Overview: Division of Rail & Mass Transportation

- **Mass Transit Funding Programs**
  - Federal Transit Grants & Procurement
  - State Transit Programs
  - Cap & Trade Funding

- **Passenger Rail Program**
  - Rail Planning & Support
  - Capital Projects
  - Rail Equipment Procurement
Overview: Coordination Among State Plans
Overview: Building Blocks of a Network

Amtrak + Connecting Bus

High Speed Rail
Overview: California State Rail Plan

– Establishes strategic vision for statewide rail network

– PRIIA (Passenger Rail Investment and Improvement Act)
  • Short and long-term Rail Investment Plan
  • Analysis of “Program Effects”

– AB 528: state-specific requirements
  • 10-year intercity rail capital plan
  • Passenger rail network integration
Overview: Passenger Rail Network Integration

- Meeting Customer Expectations
- Synchronized Timetables
- Integrated Mobility Solution
- Co-opetition
- Strategic Planning
- Consensus Vision
California will have a premier, customer-focused, integrated rail system that successfully moves people and products while enhancing economic growth and quality of life.
Rail Plan Vision: Network Goals

• **Connect California’s communities**
  • Expand rail system and access across state
  • Develop emerging regional rail networks

• **Mode share shift**
  • Increase rail share of travel market
  • Leverage freight rail capacity enhancements

• **Efficiency and effectiveness**
  • More intensive utilization
  • Infrastructure savings
  • Higher frequencies
Rail Plan Vision: Opportunity to Expand

- Results show moderate increase in rail ridership demand due to population growth
- However, market potential for networked services is unrealized
Rail Plan Vision: Efficiency & Effectiveness

- Result of integration and HSR shows **huge increase** in rail ridership demand
- Satisfies a **large market** potential for **networked services**
- **More Riders Driving Down Costs and Subsidies**
## Rail Plan Vision: Statewide Travel Competitiveness

<table>
<thead>
<tr>
<th>Journey</th>
<th>Train Time</th>
<th>Air Time</th>
<th>Car Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles to San Francisco</td>
<td>&lt;2.7 Hours</td>
<td>3.5 Hours</td>
<td>&gt;5.5 Hours</td>
</tr>
<tr>
<td>San Jose to San Diego</td>
<td>&lt;4 Hours</td>
<td>3.5 Hours</td>
<td>&gt;7 Hours</td>
</tr>
<tr>
<td>Ontario to Sacramento</td>
<td>&lt;4 Hours</td>
<td>3.5 Hours</td>
<td>&gt;6.5 Hours</td>
</tr>
<tr>
<td>Fresno to San Francisco</td>
<td>&lt;2 Hours</td>
<td>3 Hours</td>
<td>&gt;3 Hours</td>
</tr>
</tbody>
</table>
Rail Plan Vision: Passenger Rail Key Features

- Integrated Statewide Network
- High Speed Rail
- Intercity and Regional Services
- Integrated Express Bus

- Multimodal connection points
- Regular pulsed service
- Key hubs
- Mass Transit Connections

- Auto and air competitive
Rail Plan Vision: Northern California
Rail Plan Vision: Southern California
Rail Plan Vision: Pulse Schedule System

Symmetry – 00’

Distance

Symmetry – 00’  Regular Time Intervals
Example of an Integrated Network - Wetzikon
Example of an Integrated Network - Wetzikon

- Multimodal Connectivity:
  - Facilitates Bus-Rail connections

- Transfers occur half-hourly at minutes 15 and 45

- Connections between 3 regional rail lines and 12 bus lines
Example of an Integrated Network - Wetzikon

– Network Map
Example of an Integrated Network - Wetzikon

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
Example of an integrated Network - Wetzikon

Visit this link to see a video demonstrating network integration in Zurich, Switzerland:

https://youtu.be/QcQSiN8iPHg
Rail Plan Vision: Service Goals

- Santa Cruz – S. Jose
  - Hourly Express Bus
- Santa Cruz - Pajaro
  - Hourly Regional Rail
- San Jose – Salinas
  - Hourly Regional Rail
- Santa Cruz - MRY
  - Hourly Regional Rail
Rail Plan Vision: Freight System Opportunities

- Trade Corridor Improvements
- Economic Development and Short Lines
- Grade Crossing Improvements
- Terminal and Yard Capacity
- Short Haul Services
Investment Strategy: Phasing of the Vision Plan

<table>
<thead>
<tr>
<th>Time Horizon</th>
<th>Vision (2040)</th>
<th>Mid Term (2027)</th>
<th>Near Term (2022)</th>
<th>Base Year</th>
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</thead>
<tbody>
<tr>
<td>Service Level</td>
<td>Derive</td>
<td>Derive</td>
<td>Derive</td>
<td></td>
</tr>
</tbody>
</table>
Investment Strategy: Principles

Tailored to market demand

- Maximize shared corridor benefits
- Avoid redundant infrastructure
- Minimize temporary investments
Investment Strategy: Passenger Network

2022 Short Term Plan:
- Planned & committed projects
- Service Implementation Planning
- Integrated ticketing investments

2027 Mid-Term Plan:
- Funding Reasonably Expected
- Full utilization of existing capacity
- High Speed: Valley to Valley
- Connectivity improvements
- Fully develop integrated ticketing

2040 Long-Term Vision
- High Speed Rail Phase I (2029)
- Investments for Full Service Goals
- Regional network implementation
**Investment Strategy: Freight Rail Investment**

**2022 Short Term Plan:**
- Existing rail bottlenecks
- Safety
- Established funding sources

**2027 Mid-Term Plan:**
- Expansion of freight capacity
- Investment in shared rail corridors

**2040 Long-Term Vision**
- Full realization of trade corridor improvements
- Shared corridor expansion
- Interregional transportation corridors
State Public Transportation Account

- Intercity Rail Operating, Equipment and Administration (from 2.375% diesel sales and use tax)
- State Transit Assistance (STA) (4.125% diesel sales and use tax)

Local Transportation Fund for Transit (0.25% general sales tax)

State Transportation Improvement Program

- Interregional (rail minimum 15% of state 25% share)
- Regional (75%, sometimes partnered with interregional)

Transit and Intercity Rail Capital Program

- 10% Cap and Trade Auction Proceeds (continuous; amount varies)
- One-Time Budget Appropriations ($144 million in 2016)

High Speed Rail Funding (see 2016 Business Plan for details)

Local Measure Funding (most between 0.25% and 2% general sales tax, with a portion to transit)

Federal Grants and FTA Formula Funds
**New Funding in 2017**

- **SB 1 of 2017**
  - Augments STA, STIP and TIRCP, Commuter/Intercity
    - 3.5% diesel sales and use tax for transit ($3.1B over 10 yrs.)
    - 0.25% diesel sales and use tax for commuter rail ($220M over 10 yrs.)
    - 0.25% diesel sales and use tax for intercity rail ($220M over 10 yrs.)
    - About $1.1 billion in new STIP capacity over 10 years
    - $25-175 per year Transportation Improvement Fee (per vehicle; indexed)
      - $105 million (indexed) to Transit SGR ($1.2B over 10 yrs.)
      - $245 million (indexed) to TIRCP ($2.7B over 10 yrs.)
    - $236 million one-time funding to TIRCP from debt repayment
  - Solutions for Congested Corridors Program ($250 million/yr)
  - Trade Corridor Enhancement Account (10 cents per diesel fuel gallon (CPI-indexed); about $3 billion over first 10 years)
Near-Term Tools Supporting Rail Plan Vision

1. **State Funding Priority on Transit-Rail Integration**
   - Focus of cap and trade funding for transit and rail
   - Guiding future interregional project selection

2. **Improved Existing Services**
   - Improved network planning & operations
   - Significantly increased capital investment

3. **Improved Customer Experience**
   - Next generation smart cards and mobile ticketing
   - More extensive ticketing and service integration

4. **Long Range Planning with Vision in Mind**
   - Not-to-preclude framework for planning and investment
   - Regional strategic planning focused on future service goals
Next Steps

- Release Draft State Rail Plan
- Program 5-year TIRCP Cycle (Announcement next Spring)
- NorCal Megaregion “Deeper Dive”
- Integrated Ticketing and Trip-Planning
## Project Schedule

<table>
<thead>
<tr>
<th>Project Milestones</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Comment Period Online: <a href="http://www.californiastaterailplan.com">www.californiastaterailplan.com</a></td>
<td>October 11- December 11</td>
</tr>
<tr>
<td>Public Workshops on Draft CSRP</td>
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<tr>
<td><strong>Fresno:</strong></td>
<td><strong>October 30</strong></td>
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<tr>
<td><strong>Oakland:</strong></td>
<td><strong>November 1</strong></td>
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<tr>
<td><strong>Sacramento:</strong></td>
<td><strong>November 7</strong></td>
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<tr>
<td><strong>San Diego:</strong></td>
<td><strong>November 13</strong></td>
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<td><strong>San Bernardino:</strong></td>
<td><strong>November 14</strong></td>
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<tr>
<td><strong>Los Angeles:</strong></td>
<td><strong>November 15</strong></td>
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<tr>
<td><strong>Webinar:</strong></td>
<td><strong>December 6</strong></td>
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<tr>
<td><strong>CTC Comments:</strong></td>
<td><strong>December 7</strong></td>
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<tr>
<td>Revision of Draft</td>
<td>Winter 2017</td>
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<tr>
<td>CalSTA Approval, FRA Review Submittal to Legislature</td>
<td>Winter 2017/ Spring 2018</td>
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