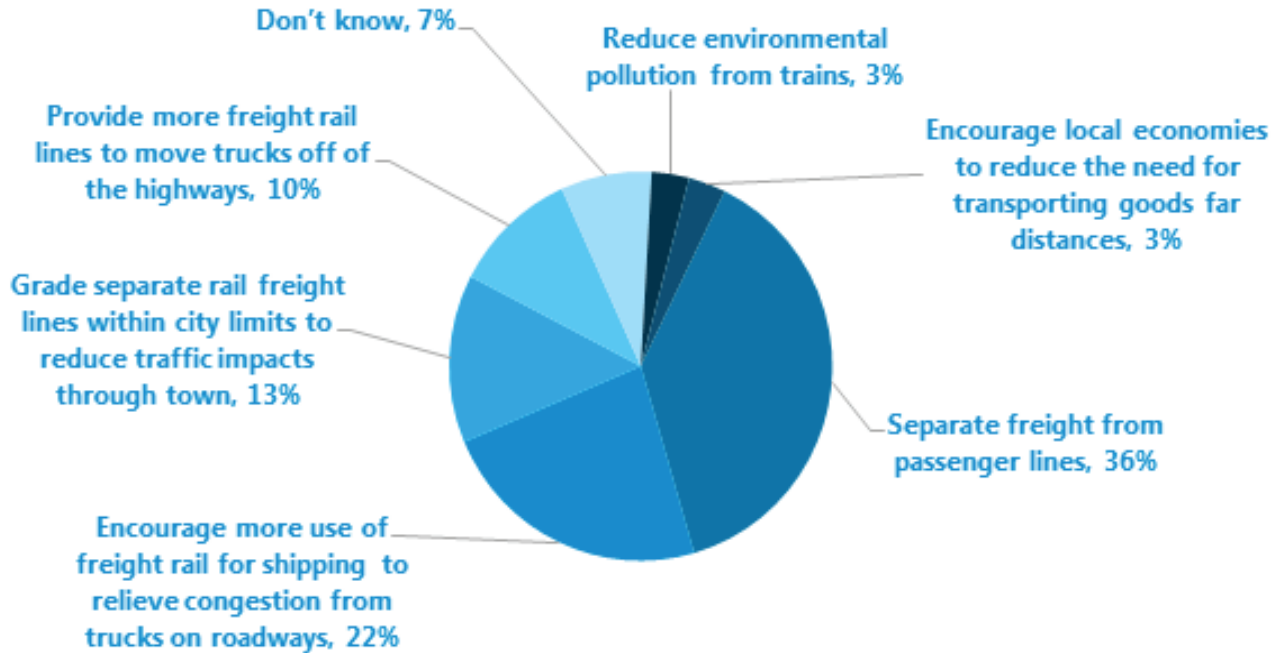
What do you think Caltrans' highest priority should be for investments to enhance rail safety? (1,815 responses)



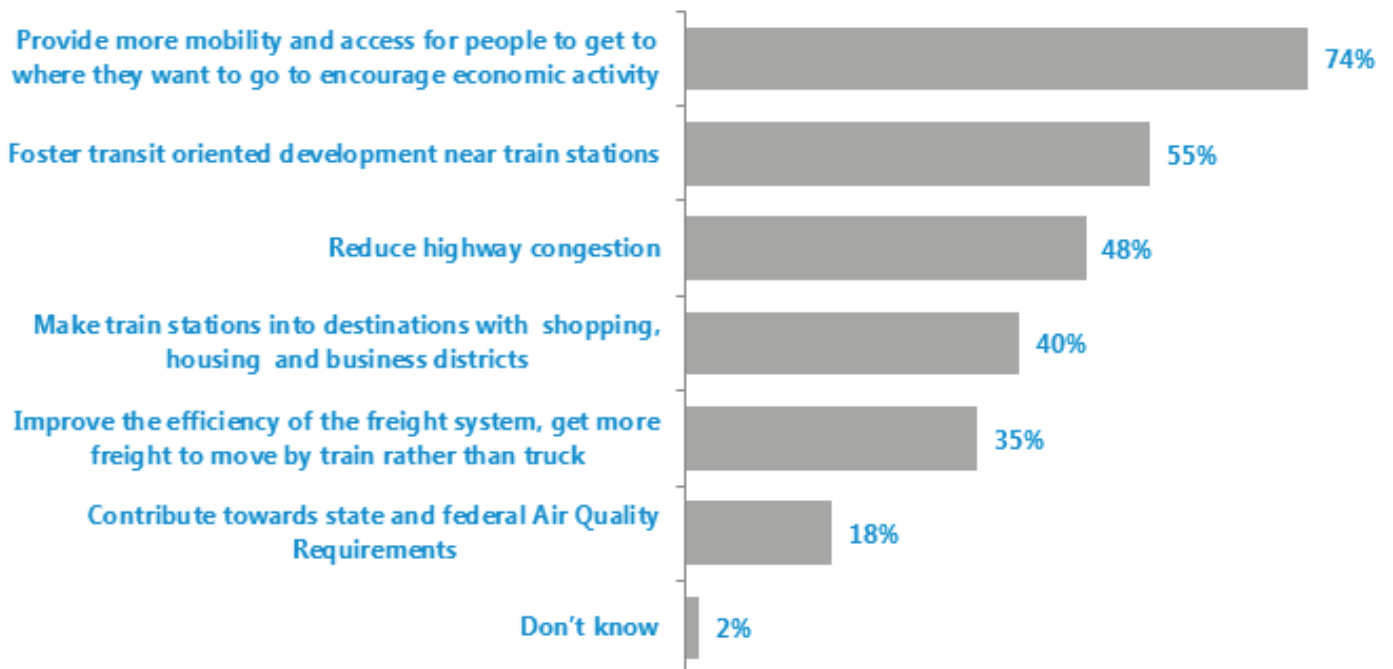
How this information will be used in the 2018 Rail Plan

The California State Rail Plan Team is reviewing the detailed survey responses to ensure that all comments are recognized and the priorities included in the development of the planning process. The vast majority of comments and priorities are supportive of what technical teams and planners are focusing on and are very helpful in confirming the direction of the Rail Plan planning process.

California's freight rail system is privately operated and provides many of the tracks utilized by public passenger trains. What do you think California's highest priority should be to improve its freight rail system?
 (1,821 responses)



How should the rail network support economic growth?
 Please select your top three.
 (1,843 responses)



Respondent Demographics

INTEREST / ASSOCIATION	RESPONSE %
Current rail passenger	64.0%
Interested member of the California public	57.0%
Previous rail passenger	33.7%
Local or state government employee	21.9%
Potential rail passenger (never taken a train)	8.3%
Advocacy group/NGO	5.3%
Local, metropolitan or regional planning agency	4.1%
Community leader/or elected official	3.0%
Passenger rail operating agency	2.3%
Freight rail provider	1.5%
Transportation Industry representative	1.2%
Tribal Representative	0.5%

TIME SPENT COMMUTING PER WORKDAY	RESPONSE %
Less than 30 minutes	30.1%
30 minutes – 1 hour	27.3%
1-2 hours	19.5%
2-3 hours	6.4%
More than 3 hours	3.4%
Do not commute to work	13.2%

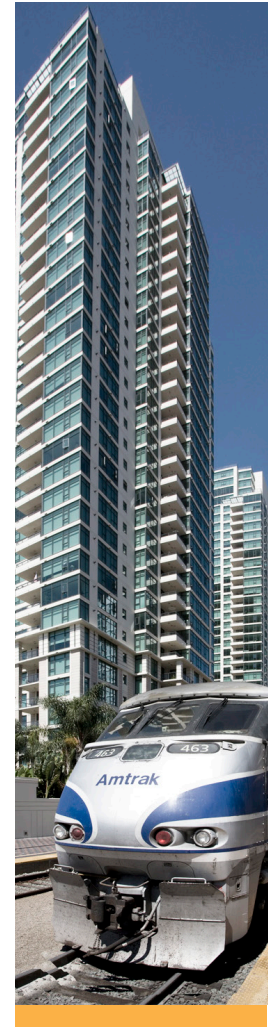
HOUSEHOLD INCOME	RESPONSE %
\$0 to \$9,999	1.7%
\$10,000 to \$24,999	3.7%
\$25,000 to \$49,999	9.8%
\$50,000 to \$74,999	14.0%
\$75,000 to \$99,999	14.6%
\$100,000 to \$124,999	16.5%
\$125,000 to \$149,999	7.1%
\$150,000 to \$174,999	7.5%
\$175,000 to \$199,999	3.8%
\$200,000 and up	9.3%

AGE	RESPONSE %
Under 19	1.0%
20-24	4.9%
25-34	20.6%
35-44	17.9%
45-54	18.9%
55-59	12.7%
60-64	10.2%
65-74	9.3%
75 to 84	2.5%
85 years and older	0.3%

GENDER	RESPONSE %
Female	26.1%
Male	72.8%

RACE OR ETHNICITY	RESPONSE %
White or Caucasian	71.2%
Asian-American/Pacific Islander	8.6%
Spanish, Hispanic, or Latino	7.1%
Multiple ethnicities	4.4%
Black or African-American	2.8%
Native American /Alaska Native	1.8%

LANGUAGE SPOKEN AT HOME	RESPONSE %
English	97.8%
Spanish	3.0%
Chinese (Cantonese or Mandarin)	2.1%
Tagalog	0.9%
Other	2.3%



CONCLUSION

The more than 2,000 responses to the 2018 California State Rail Plan Survey will help shape the vision for the Rail Plan. This vision will guide California’s future passenger and freight rail network. According to responses to the survey, top priorities and themes include:

- To **expand coverage and increase service for passenger rail**. These were the top two priorities for improving passenger rail and the top two factors preventing people from using rail regularly. Additional priorities include: **Improve transfers, connections with local transit, reliability and on-time-performance**
- The majority of respondents choose rail because they **enjoy riding the train**, and the train is **often cheaper than using a car**
- They use or **would like to use rail for a variety of different reasons**, from leisure travel to commuting
- Highest priority for safety improvements are to **improve crossings with grade separations**

www.californiastaterailplan.com

Christina Watson

From: Cheryl Grady <CherylG@bart.gov>
Sent: Wednesday, May 18, 2016 11:49 AM
Subject: April 2016 Capitol Corridor Performance Report

Service Performance

The Capitol Corridor continues its streak of positive performance results. In April 2016, a total of 129,984 passengers rode Capitol Corridor trains, a 2.1% year-over-year (YOY) increase, and revenues were up 1.7% over April 2015. (Note that ridership and revenue growth were above last April's results despite April 2016 having one less weekday, which underlies the sustained strong performance of the service.) On-Time Performance (OTP) was a superior 96%, 6% above the standard of 90%.

The Year-To-Date (YTD) results are at or above standard. YTD ridership and revenue for FY16 are up 5% and 7%, respectively, with the System Operating Ratio at 55%, above the 50% standard and a record for the service. YTD OTP is 94%, which keeps the Capitol Corridor in the #1 spot for service reliability in the national Amtrak intercity passenger rail network. The most recent customer satisfaction scores (from March 2016) indicate that 89% of passengers are "Highly Satisfied", and the YTD customer satisfaction score is 89%, one point above the FY16 standard of 88%.

Standard	Apr. 2016	Apr. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	129,894	2.1%	895,742	5.7%	5.4%
Revenue	\$2,521,484	1.7%	\$18,618,673	6.7%	5.1%
Operating Ratio	50%	50%	55%	5.7%	4.8%
OTP	96%	93%	94%	1.7%	10.7%
Customer Satisfaction	89	87	89	2.5%	1%

Notes: The Capitol Corridor continued to be in positive territory for April 2016 with a total of riders of 129,894, a 2.1% increase over April 2015. April 2016 revenues were a 1.7% year-over-year (YOY) improvement. Year to date, the combination of higher revenues combined with expenses below budget have raised the FYTD 2016 System Operating to 55%, the highest ratio in the history of the service. On-Time Performance (OTP) for April 2016 was a superior 96%, maintaining the Capitol Corridor as the most reliable service in the Amtrak system. The Customer Satisfaction report received from Amtrak for March 2016 was 89% Highly Satisfied, keeping the FYTD 2016 score to 89 above the FY 2016 standard of 88.

The following are ridership highlights for March 2016:

- Average weekend ridership for March was down 5%. Staff has conducted a review of the decrease in YOY ridership, and the results indicate that half of the weekend service (11 out of 22 trains) are performing well in terms of revenue while the other half are performing poorly. Working with Amtrak, staff has developed various modifications to the weekend schedule to optimize performance. Further work is needed to determine if these schedules can be implemented with positive revenue results and with the existing equipment.
- Average March weekday ridership was up 7% due to continuing growth on the trains to and from San Jose/Silicon Valley, as well as sustained growth on the two trains serving the Placer County stations.

Based on the detailed station and train ridership reports for March 2016 (see attached tables):

- Total end-point OTP for March 2016 was 94%. While the reliability of the service in general was superb, the embedded table shows some trains are performing below the 90% standard. These underperforming trains are now being targeted for review by UPRR to determine the root cause of the delays affecting these trains and then developing actions to improve the specific OTP of these trains.
- As ridership grows for the route, all stations experienced positive YoY growth. Notable increases (20% or more) for March 2016 were at: Auburn, Rocklin, Roseville, Oakland/Coliseum, Hayward, and Satan Clara/University.

- The station-pair ridership and revenue table mirrors the growth for stations that are paired with stations in Emeryville, Richmond, Oakland and Silicon Valley.

Operating Performance Standards

The CCJPA is required to provide quarterly reports to the California State Transportation Agency (CalSTA) on various performance standards and measures. In addition, staff tracks other supplemental performance standards/metrics that complement the CalSTA performance standards. The following are second quarter performance results provided by the CCJPA to CalSTA in FY16 (2Q FY16):

Performance Standards:

- Route Ridership: +8.1%
- Passenger Miles: +8.6%
- System Operating Ratio: +9.5%
- End-point OTP: +4.5%
- Station OTP: +4.2%
- Operator Delays per 10,000 Train-Miles: -23.9%

Supplemental Standards

- Revenue: +7.4%
- Customer Satisfaction: +3.5%
- Mechanical Delays per 10,000 Train-Miles: -50.0%
- Total Operating Expenses (vs. Budget): -8.5%

California Funding Opportunities

Assemblymember Frazier, who is also Chair of the Assembly Transportation Committee, has introduced AB 1591, which would double the amount of the TIRCP from the current 10% of Cap and Trade auction revenues to 20%.

State Senator Beall recently released proposed amendments to Senate Bill X1-1, which was initially released as part of the Legislature's Special Session on Transportation. SBX1-1, among other funding proposals, seeks to increase Cap and Trade TIRCP funding from 10% to 20%, similar to AB 1591 (Frazier).

The CCJPA submitted an application for CalSTA's second round of state Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) grants. Approximately \$440 million is available from the state Budget Act of 2016, and the Governor's Draft Budget for FY16-17 is seeking to add another \$900 million more, subject to funding availability. Applications for these TIRCP funds were due on April 5, 2016. The following projects were in the CCJPA's uniform application to the CalSTA requesting approximately \$49.2 million in TIRCP funds (with \$56.6 million in matching funds) for two key elements:

1. CCJPA Sacramento to Roseville Third Mainline Track Project Phase I: This project includes various track infrastructure improvements on the Union Pacific route and at the Roseville Station facility. Completion of the project will allow for the addition of two daily Capitol Corridor round trip trains. Implementation of further phases of this project will set the stage for future service increases of up to 10 total round trips to/from Roseville.

TIRCP: \$31.0 million, Match: \$55.7 million, Total: \$86.7 million

2. Northern California Passenger Rail Schedule, Fleet and Maintenance Optimization and Capital Projects Program:

This project involves (a) an optimization study of Capitol Corridor and San Joaquin Intercity Passenger Rail Services and ACE Commuter Rail Service; (b) a modification program for passenger coach cars that would enhance on-board bicycle storage to keep up with ridership and bicycle demand on the Capitol Corridor consistent with the CCJPA's Bicycle Access Plan; and (c) the installation of two more standby power units at the Oakland Maintenance Facility to reduce GHG emissions and locomotive emissions/fuel usage and reduce ambient noise levels.

TIRCP: \$18.2 million, Match: \$0.9 million, Total: \$19.1 million

CalSTA has the ability to either support the full program of improvements or make a reduced or partial selection of the projects requested. The announcement of awards will be in August 2016.

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 few weeks and efforts are underway to increase the FY17 appropriations levels from this subcommittee up to the \$320 million authorized in the FAST Act.

Upcoming Schedule Change: Thruway San Francisco Connecting Bus Service

Effective May 1, 2016, schedule changes were instituted for connecting buses serving San Francisco. These changes were made in responses to unplanned cost increases for bus operations. Staff conducted an extensive review of ridership at each of the San Francisco bus stops, and service levels were reduced to maintain buses to stops with the highest ridership (such as the Transbay Temporary Terminal, SF Hyatt, and Pier 39), while eliminating service to those stops that were underperforming (and which are served directly by BART from the Richmond Intermodal Station or indirectly by Muni buses from the Transbay Terminal). In addition, a fare increase for the Emeryville-San Francisco route will be instituted in June 2016 to further address these cost increases.

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with station owners to install eLockers. Amtrak is the lead for installation of the eLockers located within the envelope of the station platform, while CCJPA staff will lead the installation with station owners for those eLockers located in the non-platform, public access areas. Contractual duties include insurance coverage and liability responsibilities, securing building permits and rights of occupancy, and completing funding and related installation contracts. CCJPA is also working on ways to increase on-train bicycle storage. Soon we hope to be working with the bike parking vendors to explore new ways of storing more bicycles in the spaces we have. As well, we are trying to obtain funding to retrofit train cars to accommodate more bicycles, gradually adding more bike cars to every train. (See California Funding Opportunities on this memo.)

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform. The beacon will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART parking garage can pay/validate parking with their Clipper Card on the train platform. Funding has been secured for these projects. Next steps include completing design plans and preparing procurement contracts. The preliminary target completion date is spring 2017.

Marketing: The redesign of the Amtrak Connect Wi-Fi landing page for on-train went live at the end of April 2016 and has so far received overwhelmingly positive reviews from passengers. Staff is also in final review and testing of a new website platform and navigation design that will be ready for launch by the end of May 2016. The Friends & Family small group fare promotion continues through January 2, 2017, and marketing staff is working with Amtrak to finalize the popular Take 5 and Senior Midweek offers, both of which will be available by June 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: While Congress enacted a three-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, followed by Northern California. The PTC system is now being tested in the Los Angeles basin, and a completion date has not yet been identified. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include software installation and programming, which is expected to be complete in summer 2016.

Project Updates

Travel Time Savings Project: UPRR, in consultation with the CCJPA, is completing the phasing plan for the project, which will develop work programs, schedules, and budgets for each of the two planned phases: 1) Oakland-Benicia, and 2) Oakland-Santa Clara. Capitol Corridor trains traveling between Sacramento and San Jose will realize an anticipated 10-minutes in reduced travel time. This project was awarded \$4.62 million in Cap and Trade TIRCP funds, and the CCJPA will be seeking the allocation of these TIRCP funds at the May 2016 California Transportation Commission meeting.

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. 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: With the adoption of the California environmental review document by the CCJPA Board at its November 18, 2015, meeting, staff has worked out a phased implementation plan for the project (see California Funding Opportunities on this memo) with the Union Pacific Railroad. Two primary sources of financing include the California Cap and Trade TIRCP funds (the subject of the recent April 5, 2016 application) and the annual appropriations from the annual authorization program in the FAST Act for intercity passenger rail grants which could be used for a future project phase if FAST is funded for Intercity Passenger Rail. Concurrently, the Federal Railroad Administration (FRA) is advancing the National Environmental Policy Act (NEPA) environmental documentation for the Project and will issue a Finding of No Significant Impact (FONSI) for the project when the CCJPA applies for any federal funding (i.e., appropriations pursuant to the FAST Act).

Outlook – Closing

Seven months into FY16 and the Capitol Corridor service continues to outperform the standards set for FY16. In fact, these positive results go as far back as the latter half of FY14 and have trended upward trend over the last 20 months. This is due to the combination of sustained economic growth in the Northern California Megaregion and the dedication of the Capitol Corridor service partners (Union Pacific Railroad, Caltrain, Caltrans, and Amtrak) to the safe, reliable, and customer-focused operation of the Capitol Corridor trains. 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 advancing service expansion plans (Sacramento-Roseville 3rd Track Project) for the Capitol Corridor.

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Capitol Corridor
End-Point On-Time Performance

Direction	Train	March 2016	March 2015	Diff	FY2016TD	FY2016TD	Diff
Westbound	921	93.7%	86.4%	10.8%	96.1%	93.2%	0.9%
	923	91.3%	86.4%	3.7%	93.3%	93.3%	1.8%
	925	93.7%	86.4%	10.8%	96.1%	92.7%	3.6%
	927	100.0%	90.9%	10.0%	99.2%	94.4%	3.1%
	929	100.0%	86.4%	13.8%	99.2%	94.4%	3.1%
	931	100.0%	86.4%	13.8%	93.3%	90.3%	3.3%
	933	91.3%	90.3%	0.9%	93.7%	90.2%	3.8%
	935	100.0%	90.9%	10.0%	96.9%	91.9%	3.3%
	937	93.7%	90.9%	3.2%	92.1%	86.3%	6.8%
	941	93.7%	90.9%	3.2%	93.3%	96.8%	-1.3%
	943	87.0%	86.4%	0.7%	81.1%	91.1%	-11.0%
	945	93.7%	90.9%	3.2%	93.7%	93.2%	-1.6%
	947	78.3%	86.4%	-9.4%	89.8%	93.3%	-4.0%
	949	91.3%	86.4%	3.7%	92.9%	92.7%	0.2%
	951	100.0%	86.4%	13.8%	96.1%	93.2%	0.9%
	723	100.0%	88.9%	12.3%	96.4%	98.3%	-1.9%
	727	100.0%	88.9%	12.3%	100.0%	93.1%	7.4%
	729	87.3%	83.6%	37.3%	92.9%	81.0%	14.6%
	733	100.0%	77.8%	28.6%	98.2%	86.2%	13.9%
	737	73.0%	100.0%	-23.0%	91.1%	93.1%	-2.2%
	741	100.0%	66.7%	30.0%	91.1%	86.2%	3.6%
	743	100.0%	88.9%	12.3%	91.1%	84.3%	7.8%
	745	100.0%	100.0%	0.0%	91.1%	93.1%	-2.2%
	747	100.0%	100.0%	0.0%	92.9%	91.4%	1.6%
	749	100.0%	77.8%	28.6%	83.7%	91.4%	-6.2%
751	87.3%	88.9%	-1.6%	92.9%	91.4%	1.6%	
Eastbound	620	93.7%	90.9%	3.2%	97.6%	96.8%	0.9%
	922	91.3%	86.4%	3.7%	94.3%	96.0%	-1.3%
	924	93.7%	93.3%	0.2%	97.6%	94.4%	3.3%
	926	93.7%	86.4%	10.8%	96.1%	92.7%	3.6%
	928	100.0%	90.9%	10.0%	97.6%	96.0%	1.7%
	930	100.0%	90.9%	10.0%	93.3%	91.9%	3.6%
	932	82.6%	100.0%	-17.4%	92.1%	93.3%	-1.3%
	934	93.7%	90.9%	3.2%	96.1%	96.0%	0.1%
	936	91.3%	86.4%	3.7%	91.3%	92.7%	-1.3%
	938	93.7%	93.3%	0.2%	93.3%	97.6%	-2.4%
	940	93.7%	81.8%	16.9%	96.9%	93.2%	1.8%
	942	87.0%	93.3%	-8.9%	93.3%	93.2%	0.1%
	944	91.3%	90.9%	0.4%	91.3%	94.4%	-3.2%
	946	82.6%	81.8%	1.0%	88.2%	83.3%	3.2%
	948	87.0%	77.3%	12.3%	92.1%	88.7%	3.9%
	720	87.3%	77.8%	12.3%	98.2%	93.1%	3.3%
	724	87.3%	88.9%	-1.6%	98.2%	93.1%	3.3%
	728	100.0%	66.7%	30.0%	98.2%	87.9%	11.7%
	732	100.0%	100.0%	0.0%	98.2%	89.7%	9.3%
	734	100.0%	100.0%	0.0%	92.9%	94.8%	-2.1%
	736	100.0%	100.0%	0.0%	87.3%	93.1%	-6.0%
	738	100.0%	88.9%	12.3%	91.1%	93.1%	-2.2%
	742	100.0%	77.8%	28.6%	91.1%	81.0%	12.4%
	744	100.0%	100.0%	0.0%	89.3%	91.4%	-2.3%
	746	87.3%	88.9%	-1.6%	94.6%	91.4%	3.6%
748	73.0%	100.0%	-23.0%	96.4%	93.1%	3.6%	

Capitol Corridor

Ridership by Station

March 2018

Code	Station Name	March 2018	March 2019	% Change
ARN	Auburn, CA	789	659	20.8%
BKY	Berkeley, CA	6,952	6,219	11.9%
DAY	Dayle, CA	16,743	16,844	7.0%
EMY	Emeryville, CA	17,100	16,214	12.4%
FMT	Fremont, CA	1,777	1,668	14.2%
GAC	Santa Clara/Great America	6,446	6,432	18.7%
HAY	Hayward, CA	2,140	1,771	20.8%
MTZ	Martinez, CA	9,291	8,248	12.8%
OAC	Oakland/Coliseum, CA	2,497	1,918	27.1%
OKJ	Oakland/Jack London, CA	10,208	9,008	13.3%
RIC	Richmond, CA	8,877	8,168	8.8%
RLN	Rocklin, CA	740	616	20.3%
RSV	Roseville, CA	1,167	997	23.6%
SAC	Sacramento, CA	38,093	38,684	7.2%
SOC	Santa Clara/Univ., CA	1,852	1,242	67.2%
SJC	San Jose, CA	7,953	7,814	1.9%
SUI	Suisun City, CA	7,288	6,880	6.8%
Total		137,928	124,767	10.8%

Code	Station Name	FYTD18	FYTD19	% Change
ARN	Auburn, CA	4,311	3,804	13.3%
BKY	Berkeley, CA	37,046	34,438	7.6%
DAY	Dayle, CA	94,377	92,248	2.3%
EMY	Emeryville, CA	91,860	89,103	3.1%
FMT	Fremont, CA	9,710	8,033	20.9%
GAC	Santa Clara/Great America	37,288	32,288	16.4%
HAY	Hayward, CA	11,644	9,816	20.1%
MTZ	Martinez, CA	61,240	60,088	2.3%
OAC	Oakland/Coliseum, CA	16,180	11,768	29.1%
OKJ	Oakland/Jack London, CA	66,896	49,833	12.2%
RIC	Richmond, CA	49,937	47,067	6.1%
RLN	Rocklin, CA	4,107	3,802	8.0%
RSV	Roseville, CA	6,816	6,830	18.9%
SAC	Sacramento, CA	200,313	194,762	2.9%
SOC	Santa Clara/Univ., CA	10,866	6,952	66.3%
SJC	San Jose, CA	44,016	41,868	6.2%
SUI	Suisun City, CA	41,674	39,178	6.1%
Total		766,848	720,409	6.3%

Capitol Corridor
March 2016 Report
Ridership and Ticket Revenue by Station Pair (Top 26)

Station City-Pair	Ridership			Ticket Revenue		
	March 2016	March 2015	% chg.	March 2016	March 2015	% chg.
1 Emeryville - Sacramento	18,768	14,970	+12.0	\$374,744	\$336,009	+11.9
2 Richmond - Sacramento	10,078	8,717	+15.6	\$198,026	\$120,621	+12.9
3 Oakland - Sacramento	9,830	9,249	+6.4	\$213,934	\$198,340	+7.9
4 Sacramento - San Jose	7,863	7,127	+10.2	\$177,874	\$167,899	+12.7
6 Martinez - Sacramento	6,693	6,024	+8.9	\$126,388	\$119,209	+6.2
8 Davis - Emeryville	6,699	4,932	+17.7	\$99,112	\$86,961	+16.3
7 Davis - Richmond	4,847	6,399	-10.1	\$182,739	\$188,182	-3.2
8 Berkeley - Sacramento	4,768	4,847	-1.8	\$91,081	\$92,643	-4.6
9 Berkeley - Davis	4,313	3,874	+11.3	\$46,611	\$44,222	+6.2
10 Santa Clara (Great Amer.) - Sacramento	4,000	3,867	+3.4	\$86,061	\$82,711	+2.8
11 Davis - San Jose	3,741	3,746	-0.1	\$80,682	\$82,384	-2.9
12 Sacramento - Suisun City	3,461	3,241	+8.6	\$33,103	\$32,298	+2.6
13 Davis - Oakland	3,277	2,968	+10.4	\$36,990	\$34,868	+2.4
14 Oakland Coliseum - Sacramento	3,218	2,323	+38.6	\$30,087	\$23,642	+27.7
16 Davis - Martinez	2,931	2,726	+3.9	\$34,428	\$30,708	+12.1
16 Emeryville - Suisun City	2,841	2,369	+12.0	\$46,739	\$41,661	+12.2
17 Fremont - Sacramento	1,918	1,681	+16.6	\$23,289	\$20,107	+16.8
18 Oakland - San Jose	1,702	1,203	+41.6	\$38,197	\$29,483	+29.6
19 Santa Clara (Great Amer.) - Oakland	1,641	1,692	-3.1	\$18,676	\$16,806	+8.9
20 Davis - Sacramento	1,692	1,800	-13.2	\$48,820	\$62,298	-6.7
21 Hayward - Sacramento	1,624	1,728	-11.8	\$42,230	\$48,908	-10.0
22 Davis - Santa Clara (Great Amer.)	1,467	1,428	+2.9	\$36,118	\$32,900	+8.7
23 Emeryville - San Jose	1,073	877	+22.3	\$27,671	\$22,708	+21.4
24 Sacramento - Santa Clara/Unlv	882	739	+19.4	\$23,663	\$21,286	+10.8
26 Emeryville - Santa Clara (Great Amer.)	811	689	+7.4	\$19,602	\$18,097	+7.8
All other markets	31,899	28,917	+17.8	\$641,963	\$496,617	+9.1
Total	137,928	124,767	+10.6	\$2,609,668	\$2,325,968	+7.9

Station City-Pair	Ridership			Ticket Revenue		
	FYTD16	FYTD15	% chg.	FYTD16	FYTD15	% chg.
1 Emeryville - Sacramento	88,882	88,228	+0.7	\$2,068,131	\$2,038,719	+1.1
2 Richmond - Sacramento	66,408	62,670	+6.4	\$1,293,412	\$1,166,818	+8.7
3 Oakland - Sacramento	66,293	62,964	+4.3	\$777,667	\$766,649	+2.9
4 Sacramento - San Jose	42,319	38,497	+9.9	\$993,328	\$894,637	+11.0
6 Martinez - Sacramento	36,400	34,979	+1.2	\$700,623	\$709,291	-1.2
8 Davis - Emeryville	31,027	27,198	+14.1	\$668,466	\$497,068	+12.4
7 Davis - Richmond	28,290	28,093	-2.8	\$988,916	\$972,996	-0.4
8 Berkeley - Sacramento	28,490	27,690	-4.3	\$179,331	\$189,286	-6.3
9 Berkeley - Davis	24,294	23,473	+3.6	\$281,399	\$273,763	+2.8
10 Santa Clara (Great Amer.) - Sacramento	20,993	19,762	+6.1	\$486,808	\$434,004	+7.3
11 Davis - San Jose	20,936	22,227	-6.3	\$361,799	\$370,924	-6.2
12 Sacramento - Suisun City	19,339	19,617	-0.9	\$218,924	\$226,482	-3.8
13 Davis - Oakland	18,832	18,048	+3.2	\$198,900	\$194,380	+2.3
14 Oakland Coliseum - Sacramento	17,680	12,984	+36.2	\$184,138	\$138,126	+33.3
16 Davis - Martinez	16,183	13,787	+10.1	\$281,120	\$261,789	+11.7
16 Emeryville - Suisun City	14,766	14,444	+2.2	\$188,074	\$172,306	+8.0
17 Fremont - Sacramento	11,899	11,783	-0.7	\$336,443	\$323,146	+3.8
18 Oakland - San Jose	11,649	9,129	+26.6	\$288,969	\$213,997	+24.7
19 Santa Clara (Great Amer.) - Oakland	10,446	9,767	+7.0	\$132,497	\$123,029	+7.7
20 Davis - Sacramento	9,311	8,824	+5.2	\$290,664	\$303,993	-4.4
21 Hayward - Sacramento	8,708	8,268	+5.4	\$98,983	\$87,988	+12.6
22 Davis - Santa Clara (Great Amer.)	8,864	8,402	+7.2	\$196,131	\$183,197	+8.6
23 Emeryville - San Jose	6,332	6,243	+20.8	\$186,100	\$140,267	+17.7
24 Sacramento - Santa Clara/Unlv	4,802	4,778	+0.6	\$138,194	\$139,238	-0.8
26 Emeryville - Santa Clara (Great Amer.)	3,811	3,284	+16.0	\$120,806	\$101,793	+18.7
All other markets	177,676	169,498	+13.6	\$3,362,868	\$3,076,918	+9.0
Total	786,848	720,409	+6.3	\$14,732,463	\$13,966,614	+5.5