



## STAFF REPORT

**SUBJECT:** Coast Daylight Train

**MEETING DATE:** July 20, 2006

**AGENDA ITEM:** 6 A

**RECOMMENDATION:**

Adopt Resolution of support for Coast Daylight Train

**STAFF CONTACT:** Michael G. Powers

**SUMMARY:**

The California State Rail plan includes starting the new “*Coast Daylight*” train in state Fiscal Year 2007/08. The proposed train would connect downtown Los Angeles with downtown San Francisco. The purpose of this resolution is to demonstrate local support.

Resolutions of support are being sought from all cities, counties, regional transportation planning agencies and chambers of commerce along the corridor. SBCAG is a member of the Coast Rail Coordinating Council which supports the implementation of this service and the service is also in the Regional Transportation Plan

**DISCUSSION:**

The Coast Rail Coordinating Council (CRCC) has been working for the implementation of this new train since the early 1990’s. The CRCC is a coalition of transportation planning agencies, local governments, Caltrans, Amtrak and the Union Pacific. Its main focus is to increase speed and frequency of passenger and freight trains on the Coast Rail Corridor. The three main issues for the Coast Daylight train are:

1. **Securing operating funds** from the State
2. **Securing train equipment** (and capital funding for stations and facilities in downtown San Francisco)
3. **Gaining the approval for track access** from the Union Pacific Railroad (i.e. requires funding for track improvements)

Securing operating funds and train equipment, while very difficult, may be the *easy* part. The Union Pacific Railroad Company (UP) will not allow access by Amtrak on its' tracks unless the existing and projected freight traffic is essentially "held harmless". That is to say, the addition of new passenger trains are not supposed to increase the delay time for freight trains.

The results of rail capacity modeling indicate millions of dollars of capacity improvements will be required by Union Pacific. Negotiations with UP have been fruitless because there is no funding for the capital improvements. Statewide there is a transportation funding shortfall, there is no federal capital grant program for rail improvements (as exists for highways, transit, airports), and local and regional agencies believe it is a state or federal responsibility.

There is some good news. The State's Rail Plan recognizes the "Coast Daylight" service as its next "new service" goal. With the possibility of new transportation bond funding (to be determined in November election), discussions with UP can be restarted to clearly identify which capital improvements are needed and how much they will cost. And finally, after years of advocacy by passenger rail agencies, and notably the California State legislative delegation, a federal rail capital program is a possibility in Senate Bill 1516. SLOCOG and many others have already voiced support for this new 80/20 federal-state grant program.

**COMMITTEE REVIEW:** None

Attachment: Resolution of support for Coast Daylight Train

**RESOLUTION OF THE SANTA BARBARA  
COUNTY ASSOCIATION OF GOVERNMENTS**

SUPPORT FOR EXPANDED PASSENGER RAIL )  
SERVICES TO CONNECT DOWNTOWN SAN )  
FRANCISCO AND DOWNTOWN LOS ANGELES )  
ALONG THE PACIFIC COAST CORRIDOR )

RESOLUTION 06-22

WHEREAS, the “Coast Daylight” will provide direct train service between the two largest population centers in the state, and close a key gap in the system; and

WHEREAS, local governments, residences and businesses support the re-establishment of State-supported intercity rail passenger services to connect northern and southern California and provide new services to central coast cities; and

WHEREAS, new rail services will promote economic development, including business travel and tourism, at stations along the route, including benefits to California’s freight movement; and

WHEREAS, regional planning agencies have prepared all the necessary studies to initiate new train services and it is included in California’s State Rail Plan for 2007-08; and

WHEREAS, there is strong ridership in the corridor; the train is projected to carry over 216,000 passengers in the first year, cost of about \$7.4 million per year, and achieve a farebox ratio over 45%.

NOW, THEREFORE BE IT RESOLVED, the Santa Barbara County Association of Governements requests the Governor, state legislators, and the California Department of Transportation fund the operation and required capital improvements to implement the Coast Daylight Train in State Fiscal Year 2007-08.

PASSED AND ADOPTED this 20<sup>th</sup> of July, 2006 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

---

Jim Kemp  
Executive Director

---

Joe Centeno, Chair  
Santa Barbara County  
Association of Governments

APPROVED AS TO FORM:

---

Kevin E. Ready, Sr.  
Deputy County Counsel