

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



STUDY OVERVIEW

TWO PLANNING EFFORTS

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



INTERCITY RAIL/BUS SERVICE IMPLEMENTATION PLAN



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

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*

REVIEW SERVICE IMPLEMENTATION PLAN (SIP)

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

RESOURCES

In an effort to make study information accessible and easy to share, we have developed the following toolkit of resources on this page. Please help us build awareness about this important rail study by sharing our information toolkit with your friends, colleagues, and neighbors!

- Information Toolkit**
 - Fact Sheet
 - Fact Sheet (Spanish)
- Overarching Documents**
 - Public and Stakeholder Engagement Plan
 - Goals, Objectives, Outcomes, Performance Measures, and Data Needs
- Intercity Passenger Rail & Bus Documents**
 - Draft Service Implementation Plan
 - Draft Service Implementation Plan -- Appendices
- Media Releases**
 - September 26, 2020
 - March 6, 2019
- Public Meeting Materials**
 - Postcard Invitation
 - PowerPoint Presentation
 - Virtual Meeting Recording (Sept. 30, 2020)
- Community Working Group Materials**
 - CWG Presentation 7-29-20
 - CWG Presentation 12-16-20

SIP



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



REGIONAL SERVICE- 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.

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.

REGIONAL SERVICE- 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.

REGIONAL SERVICE- 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.

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	✓	✓	✓	✓
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			✓	✓
Power Guadalupe siding		✓	✓	✓
Add universal crossover to Guadalupe siding			✓	✓
Power Grover siding		✓	✓	✓
Extend Chorro siding				✓
New Siding in Atascadero				✓
New Siding in Paso Robles				✓
Station Improvements				
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)				✓

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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