

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday
February 6, 2017

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

3:00 PM

Complete agenda packets are on display at the Transportation Agency for Monterey County 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 Agency Secretary 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: Adams, Alejo, Bodem, Chavez, Craig, Delgado, LeBarre, 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 items listed 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 November 7, 2016 Rail Policy Committee meeting.

- **Murillo**

END OF CONSENT AGENDA

- 4. HOLD** elections for Chair and Vice-Chair for 2017.

- **Watson**

The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year. As the previous Chair is no longer in office, this mid-period election will be for one year, and the next election will be in February 2018 for a two year term.

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

- **Watson**

Progress since the last update to the Committee about the project on November 7, 2016 includes meetings with the City of Salinas, new appraisals and offer letters to property owners near the Salinas train station, and meetings with the state regarding negotiations with Union Pacific.

- 6. RECEIVE** update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

- **Watson**

Progress since the last update to the Committee about the coast rail project on November 7, 2016 includes meetings of the Coast Rail Coordinating Council, meetings with state agencies regarding the the state rail plan, and progress on the environmental review.

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

- 8. ADJOURN**

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 Committee Agenda will be prepared by Agency staff and will close at noon 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

- C 1.** November 7, 2016 letter to state Senators regarding request for dedicated annual funding for intercity rail operations
- C 2.** November 7, 2016 letter to state Assembly Members regarding request for dedicated annual funding for intercity rail operations
- C 3.** October 2016 Capitol Corridor Monthly Performance Report
- C 4.** November 2016 Capitol Corridor Monthly Performance Report
- C 5.** December 2016 Capitol Corridor Monthly Performance Report
- C 6.** November 3, 2016 blog post, "Choo Choo Interlude"
- C 7.** January 5, 2017 article in the *Monterey County Weekly*, "All Aboard: Frank's Fish Market will close to pave way for new Salinas train station"
- C 8.** January 23, 2017 article in the Monterey County Herald, "Salinas-to-Gilroy rail extension project acquiring property, nearing start of demolition"



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: February 6, 2017
Subject: **Rail Policy Committee Minutes**

RECOMMENDED ACTION:

APPROVE minutes of November 7, 2016 Rail Policy Committee meeting.

ATTACHMENTS:

- Draft November 7, 2016 RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of November 7, 2016

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas

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

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

Chair Potter called the meeting to order at 3:00 p.m. A quorum was established and self-introductions were made.

OTHERS PRESENT

Don Reynolds City of Salinas McGregor Eddy Salinas Californian

2. **PUBLIC COMMENTS**

None.

3. **CONSENT AGENDA**

M/S/C LeBarre/Craig/unanimous

3.1 Approved minutes of the October 3, 2016 Rail Policy Committee meeting.

3.2 Approved the 2017 schedule of Rail Policy Committee meetings.

Committee Member Craig pulled this item to note she is unavailable for the January 9, 2017 meeting.

END OF CONSENT AGENDA

4. **COAST DAYLIGHT UPDATE**

M/S/C Rubio/Stratton/unanimous

The Committee received an update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles and recommended Board appointment of Dave Potter to the Coast Rail Coordinating Council.

Christina Watson, Principal Transportation Planner, reported that the progress since the last update to the Committee about the Coast Daylight on October 3, 2016, includes a Coast Rail Coordinating Council (CRCC) Policy Committee meeting on October 13. Ms. Watson reported that the Policy Committee discussed the next steps after the August visioning session, and other issues such as legislative efforts and a Caltrans planning grant application.

Ms. Watson reported that the federal environmental review of the Salinas-San Jose corridor continues. A public draft of the document is expected in January 2017, with the goal of completing the document by May 2017. Ms. Watson noted that the Federal Railroad Administration has requested more time for review.

Ms. Watson noted that Chair Potter will be leaving office in January 2017, but has expressed willingness to continue representing TAMC on the CRCC. The CRCC Policy Committee has expressed support for him to continue as Chair. Ms. Watson noted that appointing Dave Potter to continue representing TAMC on the CRCC would maintain TAMC's leadership role on that body, and continuing Mr. Potter's long and respected experience on that body would benefit TAMC and the Coast Daylight project.

Committee Member LeBarre noted his appreciation for having Chair Potter continue to be involved in the Coast Rail Coordinating Council.

5. **SALINAS RAIL EXTENSION PROJECT UPDATE**

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

Christina Watson, Principal Transportation Planner, reported that progress since the last update to the Committee about the Salinas Rail Extension project on October 3, 2016 includes a presentation to the Salinas City Center Improvement Association, a property owner improvement district funded by property tax assessments. Ms. Watson reported that the warming shelter came up as a topic of discussion, and noted that TAMC staff will be attending the Association meetings. Progress since the last update also includes a meeting with Salinas City staff and City Councilmember Kimbley Craig to discuss the Salinas station improvements.

Ms. Watson reported that Agency staff met with Caltrain General Manager and CEO Jim Hartnett to discuss the Salinas Rail Extension project and other issues. Mr. Hartnett noted that Caltrain is electrifying its rail line between San Francisco and San Jose, with service expected to begin by 2021. Ms. Watson also noted that Measure B, Santa Clara County's transportation sales tax measure, includes funding for increasing Caltrain service to Gilroy.

Ms. Watson reported that Agency staff had a meeting with the California State Transportation Agency (CalSTA). CalSTA staff expressed support for the Salinas Rail Extension, and noted that a short-term extension of Caltrain service might be a way to get service to Salinas in advance of the Capitol Corridor's San Jose-Oakland expansion project. CalSTA is also negotiating with Union Pacific, with a meeting planned in Omaha in December.

Chair Potter asked if Caltrain would be open to a Salinas extension. Executive Director Debbie Hale noted that Caltrain has many issues, and has begun a new long-range planning process. Ms. Hale said that being part of Caltrain's visioning process would be a good opportunity to revisit a Caltrain extension to Salinas.

6. **2017 LEGISLATIVE PROGRAM**

The Committee received and commented on the draft 2017 Legislative Program.

Christina Watson, Principal Transportation Planner, reported that the purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. She noted that the program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

Chair Potter noted that the Agency's legislative program serves as a platform for Agency legislative action.

Committee Member Craig commented that Amtrak is not popular among federal legislators. Executive Director Debbie Hale noted that much of Amtrak's funding goes to the Northeast Corridor, despite California's high Amtrak ridership and State support.

7. **OUTGOING RPC CHAIR APPRECIATION**

The Committee presented a Certificate of Appreciation to Chair Potter.

Executive Director Debbie Hale reported that the Committee wishes to recognize Supervisor Dave Potter for his 23 years of distinguished service to rail projects in Monterey County. She

noted that Chair Potter has represented District 5 on the Monterey County Board of Supervisors since 1996, representing Big Sur, Carmel, Carmel Valley, Monterey, Pacific Grove, Pebble Beach and Salinas. He has been an outspoken advocate for rail projects for that entire time, including as Chair of the Rail Policy Committee and as Chair of the Coast Rail Coordinating Council. She note that in that role he has represented Monterey County at the State and Federal levels, helping to seek and secure funding for rail projects in the region.

8. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

Committee Member Mike LeBarre announced that he will be attending the California Transit Association Conference on November 16 on behalf of Monterey-Salinas Transit.

9. ADJOURN

Chair Potter adjourned the meeting at 3:48 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: Election of Committee Officers

RECOMMENDED ACTION:

HOLD elections for Chair and Vice-Chair for 2017.

SUMMARY:

The bylaws call for the Rail Policy Committee to elect a Chair and Vice Chair in February of every even year. As the previous Chair is no longer in office, this mid-period election will be for one year, and the next election will be in February 2018 for a two year term.

FINANCIAL IMPACT:

None.

DISCUSSION:

From the Transportation Agency for Monterey County Bylaws, section 12.4:

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

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



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
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 project on November 7, 2016 includes meetings with the City of Salinas, new appraisals and offer letters to property owners near the Salinas train station, and meetings with the state regarding negotiations with Union Pacific.

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 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:

Project Design and Cost Estimates

The project has been separated into three packages for design, bid, and construction:

1. Salinas Lincoln Avenue extension, circulation and parking improvements, improvements to Market Street (Highway 183)
2. Salinas layover facility and track improvements
3. Santa Clara station improvements (Gilroy, Morgan Hill, Tamien)

Updated cost estimates with new information from the 75% designs and updated appraisals show the project is over budget by approximately \$5 million, and possibly more, if utility relocations turn out to be a project cost. The team is working to reduce costs to keep it under the amount of funding secured for the project. Staff is also looking at applying for additional state funding to fill the gap, pending confirmation on the utility and property acquisition costs. Package 1 is progressing toward 90% design, pending resolution on utility relocation questions with the City of Salinas. Packages 2 and 3 are pending railroad (Union Pacific and Caltrain) reviews.

Salinas Intermodal Transportation Center

The TAMC Board approved the Salinas Intermodal Transportation Center Memorandum of Understanding (MOU) at its October 26, 2016 meeting, and the Monterey Salinas Transit District Board approved it at their November 14, 2016 meeting. The MOU is now pending approval by the City of Salinas. A meeting is scheduled with the City Manager, Ray Corpus, on January 23, 2017. Staff will provide a verbal update on that meeting.

Salinas ITC Steering Committee met on December 19, 2016, to review the design and discuss utility plans. The team discussed the information needed for the encroachment permit submittal to Caltrans for the improvements to Highway 183 (Market Street), including City approval of the revised traffic study, and the utility relocations for PG&E, AT&T, Comcast, CalWater, fire hydrants, and possibly stormwater and sewer pipes, new broadband conduit, and a new gas pipeline, pending an agreement with the City.

Property Acquisition

Staff will present a process update and update on the status of property acquisition at the Salinas train station. As staff reported at the December 7, 2016 Board meeting, first offers were presented to all property owners in 2015, and staff and consultants have been continuing to negotiate in good faith with all property owners. The property acquisition process is structured by law to protect the rights of the property owners and ensure that they are receiving offers of just compensation for their properties at the fair market value. The appraisals were updated and review appraisals were completed in January 2017 and, based on those new appraisals, revised offer letters were sent, setting forth the new offer amounts with a summary statement explaining the basis for the offer. Staff and consultants are continuing negotiations with the owners.

2018 California State Rail Plan

On January 11, 2017, Agency staff met with Chad Edison, Deputy Secretary for Transportation, California State Transportation Agency (CalSTA), and Andy Cook, Chief, Rail Planning Branch, Caltrans Division of Rail and Mass Transportation. Both agencies strongly support increased passenger rail service to Salinas, and encourage this body to consider an alternative near-term scenario of Caltrain service on weekdays and Capitol Corridor service on weekends. In the long term, they see Capitol Corridor serving Salinas on weekdays and weekends, but in the near term, Capitol Corridor's schedule is not

conducive to a weekday commute schedule. In order to support this alternative near-term scenario, staff will coordinate with the State to develop an updated ridership estimate. CalSTA and staff will be meeting with the Santa Clara Valley Transportation Authority (VTA) on February 8, 2017 to further discuss this proposal.

CalSTA is also negotiating with Union Pacific, and held meetings on the topic of access payments for increased passenger service on the Coast line. Staff will provide a verbal update at the meeting.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: **Coast Corridor Update**

RECOMMENDED ACTION:

RECEIVE update on the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

SUMMARY:

Progress since the last update to the Committee about the coast rail project on November 7, 2016 includes meetings of the Coast Rail Coordinating Council, meetings with state agencies regarding the the state rail plan, and progress on the environmental review.

FINANCIAL IMPACT:

The project costs are still under evaluation.

DISCUSSION:

Coast Rail Coordinating Council

The Coast Rail Coordinating Council (CRCC) is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services. The primary purpose 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 project that has been the focus of the group is to add one round trip passenger rail service to the Coast line between San Jose/San Francisco and Los Angeles/San Diego, known as the “Coast Daylight”. The project has been proposed as an extension of an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose, with the long-range goal of reaching San Francisco. The planned stops in Monterey County are in Pajaro/Watsonville, Salinas, Soledad and the City of King. The project would rely on local

jurisdictions to construct any stations that may be required.

The CRCC Technical Committee held a phone meeting on December 2, 2016, and the Policy Committee met via phone on January 13, 2017. Staff will report back on those meetings.

2018 California State Rail Plan

On January 11, 2017, Agency staff met with Chad Edison, Deputy Secretary for Transportation, California State Transportation Agency (CalSTA), and Andy Cook, Chief, Rail Planning Branch, Caltrans Division of Rail and Mass Transportation. Both agencies are hard at work on the California State Rail Plan, which reflects increased investments in the coast corridor without specifying project operators or other service characteristics. The Rail Plan Stakeholder Advisory Committee met on January 24, 2017, and staff will report back on that meeting.

Federal Environmental Review of Salinas-San Jose Corridor

Agency consultant HDR Engineering is developing the Administrative Draft Environmental Assessment (ADEA) for the rail corridor from Salinas to San Jose to support adding new passenger rail service on the corridor. This document will allow the corridor to be eligible for federal funding.

The team presented the ADEA to the stakeholder agencies on November 17, 2016 – the Federal Railroad Administration (FRA), the San Luis Obispo Council of Governments, Caltrans Division of Rail and Mass Transportation, Caltrans District 5, and the Capitol Corridor Joint Powers Authority. At that meeting, Agency staff provided an overview of the document, the completion of technical studies for air quality, noise and vibration, traffic and transportation, and hazardous materials.

The team discussed the Proposed Action: one new round trip on the Coast Daylight and four additional Capitol Corridor trains above the no-build scenario (the Kick Start project of two round trips to Salinas). The environmental review is based on schedules and ridership estimates provided by the proposed operators (Amtrak and Capitol Corridor, respectively). Any track improvements are assumed to be completed in the no-build (Kick Start) scenario. All anticipated impacts are expected to be mitigated via Best Management Practices and other avoidance measures, and at this time, the team anticipates a Finding of No Significant Impact.

The team discussed the proposed schedule for the document which anticipated public review in January 2017, with the goal of completing the document by June 2017. Unfortunately, the FRA stated that since there is currently no federal funding on the Proposed Action, there is no federal action. FRA said that while they can support agencies starting the EA review and do not have policy concerns with the Proposed Action, they cannot commit to any schedule. Other partner agencies provided comments on the ADEA. The team now expects to get a revised ADEA to FRA for their review in February.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-1

RECOMMENDED ACTION:

November 7, 2016 letter to state Senators regarding request for dedicated annual funding for intercity rail operations

ATTACHMENTS:

- ▣ Letter to Senators



November 7, 2016

Dear Senator,

CALL FOR ACTION – Support Dedicated Annual Funding for California Intercity Passenger Rail Services in Proposed Legislation to Resolve the State’s Transportation Funding Deficit

As you continue deliberations on the legislative proposals to address California’s transportation funding deficit, we are seeking your support to ensure that any proposed legislation includes a dedicated source of annual funding for the state’s successful California Intercity Passenger Rail (CIPR) Program. It is critical to California’s future that a continuous stream of annual funding be dedicated to the nation’s most successful CIPR program. The three state rail services provide a sustainable interregional mobility option between and within the state’s megaregions: the metropolitan areas of Southern California, Central Valley, and Northern California.

While current legislative proposals identify more than \$7 billion to support highways, roadways, transit agencies, pedestrian and bike paths, there is no dedicated annual funding for the San Joaquin, Capitol Corridor, and Pacific Surfliner rail agencies, which are recognized as the premier intercity rail services in the country and rank among the top five Amtrak routes nationally in ridership. Together, these CIPR services serve nearly six million passengers annually, eliminate 375 million vehicle miles travelled from the state’s congested highways, and prevent the release of 109 million pounds of Greenhouse Gas emissions, helping California reach its clean air goals pursuant to AB 32. In contrast to local transit agencies, which receive local, state, and federal funding annually by formula, there is no dedicated funding source for the three California intercity rail agencies, despite the fact that the farebox return for the services consistently range between 55% - 75%.

Despite these remarkable statistics, the CIPR Program faces significant capital needs. Traditional sources of state capital funding for passenger rail infrastructure (State Transportation Improvement Program and one-time state transportation bond funds) are depleted and must be replaced as part of any long term transportation funding solution. Together, the three state rail services have \$6 billion in capital investment needs, but current proposals do not include any dedicated funding to support these three highly popular services nor advance the implementation of CIPR trains on the emerging corridors along the Central Coast and between Los Angeles and the Coachella Valley.

We recognize the complexities involved in advancing significant legislation, such as that involving a sustainable transportation funding program. We appreciate your support in securing a dedicated source of capital funding for the state’s highly successful intercity passenger rail services and encourage you to contact your legislative leaders today to voice support for assuring that CIPR funding is contained in any proposals that advance through the legislative or budgetary process.

Sincerely,

Handwritten signature of Gail Murray in blue ink.

Gail Murray
Chair
Capitol Corridor JPA

Handwritten signature of John Pedrozo in blue ink.

John Pedrozo
Chair
San Joaquin JPA

Handwritten signature of Dave Golonski in blue ink.

Dave Golonski
Chair
LOSSAN JPA

Handwritten signature of Dave Potter in blue ink.

Dave Potter
Chair
Coast Rail Coordinating Council



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-2

RECOMMENDED ACTION:

November 7, 2016 letter to state Assembly Members regarding request for dedicated annual funding for intercity rail operations

ATTACHMENTS:

- ▣ Letter to Assembly Members



November 7, 2016

Dear Assembly Member,

CALL FOR ACTION – Support Dedicated Annual Funding for California Intercity Passenger Rail Services in Proposed Legislation to Resolve the State’s Transportation Funding Deficit

As you continue deliberations on the legislative proposals to address California’s transportation funding deficit, we are seeking your support to ensure that any proposed legislation includes a dedicated source of annual funding for the state’s successful California Intercity Passenger Rail (CIPR) Program. It is critical to California’s future that a continuous stream of annual funding be dedicated to the nation’s most successful CIPR program. The three state rail services provide a sustainable interregional mobility option between and within the state’s megaregions: the metropolitan areas of Southern California, Central Valley, and Northern California.

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Despite these remarkable statistics, the CIPR Program faces significant capital needs. Traditional sources of state capital funding for passenger rail infrastructure (State Transportation Improvement Program and one-time state transportation bond funds) are depleted and must be replaced as part of any long term transportation funding solution. Together, the three state rail services have \$6 billion in capital investment needs, but current proposals do not include any dedicated funding to support these three highly popular services nor advance the implementation of CIPR trains on the emerging corridors along the Central Coast and between Los Angeles and the Coachella Valley.

We recognize the complexities involved in advancing significant legislation, such as that involving a sustainable transportation funding program. We appreciate your support in securing a dedicated source of capital funding for the state’s highly successful intercity passenger rail services and encourage you to contact your legislative leaders today to voice support for assuring that CIPR funding is contained in any proposals that advance through the legislative or budgetary process.

Sincerely,

Gail Murray
Chair
Capitol Corridor JPA

John Pedrozo
Chair
San Joaquin JPA

Dave Golonski
Chair
LOSSAN JPA

Dave Potter
Chair
Coast Rail Coordinating Council



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-3

RECOMMENDED ACTION:

October 2016 Capitol Corridor Monthly Performance Report

ATTACHMENTS:

- October 2016 Capitol Corridor Monthly Performance Report

Subject: FW: Capitol Corridor Monthly Performance Report - October 2016

Service Performance Overview

Growth on the Capitol Corridor from FY 16 continues into October 2016, the first month of the CCJPA’s FY 16-17. A total of 137,413 passengers rode the Capitol Corridor trains in October 2016, 2.4% above October 2015 with revenues were up a solid 5.1%. The System Operating Ratio was 52%, slightly above the FY 17 standard of 51%. On-Time Performance (OTP) for October was 92%, which dropped slightly compared to October 2015 primarily due to delays from trespasser incidents and signal disruptions. Customer Satisfaction scores are not yet available for October 2016.

Standard	Oct. 2016	Oct. 2015	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	137,413	2.4%	137,413	2.4%	9.0%
Revenue	\$2,786,923	3.8%	\$2,786,923	3.8%	4.8%
Operating Ratio	52%	56%	52%	-5.9%	2.3%
OTP	92%	94%	92%	94.4%	2.4%
Customer Satisfaction	n/a	90	n/a	n/a	n/a

The following are ridership highlights for October 2016:

- Average weekend ridership for October grew by 2% compared to October 2015, thanks to strong ridership to/from Raider and 49er football games.
- Average weekday ridership for October continues positive gains with a 4% Year-Over-Year (YOY) increase attributed by strong growth on morning trains.

Detailed performance results are not yet available from Amtrak for October 2016.

State Legislation

Efforts continue to pass the special session legislation [SBX1-1/Beall and ABX1-26/Frazier] that would address the state’s transportation funding deficit. Unfortunately, these bills do not include dedicated capital funding for the state’s successful intercity passenger rail (IPR) services/program. To that end, the CIPR agencies are working with interested parties to ensure this legislation includes a dedicated state funding source for the CIPR services, including the Capitol Corridor. It is unclear if these legislative proposals will be taken up in the lame duck session (November 9-30, 2016) or if this proposal will be re-introduced in the next 2-year legislative session [2017-2018].

FY 2017 Federal Appropriations

The short-term Continuing Resolution (CR) passed by Congress to keep the federal government funded expires December 10, 2016. After the 2016 General Election, Congress will need to reconvene to determine how to keep the federal government operating after the CR expires. Such actions taken by Congress for FY 2017 may include limited funding for federal rail title programs that could provide funding to the Capitol Corridor:

Customer Service Program Upgrades

CCJPA Bike Access Program. Installations of station platform eLockers has begun at the first of the eleven stations and will continue into December 2016. CCJPA is in discussions with an interested vendor to reconfigure on-train parking to determine if additional bike spaces can be provided on select passenger rail cars. The folding bicycle rental delivery partners are meeting with the CCJPA to see if a partnership can form which would then allow CCJPA to procure these services in the near term.

Richmond Station Platform Improvements. Site visits have taken place with CCJPA and its engineering support team that will help with the design plans for the proposed installation of the Flashing Beacon Signal and Parking Validation Machine at the Richmond station. These projects are being closely coordinated with BART and will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains and also allow Capitol Corridor passengers to pay for parking in the BART parking garage using a Clipper Card.

Safety Initiatives

State Rail Safety Month (September 2016). As part of this year's California Rail Safety month, on September 28, the CCJPA joined Union Pacific, Amtrak and local law enforcement agencies on a safety train that traveled between the Richmond and Martinez stations. Local enforcement was positioned at numerous crossings to make citations and keep trespassers off the tracks. It was determined that there were sites along the right of way that needed fencing repairs and upgrades. The next safety train is planned to be in January 2017.

Station Signage and Platform Safety Upgrades. The procurement process has begun to construct improved informational signage at selected Capitol Corridor stations. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. CCJPA has contracted with Amtrak to install security cameras at the Auburn, Rocklin, Roseville and Suisun stations. Separately, CCJPA has contracted with Amtrak to install lighting and a standby power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of December 2017.

Positive Train Control Update. The Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system now includes the Los Angeles area as well as the Northern California area. The testing includes only select Union Pacific trains, and at this time does not include any operating partners such as Amtrak, Capitol Corridor or ACE. The CCJPA has received and is reviewing initial information from UPRR on the expected testing procedures, and the costs to install and maintain PTC for the Capitol Corridor.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped; however certain radio hardware is subject to a manufacturer's recall and is being returned for retrofit. Some software installation and programming remains, and will be completed prior to beginning testing of the PTC system. Lastly, Amtrak is continuing with its installation of a Back Office Server that will communicate the location of Amtrak-operated trains from this server to the host railroad dispatch centers. Taken together, the testing for the implementation of PTC for the Capitol Corridor will likely begin in mid-2017. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

Project Updates

Travel Time Savings Project: The CCJPA has executed its agreements with UPRR to start the infrastructure upgrades as part of the CCJPA-funded Travel Time Savings Project, with the intent to reduce run times by up to 10 minutes for Capitol Corridor trains between Sacramento and San Jose. The work is expected to be completed by mid-2017.

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. The results of the initial surveys are now being incorporated into the conceptual design plans. Stakeholder meetings are occurring to chart a path to implement the needed track and signal improvements in the sensitive wetlands areas. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon Station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento-Roseville 3rd Track Project: Phase 1 of the Project is fully funded with the CCJPA seeking allocation of the state funds by early 2017. Once the necessary funding agreements are executed, UPRR and CCJPA will move into final design for the Phase 1 effort.

Outlook – Closing

With the start of a new fiscal year (FY16-17), the performance of the Capitol Corridor service for October 2016 carries forward the positive trends experienced from the recording-breaking prior fiscal year (FY 15-16). These results show sustained growth in ridership and revenues that exceed budget projections and set a strong path for continued success for FY 16-17 that is based on a safe, reliable, customer-focused service plan for the Capitol Corridor trains. The CCJPA will continue to advance Positive Train Control installation and other safety and customer service upgrades while implementing service enhancement plans (Sacramento-Roseville 3rd Track Phase 1 and Travel Time Savings projects) for the Capitol Corridor.

DAVID B. KUTROSKY

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-4

RECOMMENDED ACTION:

November 2016 Capitol Corridor Monthly Performance Report

ATTACHMENTS:

- November 2016 Capitol Corridor Monthly Performance Report

Christina Watson

From: Malou Lacsamana <MLacsam@bart.gov>
Sent: Friday, December 16, 2016 11:29 AM
Subject: November 2016 Capitol Corridor Monthly Performance Report Results

November 2016 Results

The Capitol Corridor continued to experience gains in ridership and revenue in November 2016. A total of 137,118 passengers rode Capitol Corridor trains, a Year-Over-Year (YOY) increase of 5.7% compared to November 2015. YOY revenue growth was 4.3%. A key factor in these excellent results was the Capitol Corridor's solid performance during the 2016 Thanksgiving holiday week (Monday - Sunday). Ridership was up 1.4% compared to Thanksgiving week in 2015.

On-Time Performance (OTP) for Capitol Corridor trains lagged in November 2016, with a relatively low OTP of 88% with a total of 101 late trains (as compared to 12-month average of 50 late trains per month equally an average OTP of 94%). The primary reasons for this substandard reliability were increases in 3rd party incidents (52 late trains) and host railroad delays (40 late trains). Specific delays in November included (1) a 400% increase in 3rd party delay-minutes due to vehicles becoming high-centered ("trapped") on tracks along or adjacent to the Oakland Embarcadero; (2) a 200% increase in delays due to 3rd party trespasser incidents (including indirect delays from an incident on a San Joaquin train in the East Bay); and (3) a 25% increase in host railroads delays from passenger train congestion due to slow orders related to track work from the CCJPA Travel Time Savings (TTS) Project between Newark and Santa Clara. The slow orders from the TTS Project are expected to be reduced significantly by December 21 when the South Bay section of the project is expected to be complete.

Year-To-Date (YTD) ridership and revenues are up 4% and 5%, respectively, increasing the System Operating Ratio to 60%, which is above the 52% standard. While YTD OTP is 90%, meeting the performance standard set by the State, the route has now slipped three spots to #4 for service reliability in the national Amtrak intercity passenger rail network.

Standard	Nov. 2016	Nov. 2015	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	137,118	5.7%	274,531	3.9%	6.7%
Revenue	\$2,967,652	4.3%	\$5,510,580	4.9%	5.3%
Operating Ratio	58%	60%	60%	7.5%	15.4%
OTP	88%	92%	90%	93.4%	-0.1%
Customer Satisfaction	88	88	88	0.0%	-1.1%

The following are ridership highlights based on reports received from Amtrak:

- Average weekend ridership for November 2016 continued on an upward trend, with a 4% increase over November 2015, due largely to Raiders and 49ers home games.
- Average weekday ridership was up by 4% compared to November 2015, due to strong Thanksgiving week ridership, continued growth in ridership on the trains traveling to and from San Jose/Silicon Valley, and an upward trend in ridership on the two trains serving the Placer County stations.

Transportation Special Legislative Session

On November 28, the Governor and the leaders of the Senate and Assembly closed out the special legislative

session on Transportation that had been previously called by Governor Brown in mid-2015. While two bills relating to fixing the funding deficit for the state's transportation system, SBX1-1 and ABX1-26, were introduced earlier, neither were able to advance prior to the end of the special session on November 30, 2016. Both of these bills focused on addressing the backlog of projects to keep the state's highways and roads in a state-of-good repair, and have not identified dedicated annual funding for the state's intercity passenger rail services, which are need of financing for track projects to support added trains to meet increasing passenger demand. That being said, interested agencies will continue to push for additional funds to supplement California's successful intercity passenger rail services as part of any future discussions.

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with Amtrak and individual station owners to install eLockers using several grants that are financing this project – Emeryville and Davis are now installed, and more will be installed soon. On the trains, conversions to allow for more bicycle storage in select cars has proven an effective measure to accommodate demand; however, bicycle access demand also continues to grow. Staff are now examining several vendor-submitted options for on-train storage that can increase capacity from the current design. CCJPA will work with Caltrans to explore such on-train retrofits.

Marketing: Capitol Corridor's 25th anniversary was a key focus for the Marketing staff in November. This included planning for the December 6th celebration at the California State Railroad Museum, producing two anniversary-related videos, and developing a special 25% off fare discount for current riders and Café Car coupons (in addition to the 25% discount) for multi-ride ticket users. The popular Friends & Family fare discount, which is scheduled to end on December 31, will continue into and through at least the end of 2017 due to strong ridership and revenue performance. Staff will also be launching a "Buy One Get One" on Saturdays to encourage weekend travel on the Capitol Corridor. Current partnerships include Cal Football, Harlem Globetrotters, the Raiders, and the cities of Sacramento and San Jose ice rinks, while staff is pursuing new partnerships with SF Beer Week, UC Davis Extension, Visit Oakland, and others.

Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Auburn, Rocklin, Roseville, and Suisun, stations. This project has been initiated and construction will begin soon. 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: Along the Capitol Corridor route, Union Pacific Railroad and Caltrain have begun testing of their respective PTC systems using their own trains. In addition to being in close communication with the UPRR and Caltrain on their PTC implementation plans, CCJPA staff continues working with Caltrans and Amtrak on completing the installation and testing of the PTC on-board equipment in the locomotives and cab cars used by the Capitol Corridor trains, plus the installation of the back-office server being performed by Amtrak that will relay the location and other information about the Capitol Corridor trains to the UPRR and Caltrain PTC servers. Once the equipment installation is complete and the back-office server installed, testing of the PTC system on the Capitol Corridor trains can begin. This testing is expected to begin in mid-2017.

Project Updates

Travel Time Savings (TTS) Project: The Union Pacific Railroad has begun implementation of this project that will achieve the up to 10 minutes in reduced travel times for Capitol Corridor trains between Sacramento and San Jose. Rail and other track components are being replaced and curve geometry is being updated in order to accommodate faster Capitol Corridor train speeds. The Union Pacific Railroad expects to complete this work by the end of 2017.

CCJPA Oakland-San Jose Phase 2 Project: The engineering and environmental consultants have wrapped up their work for CCJPA on the Newark-Albrae and Great America double track segments, and CCJPA has a well-analyzed and environmentally-documented description of anticipated project impacts. 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 to Roseville 3rd Track Environmental Review/Preliminary Engineering: On November 18, 2015, the CCJPA Board adopted the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for this project, which will allow up to 10 round trips to and from Roseville. CCJPA is working with UPRR and the City of Roseville to implement Phase 1 of the 3rd Track work which will allow two additional round trips. The Phase 1 work has programmed funding that just needs to be allocated from the California Transportation Commission (CTC) once CCJPA and UPRR develop a construction scope and schedule to use in the CTC allocation request.

Outlook – Closing

In November 2016, Capitol Corridor's performance continued its positive trend, with excellent results in ridership, revenue, and system operating efficiency compared to the prior fiscal year. Service reliability has slipped and the CCJPA is working with its service partners to make the necessary adjustments to get reliability up to previous levels (93%-95% OTP). Safety remains a key focus of the CCJPA and its service partners in the delivery of a reliable, frequent, customer-focused service plan for the Capitol Corridor trains. Efforts continue to advance (1) security and safety initiatives, including PTC technology; (2) service expansion projects (San Jose/Salinas, Placer County); and (3) customer service and amenities to improve access to trains and information about train status.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-5

RECOMMENDED ACTION:

December 2016 Capitol Corridor Monthly Performance Report

ATTACHMENTS:

- December 2016 Capitol Corridor Monthly Performance Report.

Christina Watson

From: Malou Lacsamana <MLacsam@bart.gov>
Sent: Friday, January 20, 2017 8:48 AM
Subject: December 2016 Capital Corridor Monthly Performance Report

December 2016 Results

Ridership and revenues for the Capitol Corridor improved slightly in December 2016 compared to December 2015. A total of 120,672 passengers rode Capitol Corridor trains, a Year-Over-Year (YOY) increase of 0.1% compared to December 2015. YOY revenue growth was 0.3%. While these are positive performance results, the ridership growth is small compared to the average growth rate of the previous 12 months, 5.9%.

On-Time Performance (OTP) in December 2016 was 90%. This meets the minimum standard and represents a slight increase in reliability (+2%) compared to November. There were 82 late trains in December, compared to the 12-month average of 50 late trains with 94% OTP. Of the 32 late trains over and above the 12-month average, 15 were due to host railroad delays, representing the highest increase for late trains. It should be noted that host railroad delays from passenger train congestion resulting from the slow orders associated with track work for the CCJPA Travel Time Savings (TTS) Project between Newark and Santa Clara dropped significantly by December 21 when the South Bay section of the project was completed. Even though there were 13 fewer third-party delays in December than the 12-month average, third-party delays this month ranked second in number of late trains.

Year-To-Date (YTD) ridership and revenues are up 3% and 4%, respectively, and operating costs are stable, resulting in a System Operating Ratio of 57%, well above the 52% standard. While YTD OTP is 90%, meeting the performance standard set by the State, the route has now slipped three spots to #4 for service reliability in the national Amtrak intercity passenger rail network.

Standard	Dec. 2016	Dec. 2015	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	120,672	0.1%	395,203	2.7%	5.4%
Revenue	\$2,777,575	0.3%	\$8,270,480	3.6%	4.0%
Operating Ratio	52%	56%	57%	3.3%	10.9%
OTP	90%	96%	90%	94.2%	0.0%
Customer Satisfaction	84	87	84	-2.1%	-1.1%

The following are ridership highlights based on reports received from Amtrak:

- Average weekend ridership for December 2016, for the first time in several months, decreased by 4%, which is unexpected given that the number of weekday/holiday trains was the same for December 2016 and 2015. Further analysis will be done to determine the cause(s) for this ridership decrease.
- Average weekday ridership was up 1% compared to December 2014. While this is a slight uptick, it does show flat weekday ridership growth. Results over the next few months will indicate whether this is an anomaly for December 2016, if ridership is stabilizing, or if it is actually beginning to decrease.

State Transportation Finance Legislation

The current members of the California Legislature started the 2017-18 Legislative Session in early December 2016. Both Senator Beall and Assembly member Frazier re-introduced their legislative proposals, SB1 and AB1, respectively, to address the state's transportation financing deficit. These were similar to their bills from the previous state Legislative Session, SBX1-1 and ABX1-26, but this time around, Senator Beall included a dedicated funding program for interregional/intercity and commuter passenger rail services via a 0.5% increase in the state sales tax on diesel fuel purchases. And, while the projected amount of these dedicated funds for the state's intercity/commuter services is expected to be approximately \$40 million per year, this represents a big step towards establishing a continuous, predictable, and stable source of funds for the state's passenger rail services.

Federal FY 17 Appropriation Update

On December 9, Congress extended the current Continuing Resolution (CR) for the FY17 federal budget until April 2017. At that time, Congress will need to determine if it will extend the CR through the remainder of FY17 (September 30, 2017) or develop an omnibus budget for the period through FY17. For purposes of funding the Rail Title from the FAST Act, an Omnibus budget bill for FY17 can provide up to \$80M from the CRISI (Rail Infrastructure) or SOGR (State of Good Repair) that can be available for state intercity passenger rail capital funding. However, a CR will result in no funds being appropriated to the FAST Act Rail Title.

Customer Service Program Upgrades

Bicycle Access Program: CCJPA staff continues to work with individual station owners to install eLockers using several grants that are financing this project. BikeLink eLockers at Emeryville, Davis, and Martinez are now installed, and more eLockers will be installed at the remaining stations in early 2017. As for increasing onboard bicycle storage, staff is now working with a selected vendor to finalize designs for an onboard bicycle storage system that can increase capacity from the current design. CCJPA will work with Caltrans and Amtrak to finalize and implement such on-train retrofits.

Marketing: Marketing staff was busy with final plans and preparations for the Capitol Corridor's 25th anniversary celebration held on December 6 at the California State Railroad Museum. Related to the anniversary, staff launched a special 25% off fare discount for current riders, as well as Café Car coupons (in addition to the 25% discount) for multi-ride ticket users. The popular Friends & Family fare discount officially ended on December 31, but will be continued at least through the end of 2017 due to strong ridership and revenue performance. Staff also launched a "Buy One Get One" special fare on Saturdays to encourage weekend travel on the Capitol Corridor. Current partnerships include Cal Athletics, Harlem Globetrotters, the cities of Sacramento and San Jose ice rinks, and staff is pursuing new partnerships with SF Beer Week, UC Davis Extension, Visit Oakland, the Exploratorium, and others.

Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Auburn, Rocklin, Roseville, and Suisun, stations. This project has been initiated, and construction will begin soon. 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: Along the Capitol Corridor route, Union Pacific Railroad and Caltrain have begun testing of their respective PTC systems using their own trains. In addition to being in close communication with the UPRR and Caltrain on their PTC implementation plans, CCJPA staff continues working with Caltrans and Amtrak on completing the installation and testing of the PTC on-board equipment in the locomotives and cab cars used by the Capitol Corridor trains. This also includes Amtrak's installation of the back-office server that will relay the location and other information about the Capitol Corridor trains to the UPRR and Caltrain PTC

servers. Once the equipment installation is complete and the back-office server is installed, testing of the PTC system on the Capitol Corridor trains can begin. This testing is expected to begin in mid-2017.

Project Updates

Travel Time Savings (TTS) Project: The UPRR has begun implementation of this project that will achieve up to 10 minutes in reduced travel times for Capitol Corridor trains between Sacramento and San Jose. Rail and other track components are being replaced, and the curve geometry is being updated in order to accommodate faster Capitol Corridor train speeds. The UPRR expects to complete this work by the end of 2017.

CCJPA Oakland-San Jose Phase 2 Project: The engineering and environmental consultants have wrapped up their work for CCJPA on the Newark-Albrae and Great America double track segments, and CCJPA has a well-analyzed and environmentally-documented description of anticipated project impacts. 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 to Roseville 3rd Track Environmental Review/Preliminary Engineering: On November 18, 2015, the CCJPA Board adopted the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for this project, which will allow up to 10 round trips to and from Roseville. CCJPA is working with UPRR and the City of Roseville to implement Phase 1 of the 3rd Track work which will allow two additional round trips. The Phase 1 work has programmed funding that just needs to be allocated from the California Transportation Commission (CTC) once CCJPA and UPRR develop a construction scope and schedule to use in the CTC allocation request.

Outlook – Closing

Through the first quarter of FY2017 (October- December 2016), the performance results for the Capitol Corridor remain solid. Ridership and revenue continue to grow, but at a lower rate due to limited growth on weekdays. Targeted weekend promotions will begin in early 2017 to boost weekend ridership. Operating expenses are stable, and diesel fuel costs are under budget for the first quarter, resulting in one of the highest system operating ratios ever for the Capitol Corridor – 57%. Service reliability has slipped from 94% last year to a current OTP of 90%. Efforts are underway to identify initiatives and best practices to bring down host railroad-related delay minutes and to address third-party incidents (such as trespasser and grade crossing incidents.)

With respect to the CCJPA's Capital Program, the key projects underway are those that will improve safety and security of the employees, passengers, and the communities along the route. This includes, but is not limited to, PTC technology and security fences/cameras, plus projects that will support service expansion projects (San Jose/Salinas, Placer County) and enhance customer service and amenities to improve access to trains.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-6

RECOMMENDED ACTION:

November 3, 2016 blog post, “Choo Choo Interlude”

ATTACHMENTS:

- ▣ “Choo Choo Interlude”

Liz Crain Ceramics

Choo Choo Interlude

On: November 3, 2016



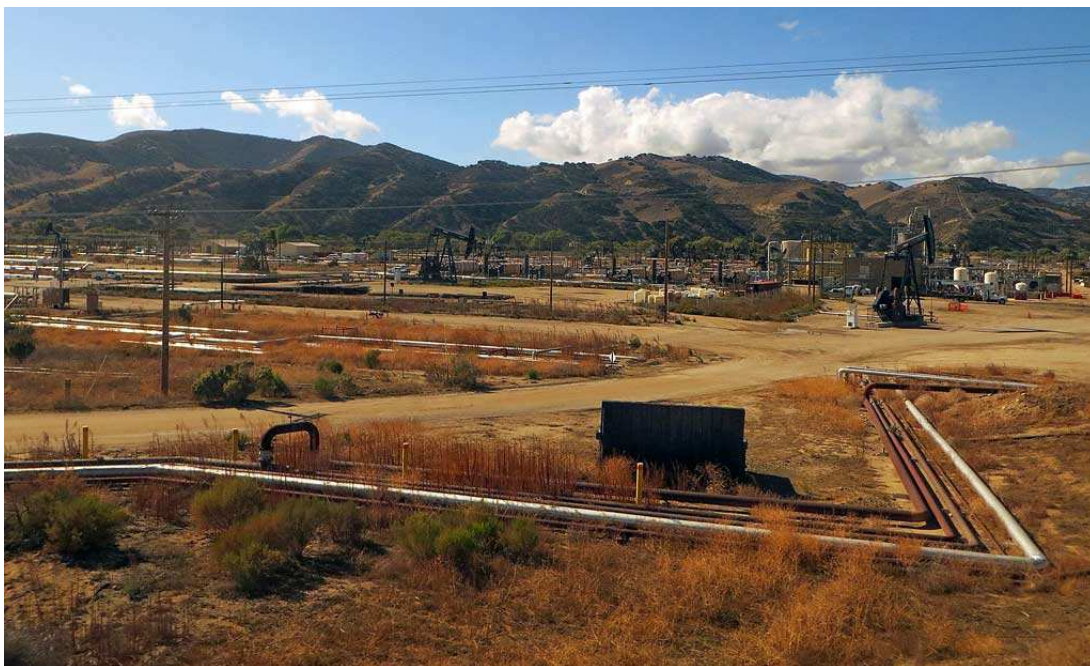
Sometimes an artist just needs to go wandering. It's good for refreshment, perspective, inspiration. Good for body, mind, spirit. In college I took the train back to school in Santa Barbara a couple of times. It was better by far than a rideshare car, the Greyhound or a small plane. For one thing, the train is smooth and level, and for another, one can walk around. Plus that particular section of [Amtrak's Coast Starlight](#) – San Jose to Santa Barbara – passes by always-interesting and at times spectacular, world-class countryside. So, while I have been away from the studio and exhibits this week, I have not been without a fascinating and poignant trip to stir up the juices. Here are some highlights from the journey South.

One thing that's changed on the train since forever ago: the coaches are now set up like airplane cabins and not the glorified trolleys I rode. A center aisle is flanked with very comfortable reclining seats with full head support. Overhead carry-on storage. Pull-down trays. And Way Better than Flying: there's a couple of FEET of legroom with a swing out angled leg rest. There's an Observation Lounge, a Cafe Car, and a Dining Car. Everything is on the upper deck for better viewing. The funky vending machine car of my youth is gone. No seatbelts, which is kind of odd at first. No TSA agents! And the onboard staff was upbeat, personable and real. You felt they liked their jobs and their crewmates. As one said to me, "Pretty great office window I got, no?"

Despite those comfortable coach seats, I spent nearly the whole trip in the Observation Lounge with its huge windows and seats facing the view. What follows are some of the best shots of that day.



Having recently read *East of Eden* with my book club, I looked forward to the 105 miles of the Salinas Valley: Steinbeck Country! The first chapter of that book played in my mind as I could actually experience his description of the land. The Santa Lucia Mountains – the range of light with decorator clouds seen here – the rich river bottom agricultural land, (The Valley calls itself the Salad Bowl of the West,) and behind me, not in this shot, the Diablo Range, which the train tracks and the old two-lane I once traveled side up against. Fabulous pageant of greens, reds and browns, punctuated by equipment, harvesters and irrigation.



Further south in the Salinas Valley, it starts to get drier and hillier. More ranch than farm. And then there's a surprise. The [San Ardo Oil Field](#) is unexpected and sort of creepy. The oil well pumps seem vaguely alien and insect-like. And there are so many of them! Never saw any humans, either, which is unsettling. After all that agricultural richness, the barren machine-like array does not feel like the land is giving, but rather is being taken.



After the Salinas Valley, the train treks through several tunnels high above [the dramatic 7% Cuesta Grade](#) for cars and trucks on the other side of the canyon. It gradually snakes its way in a 1.5% grade to San Luis Obispo. This takes over 11 miles and affords views of the front and back of the line in several hairpins called the Horseshoe Curves. Here's a view of the front from the Observation Lounge. It was amazing to see the Lounge folks look up from their phones and laptops, fall silent and take it all in.



And after winding around more agriculture, inland sand dunes and tiny communities, the Coast Starlight begins its 100 mile exclusive jaunt down the coastline where the cars don't go. Through scrub-brush barren Vandenberg AFB, with its launch pads. Past exclusive Hollister Ranch. Jalama Beach. Gaviota Pier. The tracks, still following the ocean, once again align with the freeway and I can see Storke Tower on the UCSB campus. We pull into Santa Barbara's classic station around sunset – which is the photo up top. What a day!

–Liz Crain, who wants you to know she took her own advice from last week's Studio Journal post to take a breather and step away from the trauma/drama. You lovely subscribers out there did not receive that post due to distracted operator-error. (Hey, she only missed clicking ONE tiny box!!!!) It may or may not show up in this week's subscription and if it does not, [here's the link to "Defectology and PTCS."](#) Don't miss it!



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-7

RECOMMENDED ACTION:

January 5, 2017 article in the *Monterey County Weekly*, "All Aboard: Frank's Fish Market will close to pave way for new Salinas train station"

ATTACHMENTS:

- Weekly article, "All Aboard"

http://www.montereycountyweekly.com/news/local_news/frank-s-fish-market-will-close-to-pave-way-for/article_a037d32a-d2ce-11e6-afcc-a3a114db3548.html

All Aboard

Frank's Fish Market will close to pave way for new Salinas train station.

Nick Rahaim 9 hrs ago



Nic Coury

Frank Favaloro has been in the seafood trade since he was a kid in Sicily. At 67, he's set to retire this month after being in business in Salinas for 25 years.

On a quiet Wednesday morning, Frank Favaloro sits at a plastic table eating beans and fish watching the news on Univision. The native of Sicily, Italy, prefers Spanish to English, but will speak whichever his customers are most comfortable with. A woman comes in and asks about his selection of fish in Spanish. A man wearing camo comes in and (in English) orders a half pound of squid, not to eat, but to use as bait.

This has been the routine at Frank's Fish Market, a hundred yards from the Salinas train station, for 25 years. He will close his fish market likely this month – to the dismay of many of his loyal customers – as the Transportation Agency for Monterey County is taking ownership of the building to bring in the New Year. Favaloro sold his property to the agency for \$460,925 last April.

“My customers want me to open in a new location, but my kids want me to retire.”

“I don't know what I'll do next,” says Favaloro, 67, who is a third-generation fishmonger – his father and grandfather sold the local catch just outside of Palermo, the capital in Sicily. “My customers want me to open in a new location, but my kids want me to retire.”

TAMC's purchase of the property is part of a plan to reshape Salinas City Center, and make the train station the public transit hub. To do so, TAMC and the city of Salinas want to extend Lincoln Avenue another block leading directly to the train station, and get rid of the current access streets Station Place and Railroad Avenue altogether.

The \$23 million project, a decade in the making, is still years from breaking ground, but the ultimate goal is that Caltrain will extend its Capitol Corridor commuter rail line from San Jose to Salinas. Once completed, the Salinas Transit Center, which serves Monterey-Salinas Transit buses between Lincoln Avenue and Salinas Street, will also be relocated to the train station, which will be dubbed the Salinas Intermodal Transportation Center.

“Moving MST will open up a huge piece of development property,” Salinas Mayor Joe Gunter says. “It could really kick off downtown with a new facility.”

But that vision is years away. TAMC's plan, by 2018, is to acquire nine properties that currently lie in the path of the Lincoln Avenue extension. So far, TAMC has purchased two: Favaloro's building, which is also home to Olivia's Cafe, and the AllU.S. Credit Union building in 2013.

TAMC made offers on the seven other properties in 2015 but has not been able to secure a deal. These parcels include West Market Coin-op Laundry and the former El Aguila Deli. TAMC will send revised offers this month. If no deals are struck, TAMC will use eminent domain.

For Favaloro, selling his property is bittersweet. He was looking for an excuse to retire, but his heart is still in his trade. Plus, if he didn't sell his property to TAMC at a negotiated price, the transit agency would have tried to take it anyway.

Favaloro's longtime tenant, Olivia Espinosa, proprietor of Olivia's Cafe, is now in limbo. She has signed a lease extension with her new landlord, TAMC, that will allow her to stay in business at her current location until at least April. She is looking for a new location, and TAMC officials are helping her relocate.

Nick Rahaim
Staff Writer



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: February 6, 2017
Subject: C-8

RECOMMENDED ACTION:

January 23, 2017 article in the Monterey County Herald, "Salinas-to-Gilroy rail extension project acquiring property, nearing start of demolition"

ATTACHMENTS:

- Herald Article 1-23-17

Monterey County Herald (<http://www.montereyherald.com>)

Salinas-to-Gilroy rail extension project acquiring property, nearing start of demolition

Property acquisition under way, demolition planned for summer

By Jim Johnson, Monterey Herald

Monday, January 23, 2017

Salinas >> With two properties acquired and negotiations under way on seven more, demolition work as part of the Salinas Rail extension project could begin as soon as this summer.

Construction is expected to begin next year on the \$69.7 million “kick-start” initial phase of the project, which aims to develop the Salinas Intermodal Transit Center at the current train station as part of the goal to extend Caltrain’s Capitol Corridor rail service between Salinas and Gilroy with connections to San Jose, Oakland and Sacramento. Service is expected to start in 2020.

But the project timeline relies entirely on acquisition of all nine properties before any other work can proceed, according to Transportation Agency of Monterey County Executive Director Debbie Hale.

On Wednesday, the TAMC board will consider authorizing Hale to enter into a short-term lease with Frank’s Fish Market owner Frank Favaloro for 90 days after escrow is expected to close this month. That will allow time to vacate the premises, which also includes Olivia’s Cafe. TAMC has already acquired the AllU.S. Credit Union building at the site, and has made offers on the other properties including the West Market Coin-Op Laundry and the El Aguila Deli, as well as an apartment complex.

“We have so many things we still have to do,” Hale said. “We’ll get more excited once we have all the property acquired. It’s starting to get very real.”

The project includes an extension of Lincoln Avenue to the transit center, as well as a train layover facility, bus facility, and car and bike parking.

Future phases call for new stations in Pajaro (with a connection to the Santa Cruz branch line) and Castroville (with a connection to the Monterey branch line), and an expanded Salinas train layover facility.

Preliminary plans call for offering seven-day-a week, twice-daily train service running from Salinas north through Castroville and Pajaro to Gilroy, and through Morgan Hill en route to downtown San Jose’s Diridon Station, then on to Oakland and Sacramento. Trains leaving Salinas at 5:06 a.m. and 6:01 a.m. would take almost an hour to reach Gilroy and about an hour and a half to reach San Jose. Trains would take a little more than an hour more to get to Oakland and about two hours more to Sacramento.

Afternoon return trips would start at 2:10 p.m. and 3:35 p.m. in Sacramento, and arrive at 5:14 p.m. and 6:45 p.m. in San Jose, and conclude at 6:45 p.m. and 8:16 p.m. in Salinas.

TAMC estimates an annual ridership of about 112,000, and annual operating budget of about \$1.2 million, with about two-thirds of the cost recovered through fares.

Eventually, up to four more round trips would be added as demand increases.

Project benefits, according to TAMC, include providing an alternative to highly congested Highway 101 to access jobs, education, health care and interregional transportation in the Silicon Valley and Greater Bay Area, and reducing air pollution, while promoting mixed-use, transit-oriented development and economic growth around the three new stations.

Jim Johnson can be reached at 831-726-4348.