

TRAIN RIDERS ASSOCIATION OF CALIFORNIA (TRAC)

ORGANIZATIONAL OBJECTIVES

1. Advocate the rail passenger viewpoint, educating legislators. **Protect existing rail funding.**
2. **Advocate comprehensive rail service expansion** in California in addition to high speed rail.
3. **Get and keep new memberships.** Grow to 1,000+ members over next 12-24 months.
4. **Rebuild strategic alliances** through staff and board initiative with others, particularly environmental and business groups. **Protect existing rail funding and advocate for new funding sources.**

PROGRAMMATIC OBJECTIVES

STATEWIDE

1. **Above all, protect existing funding for rail passenger services**, including sufficient funds to maintain the existing level of service when Amtrak increases its charges required by federal law.
2. **Advocate for a “doable Plan B” for High Speed Rail (HSR) to replace the current plan** should it fail as many expect due to very likely delays from protracted eminent domain and other . **If this happens, California should solicit new proposals from experienced HSR operators** that may be able to attract major private sector financial participation in ways the current CAHSR plan cannot.
3. **Advocate for a new California Rail Commission** with Governor and Legislative appointees, **but also with full representation for regional rail providers** (including the three corridor JPBs) serving at least two counties over passenger routes connecting to the national rail system.
4. **Advocate new funding sources for regional and intercity rail**, such as a two or three cent statewide fuel tax increase, “Son of Proposition 116” rail/transit bond issue, etc.
5. **If current HSR plans “crash and burn,” Federal funds earmarked for Merced-Bakersfield should be reallocated** to the Capitol, San Joaquins and Pacific Surfliner corridors.

CAPITOL CORRIDOR

1. **Extend most trains to Roseville.** (3rd & 4th main track & new American River crossing, expand Roseville station, new North Highlands station, layover facility in Roseville, etc.)
2. **Extend most round trip trains to San Jose.** Additional rolling stock and capacity as needed.
3. **Restore Bus and LRT/Amtrak “cross platform” connection at new Sacramento station platforms;** (Construct previously planned “multimodal facility” and improve intermodal fare coordination, Sac RT, BART, VTA, etc.)

LONGER TERM. Extend several train pairs with supporting capacity improvements to (a) Marysville/Yuba City, Chico, Redding; (b) Truckee/Lake Tahoe, Reno; (c) Gilroy, Watsonville, and Monterey; (d) commensurate capacity increases.

SAN JOAQUINS CORRIDOR

1. **Incremental Sacramento-Stockton-Bakersfield capacity** supporting increased frequencies.
2. **FOR LONGER TERM, examine alternatives not seriously considered in HSR planning**, including
 - (a) **30-mile extension to a Wheeler Ridge Rail/Bus Transfer Station** (e.g., base of Grapevine) that could reduce bus transfer trip time by 40+ minutes Los Angeles-Bakersfield;
 - (b) **Seriously study Tejon Pass alignment building on the 1923 Santa Fe plan** and several others;
 - (c) **Upgrading current San Joaquins route to 110 mph standards** with 2.5 hour travel time or less, for Fresno-Los Angeles, Fresno-Bay Area and Fresno-Sacramento;
 - (d) **Reconsider the I-5 high speed rail routing for construction by private sector** (much lower construction costs may may private funding feasible for an I-5 alignment).
 - (e) **Construct new Altamont Pass corridor rail alignment for dramatically improved ACE regional rail service and HSR entry to the Bay Area** capable of serving the North Bay and East Bay, not just Santa Clara County and the San Francisco Peninsula.

SURFLINERS CORRIDOR

1. **Continue strong advocacy for construction of LA Union Station run-through tracks.**
2. **Extend all San Diego trains to Chatsworth** (selected capacity expansion north of Union Station)
3. **Continued Los Angeles-San Diego double tracking, signal upgrades** increasing speed and capacity
4. **Expand Chatsworth-Santa Barbara capacity for Surfliners and commuter rail**; consider at least three a.m. and three p.m. arrivals/departures in Santa Barbara to serve Ventura County commuters.

LONGER TERM

1. **Implement New east-west service between Los Angeles and the Coachella Valley**, preferably with hourly trains at 110 mph standards (requires dedicated passenger track(s) separate from freight).
2. **Extend several trains per day to Yuma (200,000+) and Phoenix (4,000,000+)**, plus diesel multiple unit (DMU) timed connections at Niland to/from 1.5 million+ Imperial Valley and Mexicali residents.

COAST DAYLIGHT CORRIDOR

1. Take advantage of proposed extensions of Capitol Corridor to the Monterey Bay Area, and Pacific Surfliner Corridor capital improvements, **implementing at least one additional daily round trip between Los Angeles and San Francisco** in the short term.
2. **Incrementally upgrade** the Coast Corridor to speed up service and expand capacity. to 90 mph standards where feasible.

LONGER TERM

3. **Continued double tracking, signal upgrades** further increasing speed and capacity.