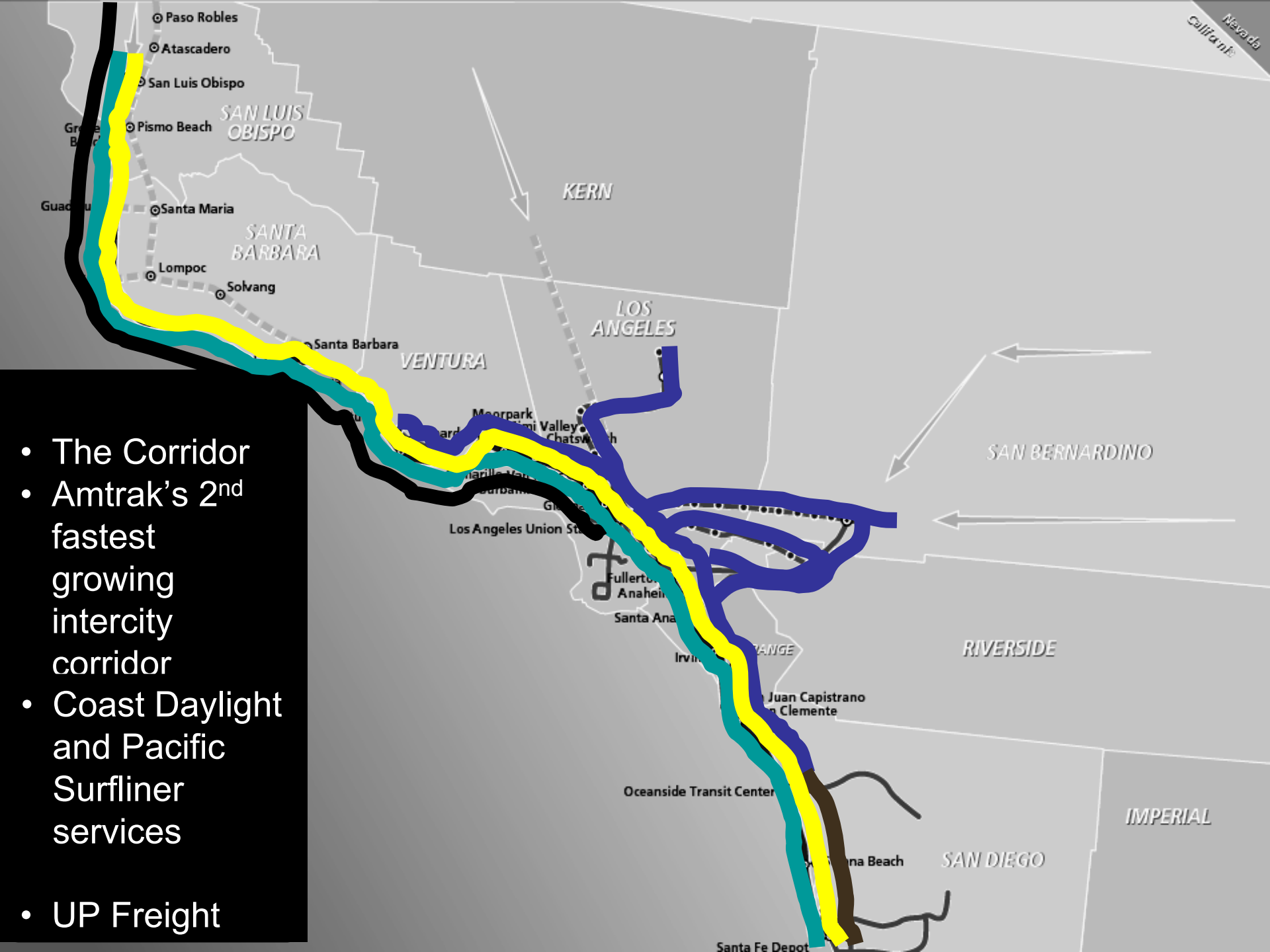




Addressing Rail Services, Trends, and Needs

A History of Cooperation
Between SBCAG and SLOCOG



- The Corridor
- Amtrak's 2nd fastest growing intercity corridor
- Coast Daylight and Pacific Surfliner services
- UP Freight

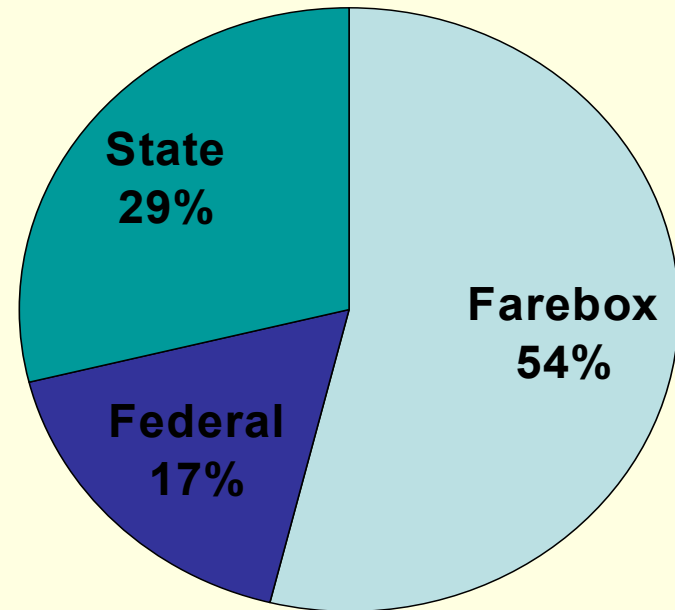
Intercity Rail Service Characteristics

Characteristic	Coast Starlight	Pacific Surfliner
Service Area	San Diego – Seattle	San Diego - SLO
Frequency of Service	Once a day	Goleta – 5 per day. N. Co. and SLO, 2 per day
Local Stations Served	One	All stations
Expansion Plans	Add Coast Daylight	Add 2 trains



Union Pacific
Five freight trains
per day each direction

Amtrak Fare Box Recovery
At 50%



Passenger Rail Ridership Trends

- Pacific Surfliner annual ridership over 2.5 million passengers, second highest in Country
- Significant increases in overall ridership throughout most parts of the corridor

Passenger Ridership Trends by Station

Station	2001	2004
San Luis Obispo	28,451	30,037
Grover Beach	11,081	11,032
Guadalupe	5,014	5,995
Surf (Lompoc)	6,265	3,961
Goleta	24,452	45,666
Santa Barbara	169,906	212,447

Note: Equals total on/off

Rail Improvement Needs

- More and longer rail sidings to facilitate passenger – freight meets
- Improved signaling and communications
 - System wide upgrade of “hand thrown” switches
 - Electronic train arrival status message signs at rail stations – good news here
- Additional schedule adjustments and service frequency
- Other: Station improvements, curve realignments, etc.

Rail Improvement Needs (cont.)

- Is Commuter Rail in the future?
 - Ventura – Goleta commuter service is under examination in SBCAG 101 In-Motion
 - North county commuter rail to south coast was screened out early due to low ridership projections.
 - There would have to be a very significant increase in the amount and density of development near rail stations and more congested highway conditions

Interagency Involvement SLOCOG and SBCAG



- Members of Los Angeles – San Luis Obispo – San Diego (LOSSAN) Rail Corridor
 - Advocates for improved rail services
 - Instrumental in adding fifth Pacific Surfliner train and second train to SLO
- Members of Coast Rail Coordinating Council
 - Advocates for return of Coast Daylight between Los Angeles and San Francisco

Potential Next Steps

- Recognize success in the cooperative actions that resulted in new train extension, increased attention to corridor by UP and Division of Rail, and LOSSAN involvement
- Joint legislative positions, e.g. bus rail connecting services, State Bond measures, e.g. AB1024 impacting rail, Advocacy with State and UP
- Support Amtrak Federal Reauthorization – Rail Capital Grants
- Support projects in LOSSAN North Plan
- Joint funded projects to leverage State PTA \$
New sidings within SB Co. benefit SLO Co. passengers with better on time performance