



RAIL PLAN
California State
Rail Plan



2024 State Rail Plan and Corridor ID Program Update



February 2025 | TAMC Rail Policy Committee

California State Rail Plan: Update

Statewide Context

Vision: Integrated Statewide Transportation Network

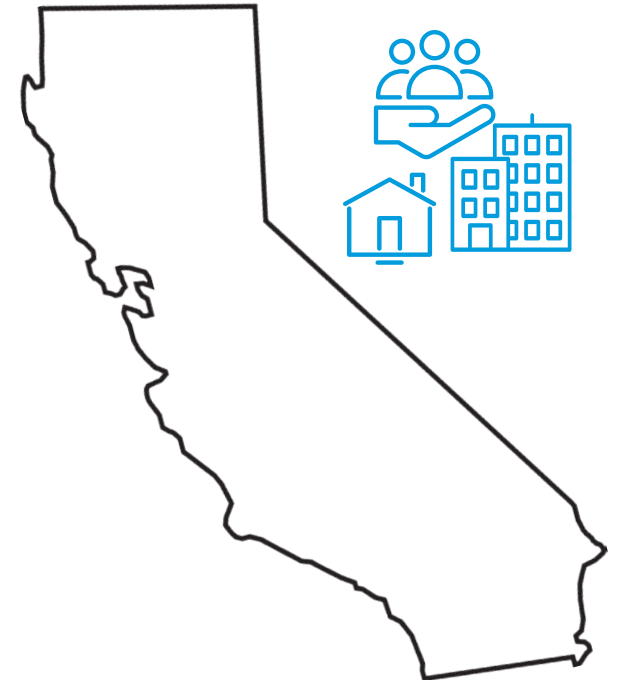
- Platform for clean mobility and opportunity
- Rail and transit must address gaps in the system

Defining and Delivering Equity

- Past decisions divided communities; amplified racial inequalities
- Transit and rail must enhance access and improve service

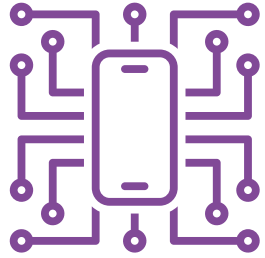
Tackling the Climate Crisis

- Provide policies, tools, and funding to meet climate goals



Rail Plan Purpose

Provide a Statewide Strategic Vision to Deliver the Rail Network:



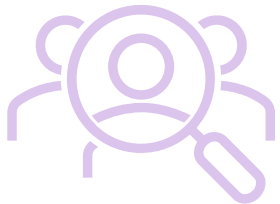
Integrated Statewide Network

- High Speed Rail serving long distance trips
- Intercity and regional services providing mobility for local and regional travel
- Integrated express bus services fill lower ridership times in schedules, provide connections to rural communities, and provide for rail network connections using the highway network



Coordinated Schedules

- Regularized pulsed service
- Key transfer hubs
- Seamless transfers between services



Customer Focused

- Seamless first/last mile connections
- California Integrated Travel Project (Cal-ITP)
 - Integrated ticketing and trip planning
 - Contactless/simplified payments
- Competitive to auto and air travel

Outcome:

A network that is cost-efficient to deliver and operate

Delivering the Vision: Phased Implementation

Near Term Investments (\$20 Billion) (~2029)



Goal: Improvements are aimed at improving and integrating existing service

Key Project Examples:

- Salinas Rail Service Extension (Initial Service)
- Coast Subdivision PTC
- Pajaro Station Environmental
- King City Multi-Modal Transportation Center
- Paso Robles and San Luis Obispo Sidings
- San Luis Obispo Layover Facility



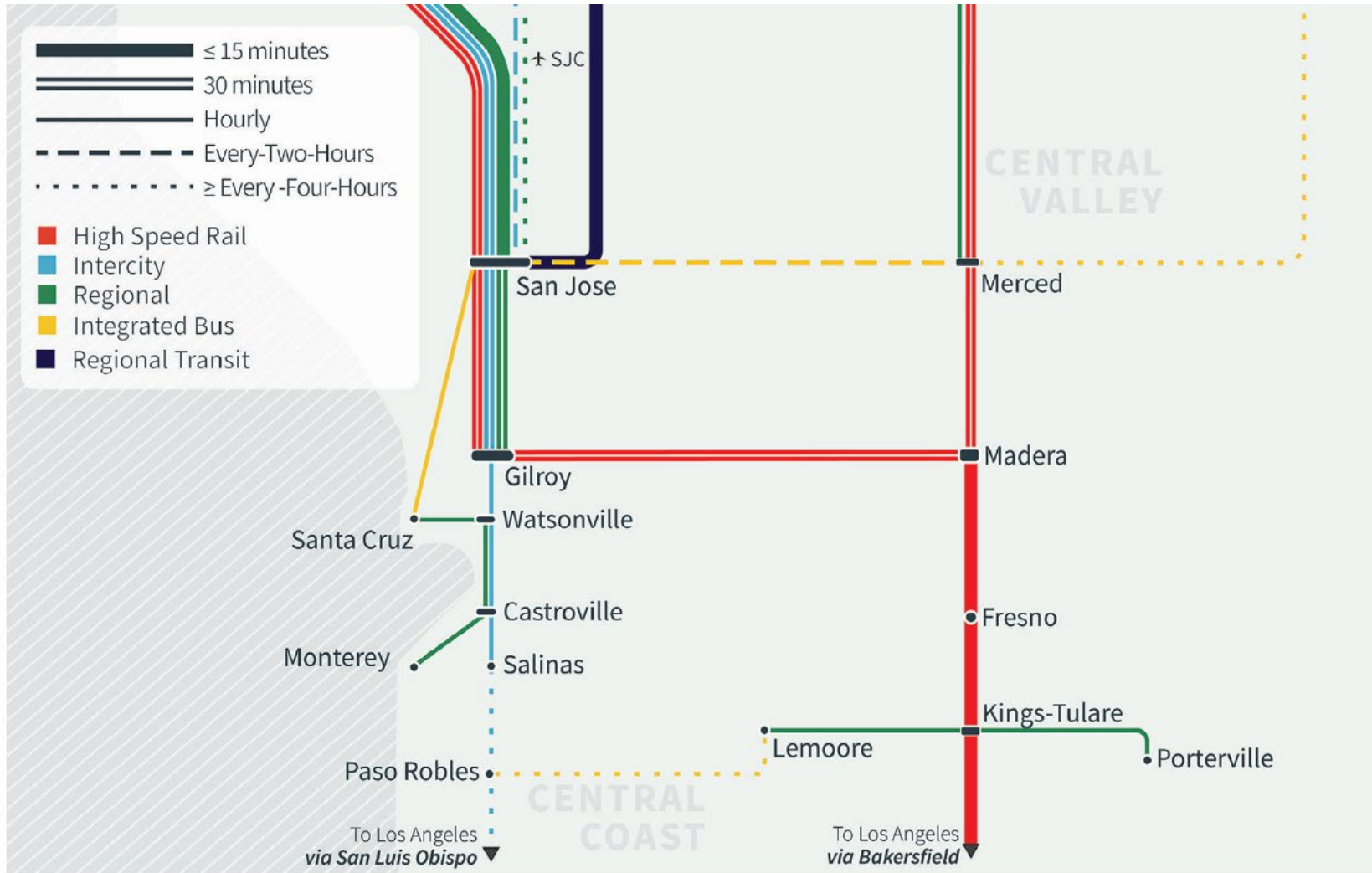
Mid/Long Term Investments (\$215 Billion) (~2034-2050)

Goal: Improvements to strengthen integrated rail network, eventually reaching the full buildout that integrates all regions into a statewide network

Key Project Examples:

- Salinas Extension Enhancement (Phasing to Bi-Hourly and then Hourly Service)
- Santa Cruz County Branch Line
- Pajaro Station
- Castroville Station
- Monterey County Sidings (Salinas-SLO)
- Northern Central Coast Maintenance Facility
- Soledad Station
- Central Coast Layover Facility Phase II

Delivering the Vision: Network Vision



Next Steps – Enhancing Implementation of the Vision



Corridor Identification and Development Program (CIDP)

- The CIDP will provide a model framework for rail planning and capital project implementation across the state's rail network
- Projects in CIDP pipeline will be eligible for substantial federal funding

Caltrans Zero Emission Strategy

- The Caltrans Zero Emission Strategy for Intercity Passenger Rail sets the course to develop and deploy ZE trains in California beyond the electrified Caltrain and California HSR networks

Laying the framework for growth

- Service-led planning will continue to increase efficiencies and inform:
 - Fleet decisions
 - Capital investments
 - Phased implementation

Increasing utilization of the Rail Plan

- Development of web-based components of Rail Plan
- Increased transparency in tracking project progress and funding commitments

Division of Rail and Planning and Modal Programs Management are working to develop roles and responsibilities for Districts in Rail Plan Implementation

Implementation: Corridor Identification and Development Program (CID Program)

Rail Plan sets the vision for the CID Program corridors

The CID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

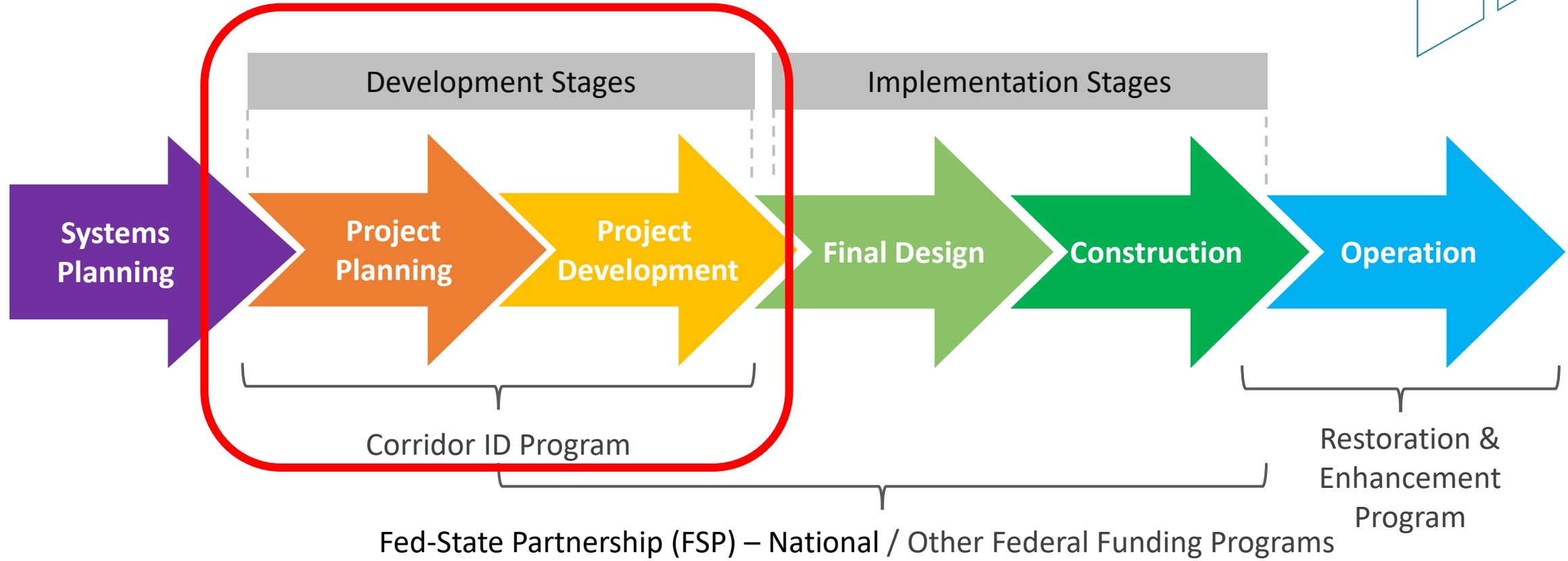
The CID Program and Service Development Planning:

- Service Development Plans (SDPs) establish the service concept and necessary capital projects to operate service
- SDPs will identify phased infrastructure investments to accomplish service goals identified in the Rail Plan

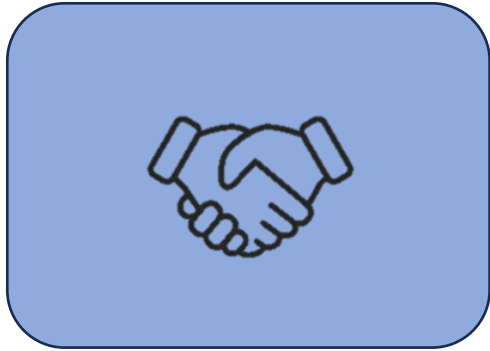
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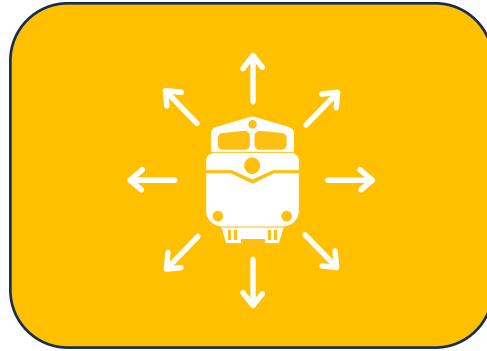
FRA Project Lifecycles – Corresponding FRA Funding



CID Program Overview



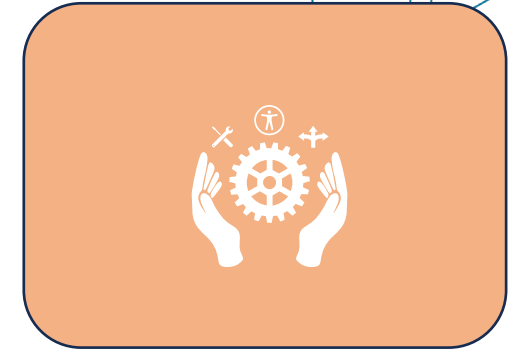
Partnership with corridor sponsors to develop a strategic plan for improving / expanding passenger rail in America



Corridor ID provides **sustained support** of selected corridors through the Planning and Project Development Stages



Projects on the **Project Pipeline** fully developed through the CID Program will benefit from **priority selection** under Federal-State Partnership National program



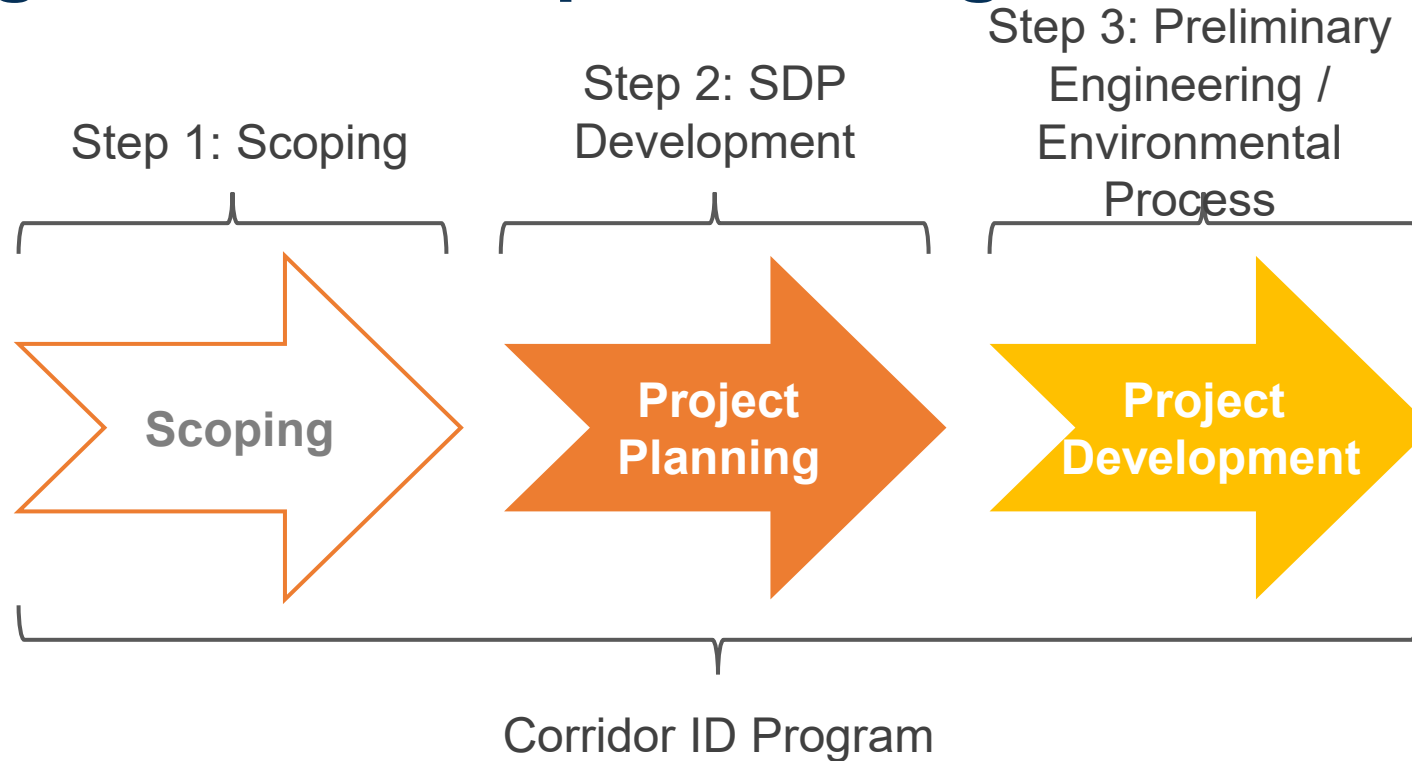
Pipeline of projects that show the **untapped potential investment**—we can show how continued investment in passenger rail will result in tangible benefits nation-wide

California Corridors

- Central Coast Corridor
- Coachella Valley Rail Corridor
- Capitol Corridor
- LOSSAN Corridor
- San Joaquin Valley Corridor
- California High-Speed Rail Phase 1 Corridor
- Brightline West High-Speed Rail Corridor
- High Desert Intercity High-Speed Rail Corridor
- Daily Sunset Limited Service



CID Program – Development Stages



Each step will have a separate grant agreement

For more information on the funding levels and activities for each step, you can refer to the CID Webinars located: railroads.dot.gov/webinars

Next Steps

- Caltrans is working with FRA and regional partners (TAMC, SCCRTC, and SLOCOG) to develop a scope, schedule, and budget for a Service Development Plan for the Central Coast Corridor (Step 1).
- Step 2, Service Development Plan is expected to begin late spring/early summer.

Questions?

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