

6.3 Passenger Rail

Rail service in Placer County is used to transport freight and passengers. Union Pacific Rail Road (UPRR) owns the right-of-way for both types of rail service and operates freight trains through Placer County. Rail passenger service in Placer County is provided by the Capitol Corridor Joint Powers Authority (CCJPA). The ongoing focus of Placer's rail program is to enhance passenger rail service to Placer County.

This chapter describes existing rail passenger service in Placer County provided by the Capitol Corridor Joint Powers Authority (CCJPA). This chapter further provides an analysis of intercity passenger rail needs through 2035 for the County. The nature of the long-term timeframe does not permit this analysis to be all-inclusive. Rather, it should be looked at as an evolving vision of service level decisions, capital program development, and funding availability. Freight rail needs are examined in the Goods Movement chapter.

EXISTING PASSENGER RAIL SERVICES

Intercity passenger rail service can be defined as frequent corridor service operated between major urban areas up to 500 miles apart. Among the fastest growing corridors, are those where 80 percent of all rail passenger trips typically exceed 100 miles.

Capitol Corridor Passenger Rail Service Background

The Capitol Corridor Joint Powers Authority (CCJPA) assumed management responsibility for the service in October 1998. The CCJPA manages the Capitol Corridor service through an operating agreement with Amtrak to operate daily intercity passenger rail service between Auburn and San Jose (see Figure 3.3a). The CCJPA is comprised of six transportation agencies in the Capitol Corridor service area: Placer County Transportation Planning Agency, Sacramento Regional Transit District, Yolo County Transportation District, Solano County Transportation Authority, San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority. The governing board of the CCJPA is comprised of elected officials representing the six member agencies.

The Capitol Corridor is an intercity passenger service that began in December 1991 with six daily trains serving a 170 mile corridor between San Jose and Sacramento. Since then, it has grown into the third busiest intercity passenger rail service in the nation providing an alternative to congested I-80, I-680, and I-880 highway corridors. Service now consists of 32 weekday trains providing hourly service between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. This expansion was accomplished with no increase in State funding by growing ridership and revenue, reallocating funds for more efficient use, and making cost-effective service changes. The benefits of these service expansions and capital improvements have resulted in a significant growth in ridership (+245 percent), revenues (+276 percent), and service level (+300 percent) during the past 11 years.

Table 6.3-1 summarizes annual ridership activity for the Sacramento region from 2002 through 2008.

Table 6.3-1
**Capital Corridor Annual Ridership
 To / From & Within Sacramento Region**

Year	Riders	Riders Per Capita
2002	875,892	0.44
2003	930,476	0.46
2004	987,526	0.47
2005	1,037,165	0.49
2006	1,057,628	0.49
2007	1,161,099	0.53
2008	1,341,896	0.60
2002-08 Percent Change	53.2	36.4

Sources: CCJPA passenger boarding data & DOF population data.

Capitol Corridor Passenger Rail Service in Placer County

In Placer County, the Capitol Corridor trains stop in Roseville, Rocklin, and Auburn. The three Placer County stations are served by one westbound train leaving Auburn at 6:35 a.m. (weekdays) or 8:05 a.m. (weekends) and one return train arriving in Auburn at 6:35 p.m. (weekdays) or 6:55 p.m. (weekends). Amtrak provides motor coach buses that fill the gap between trains, providing service between Sacramento and the Placer County stations, and connecting outlying communities to the Capitol Corridor service. Connecting bus service is also provided to and from Colfax, Nevada City/Grass Valley, Carson City, and Reno.

CCJPA has also negotiated reciprocal ticketing agreements with Placer County for their Commuter Express buses and with Roseville Transit. The reciprocal ticketing agreements are for bus services that parallel the Capitol Corridor route between Auburn, Roseville and Sacramento.

Table 6.3-2 summarizes recent annual and daily ridership activity for rail stations in Placer County and the Sacramento Valley Station.

Table 6.3-2
**Capitol Corridor Rail Station
 Ridership Activity**

FFY 2008 - 2009		
Station	Total Ridership	Ridership Per Day
Auburn	31,772	87
Rocklin	38,760	106
Roseville	71,115	195
Sacramento	867,200	2,376
Station Total		
West of Sacramento	2,160,019	5,918
Corridor Total	3,168,866	8,682

Note: The Sacramento Valley station is the 7th busiest station in Amtrak's nationwide system; over 20 percent of Capitol Corridor riders begin or end their train trip at this station.

Source: CCJPA SCG supporting monthly stats / reports.

Capitol Corridor Passenger Rail Service Characteristics

Ticket types include standard one-way and roundtrip fares, as well as monthly passes and 10-ride tickets valid for 45 days. Discount fares are available to seniors, students, military personnel, and children under age 15. No reservations are required to ride the Capitol Corridor trains or connector buses.

The typical rider on the Capitol Corridor takes the train primarily for work / business / travel. Riders also take the train for leisure oriented trips to visit family / friends, go shopping, or to school. More than half of the riders use the discounted multi-ride tickets, an attractive option for business travelers.

During the past 10 years, the CCJPA has incrementally increased fares based on service improvements. In FY 2007 / 2008 the CCJPA simplified the fare structure and re-examined multi-ride ticket prices to improve equity among the fare types. Fares are structured to meet the State's farebox return goal of 50 percent. The CCJPA will continue strategic fare increases to offset anticipated increases in Amtrak's operating expenses.

Capitol Corridor trains provide complete accessibility to passengers and include bicycle storage units on the lower level of cars.

Table 6.3-3 summarizes annual ridership activity for the Sacramento region from 2002 through 2008.

Table 6.3-3
Capitol Corridor Rider Profile

Access Mode	July 2008	June 2009	Trip Purpose	July 2008	June 2009	Ticket Type	July 2008	June 2009
Drive Alone	22.1%	21.7%	Business / Work	58.5%	57.6%	One Way / Round Trip	48.0%	46.4%
Dropped Off	21.9%	24.6%	Visit Family / Friends	27.4%	29.1%	45 Day / 10 Ride	20.0%	17.7%
Amtrak Thruway Bus	7.7%	7.0%	School	2.6%	2.0%	Monthly	32.0%	35.9%
Local Transit	18.4%	16.8%	Personal Business	5.0%	5.4%			
Walked	15.8%	16.8%	Shopping / Vacation	6.5%	5.9%			
Carpool	2.8%	2.6%	Other	0.2%	0.0%			
Bicycle	8.1%	7.5%						
Taxi	2.2%	1.9%						
Other	1.0%	1.1%						
Total	100.0%	100.0%	Total	100.2%	100.0%	Total	100.0%	100.0%

Source: CCJPA Annual On-Board Surveys for 2008 & 2009.

Other California Passenger Rail Services

The California Zephyr, which runs one daily train in each direction between Chicago and Oakland, provides interstate passenger rail service with stops in Sacramento, in Placer County at Colfax and Roseville, as well as Truckee. As an interstate rail service, reservations are required for travel on the California Zephyr.

Amtrak also operates the Coast Starlight, which runs one daily train in each direction from Seattle to Los Angeles, with a stop in Sacramento.

The San Joaquin train service, which is managed by Caltrans and operated by Amtrak, provides connecting bus service to and from Sacramento, Roseville, Rocklin, Auburn, Colfax, Truckee, Reno and Sparks, Nevada. There is also a morning bus from Roseville that meets a southbound San Joaquin train in Sacramento. The San Joaquin provides four daily round trips between Sacramento and Bakersfield, with connecting bus service to Los Angeles and numerous other points in California.

Figure 6.3a
Existing Rail Service – Western County

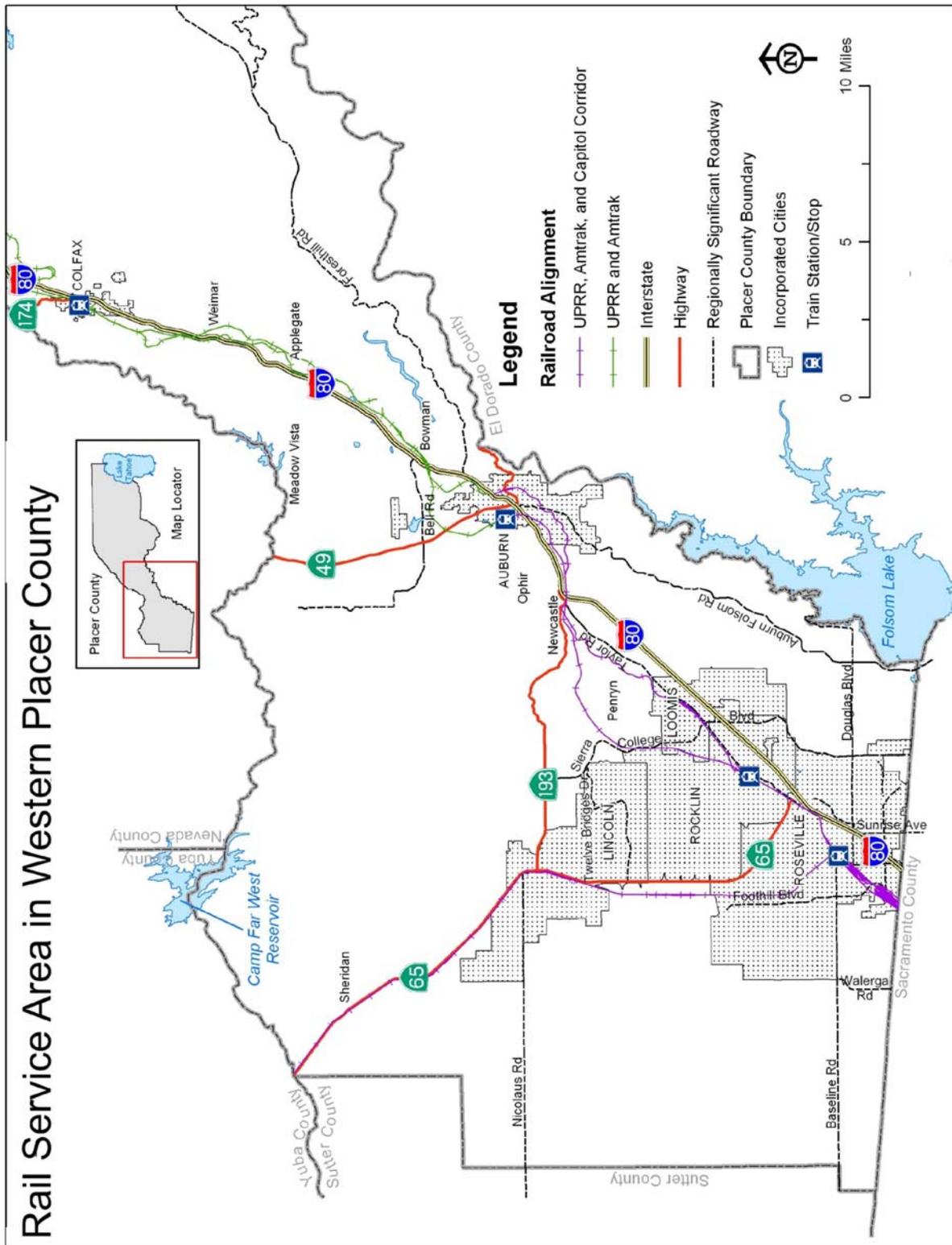
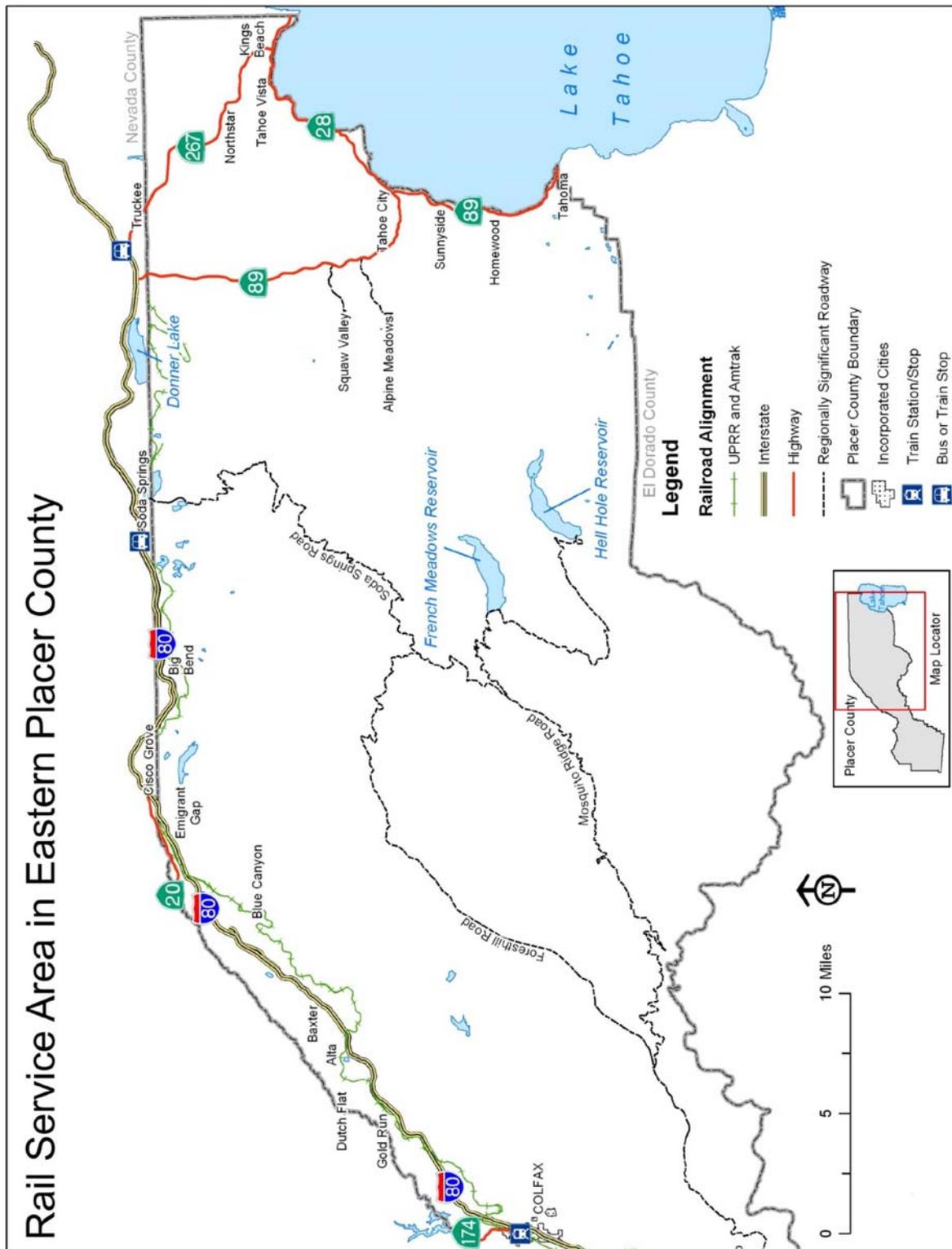


Figure 6.3b
Existing Rail Service – Eastern County



PASSENGER RAIL SERVICE NEEDS ASSESSMENT

Capitol Corridor

During the past 11 years, ridership has trended upward by increasing demand along the congested I-80, I-680 and I-880 highway corridors. Capitol Corridor ridership increased substantially with the implementation of the February 2000 plan, which changed the return time of the Placer County weekday evening train to coincide with the peak commute period. Currently, ridership and revenue are expected to grow at significantly lower rates than prior years due to weak economic conditions. Further, job cuts and furlough days in Sacramento have negatively affected the business travel market.

Business Plan

The CCJPA is required to prepare an annual Business Plan that identifies operating and marketing strategies, performance standards and goals, outlines service and capital improvement plans for the Capitol Corridor, and a funding request for inclusion in the State's budget proposal to the Legislature.

From FY 2004/5 to FY 2007/8, ridership has increased 34 percent overall from 1,260,249 to 1,693,580 annual passengers. The CCJPA's Business Plan will maintain current Capitol Corridor service levels at 32 weekday and 22 weekend trains between Sacramento and Oakland, including two daily trains from Sacramento to Auburn, and 14 daily trains between Oakland and San Jose during FY 2010/11 and remain the same for FY 2011/12. Additional rail equipment will be added to the fleet to provide greater seating capacity; however, depending upon delivery schedules, new rolling stock is not expected to arrive until 2014.

Service plans can support up to six daily trains between Sacramento to Roseville and four daily trains between Roseville to Auburn; however, the addition of trains to Placer County will require implementation of a package of station, track and maintenance facility improvements that is contingent upon securing approval from Union Pacific.

Ridership at the three Placer County stations (Auburn, Rocklin, and Roseville) continues to be strong in spite of prior reliability problems with on-time train performance. These reliability problems have been worked out in partnership with UPRR, through implementation of a capitalized maintenance program and a commitment to maximize dispatching to keep trains operating smoothly. As a result, on-time performance has improved significantly reaching 93 percent, a record across the nation for multi-frequency Amtrak service.

Travel to Placer stations is generally spread among several modes: transit use (25 percent); auto drop off / pick up (24 percent); drive alone (22 percent); walk / bike (23 percent); carpool (3 percent); with the remainder spread between taxi and long-distance Amtrak services.

The Capitol Corridor also continues to improve its cost effectiveness. With a current cost per passenger of under \$20 and cost per passenger mile at \$0.26, its performance is comparable to the other State-supported rail services (Pacific Surfliner and San Joaquin).

The Capitol Corridor is experiencing overcrowding on some cars during peak periods. There are several factors that are contributing to these trends:

- Increasing populations are taxing existing transportation systems such as I-80;
- Existing transportation systems for intercity travel are almost exclusively motorized requiring the use of cars (including carpools and vanpools) or buses;
- State and federal clean air regulations make it more and more difficult to increase roadway capacity; and
- The Capitol Corridor has reached its maximum capacity in terms of rolling stock and service frequency along the core route between Sacramento to Oakland.

Capital Improvement Program

The Capitol Corridor will need additional funding to begin the next phase of infrastructure improvements and rolling stock acquisition to meet ridership demand.

One of the most cost-effective capital improvements is to increase seating capacity by adding more rail cars to the existing scheduled trains. This is the only practical method of growing ridership during the increasingly congested peak hours. Caltrans, the owner of the rolling stock, is now working in partnership with Amtrak to develop a joint specification to develop a larger bi-level car. A preliminary analysis by the CCJPA indicates the need for 24 cars to meet service requirements and passenger demand over the next five to ten years.

Recent federal law requires that a Positive Train Control (PTC) System be in place by 2015. The CCJPA participating with Caltrans, will partner with UPRR to retrofit (at a minimum) the existing rolling stock to communicate with UPRR's wayside PTC equipment.

Longer-term capital improvement projects beyond 2018 are meant primarily to maintain infrastructure to support prior capacity expansion projects, implement additional infrastructure upgrades, including track improvements, as well as improve safety and operations. Other projects proposed are designed to respond to anticipated ridership demands

Grade separations will continue to rank high on the list of the CCJPA. CCJPA has identified high priority grade separation projects, but uncertainty in State funding has made it difficult to predict and secure funds by jurisdictions to implement these projects.

Vision Plan

In April 2005, the CCJPA updated its long term Vision Plan, which identifies short and long-term goals to guide operating and capital improvement plans of the Capitol Corridor during the next five to 20 years.

These goals include providing hourly service daily, from 5:00 a.m. to 10:00 p.m.; achieving a farebox recovery of 50 percent; reducing train cost per passenger mile to 0.20 cents; reducing travel time by 12 percent; achieving on-time performance of 90 percent or more; and providing additional track capacity to expand and extend the Capitol Corridor, including extension of service south to Monterey and Salinas and east to Colfax, Truckee, and Reno.

In support of the CCJPA's objective to expand service, the PCTPA has been working with Caltrans and the local jurisdictions to implement improved rail facilities, station amenities, park and ride lots, and train/bus connections at the Colfax, Auburn, Rocklin, and Roseville depots. The multimodal centers at Colfax, Auburn and Rocklin are now complete as is a new park-and-ride lot adjacent to the Roseville depot.

Regional Rail Plan

Studies and discussion about the feasibility of regional or commuter rail along the Interstate 80 corridor have been occurring since 1990. In general, the various studies have concluded that a regional rail alternative is feasible and would be more cost effective than expanding the Sacramento light rail service into Placer County.

The most current study of regional rail was a concept plan for the corridor between Oakland and Auburn and was being jointly funded by PCTPA, Sacramento Regional Transit, Yolo County Transportation District, Solano Transportation Authority, and the Contra Costa Transportation Authority. CCJPA staff provided technical assistance, and UPRR has been involved in order to ensure that passenger rail improvements will not have a negative impact on freight performance. The Auburn-Oakland Regional Rail Concept Plan, completed in mid 2005, outlined a service that could be jointly funded by the participating agencies and operated by the CCJPA. Implementation will likely be in phases, the timing of which will depend on UPRR's ability to ascertain current freight growth trends so that capacity on the railroad can be modeled accurately. It is through the capacity modeling that the scope and design of track improvements can be estimated. The final phase would include the additional of five round trips between Auburn and Oakland during peak commute periods; these trips would be interspersed between CCJPA trains providing 30 minute frequency in the peak period.

Operating and capital costs would be shared among the participating agencies. Funding would likely come from a variety of state, federal, and local sources. It is estimated that the ultimate level of regional rail service in this corridor would cost about \$8.72 million annually to operate in 2020. Placer's pro-rata share of this operating cost is about \$1 million. Capital expenses, for purchase of trainsets and track and facility improvements, are estimated to be \$380 million. Placer's pro-rata share of this capital cost would total \$30.24 million.

Other Services Studied

In 1995, Caltrans, in cooperation with the Nevada Department of Transportation, completed the Sacramento-Tahoe-Reno Intercity Rail Study. The study concluded that expanding the Capitol Corridor service to include stops in Colfax, Soda Springs, Truckee, Reno, and Sparks would be technically feasible, provide economic benefits, expand transportation capacity in the I-80 corridor, and increase the farebox recovery ratio. An environmental document would be required, however, and extensive mitigation costs could be involved. In 2000, Amtrak completed a 20-Year Plan for rail service in California which also concluded that expansion of the Capitol Corridor service to Reno would be feasible and desirable.

In 2003, PCTPA, NCTC, CCJPA, the Town of Truckee, and interested businesses in the North Tahoe area decided to jointly fund a study exploring the feasibility of extending daily Capitol Corridor service to Reno. This study has not progressed because UPRR could not accommodate any additional passenger trains over the Donner Pass. Moreover, the CCJPA Board preferred to focus agency resources on implementing the Vision Plan's service objectives between Auburn and San Jose.

In 1997, the Roseville-Lincoln-Marysville Passenger Feasibility study defined a plan for rail service between Marysville and Sacramento. The study concluded that the service was technically feasible either as commuter rail, which would need to be funded locally, or as intercity rail, funded as an extension of the Capitol Corridor or San Joaquin service.

MTC Rail Plan

The Metropolitan Transportation Commission (MTC) completed a 50-year Regional Rail Plan in 2008. The MTC Plan provides a vision for future passenger and freight rail service in northern California. The Plan examines future alignments and identifies service expansions plans for the Capitol Corridor extending into the Sacramento region

Statewide Rail Plan

Caltrans recently completed the development of the biennial 10-Year Statewide Rail Plan. The Caltrans Rail Plan includes the proposed extension of Capitol Corridor train service to Reno / Sparks, Nevada via Truckee, as well as other improvements to Capitol Corridor services.

Passenger Rail Safety & Security

The Capitol Corridor Joint Powers Authority (CCJPA) operates the intercity passenger rail service known as the Capitol Corridor. As part of its capital improvement plan, the CCJPA continues to invest in projects to improve passenger rail safety and security, including security

cameras at stations; infrastructure hardening (fencing, bollards, and barriers) to protect stations, facilities and passengers / employees; lighting; upgrades to electronic signage at stations.

An important priority for the CCJPA is to promote rail safety awareness to the public by partnering with local agencies to provide effective outreach, education and enforcement. Trespassing and grade-crossing incidents are on the rise and can have a severe impact on the service performance and reliability of the passenger rail service. CCJPA and Amtrak have teamed to reduce the number of pedestrians who are killed and injured when trespassing around trains and tracks. The program is aimed at 18 to 34 years old who make up more than one-third of railroad related pedestrian casualties.

Vandalism and personal property theft have also increased sharply at unstaffed rail stations. In an effort to improve security at these stations, CCJPA plans to install video surveillance equipment; the digital images will be fed directly to equipment and personnel at Security Operations Center to be established at the Oakland Maintenance Facility.

PASSENGER RAIL ACTION PLAN

Short and Long Range

1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. *(PCTPA, CCJPA, Caltrans, jurisdictions)*
2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. *(PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)*
3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County. *(PCTPA and CCJPA)*
4. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. *(PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR)*
5. Support Capitol Corridor program / project applications for high-speed rail and other funding opportunities from the Federal Railroad Administration (FRA). *(PCTPA, CCJPA, jurisdictions, federal representatives)*
6. Support the allocation of Proposition 1A high speed rail bond funding and other intercity rail funding to the Capitol Corridor from the California Transportation Commission. *(PCTPA and jurisdictions)*
7. Pursue implementation of regional rail service between Auburn and Oakland. *(PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation*

Authority, Contra Costa Transportation Authority, Caltrans, UPRR)

8. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (PCTPA, Caltrans, Yuba County, jurisdictions, UPRR)
9. Consider implementing new safety / quiet zones at at-grade rail crossings to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005). (PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR)
10. Continue to evaluate capital improvement requirements and amenities at passenger rail stations. (PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR)

PASSENGER RAIL PROJECTS

Table 6.3-4
Passenger Rail Projects List

Lead Agency	SACOG Project ID	SACOG MTP	SACOG MTIP	Project Title	Project Description	Year Complete	Status	Current Year (2010) \$	Expenditure Year \$
Placer County Transportation Planning Agency	PLA25468	09-00	11-00	Placer County Congestion Management Program	The Placer County Congestion Management Program (CMP) provides educational and outreach efforts regarding alternative transportation modes, with a specific emphasis on marketing of public transit services to employers, residents and the school community. CMP activities are coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program.	2014	Programmed	\$570,428	\$667,320
Placer County Transportation Planning Agency	PLA25140	07-00		Congestion Management Program (CMP) activities (2014-2035)	Congestion Management Program activities for educational & outreach to reduce traffic congestion & drive alone auto trip making in Placer County. Both City of Roseville & PCTPA are implementing agencies.	2014-2035	Planned	\$2,500,000	\$5,696,920
							2010-2015	\$570,428	\$667,320
							2016-2024	\$0	\$0
							2025-2035	\$0	\$0
							Total	\$3,070,428	\$6,364,240
Capitol Corridor Joint Powers Authority		07-00		Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis	2010-2035	Planned	\$120,720,000	\$321,819,762
Capitol Corridor Joint Powers Authority		07-00		Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail.	2010-2035	Planned	\$728,000,000	\$1,940,728,849
							2010-2015	\$173,384,856	\$459,541,283
							2016-2024	\$308,609,628	\$820,881,740
							2025-2035	\$373,436,800	\$995,521,389
							Total	\$855,431,284	\$2,275,944,412