



# Connecting Cities, Connecting Regions, Connecting People

CALIFORNIA'S INTERCITY  
PASSENGER RAIL PROGRAM



Pacific Surfliner | Capitol Corridor | San Joaquin





## A NEW ERA FOR RAIL IN CALIFORNIA

In 2014, California policymakers were urged to recognize the importance of developing a secure and stable financing process to protect the \$3.2 billion investment in the California Intercity Passenger Rail (CIPR) Program. This awareness effort helped build support to enact landmark legislation (Senate Bill 862) that establishes the Greenhouse Gas Reduction Fund financed from California Cap and Trade auction revenues, of which a portion is available to support the three California intercity rail services. Under a competitive grant program, rail agencies can apply for funding from the Greenhouse Gas Reduction Fund to finance capital improvements and operational investments to modernize rail services that result in lower greenhouse gas emissions and vehicle miles traveled throughout California.

California has one of the most successful intercity passenger rail networks in the country. The Pacific Surfliner, Capitol Corridor, and San Joaquin services are all among the five highest-ridership lines

nationwide, and ridership continues to grow as more Californians take advantage of a travel mode free of the stress and delays of driving on the state's congested highways. In the process, CIPR is helping the state meet its clean air and sustainable development goals.

For over a decade, the three state-funded services have worked together to promote the benefits of intercity rail service in both Washington, DC and Sacramento. Recent efforts have resulted in a broad coalition of support, with the focus on creating a state and national voice for rail as a safe, sustainable, and attractive travel option. The California state legislature now has both a Senate and Assembly Select Committee on Passenger Rail.

.....

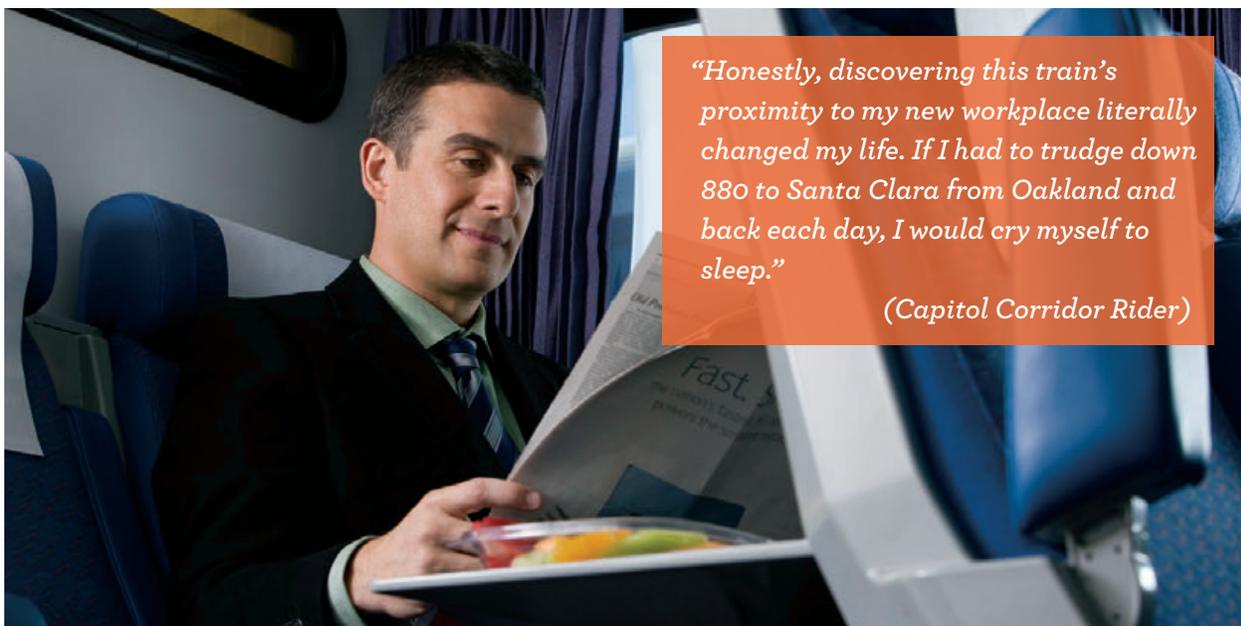
*The California Intercity Passenger Rail (CIPR) program has achieved success through past state financial commitments, but in order to continue as a national model, CIPR corridors need a dedicated and protected source of funds to both maintain and expand the current system.*



# CALIFORNIA PASSENGER RAIL GUIDING PRINCIPLES

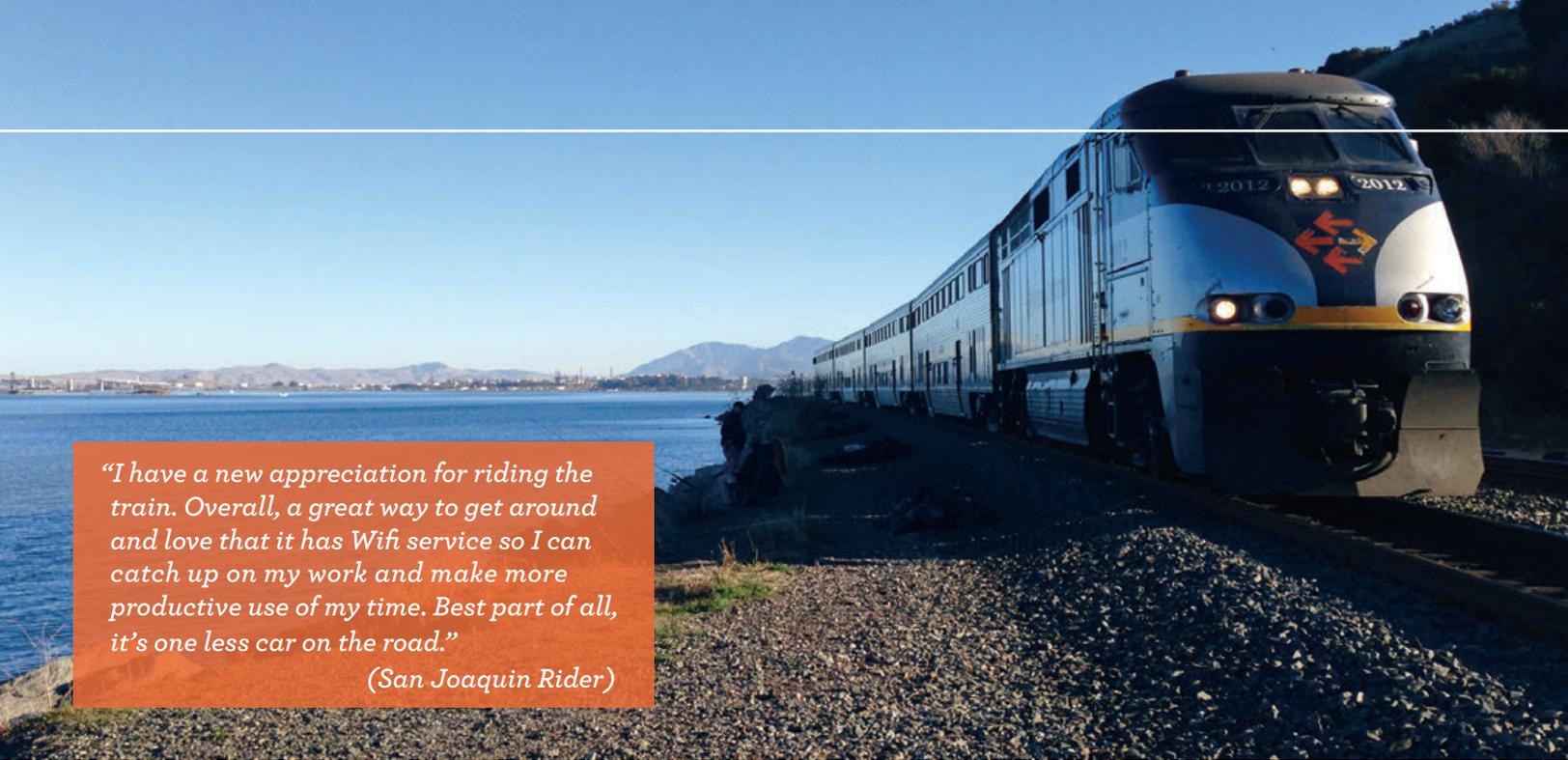
*The corridors have developed the following principles to guide future rail investments:*

1. Protect and enhance California's investment in the existing successful passenger rail system. Specifically support:
  - a. A new recurring state source of capital and operations funds to cover the existing passenger rail corridors and emerging corridors throughout the state.
  - b. A new program for state of good repair improvements to existing rail corridors that facilitate the movement of passengers and freight.
  - c. Allocations of State Propositions 1A, 1B, and other current and future funds to transit services, including commuter and state-supported intercity passenger rail, that connect with the state's planned high-speed train system.
  - d. "High-Speed and Intercity Passenger Rail" (HSIPR) programs title in federal surface transportation reauthorization, funded by sources other than the current Highway Trust Fund revenues.
  - e. The American Public Transit Association's (APTA's) recommendation for \$50 billion in federal funding over an initial six year period for the development of a nationwide HSIPR network.
2. Support priority investments in integrated passenger rail networks that connect both existing services and future high-speed service, which can in turn influence mode shift to make travel more sustainable and efficient and have positive impacts on the environment.
3. Procure a fleet of state-owned, standardized, bi-level rolling stock to support existing and future intercity passenger service.
4. Continue partnerships at the federal, state, regional, and local levels in support of future passenger rail investments which support safety, reliability, goods movement, job creation, sustainability, economic development, and quality of life.
5. Support lowering voter approval thresholds at the regional level in order to create new sources for rail investments.
6. Support state efforts to dedicate a significant portion of cap and trade funds for public transportation systems and specifically for the development and improvement of an integrated passenger rail network.
7. Support streamlining of existing programs and policies to expedite efficient development of passenger rail improvements.



*"Honestly, discovering this train's proximity to my new workplace literally changed my life. If I had to trudge down 880 to Santa Clara from Oakland and back each day, I would cry myself to sleep."*

*(Capitol Corridor Rider)*



*“I have a new appreciation for riding the train. Overall, a great way to get around and love that it has Wifi service so I can catch up on my work and make more productive use of my time. Best part of all, it’s one less car on the road.”*

*(San Joaquin Rider)*

## UNITED VOICE, SHARED VISION

CIPR’s interconnected network of passenger rail lines include the Pacific Surfliner between San Diego, Los Angeles, and San Luis Obispo; the Capitol Corridor between San Jose, Oakland, Sacramento, and Auburn; and the San Joaquin between Bakersfield, Oakland, and Sacramento. These three CIPR services represent the 2nd, 3rd and 5th busiest ridership routes in the Amtrak network.

Thruway bus services link these rail lines to 122 additional destinations throughout California and to Reno and Las Vegas.

Emerging Corridors are the Coast Daylight/Pacific Surfliner extension between Los Angeles and San Francisco; Coachella Valley between Los Angeles and the greater Palm Springs area; and extension of existing Capitol Corridor service to Salinas in Monterey County.

### **An investment that pays off now and in the future**

Railroads have played a vital role in transporting people and goods in California since the state’s inception. Californians are once again choosing rail to provide fast, reliable connections to jobs, education, family, and recreation.

CIPR benefits more than 5.5 million Californians and visitors who ride it every year, enhances mobility

choices, promotes economic development, and protects California’s natural environment. Our state’s investment of \$3.2 billion in intercity passenger rail service operations and capital funds over the last four decades has paid off. One of every five Amtrak passengers steps onto a train in California.

CIPR corridors share infrastructure with freight and regional commuter trains. Capital investment in passenger rail improvements also pays off for goods movement, benefiting the ports of Los Angeles, Long Beach, Oakland, Hueneme and others. Many of these investments also improve service for local commuter rail. The state’s investments in CIPR have contributed to increased local commuter rail ridership in southern California that is equivalent to removing one lane on Interstate 5.



*Focusing on providing a high-amenity, customer-focused traveling experience helps CIPR attract a diverse ridership.*



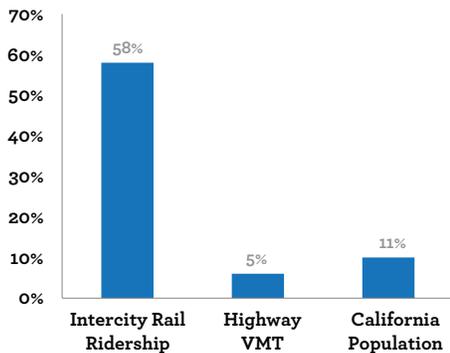
### First-rate customer experience

CIPR is focused on customer experience. Today’s traveling public wants modern amenities that make the most productive use of their time onboard and reduce hassles. CIPR lines feature eTicketing, onboard WiFi, real-time train status, regional menus for onboard food and beverage service, and online traveler information systems to make travel by rail more appealing than driving or flying.

### Taming congestion—and carbon

CIPR has a strong nexus with California’s clean air goals (set by Assembly Bill 32) and sustainable communities strategies legislation (set by Senate Bill 375). CIPR trains emit a third less greenhouse gas than automobile travel, and many of CIPR’s intermodal stations are the center of surrounding transit-oriented development. Taken together CIPR helps to shrink California’s carbon footprint. Since 2002, growth in the state’s intercity passenger rail ridership has outpaced population and highway vehicle miles traveled (VMT).

#### Percentage Change Since 2002



### Ready for high speed rail

The proposed high-speed rail system in California will serve as the backbone of a system that will move millions of Californians across the state quickly and reliably for many generations to come. To make the most of this investment, California will need an integrated network of intercity and regional rail feeder systems.

CIPR will extend the high-speed rail system’s reach with connections in San Jose, Gilroy, Sacramento, Stockton, Bakersfield, Los Angeles, Anaheim and San Diego.

By investing in additional intercity rail and thruway bus connections, we can ensure that our investment in high-speed rail pays off far beyond the cities that high-speed rail serves directly.

## BENEFITS



**355**  
MILLION MILES  
REDUCED ANNUALLY

The number of Vehicle Miles Traveled reduced by taking intercity trains in California annually.



**\$175M**  
IN WAGES

Annual wages that 2,617 Amtrak employees contribute to the California economy.



**109M**  
POUNDS OF  
CO<sub>2</sub> EMISSIONS  
REDUCED ANNUALLY

The amount of CO<sub>2</sub> emissions the CIPR program prevents from being released into the atmosphere annually, the equivalent of planting 270,000 trees.



**117,000**  
NEW JOBS

Estimated number of jobs created over the next 10 years (pending funding) through the completion of CIPR near-term capital investments.

# SERVICE EXPANSION AND VISION

CIPR service improvements aim to attract new riders from the state’s congested freeways and airports, improve air quality, and enhance mobility and quality of life for Californians. The current California State Rail Plan calls for CIPR service to increase 40% by 2020 by adding trains on existing routes and expanding service to the Emerging Corridors.

To alleviate crowded trains and build ridership, California is buying new rail cars and locomotives to expand service on all three corridors. The State has set aside \$150 million to match \$168 million in federal funds to purchase 51 passenger cars and 21 locomotives for the state rail fleet. The first cars are being built now and are expected to begin arriving in 2017. The locomotives are being built near Sacramento, bringing more than 100 high-paying jobs to the region.

## Future Service Plans

| CORRIDOR                  | WEEKDAY TRIPS |      |
|---------------------------|---------------|------|
|                           | EXISTING      | 2020 |
| <b>Capitol Corridor</b>   |               |      |
| Sacramento-Auburn         | 2             | 4    |
| Sacramento-Roseville      | 2             | 20   |
| Oakland-Sacramento        | 30            | 30   |
| Oakland-San Jose          | 14            | 22   |
| San Joaquin               | 12            | 22   |
| Pacific Surfliner         | 23            | 26   |
| <b>Emerging Corridors</b> |               |      |
| Coast Daylight            | 0             | 2    |
| Coachella Valley          | 0             | 4    |
| Capitol Corridor-Salinas  | 0             | 4    |

Service expansions on the emerging CIPR corridors will connect northern and southern California and reach population centers on the Central Coast and in the Coachella Valley that are not currently accessible via intercity passenger rail services. Taken together, these corridors are expected to carry up to 400,000 passengers annually.



To make this service expansion happen, CIPR needs more than just new cars—we also must upgrade the state’s aging rail infrastructure which was first constructed over 150 years ago. CIPR has developed a program that will modernize our intercity rail network, increasing capacity, performance, safety and efficiency for passengers and freight rail.

Each CIPR corridor identified a 10-year capital improvement program with over \$6 billion in projects for new trains, station improvements, and track capacity projects that will improve mobility, create jobs, benefit goods movement, and complement future high-speed rail service. Most importantly, these near-term upgrades will not only pay off in immediate service improvements—they are also a down payment on the intercity rail system of the future.

## Estimated Ten-Year Capital Programs

| CORRIDOR               | 10-YEAR CAPITAL PROGRAM |
|------------------------|-------------------------|
| Pacific Surfliner      | \$3,724 M               |
| Capitol Corridor       | \$714 M                 |
| San Joaquin            | \$1,500 M               |
| Emerging Corridors     | \$650 M                 |
| <b>TOTAL STATEWIDE</b> | <b>\$6,588 M</b>        |



## Protecting California's investment with a stable funding source

Today's intercity rail network exists thanks to Californians who voted to invest in rail by passing key bond measures that provided the funding necessary to enable faster, more frequent, and more convenient service. The state has leveraged these funds to secure nearly \$400 million in federal capital grants for equipment, capacity, and station improvements. These one-time state funds have now all been invested or programmed, and unlike transit and road programs, the state does not have a stable, dedicated source of intercity rail funding to ensure the continued success of the state's rail program.

Future state funding sources for capital improvements could come in many forms. Although a portion of Cap and Trade revenues are available through a competitive grant process, this source does not allow for long term rail project delivery and service expansion. New bonds or the creation of a dedicated rail funding program is essential to maintaining and expanding the premier intercity rail system in the country.



*"The train is the only way to go from San Diego to Los Angeles. I can work, sleep, or read and not have to worry about traffic or parking. And I get to see dolphins playing in the surf at Del Mar!"*

*(Pacific Surfliner Rider)*

## An achievable vision: world-class rail in California

Building upon CIPR service plans over the next decade, the shared long-term vision maximizes the benefits of the state's existing investment and would make intercity passenger rail a central piece of the state's transportation network, providing a real alternative to automobile travel for many Californians.

Specifically, CIPR envisions a network of the future that:

- Provides truly seamless rail travel through the integration of conventional and high-speed rail services into a coordinated, sustainable, cost-effective, and efficient statewide network.
- Significantly increases rail's market share and attractiveness by enhancing reliability and convenience, increasing frequencies, reducing travel times, and expanding service to key new destinations.
- Is a modern, customer-focused, world-class rail system.
- Significantly reduces highway congestion, improving air quality, lowering greenhouse gas emissions, promoting local and regional economic development, and supporting social equity for generations to come.
- Provides an affordable travel option for those who do not or cannot drive.
- Fosters livable and vibrant communities through smart growth station area development at multi-modal "hub" stations.
- Enhances safety by building on CIPR's stellar safety record and reducing vehicle accidents and fatalities on the state's highways.

California has already made a down payment on this vision, and the results are evident in improved service on the Pacific Surfliner, Capitol Corridor, and San Joaquin. With continued and expanded support, we can build upon this success, and make California's rail network an engine of the state's prosperity in the 21st Century.

Images from: Flickr user Charles Hutchins, Flickr user Robert Couse-Baker, Flickr user Richard Masoner, California Dept. of Transportation (All rights reserved), Amtrak, Capitol Corridor Joint Powers Authority, San Diego Association of Governments



[www.capitolcorridor.org](http://www.capitolcorridor.org)



**San Joaquin**  
Joint Powers Authority

[www.acerail.com](http://www.acerail.com)



[www.lossan.org](http://www.lossan.org)



[www.slocog.org](http://www.slocog.org)



[www.rctc.org](http://www.rctc.org)