

2018 California State Rail Plan

Connecting California



What is the California State Rail Plan?

- » Statewide Rail Network “Vision”
 - » Passenger & Freight Rail Investments
- » Rail Investment Program
 - » Short-term (2022), Mid-Term (2027) & Vision (2040)
- » Passenger Rail System Integration



Passenger Rail Network Integration

Meeting
Customer
Expectations

Synchronized
Timetables

Integrated
Mobility
Solutions

Coordination

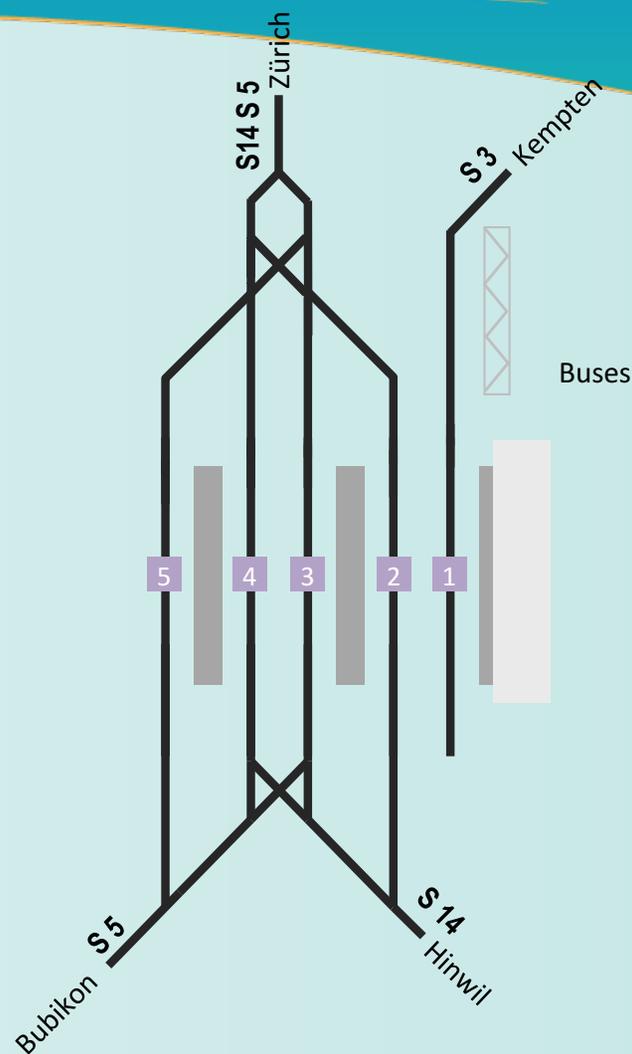
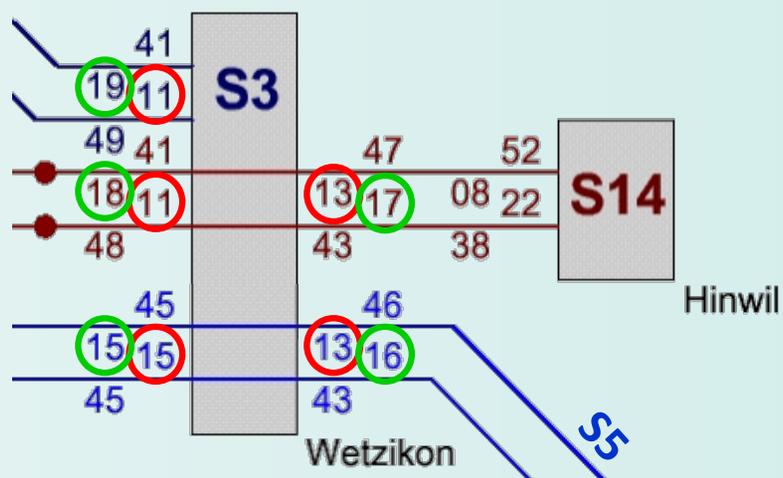
Strategic
Planning

Consensus
Vision



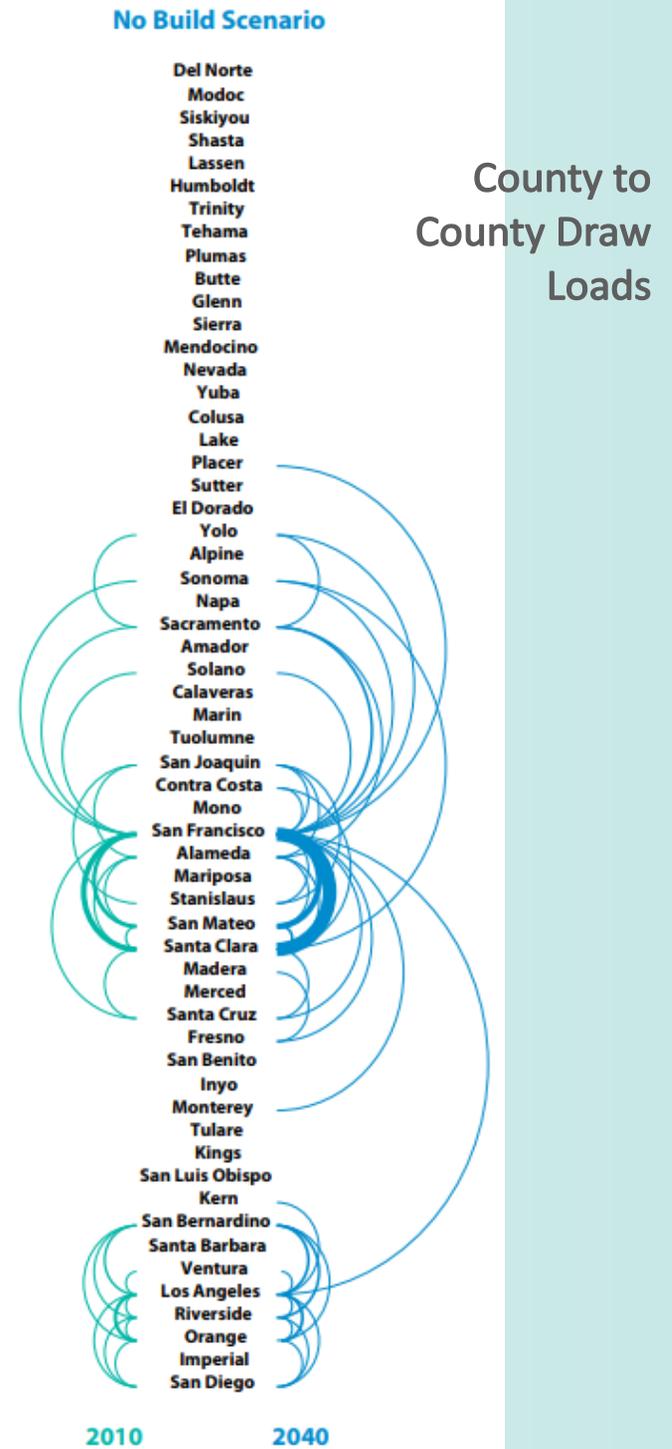
Network Integration & Pulse Schedule Example

1. Buses arrive in advance of the trains
2. Trains arrive in the station
3. All services are in the station
4. Trains depart from the station
5. Buses depart from the station



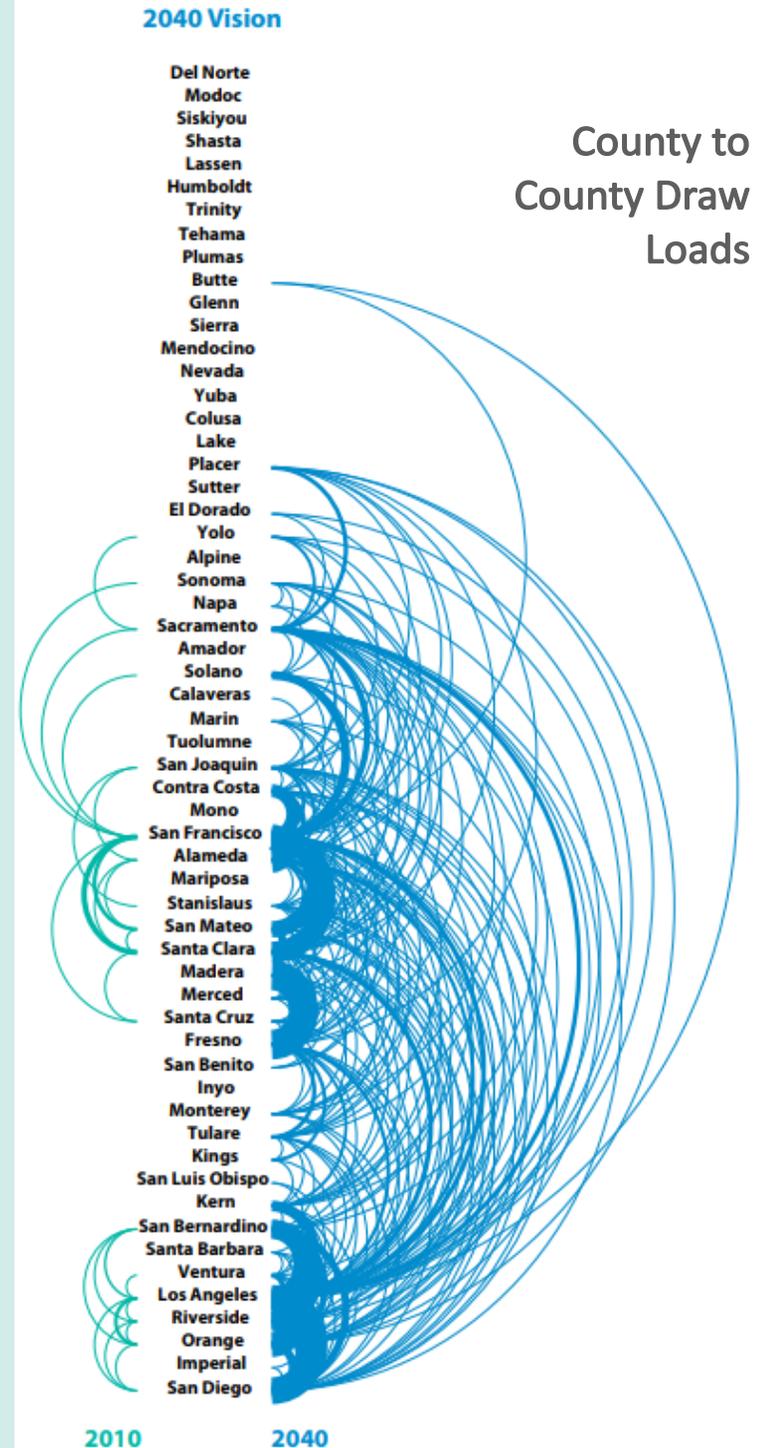
Rail Plan Vision: Ridership

- » Results show moderate increase in rail ridership demand due to **population growth**
- » However, market potential for networked services is **unrealized**



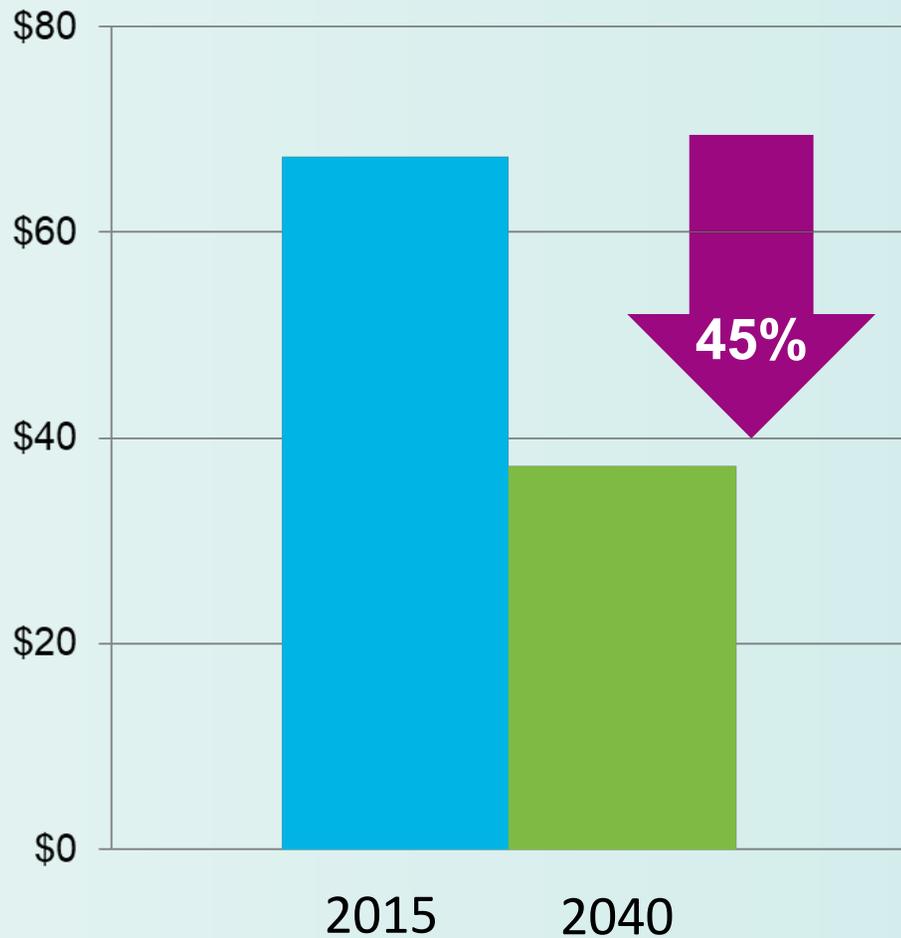
Rail Plan Vision: Ridership – Market Potential

- » Result of integration and HSR shows **huge increase** in rail ridership demand
- » Satisfies a **large market potential for networked services**



Comparing Metrics – Existing v. 2040 (Draft Results)

Cost per Train Mile



Cost per Seat Mile



All costs are in 2015\$

2040 Vision for Passenger Rail

» Integrated Statewide Network

- » High Speed Rail
- » Intercity and Regional Services
- » Integrated Express Bus

» Coordinated Schedules

- » Regular pulsed service
- » Key transfer hubs
- » Public Transit Connections

» Customer Focus

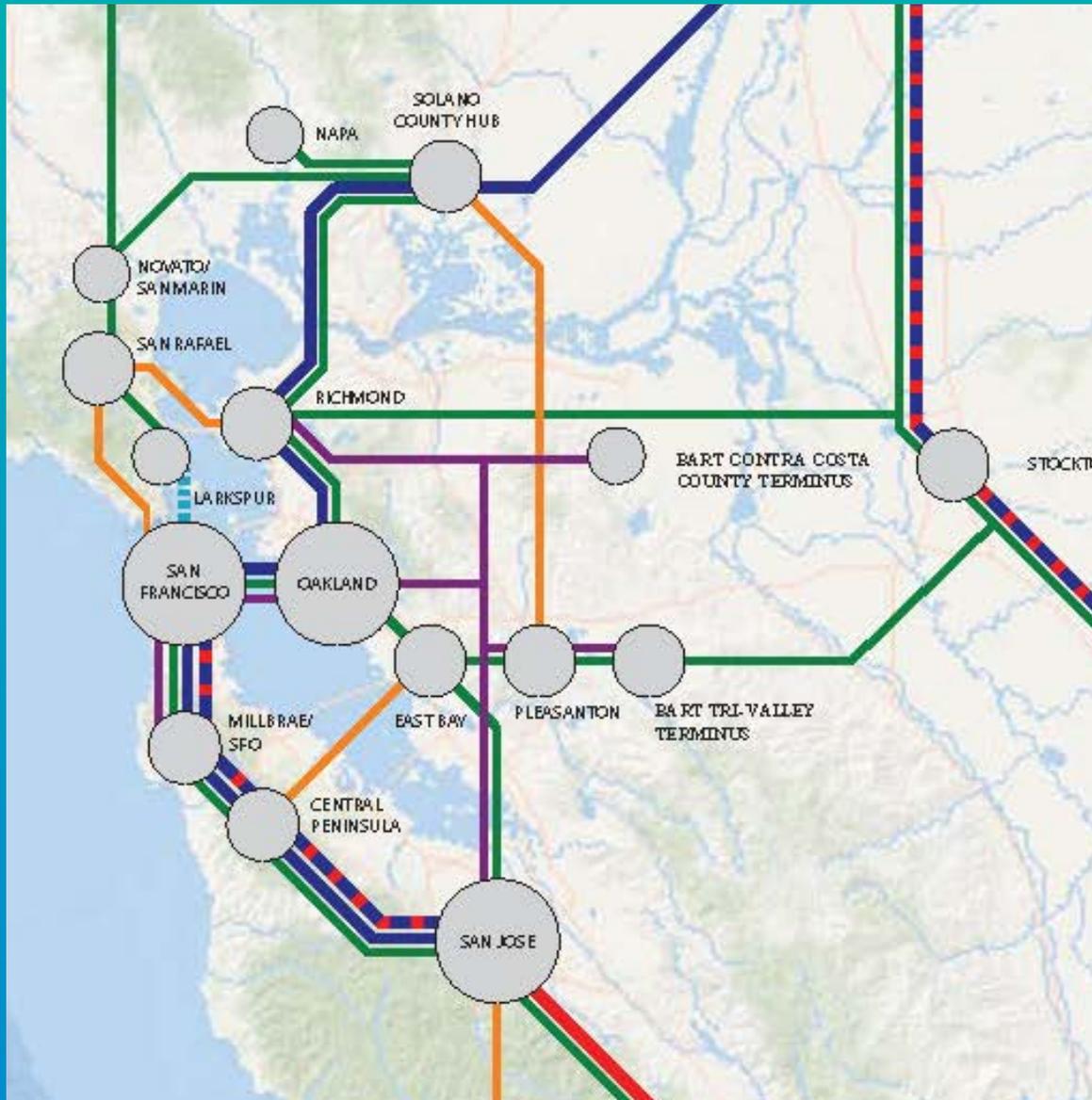
- » Integrated Ticketing
- » Auto and air competitive



2040 Vision: Northern California



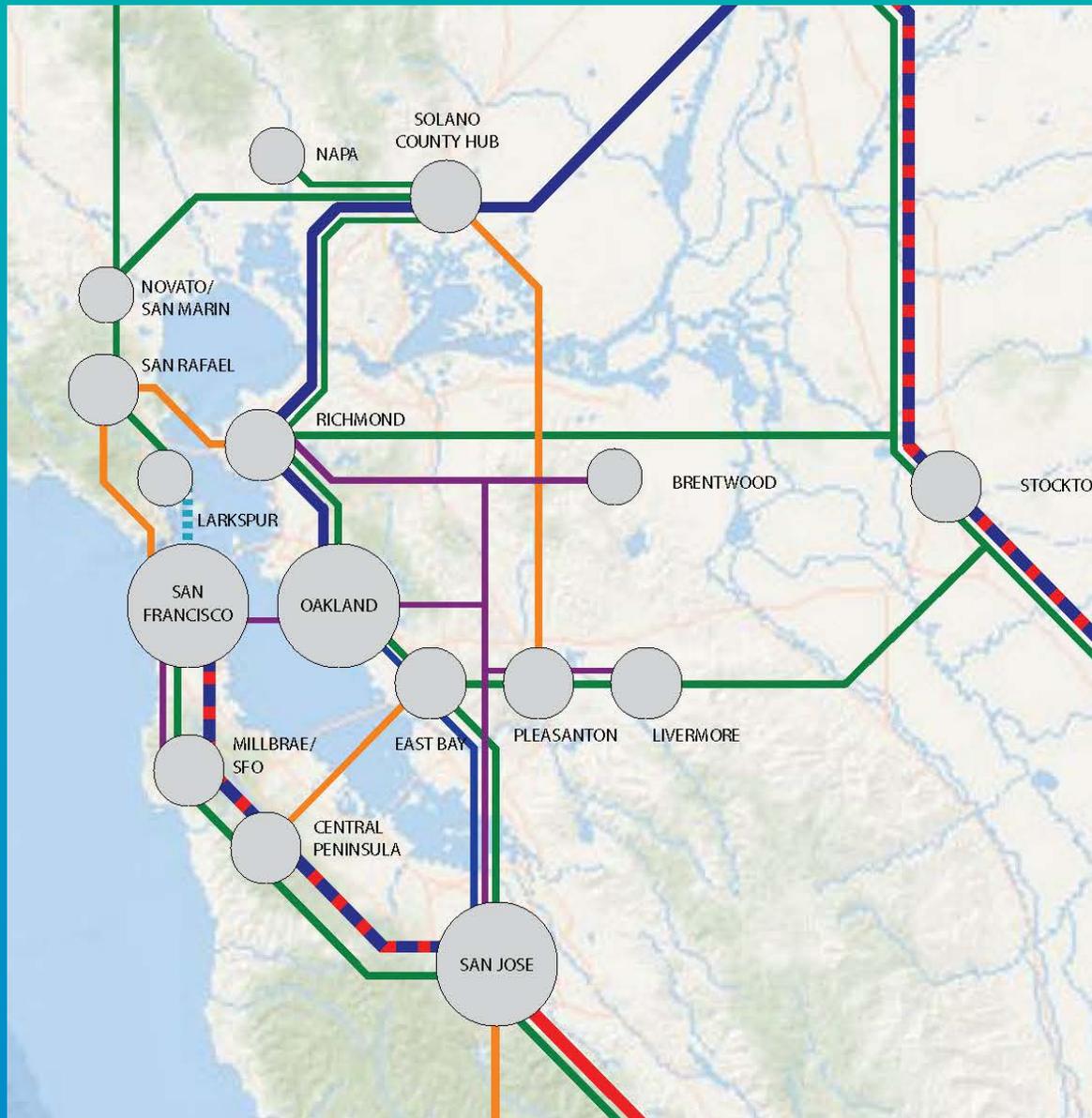
Flexibility within State Vision



Transbay Tube in Vision:

- Local and Express Service Via Transbay Tube to East Bay and Solano County
- Express Services on Peninsula through Transbay to Solano County and Sacramento
- Through Service from Peninsula to Solano County via San Francisco and Transbay Tube
- Increased BART services to East Bay
- Increased Local Services to Solano County via East Bay

Flexibility within State Vision



Transbay Tube - No Build or BART only:

- Substantially less state investment
- No through service on Express from San Francisco to Solano County
- Electrified or Diesel Express service to Solano County from San Jose via East Bay
- East Bay and Oakland BART connectivity to Express and Local Service

Investment Strategy

Principles used to prioritize investment are under development, and include, but are not limited to:

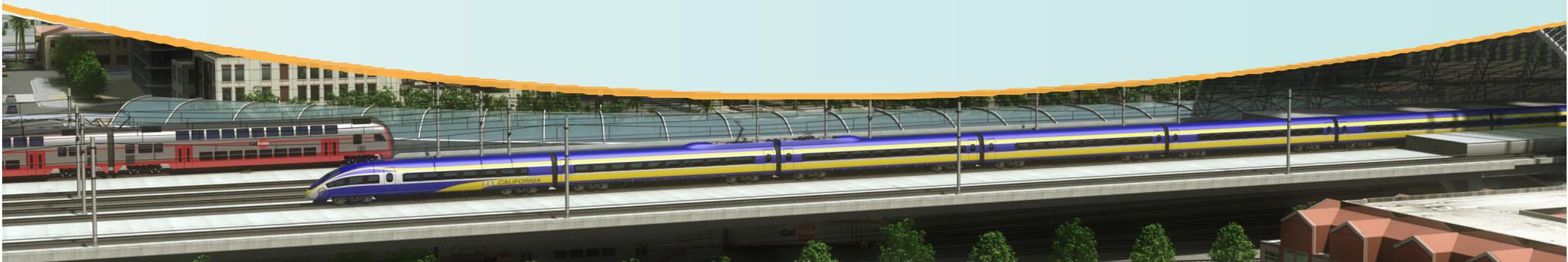
- » *Services Tailored to Market Demand*
- » *Minimize Freight Interference*
- » *Avoid Duplication of Services and Investments*
- » *Minimize “Throw-Away” Interim Investments*

Implementation Goals: A Phased Approach

The 2022 Short-Term represents funded and committed improvements now enhanced by SB 1 funding programs.

2022 Highlights

- » Caltrain electrification
- » High speed rail “Valley-to-Valley” corridor segments
- » Expanding service to Salinas and Larkspur
- » Early integrated ticketing investments
- » Service Implementation Planning

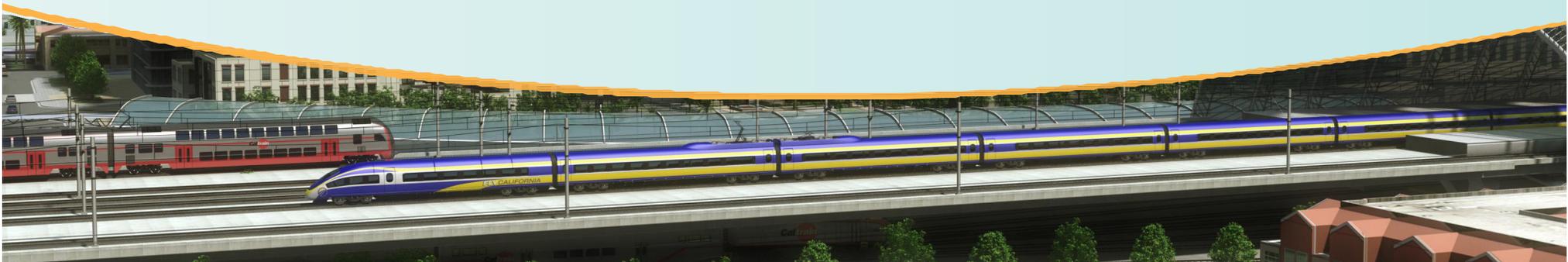


Implementation Goals: A Phased Approach

The 2027 Mid-Term Plan - Phasing of the Long Term Vision to fully utilize existing corridors, supported by the funding capacity in SB 1

2027 Highlights

- » **High speed rail Central Valley to Silicon Valley**
- » **Integrating regional & intercity rail with HSR**
- » **Maximizing existing rail corridor capacity**
- » **Expanding service to SF Transbay Terminal, Yuba City, Merced, Redlands, Coachella Valley, Las Vegas**
- » **Full implementation of integrated ticketing**

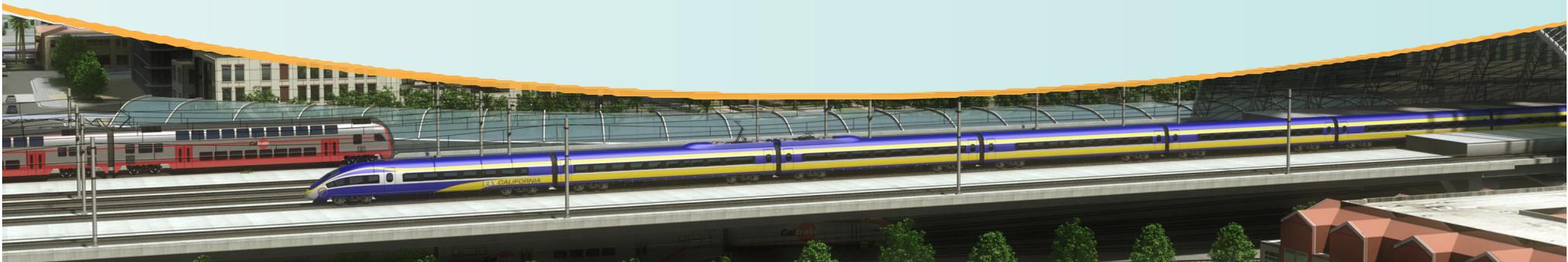


Implementation Goals: A Phased Approach

*The 2040 Vision represents the **full build-out** of the long-term planning goals for the integrated statewide rail network.*

2040 Highlights

- » **High Speed Rail** from Anaheim to San Francisco
- » **High Speed Rail Connections:** Sacramento, Inland Empire, San Diego
- » **New Transbay Crossing:** Sacramento - San Francisco - San Jose
- » **New regional services** - Central Valley, Central Coast, & North Bay
- » Expanding network capacity & intensifying existing services



Implementation

Funding Sources

- » Transit and Intercity Rail Capital Program (TIRCP)
- » State Rail Assistance (SRA)
- » State Transportation Improvement Program (STIP)
- » Public Transportation Account (PTA)
- » Solutions for Congested Corridors Program
- » Trade Corridor Enhancement Program
- » Sustainable Communities Planning Grants

Implementation

Next Steps

- » **Service Implementation Planning**
 - » High Speed Rail **Connected Corridors**
 - » Caltrans – **Northern California Service Planning**
 - » Service Planning and Infrastructure Analysis tied to Rail Plan Goals
 - » Northern California Rail Partners Coordination
- » **Statewide Integrated Ticketing Program**

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