



\*\*\*\***SPECIAL MEETING**\*\*\*\*

Thursday, August 14, 2014  
San Luis Obispo Board of Supervisor's Chamber  
County Government Center  
1055 Monterey Street, SLO CA 93401  
12:45pm - 1:30pm

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting SLOCOG offices at 805-781-4219. Please note that 48 hours advance notice will be necessary to honor your request.

LOSSAN

Chair: **Fred Strong**, Paso Robles  
Vice-Chair: **David Golonski**, Los Angeles

Guest agency: CRCC  
**Dave Potter**, Monterey County  
**Helene Schneider**, Santa Barbara

Item #/Est. Time

Information items

- |            |   |
|------------|---|
| 1) 12:45   | PUBLIC COMMENT AND COMMUNICATIONS<br>Speakers are limited to 3 minutes each.  |
| + 2) 12:50 | STATUS OF COAST DAYLIGHT SERVICE (P. Rodgers/S. Spaulding)<br><br>Corridor & Project Overview<br>Amtrak Feasibility Study<br>-Operating funds<br>-Equipment<br>-Railroad Access |
| + 3) 1:10  | COAST CORRIDOR ENVIRONMENTAL IMPACT STATEMENT/<br>REPORT (John Cook, Circlepoint)   |
| + 4) 1:20  | CAPITOL CORRIDOR EXTENSION TO SALINAS (Christina Watson<br>Transportation Agency for Monterey County)   |
| 5) 1:30    | ADJOURN SPECIAL MEETING   |

Contacts

Jennifer Bergener 714-560-5462

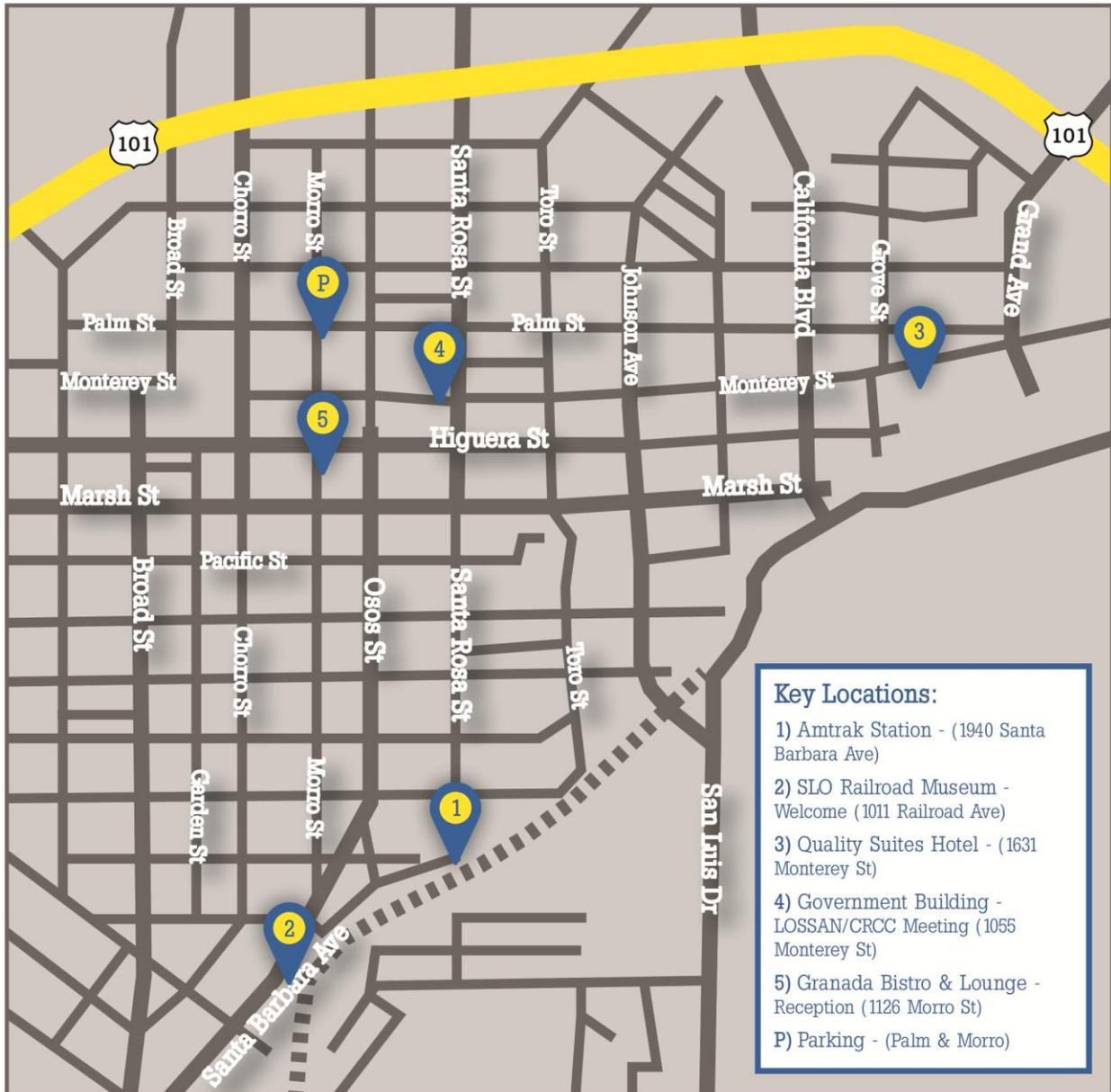
Contact

Pete Rodgers, 805-781-5712

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Denotes agenda attachment

## Downtown San Luis Obispo





August 14, 2014

AGENDA ITEM NO. **2**

action requested: **INFORMATION**

## STATUS OF COAST DAYLIGHT SERVICE

### Introduction

This staff report & presentation will provide a “Corridor & Project Overview” and an update on the Feasibility Study now underway by Amtrak.

The 3 primary issues for making this service extension from San Luis Obispo to San Francisco a reality are securing:

- State operating funds
- Dedicated rail equipment, and
- Gaining Railroad access approval (from UPRR & Caltrain)

### Background

Since the early 1990’s coastal transportation agencies have advocated for the return of the iconic *Coast Daylight* train that operated from Los Angeles to Francisco from the 1920’s until 1970.

Numerous feasibility studies, implementation plans and railroad capacity models have been completed. Since the late 1990’s the project has been included in the State Rail Plan as an “emerging corridor” and was originally projected to begin operation in FY 2003-04. The primary reason for the lack of progress has been the inability to come to agreement with Union Pacific Railroad on the capital improvements required for gaining access.

### Discussion

A key component of advancing this project is completing an Amtrak-lead Feasibility Study. The Transportation Agency for Monterey County is contributing \$70K for this study. The report will provide:

1. Provisional train schedules, upon which all study analyses are based. These schedules will be reasonable and feasible but not necessarily fully optimized due to the limited nature of this study.
2. A ridership and revenue forecast for the proposed service, including the selected stations, and the key assumptions used to derive the forecast.
3. The estimated annual operating costs and expense items for the proposed service.

4. The estimated annual operating support for the proposed service.
5. The required crewing needs and expenditures for crew costs for the initial start-up.
6. The equipment and train consists of requirements and cost estimates, based on results of the ridership analyses.
7. The required equipment maintenance and support facilities and an assessment of potential sites for train maintenance and layover on the north end of the corridor.
8. A general “roadmap” outlining the likely processes and agreements necessary to fund and implement a new service. (below)

Much of this work has been completed before – but not by Amtrak itself.

This analysis has been selected as the preferred approach since direct discussions with the railroads has not resulted in a track access agreement.

The following tasks, for the reasons given, are not included in this study:

1. Train simulation modeling and track capacity analysis. Two separate Rail Traffic Controller© (RTC) simulation studies were conducted in 2004 and 2012 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.
2. Infrastructure improvements and associated capital costs. For the reasons given in item 1 above, a meaningful comparison of the results of the two studies will not be included as part of this study.

The report and its recommendations are expected to be release in mid to late Fall.

<i>Phase</i>		<i>Steps to Implementation</i>
ITEM	TASK	TASK ACTIVITY
1	STATE FUNDING MECHANISMS	If the State accepts the Final Report and chooses to move forward with implementation of intercity passenger rail service with Amtrak, the first step is for the State to identify funding mechanisms for three cost groups: 1) the capital costs for infrastructure - required for an agreement with the host railroads, 2) the ongoing annual operating costs and revenue shortfall (subsidy) - required for an operating agreement with Amtrak, and 3) the costs for mobilization, which includes equipment acquisition, if desired, the required annual equipment capital payment, and the hiring, equipping and training of train crews.
2	STATE / HOST RR FUNDING AGREEMENT	The State and host railroads must agree to a contract for funding the infrastructure improvements necessary to implement service. No infrastructure work can begin without this agreement in place.
3	STATE / AMTRAK FUNDING AGREEMENT	In order to implement service, the State and Amtrak must agree to a contract for funding the ongoing annual operating shortfall (subsidy), including the required annual equipment capital payments. No crew hiring or train operations can begin without this agreement in place.
4	STATE / AMTRAK MOBILIZATION AGREEMENT	The State and Amtrak must agree to a contract for the funding of new service mobilization costs. This agreement covers such items as the hiring, equipping, and training of crews, and the rehabbing, if available, or purchasing of equipment. No crew hiring/training can begin without this agreement in place. Crew training can take from 6 months to more than a year to complete.
5	AMTRAK / HOST RAILROADS OPERATING AGREEMENT	Amtrak and the host railroads must agree to a contract for operating trains over the host railroads' tracks. This agreement typically includes required schedules, frequency of service, station stops, priority for Amtrak trains, incentives for on-time performance, and indemnification mechanisms. No crew hiring or train operations can begin without this agreement in place.
6	STATION OWNERSHIP / OPERATIONS AGREEMENT	Other than existing stations currently owned and/or operated by Amtrak, agreements involving station ownership, operations and maintenance is the responsibility of parties other than Amtrak. A separate agreement covering the usage of such stations by Amtrak would be required. However, Amtrak does provide guide lines and assistance for the sizing, layout and staffing of stations for prospective station owners. Information related to stations can be found at Amtrak's web site <a href="http://www.greatamericanstations.com">www.greatamericanstations.com</a> .



Status of the 3 critical components for implementation:

- A. **State operating funds** - The 2014 State Transportation Improvement Program Fund Estimate (STIP FE) includes \$21M over the 4 year period (FY15-16 to FY18-19) to operate this service. The STIP FE was approved by the California Transportation Commission in May 2013.

The assumptions include initiating the *Coast Daylight* train service in FY 15/16. (Since this service initiation date does not appear achievable, staff is investigating shifting the resources toward the items below)

- B. **Dedicated rail equipment** - One of the issues revealed in the study is the lack of readily available dedicated equipment to operate the service. At least one additional train set is needed (assuming the train set operating as #790 & 761 is available).

The new equipment anticipated for delivery in early 2016 is not planned for new or emerging corridors. All of that equipment is earmarked for the 3 existing corridors. A few years ago Amtrak was able to offer a train set if the operating funds could be secured, but it is unclear if that is still the case. If indeed bi-level passenger cars are available when the new California owned equipment begin to arrive in 2016, there would still be the additional cost to lease the Amtrak-owned equipment.

A second equipment issue is the type of equipment. There is a strong feeling among some CRCC members that “Dome Cars” or “Sightseer Cars” would be important for this service. Currently none are available.

Finally, there remains the possibility of requesting the California-owned “Comet Cars” that are currently in service on the *San Joaquin* route. The two sets of “Comet Cars” are a unique set of single-level equipment that brings their own set of advantages and disadvantages.

In conclusion, there are many equipment options, but it is difficult to be more definitive until a clear timeline and service initiation date is determined. This is a subject to the railroad access agreement (below)

- C. **Railroad access approval (from UPRR & Caltrain)** – The extension of service north of San Luis Obispo requires approval from both UPRR and Caltrain.

UPRR - Two capacity models were completed by UPRR, one in 2004 and one in 2012. The cost of the capital needs range from \$50-70M (staff estimate) in the first study, to \$174M in the second study.

The CRCC leadership, Caltrans, and Amtrak were unable to come to agreement with UPRR on the location and number of improvement in early 2013. UPRR requested the CRCC

secure track access approval on the Caltrain alignment before any further modeling work or discussions occur.

Caltrain – Caltrain provided a letter and Board resolution that it conceptually supports the *Coast Daylight* service subject to the service having “no impact” on its existing (or anticipated) services. Caltrain staff has been clear that they prefer the train not operate during its peak commuter periods (6-9 a.m. & 4-7p.m.) Caltrain will also require a detailed railroad capacity analysis to determine corridor impacts before consideration of approval.

The capital funds secured dedicated to the *Coast Daylight* are \$25 million in Proposition 1B bond funds. However, to gain approval from either of the railroads mentioned above, it appears additional capital funds will be required.

It is important to note that Amtrak has the right to access *any* railroad in the country at the “incremental cost” associated with that train. Caltrans has authorized Amtrak to act on its behalf to secure track access.

And finally, with the anticipated transfer of the administration of the *Pacific Surfliner* services from Caltrans to the LOSSAN agency, the CRCC members look forward to including the *Coast Daylight* project (or *Pacific Surfliner* extension) in the LOSSAN Business Plan.

Key Staff Contact: Peter Rodgers, 805-781-5712, [prodgers@slocog.org](mailto:prodgers@slocog.org)



August 14, 2014

AGENDA ITEM NO.: **3**

ACTION REQUESTED: **INFORMATION**

## COAST CORRIDOR ENVIRONMENTAL IMPACT STATEMENT/REPORT

### Introduction

In Fall 2010, the Federal Railroad Administration (FRA) made available the High-Speed Intercity Passenger Rail (HSIPR) funding and the corridor successfully competed for a \$300,000 grant to develop a Passenger Rail Corridor Investment Plan (PRCIP) for the Corridor. Caltrans secured an additional \$250,000 in other rail planning funds for this \$550,000 project. The firm *Circlepoint* has been hired to complete this work. The Draft Report is in the final stages of FRA review before it will be released for public review.

### Background/ Discussion

A completed environmental document is needed in order to secure Federal funds for the corridor in the future. The environmental analysis of the proposed rail service which in the case of the California Pacific Coast Corridor, will be an Environmental Impact Statement (EIS) to satisfy National Environmental Policy Act (NEPA) requirements. A Service Development Plan (SDP) and additional capacity modeling work was completed by AECOM in May 2013. The projects in the EIR/S largely come from the SDP and the Union Pacific modeling work.

The final product will be a combined Tier 1 EIS/EIR that evaluates potential environmental effects of the proposed service between Salinas and San Luis Obispo where infrastructure improvements would be necessary to accommodate the new service. The SDP, which can be found on SLOCOG's web site. It addresses ridership, revenue, capital projects etc. for the proposed service along the Pacific Coast Corridor from San Francisco to Los Angeles.

SLOCOG is the "lead agency" for CEQA approval, and the Federal Railroad Administration will be the lead for the NEPA "Record of Decision. SLOCOG, Caltrans, and TAMC reviewed an internal administrative draft of the document in October 2013. A second administrative draft, incorporating internal comments, was provided to FRA in February 2014. FRA completed its review of the administrative draft in July 2014. Circlepoint is currently working on revising the document and has a briefing scheduled with FRA staff to go over comments.

Relationship to LOSSAN North - Caltrans District 5 is the lead agency for the LA-SLO EIR/S document. The Draft is expected for public review in Fall 2014, or early 2015.

Key Contact: John Cook, 510-285-6700, [j.cook@circlepoint.com](mailto:j.cook@circlepoint.com)



AGENDA ITEM NO. **4**

ACTION REQUESTED: **INFORMATION**

## CAPITOL CORRIDOR EXTENSION TO SALINAS

### **Introduction**

The Transportation Agency for Monterey County is working to bring rail service to Monterey County, so that residents can travel to jobs, health services and entertainment.

### **Discussion**

The Salinas Rail Extension project will extend passenger rail service from the existing terminus in Santa Clara County to Salinas in Monterey County. This project will relieve congestion and provide transportation alternatives along the congested US 101 corridor for residents traveling from Monterey County and southern Santa Cruz County to job centers in Silicon Valley/ San Jose and the greater San Francisco Bay Area. The project is located along 68 miles of existing Union Pacific Coast mainline from San Jose to Salinas through Santa Clara, San Benito, and Monterey counties.

The Salinas Rail Extension project extends the existing Sacramento to San Jose passenger rail service system to Salinas to relieve congestion for those traveling between Monterey County and the San Francisco Bay Area. A new focus for this project is to build a “minimum operable segment” of service to Gilroy and Salinas. TAMC developed the “Kick-Start” first phase of the project that will enable service to begin to Salinas, deferring the other Monterey County stations (Pajaro/ Watsonville and Castroville) until additional funding can be secured in the future. The operating plan includes two weekday round-trips to start in 2018. The project would require construction of a layover facility, bus facility, additional commuter parking and right of way acquisition in Salinas; track access rights; and improvements at the Gilroy, Morgan Hill and San Jose (Tamien) stations to allow the trains to stop at those stations.

Transportation Agency for Monterey County will provide a verbal presentation on the project at the meeting.

**Attachments:** Regional rail map showing extension of Capitol Corridor service to Salinas

Key Staff Contact: Christina Watson, 831-775-4406, [Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org)

Regional rail map showing extension of Capitol Corridor service to Salinas

