

## Regional Transit Chair's Report November 9, 2009

### ***BOARD INITIATIVES ADOPTED ON JANUARY 26, 2009***

#### **1. CREATE A RAIL REGIONAL ALLIANCE/COALITION – HIGH SPEED RAIL**

RT Chair Cohn, RT, and SACOG staff have attended recent meetings with officials from the corresponding COGS for Merced, Stanislaus and San Joaquin Counties, Altamont Corridor Express (ACE) commuter trains, and High Speed Rail (HSR) Authority Deputy Director Dan Leavitt to form a working group that plans to meet regularly to discuss the Merced to Sacramento HSR extension, as well as interim improvements, including commuter service on the corridor. The next meeting is scheduled in November 2009 in Stockton. RT Chair Cohn and Director Dickinson and Dan Leavitt also spoke on a HSR panel at the October 26, 2009 Breathe California lunch. (Chair Cohn's Powerpoint presentation is attached.) One of the themes of the discussion was using HSR bond funds to improve travel time on the Capitol Corridor and provide dedicated passenger rail tracks, both as an interim measure while awaiting the Merced to Sacramento extension and as a long term connection. This issue will be brought up at the next Capitol Corridor JPB meeting in November.

#### **2. THE BOARD CHAIR ALONG WITH THE GENERAL MANAGER/CEO WILL MEET WITH EACH JURISDICTION DURING CALENDAR 2009.**

RT has renewed contracts with each contract city. See also item 4 below.

#### **3. CONDUCT THE FIRST ANNUAL STATE OF RT BREAKFAST WITH THE SACRAMENTO METRO CHAMBER.**

Completed on March 19, 2009.

#### **4. WORK WITH VARIOUS INTEREST GROUPS TO DEVELOP AN ADDITIONAL SOURCE OF DEDICATED LOCAL REVENUE TO BEGIN IMPLEMENTATION OF THE TRANSIT MASTER PLAN BY NOVEMBER 2010.**

The RT Board adopted Sacramento's Transit Action Plan in August 2009. The preferred scenarios in Tiers 2 and 3 would significantly increase the regional rail and bus network, but would require additional, dedicated local revenue streams, such as a half-cent countywide sales tax dedicated to transit. We are currently working with the Environmental Council of Sacramento (ECOS), the Building Industry Association (BIA) of Superior California, and other stakeholders who are currently conducting briefings with elected officials in each jurisdiction. RT Staff is initiating a voter poll to test the possibility of increased local revenue.

**5. BEGIN CONSTRUCTION ON THE SOUTH LINE PHASE 2 LIGHT RAIL PROJECT BY DECEMBER 2009.**

South Line Phase 2 project has been included in President Obama's FY 2010 budget and recommended to receive an additional \$40 million in New Starts funding. In addition, the RT Board approved the use of certificates of participation to help finance the project. Staff is still working on final design and the execution of a Full Funding Grant Agreement with FTA. Groundbreaking on construction is now scheduled in spring 2010.

**6. BEGIN CONSTRUCTION OF THE FIRST PHASE (MOS#1) OF THE DOWNTOWN/NATOMAS/AIRPORT LIGHT RAIL PROJECT (GREEN LINE TO THE RIVER DISTRICT) BY SEPTEMBER 2009.**

On October 12, 2009, Chair Cohn, Directors Dickinson and Tretheway, joined with Congresswoman Matsui, General Manager/CEO Wiley and other stakeholders to celebrate the groundbreaking of construction on the first phase of the Green Line to the River District. The project is anticipated to be complete and ready for operation in fall 2010.

**7. IMPLEMENT THE RT EXECUTIVE BOARD COMMITTEE TO PROVIDE POLICY DIRECTION ON KEY ISSUES.**

Starting on 02/02/2009, the Executive Board Committee has been meeting on the first Monday of each month, replacing the Finance and Operations Committees. The RT Chair, Vice Chair, Roberta MacGlashan and Don Nottoli have been regular attendees. All RT Board members are invited to attend.



Sacramento  
**High Speed Rail in California**  
**How and When?**

Councilman Steve Cohn  
Sacramento, California

October 26, 2009

## INTRODUCTION

- Sacramento 2030 General Plan
- RT's TransitAction Plan
- Capitol Corridor
- Sacramento's Intermodal Station
- High Speed Rail Connection to Sacramento

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## Sacramento 2030 General Plan

- Extension of award-winning Sacramento Region Blueprint Plan
- **Sacramento will be “the most livable City in America”**
- Sustainability is key theme

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## Sacramento 2030 General Plan

- “Sacramento will be linked to the rest of the region by an extensive, efficient, and safe network of roadways, bridges, mass transit, bikeways, pedestrian trails, and sidewalks. ***It will be linked to the rest of California and the world by an international airport, conventional and high-speed passenger rail,*** interstate highways, and high-speed communication systems.”

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## Sacramento in 2030



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## RT's TransitAction Plan

- 25-30 Year Transit Vision for Sacramento adopted by RT Board in August 2009
- 3 Possible Tiers with corresponding funding levels
- Tier 3 would provide 5/10 min frequency for light rail and bus rapid transit and 10/20 min frequency service for community-based service
- 80-90% of Sacramento would be within 5-15 min walk (1/4-3/4 mile) of excellent transit service

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## RT TransitAction Plan: Light Rail/Regional Rail

- Blue Line extensions to Elk Grove, Citrus Heights and Roseville
- Gold Line extension to El Dorado County
- Green Line extension from River District to Natomas/Airport
- Regional Rail expansion of Capitol Corridor service 15-30 min. peak service from Solano County to Placer County

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## RT TransitAction Plan: Streetcar/Tram and Bus System

- Streetcar/tram system in Downtown, West Sac, East Sac, Sac State, Arden/Cal Expo, Rancho Cordova, Citrus Heights
- Bus Rapid Transit on major corridors with 5-10 min frequency
- Community/neighborhood shuttle buses with 10-20 min frequency

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# Capitol Corridor Rail

- Fastest growing intercity corridor in America
- With virtual hourly service between Sacramento and Oakland, Capitol Corridor is:
  - 3<sup>rd</sup> busiest Amtrak route
  - Consistently the #1 in the nation in Amtrak customer satisfaction
- Capitol Corridor removes 106,000,000 annual VMT from the State's Northern California highway system
  - Reduce greenhouse gasses
  - Reduce highway capacity/reduces road maintenance costs
  - Provide joint program with freight rail to facilitate goods movement
- Proven partnership involving the CCJPA member agencies, Caltrans, Union Pacific, & Amtrak

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# CAPITOL CORRIDOR: A Track Record of Performance

TEN YEARS OF CCJPA MANAGEMENT				
CAPITOL CORRIDOR PERFORMANCE SUMMARY				
	Service Level	Ridership	Revenue	Revenue To Cost Ratio
FY 2008 with Sept 08 projection	32 daily trains	1,700,000	\$23.4 million	53%
(PRE-CCJPA) FY 1998	8 daily trains	462,000	\$6.25 million	30%
FY '98 -'08 Ten Year Improvement	300%	270%	274%	77%

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# Capitol Corridor 2009 Business Plan

## ■ Service: 32 weekday & 22 weekend trains

(same as current service frequency)

## ■ Ridership: 1,710,700 passengers

(+ 3.6% growth above 2008 actual)

## ■ Farebox Ratio: 50%

(-3% decrease from 2008 actual; higher labor/fuel costs)

## ■ State Operating Costs: \$25,700,000

(22% due to higher labor and fuel costs, yet offset by increased revenues/aggressive yield management)

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# Capitol Corridor



## Historical Capital Investment and Service Performance

Special, one-time allocations account for almost 2/3 of all historical capital investment

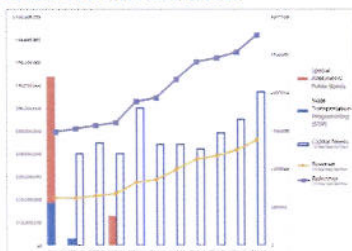


Not a formula for continued success.

## Projected Capital Investment Needs and Associated Service Performance

Ten-Year Capital Plan = \$550M

Formula for success = \$55M/year of dedicated state capital investment

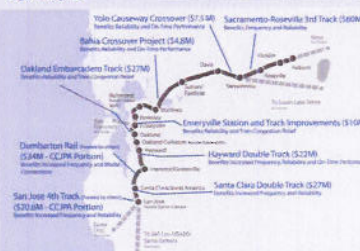


## TEN YEAR CAPITAL IMPROVEMENT PLAN 2007/08 - 2017/18 Total \$550.3M

### Track and Signal Projects \$303.4M

**Systemwide Projects**  
 Capitalized Maintenance (\$104) Benefits: Reliability and On-Time Performance  
 Sacramento-Martinez Track Improvements (\$574) Benefits: Reliability, New Configuration, and On-Time Performance  
 Regional Train Reliability (\$234) Benefits: Reliability and On-Time Performance

### Regional Projects



### Station Projects \$97.9M

New Stations: Fairfield-Vacaville (\$3.8M), Sacramento-Track Improvements (\$2.8M), Hercules (\$3.1M), Ticketing/Passenger Information (\$10.9M)  
 Station Upgrades: Sacramento-Track Improvements (\$2.8M), Ticketing/Passenger Information (\$10.9M)

### Grade Separation Projects \$67.0M (CCJPA Share/Match)

High Priority Grade Separation Projects (\$67M) Benefits: Safety, Reliability, and On-Time Performance

### Rolling Stock \$82.0M

Additional Rolling Stock Purchases (\$82M - CCJPA Portion) Benefits: Increased Seating Capacity, New Trailcars to Add Service Frequency, Improved Train Maintenance

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**Sacramento Intermodal Station:**  
High Speed Rail Platform on upper deck  
Conventional rail platform on lower deck



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## TIMELINE

- PHASE I - 2010/2012
  - Move Track
  - Build Platform
  - New Electrical and Water to Depot
- PHASE II (Dependent on Receipt of Grants) – 2011/2013
  - Structural Repairs to Depot
  - Additional Electrical and Utility Work
  - On-Site Roadway System
  - Move RT Station from East/West to North/South
  - Surface/Bus Parking North of Depot
- PHASE III - Time Based on Availability of Funding
  - Construct New Intermodel Building

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## Sacramento Downtown/Railyards with High Speed Rail in 2020?



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## High Speed Rail Connection to Sacramento

- SACOG Working Group formed, aligned with counties north of Merced to lobby for Sacramento extension
- HSR funding needed on developing Sacramento extension and improving and expanding Capitol Corridor service
- Sacramento needs to be represented on the HSR Authority Board

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Thank you

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