

STAFF REPORT

SUBJECT: AMTRAK Intercity Passenger Rail Service

MEETING DATE: October 21, 2004

AGENDA ITEM: 12

RECOMMENDATION:

Receive report from Caltrans Division of Rail on proposed new Amtrak Pacific Surfliner train and efforts to develop a cooperative strategic plan for the Coast Line between Los Angeles and San Luis Obispo.

SUMMARY

Caltrans and Amtrak are initiating new intercity passenger rail service on the corridor between Los Angeles and San Luis Obispo and starting a strategic planning effort to identify potential new projects to improve passenger and freight movement. While the proposed schedule for the new Amtrak Pacific Surfliner train from Los Angeles to San Luis Obispo appears to offer limited potential for Highway 101 commuters who live in Ventura County and commute during peak periods to the South Coast, the expanded service provides an alternative for travel in the congested 101 corridor.

DISCUSSION:

There is a considerable amount of interest in enhancing intercity rail passenger service on the Pacific Surfliner rail corridor that runs between San Diego and San Luis Obispo. Over the last few years the emphasis has been in the corridor south of Los Angeles with the development of a strategic plan and additional services. Now the focus of corridor strategic planning and project development is shifting north of Los Angeles with the impending start of an additional train from Los Angeles to San Luis Obispo and initiation of a strategic plan for the LOSSAN corridor north of Los Angeles.

Initiation of New Passenger Rail Service

Caltrans and Amtrak are proposing to add a new daily Pacific Surfliner train from Los Angeles to San Luis Obispo through Santa Barbara. The new service provides a 5th daily Surfliner train from LA to Santa Barbara/Goleta. In June, the board authorized the Chair to send a letter to Amtrak CEO David Gunn supporting the Surfliner expansion and urging consideration of its congestion relief benefits.

Caltrans and Amtrak are proposing a new morning northbound departure of the Pacific Surfliner, leaving Los Angeles about 7:30 a.m. and arriving in Ventura at 9:20 a.m. and arriving in Santa Barbara at 10:00 a.m. (See attached proposed draft schedule). While this late morning arrival time in Santa Babara might suit the needs of the intercity tourist and occasional business traveler, the schedule would not meet the needs of those who commute daily during peak periods between Ventura and Santa Barbara County on the congested Highway 101 corridor. The afternoon southbound train would likewise provide an option for some travelers, but is likely to have limited attraction for commuters due to the early departure (4:25 p.m. from Santa Barbara).

When your staff became aware of this proposal, staff worked with its partners, Amtrak, Caltrans Division of Rail, the two adjoining counties, among others, to explore the potential for using this new service to address the needs of intercity commuters and to reduce 101 traffic congestion. Staff asked Caltrans and Amtrak to consider an earlier northbound Los Angeles departure in their rail ridership model and decision making process. These agencies are evaluating ridership demand and system operations issues to determine if a 6:00 a.m. northbound departure is viable. Due to the single track nature of the corridor there could be multiple conflicts with in-bound Metrolink commuter trains coming from Ventura County and other points north, which use the same rail line.

Amtrak and Caltrans have indicated a willingness to consider an earlier train if the 7:30 a.m. departure does not generate sufficient ridership. While the proposed start time of the new service will not address the needs of those who commute on the Highway 101 corridor into the South Coast of Santa Barbara County, new intercity passenger rail service is a positive contribution to improve choices for the traveling public. Board members may wish to comment on the need for flexibility in our partner agencies to address the needs of multiple travel markets.

One factor that inhibits Amtrak from running trains that are labeled commuter is that it goes beyond Amtrak's express legal obligation to serve the intercity passenger market. However, this policy issue is becoming increasingly blurred when we consider the potential role of passenger train service addressing the needs of the less urbanized, but still congested, intercity corridors and the opportunity to provide choices to the traveling public.

LOSSAN Corridor Strategic Planning

As you may recall LOSSAN is composed of counties along the Pacific Surfliner rail corridor, which extends from San Diego to San Luis Obispo. LOSSAN advocates improvements in the San Luis Obispo – San Diego coastal rail corridor. Your Board received a presentation on the LOSSAN agency at the April board meeting. Over the years LOSSAN has been relatively successful in obtaining state and federal funds for rail service and infrastructure improvements. Current voting membership includes appointed and elected representation from Caltrans, Amtrak, and Los Angeles, Orange, Ventura, Santa Barbara, San Luis Obispo and San Diego Counties. SBCAG became a member of LOSSAN in 2001. The agency policy board meets quarterly and the staff Technical Advisory Group meets monthly. Supervisor Joni Gray is SBCAG's primary representative, and Supervisor Susan Rose as the alternate representative to LOSSAN.

In cooperation with LOSSAN, Caltrans and Amtrak recently completed a strategic plan for the area from Los Angeles south to San Diego. Now Caltrans proposes to extend that effort north in cooperation with its partners Amtrak, the four counties, Union Pacific and Metrolink (See

attached letter). This process is just getting underway and will involve staff participation by SBCAG on an interagency committee, regional public meetings and input, and board review of the draft and final strategic plan. The purpose of the plan is to characterize the state of the corridor, identify and prioritize needed capital improvements to add capacity and improve on-time performance, and facilitate the movement of passengers and goods through the corridor. The plan is funded by Caltrans, administered by the San Diego Association of Governments (SANDAG), prepared by a consultant, and will be completed within the year. The project manager, Linda Culp, is also the LOSSAN lead staff and has a fine working relationship with all the agencies in the corridor.

COMMITTEE REVIEW:

None

STAFF CONTACT: Michael Powers

Proposed New PACIFIC SURFLINER COAST ROUTE Service:
 Los Angeles – San Luis Obispo, Northbound and San Luis Obispo –
 Los Angeles Southbound (**DRAFT**)

	NORTHBOUND	SOUTHBOUND
LOS ANGELES, northbound (Leave)	7:30 AM	
Glendale	7:42	
Burbank Airport	7:53	
VAN NUYS	8:02	
Chatsworth	8:17	
Simi Valley	8:29	
Moorpark	8:44	
Camarillo	8:56	
OXNARD	9:08	
Ventura	9:22	
Carpinteria	9:48	
SANTA BARBARA	10:10	
Goleta	10:25	
Surf/Lompoc- <i>Amtrak</i>	11:32	
Guadalupe	12:07 PM	
Grover Beach	12:23	
SAN LUIS OBISPO (Arrive)	12:55 PM	
SAN LUIS OBISPO, southbound (Leave)		1:40 PM
Grover Beach		2:00
Guadalupe		2:16
Surf/Lompoc - <i>Amtrak</i>		2:59
Goleta (PS)		4:07
SANTA BARBARA (Leave)		4:25
Carpinteria		4:41
Ventura		5:02
OXNARD		5:16
Camarillo		5:27
Moorpark		5:39
Simi Valley		5:55
Chatsworth		6:07
VAN NUYS		6:22
Burbank Airport		6:31
Glendale		6:43
LOS ANGELES (Arrive)		7:10 PM



Pacific Surfliner®

Santa Barbara—Los Angeles—San Diego
SOUTHBOUND EFFECTIVE APRIL 26, 2004

Form W31/250M Stock No. 02-3310

Train Number ▶	562	564	566	768	572	774	578	780	582	784	586	588	590	592	796
Normal Days of Operation ▶	Mo-Fr	Daily	Daily	Daily	Daily	Daily	Daily	SaSu	Daily	Daily	Fr	SaSu	Mo-Fr	SaSu	Daily
Will Also Operate ▶								5/31, 7/5, 9/6					5/31, 7/5, 9/6		
Will Not Operate ▶															
On Board Service ▶															

Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol
Amtrak Thruway Connection	DP														
Paso Robles, CA															
Atascadero, CA—City Hall															
San Luis Obispo, CA															
San Luis Obispo, CA															
Grover Beach, CA															
Santa Maria, CA—HOP															
Guadalupe-Santa Maria, CA															
Lompoc-Surf Sta., CA															
Lompoc, CA—Visitors Center															
Buellton, CA—Andersen's															
Solving, CA															
Goleta, CA															
Santa Barbara, CA															
Santa Barbara, CA															
Carpentaria, CA															
Ventura, CA															
Oxnard, CA															
Camarillo, CA															
Moorpark, CA															
Simi Valley, CA															
Chatsworth, CA															
Van Nuys, CA—Amtrak Sta.															
Burbank Airport, CA															
Glendale, CA															
Los Angeles, CA															
Los Angeles, CA															
Fullerton, CA															
Anaheim, CA (Disneyland)															
Santa Ana, CA															
Irvine, CA															
San Juan Capistrano, CA															
San Clemente Pier, CA															
Oceanside, CA (LEGOLAND)															
Solana Beach, CA															
San Diego, CA—Old Town															
San Diego, CA (Tijuana)															

Services on Pacific Surfliner Trains

- Coaches: Unreserved
- Coach: Business Class Service: Reserved seat service with complimentary beverages, light snacks and newspaper.
- Cafe Service: Sandwiches, snacks and beverages on all trains
- Railtote: Public telephone service available in food service car
- Bicycles on trains with checked baggage service: Passengers may transport unboxed bicycles in baggage cars, on board those trains and between stations where checked baggage service is available (as noted by baggage symbols). Service charge applies. Passenger must arrive at station at least 30 minutes before departure and assist with loading and unloading at baggage car. Unboxed bicycles may be put in the bin under connecting Thruway motorcoaches. Amtrak disclaims liability for loss or damage.
- Smoking is prohibited entirely on these trains.
- This service is primarily financed through funds made available by the State of California, Department of Transportation.
- Schedules subject to change without notice.

Symbols and Reference Marks

- DP Stops only to discharge passengers.
- R Stops only to receive passengers.
- Reserved
- Checked Baggage Service.
- Shedding—Connecting Thruway motorcoach.
- Tickets can be purchased at this location.
- Tickets cannot be purchased at this location. You may purchase your tickets on the train or from any Amtrak appointed travel agency. Please call 1-800-U.S.A.-RAIL to make special arrangements when boarding/detraining assistance is required.
- Ticket office not open at all train departures.
- All station facilities are fully accessible to persons using wheelchairs.
- Barrier-free access between street or parking lot, station platform and train; however, not all facilities within the station are fully accessible.
- Amtrak Vacations package(s) available at this destination. Book your hotel and/or tour by calling 1-800-321-8664.
- Will stop at Old Town on Saturdays, Sundays, and May 31, July 5, and September 6.
- Connection between Thruway motorcoach and train at Santa Barbara.
- MetroLink commuter train connection available Monday through Friday. Separate ticket required. Call MetroLink at (800) 371-LINK for times.
- Change from train to bus at San Luis Obispo.
- Bus 4796 operates thru from Oakland Dp 9:55 a.m., San Francisco Dp 10:40 a.m., San Jose 11:55 a.m., Salinas 1:10 p.m., King City Dp 2:00 p.m.
- For reservations and information, call 1-800-U.S.A.-RAIL or your travel agent. Also visit www.amtrak.com on the Internet.



Pacific Surfliner®

Santa Barbara—Los Angeles—San Diego
SOUTHBOUND EFFECTIVE APRIL 26, 2004

Form W31/250M Stock No. 02-3310

San Diego • Orange County • Los Angeles • Santa Barbara • San Luis Obispo • Paso Robles

Train Number ▶	761	763	565	567	769	571	573	775	577	579	583	785	587	589	591	595	597
Normal Days of Operation ▶	SaSu	Daily	Daily	Mo-Fr	Daily	SaSu	Mo-Fr	Daily	SaSu	Mo-Fr	Daily	Daily	SaSu	Mo-Fr	SaSu	Mo-Th	FrSaSu
Will Also Operate ▶	5/31, 7/5, 9/6			5/31, 7/5, 9/6		5/31, 7/5, 9/6		5/31, 7/5, 9/6	5/31, 7/5, 9/6	5/31, 7/5, 9/6		5/31, 7/5, 9/6		5/31, 7/5, 9/6	5/31, 7/5, 9/6		5/31, 7/5, 9/6
Will Not Operate ▶				5/31, 7/5, 9/6			5/31, 7/5, 9/6		5/31, 7/5, 9/6				5/31, 7/5, 9/6				
On Board Service ▶	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺
Symbol	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺
San Diego, CA (Tijuana) (H)	DP	DP	7 05A	8 10A	DP	10 35A	10 50A	DP	12 55P	1 25P	DP	4 00P	DP	5 20P	DP	8 20P	9 15P
San Diego, CA - Old Town			6 45A	8 43A	10 03A	11 06A	11 22A	12 33P	1 28P	1 58P	3 33P	4 07P	4 20P	5 28P	6 23P	8 33P	9 48P
Solana Beach, CA			7 00A	8 58A	DP	11 24A	11 39A	DP	1 43P	2 13P	4 50P	5 33P	6 08P	7 08P	8 08P	9 08P	10 03P
Oceanside, CA (LEGOLAND)																	
San Clemente Pier, CA																	
San Juan Capistrano, CA			7 31A	9 31A	10 49A	11 55A	12 10P	1 23P	2 14P	2 47P	4 33P	5 10P	6 39P	7 25P	7 39P	9 42P	10 39P
Irvine, CA			7 47A	9 45A	11 05A	12 09P	12 26P	1 37P	2 28P	3 03P	4 37P	5 21P	6 39P	7 25P	7 39P	9 56P	10 53P
Santa Ana, CA			8 07A	9 56A	11 17A	12 20P	12 38P	1 50P	2 39P	3 14P	4 48P	5 49P	7 09P	7 55P	8 09P	10 09P	11 06P
Anaheim, CA (Disneyland®)			9 04A	10 05A	11 26A	12 29P	12 47P	2 48P	2 57P	3 23P	4 57P	5 58P	7 18P	8 04P	8 18P	10 18P	11 15P
Fullerton, CA			9 13A	10 14A	DP	12 38P	12 57P	DP	2 57P	3 34P	5 08P	6 09P	7 27P	8 13P	8 27P	10 27P	11 24P
Los Angeles, CA			9 50A	10 50A	DP	1 15P	1 35P	DP	3 35P	4 05P	5 45P	6 45P	8 05P	8 50P	9 05P	11 05P	11 59P
Amtrak Thruway Connection																	
Los Angeles, CA			DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
Glendale, CA			7 07A	9 16A	12 42P			3 07P				7 00P		9 05P	9 20P		
Burbank Airport, CA			7 19A	9 28A	12 54P			3 19P				7 12P		9 25P	9 40P		
Van Nuys, CA - Amtrak Sta.			7 28A	9 37A	1 03P			3 28P				7 24P		9 45P	10 00P		
Chatsworth, CA			7 41A	9 50A	1 16P			3 41P				7 33P		10 05P	10 20P		
Simi Valley, CA			7 53A	10 02A	1 28P			3 59P				7 46P		10 25P	10 40P		
Moorpark, CA			8 08A	10 26A	1 42P			4 21P				7 58P		10 40P	10 55P		
Camarillo, CA			8 20A	10 26A	1 54P			4 21P				8 27P		10 40P	10 55P		
Orxnrd, CA			8 32A	10 40A	2 06P			4 35P				8 38P		11 00P	11 15P		
Ventura, CA			8 46A	10 54A	2 19P			4 49P				8 57P		11 15P	11 30P		
Carpinteria, CA			9 06A	11 14A	2 45P			5 10P				9 18P		11 30P	11 45P		
Santa Barbara, CA			9 23A	DP	DP	3 04P	DP	5 31P				9 38P		11 50P	12 05A		
Santa Barbara, CA			9 45A	11 55A	3 20P			5 47P				9 55P					
Golera, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Solving, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Buellton, CA - Andersen's			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Lompoc, CA - Visitors Center			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Lompoc-Surf Sta., CA (H)			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Guadalupe-Santa Maria, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Santa Maria, CA - HOP			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Grover Beach, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
San Luis Obispo, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
San Luis-Cal Poly, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Atascadero, CA - City Hall			DP	DP	DP	3 20P	DP	5 47P				9 55P					
Paso Robles, CA			DP	DP	DP	3 20P	DP	5 47P				9 55P					

Los Angeles • San Diego (Amtrak Thruway Motorcoach)

Additional late night/early morning Thruway motorcoach service serving Pacific Surfliner® route cities. Travel on these buses is reserved and must be part of an itinerary involving a train trip. Advance purchase is required since most stations are unstaffed at the hours the buses operate. Reserved, ticketed customers have priority seating. Passengers traveling north of Los Angeles with valid reservation numbers will be carried, and unreserved, ticketed passengers are carried on a space-available basis. Tickets available at Los Angeles, San Diego, Solana Beach and Oceanside 30 minutes before the departure of the buses marked with an asterisk (*) below.

Daily	Daily	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP
Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol
*2 50A	*12 45A	0	6	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
D 3 40A	1 35A	42	64	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
D 4 15A		93	110	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
D 4 50A		135		Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
D 5 10A				Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar
5 35A				Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar

Symbols and Reference Marks

- D** Stops only to discharge passengers.
- R** Stops only to receive passengers.
- Ar** Will stop at Old Town on Saturdays, Sundays, and May 31, July 5, and September 6.
- MP** Connection between Thruway motorcoach and train at Santa Barbara.
- MP** Connection between train and Thruway motorcoach at San Luis Obispo station.
- MP** Bus 4796 operates thru to Oakland, King City Ar 7:10 p.m., Salinas Ar 8:00 p.m., San Jose Ar 9:15 p.m., San Francisco Ar 10:15 p.m., Oakland Ar 10:40 p.m.

DEPARTMENT OF TRANSPORTATION

DIVISION OF RAIL
1120 N STREET
P. O. BOX 942874 – MS 74
SACRAMENTO, CA 94274-0001
PHONE (916) 654-2944
FAX (916) 653-4565
TTY (916) 651-6827



RECEIVED

*Flex your power!
Be energy efficient!*

2004 SEP 22 P 1:40

September 16, 2004

Mr. Jim Kemp
Executive Director
Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

Dear Mr. Kemp: *JW*

The California Department of Transportation, proposes to work cooperatively with Amtrak and the regional planning agencies in Ventura, Santa Barbara and San Luis Obispo Counties, to shortly begin work on a strategic plan (Plan) for the Coast Line between Los Angeles and San Luis Obispo. This Plan will include discussion of needed capital improvements for the rail line to add capacity and improve on-time performance. We intend to analyze possible future investments in the corridor with respect to future passenger train service expansion and goods movement concerns.

We are requesting that the Santa Barbara County Association of Governments (SBCAG) and our other partners participate in the development of the Plan so that we can fully discuss project concepts and other issues during the planning process. We know that Amtrak previously assessed the need for projects between Los Angeles and San Luis Obispo, however, we believe it should be updated with current costs incorporating Union Pacific Railroad Company modeling results and local/regional concerns.

We anticipate establishing a working group that will identify issues and guide the document's development. This group will then share the draft Plan with members of the Los Angeles to San Diego to San Luis Obispo rail corridor's technical advisory committee to obtain feedback and subsequent support from the member agencies.

We look forward to your participation in this planning process. We would appreciate if you would identify who from the SBCAG will be representing you in this effort.

Sincerely,

Warren Weber
WARREN WEBER
Chief
Division of Rail

c: Elizabeth O'Donoghue, Amtrak
Dennis M. Kuklis, Amtrak
Linda Culp, SANDAG
Michael Powers, SBCAG

"Caltrans improves mobility across California"