

# **AGENDA**

## **TAMC RAIL POLICY COMMITTEE**

**Monday, November 7, 2016**  
**3:00 PM**

**Transportation Agency for Monterey County Conference Room**  
**55-B Plaza Circle, Salinas**  
**TAMC Conference Room**  
**AGENDA**

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

### **1. Quorum Check, Call to Order and Introductions**

A quorum for the voting TAMC Rail Policy Committee members consists of a minimum of 6 of the following voting members: Potter (Chair), Craig (Vice-Chair), Armenta, Bodem, Chavez, Delgado, Parker, Phillips, Rubio, LeBarre, and Smith.

**If you are unable to attend, please make sure that one of your two alternates attends the meeting. Your courtesy to the other members to assure a quorum is appreciated.**

### **2. PUBLIC COMMENT ON TRANSPORTATION MATTERS NOT ON TODAY'S AGENDA.**

Any member of the public may address the Rail Policy Committee on any item not on the agenda but within the jurisdiction of the Rail Policy Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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### **3. BEGINNING OF CONSENT AGENDA**

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the CONSENT AGENDA for discussion and action.

3.1. **APPROVE** minutes of October 3, 2016 Rail Policy Committee meeting.

- **Murillo**

3.2. **APPROVE** 2017 schedule of Rail Policy Committee meetings.

- **Watson**

*The proposed schedule of Rail Policy Committee meetings for 2017 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; January, when the meeting is on the second Monday due to the New Year's holiday, and September, when the meeting is on the second Monday due to the Labor Day holiday.*

#### **END OF CONSENT AGENDA**

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4. **RECEIVE** update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles and **RECOMMEND** Board appointment of Dave Potter to the Coast Rail Coordinating Council.

- **Watson**

*Progress since the last update to the Committee about the Coast Daylight on October 3, 2016, includes a Policy Committee meeting on October 13. Appointing Dave Potter to continue representing TAMC on the Coast Rail Coordinating Council would maintain TAMC's leadership role on that body and continuing Mr. Potter's long and respected experience on that body would benefit TAMC and the Coast Daylight project.*

5. **RECEIVE** update on the Salinas Rail Extension project.

- **Watson**

*Progress since the last update to the Committee about the Salinas Rail Extension project on October 3, 2016, includes a presentation to the Salinas City Center Improvement Association, a meeting with Salinas City staff, and a meeting with Caltrain General Manager and CEO Jim Hartnett.*

6. **RECEIVE** and **COMMENT** on draft 2017 Legislative Program.

- **Watson**

*The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.*

7. **PRESENT** Certificate of Appreciation to Chair Potter.

- Watson

*The Committee wishes to recognize Supervisor Dave Potter for his 20 years of distinguished service to rail projects in Monterey County.*

8. **ANNOUNCEMENTS and/or COMMENTS** from Rail Policy Committee members on matters that they wish to put on future Committee agendas.
9. **ADJOURN**

### **ANNOUNCEMENTS**

Next Rail Policy Committee meeting:

**Monday, January 9, 2017**

**3:00 p.m.**

Transportation Agency for Monterey County Conference Room  
**55-B Plaza Circle, Salinas, California 93901**

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**

**Christina Watson, Rail Program Coordinator**

**by Tuesday, December 27, 2016**

**[Christina@tamcmonterey.org](mailto:Christina@tamcmonterey.org)**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof.*

*Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary*

*aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*

**CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS**

**C 1.** September 2016 Capitol Corridor Monthly Performance Report



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **October RPC Minutes**

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**RECOMMENDED ACTION:**

**APPROVE** minutes of October 3, 2016 Rail Policy Committee meeting.

**ATTACHMENTS:**

- Draft RPC Minutes - October 3, 2016

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*Transportation Agency for Monterey County*  
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TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**RAIL POLICY COMMITTEE MEETING**

*DRAFT Minutes of October 3, 2016*

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas

	AUG 15	SEP 15	NOV 15	JAN 16	FEB 16	MAR 16	APR 16	MAY 16	JUNE 16	AUG 16	OCT 16
F. Armenta, Dist. 1 (J. Martinez)	<b>C</b>	P	P	P	P(A)	P(A)	<b>C</b>	<b>C</b>	E	-	E
J. Phillips, Dist. 2 (J. Stratton, <del>C. Link</del> )	<b>A</b>	P(A)	P(A)	P(A)	P(A)	P(A)	<b>A</b>	<b>A</b>	P(A)	P(A)	P(A)
J. Parker, Dist. 4 (K. Markey)	<b>N</b>	P(A)	P(A)	P(A)	P(A)	P(A)	<b>N</b>	<b>N</b>	P(A)	P(A)	E
D. Potter, Dist. 5, Chair ( <del>K. Lee</del> , J. Mohammadi)	<b>C</b>	P(A)	P	P(A)	P	P	<b>C</b>	<b>C</b>	P(A)	P	P
B. Delgado, Marina (F. O'Connell)	<b>E</b>	-	P	P	-	P	<b>E</b>	<b>E</b>	P	P	-
E. Smith, Monterey (R. Deal)	<b>L</b>	-	P	E	P	P	<b>L</b>	<b>L</b>	P(A)	E	E
K. Craig, Salinas, Vice Chair ( <del>R. Russell</del> , J. Serrano)	<b>L</b>	P	P(A)	P	-	P(A)	<b>L</b>	<b>L</b>	P(A)	P	P(A)
T. Bodem, Sand City (L. Gomez)	<b>E</b>	P	P	E	-	-	<b>E</b>	<b>E</b>	P	P	P
R. Rubio, Seaside (I. Oglesby)	<b>D</b>	P	P	P	P	P	<b>D</b>	<b>D</b>	P(A)	P	P
A. Chavez, Soledad (F. Ledesma)		P	P	P	P	P			E	P	P
M. LeBarre, King City (B. Hendrickson)											P
M. Twomey, AMBAG (H. Adamson)		-	-	P(A)	-	P(A)			P(A)	-	P(A)
O. Monroy-Ochoa, Caltrans District 5		-	-	E	-	-			-	-	P
C. Sedoryk, MST (H. Harvath, <del>L. Rheinheimer</del> )		P(A)	P(A)	P(A)	P(A)	-			P(A)	-	P(A)
B. Sabo, Airport (R. Searle)		-	-	-	-	-			-	-	P
<b>STAFF</b>											
D. Hale, Exec. Director		P	P	P	P	E			P	P	E
T. Muck, Deputy Exec. Director		P	P	P	P	P			P	P	P
C. Watson, Principal Transp. Planner		P	P	P	P	P			P	P	P
M. Zeller, Principal Transp. Planner		P	E	P	P	P			P	P	P
H. Myers, Sr. Transp. Engineer		-	P	-	-	P			P	-	-
V. Murillo, Transp. Planner		P	P	P	P	P			P	P	P
B. Green, Rideshare Coordinator		-	-	-	-	-			-	-	P
<b>E – Excused</b>											
<b>P(A) – Alternate</b>											

1. **QUORUM CHECK AND CALL TO ORDER**

Chair Potter called the meeting to order at 3:04 p.m. A quorum was established and self-introductions were made.

**OTHERS PRESENT**

Grant Leonard	TAMC staff	McGregor Eddy	Salinas Californian columnist
Guy Preston	High Speed Rail Authority	Chris Flescher	Salinas resident

2. **PUBLIC COMMENTS**

None

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3. **CONSENT AGENDA**

M/S/C LeBarre/Rubio

Committee Member LeBarre noted that he attended the American Public Transportation Association annual meeting, and is now a member of the Rail Standards Committee.

3.1 Approved minutes of the August 1, 2016 Rail Policy Committee meeting.

3.2 Recommended that the Board approve a Memorandum of Understanding among the Transportation Agency for Monterey County, the City of Salinas, and Monterey-Salinas Transit, regarding the Salinas Intermodal Transportation Center expansion.

3.3 Received report from the American Public Transportation Association Rail Conference.

3.4 Received the call for nominations for the fifteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

**END OF CONSENT AGENDA**

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4. **HIGH SPEED RAIL PROJECT UPDATE**

The Committee received a presentation from the High Speed Rail Authority.

Guy Preston, High Speed Rail Authority, reported that the State's High Speed Rail project is a transformative investment that will connect California's cities and help the State meet its climate change goals. The Authority's new business plan calls for construction of the first segment between the Central Valley and San Francisco, with start of service expected by 2025. Mr. Preston noted that the Merced to San Jose corridor is currently undergoing environmental review.

Committee Member LeBarre asked if the Authority has funding available for self-help counties that provide connecting services. Mr. Preston said that he sees the value in being a self-help county, but that the Authority does not currently have funding available for connecting services.

Committee Alternate Harvath asked if the Authority has gone out to bid for trainsets. Mr. Preston said the Authority has not gone out to bid yet, but that the Authority first needs to sell bonds before soliciting bids.



Committee Member Sabo asked about train service frequency. Mr. Preston said that the project will be designed for six trains per hour between Gilroy and San Jose during peak hours, but service will initially start with two trains per hour.

Committee Member Boden asked how fast the trains would go. Mr. Preston replied that trains will run at a top speed of 210 miles per hour, and 110-125 miles per hour on the Caltrain corridor.

Chair Potter expressed his support for the High Speed Rail project. Chair Potter commented that regional transit connectivity is key for High Speed Rail's success, and that the Salinas passenger rail extension and Coast Daylight projects support this connectivity.

5. **COAST DAYLIGHT UPDATE**

The Committee received an update on the Coast Daylight project.

The Coast Daylight is a joint Caltrans/Amtrak effort led by the Coast Rail Coordinating Council to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. The Agency is currently working on the Federal environmental review for the rail corridor between Salinas and San Jose, and a public draft is expected in January 2017.

Christina Watson, Principal Transportation Planner, reported the progress since the last update to the Committee in August includes a Coast Rail Coordinating Council Policy Committee meeting in Monterey on August 11, and Technical Committee meeting on September 16. Ms. Watson reported that the Council held a goal setting and visioning session to develop a two-year and five-year plan. The two-year plan includes the task of seeking a champion for the project at the State and Federal levels, seeking funding and reintroducing legislation for operation. The five-year plan includes seeking funds and working with Union Pacific.

Chair Potter noted that the loss of the \$25 million bond allocation was unfortunate, but that he was encouraged by the Council's renewed commitment to the project. He noted that funding for a dedicated staff person and legislative support will help bring this project to fruition. Chair Potter noted that he is interested in staying on with the Council after January.

Committee Member LeBarre noted that King City is committed to seeing service begin, and recently acquired the right-of-way for the King City train station.

6. **SALINAS RAIL EXTENSION PROJECT UPDATE**

The Committee received an update on the Salinas Rail Extension project.

Ms. Watson noted that the progress since the last meeting in August includes discussions with the Capitol Corridor, Caltrans and the California State Transportation Agency. Ms. Watson reported that the Capitol Corridor is in the midst of a paradigm shift governing the planned expansion from seven to eleven round trips between Oakland and San Jose. The plan to add new train trips has been deferred, pending funding for right of way improvements to increase track capacity between Oakland and San Jose and provision of dedicated passenger rail tracks.

Chair Potter noted that it is worth approaching Caltrain again as a possible short-term operations solution. He noted that the Capitol Corridor service will benefit from gaining passengers along the

Salinas to San Jose corridor once Caltrain electrifies its service.

7. **DRAFT RELOCATION PLAN**

The Committee received the Transportation Agency's draft Relocation Plan for the Salinas Rail Extension project, and provided comments.

Michael Zeller, Principal Transportation Planner, reported the Transportation Agency has authorized the preparation of a Relocation Plan for the Salinas Rail Extension project. He noted that the purpose of the Relocation Plan is to ensure that persons displaced because of the Salinas Rail Extension project are treated fairly, consistently and equitably and to ensure that the Agency follows Federal regulations when acquiring real property. The Relocation Plan will be presented to the Board of Directors following a 30-day public review period.

Chair Potter noted that property acquisition is a complex process and thanked staff.

8. **CLOSED SESSION: REAL ESTATE ACQUISITIONS**

Pursuant to Government Code section §54956.8, the Committee conferred with agency staff concerning the acquisition of properties for the Salinas train station, reconvened in open session, and reported that no actions were taken.

9. **ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE MEMBERS**

None

10. **ADJOURN**

Chair Potter adjourned the meeting at 4:09 p.m.



## ***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **2017 Committee Meeting Schedule**

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### **RECOMMENDED ACTION:**

**APPROVE** 2017 schedule of Rail Policy Committee meetings.

### **SUMMARY:**

The proposed schedule of Rail Policy Committee meetings for 2017 follows the existing pattern of meetings on the first Monday of the month at 3:00 p.m. except July and December, when all committee meetings are cancelled due to holidays; January, when the meeting is on the second Monday due to the New Year's holiday, and September, when the meeting is on the second Monday due to the Labor Day holiday.

### **FINANCIAL IMPACT:**

None

### **DISCUSSION:**

**Please mark your calendars** for the 2017 meeting schedule as follows (*\*second Monday*):

- *January 9\**
- February 6
- March 6
- April 3
- May 1
- June 5
- August 7
- *September 11\**
- October 2
- November 6

Per tradition, the RPC does not meet in July due to summer holidays or in December due to winter holidays. The January meeting would normally fall on January 2; since this date falls so close to the New Year's holiday, staff recommends moving the meeting to January 9. Similarly, the September meeting will be on September 11 since the first Monday is Labor Day. Meeting time and location remain the same: 3:00 p.m. in the TAMC conference room.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **Coast Daylight Update**

**RECOMMENDED ACTION:**

**RECEIVE** update on the status of the planned Coast Daylight train service between San Francisco and Los Angeles and **RECOMMEND** Board appointment of Dave Potter to the Coast Rail Coordinating Council.

**SUMMARY:**

Progress since the last update to the Committee about the Coast Daylight on October 3, 2016, includes a Policy Committee meeting on October 13. Appointing Dave Potter to continue representing TAMC on the Coast Rail Coordinating Council would maintain TAMC's leadership role on that body and continuing Mr. Potter's long and respected experience on that body would benefit TAMC and the Coast Daylight project.

**FINANCIAL IMPACT:**

The action recommended in this report represents no financial impact. Although the project capital costs are unknown, they are likely to total several million dollars, and the estimated operating costs are \$3.1 million annually. Appointing Mr. Potter to the CRCC entails covering the cost of travel to those meetings (up to the limits approved by Caltrans), which generally occur every other month, and to Sacramento for annual legislative trips on behalf of the CRCC.

**DISCUSSION:**

**Coast Rail Coordinating Council**

The Coast Daylight project is a joint Caltrans/Amtrak effort headed up by the Coast Rail Coordinating Council (CRCC), to extend an existing Pacific Surfliner train that currently runs between San Diego and San Luis Obispo up to San Jose. Currently, the planned stops in Monterey County are in Pajaro/Watsonville, Salinas, Soledad and the City of King. The

project relies on local jurisdictions to construct any stations that may be required. The CRCC Policy Committee met in Santa Barbara on October 13. Chair Potter and staff will report back on that meeting.

Dave Potter, Supervisor, District 5, and longtime CRCC member, will be leaving office in January 2017. Despite this, he has expressed a willingness to continue his efforts on behalf of TAMC and the CRCC, and the CRCC Policy Committee has expressed support for him to continue as Policy Committee Chair. Staff requests the Committee recommend the Board formally appoint him as TAMC's CRCC representative. It would be unfortunate to lose his experience and commitment.

**Federal Environmental Review of Salinas-San Jose Corridor**

Agency consultant HDR Engineering is developing the Administrative Draft Environmental Assessment (EA) for the rail corridor from Salinas to San Jose to support adding new passenger rail service on the corridor. This document will allow the corridor to be eligible for federal funding. The current schedule anticipates having a public review draft EA in January 2017, with the goal of completing the document by May 2017.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **Salinas Rail Extension Project Update**

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**RECOMMENDED ACTION:**

**RECEIVE** update on the Salinas Rail Extension project.

**SUMMARY:**

Progress since the last update to the Committee about the Salinas Rail Extension project on October 3, 2016, includes a presentation to the Salinas City Center Improvement Association, a meeting with Salinas City staff, and a meeting with Caltrain General Manager and CEO Jim Hartnett.

**FINANCIAL IMPACT:**

The capital cost of the Salinas Rail Extension Kick-Start project (a phased implementation of the Salinas station and improvements in Gilroy, Morgan Hill and San Jose - Tamien) is estimated at a total of \$70 million, including funds already expended on planning, environmental, and right-of-way to date. The Kick-Start project is now fully funded and proceeding with design and right-of-way acquisition under the adopted state environmental clearance. The funding plan does not include the acquisition of equipment to support the service, which is expected to be a Caltrans-funded effort to acquire two new trainsets and spare cars.

**DISCUSSION:**

**Salinas City Center Improvement Association**

On October 12, 2016, Agency staff presented an update on the rail project to the newly founded Salinas City Center Improvement Association, a property owner improvement district funded by property tax assessments. As a property owner in the district, the Agency was invited to provide the Board with a project update.

The Salinas City Center Improvement Association aims to provide special benefits to individual parcels located within the boundaries of the Downtown Salinas Community Benefit District, including cleaning, security, beautification, district identity, possible transportation related activities and other special benefit programs to parcels within the boundaries of the proposed district.

**Salinas City Staff**

On November 2, 2016, Agency and City of Salinas staff presented a project update to City Councilmember Kimbley Craig.

**Caltrain**

Agency staff met with Caltrain General Manager and CEO Jim Hartnett and his staff on October 24, 2016 to discuss the Salinas Rail Extension project and other issues.

Staff will provide a verbal update at the meeting.

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** 2017 Legislative Program

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**RECOMMENDED ACTION:**

**RECEIVE** and **COMMENT** on draft 2017 Legislative Program.

**SUMMARY:**

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

**FINANCIAL IMPACT:**

The recommended action has no direct financial impact.

**DISCUSSION:**

The 2016 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The 2017 legislative program continues this focus on transportation funding. **Attached** is the draft 2017 legislative program.

The Executive Committee discussed this draft program on October 5 and on October 26, the Board received the draft 2017 Legislative Program and approved releasing the program to Committees for comment. Following the Committees' review of the draft program in November, the final program will come back to the Executive Committee and Board in January for adoption.

**ATTACHMENTS:**

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## DRAFT 2017 Legislative Program: State Issues

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 7S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 8S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 9S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 10S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



## DRAFT 2017 Legislative Program: Federal Issues

- 1F. Support stabilizing and increasing transportation funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  1. Increase and index the gas tax to inflation.
  2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee.
  3. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 3F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 4F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **Outgoing RPC Chair Appreciation**

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**RECOMMENDED ACTION:**

**PRESENT** Certificate of Appreciation to Chair Potter.

**SUMMARY:**

The Committee wishes to recognize Supervisor Dave Potter for his 20 years of distinguished service to rail projects in Monterey County.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

Chair Potter has represented District 5 on the Monterey County Board of Supervisors since 1996, representing Big Sur, Carmel, Carmel Valley, Monterey, Pacific Grove, Pebble Beach and Salinas. He has been an outspoken advocate for rail projects for that entire time, including as Chair of this Committee and as Chair of the Coast Rail Coordinating Council. In that role, he has represented Monterey County at the State and Federal levels, helping to seek and secure funding for rail projects in the region.

Recognizing his achievements, the Committee will present Chair Potter with a Certificate of Appreciation at the meeting.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Rail Policy Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 7, 2016  
**Subject:** **September 2016 Capitol Corridor Monthly Performance Report**

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**RECOMMENDED ACTION:**

September 2016 Capitol Corridor Monthly Performance Report

ATTACHMENTS:

- ▣ September 2016 Capitol Corridor Monthly Performance Report

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## Christina Watson

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**From:** Cheryl Grady <CherylG@capitolcorridor.org>  
**Sent:** Monday, October 17, 2016 7:47 AM  
**Subject:** Capitol Corridor Monthly Performance Report - September 2016 and Full FY 16

### September 2016 Service Performance Overview

The Capitol Corridor finished the year strong with superb results in September 2016. A total of 131,922 passengers rode the Capitol Corridor trains during the last month of the fiscal year, an increase of 5.5% over September 2015, and revenue was up 3.2% over the same month last year. Year-to-Date (YTD) ridership and revenues were up 5.8% and 6.7%, respectively, over FY15, surpassing last year's records.

The YTD System Operating Ratio was 55%, well above the FY16 standard of 50%. This excellent efficiency ratio is attributed to (1) lower fuel prices and consumption, (2) reduced operating expenses, and (3) actual ridership and revenues that exceeded budget forecasts. This YTD result was the highest in the history of the Capitol Corridor service.

### FY 2016 Service Performance Overview

On-Time Performance (OTP) for September 2016 was 92%, with a YTD OTP for FY16 of 94%. This performance maintains the Capitol Corridor's #1 position in the Amtrak system for service reliability for the seventh year in a row. (Note: This year the Capitol Corridor shares the honor of most reliable service with the Hiawatha, Chicago-Milwaukee service.) While the number of trespasser incidents increased in FY16 compared to last year, reliability still improved from 93% to 94% due to decreases in mechanical delays and continued superior dispatching from Union Pacific Railroad, which resulted in the Capitol Corridor having the lowest host railroads delays in the Amtrak system.

Customer satisfaction remains high, with 89% of customers being "Highly Satisfied", the highest score in the history of the service.

Standard	Sept. 2016	Sept. 2015	YTD	vs. Prior YTD	vs. FY16 Plan
Ridership	131,922	5.5%	1,560,814	5.8%	6.8%
Revenue	\$2,683,461	3.2%	\$32,103,795	6.7%	5.6%
Operating Ratio	54%	55%	55%	6.3%	4.6%
OTP	92%	94%	94%	1.0%	11.3%
Customer Satisfaction	90	85	89	3.0%	1.5%

While there are no detailed reports from Amtrak at this time, the following are ridership highlights from September 2016:

- Average weekend ridership for September 2016 increased by 1.9% compared to the prior year due to continued service to 49ers, Raiders, and Cal Bears football games.
- Average weekday ridership was up 5.2% compared to September 2015, which was primarily due to continued ridership growth for trains traveling to and from San Jose/Silicon Valley and on the two trains serving the Placer County stations.

### Transportation Special Legislative Session

There has been no progress in the special session of the State Legislature called by Governor Brown earlier in the summer to address continuing deficits in transportation funding. Yet, on August 17, 2016, Senator Beall released Senate Bill X1-1 (SBX1-1), and Assembly member Frazier released Assembly Bill X1-26 (ABX1-26), which identify more than \$7 billion in increased annual transportation funds that would be directed towards highways, roadways, local transit, pedestrian, and bike paths. These bills provide stability through a dedicated, protected source of funding for a portion of the state's transportation network; however, they omitted the California Intercity Passenger Rail (CIPR) program from

receiving any direct, dedicated funding from these bills. Both bills failed to pass out of the Legislature prior to the August 31, 2016 deadline and can be taken up in the on-going Legislative Special Session on Transportation, which concludes on November 30, 2016. In the meantime, the CIPR leadership team is working to ensure that the successful CIPR program is included in any future state legislative transportation funding fixes.

### **FY17 Federal Appropriations**

While Congress was not able to complete its appropriations bills for FY17 before departing back to their home districts for the upcoming national general election in November, agreement was reached on a short-term Continuing Resolution (CR) to fund the federal government until December 9, 2016. This CR did not include funding for the Rail Title provisions from the FAST Act of 2015, namely the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and State of Good Repair (SOGR) accounts, which could provide federal funds for state-supported intercity passenger rail (IPR) services. However, it does appear that the full FY17 funding amount of \$2 million will be available for the State Supported Route Committee, a.k.a. State Amtrak Intercity Passenger Rail Committee.

### **Customer Service Program Upgrades**

Bicycle Access Program: The CCJPA is installing electronic bicycle lockers (eLockers) at Capitol Corridor stations and will be working later to implement a folding bicycle lease program at select stations to complement the on-board bicycle storage enhancement initiatives. CCJPA and station partners, including Amtrak, are working through the administrative approvals from various station landowners for eLocker installation. The estimated date of completion for the eLocker installations is early 2017.

Marketing: The Friends & Family campaign continues through the end of 2016 and has thus far shown impressive ridership and revenue. Staff continues to work with a number of marketing partners, including Cal Football, the Oakland Raiders, and SHN/Lion King. Staff is also exploring opportunities with the Sacramento Kings and the new Golden One Arena opening in October 2017 in downtown Sacramento. As part of this initiative, the CCJPA is coordinating with Yolobus to provide free transit transfers to Davis train passengers so they can use the special, late-night Yolobus shuttle to get back to the Davis Station after late-ending Golden 1 Center events. And finally, with the Capitol Corridor's 25<sup>th</sup> anniversary coming up in December 2016, staff has also begun planning for a celebration event and related promotions in early December.

### **Safety Initiatives**

Security Cameras at Capitol Corridor Stations: Funding has been secured to install cameras and surveillance equipment at the Rocklin, Roseville, and Suisun stations. Work has begun to install these security system improvements, with a target date for completion of spring 2017.

Positive Train Control: The Union Pacific Railroad has begun testing the PTC system along the Capitol Corridor using their own (freight) trains. With respect to the installation of the PTC equipment on the state-owned rail equipment in Northern California, hardware (electronic equipment) has been installed on all locomotives and cab cars. The next steps include (1) software installation and testing of the rail vehicles and (2) implementation of a remote server to communicate the train's position to the host railroad dispatch center. This work is expected to be completed in spring 2017, which will allow testing of PTC on Capitol Corridor trains to begin at that time.

### **Project Updates**

Richmond Station Platform Improvements: The CCJPA staff has been working with BART on two access improvement projects at the Richmond station: (1) installation of a flashing light/beacon at the Capitol Corridor/Amtrak Richmond Station platform. The beacon will indicate to conductors on Sacramento/Auburn Capitol Corridor trains that a BART train is approaching. This will allow conductors to wait for passengers to transfer from the inbound BART train when the beacon is flashing; and (2) installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so Capitol Corridor passengers parking at the Richmond BART parking garage can pay for and validate their parking with their Clipper Card on the train platform. Funding has been secured for these projects, and work has begun to design these improvements. The preliminary target completion date is spring 2017.

Travel Time Savings Project: The Union Pacific Railroad has scheduled the improvements planned for this project to begin in winter 2016. Capitol Corridor trains traveling between Sacramento and San Jose will realize up to 10 minutes in



reduced travel time. This project is funded in part by \$4.62 million in 2015 Cap and Trade TIRCP funds, together with other Capitol Corridor funds.

Oakland-San Jose Phase 2 Track Project: The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. The planning phase of this project is nearing completion. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon Station terminal facility as a means to accommodate additional Capitol Corridor trains.

Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering: The CCJPA Board adopted the EIR in November 2015 which permitted CCJPA to successfully submit a grant application using Cap & Trade as well as other State funds to complete final design and construction for Phase 1 of the project. Phase 1, which will permit two additional round trips to/from Roseville, will comprise complete construction of the project in the Placer County portion of the overall project. CCJPA is actively working with the City of Roseville to implement the project and will be submitting the allocation request to the California Transportation Commission so that the funding can begin to be utilized for Phase 1 activities. The preliminary estimate is that Phase 1 will be operational with the two additional round trips in mid-2019.

### **Outlook – Closing**

The strong performance results in September 2016 cap off a banner year for Capitol Corridor in FY16. Annual records were set for ridership, revenue, customer satisfaction, and the system operating ratio. Service reliability remains the best in the Amtrak system, which in turn contributes to Capitol Corridor's high customer satisfaction ratings. The CCJPA recognizes that all of the success this year would not be possible without the support and commitment from the Capitol Corridor service partners – Union Pacific Railroad, Caltrain, Amtrak, and Caltrans/CalSTA.

Looking ahead to FY17, the CCJPA will continue to work with its partners and interested parties to ensure dedicated funding is set aside for the Capitol Corridor and intercity passenger rail services in state and federal legislative proposals. This will facilitate funding needed to implement PTC and safety/security projects, support service expansion plans, and initiate service amenity enhancements and cost efficiencies.

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