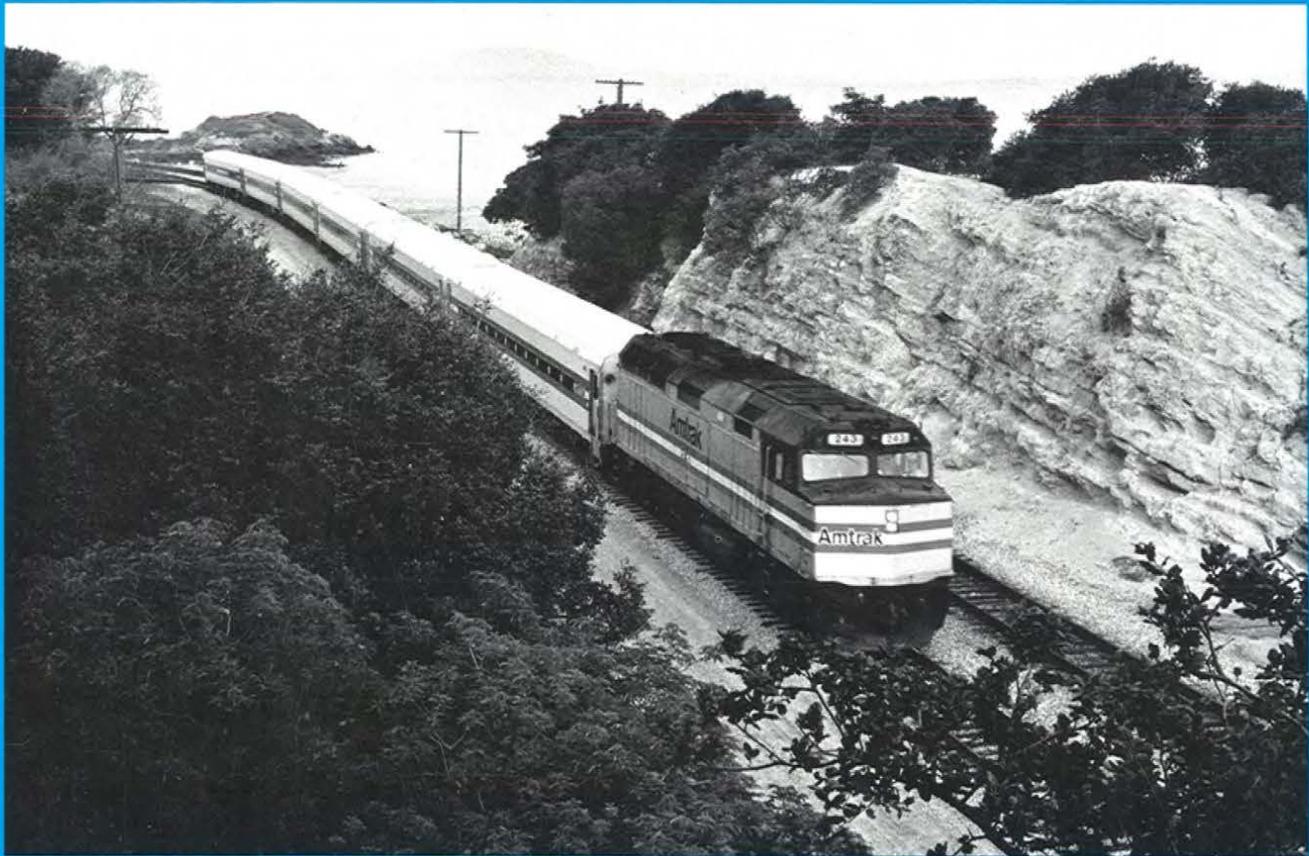


Rail Passenger Development Plan 1990-95 Fiscal Years



March 1990
State of California
Department of Transportation



DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR
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March 1, 1990

Members, California Legislature
State Capitol
Sacramento, CA 95814

Dear Members:

This transmits the 1990 Rail Passenger Development Plan, as required by Section 14036 of the Government Code. The Plan takes an optimistic look at development of intercity and commuter rail passenger service in California. It describes the service on various individual routes--both existing and potential--and presents the Department's recommendations concerning State-supported service on specific routes. Also, in response to Resolution Chapter 142, Statutes of 1989 (ACR 66-Eastin), the Plan contains the results of the Department's study of overnight Amtrak service between Sacramento and Los Angeles via the Coast route.

Consistent with the new transportation package approved by the Legislature and Governor in July 1989, this Plan has been prepared in anticipation of availability of at least \$3 billion in bond funds. As the Plan points out, failure of the bond proposal on the June 1990 ballot will greatly limit rail capital funding. In fact, the Governor's Budget reflects no State funds specifically set aside for rail capital improvements for the 1990/91 fiscal year.

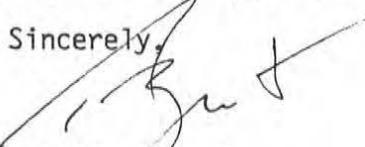
The Plan includes operating funds for the three existing State-supported rail passenger services in Fiscal Year 1990/91. The Plan also includes funding to operate new and expanded rail services in future years, conditioned on approval of the rail bonds that will provide the capital support needed to implement such services.

As required by Section 14036, this Plan was presented to the California Transportation Commission for its advice and consent. On January 26, 1990, the Commission adopted Resolution No. MT-90-12, giving its consent to the Plan and advice on State-supported rail passenger service in the coming fiscal year. Enclosed are copies of the Resolution and the Commission's letter which accompanies the Resolution.

Members, California Legislature
Page 2
March 1, 1990

Draft copies of the Plan were also distributed to the California Public Utilities Commission, Amtrak, Santa Fe, Southern Pacific, the Steering Committee of Caltrans' Rail Task Force, the Los Angeles-San Diego Rail Corridor Agency, the Department Transportation Advisory Committee and all county and regional transportation planning agencies in the State for their review and comment. Comments received were incorporated or discussed in the Plan, as appropriate.

Sincerely,



ROBERT K. BEST
Director

Enclosure

WILLIAM E. LEONARD, Chairman
BRUCE NESTANDE, Vice Chairman
JOSEPH A. DUFFEL
MARGIE HANDLEY
J.T. (TOM) HAWTHORNE
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CALIFORNIA TRANSPORTATION COMMISSION

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February 5, 1990

Honorable Quentin Kopp, Chairman
Senate Transportation Committee
State Capitol, Room 3048
Sacramento, CA 95814

Honorable Richard Katz, Chairman
Assembly Transportation Committee
State Capitol, Room 3146
Sacramento, CA 95814

Dear Senator Kopp and Assemblyman Katz:

Transmitted herewith is the California Transportation Commission's Resolution MT-90-12, adopted on January 26, 1990, which gives advice and consent on Caltrans' 1990 "Rail Passenger Development Plan," as required per Section 14036 of the Government Code.

This plan is important to the Commission because it describes and gives justification to the Department's annual request to the Commission for the allocation of state Transportation Planning and Development (TP&D) Account funds for both capital and operating costs on intercity and commuter rail service in California. The plan also highlights future intercity and commuter rail needs in the state. By state statute, all extensions and new service must be approved by the Commission and all state funds for capital and operating expenses are allocated by the Commission (Section 14031.6 and Section 14031.7 of the Government Code).

Individual chapters of the 1990 Rail Passenger Development Plan are devoted to capital improvements, the three state-supported rail systems, proposed intercity service, proposed Southern California commuter service, and operating and financial plans. As well, three new intercity rail service expansion proposals are discussed in the plan.

With CTC Resolution MT-89-6, the Commission gave consent and advice for the 1989 Rail Passenger Development Plan. Most of the recommendations made by the Commission have been incorporated into the 1990 plan. There are two major exceptions however.

1. The Commission requested that Caltrans include in the 1990 plan a funding plan which includes available state and local revenue sources compared to projected operating and capital expenditures for intercity and commuter rail service. Due to the volatility of funding sources at present and the potential for new resources resulting from rail bond passage in the

February 1, 1990

Page 2

June 1990 election, this was not included in the plan. Commission staff recommended that Caltrans develop a funding plan by July 1, 1990. This will permit Caltrans time to evaluate potential new funding sources for intercity and commuter rail after the June election.

2. The Commission requested that a prioritized listing of candidate capital projects for each state-supported rail route be included in the plan. Due to new legislation and the adoption of the Commuter and Urban Rail Guidelines and Intercity Rail Guidelines, this listing also was not included. Commission staff recommended that this listing of candidate capital projects be submitted to the Commission at the same time it is submitted by Caltrans for the 1990 PSTIP, which is scheduled for presentation in June 1990.

These recommendations have been incorporated into Resolution MT-90-12. The resolution also notes Commission policies toward state-supported rail service and stresses Commission support for the Joint Powers Authority (JPA) or Peninsula Rail Transit District for management of the Peninsula Commute Service. In addition, the resolution states that passage of SCA 1 and rail bond measure (AB 973) in the June 1990 election is critical for the maintenance and improvement of the intercity and commuter rail network in California.

Finally, the resolution states that the proposed \$10 million for acquisition of the Southern Pacific right-of-way for the Peninsula Commute Service should not be included in Caltrans' plan as a proposed project. The Commission needs more information, such as a financial plan, estimated acquisition cost and justification of lease versus purchase, before it can consider Caltrans' recommendation to have the state acquire the Southern Pacific right-of-way on behalf of the potential Peninsula Rail Transit District. Without this information it is premature to purchase this right-of-way.

We appreciate the opportunity to give advice and consent on Caltrans' 1990 Rail Passenger Development Plan. We intend our comments to be constructive and that they will result in closer cooperation between Caltrans and the Commission in the implementation of intercity and commuter rail service in California.

Sincerely,



WILLIAM E. LEONARD
Chairman

Attachment
SZ:49:GK5



RESOLUTION MT-90-12

Resolved, that the California Transportation Commission has reviewed the Department's 1990 Rail Passenger Development Plan and under Section 14036 of the Government Code gives consent and the following advice:

- o No new state subsidized rail service should be started unless all existing state supported services continue to meet their statutory farebox requirements (55 percent for intercity service and 40 percent for commuter service).
- o Before any new services are proposed by Caltrans for state funding or for Commission endorsement, the Commission should be briefed by Caltrans at an early stage in those new services' development to determine if state subsidy is warranted.
- o An intercity rail project must be listed in the Rail Passenger Development Plan or supplemental amendment before any funds are programmed or allocated by the Commission.
- o The Commission requests that Caltrans provide a prioritized listing of candidate capital projects be made available for each of three intercity and commuter rail routes upon completion of the 1990 Proposed State Transportation Improvement Plan (PSTIP). The listing should also have a priority ranking among the three services.
- o The Commission requests that Caltrans develop a funding plan by July 1, 1990 which includes available state and local revenue sources compared to projected operating and capital expenditures for intercity and commuter rail services.
- o Additional revenue, such as provided by the passage of SCA 1 and the rail bond measure (AB 973) in the June 1990 election is critical for the maintenance and improvement to the intercity and commuter rail network in California. Passage of the measure will provide funds for capital support and operations of the state's rail services. Failure of the rail bond measure would jeopardize the ability to implement the 1990 rail plan.
- o When proposing any new or enhanced rail services, Caltrans should develop a funding plan, which identifies all financial resources necessary to fund the service.
- o The Commission supports the Joint Powers Agency (JPA) or a Peninsula Rail Transit District, which does not include the state as a member, for the management of the Peninsula Commute Service.
- o The Commission recommends that improvements to the San Joaquin rail service be studied in context with the AB 971 (Costa) Los Angeles/Fresno/Bay Area/Sacramento High Speed Corridor Study Group tasks. The study should evaluate the pros and cons, operating and capital costs, available revenues, speed and ridership projections of

ACKNOWLEDGEMENTS

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CHAPTER I - BACKGROUND AND OVERVIEW

BACKGROUND

An Optimistic Future

The future looks very bright for intercity and commuter rail transportation in California.

Ridership is increasing on State supported rail services; fare box recovery rates are generally healthy and increasing; the demand from the public for new rail services is growing; new legislative studies are examining the viability of adding even more routes to the existing system and a new, ambitious marketing program is getting the word out that rail travel is a preferred alternative for travel in many areas of California.

Governor Deukmejian recently approved reform legislation to provide an additional \$18.5 billion for State transportation over the next ten years. This legislation will have a major impact on California - with intercity and commuter rail becoming an important beneficiary. At least \$3 billion of this potential funding influx will be provided by bonds for rail projects throughout the State. This Plan has been prepared in anticipation of this funding being available, consistent with the new transportation package approved by the Legislature and Governor in July, 1989. Rail travel will evolve into an integral part of the Governor's Comprehensive Congestion Relief Program - intended to assure California's continued economic health and growth.

If approved by voters in June, 1990, the additional funding in the legislation would enable State and local government to continue an expanding rail program of capital improvements and right-of-way purchases. This could usher in an even more significant role for California's rail passenger program - already in transition and growth.

Definition of Commuter Versus Intercity Rail Service

The recent legislation signed by Governor Deukmejian defined the existing intercity rail and commuter corridors in California eligible for bond funding and made the California definition consistent with Federal law. California intercity and commuter corridors eligible for bond funding are identified and defined in Chapter III.

The difference between intercity and commuter service is important in determining the State's role in each type of rail passenger service.

THE STATE'S ROLE IN RAIL PASSENGER SERVICE

Intercity Services

Intercity train routes operate largely between several regions of the State and services for these routes are planned and managed at the State level. While the lead role in such planning resides with the State, local and regional planning agencies are encouraged to share their ideas and concerns regarding service to their respective areas. In California, all State-supported intercity rail service is operated by Amtrak under the provisions of Section 403(b) of the Amtrak Act.

Caltrans will not seek to implement new intercity services unless they are clearly components of the State's overall transportation system. Services intended to meet primarily local needs are developed as commuter services rather than intercity.

Caltrans' policy regarding funding of intercity rail passenger services is that only those that are cost-effective will be supported. The State minimum standard, imposed in statute, for continued State funding requires intercity services, beginning in their third year of operation, to annually recover at least 55 percent of their operating cost from farebox revenues in order to remain eligible.

Commuter Services

Commuter services are the responsibility of local and regional transportation agencies because they primarily serve local and regional transportation needs. The exception to this principle is the San Francisco Peninsula corridor where, at the direction of the Legislature, Caltrans stepped in and assumed the lead role with the support of the local transit agencies. Under legislation enacted in October 1989, the State is authorized to provide operating funds for this corridor until July 1993.

Federal Urban Mass Transportation Administration (UMTA) funds may be available for commuter services once the service is established. Also, commuter rail services are eligible to compete for available State funding through the Transit Capital Improvement (TCI) Program

and, in most cases, will be eligible for bond funds for capital projects.

Passenger Rail Service Coordination

The Department encourages the coordination of intercity rail service with commuter and urban rail service and other modes of travel. Toward this end, the Department has participated in corridor studies to identify rail capital improvements on four of the five intercity rail corridors identified in SB 300. These studies recognize the need for coordination with commuter rail activities and other modes of travel. During the upcoming year, the Department will continue to work with the CTC, appropriate regional and local agencies, and the private sector, to ensure that projects recommended by the Department for intercity rail service complement other modes of travel and commuter and urban rail projects proposed by the regions to enhance ease of transfer between rail systems.

OVERVIEW

The Basic Amtrak System (See Chapter II): In California, Amtrak operates six basic system routes:

- The Coast Starlight
- The California Zephyr (San Francisco-Sacramento-Denver-Chicago)
- The Desert Wind (Los Angeles-Salt Lake City)
- The Southwest Chief (Los Angeles-Chicago)
- The Sunset Limited (Los Angeles-New Orleans)
- The San Diegans (Los Angeles-San Diego)

The first five are interstate routes that provide varying levels of service in California, while the *San Diegan* is strictly an intrastate route which has become one of the most successful rail passenger corridors in the United States.

In addition to the service provided by these basic system routes, California "supplements" them with funding to provide additional intrastate services. The State supports an additional four trains on the portion of the *San Diegan* route between Los Angeles and San Diego and one on the portion between Los Angeles and Santa Barbara. Also, the State supports three trains on the *San Joaquin* route (Oakland-Bakersfield) through the Central Valley.

Capital Improvements (See Chapter III): With the new funding approved by Governor Deukmejian, capital improvement funding for intercity and commuter rail projects is available from the following sources:

- Three \$1 billion bond proposals that will be on the Statewide ballot in June, 1990; November, 1992; and November, 1994. Approval of the June 1990 bond proposal is contingent upon Statewide voter approval of Senate Constitutional Amendment No. 1 (SCA 1), which includes a modification of the expenditure (Gann) limits. A minimum of 15 percent of the bond revenues must be made available to intercity rail projects.
- The existing Transit Capital Improvement (TCI) Program.
- Direct legislative appropriations (for intercity rail projects only).
- Increased gas tax revenues (for commuter rail projects only).

Upon voter approval in June 1990 of the rail bond measure, adequate funding is expected to be available to provide the capital support required to implement the new and expanded rail services which are reflected in Chapter IX of this Plan and for which operating funds have been identified. Failure of the rail bond proposal would greatly limit rail capital funding. In that event, it is unlikely that the new and/or expanded services mentioned above could be implemented, and operating funds needed would decrease accordingly.

In order for a project to receive bond funds for capital improvements it must be included in the State Transportation Improvement Plan (STIP), a seven year program of capital improvements, updated biennially. The initial seven-year program of projects developed in accordance with the Intercity Rail Program will be included in the Proposed STIP to be released in June 1990. The specific intercity rail projects to be included in this program will, in large part, be selected from the recommendations of the rail corridor upgrade studies completed to date (for the San Diego-Los Angeles-Santa Barbara route) and those presently underway (the AB 971 Los Angeles-Fresno-Bay Area/Sacramento High Speed Rail Corridor Study and the ACR 132 Auburn-Sacramento-Oakland-San Jose Corridor Study).

The San Diegans (See Chapter IV): There are currently eight round trips daily between Los Angeles and San Diego, four of which are State supported. In addition, one trip also continues on to Santa Barbara under State support. Ridership and revenues continue to increase on this service. The revenue/cost ratio has reached 108 percent. Increasing services, integrated bus connections, the extension to Santa Barbara, and additional marketing efforts are all contributing to the success of the line.

Recommendations

1. Continue to provide funding (for the period of this plan) to operate four San Diegan round trips between Los Angeles and San Diego and one round trip between Los Angeles and Santa Barbara.

2. Extend a second San Diegan train between San Diego and Santa Barbara in 1990.
3. Add ninth and tenth San Diegan round trips between Los Angeles and San Diego if additional equipment can be acquired to operate the additional trains needed.

The San Joaquins (See Chapter V): State funding currently provides for three round trips between Oakland and Bakersfield, one train in the morning, one mid-day and one in the evening in each direction. The mid-day train began service on December 17, 1989. An extensive network of bus feeder lines has contributed significantly to the success of the San Joaquin trains. This network has allowed direct travel between Northern Sacramento Valley and Southern California points.

The revenue/cost ratio on this service has reached 86 percent and should continue to improve. Ridership has tripled since the State became involved in the operation of the train in 1979. In addition, an ongoing marketing program has raised the visibility of the service within the Central Valley, the Bay Area and Southern California.

Recommendations

1. Continue to provide funding (for the period of this plan) for the operation of the three existing San Joaquin train round trips.
2. Provide direct train service to Sacramento.
3. Reroute the trains over the Southern Pacific line between Stockton and Fresno if running time on the SP line is comparable to the existing route.
4. Add a fourth San Joaquin train to the existing system.
5. Provide checked baggage service on the San Joaquins.
6. Further develop the bus feeder service to increase ridership.

Proposed Intercity Services (see Chapter VI): Caltrans began its support of intercity rail passenger service in 1976. Since then a number of new routes have been suggested or proposed for development. Three new intercity rail service expansion proposals are discussed in this chapter: a service linking Auburn, Sacramento, Oakland and San Jose; a potential Bay Area-Eureka route and restoration of overnight service between Northern and Southern California via the Coast Route. A new "high-speed" route proposal between Las Vegas and Los Angeles, to be privately funded and operated, is under study by a bi-state (Nevada/California) Commission.

The Peninsula Commute Service (San Francisco - San Jose)
(See Chapter VII): The Peninsula Commute Service (PCS) consists of a 47 mile route between San Francisco and San Jose. It is the only commuter rail service in the State and is operated for Caltrans by the Southern Pacific Transportation Company. Caltrans currently pays half of the net operating deficit while local agencies divide the other half.

On weekdays, 52 trains operate over the full distance between San Francisco and San Jose with approximately 35 of these trains concentrated within the morning and evening commute periods. There are a total of 26 stations on the line.

Governor Deukmejian recently signed legislation which allows Caltrans to continue to contract for rail passenger service on the PCS, but only until June 30, 1993. No additional State funds may be allocated after that date and a local agency must assume the contract for operation of the system by July 1, 1992.

Recommendations

1. Provide sufficient funding to pay the State's share of operating costs for the Peninsula Commute Service in the 1990/91 fiscal year.
2. The State should continue to contract for operation of the PCS through Fiscal Year 1992/93, with the operating contract for Fiscal Year 1992/93 to be assigned to the appropriate local agency.
3. The necessary steps should be taken to form the Peninsula Rail Transit District (PRTD) to manage, operate, and develop the Peninsula Commute Service.

Proposed Southern California Commuter Services (See Chapter VIII): Unlike the San Francisco Bay Area, Southern California has not had regular commuter rail service for many years. There are a number of commuter rail services under active study at this time. They include:

- Los Angeles/South Orange County has been evaluated by the Los Angeles - San Diego Rail Corridor Study Group in 1987. That group recommended implementation of a commuter rail service twice daily between Los Angeles and San Clemente or San Juan Capistrano subject to funding availability. Peak-hour San Juan Capistrano-Los Angeles service has been recommended by the Orange County Transportation Commission. Implementation of this service is currently under discussion between Amtrak and OCTC.
- In November, 1987 San Diego voters approved a ballot measure to fund a commuter rail service between Oceanside and San Diego.

The North San Diego County Transit District is pursuing a work program to implement this service. That same ballot measure allocated funds for commuter rail service between Oceanside and Escondido, which is proposed to begin between 1995 and 2000.

- The Southern California Association of Governments (SCAG) has proposed a commuter rail service between Los Angeles, Simi Valley and Oxnard/Ventura to help ease the congestion resulting from a long-term construction project on Route 101. No action has been taken to implement this proposal.
- The Riverside and Orange County Transportation Commissions funded a study on the feasibility of establishing commuter rail service between Riverside and central Orange County. The study found that such a service was feasible and Riverside County voters have approved a sales tax measure to fund commuter rail service.
- The County of Los Angeles commissioned a study on the feasibility of a commuter rail service through the San Gabriel Valley from Los Angeles to San Bernardino. As a result, the Los Angeles County Transportation Commission is considering the purchase of the Santa Fe line in that corridor for rail passenger purposes.
- The Southern California Association of Governments has begun a study of the potential of a regional commuter rail network connecting Ventura, Los Angeles, Orange, Riverside, and San Bernardino counties. Completion of the Interim Report is scheduled for June of 1991 with the Final Report due June 30, 1992.

Operating Financial Plans and Tables (See Chapter IX): Chapter IX includes financial plans and tables outlining budget needs for operating rail and feeder bus services over the next five years. These tables include funds that would be needed to operate new services and routes for which capital support would be provided by the passage of the rail bond measure on the June 1990 ballot.

Table I summarizes the State budget needs for the rail services over the next five years. Tables II and III show the budget detail for intercity and commuter services respectively.

The sources of funding available to rail passenger service in California are:

Transportation Planning and Development (TP&D) Account: The TP&D Account is the primary source of State funds for financing intercity rail service operations. Half of the TP&D Account funds are appropriated by the Legislature for the administration and support of public transportation programs (including rail operations) and the other half are appropriated by the Legislature for State Transit Assistance (STA) purposes.

Local Funding: The principal source of local funding for mass transportation programs in California is the Local Transportation Fund created by the Transportation Development Act in 1971. The primary use of this fund is to support public mass transit; however small allocations of the funds are used to finance regional transportation planning agencies and county transportation commissions. Recent amendments to law also allow these funds to be used for rail service operations.

Several counties in California have enacted local 1/2 percent sales taxes for transportation purposes. Each individual sales tax has different restrictions and a different distribution of revenues.

Redevelopment funds and contributions from private beneficiaries have been used by local governments in Southern California to finance rail passenger improvements in their communities.

Federal Funding: The State absorbs 65 percent of the operating costs which exceed revenues for State-supported Amtrak services in California while Amtrak covers the remaining 35 percent. Amtrak uses a portion of its federal support funds to help cover its 35 percent share.

CHAPTER II - THE INTERCITY RAIL NETWORK

THE AMTRAK SYSTEM IN CALIFORNIA

At present, Amtrak operates "basic system" trains over six routes in California. One of these routes is wholly within the State and is supplemented with State-supported service. The other five are interstate routes which provide varying levels of intrastate service in California. Figure 1 on page 10 is a map which illustrates California's portion of the Amtrak system, while Figure 2 on page 11 is a list of all Amtrak stations in the State, together with their total 1988/89 ridership.

The following paragraphs briefly describe the various "basic system" trains in California and their significance to the State's transportation needs. (California's State-supported trains are the subject of Chapters IV and V of this report.) Ridership figures are for the Amtrak fiscal year ending September 30, 1989, and include all riders on the trains, not just those in California.

The Coast Starlight (Los Angeles-Sacramento-Seattle):

The *Coast Starlight* is the most popular long distance train in the Amtrak system, and for many years demand has often outstripped capacity during summer and holiday travel periods. Ridership in FY 1988/89 totalled 568,100, which is 5.2 percent less than the previous year--an average of 778 passengers per train per day. In peak months, the *Starlight* averages over 1,000 passengers per train.

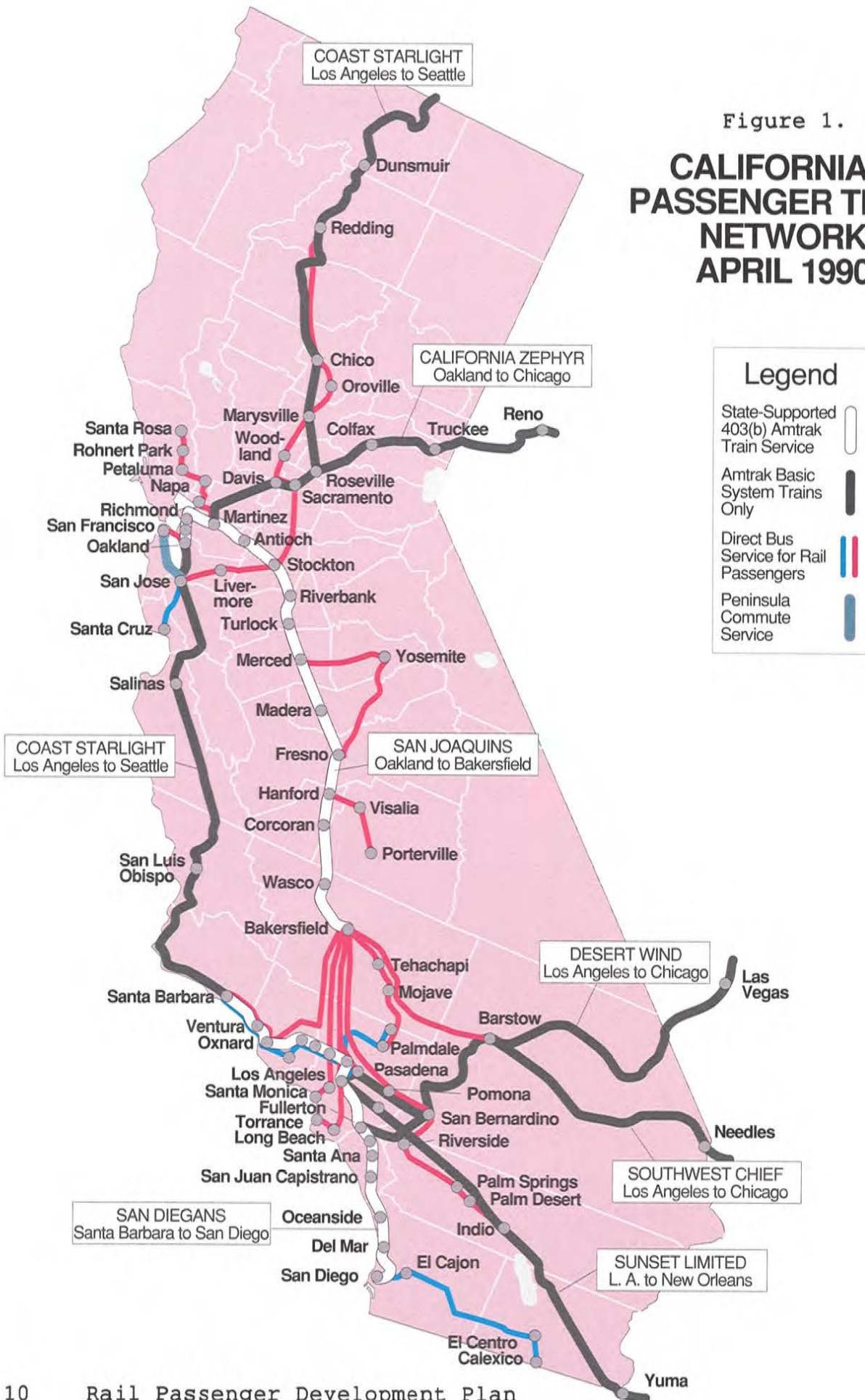
The *Coast Starlight* serves many major urban areas in California and the Pacific Northwest, and a substantial portion of its ridership is generated by intrastate California travel. Direct connections with the *San Diegans* at Los Angeles effectively extend the route south to San Diego. A connection with the *San Joaquins* at Martinez provides Valley access for travelers to and from the north.

Although the State has no direct involvement in the operation of the *Coast Starlight*, Caltrans has suggested schedule modifications from time to time. Also, State-funded intermodal facilities are being developed at several stops along its route.

The California Zephyr (San Francisco-Denver-Chicago):

The *California Zephyr* provides local service in the San Francisco-Sacramento-Reno corridor, and extra coaches are often carried on this portion of the route to handle heavy loads to and from Reno. A stop in Truckee serves Lake Tahoe and nearby Sierra ski areas.

Figure 1.
**CALIFORNIA'S
 PASSENGER TRAIN
 NETWORK
 APRIL 1990**



CALIFORNIA AMTRAK STATIONS, FISCAL YEAR 1988/89

Rank	Station	County	FY1988/89 Ridership	Trains Served	Ticket Agent	Checked Baggage
1.	Los Angeles (Union Sta.)	Los Angeles	1,365,097	CS DW SC SD SJB SL	Yes	Yes
2.	San Diego	San Diego	709,922	SD SJB	Yes	Yes
3.	Fullerton	Orange	331,343	DW SD	Yes	Yes
4.	Oceanside	San Diego	325,785	SD SJB	Yes	Yes
5.	San Juan Capistrano	Orange	317,056	SD		
6.	Santa Ana	Orange	300,998	SD SJB	Yes	Yes
7.	Del Mar	San Diego	285,346	SD	Yes	Yes
8.	Anaheim	Orange	176,115	SD	Yes	Yes
9.	San Francisco	San Francisco	148,359	CSb CZb PCS SJB	Yes	Yes
10.	Martinez	Contra Costa	132,142	CS CZ SJ	Yes	Yes
11.	Oakland	Alameda	129,976	CS CZ SJ	Yes	Yes
12.	Sacramento	Sacramento	122,631	CS CZ SJB	Yes	Yes
13.	Fresno	Fresno	119,910	SJ	Yes	
14.	Santa Barbara	Santa Barbara	86,922	CS SD SJB	Yes	Yes
15.	Bakersfield	Kern	70,889	SJ DWb	Yes	
16.	Hanford	Kings	58,668	SJ	Yes	
17.	San Jose	Santa Clara	54,173	CS PCS SJB	Yes	Yes
18.	Glendale	Los Angeles	47,547	CS SD SJB	Yes	Yes
19.	Oxnard	Ventura	46,989	CS SD SJB	Yes	Yes
20.	Merced	Merced	43,472	SJ	Yes	Yes
21.	Stockton	San Joaquin	42,676	SJ	Yes	Yes
22.	San Luis Obispo	San Luis Obispo	41,561	CS	Yes	Yes
23.	San Bernardino	San Bernardino	39,207	DW SC SJB	Yes	Yes
24.	Riverbank	Stanislaus	30,434	SJ	Yes	
25.	Richmond	Contra Costa	24,583	CS CZ SJ	Yes	
26.	Davis	Yolo	23,460	CS CZ SJB	Yes	Yes
27.	Simi Valley	Ventura	23,321	CS SD SJB		
28.	Salinas	Monterey	22,437	CS	Yes	Yes
29.	Van Nuys (two stops)	Los Angeles	19,385	SD SJB		
30.	San Clemente	Orange	17,708	SD		
31.	Pomona (2 stations)	Los Angeles	17,679	CS SJB SL	Yes	Yes
32.	Chatsworth	Los Angeles	12,797	SD SJB		
33.	Pasadena	Los Angeles	11,085	CS SJB	Yes	Yes
34.	Truckee	Nevada	10,153	CZ		
35.	Chico	Butte	9,892	CS SJB		
36.	Barstow	San Bernardino	9,520	DW SC SJB		
37.	Antioch	Contra Costa	8,430	SJ		
38.	Redding	Shasta	8,379	CS		
39.	Turlock	Stanislaus	7,249	SJ		
40.	Colfax	Placer	6,545	CZ		
41.	Madera	Madera	6,197	SJ		
42.	Wasco	Kern	5,996	SJ		
43.	Visalia	Tulare	5,503	SJB		
44.	Berkeley	Alameda	4,783	SJ		
45.	Santa Rosa	Sonoma	4,679	SJB		
46.	Roseville	Placer	3,854	CZ		
47.	Long Beach (2 stops)	Los Angeles	3,692	SDb		
48.	Marysville	Yuba	3,389	CS SJB		
49.	Suisun-Fairfield	Solano	2,918	CZ		
50.	Dunsmuir	Siskiyou	2,837	CS		
51.	Needles	San Bernardino	2,807	SC		
52.	Riverside	Riverside	2,330	SJB		
53.	Thousand Oaks	Ventura	2,295	SDb SJB		
54.	Marine World	Solano	2,280	SJB		
55.	Napa	Napa	1,785	SJB		
56.	Torrance	Los Angeles	1,705	SJB		
57.	Indio	Riverside	1,700	SL		
58.	Ventura	Ventura	1,558	SDb SJB		
59.	Vallejo	Solano	1,510	SJB		
60.	Saugus	Los Angeles	1,300	SJB		
61.	Mojave	Kern	992	DWb SJB		
62.	Petaluma	Sonoma	878	SJB		
63.	Corcoran (three months)	Tulare	807	SJ		
64.	Porterville	Tulare	769	SJB		
65.	Rohnert Park	Sonoma	659	SJB		
66.	Falo Alto	Santa Clara	643	SJB PCS		
67.	Livermore	Alameda	603	SJB		
68.	Santa Monica	Los Angeles	593	SJB		
69.	Tracy	San Joaquin	576	SJB		
70.	Sonoma	Sonoma	506	SJB		
71.	West Los Angeles	Los Angeles	482	SJB		
72.	Woodland	Yolo	378	SJB		
73.	Oroville	Butte	329	SJB		
74.	Santa Paula	Ventura	153	SJB		
75.	Lindsay	Tulare	149	SJB		
76.	UC Santa Barbara	Santa Barbara	95	SDb SJB		
77.	Exeter	Tulare	88	SJB		
78.	Hollywood	Los Angeles	81	SJB		
79.	Tehachapi (three months)	Kern	68	SJB DWb		
80.	Corona (three months)	Riverside	54	SJB		

Train Key:
 CS = Coast Starlight (Los Angeles-Seattle)
 CZ = California Zephyr (Oakland-Chicago)
 DW = Desert Wind (Los Angeles-Salt Lake City)
 PCS = Peninsula Commute Service connection
 (PCS ridership not included in total)
 SC = Southwest Chief (Los Angeles-Chicago)
 SD = San Diegan (Los Angeles-San Diego)
 SJ = San Joaquin (Oakland-Bakersfield)
 SL = Sunset Limited (Los Angeles-New Orleans)

'--b' = dedicated connecting bus

Official Amtrak ridership data for Federal fiscal year (October thru September).

Figure 2. Amtrak Stations in California

Ridership on the California Zephyr was 407,900 in FY 1988/89, down 6.2 percent from FY 1987/88. These figures do not include passengers in Chicago-Seattle and Chicago-Los Angeles through cars carried in the train east of Salt Lake City. A new stop at Roseville was instituted in October of 1987.

The Desert Wind (Los Angeles-Salt Lake City):

The Desert Wind serves Las Vegas and provides an alternate transcontinental routing between Los Angeles and Chicago, via a connection with the California Zephyr in Utah. A feeder bus between Barstow and Bakersfield provides a direct connection between the Desert Wind and the San Joaquin route.

Extra coaches are operated between Los Angeles and Las Vegas in times of peak demand. Desert Wind ridership totalled 160,700 in FY 1988/89, including through passengers to and from points east of Salt Lake City, a 3.3 percent increase from the previous year.

The Southwest Chief (Los Angeles-Chicago):

The Southwest Chief provides access to the Grand Canyon at Flagstaff, as well as the only direct rail service from California to Kansas City. In California, the Southwest Chief and the Desert Wind together provide local service between Los Angeles, San Bernardino and Barstow. Fiscal year 1988/89 ridership on the Southwest Chief totalled 282,600, a decrease of 1.6 percent from the prior year.

The Sunset Limited (Los Angeles-New Orleans):

The Sunset Limited operates three days a week in each direction and connects California to most of the major cities of the Sun Belt. California and the other four states on the route have for years urged Amtrak to operate daily service on this route, but Amtrak's position is that they do not have sufficient equipment nor financial resources to implement daily operation.

The train provides service to Dallas, St. Louis and Chicago via a connection with the Texas Eagle at San Antonio. Ridership in FY 1988/89 totalled 114,500, down 7.0 percent from the previous year.

The San Diegans (Santa Barbara-Los Angeles-San Diego):

The San Diegan route has become one of the most successful rail passenger corridors in the United States. Four of the eight daily round trips on the route are supported by California under the provisions of Section 403(b). One State-supported round trip was extended to Santa Barbara in June of 1988 and Caltrans is currently negotiating with Amtrak for a second. Chapter IV of this report discusses this route in detail.

STATE-SUPPORTED AMTRAK SERVICES

Supplementing the "basic system" routes in the nationwide Amtrak network are a number of State-supported trains operated under the authority of Section 403(b) of the Amtrak Act. This section authorizes Amtrak to operate intercity rail passenger service beyond that included in the basic system when requested to do so by a state or group of states, a regional or local agency, or any other person or entity, provided that the requesting party agrees to repay Amtrak for a specified portion of the cost of the service, and providing that Amtrak has its share of resources available. The portion to be repaid has been changed by Congress from time to time; at the present time, states (or other parties) are required to pay at least 45 percent of the short-term avoidable (STA) loss in a train's first year of operation and at least 65 percent of the STA loss in subsequent years, plus at least 50 percent of associated capital costs (including equipment depreciation and interest charges). The remaining shares are covered by Amtrak. All references to cost shares for operations and farebox ratios in this Plan reflect short-term avoidable costs.

In August 1989, Amtrak issued a revised policy for new 403(b) services. The policy notes that Amtrak continues to operate under "austere budget constraints" and that Amtrak must work to reduce its need for Federal funds and to improve its ratio of revenues to costs. Amtrak concludes that they will pay their share of the costs of such trains if the states will provide 45 percent of the long-term avoidable loss for the first year of operation and 65 percent thereafter. (Previously, states have paid shares based on short-term avoidable loss). Under such a basis, state expense could increase substantially in order to cover the increase from a short-term to a long-term cost basis. Also, if Amtrak cannot make existing equipment available (based on the location of any particular proposal), the states will have to supply any needed cars or locomotives in view of Amtrak's serious equipment shortage.

At the present time, eight states (Alabama, California, Illinois, Michigan, Missouri, New York, Pennsylvania and Wisconsin) are supporting Amtrak service under the 403(b) program. Section 403(b) is of great importance to California, as Caltrans currently sponsors "403(b)" service on two routes within the State and has studied or proposed service on a number of additional routes. The two existing State-supported services are the San Diegans and the San Joaquins; they are discussed individually in Chapters IV and V of this Plan.

NON-AMTRAK SERVICES

Non-Amtrak passenger services remain subject to the regulatory jurisdiction of the California Public Utilities Commission and/or

the Interstate Commerce Commission, just as before Amtrak was formed. At the present time there is only one such service operating in California, that of the California Western Railroad (CWR) between Fort Bragg and Willits in Mendocino County. This service, which has been operating for over seventy years, currently consists of one round trip operating on a daily basis year-round (except for three holidays), usually utilizing one of the vintage railcars that gave the line its "Skunk" nickname. In addition to providing basic transportation to an isolated area not served by highway, this service is very popular with tourists and vacationers, and since 1965 the CWR has been operating steam and diesel powered "Super Skunk" excursion trains in the summer.

CHAPTER III - CAPITAL IMPROVEMENTS

FUNDING SOURCES AND PROCESS

On July 10, 1989 Governor Deukmejian signed into law five transportation related bills, three of which (SB 300, Chapter 105, Statutes of 1989; AB 471, Chapter 106, Statutes of 1989; and AB 973, Chapter 108, Statutes of 1989) will have a major impact on rail capital programs. With the new legislation, capital improvement funding for intercity and commuter rail projects is available from the following sources:

- Three \$1 billion bond proposals that will be on Statewide ballots in June 1990, November 1992, and November 1994. Approval of the June 1990 bond proposal is contingent upon Statewide voter approval of Senate Constitutional Amendment No. 1 (SCA 1), which includes a modification of the expenditure (Gann) limits. A minimum of 15 percent of the bond revenues must be made available to intercity rail projects.
- The Transit Capital Improvement Program (with funds from both the Transportation Planning and Development (TP&D) Account and the State Highway Account Article XIX Guideway funding.
- Direct legislative appropriation from the TP&D Account (for intercity rail projects only).
- For commuter rail projects only, increased gas tax revenues made available to the State-Local Transportation Partnership and Flexible Congestion Relief Programs.

Upon voter approval in June 1990 of the rail bond measure, adequate funding is expected to be available to provide the capital support required to implement the new and expanded rail services which are reflected in Chapter IX of this Plan and for which budget needs have been identified. Failure of the rail bond proposal would greatly limit rail capital funding. In that event, it is unlikely that the new and/or expanded services mentioned above could be implemented, and operating funds needed would decrease accordingly.

The legislation defines "intercity rail" as having the same meaning as the term "intercity rail passenger service" as defined in the Rail Passenger Service Act (45 U.S.C. Sec. 502(11)). "Commuter rail" is defined as having the same meaning as the term "commuter service" as defined in the Rail Passenger Service Act (45 U.S.C. Sec. 502(9)), and as described in Penn Central Transp. Co. Discontinuance, 338 ICC 318.

The Planning and Conservation League has qualified a separate bond proposal for the June 1990 ballot that would result in \$1.99 billion in bonds being sold for specified rail corridor capital

improvements. The initiative also specifies the amount of funds that will be available to each project.

State Transportation Improvement Program

In order for a project to be eligible to receive State funds for capital improvements, it must be included in the State Transportation Improvement Program (STIP). The STIP is a seven-year program of capital improvement projects, updated biennially. The process for entering projects into the STIP is as follows:

Intercity Rail

The Intercity Rail Program (IRP) is the overall process for implementing intercity rail projects and is developed by the Department using the best information available from Amtrak, private consultants, railroads, and independent studies made by its own staff. Projects are identified, evaluated, and prioritized based on guidelines developed by the Department in cooperation with local transportation officials and adopted by the California Transportation Commission (CTC). The specific intercity rail projects to be included in the Proposed State Transportation Improvement Program (PSTIP) will, in large part, be selected from the recommendations of the rail corridor studies discussed later in this Chapter (for the San Diegan and San Joaquin corridors) and in Chapter VI (for the Auburn-Sacramento-Bay Area corridor). Local public entities may also nominate intercity projects to the Department; these are evaluated and prioritized in accordance with the guidelines. The list of prioritized projects is presented in the Rail Passenger Development Plan and then incorporated into the Department's PSTIP, which is presented to the CTC and used to develop the STIP.

However, this year's Plan will not contain the list of prioritized projects, since the guidelines were not adopted by the CTC until December 1989. The list of prioritized projects will first appear in the PSTIP due in June 1990. In future years the process will take place as described above.

Under the new legislation, the following corridors are eligible for State intercity rail funding through the STIP process:

- Los Angeles-San Diego
- Santa Barbara-Los Angeles
- Los Angeles-Fresno-San Francisco Bay Area and Sacramento
- San Francisco Bay Area-Sacramento-Auburn
- San Francisco-Santa Rosa-Eureka

Intercity rail projects do not require (but may include) a non-State contribution of funds.

Commuter Rail

Commuter rail projects are entered into the STIP through the Regional Transportation Improvement Program (RTIP) process managed by the regional transportation planning agencies, local transportation commissions, and the Department's local district offices. Implementation of commuter rail projects will be consistent with guidelines established by the Department in cooperation with local transportation officials and adopted by the CTC.

The following corridors are eligible for State commuter rail funding through the STIP process:

- San Francisco-San Jose
- San Jose-Gilroy
- Gilroy-Monterey
- Stockton-Livermore
- Orange County-Los Angeles
- Riverside-Orange County
- San Bernardino-Los Angeles
- Ventura County-Los Angeles
- Saugus-Los Angeles
- Oceanside-San Diego
- Escondido-Oceanside

Commuter rail projects require a 50 percent non-State contribution of the non-Federal share.

Transit Capital Improvement Program

The Transit Capital Improvement (TCI) Program is funded from two sources: the TP&D Account (see Chapter IX); and the State Highway Account under the provisions of Article XIX of the State Constitution. The TCI program includes the following five types of projects which are eligible for funding:

- Exclusive public mass transit guideway construction and rolling stock acquisition
- Intermodal transfer stations
- Railroad rights-of-way acquisition (for future busway and transit guideway purposes)

- Passenger ferries and terminals
- Short-line railroads with current or planned passenger service.

Under the provisions of Article XIX of the State Constitution, State Highway Account (SHA) funds may be used for exclusive public mass transit guideway projects in a particular county, if the voters of that county pass an enabling proposition. Through November 1989, the following counties have passed such a proposition: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Marin, Orange, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, and Sonoma. (With the addition of Madera and San Bernardino Counties on November 7, 1989, the number of counties eligible for Article XIX funds has risen to 19, representing 84 percent of California's population). AB 1023 (Chapter 603, Statutes of 1987) broadened the definition of guideway projects to include rail lines on which Caltrans contracts for rail passenger service. AB 551 (Statutes of 1989) then provided that any publicly funded rail passenger service qualifies as a guideway project.

State supported San Diegan service operates through San Diego, Orange and Los Angeles Counties, (which are eligible for Article XIX Guideway funding), and Ventura and Santa Barbara Counties (which have not yet passed an Article XIX proposition). The San Joaquins operate through the following Article XIX Counties: Kern, Kings, Fresno, Madera, San Joaquin, Contra Costa and Alameda. Merced, Stanislaus and Tulare Counties have not yet passed ballot propositions. In the proposed Bay Area-Auburn corridor, Solano, Yolo Counties and Placer are not Article XIX Counties. All three counties served by the Peninsula Commute Service (San Francisco, San Mateo and Santa Clara) are Article XIX Counties.

Although Article XIX funds have been the primary State capital funding source for rail transit projects, they may not be used for rolling stock acquisition or rehabilitation, nor may they be used for operations. As a result of the passage of AB 1023, Article XIX Guideway funds were programmed in Fiscal Year 1988/89 for LOSSAN corridor improvements, including station improvement projects. In both 1988/89 and 1989/90 the annual programming for Article XIX Guideway projects Statewide was \$64 million.¹

Applications requesting funding are due to the Department on October 1 each year. The Department evaluates the applications in conformance with criteria adopted by the CTC and then submits a list of projects recommended for funding to the CTC on February 1. The CTC submits its proposed list of projects to receive funding to

¹ *LOSSAN Corridor Study, Financial and Institutional Issues* (Sacramento: Arthur Bauer & Associates in association with Michael Fajans and Chester McGuire, PhD.; January 1987), pp.2-2 / 2-3.

the State Legislature on April 1. Funds are allocated by the Department and the CTC to the selected projects beginning in August, after the annual State budget has been enacted to provide funds for the program.

The TCI projects related to Amtrak and commuter rail services for the 1989/90 and 1990/91 fiscal years are shown below in the appropriate sections of this Chapter.

Minor Capital Improvement Projects

Another source of rail capital funding was established by AB 3332 (Chapter 914, Statutes of 1988), which permits the redirection of rail and feeder bus operating funds to be used for "minor capital improvement projects" on State-supported rail lines. These are defined as projects within cost limits equal to the standards set by the CTC for "minor highway projects". Currently, this cost limit is \$300,000.

THE SAN DIEGANS

Through discussions with Amtrak and the Santa Fe, a short term capital improvement program was developed several years ago for the Los Angeles-San Diego portion of the route. This program was intended to reduce running times, increase the reliability of the service, provide for the possibility of additional trains, and upgrade the quality of service. Station capital improvement projects are discussed in the "Stations" section of this Chapter.

Los Angeles-San Diego State Rail Corridor Study (LOSSAN I)

The LOSSAN I report was submitted to the Legislature in June 1987 by the Los Angeles-San Diego State Rail Corridor Study Group (pursuant to SB 1095, Chapter 1313, Statutes of 1985). It represented the first time that all parties with an interest in the corridor, including the Santa Fe Railway and Amtrak, worked together and reached a consensus on a program to develop and improve the service.

The report outlined a \$246 million capital improvement program which would reduce running times by up to 24 minutes, permit the operation of up to ten daily round trips between San Diego and Los Angeles, improve reliability, and permit the introduction of two daily commuter round trips between Orange County and Los Angeles and Oceanside and San Diego. It recommended that high priority

program elements should be implemented immediately, using a combination of State, Federal, and local funding sources. Figure 3 on page 21 shows a complete list of project-specific funding recommendations.

Los Angeles-San Diego Rail Corridor Agency

On February 6, 1989, the local agencies in Los Angeles-San Diego corridor and Caltrans signed a Joint Powers Agency agreement to create the Los Angeles-San Diego Rail Corridor Agency (RCA). This agency is responsible for implementing the recommendations of the LOSSAN I Report and undertaking related efforts to improve the corridor services and facilities. The RCA also coordinates subcorridor commuter rail services with corridor intercity rail services. It serves as an ongoing vehicle to coordinate and focus the efforts of all interested parties to improve the San Diegan route. Voting members are: Los Angeles County Transportation Commission, Orange County Transportation Commission, North San Diego County Transit Development Board and Metropolitan Transit Development Board (San Diego) and Caltrans. Non-voting members are: Southern California Association of Governments and San Diego Association of Governments. The RCA has a Technical Advisory Committee which meets monthly, and is comprised of representatives of the member agencies, Amtrak, the Santa Fe Railway, and cities along the corridor.

The RCA has adopted a Five Year Capital Improvement Program which phases implementation of capital projects included in Figure 3 on page 21, and adds a signal system upgrade. This program is shown in the table following the RCA's letter in Appendix A - Public Review.

RECOMMENDED CAPITAL IMPROVEMENT PROGRAM
Los Angeles - San Diego State Rail Corridor

PROJECT DESCRIPTION	ESTIMATED COST ⁽¹⁾ (millions)	TENTATIVE DISTRIBUTION OF COST RESPONSIBILITY			
		State	Local (2)	Federal	AT&SF
PHASE I					
A. EXPAND//IMPROVE AMTRAK SERVICE WITH EIGHT DAILY TRAINS					
1. Low Cost Time Reduction Projects (3)	\$ 5.25	\$ 2.625		\$ 2.625	
2. Add crossovers at four locations (Los Angeles-Fullerton)	4.26	2.130		2.130	
3. Grade crossing and signaling time reduction improvements; Old Town to San Diego	6.96	3.480		3.480	
4. Upgrade sidings and signals at Anaheim, Galivan, San Onofre	3.90	1.950		1.950	
5. Upgrade siding and signals at Sorrento	0.84	0.420		0.420	
6. Upgrade Oceanside Passing Tracks	1.80	0.900		0.900	
7. Two New Amtrak Stations ⁽⁴⁾	12.10	6.050	6.050		
8. Upgrade industry siding & double track LAUPT lead	<u>6.70</u>	<u>1.675</u>	<u>1.675</u>	<u>3,350</u>	<u>--</u>
SUBTOTAL I-A	\$ 41.81	\$ 19.230	\$ 7.725	\$14.855	--
B. UPGRADE TRACK/REPLACE RAIL					
SUBTOTAL I-B	\$ 42.00	\$ 18.900		\$18.900	\$4.200
C. IMPLEMENT COMMUTER RAIL SERVICES					
1. Commuter Rail; San Diego County	31.20	15.600	15.600		
2. Commuter Rail; LAUPT-Orange County	<u>32.35</u>	<u>16.175</u>	<u>16.175</u>		
SUBTOTAL I-C	\$ 63.55	\$ 31.775	\$31.775		

- (1) 1986 dollars; excludes costs to acquire AT&SF right-of-way or new cab signalling system.
(2) May include both public funds and private contributions.
(3) See Table 14A for list of projects included.
(4) Subject to satisfactory mitigation of rail freight operations concerns of the AT&SF and agreement by Amtrak.
(5) Includes projects D, M, P, Q, R, T, T-1, U and W as listed in Table 2.

Figure 3. LOSSAN I Funding Recommendations

RECOMMENDED CAPITAL IMPROVEMENT PROGRAM
Los Angeles - San Diego State Rail Corridor

<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST⁽¹⁾</u> (millions)	<u>TENTATIVE DISTRIBUTION OF COST RESPONSIBILITY</u>			
		<u>State</u>	<u>Local (2)</u>	<u>Federal</u>	<u>AT&SF</u>
<u>D. OTHER TRACK AND STATION IMPROVEMENTS FOR 10 AMTRAK TRAINS PLUS COMMUTER RAIL</u>					
1. Extend & upgrade South Main between Santa Ana and Irvine	12.79	3.198	3.197	6.395	
2. Passing siding between San Onofre and Fallbrook Junction	1.67	0.417	0.418	0.835	
3. Double track, Sorrento-Miramar	7.27	1.818	1.817	3.635	
4. Double track, Serra - SJC	<u>6.11</u>	<u>1.527</u>	<u>1.528</u>	<u>3.055</u>	
Subtotal Track Impr.	\$ 27.84	\$ 6.960	\$ 6.960	\$13.920	--
1. 8 inch platforms at Fullerton, SJC & San Clemente	0.57	0.285	0.285		
2. Outside platforms & passenger grade separations at Fullerton & Oceanside	0.48	0.120	0.120	0.240	
3. Underpass at Santa Ana Station	0.18	0.045	0.045	0.090	
4. Modify existing stations	<u>1.80</u>	<u>0.450</u>	<u>0.450</u>	<u>0.900</u>	
Subtotal Station Impr.	\$ 3.03	\$ 0.900	\$ 0.900	\$ 1.230	--
SUBTOTAL I-D	\$ 30.87	\$ 7.860	\$ 7.860	\$15.150	--
<u>PHASE II</u>					
<u>A. EXPAND Amtrak SERVICE TO TEN DAILY TRAINS</u>					
1. Add 2 Add'l Amtrak Trains	27.10	13.550		13.550	
2. Add 10 Amtrak Cars to accommodate growth	<u>16.94</u>	<u>8.470</u>		<u>8.470</u>	
SUBTOTAL II-A	44.04	22.020		22.020	
<u>B. OTHER CANDIDATE PROJECTS</u>					
1. Add'l Time Savings Projects (5)	17.20	8.600		8.600	
2. Del Mar Station Relocation	<u>6.90</u>	<u>3.450</u>	<u>3.450</u>		
SUBTOTAL II-B	\$ 24.10	\$ 12.050	\$ 3.450	\$ 8.600	--
GRAND TOTAL	\$246.37	\$111.835	\$50.810	\$79.525	\$4.200

LISTING OF TRAVEL TIME REDUCTION PROJECTS
BY PROGRAM PHASE AND PRIORITY ORDER

PHASE I-A	DESCRIPTION	COST (1986 Dollars)
N	San Clemente pedestrian control projects (fencing/ grade separations)	\$ 1.497
B	Increased unbalanced superelevation between LAUPT/ Mission Tower	--
F	Increased unbalanced superelevation near Buena Park Station	--
S	Increased actual superelevation near Sorrento	.003
I	Eight grade crossing improvements and fencing west of Anaheim	.964
E	Five grade crossing improvements plus two track crossing upgrades in Pico Rivera and Santa Fe Springs area	.723
V	Fencing, grade crossing and signalling improvements, turnout replacements between Old Town and San Diego	6.957
E-1	Three additional grade crossing improvements (flashers, extended circuits, etc.) in Santa Fe Springs and La Mirada areas	.192
O	Three grade crossings and minor fencing in Oceanside	.165
K	Fencing, two grade crossing improvements, and increased superelevation on 1 curve between Orange/ Santa Ana station	.312
L	Increased actual superelevation on one curve and fencing east of Santa Ana station	.154
C	Realigned crossover, upgraded track (high speed turn- outs), and increased superelevation between Mission Tower/Redondo Junction	.378
J	Three grade crossing improvements and fencing east of Anaheim	.620
G	Increased superelevation and UPRR grade crossing replacement near Fullerton Station	.240
	TOTAL PHASE I-A	\$ 12.205 (1)

(1) Total includes \$5.25 million for 13 low cost projects
plus \$6.957 million for Project V.

NOTE: See Figure E for locations of time reduction projects.

LISTING OF TRAVEL TIME REDUCTION PROJECTS
BY PROGRAM PHASE AND PRIORITY ORDER

<u>PHASE I-D</u>	<u>DESCRIPTION</u>	<u>COST</u> (1986 Dollars)
	8 inch platforms at Fullerton, San Juan Capistrano and San Clemente (plus operational improvements)	\$ 0.570
	TOTAL PHASE I-D	\$ 0.570
 <u>PHASE II-B</u>		
D	Increased superelevation on curves and upgrade UPRR crossing between Redondo Junction/Hobart Tower	\$.167
M	Increased superelevation and grade crossing improvement between San Juan Capistrano/Beach Road	.050
P	Two grade crossing improvements and increased actual superelevation between Encinitas/Cardiff-By-The-Sea	.137
Q	Grade crossing improvement and increased superelevation between Solano Beach/Del Mar station	.068
R	Curve realignment and increased unbalanced superelevation east of Del Mar	2.312
T	Soledad Canyon track realignment through Miramar Hills	10.341
T-1	Increased actual and unbalanced superelevation on curves between Miramar Hills/Rose Canyon Tunnel	.048
U	Increased superelevation on curves, including relocation of stream and construction of 2 bridges between Elvira and Old Town	3.302
W	Grade crossing improvements, track upgrade turnouts and fencing in Old Town	<u>.781</u>
	TOTAL PHASE II-B	<u>\$ 17.206</u>
	TOTAL ALL TIME REDUCTION PROJECTS	\$ 29.981

Los Angeles-Santa Barbara Rail Corridor Study (LOSSAN II)

In August, 1988, the Legislature passed SB 2446 (Chapter 1228, Statutes of 1988), creating the Southern California Regional Intercity State Rail Corridor Study Group (LOSSAN II). The Study Group's report, released on June 15, 1989, recommended a program of capital improvements costing \$84.9 million, including acquisition of two sets of train equipment, installation of centralized train control, construction of new stations and station improvements, double tracking or other track improvements on the line between Burbank Junction and Northridge, rail replacement and other track and siding upgrades. The report also makes institutional and funding recommendations to facilitate the start of rail service in this corridor. A list of project-specific funding recommendations is shown in Figure 4 on page 26.

Los Angeles - Santa Barbara Rail Corridor Study

	COSTS (millions)
A. PROJECTS REQUIRED INITIALLY	
1. Rolling Stock (2 Trainsets)	\$20.300
2. CTC -	
a) Oxnard-Burbank Junction	5.236
b) Santa Barbara - Oxnard	<u>1.910</u>
Subtotal - Systemwide	\$27.446
3. Double Track or Single track with Auxiliary Sidings	
a) Gemco - Burbank	9.814 ¹
b) Northridge - Gemco	9.649 ¹
4. Reverse Running on DT (Allen-Dayton)	1.338
5. Chatsworth Siding Upgrade	1.359
6. Station Improvements (Burbank Airport/Chatsworth)	<u>1.119</u>
Subtotal - Los Angeles County	\$23.279
7. Station Improvement - Oxnard	1.391
8. Track Upgrade - Simi Valley	1.122
9. Siding Upgrade - Camarillo	1.520
10. Passing Track - Oxnard	1.513
11. Siding Upgrade - Ventura	2.151
12. Siding Upgrade - Seacliff	1.971
13. Siding Upgrade - Moorpark	<u>1.410</u>
Subtotal - Ventura County	\$11.078

¹ The estimated costs shown relate to the double track concept; the single track/auxiliary sidings alternative, if selected, would cost about \$7 to \$8 million less. This issue requires further study and would be subject to negotiations with the railroad.

Figure 4. LOSSAN II Funding Recommendations

Los Angeles - Santa Barbara Rail Corridor Study

		<u>COSTS</u> (millions)
A. PROJECTS REQUIRED INITIALLY		
(continued)		
14.	Santa Barbara Service Facility Improvements	0.045
15.	New Siding - Carpenteria	1.980
16.	Santa Barbara Service Track	<u>0.170</u>
	Subtotal - Santa Barbara County	\$ 2.195
TOTAL - PROJECTS REQUIRED INITIALLY		<u>\$63.998</u>
B. DEFERABLE PROJECTS		
		<u>COSTS</u> (millions)
1.	Station Improvements Glendale	1.086
2.	New Station Van Nuys Airport	0.810
3.	Time Saving Projects Dayton Tower - LAUPT	0.455
4.	Replace Bolted Rail Burbank - Dayton Tower with CWR	1.877
5.	Time Savings Projects Burbank - Dayton Tower	0.690
6.	Time Savings Projects Santa Susana - Burbank	<u>0.059</u>
	Subtotal - Los Angeles County	\$ 4.977
7.	Station Improvements Simi (Caltrans Site)	0.454
8.	Time Savings Projects Oxnard - Santa Susana	0.223
9.	Time Savings Projects Ventura - Oxnard	0.065
10.	Replace Bolted Rail Ventura - Oxnard with CWR	<u>1.616</u>
	Subtotal - Ventura County	\$ 2.358
11.	Storage & Service Goleta Facility	0.300
12.	New Station Goleta (Site Uncertain)	1.530

Los Angeles - Santa Barbara Rail Corridor Study

		<u>COSTS</u>
		(millions)
B. DEFERABLE PROJECTS		
(continued)		
13.	Station Improvements	Santa Barbara 2.713
14.	Time Savings Projects	Santa Barbara - Ventura 0.871
15.	Terminal Track	Goleta 1.146
16.	Replace bolted Rail with CWR	Goleta - Santa Barbara 1.853
17.	Time Savings Projects	Goleta - Santa Barbara 0.535
18.	Reverse Running on Double Track	Santa Barbara 1.357
19.	Replace Bolted Rail with CWR	Santa Barbara - Ventura <u>3.243</u>
Subtotal - Santa Barbara County		\$13.548
Total Deferable Projects		\$20.883
TOTAL PROGRAM		<u>\$84.881</u>

Stations

Station capital improvement programs on the San Diegan route are summarized below.

Anaheim: This stop opened on October 30, 1983, and was established under Caltrans Intermodal Facilities Program. The station is fully staffed.

Burbank Airport: The City of Burbank has recently proposed establishing a train station at the existing facility (originally constructed for the Los Angeles-Oxnard commute service in 1982), near the Burbank Airport. The City has secured 73 parking spaces to serve the station and has arranged for shuttle service between the station and the Airport. In September 1989, the City requested Amtrak to begin train service at the station as soon as possible.

Chatsworth: This stop was instituted in conjunction with the start-up of the Santa Barbara extension of the San Diegan route in June of 1988. The City of Los Angeles is working with Caltrans to lease additional parking spaces, install a public phone, provide station maintenance and fund the construction of a passenger shelter. This station utilizes the platform and parking facilities originally built for the Oxnard commuter service in 1982.

Commerce: An element of the agreement between Caltrans, Santa Fe Railway, Amtrak, Los Angeles County Transportation Commission, Orange County Transportation Commission, and San Diego Association of Governments to implement phase I of the LOSSAN I Rail Upgrade project was the establishment of a new station in southeastern Los Angeles County. A site was selected in the City of Commerce, with service expected to commence in 1990. The unstaffed station will include shelters and parking. Funding will be provided by the City.

Del Mar: This station is served by all existing San Diegan trains and was completely rehabilitated under an agreement executed in 1981. Due to limited parking and accessibility problems, the Los Angeles-San Diego Rail Corridor Agency has proposed that this station be relocated to Solana Beach within three years.

Fullerton: The Fullerton station is one of the original stops on the San Diegan route, and is served by all trains. The station and adjacent facilities has been extensively upgraded through a series of joint City/State Intermodal Facilities projects, and the City is acquiring the station building as part of the City's transportation center project.

Irvine: Irvine is developing a new intermodal facility. Construction began in mid-1989, and completion is expected in 1990.

Los Angeles Union Station: This station serves as a hub for Amtrak's Western trains. As part of the State's effort to upgrade

San Diegan route stations, the restrooms in Los Angeles Union Station were completely rebuilt in 1986.

Oceanside: In 1983, a new station was constructed to replace an existing facility using funding from the Intermodal Facilities Program. It is served by all San Diegan trains, as well as North County Transit and Greyhound buses.

Oxnard: In September, 1987, Amtrak began using the new station at Oxnard. The station was constructed under Caltrans' intermodal facilities program. This station is served by the Santa Barbara extension of the San Diegan route, the Coast Starlight, and San Joaquin and San Diegan route feeder buses.

Simi Valley: The Simi Valley station currently serves the Coast Starlight, the Santa Barbara extension of the San Diegan train and connecting buses for both the San Diegan and the San Joaquin trains. The Amtrak station was constructed under the Intermodal Facilities Program and opened on October 26, 1986.

San Diego: Acting on its own, Santa Fe rehabilitated the San Diego station as part of a larger, long-range development project in downtown San Diego. The Station Building, originally constructed in 1915 to serve the Panama-California Exposition held in San Diego that year, is now a nationally registered historical landmark. This station is served by all San Diegan trains, the San Diego Trolley, as well as San Diego Transit and Mexicocoach buses.

Santa Ana: This new station was constructed to replace an existing station in Santa Ana, under Caltrans' intermodal facilities program. The Santa Ana facility, the largest new rail station built in this country in over thirty years, opened in September 1985.

Solana Beach: In October 1989, the City of Solana Beach approved the concept of a potential joint development with both public and private funds for a multi-modal/retail complex. On January 3, 1990, the Los Angeles-San Diego Rail Corridor Agency voted to support Solana Beach as the location of the mid-San Diego County full service intercity rail station. It will be served by the San Diegans and the Oceanside/San Diego commuter rail service and North San Diego County Transit buses.

Van Nuys-Panorama City: This stop was instituted with the extension of the San Diegan train to Santa Barbara on June 26, 1988. The station is located at a former Oxnard commuter service station and utilizes the platform and parking facilities constructed for that service. In January 1990, as requested by Caltrans, the CTC allocated \$300,000 in Minor Capital Project funds to provide a ticket office facility at this location. This project is scheduled for completion in 1990. The City of Los Angeles will fund and install a left turn lane from Van Nuys Boulevard which will greatly improve access into the station parking lot. When completed, this station will act as a "hub" for Amtrak in the San

Fernando Valley, serving the Santa Barbara extension of the San Diegans, as well as the San Diegan and San Joaquin connecting buses.

Ventura: Located on the coast north of Oxnard, this station has been in the planning stage for a number of years. The City of Ventura expects the engineering plans to be completed by November 1989. Construction of the station is planned to begin during Summer 1990. The cost of the station is estimated at \$500,000. The new station will serve the San Diegan trains, as well as San Diegan and San Joaquin connecting buses.

Los Angeles-Santa Barbara-San Diego Capital Improvement Program

In June 1987, the Los Angeles-San Diego State Rail Corridor Study Group issued a report (LOSSAN I Study) containing a recommended program for the incremental upgrading of the existing rail corridor. One of the high priority projects identified was to upgrade over 90 miles of main line track between Fullerton and San Diego, replacing the existing 45-year-old bolted rail with new, continuously welded rail. This rail replacement will result in increased safety, improved reliability, and greater efficiency for the San Diegan service. Phase I of the rail replacement program (Fullerton-Santa Ana) is now complete; Phases II and III of the program are included in the Capital Improvement Programs for Fiscal Years 1988-89 and 1989-90 respectively, as shown below.

Fiscal Year 1988-89 Capital Improvement Program

The Budget Act of 1988 transferred a total of \$10 million in Petroleum Violation Escrow Account (PVEA) funds to the TP&D Account for additional improvements in the San Diego-Los Angeles-Santa Barbara corridor. A provision in the budget language, which is consistent with CTC policy, limited State funding for any given project to fifty percent of the total cost. This limitation made the expenditure of the budgeted funds dependent on the commitment of local and private agencies to provide the fifty percent match.

The following list shows the project funding plan for the 1988-89 fiscal year and the status of each project:

Funding Source	Amount	Status
RAIL REPLACEMENT PHASE II (SANTA ANA TO SAN JUAN CAPISTRANO)		
Caltrans (PVEA)	\$4,400,000	90% Complete
Santa Fe	\$1,100,000	
Amtrak	\$1,100,000	
LACTC	\$1,100,000	
SANDAG	\$1,100,000	
PROJECT TOTAL	\$8,800,000	
OCEANSIDE STATION IMPROVEMENTS		
Caltrans (PVEA)	\$1,000,000	Contracts Pending
SANDAG	\$1,000,000	
PROJECT TOTAL	\$2,000,000	
CONSTRUCT DEL MAR SIDING		
Caltrans (PVEA)	\$ 655,000	Contract Pending
SANDAG	\$ 655,000	
PROJECT TOTAL	\$1,310,000	
SORRENTO SIDING IMPROVEMENTS		
Caltrans (PVEA)	\$ 420,000	Contract Pending
SANDAG	\$ 420,000	
PROJECT TOTAL	\$ 840,000	
LAUPT ACCESS DESIGN ENGINEERING STUDY		
Caltrans (PVEA)	\$ 200,000	Contract Pending
Santa Fe	\$ 100,000	
LACTC	\$ 100,000	
PROJECT TOTAL	\$ 400,000	
8 GRADE CROSSING IMPROVEMENTS IN L.A. COUNTY		
Caltrans (PVEA)	\$ 600,000	Scoping in Progress
SANDAG	\$ 600,000	
PROJECT TOTAL	\$1,200,000	
FULLERTON STATION AND TRACK IMPROVEMENTS		
Caltrans (PVEA)	\$ 500,000	Contract Executed
City of Fullerton	\$ 500,000	
PROJECT TOTAL	\$1,000,000	
IRVINE STATION DOUBLE TRACK		
Caltrans (PVEA)	\$1,400,000	Contract Executed
City of Irvine	\$1,400,000	
PROJECT TOTAL	\$2,800,000	Design Work in Progress

DOUBLE TRACK INCREMENT FOR PETERS CANYON BRIDGE

Caltrans (PVEA)	\$ 325,000	Bridge in Service
Santa Fe	\$ 325,000	
PROJECT TOTAL	\$ 650,000	

BRIDGE AND CURVES AT SAN JUAN CAPISTRANO

Caltrans (PVEA)	\$ 500,000	Final Estimate
Santa Fe	\$ 500,000	in Process
PROJECT TOTAL	\$1,000,000	

 TOTAL \$20,000,000

Fiscal Year 1989-90 Capital Improvement Program

The Budget Act of 1989 provided \$10 million in TP&D Account funds for further improvements to the San Diego-Los Angeles Santa Barbara corridor. The following listing displays the project funding plan for the 1989-90 fiscal year. The three specific projects are shown in priority order. They include Phase III of the rail replacement program, which remains the top priority capital project for this route. Next is a critical siding project which will substantially improve operating flexibility. The third project provides funding for an additional locomotive to operate a second San Diegan round-trip to Santa Barbara.

Funding Source	Amount	Status
RAIL REPLACEMENT PHASE III (SAN JUAN CAPISTRANO TO SORRENTO)		
Caltrans (TP&D)	\$7,500,000	Work Underway
Santa Fe	\$1,500,000	
Amtrak	\$1,500,000	
SANDAG	\$1,500,000	
PROJECT TOTAL	\$12,000,000	
UPGRADE SIMI VALLEY SIDING		
Caltrans (TP&D)	\$1,000,000	Scoping in Progress
City of Simi Valley	\$2,500,000	
PROJECT TOTAL	\$3,500,000	
LOCOMOTIVE FOR SECOND SANTA BARBARA SERVICE		
LACTC	\$1,500,000	Under Negotiation
PROJECT TOTAL	\$1,500,000	
PROJECT TO BE DETERMINED		
Caltrans (TP&D)	\$1,500,000	
Non-State Match	\$1,500,000	
PROJECT TOTAL	\$3,000,000	

TOTAL	\$20,000,000	

TCI Projects for 1989/90 and 1990/91 Fiscal Years

Figure 5 on page 35 and Figure 6 on page 36 list the TCI projects for the San Diegan route for the 1989/90 and 1990/91 fiscal years. The projects shown for the latter year represent all such applications submitted in October 1989; those projects have not yet been approved or funded.

Figure 5. San Diegan TCI Projects for FY 1989/90

San Diegan Route Intercity Related Rail TCI Requests for 1989/90 Fiscal Year			
<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Funded (TP&D)</i>	<i>Status</i>
Fullerton	Construct three miles of track through Fullerton station	\$2,400,000	CTC authorized Caltrans to allocate (August 24, 1989)
OCTC	Double track line near Irvine, corridor appraisal	\$710,000	CTC authorized Caltrans to allocate (October 24, 1989)
OCTC	Purchase of rail for replacement between San Juan Capistrano and Sorrento	\$2,400,000	CTC authorized Caltrans to allocate (October 24, 1989)
LACTC	Los Angeles-Van Nuys (GEMCO) track improvements	\$2,472,000	CTC authorized Caltrans to allocate (August 24, 1989)
<i>Intermodal Projects</i>			
Burbank	Feasibility study and alternatives analysis for proposed station at Burbank	\$19,000	CTC authorized Caltrans to allocate (December 14, 1989)
Irvine	Supplemental funds for station construction	\$200,000	CTC authorized Caltrans to allocate (August 24, 1989)
Anaheim	Design and construction of passenger overpass connecting station platform with adjacent commercial complexes and parking	\$285,000	CTC authorized Caltrans to allocate (December 14, 1989)
LACTC	Feasibility and engineering studies for station improvements at LAUPT	\$200,000	CTC authorized Caltrans to allocate (December 14, 1989)
Fullerton	Extend and raise existing platforms, acquire property, build new platform and connect to pedestrian overcrossing	\$1,200,000	CTC authorized Caltrans to allocate (August 24, 1989)
Oceanside	Acquire property and expand parking lot	\$1,000,000	CTC authorized Caltrans to allocate (September 14, 1989)
Simi Valley	Construction of additional parking capacity station as intermodal facility	\$150,000	CTC authorized Caltrans to allocate (August 24, 1989)
TOTAL		\$11,036,000	

**San Diegan Route
TCI Requests for 1990/91 Fiscal Year**

<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Requested</i>
Caltrans	Various low-cost time saving improvements	\$2,500,000
Caltrans	Phase IV rail replacement-San Juan Capistrano to San Diego	\$7,500,000
LACTC	Construct improvements in Los Angeles County to upgrade Los Angeles-Santa Barbara rail corridor	\$12,000,000
LACTC	Construct improvements in Los Angeles County to upgrade Los Angeles-San Diego rail corridor	\$6,303,000
OCTC	Phase IV rail replacement - San Diego to Sorrento	\$2,080,000
OCTC	Construct new double-track section in Irvine area	\$3,430,000
San Juan Capistrano	Construct replacement railway bridge and relocate track	\$2,880,000
<i>Intermodal Projects</i>		
Burbank	Preliminary design and engineering to provide intermodal facility with parking to serve Amtrak	\$215,000
Glendale	Acquire current Amtrak station and develop as intermodal facility	\$320,000
Irvine	Design and construction of pedestrian overpass between intermodal station and El Toro Marine Base	\$950,000
Santa Ana	Construct rail station parking structure	\$4,500,000
Ventura	Construct station and train platform	\$250,000

TOTAL \$42,928,000

Figure 6. San Diegan TCI Requests for FY 1990/91

THE SAN JOAQUINS

The Los Angeles - Fresno - Bay Area/Sacramento High-Speed Rail Corridor Study Group

In 1988, AB 971 (Chapter 197, Statutes of 1988), created the Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study Group. The focus of the study is to develop (1) incremental improvements necessary to increase speeds to the 110-125 miles per hour range, and (2) improvements necessary to increase speeds to much higher ranges.

An appropriation of \$150,000 in State funds, which has been matched by non-state funds, was made for the study. A consultant team (Parsons, Brinkerhoff, Quade and Douglas, Inc., in association with Deutsche Eisenbahn-Consulting GmbH, Arthur Bauer and Associates, and Lazard Freres and Co.), was hired to perform the study. A preliminary report,² was submitted to the Legislature in January 1990. The final report is due July 1, 1990.

Stations

Station capital improvement programs on the San Joaquin route are summarized below.

Bakersfield: In January 1990, as requested by Caltrans, the CTC reallocated \$2,000,000 in FY 1987-88 Transit Capital Improvement funds for track and station improvements necessary for the implementation of the third San Joaquin.

Berkeley: The Berkeley stop was inaugurated on January 22, 1986. It is adjacent to the former Southern Pacific station (now a restaurant) at the "foot" of University Avenue. Improvements for the stop included new platforms, lighting and a shelter.

Corcoran: A new station stop at Corcoran went into service on July 29, 1989. \$96,000 in State funding for the station has been programmed under Caltrans' Intermodal Facilities and Minor Capital Improvement Programs, with an additional \$24,000 provided by the City.

² Preliminary Report, Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study: December 30, 1989, Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study Group

Stockton: In October 1989, as requested by Caltrans, the CTC allocated \$250,000 in Minor Capital Improvement Project funds for interim improvements at the Stockton station to enhance safety and security for passengers and station staff.

Turlock (Denair Station): A new stop at Turlock was added on September 12, 1987. It is located on the outskirts of town at Denair. To inaugurate service, a parking lot, shelter, new platforms and lighting were installed.

Third Train Equipment

In order to provide equipment for the third *San Joaquin* train, which began operation on December 17, 1989, the Legislature provided Caltrans with \$8.722 million in special funding from the Budget Act of 1988 (\$1.22 million); AB 1649 (\$1.0 million) and AB 980 (\$6.5 million) (Chapters 1428 and 1530 of the Statutes of 1988). Amtrak and Caltrans then entered into an agreement for that amount in June 1989 for Caltrans to purchase two new locomotives (along with the provision of two interim locomotives until the new equipment is acquired) from Amtrak's next order embracing new locomotive technology. The agreement also provides for Caltrans to pay the cost of six Bombardier coaches and three food service cars for a three year period, along with options to extend the three year period or to purchase the nine cars (Bombardier is a Canadian railcar builder who is supplying Amtrak with 104 new single level passenger cars). Amtrak has converted the equipment on the existing two *San Joaquin* trains from bi-level to Bombardier equipment to allow for a uniform type of equipment on the entire route, which will facilitate maintenance. The new Bombardier cars use the body shell this builder has produced for commuter rail cars used in the Northeast, while interior fittings will be similar to the Amfleet equipment currently being used on the *San Diegans*. Tray meal service will be provided in all Bombardier food service cars on all trains.

To maintain handicapped accessibility to the *San Joaquins*, wheelchair lifts were provided at each station on the route as part of the overall equipment agreement. Enclosures for these lifts at unstaffed stations were constructed under the Minor Capital Improvement Program.

TCI Projects for 1989/90 and 1990/91 Fiscal Years

Figure 7 on page 40 and Figure 8 on page 41 list the TCI projects for the *San Joaquin* route for the 1989/90 and 1990/91 fiscal years. The projects shown for the latter year represent all such applications submitted in October 1989; those projects have not yet been approved or funded. (Intermodal projects on Amtrak basic system routes are also shown below the *San Joaquin* intermodal projects on both tables).

Figure 7. San Joaquin/Other TCI Projects for FY 1989/90

Intercity Related Rail TCI Requests for 1989/90 Fiscal Year			
<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Funded (TP&D)</i>	<i>Status</i>
San Joaquin Route			
Antioch	Construct intermodal station to serve Amtrak and Delta Transit	\$110,000	CTC authorized Caltrans to allocate (August 24, 1989)
Oakland	Relocate and rebuild station as intermodal facility at Jack London Square	\$3,164,000	On CTC list of approved projects
Other Intermodal Projects			
Barstow	Acquire right-of-way for intermodal station	\$886,632	CTC authorized Caltrans to allocate (August 24, 1989)
Davis	Complete landscaping, paving, lighting and building construction to extend existing platform	\$119,200	CTC authorized Caltrans to allocate (August 24, 1989)
Roseville	Land acquisition, parking, lighting and building completion	\$96,000	On CTC list of approved projects
TOTAL		\$1,101,832	

Intercity Related Rail TCI Requests for 1990/91 Fiscal Year

<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Requested</i>
<i>San Joaquin Route</i>		
Caltrans	Design work for grade separation at Empire (SR 132)	\$900,000
Caltrans	Various station improvements	\$1,500,000
Caltrans	Grade crossing signal circuit improvements-Stockton to Bakersfield	\$1,000,000
Caltrans	Bakersfield station relocation	\$2,000,000
Caltrans	Trackwork for relocated Oakland station	\$6,300,000
Fresno	Design, engineering and property acquisition for new Amtrak station on SP	\$1,088,000
Fresno	Site selection and preliminary engineering and design for connection at Calwa between Santa Fe and SP	\$204,000
San Joaquin County	Implement local and high-speed trains and new stations at Lodi, Manteca and Tracy	\$5,250,000
San Joaquin County	Construct connection in N/E quadrant between SP and Santa Fe at Stockton	\$2,990,000
<i>Intermodal Projects</i>		
Antioch	Complete construction of Amtrak/Tri Delta Transit shelter	\$30,000
Corcoran	Feasibility study of repairs to existing rail depot building	\$19,500
Hanford	Complete purchase and renovation of Hanford Amtrak station as intermodal facility	\$154,000
Modesto	Acquire land for new intermodal facility (on SP route)	\$606,043
San Joaquin County	Feasibility and environmental impact study of proposed intermodal facility at Stockton	\$500,000
<i>TOTAL</i>		\$22,541,543
<i>Other Intermodal Projects</i>		
Barstow	Construction of new intermodal station	\$796,100
Ontario	Site acquisition, design and construction of station serving Amtrak's Sunset Route	\$339,500
Pasadena	Construct intermodal facility at Amtrak Station	\$6,000,000
Suisun City	Rehabilitate existing Amtrak Station	\$500,000
<i>TOTAL</i>		\$7,635,600

Figure 8. San Joaquin/Other TCI Requests for FY 1990/91

THE PENINSULA COMMUTE SERVICE

Rolling Stock

In 1983, 63 new stainless steel "gallery" rail cars were ordered from the Sumitomo Corporation to completely re-equip the service. Along with the new cars, eighteen new F40PH locomotives were purchased from General Motors' Electro-Motive Division (EMD), which were delivered in April and May 1985. Two additional locomotives and ten additional cars were purchased later and delivered by December of 1987.

The new rolling stock made possible significant operational improvements because of its head-end power (HEP) design and push-pull capabilities. Head-end power is a system whereby power for heating, lighting, and air conditioning the entire train is provided by the locomotive instead of individually in each car. Maintenance costs are lower, because only one power unit per train must be maintained. Push-pull operation eliminates the need for trains to be turned at terminals, since the trains always face the same direction, regardless of the direction of travel.

At the present time, the gallery cars in use on the PCS are not accessible to wheelchairs. Caltrans is requesting Federal funds to retrofit one cab-control car and one trailer car with wheelchair lifts and accessible restrooms to test handicapped accessibility. Based on the results of the demonstration project, a decision will be made whether to retrofit the remaining 20 cab-control cars or 20 passenger trailer cars.

Stations

Caltrans is currently undertaking a program of acquiring virtually all of the stations on the line, using both State and Federal funds. All stations except San Francisco (Fourth and Townsend Streets), San Jose and a parking lot at Palo Alto (the station will not be acquired) have already been purchased. An offer was made on the San Francisco station but was rejected by Santa Fe Pacific Realty. This matter is currently in arbitration under the terms of the Caltrans/SP agreement. Caltrans has an approved UMTA appraisal for the San Jose Station, and is seeking additional Federal funding to acquire this station and the parking lot at Palo Alto.

Numerous station improvement projects have been implemented with State funds. Following is a list of improvements:

- Rehabilitation of station structures.
- Parking lots added, improved and/or expanded. (Typical parking lot improvements include paving, lighting and landscaping).
- Historic lighting fixtures.
- System and historic signage.
- Improved bicycle facilities, including a bus/bicycle shelter.

Caltrans has an on-going rehabilitation program of minor contracts financed by \$500,000 annual TCI funding.

Track Improvements

Projects programmed for 1988/89 and 1989/90 include rehabilitation of station area trackage, as well as additional work on track surfacing, grade crossing improvements, curve rehabilitation, and tie replacement. In October 1988, Caltrans applied for \$700,000 in State Transit Capital Improvement (Guideway) Funds to help fund this ongoing track rehabilitation program. \$2.8 million in Federal Urban Mass Transportation Administration (UMTA) funds has also been provided.

A portion of the FY 1989/90 program has been deferred until FY 1990/91 to allow UMTA Section 9 funds originally programmed for track rehabilitation to be used to fund station acquisition. Therefore, Caltrans will be applying for \$660,000 in UMTA Section 9 funds and \$165,000 in State Transit Capital Improvement (Guideway) funds in in FY 1989/90 for track rehabilitation.

Tower Consolidation

PCS trains are directed along the SP tracks by use of signals and switches operated from four interlocking control points at San Francisco, Santa Clara, College Park and San Jose.

Caltrans has proposed eliminating three of these facilities (Santa Clara, College Park and San Jose) and consolidating the functions of these towers in the San Francisco tower at Fifth Street through installation of modern control equipment. This consolidation/modernization project will improve operating safety and reliability and reduce operating costs (nine SP staff positions

could be eliminated for a current savings to SP and Caltrans of over \$450,000 annually).

The tower consolidation project, for which preliminary engineering has been completed, is divided into two phases. The first phase automates switching functions at the San Jose yard (previously done manually) under the San Jose tower and consolidates the functions of this tower and the Santa Clara and College Park towers at the San Francisco facility. Funding for this phase of the project has been secured. The second phase (for which Caltrans is seeking funding in FY 1990/91) includes track and signal modernization work associated with the tower consolidation project.

Automatic Train Washer

Currently, PCS equipment is manually washed by a crew of five laborers using brushes, buckets, and water hoses. Using this method, a maximum of two trains can be washed, weather permitting, each weekday. Thus, each train set is washed approximately every two weeks. Since more frequent and thorough washing is necessary to avoid corrosion, plans were developed to install an automatic train washer near the San Francisco terminal. The equipment has been delivered and an installation contract will be awarded by mid-1990. Southern Pacific will perform any track realignment and signal modifications which may be necessary.

Passenger Equipment Acquisition Fund

AB 3645 (Chapter 1510, Statutes of 1984), allowed Caltrans to participate in "safe-harbor" leasing of rail passenger cars and locomotives. Under this arrangement, public agencies are permitted to sell equipment to private companies, and then lease it back. The private companies then obtain tax benefits resulting from depreciation rights. Funds raised by the State through this means are placed in the Passenger Equipment Acquisition Fund (PEAF), which was created under SB 1498 (Chapter 1406, Statutes of 1986). The PEAF can be used to purchase new and rehabilitate existing equipment, and to fund commuter rail capital improvements.

The following projects have been identified for potential PEAFF funding:

<i>Project</i>	<i>Estimated Cost</i>
Caltrans' share of installation cost for cellular telephones in all 21 cab cars	\$30,000
Installation of two ticket vending machines at unstaffed stations with substantial patronage.	80,000
Station Acquisition	608,750
Tower Consolidation	154,000
Wheelchair Accessibility Demonstration Project	232,000

San Jose Terminal Improvements

A program of projects in the San Jose area is under development that will provide PCS riders with improved transit connections and a much-needed expansion of parking facilities. The primary element of this program is the construction of a new terminal located at West Alma Avenue, about two miles south of the existing terminal on Cahill Street. The new station will provide direct interface with the Guadalupe Corridor Light Rail Transit, and will have 400 parking spaces initially, with provisions for expansion to 1700 spaces. In addition, a child care center for train users at or near the station has been proposed. At Cahill Street, the existing station will be rehabilitated and the number of parking spaces will be increased from 450 to 880.

A full-funding grant agreement to finance the project has been approved by UMTA. Construction of the Alma Avenue station is expected to begin in May 1990, with completion in late 1991. Rehabilitation of the Cahill station buildings and expansion of the parking facilities is expected to begin in early 1991 and be completed in mid 1992. The San Jose terminal improvement projects are expected to generate a substantial increase in ridership to and from the San Jose area.

Centralized Maintenance Facility

A proposed centralized maintenance facility could significantly reduce operating costs and improve equipment utilization. The service currently lacks such a facility, and equipment maintenance is performed by SP at three separate locations: San Francisco and San Jose, where periodic inspections and minor maintenance

functions are performed, and Roseville (near Sacramento), where more extensive maintenance takes place. Movement of equipment to and from Roseville takes two days in each direction. It is estimated that equipment transportation costs alone could be reduced by \$425,000 to \$530,000 annually with a new on-line facility.

The proposed project will provide a centralized equipment maintenance facility within the PCS service area affording efficient and effective maintenance procedures. The project will include a 1,000-ft. long building containing progressive "whole train" inspection facilities; diesel locomotive maintenance and repair facilities; an automatic train washer (to be moved from the San Francisco terminal); car cleaning, sanding and fueling stations; and crew and administrative facilities. The project will also include a train storage yard and yard control equipment. Wayside power will be provided, eliminating the need for powering locomotives at night during repair operations. The facility will require approximately 20 acres.

An Initial Study to identify potential sites for the facility was completed in August 1988. Two preferred sites were identified - the Newhall Street Yard located at the Santa Clara-San Jose border and the Lick Quarry site located in San Jose. Environmental Science Associates (ESA), under contract to Caltrans, prepared a Draft EA/EIR, which was distributed to the general public. After a series of public hearings in August, 1989, Lick Quarry was selected as the site for the facility. A final EA/EIR, which includes mitigation measures for the facility, has been circulated.

Dependent upon the response to the RFP, Caltrans intends to submit a grant application to UMTA for \$9.0 million in Section 3 funds (to be matched with \$3.0 million in State and Local funds) in May 1990 for purchase of the required right-of-way and to finance final design and engineering. After the final design and engineering is complete, Caltrans will request a Full-funding Grant Agreement from UMTA to finance 75 percent of the public's share of the construction portion of the facility. The remaining public share of the project will be financed through State and local resources. Caltrans has issued a Request for Qualifications (RFQ) for final design of the maintenance facility. A Request for Proposal will be distributed to those qualified firms who respond to the RFQ. Selection of a design consultant is expected in April 1990 with the contract to be awarded the following June.

Downtown San Francisco Extension

The failure to provide direct service to the San Francisco Financial District is one of the primary deficiencies of the Peninsula Commute Service. Many studies have been performed in recent years which have evaluated a variety of proposals to extend

the line to a new downtown terminal. The most recent of these was the "Interim Upgrade Study" conducted by Hill International for the JPB, which was completed in October 1987. It contained an analysis of extending the line to a location behind the Transbay Terminal in downtown San Francisco.

In March 1988, the Metropolitan Transportation Commission voted to rank the extension on the same regional priority list as several BART extensions in the East Bay and San Mateo County. As a result, a regional transit financing plan has been developed to fund all projects on the list. The plan depended on passage of a half-cent county sales tax measures in San Mateo and Contra Costa Counties. San Mateo's measure passed in June, 1988, and Contra Costa's was approved in November, 1988. The plan also required passage of a bridge toll increase measure (passed in November, 1988), and will require receipt of the specified level of State and Federal funds.

The JPB, through funding received from a 1988/89 UMTA Section 9 grant, has contracted with Hill International, Inc. for preparation of an Environmental Impact Statement for the San Francisco terminal relocation project. The study should be completed in 1990.

Extension to Gilroy

The Santa Clara County Transit District (SCCTD) has proposed to extend the existing 47 mile Peninsula Commute Service 28 miles into southern Santa Clara County, connecting South County residents with light rail, bus and other commute systems in downtown San Jose. Service would operate along existing Southern Pacific tracks parallel to Monterey Highway, with stations in south San Jose, Morgan Hill, San Martin and a terminal in Gilroy. Now in the initial engineering phase, the project is proposed to begin operation in late 1992.

In September 1989, the Legislature and the Governor approved SB 1159 (Chapter 922, Statutes of 1989), which provides for the extension of the PCS to Gilroy if the following conditions are completed:

- SCCTD agrees to pay all capital costs required to initiate the new service and to reimburse the operator for all operating deficits incurred during first two years of service.
- Local agencies agree to reimburse the operator for all operating deficits incurred after the first two years of service.
- Completion by SCCTD of a feasibility study for the extended service.

- Completion and approval of all required environmental impact report documents relating to the proposed service extension.

TCI Projects for 1989/90 and 1990/91 Fiscal Years

Figure 9 on page 48 and Figure 10 on page 49 list the TCI projects for the Peninsula Commute Service for the 1989/90 and 1990/91 Fiscal Years. The projects shown for the latter year represent all such applications submitted in October 1989; those projects have not yet been approved or funded.

Intercity Related Rail TCI Requests for 1989/90 Fiscal Year			
Applicant	Summary Project Description	Amount Funded (TP&D)	Status
Caltrans*	R/W acquisition, rehabilitate existing San Jose Caltrain station, Alma station terminal and track construction/off street parking	\$5,400,000	CTC authorized Caltrans to allocate (September 20, 1989)
Caltrans	Track rehabilitation and construction	\$700,000	CTC authorized Caltrans to allocate (August 24, 1989)
Caltrans	Station rehabilitation including landscaping, parking lots and lighting	\$500,000	CTC authorized Caltrans to allocate (August 24, 1989)
Caltrans	Design new maintenance facility and purchase right-of-way	\$1,500,000	CTC authorized Caltrans to allocate (August 24, 1989)
TOTAL		\$8,100,000	

* Includes \$791,981 in Article XIX funding

Figure 9. Peninsula Commute Service TCI Projects for FY 89/90

**Peninsula Commute Service
TCI Requests for 1990/91 Fiscal Year**

<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Requested</i>
Caltrans	Right-of-way acquisition of Cahill site for development of parking facilities	\$340,000
Caltrans	Acquisition of PCS right-of-way	\$10,000,000
Caltrans	Station Rehabilitation	\$250,000
Caltrans	Construction of maintenance facility at Lick Quarry	\$6,040,000
Caltrans	San Francisco Improvements	\$408,815
Caltrans	Track rehabilitation	\$828,250
Caltrans	Station improvements, accessibility implementation	\$1,033,000
Caltrans	Station Acquisition	\$638,900
Caltrans	Phase II tower consolidation; includes track and signal modernization	\$258,270
San Mateo	Study of bridge construction at Poplar Ave. and SP tracks	\$150,000
San Mateo	Study of bridge construction at Monte Diablo Ave. and SP tracks	\$150,000
San Mateo	Study of bridge construction at Santa Inez Ave. and SP tracks	\$150,000
San Mateo	Study of grade separation at 25th Ave. and SP tracks	\$150,000
San Mateo & Alameda Counties	Acquisition of Dumbarton Bridge (Redwood City-Newark) for potential commuter rail or other transit use	\$3,175,000
<i>TOTAL</i>		\$23,572,235

Figure 10. Peninsula Commute Service TCI Requests for FY 90/91

Joint Powers Board Proposed Capital Improvement Plan

As part of its September 1989 short range transit plan,³ the JPB has prepared a Five-Year Capital Improvement Plan for the PCS. This plan does not necessarily include the local matching funds required by statute, nor does it constitute a funding commitment by the State. The Plan, presented as Figure 11 on page 51, has been amended to reflect changes to the annual element (FY 1989/90) made through MTC's Transit Capital Priorities process.

³ Caltrain Five-Year Plan Interim Update (FY 1989-90 to 1993-94), September, 1989, Peninsula Corridor Study Joint Powers Board.

**PENINSULA COMMUTE SERVICE
FIVE YEAR CAPITAL IMPROVEMENT PLAN
(FY 1989/90 - FY 1993/94)**

	FUNDING SOURCE (\$ IN 1,000)		FY 1989-90	FY 1990-91	FY 1991-92	FY 1992-93	FY 1993-94	FY 89-94 TOTAL
A. ROLLING STOCK								
(a) Purchase Rolling Stock	\$26,900 \$13,435 \$13,435	U-3 S-TP LOC	\$0	\$0	\$0	\$26,230	\$27,540	\$53,770
B. FIXED FACILITIES								
a) Track Rehabilitation	\$13,070 \$15,995 \$7,373	U-3 U-9 S-TP	\$825	\$8,540	\$8,890	\$9,340	\$9,825	\$37,420
b) Maintenance Facility	\$42,700 \$9,965 \$9,965	U-3 S-TP LOC	\$12,000	\$19,950	\$14,960	\$15,710	\$0	\$62,620
c) Tower Consolidation	\$6,657 \$1,210 \$454	U-9 S-TP OTH	\$8,030	\$2,290	\$0	\$0	\$0	\$8,320
d) S.F. Extension	\$120,170 \$454,410	U-3 LOC	\$12,000	\$56,190	\$83,770	\$175,960	\$246,660	\$574,580
e) Centralized Traffic Control	\$12,000 \$6,000 \$6,000	U-3 S-TP LOC	\$0	\$0	\$8,000	\$8,000	\$8,000	\$24,000
f) S.F. Track and Tunnel Improv	\$191 \$1,080	S-TP I-280	\$1,271	\$0	\$0	\$0	\$0	\$1,271
g) Purchase of ROW (1)	\$20,000 \$10,000 \$10,000	U-3 S-TP LOC	\$0	\$40,000	\$0	\$0	\$0	\$40,000
h) Grade Separations	\$23,470 \$11,180 \$15,000	LOC OTH CPUC	\$0	\$5,000	\$14,200	\$12,600	\$17,850	\$49,650
C. STATIONS								
a) Station Acquisition	\$2,140 \$535	U-9 S-TP	\$2,675					
b) Station Improvements	\$15,379 \$3,285 \$560	U-9 S-TP LOC	\$0	\$12,174	\$1,450	\$0	\$5,600	\$19,224
c) San Jose Multimodal Terminal	\$6,480 \$6,240 \$3,840	U-3 S-TP LOC	\$14,560	\$0	\$2,000	\$0	\$0	\$16,560
d) Station Rehabilitation	\$2,500	S-TP	\$500	\$500	\$500	\$500	\$500	\$2,500
e) Station Communication	\$516 \$64 \$64	U-9 S-TP LOC	\$0	\$0	\$0	\$0	\$645	\$645
f) Bayshore Corridor Service	\$95,790 \$31,930	U-3 LOC	\$0	\$0	\$40,510	\$42,540	\$44,670	\$127,720

(1) Actual cost of Right of Way subject to negotiation.

NOTE: U-3 = UMTA SECTION 3
U-9 = UMTA SECTION 9
S-TP = STATE TP&D ACCOUNT
LOC = LOCAL
OTH = OTHER
CPUC = CALIFORNIA PUBLIC UTILITIES COMMISSION

Figure 11. Joint Powers Board Proposed Capital Improvement Plan

PROPOSED SOUTHERN CALIFORNIA COMMUTER SERVICES

Los Angeles-South Orange County

The 1987 Los Angeles-San Diego (LOSSAN) State Rail Corridor Study⁴ called for a commuter service consisting of two daily round trips between Los Angeles and San Juan Capistrano or San Clemente at a capital cost of \$32.4 million, the greatest portion being spent on rolling stock and five new stations (see table below).

(1987 dollars in millions)

Cost Category	Estimated Cost
Storage Trackage	\$ 1.8
Rolling Stock	16.4
Stations	12.0
Station & Track Modification	2.2
TOTAL	\$32.4

The Orange County Transportation Commission initiated a study in 1989 to refine the service concept, capital requirements, and associated costs for this proposed service. An appraisal of the Santa Fe right-of-way in Orange County has also begun.

San Diego-Oceanside

Issued in May 1989, the draft report of the San Diego-Oceanside Commuter Rail Study calls for a 1992 start-up of four daily round-trip peak hour services on the 42 mile corridor, with capital costs as follows:

(1989 dollars in millions)

Cost Category	Estimated Cost
Track & Signal	\$20.1
Terminal Facilities	6.1
Rolling Stock	27.8
Station & Track Modification	13.0
TOTAL	\$67.0

⁴ Los Angeles-San Diego (LOSSAN) State Rail Corridor Study (Sacramento: Los Angeles-San Diego State Rail Corridor Study Group, June 1987).

The San Diego Association of Governments has initiated an appraisal of the Santa Fe right-of-way in San Diego County.

Oceanside-Escondido

In February, 1988 an evaluation of rail alternatives on the Oceanside-Escondido corridor was completed for the San Diego Association of Governments (SANDAG). The report covered two tasks; Task 1 would use the existing Escondido Branch of the Santa Fe Railway and Task 2 evaluated alternative alignments that would provide additional service in the corridor. Cost estimates for both single track and double track alternatives on the existing Santa Fe track are shown in the table below:

(1987 dollars in millions)

Cost Category	Single Track Alternative	Double Track Alternative
Guideway and Stations	\$17.3	\$28.5
Engineering	2.6	4.3
ROW, Operations/Maint.	7.0	7.0
Facility	4.1	4.1
Vehicles	4.8	4.8
TOTAL	\$35.8	\$48.7

Los Angeles/Simi Valley-Oxnard

On August 15, 1988, the Phase I Commuter Rail Feasibility Study (of the Los Angeles-Santa Barbara Rail Corridor Study) outlined a commuter rail program that would provide two daily peak-hour trains to begin service between Los Angeles, Simi Valley and Oxnard by 1990.⁵ Capital costs for a short-term implementation program are shown below.

⁵ Los Angeles-Santa Barbara Rail Corridor Study; Phase I Commuter Rail Feasibility Study (Los Angeles, Southern California Association of Governments, August 15, 1988)

(1988 dollars in millions)

	Description	Estimated Cost
Priority A-1	New Rolling Stock	\$23.1
Priority A-2	Track and Signal Work	14.5
Priority B	Short-term Enhancements	4.6
Priority C	Double Track-GEMCO to Burbank	4.7
	TOTAL	\$46.9

(Note: See Figure 12 on page 56 for a FY 90/91 TCI application related to this route).

Los Angeles-Ventura

This October 1988 supplement to the commuter rail element of the Los Angeles-Santa Barbara Rail Corridor Study⁶ calls for an additional \$2.0 million in capital projects in order to implement the ten mile extension of the proposed Los Angeles-Simi Valley/Oxnard commuter service (see table below).

(1988 dollars in millions)

Cost Category	Estimated Cost
Equipment and Miscellaneous	
Start-up projects	\$ 0.1
Track and Signal Work	1.9
TOTAL	\$ 2.0

Riverside-Orange County

In November 1988, the Riverside-Orange County Commuter Rail Service Feasibility Assessment⁷ was completed, and included the five principal cost components associated with implementing a commuter service (see table below).

⁶ Los Angeles-Santa Barbara Rail Corridor Study, Commuter Rail Feasibility Study-Ventura Extension (Los Angeles: Southern California Association of Governments, October 1988)

⁷ Riverside-Orange County Commuter Rail Service Feasibility Assessment (Orange County Transportation Commission, Riverside County Transportation Commission, November, 1988)

(1988 dollars in millions)

Cost Category	Recommended Program	Maximum Program
Railroad Improvements	\$33.4	\$87.2
Land Acquisition	6.6	10.1
Station Improvements	9.0	9.0
Equipment	35.5	35.5
Insurance Retention	5.0	5.0
TOTAL	\$89.5	\$146.8

Los Angeles-San Bernardino

In August 1988, the Final Report of the San Gabriel Valley Commuter Rail Feasibility Study was issued, and presented capital cost estimates for using both nine station and thirteen station alternatives (see following table). Excluded from this estimate were maintenance facilities (assuming a separate maintenance contract would be obtained using an existing facility) and the purchase of any right-of-way, including the right for use of existing stations, sites for new stations and storage tracks.⁸

(1988 dollars in millions)

Cost Category	9 Station Alternative	13 Station Alternative
Trackwork	\$1.2	\$1.2
New Stations	2.0	3.7
Modifications (existing stations)	.5	.5
Signals and Controls	.9	.9
Vehicle Storage Facilities	.2	.2
Rolling Stock	25.9	34.0
Management; (Engineering, Construction and Project)	2.0	2.7
Contingency Allowance	3.8	5.0
TOTAL	\$36.5	\$48.2

(Note: See Figure 12 on page 56 for FY 90/91 TCI applications related to this route).

⁸ San Gabriel Valley Commuter Rail Feasibility Study Final Report, (Los Angeles, County of Los Angeles, August 1988)

TCI Projects for 1990/91 Fiscal Year

Figure 12 on page 56 lists TCI projects for the Southern California Commuter Service for the 1990/91 Fiscal Year. The projects shown represent all such applications submitted in October, 1989; those projects have not yet been approved or funded.

Commuter Rail TCI Requests for 1990/91 Fiscal Year Southern California Commuter		
<i>Applicant</i>	<i>Summary Project Description</i>	<i>Amount Requested</i>
LACTC	Acquire rolling stock and improve track & facilities for commuter rail between Los Angeles and Oxnard/San Bernardino	\$11,250,000
SANBAG	San Bernardino County portion of above project	\$3,750,000
LACTC	Acquisition of up to 200 miles of rail right-of-way for potential commuter rail (or other transit use)	\$11,700,000
SANBAG	San Bernardino County portion of above project	\$3,300,000
<i>TOTAL</i>		\$30,000,000

Figure 12. Southern California Commuter Rail TCI Requests for FY 1990/91

CHAPTER IV - THE SAN DIEGANS
(SANTA BARBARA-LOS ANGELES-SAN DIEGO)

OBJECTIVES

The State's objectives on this route are to:

- Increase ridership and revenues
- Increase revenue/cost (farebox) ratio
- Increase frequency of service
- Reduce train running times
- Improve reliability (on-time performance) of trains

BACKGROUND

Historically, the Santa Barbara-Los Angeles-San Diego corridor has been broken into two parts, since the rail lines north and south of Los Angeles were owned and operated by separate railroad companies. However, in planning for improved passenger rail service in Southern California, Caltrans views the Santa Barbara-Los Angeles-San Diego route as one continuous travel corridor.

When established in May 1971, Amtrak maintained the same level of service that had been provided previously by the railroads. The Santa Barbara-Los Angeles segment was served by the Seattle-Los Angeles Coast Starlight. The Los Angeles-San Diego portion was served by two daily San Diegan round trips, plus tri-weekly train connections with the Coast Starlight. Later in 1971, this third train began daily operations. For the next five years, this three-train service functioned primarily as connections to long-haul trains at Los Angeles.

On September 1, 1976, a State-supported train was added to the Los Angeles-San Diego portion of the route. A second State-supported train was instituted on April 24, 1977, and a third on February 14, 1978, for a total of six round trips per day between Los Angeles and San Diego. On October 26, 1980, a seventh San Diegan was added by Amtrak.

North of Los Angeles, service was increased to two round trips per day on October 25, 1981 with the addition of the State-supported *Spirit of California*, which operated in the corridor as part of its



A sunset view of train 582 southbound at San Clemente beach.

Los Angeles-Sacramento route. Ridership on the train did not reach acceptable levels, and it was discontinued on October 1, 1983.

On August 12, 1985, new service north of Los Angeles was instituted in the form of dedicated bus connections to the *San Diegans*. On October 25, 1987, an eighth Los Angeles-San Diego round trip was added. On June 26, 1988, the Santa Barbara-Los Angeles-San Diego corridor was unified with the extension of one *San Diegan* round trip north to Santa Barbara. The eighth train and the extension to Santa Barbara are both State-supported services.

The performance of the *San Diegan* route has continued to improve with increased train service, the extension to Santa Barbara and increased marketing efforts. With these improvements and the others discussed in this Chapter, ridership and revenues should continue to increase, and the revenue/cost ratio, which has reached 108 percent, should continue to greatly exceed the 55 percent requirement.

Figure 13 on page 59 is a map of the route, including the Santa Barbara extension and the connecting bus services that are described later in this Chapter.

OPERATIONAL AND SERVICE IMPROVEMENTS

Santa Barbara Extension

The Santa Barbara extension (which began service on June 26, 1988), is scheduled as a morning departure from Santa Barbara, assuming the schedule of the mid-morning southbound San Diegan south of Los Angeles. Returning, the late afternoon departure from San Diego was extended north, arriving in Santa Barbara in the late evening.

San Diegan Route Train & Bus Network

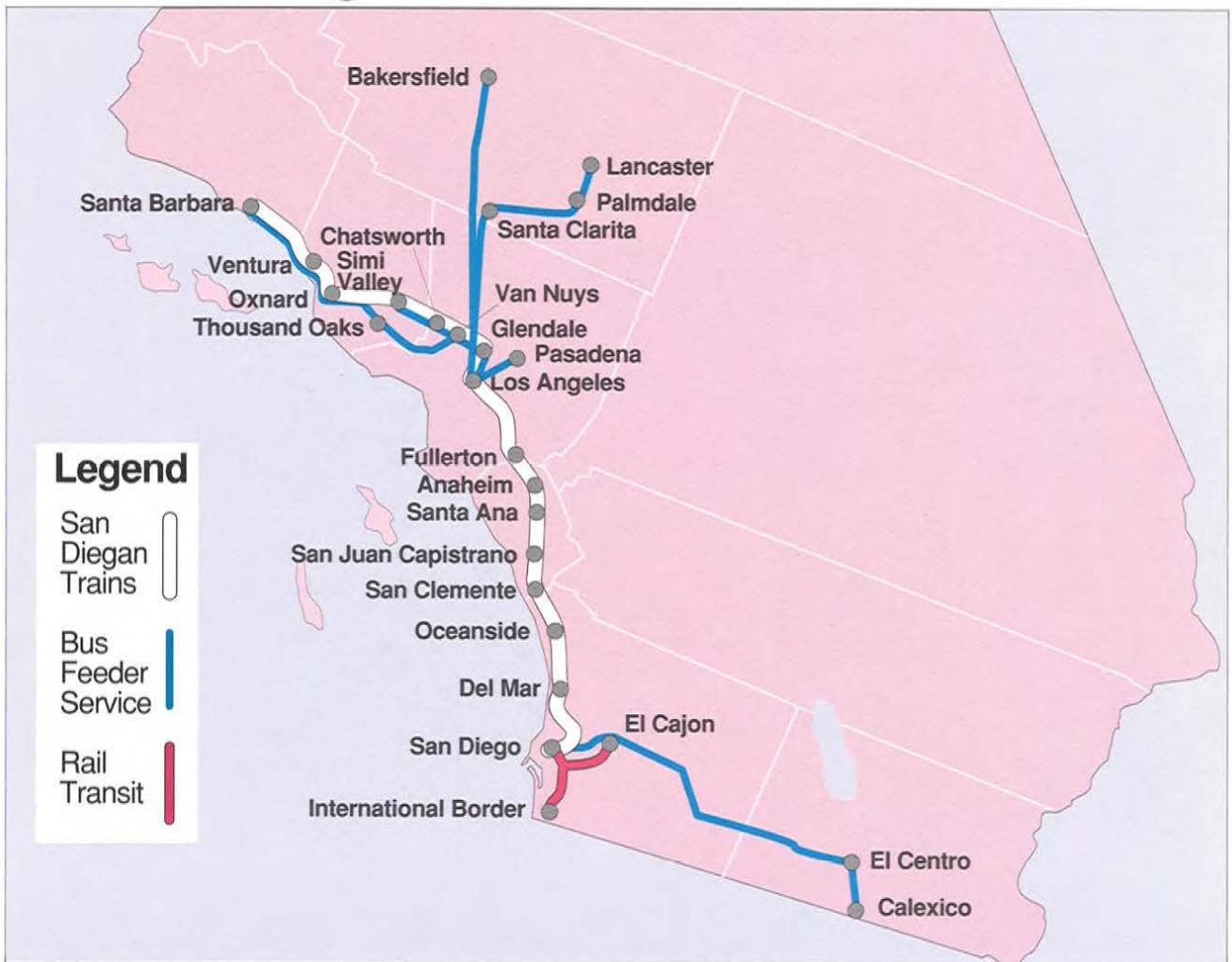


Figure 13. San Diegan Route Map, April, 1990

In addition to serving the existing Amtrak stations in Oxnard, Simi Valley, and Glendale utilized by the *Coast Starlight*, the train makes two new additional intermediate stops at Chatsworth and Van Nuys-Panorama City. Also, new stops at Ventura and Burbank Airport are planned (see the "New Stops" section below).

New Stops

New stops on the *San Diegan* route are discussed below.

Anaheim: Adjacent to the Anaheim Stadium and near Disneyland, this stop opened on October 30, 1983. It is fully staffed and serves fifteen of the sixteen daily *San Diegan* trains. (Santa Fe has not allowed the early morning northbound train to serve Anaheim, contending that this train functions primarily as a commuter service and the railroad's contract with Amtrak covers intercity service only).

Burbank Airport: The City of Burbank is working on arrangements to establish an Amtrak station at the existing facility near the Burbank Airport, originally constructed for the Los Angeles-Oxnard commute service in 1982. The City also plans to arrange for a shuttle bus to connect the Airport Terminal with train arrivals and departures at the station, and in September 1989, the City asked Amtrak to begin service as soon as possible.

Chatsworth: This stop, located at the west end of San Fernando Valley, was instituted in conjunction with the start-up of the Santa Barbara extension of the *San Diegan* route on June 26, 1988. It is also served by *San Diegan* and *San Joaquin* connecting buses.

Commerce: An element of the LOSSAN I Rail Upgrade project was the establishment of a new station in southeastern Los Angeles County. Upon completion, expected in 1990, the Commerce station would initially be served by two trains in each direction, with a third train added after completion of Phase II of the Rail Upgrade project.

Irvine: Following a 1985 agreement between Amtrak and Santa Fe, Irvine is developing a new intermodal facility. Ground-breaking ceremonies were held in mid-summer, 1989, and completion is expected sometime in 1990.

Solana Beach: An element of the LOSSAN I Rail Upgrade project was the relocation of the Del Mar station. A new multi-use intermodal and retail facility in Solana Beach approximately 2.6 miles north of the existing Del Mar station will open in conjunction with the start-up of the Oceanside/San Diego commuter rail service in late 1992. On January 3, 1990, the Los Angeles-San Diego Rail Corridor Agency voted to support Solana Beach as the location of the mid-San

Diego County full service intercity rail station. It will be served by the San Diegan trains, the Oceanside/San Diego commuter trains, and North San Diego County Transit Buses.

Van Nuys-Panorama City: Located in the central San Fernando Valley, this stop was instituted with the extension of the San Diegan train to Santa Barbara on June 26, 1988. This station is located at a former Oxnard commuter service station.

Ventura: Construction of this station (located on the coast north of Oxnard) is planned to begin during Summer 1990.

Fares

Following requests by Caltrans, in 1985 Amtrak introduced a seven dollar return fare (round trip for seven dollars more than one way) to the *San Diegan* route. This fare had been very successful in stimulating ridership and revenue growth on the *San Joaquin* route, where it was first introduced in 1983. While not as much of a discount on the *San Diegans*, the seven dollar return provides the most attractive fare that has been available on the route in many years, and has contributed to sustained, strong ridership growth. Citing the need to accommodate changes related to the new yield management component of its reservations and space control system, Amtrak discontinued family plan fares nationwide on December 1, 1988.

Custom Class

Custom class offers a reserved seat with complimentary beverages and newspapers for a nominal extra charge on all *San Diegan* trains. With the extension of *San Diegan* service to Santa Barbara, custom class was offered for the first time in the Los Angeles-Santa Barbara corridor. During the first year of Santa Barbara service (July 1988 thru June 1989), custom class was used by 22 percent of all riders between Santa Barbara and Los Angeles.

Push-Pull Operation

On October 25, 1987, Amtrak converted the *San Diegans* to push-pull operation, a system in which the locomotive remains at the same end of the train, regardless of the direction of travel. In one direction, the train is pulled in the conventional manner by the locomotive, but in the other direction the train is operated from a "cab-control" compartment in the end coach, with the locomotive

"pushing" the train from behind. This system eliminated the need to turn trains around at each end of the line, thereby saving switching costs and reducing turnaround times between schedules. This, in turn, permitted the eighth round trip to be established without requiring additional equipment in addition to allowing the extension of one round trip to Santa Barbara without having to construct expensive turnaround facilities at the north end of the line.

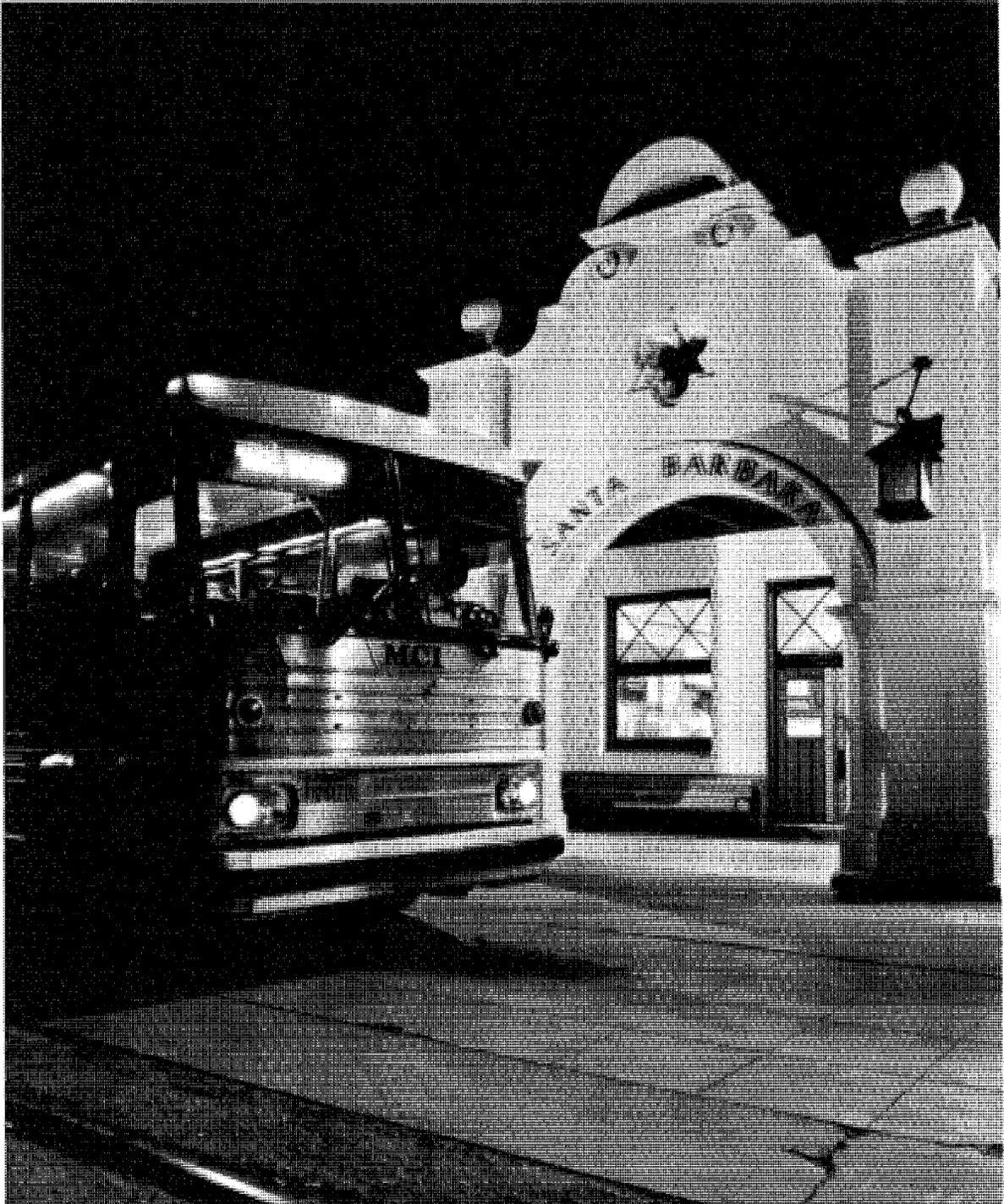
INTEGRATED BUS SERVICES

General

Caltrans has instituted an extensive network of dedicated bus links to increase the accessibility of the State supported train services. In some cases they restore service to markets that had been served prior to Amtrak's formation; in other cases, the buses tap entirely new markets. The bus routes also serve as a test of potential ridership for proposed rail services. Caltrans contracts with Amtrak for the provision of these bus services, and Amtrak then contracts with bus operators, who are selected through competitive bidding. This procedure is necessary for the bus routes to function as direct parts of the Amtrak system, with integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation (CRO) system in the same manner as the trains.

Unlike the trains themselves, the operating costs of these buses is borne entirely by the State (except for the Bakersfield-Barstow bus discussed in Chapter V), although much of the bus operating costs are offset by bus "revenues". A mileage/yield-based portion of the revenue from each through bus/rail ticket is allocated to the bus portion of the trip. This allocated revenue is then transferred to the cost of the bus, reducing the actual State expense. Revenue credits for some of the bus routes cover the entire cost of operation, with any excess credits helping to offset the costs of other bus routes.

While most of the bus routes serve as feeders to the San Diegans (see Chapter V), two routes do provide feeder service expressly for San Diegan passengers. In addition, the Los Angeles-Bakersfield link for the San Joaquins also serves as a feeder to and from the San Diegans at Los Angeles, and as an interconnection between the two services. This route is described in Chapter V.



Most integrated bus connections for the San Diegos and the San Joaquins are operated exclusively for Amtrak passengers.

Los Angeles-Oxnard-Santa Barbara

This route connects Santa Barbara, Ventura, Oxnard, Thousand Oaks, Simi Valley, Chatsworth, Van Nuys and Glendale with the *San Diegans* at Glendale. The route supplements the single-train *San Diegan* round trip between Santa Barbara and Los Angeles, offering passengers a variety of departure and arrival times. Also, the *Coast Starlight* provides an additional set of connections from Glendale, Simi Valley, Oxnard and Santa Barbara.

Currently there are two bus round trips to Santa Barbara, one to Ventura, and one to Oxnard. The fifth round trip operates inbound to Los Angeles from Chatsworth in the morning, but operates all the way to Ventura outbound in the evening. A sixth bus makes a mid-day round-trip between Los Angeles and Chatsworth.

Schedule reliability on the Los Angeles-Oxnard-Santa Barbara connecting bus has become a major problem, with no easy solution in sight. Highway 101 (the Ventura Freeway), used by most of the buses, is heavily congested throughout the day. In addition, a major reconstruction project along this freeway is adding to the delays. Highway 118 (the route for buses serving Chatsworth and Simi Valley) is also heavily congested at peak hours. Running times have had to be increased, and alternate routes found (using surface streets and more lightly used freeways).

In September, 1989, newer buses - 102" wide - were placed in service this route, offering passengers more comfortable seating and improved reliability.

San Diego-Calexico

On October 29, 1989 a new route connecting the Imperial Valley with the *San Diegans* at San Diego was initiated. Stops are made at Calexico (opposite the border city of Mexicali), El Centro, and El Cajon. There are two round trips daily. Although started on a "charter" basis, this route was converted to a "mixed-mode" basis, whereby the route is operated as a regular intercity bus route. The operator carries both Amtrak passengers, using Amtrak tickets, as well as the carrier's own passengers, using bus tickets. The operator is paid an amount per passenger based on the number and destination of Amtrak tickets honored by the bus company, with a guaranteed monthly minimum payment. This guarantee is less than the monthly cost of providing a bus exclusively for Amtrak passengers on the route.

Ridership is expected to average 12,600 passengers per year. If ridership equals expectations, Caltrans expects to increase service to four daily round trips with additional service on weekends.

Equipment Specifications

At Caltrans' request, a number of changes have been made to significantly improve the quality of service available on the bus. Chief among these was the requirement that buses have no more than ten rows of seats, thus providing leg-room for the passengers more comparable to that available on the train.

MARKETING AND PUBLIC RELATIONS

Since the San Diegan route is part of Amtrak's basic system and not all the trains on the route are supported by the State, Caltrans and Amtrak jointly devise overall marketing goals and then divide the strategies and campaigns. Like Amtrak, Caltrans uses the services of private advertising and public relations companies to actually implement its marketing plans. Caltrans' current marketing consultant is MacDaniels, Henry and Sproul of San Francisco.

In 1989/90, Amtrak is providing television advertising directed specifically to the San Diegans. Caltrans will continue with its program, which consists of radio, newspaper, billboard, and transit advertising. Specific promotions include coupon discounted fares and new feeder bus services.

Together, Amtrak and Caltrans are advertising in Anaheim Stadium (home of the Angels baseball and Rams football teams). The Amtrak Anaheim station is located adjacent to the stadium parking lot.

The public outreach speakers bureau (which works to increase the local awareness of Amtrak's San Diegan service) is being reorganized to appeal to larger groups. Also, Caltrans requested Amtrak to implement college student discount fares similar to those in Illinois. Amtrak replied that existing discounted round trip fares were also appropriate for college student use.

PERFORMANCE

In the 1988/89 fiscal year, the four State-supported round trips carried about 50 percent of the route's total ridership. The farebox ratio for the State-supported trains has increased from 50.8 percent in the 1978/79 fiscal year (the first full year with three such trains) to 108.5 percent in the 1988/89 fiscal year.

Nearly 100,000 passengers rode the Santa Barbara extension of the San Diegan route in the first full year of operation (July 1988 thru June 1989), generating nearly \$2 million in revenue.

Figure 14 on page 67 lists actual monthly ridership figures for fiscal years 1983/84 thru 1988/89, as well as the percent change from one year to the next. Figure 15 on page 68 lists actual monthly ridership figures for the Santa Barbara extension of the San Diegan trains. Figure 16 on page 68 lists San Diegan ridership by station, including connecting bus stops, for the 1988/89 fiscal year. Figure 17 on page 69 is a table showing ridership and financial performance data on an annual basis since 1974, while the next chart (Figure 18 on page 70) is a graphical illustration of actual and average monthly ridership.

Projected funding levels for the State-supported trains over the next five years are shown in Table II in Chapter IX of this report. They include results for a second Santa Barbara extension of a San Diegan round-trip starting in 1990 and for Caltrans' proposed ninth and tenth round-trips between Los Angeles and San Diego starting (for planning purposes) in Fiscal Year 1993/94. The projections reflect the cost increase that will result from negotiations recently concluded between Amtrak and Santa Fe which provide for an "incentive clause" under which Santa Fe receives additional payments from Amtrak for maintaining a specified level of on-time performance. (Santa Fe is one of the few railroads that did not have such an agreement with Amtrak.)

Figure 14. San Diegan Monthly Ridership

SAN DIEGAN MONTHLY RIDERSHIP											
MONTH	FY 83/84 Route Riders	FY 84/85 Route Riders	Percent Change	FY 85/86 Route Riders	Percent Change	FY 86/87 Route Riders	Percent Change	FY 87/88 Route Riders	Percent Change	FY 88/89 Route Riders	Percent Change
July	119,676	118,110	-1.3%	133,489	13.0%	140,333	5.1%	149,180	6.3%	175,106	17.4%
August	133,469	134,168	0.5%	153,652	14.5%	167,214	8.8%	178,100	6.5%	191,203	7.4%
September	92,451	93,952	1.6%	108,576	15.6%	109,731	1.1%	128,043	16.7%	137,935	7.7%
October	77,324	82,017	5.7%	96,935	18.2%	103,905	7.2%	110,247	6.1%	131,092	18.9%
November	96,827	91,153	-6.2%	101,943	11.8%	110,165	8.1%	123,044	11.7%	135,409	10.0%
December	89,613	83,730	-7.0%	103,539	23.7%	105,257	1.7%	117,716	11.8%	118,649	0.8%
January	81,704	87,192	6.3%	101,619	16.5%	101,688	0.1%	117,424	15.5%	118,173	0.6%
February	85,812	86,096	0.3%	94,769	10.1%	98,312	3.7%	126,884	29.1%	117,970	-7.0%
March	101,205	104,583	3.2%	123,116	17.7%	115,186	-6.4%	146,888	27.5%	146,397	-0.3%
April	107,786	109,319	1.4%	113,077	3.4%	127,117	12.4%	146,716	15.4%	140,552	-4.2%
May	113,867	119,188	4.5%	131,152	10.0%	138,994	6.0%	157,270	13.1%	156,734	-0.3%
June	121,522	130,495	6.9%	132,453	1.5%	143,101	8.0%	160,000	11.8%	148,319	-7.3%
Fiscal Year Total	1,221,256	1,240,003	1.5%	1,394,320	12.4%	1,461,003	4.8%	1,661,512	13.7%	1,717,539	3.4%
Monthly Average	101,771	103,334	1.5%	116,193	12.4%	121,750	4.8%	138,459	13.7%	143,128	3.4%

RIDERSHIP - SANTA BARBARA EXTENSION OF SAN DIEGAN ROUTE									
	TRAIN 774 SOUTH			TRAIN 783 NORTH			ROUTE TOTAL		
MONTH	CUSTOM	COACH	TOTAL	CUSTOM	COACH	TOTAL	CUSTOM	COACH	TOTAL
Jul-88	1,179	4,889	6,068	1,291	4,437	5,728	2,470	9,326	11,796
Aug-88	1,225	5,052	6,277	1,269	4,591	5,860	2,494	9,643	12,137
Sep-88	930	2,906	3,836	946	3,044	3,990	1,876	5,950	7,826
Oct-88	866	2,826	3,692	819	3,027	3,846	1,685	5,853	7,538
Nov-88	966	3,622	4,588	715	2,934	3,649	1,681	6,556	8,237
Dec-88	903	2,504	3,407	831	2,255	3,086	1,734	4,759	6,493
Jan-89	602	2,088	2,690	640	2,418	3,058	1,242	4,506	5,748
Feb-89	753	2,579	3,332	713	2,722	3,435	1,466	5,301	6,767
Mar-89	959	3,392	4,351	868	3,009	3,877	1,827	6,401	8,228
Apr-89	864	3,484	4,348	767	3,308	4,075	1,631	6,792	8,423
May-89	846	3,435	4,281	817	3,266	4,083	1,663	6,701	8,364
Jun-89	892	3,001	3,893	811	2,900	3,711	1,703	5,901	7,604
FY 88/89									
TOTAL	10,985	39,778	50,763	10,487	37,911	48,398	21,472	77,689	99,161

Includes only riders using the Santa Barbara-Los Angeles segment of Trains #774/783

Figure 15. Monthly Ridership of San Diegan Extension to Santa Barbara

San Diegan Route Ridership By Station, 1988/89 Fiscal Year				
Rank	Station	Average Daily Ridership	Notes	
1	A Los Angeles	2257.2		
2	San Diego	1980.2		
3	Oceanside	881.5		
4	San Juan Capistrano	859.9		
5	Fullerton	827.7		
6	Santa Ana	826.6		
7	Del Mar	769.7		
8	Anaheim	474.8		
9	A Santa Barbara	114.4	Train service initiated 6/26/88	
10	A Oxnard	71.7	Train service initiated 6/26/88	
11	San Clemente	58.3		
12	A Glendale	52.9	Train service initiated 6/26/88	
13	A Van Nuys	40.0	Train service initiated 6/26/88	
14	A Simi Valley	33.7	Train service initiated 6/26/88	
15	A Chatsworth	31.8	Service initiated 6/26/88	
16	B Thousand Oaks	4.1	Service initiated 6/26/88	
17	B Ventura	1.5		

A = Station served by both train service and bus connection
B = Station served only by bus connection

Figure 16. San Diegan Ridership by Station

Figure 17. San Diegan Annual Performance

SAN DIEGAN ROUTE
Annual Performance - State Fiscal Years

State Fiscal Year	Ridership Data				Financial Data - State-Supported 403(b) Trains/Buses Only					
	All Trains		403(b) Trains		Revenue	Operating Expense (2)	Operating Loss (Surplus)	Total State Cost (3)	Loss/PM (4)	Rev./Cost Ratio
	Riders	PM/TM (1)	Riders	PM/TM (1)						
1973-74	381,844	N/A								
1974-75	356,630	N/A								
1975-76	376,900	N/A								
1976-77*	607,976	146	101,572	N/A	\$ 598,140	\$1,662,714	\$1,064,574	\$ 548,534	N/A	36.0%
1977-78**	753,246	128	258,800	N/A	1,446,036	3,768,065	2,322,029	1,325,087	N/A	38.4%
1978-79	967,316	163	415,865	N/A	2,203,403	4,333,602	2,130,199	1,178,667	N/A	50.8%
1979-80	1,218,196	177	557,113	N/A	3,341,561	5,536,840	2,195,279	1,064,713	N/A	60.4%
1980-81***	1,238,135	152	555,418	N/A	4,032,480	6,572,539	2,540,059	1,233,490	N/A	61.4%
1981-82	1,167,718	144	533,093	152	4,097,254	6,607,395	2,510,141	1,217,418	6.3¢	62.0%
1982-83	1,131,146	138	488,606	124	4,094,750	6,928,334	2,833,584	1,374,097	8.3¢	59.1%
1983-84	1,221,256	143	524,857	131	4,842,400	6,337,083	1,494,683	1,452,450	4.1¢	76.4%
1984-85	1,240,003	152	568,902	144	5,410,502	6,411,308	1,000,806	1,212,261	2.5¢	84.4%
1985-86	1,394,320	167	597,025	151	5,658,915	6,424,634	765,719	1,097,966	1.8¢	88.1%
1986-87	1,461,003	173	624,618	155	6,072,523	6,510,113	437,590	955,509	1.0¢	93.3%
1987-88@	1,661,512	174	749,996	158	8,223,462	7,859,783	(368,679)	1,145,330	(0.7¢)	104.7%
1988-89(5)	1,717,539	164	865,003	161	11,458,084	10,563,459	(894,625)	794,159	(1.2¢)	108.5%

* Fourth round trip (first State-supported train) inaugurated 9/1/76; fifth round trip (second State-supported train) inaugurated 4/24/77.

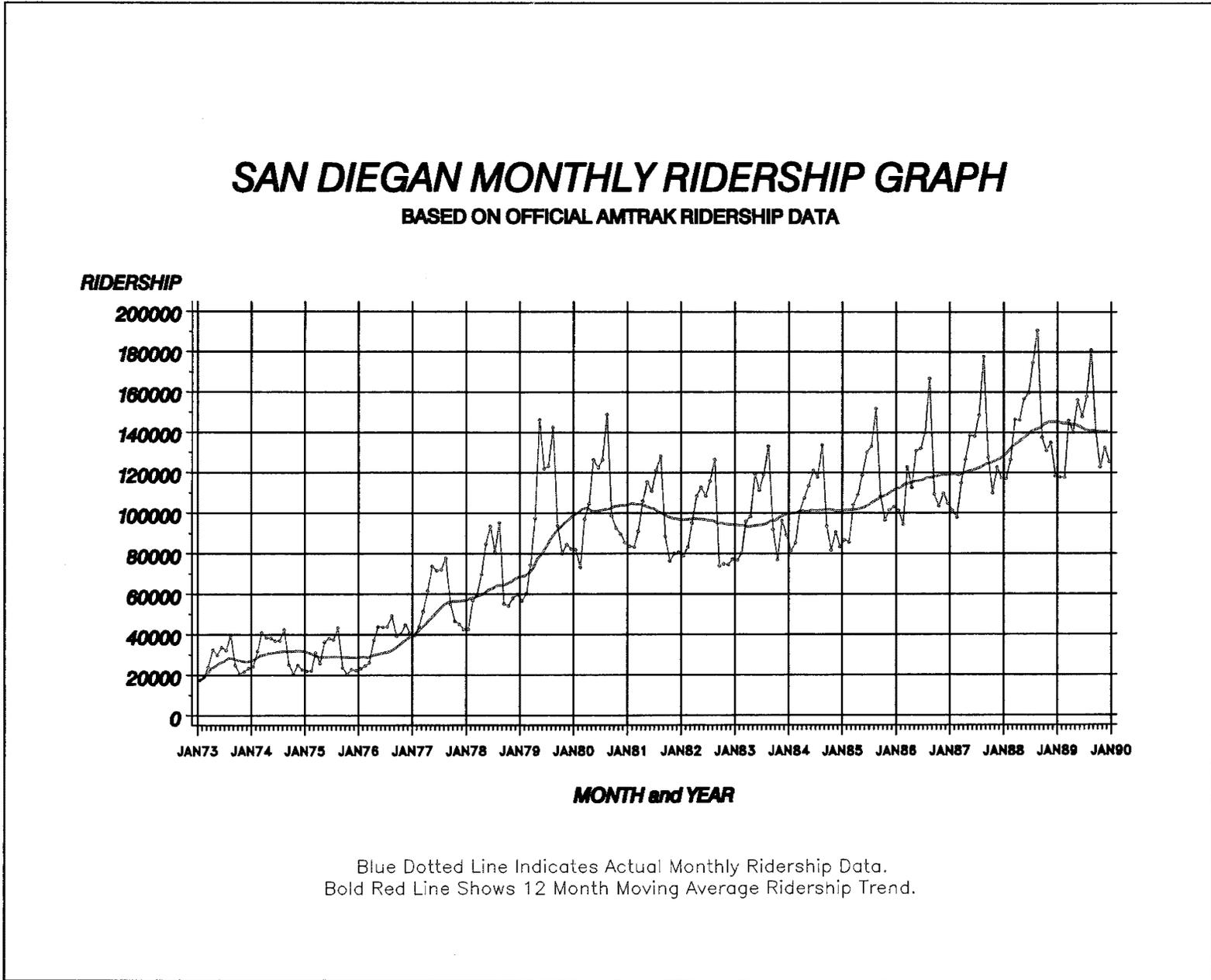
** Sixth round trip (third State-supported train) inaugurated 2/14/78.

*** Seventh round trip (not State-supported) inaugurated 10/26/80.

@ Eighth round trip (fourth State-supported train) inaugurated 10/25/87; one round trip extended to Santa Barbara 6/26/88 (State-supported north of Los Angeles only).

- (1) Passenger-miles per train-mile, a measure of the average load on a train over its entire route. Actual passenger-mile data was not provided by Amtrak prior to August 1981. PM/TM figures shown for all trains are calculated by Amtrak and cover the Amtrak Fiscal Year (October through September).
- (2) Short-term avoidable cost basis since October 1983, solely-related cost prior to then. Equipment capital costs (depreciation and interest) included in operating cost under solely-related basis but excluded and charged separately under short-term avoidable basis.
- (3) Effective October 1983, State cost is 65 percent of operating loss plus 50 percent of equipment capital cost; from October 1976 through September 1983, State cost was 50 percent of operating loss (including equipment costs), less 1.5 percent credit for staff services starting October 1978. State pays entire net cost of connecting buses.
- (4) Loss (deficit) per passenger-mile; the Congressional Standard for short-haul trains (under 600 miles) was originally 9.0 cents, but has inflated to 16.3 cents in FY 1989. Separate passenger-mile data for State-supported trains was not provided by Amtrak prior to August 1981. Connecting buses not included.
- (5) For FY 1988-89, State Operations cost for the San Diegan route was \$0.17 million and Marketing expenditures were \$1.25 million; plus \$0.10 for general administration and planning.

Figure 18. San Diegan Ridership Graph



PROPOSED TRAIN SERVICE IMPROVEMENTS

In response to public input and operational evaluations, Caltrans has identified two improvements which will substantially upgrade the level of train service available to San Diegan passengers. In priority order, the train service improvements proposed by Caltrans for implementation over the five-year period of this Plan are as follows:

1. Extend a second San Diegan daily round-trip to Santa Barbara in 1990.
2. Add the ninth and tenth daily round-trips between Los Angeles and San Diego.

Caltrans believes that the above improvements can be implemented without the need for additional State funds to cover operating costs. However, Amtrak states that additional equipment will be required to operate these additional frequencies. Also, other capital improvements will be needed for the ninth and tenth trains south of Los Angeles. These improvements are, therefore, subject to the availability of sufficient capital funds. Both service improvements are subject to Amtrak's agreement to operate each service.

Each of these improvements is discussed in the following sections of this Chapter.

Extend Second Train to Santa Barbara

As discussed earlier in the "Performance" section of this Chapter, the performance of the Santa Barbara extension of the San Diegan route has been excellent. These extremely favorable results demonstrate a clear public demand for additional intercity rail service between Santa Barbara, Los Angeles and San Diego.

Accordingly, Caltrans believes a second San Diegan route train should be extended to Santa Barbara in 1990. The proposed new service would be provided by an extension of the first northbound San Diegan train. This will provide a convenient morning departure northbound from Los Angeles. Return southbound service would leave Santa Barbara in the mid-afternoon, continuing beyond Los Angeles on an early evening San Diegan train. As part of planning for the second Santa Barbara train, Caltrans will study (subject to the availability of operating funds) a bus feeder link between Santa Barbara and San Luis Obispo.

This proposal would allow same day return trips from points between San Diego and Fullerton to destinations from Glendale through Santa Barbara. The new train would also allow passengers from Van Nuys

and Chatsworth wishing to use the *Coast Starlight* northbound to connect to that train in Oxnard. Southbound, the new train will provide a shorter bus trip and a better connection to San Diegan route points for San Joaquin passengers, by use of Van Nuys or Glendale as the transfer point.

Therefore, Caltrans requested that Amtrak consider implementation of a second State-supported round trip in this corridor. Amtrak responded in May of 1989 saying that, in order to expand such a service, additional equipment must first be added to the Los Angeles Amfleet pool. Upon delivery of the full complement of Bombardier cars, Amtrak said they can provide the necessary Amfleet equipment (five 84-seat coaches, one Amcafe, and one 60-seat coach). Amtrak has also requested Caltrans to furnish one locomotive for this service. The Los Angeles County Transportation Commission (LACTC) has agreed to make \$1.5 million available through Caltrans for this purpose, and Amtrak has concurred that such funding would satisfy the locomotive requirement.

Amtrak also stated that the State's share of the operating loss and equipment charges for the first year of operation of the second Santa Barbara train would be about \$450,000 based on long-term avoidable costs. As the applicable statute (Section 403(b) of the Rail Passenger Service Act) and existing practice provide for payment based only on short-term avoidable costs, Caltrans cannot agree to the long-term avoidable costs (see the "State-supported Amtrak Services" section of Chapter II for further discussion of the issue of short-term vs. long-term avoidable costs).

Amtrak has also advised Caltrans that they may want to separate the financial results of a second Santa Barbara train from those of the other State-supported San Diegan route trains (including the first Santa Barbara extension) for billing purposes. In that event, if revenues exceed costs on the existing San Diegans (as they do now), the excess revenues could not be used to offset losses on the second Santa Barbara train. Caltrans believes all State-supported trains on a single route should be treated as a unit for the purposes of calculating State-support. It is not appropriate for a newly added frequency to be singled-out to stand alone financially, and not benefit from the favorable financial performance of the existing trains. Caltrans and Amtrak continue to discuss these costing issues surrounding the addition of the second Santa Barbara train, as these issues must be resolved before this train can be started.

The capital improvements for additional rail service (in excess of two daily round trips) in the Los Angeles-Santa Barbara segment of the San Diegan route are addressed by the LOSSAN II Study, which is discussed in Chapter III. The results of that study define the capital needs for increased levels of service.

Ten Train Service Level (Los Angeles-San Diego)

The San Diegan route has experienced ridership and revenue growth that has consistently exceeded Amtrak system averages (see the "Performance" section earlier in this Chapter). These results point to the need for a ten train schedule to be introduced between Los Angeles and San Diego by 1995. A ten train schedule will substantially improve service on the route, thus substantially increasing ridership. Ten trains will also allow the San Diegans to move toward a "memory schedule" (allowing more trains to depart at the same number of minutes after the hour) and will reduce the time between trains allowing additional choices for the intercity traveler. The LOSSAN I Study estimated that a ten train service would allow annual ridership to increase by up to 750,000 passengers, an increase of 45.14 percent over the current ridership level. However, an increase to a ten train service level for the San Diegans is dependent upon the completion of a portion of the capital projects defined in the LOSSAN I Study, including provision of additional equipment to operate these trains.

BUS SERVICE IMPROVEMENTS

Caltrans is continually evaluating new Amtrak connecting and feeder bus routes and expansions of existing routes which will increase ridership and improve the financial performance of the service. Also, in places where ridership does not grow to levels adequate to achieve a cost-effective operation, bus service should be withdrawn, with cost savings redirected to more heavily used State-supported Amtrak services.

On April 1, 1990, Caltrans will start a new bus route which will connect Lancaster and Palmdale (in the Antelope Valley area of Northeastern Los Angeles County) with the San Diegan trains at Los Angeles.

RECOMMENDATIONS

Following is a summary of the San Diegan route improvement recommendations made in this Chapter for implementation over the five-year period of this Plan. Institutional barriers, availability of funding, or technical problems outside the control of the Department will affect when each of the improvements can be implemented.

- The State should continue to provide funding (for the period of this plan) for the operation of four San Diegan round trips between Los Angeles and San Diego and one round trip between

Los Angeles and Santa Barbara, plus dedicated feeder bus connections. An appropriation of \$1.516 million for operations will be required in the 1990/91 fiscal year (including the second Santa Barbara train).

- A second San Diegan route train should be extended to Santa Barbara in 1990.
- The ninth and tenth San Diegan route round-trips should be added between Los Angeles and San Diego, dependent upon the completion of a portion of the capital projects defined in the LOSSAN I study, including acquisition of additional equipment to operate these trains.

The service improvement recommendations presented above are listed in the order discussed in this Chapter.

CHAPTER V - THE SAN JOAQUINS
(BAY AREA/SACRAMENTO-FRESNO-LOS ANGELES)

OBJECTIVES

The State's objectives on this route are to:

- Increase ridership and revenues
- Increase revenue/cost (farebox) ratio
- Increase frequency of service
- Reduce train running times
- Improve the reliability (on-time performance) of trains
- Extend train service to Sacramento

BACKGROUND

Rail passenger service in the San Joaquin Valley immediately prior to Amtrak consisted of two daily trains: Southern Pacific's combined San Joaquin and Sacramento Daylights, which operated between Los Angeles and the Bay Area and Sacramento, respectively, and Santa Fe's San Francisco Chief, which ran between the Bay Area and Chicago. However, Amtrak's initial route structure in May 1971 utilized only Southern Pacific's Coast Line for service between Northern and Southern California, leaving the Valley completely without rail passenger service. The lapse was to last less than three years, however, as public pressure for the restoration of service began almost immediately.

Specific funding for San Joaquin Valley service was included in Amtrak's 1973/74 appropriation. Amtrak selected a joint Southern Pacific-Santa Fe route, and a connection between the two railroads was constructed at Port Chicago (near Pittsburg). On March 6, 1974, the new train, named the San Joaquin, entered revenue service between Oakland and Bakersfield. New Amfleet equipment was introduced in 1976.

In 1979, a 43 percent reduction in Amtrak's nationwide route structure was proposed. Even through public and Congressional pressure saved all but five basic-system routes, the San Joaquin was one of those routes to be eliminated on October 1, 1979. The State of California, however, reached an agreement with Amtrak to continue the train with State support under the provisions of Section 403(b) of the Amtrak Act. State support was conditioned on



One of the three daily San Joaquins using the new Bombardier equipment as it passes through the Carquinez Straight.

certain service improvements and efficiency measures to which Amtrak agreed.

The primary improvement was the addition of a second round trip on the route, which was inaugurated on February 3, 1980. This second train transformed the route. With morning and evening trains in both directions, the San Joaquins now provided the beginnings of corridor service in the Valley and ridership increased significantly. With the start-up of the third San Joaquin train on December 17, 1989 (see Operational and Service Improvements below), Caltrans is anticipating continued ridership growth much like that generated by the second San Joaquin trains.

The performance of the San Joaquins has improved dramatically since the State began supporting the route in October 1979. With continuation of the State's marketing efforts and the program of improvements discussed in this Chapter, ridership and revenues should continue to increase. The revenue/cost ratio, which has reached 86 percent, should remain well above the 55 percent requirement in the future.

Figure 19 on page 77 is a map of the route, which includes various additional stops and connecting buses that are described in subsequent sections of this chapter.

San Joaquin Route Train & Bus Network



Figure 19. San Joaquin Route Map, April, 1990

OPERATIONAL AND SERVICE IMPROVEMENTS

Increased Train Speeds

In 1981, after much urging by the State, Amtrak and the Santa Fe reached an agreement to increase the top speed of the trains from 70 to 79 miles per hour in the Valley. This cut 35 minutes from the schedule and reduced the Oakland-Bakersfield running time to exactly six hours. Between Stockton and Bakersfield, the average speed of the trains is now 55 miles per hour, including stops.

New Stops

New stops on the San Joaquin route are discussed below.

Antioch: Instituted on October 28, 1984, this stop serves over 100,000 persons who live within ten miles of the Antioch station. The station is linked with the Concord BART station by a BART feeder bus route and now averages about 18 passengers per day.

Berkeley: The Berkeley stop was inaugurated on January 22, 1986. It is adjacent to the former Southern Pacific station at the "foot" of University Avenue. Although Richmond with its BART interface is the most convenient location in the Bay Area for public transit users, Berkeley is the most convenient location in the Bay Area for automobile access, since the station is located just off Interstate 80. Berkeley is also the home of a major campus of the University of California. Ridership at Berkeley is averaging about 8 passengers per day.

Corcoran: An additional station stop at Corcoran was inaugurated on July 29, 1989. Although less than 20 miles from the Hanford station, Corcoran is not currently served by any public or commercial intercity transportation. Furthermore, a major new State prison has been constructed at Corcoran, and its completion is expected to result in a much greater demand for public transportation.

Turlock (Denair Station): This new stop, located on the outskirts of town at Denair, was added on September 12, 1987. The City of Turlock provides an on call shuttle service that serves downtown Turlock and the California State University at Stanislaus. Ridership is currently averaging about 18 passengers per day.

Fares

In September 1983, a "seven dollar return fare" was introduced on the *San Joaquins*, permitting round trip travel for only seven dollars more than one way (except during holiday periods and on Friday, Saturday and Sunday during the summer). Since it encourages longer trips, this special fare has greatly increased revenue and improved the farebox ratio by dramatically increasing both the number of passengers and the average fare.

In September 1985, the seven dollar return fare was extended to through trips to *San Diegan* route points. The one-way fare represents the combination of the two separate fares on the two routes, but a single seven dollar fare applies to the entire return trip.

Third Train

Caltrans and Amtrak began operation of a third *San Joaquin* train (Numbers 703 and 704) on December 17, 1989. The third round-trip leaves Oakland southbound at 11:00 a.m., and Bakersfield northbound at 11:25 a.m., providing mid-day service to the Valley and offering connections with the *Southwest Chief* at Pasadena. Also, the existing morning northbound and evening southbound trains have been rescheduled to provide a 55 minute earlier arrival at and later departure from the Bay Area and Sacramento, allowing passengers almost two hours more per day for one day trips to these destinations.

INTEGRATED BUS SERVICES

General

A major improvement that has taken place since the State became directly involved with the *San Joaquins* has been the development of an extensive network of dedicated bus links to the trains. The bus feeders are primarily responsible for the dramatic increase in *San Joaquin* ridership and revenues from Fiscal Year 1981 to the present. Without the feeder bus services, the *San Joaquins* would not have met the 55 percent revenue-cost ratio requirement for continued State support. Approximately 53 percent of all *San Joaquin* riders use one or more of the feeder buses for a portion of their trip.

Ridership analysis shows that bus feeder riders make longer than average trips and therefore produce higher revenues per trip. For Fiscal Year 1989, it is estimated that approximately 65 percent of the San Joaquin system revenues, \$6.2 million, would have been lost if the feeder buses were not operated.

Stockton-Sacramento-Chico

The Sacramento Valley connecting bus route connects with the San Joaquin trains at Stockton. From Stockton, the buses serve Sacramento, Davis and Woodland for all three round trips. The buses which connect with Trains 710 and 711 also serve Marysville, Oroville and Chico. When Trains 703 and 704 began operation on December 17, 1989, the connecting bus service for those trains continued north of Chico to serve Redding as well, thus providing a mid-afternoon Sacramento connection for the *California Zephyr* in addition to the *San Joaquins*.

In FY 1989, ridership on the Sacramento Valley bus service totalled 47,177, an average of 129 per day, or 13 percent of all San Joaquin passengers.



At the Stockton station, the three San Joaquin trains connect with buses serving the North end of the San Joaquin Valley.

Bakersfield-Los Angeles Basin

The Bakersfield-Los Angeles basin bus service consists of six separate routes. Five of these connect with Trains 708 and 709 at Bakersfield, the sixth connects there with Trains 710 and 711. When Trains 703 and 704 began operation on December 17, 1989, connections provided were the same as those provided for Trains 708 and 709.

The five routes connecting with Trains 709 and 708 are as follows:

- 1) Bakersfield-Los Angeles-Long Beach-Torrance
- 2) Bakersfield-Los Angeles-Hollywood-West Los Angeles-Santa Monica
- 3) Bakersfield-Santa Clarita-Van Nuys-Chatsworth-Simi Valley-Thousand Oaks
- 4) Bakersfield-Pasadena-Pamona-San Bernardino-Riverside
- 5) Bakersfield-Glendale-Los Angeles

On October 29, 1989, Route 4 was extended to Palm Springs, Palm Desert and Indio (the connection for Trains 703 and 704 will only operate to Riverside--it will not have an Indio extension). Also, the Burbank Airport train station will be added as a stop on Route 3.

The single route connecting with Trains 710 and 711 provides overnight service between Bakersfield and San Diego. Intermediate stops are made at Santa Clarita, Van Nuys, Glendale, Los Angeles, Long Beach, Santa Ana, and Oceanside.

Travel to and from Southern California now generates a significant portion of the San Joaquins ridership and revenue. Nearly 30 percent of all train riders use the various Los Angeles buses, and the revenue impact is considerably larger since Los Angeles passengers travel longer distances, and thus generate a higher average revenue per ticket, than riders within the Valley. Actual bus ridership in and out of the Los Angeles basin for Fiscal Year 1988/89 totalled 118,678, an average of 330 per day.

In the Fall of 1989, newer 102-inch wide buses were assigned to all of the Bakersfield-Los Angeles routes, affording passengers more comfortable seating and improved reliability.

Bakersfield-Barstow

The connection between Bakersfield and Barstow provides a direct "bridge" link between San Joaquin trains 708 and 709 and the Desert

Wind. One daily trip operates in each direction, with reasonably close guaranteed train connections at both ends. This bus allows direct service between Valley points and Las Vegas.

This bus was started on a different basis than the other connecting bus routes. It was scheduled specifically to link with the trains, but the operator, Orange Belt Stages, includes the bus as part of its regular intercity bus service between Bakersfield and Barstow, thereby permitting local (non-Amtrak) passengers to use the bus as well. This "mixed mode" arrangement significantly reduced the overall cost of providing the service for both Caltrans and the operator, with the further benefit of adding a third regularly scheduled bus round trip between Bakersfield and Barstow.

The basis of payment for the Bakersfield-Barstow connection is the same as the "mixed-mode" version of the Amtrak Thruway concept, as described previously under the Hanford-Tulare County service. However, Amtrak covers one-half the operating loss, since the Desert Wind is a "basic system" train. The route has averaged nearly 24 passengers per day this Fiscal Year.

Bakersfield-Santa Barbara

A daytime feeder bus links Ventura and Santa Barbara Counties with San Joaquin trains 708 and 709 at Bakersfield. Stops include Oxnard, Ventura, and Santa Barbara (stops at Fillmore, Santa Paula, and the Santa Barbara campus of the University of California was discontinued on October 29, 1989 due to insufficient ridership). In addition to providing connections between these points and the San Joaquin Valley, the route also serves as an alternate route between the Bay Area or Sacramento and Santa Barbara or Oxnard when the Coast Starlight is delayed or sold out. A second round trip was added when Trains 703 and 704 began operation on December 17, 1989.

In FY 1989, the route was averaging over 13 passengers per day, with stronger showings in the summer months (August averaged 18 per day) and in holiday travel periods.

Hanford-Tulare County

The Tulare County bus route offers a connection from the San Joaquins at Hanford to Visalia. This connection is available for passengers traveling to or from both points north and south of Hanford. In addition, a connection is available for passengers on Trains 709 and 708 (to or from points north of Hanford) beyond Visalia to Porterville. Intermediate stops on this round trip at

Exeter and Lindsay were discontinued on October 29, 1989 due to low ridership.

When Trains 703 and 704 began operation on December 17, 1989, the bus schedules were adjusted to permit a connection between points north of Hanford and Visalia. This was accomplished through minor adjustments to bus schedules, and required no additional bus trips.

This service is operated using the "mixed-mode" concept. The feeder service is part of the regular route structure of an intercity bus carrier (in this instance Orange Belt Stages). The buses carry both Amtrak passengers (using Amtrak tickets) and Orange Belt's own passengers (using bus tickets). The operator is paid an amount per passenger based on the number and destination of Amtrak tickets honored by the bus company, and is guaranteed a minimum monthly payment. This guarantee is less than the monthly cost of providing a bus exclusively for Amtrak passengers on the route.

Martinez-Sonoma County

The Sonoma County route connects the San Joaquins at Martinez with Vallejo, Marine World/Africa USA, Napa, Petaluma, Rohnert Park, and Santa Rosa. When Trains 703 and 704 began operation on December 17, 1989, a third bus round trip was added to this route. This bus connects at Martinez with the basic-system California Zephyr for travel to and from points east. In April 1989, new 102-inch wide buses were assigned to this route. The Vallejo and Marine World stops were consolidated at a single location on September 18, 1989. Due to low ridership, an intermediate stop at Sonoma was discontinued on October 29, 1989. The route has averaged 38 passengers per day for the 1988/89 fiscal year.

Stockton-San Jose

The Santa Clara County feeder bus connects with the San Joaquins at Stockton. The route operates to Palo Alto with intermediate stops at Tracy, Livermore, and San Jose. On October 29, 1989, however, the stops at Tracy and Palo Alto were discontinued due to low ridership. Although the route was cut back to San Jose, CalTrain connections are available between San Jose and Palo Alto (and many other Peninsula points). When Trains 703 and 704 began operation on December 17, 1989, a third bus round trip was added to the Stockton-San Jose route.

In addition to serving trips between Santa Clara County and the San Joaquin Valley, this route provides an alternative routing for San Jose-Los Angeles trips when the Coast Starlight is delayed or sold

out. Ridership on this route is now averaging nearly 26 passengers per day.

Yosemite-Fresno/Merced

On April 1, 1990, two connecting routes to Yosemite National Park will become part of the Amtrak Thruway bus network. The first of these will be the existing route between Merced and the Park, which is now operated as a connecting interline route. As a Thruway route, through fares and ticketing will be available in Amtrak's computerized reservation system. This service is operated by Yosemite Gray Line. The schedule connects with Trains No. 708 and 709, offering Bay Area-Yosemite one-day tours, and also permits longer stays at the park. There will be no financial support from Caltrans for this route.

The second route, which will also be operated by Yosemite Gray Line, will connect the Park with Fresno. The bus will travel southbound to Fresno in the morning, connecting with Train No. 708 for South Valley and Southern California points. The northbound return trip will connect with Train No. 703 in Fresno and arrive at Yosemite in the late afternoon. This route will offer convenient connections to and from Southern California. Caltrans has agreed to reimburse the operator for a portion of the operating deficit in a manner similar to the mixed-mode routes operated by Orange Belt Stages.

MARKETING AND PUBLIC RELATIONS

Caltrans' marketing efforts for the *San Joaquins* are focused on various attributes of the service and on its value to the Valley community. This ongoing effort has been a major factor in the rapid rise in ridership and revenues since the State has been involved with the *San Joaquins*.

Like Amtrak, Caltrans began using the services of private advertising and public relations companies to expand previous marketing efforts and develop new marketing programs. Caltrans' current marketing consultant is MacDaniels, Henry and Sproul of San Francisco. The 1989/90 marketing program uses television in conjunction with newspaper, radio and billboards. As in the past, Caltrans' Marketing contracts primarily focus on increasing public awareness of cities served by the trains and the feeder buses, fares, comfort, speed, safety and dependability. Specific promotions also focus on the new stop at Corcoran, and the third *San Joaquin*, new feeder bus service extensions and discounted coupon fares.

Amtrak provides television advertising for State-supported trains in major California markets which Caltrans has not been able to afford, including the Bay Area, Los Angeles, and Sacramento. This advertising from Amtrak is route-specific and will feature price and destination information. Also, Caltrans requested Amtrak to implement college student discount fares similar to those in Illinois. Amtrak replied that the existing discounted round-trip fares were also appropriate for college student use.

During 1988/89 Caltrans has continued its speakers bureau program. Local residents of communities along the line have been trained to make informational presentations to community groups, service clubs, etc. in their area. The program has been expanded to include a number of county fairs in cities along the route as well as the State Fair in Sacramento. Caltrans also supports Amtrak service in California by publication of a full-color "California Amtrak Timetable" which is distributed at Amtrak stations, travel agents and travel literature racks.

THE STEERING COMMITTEE OF CALTRANS' RAIL TASK FORCE

In 1987, members of Caltrans' San Joaquin Task Force formed a committee to take a more active role in developing suggestions for improving the *San Joaquins*. Known as "The Steering Committee of Caltrans' Rail Task Force", it is composed of representatives from each of the counties served by the trains, and interested counties served by the connecting bus network. Member counties are: Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera, Merced, Sacramento, San Joaquin, Santa Clara, Stanislaus, and Tulare. Santa Clara County, Caltrans, Amtrak, and the California Public Utilities Commission have non-voting members on the Committee.

The Committee is involved in a wide variety of issues relating to the *San Joaquins*, and has identified the following priorities for improving the service:

1. Establishing direct rail service to Sacramento.
2. Extending rail service from Bakersfield to Los Angeles.
3. Rerouting the trains over the Southern Pacific line between Stockton and Fresno.
4. Rerouting the trains over the Union Pacific line through Altamont Pass between the San Joaquin Valley and Oakland.

The formation of the Committee and the active role that it has taken demonstrates the strong local support that exists for the *San Joaquin* service. At the Committee's request, several counties served by the route have passed resolutions urging the Governor,

the Legislature, and the California Transportation Commission to develop and enact the necessary legislation to implement the priorities of the Committee. Support from the Committee played an important role in securing enactment of AB 971, which is developing a capital needs study for the route.

PERFORMANCE

The performance of the *San Joaquins* has improved significantly since the State became involved in the operation of the route in 1979. Ridership has more than tripled, reaching a total of 370,190 in the 1988/89 fiscal year. Revenue has increased more than eight-fold since 1979/80, and the revenue-cost ratio has improved from 29.5 percent in 1979/80 to 86.9 percent for Fiscal Year 1988/89. The total operating loss (in current as well as constant dollars) actually has declined in every year but one since 1981.

Figure 20 on page 87 lists actual monthly ridership figures for the fiscal years 1983/84 thru 1988/89, as well as the percent change from one year to the next. Figure 21 on page 88 lists *San Joaquin* ridership by station, including connecting bus stops, for the 1988/89 fiscal year. Figure 22 on page 89 is a graphical illustration of actual and average monthly ridership since the service began, while the following chart (Figure 23 on page 90) shows how the ridership is distributed between the train and the connecting buses. Figure 24 on page 91 is a table showing annual ridership since the service began and annual financial data since the start of State support.

It is expected that ridership will continue to increase in the future, with the rate of increase remaining at about five to seven percent per year (exclusive of ridership generated by the third round-trip). Projected funding levels for the next five years are shown in Table II in Chapter IX of this report. They include projections for a fourth *San Joaquin* round-trip and direct Sacramento train service on the *San Joaquin* route, both starting (for planning purposes) in Fiscal Year 1993/94. The projections reflect the cost increase that will result from negotiations recently concluded between Amtrak and Santa Fe which provide for an "incentive clause" under which Santa Fe receives additional payments from Amtrak for maintaining a specified level of on-time performance. (Santa Fe is one of the few railroads that did not have such an agreement with Amtrak.)

SAN JOAQUIN MONTHLY RIDERSHIP

MONTH	FY 83/84 Route Riders	FY 84/85 Route Riders	Percent Change	FY 85/86 Route Riders	Percent Change	FY 86/87 Route Riders	Percent Change	FY 87/88 Route Riders	Percent Change	FY 88/89 Route Riders	Percent Change
July	21,877	24,612	11.1%	28,191	14.5%	28,394	0.7%	33,616	18.4%	35,451	5.5%
August	22,473	24,779	9.3%	31,144	25.7%	31,729	1.9%	35,560	12.1%	38,881	9.3%
September	14,635	17,137	14.6%	18,884	10.2%	19,695	4.3%	21,839	10.9%	24,405	11.7%
October	16,199	18,386	11.9%	19,190	4.4%	21,249	10.7%	23,645	11.3%	26,434	11.8%
November	23,217	21,832	-6.3%	22,318	2.2%	23,004	3.1%	27,438	19.3%	29,785	8.6%
December	22,686	23,699	4.3%	26,986	13.9%	24,262	-10.1%	26,186	7.9%	28,523	8.9%
January	14,671	18,652	21.3%	19,709	5.7%	18,774	-4.7%	22,228	18.4%	24,919	12.1%
February	15,586	16,076	3.0%	13,941	-13.3%	18,135	30.1%	22,044	21.6%	22,993	4.3%
March	18,117	20,739	12.6%	25,852	24.7%	22,206	-14.1%	29,036	30.8%	33,603	15.7%
April	25,765	25,455	-1.2%	22,645	-11.0%	29,820	31.7%	29,921	0.3%	34,435	15.1%
May	26,520	30,972	14.4%	23,691	-23.5%	35,615	50.3%	34,716	-2.5%	37,613	8.3%
June	26,529	27,498	3.5%	28,247	2.7%	31,785	12.5%	34,344	8.1%	33,148	-3.5%
FY Total	248,275	269,837	8.0%	280,798	4.1%	304,668	8.5%	340,573	11.8%	370,190	8.7%
Monthly Average	20,690	22,486	8.0%	23,400	4.1%	25,389	8.5%	28,381	11.8%	30,849	8.7%

Figure 20. San Joaquin Monthly Ridership

San Joaquin Route Ridership By Station, 1988/89 Fiscal Year

Rank	Station	Average Daily Ridership	Notes
1	Fresno	335.2	
2	B Los Angeles	193.2	
3	A Bakersfield	171.3	
4	Martinez	168.2	
5	A Hanford	162.7	
6	B San Francisco	130.8	Transbay terminal and 4th & Townsend
7	A Stockton	119.2	
8	Merced	118.9	
9	B Sacramento	103.7	
10	Riverbank	83.6	
11	A Oakland	69.2	
12	Richmond	33.8	
13	Antioch-Pittsburg	22.2	
14	Turlock-Denair	21.1	
15	B San Jose	18.8	
16	Madera	17.3	
17	B San Bernardino	16.9	Connections with trains 708 & 709 only
18	Wasco	16.6	
19	B Visalia	15.9	
20	B Davis	13.7	
21	Berkeley	13.1	
22	B Santa Rosa	12.6	
23	B Van Nuys	12.0	Flyway Term. & Amtrak
24	B Glendale	11.9	
25	B Pomona	11.8	Connections with trains 708 & 709 only
26	B Long Beach	10.4	
27	B Pasadena	9.2	Connections with trains 708 & 709 only
28	B Marina World	8.0	Connections with trains 710 & 711 only
29	B Riverside	6.7	Connections with trains 708 & 709 only
30	B San Diego	6.7	Connections with trains 710 & 711
31	B Oxnard	6.0	Service initiated 5/15/88
32	B Napa	5.1	
33	B Chico	4.7	Second round trip discontinued 5/15/88
34	B Barstow	4.5	Connections with trains 708 & 709 only
35	B Santa Barbara	4.3	Service initiated 5/15/88
36	B Saugus	3.8	
37	B Vallejo	3.8	
38	B Torrance	3.6	Connections with trains 708 & 709 only
39	B Santa Ana	3.1	Connections with trains 710 & 711
40	B Petaluma	2.5	
41	B Porterville	2.2	Connections with trains 708 & 709 only
42	B Oceanside	2.1	Connections with trains 710 & 711
43	B Mojave	2.0	Connections with trains 708 & 709 only
44	B Simi Valley	1.9	Service initiated 5/15/88
45	B Rohnert Park	1.8	
46	B Livermore	1.7	
47	B Marysville	1.7	Second round trip discontinued 5/15/88
48	B West Los Angeles	1.6	Connections with trains 708 & 709 only
49	B Los Angeles Airport	1.6	Service discontinued 9/18/88
50	B Santa Monica	1.5	Connections with trains 708 & 709 only
51	B Palo Alto	1.5	Service initiated 5/15/88
52	B Ventura	1.4	Service initiated 5/15/88
53	B Sonoma	1.4	
54	B Tracy	1.4	Service initiated 5/15/88
55	B Woodland	1.0	Service initiated 5/15/88
56	B Oroville	1.0	Second round trip discontinued 5/15/88
57	B Thousand Oaks	0.9	Service initiated 5/15/88
58	B Chatsworth	0.8	Service initiated 5/15/88
59	B Santa Paula	0.4	Service initiated 5/15/88
60	B Lindsay	0.4	Connections with trains 708 & 709 only
61	B Fillmore	0.3	Service initiated 5/15/88
62	B Corona	0.3	Service discontinued 1/15/88
63	B Great America	0.3	Service discontinued 5/15/88
64	B UC Santa Barbara	0.3	Service initiated 5/15/88
65	B Tehachapi	0.2	Connections with trains 708 & 709 only
66	B Exeter	0.2	Connections with trains 708 & 709 only
67	B Hollywood	0.1	Service initiated 9/18/88

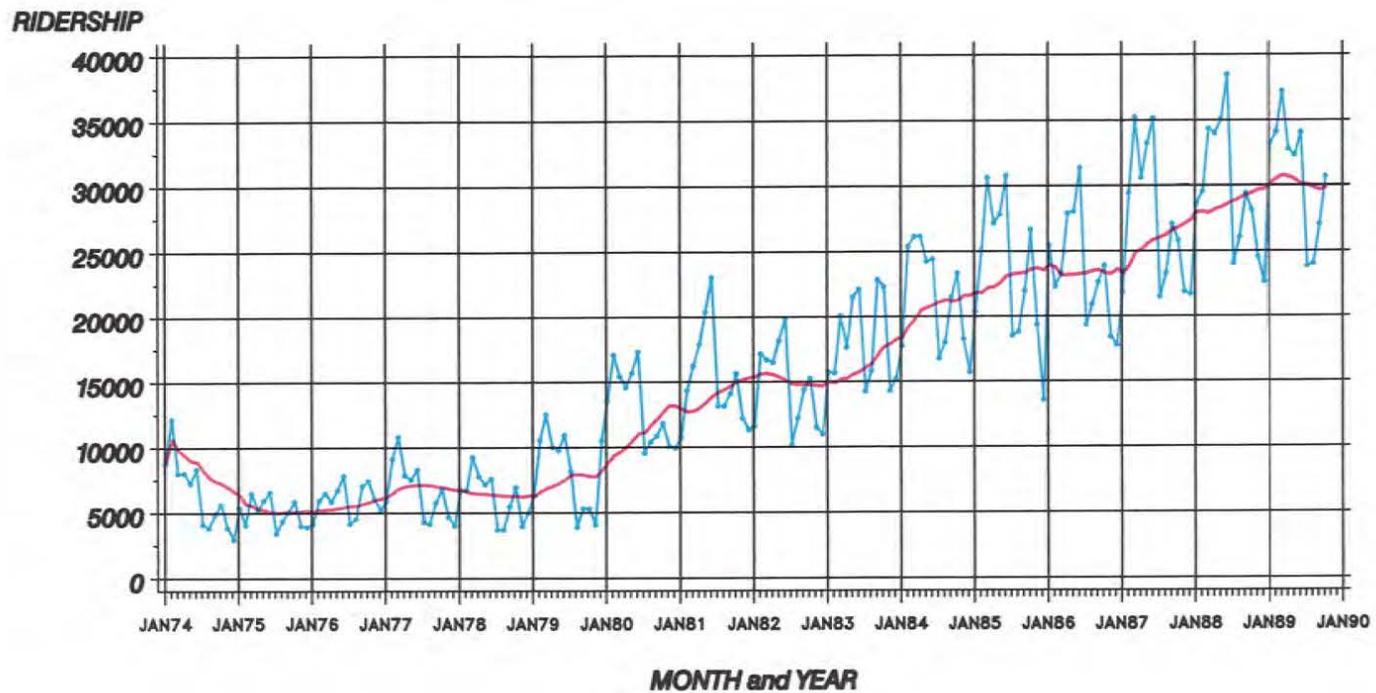
A = Station served by both train service and bus connection
 B = Station served only by bus connection

Figure 21. San Joaquin Ridership by Station

Figure 22. San Joaquin Ridership Graph

SAN JOAQUIN MONTHLY RIDERSHIP GRAPH

BASED ON OFFICIAL AMTRAK RIDERSHIP DATA

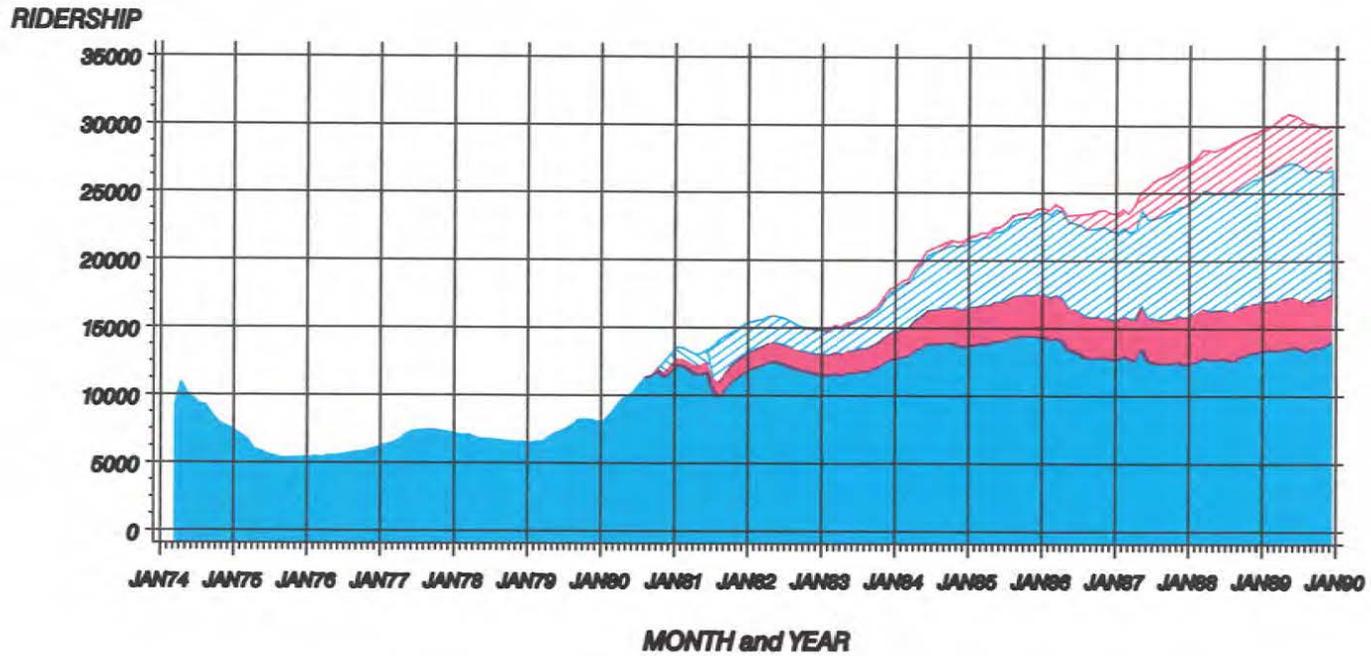


Blue Dotted Line Indicates Actual Monthly Ridership Data.
Bold Red Line Shows 12 Month Moving Average Ridership Trend.

Figure 23. San Joaquin Train and Bus Ridership Graph

SAN JOAQUIN TRAIN & BUS RIDERSHIP GRAPH

CHART SHOWS 12 MONTH MOVING AVERAGES



Slashed Red Area Shows Visalia, Santa Rosa, San Jose, Barstow & Santa Barbara Bus Riders
 Slashed Blue Area Shows Los Angeles Bus Riders (Before July 1981 is Pre-Charter).
 Solid Red Area Shows Sacramento Bus Riders
 Solid Blue Area Shows Riders Using Train Only

Figure 24. San Joaquin Annual Performance

SAN JOAQUIN ROUTE
Annual Performance - State Fiscal Years

State Fiscal Year	Ridership Data (All Trains)		Financial Data - State-Supported 403(b) Trains/Buses Only					
	Riders	PM/TM (1)	Revenue	Operating Expense (2)	Operating Loss	Total State Cost (3)	Loss per PM (4)	Revenue/Cost Ratio
1973-74*	38,770	83.6						
1974-75	66,990	44.2						
1975-76	66,530	43.8						
1976-77	87,642	56.0						
1977-78	80,611	52.7						
1978-79	87,645	60.2						
1979-80**	123,275	63.6	\$1,174,065	\$3,975,185	\$2,801,120	\$ 518,206	18.4¢	29.5%
1980-81	159,498	55.3	2,224,137	6,940,934	4,716,797	1,360,391	18.4¢	32.0%
1981-82	189,479	65.3	3,115,710	7,774,029	4,658,319	2,228,585	14.0¢	40.1%
1982-83	186,121	62.9	3,342,137	7,991,697	4,649,560	2,490,275	14.6¢	41.8%
1983-84	248,275	85.3	4,730,431	8,094,789	3,364,328	2,518,066	7.3¢	58.4%
1984-85	269,837	94.6	5,210,951	8,641,293	3,430,342	2,802,955	7.7¢	60.3%
1985-86	280,798	101.1	5,425,329	8,610,554	3,185,225	2,658,895	6.8¢	63.0%
1986-87	304,668	106.1	6,084,677	9,179,133	3,094,456	2,929,148	5.1¢	66.3%
1987-88	340,573	121.1	7,457,686	9,633,659	2,175,973	2,605,572	2.2¢	77.4%
1988-89(5)	370,190	133.7	9,527,268	10,968,216	1,440,948	1,887,450	1.3¢	86.9%

* Service started 3/6/74; figures are for four months only.

** State support started 10/1/79; financial figures are for nine months, during which time ridership totalled 93,206. Second round trip added 2/3/80.

- (1) Passenger-miles per train-mile, a measure of the average load on a train over its entire route.
- (2) Short-term avoidable cost basis since October 1983, solely-related cost prior to then; includes cost of connecting buses. Equipment capital costs (depreciation and interest) included in operating cost under solely-related basis but excluded and charged separately under short-term avoidable basis.
- (3) Effective October 1983, State cost is 65 percent of operating loss plus 50 percent of equipment capital cost; from October 1979 through September 1983, State cost increased in stages from 18.5 to 48.5 percent of operating loss (including equipment costs). State pays entire net cost of all connecting bus routes, except Bakersfield-Barstow route. State pays one half net cost of Bakersfield-Barstow route.
- (4) Loss (deficit) per passenger-mile; the Congressional Standard for short-haul trains (under 600 miles) was originally 9.0 cents, but has inflated to 16.3 cents in FY 1989. Connecting buses not included.
- (5) For FY 1988-89, State Operations cost for the San Joaquin route was \$0.17 million and Marketing expenditures were \$1.25 million; plus \$0.10 for general administration and planning.

PROPOSED TRAIN SERVICE IMPROVEMENTS

In response to public input and operational evaluations, Caltrans has identified three improvements which will significantly upgrade the level of train service available to San Joaquin passengers. In priority order, the train service improvements proposed by Caltrans for implementation over the five-year period of this Plan are as follows:

1. Extend train service directly to Sacramento.
2. Reroute San Joaquin service onto the Southern Pacific line between Stockton and Fresno.
3. Add a fourth daily San Joaquin train.
4. Provide checked baggage service.

All of the above improvements are subject to the availability of sufficient operating funds (and capital funds, where needed), as well as Amtrak's agreement to operate each service and to provide its usual financial contribution to operations.

Each of these improvements is discussed in the following sections of this Chapter.

Sacramento Service

The results of the Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study, mandated by AB 971 and discussed in Chapter III, will identify the capital improvements (including equipment needs) necessary to extend direct San Joaquin train service to Sacramento. The study will also estimate the costs for such an extension.

Operationally, Caltrans suggests that the new San Joaquin train service between Sacramento and Stockton (with through cars, assuming the trains can be split and joined expeditiously at Stockton) be initiated as part of a Sacramento-Oakland corridor service. The three trains in each direction would operate between Stockton and Oakland via Sacramento, permitting San Joaquin passengers to travel directly to and from Davis or Suisun/Fairfield, as well as Sacramento. However, Caltrans also supports a direct San Joaquin train service extension between Stockton and Sacramento if the through service to Oakland via Sacramento cannot be achieved in a timely manner.

Southern Pacific Reroute

Valley communities would be better served by running the San Joaquins over the Southern Pacific (SP) route (instead of the Santa Fe line) between Stockton and Fresno. Such a routing would serve Modesto directly, and would provide improved station locations in Turlock, Merced and Madera. Cities and counties along the route also strongly support this change.

In order to accomplish the reroute, a new connection between the Santa Fe and the SP would be required in the south Fresno area--probably at Calwa adjacent to the Santa Fe freight yard. Also, it is likely that all or part of the SP line, as well as the connection between the two railroads at Stockton, would need to be upgraded in order to maintain the current six hour and ten minute schedule between Oakland and Bakersfield.

The Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study Group, mandated by AB 971 and discussed in Chapter III, will identify capital improvements needed for the reroute onto the SP. Intermodal projects are underway at the former SP stations at Madera, Merced and Modesto, which could be used by the San Joaquins if they are rerouted onto the SP. Also, in October 1989, the City of Fresno requested TCI funding for design, engineering and property acquisition for an Amtrak station on the SP route.

With an estimated annual ridership increase of 21,500, the projected revenue increase from the reroute would be about \$390,000 per year. No significant incremental operating costs are expected as a result of the reroute; therefore, the reroute should result in increased revenues, but with a limited increase in operating expenses. Amtrak advises such increases are primarily due to higher incentive, incremental track maintenance, and other train cost rates payable to the SP. At current rates the additional costs would be approximately \$300,000 per annum for the six frequencies (both Santa Fe and Southern Pacific now have incentive payment contracts for on-time performance).

Fourth Train

Recognizing that adding a reasonable number of trains on a route can have a positive impact on both ridership and financial performance, Caltrans and Amtrak added a third San Joaquin train on December 17, 1989. Caltrans believes that, due to strong ridership and financial performance of the San Joaquin route, the addition of a fourth round-trip will be necessary. This additional trip will provide improved service frequency to handle the major ridership increases expected on the route. Caltrans estimates the fourth train and appropriate bus connections will generate an estimated

annual ridership of 100,000 and projected revenues of about \$3,000,000 per year.

Checked Baggage Service

In 1987, Caltrans requested that Amtrak consider restoring checked baggage to the route to improve the overall level of service (thereby increasing ridership) and to provide additional revenue through Package Express service. Amtrak responded that an estimated \$280,000 would be required to modify station facilities to accommodate checked baggage and that longer dwell times could result, thereby increasing scheduled train running times. Caltrans will continue to pursue this issue in an effort to provide checked baggage service in a manner that is operationally and economically feasible.

PROPOSED BUS SERVICE IMPROVEMENTS

Caltrans is continually evaluating new Amtrak connecting and feeder bus routes and expansions of existing routes which will increase ridership and improve the financial performance of the service. Also, in places where ridership does not grow to levels adequate to achieve a cost-effective operation, bus service should be withdrawn, with cost savings redirected to more heavily used State-supported Amtrak services.

Caltrans has identified two bus service improvements which will provide cost-effective service enhancements to the *San Joaquin* route. Due to unforeseen circumstances--such as institutional barriers, availability of funding, or technical problems--it is not possible to identify when the second of these improvements can be implemented. However, Amtrak has indicated that the scale of Caltrans' connecting bus network is straining the capacity of their reservation and information system computers. Caltrans and Amtrak are working to resolve this problem and establish criteria to govern bus network changes.

The two bus service improvements proposed by Caltrans for implementation over the five-year period of this Plan are as follows:

1. On April 1, 1990, Caltrans will start a new bus route between Bakersfield and Lancaster/Palmdale. This new route will expand the service area of the *San Joaquins* to the Antelope Valley area of Northeastern Los Angeles County.
2. Provide new service between Stockton, Placerville, Echo Summit and South Lake Tahoe. Estimated annual ridership for this new

route is about 10,500. Annual bus and train revenue generated would be about \$265,000 at a cost of \$410,000, resulting in a farebox recovery ratio of 65 percent.

Also, Caltrans is studying conversion of existing routes, or addition of new routes, using the "mixed-mode" concept of handling Amtrak and regular-route bus passengers on the same vehicle (as is now employed on the Hanford-Visalia-Porterville, Bakersfield-Barstow and San Diego-Calexico routes).

All of the above bus service improvements are subject to the availability of sufficient operating funds.

STUDY OF TRAIN SERVICE EXTENSION TO LOS ANGELES

The line between Bakersfield and Mojave is one of the busiest single track freight lines in the West, if not the entire country. It is Southern Pacific's main line from the Pacific Northwest and Northern California to Southern California. Since virtually all through freight has been moved from the Coast Line (via San Luis Obispo) in the last few years, the Tehachapi Pass line now handles almost all north-south traffic. In addition, most Southern Pacific freight traveling between the Mid-West or East Coast and California or Oregon also uses Tehachapi. Since the completion of the Colton-Palmdale cutoff in 1967, which bypasses Los Angeles congestion, Southern Pacific has diverted most of its transcontinental freight traffic from the Donner Pass line (Sacramento-Ogden, Utah) to its main line through El Paso, Texas. The result has been a significant increase in Southern Pacific freight traffic on the Tehachapi Pass line.

In addition to the Southern Pacific, the Santa Fe has trackage rights on the Tehachapi Pass line between Kern Junction (Bakersfield) and Mojave. All Santa Fe freight traffic between the Mid-West and the San Joaquin Valley or Bay Area passes over Tehachapi. The result is an average total of nearly fifty freight trains daily over the line. In November 1979, Amtrak ran a test train between Bakersfield and Los Angeles via Tehachapi and Soledad Canyon. The trip took five hours and 45 minutes. After the trip, Amtrak advised Caltrans that they believed freight interference and track maintenance caused delays would make an extended train extremely unreliable, and chose not to pursue the matter.

The purchase of the Southern Pacific by the Denver and Rio Grande Western Railroad (D&RGW)--accomplished in October, 1988--could help the situation considerably. The merged railroad plans to divert at least two daily transcontinental freight trains from the Tehachapi line to its Donner Pass line via Sacramento and Ogden, Utah. This could be the first step toward a significant reduction in freight traffic using the Tehachapi Pass line.

The most frequently requested San Joaquin route service improvement is extension of the trains directly to Los Angeles. Even though the through rail trip would take significantly longer, history shows that when bus connections were available for the pre-Amtrak *San Joaquin Daylight* as an alternative service to rail between Bakersfield and Los Angeles, the great majority of train passengers preferred the through train ride. If such requests and ridership experience accurately reflect likely use of such an extension, it would be a key element in achieving the full ridership potential of the San Joaquin route. Also, the issues of freight train interference and the potential need for capital improvements to facilitate the extension must be addressed. The Los Angeles-Fresno-Bay Area/Sacramento High-Speed Rail Corridor Study Group (AB 971), discussed in Chapter III, is looking at the feasibility of extending the San Joaquin route to Los Angeles via existing tracks, as well as developing a new high speed route along the I-5 Corridor.

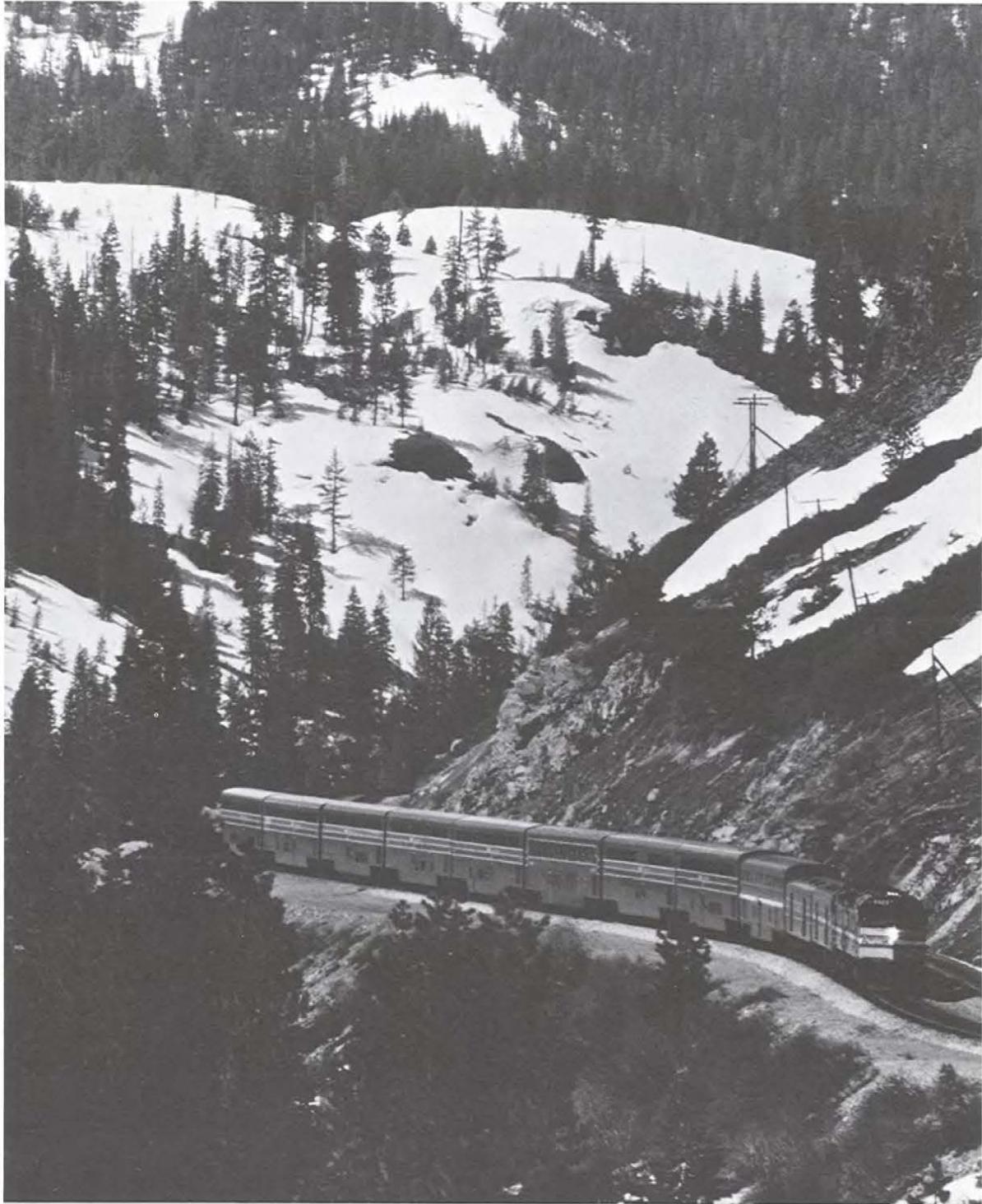
RECOMMENDATIONS

Following is a summary of the San Joaquin route improvement recommendations made in this Chapter for implementation over the five-year period of this Plan. Institutional barriers, availability of funding, or technical problems outside the control of the Department will affect when each of these improvements can be implemented.

- The State should continue to provide funding (for the period of this Plan) for the operation of the three existing San Joaquin train round trips, including their connecting and feeder bus network. An appropriation of \$5.576 million will be required for rail and bus operations in the 1990/91 Fiscal Year.
- Direct train service should be provided to Sacramento when funding is made available to perform any necessary track and station work. The cost of necessary improvements is being identified by the AB 971 capital needs study.
- The trains should be rerouted over the Southern Pacific line between Stockton and Fresno when funding is made available to perform the necessary track and station work if running time on the SP line is comparable to the present route. Capital expenditures required for the reroute are being identified by the AB 971 capital needs study.
- A fourth daily San Joaquin train should be added. Issues of equipment and funding availability for this train will have to be addressed.

- Checked baggage should be provided if this service can be implemented in an operationally and economically feasible manner.
- The connecting and feeder bus network is operated in support of the San Joaquin rail service, and is not provided in lieu of existing or future direct rail service. The bus network should be further developed to serve new markets where opportunities exist to increase ridership and improve the financial performance of the route. Also, in places where ridership does not grow to levels adequate to achieve a cost-effective operation, bus service should be withdrawn, with cost savings redirected to more heavily used State-supported Amtrak services. Specific proposed improvements are listed above in the "Proposed Bus Service Improvements" section of this Chapter.

The service improvement recommendations presented above are listed in the order listed in this Chapter.



The California Zephyr (shown here above Colfax), also serves the Sacramento-Oakland corridor.

CHAPTER VI - PROPOSED INTERCITY SERVICES

Since Caltrans began its support of intercity rail passenger service in 1976, a number of new routes have been suggested or proposed for development. Legislation passed shortly after creation of the rail program (SB 283, Chapter 1130, Statutes of 1975) directed Caltrans to develop a "program of projects" to extend intercity rail service, by identifying and evaluating potential routes and services.

As discussed in Chapter III, the newly enacted comprehensive transportation package identifies five priority intercity corridors eligible for bond funding for capital improvements. Three of these corridors (Los Angeles to San Diego; Los Angeles to Santa Barbara, and Oakland to Bakersfield) already have State-Supported rail passenger service, and are discussed elsewhere in this Plan. The other two corridors (Auburn-Sacramento-Oakland-San Jose; and San Francisco-Eureka) are discussed in this chapter. A coast overnight service (Sacramento-Oakland-Santa Barbara-Los Angeles) is also reviewed here in response to Assembly Concurrent Resolution No. 66. Finally, this chapter summarizes the status of proposed high-speed service between Los Angeles and Las Vegas, which is being studied by a Bi-State (Nevada/California) Commission.

AUBURN-SACRAMENTO-OAKLAND-SAN JOSE CORRIDOR

Increasing traffic congestion along Interstate 80--the main artery of the corridor--resulted in passage of Assembly Concurrent Resolution 132 (Resolution Chapter 136, Statutes of 1988) in September 1988. ACR 132 requested the Metropolitan Transportation Commission (MTC) of the San Francisco Bay Area, in cooperation with the Sacramento Area Council of Governments and Caltrans, to conduct an Auburn-Sacramento-Oakland-San Jose intercity rail corridor upgrade study. This study is examining the capital needs of intercity rail in the corridor and identifying the short term improvements needed to introduce additional service, increase speeds, and increase service reliability. Figure 25 on page 100 is a map of the corridor.

Legislative interest in this corridor began in 1976, when the Legislature requested expansion and upgrading of rail passenger service as demonstration projects in both the Auburn-Sacramento-Oakland-San Jose and Los Angeles-San Diego intercity rail corridors. The more populous San Diego-Los Angeles corridor (which already had three round trip Amtrak trains operating at the time) has until now been the focus of the corridor rail upgrade efforts. With the completion of an upgrade study on that corridor, attention turned to the Sacramento-Bay Area route.

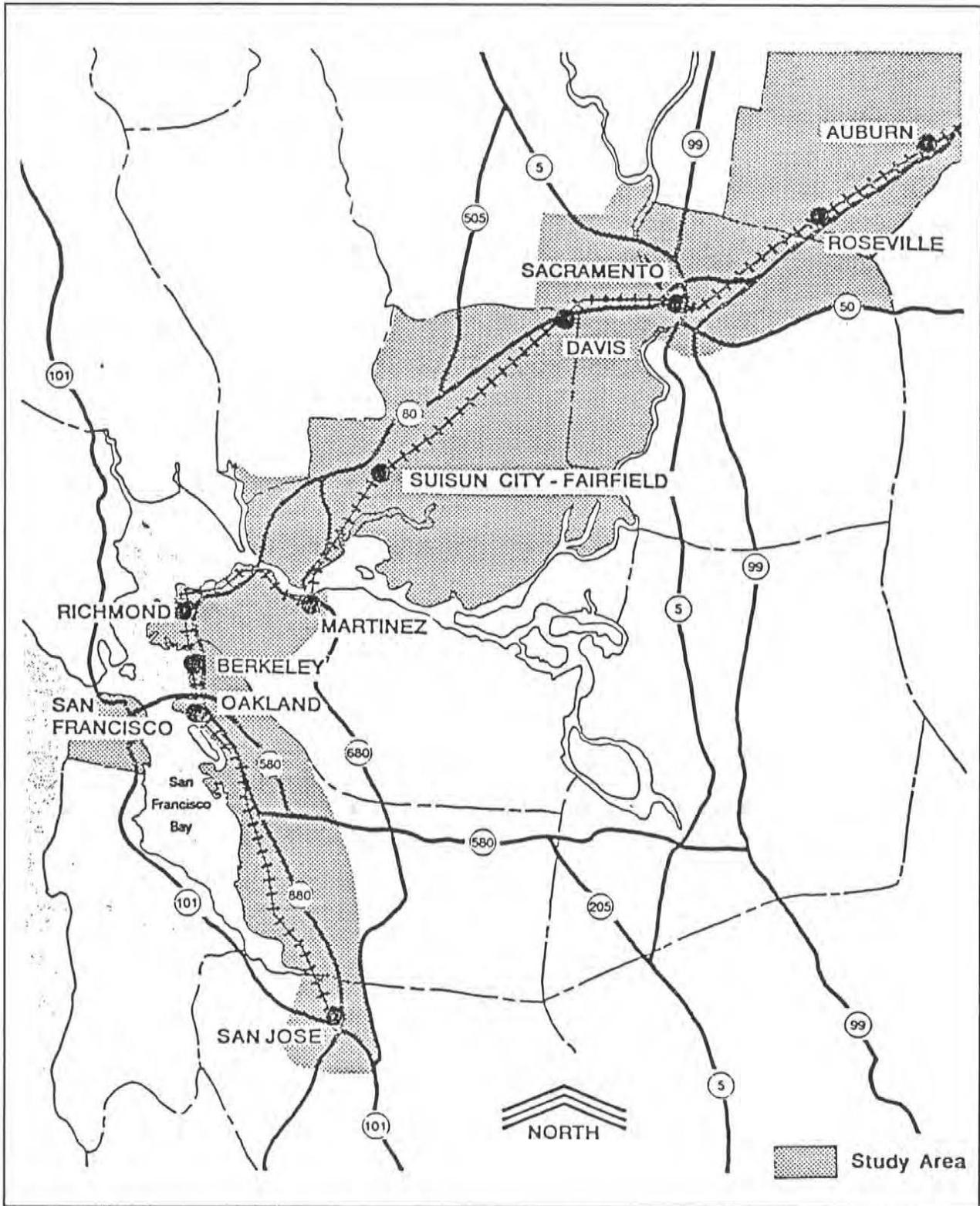


Figure 25. Auburn-Sacramento-Oakland-San Jose Intercity Rail Corridor

The ACR 132 study was also spurred by renewed interest at the Federal level in the I-80 corridor between Sacramento and the Bay Area (one of five important congested corridors nation wide to be studied with Federal funds). Congress passed a continuing resolution in 1987 funding the National Strategic Transportation Planning Study (NSTPS). The recently concluded NSTPS evaluation of this important segment of the I-80 route found that one of the potential solutions to congestion in this corridor was transit improvements - including improved intercity rail service. The State Legislature also considered that a study of intercity rail improvements in this corridor would enhance the NSTPS findings. In ACR 132, they declared that "the existing double track line between Auburn, Sacramento and Oakland is considerably underutilized while adjacent freeways are ever more congested and crowded."

Amtrak currently provides only two daily round trip trains between Sacramento and Oakland; the *California Zephyr* and the *Coast Starlight*. Each is a long distance train and because of the long distances involved, travel schedule adherence is difficult for them to maintain. Moreover, schedules for stops between Sacramento and Oakland are generally not convenient for local service.

The *California Zephyr* operates between Chicago and Oakland via Denver, Salt Lake City, Sacramento and Reno. It is scheduled as a mid-day train in both directions between the Bay Area and Sacramento.

The *Coast Starlight*, which is the busiest of all Amtrak trains, operates between Los Angeles and Seattle via San Jose, Oakland, Sacramento and Portland. It travels southbound through the Sacramento-Bay Area Corridor early in the morning, leaving Sacramento shortly after 6:00 a.m. On its northbound route, the *Coast Starlight* traverses this corridor late at night, departing Oakland at about 9:00 p.m.

On December 8, 1989, MTC transmitted the Summary Report (Phase I) to the Legislature.⁹ Initial findings by the study are reflected in Figure 26 on page 102. Scenario I assumes that the existing San Joaquin service would be split at Stockton, and that a section of each train would operate via Sacramento, before turning southward to serve Oakland and San Jose.

⁹ *Intercity Rail Corridor Upgrade Study Summary Report (Phase I)* (San Francisco: Metropolitan Transportation Commission, October 1989)

Figure 26. ACR 132 Summary Comparison of Alternative Upgrade Program Stages

SUMMARY COMPARISON OF ALTERNATIVE UPGRADE PROGRAM STAGES Auburn-Sacramento-Oakland-San Jose Intercity Rail Corridor Upgrade Study							
<u>PROGRAM STAGE</u>	<u>OPERATING SCENARIO</u>	<u>DAILY TRAINS</u>	<u>NUMBER OF STATIONS</u>	<u>MAXIMUM SPEED (mph)</u>	<u>CAPITAL* COST (millions)</u>	<u>ANNUAL* O&M COST (millions)</u>	<u>TRIPS/DAY YEAR 2010</u>
1A	I-A ¹	6	8	60	\$ 8.4	} \$ 6.63	1,500 - 2,500
1B	I-B ²	6	8	60	14.7		
2	II-A	12	12	70	61.4	12.64	3,000 - 4,500
3	II-B	12	18	70	64.8	13.23	5,000 - 7,000
4	III	20	21	79	189.9	20.64	7,500 - 10,000
5	IV	24	24	110	519.4	25.59	9,000 - 13,000
6	V	28	24	110	551.7	28.7	10,000 - 14,000
7 ³	VI	48	24	115	597.3 - 800.0	43.69	15,000 - 22,000

* In 1989 Dollars.

1 Assumes the addition of two locomotives and two food service cars; new facilities required at Stockton for this scenario are assumed to be elements of a San Joaquin corridor upgrade program and are not included in the estimated costs shown for Scenario I-A.

2 Assumes the addition of two complete train sets.

3 Lower capital cost estimate assumes high performance diesel locomotives; higher estimate includes electrification and replacement of all diesel locomotives.

The study consultant has recommended operating Scenario II-B as the first increment of corridor development, with six round trips daily. Four trainsets are required for this level of service. Operating and maintenance costs are estimated at \$13.2 million annually. These six daily round trips could begin operating on this corridor in as soon as two years if all the funding and institutional issues could be resolved expeditiously. Of the estimated \$64.8 million capital cost for II-B, approximately half is for passenger cars and locomotives. Scenario III envisions a more aggressive program of capital improvements, with three-quarters of the required \$189.9 million dedicated to track, signalling, and station improvements. There is also a long term component to this rail corridor upgrade. Policy makers recently agreed that the ultimate goal should be Scenario VI which would provide 24 round trips a day, offering nearly hourly service. The capital cost for such a high level of service is roughly \$600 million (or \$800 million dollars if the line is electrified). Express service under Scenario VI also would achieve the ACR 132 time goals of 85 minutes between Sacramento and Oakland and two hours between the Capital and San Jose.

MTC stated in their Phase I transmittal letter to the Legislature that "Phase II of the study will commence in January 1990 and complete the requirements of ACR 132 by August 1990. The more promising proposals identified in Phase I will be further analyzed and detailed with a focus on the development of an action plan to implement intercity rail service in the near-term. Funding to cover operating and capital costs will then be required if the service is to begin."

SAN FRANCISCO BAY AREA-EUREKA

This route has been made eligible to receive funding for capital improvements from the bond issue referendum authorized by AB 973.

Fifty years ago, a daytime train and an overnight train, the latter with a sleeper, operated between Sausalito Ferry Terminal and Eureka. Subsequently, this service was cut back to one overnight train, and finally to a bi-weekly rail diesel car, the Redwood, running only north of Willits. North of Willits, the area is of low population density and conditions are not optimum for success of a conventional rail passenger service. The route is tortuously slow, and is isolated from all of Amtrak's routes. All major cities on the route north of Willits are served by modern highways with much better speeds than the railroad. In recent years, special tourist trains have operated many weekends during summers.

Although a daily year-round operation would be prohibitive in cost, there is some possibility that expanded seasonal or weekend service would have a viable market. South of Willits, there is some possibility that a regional service could be successful on a

year-round basis. Additional study is required to determine the specific capital improvements and operating strategies that would succeed for this route, prior to expenditure of any funding for upgrading tracks for passenger service.

SACRAMENTO-LOS ANGELES COAST ROUTE OVERNIGHT SERVICE

Assembly Concurrent Resolution No. 66, (Chapter 142, Statutes of 1989), requested that the Department of Transportation conduct a study of overnight National Railroad Passenger Corporation (Amtrak) rail passenger service between Sacramento, the San Francisco Bay Area, Santa Barbara and Los Angeles via the Coast Route and include the results in this Plan. From October 25, 1981 to October 1, 1983, Amtrak operated a State-supported overnight train on that route. The train did not generate sufficient ridership and revenues to meet the statutory 55 percent farebox ratio criteria, and State funding was not continued after two years of service.

The Resolution lists changed circumstances and possible adjustments to the overnight service since 1983, as follows:

- Higher air fares
- New Amtrak excursion fares
- More efficient crewing agreements
- More favorable Amtrak costs
- Extensions to San Diego, San Francisco, Riverside and Reno
- Added stations along the route
- Later southbound arrival time in Santa Barbara
- Reclining coach and economy sleeper equipment with onboard showers available

The resolution then requests the Department to analyze the above factors and determine whether a reasonable likelihood exists that an overnight Coast Route train would be able to reach the statutory 55 percent farebox ratio standard within the three year period specified by law.

Higher Air Fares

During early 1982, an air fare war was initiated by entry of Pacific Express into the California market with an unrestricted \$29 San Francisco-Los Angeles one-way ticket. Other secondary carriers in the market responded with \$25 to \$35 each-way discount tickets bearing some restrictions. The standard one-way air fare was between \$45 and \$66 for most city pairs in the Northern California-Southern California market. Amtrak's charge of \$104.50 for a roomette between Los Angeles and Sacramento, higher than airfare plus a hotel, was not price-competitive at the time.

In the past six years, air fares have more than doubled. As of August 1989, most one-way fares in the California market are in the \$99 to \$129 range. Most discounts require advance purchase, so a round trip can cost from \$180 to \$250. There have been periods in which discount fares as low as \$129 for a round trip have been available, but in most cases these are restricted to a small percentage of available seats.

Higher air fares have substantially changed the California travel market since 1983. At the present time, the only through Amtrak service between Northern and Southern California is frequently booked to capacity. Reservations often must be secured weeks in advance of trips. More importantly, higher air fares have revived the profitability of sleeping car service. The same factor has changed Amtrak's attitude towards its overnight trains, and Amtrak now intends to add over 1000 sleeping car accommodations to its fleet, to try to keep up with demand.

New Amtrak Fares

During the past six years, standard rail coach fares have risen by less than 30 percent. The institution of \$7 return discounts and regional fare reforms have kept certain longer California trips very price-competitive in coach. Currently, a coach round trip between Northern California and San Diego using Amtrak's best discount is \$99 versus \$107.50 in Fall 1983. At the same time, first class fares have increased by 50 to 70 percent, but have not kept pace with skyrocketing air fares. Amtrak's discount fares for an economy bedroom for one passenger between Bay Area and Los Angeles points are \$169 one way and \$262 round trip. During peak periods, these charges jump as much as \$30 each direction. A two-person economy bedroom costs \$129.50 per person one-way, \$197 per person round trip, subject to the same peak charges. For the first time in over 25 years on this corridor, railroad sleeping fares are only slightly more than air fares. Unfortunately, the only service currently operated is a daytime service, and sleeping car space is sold out some four to five months in advance.

More Efficient Crewing

Amtrak has reduced its costs by replacing railroad-hired operating staff with its own more-efficiently-deployed employees. Amtrak now pays its crews on an hourly basis, instead of the time-and-mileage basis that perpetuated the 1920's era measure of 100 miles for engine crews and 150 miles for train crews as a day's work. In 1983, 18 operating crew members were required for a Los Angeles-Sacramento trip. Currently 8 operating crew positions

would be required for the same trip, a savings of more than 50 percent.

More Favorable Amtrak Costs

Due to major crew cost savings, Amtrak's costs per train-mile have not grown significantly since the early 1980's, and some routes have had major cost decreases, because Amtrak's current contracts are more flexible. For example, the FY 1982-3 cost per train mile on the San Diegan route was \$24.71, compared with \$22.88 in FY 1987-8. The FY 1982-3 short-term avoidable cost per train-mile on the overnight train was \$21.70. At present, it would probably still be about \$22, despite six years of inflation. This cost-savings is the single strongest factor that has influenced the feasibility of reviving the service.

Potential Route Extensions

Making the route significantly longer than the basic Sacramento-Los Angeles run would make the service much harder to justify, by raising operating and capital costs. For example, an extension to Arizona would double equipment requirements and nearly double the cost of service. An extension to Palm Springs or Reno would require a full additional set of equipment and raise costs by 30 percent to 40 percent.

Several other shorter extensions, such as to Roseville, may be advisable, but would require further study and negotiations with Amtrak to obtain data justifying their addition. Branching the route at San Jose in order to serve Downtown San Francisco and Peninsula cities would require no additional equipment, and may add substantial traffic. However, the terms of coordination between Amtrak and the Peninsula CalTrain service, and determination of costs and revenues from the branch are issues that would have to be resolved before it is known whether such an operation would hurt or help the financial performance of the overnight service.

Similarly, a through operation of several cars to San Diego via an Amtrak San Diegan train may produce more revenues than costs. Previously, Amtrak was not interested in a through operation, because it did not perceive existence of a travel market traversing Los Angeles, but success of the Santa Barbara extension may have changed this perception. These two extensions via existing services are the most promising ones to study, but they do not appear to be critical to success of the train. The basic Sacramento-Los Angeles route has more traffic than any of the potential extensions, and there is more likelihood of financial success without the encumbrance of significant additional costs.

Additional Stops

Since 1983, new station improvements have been completed or funded in Roseville, Berkeley, San Jose (Alma), Gilroy, Ventura, Simi Valley, Chatsworth, Van Nuys, and Burbank Airport. Also, the Port of Oakland has received approval for transit capital improvement funds to construct a new Oakland station at Jack London Square. All these new stations would be open by the time of a service restart, and would clearly be beneficial to success of a revived overnight train. Adding these stations would add nearly two million residents to the market population of the train. Based on the original per capita ridership of the train, it is likely that the stations would generate an incremental ridership of at least 12,000 annual passengers by the second year of service. At a projected average revenue of \$38 per passenger, the new stops would generate \$500,000 additional revenues, while incremental costs would be negligible.

Impact of Later Southbound Schedule

Caltrans reviewed the impact of schedules which would result in a southbound arrival time in Santa Barbara not earlier than 6:00 a.m. Santa Barbara was the fifth largest market served by the former overnight train, producing about 4,800 boardings during the 1982/83 fiscal year. About 50 percent of these were short-distance trips between Santa Barbara and Los Angeles, now served by a more attractive 7:50 a.m. Santa Barbara departure on the San Diegan route.

Moving the train later to optimize Santa Barbara departure times would have the effect of making Sacramento, San Francisco, Oakland, and Los Angeles times less attractive. A later departure from Sacramento would adversely impact the corridor traffic between Sacramento, Oakland and San Jose. A Santa Barbara departure after 6:00 a.m. would also mean a Los Angeles arrival after 8:30 a.m. and further degrade the optimum travel use. Therefore, the likely impact of a departure from Santa Barbara after 6:00 a.m. would be lower overall ridership on the route.

Impact of Providing Appropriate Equipment

ACR 66 requested Caltrans to review the impact of providing appropriate equipment for the trains, "consisting of reclining seat coaches and economy sleepers, and the provision of onboard showers available to all passengers either on a complimentary or fee basis". One of the primary reasons for low ridership on the previous overnight service was inadequate comfort levels. Coaches

with high-density seating lacking window blinds and leg-rests were frequently assigned and sleeping cars did not have showers.

Better equipment, with reclining seat coaches and showers in sleeping cars, is a prerequisite for re-establishment of service. (See section below entitled "Equipment Needs, Costs and Funding").

Bus Feeder Service Potential

During the past six years, the most significant change in the Caltrans 403(b) rail service program has been the innovative use of feeder bus service to extend routes to new markets. The buses added significant revenues to the *San Joaquin* trains by adding such destinations as Sacramento, San Jose, Napa, Santa Rosa, Marine World, Santa Barbara, Oxnard, Los Angeles, Riverside, and San Bernardino. Using the same formula could add thousands of passengers to an overnight train, without adding millions of dollars to the cost.

The proposed schedule (Figure 27 on page 109) shows the promise of these routes. At the Sacramento terminal, buses to Redding, Reno, and South Lake Tahoe would fan out to cover smaller Northern California cities and key Nevada tourist destinations. Buses from Oakland would serve San Francisco, Marin, and Sonoma Counties. The existing PCS bus to Santa Cruz would provide connections in San Jose. In Glendale, a bus would connect to Pomona, as well as Riverside and San Bernardino Counties. The experience on the *San Joaquin* route showed that bus feeder routes gain ridership gradually, compared to trains. In most cases, first-year ridership has been only one-third to one-quarter the level reached in five years.

Financial and Ridership Projections for a New Overnight Train

During the second year of operation of the previous service, ridership was approximately 83,000 passengers, avoidable loss was \$5.7 million, and the farebox ratio was 32 percent (see Table below). A revived operation starting in 1990 with the original stations has been projected considering population increases and fare changes to carry about 120,000 passengers by the end of its third year of operation, have an annual short-term avoidable loss of approximately \$4.8 million, and a farebox ratio about 50 percent.

Figures for additional revenues generated by adding new stations, or by operating bus feeder service have been calculated separately. They demonstrate that, with both such enhancements, a

PROPOSED SCHEDULE

TRAIN 15 Miles

TRAIN 18

3:45p		Lv. South Lake Tahoe	Ar. 1:00p
4:50p		Lv. Echo Lake	Lv. 12:00p
5:50p		Lv. Placerville	Lv. 11:05a
6:45p		Ar. Sacramento	Lv. 10:05a
3:30p		Lv. Reno, NV	Ar. 1:30p
4:10p		Lv. Truckee, CA	Lv. 12:50p
4:25p		Lv. Soda Springs	Lv. 12:35p
5:20p		Lv. Colfax	Lv. 11:40a
5:50p		Lv. Auburn	Lv. 11:10a
6:15p		Lv. Roseville	Lv. 10:25a
6:45p		Ar. Sacramento	Lv. 10:05a
2:30p		Lv. Redding	Ar. 2:05p
3:55p		Lv. Chico	Lv. 12:55p
4:25p		Lv. Oroville	Lv. 12:25p
5:00p		Lv. Marysville	Lv. 11:50a
6:45p		Ar. Sacramento	Lv. 10:05a
7:00p	0	Lv. Sacramento	Ar. 10:00a
7:18p	14	Lv. Davis	Lv. 9:30a
7:45p	40	Lv. Suisun-Fairfield	Lv. 9:04a
8:07p	58	Lv. Martinez	Lv. 8:45a
8:42p	77	Lv. Richmond	Lv. 8:14a
8:50p	82	Lv. Berkeley	Lv. 8:06a
9:00p	86	Ar. Oakland	Lv. 8:00a
7:00p		Lv. Santa Rosa	Lv. 9:35a
7:25p		Lv. Petaluma	Lv. 9:10a
8:00p		Lv. San Rafael	Lv. 8:40a
8:45p		Ar. Oakland	Lv. 8:00a
8:20p		Lv. San Francisco	Ar. 8:30a
8:45p		Ar. Oakland	Lv. 8:00a
9:05p	86	Lv. Oakland	Ar. 7:55a
10:15p	129	Ar. San Jose	Lv. 6:45a
8:55p		Lv. Santa Cruz	Ar. 7:40a
9:40p		Ar. San Jose	Lv. 6:45a
10:20p	129	Lv. San Jose	Ar. 6:40a
10:50p	159	Lv. Gilroy	Lv. 6:10a
11:58p	196	Lv. Salinas	Lv. 5:10a
3:00a	330	Lv. San Luis Obispo	Lv. 2:20a
5:30a	449	Lv. Santa Barbara	Lv. 11:59p
6:03a	476	Lv. Ventura	Lv. 11:27p
6:16a	486	Lv. Oxnard	Lv. 11:14p
6:40a	515	Lv. Simi Valley	Lv. 10:50p
6:55a	524	Lv. Chatsworth	Lv. 10:35p
7:10a	541	Lv. Van Nuys (Panorama)	Lv. 10:20p
7:18a	544	Lv. Burbank Airport	Lv. 10:12p
7:30a	547	Lv. Glendale	Lv. 10:00p
7:45a		Lv. Glendale	Ar. 9:30p
8:55a		Lv. Pomona	Lv. 8:30p
9:45a		Lv. San Bernardino	Lv. 7:45p
10:00a		Lv. Riverside	Lv. 7:30p
11:15a		Lv. Palm Springs	Lv. 6:15p
8:00a	552	Ar. Los Angeles	Lv. 9:45p
8:30a		Lv. Los Angeles	Ar. 9:30p
9:04a		Lv. Fullerton	Lv. 8:47p
9:25a		Lv. Santa Ana	Lv. 8:27p
10:23a		Lv. Oceanside	Lv. 7:35p
10:40a		Lv. Del Mar	Lv. 7:17p
11:20a		Ar. San Diego	Lv. 6:45p

South Lake Tahoe, Reno and Redding buses would be operated as dual-purpose buses, with passengers using them to access San Joaquins 710 and 711 as well as the Coast Route.

Redding to Chico mileage would be added on the existing 710/711 bus.

Santa Rosa service could be operated in place of proposed deadhead runs to and from Trains 703/704.

Alternatively, San Bernardino service could be operated in place of current deadhead runs to and from Train 708/709 buses.

Figure 27. Proposed Overnight Schedule

cost-effective service is possible, with a ridership of 156,000, annual short-term avoidable loss of \$3.9 million and a farebox ratio of about 63 percent by the third year.

Therefore, Caltrans finds that the overnight train is expected to be able to comply with the State-mandated efficiency standard (which is a 55 percent farebox ratio) specified in Section 14031.8 of the Government Code.

Equipment Needs, Costs and Funding

Given a positive efficiency finding, as described in the above section, ACR 66 then requests an estimate of equipment needs and costs. Three locomotives, ten coaches, six sleeping cars, and three food service cars would be the likely equipment requirement. Caltrans believes that the most available type of equipment is Horizon Fleet cars currently under construction. The sleeping car requirements would be met by retrofitting the newly-built cars with economy-room and deluxe-room modules and showers. A second possibility is that Amtrak may order up to 160 superliner-type coaches and sleeping cars, which would provide a higher level of on-board amenities. Before negotiations are carried out with Amtrak, it is impossible to definitively determine exact costs of the equipment required. Although the likely purchase cost of such equipment would be between \$20 million and \$30 million, it may be possible to obtain use of such equipment through a lease/purchase arrangement at greatly reduced annual cost.

The rail bond capital funding provided in the newly enacted comprehensive transportation package would not be available for equipment acquisition for this route, as it was not included in the list of eligible routes in Section 164.55 of the Streets and Highways Code. However, an alternative method for equipment acquisition could be available if lease/purchase funding were arranged. Also, special direct funding could be provided for such equipment--as was done for the third San Joaquin train. Additionally, the route would be eligible for Transit Capital Improvement (TCI) Program funding for equipment--using TP&D dollars.

Financial and Ridership Projections for Coast Route Overnight Service

<i>Train Unchanged</i>	<i>FY82/83</i>	<i>FY90/91</i>	<i>FY91/92</i>	<i>FY92/93</i>
Ridership (000)	82.5	100	110	120
Average Fare	32.72	38.00	38.18	40.00
Revenues (000)	2699	3800	4200	4800
Train Costs (000)	8435	9000	9300	9600
Farebox Ratio (%)	32	42	45	50

<i>Train with New Stations</i>				
Ridership (000)		110	122	133
Average Fare		38.18	38.52	40.60
Revenues (000)		4200	4700	5400
Train Costs (000)		9000	9300	9600
Farebox Ratio (%)		47	51	56

<i>Train w/New Stations & Buses</i>				
Bus Ridership (000)		15	20	25
Total Ridership (000)		125	142	156
Average Fare		43.33	45.00	48.00
Bus Revenues (000)		650	900	1200
Train Revenues (000)		4200	4700	5300
Total Revenues (000)		4850	5600	6500
Train Costs (000)		9000	9300	9600
Bus Costs (000)		660	720	760
Total Costs (000)		9660	10020	10360
Farebox Ratio (%)		50	56	63

<i>Bus Summary</i>	<i>Daily Miles</i>	<i>Ridership (000)</i>		
Oakland-Santa Rosa	130	1	2	2
Sacramento-Reno	264	4	5	6
Sacramento-Redding	146	3	4	5
Sacramento-S Tahoe	214	3	4	6
Glendale-Indio	258	4	5	6
Total Bus Miles	1012	15	20	25

<i>Bus Cost Calculation</i>				
Total Bus Miles (daily)		1012	1100	1150
Days/Year		365	365	365
Cost/Mile		1.80	1.80	1.80

Los Angeles-Las Vegas

AB 1839 (Chapter 1259, Statutes of 1987), and AB 671 (Chapter 149, Statutes of 1988), created the California-Nevada Super Speed Ground Transportation Commission¹⁰ (with eight members from each state) and authorized it to award a franchise for private development, subject to approval of a final plan by the Governor and Legislature of both states following an environmental impact report. In addition, the legislation stipulated that the Commission would result in no public cost to the State of California or any of its political subdivisions.

Since its inception in September 1988, the Commission has established that the technology for super-speed trains is in place. The Commission's objective is that, at a minimum, the super-speed train will start in the Las Vegas Valley and end in Anaheim with a possible spur to Palmdale if others were to provide a link from there to Los Angeles.

In January, 1990, the Commission received Letters of Intent from three companies competing for the right to privately finance, build and operate a 300-MPH train between Southern Nevada and Southern California. Letters of Intent were submitted by Bechtel International (of San Francisco), Morrison-Knudsen (of Boise, Idaho), and Bombardier (of Canada). Bechtel will use the magnetically-levitated train now completing final tests in Germany while Bombardier has exclusive rights to the French TGV train. Proposals, due to the Commission by July 15, 1990, must include a plan showing the route and stations (number and location) to be served and a plan for 100 percent private financing. A final plan to construct and operate the train would have to be approved by both states (Legislatures and Governors). The project's cost is estimated between \$3.5 billion and \$4 billion with construction expected to take from 1993 through 1997.

In 1989, a consultant report received by the Commission shows that a super-speed train system could play a significant part in a transportation policy for the region emphasizing mass transportation. The Commission has resolved that a franchisee would have to help meet the needs of the large commuter markets in Southern California. Other findings in the latest feasibility studies include:

- Service scenarios linking different station areas result in forecasted ridership up to 6.4 million round trips per year.

¹⁰ California-Nevada Super Speed Ground Transportation Commission, 211 Culver Blvd., Suite G, Playa Del Rey, CA 90293, (213) 578-9212

- At least nine communities (Las Vegas, Clark County, Barstow, Victor Valley, Palmdale, the Ontario area, the Palm Springs area, Riverside/Corona and Anaheim) want to be served by a super-speed train.
- The Commission has resolved that as many of the areas as possible should be included in a franchisee's plan. However, the ultimate decision on how many stations will be along the route will be left up to the developer.
- Community interest in the super-speed train has generated support for the project at the local, State and Federal level. Several California legislators have asked that a train serve specific areas and Congress has approved technical assistance funds for Commission efforts.
- A super-speed train could generate some 25,000 new jobs in each state and about \$600 million in new earnings for each economy. Furthermore, gasoline consumption in the corridor between the Las Vegas Valley and Anaheim could be reduced by 17 percent.

CHAPTER VII - THE PENINSULA COMMUTE SERVICE
(SAN FRANCISCO-SAN JOSE)

OBJECTIVES

The State's objectives on this route are to:

- Increase revenue/cost (farebox) ratio
- Increase ridership and revenues
- Control operating costs
- Facilitate transfer of management and operation of service to local control by the start of Fiscal Year 1992/93
- Renegotiate operating contract with Southern Pacific Transportation Company for three more years
- Improve feeder bus connectivity

BACKGROUND

The Peninsula Commute Service (PCS), which consists of a route of 47 miles between San Francisco and San Jose, is currently the only commuter rail service in the State. It is operated for Caltrans by the Southern Pacific Transportation Company (SP). (See Figure 28 on page 116 for a map of the route.)

The PCS helps to relieve the serious and growing congestion problem on the San Francisco Peninsula. The freeway system on the Peninsula is heavily congested much of the time. Development along the West Bay Corridor from San Jose to San Francisco continues to occur at a rapid rate. MTC's 101 Corridor Study projects a 30 percent increase in travel demand, which cannot be met by the existing highway system. The PCS is an underutilized element of the West Bay transportation corridor, and it currently offers a significant opportunity to increase people-carrying capacity in this corridor.

Ridership on the route (which has provided service continuously since 1864) reached an all-time peak of 9.5 million annual riders during World War II. Following a second peak during the Korean War, ridership entered a 25-year decline, falling from 9.3 million in 1952 to 4.3 million in 1977. Rising operating costs led to increased fares, which also contributed to the decline.

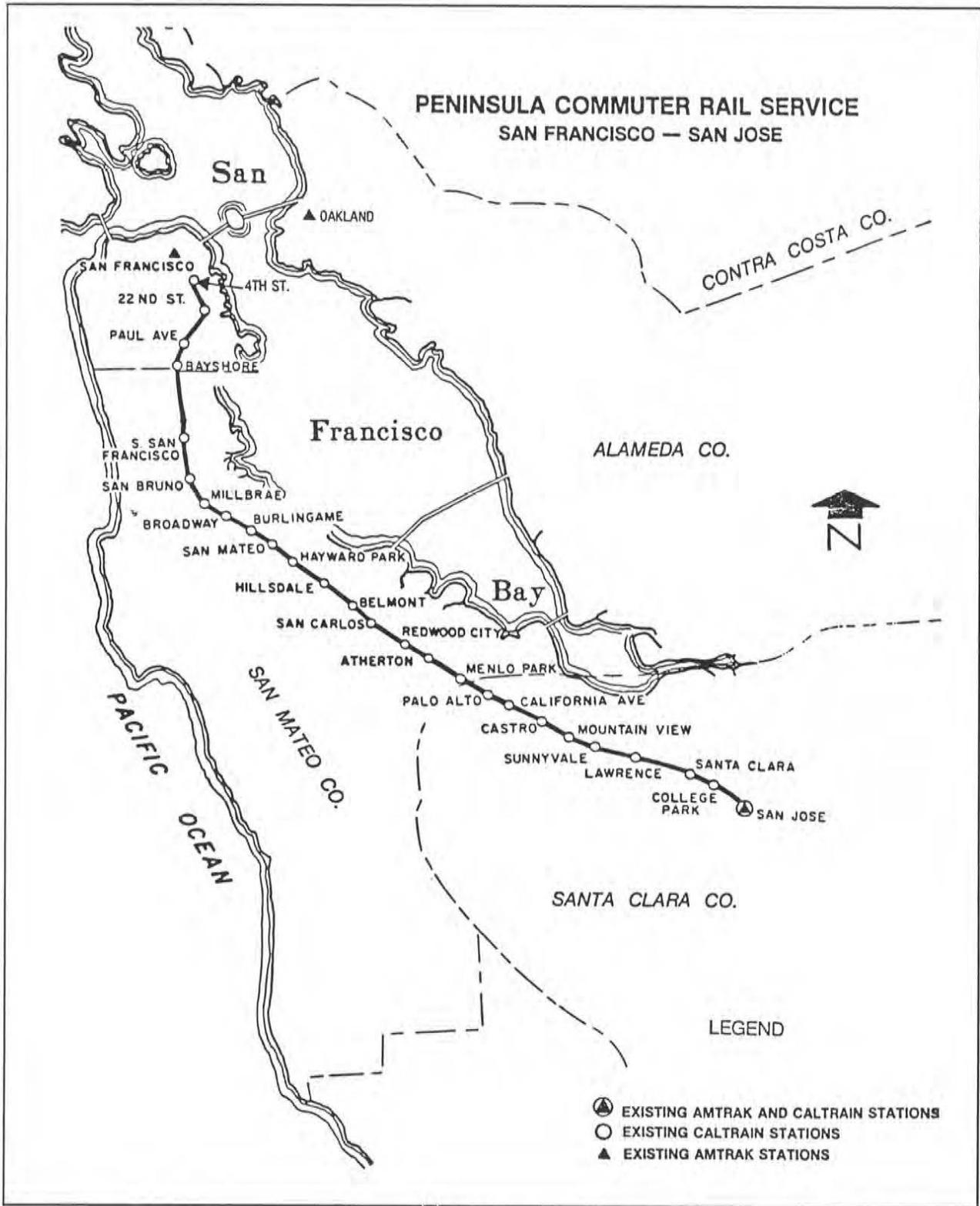


Figure 28. Peninsula Commute Service Map



A Peninsula Commute Service train with new rolling stock that was placed into service in 1985.

In 1977, SP applied to the Interstate Commerce Commission for permission to discontinue the passenger service, citing increasing financial losses. The State Legislature, responding to the needs defined in a three-county Peninsula Transit Alternatives Project (PENTAP) Study, passed AB 1853 (Chapter 1216, Statutes of 1977), which authorized Caltrans to negotiate and contract with SP to continue operation of the PCS.

Caltrans then signed a ten-year "purchase of service" agreement with SP to prevent discontinuance by providing public financing for the service effective July 1, 1980 through June 30, 1990. The required funding for operations comes from Caltrans, the San Francisco Municipal Railway (MUNI), the San Mateo County Transit District (SamTrans), the Santa Clara County Transit District (SCCTD), and the Federal Urban Mass Transportation Administration (UMTA). Pursuant to SB 928 (Chapter 1283, Statutes of 1989), enacted in October 1989, Caltrans may extend the SP operating contract for three years beyond June 30, 1990, with the PCS being

transferred to local control and management by July 1, 1992, and State funding for operations ending by July 1, 1993.

ORGANIZATIONAL STRUCTURE

Under the purchase of service agreement, SP continues to operate the trains, but Caltrans and the transit districts administer the service through a cooperative agreement. A portion of the operating costs are funded through UMTA grants. Caltrans pays half the remaining deficit while the local agencies divide the other half according to a percentage formula. In addition, a major improvement program has been undertaken, which includes acquiring and improving station facilities, extending the line to a new multi-modal terminal in San Jose, developing a centralized maintenance facility, rehabilitating track, revising and expanding train schedules and frequencies, coordinating connections with local transit, providing feeder bus service to areas not served by transit, and providing an increased level of public information and marketing. The improvement program also resulted in the purchase of new locomotives and cars for the service. These improvements are implemented through a Project Management Committee (PMC) composed of members from Caltrans, SP, MUNI, SamTrans, and SCCTD. The PMC advises Caltrans on the policy direction for the service and reviews the annual PCS *Five-Year Plan*.

In response to the recommendations of the Study conducted pursuant to SCR 74 (Resolution Chapter 46, Statutes of 1984), representatives of the City and County of San Francisco, along with the Counties of Santa Clara and San Mateo, formed the Peninsula Corridor Study Joint Powers Board in July 1987. The JPB is conducting planning studies for upgrading the service, and is discussing the purchase of the operating right-of-way with SP.

In the past, the PCS *Five-Year Plan* has been prepared by Caltrans. Beginning in 1989, however, the plan is being prepared by the JPB, and represents the short range transit plan for the PCS.¹¹ The *Five-Year Plan* presents specific goals for the service, objectives associated with each goal, and, where possible, standards which show whether objectives are being met. It also outlines a specific program of capital and operating improvements designed to implement the goals. Objectives have also been expanded to cover other functional areas involved in administering the service. Goals and objectives have been refined in view of over nine years experience with operation under the Caltrans/SP contract.

¹¹ Caltrain *Five-Year Plan Interim Update (FY 1989-90 to 1993-94)* September, 1989. Request copies from Peninsula Corridor Study Joint Powers Board, 945 California Drive, Burlingame, CA 94010; (415) 340-6269

Actual service changes and improvements are, in many cases, subject to California Public Utilities Commission (PUC) approval, since the PUC retains jurisdiction over non-Amtrak passenger services in the State. The PUC has indicated that it may require public hearings and/or environmental impact reports in the process of considering some proposed changes.

There is also a Citizens Advisory Committee (CAC) that was organized in August 1984. It is composed of nine volunteer members representing the three counties served by the PCS (four from Santa Clara, four from San Mateo, and one from San Francisco). The CAC meets monthly and provides a forum for reviewing the performance of the trains and suggesting improvements to the service. The committee also takes positions on policy matters affecting the future of the service.

TRANSFER TO LOCAL CONTROL AND MANAGEMENT

On October 1, 1989, Governor Deukmejian signed SB 928, which provides for Caltrans' continued authority to negotiate and contract for rail passenger service in the corridor served by the PCS. However, in order to provide for an orderly but definite transition of the PCS from State to local control and management, the bill provides that Caltrans may contract with SP to extend the existing ten year contract for no more than three years, with a final expiration date of June 30, 1993. The CTC is also directed not to allocate any further State funds for operation of the PCS beyond that date. Caltrans is also directed by this bill to assign the operating contract for Fiscal Year 1992/93 to the Joint Powers Board (or its designated operating agency) if such agency determines that the PCS service shall be continued. If this is done, Caltrans is directed to provide its operating support for the 1992/93 fiscal year to such agency. Continued operation of the PCS beyond 1993 would require the local agency to negotiate a new contract with the SP or to make arrangements for another operator to run the PCS. Also, the local agency may acquire from Caltrans the property (including railroad right of way between San Francisco and San Jose) and equipment needed to run the PCS, with such acquisition done in the manner provided in SB 2628 (see below). Finally, the CTC is directed not to allocate State funds to purchase the right-of-way unless the local agency takes over operation and control of the PCS by June 30, 1993.

By the enactment of SB 2628 (Chapter 1434, Statutes of 1988), the Legislature provided for the eventual redesignation of the JPB as the Peninsula Rail Transit District (PRTD). The PRTD was given the power to acquire property (including the PCS right-of-way) and equipment necessary to operate commuter rail service, and to operate the rail service or to contract for the operation of that service. Under SB 2628, all right-of-way, stations, facilities, and equipment (including rolling stock) necessary for rail

operations must be acquired by the PRTD before it can assume operation of the service. In addition, before the PRTD can be formed, the three counties must determine that adequate financing is available to acquire and operate the service.

FAREBOX RATIO REQUIREMENT

AB 1010 (Chapter 1183, Statutes of 1981), requires commuter rail services to maintain "a ratio of fare revenues to operating costs of at least 40 percent during the previous year of operation" in order to be eligible for State operating subsidies in the 1984/85 and subsequent fiscal years.¹² The California Transportation Commission (CTC) was given authority to grant a waiver, not to exceed three years, to any service not achieving the 40 percent ratio in a specific year, in order to allow continuing State operating subsidies.

By the 1986/87 Fiscal Year, all three of the permitted farebox recovery waivers had been granted. To avoid cessation of State subsidy for the service, legislation was passed (SB 2187, Chapter 837, Statutes of 1986), that allows the Peninsula transit districts to make up the difference between the actual ratio and the 40 percent standard by contributing additional funds (called "local operating support") which are considered to be "fare revenues" for the purpose of calculating the farebox ratio. The three transit districts subsequently allocated the necessary funds, and as a result the 40 percent farebox ratio requirement was met in the 1986/87, 1987/88 and 1988/89 fiscal years.

OPERATIONAL AND SERVICE IMPROVEMENTS

Train Service

On weekdays, 52 trains are operated (26 in each direction) over the full distance between San Francisco and San Jose. Approximately two-thirds (35) of these trains are concentrated within the 2-3/4 hour morning and evening peak periods. Two-thirds of these peak period trains operate in the peak direction (11 trains inbound to San Francisco in the morning and 12 trains outbound to San Jose in the evening). 24 trains operate on Saturday and Presidents' Day (12 in each direction) and 18 trains operate Sundays and legal holidays (9 in each direction). On December 16, 1989, a midnight

¹² California, Government Code, Section 14031.9, (1981).

departure was added from San Francisco on Fridays and Saturdays, returning at 11:00 am from San Jose on Saturdays and Sundays.

In addition to the regular service, extra trains are operated for special events, such as the University of California-Stanford University "Big Game" held at Stanford in alternate Novembers and the "Bay to Breakers" foot race held in San Francisco in May. Also, regular trains make special stops at Bay Meadows during the horse racing season and at Stanford Stadium for football games and other major sporting events. Special trains are operated on a charter basis for events such as the Martin Luther King Jr. Day celebration in San Francisco in January and the Gilroy Garlic Festival in July.

Station Maintenance

There are a total of 26 stations on the line, including the terminals at San Francisco and San Jose. In July 1985, Caltrans assumed responsibility from SP for maintenance activities at all stations, regardless of actual ownership status, thereby reducing maintenance costs.

San Francisco Financial District Shuttle Bus and Peninsula Pass

The location of the current San Francisco station at Fourth and Townsend Streets is a major deterrent to train ridership. Passengers must transfer to local transit services to get to the Financial District, which is about two miles beyond the station. Transit services have not always been adequately coordinated with train arrival and departure times, and the availability of space on regular transit schedules cannot be guaranteed. Therefore, in May 1984, Caltrans implemented peak-hour dedicated bus shuttles on two routes to the San Francisco Financial District. The shuttles, which are operated by MUNI, provide reliable connections with rush hour trains. An additional shuttle route started operation in January 1989.

Additionally, Caltrans developed a joint monthly pass with the three transit districts to facilitate the interchange of passengers between trains and buses. For \$18 a month, monthly ticket holders can purchase a "Peninsula Pass" which entitles them to ride not only the bus shuttle, but also all regular MUNI and SCCTD services. The Pass is also accepted as the 50' base fare on SamTrans.

Evaluation of PCS ridership figures since the shuttle and pass were introduced in May 1984 shows a slight but steady increase in monthly train ticket sales, as well as in PCS ridership. This finding is encouraging, because both the shuttle and the pass were specifically developed to help promote monthly ticket sales. The

average daily ridership on the shuttles is 3,600, and average monthly Peninsula Pass sales are 3,800.

Employment Area Feeders

As a result of funding provided by AB 1675 (Chapter 1406, Statutes of 1987), several new feeder bus routes have been initiated. In 1988, four routes serving several employment areas in San Mateo and Santa Clara Counties began running, carrying PCS passengers at no additional charge. These routes all serve industrial parks which were not connected to PCS stations by existing transit service. The services use one vehicle on each route, operating during morning and afternoon peak periods on weekdays. Two additional routes in Menlo Park are being considered, depending on the availability of local funding.

These feeder bus routes are operated under contract by a private service provider, Industrial Passenger Services of San Mateo. Approximately one-half of the funding comes from AB 1675 funds, while the remainder is provided by private sector employers who benefit from the service, and the local cities served.

Santa Cruz Connector

In November, 1988, the *Santa Cruz CalTrain Connector* began operating between San Jose and Santa Cruz. Under an agreement with the Santa Cruz Metropolitan Transit District (Santa Cruz Metro), the service is operated by Santa Cruz Transportation Company. The bus makes nine round trips on weekdays and eight on weekends and holidays. A \$5 dollar fare each way is charged for the service, which is available to anyone, not only PCS passengers. A primary advantage of this service is that it is aimed at non-commuters. Recreation and business travelers, as well as students at the University of California at Santa Cruz, are more likely to ride off-peak trains which currently have ample capacity for additional passengers. Since Amtrak trains and Amtrak Thruway connecting buses use the PCS depot in San Jose, the service provides a valuable connection for Amtrak passengers as well. The financing arrangement is similar to the Amtrak Thruway mixed-mode routes. Santa Cruz Metro, using funding provided by Caltrans, guarantees Santa Cruz Transportation Co. a certain number of passengers each month. If the actual number of passengers carried is less than the guarantee, Santa Cruz Metro will make up the revenue shortfall. By August 1989, the service was recovering 96 percent of its costs from ticket revenues, plus generating additional train revenues for the PCS.

MARKETING AND OUTREACH

Caltrans uses a professional marketing consultant to establish marketing goals, objectives, and strategies. The consultant, MacDaniels, Henry & Sproul, Inc., is responsible for planning and overseeing all advertising, sales promotion, public relations, and communications programs outlined in the PCS Marketing Plan.

The marketing budget for Fiscal Year 1989/90 is \$600,000, with emphasis given to marketing the new fare structure and to increase public awareness of the PCS as a transportation alternative. The media to be utilized will be television, newspaper and radio.

The community outreach program, which is funded for an additional \$85,000, includes participation in MTC's Regional Transit Connection program, which makes PCS monthly tickets available for sale in the workplace and several other designated locations. The outreach program also makes use of the static display unit and slide show/video to publicize the service at shopping centers, workplaces, service clubs, professional organizations, and senior centers.

PERFORMANCE

As improvements are made in the PCS, Caltrans expects ridership to continue its recent growth pattern. The new rolling stock, increased train service, and the introduction of the San Francisco Financial District bus shuttle have improved the service's convenience and reliability and lowered overall travel time. With the expansion of the marketing and outreach programs and the addition of new feeder bus services to industrial parks in San Mateo and Santa Clara Counties, and to Santa Cruz, Caltrans anticipates that ridership will increase by three percent in the 1989/90 fiscal year. Completion of the San Jose terminal rehabilitation and extension project is expected to result in larger ridership increases in subsequent years.

Monthly ridership for fiscal years 1983/84 thru 1988/89 is detailed in Figure 29 on page 124, while the next chart (Figure 30 on page 125) is a graphical illustration of actual and average monthly ridership since January 1978. Figure 31 on page 126 summarizes ridership and financial performance data on an annual basis since the start of State involvement in July 1980.

Figure 29. Peninsula Commute Service Monthly Ridership

PENINSULA COMMUTE SERVICE MONTHLY RIDERSHIP

MONTH	FY 83/84 Riders	FY 84/85 Riders	Percent Change	FY 85/86 Riders	Percent Change	FY 86/87 Riders	Percent Change	FY 87/88 Riders	Percent Change	FY 88/89 Riders	Percent Change
July	385,591	431,252	10.6%	451,510	4.7%	439,974	-2.6%	462,959	5.2%	454,951	-1.7%
August	403,797	428,336	5.7%	444,590	3.8%	428,963	-3.5%	464,103	8.2%	483,542	4.2%
September	405,647	431,556	6.0%	453,324	5.0%	446,713	-1.5%	466,029	4.3%	475,216	2.0%
October	439,318	481,878	8.8%	475,974	-1.2%	481,719	1.2%	491,292	2.0%	486,309	-1.0%
November	497,289	456,684	-8.9%	467,919	2.5%	457,817	-2.2%	480,834	5.0%	471,858	-1.9%
December	459,041	433,122	-6.0%	448,152	3.5%	444,219	-0.9%	452,966	2.0%	450,962	-0.4%
January	456,166	476,541	4.3%	477,268	0.2%	464,532	-2.7%	470,641	1.3%	482,852	2.6%
February	404,559	402,141	-0.6%	422,863	5.2%	425,417	0.6%	444,201	4.4%	419,304	-5.6%
March	442,928	448,791	1.3%	471,460	5.1%	475,030	0.8%	486,726	2.5%	487,509	0.2%
April	429,554	446,528	3.8%	454,386	1.8%	454,862	0.1%	451,519	-0.7%	460,387	2.0%
May	426,530	446,738	4.5%	455,805	2.0%	461,626	1.3%	467,845	1.3%	490,202	4.8%
June	409,142	421,805	3.0%	435,116	3.2%	440,680	1.3%	456,812	3.7%	469,849	2.9%
FY											
Total	5,159,562	5,305,372	2.7%	5,458,367	2.9%	5,421,552	-0.7%	5,595,927	3.2%	5,632,941	0.7%
Monthly											
Average	429,964	442,114	2.7%	454,864	2.9%	451,796	-0.7%	466,327	3.2%	469,412	0.7%

Figure 30. Peninsula Commute Service Ridership Graph

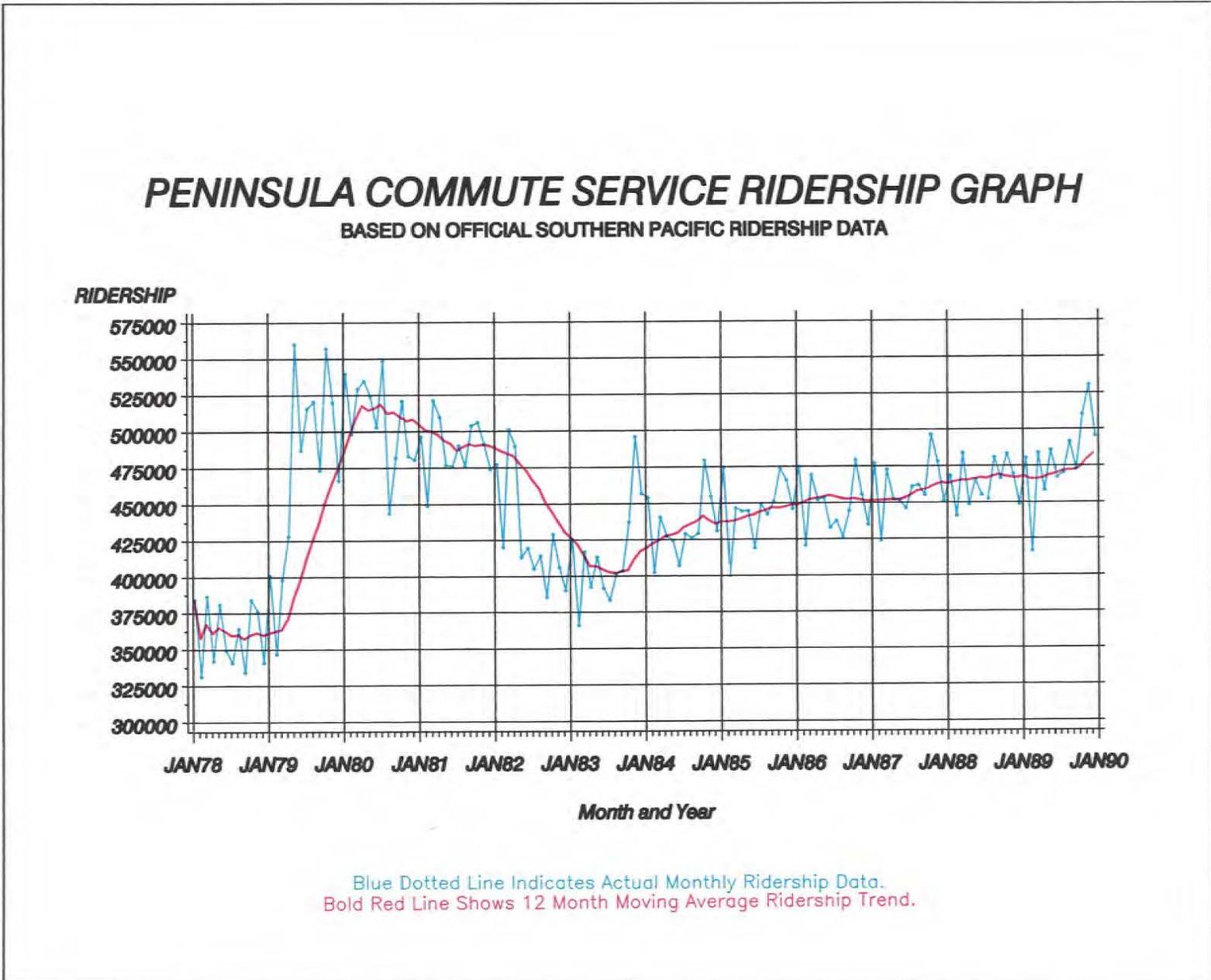


Figure 31. Peninsula Commute Service Annual Performance

PENINSULA COMMUTE SERVICE
Annual Performance - State Fiscal Years

State Fiscal Year	Ridership Data (All Trains)		Financial Data							
	Riders	PM/TM*	Total Revenue (1)	Total Operating Expense (2)	Operating Loss	UMTA/SP (3) Contribution	Total State Cost (4)	Total Local Cost (5)	Loss/PM*	Revenue Cost Ratio
1980-81	5,912,317	215.9	7,906,071	18,710,660	10,804,589	2,400,000	4,892,731	4,555,731	0.079	42.3%
1981-82	5,777,550	207.1	7,820,695	20,667,329	12,846,634	2,400,000	5,946,689	5,636,689	0.095	37.8%
1982-83	4,861,900	177.9	7,970,635	21,697,265	13,726,630	2,400,000	6,387,826	5,987,912	0.117	36.7%
1983-84	5,159,562	185.9	8,399,443	23,316,060	14,916,617	2,400,000	6,870,597	6,178,465	0.122	36.0%
1984-85	5,305,372	190.8	8,790,714	24,837,198	16,046,484	2,400,000	7,567,614	6,314,126	0.128	35.4%
1985-86	5,458,367	195.6	9,024,757	24,920,343	15,895,586	1,693,124	7,856,373	6,479,423	0.123	36.2%
1986-87	5,421,552	181.2	10,328,048	25,820,120	15,492,072	1,273,160	7,801,881	7,643,048	0.121	40.0%
1987-88	5,595,927	186.6	10,301,098	25,752,744	15,451,646	1,164,973	7,892,640	7,262,383	0.117	40.0%
1988-89 (7)	5,632,941	187.3	10,434,690	26,086,724	15,652,034	1,157,994	7,987,685	7,373,792	0.118	40.0%

* Passenger Miles per Train Mile is a measure of average load on a train, Loss per Passenger Mile is a measure of the average loss per passenger mile traveled.

- 1 Total revenue includes: Fares, Southern Pacific (S.P.) payment for employee passes through FY 84/85, leases, parking, the Peninsula pass and local operating support pursuant to SB 2187.
- 2 Total operating expense includes: S.P. contract, station maintenance, administration, Peninsula pass/bus shuttle, parking and marketing (but excludes costs for lease purchase of equipment and stations).
- 3 Includes S.P. annual contribution of \$400,000 from F.Y. 1980-81 through F.Y. 1984-5 only.
- 4 Includes State share of operating expenses and costs for lease purchase of equipment and stations.
- 5 Includes local share of operating expenses, costs for lease purchase of equipment and stations, and local operating support pursuant to SB 2187. Local share is covered by the transit districts in the counties of Santa Clara, San Mateo and San Francisco.
- 6 Expense and revenue for F.Y. 1988-89, are based on S.P. billings, which are subject to revision after audit.
- 7 For FY 1988-89, State operations cost was \$1.05 million; State Marketing expenditures were \$0.54 million and local marketing expenditures were \$0.60 million.

FARE STRUCTURE

Caltrans contracted with Price Waterhouse to conduct an evaluation of the fare structure and ticketing procedures used on the PCS. The final study, dated June 1989, made recommendations regarding the level of fares, the types of tickets, and the method by which fares should be collected, in order to optimize revenues. The study also included the development of a model for predicting ridership changes resulting from changes in fare levels. Specific recommendations include:

- Self-service fare collection (including purchase of automatic ticket vending machines).
- Realigned zone boundaries.
- Simplified tariff structure.
- Rounded fares.
- Youth ticket (monthly pass only) replacing student tickets.

As a result of public hearings held in each of the three PCS-served counties in mid-December, 1988, some minor modifications were made to the consultant's preliminary recommendations. The new fare structure was implemented in December 1989.

Also, in response to the study's recommendations, Caltrans has contracted with Booz, Allen & Hamilton, Inc, for preparation of performance specifications for ticket vending machines. These specifications will be used to procure the machines at a later date if the successor operator of the PCS chooses to follow this recommendation.

RECOMMENDATIONS

The PCS improvements described in Chapter III and in this Chapter should produce increased ridership and revenue while controlling costs, and with local operating support under SB 2187, the service will attain the 40 percent farebox ratio in the 1990/91 fiscal year. Following is a summary of the Peninsula Commute Service recommendations for implementation over the five-year period of this Plan.

- To maintain State support, it will be necessary for the Legislature to appropriate \$9.70 million as the State's share of the budgeted operating costs in the 1990/91 fiscal year.
- As provided by SB 928 (1989), Caltrans will continue to contract for operation of the service through June 30, 1993, with the operating contract being assigned to the JPB (or other local agency designated by the JPB) for Fiscal Year 1992/93. Therefore, Caltrans recommends that State funding for operation of the service continue to be provided in the present manner

through the 1992/93 fiscal year (the last year of the additional three-year Caltrans operating contract extension provided by SB 928). Such continued funding is subject to the service recovering at least 40 percent of its operating cost from service revenues (including any local agency augmentations under SB 2187), as required by statute.

- Caltrans recommends that the necessary steps be taken to form the Peninsula Rail Transit District (PRTD), in conformance with the provisions of SB 2628 (1988). The PRTD should manage and operate the service and develop specific long range plans for rail transit on the Peninsula. However, because the PCS is a regional service, Caltrans' relationship with it should be the same as with all other transit properties, i.e., administering State and Federal transit funds on a Statewide basis.

CHAPTER VIII - PROPOSED SOUTHERN CALIFORNIA COMMUTER SERVICES

BACKGROUND

Unlike the San Francisco Bay Area, Southern California has not had regular commuter rail service for many years. However, increasing freeway congestion, as well as air quality concerns, have generated increased interest in commuter rail service in the region.

The following sections discuss each of the commuter rail services that are currently under active study and consideration in Southern California. Figure 32 on page 130 is a map showing proposed commuter services.

Implementation of these services will require local or regional support to provide funding for operations, although Urban Mass Transportation Administration (UMTA) funds may be available on a grant basis once a service is established. Also, commuter rail services are eligible to compete for available State funding through the Transit Capital Improvement (TCI) program.

LOS ANGELES-SOUTH ORANGE COUNTY

Following earlier studies, commuter service in this corridor was again analyzed by the Los Angeles-San Diego State Rail Corridor Study Group in 1987. Their investigation showed that commuter service consisting of two daily round trips between Los Angeles and San Juan Capistrano or San Clemente could be implemented at a capital cost of \$32.35 million, which includes equipment acquisition and the necessary track and station improvements. Ridership was projected to be 400,000 to 600,000 annually in 1990, which would require an annual operating subsidy of \$640,000 to \$940,000. The final report released by the Study Group recommended that local agencies "further evaluate the financial feasibility of implementing commuter rail service..., develop a specific plan and program for implementation, and proceed with implementation subject to the availability of funding".¹³ This process has begun with the Orange County Transportation Commission (OCTC) having initiated a study to refine the commuter service requirements. An appraisal of the Santa Fe right-of-way in Orange County is also being conducted.

¹³ *Los Angeles-San Diego (LOSSAN) State Rail Corridor Study Summary Report* (Sacramento: Los Angeles-San Diego State Rail Corridor Study Group, June 1987), p. 63.

Proposed Southern California Rail Commuter Services

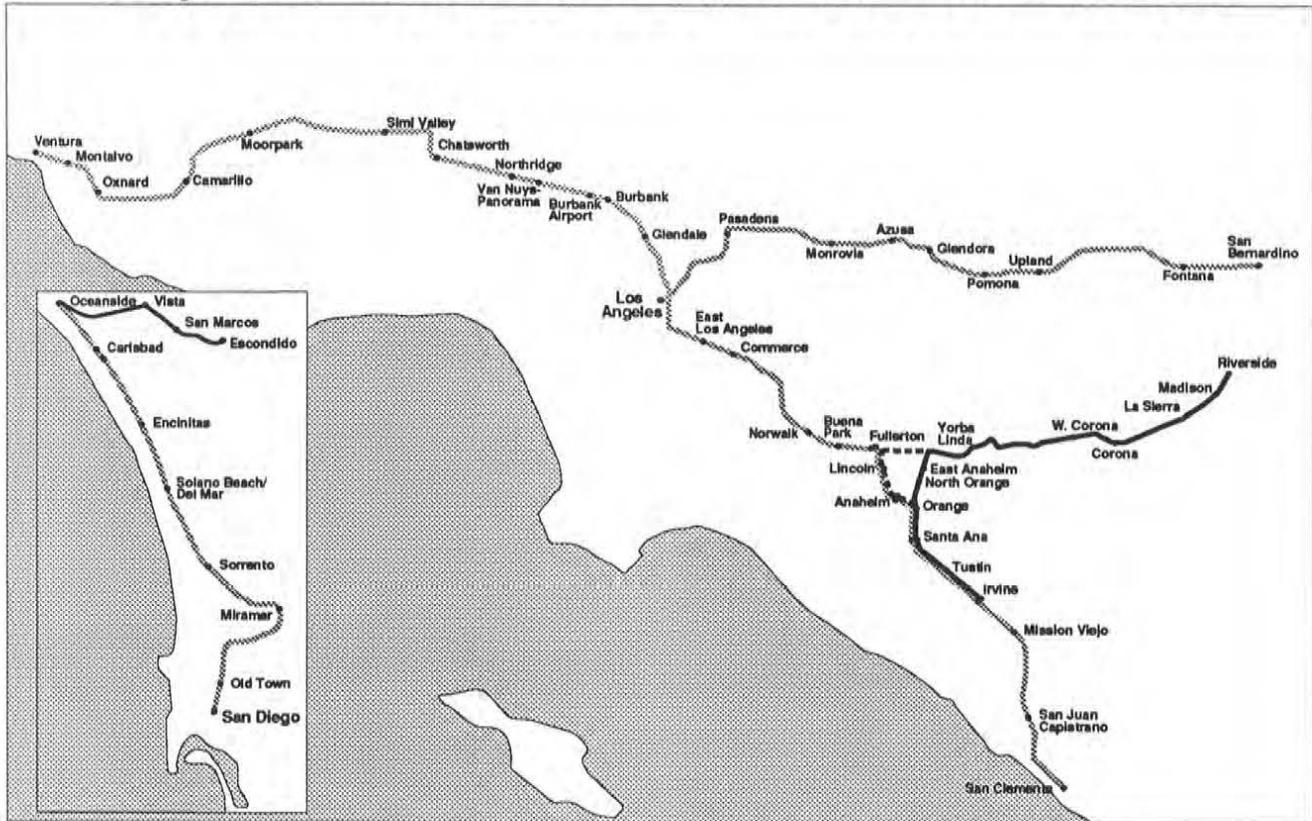


Figure 32. Proposed Southern California Rail Commuter Services Map

In June, 1989, OCTC requested Caltrans and Amtrak to add a peak-hour round-trip frequency to the *San Diegan* route between Los Angeles and San Juan Capistrano to help mitigate congestion resulting from the impending Santa Ana Freeway reconstruction project in Orange County. In late September, 1989, Amtrak advised Caltrans and OCTC that they consider this proposed peak-hour frequency to be a "commuter" service (as defined in the Rail Passenger Service Act), not "intercity" service. Therefore, Amtrak requires OCTC to negotiate the same type of contract as that in effect between Amtrak and other commute authorities. Amtrak and OCTC are now discussing schedule, contract and costing arrangements for implementation of this service, which may be initiated temporarily with existing equipment from the *San Diegan* pool. OCTC proposes to begin service in April 1990.

SAN DIEGO-OCEANSIDE

This San Diego County corridor is experiencing rapid development, with residential, commercial, and industrial uses. In addition,

the Interstate 5 freeway, which is the only freeway serving the corridor, is becoming increasingly congested during peak periods. In 1987, the Los Angeles-San Diego State Rail Corridor Study Group investigated commuter rail service in this corridor.¹⁴

In November 1987, San Diego County voters approved a ballot measure to increase local sales tax by 1/2 percent for up to 20 years, with the funds generated by this increase to be used for transportation improvements. Of these funds, \$70 million are specifically allocated for commuter rail service between Oceanside and San Diego. The North San Diego County Transit District (NSDCTD) is pursuing a work program to implement this service. As part of that program a detailed study is being conducted. The lead study consultant is Morrison Knudsen Engineering, Inc., in association with Wilbur Smith Associates, Hill International, Inc., Sharon Greene & Associates, and C.W. Kim.

The draft of the San Diego-Oceanside Commuter Rail Study, released in May 1989, contained the following recommendations:

- Start-up date - late 1992
- Project length - 42 miles using existing Santa Fe tracks
- Estimated travel time - 55 to 60 minutes
- Number of stations - nine
- Service Level - 4 trips southbound in the morning peak and 4 trips northbound in the evening peak, plus one reverse commute.
- Equipment - 3 train sets (push/pull, diesel locomotives, bi-level cars)
- Start-up Patronage - 3000 daily one-way trips
- 1995 Patronage - 3900 daily one-way trips
- 2000 Patronage - 5500 daily one-way trips
- Fares - Average one-way is \$2.50 (1989 dollars)
- Fare recovery - 76 percent
- Capital costs - Approximately \$60-70 million (1989 dollars)
- Operating costs - \$3,225,000 per year (1989 dollars)
- Operating subsidy - \$750,000 per year (1989 dollars)

Detailed engineering for the proposed improvements has been initiated by the NSDCTD, and an appraisal of the Santa Fe right-of-way in San Diego County is being conducted by the San Diego Association of Governments.

¹⁴ ibid.

OCEANSIDE-ESCONDIDO

Of the 1/2 percent local sales tax increase approved by San Diego County voters in 1987, \$60 million has been specifically allocated for commuter rail service between Oceanside and Escondido. Recent studies initiated by the San Diego Association of Governments¹⁵ recommend that commuter rail would be the most cost-effective, long-range (20 year) transit alternative for this corridor. The proposed system would operate 22 miles mostly over existing Santa Fe railroad right-of-way. Travel time between the two cities would be 45 minutes. Start-up is proposed to begin between 1995 and the year 2000. Initial ridership is estimated to be 14,000 to 17,000 per day.

LOS ANGELES-SIMI VALLEY/OXNARD/VENTURA

In December 1987, Caltrans began a major highway widening project on State Highway 101 (the Ventura Freeway) in Los Angeles and Ventura Counties. This project is expected to take four years. To help mitigate the severe traffic disruptions that are anticipated as a result of the project, SCR 57 (not enacted), was introduced in the Legislature in August 1987. This Resolution called for the provision of commuter rail service alternatives on Southern Pacific's line between Los Angeles and Simi Valley or Oxnard during the term of the highway widening project.

In response to SCR 57, the Southern California Association of Governments (SCAG) funded and administered a study of commuter rail service between Los Angeles and Oxnard. The SCAG report proposed a commuter rail starter line between Oxnard and Los Angeles. The service would consist of two daily round trips, which would stop at ten stations (of which eight currently exist): Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys Airport (Northridge), Panorama City, Burbank Airport, Glendale and Los Angeles. A proposed running time of 1 hour 30 minutes is considered feasible if the proposed track and signal improvements are made. The trains would operate on typical commute schedules with morning Oxnard departures at 5:45 and 7:00 am. Evening trains would depart Los Angeles at 4:30 and 5:45 pm.¹⁶ The study identifies \$14.5 million in capital improvements to track and signaling systems, \$23.1

¹⁵ *Transit Element Task 1 Report Draft Route 78 Corridor Study* (San Diego: San Diego Association of Governments, June 2, 1987); and *State Route 78 Transit Study Preliminary Task 2 Report* (San Diego: San Diego Association of Governments, February 1988)

¹⁶ *Los Angeles-Santa Barbara Rail Corridor Study, Commuter Rail*

million to acquire two train sets of equipment and an additional \$4.6 million to construct two new stations, provide additional parking and modify the approach trackage to Los Angeles Union Station. Ridership was projected to be about 620,000 annually, with an annual operating subsidy of \$880,000 for the high cost range.¹⁷

To implement this service, the study proposed the creation of a Joint Powers Agency (JPA) to act as the operating entity and contract with the Southern Pacific and a service operator.¹⁸ No action has been taken to date to implement this proposal.

A supplemental study was done by SCAG to determine the feasibility of extending the commuter rail service beyond Oxnard to Ventura. The extension to Ventura will add approximately ten miles to the proposed 66 mile commuter line. The schedule would only require minor modifications to accommodate the additional distance to Ventura. \$2.0 million would be required for capital projects to implement this extension. The Ventura extension would result in approximately 100 additional one-way trips, and most of the additional riders are expected to have destinations in the San Fernando Valley. An additional annual operating cost of \$212,000 was estimated for this extension.¹⁹

RIVERSIDE-ORANGE COUNTY

In recent years the amount of commuter traffic between Riverside and Orange county has grown to the point that the traffic reaches peak-hour conditions as early as 4:30 a.m. on the Riverside Freeway. As a result of this condition, the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Commission (OCTC) jointly funded a consultant study of the feasibility of commuter rail service between these counties. The consultants were asked to provide an assessment of the technical and financial feasibility of establishing commuter rail service between Riverside County and Central Orange County.

Feasibility Study (Los Angeles: Southern California Association of Governments, August 1988), pp. 40-59.

¹⁷ *ibid*, pp. 79-95.

¹⁸ *ibid*, p. 207.

¹⁹ *Los Angeles-Santa Barbara Rail Corridor Study, Commuter Rail Feasibility Study-Ventura Extension* (Los Angeles: Southern California Association of Governments, October 1988).

In the Riverside-Orange County Corridor, State Routes 91 and 55, as well as Interstate 5, are closely paralleled by the Santa Fe Railroad's tracks. Because the rail lines are close to the existing commute corridor, there is an increased possibility of diverting existing drivers to rail. Of the proposed service of four round trips, two trips run directly to Irvine via Santa Fe's Olive District and two trips run through Fullerton, Anaheim and south to Irvine. The total estimated cost of required capital improvements is \$89.5 million. This includes \$35.5 million for equipment and \$33.4 million for track work. Patronage was estimated at 4,900 per day in 1993 (the first year of service). The study found that the major obstacles to overcome are lack of Orange County funding and Santa Fe's objections to the shared use of their tracks by a commuter operator. Operating subsidy needs were estimated to be \$5.77 million annually. The study found that based on the above mentioned factors peak hour service is technically and financially feasible. An additional detailed study is recommended to define the precise requirements of such a service. In November, 1988, Riverside County voters approved a half-cent sales tax measure that included funding for commuter rail service.²⁰

LOS ANGELES-SAN BERNARDINO

Highway commuter travel between San Bernardino and Los Angeles (via the San Gabriel Valley) has increased to such an extent that the average commuter travel speed is projected to drop to only 19 mph by 2010 (from 34 mph in 1984). Therefore the County of Los Angeles commissioned and funded a study of the feasibility of establishing commuter rail service through the San Gabriel Valley.²¹ As part of the examination of the feasibility of commuter rail service, a detailed study was made of population, employment and traffic projections in this corridor.²² The study assumed a four round trip peak hour schedule as a basis for all estimates. A four train service was projected to initially (1990) carry 4,123 daily passengers on a nine station route and 4,856 on a 13 station route. The study concluded that only minor modification of the existing Santa Fe rail line is needed to operate this service. Capital costs (exclusive of right of way) were estimated at \$36.5 and \$48.2

²⁰ *Riverside-Orange County Commuter Rail Service, Feasibility Assessment* (Orange County Transportation Commission and Riverside County Transportation Commission, November 1988).

²¹ *San Gabriel Valley Commuter Rail Feasibility Study* (Los Angeles: County of Los Angeles, August 1988)

²² *Interim Report No. 2: Land Use, Development and Local Circulation*, (Los Angeles, County of Los Angeles, November, 1987)

million for the nine and 13 station alternatives. Operating subsidy needs were estimated at about \$620,000 per year for a weekday only service.

As this Santa Fe line is now being used only lightly for freight service, (plus one Amtrak train), the Los Angeles County Transportation Commission (LACTC) is considering purchasing the line from Santa Fe for rail passenger purposes.

Part of this corridor, from downtown Los Angeles to Pasadena, has also been targeted for light rail, which could provide some possibilities for interfacing the two types of rail service. Before the LACTC will decide whether the corridor should be acquired for one or both projects, staff will conduct further studies.

The LACTC has selected two firms as commuter rail advisors:

- R.L. Banks & Associates as the advisor in commuter rail planning and feasibility studies, property acquisition, organization and financing matters.
- The Woodside Consulting Group to assist in the negotiations with the Southern Pacific Transportation Company (SP), as the SP has offered the State Street/San Bernardino Line to the LACTC--which could also be used to carry commuter or light rail trains in this corridor.

LOS ANGELES-SYLMAR-SAUGUS

The County of Los Angeles commissioned a consultant study (released in 1988) to initially evaluate the feasibility of commuter rail service between Los Angeles, Sylmar and Saugus. However, the LACTC subsequently voted not to pursue further study of this corridor.

REGIONAL COMMUTER RAIL STUDY

The Southern California Association of Governments (SCAG) has embarked on a Regional Commuter Rail Study. The study will evaluate the potential of a regional commuter rail network connecting Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties.

Over the course of the study, SCAG will generate conditional ridership forecasts, document track facilities and right-of-way opportunities, and estimate capital and operating costs for the desired commuter rail network. The study will consider the issues of common maintenance facilities, joint equipment orders, through

service at major junctions and all day bi-directional service. It will investigate impacts on mode split along targeted corridors and throughout the region, and will consider interaction and coordination with other transportation modes.

The study will be undertaken jointly by SCAG staff and one or more consultants. Completion of the Interim Report is scheduled for June 1991, with the Final Report due on June 30, 1992.

CHAPTER IX - OPERATING FINANCIAL PLANS AND TABLES

BACKGROUND

The services included in the financial tables in this Chapter will require the State to budget and appropriate a total of \$86.2 million for operations over the five-year period from 1990/91 through 1994/95. This reflects:

- The anticipated discontinuance of the State's direct reimbursement of its share of the operating loss of the Peninsula Commute Service (PCS) after the expiration of Caltrans' operating agreement on June 30, 1993.
- Inclusion of budget needs for the following new Amtrak services beginning (for planning purposes) in the years shown:
 - (1990) Second Santa Barbara extension of the San Diegan route.
 - (FY 1991/92) Sacramento extension of San Joaquin route trains.
 - (FY 1991/92) Auburn-Sacramento-Oakland-San Jose corridor service.
 - (FY 1993/94) Ninth and tenth San Diegan round-trips between Los Angeles and San Diego.
 - (FY 1993/94) Fourth San Joaquin round-trip.

Capital expenditures necessary to maintain and improve the intercity services are not included; they are currently being prepared as part of the PSTIP development process which, as discussed in Chapter III, will result in their inclusion in the PSTIP to be released in June 1990. PCS capital improvements are shown in the Peninsula Corridor Study Joint Powers Board's Capital Improvement Plan, also included in Chapter III.

Table I summarizes the State budget and appropriation levels required for the services shown above over the next five years (including Amtrak connecting and feeder buses). The appropriation for the current (1989/90) Fiscal Year is also included in Table I. The budget levels for intercity and commuter services are detailed in Tables II and III, respectively. Variances between actual 1988/89 expenditures and the estimated expenditures shown in last year's plan are in Table IV.

Table V -- Transportation Planning and Development (TP&D) Account Extended Financial Forecast -- will be provided as a supplement to the Plan, based on the results of the June 1990 rail bond vote and

Legislative action on the Fiscal Year 1990-91 State Budget. This table compares estimated TP&D account revenues with estimated expenditures.

FUNDING AVAILABILITY

Transportation Planning and Development (TP&D) Account

The TP&D Account is the primary source of State funds for financing intercity rail services operations. The Account is dependent on several factors, including the relationship of the price of gasoline to the price of other consumer items, the budget process and the strategy employed to address expenditure constraints. Estimated TP&D Account revenues and expenditures during the period of this Plan are shown in the TP&D Account Extended Financial Forecast, which appears as Table IV.

Subject to the annual budget process, TP&D Account funds are appropriated by the Legislature for the administrative costs of transportation planning and public transportation programs. These programs include: Caltrans' mass transportation and planning support, California Transportation Commission staff support, Public Utilities Commission staff support and the Institute of Transportation Studies. 50 percent of the remaining TP&D funds are appropriated to Caltrans for intercity rail service (Amtrak), the Peninsula Commute Service, the Transit Capital Improvement (TCI) Program and programs to promote ridesharing.

The remaining 50 percent of the TP&D Account funds are appropriated by the Legislature for State Transit Assistance (STA) purposes. Such funds are allocated Statewide by formula to the Regional Transportation Planning Agencies (RTPA) in each area of the State. In rural areas, a portion of STA funds are available for general transportation purposes, including streets and roads. In urbanized areas, use of STA funds is generally restricted to public transportation services (which may include rail projects). Each RTPA is responsible for determining how the funds will be used.

Local Sources of Funding

In addition to STA (discussed above), the following primary sources of local funding are available: Local Transportation Fund (LTF) made available by the Transportation Development Act (these funds are also known as "TDA Funds"); local sales tax revenues and redevelopment funds.

Local Transportation Fund. The principal source of local funding for mass transportation programs in California is the Local Transportation Fund. This fund was created by the Transportation Development Act (TDA) -- SB 325, Chapter 1400, Statutes of 1971. The TDA, which has been amended several times, has become the financial backbone for transit funding. LTF revenues are generated by the local 1/4 percent sales tax for transportation purposes. In Fiscal Year 1988/89, LTF revenues totaled \$645.8 million Statewide.

The primary use of the LTF is to support public mass transit. However, small allocations of the funds are used to finance RTPA's and county transportation commissions, as well as (under certain conditions) streets and roads in rural areas. TDA statute established nine priorities for the expenditure of LTF revenues. The allocation of funds must be made in accordance with these priorities. Amendments to the act permit TDA funds to be used to support commuter rail services. Passage of AB 3332 (Chapter 914, Statutes of 1988), clarified that LTF revenues may be used for intercity rail operations and capital improvements. AB 3332 also made rail passenger service one of the higher priorities for LTF revenues. As a result, the LTF is a potential, but as yet untapped, source of funding for Amtrak services.

Local Sales Taxes. Several counties in California have enacted local 1/2 percent sales taxes for transportation purposes. Four Bay Area Counties (Alameda, Contra Costa, San Mateo, and Santa Clara) have enacted two separate 1/2 percent sales taxes. Each individual sales tax has different restrictions, and a different distribution of revenues. In several cases, revenues support a specific transit district (the BART tax in Alameda, Contra Costa and San Francisco Counties; and taxes in San Mateo; Santa Clara and Santa Cruz Counties). The Los Angeles County tax is restricted to public transportation, although there are three different categories of service which receive shares of the revenue. Several of the sales taxes are for a combination of highway and transit projects (Riverside, San Diego, Sacramento, and the second tax in San Mateo and Alameda). In a few cases, the tax is for highway purposes only (Fresno, and the second tax in Santa Clara).

Sales tax revenues have been used for commuter rail improvements in Santa Clara and San Mateo Counties. The San Diego tax expenditure plan specifically included commuter rail between Oceanside and San Diego. It would be possible to use a portion of the Los Angeles County sales tax revenue which is distributed to local communities to make improvements in rail passenger service.

Redevelopment Funds and Private Contributions. Redevelopment funds and contributions from private beneficiaries have been used by local governments in the LOSSAN Corridor to finance the construction of stations and related parking facilities. The redevelopment process can be an effective mechanism for raising revenue for rail passenger related projects--especially station projects--in urban areas. The major restriction on redevelopment

funds is that they must be used in an area which qualifies for redevelopment.

Federal Funding

State supported Amtrak services in California (operated under Section 403(b) of the Rail Passenger Service Act) are funded in part by Amtrak when their operating costs exceed generated revenues. Generally, the State absorbs 65 percent of the loss, and Amtrak covers the remaining 35 percent. Amtrak uses its Federal support funds (\$584.0 million systemwide in Amtrak Fiscal Year 1989) to help cover its share of such losses. This Federal support also helps cover Amtrak's losses on basic system trains and other 403(b) services outside of California. The Federal support received by Amtrak supplements Amtrak's other revenue sources (\$1.1 billion in Amtrak Fiscal Year 1988), which include revenues from ticket sales, food and beverage sales, handling of mail and express, State 403(b) payments, contracted commuter service payments, real estate income, and car maintenance and construction for others at Amtrak's Beach Grove, Indiana car facility. The Federal payment also provides Amtrak with a small (about \$20 million) capital budget.

Although additional Federal funds (above and beyond Amtrak's regular Federal support funds) have been made available for direct support of certain intercity rail upgrade projects (such as the Northeast Corridor Improvement Project), no direct Federal funding has ever been appropriated to a California intercity rail project.

The Plan assumes that the Amtrak system will continue to be funded at the Federal level. Every presidential administration since Amtrak was formed has attempted to eliminate or drastically reduce the system, but Congressional and public support for rail passenger service has remained strong. Actual cutbacks have been relatively minimal, and the Amtrak system is larger and much more cost-effective now than it was in 1971.

TABLE I, SUMMARY OF STATE FUNDING FOR RAIL PASSENGER OPERATIONS

SUMMARY OF STATE FUNDING FOR RAIL PASSENGER OPERATIONS (DOLLARS IN MILLIONS)			
<i>Fiscal Year</i>	<i>Intercity Operations</i>	<i>Peninsula Commute Service</i>	<i>Yearly Total</i>
<i>1989/90</i>	<i>5.8</i>	<i>8.1</i>	<i>13.9</i>
<i>1990/91</i>	<i>7.1</i>	<i>9.7</i>	<i>16.8</i>
<i>1991/92</i>	<i>9.9</i>	<i>10.2</i>	<i>20.1</i>
<i>1992/93</i>	<i>10.2</i>	<i>10.7</i>	<i>20.9</i>
<i>1993/94</i>	<i>14.6</i>	<i>- -</i>	<i>14.6</i>
<i>1994/95</i>	<i>13.8</i>	<i>- -</i>	<i>13.8</i>
<i>Five Year Totals FY 90-91/94-95</i>	<i>55.6</i>	<i>30.6</i>	<i>86.2</i>

TABLE II, INTERCITY RAIL PASSENGER OPERATIONS

INTERCITY RAIL PASSENGER OPERATIONS (DOLLARS IN MILLIONS)			
<i>Route and Fiscal Year</i>	<i>State Funding For Intercity Operations</i>	<i>State Support</i>	
		<i>Operations</i>	<i>Marketing</i>
<i>1989/90 Appropriation</i>			
<i>Santa Barbara-San Diego</i>	1.25	0.30	0.85
<i>Oakland-Bakersfield</i>	4.50	0.28	0.79
<i>Administration & Planning</i>	--	0.14	--
<i>1989/90 Total</i>	5.75	0.58	1.64
<i>1990/91 Budget</i>			
<i>Santa Barbara-San Diego</i>	1.52	0.50	1.26
<i>Oakland-Bakersfield</i>	5.58	0.38	0.89
<i>Administration & Planning</i>	--	0.14	--
<i>1990/91 Total</i>	7.10	1.02	2.15
<i>1991/92 Proposed</i>			
<i>Santa Barbara-San Diego</i>	1.59		
<i>Oakland-Bakersfield</i>	6.56		
<i>Auburn/Sacramento/San Jose</i>	1.74		
<i>1991/92 Total</i>	9.89		
<i>1992/93 Proposed</i>			
<i>Santa Barbara-San Diego</i>	1.66		
<i>Oakland-Bakersfield</i>	6.87		
<i>Auburn/Sacramento/San Jose</i>	1.67		
<i>1992/93 Total</i>	10.20		
<i>1993/94 Proposed</i>			
<i>Santa Barbara-San Diego</i>	3.10		
<i>Oakland-Bakersfield</i>	8.71		
<i>Auburn/Sacramento/San Jose</i>	2.77		
<i>1993/94 Total</i>	14.58		
<i>1994/95 Proposed</i>			
<i>Santa Barbara-San Diego</i>	3.25		
<i>Oakland-Bakersfield</i>	9.12		
<i>Auburn/Sacramento/San Jose</i>	1.45		
<i>1994/95 Total</i>	13.82		
<i>Five Year Totals 1990-91 Through 1994-95</i>			
<i>Santa Barbara-San Diego</i>	11.12		
<i>Oakland-Bakersfield</i>	36.84		
<i>Auburn/Sacramento/San Jose</i>	7.63		
<i>Five Year Total</i>	55.59		

TABLE III, PENINSULA COMMUTE SERVICE OPERATIONS

PENINSULA COMMUTE SERVICE (DOLLARS IN MILLIONS)					
Fiscal Year	Source of Funds			State Support	
	UMTA	Local	State	State Operations	Marketing
1989/90 Appropriation	1.16	8.04#	8.05	1.13	0.54*
1990/91 Budget	1.16	9.69#	9.70	1.18	0.54*
1991/92 Proposed	1.16	10.15#	10.17		
1992/93 Proposed	1.16	10.61#	10.65		
Three Year Totals FY 1990-91/92-93	3.48	30.45	30.52		

* Plus local agencies contribution of \$60,000.

Includes local operating support pursuant to SB 2187.

TABLE IV, VARIANCES IN EXPENDITURES FROM PRIOR YEAR

1988/89 FISCAL YEAR (DOLLARS IN MILLIONS)						
	Costs	Source of Funds				
OPERATIONS	<i>Total Expense</i>	<i>Operating Revenue</i>	<i>Amtrak Share</i>	<i>UMTA Share</i>	<i>State Share</i>	<i>Local Share</i>
Santa Barbara-San Diego:						
<i>Estimated</i>	14.36*	13.37	0.57	--	1.21	--
<i>Actual #</i>	<u>11.64*</u>	<u>11.46</u>	<u>0.37</u>	--	<u>0.79</u>	--
<i>Variance</i>	(2.72)	(1.91)	(0.20)	--	(0.42)	--
Oakland-Bakersfield:						
<i>Estimated</i>	11.91*	8.21	1.53	--	0.2	--
<i>Actual #</i>	<u>12.40*</u>	<u>9.53</u>	<u>0.98</u>	--	<u>1.89</u>	--
<i>Variance</i>	0.49	1.32	(0.55)	--	1.69	--
San Francisco-San Jose:						
<i>Actual #</i>	26.89	10.75**	--	1.07	8.36	7.57
<i>Variance</i>	<u>26.18</u>	<u>10.47**</u>	--	<u>1.16</u>	<u>8.18</u>	<u>7.28</u>
	(0.71)	(0.28)	--	0.09	(0.18)	(0.29)
CAPITAL						
Santa Barbara-San Diego						
<i>Estimated</i>	20.00	--	1.10	--	10.00	8.90
<i>Actual #</i>	<u>20.00</u>	--	<u>1.10</u>	--	<u>10.00</u>	<u>8.90</u>
<i>Variance</i>	0.00	--	0.00	--	0.00	0.00
San Francisco-San Jose:						
<i>Estimated</i>	22.44	--	--	15.95	6.19	0.30
<i>Actual #</i>	<u>19.95</u>	--	--	<u>11.10</u>	<u>8.85</u>	<u>0.00</u>
<i>Variance</i>	(2.49)	--	--	4.85	(2.66)	0.30

* Includes equipment depreciation and interest ('associated capital costs').

** Includes local operating support pursuant to SB 2187.

Sum of "Sources of Funds" does not equal "Costs" because State's share of train operating surplus does not offset bus operating losses.

TABLE V, TP&D ACCOUNT EXTENDED FINANCIAL FORECAST

This table will be provided as a supplement to the Plan, based on the results of the June 1990 rail bond vote and Legislative action on the Fiscal Year 1990-91 State Budget.

APPENDIX A. PUBLIC REVIEW

Prior to the submittal of the Draft of this Plan to the California Transportation Commission (CTC) for its advice and consent in January 1990, draft copies were sent to Amtrak, Santa Fe, Southern Pacific, the California Public Utilities Commission, Regional Transportation Planning Agencies, the Steering Committee of Caltrans' Rail Task Force, the Los Angeles-San Diego Rail Corridor Agency, and the Departmental Transportation Advisory Committee for their review and comment. The attached comments were received:

- The **Departmental Transportation Advisory Committee (DTAC)** reviewed a draft of the Plan at its November 17, 1989 meeting. The Committee expressed their continuing support for a comprehensive Statewide passenger rail plan and recommended transmittal of the Plan to the Legislature.

Comment: In developing this Plan and any future services, Caltrans intends to fully coordinate intercity rail service with urban and commuter rail services and other modes of travel.

- The **National Railroad Passenger Corporation (Amtrak)** submitted a letter transmitting numerous comments, which were noted on various pages throughout the Plan.

Comment: Caltrans appreciates Amtrak's comprehensive review of the Plan, and has generally reflected Amtrak's comments in the text. Throughout, Amtrak noted that references to cost shares for operations and farebox ratios refer to short-term avoidable costs. Amtrak also noted that they cover the remaining share of short-term avoidable loss above that paid by the State. In response, Caltrans added a general statement covering these points in the "State-Supported Amtrak Services" section of Chapter II.

Amtrak also stated they pay the entire share of long-term avoidable loss. Caltrans did not include this comment in the text for, as discussed in the "Extend Second Train to Santa Barbara" section of Chapter IV, Caltrans does not concur that long-term avoidable loss is the proper basis for State-support of 403(b) trains in California.

- The **Los Angeles-San Diego Rail Corridor Agency (RCA)** reviewed the Plan and submitted four specific comments:
 1. Caltrans should include in the discussion of capital improvements in Chapter III reference to the Five-Year Capital Improvement Program adopted by the RCA Board and attached to the RCA's letter.

Comment: We have added specific reference in the section entitled "Los Angeles-San Diego Rail Corridor Agency", in Chapter III, to the RCA's Five-Year Capital Improvement Program (which is presented in the Attachment to their letter in this Appendix).

2. Caltrans should discuss the role of the RCA in Chapter IV, and should note the RCA's role in supporting Caltrans with regard to proposed train service improvements and 403(b) cost issues.

Comment: The role of the RCA is summarized in the above referenced section in Chapter III. Caltrans appreciates the support of the RCA concerning train service improvements and 403(b) cost issues.

3. The discussions of commuter rail service in Chapters III and VIII should include references to appraisals of the Santa Fe Railway Right-of-way in San Diego and Orange Counties, and that the Orange County Transportation Commission has initiated a study to refine the service concept, capital requirements, and associated costs for the service.

Comment: Each of these suggested references has been added to the appropriate sections of Chapters III and VIII.

4. Caltrans should add a reference in Chapter III to the Los Angeles County Transportation Commission's study in 1990 of station capacity and track access needs at Los Angeles Union Station.

Comment: Chapter III includes references in the appropriate project lists.

- The **Steering Committee of Caltrans' Rail Task Force** met with Caltrans staff on December 6, 1989 to discuss the Committee's comments on the Plan. As a result of suggestions made at this meeting, Caltrans made a number of changes in the Plan. The Committee also submitted a letter with several comments:

1. Identify costs of the track connection in Stockton necessary for the Sacramento extension of San Joaquin train service for placement in the 1990/91 budget.

Comment: This proposed track connection is the subject of a recent \$2,990,000 Transit Capital Improvement (TCI) application by San Joaquin County (as listed in Figure 8 of Chapter III of this Plan). If this connection is progressed as a TCI project, funding will be made available from that source. Sacramento service is not dependent on this project. Operationally, the service is possible now. While the project could enhance such future service, funding for equipment and operations is lacking at this

time. Operating costs are included in this Plan beginning in FY 91-92 (see Chapter IX). Provision for equipment will be dependent on approval of rail bond funding or other capital fund sources.

2. Request specific plans for a direct Los Angeles connection by extending trains #710 and #711 be included in the Plan and funding requests.

Comment: As noted in the "Study of Train Service Extension to Los Angeles" section of Chapter V, the issue of extending the San Joaquin rail route to Los Angeles is now being studied as an element of the AB 971 High-Speed Rail Corridor Study, whose final report is due by July 1, 1990. The results of the Study concerning the extension of direct San Joaquin rail service to Los Angeles will be used by Caltrans to evaluate the feasibility of this service extension; therefore, it would be premature for Caltrans to reach a conclusion on the merits of such an extension prior to completion of the AB 971 Study.

3. Recommend the addition to the Plan of specific measures to obtain mail and parcel revenues to the San Joaquins.

Comment: The only financially significant mail contracts Amtrak has won in the western United States are for carrying 2nd class mail (periodicals) between bulk mail centers more than 1000 miles distant from one another. Since the only bulk mail center on the route is in Richmond, a mail contract on the San Joaquin route will probably have to wait until there is through train service to a second distant city with a bulk mail center. However, we agree that adding any services which reduce the State's cost of operations is an overall benefit, and we will ask Amtrak to evaluate the feasibility of implementing such services in the future.

4. Request Caltrans to change its emphasis from expanding the feeder bus network to expansion of train service.

Comment: It is not Caltrans's policy to emphasize feeder buses over expanded rail services. It remains Caltrans policy to improve Amtrak service in California by introducing cost effective expansions of rail passenger service, as well as the feeder bus network. Expansion of rail service has been difficult and time consuming due to the need to fund and acquire new equipment for service expansions, and to secure approval of the operating railroads to add new rail service. Expansion of the feeder bus network, which more than pays for itself, is simpler as equipment and right-of-way access problems do not occur.

Caltrans will continue to vigorously pursue rail service expansion--this Plan recommends a fourth San Joaquin, a

second *San Diegan* extension to Santa Barbara and ninth and tenth *San Diegan* round-trips between Los Angeles and San Diego. Appropriate feeder bus service expansions will also be considered, as discussed in this *Plan*. Caltrans' goal is to achieve a balanced Amtrak service network in California, with frequent rail service serving as the "spine", and with feeder buses linking the trains to points not served by direct rail service. Where direct train service can be added on new links (such as between Sacramento and Stockton), feeder bus operation will no longer be required on the same link.

5. Support a fourth *San Joaquin* train as more important than baggage service.

Comment: Caltrans concurs, as shown in the priority order for implementation of proposed *San Joaquin* train service improvements in Chapter V of the *Plan*.

- The **San Joaquin County Council of Governments** (COG) reviewed the *Plan* and submitted four specific comments:

1. Caltrans should propose the extension of the *San Joaquin* route from Stockton to Sacramento as a separate project, and not in conjunction with the Sacramento - Oakland corridor (with through Stockton-Sacramento-Oakland service).

Comment: Caltrans' recommended service pattern for the Stockton-Sacramento extension is intended to provide an efficient operation to allow equipment to run to and from the maintenance base at Oakland, as well as to facilitate initiation of Sacramento-Bay Area corridor service. This suggestion has been adopted as Scenario I of the ACR 132 Sacramento-Bay Area Corridor Study. However, Caltrans also agrees to support a *San Joaquin* service extension between Stockton and Sacramento if through service to the Bay Area via Sacramento cannot be achieved in a timely manner.

2. Caltrans should mention the Transit Capital Improvement (TCI) application for feasibility and environmental studies for a new station in Stockton.

Comment: This project is included in the list of 1990/91 fiscal year TCI applications presented in Figure 8 in Chapter III.

3. The COG concurs with Caltrans' presentation of the project to run the *San Joaquin* trains on Southern Pacific tracks between Fresno and Stockton as a separate entity, apart from other projects.

4. The COG requests Caltrans to discuss potential use of the Altamont Pass route by the San Joaquins to reach the Bay Area, and offers arguments in favor of this routing.

Comment: The question of use of the Altamont Pass route is before the AB 971 Study Group, and Caltrans will consider the final recommendations of the Study Group before proceeding with a position on the potential use of this route. In addition, Legislation recognizes the Stockton-Livermore route as commuter. Local or joint studies to pursue funding for this application can be pursued by the San Joaquin COG and the Metropolitan Transportation Commission in order to determine relative costs between commuter and intercity rail projects.

- The **San Luis Obispo Area Coordinating Council** reviewed the Plan and submitted three specific comments:

1. Support for the reestablishment of a Coast Route overnight service with a stop in San Luis Obispo.

Comment: In response to ACR 66, Caltrans has (in Chapter VI of this Plan) conducted a study of overnight Amtrak service on the Coast Route between Los Angeles, Santa Barbara, San Luis Obispo, San Jose and Sacramento. Caltrans found such a service would be expected to meet the State-Mandated 55 percent farebox ratio and explored options for provision of equipment for such a service.

2. Request a dedicated feeder bus between San Luis Obispo and Santa Barbara to serve either a second or the existing Santa Barbara train.

Comment: In response to this suggestion, we have stated in the section entitled "Extend Second Train to Santa Barbara", in Chapter IV, that Caltrans will study a bus feeder to link the second Santa Barbara train to San Luis Obispo.

3. Request a study on feasibility of extending Los Angeles-Santa Barbara corridor to include San Jose.

Comment: As indicated above (Comments 1 and 2), the Coast Route is already the subject of the proposed second Santa Barbara train (with potential feeder bus connection to San Luis Obispo), as well as the ACR 66 study of overnight Coast Route service. Therefore, Caltrans suggests that these proposed services be pursued for implementation and study, as appropriate, before another study is made concerning a proposal to supplement the already existing daylight service provided by the Coast Starlight.

- The **Tulare County Association of Governments Transit Planning Agency** (TPA) forwarded the following comments:

1. Noted the lack of any specific mention of an increased bus schedule of feeder bus routes to accommodate the third San Joaquin train.

Comment: The Plan notes that when the third San Joaquin train began operation, bus schedules were adjusted to permit a connection between points north of Hanford and Visalia (the principal Tulare County bus destination).

2. Expressed the opinion that the communities in Tulare County could be more effectively served by use of Southern Pacific tracks between Fresno and Bakersfield.

Comment: Caltrans understands Tulare County's position on this matter; however, the present route via the Santa Fe serves Hanford in Kings County, which is the fifth largest ridership point on the San Joaquin route. Separate service on the Southern Pacific line would be expensive and very local in nature, and is not contemplated for the near term.

Departmental Transportation Advisory Committee

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GEORGE DEUKMEJIAN, GOVERNOR

DEPARTMENTAL TRANSPORTATION ADVISORY COMMITTEE

1130 K STREET (4th floor)
SACRAMENTO, CA 95814
(916) 445-5860
TDD (916) 323-7665

December 12, 1989

MR. ROBERT K. BEST
Director of Transportation
Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Mr. Best:

At its meeting of November 17, 1989, the Departmental Transportation Advisory Committee reviewed the draft Rail Passenger Development Plan: 1990-95 Fiscal Years, as required by Section 14036 of the Government Code.

Following a staff presentation and discussion, a motion was made to recommend transmittal of the letter to the Legislature. The Committee expressed their continuing support for a comprehensive statewide passenger rail plan..

Sincerely,



O. WARREN HILLGREN, Chairman
Departmental Transportation Advisory Committee

CHAIR MAN - O. Warren Hillgren, VICE-CHAIR MAN - A. Keith Gilbert, Alex Beanum, Kenneth Brown, Arthur Goulet, Paul B. Albritton, William Hein, Del Laine, Arthur Lloyd, Robert Lytel, Betsy Marchand, Rudolph Massman, Robert Nisbet, John Shone, and Robert White

National Railroad Passenger Corporation

National Railroad Passenger Corporation, 60 Massachusetts Avenue, N.E., Washington, D.C. 20002 Telephone (202) 383-3000



December 6, 1989

Mr. Charles A. Davis
Chief, Office of Rail Services
Division of Mass Transportation
Department of Transportation
P.O. Box 942874
Sacramento, California 94274-0001

Dear Chuck:

I am responding to your November 8 letter which included a draft copy of the 1990 Rail Passenger Development Plan. Amtrak's comments are indicated on the enclosed pages of the draft report. Only those pages with comments are included.

In general, I think the Plan is well written and certainly thorough. I am certain that this tool will become a useful part of the State's planning efforts.

Please let me know if you have any questions.

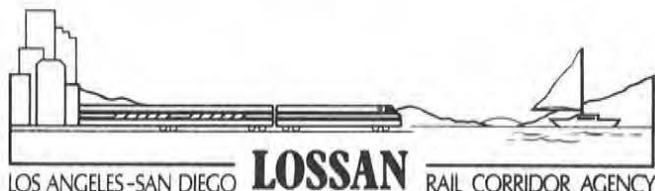
Sincerely,

A handwritten signature in cursive script that reads "Jim Barber".

Jim Barber
Director
Intergovernmental Affairs

Enclosure

Los Angeles-San Diego Rail Corridor Agency



BOARD MEMBERS:

James R. Mills
Chairman
Chairman, Metropolitan
Transit Development Board
Ed Struikma, Alternate

Dana Reed
First Vice-Chair
Commissioner, Orange County
Transportation Commission
Irv Pickler, Alternate

Jacki Bacharach
Second Vice-Chair
Commissioner, Los Angeles
County Transportation
Commission
Mayor, City of
Rancho Palos Verdes
Ray Remy, Alternate

Ruth Aldaco
Representative, Los Angeles
County Transportation
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Mayor, City of Commerce
Robert Cormack, Alternate

Richard B. Edgar
Vice-Chairman, Orange
County Transportation
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Mayor Pro Tem, City of Tustin
Irv Pickler, Alternate

Ann Kulchin
Chairman,
North San Diego County
Transit Development Board
Mayor Pro Tem,
City of Carlsbad
Sam Williamson, Alternate

Cindy McKim
Chief, Division of Mass
Transportation
California Department of
Transportation
Chuck Davis, Alternate

Ex Officio Members:

Lawrence Bagley
Representative, San Diego
Association of Governments
Mayor, City of Oceanside

Gordana Swanson
Representative,
Southern California
Association of Governments
Councilmember,
City of Rolling Hills
Dr. Bijan Yarjani, Alternate

Sharon Greene
Executive Director

January 22, 1990

Charles A. Davis, Chief
Office of Rail Services
Division of Mass Transportation
Department of Transportation
P.O. Box 942874
Sacramento, California 94274-0001

Dear Chuck:

Thank you for the opportunity to comment on the draft **Rail Passenger Development Plan for Fiscal Years 1990-95**. The Los Angeles-San Diego Rail Corridor Agency (LOSSAN RCA) commends you and your staff for the thorough presentation of the background, current issues, and opportunities for expansion of intercity and commuter rail services throughout California. In particular, the LOSSAN RCA supports Caltrans' recommendations concerning the proposed increases in service in the Santa Barbara-Los Angeles-San Diego Corridor. Our agency will continue its efforts to assist Caltrans in securing a second San Diegan round-trip to Santa Barbara and a ninth and tenth round trip between San Diego and Los Angeles. In addition, we support Caltrans' position with regard to use of short-term avoidable costs as the basis for State financial support of 403(b) service and the need to treat as a unit all State-supported trains on the route. LOSSAN RCA fully agrees that it is not appropriate for a single newly-added LOSSAN frequency to be singled out to stand alone financially.

In reviewing the **Rail Passenger Development Plan**, there are some additions and/or clarifications we would like to see in the final document. These deal with the following:

1. LOSSAN Rail Corridor Agency Adopted Five-Year Capital Improvement Program - The discussion of Capital Improvements in Chapter III should include reference to the Five-Year Capital Improvement Program adopted by the LOSSAN RCA Board. A copy of this program is provided in Attachment 1. This program reflects capital improvement priorities as ranked by the RCA.

275 CENTENNIAL WAY, SUITE 100 TUSTIN, CALIFORNIA 92680
714/669-1441 FAX 714/669-9359

It does not indicate the source of funds nor does it constitute a funding commitment by the State.

Please note also that at its meeting of January 3, 1990, the LOSSAN RCA Board amended the **Los Angeles-San Diego State Rail Corridor Study** ("Green Book") list of capital projects to include upgrade of the signal system. The scope, cost, and timing of this project are presently being defined.

2. Role of the LOSSAN Rail Corridor Agency - The detailed discussion of the San Diegan service in Chapter IV should include reference to the role of the LOSSAN RCA in advising Caltrans on capital and service improvements in the Corridor; in securing federal, state, and local commitments for funding; and in coordinating proposed intercity and commuter rail improvements. The LOSSAN RCA's support of Caltrans with regard to the proposed train service improvements and 403(b) cost issues should also be noted.
3. Proposed LOSSAN Corridor Commuter Rail Services - The discussion of proposed commuter rail services in Chapters III and VIII should include reference to the appraisals of the Atchison, Topeka and Santa Fe (ATSF) right-of-way underway in San Diego and Orange Counties. In addition, the discussion of the proposed Los Angeles-South Orange County commuter service should note that the Orange County Transportation Commission has initiated a study to refine the service concept, capital requirements, and associated costs for the service.
4. Los Angeles Union Station Study - In light of the proposed increases in intercity service and new commuter services with Los Angeles Union Station as their hub, the Los Angeles County Transportation Commission will be conducting a study in 1990 to identify and plan for additional station capacity and track access needs. Reference to this study should be included in the discussion of the station in Chapter III.

Again, thank you for the opportunity to review and comment on the draft. We look forward to seeing the final **Rail Passenger Development Plan for Fiscal Years 1990-95**, and to continuing our efforts to work with Caltrans in securing improvement in passenger rail services in the Santa Barbara-Los Angeles-San Diego Corridor.

Sincerely,



James Mills
Chairman



5-YEAR CAPITAL IMPROVEMENT PROGRAM FY 91 THROUGH FY 95

<u>ITEM</u>	<u>COST</u>
<u>FY 1991</u>	
Rail Replacement	\$14.0 mil
Train Control System	5.0 mil
Del Mar Station	6.9 mil
L.A. to Fullerton Crossovers	4.3 mil
Double Track- Irvine to Santa Ana	4.3 mil
Track Improvements- Serra to San Juan Capistrano	5.7 mil
Santa Ana Parking Facility	4.5 mil
	\$44.7 mil
 <u>FY 1992</u>	
Train Control System	\$ 5.0 mil
Curve Realignment- Soledad Canyon	10.3 mil
Fencing- Oceanside	.02 mil
LAUPT Station Improvements	5.0 mil
Double Track- Irvine to Santa Ana	3.3 mil
Track Improvements- Serra to San Juan Capistrano	3.0 mil
San Juan Cap Curve/Bridge	2.9 mil
Galivan Siding	.7 mil
Highland Grade Separation	5.0 mil
Irvine Station- Platforms/Construction	<u>1.0 mil</u>
	\$36.2 mil
 <u>FY 1993</u>	
Rolling Stock- 9th to 12th Trains	To be Determined
Train Control	\$ 3.2 mil
Double Track- Old Town to Center City	7.0 mil
LAUPT Station Improvements	5.0 mil
Track Improvements- Serra to San Juan Capistrano	3.0 mil
San Juan Cap Curve/Bridge	3.2 mil
Anaheim Siding	1.3 mil
Fullerton to L.A. Third Track	<u>2.4 mil</u>
	\$25.1 mil + Rolling Stock

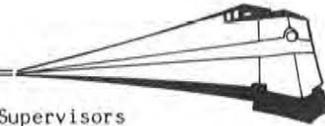
275 CENTENNIAL WAY, SUITE 100 TUSTIN, CALIFORNIA 92680
714/669-1441 FAX 714/669-9359

5-YEAR CAPITAL IMPROVEMENT PROGRAM FY 91 THROUGH FY 95

<u>ITEM</u>	<u>COST</u>
<u>FY 1994</u>	
Double Track- Soledad Canyon	\$ 7.2 mil
Double Track- San Onofre Siding	1.3 mil
Double Track- Elvira to Old Town	3.5 mil
San Diego Station Improvements	2.0 mil
Del Mar Curve Realignment	2.3 mil
Orange County Double Track Project	3.2 mil
Track Improvements- Serra to San Juan Capistrano	3.0 mil
Fullerton to L.A. Third Track	<u>3.7 mil</u>
	\$26.2 mil
 <u>FY 1995</u>	
Double Track- Encinitas Siding	\$ 1.7 mil
Double Track- Elvira to Old Town	3.5 mil
Old Town- Fencing	.8 mil
Orange County Double Track Project	6.9 mil
Anaheim Station Platform Improvements	<u>2.0 mil</u>
	\$14.9 mil
 GRAND TOTAL	 \$147.1 mil + Rolling Stock

Steering Committee of Caltrans' Rail Task Force

STEERING COMMITTEE OF CALTRANS' RAIL TASK FORCE



MEMBERS REPRESENTING

ALAMEDA COUNTY
CONTRA COSTA COUNTY
FRESNO COUNTY
KERN COUNTY
KINGS COUNTY
LOS ANGELES COUNTY
MADERA COUNTY
MERCED COUNTY
SACRAMENTO COUNTY
SAN JOAQUIN COUNTY
STANISLAUS COUNTY
TULARE COUNTY

Kings County Board of Supervisors
1400 W. Lacey Blvd.
Hanford, CA 93230

December 13, 1989

Caltrans Mass Transit Divisions
Division of Mass Transportation
P. O. Box 942874
Sacramento, California 94274-0001

Subject: Comments on Rail Passenger
Plan 1990 through 1995
Fiscal Year

In the past two years, 1988 and 1989 our Committee has provided you with "comments" to be incorporated in the appendix of the Annual Rail Passenger Development Plan and we do so herein again for the fiscal years 1990/1995.

1. In order to expedite our top priority item for San Joaquin train service to and from Sacramento, the necessary track connections, including applicable signaling, must be constructed in the northeast quadrant of the Santa Fe/Southern Pacific crossing in Stockton. It is our recommendation that costs be identified immediately so this can be placed in the 1990/1991 fiscal budget.

2. We ask that specific plans for meeting our immediate need for overnite and direct service through to Los Angeles via Mojave/Palmdale/Saugus by extending trains #710 and #711 in 1990 be included in the plan and funding requests. Amtrak suggests that there could be an overall dollar savings.

3. We urgently recommend Caltrans add to their Plan specific measures to obtain mail and parcel revenues on the San Joaquins in the belief that such additional revenue could make the trains self supporting.

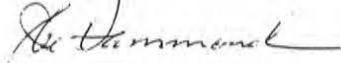
4. The time has come for Caltrans to change its emphasis of expanding the feeder bus network and devote the majority of it's effort to the expansion of the trains. If Caltrans will pursue rail expansion with the same vigor, enthusiasm and tenacity that they have given the fully matured bus network, they should be able to achieve impressive improvements to the California Rail Passenger System during the period covered by this plan.

5. We support a fourth train on the San Joaquin route as more important than baggage service at least until we have direct train service to Los Angeles and Sacramento

I would like to thank Caltrans and their staff for the co-operation afforded our committee relative to comments on this plan.

This letter is written at the direction of the Steering Committee and we ask that it be included in the Rail Plan along with the other observations we have agreed upon.

Sincerely,



Joe Hammond, Chairman

San Joaquin County Council of Governments



SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 468-3913

December 12, 1989

Mr. Chuck Davis
Chief, Office of Rail Services
P.O. Box 942874
Sacramento, California 94274

Mr. Davis:

The San Joaquin County Council of Governments has received a copy of the draft Rail Passenger Development Plan for 1990-95 and has the following comments.

Although the COG's adopted Regional Transportation Plan is in concordance with Caltrans' first priority for the San Joaquin of direct service to Sacramento, the method which the department has chosen attempt to implement that service is ambitious and perhaps to cumbersome to institute in the near future. By combining direct service to Sacramento with the Auburn/Sacramento/San Jose proposal the COG assumes that the Department is attempting to achieve both. The COG perceives these as entirely different projects. One does not conclude that the Sunset Limited and the Desert Wind are dependent upon each other simply because they both have termini in Los Angeles. Neither should one seek to combine the San Joaquin with the proposed Auburn/Sacramento/San Jose service simply because of shared termini.

The COG suggests that a much more expedient opportunity for fulfilling the Department's first priority for the San Joaquin is to simply make the connection to the Southern Pacific track in Stockton and disconnect the immediate goal of direct service to Sacramento from the completion of the northern portion of the Northern California Circle. The County of San Joaquin has submitted a Transit Capital Improvement Program application to build the necessary connection between the Santa Fe and the Southern Pacific tracks in Stockton to enable efficient direct service to Sacramento. The COG believes that separating the less extensive project of direct service to Sacramento from the much more ambitious Auburn/Sacramento/San Jose project will help to insure the rapid delivery of the former and a clearer definition in the minds of the public, staff and the legislature of the latter.

Second, the County of San Joaquin and the Stockton Metropolitan Transit District have applied for Transit Capital Improvement funds for feasibility and environmental studies for a new station probably near or on the SP tracks. The draft Plan references

• COUNTY OF SAN JOAQUIN • CITIES OF STOCKTON, LODI, TRACY, MANTECA, ESCALON, RIPON •

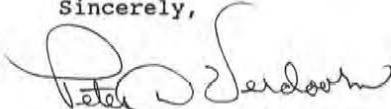
stations along the SP route south of Stockton but fails to cite this joint application for a station for the San Joaquin. The COG would appreciate a mention of this endeavor.

Third, the COG is very supportive, and once again the adopted RTP mirrors, Caltrans' number two priority for the San Joaquin, routing the train on to the SP tracks north of Fresno. However, since this is a large, long term project, we believe that this should remain, as it is in the current plan, separate from the number one priority of direct service to Sacramento. The COG believes that Caltrans has taken the wise course by dealing with San Joaquin on the SP north of Stockton and the San Joaquin on the SP south of Stockton as two independent projects.

Fourth, the Council of Governments would like to see a discussion of the Altamont portion of the Northern California Circle. With the addition of direct rail to Sacramento and the Auburn/Sacramento/San Jose route the opportunity for passenger rail circumnavigating the population centers in Northern California becomes obvious. Passenger rail over the Altamont into the Bay Area, perhaps using the Union Pacific tracks, would serve to complete the Circle. Not only does this provide for direct service to most of the population centers in Northern California, but the combination of the Auburn/Sacramento/San Jose and the Altamont service would parallel the two east-west corridors that are growing at more than twice the rate of the nine Bay Area counties. With the entire Northern California Circle in place, passengers could ride to or from almost any population center in the north state. Such a system should have a synergistic effect on ridership.

Thank you for the opportunity to comment.

Sincerely,



PETER D. VERDOORN
Executive Director

San Luis Obispo Area Coordinating Council

San Luis Obispo Area Coordinating Council



and Regional Transportation Planning Agency

Arroyo Grande
Atascadero
Grover City
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

December 14, 1989

Charles Davis, Chief
California Department of Transportation
Division of Mass Transportation
P.O. Box 942874
Sacramento, CA 94274

Dear Mr. Davis;

The San Luis Obispo Area Coordinating Council has reviewed the draft 1990-95 Rail Passenger Development Plan. We would like to offer the following comments as review considerations for the final plan.

1. The San Luis Obispo Area Coordinating Council supports the reestablishment of evening service on the Pacific Coastal Route with a stop in San Luis Obispo, as a necessary complement to the Coast Starlight which is now operating at full capacity.
2. A dedicated bus service between the City of San Luis Obispo and Santa Barbara should be included in the final Plan, either as a part of the planning for the second Santa Barbara extension of the San Diegan or as an immediate feeder to the existing train.
3. Consider a study to determine the feasibility of extending the intercity rail corridor from Los Angeles-Santa Barbara to Los Angeles-San Jose, completing a full network that allows connections with north and eastbound passenger service.

On December 6, 1989, the Area Council reviewed and approved the attached staff report showing the strong market possibilities for passenger rail service to and through our region. There is a continued desire by our Council for the development of rail options for San Luis Obispo County residents. We are now in the process of contacting other affected jurisdictions to enlist support for a second Pacific Coast train north and southbound. The market certainly exists; though difficulties abound, the planning for such a service should go forward.

The current planning for an overnight Sacramento/Los Angeles train includes the expansion of stops by 10 in order to expand the market base at nominal increases in cost. These stops have new facilities either in place or being planned. Consideration should be given to Paso Robles as a potential stop as it ranks 16th in the state for rapid growth in residential, commercial and industrial development. The 1989 population of Paso Robles is 16,392 and the serveable market area (North San Luis

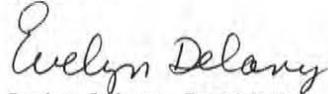
County Government Center, San Luis Obispo, CA 93408 (805) 549-5710

Obispo County) contains 60,615 potential riders. This compares with Gilroy, population 29,534 which is one of the new stops being considered. The current facility in Paso Robles is dilapidated, but has been considered for historic preservation, and local funds for rehabilitation may be available. We are also moving forward with our plan to pursue Article XIX status for the County as early as June, 1990 and with plans to pursue a local option sales tax by November, 1990. Either of these mechanisms could provide funding for facility improvements at the Paso Robles train station.

Area Council staff feel the local market for passenger rail is strong enough to support a service extension of the Santa Barbara terminated train through San Luis Obispo to San Jose, during daylight hours. If this train ran just in advance of the Coast Starlight northward and just after the Starlight southward, with many local stops, it would serve as a local collector-distributor train. It would make new seats available to and from San Luis Obispo at a convenient hour, and would relieve much of the short-run load on the Starlight. More work must be done on this concept, but the Region is committed and interested in developing workable rail passenger expansion.

Please contact our Program Manager, Ron DeCarli, at (805) 549-5714 if you want further clarification of any of these comments. We look forward to seeing the final Plan, and the certain bright future rail service will play in state-wide transportation.

Sincerely,



Evelyn Delany, President
San Luis Obispo Area Coordinating Council

cc: Delaine Eastin, Assembly
Eric Seastrand, Assembly
Ken Maddy, Senate
CalTrans Dist. V

Tulare County Association of Governments

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



TRANSPORTATION PLANNING AGENCY

RM 10 COURTHOUSE • VISALIA, CA 93291 • (209) 733-6291

November 20, 1989

Charles A. Davis
Office of Rail Services
Department of Transportation
Division of Mass Transportation
1130 K Street, Suite 101
P. O. Box 942874
Sacramento, California 94274-0001

Dear Mr. Davis:

This communication is in response to the Draft 1990 Rail Passenger Development Plan.

While Tulare County does not enjoy any direct rail connections, it is connected via bus feeder route to the Hanford Station. We feel it is noteworthy that Visalia is ranked 14th out of 65 stations in California in terms of Average Daily Ridership (Fig. 20, pg. 85 Draft RPDP).

Because of this high level of support, we are encouraged to note the upcoming third San Joaquin train and the recommendation for a fourth in the near future.

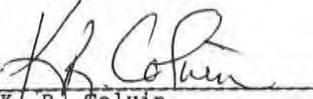
An item we did not find in this report, is specific mention of an increased schedule of feeder bus routes to accommodate the new train schedule.

We would also like to be informed of any plans or discussion concerning the rerouting of Amtrack service from the Sante Fe to the Southern Pacific lines south of Fresno on the San Joaquin route. It is our opinion that the communities in Tulare County could be more effectively served on the Southern Pacific Lines.

Thank you for allowing us the opportunity to review this draft document and comment on these matters. Should you have any questions or require additional information, please contact our office at (209) 733-6291.

Yours very truly,

DOUGLAS WILSON
Executive Secretary

By 
K. R. Colvin
Staff

KRC:mm

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Division of Mass Transportation

March 1990

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The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry, no matter how small, should be recorded to ensure the integrity of the financial statements. The text also highlights the need for regular audits to detect any discrepancies or errors early on.

In the second section, the author provides a detailed breakdown of the company's revenue streams. This includes a comparison of sales from different markets and product lines. The analysis shows that while sales in one region have declined, there has been a significant increase in sales from another, indicating a shift in market dynamics.

The third section focuses on the company's expenses and how they have changed over the period. It notes that while some costs have remained stable, others have increased due to inflation or changes in operational requirements. The author suggests ways to optimize these costs without compromising the quality of the products or services offered.

Finally, the document concludes with a summary of the overall financial performance. It states that despite some challenges, the company has managed to maintain a strong position in the market. The author expresses confidence in the company's ability to continue to grow and succeed in the future.

The following table provides a summary of the key financial metrics discussed in the report. It shows the year-over-year changes in revenue, expenses, and profit, along with the corresponding percentages.

Metric	Year 1	Year 2	% Change
Total Revenue	\$1,200,000	\$1,350,000	+12.5%
Total Expenses	\$800,000	\$850,000	+6.25%
Net Profit	\$400,000	\$500,000	+25%