

Coast Rail Coordinating Council (CRCC)

The CRCC is a coalition of coastal county transportation planning agencies organized to improve passenger rail services. The primary focus of the CRCC is to improve the frequency and speed of passenger trains on the Coast Route between San Francisco and Los Angeles.

The CRCC is comprised of the agencies listed on the back of this pamphlet. Current Elected Officials leading the CRCC include Dave Potter (Transportation Agency for Monterey County), John Shoals (San Luis Obispo Council of Governments), and Lupe Alvarez (Santa Barbara County Association of Governments).

California Rail Program

California's forward looking passenger rail program is designed to provide travel alternatives and decrease highway congestion. Californians have chosen rail travel in growing numbers. The *Coast Daylight* will be a very important new link in California's rail corridors, and will bring new riders to California's passenger rail system.

All California Rail Corridor Ridership



Source: Wilbur Smith Associates and Caltrans

Note: Includes *Capitol Corridor*, *Surfliner* and *San Joaquin* trains

The Coast Daylight Study was funded by the State Planning and Partnership Program FY1999-2000 and local agency contributions.

Proposed Daylight Schedule

The proposed schedule of the *Coast Daylight* is shown below, along with the current schedule of the *Coast Starlight*. Service to stations in italics will begin when station facilities are completed. Connections to San Diego are also shown below.

Coast Starlight	Coast Daylight	Location	Coast Daylight	Coast Starlight
<i>From Oakland</i>	Morning	San Francisco	Early Evening	<i>To Oakland</i>
		Millbrae		
		Palo Alto		
		Mountain View		
		Santa Clara		
10:07		San Jose		20:27
-		Gilroy		-
11:48		<i>Pajaro</i>		-
-		Salinas		18:36
-		<i>Soledad</i>		-
-		<i>King City</i>		-
13:38		Paso Robles		16:45
15:20	Mid-day	San Luis Obispo	Mid-day	15:43
-		Grover Beach		-
-		Guadalupe		-
18:17		Santa Barbara		12:48
19:08		Oxnard		11:55
-		Camarillo		-
-		Moorpark		-
19:38		Simi Valley		11:23
-		Chatsworth		-
20:05		Van Nuys		10:47
-		Burbank Airport		-
-		Glendale		-
21:00	Early Evening	Los Angeles	Morning	10:15
22:10		Los Angeles		8:45
00:50		San Diego		6:10

Note: Specific *Coast Daylight* times to be determined

Prepared for the
Coast Rail Coordinating Council

Transportation Agency for Monterey County
San Luis Obispo Council of Governments
Santa Barbara County Association of Governments
Ventura County Transportation Commission
Los Angeles County Metropolitan Transportation Authority
Santa Cruz County Regional Transportation Commission
Caltrans Rail Program and Amtrak

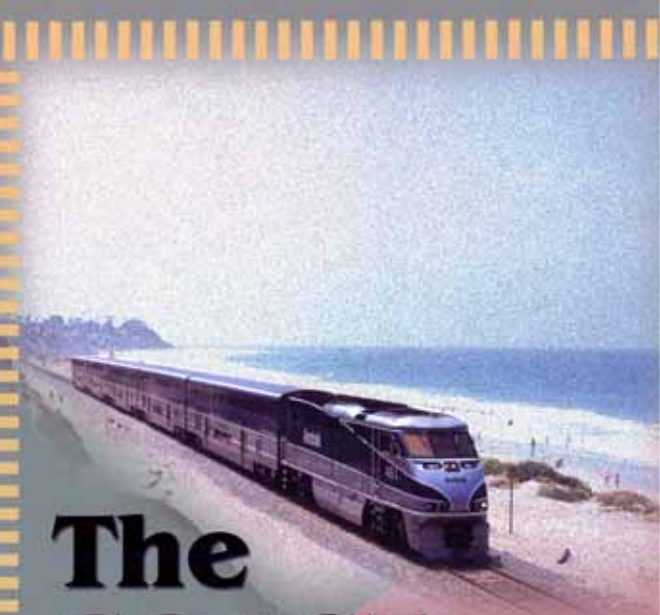
For further information, please contact:

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<http://coastrailplan.slocog.org>



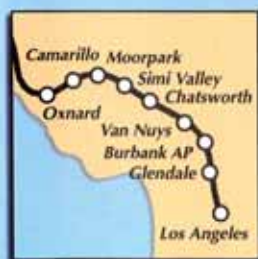
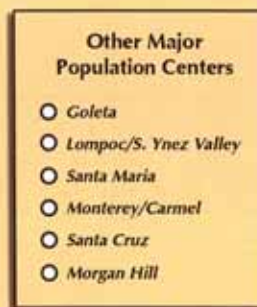
The COAST DAYLIGHT

A Plan for....

Increased Rail Passenger Service

between
San Francisco and Los Angeles

Caltrans Photo by Don Sims



What is Proposed?

Begin daily operation of new state-sponsored Amtrak service along the Coast Route between downtown Los Angeles and downtown San Francisco.

- Estimated annual ridership is 216,000 passengers.
- Projected annual operating cost is \$12 million.
- Projected annual revenue (first year) is \$7 million.
- Initial travel time is about 11 hours. (To be incrementally improved to 8 hours.)
- Trains to depart at approximately 8:00 a.m., arrive at approximately 7:00 p.m.
- Train will serve principal communities along the route (see map at left), with connections to Caltrain, *Capitol Corridor*, *Surfliner Corridor*, Metrolink, and Amtrak long distance trains.
- Estimated fares to be 5-10% less than the *Coast Starlight*. (Up to about \$60 San Francisco to Los Angeles and \$40 San Francisco to San Luis Obispo.)
- The *Coast Daylight* will offer food service.
- Service initiation is subject to 1) acquisition of equipment, 2) negotiation with railroads, and 3) securing state operating funds.

Why is it justified?

To close a gap in existing train services and increase statewide mobility.

State supported *Capitol Corridor* trains reach south to San Jose, and *Surfliner* trains go north to San Luis Obispo. Amtrak's *Coast Starlight* train on the Coast Route is the only through service, and it operates at capacity during summer and holiday travel periods. At present, there is no intercity rail service to and from San Francisco. The Coast Route between Los Angeles and San Jose sees only one round trip per day.

To serve travel demand between Los Angeles and San Francisco.

The new *Coast Daylight* will directly serve cities in San Mateo County and downtown San Francisco (at 4th and Townsend Streets) for the first time since 1971. It will expand intercity travel options along the Central Coast.

To directly benefit millions of Californians living in counties that will be served by the new train.

To provide transportation alternatives.

The *Coast Daylight* will provide an affordable, comfortable transportation alternative to limited and expensive air service and congested freeways.

To enhance travel options for tourists to see and visit scenic Central Coast attractions.

Citizens, local governments, and regional transportation agencies support the *Coast Daylight*. Caltrans has included the *Coast Daylight* in its Passenger Rail Program Report, and Amtrak has incorporated the service into its strategic plan for improving California's rail corridors.

What are the benefits?

Increased travel choices for local, regional, and interregional travel.

Rail transportation provides an alternative to highway and air travel.

Point-to-point connections from downtown to downtown of the two premier cities in the state.

Connecting San Francisco and Los Angeles along the scenic coastal route will serve business, family, vacation, and visitor travelers.

Enhanced Goods Movement and economic development at stations along the route.

Environmentally sound transportation serving a variety of travel markets and transportation needs.