

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 5, 2013

Reference No.: 5.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **OVERVIEW OF THE CALIFORNIA STATE RAIL PLAN 2013**

SUMMARY:

The California Department of Transportation (Department) is submitting the draft of the California State Rail Plan 2013 (CSRP) to the California Transportation Commission (Commission) for comment. The Department staff will provide a presentation on the Draft CSRP at the March 2013 Commission meeting and will be available to respond to questions.

BACKGROUND:

Legislative Requirements

The 2013 CSRP is intended to fulfill both State and federal rail planning requirements. Government Code Section 14036 requires a biennial CSRP consisting of a passenger and freight element be submitted to the Commission for its advice and consent in October of odd numbered years and then submitted to the Legislature, the Governor, and the Public Utilities Commission the following March. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) requires states to develop federally compliant state rail plans, no less frequently than every five years, to be eligible for federal funding from the High Speed and Intercity Passenger Rail (HSIPR) program. The 2013 CSRP will be the first California Rail Plan to comply with the new PRIIA requirements.

The submittal of this draft CSRP does not conform to the timelines called for in Statute because of many difficulties involved in producing the first document that complies with both State and Federal law and is also consistent with the California High-Speed Rail Authority's (Authority) California High-Speed Rail Program Revised 2012 Business Plan (2012 Business Plan). The Department, however, intends to produce an update of the 2013 CSRP that is consistent with the timelines in Statute. The final CSRP will be produced in the Fall of 2013 and finalized by March 2014.

Process for Obtaining Commission Advice and Consent

The Department has worked with Commission's staff on a process to gain Commission advice and consent on the Final 2013 CSRP. The Draft CSRP, prepared in consultation with an Advisory Committee that included: Commission staff, Authority staff, Federal Railroad Authority (FRA) staff, members of rail corridor committees, Class I and short line railroads, the National Rail Passenger Corporation, and other agencies, was released for public comment on February 9, 2013. The public comment period continues through March 11, 2013. The Department is seeking comments on the Draft CSRP from the Commission. Based on Commission comments, and public comments, the Department will revise the Draft CSRP and then submit a revised Draft CSRP at the Commission's May meeting for additional comment. Finally, the Department intends to submit a Final CSRP at the June 2013 meeting for Commission's advice and consent.

CSRP Highlights

The major findings and results of the CSRP, as listed in the Executive Summary, are as follows:

- The 2013 CSRP is more comprehensive and wide-reaching than previous state rail plans because of new federal rail law, and includes changes to rail policy and funding programs.
- The CSRP establishes the following rail vision statement for the future:
“California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.”
- The CSRP plans for an integrated high-speed rail, intercity and commuter rail network that is consistent with the Authority's 2012 Business Plan. The plans for this network anticipate the travel needs of future population and employment growth.
- For years, California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services. These services attract high passenger volumes; the three state-supported services are the 2nd, 3rd, and 5th busiest routes in the country.
- Intercity passenger rail institutional roles may change in the future as the result of 2012 legislation that authorized the creation of two new joint powers authorities (JPA) to administer the Pacific Surfliner and San Joaquin routes.
- In 2013, the Department, the Authority, and the Commission will become part of a new State Transportation Agency (Agency). The Agency's actions may have a major impact on rail planning and service delivery.
- The CSRP summarizes plans for expanding state-supported intercity passenger rail routes by 2020 to support blended service on the HSR first construction section of the Initial Operating Section (IOS) planned for 2018. The proposed expansion of services listed

below and the anticipated associated passenger rail improvements described in the CSRP are the subject of on-going Class I railroad operations analysis and related studies. Project scope and costs will be refined as the result of this analysis.

- *Pacific Surfliner*: One more daily roundtrip from San Diego to Los Angeles for a total of 12; one more daily roundtrip from Los Angeles to Goleta for a total of six, with two of those trips continuing from Goleta to San Luis Obispo.
 - *San Joaquin*: As many as seven to 11 daily roundtrips on the first construction section of the IOS and as many as three to six daily roundtrips on the BNSF Railway line.
 - *Capitol Corridor*: One additional weekday roundtrip from Sacramento to Oakland for a total of 16, and four additional weekday roundtrips from San Jose to Oakland for a total of 11.
- The CSRP describes the planned passenger rail system in 2025 when initial HSR operations are anticipated to be in effect. At that time, 34 roundtrips on the initial HSR segment from Merced to the San Fernando Valley are planned. Additional expansions to intercity and commuter routes are planned to integrate with the HSR operations and meet demand from population growth; they are subject to additional service planning and operations modeling.
 - The CSRP describes plans for expansion of existing commuter rail services and new commuter and intercity rail services. Execution of these plans is contingent upon funding and agreement of the railroad that owns the Right of Way.
 - California is a major origin and destination for freight rail traffic, given its market size and position in international trade flows. The expansion of the Panama Canal and other Pacific Coast port expansions are unlikely to change Pacific Rim trade that moves on California freight railroads. Regional planning studies have identified a series of projects that can resolve freight chokepoints and bottlenecks.
 - The CSRP emphasizes the critical role Class I freight railroads play in international trade to California shippers and to the national rail network.
 - The CSRP stresses the importance of large annual expenditures by Class I freight railroads in maintenance, capacity expansion, locomotives, and rolling stock. The plan identifies currently planned projects among four types of freight improvements totaling \$15 billion.
 - Many of the intercity and commuter rail services run on private Class I freight railroad Right of Way, which provides challenges and opportunities for both systems.
 - Major conflicts in rail corridors will require careful coordination between multiple passenger and freight users. Some of these corridors include Oakland to Sacramento, Los Angeles to Colton, Los Angeles to Riverside, and Los Angeles to Burbank.
 - The CSRP describes the following public benefits of the HSR and intercity passenger rail improvements:

- Statewide carbon dioxide emission reduction of 37,000 tons per year in 2020, 573,000 tons per year in 2025, and almost 1.9 million tons per year by 2040 from the expanded HSR and intercity passenger rail system.
- Annual user and non-user economic benefits increasing from \$164 million in 2020 to \$2.5 billion in 2025 to nearly \$7.4 billion in 2040.
- Outreach was conducted to state, regional and local agencies to receive their input and feedback. A variety of methods and channels will be employed to receive public input. The Commission and the FRA are offering comments and suggestions in an ongoing process aimed to lead to approval of the CSRP by both entities.
- Dynamic changes have caused funding and planning for California's passenger and freight rail system to evolve quickly. Class I Railroads are conducting operations analysis; the Department and the Authority will be updating planning documents; and environmental work at the program and project level is proceeding. This work will be reflected in future documents, including the 2014 CSRP and the 2014 High-Speed Rail Program Business Plan.



California State Rail Plan Overview Presentation

CTC Meeting – March 5, 2013

- Schedule
- Legislative Background
- Outreach
- Overview of the State Rail Plan
- Discussion

Rail Plan Schedule

- California Transportation Commission
 - March 2013
 - May 2013
 - June 2013
- Federal Railroad Administration
- State Rail Plan Update



State Rail Plan Background

State Requirements

- State Rail Plan required by State law
- Must address passenger and freight rail

Federal Requirements (PRIIA 2008)

- Integrate high-speed rail and conventional rail to form an overall rail system
- States must develop Rail Plans to be eligible for intercity capital Federal funds
- Basis for Federal and State High-Speed and Intercity rail investments

The California State Rail Plan establishes a **statewide vision** to enhance passenger and freight rail service.

It will support the **State's goal of an integrated, multimodal transportation network.**

It will be the **first planning document** that fully integrates the planned California high-speed rail system with the existing and proposed conventional **rail network.**

State Rail Plan Outreach

- **State Rail Plan Advisory Committee**
- **Stakeholder Meetings/Briefings**
- **Public Workshops**
 - **Website**
www.californiastaterailplan.com



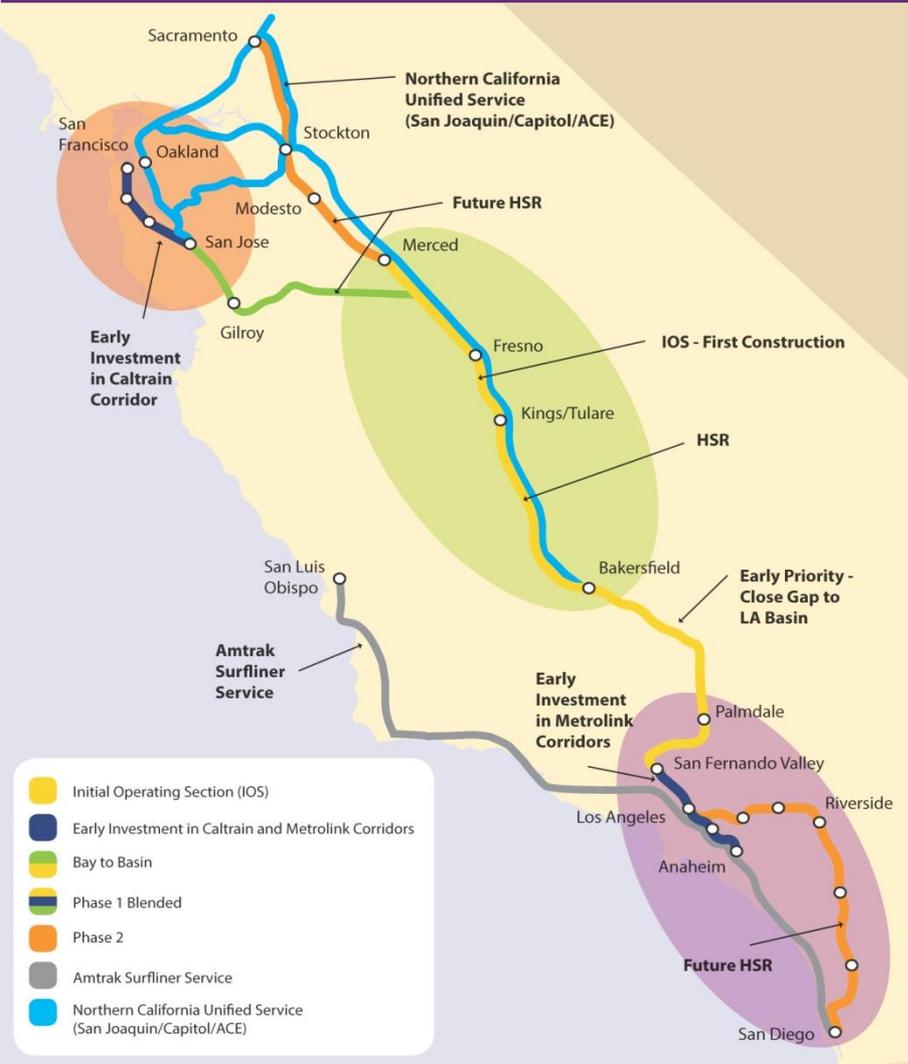
Vision and Purpose

California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.

The California State Rail Plan establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest.



The California High-Speed Rail System



- Northern California Unified Rail Service
- Early Investment in Caltrain and Metrolink Corridors
- Initial Operating Section
- Bay to Basin
- Phase 1 Blended
- Phase 2



Integrated California Rail System

- The Rail Plan creates an unprecedented vision of an integrated rail system
- The State Rail Plan describes a blended system plan, early improvements, and incremental development of California high-speed rail



Freight Rail Operators



Regional and Short Line Railroads



- 23 regional, short line or terminal/switching railroads
- Different ownership—public, independent, some holding companies



Rail Plan Highlights

- Comprehensive and wide-reaching plan
- Integrated High-Speed Rail, intercity, and commuter rail network
- Intercity passenger rail institutional roles are changing
- Expansion of intercity and commuter passenger rail services
- Critical role of freight railroads
- Freight rail opportunities and challenges

Service Development Plans

Service Development Plans (SDPs) are the State's implementation plans for intercity rail corridors.

Caltrans is completing SDPs for:

- Pacific Surfliner (North and South)
- Coast Daylight Corridor
- Coachella Valley Planning Study
- San Joaquin Corridor

CCJPA prepares a SDP for the Capitol Corridor

Rail Plan Advisory Committee will review draft SDPs