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VIA E-FILING

February 8, 2016

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

ENTERED
Office of Proceedings
February 8, 2016
Part of
Public Record

Re: STB Docket No. EP 726 *On-Time Performance under Section 213 of the Passenger Rail Investment and Improvement Act of 2008*

Dear Ms. Brown:

Please find attached the comments of the California State Transportation Agency (CalSTA) on the decision served on December 28, 2015 on the definition of "on-time performance" for purposes of Section 213 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), 49 U.S.C. §24308(f).

Respectfully submitted,



Chad R. Edison
Deputy Secretary for Transportation

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB EX PARTE 726

ON-TIME PERFORMANCE UNDER SECTION 213 OF THE PASSENGER
RAIL INVESTMENT AND IMPROVEMENT ACT OF 2008

COMMENTS OF THE CALIFORNIA STATE TRANSPORTATION AGENCY

FEBRUARY 8, 2016

COMMENTS ON THE PROPOSED RULE

The California State Transportation Agency (CalSTA) is responsible for transportation-related departments within the state: Board of Pilot Commissioners, California Highway Patrol, California Transportation Commission, Department of Transportation, Department of Motor Vehicles, High-Speed Rail Authority, New Motor Vehicle Board and Office of Traffic Safety. The Secretary of CalSTA is responsible for the overall planning, coordination, and budgeting of the Intercity Passenger Rail Service in California, included the services administered by the Capitol Corridor Joint Powers Authority, the LOSSAN Rail Corridor Agency and the San Joaquin Joint Powers Authority. The Secretary of CalSTA makes annual approval of the business plans for each of the administering agencies listed above, including approval of funds for the operations and marketing of the services on the Capitol Corridor, Pacific Surfliner and San Joaquin routes. The Secretary of CalSTA has also adopted Uniform Performance Standards that govern the service quality expectations for state-supported services in California.

CalSTA supports action by the Surface Transportation Board (STB) to define “on-time performance” (OTP) for operation of intercity passenger rail services that is consistent, easily understood by the traveling public, readily measurable, and meaningful for customers, host and operating railroads, service sponsors and policy-makers. We support developing a standard that is meaningful at both the endpoint and at stations along the corridor, recognizing that more than 73% of the 5.5 million passengers traveling on state-supported trains in California completed their journey at a station other than the endpoint in Federal Fiscal Year 2015. We look forward to working with the rulemaking process to arrive at an acceptable definition or definitions of on-time performance.

At the same time, California rail corridors benefit from mutually agreeable contracts negotiated with our host railroad partners that allow us to deliver a quality of service well above the standards that are under consideration in the proposed rulemaking. We expect that these contracts, which contain negotiated capital investments, performance commitments, incentives and penalties, will in no way be circumscribed by the proposed rulemaking, but will instead continue to be valuable means to achieving high-quality rail service and delivering negotiated revenue to our host railroad partners. These agreements have resulted in nation-leading on-time performance and significant on-going investment in the rail corridors in the state. We seek to ensure that such performance is not diminished by the proposed rulemaking.