

AGENDA

TAMC RAIL POLICY COMMITTEE

Meeting of Monday
May 1, 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 the March 6, 2017 Rail Policy Committee meeting.

- **Murillo**

END OF CONSENT AGENDA

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

- **Watson/Cook**

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

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

- **Watson/Zeller**

Progress on the Salinas Rail Extension project since the last update on March 6, 2017 includes a meeting with Salinas staff, a presentation to the Salinas Chamber of Commerce on the project, the California Passenger Rail Summit, and progress in the acquisition of properties in Salinas.

- 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 on the coast rail project to this Committee on March 6, 2017 includes a meeting of the Technical Advisory Committee on March 10 and a Policy Committee meeting on April 7, 2017; submittal of legislative language permitting the extension of rail services; and progress on the federal environmental document.

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

- 8. ADJOURN**

Next Meeting June 5, 2017

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.** January and February CCJPA Monthly Reports
- C 2.** Letter from Bob Mac Donald, "Make a left turn at Oakland"
- C 3.** Media clippings:
 - March 3, 2017 article in the Californian, "14 Republicans derail Caltrain electrification project"
 - March 6, 2017 article in the New York Times, "In Silicon Valley, Caltrain upgrade is imperiled as Trump withholds funds"
 - March 9, 2017 article in the Gilroy Dispatch, "Road, rail promises up for a debate"
 - March 13, 2017 article in the New York Times, "A Silicon Valley Train gets stuck"
 - April 7, 2017 article in the Pine Cone, "TAMC to use eminent domain for rail project"



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 1, 2017
Subject: Rail Policy Committee meeting minutes

RECOMMENDED ACTION:

APPROVE minutes of the March 6, 2017 Rail Policy Committee meeting.

ATTACHMENTS:

- Draft March 6, 2017 RPC Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

RAIL POLICY COMMITTEE MEETING

DRAFT Minutes of March 6, 2017

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16	AUG 16	OCT 16	NOV 16	FEB 17	MAR 17
L. Alejo, Dist. 1 (L. Gonzalez)	P(A)	P(A)	C	C	E	-	E	P(A)	P(A)	P
J. Phillips, Dist. 2 (J. Stratton, C. Link)	P(A)	P(A)	A	A	P(A)	P(A)	P(A)	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (W. Askew)	P(A)	P(A)	N	N	P(A)	P(A)	E	P(A)	P(A)	P(A)
M. Adams, Dist. 5, (Y. Anderson)	P	P	C	C	P(A)	P	P	P	P(A)	E
B. Delgado, Marina, Vice Chair (F. O'Connell)	-	P	E	E	P	P	-	P(A)	P	P
E. Smith, Monterey (R. Deal)	P	P	L	L	P(A)	E	E	-	P	E
K. Craig, Salinas, Chair (J. Gunter)	-	P(A)	L	L	P(A)	P	P(A)	P	P	E
T. Bodem, Sand City (L. Gomez)	-	-	E	E	P	P	P	P	-	P
R. Rubio, Seaside (D. Pacheco)	P	P	D	D	P(A)	P	P	P	P	P
A. Chavez, Soledad (F. Ledesma)	P	P			E	P	P	E	P	P
M. LeBarre, King City (C. Victoria)	-	-			-	-	P	P	P	P
M. Twomey, AMBAG (H. Adamson)	-	P(A)			P(A)	-	P(A)	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)
B. Sabo, Airport (R. Searle)	-	-			-	-	P	-	-	-
STAFF										
D. Hale, Exec. Director	P	E			P	P	E	P	E	P
T. Muck, Deputy Exec. Director	P	P			P	P	P	P	P	P
C. Watson, Principal Transp. Planner	P	P			P	P	P	P	P	P
M. Zeller, Principal Transp. Planner	P	P			P	P	P	P	P	P
H. Myers, Sr. Transp. Engineer	-	P			P	-	-	-	-	-
V. Murillo, Transp. Planner	P	P			P	P	P	P	P	P
A. Green, Associate Trans. Planner	-	-			-	-	-	-	-	P
T. Wright Community Outreach Coordinator	-	-			-	-	-	-	-	P

1. QUORUM CHECK AND CALL TO ORDER

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

Vice Chair Delgado noted that the Committee would receive the Salinas Rail Extension project update as the last item on today's agenda.

OTHERS PRESENT

Eric Petersen	Salinas resident	Julian Espinoza	
Cheryl Ku	County of Monterey	James Serrano	City of Salinas

2. PUBLIC COMMENTS

None.

3. CONSENT AGENDA

M/S/C Rubio/Chavez /unanimous

3.1 Approved minutes of the February 6, 2017 Rail Policy Committee meeting.

END OF CONSENT AGENDA

4. SALINAS RAIL EXTENSION PROJECT UPDATE

The Committee received an update on the Salinas Rail Extension project

Christina Watson, Principal Transportation Planner, reported that the progress of the Salinas Rail Extension project since the last update on February 6, 2017, includes a meeting with the California State Transportation Authority (CalSTA), the Santa Clara Valley Transportation Authority (VTA), and adoption of the Intermodal Transportation Center Memorandum of Understanding by the Salinas City Council.

Ms. Watson reported that CalSTA and Caltrans strongly support increased passenger rail service to Salinas, and encourage the Committee to consider a short-term Caltrain weekday service and Capitol Corridor weekend service to Salinas. Ms. Watson reported that CalSTA is still negotiating with Union Pacific to allow for access payments, and noted that VTA's Measure B includes funding to support increased Caltrain service to Gilroy. She noted that Caltrans would be presenting the draft Rail Plan at the May 1 Committee meeting.

Mike Zeller, Principal Transportation Planner, presented an update on the status of property acquisition at the Salinas train station. Mr. Zeller reported that TAMC has acquired two out of the nine properties. He provided an overview of typical negotiations with property owners, as requested at the February TAMC Board meeting. Mr. Zeller reported that staff is anticipating having one property acquisition agreement at the March TAMC Board meeting, and resolutions of necessity hearings for the remaining six properties. He noted that good faith negotiations would continue after the resolutions of necessity hearing.

Committee Member Alejo asked about the timeline of revised appraisals, and asked about the acquisition process if the resolutions of necessity are adopted. Mr. Zeller said revised offer letters were issued January 25. Mr. Zeller said that should the resolutions of necessity be adopted, TAMC legal counsel would file in court to get the order of possession, and, if it goes that far, a jury would

ultimately determine the just compensation for the subject properties. However, the notice alone has spurred a few owners to submit counter-offers.

5. **SALINAS TO MONTEREY PENINSULA MOBILITY**

Virginia Murillo, Transportation Planner, reported that the Mobility between the Salinas and the Monterey Peninsula is a regional transportation priority. She and Committee Alternate Lisa Rheinheimer presented an update on projects currently under development for the Salinas to Monterey corridor.

Ms. Murillo noted that in June 2015, the Transportation Agency adopted the Marina-Salinas Multimodal Corridor Plan. The Plan identifies improvements for the corridor between Marina and Salinas that will increase roadway capacity by prioritizing high quality transit, bicycling and walking as a viable alternatives to driving. Ms. Murillo reported that the Davis Road bridge replacement and widening project and the Imjin safety and traffic flow improvement project are two major improvements identified in the Plan that are currently underway. Mr. Zeller noted that MST, the cities of Marina and Salinas, and the County of Monterey are adopting an updated Memorandum of Agreement.

Committee Alternate Lisa Rheinheimer reported that MST is currently leading a feasibility study to analyze bus operations along the shoulders of Highway1 and/or along the Monterey Branch Line right of way. She reported that San Diego, Minnesota, and Toronto have all operated buses on the shoulders of highway during peak-hour congestion. Ms. Rheinheimer noted that MST is collaborating with Santa Cruz Metro, AMBAG, TAMC, Caltrans, CHP and the Santa Cruz County Regional Transportation Commission to analyze the feasibility and do a cost benefit analysis of operating buses on the shoulder and/or in the rail right of way. A draft study is expected in November 2017 and a final study in February 2018.

Committee Member LeBarre asked if the study is considering the time saving benefits for families. Ms. Rheinheimer noted that this could be discussed as an added benefit as part of the study's analysis.

Vice Chair Delgado asked about the San Diego bus on shoulder pilot and the safety record of bus on shoulder. Ms. Rheinheimer noted that the pilot project was well received, but a high-occupancy lane was implemented so bus on shoulder was no longer necessary. Committee Alternate Heather Adamson reported that Marin County is also considering bus on shoulder, and noted that Minnesota has been successfully operating bus on shoulder for decades. Executive Director Debbie Hale noted that Minnesota's program has a very good safety record due to its specific rules about the quality of shoulders, time of day and speed of buses operating on the shoulder.

Committee Member Bodem asked about the specific segments for the study. Ms. Rheinheimer said the study is looking at the segment between Marina and Monterey.

Committee Member Alejo expressed his support for the study.

6. **COAST CORRIDOR PROJECT UPDATE**

The Committee received an update of the planned increase in passenger rail service along the coast corridor between San Francisco and Los Angeles.

Virginia Murillo, Transportation Planner, reported that the progress since the last update to the Committee about the coast rail project on February 6, 2017, includes a Coast Rail Coordinating Council Technical Advisory Committee meeting. Ms. Murillo reported that the Council would be pursuing legislation for intercity rail corridor extensions. She noted that the Federal environmental review of the Salinas to San Jose corridor is currently in administrative draft form, and the document is institutionally neutral on the service on the coast corridor based on feedback from stakeholders. She also reported that Committee members are invited to a tour of the Sonoma Marin Area Rail Transit (SMART) project, planned for June or August. Ms. Watson also noted the annual passenger rail summit was planned for April 18-19 in Sacramento and Committee members should let her know if they are interested in attending.

Committee Member LeBarre asked about what is meant by the Council's "corridor strengthening" term. It was noted that this means that the Council still needs to identify a service provider.

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

None.

8. **ADJOURN**

Vice Chair Delgado adjourned the meeting at 3:55 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: 2018 California State Rail Plan

RECOMMENDED ACTION:

RECEIVE presentation on the 2018 California State Rail Plan.

SUMMARY:

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

FINANCIAL IMPACT:

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

DISCUSSION:

Caltrans will soon publish the draft 2018 California State Rail Plan (**web attachment**) for public review and will present the draft to this Committee for input.

The plan includes separate sections for passenger and freight rail, including a short-term four year program of projects, a 10-year interim program, and a long-term “vision” with a 2040 horizon year. The passenger component of the plan is based on a proposed “Integrated Network” to provide “Core Services” with coordinated schedules and efficient transfers providing access to and supporting convenient intercity rail travel. Caltrans has established a principle in its planning process to connect communities with a population of 40,000 or greater to a statewide passenger rail network.

This ambitious plan is intended to establish a long term framework to guide service planning and investment decisions that supports, or does not preclude, development of the integrated network. The passenger rail planning effort includes a market assessment, a rail

infrastructure review (a.k.a. capacity analysis), and a refinement of network service scenarios. Outside the scope of the plan but a necessary next step is an analysis of organizational structures required to support the plan's implementation.

Caltrans has proposed principles for prioritizing investments such as: services tailored to market demand, minimizing freight interference, avoiding duplication of services and investments, and minimizing throw-away interim investments.

The plan reflects the goal of auto-competitive alternatives for statewide travel and a connection to the statewide High-Speed Rail network at Gilroy. The plan includes intercity bus options as well as rail, and much of the service proposed for the Central Coast region is envisioned to be bus in the near term, while planning for increased rail service in the longer term. The draft plan includes the Salinas Rail Extension project, and Salinas as a rail hub.

WEB ATTACHMENTS:

[California State Rail Plan 2018](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: **Salinas Rail Extension project update**

RECOMMENDED ACTION:

RECEIVE update on the Salinas Rail Extension project.

SUMMARY:

Progress on the Salinas Rail Extension project since the last update on March 6, 2017 includes a meeting with Salinas staff, a presentation to the Salinas Chamber of Commerce on the project, the California Passenger Rail Summit, and progress in the acquisition of properties in Salinas.

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 \$70-80 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:

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Salinas Intermodal Transportation Center

On March 14, 2017, Agency staff met with City of Salinas staff to discuss the property acquisition process and next steps on the project. On March 15, Agency staff presented a project update to the Salinas Chamber of Commerce Government Affairs Committee. The next meeting of the Salinas Intermodal Transportation Center Steering Committee is scheduled for May 3.

California Rail Summit

Staff attended the California Rail Summit in Sacramento on April 18-19, 2017, and will report back at the meeting.

Property Acquisition

Staff will present an update on the status of property acquisition at the Salinas train station.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: **Coast Corridor Project 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 on the coast rail project to this Committee on March 6, 2017 includes a meeting of the Technical Advisory Committee on March 10 and a Policy Committee meeting on April 7, 2017; submittal of legislative language permitting the extension of rail services; and progress on the federal environmental document.

FINANCIAL IMPACT:

The project costs are still under evaluation.

DISCUSSION:

Coast Rail Coordinating Council

The Policy Committee met on April 7 and discussed:

- Legislative issues, including SB 477 (Cannella), see below, and SB 1 (Beall), which increases transportation funding generally and allocates funding to rail services directly while also increasing funding in the competitive Transit and Intercity Rail Capital Program (TIRCP).
- The California State Rail Plan (see other item on this meeting agenda)
- The schedule of meetings, including a joint meeting with other intercity rail providers on April 18 and a trip to visit the Sonoma Marin Area Rail Transit (SMART) line, possibly on August 11. The next Policy Committee meeting will be on June 23.

Senate Bill 477 (Cannella)

Senator Cannella agreed to again carry a bill permitting intercity rail corridors to extend beyond their legislatively designated boundaries. The first hearing on the bill is on April 25. Staff will report back on the status of the bill at the meeting. The bill is a **web attachment**.

Federal Environmental Review

The federal environmental review of the 68-mile Salinas-San Jose segment of the coast mainline rail corridor supports the increase in passenger rail on the coast line, including the next phases of work on the extension of passenger rail service from San Jose to Salinas (future stations at Pajaro/Watsonville and Castroville). TAMC has requested partner agency feedback on the third administrative draft Environmental Assessment (EA). Assuming the Federal Railroad Administration (FRA) is able to review the document and release it for public review by August, TAMC expects a 30-day public review in August and September, including public meetings on the document. The goal is to then incorporate any public comment into the document and deliver a final EA and Finding of No Significant Impact to the FRA for consideration by the end of 2018. Allowing for a few months of review of the final draft documents by all agencies, the timeline shows adoption of the final document in Spring 2018.

WEB ATTACHMENTS:

[SB 477 \(Cannella\)](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: Reports

RECOMMENDED ACTION:

January and February CCJPA Monthly Reports

ATTACHMENTS:

- ▣ January 2017 CCJPA report
- ▣ February 2017 CCJPA report

Subject: FW: January 2017 Capitol Corridor Monthly Performance Report

Subject: January 2017 Capitol Corridor Monthly Performance Report

Service Performance Overview

The performance results for the Capitol Corridor in January 2017 improved after flat results in December 2016. 123,616 passengers rode the Capitol Corridor trains in January 2017, an uptick of 4.9% in year-over-year growth with revenue slightly up by 0.5% compared to January 2017. The Year to Date (FYTD 17) System Operating Ratio is 55%, exceeding the standard of 52%. This results are even more remarkable given the substandard on-time Performance (OTP) of 85% for January 2017.

Staff monitors the performance of the Capitol Corridor trains and has noticed sporadic and uneven service delivery with the recent spike in delays from various sources resulting in late trains and declining OTP. Meetings have been convened with the CCJPA service partners have identified targeted actions to address and reduce the delays in an effort to return service reliability that Capitol Corridor passengers deserve and have become accustomed to.

An initial assessment indicates there is more than one factor contributing to the reoccurring delays--some within the control of our service partners, as well as others over which there is little or no control, or situations where there may have been compounding incidents. The main causes of recent delays are: trespasser-related incidents; signal failures; bridge delays; train equipment malfunctions; track construction/maintenance; and inclement weather

Standard	Jan. 2017	Jan. 2016	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	123,616	4.9%	518,819	3.2%	6.0%
Revenue	\$2,537,869	0.5%	\$10,785,140	2.7%	3.0%
Operating Ratio	49%	50%	55%	-0.4%	6.5%
OTP	85%	95%	89%	94.5%	-1.3%
Customer Satisfaction	87	88	87	-1.6%	-1.9%

FY 17-18 Draft State Budget/State Legislation

On January 10, 2017, Governor Brown released his draft budget for FY 17-18, which continues a focus on keeping operational costs flat, maintaining the state’s Rainy Day Fund in anticipation of an economic downturn for the state, and supporting limited one-time strategic investments. Aligning with the investment policy, the Governor’s budget proposal addresses the state’s transportation infrastructure crisis, which would invest up to \$4 billion per year (\$40 billion over the next 10 years) dedicated to: “fix it first” projects to repair local roads and state highways and bridges; trade corridors that will increase economic growth; matching funds for high priority transportation projects; and directing investments for passenger rail and public transit modernization and improvements. Specifically, of interest to the CA Intercity Passenger Rail Services:

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 plus some supplemental funds from debt repayment for a total of \$400 million. The CCJPA is an eligible applicant for these funds and has been successful in the two prior awards of TIRCP funds.

2. *CA Intercity Passenger Rail Operating Budget* - The Governor's Draft FY 16-17 Budget provides the same amount of funding (\$131 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 new 7th San Joaquin round trip train that was added last year. The Governor's draft budget may be updated as part of the May Revise based on Amtrak's submittal of final FY 17-18 operating (and ridership and revenue) estimates which are due in late Spring 2017.

State Legislation

Senator Beall introduced Senate Bill 1 at the start of the 2017-2018 California state legislative session, which outlines a wide range of portfolio of added taxes and fees totaling \$6 billion per year to address the state's public transportation financing deficit. Most notably for CIPR services, the bill increases the incremental diesel sales tax to 5.75% (generating approx. \$300 million) with a split of 5.25% (generating approx. \$260 million) of these revenues to local transit (bus/rail) services with the remaining 0.5% (generating approx. \$40 million) directed to intercity passenger and commuter rail services. Also, the allocation of Cap and Trade auction proceeds to TIRCP discretionary grant funds are doubled [from 10% to 20%] resulting in a new total amount of \$200 million per year.

While the CCJPA stands to receive increased Cap and Trade TIRCP funds via a discretionary grant program, the CCJPA, for the first time, will have the opportunity to receive a dedicated source of annual funding (nearly \$40 million) for the state's passenger railroad services (3 intercity passenger + 5 commuter rail services). While the annual amount is less than desired, SB1 marks a step in the right direction towards recognizing the need to include the state's intercity passenger rail services as part of any solution in addressing the state's transportation financing deficit.

Assemblymember Frazier introduced Assembly Bill 1, at the same time SB 1 was introduced, which presents similar increases in taxes and fees to SB 1 to produce approximately \$6 billion per year. This bill; however, does not include a dedicated annual funding program for the CIPR services as proposed by SB 1.

FY 2017 Federal Appropriations

On December 9, Congress extended the current Continuing Resolution (CR) for the FY 17 federal budget until April 2017 to allow for the new U.S. President and federal administration to settle in. At that time, the new federal administration and Congress will need to determine whether to extend the CR through the remainder of FY 17 (September 30, 2017) or develop an omnibus budget for the period through FY 17. For purposes of funding the Rail Title from the FAST Act, an Omnibus budget bill for FY 17 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. A CR, however, will result in no funds being appropriated to the FAST Act Rail Title.

Discussions continue between members of the new federal administration and Congress regarding the President's campaign promise to invest \$1 trillion into the nation's infrastructure. Proposals with project lists and costs have been submitted by the President as well as by a coalition of governors of various states, which do not include passenger rail projects in California.

Customer Service Program Upgrades

- **Bicycle Access Program**: BikeLink eLockers have now been installed at Emeryville, Martinez, and Davis. Installation of additional eLockers at remaining Capitol Corridor stations will continue to proceed in early 2017. To address continue increases in demand for onboard bike storage capacity, CCJPA staff are working with a vendor to refine a bike hook design that will increase capacity by 33%. A pilot of the bike storage modification will be carried out on a bike car on revenue trains for passenger feedback by mid-2017. CCJPA staff are also working with Amtrak to design an onboard bike storage solution for the lower level of Superliner coach cars, which currently serve as informal bike cars. CCJPA is currently finalizing a design review agreement with Amtrak in order to start the design process. CCJPA staff, with

the assistance of BART Procurement, is finalizing an RFP to solicit proposals for a folding bicycle rental service at select Capitol Corridor stations. The folding bicycle rental service is aimed at both business and leisure travelers who would want to have a bicycle that can go wherever they go, whether that's on the train or in an office or hotel room.

- Richmond Station Platform Improvements. The CCJPA staff has been working with BART staff to implement 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 to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train. In addition, the project will involve 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. BART Engineering has reviewed the design for these elements, and plans to use BART employees to implement the project in 2017.
- Marketing: Promotions have begun on “Buy-Get One Free” on Saturdays.

Safety Initiatives

- Security Cameras at Capitol Corridor Stations: Procurement is complete for the installation of cameras and surveillance equipment at the Rocklin, Roseville, Suisun, and Fremont stations. This project will be constructed during the half of 2017. 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: The Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system now includes all of their major routes in California. The testing covers only select Union Pacific freight 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 installation and maintenance costs of PTC for the Capitol Corridor route.

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. Software installation and testing continues with the on-board equipment. Amtrak's installation of the remote back-office server (BOS), which will convey the location of the Capitol Corridor trains to the UPRR dispatch center, is under development and should be available for testing in mid-2017. Caltrain continues its of 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: UPRR is working towards completion of the TTS Project with a projected completion date in mid-2017. The project schedule advanced about 9 months earlier than initially estimated due to availability of UPRR construction crews. The next steps included will include calculating reduced travel times (estimated to be between 6-10 minutes) to be achieved for Capitol Corridor trains between Sacramento and San Jose. This project was financed with a combination of \$10 million in Prop 1A High Speed Train Connectivity funds and \$4.62 million in Cap and Trade TIRCP funds.
- Oakland-San Jose Phase 2 Track Project. The engineering and environmental consultants are nearing completion of the initial environmental investigations for the Newark-Albrae and Great America double

track segments. 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. CCJPA will need to apply to the California Transportation Commission (CTC) for the full funding for proceeding into final design and construction for Phase 1 of the Sacramento to Roseville 3rd Track Project. Now, CCJPA is working through initial 30% design plans on the project area immediately adjacent to Old Town Roseville so that both the City of Roseville and UPRR can provide CCJPA the necessary preliminary details of schedule and budget for the CTC funding allocation. CCJPA staff anticipate that application materials will be ready in March of 2017 for allocation at the May 2017 CTC meeting. From that point, contracts with the state for funding and with UPRR and the City of Roseville for design and project implementation can be issued and the project commenced.

Outlook – Closing

One-third through FY 2017, the performance of the Capitol Corridor continues to be at or above established annual performance standards for ridership, revenues, and efficiencies. Service reliability has slipped and, working with our service partners, corrective actions have been initiated to get OTP back to at least 90% or better while also ensuring the service continues to be a safe, convenient and high-quality mobility option.

While ridership and revenues are above prior year levels, this positive trend looks to be flattening. Marketing promotions are underway and being developed to increase ridership in the leisure and tourism markets to fill available seats on the trains. Other efforts to increase ridership will be the completion of the TTS Project and initiatives to enhance to the trains (such as the addition of station bike lockers and added on-board bike storage capacity).

DAVID B. KUTROSKY

Managing Director

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Christina Watson

From: Malou Lacsamana <MLacsam@bart.gov>
Sent: Friday, March 17, 2017 10:53 AM
Subject: Capitol Corridor February 2017 Monthly Performance Report

Sent on behalf of David Kutrosky:

Service Performance Overview

In February 2017, Capitol Corridor ridership and revenues declined for the first time in 22 months, with 120,962 passengers, a decrease of 3.4% compared to February 2016. Revenues slipped 2.4% in year-over-year growth. These declines were due to two reasons:

- (1) Super Bowl 50 was played at Levi's Stadium on February 7, 2016, adjacent to the Great America/Santa Clara train station, and the Capitol Corridor operated a special service with extra trains to meet the expected ridership demand. This resulted in record weekend ridership for the Capitol Corridor service in February 2016.
- (2) There was extra weekday in February 2016 due to 2016 being a Leap Year compared to February 2017. Discounting for this extra day in 2016, total ridership for February 2017 would have been 1% higher than February 2016.

The Year to Date (FYTD 17) System Operating Ratio is 54%, exceeding the standard of 52%.

On-Time Performance (OTP) for February 2017 improved to 90% compared to the substandard 85% in January 2017. The improved reliability in February 2017 was due in large part to concerted efforts by Amtrak and Union Pacific Railroad to address areas within the control of these service partners. OTP did not get above 90% primarily due to incidents that were beyond the control of our service partners, namely, trespasser-related incidents, vehicles stalled on tracks, and bridge delays.

Standard	Feb. 2017	Feb. 2016	YTD	vs. Prior YTD	vs. FY17 Plan
Ridership	120,962	-3.4%	638,781	1.8%	4.6%
Revenue	\$2,478,433	-2.4%	\$12,812,379	1.7%	2.1%
Operating Ratio	81%	83%	84%	-1.8%	3.0%
OTP	90%	89%	88%	84.2%	-1.1%
Customer Satisfaction	88	91	88	-1.2%	-1.8%

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

- Average weekend ridership for February 2017 declined 19% compared to the prior February. This can be attributed to the record-breaking weekend ridership experienced by the Capitol Corridor and many other Bay Area transit services in February 2016 for Super Bowl gameday and pre-gameday activities. Adjusting for the unusually high ridership in February 2016, the weekend ridership in February 2017 would have been similar.
- Average weekday ridership was up 5% compared to February 2016, which illustrates the continued growth in weekday ridership due to the growing economy in the Northern California Megaregion.

FY 17-18 Draft State Budget/State Legislation

Governor Brown's Draft Budget for FY 17-18 includes a proposal to address the state's transportation infrastructure crisis, which would invest up to \$4 billion per year (\$40 billion over the next 10 years) dedicated to: "fix it first" projects to repair local roads and state highways and bridges; trade corridors that will increase

economic growth; matching funds for high priority transportation projects; and investments for passenger rail and public transit modernization and improvements, which is specifically of interest to the CA Intercity Passenger Rail Services:

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, plus supplemental funds from debt repayment, for a total of \$400 million. The CCJPA is an eligible applicant for these funds and has been successful in the two prior awards of TIRCP funds.
2. *CA Intercity Passenger Rail Operating Budget* - The Governor’s Draft FY 16-17 Budget provides the same amount of funding (\$131 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 the Capitol Corridor), which includes the new seventh San Joaquin round-trip train that was added last year. The Governor’s draft budget may be updated as part of the May Revise based on Amtrak’s submittal of their final FY 17-18 operating (and ridership and revenue) estimates due in late Spring 2017.

State Legislation

The CCJPA continues to work with Senator Beall and other legislators on Senate Bill 1 (Beall), which proposes a program of added taxes and fees totaling \$6 billion per year to address the state’s public transportation financing deficit. This portfolio includes, for the first time ever, a source dedicated funding to the CIPR services. SB 1 would increase the incremental diesel sales tax to 5.75% (generating approximately \$300 million) with a split of 5.25% (generating approximately \$260 million) of these revenues to local transit (bus/rail) services, with the remaining 0.5% (generating approximately \$40 million) directed to intercity passenger and commuter rail services. Also, SB 1 doubles the allocation of Cap and Trade auction proceeds to TIRCP discretionary grant funds (from 10% to 20%), resulting in a new total amount of approximately \$200 million per year.

Assembly Bill 1, introduced in December 2016 by Assembly member Frazier provides a similar program of tax and fees increases to SB 1 to produce approximately \$6 billion per year. This bill, however, does not include a dedicated annual funding program for the CIPR services as proposed by SB 1.

FY 2017 Federal Appropriations

With the Continuing Resolution (CR) still in effect through April 2017, it remains unclear whether Congress will extend CR for the remainder of FY 17 (September 30, 2017) or pass an omnibus appropriations for the remainder of FY 17. An omnibus bill will provide funding in the Rail Title from the FAST Act with up to \$80M for the CRISI (rail infrastructure) or SOGR (State of Good Repair) accounts that can be available for state intercity passenger rail capital funding. A CR, however, will result in no funds being appropriated to the FAST Act Rail Title.

Discussions continue between members of the new federal administration and Congress regarding the President’s campaign promise to invest \$1 trillion into the nation’s infrastructure. Proposals with project lists and costs have been submitted by the President, as well as by a coalition of governors of various states, which do not include passenger rail projects in California.

Customer Service Program Upgrades

- Bicycle Access Program: BikeLink eLockers have now been installed at Emeryville, Martinez, Davis, and Sacramento. Installation of eLockers at remaining Capitol Corridor stations will continue in early 2017. To address increasing demand for onboard bike storage capacity, CCJPA staff are working with a

vendor to refine a bike hook design that will increase capacity by 33%. A pilot of the bike storage modification will be carried out on a bike car on revenue trains for passenger feedback by April 2017. CCJPA staff are also working with Amtrak to design an onboard bike storage solution for the lower level of Superliner coach cars, which currently serve as informal bike cars. A design review agreement with Amtrak is expected to be executed by the end of March, and then the design process will begin. CCJPA staff, with the assistance of BART Procurement, is finalizing an RFP to solicit proposals for a folding bicycle rental service at select Capitol Corridor stations. The folding bicycle rental service is aimed at both business and leisure travelers who would want to have a bicycle that can go wherever they go, whether that's on the train or in an office or hotel room.

- Richmond Station Platform Improvements. The CCJPA staff has been working with BART staff to implement 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 to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train. In addition, the project will involve 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 for/validate parking with their Clipper Card on the train platform. BART Engineering has reviewed the design for these elements and plans to use BART employees to implement the project in 2017.
- Marketing: Promotions (digital and social media) have begun on the “Buy-Get One Free” on Saturdays fare deal and thus far results have been positive with increased ridership on Saturdays. The promotion will run through June 30, 2017. The Friends & Family discount continues, and planning is underway for the re-introduction of the Senior Midweek 50% off deal. An advertising campaign is also being planned for a spring launch with regional Parenting magazines in Sacramento, the East Bay, and Silicon Valley. Strategic partnerships include SF Beer Week and San Jose Jazz, as well as planning for the Oakland A’s 2017 season, the River Cats, Giants, Pier 39, and UC Davis. Staff also created a new quarterly electronic newsletter for Group Travel participants; this will launch in March.

Safety Initiatives

- Security Cameras at Capitol Corridor Stations: Procurement is complete for the installation of cameras and surveillance equipment at the Rocklin, Roseville, Suisun, and Fremont stations. This project will be constructed during the first half of 2017. 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: The Union Pacific Railroad has continued to advance PTC implementation on their system. The UPRR’s testing of the PTC system now includes all of their major routes in California. The testing covers only select Union Pacific freight 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 installation and maintenance costs of PTC for the Capitol Corridor route.

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. Software installation and testing continues with the on-board equipment. Amtrak’s installation of the remote back-office server (BOS), which will convey the location of the Capitol Corridor trains to the UPRR dispatch center, is under development and should

be available for testing in mid-2017. Caltrain continues use of 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:** UPRR is working towards completion of the TTS Project with a projected completion date in mid-2017. The project schedule advanced about nine months earlier than initially estimated due to availability of UPRR construction crews. The next steps will include calculating reduced travel times (estimated to be between 6-10 minutes) to be achieved for Capitol Corridor trains between Sacramento and San Jose. This project was financed with a combination of \$10 million in Prop 1A High Speed Train Connectivity funds and \$4.62 million in Cap and Trade TIRCP funds.
- **Sacramento-Roseville 3rd Track Project:** CCJPA is poised to submit an application to the California Transportation Commission (CTC) for the full funding of the final design and right-of-way acquisition for Phase 1 of the Sacramento to Roseville 3rd Track Project. (construction funding allocation will happen as design/ROW is winding up.) Now, CCJPA is working through initial 30% design plans on the project area immediately adjacent to Old Town Roseville so that both the City of Roseville and UPRR can provide CCJPA the necessary preliminary details of schedule and budget for the CTC funding allocation. CCJPA staff are working to ensure that application materials will be ready in April of 2017 for allocation at the June 2017 CTC meeting.

Outlook – Closing

Nearly halfway through FY 17, Capitol Corridor continues to perform at or above established annual performance standards for ridership, revenues, and efficiencies. After substandard service reliability in the previous month, OTP improved to 90%. This helped increase YTD service reliability to an OTP of 89%, which is still slightly below the standard of 90%. CCJPA service partners have taken corrective actions that improved reliability without sacrificing safety, convenience, and high-quality on-board amenities.

While ridership and revenues are above prior year levels, this positive trend looks to be flattening. Marketing promotions aimed at the leisure market have been initiated to drive up ridership and revenues during off peak times when there are seats available to fill. Other efforts to increase ridership will be the completion of the TTS Project and initiatives to enhance access to the trains (such as the addition of station bike lockers and added on-board bike storage capacity).

DAVID B. KUTROSKY

Managing Director

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: Correspondence

RECOMMENDED ACTION:

Letter from Bob Mac Donald, "Make a left turn at Oakland"

ATTACHMENTS:

- Letter from Bob Mac Donald

Robert F. Mac Donald
Transportation Specialist and Historian
1510 Holman Road
Oakland, CA 94610-1833
510-336-9533
Plantrat@comcast.net

Oakland, CA
February 25, 2017

CZ-29

Christina Watson
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

SUBJECT: MAKE a LEFT TURN at OAKLAND

Hi Christina:

Greetings from Oakland, CA.

Enclosed is a copy of my write-up for extending the CALIFORNIA ZEPHYR to and from, Emeryville, CA to Los Angeles, along the California Coast. This would give us a "night train" between the Bay Area, Monterey County, and the Los Angeles Basin!

This would give back to the California Coast a night train that it lost more than 40 years ago, and that had connected the San Francisco Bay Area to the Los Angeles Basin. It would connect the Salinas Valley and the City of San Jose (California's fourth largest city) to the America Middlewest. It would connect the California Coast from Burbank, CA to San Jose directly to Reno, NV, Salt Lake City, Denver, and the Central Middlewest, or vice versa, and travelers would not have to layover at Emeryville, CA for 12 to 18 hours!

Having an inter-regional passenger train from the East serving the five coast counties of California is not new either! For the two decades between World War One and World WarTwo, the **SUNSET LIMITED** traveled between San Francisco and Los Angeles each night, and then it went on to New Orleans, LA.

By moving the **CALIFORNIA ZEPHYR's** terminal to Los Angeles, it would open a spot to store a late **AFTERNOON DAYLIGHT** at Oakland. Both the **CALIFORNIA ZEPHYR** and the **AFTERNOON DAYLIGHT** would serve Salinas/ Monterey Bay, but also Soledad and/or King City! The **AFTERNOON DAYLIGHT** would run on schedule of the former **DAYLIGHT**- 9 hours and 45 minutes, terminal to terminal, or faster.

The report may be of interest to the Cities of Salinas, Soledad, and/or King City!

Thanks for keeping on the TAMC e-mail list!

Sincerely,

A handwritten signature in cursive script that reads "Bob Mac Donald". The signature is written in black ink and is positioned above the printed name.

Robert F. Mac Donald
The "Retired" Plant Rat

Retired: Engineer Plant Rationalization,
Southern Pacific Transportation Company
Former: Transportation Planning Manager,
Transportation Agency for Monterey County, CA

CALIFORNIA ZEPHYR

**Make a Left Turn at Oakland, CA
And Be
The California Coast Night Train**

**Robert F. Mac Donald
The "Retired" Plant Rat**

**Retired: Engineer Plant Rationalization,
Southern Pacific Transportation Company
Former: Transportation Planning Manager,
Transportation Agency for Monterey County, CA**

Oakland, CA

**July 1, 2013
Rev. Feb. 15, 2014
Rev. Sept. 22, 2014
Rev. May 6, 2015
Rev. Feb. 15, 2017**

CALIFORNIA ZEPHYR

Legend has it that “Bugs Bunny” did not turn left at Albuquerque, NM and continued on to Hollywood to become a movie icon. History does not tell us whether Bugs stayed on one of the Super Chiefs, or just hopped along Route 66. We can expect that Bugs would have been a BBQed Conejo if he had continued south from Albuquerque and across the Rio Grande!

Decades later, it is time for **AMTRAK, CALTRANS-Division-of-Rail, Union Pacific RR,** and the Cities and Counties along the Coast to come together, and have the **CALIFORNIA ZEPHYR** make a left turn at Oakland, CA and continue on to Los Angeles, CA as the coastal night train. The **SUNSET LIMITED** made this nightly trip from San Francisco, along the coast, to L.A., and on to New Orleans, LA for about two decades between World War I and World War II. Fifty years ago, there were five passenger trains each way, between San Francisco, CA and Los Angeles, along the Coast.

Railroad operating practices have changed drastically in the past 30 years. As an economy measure, the freight railroads have reduced their train crew size from 5 or 6, to 2 persons. The train order stations (depots) have been closed and the dispatching of trains is done by radio from a central location (in the case of Union Pacific- Omaha, NE). The Timetable has gone the way of the buggy whip. Both AMTRAK (**THE CAPITALS**) and Caltrain operate their passenger trains with 3-person crews- one in the cab operating the train, and two handling passenger matters. The main line freight trains have no one riding on the rear end of the train (no cabooses), and thus there is no one to line the switches when another train is to be met or overtaken. It should be noted that certain freight trains are limited to a maximum speed of 40 MPH by the U. S. Department of Transportation (FRA) due to restricted cars in their consist

With one complete train set for an inter-regional train, herein are the details of a suggested “Dream/Scheme” of how get better rail service between the Bay Area and the Los Angeles Basin, i.e., tie the 15,000,000 people in California’s south to the 8,000,000 + people in the Bay Area and Delta Region. In my letter to our California State Senator, Loni Hancock, I stated: *There is a need to close the gap between San Jose and San Luis Obispo with more frequent, daily rail service. This gap needs to be upgraded to twenty-first century railroad standards and speeds.* In other previous correspondence, I have suggested that the **CALIFORNIA ZEPHYR** make a left turn at Oakland, CA and continue south to Los Angeles via the Coast Route. It would also serve several million coast side residences.

With the needed train set, here is a “Game Plan”!

The **CALIFORNIA ZEPHYR** would become the night train connection between the two regions between Los Angeles and Sacramento, CA. This can be done by **adding one train set** to the Zephyr’s fleet of trains and by moving its West Coast terminal to Los Angeles. It should be noted that this extra train set and its on-board crew may be all ready based in Los Angeles.

The Chicago bound train would leave the LA UPT about 8:45 PM and assume the old **LARK** (S.P.- 1956) schedule to Emeryville, CA via Santa Barbara and San Jose, CA. It would assume its current “cross county” schedule at Emeryville of 9:15 AM. The Los Angeles bound train should

not leave Oakland/Jack London before 6:40 PM, so as to not cause problems at San Jose with the Peninsula JPB's commuter trains (evening rush). If it too assumed the old **LARK** schedule, it could arrive at LA UPT about 6:45 AM.

The Oakland bound Zephyr will need a schedule change between Chicago and Emeryville, CA. This schedule change should about two hours to two hours and thirty minutes later than the current Timetable. Between Salt Lake City, UT and Reno, NV, the current night time station stops are at unmanned stations. These stations are effectively "flag stops"!

Having set the route, and the time of train operations over that route, it is time to look at the paper work!

THE PAPERWORK

The **COAST STARLIGHT** is operated over this train's proposed route from Los Angeles to Sacramento, CA by existing agreements between Union Pacific Railroad, Metrolink, and AMTRAK. The Union Pacific Railroad supplies the tracks and the dispatching of the trains from Sacramento to Moorpark, CA (M.P. 421.1) in Ventura County, and Metrolink supplies them from Moorpark to the LA Depot. Why not have the **CALIFORNIA ZEPHYR** operate as second section of the **COAST STARLIGHT** under these existing agreements?

Between Sacramento, CA and Los Angeles, CALTRANS-Division of Rail could lease each set of the **CALIFORNIA ZEPHYR** for its run from AMTRAK. The lease would be for all the train's equipment, the complete on-board crew, the two sets of operating crews, and all on-board supplies needed for this segment of the Zephyr's trip. Income from this portion of the **CALIFORNIA ZEPHYR**'s trip would go to the CA Division-of-Rail to help finance its Lease.

Next, turn the operation and support of the **CALIFORNIA ZEPHYR** between Sacramento and Los Angeles over to the CALTRANS-Division of Rail and its two subdivisions, i.e., Capital Corridor JPB, and the Surfliner. The Surfliner currently serves San Luis Obispo, CA. Let the two subdivisions meet at San Luis Obispo with the Surfliner group supporting that depot and yard. The CAPITAL CORRIDOR JPB would support this train north of San Luis Obispo to Sacramento, CA.

ON-BOARD SERVICES

The on-board services listed for the **CALIFORNIA ZEPHYR** in the current AMTRAK Timetable would be available between Emeryville, CA and Los Angeles. The exceptions would be that the dining car on the Los Angeles bound train would close for dinner seating about one-half hour after leaving San Jose, CA and would not reopen in the AM. Beverages and snacks would be served in the Sightseer Lounge in the AM beginning at Santa Barbara, CA until Los Angeles.

Checked baggage would be handled to and from Oakland, CA-Jack London, San Jose, Salinas, San Luis Obispo, Santa Barbara, and Oxnard, and Los Angeles. So would be the baggage from or to east of Sacramento, CA

A couple of the coaches should be designated as "quiet cars" between 10:30 PM and 5:30 AM.

LABOR

The Labor Agreements for both the on-board crews and the Coast station agents will have to be modified! It is recommended that the rosters the crews for the **CALIFORNIA ZEPHYR**, **SOUTHWEST CHIEF**, and **STARLIGHT** and possibly the **SUNSET LIMITED**, be consolidated at Los Angeles.

Because the **CALIFORNIA ZEPHYR** would be the night train between Emeryville, CA and Los Angeles, it may be necessary to add a three person agency crew at San Luis Obispo and possibly one agent at Salinas and one at Santa Barbara.

The Capital Corridor JPB has some perks in its contract with the Union Pacific Railroad for maintaining its tracks and signals on part of its route at Class V Standards. Because of the coming of Positive Train Control, and the up-grading of the signal system to CTC from Santa Margareta to Gilroy, CA, these “perks” should be examined, and possibly applied to this new area. To get this 200 miles of track and signal up-grade done ASAP, beside grants and line changes, the maintenance perks may need to be applied on the Union Pacific Railroad from San Jose, CA south to Moorpark. In the future, the extended **SURFLINERS**, aka **DAYLIGHTS**, would need and use them, too!

TRAFFIC SOURCES

With California’s current population (2017) at about 39,000,000 people and headed toward 50,000,000, this night train would have at least four sources of passenger traffic.

First there are at least 22 State and private universities and colleges between Sacramento and Burbank with tens of thousands of students needing Transportation. The media has had an article stating that “The young today driving less, using transit,” The new “Transportation and New Generation” reports that the teens and young adults are using their feet, their bikes, or mass transit to move around.

The second group of train riders would be the State and Federal workers who are traveling between Sacramento, the Bay Area, along the Coast, or to the Los Angeles Basin. Taking the train would down size their “Car Pools” and eliminate “driver stress”.

The third group of train riders would be the business and/or professional people who do not want to lose time going to the airports, finding a hotel, and a place to eat. This train can also take these people to a number of locations which do not have frequent, or have no airline services.

The fourth group is the tourist/vacationer, some of them foreign, who want to get between the areas served, quickly! This overnight train would connect the California Coast directly with Central Nevada and the Rocky Mountains, Denver, and the central Midwest. For the couple of million Coast residents, there would be no need for an overnight layover in Emeryville, CA, before going east. The south bound Zephyr would serve San Jose and the Monterey Bay Region (Salinas, CA) in mid evening!

OTHER LOGESTICS

Like the **COAST STARLIGHT**, the **CALIFORNIA ZEPHER**, south bound, would take on water at Sacramento, and food supplies at Oakland, CA. It would take on fresh pastries daily for the early morning Continental Breakfasts. The east bound **CALIFORNIA ZEPHOR** could take on water at Sacramento, if necessary.

With the **CALIFORNIA ZEPHER** traveling at night, **THRUWAY** Buses 4768 and 4785 could be eliminated between Oakland, CA and San Luis Obispo, provided that the Zephyr could make a "flag stop" at King City, CA. A short loading platform might be needed just south of Pearl Street. The City of Soledad, CA is also seeking a "Stop", and would need a short loading platform, too. Either or both these stations would be "Flag Stops" and un-manned. "Flag Stops" could also be scheduled for Paso Robes, CA and Guadalupe, CA. The station areas would be leased from the Union Pacific and be built, maintained, and policed by its City.

It is suggested that the two **THRUWAY** buses be rerouted from San Jose, CA to San Luis Obispo, CA, via Santa Cruz, Monterey, Big Sur, Cambria, and Moro Bay. These buses would operate mid day. Between Santa Cruz and Moro Bay, this route would be along the scenic CA. State Highway One. Parts of this route have bus service supplied by Monterey/Salinas Transit and San Luis Obispo County. Part of this route might be seasonal. The buses would have facilities for carrying bicycles and camping gear. On weekends, a bike trailer maybe needed during certain parts of the year!

It should be noted that **THRUWAY** bus service will continue to be needed between San Luis Obispo and Santa Barbara to serve the inland communities, such as Santa Maria, Lompoc, Solvang and Buellton, CA and to connect them to the **SURFLINERS** as well as these two inter-regional trains.

HISTORY

As stated before, railroad operating practices have changed drastically in the past 30 years. Both the **CAPITAL CORRIDOR** and **CALTRAIN** operate their passenger trains with 3-person crews- one in the cab operating the train, and two handling passenger matters.

There was a time when the **SUNSET LIMITED** used Coast Route as a night train for about two decades before World War II. The Southern Pacific's **LARK** and its **COASTER** used this route nightly from the post war until **AMTRAK** established the **COAST STARLIGHT**. This route also supported two day time trains each way: the **MORNING DAYLIGHT** and the **NOON DAYLIGHT**. The post war **COASTER** and **LARK** each had a schedule of about 12 hours between LAUPD and San Francisco, Third Street. The two sets of **DAYLIGHTS** had a much faster schedule between Los Angeles and San Francisco. Their scheduled time between these stations was 9 hours and 45 minutes. They made this run "on time" about 90 % of the time. Both the **MORNING DAYLIGHT** and the **LARK** had a connecting train between San Jose, CA and Oakland Pier, where they made connections Sacramento and north, to Reno and east, and to the San Joaquin Valley.

The idea of having the **CALIFORNIA ZEPHYR** operate as a night train from Emeryville, CA (Oakland, CA) and Los Angeles, along the coast, was put forth by Dr. Adrian Herzog of the United Rail Passenger Alliance, Northridge, CA. It is one of the suggested up-grades or extensions, listed in his document entitled Strategic Routes for Amtrak dated October 25, 1998. (See: <http://www.unitedrail.org/pub/strategic-routes-for-amtrak/>).

It should be noted that the **LARK**, the **COASTER**, and the two sets of **DAYLIGHTS** ran this 472 miles of track between Los Angeles and San Francisco, operating by Timetable, Train Orders, and Semaphore way-side signals. During the past two decades, CTC has been installed between Tamean Station (San Jose) and Gilroy; between Watsonville Jct. and Salinas and between Burbank Jct. and San Luis Obispo, CA. Also, many miles of new ties have been installed to bring the main line up to Class IV standards. Between Salinas, CA and Santa Margarita, CA, about 120 miles, the trains are now dispatched by radio, but most sidings are controlled by "hand-throw" switches. The Union Pacific's freight trains have a two-man crew on the head end, only! While the freight trains can take a siding, they do not have the facility to close the switch behind them, thus they need to "hold" the main line while the passenger train goes through the siding!

FUTURE ALONG THIS ROUTE EXTENSION

First, the **CALIFORNIA ZEPHYR** would serve Oakland's Jack London Station! Then heading south, it would go via Niles Jct. to Warm Springs and San Jose.

The San Francisco Chronicle's issue of September 20, 2014, had a front page article about the building of the new BART station in the Warm Springs district of Fremont, CA. The BART extension is due to open in 2017. This station is adjacent to the Union Pacific's Milpitas main line (CA. PUC DA line). About 900 acres of land is available for development around the Warm Springs BART station. BART will have parking lots, and possibly bus transfer stations, on each side of the Union Pacific tracks. The City of San Jose is the fourth most populous city in California. If the development of the area goes as planned, 20,000 new jobs may be created and 3,000 new housing units would be built. By 2025 the area of Fremont, Union City, and Milpitas could have a population of about 500,000 people that could be served by the interregional passenger trains too.

It is recommended that the **CALIFORNIA ZEPHYR** be routed via Warm Springs station (Fremont, CA) between Oakland, CA. and San Jose and make a station stop to serve this city. Because the Warm Springs area of Fremont already has a major auto assembly plant and other industries, this station could become a rail passenger hub if some of the **ACE** trains and some of the **CAPITAL CORRIDER** trains could be rerouted by way of Warm Springs. The **COAST STARLIGHT** should be re-routed to this corridor, too, and stop at a new Warm Springs Station opposite the new **BART** Station so that this new rail hub could give direct service north to Seattle, WA and south, along the coast, to Los Angeles.

Within the past year or so, the State of California has made a grant to the Transportation Agency of Monterey County (TAMC) for rearranging tracks and signals at Gilroy, CA so that **CAPITAL CORRIDER** trains could have access to the Gilroy station, but they then can continue on to

Salinas, CA. It is recommended that the **CALIFORNIA ZEPHYR** make a stop at Gilroy, and serve both southern Santa Clara County and San Benito County.

Between Gilroy and Salinas, the CTC signal system must be upgraded, and on the two sections of double track, signals must be constructed for double directional running on each track. The **COAST STARLIGHT** may stop at Gilroy. The proposed **DAYLIGHTS** certainly will!

South of Salinas, flag stops might be made at Soledad and/or King City. Time required for the new station stops of Warm Springs, Gilroy, Soledad, and possibly King City can be made up by completing the two line changes for which the property has all ready been purchased. A third line change at Bradley needs to be re-evaluated using twenty-first century mapping, and because the Salinas River has been tamed since circa 1950.

To add capacity for at least six new passenger trains each day, and added freight trains, especially additional unit trains, several sidings should be extended or built. The sidings at Soledad and King City should be extended northward; the siding at McKay should be extended southward.

South of San Luis Obispo, CA the Pismo line change should be built ASAP. The property for it was acquired about 50 years ago. The two **COAST STARLIGHT**s and the four **SURFLINERS** would use this line change as soon as it is opened for travel.

NEW TRAIN SET

The new train set need not be "new" cars. Repair and/or upgrade about 20 cars from AMTRAK's "bone yard" in Pennsylvania. ASAP repair 10 coaches, 5 Superliner sleeping cars, 2 dining cars, 2 lounge cars, and 2 baggage cars! Lease three locomotives. If AMTRAK shops can't do the repairs in six months, put the repairs out to rail car builders or rail car repair shops.

THE FUTURE-Now

It should be noted that the **CALIFORNIA ZEPHYR** and California's **HIGH SPEED RAIL** will meet at two locations only- Los Angeles and San Jose! The **California HIGH SPEED RAIL** bonds do provide for using some of the **California HIGH SPEED RAIL** funds for upgrading connecting passenger rail lines! Use these funds to upgrade the Coast Line between San Jose and Burbank Jct.

First, ASAP, upgrade the Centralize Traffic Control (CTC) signal system between Gilroy, CA and Salinas, and add to it Positive Train Control (PTC). Extend the double track eastward at Corporal by upgrading the "Old Sargent Siding" to main line standards and reconnecting its east turnout (Use **California HIGH SPEED RAIL** bond funds.).

Second, ASAP construct and put into service, the Pismo Line Change (Use **California HIGH SPEED RAIL** bond funds.).

Third, construct and put into service, a CTC signal system with Positive Train Control (PTC).

between the west end (north) of Salinas siding to and including King City siding. Reconstruct the Metz siding with CTC controls. (This 47 miles of line's signal system and sidings can be upgraded in about 18 months if **California HIGH SPEED RAIL** bond funds are used.).

Fourth, upgrade the Santa Margarita siding to CTC for its full length, upgrade the two crossovers with power operated switches, and construct a 700 foot "hold" track for storing "helper engines" off of the Main Line at the west end of the siding. (Use **California HIGH SPEED RAIL** bond funds.).

Fifth, at Carnadero, convert the junction switch and derail of the Hollister Branch to power operated and CTC controlled. West (north) of the junction switch construct # 20 double crossovers between Main Lines that are power operated and CTC controlled. (Use **California HIGH SPEED RAIL** bond funds.).

Sixth, at Tajiguas (M. P. 345.7), acquire property for 100-foot Right-of-Way; extend existing tangent both east and west; construct a concrete bridge over creek east side of Tajiguas; construct a viaduct type bridge over the raven west of Tajiguas; construct two sections of track and connect them to existing Main Line. Note that both structures will provide access to the ocean beaches and may need California Coastal Commission approval and authority and need California P.U.C. authority for public access to the beaches.(Use **California HIGH SPEED RAIL** bond funds for these two line changes and their structures.). This project may be *Environmentally Sensitive*.

Government agencies that may be involved in this project are: Federal- Department of Transportation; U. S. Army- Corps of Engineers/ State of California- CALTRANS- Division of Rail, Coastal Conservancy; Fish and Wildlife Department; Parks and Recreation Department; Public Utilities Commission/ Local- County of Santa Barbara.

Seventh, Moss Landing/ Elkhorn Slough- This project will be *Environmentally Sensitive*. Raise about 4 miles a maximum of 5.6 feet (66 inches) due to "Climate Change" and forecasted rise in the ocean's surface level! It is forecasted that in the next 80 years the Pacific Ocean might raise as much as 66-inches due to the melting of the Arctic snow pack! Elkhorn Slough is an inland tidal estuary off of Monterey Bay and the Pacific Ocean. Government agencies that may be involved in this project are: Federal- Department of Transportation; U. S. Army- Corps of Engineers; Bureau of Indian Affairs/ State of California- CALTRANS- Division of Rail; Coastal Conservancy; Fish and Wildlife Department; Parks and Recreation Department; Public Utilities Commission/ Local- County of Monterey; Moss Landing Harbor District. There will be Other Interested Parties- Audubon Society; Farm Bureau; Elkhorn Slough State Marine Reserve; Elkhorn Slough Foundation; and Others! (Use **California HIGH SPEED RAIL** bond funds for the first raise of about three feet and widening of berm for access!).

Eighth, ASAP construct and put into service, Templeton Line Change (Use **California HIGH SPEED RAIL** bond funds.).

FUTURE- Design and Fund

First, Bradley Point Line change.

Second, construct second main track from Niles Tower to C.P. Julian, San Jose with CTC signal system and PTC. Construct commute station at Milpitas for transfer to VTA.

Third, construct second main track from Niles Tower to Elmhurst with CTC signal system and PTC.

Fourth, design, fund and construct line change and grade change east of Welby, Monterey County.

Fifth, design, fund and construct line change and grade change east of Oceano, San Luis Obispo County.

CALIFORNIA ZEPHYR

South Bound Roseville to Salinas, CA

Station	Miles	Time	Existing	Proposed
Roseville (dp.)			12:57 PM	3:17 PM
	14	0:29		
Sacramento (ar.)			---	3:57
Layover **		0:20		
Sacramento (dp.)			2:13	4:17
	14			
Davis			2:44	4:32
	44	0:42		
Martinez			3:26	5:16
	19	0:33		
Richmond			3:59	5:49
	11	0:11		
Emeryville			4:10	6:00
	5	0:15		
Oakland-J L (ar.)			---	6:15
Layover ***		0:30		
Oakland-J L (dp.)			---	6:45 PM
	30			
Warm Springs		1:00		7:45 PM
	12			
San Jose			---	8:22 PM
	30			
Gilroy		0:39	---	9:00 PM
	41			
		1:02		
Salinas (dp)			---	10:15 PM

** : Take on water & smoke stop

*** : Take on food supplies, etc.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Rail Policy Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: May 1, 2017
Subject: **Media Clippings**

RECOMMENDED ACTION:

Media clippings:

- March 3, 2017 article in the Californian, "14 Republicans derail Caltrain electrification project"
- March 6, 2017 article in the New York Times, "In Silicon Valley, Caltrain upgrade is imperiled as Trump withholds funds"
- March 9, 2017 article in the Gilroy Dispatch, "Road, rail promises up for a debate"
- March 13, 2017 article in the New York Times, "A Silicon Valley Train gets stuck"
- April 7, 2017 article in the Pine Cone, "TAMC to use eminent domain for rail project"

ATTACHMENTS:

- ▢ March 3, 2017 article in the Californian, "14 Republicans derail Caltrain electrification project"
- ▢ March 6, 2017 article in the New York Times, "In Silicon Valley, Caltrain upgrade is imperiled as Trump withholds funds"
- ▢ March 9, 2017 article in the Gilroy Dispatch, "Road, rail promises up for a debate"
- ▢ March 13, 2017 article in the New York Times, "A Silicon Valley Train gets stuck"
- ▢ April 7, 2017 article in the Pine Cone, "TAMC to use eminent domain for rail project"

14 Republicans derail Caltrain electrification project

MACGREGOR 'GOYA' EDDY 4:29 p.m. PT March 2, 2017



(Photo: Copyright 2000)

Fourteen California Republicans opposed to High Speed Rail sent a letter to the US Department of Transportation on Feb. 17 requesting that the DOT stop federal funding for the Caltrain electrification.

In response to this letter, on Friday, newly confirmed Transportation Secretary Elaine Chao blocked a \$647 million dollar federal grant for the electrification of Caltrain, thus halting the shovel-ready project. The construction would have started this week.

Monday, Caltrain announced it had negotiated a three-month extension with the contractors responsible for the rail line's electrification project, a delay that will cost \$20 million. The supporters of Caltrain hope to restore the

funding to the project.

Caltrain is the heavily used commuter train between Gilroy and San Francisco; it needs electrification even if the High Speed Rail is never built. The ridership has doubled in the past decade and it now carries more than 60,000 people per day. The electrification will increase capacity of Caltrain as well as reduce noise and pollution, to say nothing of reducing traffic in a car-choked region.

"This is very troubling," said Adina Levin, executive director of Friends of Caltrain. "Not only for Caltrain corridor commuters ... but as an ominous sign for federal government support for transit infrastructure."

"We want to keep the message going toward the White House and to the Secretary of Transportation that this is a vital service," said Rosanne Foust, president and CEO of the San Mateo County Economic Development Association. "It connects the innovation economy; it's environmentally friendly."

The area that Caltrain serves is a vital part of the domestic economy. According to Carl Guardino, president and CEO of the Silicon Valley Leadership Group, the region served by Caltrain represents 14% of California's gross domestic product, and 43% of all venture capital investment in the US.

The funding is delayed, not eliminated, so the project could be saved. Caltrain has a petition, at <https://petitions.whitehouse.gov/petition/support-9600-american-jobs-tell-fta-approve-funding-caltrain-electrification>.

The petition states:

"Mr. Trump, you have said infrastructure and jobs will be a keystone of your administration. When you spoke with Silicon Valley leaders you praised their innovation and said 'anything we can do to help this go along, we're going to be there for you.' In talks with Japanese Prime Minister Abe, he cited high speed rail as technology that could create prosperity and thousands of US jobs.

"Shovel-ready transportation projects would put Americans to work in good manufacturing and infrastructure jobs. Caltrain electrification would support over 9,600 Americans, not only in California, but in states including Utah, Virginia, and Pennsylvania.

"Direct the FTA to approve the \$647 million in funding for Caltrain electrification."

The 14 California legislators who wrote the letter to Elaine Chao opposing the electrification of Caltrain are: Ken Calvert, Paul Cook, Jeff Denham, Duncan D. Hunter, Darrell Issa, Steve Knight, Doug LaMalfa, Kevin McCarthy, Tom McClintock, Devin Nunes, Dana Rohrabacher, Ed Royce, David Valadao and Mimi Walters.

Family bike ride

Saturday, noon to 2 p.m. Family Biking Monterey County will ride from Roberts Lake to Laguna Grande Park at 1249 Canyon Del Rey Blvd., Seaside. Meet at the parking lot by Roberts Lake. For more information, email Lauryn at riciglianolauryn@gmail.com

Train policy committee

Monday, 3 p.m. The Transportation Agency for Monterey County (TAMC) Rail Policy Committee will meet at 55 Plaza Circle, Salinas. Agenda is available at www.tamcmonterey.org (<http://www.tamcmonterey.org>)

Salinas Traffic and Transportation

Thursday 7 p.m. Salinas Traffic and Transportation Commission will meet in at the Salinas City Rotunda, 200 Lincoln. The agenda is available at the city website. You can watch the most recent meeting on the Salinas YouTube channel.

Send questions or comments to MacGregor Eddy (Goya) at wecouldcarless@gmail.com (<mailto:wecouldcarless@gmail.com>)

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U.S.

In Silicon Valley, Caltrain Upgrade Is Imperiled as Trump Withholds Funds

By THOMAS FULLER MARCH 6, 2017

SAN FRANCISCO — The engineers of Silicon Valley are fine-tuning driverless cars, building robots designed to replicate the human brain and shaving milliseconds off internet response times.

Their trip to work, however, can be a throwback to the predigital age. The region's commuter rail line is saddled with aging, smoke-spewing, diesel-powered locomotives.

For more than a decade, the managers of the Silicon Valley railway, known as Caltrain, have been planning to upgrade to faster and less polluting electric trains.

But those plans are now imperiled by the Trump administration's decision in February to withhold a \$647 million federal grant.

In this impasse, some transportation experts see a foretaste of the political infighting and financial hurdles that could plague the nationwide infrastructure projects that President Trump is promising. Reviving America's rusted and sagging infrastructure is one of the few areas where it seemed Democrats and Republicans could agree. But making these projects a reality — the “new roads, bridges, tunnels, airports and railways gleaming across our beautiful land” that Mr. Trump enumerated to Congress last week — will require political cooperation and accommodations that are increasingly rare in ultrapartisan times.

In the case of Caltrain, the decision to withhold the grant came after California's Republican congressional delegation asked the transportation secretary, Elaine L. Chao, to withdraw funding because the electrified system also would be used for the state's bigger high-speed rail project, a plan they vehemently oppose.

The high-speed rail line connecting San Francisco to Los Angeles is the most ambitious

rail plan in the country and has been in the works for more than two decades with a projected cost of \$64 billion. The project calls for completion in 2029.

Despite initial support, Republicans now regard the high-speed project as too costly.

“We have said no more federal dollars will go to California high-speed rail,” said Representative Jeff Denham, a Republican who is chairman of the House Subcommittee on Railroads. “We’re very strong on that position.”

In an interview, Mr. Denham said the project should immediately stop.

There has long been tension in California between advocates of more freeways and those favoring public transport. But the high-speed rail project had bipartisan support in its early stages. It was formally started in 1996 by Republican Gov. Pete Wilson and was supported by another Republican governor, Arnold Schwarzenegger.

That consensus is long gone. The letter penned by the state’s 14 Republican members of Congress, including Kevin McCarthy, the House majority leader, called the project a “boondoggle” and described the Caltrain grant as an “irresponsible use of taxpayer dollars.”

Caltrain and the high-speed rail project are administratively separate, but a 2013 agreement to share tracks as a cost-saving measure raised Republican ire.

Defunding the electrification of the Silicon Valley corridor has immediate consequences for the system’s 65,000 daily commuters. Caltrain had hoped to switch to its electric system by 2021. The current trains are overcrowded and breakdowns are frequent; there are more than 19 mechanical failures per month, according to Caltrain engineers. Two-thirds of the fleet has “reached the end of its useful life,” Caltrain says.

At the rail line’s maintenance depot, engineers say they have trouble finding parts for the locomotives, which were built in the 1980s. And new maintenance workers need lectures from veteran technicians because they have no experience working on such old equipment.

“You change out parts here and there,” said Joe Navarro, director of operations and maintenance at Caltrain. “We are putting Band-Aids on. It’s very challenging.”

Getting to work by car or bus is often not a better alternative in Silicon Valley. A recent study found that the San Francisco Bay Area has the nation’s third-most-congested roads.

“We are lucky to live in a place where innovation is in the DNA, but we don’t see that

for public transport,” said Sridhar Iyer, a software engineer for Twitter who rides the double-decker Caltrain that runs near the headquarters of Apple, Facebook and Google. “The whole thing is stuck in the past.”

In recent weeks, more than a dozen leaders of Silicon Valley firms called lawmakers to urge that the federal money be released for the Caltrain electrification project, according to Carl Guardino, the president of the Silicon Valley Leadership Group, which represents most of the region’s large tech companies.

Mr. Guardino called the Republican campaign to block funding “a misinformed effort.”

“The most important asset of the innovation economy are our employees,” he said. “When they are stuck and stalled in traffic they are not productively creating the future.”

The specific objection by Republicans is that \$600 million of state funds allocated to Caltrain’s electrification were initially authorized by a 2008 referendum on high-speed rail, known as Proposition 1A.

“They are stealing Prop 1A money and using it for something else,” Mr. Denham said.

Caltrain says that although the two trains will use the same tracks, the electrification project is “independent” and high-speed rail’s use of the corridor will require a separate environmental review.

The bigger picture, proponents of the electrification project say, is that the commuter rail project deserves the support of the Trump administration because it meets the broad criteria of its infrastructure push — it will be made in America by American workers. Almost all of the materials for the new train system will be sourced from factories across 14 states. Caltrain estimates the project will create nearly 10,000 jobs.

“This is the perfect project if you care about infrastructure, if you care about jobs and if you care about focusing on areas that are going to deliver long-term economic benefit,” said Stuart Cohen, the executive director of TransForm, a nonprofit group that advocates public transportation.

The state High-Speed Rail Authority is making a similar pitch. “Every ounce of the steel, every ounce of the concrete is domestic,” Dan Richard, the authority’s chairman, said. “We are reaching out to the Trump administration to make the case that this is entirely consistent with the president’s vision.”

An opinion poll by the Public Policy Institute of California last year showed a slim majority of respondents — 52 percent — support the high-speed rail project.

Outside Fresno, a city in California’s Central Valley surrounded by almond and fruit orchards and racked by poverty, about 1,000 workers have been employed on the project to build viaducts and tunnels at 10 construction sites.

The Finance Department of Gov. Jerry Brown, a Democrat, decided on Friday that the project was ready to lay some track and approved \$2.6 billion in spending. But there are lingering questions about how the later stages of the project will be financed, especially if Congress blocks more federal support.

Although the authority was established more than two decades ago it was only in 2013 that construction began on the first, 119-mile segment of the project.

Mayor Lee Brand of Fresno, a Republican, supports the project, which would make Silicon Valley a 45-minute train ride away by 2025.

“I don’t look at this ideologically,” Mr. Brand said. “I look at it practically. The city of Fresno can enjoy a major benefit from what’s going on with high-speed rail. This is a poor city that needs all the help it can get.”

Tom Richards, a real estate developer in Fresno who is on the authority’s board, said the rail connection could encourage tech companies to set up in the city and workers to commute to well-paying jobs in Silicon Valley.

“This is a whole story about connecting California together,” he said.

Susan Beachy contributed research.

A version of this article appears in print on March 6, 2017, on Page A10 of the New York edition with the headline: Silicon Valley Rail Upgrade Is Imperiled Amid G.O.P. Ire.

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Caltrain at Palo Alto station/wikipedia

Posted: Thursday, March 9, 2017 1:13 pm | Updated: 1:35 pm, Thu Mar 9, 2017.

 0 comments



Posted on Mar 9, 2017

by [Roseann Hernandez-Cattani](#)

Gilroyans who voted to tax themselves in November to improve local transportation may have a longer and trickier wait than they expected.

Even though Gilroy voters passed Measure B in November, the half-cent sales tax increase expected to generate \$6.3 billion dollars for transportation improvements in the county over the next 30 years, the city council heard on Monday the fight for the projects that will most benefit Gilroy has just begun. The city will have to vie with projects in other parts of the county to get ahead.

“We need to make sure Gilroy is advocating very strongly to ensure our priorities are addressed in a timely fashion,” said Gilroy City Councilman Peter Leroe-Muñoz. “It’s a 30 year process and not every project will be financed in year one.”

Measure B projects that stand to benefit Gilroy the most were identified on Monday as the proposed interchange at Highway 101 and Buena Vista, Caltrain capacity improvements, the local roads program that is estimated to bring the city \$1 million a year for street repairs, and increase in transit operations.

The Santa Clara Valley Transportation Authority (VTA), which is responsible for managing and rolling out Measure B improvements is currently working out details on how the projects will be prioritized and the money distributed, said Glen Roberts, Gilroy’s interim public works director.

“We are going to need to stay very active and involved and be strong advocates for these projects because there will be competing projects throughout the county and we want to make sure that Gilroy stays at the front of the line for our fair share of these improvements,” he told the council.

“A lot of these criteria are still being proposed and developed at a staff level,” continued Roberts. “It’s a work in progress; it’s not all as locked in as many people, myself included, thought it would have been based on the ballot measure.”

VTA media spokesperson, Stacey Hendler Ross said over the next two months guidelines will be worked out and vetted at the staff and committee level before coming before the VTA Board for final approval sometime in the summer.

Referring to a VTA memo dated Feb. 17, Roberts said transit authority staff recommended the monies earmarked for local road improvements, of which Gilroy is estimated to receive \$1 million a year, be given as a reimbursement versus a straight distribution.

“For some cities that may be very easy to do but for others whose cash flow is a little tighter in the streets budget - that may not be an equitable requirement,” said Roberts.

Hendler Ross confirmed the recommendation, but said it has not been finalized and has been taken to the policy advisory committee as an information item only.

Also, if there is enough pushback, staff could come back with a different approach, she said.

Councilman Daniel Harney, who sits on VTA's policy advisory committee and was recently named an alternate to the Board of Directors, said a reimbursement policy would not be fair to the voters who supported the measure. “They have already paid,” he said.

Another item of concern for the city council was the proposed cuts to Gilroy's bus routes, part of VTA's Next Network, a radical reworking of the county's transit network that will see Gilroy lose up to 50 percent of its coverage area. The VTA Board will vote on the redesign in April.

While Measure B earmarks \$500 million for transit operations – to “provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county,” if the proposed cuts go through, Gilroy may have to use Measure B funds to backfill the coverage gap resulting from the network redesign.

“It would be an appropriate use of Measure B funds to backfill the gaps, but it is unfortunate,” said Leroe-Muñoz. “We thought it would be used to supplement what we already had.”

The Highway 101 / Buena Vista Interchange may also not be completed as soon as Gilroy voters assumed as it will have to compete with other major projects identified during the Measure B fact-finding process.

To make the project more competitive, the council learned on Monday, the city may be asked to seek matching funds.

“VTA may ask Gilroy to fund part of it,” said Mayor Roland Velasco at the city council meeting.

According to the Measure B resolution, there is an estimated \$750 million earmarked for Highway interchanges.

The city council also asked staff to get more information from VTA about Caltrain capacity improvements. The measure estimated \$314 million to go towards expanding commuter train services, including increasing service to Morgan Hill and Gilroy.

Leroe-Muñoz, who works at the Silicon Valley Leadership Group, which spearheaded much of the promotion surrounding Measure B in the lead up to the election, said many of the details and criteria that are arising now did not come up during the campaign.

“VTA is still trying to work out a lot of the plans – there is a lot of uncertainty right now,” he said. “We are going to have to fight for our priorities.”

One way Gilroyans can participate in the process is to volunteer to sit on the Measure B oversight committee. The transit authority is looking for eight candidates. To be eligible a person must be registered to vote in Santa Clara County. The term will be four years. Applications are currently being accepted and are due April 21. For more information go to <http://www.vta.org/measure-b-2016> or call (408) 321-5680.

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The Opinion Pages | EDITORIAL

A Silicon Valley Train Gets Stuck

By THE EDITORIAL BOARD MARCH 13, 2017

President Trump's promise to repair crumbling roads, bridges, railways and other public works is off to a terrible start. Before his administration has even come up with the \$1 trillion infrastructure proposal he has repeatedly promised, his Department of Transportation is sabotaging an important commuter rail project in California opposed by the state's Republicans. This doesn't send a good signal about the Trump administration's commitment to infrastructure investment.

The Transportation Department is withholding \$647 million in federal grants for a \$1.9 billion project that would modernize and increase the capacity of Caltrain. About 65,000 people use the rail line every day to commute between San Francisco and San Jose — a traffic-clogged corridor that is home to some the country's most valuable technology companies, including Apple, Facebook and Google. Caltrain plans to use the money to switch to modern electric trains, from old diesel locomotives that are prone to failure. The change will also allow the transit system to serve many more people in a growing region.

Federal officials said they were delaying the grant because they need to see if the president's forthcoming budget includes enough money for transportation projects. That explanation is perplexing because Congress has already authorized the program that would fund Caltrain improvements. The department's decision runs counter to Mr. Trump's campaign promises of increased infrastructure spending.

The new secretary of transportation, Elaine Chao, could be acceding to California's 14 Republican members of Congress, who feel electrification would benefit a high-speed rail line, being built by the state, that they consider a boondoggle. While the two projects are separate, high-speed trains are expected to use Caltrain tracks in the Bay Area. California Republicans have tried everything to disrupt the high-speed rail project, but this move is particularly damaging.

Caltrain has already secured \$1.3 billion in other funds and permits and approvals for the electrification. The project was so far along that the transit system had to renegotiate with its contractors to delay the start of construction. The delay will also jeopardize the 9,600 jobs Caltrain says will be created directly or indirectly in places like Utah, Texas and West Virginia, where the new equipment is manufactured.

By any measure, Caltrain is the equivalent of a dated personal computer running Windows 95 way overdue for an upgrade. Rush-hour trains are so crowded that their aisles are filled with passengers. Trains break down frequently and the locomotives belch plumes of black smoke into the air — a sight more in line with the early industrial age than 21st century Silicon Valley.

During the campaign Mr. Trump and supporters like Peter Thiel, the Bay Area venture capitalist, argued that he was the only candidate who could rebuild America. Not only is Mr. Trump not uniquely qualified to fix the country's infrastructure, but he seems wholly unsuited to the task.

A version of this editorial appears in print on March 13, 2017, on Page A22 of the New York edition with the headline: A Silicon Valley Train Gets Stuck.

TAMC to use eminent domain for rail project

By KELLY NIX

THE TRANSPORTATION Agency for Monterey County this week filed five eminent domain lawsuits against property owners, lien holders, and tenants of property in Salinas, where the agency is seeking to build infrastructure as part of a \$70 million Salinas-to-Gilroy rail project.

TAMC filed the complaints in Monterey County Superior Court against the Monterey Regional Water Pollution Control Agency and other businesses and individuals, over the Salinas Rail Extension project. The water agency is listed as a "possible lien holder."

The TAMC project, which will extend Caltrain passenger rail service from Salinas to Gilroy, with connections to other cities, calls for improvements at the current Salinas train station, including an extension of Lincoln Avenue, train layover

facility and bus facility. The transportation agency is seeking the properties in question so it can commence construction in 2018.

The lawsuits, which follow TAMC's acquisition of several properties near the Salinas train station, indicate TAMC "is vested by law with the authority to exercise the power of eminent domain for the acquisition of real property," and requests the agency "be granted immediate possession of the property sought to be condemned."

TAMC executive director Debbie Hale did not return a message, while pollution control agency general manager Paul Sciuto said the agency was not aware of the complaints.

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CHAMBER MUSIC MONTEREY BAY

8 PM SATURDAY, APRIL 8, 2017
SUNSET CENTER CARMEL, CALIFORNIA

PIANIST
JON NAKAMATSU



CHAMBER MUSIC 50
MONTEREY BAY YEARS

MOZART
Sonata in B-flat Major, K. 333, "Linz"

BRAHMS
Sonata No. 3 in F minor, Op. 5

KABALEVSKY
Sonata No. 3 in F Major, Op. 46

CHOPIN
Scherzo No. 3 in C-sharp minor, Op. 39
Nocturne in F-sharp Major, Op. 15 No. 2
Polonaise in A-flat Major, Op. 53

831.625.2212 KIDS UP FRONT & FREE!
chambermusicmontereybay.org

"elegant... vigorous... dazzling"
The New York Times

"passion"
The Washington Post

TICKETS ONLINE AND AT THE DOOR

The Monterey Public Library Endowment Committee and Friends of the Library in Partnership with The Financial Awareness Foundation present



PLANNING for the FUTURE

A SPECIAL GIFT TO THE COMMUNITY

Supporting the Financial Awareness and Financial Literacy Movement

April is National Financial Literacy Month

Building Blocks to Successful Financial Planning

Wednesday, April 19th
6:00-8:00 pm

Building Blocks to Successful Estate Planning

Tuesday, April 25th
6:00-8:00 pm

Monterey Public Library Community Room

Adults are invited to attend.
Admission is free. Reservations required.
Hors d'oeuvres will be served.

Call (831) 646-5632 or
email thongchu@monterey.org

The process of financial planning doesn't have to be intimidating or a difficult task. In simple terms, a financial, estate, and gift plan is whatever strategy you set up for yourself and your family to meet your financial goals, needs, and obligations.

Expert Speakers

Additional speakers will be joining our distinguished panel of experts.



Cristofer A. Cabanillas, AIF, CFP Partner, Monterey Private Wealth



Eric N. Holk, Certified Specialist in Estate Planning, Trust & Probate Law



Rina R. Tringali, CPA, CFE



Craig Henton, Vice President & Sr. Trust Officer, Union Bank

All attendees will receive a complimentary set of personal finance publications. This powerful resource gives you and your loved ones the 'gift of personal financial knowledge' to help make your dreams a reality.