

Appendix B

Union Pacific Railroad Recommendations

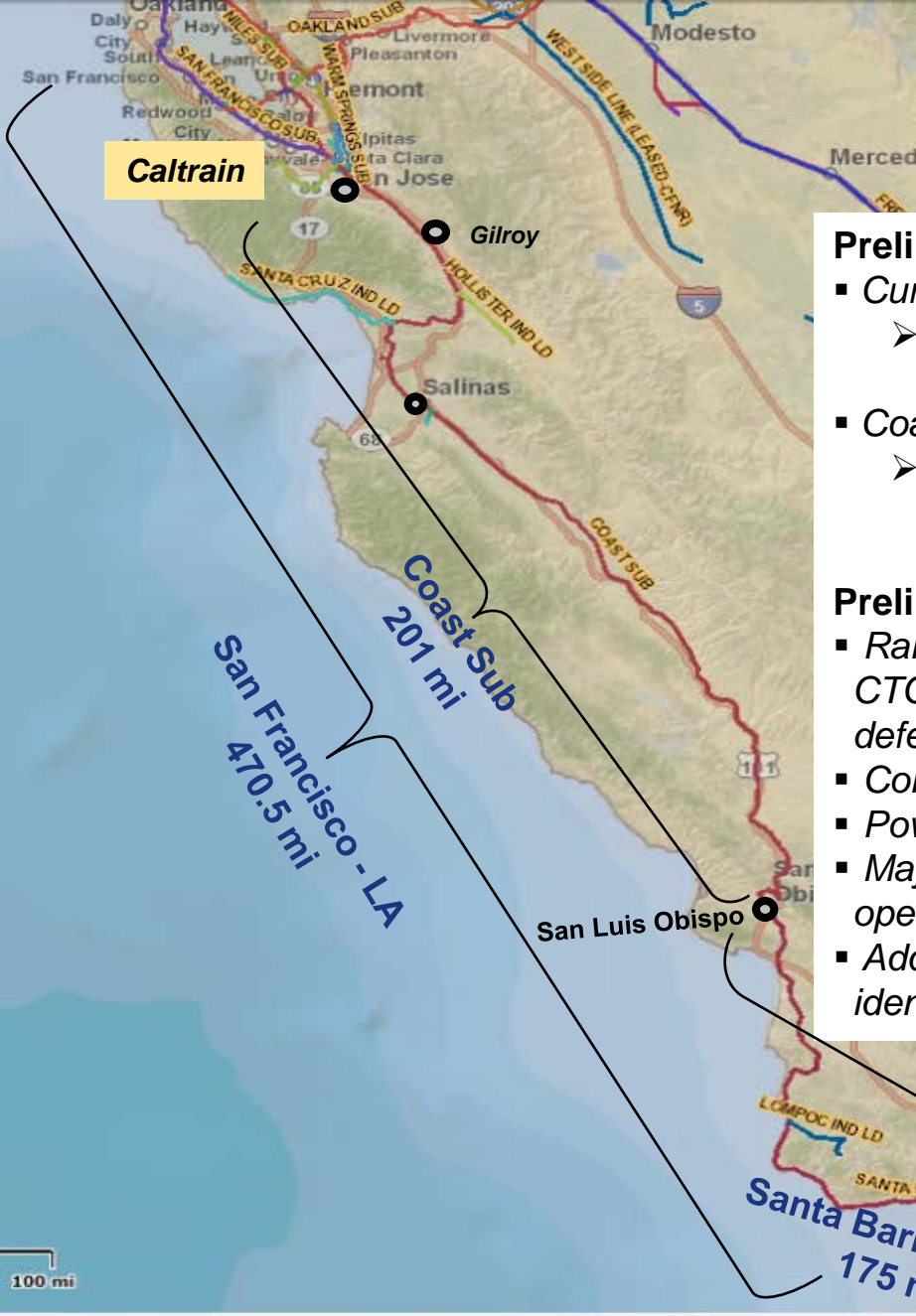
Coast Daylight Service

Add Daily LA- San Francisco Train Pair
(Replaces pair of LA-San Luis Obispo Surfliners)

January 2011



Coast Daylight Service Coast & Santa Barbara Subdivisions



Preliminary Findings:

- Currently proposed schedule is unrealistic and unattainable
 - 1.5 hours faster S/B and 0.8 hours faster N/B than Coast Starlight with 15 more stops
- Coast Route remains a strategic line for freight operations
 - Needs to be able to handle growing local volumes and be available for detour / overflow traffic from Tehachapi route

Preliminary Requirements:

- Raise to minimum passenger standard track structure: Full CTC, welded rail, robust rail and tie condition (6-inch base, low defect), crossing protection, PTC
- Construct one new siding (Ortega) and extend five sidings
- Power all sidings 5000 feet or longer
- Major constraints need to be addressed due to commuter operations at San Jose and between Montalvo and LAUPT
- Additional infrastructure to facilitate local operations not yet identified

Metrolink



Coast Daylight Service

Daily Traffic Volumes in Simulation

Current Passenger Trains

Segment	NB	SB	Total
Surfliners: San Luis Obispo - LA	2	2	4
Surfliners: Goleta - LA	3	3	6
Amtrak: Coast Starlight	1	1	2
Capital Corridor: San Jose – Sacramento	7	7	14
ACE (M – F) San Jose – Stockton	3	3	6
Caltrain (M - F) San Francisco – San Jose	42	42	84
Caltrain (M - F) San Francisco – Gilroy	3	3	6
Metrolink (M - F) Montalvo - LA	<u>27</u>	<u>27</u>	<u>54</u>
Total	88	88	176

Proposed Change - Replace pair of daily Surfliners with Coast Daylights

Segment	NB	SB	Total
Surfliners: San Luis Obispo – LA	-1	-1	-2
Amtrak: Coast Daylight	<u>1</u>	<u>1</u>	<u>2</u>
Total	88	88	176

Adds 489 daily passenger train miles

Daily Freight Trains

3 rd Quarter 07	Both Directions
Auto	1
Intermodal	1.7
Bulk	.4
Manifest	1.8
Locals	<u>12.4</u>
Total	17.3

Alternative Freight Routing scenario includes three additional daily freight trains (each way) representing variability and need to accommodate shift from Tehachapi route for detour or overflow.

Coast Daylight Service

Proposed schedules

Bay Area - Los Angeles

SOUTHWARD - Read down			NORTHWARD - Read up			
778	98	11	Train Number	99	14	775
Surfliner	Daylight	Starlight		Daylight	Starlight	Surfliner
Daily	Daily	Daily	Frequency	Daily	Daily	Daily
STATIONS						
		8:50 AM	Oakland (Jack London)		9:32 PM	
	7:20 AM	...	San Francisco (4th and Townsend)	6:16 PM	...	
	7:39 AM	...	Millbrae	5:56 PM	...	
	7:37 AM	...	Hillsdale	5:46 PM	...	
	7:59 AM	...	Palo Alto	5:33 PM	...	
	8:08 AM	...	Mountain View	5:25 PM	...	
	8:17 AM	...	Santa Clara	5:15 PM	...	
	8:23 AM	9:55 AM	San Jose	5:08 PM	8:39 PM	
	8:25 AM	10:07 AM	San Jose	5:07 PM	8:27 PM	
	8:58 AM	---	Gilroy	4:32 PM	---	
	9:28 AM	---	Watsonville Jct.	4:02 PM	---	
	9:51 AM	11:48 AM	Salinas	3:39 PM	6:36 PM	
	10:38 AM	---	King City	2:51 PM	---	
	11:38 AM	1:38 PM	Paso Robles	1:51 PM	4:45 PM	
8:20 AM	12:49 PM	3:20 PM	San Luis Obispo	12:42 PM	3:43 PM	8:35 PM
8:40 AM	1:10 PM	---	Grover	12:20 PM	---	8:00 PM
8:56 AM	1:24 PM	---	Guadalupe	12:05 PM	---	7:44 PM
9:30 AM	2:01 PM	---	Surf	11:27 AM	---	7:07 PM
10:38 AM	3:10 PM	---	Goleta	10:17 AM	---	5:52 PM
10:56 AM	3:24 PM	6:17 PM	Santa Barbara	10:06 AM	12:48 PM	5:38 PM
---	(1)	---	Montecito	---	(1)	---
11:12 AM	3:40 PM	---	Carpenteria	9:50 AM	---	5:15 PM
11:33 AM	4:02 PM	---	Ventura	9:29 AM	---	4:54 PM
11:47 AM	4:15 PM	7:08 PM	Oxnard	9:17 AM	11:55 AM	4:40 PM
11:56 AM	4:25 PM	---	Camarillo	9:07 AM	---	4:26 PM
---	4:37 PM	---	Moorpark	8:56 AM	---	---
12:26 PM	4:50 PM	7:41 PM	Simi Valley	8:44 AM	11:23 AM	4:04 PM
12:38 PM	5:03 PM	---	Chatsworth	8:32 AM	---	3:46 PM
12:53 PM	5:13 PM	---	Van Nuys	8:21 AM	---	3:33 PM
1:02 PM	5:21 PM	---	Burbank Airport	8:13 AM	---	3:24 PM
1:14 AM	5:30 PM	8:23 PM	Glendale	8:04 AM	10:33 AM	3:12 PM
1:45 AM	5:45 PM	9:00 PM	Los Angeles (LAUPT)	7:45 AM	10:15 AM	3:00 PM

Proposed 9:20 AM Dpt Modeled

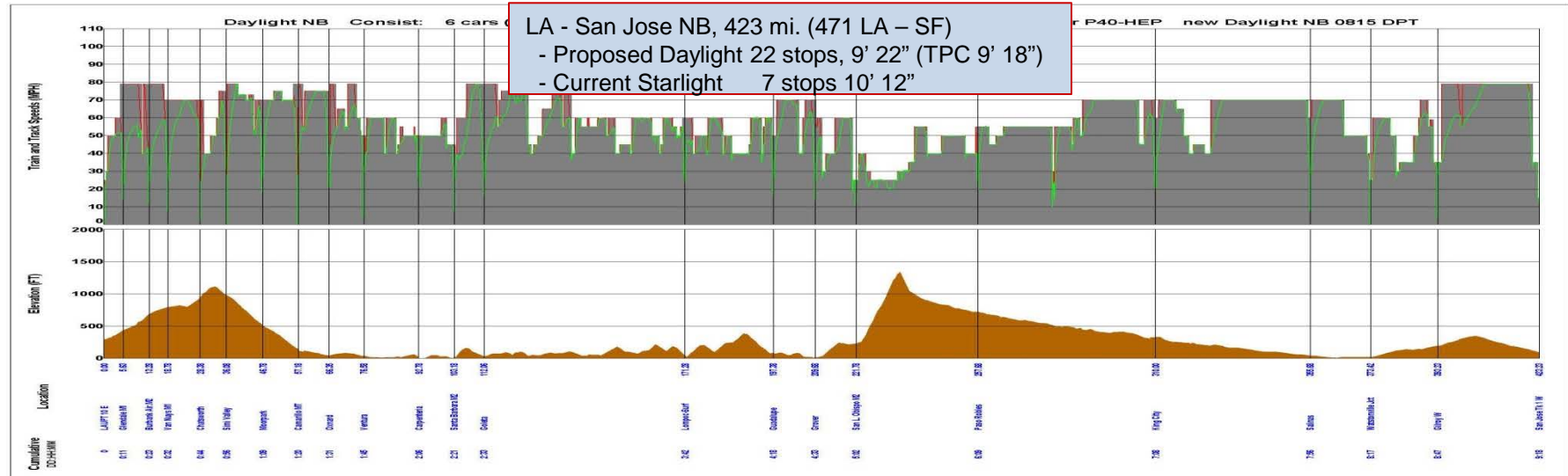
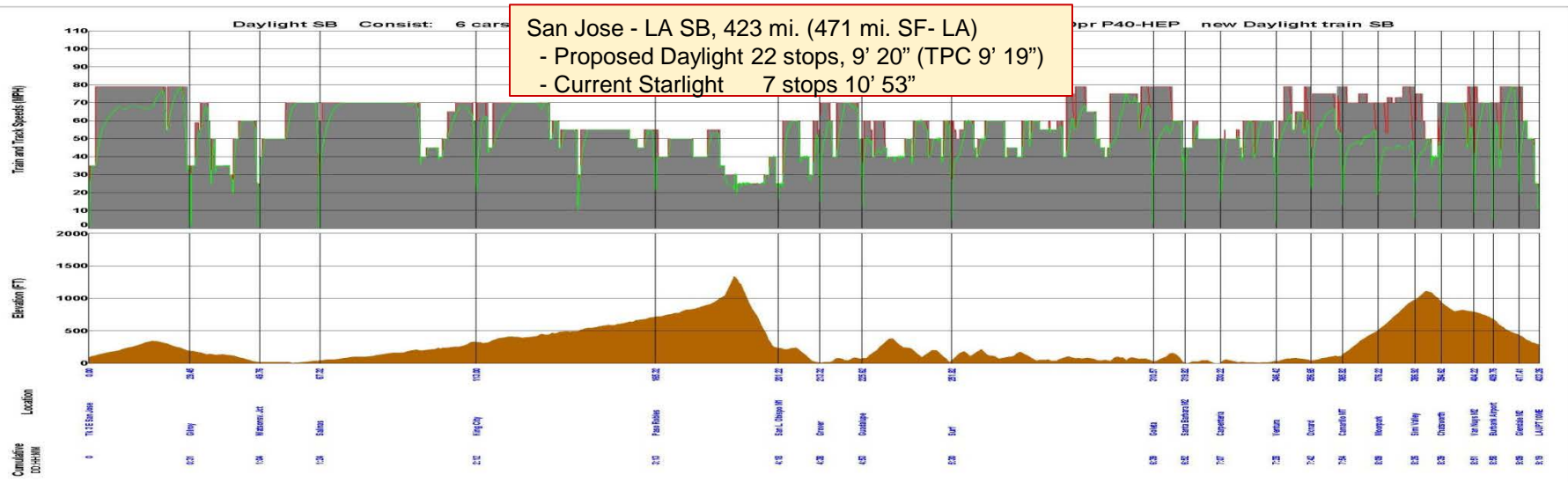
Proposed 8:15 AM Dpt Modeled

Reference notes:
 (1) Stops for Music Festival passengers to or from Lafayette.



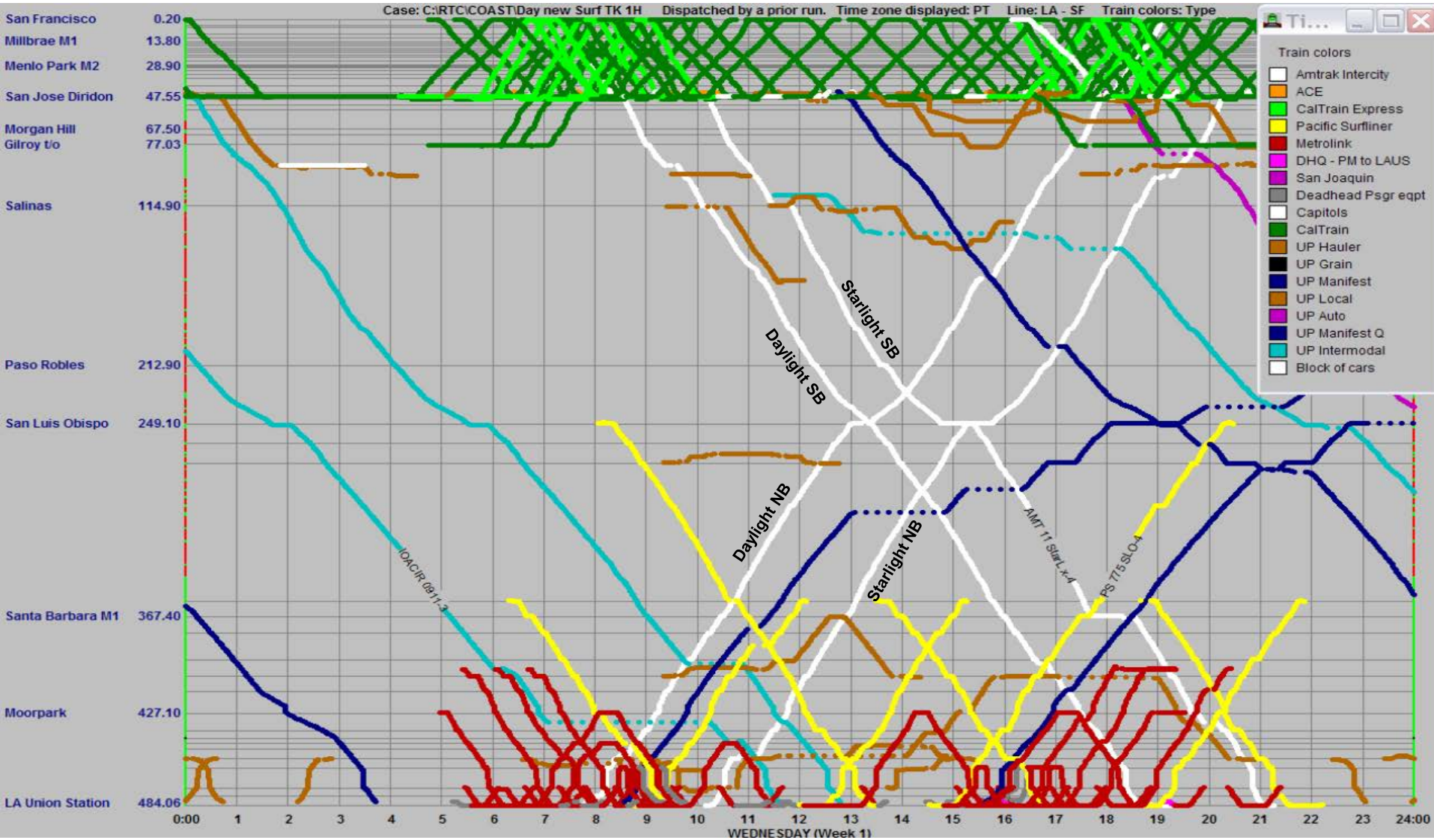
Coast Daylight Service

Train Performance – Schedule Comparison



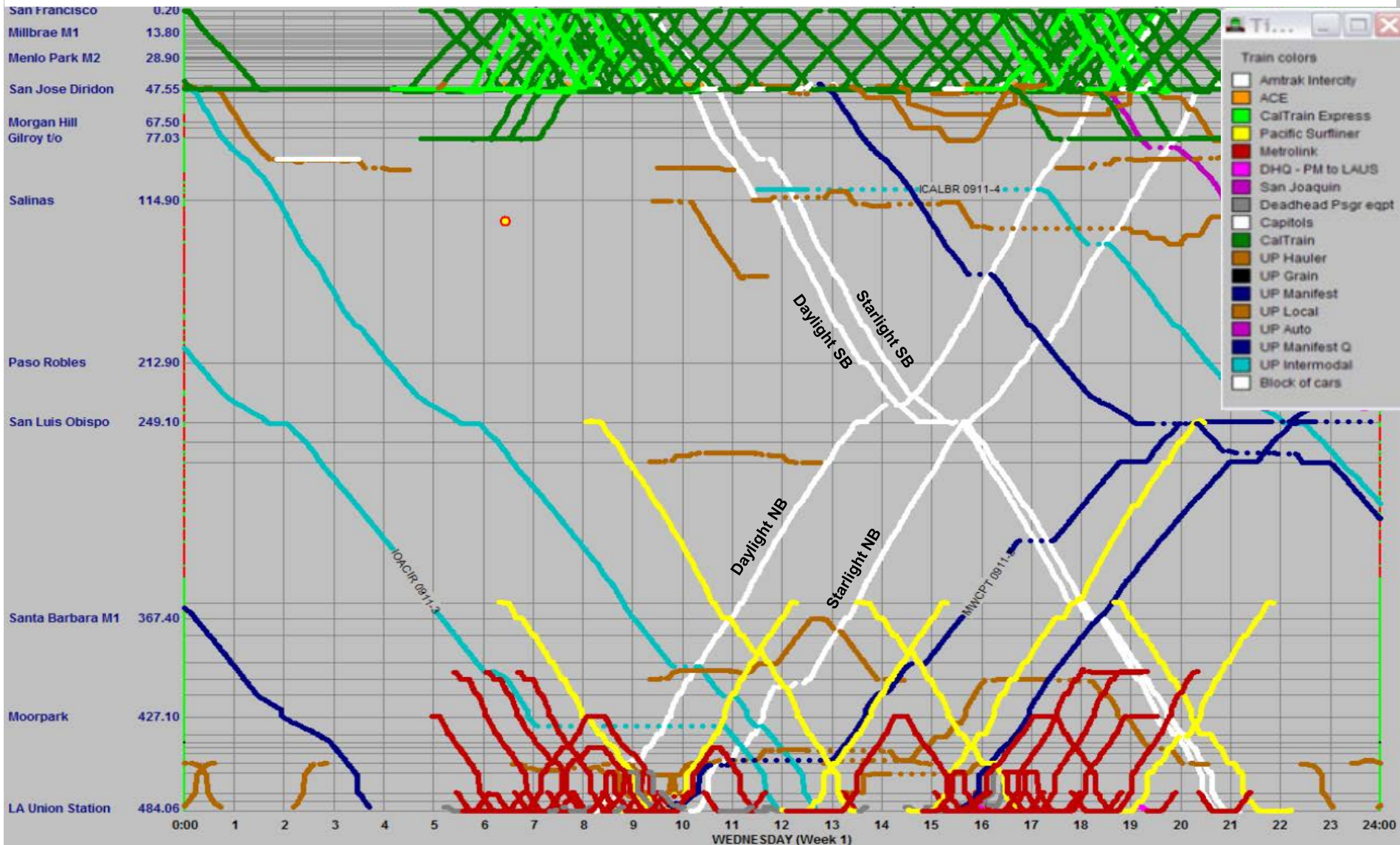
Coast Daylight Service

24 hr Stringline with Coast Daylight original schedule



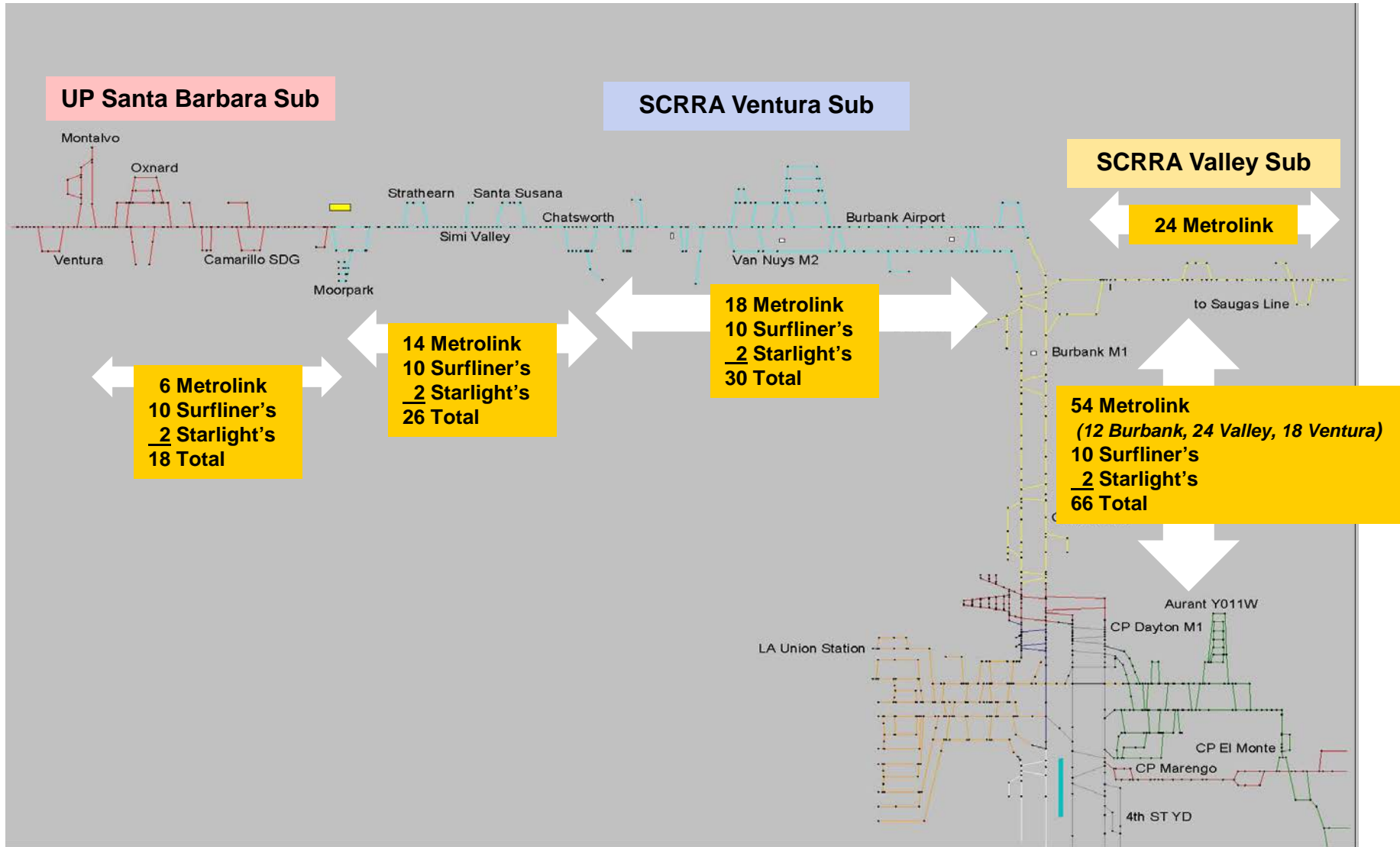
Coast Daylight Service

24 hr Stringline with Coast Daylight revised schedule



Coast Daylight Service

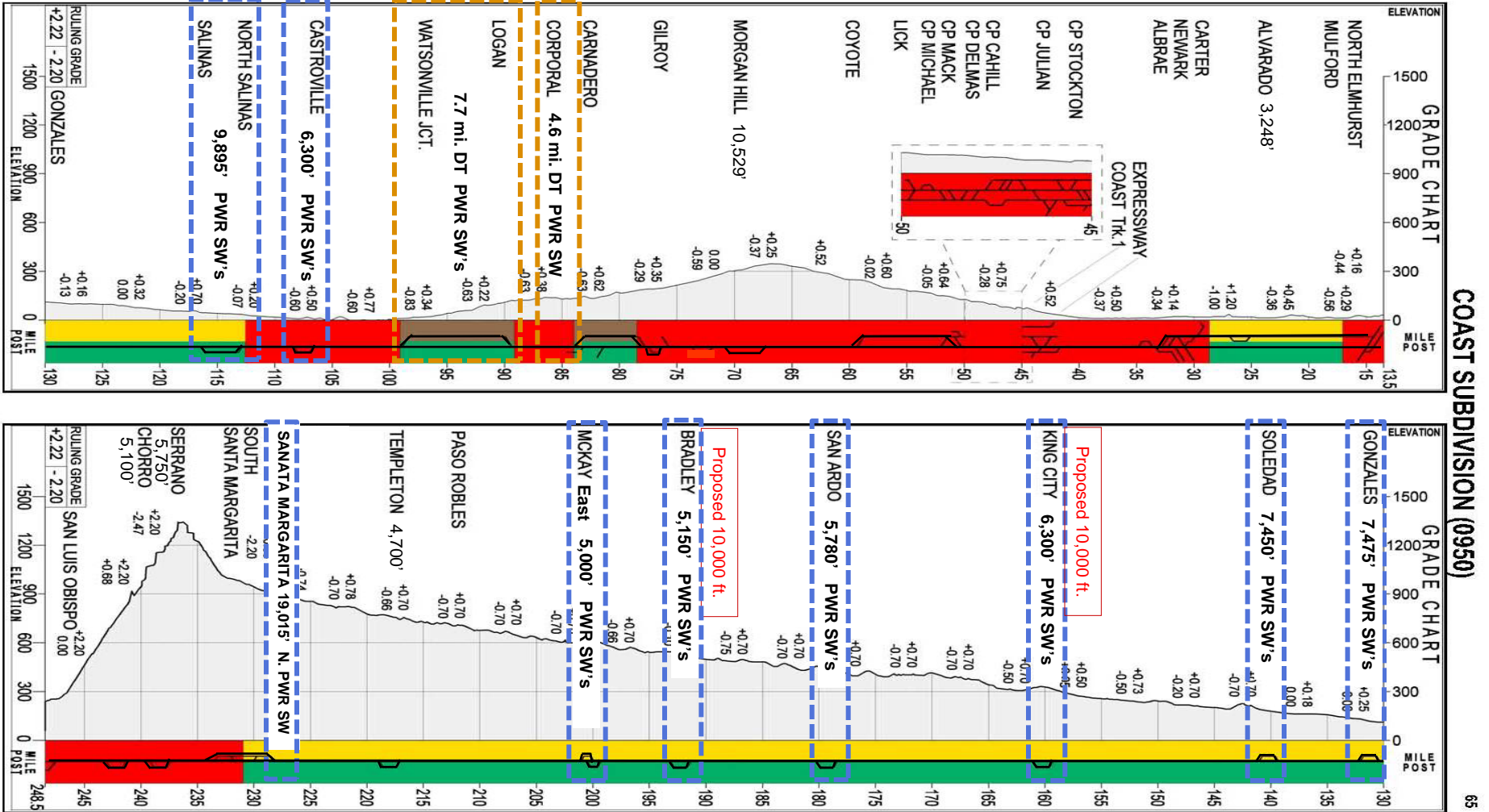
SCRRA Weekday Passenger Trains/day



Coast Sub

236.2 mi: 32.2 mi. DT, 87.2 mi CTC, 149 mi ABS

Proposed Improvements: CTC 134 mi., power 20 switches @ 3 DT turnouts, 8.5 current sidings extend to 10,000 ft Bradley & King City Sidings



ROSEVILLE Area Timetable No. 5 - Effective: 09/24/2009

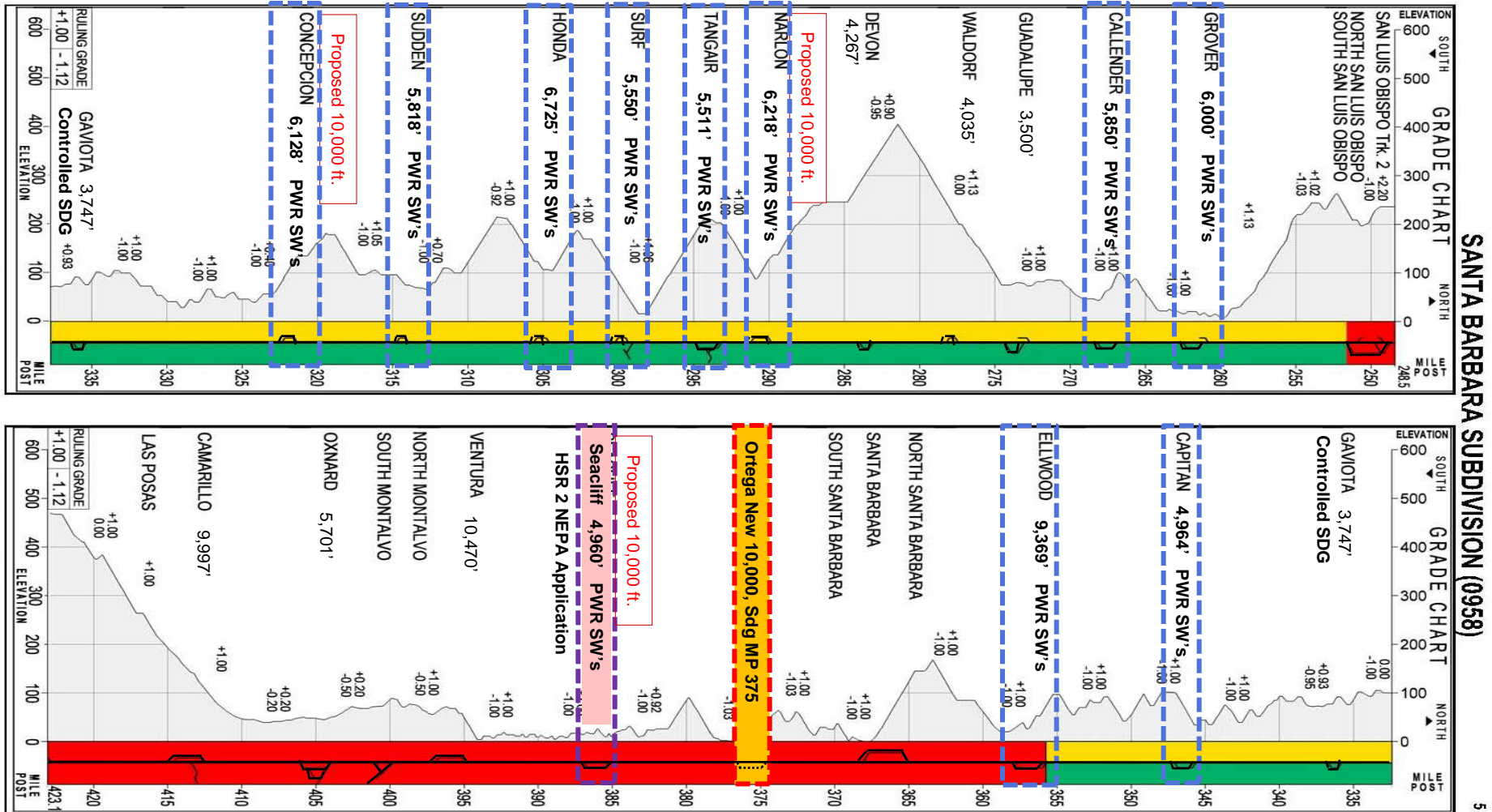
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Santa Barbara Sub

174.6 mi: 16.2 mi. DT, 79.7 mi CTC, 94.9 mi ABS

Proposed Improvements: CTC 94.9 mi., power 22 switches @ 11 current sidings, new Ortega siding extend to 10,000 ft Seacliff, Concepcion, & Narlon Sidings



LOS ANGELES Area Timetable No. 4 -- Effective: 06/14/2010

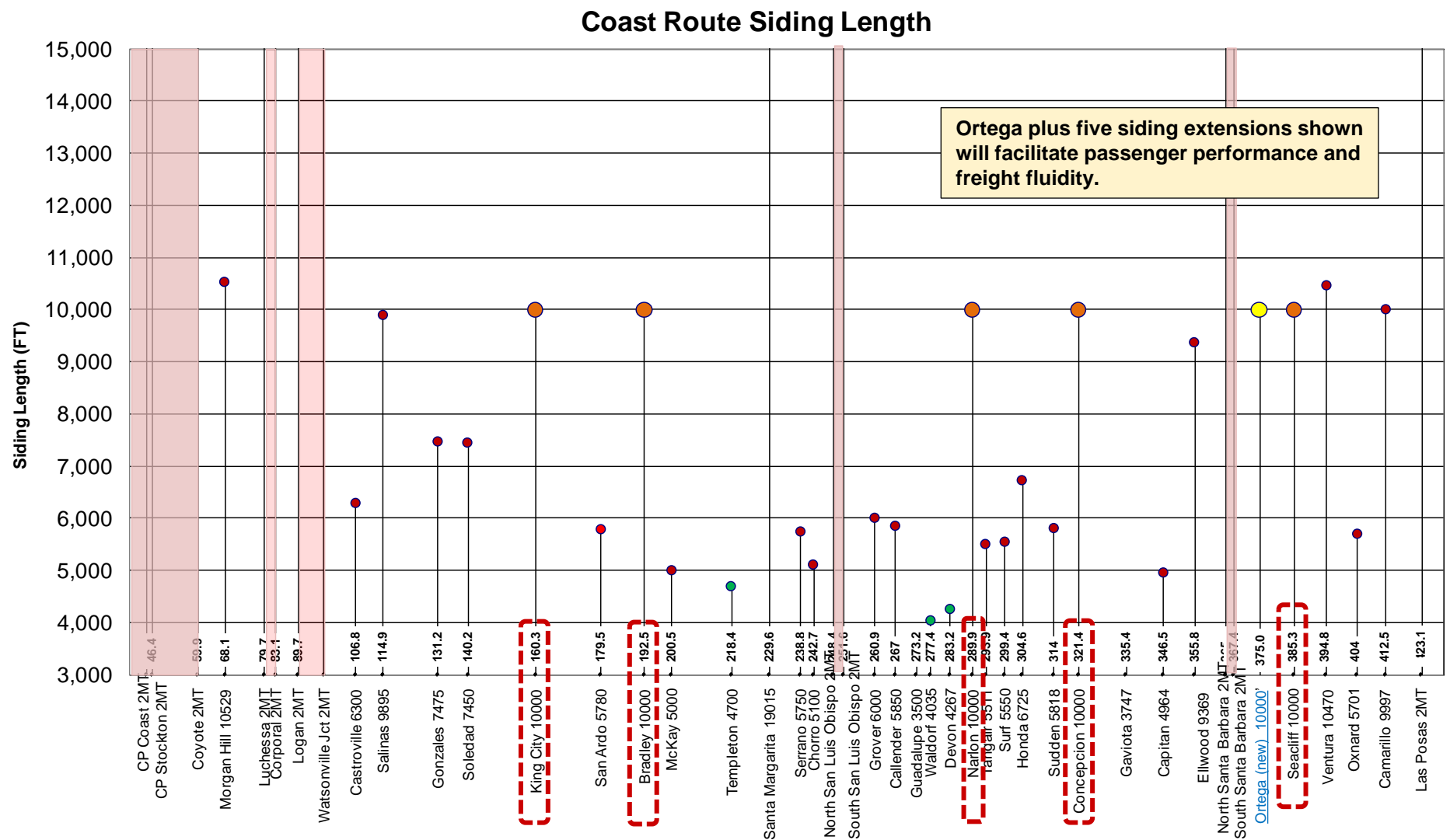
SANTA BARBARA SUBDIVISION (0958)

5



Coast Route Lollipop

Recommended Siding Improvements



Coast Daylight Service

Proposed 6.3 miles DT SCRRRA Ventura Sub

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	VENTURA SUBDIVISION	Meth. of Op	Mile Post
		CP BURBANK JCT. (Jct. Valley Sub.) 1.8		462.6
		CP LOCKHEED 0.2		460.8
		BURBANK-BOB HOPE AIRPORT 4.5		460.6
		CP WOODMAN 1.1	2MT	456.1
		VAN NUYS 1.3	CTC	455.0
		CP ELLIKER 0.6		453.7
		CP RAYMER 3.8		453.1
		NORTHRIDGE 2.5		449.3
		CP BERNSON 1.3		446.8
11300		CHATSWORTH 1.1		445.5
		CP TOPANGA 3.6		444.4
7625		CP DAVIS 1.6	CTC	440.8
		CP SANTA SUSANA 1.3		439.2
		SIMI VALLEY 5.0		437.9
8400		CP STRATHEARN 1.8		432.9
		CP MADERA 3.5		431.1
		CP COLONIA 0.5		427.6
4606		MOORPARK 0.7		427.1
		CP LAS POSAS (Jct. UP Santa Barbara Sub, MP 423.1)		426.4

Need to close
key single track
bottleneck






Coast Daylight Service

Simulation Results

Coast Daylight Service RTC Results Coast & Santa Barbara Sub's 470 mi., 7 Day Simulation

Case #		Base	1	2	3	4
Train Service	PSGR: FRT:	2010 Passenger 2007 Freight	+ Daylight + alt FRT routing	+ Daylight + alt FRT routing	+ Daylight + alt FRT routing	+ Daylight + alt FRT routing
Track Improvements		Current Track				
1	Add new Sdg at Ortega		Y	Y	Y	Y
2	Extend Seacliff Sdg 10,000'		Y	Y	Y	Y
3	CTC 229 mi, power 40 switches 3 DT TO's, 18.5 Sdg's			Y	Y	Y
4	Extend King City, Bradley, Narlon, Concepcion Sdg's				Y	Y
5	DT 6.3 Mi. SCRRA Valley Sub					Y
Measures						
Trains per week						
Coast Starlights & Daylights		14	28	28	28	28
All other passenger trains		1,038	1,024	1,024	1,024	1,024
UP Freight		140	182	182	182	182
OTP - (10" slack scheduled arrival)						
All passenger trains						
			Proposed Coast Daylight schedules not sufficient for train meet/pass recovery allowances. Allowing more recovery time required for achievable OTP.			
Delay Minutes/100 Train miles						
UP Freight						
UP Freight (exclude locals)						

 better than base case
 1% - 10% worse than base case
 10% or greater worse than base case

Coast Daylight Service

Issues

- **Schedule extremely close to unopposed, ideal run times; no recovery allowance**
 - Unopposed TPC run time within one to four minutes of proposed schedule
- **Multiple proposed station stops consume track network capacity and give service a “Milk Run” local feel**
- **Must address any costs not covered by Amtrak Reimbursement Agreement**

Coast Daylight Service

Recommendations

- Rationalize Coast Daylight schedule (number of stops, adequate run time)
- Complete 229 mi. CTC, install power switches
- Add new siding at Ortega
- Extend King City, Bradley, Narlon, Concepcion and Seacliff sidings
- Upgrade rail & ties -- rail: all CWR, low defect, 6-inch base
- Address PTC requirements and crossing protection needs (greater frequency, passenger speeds)
- Address remaining bottlenecks at San Jose and south of Santa Barbara and ensure availability of adequate freight slots

