



State Rail Assistance Project Concept Descriptions

The three existing intercity rail corridors and the emerging corridors worked closely with the State legislature and our respective communities to ensure funding for state-supported intercity rail was included in the Road Rehabilitation and Recovery Act of 2017. The State Rail Assistance (SRA) program allocates 25% of intercity rail funds to aspiring rail corridors. Among the aspiring rail corridors is a proposal to add one additional state-supported passenger rail trip on the Coast Route, to close a gap in passenger rail on the Central Coast and to connect the two largest urbanized areas in California: Los Angeles and the San Francisco Bay Area.

The San Luis Obispo Council of Governments (SLOCOG) acts as the facilitating agency for the Coast Rail Coordinating Council (CRCC). The CRCC includes membership of transportation agencies between Los Angeles/ San Diego and the San Francisco Bay Area along the Coast Rail Corridor.

In light of recent investments in Santa Barbara County and Monterey County, there are new opportunities to integrate rail and bus planning to efficiently close the gap on the Central Coast. This includes planning for connections to the Central Valley.

Lead Agency:

Since the CRCC is not an eligible direct recipient for SRA funding, SLOCOG serves as the lead agency on behalf of the CRCC.

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SRA funding is being requested to support three related, but individually independent, CRCC goals, in priority order:

1. Coast Rail Corridor Service Implementation Plan: \$650,000

Project Description:

The 2018 California State Rail Plan calls for expanding intercity and regional rail service as well as integrated bus service throughout the Central Coast region, calling for agencies to "Plan for improvements to the Coast and Santa Barbara Subdivisions to increase frequencies between San Jose and Goleta by 2027 and 2040". This project would ensure that implementation of the 3rd Pacific Surfliner round-trip to San Luis Obispo would be consistent with the goals for statewide service integration, including convenient and efficient bus connectivity.

A Service Implementation Plan would coordinate local and interregional rail and transit planning activities along the underserved Coast Rail Corridor between Santa Clara County and Ventura County, to determine the capital and equipment requirements to implement the increasing service frequencies called for in the State Rail Plan.

This plan would coordinate with other related projects in the works, including passenger rail service extensions to Salinas from San Jose, additional intercity service between San Luis Obispo and San Jose, and expanded peak hour rail service between Ventura County and Santa Barbara/Goleta.

Specific tasks of the Service Implementation Plan would include:

- Evaluate equipment technology such as Diesel Multiple Unit (DMU) train equipment and other rail equipment appropriate for this service area;
- Identify early action rail and bus efficiencies with integrated services
- Coordinate among stakeholder agencies (Service Implementation Plan stakeholders include the State and almost a dozen agencies/jurisdictions along the 300-mile service area); and
- Identify of specific capital needs, cost estimates, operating scenarios, and the best path forward to implement rail infrastructure projects and increased service frequencies.

Through a competitive procurement process, SLOCOG will hire a consulting firm to develop and draft the Coast Rail Corridor Service Improvement Implementation Plan. Coast Rail Coordinating Council member agency staff will oversee the firm's work products and provide feedback and direction.

Project Cost:

This work is estimated to cost \$650,000 for consultant and staff time and take approximately two years to complete.

2. King City Temporary Passenger Platform: \$4.1M

Project Description:

The Amtrak-managed Coast Starlight service currently operates between Salinas and Paso Robles without stopping anywhere along this 100-mile section of the Central Coast. Although a rail station ("King's Station") was first opened in the City of King in 1886, the city and surrounding area are not currently served by any rail service, even though the rail corridor is within walking distance of most of the town. Additionally, the City of King acts as the gateway to the nearby United States Army Garrison Fort Hunter-Liggett, which has seen significantly increased activity since the 9/11 terrorist attacks.

The City of King is actively developing a project to construct a passenger platform and rail station on City-owned land adjacent to the rail corridor, identified in the 2018 California State Rail Plan in the 2022 scenario as "Make early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance *Coast Starlight* and longer-term use by intercity trains between Goleta and Gilroy". As a way to fast-track this project, SRA funding can be used to design and construct a temporary platform to enable the *Coast Starlight* to serve residents of the City of King, personnel of Fort Hunter-Liggett, visitors to the Pinnacles National Park, and residents of neighboring rural, low-income communities along this rail corridor.

Temporary rail platforms are simple to design and construct and can be developed rapidly at modest cost. This project would be covered by the Final Program Environmental Impact Report/Statement (EIR/S) that SLOCOG completed for the San Luis Obispo-Salinas rail corridor, and the City would coordinate with Union Pacific on a Categorical Exemption for a temporary platform within existing rail rights-of-way. The full buildout station project would be subject to subsequent environmental analysis tiering of the Final Program EIR/S.

King City is identified in the 2018 California State Rail Plan in the 2027 scenario as “Provide bi-hourly integrated intercity rail and integrated express bus service from Salinas to San Luis Obispo, including at least one intercity rail service in addition to the long-distance Coast Starlight.”


The increased rail and express bus services will provide new opportunities for access to local and regional low-income communities and disadvantaged communities along the Coast Rail Corridor. Optimized transit connections will help the transit dependent population, particularly for the low-income population in the King City area. King City is considered a low-income community. Agriculture is the largest industry providing employment with unemployment at 11.6 percent (11.6%). Close to ninety percent (90%) of the residents identify as Hispanic. The median household income is well below Monterey County and the State. Approximately twenty-five percent (25%) of people in King City live at or under the poverty level. Household overcrowding remains a significant issue in King City. In 2013, approximately twenty-one percent (21%) of owner-occupied and forty-four percent (44%) of renter-occupied were overcrowded. Severe overcrowding is approximately seventeen percent (17%). Adding a station for the existing Coast Starlight and future increased rail and transit service will provide direct jobs creation as well as jobs access for these underserved populations.

Project Cost:

In 2018, the full buildout station in the City of King was estimated to cost \$22.8 million. A temporary platform without proposed station-area improvements is estimated to cost \$1.2 million, plus the cost of installing new switches, estimated to cost up to \$3 million, and is estimated to take three years to complete.

Break-down of funding this project by component:

1. Secure Access Agreement w/Union Pacific:	Incl. w/ROW	Oct. 2019
2. Project Approval and Env. Determination:	\$520,000	Mar. 2020
3. Plans Specifications and Estimates	\$520,000	June 2020
4. Right of Way Support	\$390,000	Oct 2020
5. Contingencies	\$71,500	
Pre-Construction Subtotal:	\$1,501,500	
6. Construction	\$2,600,000	2021
Project Total:	\$4,101,500	

King City Train Station Project					
Project: Construct platform and installation of related new switching					
PRELIMINARY (PLANNING) LEVEL COST ESTIMATE					
Not for construction					
ITEM No.	ITEM DESCRIPTION	Unit	Quantity	Unit Price	Planning Level Cost
Construction Items					
1	Station-area (Platform) improvements		1	\$ 1,200,000	\$ 1,200,000
2	Installation of new switches (4 switches)		4	\$ 350,000	\$ 1,400,000
SUBTOTAL					\$ 2,600,000
CONSTRUCTION (ESTIMATE)					\$ 2,600,000
Project Approval and Environmental Determination					
	Studies, permits, environmental clearance, CEQA/NEPA		1	20%	\$ 520,000
Plans, Specifications, and Estimates					
	Preliminary engineering and design		1	20%	\$ 520,000
Right of Way Support					
	Secure Access Agreement with Union Pacific; other right-of-way agreements		1	15%	\$ 390,000
PRE CONSTRUCTION ACTIVITIES (ESTIMATE)					\$ 1,430,000
Contingencies					
	Pre construction contingencies only. Roll over to construction if unexpended		1	5%	\$ 71,400
PRE CONSTRUCTION TOTAL (ESTIMATE)					\$ 1,501,500
PROJECT TOTAL (not escalated total)					\$ 4,101,500
Sources:					
Planning level cost approval:  Peter F. Rodgers, Executive Director					

3. Rail Modeling Training and Software License Procurement: \$150,000¹⁰

Project Description:

With the planned expansion of passenger rail service on the Central Coast between Santa Clara County and Ventura County, and with the potential use of new types of rail equipment not currently being used in the corridor, there is a need for lead agency staff to be fully trained on current rail planning and modeling tools in order to more effectively plan rail service improvements. SRA funding could be used to procure one-time or annual software licensing fees and training for staff in the corridor to use the tools to plan future improvements and periodically revise and update the Coast Rail Corridor Service Improvement Implementation Plan.

Project Cost:

SLOCOG would defer to CalSTA as to the cost of this software license and training but estimates the cost for the software and training at approximately \$150,000 and estimates the procurement and training completion timeframe as one year.