

COMMUNITY WORKING GROUP PRESENTATION

COAST RAIL CORRIDOR STUDY



December 16, 2020



AGENDA

- I. Welcome & Introductions
- II. Community Working Group Role
- III. Meeting Purpose
 - a. Study Update
 - b. [Draft Option Discussion & Input](#)
 - c. Technology & Governance
- V. Public Engagement Update
- VI. Next Step Milestones



STUDY OVERVIEW

STUDY OVERVIEW TWO PLANNING EFFORTS

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



PASSENGER RAIL IMPROVEMENT STUDY (COMMUTER STUDY)

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



COMMUTER RAIL SERVICE OPTIONS

COMMUTER SERVICE - RANGE OF OPTIONS



MINIMAL SERVICE

Short Route, Limited Service Hours

- Three existing stations
- Two trains daily
- Monday-Friday
- Peak period service
 - 6-9 a.m.
 - 3-7 p.m.

SHARE YOUR THOUGHTS - QUESTIONS

1. Do you think this short route rail service would be a good travel option for people if it only operates during peak commute hours (M-F 6-9 a.m., 3-7 p.m.)? If no, please explain.
2. Would it be a good travel option if the service ran all day between 6 a.m. and 10 p.m.?
3. Do you think this short route rail service would be a good travel option for tourists or for area residents making social or recreational trips?

COMMUTER RAIL SERVICE - RANGE OF OPTIONS



MAXIMUM SERVICE

Long Route, Long Service Hours

- Four existing stations; up to 10 new stations (Templeton, Atascadero, Santa Margarita, Cal Poly, SLO Airport, Pismo Beach, Oceano, Santa Maria West, Santa Maria Downtown, and Orcutt)
- Seven days a week
- All-day service
 - 6 a.m. - 10 p.m.

SHARE YOUR THOUGHTS - QUESTIONS

1. Do you think this long route service would be a good travel option for a lot more people than the short route option?
2. Who are the riders that would benefit most from having the service extend into Santa Maria from Guadalupe? Who are the riders that would benefit most from having the service extend north from SLO to Paso Robles?
3. Are there any additional station locations that should be considered? Which of the potential new stations do you think are the most important?

PASSENGER RAIL TECHNOLOGY OPTIONS

Locomotive Hauled Coaches use a separate engine to propel passenger cars (ex. Pacific Surfliner)



Pros & Cons:

- Higher cost, high seating capacity
- Approved for operation on host railroad (UPRR)
- Could share equipment or facilities with existing Amtrak services
- 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 available



INTERCITY RAIL/BUS 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
Year 2027	+1	+1
Year 2040	+3	+5

Intercity Rail + Bus

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



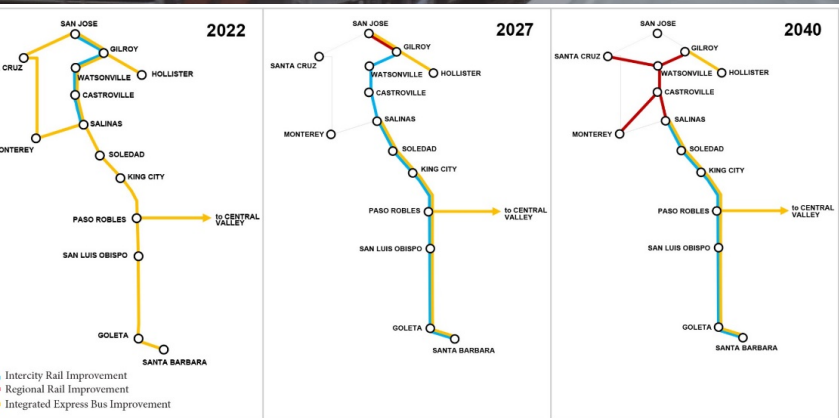
INTERCITY RAIL & BUS

Plan will:

- Increase rail service from **Goleta to Salinas**
- Achieve integrated intercity rail/bus system

Study will evaluate and recommend:

- Rail operations & schedules
- Integrated intercity bus & rail service
- Infrastructure improvement needs
- Equipment needs
- Governance (service operators & managers)
- Local transit connectivity



INTERCITY RAIL/BUS SERVICE OPTIONS

SERVICE OPTION #1: ADD COAST DAYLIGHT TRAIN



SERVICE OPTION #2: EXTEND PACIFIC SURFLINER



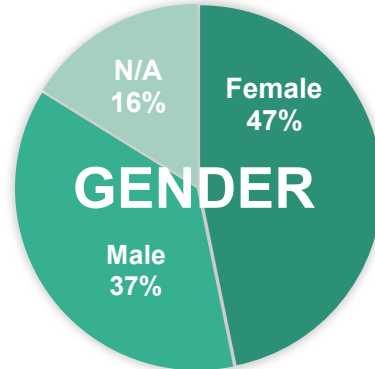
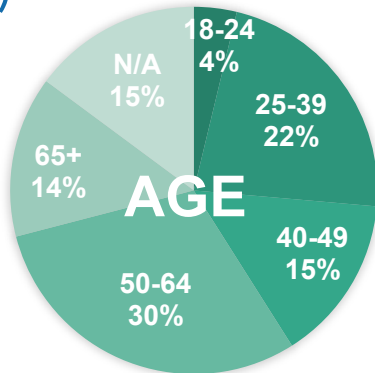
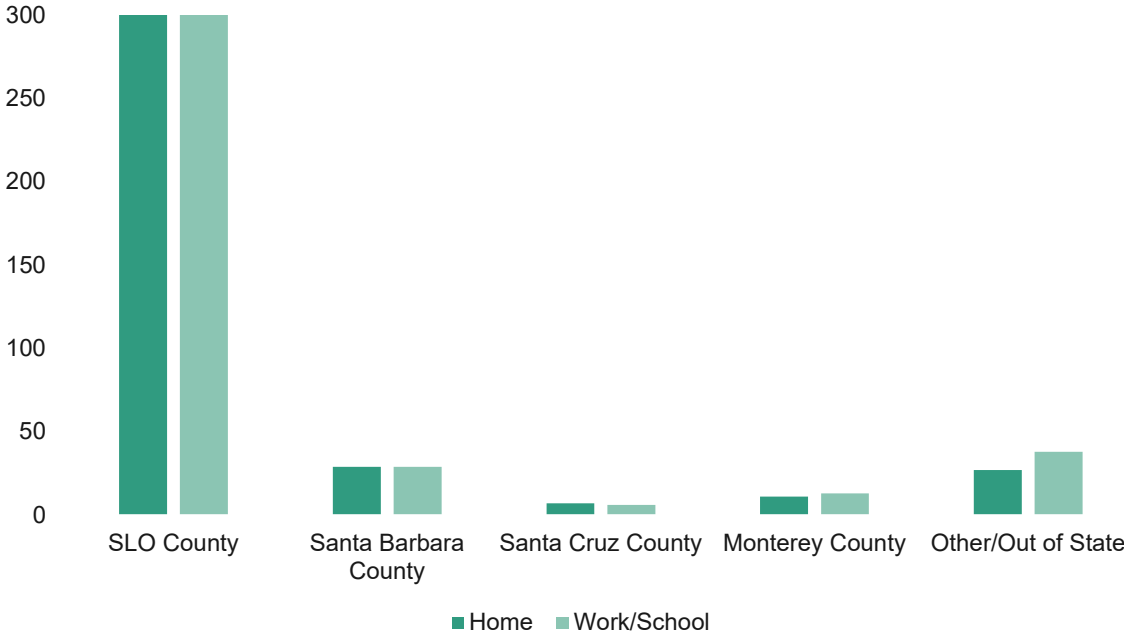
SERVICE OPTIONS #3: EXTEND CAPITOL CORRIDOR



PUBLIC SURVEY HIGHLIGHTS - 451 PARTICIPANTS

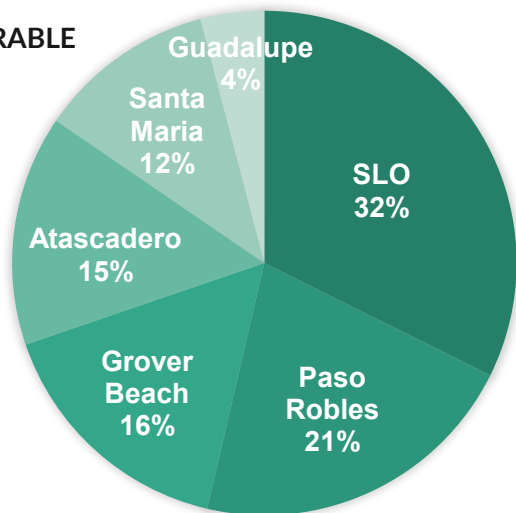
SURVEY RESULTS (DEMOGRAPHICS)

Location Breakdown



SURVEY RESULTS

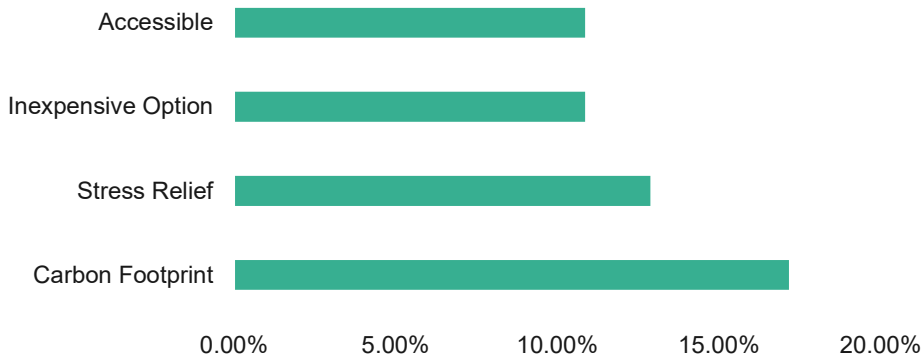
MOST DESIRABLE STATION



INTERCITY RAIL STATS

- Would consider if direct connect between SF & SLO (55%)
- More trains daily to Bay Area (46%)
- More trains daily to SoCal (53%)
- Travel on train took less time (50%)

REASONS FOR USING PUBLIC TRANSIT (PRE-COVID)



COMMUTER STATS (would consider using if...)

- Connected between Paso Robles and SLO (38%)
- Bi-directional (40%)
- Linked Santa Maria, Guadalupe to SLO (22%)

NEXT STEPS

1. Evaluate Service Options – *December/January*
 - Refine options
 - Rail modeling to identify infrastructure
 - Ridership forecast
2. Draft Intercity Rail/Bus Report – *February 2021*
3. Develop Phased Implementation Plan – *March 2021*
4. Prepare Draft Study Report – *April 2021*
5. Prepare Final Study Report & Board Adoption – *June 2021*

*Stakeholder & Public Engagement
throughout Study*





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