

VIRTUAL PUBLIC MEETING #2 – MAY 18, 2021

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# COAST RAIL CORRIDOR STUDY



*Thank you for joining us this evening,  
the meeting will begin shortly*



# AGENDA

- I. **Welcome & Introductions**
- II. **Study Overview**
  - a) Technical Analysis
  - b) Study Goals & Objectives
  - c) Community Engagement Program
- III. **Study Update**
  - a) Intercity Rail & Bus Study
  - b) Commuter / Regional Rail Study
- IV. **Next Steps**



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# STUDY OVERVIEW

## STUDY OVERVIEW TWO PLANNING EFFORTS

1. Intercity Rail & Bus Service Implementation Plan
2. Commuter Rail Passenger Rail Improvement Study





# INTERCITY RAIL & BUS

## Study Product:

### Phased Plan to Achieve CSRP Service Levels

#### Intercity Rail

	SLO - north	SLO - south
Existing (pre-COVID)	1 daily	3 daily
Mid-Term (Year 2027)	+1	+1
Long-Term (Year 2040)	+3	+5

#### Intercity Rail + Bus

	Santa Barbara - Salinas
Existing (pre-COVID)	--
Mid-Term (Year 2027)	Every 2 hours
Long-Term (Year 2040)	Every 1 hour

# COMMUTER RAIL

## PHASED IMPLEMENTATION STRATEGY

### Study will evaluate:

- Alternative technologies
- Service & schedule options
- Potential funding sources
- Infrastructure & equipment needs
- Operations & maintenance costs
- Integration & coordination with intercity rail & local transit
- Governance structure



# WHY RAIL?



- Rail offers **environmentally sustainable travel option** as region grows and congestion increases
- Highway expansion inconsistent with regional and state goals for **greenhouse gas emission reduction**
- Rail provides greater **equity in transportation**, providing feasible access, connection and choices to residents



Rail less expensive option to widening Hwy 101

# SERVICE GOALS

## INTERCITY RAIL AND COMMUTER RAIL



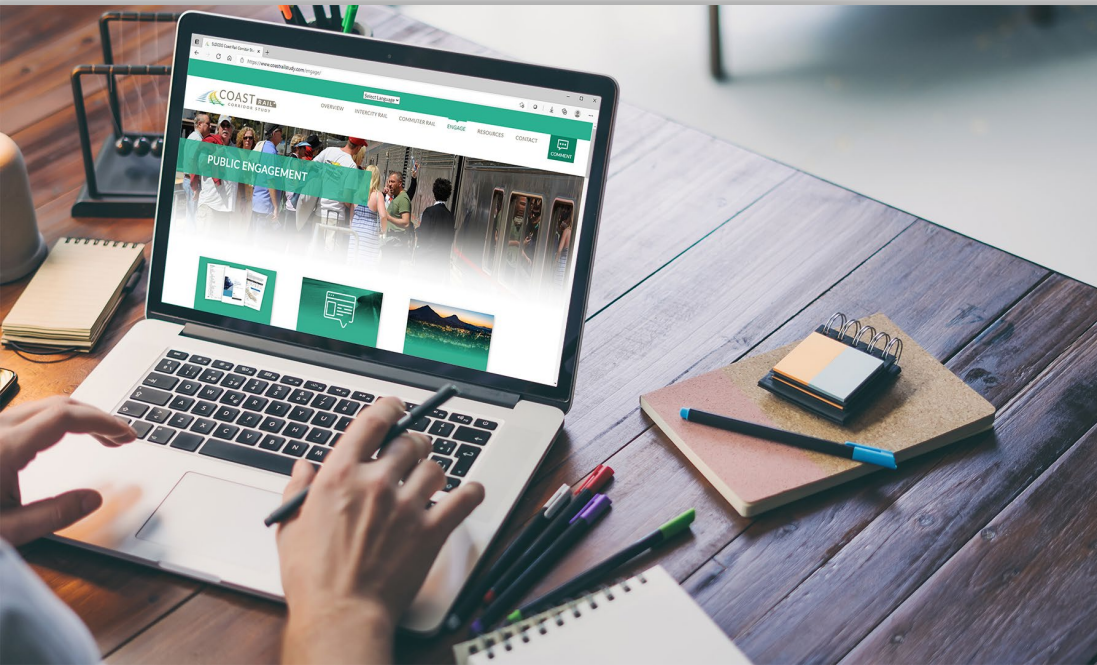
1. System preservation & efficiency
2. Intermodal mobility & accessibility
3. Support economy
4. Improve safety & security
5. Healthy communities & social equity
6. Environmental stewardship
7. Financial stewardship







# STAKEHOLDER & PUBLIC ENGAGEMENT PROGRAM



Stakeholder Committees  
Speakers Bureau  
Virtual Public Workshops  
Information Materials  
Project Website & Email Blasts  
Media Relations  
Social Media

## Grassroots Focused:

**50,000** residents reached - regional media

**9,000** residences received bilingual mailer

**8** community organization presentations

**6** committee meetings with 60 organizations

## Digital Engagement:

**37.5K+** reached via **40** social media posts

**2,820** website visitors

**1,740** stakeholders reach via email

**451** electronic survey respondents

**2** Virtual Public Meetings

# EQUITABLE ENGAGEMENT



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# STUDY UPDATE

# INTERCITY RAIL/BUS SERVICE IMPLEMENTATION PLAN - SERVICE OPTIONS STUDIED

Option A  
Extend Service from the North



Option B  
Extend Service from the South



Option C  
LA-SF Through Service



# SERVICE OPTION COMPARISON

Decision Factor	A- Extend Service from the North	B- Extend Service from the South	C- LA-SF Through Service
Capital Cost	Less Costly	More Costly	Most Costly
Operating Cost	Less Costly	More Costly	More Costly
Offers one-seat rides to key destinations	Medium	Medium	High
Compatibility with other projects	High	Medium	Low

*The SIP recommends **Option A** as the best choice for further study and implementation*

# GOVERNANCE

How would the intercity rail service be governed and managed?

- Three potential options: based on state regulations and other CA intercity rail services

**Build on existing  
Joint Powers  
Authority (JPA)**

**Direct Management  
by Caltrans**

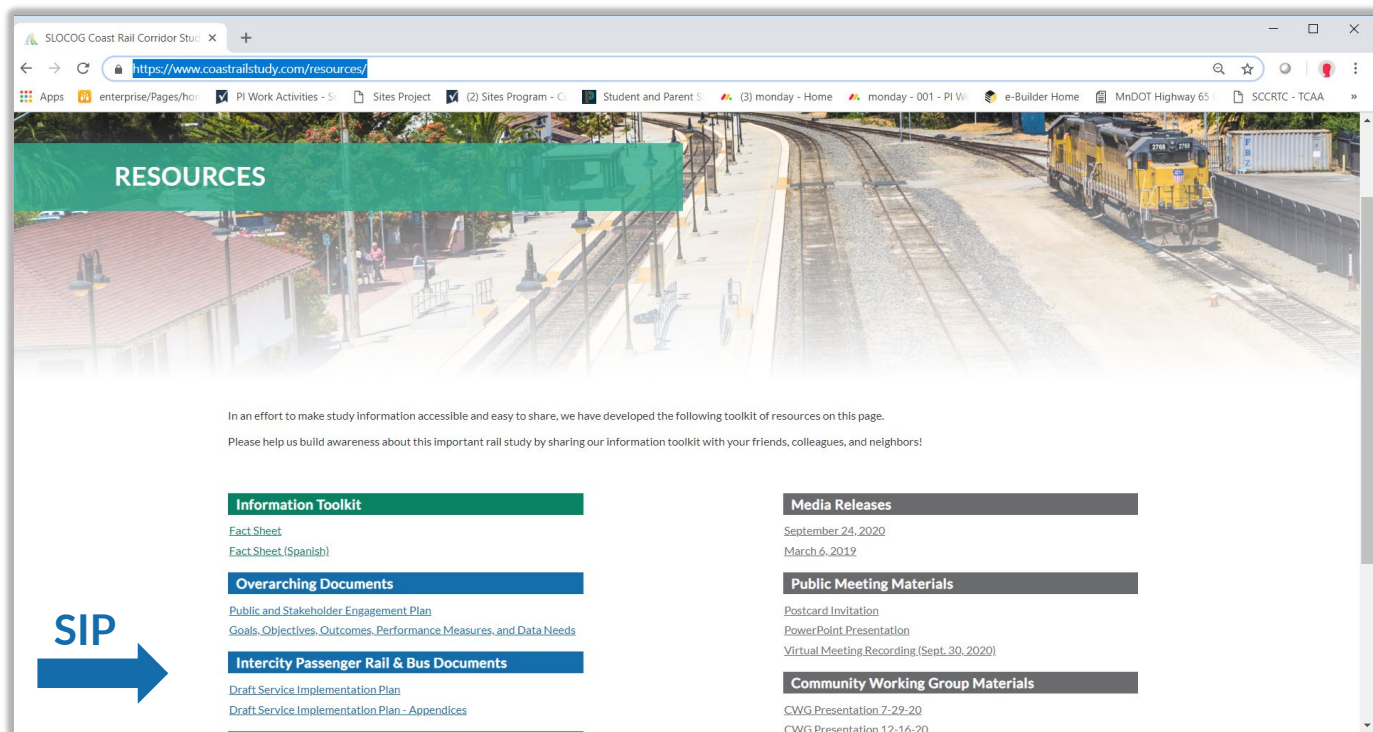
**Create new JPA**

- Building on an existing JPA may be the most straightforward path for Option A



# REVIEW SERVICE IMPLEMENTATION PLAN (SIP)

[coastrailstudy.com/resources/](https://coastrailstudy.com/resources/)



SLOCOG Coast Rail Corridor Study

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## RESOURCES

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SIP



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# COMMUTER/REGIONAL RAIL UPDATE



# COMMUTER/REGIONAL RAIL PHASED IMPLEMENTATION STRATEGY

## Study evaluated:

- Service & schedule options
- Infrastructure & equipment needs
- Operations & maintenance costs
- Alternative technologies
- Potential funding sources
- Integration & coordination with intercity rail & local transit
- Governance structure



# COMMUTER/REGIONAL RAIL - RANGE OF OPTIONS



## SHORT ROUTE, PEAK-ONLY

### Short Route, Limited-Service Hours

- Three existing stations
- Four daily round trips
- Monday-Friday, no holiday service
- Peak period, commuter-oriented service
  - 6-9 a.m.
  - 3-7 p.m.

# COMMUTER/REGIONAL SERVICE - RANGE OF OPTIONS



## SHORT ROUTE, ALL DAY

### Short Route, Long Service Hours

- Three existing stations
- 22 daily round trips
- Seven days a week + holidays
- All-day service supports a variety of trip purposes
  - 6 a.m. - 10 p.m.

# COMMUTER/REGIONAL RAIL - RANGE OF OPTIONS



## INTERMEDIATE ROUTE, ALL DAY

### Longer Route, Long Service Hours

- Three existing stations; two new stations (Cal Poly, Santa Maria West)
- 22 daily round trips
- Seven days a week + holidays
- All-day service supports a variety of trip purposes
  - 6 a.m. - 10 p.m.

# COMMUTER/REGIONAL RAIL - RANGE OF OPTIONS



## EXTENDED ROUTE, ALL DAY

### Long Route, Long Service Hours

- Four existing stations; four new stations (Atascadero, Cal Poly, Santa Maria West, Santa Maria Downtown)
- 22 daily round trips
- Seven days a week + holidays
- All-day service supports a variety of trip purposes
  - 6 a.m. - 10 p.m.

# COMMUTER/REGIONAL RAIL - STATION ANALYSIS

## Balancing access and travel time

Stations evaluated by:

- Population
- Proximity to origin & destination
- Station distance



Station Area Assessment	
Location	Population
San Miguel	2,900
Paso Robles Intermodal	31,800
Templeton	7,800
Atascadero	30,100
Santa Margarita	1,100
Cal Poly SLO Amtrak Station Tank Farm/SLO Airport	55,000
Pismo & Grover Beach, Oceano Train Depot	47,200
Guadalupe	7,500
Santa Maria West & Downtown, Airport/Orcutt	137,300

Blue = Existing Station

Red = New Station in Intermediate or Extended Options

Black = Other stations considered

# RAIL TECHNOLOGY OPTIONS

**Locomotive Hauled Coaches** use a separate engine for propulsion (ex. Pacific Surfliner)



## Pros & Cons:

- Higher cost, high seating capacity
- Approved operation on host railroad (UPRR)
- Share equipment/facilities with Amtrak
- Slower acceleration out of stations or uphill

**Multiple Unit** trains have series of passenger cars, each with own small engine for propulsion



## Pros & Cons:

- Lower cost, lower seating capacity
- Self-propulsion and lower cost per train make multiple units more “scalable”
- Not currently approved for operation on host railroad (UPRR)
- Higher acceleration
- Zero-emission options currently in passenger service

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# RIDERSHIP FORECASTS



# COMMUTER/REGIONAL RAIL PROJECTED RIDERSHIP

	Short Route Peak Only (Low - High)	Short Route All Day (Low - High)	Intermediate All Day (Low - High)	Extended All Day (Low - High)
Weekday Boardings	400-500	600-800	3,700-5,000	4,500-6,000
Saturday Boardings	N/A	300-400	1,700-2,300	2,100-2,800
Sunday/Holiday Boardings	N/A	200-300	1,200-1,600	1,400-2,000
Annual Ridership	102,000- 128,000	180,000- 242,000	1,102,000- 1,487,000	1,338,000- 1,792,000
Average riders per train (high)	63	18	114	136

Based on projected ridership and operating costs, *Multiple Unit* trains are recommended

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# OPERATIONAL MODELING

# VEHICLES AND FACILITIES

	Short Route Peak Only	Short Route All Day	Intermediate All Day	Extended All Day
Total trains required (incl. spare)	2	5	6	12
Total trains in daily service	1	4	5	10
Cars per train (MU)	2	2	4	4
Maintenance facility	✓	✓	✓	✓
Layover facility	4-car	10-car	24-car	48-car

# TRACK CAPACITY AND STATION IMPROVEMENTS

	Short Route Peak Only	Short Route All Day	Intermediate All Day	Extended All Day
<b>Track Capacity Improvements</b>				
New Santa Maria siding			✓	✓
Power Guadalupe siding		✓	✓	✓
Add universal crossover to Guadalupe siding			✓	✓
Power Grover siding		✓	✓	✓
Extend Chorro siding				✓
New Siding in Atascadero				✓
New Siding in Paso Robles				✓
<b>Station Improvements</b>				
Second platform at Guadalupe		✓	✓	✓
Second platform at Grover Beach		✓	✓	✓
Second platform at Paso Robles				✓
Station in Atascadero (2 platforms)				✓
Station by Cal Poly (1 platform)			✓	✓
Santa Maria - West Station (1 platform)			✓	✓
Santa Maria - Downtown Station (1 platform)				✓

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# CAPITAL / OPERATIONAL COSTS

# COST SUMMARY

	Short Route Peak Only	Short Route All Day	Intermediate All Day	Extended All Day
Vehicles and facilities	\$55m	\$91m	\$176m	\$321m
Track capacity and station improvements	\$0	\$33m	\$82m	\$215m
<b>Total Capital Costs (\$2021)</b>	<b>\$55m</b>	<b>\$124m</b>	<b>\$258m</b>	<b>\$536m</b>
<b>Operating Costs (annual, \$2021)</b>	<b>\$1.5m</b>	<b>\$10.5m</b>	<b>\$30m</b>	<b>\$61m</b>

# OVERALL COMPARISON

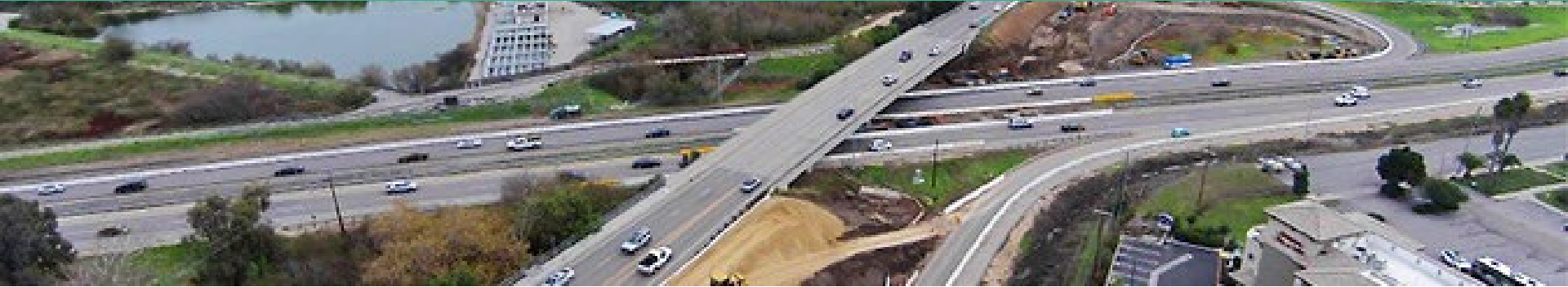
	Short Route Peak Only	Short Route All Day	Intermediate All Day	Extended All Day
Annual Ridership	0.1-0.13m	0.2-0.25m	1-1.5m	1.3-1.8m
Annual Fare Revenue	\$0.3-\$0.4m	\$0.6-\$0.7m	\$3.4-\$4.5m	\$4-\$5.5m
Total Capital Cost	\$55m	\$124m	\$258m	\$536m
Annual Operating Cost	\$1.5m	\$10.5m	\$30m	\$61m



# COST OF ROADWAY IMPROVEMENTS IN OUR REGION

- Brand New Interchange **\$30-60M** (*depending on location*)
- Major Interchange Improvement **\$25M+** (*Brisco Rd*)
- Interchange Operational Improvements **\$2-8M**
- SR 46 Improvements **\$50M per mile**
- Class 1 Bike Path **\$3-5M per mile** (*like Bob Jones Trail*)
- Safe Routes to School Sidewalk **\$215K per mile** (*Grover Beach Elementary*)

Estimated cost to expand Hwy 101 to six lanes = \$1.5 billion (Santa Maria to Paso Robles)





# FUNDING FUTURE RAIL SERVICES

Multiple source funding options including **Federal, State and Local**

Most likely options include:

**State Rail Assistance Program** (*Capital & Operation/Maintenance (O&M)*)

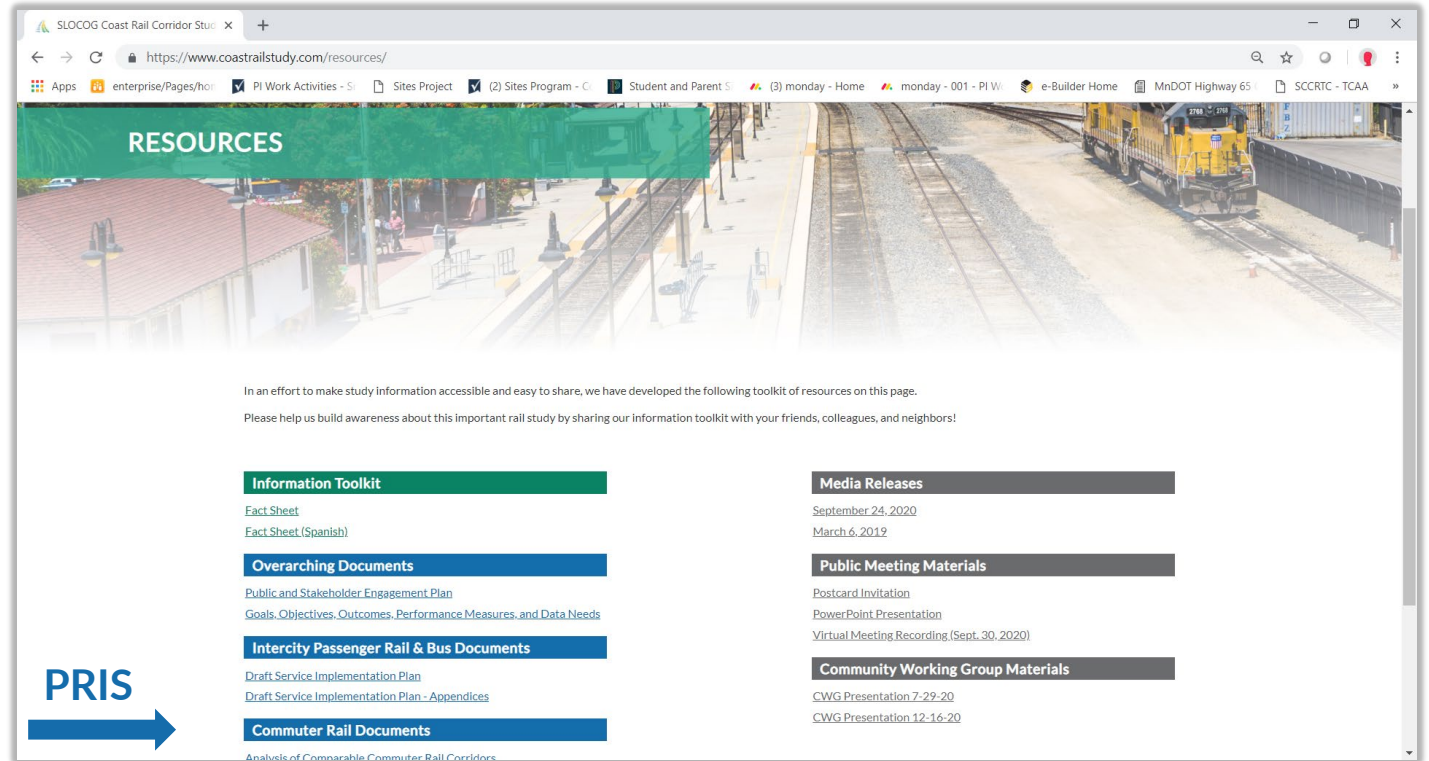
**Transit and Intercity Rail Capital Program** (*Capital*)

**Local General Tax** (*Capital & O&M*)



# PASSENGER RAIL IMPROVEMENT PLAN (PRIS)

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**PRIS**



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# FUTURE ACTIONS AND NEXT STEPS TOWARD IMPLEMENTATION

# WHAT HAPPENS NEXT

- Finalize Study Reports
- Take to SLOCOG Board for Adoption - *August*

## Commuter/Regional Rail -

- Develop implementation and funding strategy
- Obtain necessary legislative authority
- Negotiate agreements with host railroads
- Secure critical funding elements



# THANK YOU!

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**Website:**

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