

California State Rail Plan 2007-08 to 2017-18

December 12-13, 2007

Item 4.4

Tab 31



California State Rail Plan—2007-08 to 2017-18

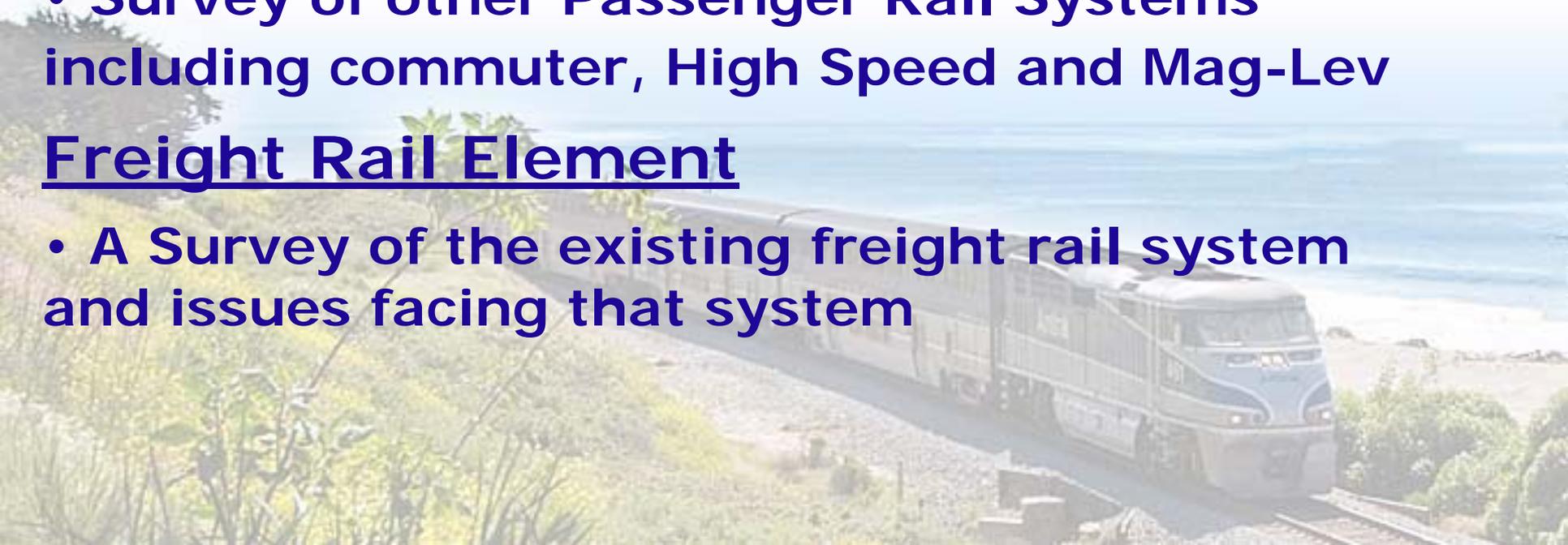
Ten Year State Rail Plan is required by Statute and contains:

Passenger Rail Element

- **10 Year Goals and Objectives for Department's Intercity Rail Program**
- **Survey of other Passenger Rail Systems including commuter, High Speed and Mag-Lev**

Freight Rail Element

- **A Survey of the existing freight rail system and issues facing that system**



California State Rail Plan—2007-08 to 2017-18

Passenger Rail Element

Intercity Passenger Rail Vision and Goals consistent with statewide policies and plans and integral to implementation of:

- Strategic Growth Plan**
- Global Warming Solutions Act (AB 32)**
- California Transportation Plan 2025**
- Caltrans Mission and Vision and Strategic Goals and Objectives**



California State Rail Plan—2007-08 to 2017-18

Operational Goals

- Implement limited stop Express Service on the Pacific Surfliner between San Diego and Los Angeles
- Improve coordination among commuter and intercity services in the Los Angeles-San Diego area
- Implement service between Stockton and Oakland parallel to Highway 4
- Use of technology to remove barriers to using Intercity Passenger Rail including:
 - On-line ticketing
 - Automated ticket validation
 - Wireless network for passenger internet access and train operations



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Performance Goals—existing routes

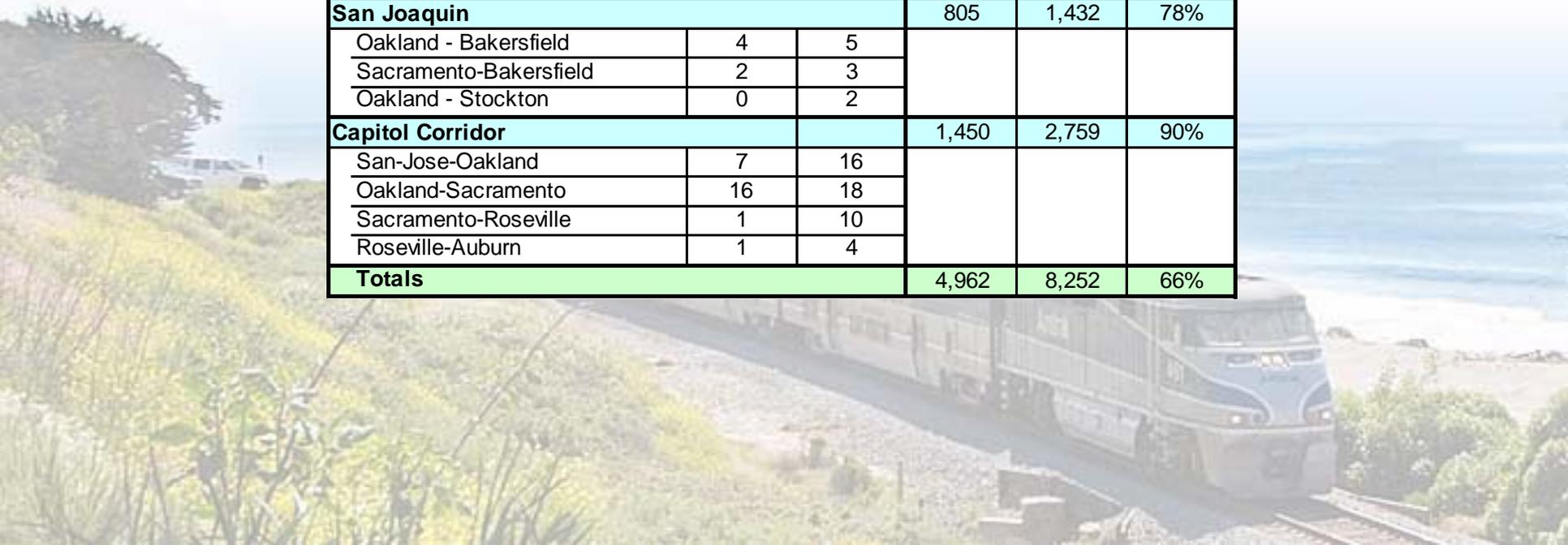
- Increase ridership on existing routes by 66% from 4.96 million to 8.25 million passengers per year
- Increase total revenues 116%, limit increase in expenses to 95%
- Improve the combined farebox recovery ratio from 49.8% to 55.3%
- Improve On-Time Performance to 90%



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Proposed Service Expansions

Route	Number of Round Trips		Ridership (Thousands)		
	2006-07	2017-18	2006-07	2017-18	% Increase
Pacific Surfliner			2,707	4,061	50%
San Diego - Los Angeles	11	13			
Los Angeles- Goleta	5	6			
Goleta-San Luis Obispo	2	3			
San Joaquin			805	1,432	78%
Oakland - Bakersfield	4	5			
Sacramento-Bakersfield	2	3			
Oakland - Stockton	0	2			
Capitol Corridor			1,450	2,759	90%
San-Jose-Oakland	7	16			
Oakland-Sacramento	16	18			
Sacramento-Roseville	1	10			
Roseville-Auburn	1	4			
Totals			4,962	8,252	66%



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Proposed New Services

Coast Route—Los Angeles-San Luis Obispo-San Francisco

Extend 2 Pacific Surfliner round trips

- First round trip 2010-11
- Second round trip 2013-14

Sacramento-Reno—Extend two daily Capitol Corridor round trips

- First round trip 2014-15
- Second round trip 2016-17

Sacramento-Redding

- One daily round trip in 2015-16



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Proposed 10 Year Capital Program

Constrained Program

- The constrained \$700 million program assumes \$25 million/year in STIP funding for 10 years, \$400 million in Proposition 1B funds, and \$50 million in TCRP funds
- The constrained funding level makes planned expansions, improvements in running time, and reliability more difficult to achieve

Unconstrained Program

- The unconstrained \$3.8 billion program is based on projects necessary to achieve performance goals (frequencies, running time, reliability) contained in Corridor Strategic Plans
- Implementation of the unconstrained program will require implementation of a Federal capital matching program



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Proposed 10 Year Capital Program

Federal Legislation

- To be eligible for Federal funding from legislation currently under consideration before the Congress (*appropriations bill, S.294, American Infrastructure Investment and Improvement Act*), proposed rail projects must be included in a State Rail Plan.
- Projects not contained in a State Rail Plan at the time of enactment will be required to conform to a planning process similar to the Federal Transit Administration's "New Starts" Program.



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Part II—Freight Rail Element

- Recognizes the key role rail freight plays in the State's and the nation's economy and highlights the impact of projected growth
- Surveys the State's freight rail system and reviews key freight and environmental issues
- Contains a policy element discussing the State's strategic interest in freight rail, rail system preservation, environmental quality, and public private partnerships
- Outlines potential funding options to improve the State's freight rail system



Memorandum

To: Chair and Commissioners

Date: December 10, 2007

From: John F. Barna
Executive Director

File No: Ref #4.4
Agenda Item 31
Information

Ref: **Advice and Consent on Draft California State Rail Plan 2007-08 Through 2017-18**

Issue: What advice does the Commission wish to provide to the Department of Transportation (Department) on its Ten-Year State Rail Plan?

Under Government Code Section 14036, the Commission advises the Department of Transportation on its Ten-Year State Rail Plan and then gives its consent. This month the Commission is advising the Department. Next month the Commission will consider giving its consent regarding the Plan.

Recommendation: Commission staff has discussed the Ten-Year State Rail Plan with the Department. The Department has also met with some Commissioners to discuss the Plan.

Staff recommends that the Commission direct the Department to:

- Include in its Ten-Year Plan that the Department will work on providing limited express service (at least one round trip/day) between San Diego and Los Angeles. The Department shall include a report on the feasibility study in its 2008 Annual Corridor Business Plan for the Pacific Surfliner. Should the Annual Corridor Business Plan be delayed, the Department will report on the feasibility study not later than May 31, 2008 to the Commission.

The feasibility study shall include a plan, schedule, and estimate of cost to implement roundtrip limited-express service from San Diego to Los Angeles. . The express service should have a transit time goal of about two hours on both the morning and evening trains. This would be accomplished by changing the existing schedule of the trains that run between San Diego and Los Angeles, using current intercity rolling stock and locomotives to provide the service.

The Department is directed to describe in its feasibility plan the benefits to be gained from changing the service such as advancing AB 32 green house gas emission reduction goals, traffic reduction and relief, shorter travel times, increased ridership and increased revenues. The Department should also address in the feasibility plan the policy, financial, inter-agency and operational challenges that may prevent it from meeting the goal of providing express service between San Diego and Los Angeles.

- Investigate providing internet access on its intercity rail trains. Specifically, the Department should determine the feasibility of offering a franchise to the private sector with agreed upon service performance measures, profit margins and the term length of the franchise. The Department will report back semi-annually on its progress to bring wireless broadband internet capabilities to its intercity rail trains and include the results in its next Ten-Year Plan.

- Work with SanDAG to identify a suitable place for a layover facility. The Department will report semi-annually to the Commission on its progress in finding a suitable site. Once a suitable site has been identified, the Department should inform the Commission about the funding partnership formed to provide local, state and federal funds for the project, the contributions from each agency, and a schedule for delivering the layover facility. The Department will include the results in its next Ten-Year Plan.
- Seek more innovative ways to market the State's intercity rail service, including tying its marketing contract to performance goals for increasing ridership by corridor. On new service, the Department should be able to increase ridership and farebox in a matter of months, rather than taking 2.5 years to return to the ridership/car and farebox levels established prior to expansion. The Commission requests that the Department seek its input and advice on the provisions to be included in the next marketing request for proposal.
- Establish short-term (2 years), intermediate-term (5 years), intermediate- to long-term (7 years) and long-term goals (10 years) for accomplishing its passenger rail element and freight rail element. The Commission requests that the Department report on its goals as part of its quarterly progress report and that the progress be included in its next update of the 10-year plan, as well as in the Department's Annual Corridor Business Plans.