



California State Rail Plan 2024

Fact Sheet

Overview

The California State Rail Plan establishes the vision and framework for significantly improving mobility in the next twenty-five years and beyond. The state rail network will connect more people to more places and is specifically well-positioned to capture regional and long distance trips, which currently make up 75% of all auto travel mileage in California today. We envision a 2050 future when passengers will travel nearly 200 million miles per day on an integrated zero-emission rail and transit network. All regions of California will have well-designed connections into a world-class system, which will connect Californians to opportunity, and will make the cost of car-ownership an option rather than a nearly-universal requirement for full inclusion in the state's economy.

Service Vision Highlights

Near-Term Plan (5 Year)

- » Regional and intercity services in Southern California will transition from peak period service to regular all-day service
- » The first hydrogen trainset in the United States will begin operation between San Bernardino and Redlands
- » New regional service will connect the San Joaquin Valley to Sacramento
- » Electrification of regional trains along the Peninsula Corridor was recently introduced and has realized trip-time improvements and increased frequencies
- » Regional rail will connect the north Bay Area to as far as Healdsburg and additional rail services will extend from San Jose to Salinas in the south Bay Area
- » Near-term reliability improvements will be completed in and around San Clemente and a long-term solution to address reliability issues will be identified
- » High-speed service between Rancho Cucamonga and Las Vegas will be initiated

Mid-Term Plan (10 Year)

- » High-speed service will run between Merced and Bakersfield, with integrated connections to enhanced intercity rail, regional rail, and bus services connecting to the state's network
- » Regional and intercity services throughout Southern California will increase to hourly all-day service, with more frequent service in core areas
- » New service to San Diego Convention Center, and increased service to Santa Barbara and San Luis Obispo
- » Regional and Intercity services in the Bay Area will increase service south to Salinas and extend service north to Cloverdale

Long-Term Plan (2050)

- » Full build-out of California's high-speed service between San Francisco and Anaheim, as well as additional high-speed service connecting Sacramento, the Inland Empire, and San Diego
- » New high-speed service between Southern California and Arizona connecting Las Vegas to Northern California through the High Desert
- » A second transbay crossing will allow for through-running trains from Sacramento to San Jose and beyond, via the Peninsula
- » Regional rail will extend north to Chico, and connect Porterville and Lemoore to high-speed rail at Kings-Tulare station
- » Central coast communities between Santa Cruz and Paso Robles will be connected to Southern California and the Bay Area through new regional and intercity service
- » Coordinated regional and intercity service in California's largest metropolitan areas will provide high-frequency all-day connections to the State's network of high-speed services

The Rail Plan in Numbers

\$307 B

total capital investments across all time horizons



\$537 B

dollars in economic return by 2050



~200 M

daily passenger miles shift from highways to the statewide rail network



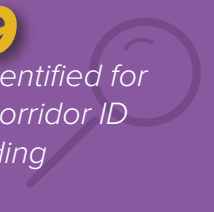
51

miles of overhead electrification power expanding to 1,500 miles by 2050



9

corridors identified for Federal Corridor ID funding

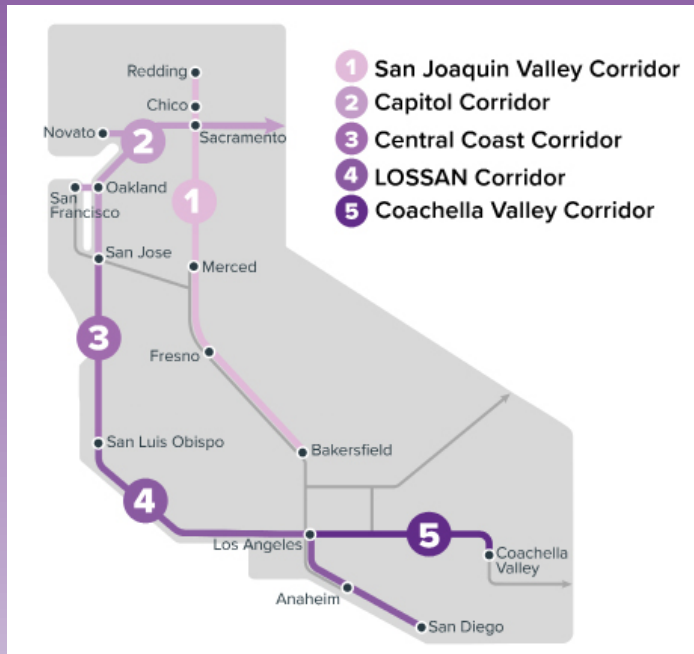


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Fact Sheet (cont.)

Corridor ID

The Corridor Identification and Development (CID) Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail planning and set up a sustained pipeline of projects ready for implementation and significant Federal Railroad Administration funding commitments. Nine corridors were awarded in California, including 5 Caltrans-sponsored corridors:



Key Strategies

Service

- » Frequencies and trip times are competitive with other travel options
- » Timetable-based planning approach creates 'pulsed' all-day schedules, which are easy for the public to understand
- » Pulsed schedules create repeating service patterns that facilitate reliable timed connections throughout the day

Efficiency

- » Increased service captures more revenue by serving more trip types throughout the day, which can be invested back into providing even more service
- » Infrastructure is integrated with timetable-based planning to ensure that only the capital assets essential to providing the envisioned service are constructed
- » Prioritize existing rights of way
- » Partner with the Federal Government and neighboring states

Leadership and Innovation

- » Transition to a fully zero-emission intercity fleet
- » Piloting new technology, such as hydrogen and battery electric
- » Planning decisions based on desired long-term service levels to ensure the hardening of corridors and resiliency of the rail network beyond the next 100 years

Significant Projects

Caltrans Fleet Strategy

Procurements of new equipment and updates to existing intercity fleet to meet increasing demand and environmental goals

Sacramento, Oakland, San Francisco, Silicon Valley, and San Jose Corridor

A second transbay crossing supporting a high-quality, electrified corridor for all rail service types in the Northern California Megaregion

High-Speed Rail in the Central Valley

Beginning operation of initial central valley service within ten years and connecting to northern and southern California Megaregions, Nevada, and Arizona by 2050

Intercity and Regional Rail in the Central Valley

Increased service between Sacramento and Stockton in the near term, expanding to high-speed service by the long term

Cross-Platform Connections to High-Speed Rail in Merced

Regional and intercity services provide connections between the initial central valley high-speed rail segment and the statewide rail network within the next ten years

Southern California Intercity and Regional Rail Coordination

Integrated services provide regular, all-day, bi-directional service on the region's corridors targeting the 2028 Olympics to provide high-capacity service to event attendees, and permanently expanding to increased frequencies in the core of the network, particularly in and around Los Angeles County

Run-Through Tracks at Los Angeles Union Station

Within the first 10 years, initial run-through tracks will allow through-running trains at Los Angeles Union Station

Las Vegas to Rancho Cucamonga High-Speed Rail Corridor

Within the next four years, high-speed rail service between Las Vegas and Rancho Cucamonga will feed customers into the Southern California regional rail system

