



March 8, 2013

Mary Nichols, Chairperson
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Cap-and-Trade Auction Proceeds Investment Plan
Draft Concept Paper – The *Coast Daylight* train

Dear Ms. Nichols:

The attached Concept Paper is submitted on behalf of the Coast Rail Coordinating Council (CRCC). The CRCC is a coalition of Regional Transportation Planning Agencies (RTPA's) and other jurisdictions from San Francisco to Los Angeles along California's coast. We submit the *Coast Daylight* train service as an ideal project for Cap-and-Trade proceeds.

The *Coast Daylight* train would provide new roundtrip passenger rail service from downtown Los Angeles to downtown San Francisco *over a decade sooner* than the proposed High Speed Rail project. It would benefit Californian's and visitors immediately with mobility and air quality improvements. The project is consistent with the California State Rail Plan (2013), supported by Amtrak, and is now in final negotiations with the railroads. Cap-and Trade funding for train equipment in the amount of \$23.8 million would allow this service to start as early as April, 2015.

Please do not hesitate to contact me if you should have any questions or concerns at (805) 781-5712

Sincerely,

Peter Rodgers, Chair
Technical Committee

Attachment

Ex-Officio Agencies: AMTRAK • Caltrans Division of Rail • Caltrans District 5 • **Member Agencies:** Association of Monterey Bay Area Governments • Metropolitan Transportation Commission • San Mateo County Transit District • Santa Clara County Transportation Agency • Santa Cruz County Regional Transportation Commission • Council of San Benito County Governments • Transportation Agency for Monterey County • San Luis Obispo Council of Governments • Santa Barbara Association of Governments • Ventura County Transportation Commission • Southern California Regional Rail Authority

Concept: Connect downtown Los Angeles & downtown San Francisco immediately with the Coast Daylight train service.



California deserves a premiere, customer focused, intercity rail connection between downtown Los Angeles and downtown San Francisco with a “one-seat ride” by 2015 – and not waiting until the planned 2028 completion of the California High Speed Rail (HSR) project. The proposed “Coast Daylight” train service is:

- Immediately “do-able” with existing train tracks and proven technology,
- very cost-effective in comparison to the HSR project (Total = **\$68 Million** vs \$68 Billion)
 - \$23.8 million needed in Cap & Trade funds.
- able to deliver immediate economic growth & quality of life improvements, and
- able to eliminate over 176 million tons per year in CO² emissions ^A (among ROG, NOX, O_xN and CM)

The Coast Daylight project is well documented by 6 studies^B over the past 20 years. The brand name “Coast Daylight” is a historical reference to a train that operated from 1937 until 1971 and was wildly popular.

The Coast Daylight service would extend existing state-supported Pacific Surfliner train services from its current terminus (San Luis Obispo) into downtown San Francisco (248 miles) with one new daily roundtrip. The first half of the service already exists! (i.e. SLO-LA). The LA-SF trip would take about 11 hours and cost \$60 end to end.

It has been supported with over 20 Resolutions of Support by corridor agencies, most notably by:

- Caltrain Joint Powers Board
- Los Angeles – San Luis Obispo – San Diego (LOSSAN) Joint Powers Board
- Santa Clara County Board of Supervisors
- Monterey County Board of Supervisors
- San Luis Obispo County Board of Supervisors
- Santa Barbara Board of Supervisors
- All regional transportation planning agencies (TAMC, SLOCOG, SBCAG, VCTC etc)
- Numerous cities along the corridor (Salinas, San Luis Obispo, Santa Barbara etc.)

All these agencies have worked together through a coalition called the Coast Rail Coordinating Council (CRCC) since 1990, and this proposal is endorsed by the Central Coast Coalition.



This service is supported by the Draft California State Rail Plan 2013 and Caltrans Rail Program would be the implementing State agency.

The Capital and Operating Plan below shows that \$68 million is needed to “jump-start” this service – with **\$23.8 million** coming from Cap and Trade resources. Amtrak has committed to providing the rail equipment to start the service until California can purchase its own set. (Includes one locomotive, one business car, one café car, two to three coach cars and one cab control car)

The project is can be scaled to meet the resources available.

Capital & Operating Funding Plan; Service Start April 2015					
	Source	FY 14/15	FY 15/16	FY 16/17	Note
1 Operating assistance	PTA	\$1.5M	\$6M	\$6.1M	Year 1 -April, May June 2015
2 Freight Cap Ma/OTP	PTA	\$1.5M	\$1.5M	\$1.5M	Annual investment (Goleta-Salinas)
3 Equip lease	Cap & Trd	\$0.5M	\$0.5M	0	Amtrak lease until new avail
Total Op		\$3.5 M	\$8.0M	\$7.6M	
4 Rail signal/siding	Prop 1B	\$25.0	\$0.0	\$0.0	Funding secured
5 SF Layover Facility	ITIP	\$3.0	\$0.0	\$0.0	
6 Equipment	Cap & Trd	\$22.7	\$0.0	\$0.0	Delivery 2016
7 New Stations	Local/tbd	\$13.8	\$0.0	\$0.0	Pajaro, Castro., Solead, King
Total Capital		\$64.5	\$0.0	\$0.0	
Grand Total (Ops & Cap)		\$68 M	\$8.0 M	\$7.6 M	
Need by Funding Source		Total by fund Category			
A.	PTA	\$ 3.0 M	\$7.5 M	\$7.6M	\$18.10
B.	Prop 1B	\$25M	\$0	\$0	\$25 M
C.	ITIP	\$3.00	\$0	\$0	\$3
D.	Local/tbd	\$13.8	\$0	\$0	0
E.	Cap & Trade	\$23.2M	\$0.5M	\$0	\$23.8

The CRCC agencies are coordinating with Caltrans, Amtrak and the host railroad (Union Pacific Railroad Company/Caltrain JPB) to secure track access.

References

- ^A Service Development Plan – Coast Corridor, AECOM Feb 26, 2013 Page 13-6
- ^B 6 studies include; Coast Rail Improvement Study, Scheirmeyer 1994; Coast Route Infrastructure Assessment Report, HDR 1996; CA 20-Year Improvement Plan, Amtrak, 2001; Coast Rail Implementation Plan, Wilbur Smith & Associates 2002; Rail Capacity Analysis; Washington Group; 2004; Union Pacific Coast Daylight Model, UPRR, 2012.

Contact: Peter Rodgers, SLOCOG, 805-781-5712 prodgers@slocog.org