COMMUNITY WORKING GROUP

COAST RAIL CORRIDOR STUDY



May 4, 2021







AGENDA

- I. Welcome & Introductions
- II. Intercity Rail Study Update
- III. Commuter/Regional Rail Study Update
 - a. Range of Options Update
 - b. Ridership Forecasts
 - c. Operational Modeling
 - d. Capital/Operations Costs
 - e. Summary and Comparison
- V. Public Engagement
- VI. Next Steps















Goleta (UCSB)

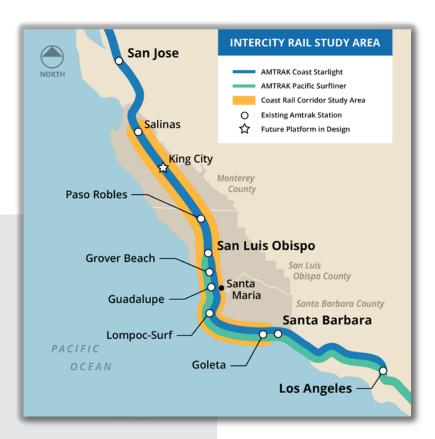


INTERCITY RAIL/BUS SERVICE IMPLEMENTATION PLAN











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		







SERVICE OPTIONS STUDIED

Option A Extend Service from the North Extend Service from the South



Option B

MID-TERM SERVICE OPTION B San Jose AMTRAK Coast Starlight NORTH AMTRAK Pacific Surfliner Gilroy Potential Termini **Extension of Pacific Surfliner** 000 Number of Roundtrips per Day 0 **Existing Amtrak Station** Salinas Future Platform in Design King City Monterey Paso Robles -San Luis Obispo Grover Beach **Obispo County** Santa Maria Guadalupe Santa Barbara County Santa Barbara Lompoc-Surf PACIFIC OCEAN Goleta (UCSB) Los Angeles

Option C LA-SF Through Service



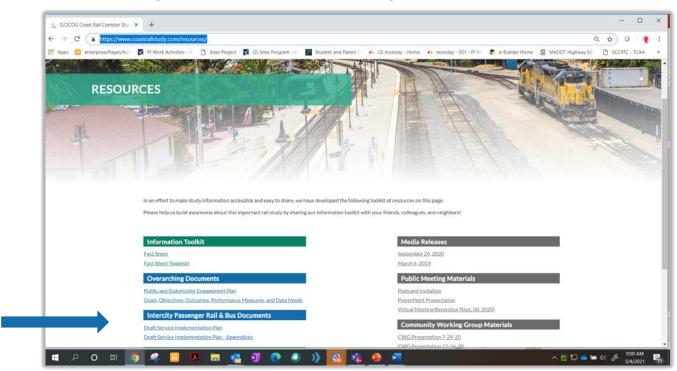
SERVICE OPTION COMPARISON

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

REVIEW SERVICE IMPLEMENTATION PLAN (SIP)

https://www.coastrailstudy.com/resources/



SIP

COMMUTER/REGIONAL RAIL UPDATE







COMMUTER/REGIONAL RAIL PHASED IMPLEMENTATION STRATEGY

Study evaluated:

- Service & schedule options ۲
- Infrastructure & equipment needs ۲
- Operations & maintenance costs
- Alternative technologies ۲
- Potential funding sources
- Integration & coordination with intercity rail • & local transit
- Governance structure











SHORT ROUTE, PEAKONLY

Short Route, Limited Service Hours

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



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
 - o 6 a.m. 10 p.m.



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.



EXTENDED ROUTE, ALL DAY

Long Route, Long Service Hours

- Four existing stations; four new stations (Atascadero, Cal Poly, Santa Maria W est, 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.**

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 currently in passenger service



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

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	\checkmark	\checkmark	\checkmark	\checkmark
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
Track Capacity Improvements				
New Santa Maria siding			✓	\checkmark
Power Guadalupe siding		✓	√	\checkmark
Add universal crossover to Guadalupe siding			\checkmark	\checkmark
Power Grover siding		\checkmark	\checkmark	\checkmark
Extend Chorro siding				\checkmark
New Siding in Atascadero				\checkmark
New Siding in Paso Robles				\checkmark
Station Improvements				
Second platform at Guadalupe		✓	✓	√
Second platform at Grover Beach		✓	√	\checkmark
Second platform at Paso Robles				\checkmark
Station in Atascadero (2 platforms)				\checkmark
Station by Cal Poly (1 platform)			\checkmark	\checkmark
Santa Maria - West Station (1 platform)			✓	\checkmark
Santa Maria - Downtown Station (1 platform)				\checkmark

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
Total Capital Costs (\$2021)	\$55m	\$124m	\$258m	\$536m
Operating Costs (annual, \$2021)	\$1.5m	\$10.5m	\$30m	\$61m

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

POTENTIAL FUNDING SOURCES

Potential funding sources were rated High, Medium or Low in reasonableness to fund the proposed service. Three sources were rated "High."

Program	Rating	Eligible Expenses		
Federal Programs				
Section 5309: Capital Investment Grant Program	Moderate	Capital		
Better Utilizing Investments to Leverage Development (BUILD)	Low	Capital		
Infrastructure for Rebuilding America (INFRA)	Low	Capital		
State & Local Programs				
State Rail Assistance Program (SRA)	High	Capital and O&M		
Solutions for Congested Corridors Program (SCCP)	Moderate	Capital		
Trade Corridor Enhancement Program (TCEP)	Low	Capital		
Local Carbon Transit Operations Program (LCTOP)	Moderate	Capital and O&M		
Affordable Housing and Sustainable Communities Program (AHSC)	Moderate	Capital		
Transit and Intercity Rail Capital Program (TIRCP)	High	Capital		
Congestion Mitigation and Air Quality (CMAQ)	Moderate	Capital		
Surface Transportation Block Grant Program (STBG)	Moderate	Capital		
Locally Imposed General Taxes / Cost Allocation Methodology	High	Capital and O&M		
Sustainable Transportation Equity Project (STEP)	Low	Capital		
Sustainable Transportation Planning Grant Program	Low	Planning/Environmental		
Value Capture	Moderate	Capital and O&M		

STAKEHOLDER AND PUBLIC ENGAGEMENT







EQUITABLE ENGAGEMENT

Grass Roots Focused:

Bilingual Mailers to Priority Populations: 9,000 residences

Virtual Speakers Bureau: 8 presentations Community Organizations

Virtual Committee Meetings: 6 total Mtgs Agency Partners and Community Assoc. (60 organizations)

Press Releases: 2 total/5 earned articles + NPR interview PR Daily News & SLOCOG New Times: 50,000 residents

Digital Engagement:

Online Survey: **451 respondents** Unique Multilingual Website: **2,820 visits** Email Notices: **3 total to 1,740 contacts** SLOCOG/Rideshare Newsletter: **3 total** Social Media Posts & Ads: **40 total / 37,538 reached** LinkedIn, Facebook, Twitter

Virtual Public Meeting: 42 attendees



Join Us for a Virtual Public Meeting May 18, 2021 5 – 6:30 p.m.

Webex Register: *bit.ly/CRCS_Public_Meeting* Password: CRCS#2 Dial-in: 408-418-9388 Code: 187 790 9497







FUTURE ACTIONS AND NEXT STEPS TOWARD IMPLEMENTATION

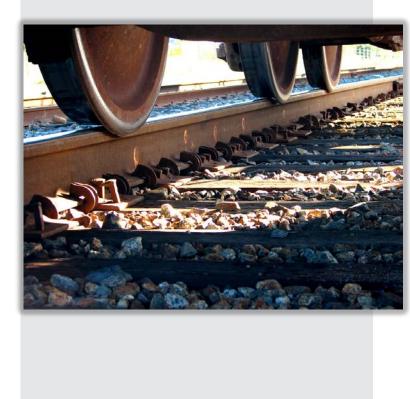






KEY FUTURE ACTIONS

- A. Finalize Study Report
 - Public Meeting May 18
 - Technical Advisory Comm. Meeting May 19
 - Final Study Report & Board Adoption June 2
- B. Develop implementation and funding strategy
- C. Obtain necessary legislative authority
- D. Negotiate agreements with host railroads
- E. Secure critical funding elements









THANK YOU!



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