

2023



RAIL PLAN
California State
Rail Plan



CALIFORNIA STATE RAIL PLAN OVERVIEW

The California State Rail Plan (Rail Plan) affirms the State's Vision for an integrated rail and transit network that delivers on California's ambitious economic, environmental, and equity goals. In line with California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI), an integrated rail network, built on the backbone of future high-speed rail corridors, supports economic growth, improves environmental outcomes, and increases equity by providing the seamless mobility Californians need and shifts travel demand to zero-emission, high-capacity transport that supports efficient, sustainable land use. Regional implementation planning and project delivery build on the Rail Plan, as communities realize improved service, develop regional networks, and set land use recommendations that leverage enhanced connectivity.

The Rail Plan proposes a unified statewide network that aligns needs for passenger and freight service and connects passenger rail to other modes. The network will capture an increasing share of passenger and freight travel by rail to support economic, environmental, and equity goals.

The Rail Plan designs a future statewide network that serves the origin and destination points of over 46 million future trips. To achieve CARB's goal of a 20% VMT reduction requires increasing mode share to 14%, over 6.5 million daily passengers. Investments identified in the Rail Plan provide for the capacity to serve high ridership volumes with zero-emission rail service and without highway expansion.

IMPLEMENTATION HIGHLIGHTS

NEAR-TERM PLAN (5 Year)

- » Integrate ticketing and fare coordination across statewide network
- » Integrate state rail and intercity bus systems to run on a consistent pulse schedule
- » Initial run-through tracks complete at LA Union Station
- » Increase service between Los Angeles and Riverside (via Fullerton), Merced and Sacramento, Roseville and the Bay Area
- » New Service to Las Vegas, Healdsburg, between Gilroy and Salinas, and along the California High-Speed Rail Initial Operating Segment

MID-TERM PLAN (10 Year)

- » State rolling stock procurements are 100% zero-emission vehicles
- » New transportation hub at Union City
- » Increased rail frequencies on the Central Coast and statewide
- » New Service to Coachella Valley, Chico, Santa Cruz, and Cloverdale
- » Phase one of California high-speed service is complete. Additional high-speed connections between Palmdale, Apple Valley, and Rancho Cucamonga

LONG-TERM PLAN (2050)

- » Trips between California's urbanized areas can be completed most efficiently by our rail and transit network
- » Second Transbay crossing is complete.
- » Phase two of California high-speed rail service is complete, extending to San Diego and Sacramento
- » New service between Lemoore and Porterville, and to Monterey, Redding, Phoenix, Reno, and Tijuana Airport



For more information, or to view the Rail Plan and Submit Comments, Please visit our website at: <https://dot.ca.gov/programs/rail-and-masstransportation/california-state-rail-plan> or e-mail RailPlan@dot.ca.gov

2023 Rail Plan Capital Program

\$20.6B

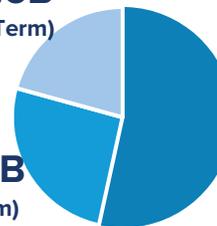
(Near-Term)

\$25.7B

(Mid-Term)

\$53.1B

(Long-Term)



The Rail Plan organizes its capital planning into near-, mid-, and long-term horizons. The overall program identifies \$99.5B in passenger, freight, zero-emissions operations, and port/logistics support investments, exclusive of California High-Speed Rail.

