

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday

March 07, 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 February 1, 2016 Rail Policy Committee meeting. – Murillo

END OF CONSENT AGENDA

4. **Monterey Branch Line - Cal Am Pipeline Easements – Myers**

1. **RECEIVE** update on Cal Am proposal for obtaining easements for a water supply pipeline along the Monterey Branch Line; and
2. **RECOMMEND** that the TAMC Board authorize the release of a request for proposals for right-of-way appraisal services for the proposed easements.

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 discussions involve easements for incidental uses that do not negatively impact future transit uses.

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 February 1, 2016, includes discussions with Capitol Corridor regarding the near-term options for two round trips to Salinas, a meeting with Caltrain staff regarding station designs, and a meeting with Caltrans regarding the statewide draft Rail Plan.

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 February 1, 2016, includes a meeting with Caltrain regarding the potential locations for a layover facility in San Jose or San Francisco and a meeting of the Coast Rail Coordinating Council Policy Committee.

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, April 4, 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, March 22, 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, March 22, 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

- [C1](#) February 1, 2016 letter from Felipe Hernandez, Mayor, City of Watsonville, to Alexander Khalfin, Amtrak Government Affairs, re: Request for Coast Starlight Stop for City of Watsonville

REPORTS

- [R1](#) December 2015 Capitol Corridor and California Intercity Passenger Rail Performance Results
- [R2](#) January 2016 Capitol Corridor and California Intercity Passenger Rail Performance Results

MEDIA CLIPPINGS

- [M1](#) February 18, 2016 article in the *Monterey Herald*, “Monterey approves waterfront master plan; Long discussion leads to late-night vote”
- [M2](#) February 18, 2016 opinion piece in the *Monterey Herald*, “Costs go up for California’s high-speed rail”

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
RAIL POLICY COMMITTEE MEETING
DRAFT Minutes of February 1, 2016
 Transportation Agency for Monterey County
 55-B Plaza Circle, Salinas

	JAN 15	FEB 15	MAR 15	APR 15	MAY 15	JUNE 15	AUG 15	SEP 15	NOV 15	JAN 16	FEB 16
F. Armenta, Dist. 1 (J. Martinez)	P	C	P(A)	C	P	P	C	P	P	P	P(A)
J. Phillips, Dist. 2 (J. Stratton)	P(A)	A	P(A)	A	P(A)	P(A)	A	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	P(A)	N	P(A)	N	E	P(A)	N	P(A)	P(A)	P(A)	P(A)
D. Potter, Dist. 5, Chair (K. Lee , J. Mohammadi)	P	C	P	C	P	P	C	P(A)	P	P(A)	P
B. Delgado, Marina (F. O'Connell)	-	E	P(A)	E	P	-	E	-	P	P	-
E. Smith, Monterey (R. Deal)	P	L	P	L	E	P	L	-	P	E	P
K. Craig, Salinas, Vice Chair (R. Russell , J. Serrano)	P	L	E	L	P	P	L	P	P(A)	P	-
T. Bodem, Sand City (L. Gomez)	P	E	-	E	P	-	E	P	P	E	-
R. Rubio, Seaside (I. Oglesby)	P	D	P	D	P	E	D	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P		P		P	E		P	P	P	P
M. Twomey, AMBAG (H. Adamson)	-		-		-	P(A)		-	-	P(A)	-
O. Monroy-Ochoa, Caltrans District 5	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)	-		-		-	-		-	-	-	-
STAFF											
D. Hale, Exec. Director	P		E		P	E		P	P	P	P
T. Muck, Deputy Exec. Director	-		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		P	E		P	E	P	P
H. Myers, Sr. Transp. Engineer	E		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 3:02 p.m. A quorum was established.

OTHERS PRESENT

Pete Rodgers	San Luis Obispo Council of Governments	Paul Hierling	Association of Monterey Bay Area Governments
George Dondero	Santa Cruz County Regional Transportation Commission	Paul Powers	Salinas resident

2. **PUBLIC COMMENTS**

None

3. **CONSENT AGENDA**

M/S/C Rubio/Markey/unanimous
Abstain: Ed Smith

3.1 Approved minutes of the January 11, 2016 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. **COAST RAIL COORDINATING COUNCIL DUES PROPOSAL**

M/S/C Markey/Rubio/unanimous

Pete Rodgers, San Luis Obispo Council of Governments (SLOCOG) Administration Director, presented an overview of progress on the planned Coast Daylight train service between San Francisco and Los Angeles. Mr. Rodgers noted that planning for the Coast Daylight is a coordinated effort of the Coast Rail Coordinating Council that includes member agency representatives along the corridor, including SLOCOG, TAMC, Santa Cruz County Regional Transportation Commission, Los Angeles County Metropolitan Authority, Ventura County Transportation Commission, Santa Barbara County Association of Governments, Santa Clara County Valley Transportation Authority, and the Peninsula Joint Powers Board (Caltrain). Mr. Rodgers reported that SLOCOG has been the administering agency for the Council for the last 23 years, and reported that the Council Policy Committee approved the establishment of a cost-sharing agreement between the member agencies with membership dues of \$1,500 per year to fund staffing activities for the Council.

Committee member Rubio asked for clarification on the \$1,500 annual dues. Mr. Rodgers clarified that it would be \$1,500 due annually from partner agencies.

Chair Potter noted that this would be a good investment to continue efforts to coordinate between agencies and encourage connectivity of rail services.

Debbie Hale, Executive Director, noted that the dues would be used for reimbursement of State eligible expenses.

Committee member Smith asked for clarification about the Monterey Branch Line, which is listed as a connecting service to the planned Coast Starlight. He noted that the current Monterey City

Council is not supportive of having the light rail service end in the water front area. Chair Potter noted that bus rapid transit will be the first phase of transit service for the corridor.

5. SANTA CRUZ BRANCH LINE RAIL TRANSIT STUDY

The Committee received an update on next steps for the Santa Cruz Branch line rail transit feasibility study and the Pajaro/ Watsonville Multimodal Station project.

Virginia Murillo, Assistant Transportation Planner, reported that the Pajaro/Watsonville Multimodal Station is a connection to the Santa Cruz Branch Line and the second phase of the Rail Extension to Salinas project. She noted that the Santa Cruz County Regional Transportation Commission (RTC) acquired the 32-mile Santa Cruz branch line in October 2012 and completed a Rail Transit Feasibility Study in December 2015. The next steps for work on the rail line include a detailed environmental analysis and preliminary design work, as well as track maintenance to support current freight and passenger service on the line.

George Dondero, RTC Executive Director, reported on the RTC's transportation sales tax measure investment plan. The investment plan allocates 14% (approximately \$63 million over 30 years) of sales tax measure funding for rail projects in Santa Cruz County, with \$10 million for the Pajaro/ Watsonville Station. Mr. Dondero noted that initiating rail service in Monterey County with service at the Pajaro/ Watsonville station will change the story for rail travel in Santa Cruz County, as residents will begin to see the value of rail transportation first-hand.

Christina Watson, Principal Transportation Planner, reminded the Committee about the State and Federal grant funding applications for the Pajaro/Watsonville Station that staff submitted last year. On the State grant, Ms. Watson noted that ridership was the main feedback point. Ms. Watson reported that staff is working with the City of Watsonville to request that the Amtrak Coast Starlight stop at the Pajaro/Watsonville Station. This will help make the Station more competitive for State grant funding. Ms. Watson also noted that the main feedback point from the Federal application was that the Station itself did not have dedicated matching funds. RTC's local transportation sales tax measure funding allocation to the Pajaro/Watsonville Station will make the Station more competitive for Federal grant funding.

Chair Potter said he that he is glad to see rail in Santa Cruz kicking off, and noted that the ridership at the Pajaro/Watsonville Station will help build the case for State and Federal grant funding.

6. SALINAS RAIL EXTENSION PROJECT UPDATE

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

Ms. Watson reported that the next steps on the extension of Capitol Corridor service to Salinas include a federal environmental analysis of the improvements between Salinas and San Jose. She noted that traffic and air quality analysis relies on a ridership analysis of the full buildout six-round trip scenario. Ms. Watson shared a revised preliminary draft Capitol Corridor schedule for the six-round trip scenario.

Ms. Watson reported that the Capitol Corridor ran into an issue with Union Pacific in their plan to expand service between Oakland and San Jose from the current seven trains to eleven. She noted

if the plan is delayed, staff will look at the potential for extending two of the current seven trips serving San Jose. She also noted that the California State Transportation Agency is working on a statewide passenger rail agreement with Union Pacific.

Chair Potter reported that a meeting with new staff at Union Pacific in Roseville went well.

Ms. Watson reported that the meeting with City of Gilroy staff to review designs for the Gilroy station area will be rescheduled. However, she reported that there were a lot of unanswered questions on a recent environmental review of the corridor between San Jose and San Francisco meeting of the High Speed Rail's Local Policy Maker Group.

Mr. Dondero asked about the status of the Gilroy High Speed Rail station. Ms. Watson said the City of Gilroy is currently working on a Downtown Gilroy Station area plan.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS

None.

8. ADJOURN

Chair Potter adjourned the meeting at 3:58 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Hank Myers, Senior Transportation Planning Engineer
Meeting Date: March 7, 2016
Subject: Monterey Branch Line – Cal Am Pipeline Easements

RECOMMENDED ACTION

1. **RECEIVE** update on Cal Am proposal for obtaining easements for a water supply pipeline along the Monterey Branch Line; and,
2. **RECOMMEND** that the TAMC Board authorize the release of a request for proposals for right-of-way appraisal services for the proposed easements.

SUMMARY

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 discussions involve easements for incidental uses that do not negatively impact future transit uses.

FINANCIAL IMPACT

The Transportation Agency will be compensated for the property used on the Monterey Branch Line right-of-way at fair market value. These funds will be used to maintain the right-of-way and contribute to the development, operations and maintenance of future transit service in the corridor. The Agency will need an independent appraisal to confirm the fair market value compensation for any easements.

DISCUSSION

As reported at the November 2, 2015 Rail Policy Committee meeting, there is a pending request for an easement for installation of an underground water pipeline by the Monterey Peninsula Water Supply Project. The project will be configured so as not to interfere with the planned light rail project on the Monterey Branch Line right-of-way. Conditions of the state funding used to purchase the Monterey Branch Line require the easement be priced at fair market value.

Prior to initiating any discussions regarding a right-of-way easement, the Agency has been waiting for Cal Am to refine the pipeline design, locations and alignments, and the actual

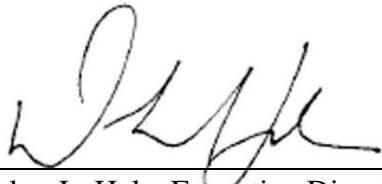
easement requirements within the TAMC right-of-way. According to Cal Am, their design is sufficiently advanced for them to now proceed with the easement acquisition process. They anticipate completion of the CEQA process by late 2016 or early 2017, with construction to follow in the second half of 2017.

The current proposal is to install the new waterline transmission mains within the TAMC right-of-way beginning at Lightfighter Boulevard in Seaside and ending at Merritt Street in Castroville (see attached overview maps). The project will include underground installation of water pipelines of various sizes, including a 42-inch feed line to the desalinization plant, a 36-inch transmission line to the Monterey Peninsula, and a 12-inch return pipeline to Castroville. The project will require permanent easements (20 feet or 25 feet wide, depending on location) as well as a temporary construction easement (50 feet wide along the entire project length) from the Agency. The project will also require a construction encroachment permit.

The cost of these easements has yet to be determined and must be based on fair market value. Although Cal Am has provided some preliminary appraisal estimates based on a variety of methodologies, the Agency will need an independent appraisal to confirm the fair market value compensation for any easements. Before the appraisal process can proceed further, Cal Am will need to provide detailed legal descriptions describing the extent of the proposed easements within the TAMC right-of-way. This information will be then be used in the preparation of an independent appraisal and subsequent determination of fair market value.

Staff anticipates further meetings with Cal Am to work through the appraisal process, including appropriate methodologies, agreements, final review and approval by the Rail Policy Committee and by the TAMC board. The Agency also anticipates the need to negotiate payment of the additional costs to TAMC associated with the granting of the easements (such as the cost for appraisal reports, review of survey legal descriptions, independent inspection of construction, and staff administrative time).

The process of valuing and granting the pipeline easement is expected to take 8 to 10 months from now until the approval of the final documents by the TAMC Board. Cal Am has targeted finalizing the acquisition of easements by the end of 2016. In order to meet the Cal Am timeframe, staff is seeking a Rail Policy Committee recommendation to the TAMC Board to issue a request for proposals for appraisal services related to the proposed pipeline easement. Staff will provide further updates to the Rail Policy Committee as additional information becomes available.

Approved by: 
Debra L. Hale, Executive Director

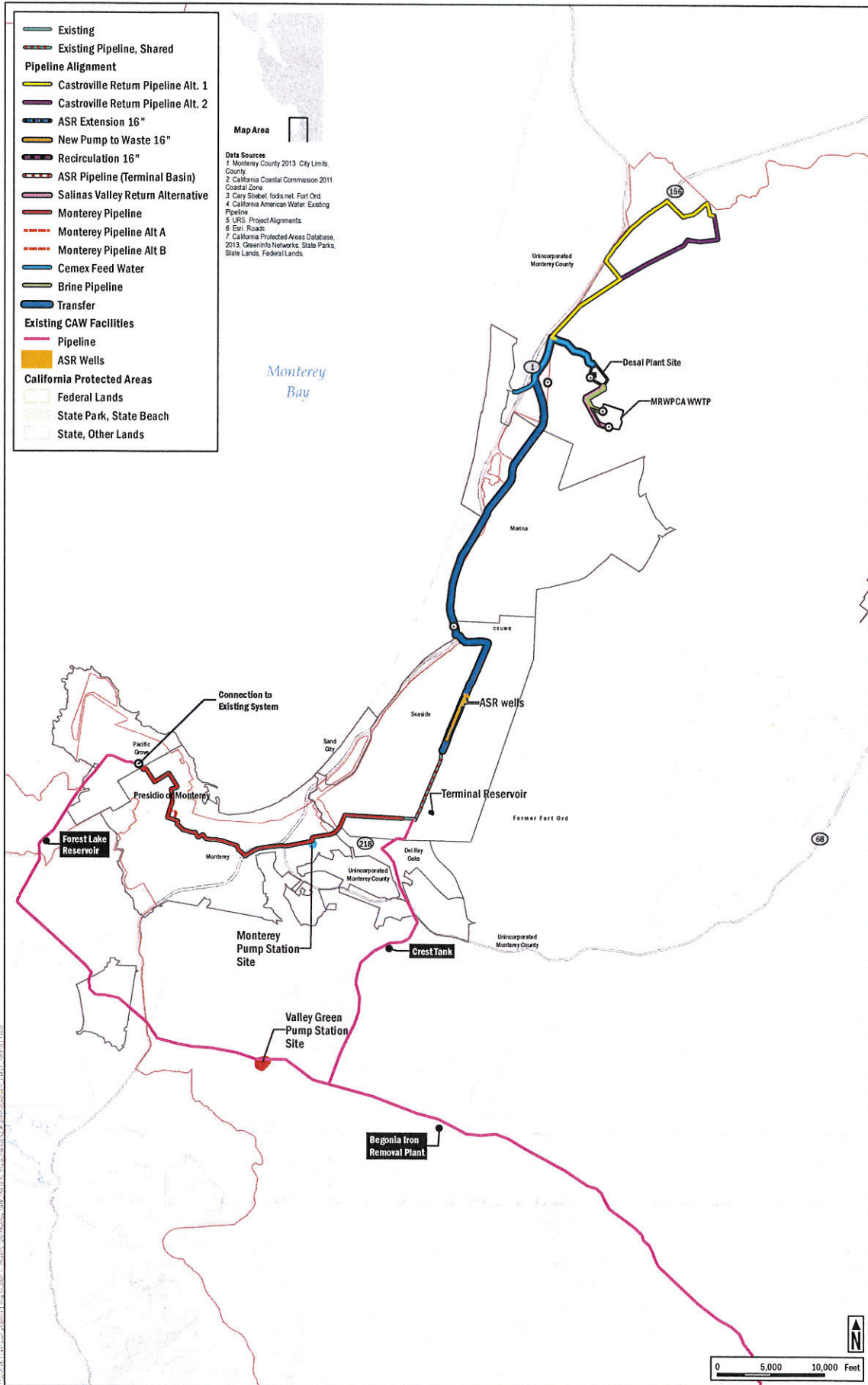
Date signed: February 22, 2016

Consent Agenda

Counsel Approval: N/A

Finance Approval: N/A

Attachment: Overview Maps of Proposed Cal Am Easement





Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 7, 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 February 1, 2016, includes discussions with Capitol Corridor regarding the near-term options for two round trips to Salinas, a meeting with Caltrain staff regarding station designs, and a meeting with Caltrans regarding the statewide draft Rail Plan.

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

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. Possible near-term scenarios could include an extension of one of the existing San Jose trains to Salinas, plus the acquisition of new equipment, possibly making a Salinas-San Jose round trip to connect to services in San Jose. Capitol Corridor and Agency staff met on February 22 to continue the discussion and also discuss governance legislation and Union Pacific negotiations. Staff will provide a verbal update at the meeting.

Caltrain

Staff and Agency consultants met with Caltrain staff on February 16 to discuss the designs for the Santa Clara County stations – Tamien, Morgan Hill, and Gilroy. Gilroy has the most complex improvements to its track approaches and the Caltrain yard at the station to enable through trains to stop there. Both Caltrain and the Capitol Corridor currently desire 700-foot long platforms; the Gilroy and Morgan Hill platforms will need to be extended, while Tamien is already long enough. All three stations will require minor modifications to install weather-protected ticket vending machines, directional and informational signage, a public address system (if not already there) and visual message signs. HDR Engineering is on schedule to send 65% designs to our partner agencies Caltrain and the Santa Clara Valley Transportation Authority (VTA) at the end of March.

Caltrans Rail Plan

Staff met with Caltrans on February 19 to discuss the implications for Monterey County rail service in the draft 2018 statewide rail plan, which has a horizon year of 2040. Caltrans is planning for an integrated passenger rail network for intercity, commuter and high speed rail with transfer stations that allow for efficient connections in coordination with local transit systems. The goal of the rail plan is to enable passengers to make timed transfers at certain hubs as they travel across the state.

Caltrans and their consultants are currently working on three draft network integration scenarios: conservative, aggressive and moderate. The Salinas Rail Extension project is assumed in all three scenarios. In the most conservative scenario, Gilroy is a hub for hourly High Speed Rail (San Jose-Fresno) and for San Jose-Salinas intercity rail every other hour. Salinas is a hub for the intercity rail service connecting to an intercity bus traveling to San Luis Obispo every other hour.

In the most aggressive scenario, Gilroy is a hub with High Speed Rail (San Jose-Madera) every 30 minutes and hourly intercity rail (San Jose-Pajaro/Watsonville). Pajaro/Watsonville is a hub with hourly intercity rail service and hourly Santa Cruz branch line regional rail service. Castroville is a hub for the hourly intercity rail service and hourly Monterey Branch line regional rail service. Salinas is a hub for hourly intercity rail service and hourly intercity bus service to Paso Robles. The middle-of-the-road scenario looks more like the aggressive scenario, except that the two branch line services would be a bus service.

The Coast Daylight, while assumed to be in service, is not included as part of the network integration, because its proposed once-daily schedule does not work with the timed transfer concept. Staff will attend the next meeting of the rail plan working group in Los Angeles on April 12, as well as the California Passenger Rail Summit on April 13-14 (see **attachment**).

Salinas Property Acquisition

Negotiations are progressing with multiple property owners at the Salinas station. Staff hopes to bring a lost-rent agreement to the Board on March 23, and possibly also an acquisition agreement, pending resolution on negotiations for both items.

Approved by: 
Debra L. Hale, Executive Director

Date signed: February 22, 2016

Regular Agenda

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

Attachment: California Passenger Rail Summit save-the-date

2016
CALIFORNIA
PASSENGER
RAIL SUMMIT

Join Us April 13-14, 2016 Los Angeles CA

Join us at the fourth annual summit as we meet with leaders in the rail industry for discussions regarding the modernization and integration of passenger rail service in California. This modernization and integration effort is being led by the California State Transportation Agency (CalSTA) and the Federal Railroad Administration (FRA), working with transportation agencies throughout the state, to create an environment of investment in passenger rail infrastructure that has been unparalleled in recent years and will continue to grow.

Speakers will discuss funding, development, and strategic approaches to the growth of passenger rail in the state. Joining us at this event will be state and federal representatives, passenger rail agencies, and other leaders working together to shape the future of passenger rail.

Wednesday, April 13th Project Tour, Panel Discussions at L.A. Metro and Welcome Reception at L.A. Union Station

Thursday, April 14th Panel Discussions and Presentations at L.A. Metro

Sponsorship opportunities are available.

More information will be available at www.californiapassengerrailsummit.com or please email us at info@californiapassengerrailsummit.com

Supporting Organizations:





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 7, 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 February 1, 2016, includes a meeting with Caltrain regarding the potential locations for a layover facility in San Jose or San Francisco and a meeting of the Coast Rail Coordinating Council Policy Committee.

FINANCIAL IMPACT

This report represents no financial impact.

DISCUSSION

Coast Rail Coordinating Council

The Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordinating Council, chaired by Supervisor Dave Potter and staffed by Pete Rodgers, Administrative Director at the San Luis Obispo Council of Governments (SLOCOG). The project is an extension of the existing Pacific Surfliner trains that currently run between Los Angeles and San Luis Obispo. The project 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. 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 Policy Committee met February 26 in San Luis Obispo. Staff will give an update at the meeting. The next Technical Committee meeting is via phone on March 18.

Environmental Review

Agency consultant HDR Engineering is developing the Administrative Draft Environmental Assessment (EA) for the corridor from Salinas to San Jose. The current schedule anticipates having a public review draft EA in November 2016, with the goal of completing the document by March 2017.

Caltrain

SLOCOG, TAMC, Caltrain and Caltrans staff met on February 18 to discuss the process for identifying train layover facility options in San Jose and San Francisco. After an explanation of the Coast Daylight project history, membership and status, the team discussed the updated feasibility study from Amtrak. The revised cost estimates show an annual state operating support amount of approximately \$3.2 million for either the San Jose or the San Francisco terminus, a farebox recovery ratio of 56-62% (respectively), above the Caltrans minimum standard of 50%.

The proposed schedule shows the Daylight leaving San Francisco at 7:30 am, passing through San Jose at 8:46 am, close behind weekday Caltrain #218, which leaves San Francisco at 7:24 am and arrives San Jose at 8:45 am. The Daylight could conflict with the weekend Caltrain #444, which leaves San Francisco at 7:15 am and arrives in San Jose at 8:53 am, stopping at every station. The northbound schedule has the Daylight passing through San Jose at 5:51 pm, arriving San Francisco at 6:56 pm. This timing fits between the weekday Caltrain Baby Bullet #381 (5:45-6:47 pm) and local #283 (6:05-7:31 pm), and just ahead of the weekend Caltrain #443 (6:00-7:38 pm). A capacity analysis and schedule review will have to be done to determine the feasibility of this inter-operation of the Daylight into the Caltrain system.

If the service terminates in San Jose, the San Jose time points will remain the same as in the above-referenced schedule. While simpler from the schedule perspective, the San Jose terminus option also has implications for Caltrain, since a San Jose layover facility location will have to be determined. The Diridon station is a very busy station and will become much busier with the advent of High Speed Rail. The California High Speed Rail Authority is currently drafting an environmental review of the San Francisco-Merced corridor, including improvements to the Diridon station. Meanwhile, Caltrain is hard at work on their modernization (i.e., electrification) project, which also has implications for the Diridon station. With so many projects in the works and on the horizon, Caltrain staff is very busy, but it is also a good time to request consideration for accommodating the Daylight service at the Diridon station, rather than waiting until the puzzle has already been completed and there is no more room in the station area for a new service.

Approved by: _____



Debra L. Hale, Executive Director

Date signed: February 22, 2016

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A

CITY OF WATSONVILLE

"Opportunity through diversity; unity through cooperation"



February 1, 2016

Alexander Khalfin
Amtrak Government Affairs
530 Water Street
Oakland, CA 94607

RE: Request for Coast Starlight Stop for City of Watsonville

Dear Mr. Khalfin:

I am writing to request that the City of Watsonville be a stop on the Amtrak Coast Starlight. The City of Watsonville, along with the rest of Santa Cruz County, does not currently have access to intercity passenger rail service. The Coast Starlight could stop at the planned station in Pajaro, a community in northern Monterey County directly adjacent to Watsonville in southern Santa Cruz County.

The Transportation Agency for Monterey County (TAMC) is the lead agency planning a new multimodal intercity rail and bus transit station in Pajaro on the Coast Mainline track (a.k.a. "Watsonville Junction"). This multijurisdictional transit project is a transformative surface transportation investment that will promote Ladders of Opportunity for the Monterey Bay Area region, by increasing connectivity to employment, education and healthcare services, supporting workforce development, and contributing to the area's revitalization.

This new stop on the Coast Starlight service would provide transportation alternatives for those traveling from Santa Cruz County and Monterey County to the Silicon Valley, San Francisco Bay Area and beyond. A station in Pajaro/ Watsonville will expand the mobility options available to our residents. Having access to the Coast Starlight will support the economic vitality of the City of Watsonville, a city of 52,000 residents.

Thank you for your consideration of the City of Watsonville's request to be a stop on the Amtrak Coast Starlight. Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Felipe Hernandez".

Felipe Hernandez
Mayor, City of Watsonville

Copy: Debra Hale, Transportation Agency for Monterey County
George Dondero, Santa Cruz County Regional Transportation Commission

Christina Watson

From: Cheryl Grady <CherylG@capitolcorridor.org> on behalf of David Kutrosky <DavidK@capitolcorridor.org>
Sent: Friday, January 22, 2016 8:08 AM
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Subject: Capitol Corridor Monthly Performance Report - December 2015

Attachments: pic12623.jpg

The Capitol Corridor continued its positive trend in December 2015. The service experienced gains in the "Three R's" (Ridership, Revenue, and Reliability), with a total of 120,600 passengers in December 2015, an increase of 3.6% over

December 2014; revenues were up 2.1% over December 2014 (a record for the month); and reliability, as measured by On-Time Performance (OTP), was an exemplary 96%, 6% above the standard of 90%.

Year-To-Date (YTD) ridership and revenues are up 3% and 4%, respectively, with the System Operating Ratio remaining at 54%, which is above the 50% standard. YTD OTP is 94%, maintaining Capitol Corridor's distinction as the most reliable train service in the national Amtrak intercity passenger rail network.

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While detailed station and train ridership reports are not yet available for November 2015, the following are ridership highlights for December 2015 based on reports received from Amtrak:

- Average weekend ridership for December 2015 was down 4%, primarily due to there being fewer weekend days compared to December 2014, plus one fewer 49ers football game, which occurred in the following month (January 2016).
- Average weekday ridership was up by 3% compared to December 2014, due to sustained growth in ridership on the trains traveling to and from San Jose/Silicon Valley, as well as continuing ridership growth on the two trains serving the Placer County stations.

Draft California FY 2016-17 State Budget On January 7, 2016, Governor Brown released his draft budget for FY 2016-17. The Governor's budget proposal addresses the state's transportation infrastructure crisis by proposing to invest \$36 billion in transportation over the next 10 years. This plan is consistent with last year's request by the Governor to the Legislature to convene a conference committee as part of the transportation special session, with directions to invest new revenues on: "fix it first" initiatives/projects to repair local roads and state highways and bridges; trade corridors that will increase economic growth; matching funds for high priority transportation projects; passenger rail; and public transit modernization and improvement.

Specifically, the draft budget support for the Capitol Corridor and other state transit/intercity rail services includes:

1. Cap and Trade Transit Intercity Rail Capital Program (TIRCP): The proposed budget for TIRCP initially maintains the continuously-appropriated funds from the Cap and Trade auction proceeds whereby TIRCP is expected to receive \$200 million. However, the Governor's Cap and Trade plan for FY 16-17 acknowledges that if his proposed transportation funding package is enacted then TIRCP would receive a supplemental \$400 million, increasing the amount available to \$600 million. The CCJPA plans to submit an application(s) for a portion of the \$200 million (or \$600 million) FY 16-17 TIRCP funds.
2. CA Intercity Passenger Rail Operating Budget: The Governor's Draft FY 16-17 Budget provides the same amount of funding (\$127 million) as the enacted FY 15-16 budget for the operating support of the operation on the three intercity passenger rail routes (San Joaquin, Pacific Surfliner and Capitol Corridor), which includes the addition of the new 7th San Joaquin round trip train. The Governor's draft budget may be updated as part of the May

Revise based upon Amtrak's submittal of final FY 2016-17 operating (and ridership and revenue) estimates, which are due in late March 2016.

Surface Transportation Authorization – FAST Act of 2015 Through the collaborative efforts of the House Transportation and Infrastructure and Senate Commerce committees, Congress approved the Fixing America's Surface Transportation (FAST) Act of 2015 on Thursday, December 3, 2015. President Obama signed the bill into law on Friday, December 4, 2015. The FAST Act, the first multi-year surface transportation authorization in over 10 years, provides up to \$305B over five years for the nation's highway network, transit and commuter rail services, Amtrak, and – for the first time ever – state-supported intercity passenger rail (IPR) services.

Of the \$305B, the Rail Title (Section XI) authorizes approximately \$10.4B for Amtrak, state-supported IPR services, and freight and other rail-related programs. Key passenger rail-related accounts in the FAST Act are:

- Consolidated Rail Infrastructure and Safety Improvements (CRI & SI): The US DOT will seek projects from eligible applicants for competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology items and rail line relocation are also eligible for funding. \$1.103B over five years, with a 50% match required.
- State of Good Repair (SOGR): The US DOT shall develop a program that will allow for grants to eligible applicants, on a competitive basis, to finance capital projects that reduce the state of good repair backlog with respect to qualified railroad assets. \$0.997B over five years, with 20% match required.
- State Supported Route Commission (SSRC): The SSRC is authorized at \$10M (\$2M per year for five years) and established by the US DOT Secretary of Transportation to coordinate planning of trains operated by Amtrak on state-supported routes so as to further implement Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Members include US DOT (likely FRA), Amtrak, and state intercity passenger rail agencies. (Note: The current State Amtrak Intercity Passenger Rail Committee (SAIPRC) closely resembles the SSRC as described in the FAST Act.)

FY 2016 Omnibus Federal Appropriations

For all the success of including intercity passenger rail in the Rail Title of the FAST Act of 2015 (FY 2016 – FY 2020), the FY 2016 Omnibus Appropriations bill (signed into law on December 18, 2015) did not include the \$200 million authorized for FY 2016 under the Consolidated Rail Infrastructure and Safety Improvements (CRI & SI) and State Of Good Repair (SOGR) sections of the FAST Act.

The FY 2016 Omnibus budget did include (1) the continuation of the popular TIGER grant program (\$500 million), which averages an award of \$10-\$20 million per project (Note: The CCJPA's projects for the Capitol Corridor are eligible for TIGER funds), and (2) an appropriation of \$500,000 to support the newly created State Supported Route Commission (SSRC), which is currently organized under the State-Amtrak Intercity Passenger Rail Committee (SAIPRC).

This committee is comprised of the 22 state IPR agencies, the FRA, and Amtrak. It achieved consensus in revising the cost allocation methodologies and subsequent budgets for the FY 2017 Amtrak costs relating to stations, marketing, and support services (such as Information Technology).

Upcoming efforts include ensuring the full FY 2017 authorization amounts (approximately \$350 million) identified in the FAST Act are within the FY 2017 appropriations bill(s).

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. On the trains, conversions to allow for more bicycle parking in select cars have proven to be effective in accommodating demand. That said, bicycle access demand continues to grow, so staff is beginning to examine new options for on-train storage that could hopefully increase capacity even more. CCJPA will work with Caltrans to explore such on-train retrofits.

Improvements to CCJPA Train Status Feature on Website : The CCJPA recently launched the real-time train status map/app and station arrivals estimates on its website. Initial usage and feedback from customers has been positive, and staff will continue to review and make enhancements to this feature going forward.

Marketing: Staff continues to promote the Friends & Family small group deal, which has been renewed for 2016. To assist with this promotion, as well as the marketing of possible winter/spring fare discounts, staff in the process of hiring an ad agency. Other major initiatives for the Marketing Department include the 2015 Annual Performance Report, Super Bowl 50 communications, new and ongoing strategic partnerships, website improvements, and the development of the new onboard wireless landing page (AmtrakConnect).

Safety Initiatives

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, Suisun, and Fremont stations. This project is under development and will be constructed Over the next 6-8 months. 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: On October 28, 2015, the House of Representatives passed H.R. 3819, which would provide a three-year extension of the current PTC implementation deadline of December 31, 2015, to 2018. Despite some initial opposition, on October 29, the Senate passed H.R. 3819, and President Obama signed the bill before midnight October 29.

With the enactment of the three-year extension of PTC, railroads responsible for installing PTC on their rail networks are now required to provide the US DOT Secretary a revised implementation and testing schedule for PTC within 90 days of the enactment of H.R. 3819.

In addition to being in close communication with the UPRR and Caltrain on their PTC installation plans, CCJPA staff will continue working with Caltrans and Amtrak on completing the installation and testing of the PTC on-board equipment in the locomotives and cab cars, plus installation by Amtrak of the back-office server that will relay the location of the Capitol Corridor trains to the UPRR and Caltrain PTC servers.

Project Updates

Travel Time Reduction Project: The CCJPA is working with the UPRR to finalize the phasing plan for the project, schedule, and budget that will achieve the projected 10-minute travel time reduction for Capitol Corridor trains between Sacramento and San Jose. This project was awarded \$4.62 million in Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) funds. ACE trains would receive a five-minute travel time reduction between Fremont and San Jose on the shared section of the Capitol Corridor route.

CCJPA Oakland-San Jose Phase 2 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 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/from Roseville. In parallel, the CCJPA is preparing a National Environmental Policy Act (NEPA) environmental document for the Federal Railroad Administration (FRA), which the FRA will complete with a Finding of No Significant Impact (FONSI) once CCJPA requests federal funding for the project.

Outlook – Closing

With the first quarter complete for FY16 (October - December 2015), the Capitol Corridor remains in growth mode, with actual results exceeding standards thanks to steady ridership and revenue growth and reductions in operational/mechanical and host railroad/dispatching delay minutes. While current global economic indicators are pointing downward, the Capitol Corridor continues to have moderate growth in passenger demand and operating expenses that are below budget. Progress continues on the numerous projects and initiatives planned for FY16: installation of on-board Positive Train Control equipment and supporting technology, the delivery of new Tier IV diesel-electric locomotives (the cleanest in the nation), the construction planning for the Sacramento-Roseville 3rd Track and Travel Time Savings Projects, and incremental updates to the CCJPA website.

DAVID B. KUTROSKY

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Standard	Dec. 2015	vs. Dec. 2014	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	120,600	3.6%	384,878	3.3%	3.7%
Revenue	\$2,640,617	2.1%	\$8,172,276	3.6%	3.1%
Operating Ratio	51%	52%	54%	3.7%	4.7%
OTP	96%	90%	94%	2.5%	8.6%
Customer Satisfaction	87	88	88	0.6%	-1%

Notes: Capitol Corridor service performance for December 2015 maintains steady positive growth. A total of 120,600 passengers rode the Capitol Corridor trains in December 2015, an increase of 3.7% compared to December 2014. Revenues increased by 2.1% versus December 2014, and was a record for the month. Fuel prices continue to decline and with revenue above plan, the FY 2016 System Operating remains at 54%, above the FY 2016 standard of 50%. On-Time Performance (OTP) for December 2015 was an astonishing 96%, solidifying the Capitol Corridor's #1 position as the most reliable service in the Amtrak system. The Customer Satisfaction report received from Amtrak for November 2015 was 87% Highly Satisfied with YTD customer satisfaction at 88%, equal to the standard set for FY 2016.

Christina Watson

From: Cheryl Grady <CherylG@capitolcorridor.org> on behalf of David Kutrosky <DavidK@capitolcorridor.org>
Sent: Tuesday, February 16, 2016 10:39 AM
Subject: Capitol Corridor Monthly Performance Report - January 2016
Attachments: pic26439.jpg

The performance results for the Capitol Corridor in January 2016 continue trending upwards. A total of 117,809 passengers rode the Capitol Corridor trains in January 2016, a 4.6% increase in year-over-year growth with revenue up 4.8% compared to January 2016. The Year to Date (FYTD 16) System Operating Ratio is 54%, exceeding the standard of 50%. On-time Performance (OTP) for October 2015 was a stellar 95%.

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The following are ridership highlights from January 2016:

- Average weekend ridership for January 2016 increased by 4%, which indicates the popularity of the Friends/Family 50% offer that has been able to attract families and small groups compared to historically low gas prices.
- Average weekday ridership was up 5% compared to January 2016, with strong growth on the San Jose/Silicon Valley trains and the two trains serving the Placer County stations.

Capitol Corridor Service Plan for Super Bowl 50 For nearly 2 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 Capitol Corridor on Super Bowl Sunday, February 7, 2016 and limited connecting bus service in San Francisco to only the temporary TransBay Terminal bus depot between January 25, 2016 and February 12, 2016 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 FY 16-17.

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 FY 16-17 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 FY 16-17 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 5-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 FY 2016 Omnibus Appropriations bill did not include the \$200 million authorized for the various capital funding programs for state IPR services. That being stated, 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 the eLockers. Amtrak is the lead for installation for 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 improvements at the Richmond station: installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform which will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching and will allow conductors to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train; and installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so that Capitol Corridor passengers parking at the Richmond BART parking garage can pay/validate for 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. A preliminary completion date is Spring 2017.
- **Marketing:** Promotions continue with the Friends & Family small group deal running through December 31, 2016. The Wi-Fi landing page for on-train users is being updated and improved with a focus on Capitol Corridor-specific topics.

Safety Initiatives

- **Security Cameras at Capitol Corridor Stations:** Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, Suisun, and Fremont stations. This project is under development and will be constructed during the fall and winter months. 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 3-year extension of PTC in November 2015, the Union Pacific Railroad remains committed to first implementing PTC in the Los Angeles basin, with the Northern California area next. 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 that 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, #2 - Oakland-Santa Clara). It is anticipated that 10 minutes in reduced travel times 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, for which the CCJPA will be seeking an allocation of these 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 which 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 and 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

Through one-third of FY 2016, the performance of the Capitol Corridor continues to be at or above established annual performance standards, continuing the momentum gained in FY2015. The three R's – ridership, revenue, and reliability maintain an upward trend due to a strong economy in Northern California, the ongoing commitment from our service partners (UPRR, Caltrain, Amtrak, and Caltrans/CalSTA) to the safe, reliable operation of the Capitol Corridor trains and connecting bus services, and the sustained support from the CCJPA's communities and state funding partners.

Through the remainder of FY2016, CCJPA will: begin preparations for the arrival of the new Tier 4 "Charger" locomotives in the Northern California intercity passenger rail (IPR) fleet; assist, as needed, with the installation and testing of PTC on the NorCal IPR fleet and along the Capitol Corridor route; and identify and secure funding for security and safety initiatives, projects to support service expansion plans (San Jose/Salinas, Placer County) and various customer service and access amenities.

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Standard	Jan. 2016	vs. Jan. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	117,809	4.6%	502,687	3.7%	4.1%
Revenue	\$2,434,980	4.8%	\$10,607,256	3.9%	3.4%
Operating Ratio	48%	44%	54%	3.7%	5.0%
OTP	95%	98%	95%	1.3%	8.6%
Customer Satisfaction	88	87	88	0.7%	0%

Notes: A total of 117,809 passengers rode Capitol Corridor trains on January 2016, a 4.6% increase over January 2015, and revenues were 4.8% above year-over-year, and another record for the month. These performance results continue the trend of sustained growth. Fuel prices still dropping and revenue above plan, the FY 2016 System Operating remains at 54%, above the FY 2016 standard of 50%. On-Time Performance (OTP) for January 2016 was a stellar 95%, keeping the Capitol Corridor in the #1 position as the most reliable service in the Amtrak system. The Customer Satisfaction report received from Amtrak for December was 88% Highly Satisfied with YTD customer satisfaction at 88%, equal to the standard set for FY 2016.

2/18/16 *Maury Herald p. A1*

Monterey approves waterfront master plan

Long discussion leads to late-night vote

By **Carly Mayberry**

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MONTEREY » After six years of preparation and revisions, the Monterey City Council late Tuesday unanimously passed the long-awaited waterfront master plan.

But it didn't come easy. Another four hours were spent Tuesday going over the plan's main aspects, which include reconfiguration of the Del Monte Avenue and Washington Street intersection and the Tyler Street bridge extension, guidelines as to how to provide adequate parking, clarification about what Wharf 2 commercial uses would entail and a firm stance that rail service would not be part of the plan currently.



VERN FISHER — MONTEREY HERALD

Parking areas near Wharf No. 2 and Fisherman's Wharf in Monterey.

"We ought to pass it," said councilwoman Libby Downey right out of the gate at the evening session after the city's principal planner, Elizabeth Caraker, presented the plan's main points and its latest revisions.

Downey cited the plan's main components as "Scott

Street can only have trolleys ... having 'no train' is important."

The terse nature of Downey's clarifying statements demonstrated the underlying sentiment of the council that it was time to adopt the plan and move on.

At a special meeting Jan.

27, the council decided to reconvene and not rush to adopt the 80-page revised version. That was despite the more than 40 meetings and hundreds of workshops held regarding it and the mostly positive comments received about its proposed truck turnaround, enhanced traffic ways and greater pedestrian accessibility.

Still after Downey's comments, Mayor Clyde Roberson wanted to address his short laundry list of questions as did council members Timothy Barrett and Ed Smith.

When Barrett noted his concern that the plan in its current reiteration did not address potential rising sea levels in the wharf area, Councilman Alan Haffa reminded the council that the plan merely represented a vision. "Don't get too much in the weeds," said Haffa.

Still, a concerned Smith

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Waterfront

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noted, "Beach nourishment was listed as very high priority and goes hand in hand with the rising tide."

Caraker said the work on the waterfront plan is helping "inform the future coastal plan.

"It's about talking and getting us to think about its future."

Further discussion centered on how the redesign of the Del Monte/Washington intersection could increase the flow of traffic through Lighthouse Avenue onto Del Monte and how the Tyler Bridge/Scott Street extension would link the downtown garages, thus facilitating foot traffic with the waterfront. Also addressed was

how to make sure adequate parking would be available, properly located and correctly priced.

"Removing any parking down there is a no-brainer," said Tom Rowley, a representative of the neighborhood improvement program during the public comment period. "It shouldn't happen."

The council also agreed the current compactor room on the wharf is a waste of space and discussed different options of what to use it for as well as the need to develop different leasing strategies and improved restrooms. While the council has the option to bring back the topic of light rail at a later date, it also emphasized the importance of preserving the wharf's fishing heritage and scenic views.

Financing and the overall

implementation of the plan were also mentioned.

"So with the downtown specific plan and the waterfront master plan, now the city has a vision and we can implement as opportunities present themselves," said Assistant City Manager Hans Uslar.

In other actions:

- The council approved an ordinance allowing beekeeping. In December, the council decided not to require a permit for beekeeping, with Councilman Timothy Barrett going as far as to advocate planting garden items that would help bees sustain themselves.

- An ordinance was passed that set minimal garage sale guidelines allowing residents to have four sales a year that operate from 7 a.m. to 7 p.m. but can't operate for more than

be gained.

two consecutive days.

- The city was supposed to consider adopting a resolution denying the long-term vendor permit application for El Volcan's Mobile Food Vending Vehicle at Tuesday's meeting, but that item was withdrawn. However, the city did note a meeting to be held at the Monterey Youth Center at 7 p.m. Thursday to discuss the best locations for food trucks to operate for longer than an hour at a time. Potential operation locations include Cass Street, Del Monte Avenue at El Estero, Dela Vina Avenue, Ramona Avenue, Hannon Avenue, Garden Road, Harris Court, Thomas Owens Way, Mandeville Court and Justin Court.

Carly Mayberry can be reached at 831-726-4363.

Thursday, February 18, 2016 » MORE AT FACEBOOK.COM/MONTEREY

The Herald's View

Costs go up for California's high-speed rail

Advocates of high-speed rail continue to promise that a better day is coming to California's transportation system, but the way forward continues to be hampered with disagreements and unexpected cost over-runs.

The top consultant to California's rail authority has reported that the first piece of the rail project — a 122-mile Central Valley segment — will cost \$260 million more than promised, a 5 percent increase.

The Los Angeles Times reported this week that the increase comes despite the state's rollback in what was to be a 130-mile segment, from Merced to Bakersfield. The plan now would have the line stop eight miles short of that.

Planning and construction of the so-called bullet train started in the Central Valley because the rail authority thought that construction would be easier there — without the challenges of a mountainous geography and a more urban landscape.

But the state has already run into political opposition as it seeks permits to proceed with installing the infrastructure.

Regional transportation officials have been supportive of the idea of a bullet train connecting Northern and Southern California. In an article that ran in the Santa Cruz Sentinel early last year, George Dondero, executive director of the Santa Cruz Regional Transportation Commission wrote: "Visualize hopping on the new high-speed rail service from Gilroy, a short 13 rail miles from

Pajaro (in Monterey County) and traveling in modern comfort to Los Angeles or other cities in the Central Valley, all with short trip times."

We have supported these efforts, but we aren't surprised that the challenges are huge. Everyone knows that such a huge undertaking will be fraught with unforeseen expenses, not to mention delays due to objections from landowners and residents.

And those expenses are piling up on just the Central Valley segment. Political and geographic challenges will only get worse when construction moves to the Bay Area. Already, there are signs out in neighborhoods near current rail lines expressing opposition to high-speed rail.

The future seems uncertain whether the plans for high-speed rail actually will come to fruition, even as the state's transportation challenges get tougher year-by-year. There's plenty of competition for transportation funding, whether it's to fix highways or expand light rail and bus services in urban areas.

The rail project is a long-term proposition. First passed by voters in 2008, the plan called for completion of the first segment from Merced to Bakersfield by 2017. That date has changed to 2019, with full high-speed service not envisioned until 2022, when tracks are to be extended all the way to Burbank.

Only then will Phase 2 start, with the goal of linking Sacramento all the way to San Diego. But that phase has no timetable, nor is there any funding as yet.

We have our doubts as to whether Californians will remain supportive of the project over the next decade. It's one thing to support the idea of a modern, efficient high-speed rail system. But it's another to retain that support if there are to be more cost over-runs and delays in actually getting it built. Based on this first segment, both appear likely.

The future seems uncertain whether the plans for high-speed rail actually will come to fruition, even as the state's transportation challenges get tougher year-by-year.