



SACRAMENTO REGIONAL  
RAIL WORKING GROUP

# Unmet Regional Rail Funding Needs

Presentation to the Sacramento Transportation Authority

August 8, 2019



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# Overview of Intercity and Commuter Rail Services



**San Joaquin**  
Joint Powers Authority



SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION



# Capitol Corridor

- 170-mile rail corridor
- 8 Northern California counties
- 18 stations
- 15 daily round-trips
- Over 1.7 million riders per year
- San Francisco Bay Area Rapid Transit District (BART) provides day-to-day management support to the CCJPA





# Amtrak San Joaquins

- 364 miles
- 11 counties
- Serves 18 stations
- 7 daily round-trips
  - 2 between San Joaquin Valley and Sacramento
  - 5 between Bakersfield and Oakland
- Over 1.1 million passengers per year
- Managed by San Joaquin Joint Powers Authority





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# Altamont Corridor Express

- 86 miles
- 3 counties
- Serves 10 stations
- 20 years in service
- 4 weekday daily round-trips
  - Saturday service to begin August 2019 (2 daily round trips between Stockton and San Jose)
- Over 1.5 million passengers per year
- San Joaquin Regional Rail Commission Owner/Operator



ACE



# Benefits of Valley Rail

- Improved connection to the Nor Cal megaregion and Valley
- Faster, cleaner, safer transportation network
- San Joaquins ridership expands to 1.8 million in 2025
- ACE ridership expands to 3.1 million in 2025
- Reduction of 88.4 million VMT by 2025; 5.2 MMT of CO2 reduced by 2025
- Provides direct service to over 30% of CA's Disadvantaged Communities



## Need for Future ACE Funding

- Addition of ACE commuter service to Sacramento necessitates local match to cover operations
- San Joaquin County and Stanislaus County each contributing more than \$2 million/year for operations for new ACE service between Stanislaus and Sacramento

Need for Sacramento County provide fair share of funding for future operations costs in this region:

- Minimum contribution of \$2 million per year (with escalation for inflation) for operations in Sacramento or ACE commuter connection will be jeopardized



# Capitol Corridor Expansion

- Phase 1 will permit 2 additional round trips to Roseville
- Phase 2 includes an additional 7 round trips beyond Phase 1
  - Phase 2 construction of rail bridges is critically linked to Business 80 (SR 51) widening for major cost savings

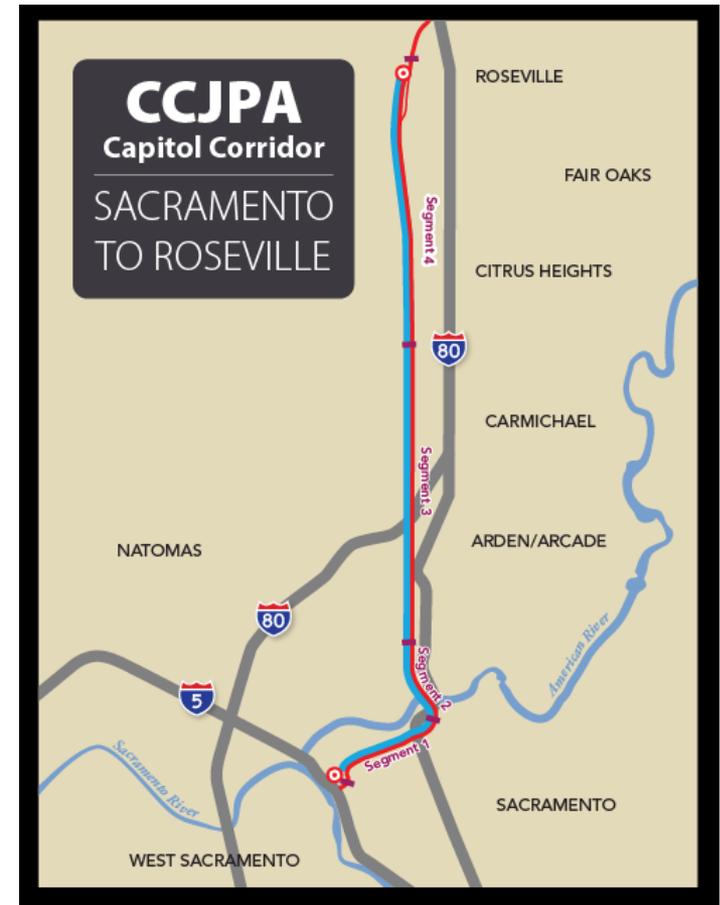


## **SACRAMENTO TO ROSEVILLE** third track project

*A project to increase Capitol Corridor train service to and from Roseville*

## Need for Future Capitol Corridor Funding

- Capitol Corridor's operating costs are entirely state-supported, but there are one-time capital costs necessary :
  - Phase 1: \$4-6 million in local match to complement existing \$85 million in state funds
  - Phase 2: \$40 million in local match to complement anticipated \$150 million in future state funds





## Funding for Future Connectivity Improvements

- Future upgrades to improve rail connections just east of the Sacramento Valley Station by the Blue Diamond plant
- \$100 million for future capital projects in Sacramento to allow for lower cost projects or provide a local match source to accumulate for other transformational rail projects



# Funding Needs Summary

Project	Estimated Cost (30 years)
Operations cost for new ACE service in Sacramento at minimal frequency of 5 daily ACE round trips from Sacramento to Silicon Valley (3 via Ceres/Merced, 1 via Stockton, and 1 directly to San Jose)	\$60 million in 2019 dollars (\$2 million/year with inflation)
Operations cost for new ACE service in Sacramento with increased frequency of trains between Sacramento and San Jose	\$60 million in 2019 dollars (additional \$2 million/year with inflation)
Potential local match for Capitol Corridor Phase 1 (by 2024)	\$4-6 million
Potential local match for Capitol Corridor Phase 2	\$40 million
Funding for improved connectivity – source for competitive grants to be accessed by regional rail services	\$100 million



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# Questions or comments?

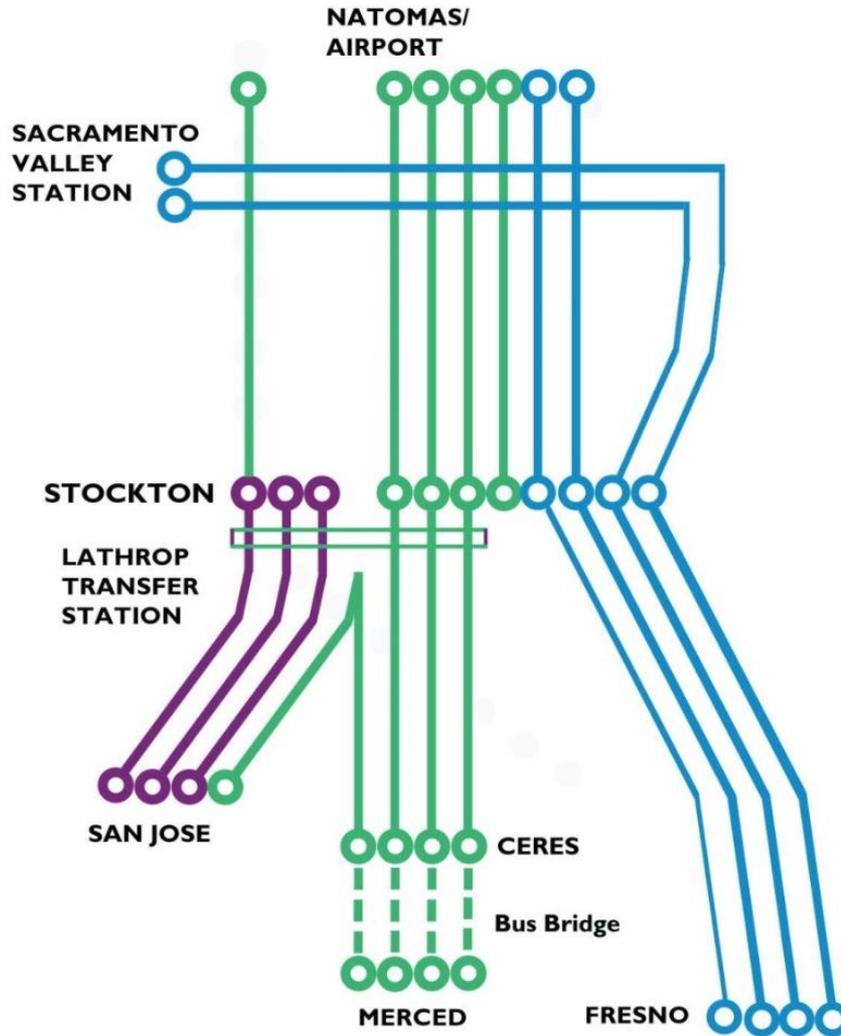
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# Plan for Daily Roundtrips Under Valley Rail



## Available Funding for Valley Rail

- State funding to support ongoing Amtrak San Joaquins, Capitol Corridor operations
- Valley Rail – represents major state investment in capital improvements:
  - SB 1 included \$400 million to expedite construction of ACE extension to Stanislaus and Merced counties
  - Award of TIRCP grant funds: \$500.5 million awarded to Valley Rail to fund new stations, track improvements, and equipment to increase connectivity and frequency of service to the Sacramento region
  - Additional state and regional awards add about \$100 million.
  - Ongoing operations costs for ACE extension to Sacramento are not covered in the grant