

Planning and Implementing a Seamless Mobility System Across California

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2018 Rail Conference

Overview

- Planning
- Rolling Stock
- Implementation and Funding
- Making it Seamless for the User



2018 California State Rail Plan

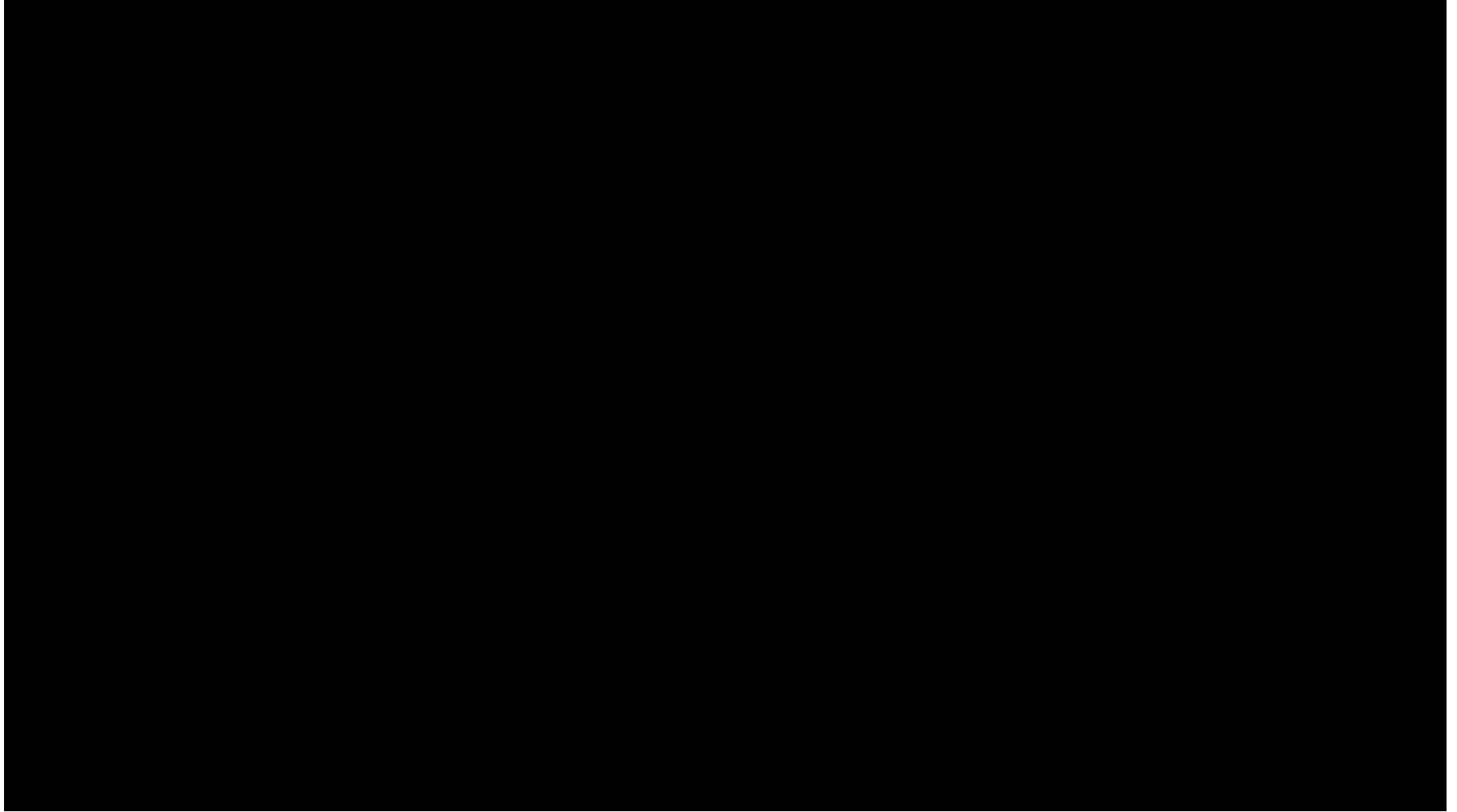


2040 Vision for Passenger Rail

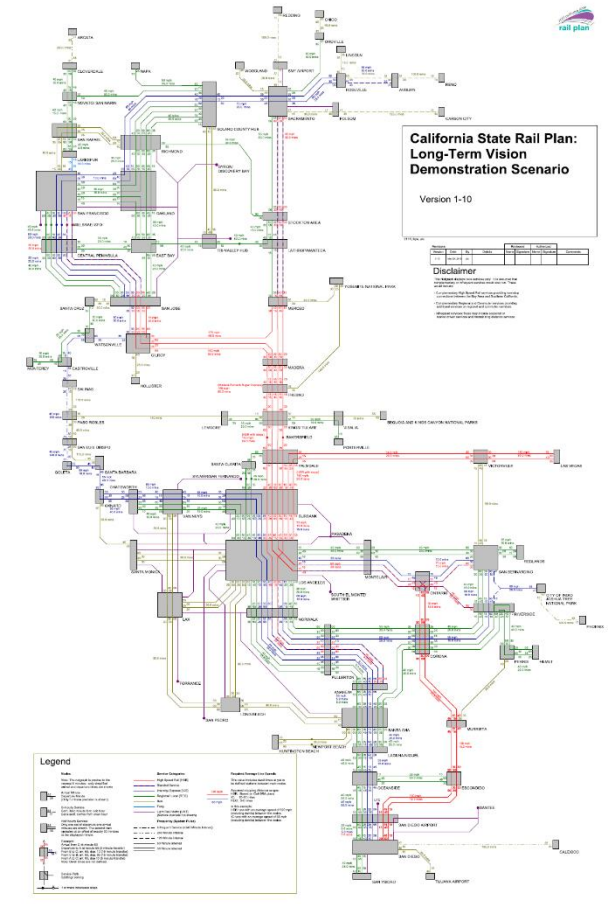
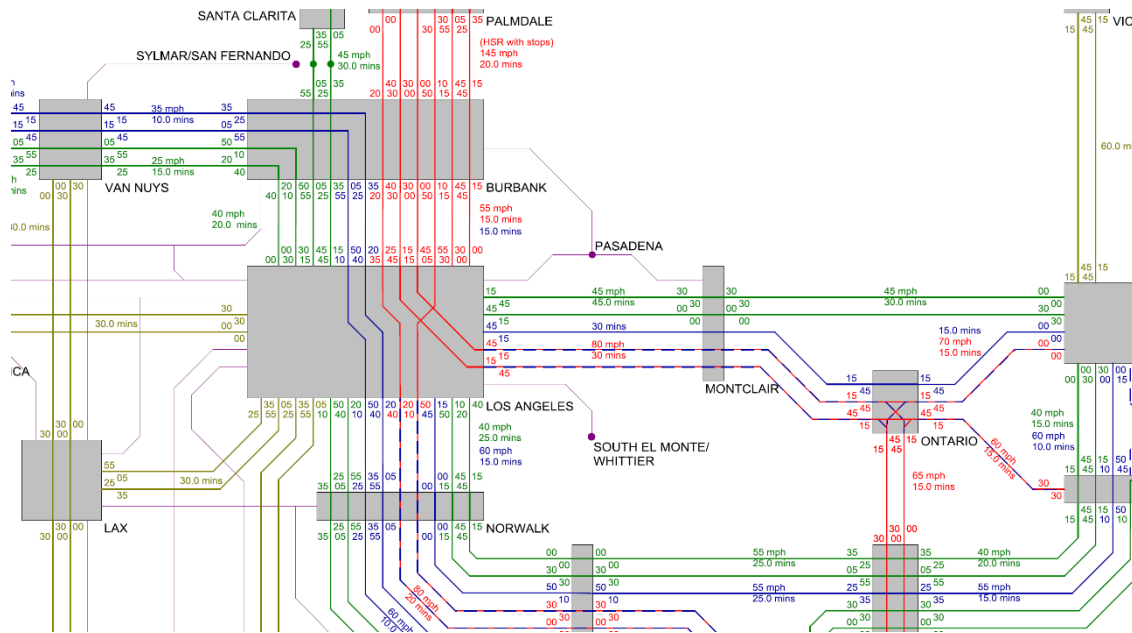
- » **Integrated Statewide Network**
 - » High Speed Rail
 - » Intercity and Regional Services
 - » Integrated Express Bus
- » **Coordinated Schedules**
 - » Regular, repeating service
 - » Schedule “pulses” at key transfer hubs
 - » Public Transit and 1st/Last-mile Connections
- » **Customer Focus**
 - » Seamless First/Last-Mile Access
 - » Integrated Ticketing
 - » Auto and air competitive



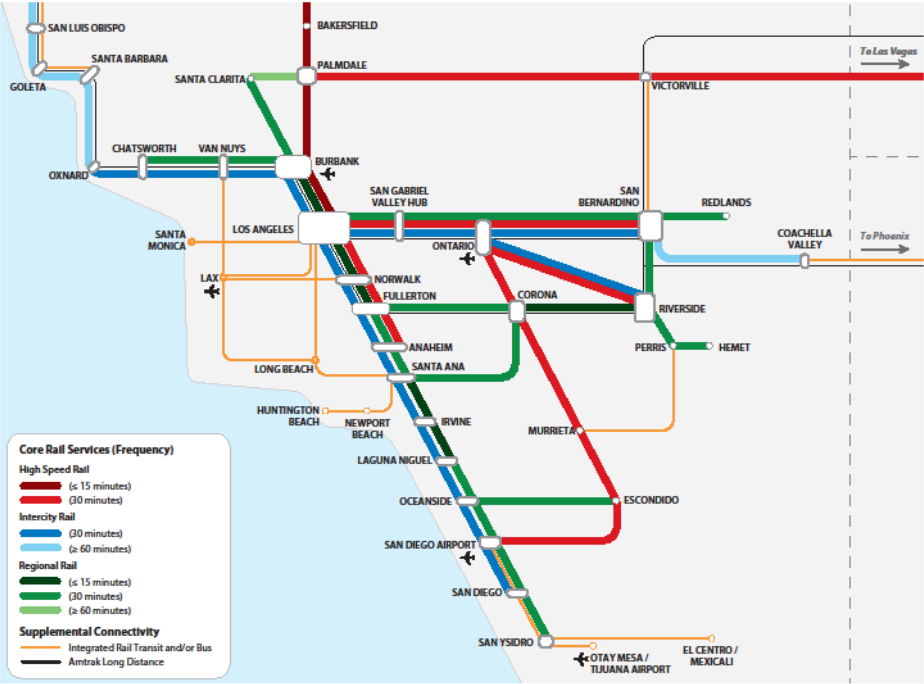
“Pulse Hub” Example



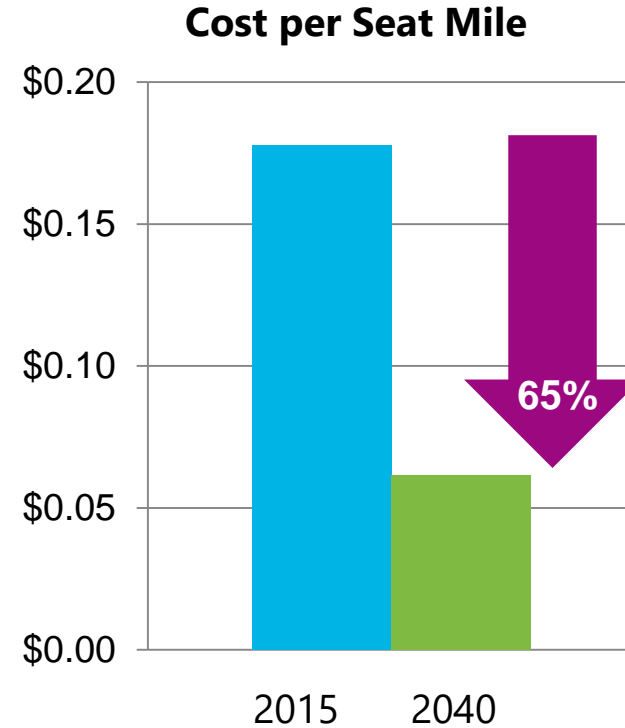
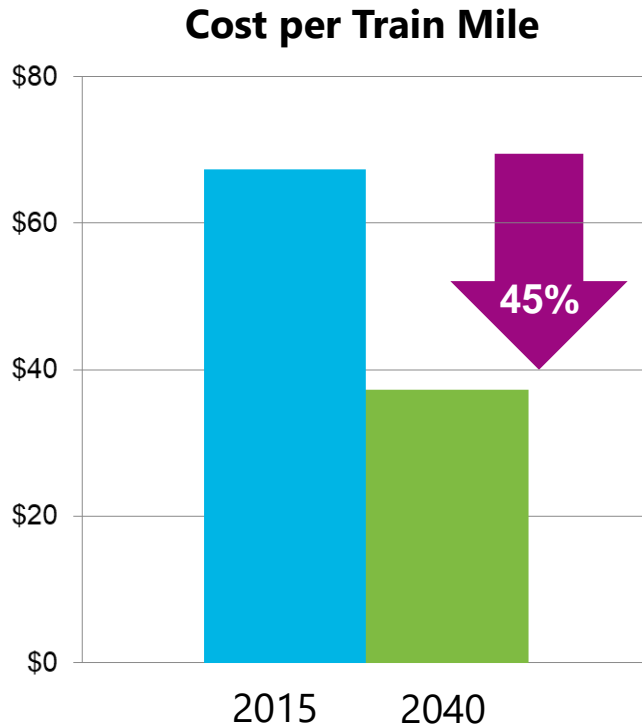
California Vision "Netgraph"



2040 Vision: Southern and Northern California



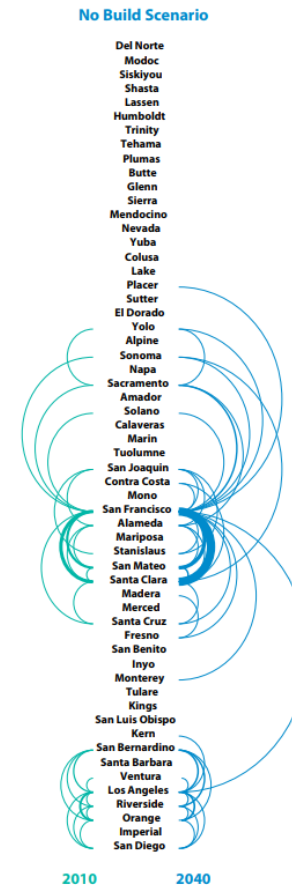
Comparing Metrics – Existing vs. 2040



All costs are in 2015\$

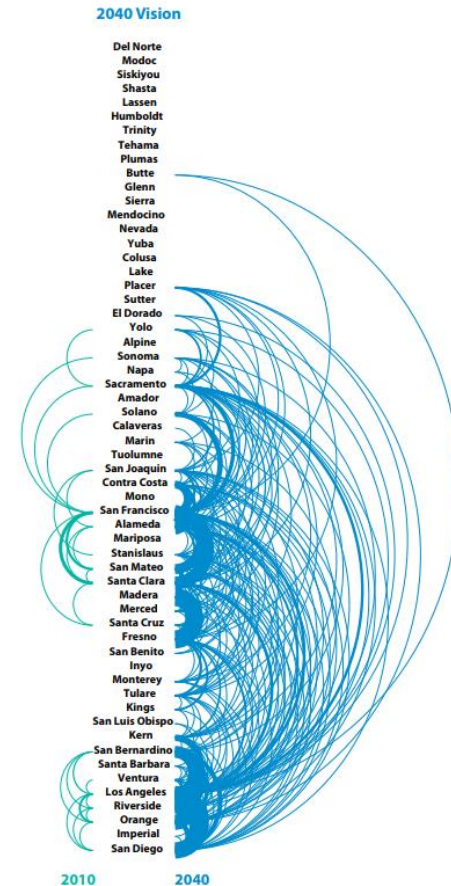
Market Demand: Business as Usual

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



Market Potential: 2040 Vision

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



Rolling Stock



Procurements and Projects

- » **Charger Locomotives**

- » 22 Tier IV locomotives
- » 12 delivered to-date
- » Final delivery in Fall 2018

- » **Coaches**

- » 49 single-level coaches
- » Delivery 2021-2024
- » Fully ADA-accessible

- » **Projects and Future Procurements**

- » OBIS, Wi-Fi improvement
- » Zero and low-emission rail equipment research
- » New statewide procurement and maintenance models
- » Multiple units and other alternatives



New Coach Procurement



Investment Strategy

Principles used to prioritize investment 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

Next Steps

- » **Near-term Service Implementation Planning**
 - » High Speed Rail **Connected Corridors**
 - » **Continuous Improvement and Coordination** of Existing Services
 - » **Megaregional** "Deep-Dive" Planning
- » **Statewide Integrated Ticketing Program**
- » **Statewide Transit Strategic Plan**
- » **Caltrans Division of Rail and Mass Transit**
 - » Reorganization
 - » Centers of Excellence

Funding

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

Transit and Intercity Rail Capital Program

- » Third and largest round announced April 2018 – Over \$4 billion
 - » **Valley Rail** – Extend **ACE** to Merced and shift **San Joaquins** service to Midtown Sacramento and North suburbs/airport
 - » **Metrolink SCORE** program
 - » **Caltrain** – Additional EMUs
 - » **SMART – Extend** to Larkspur Ferry and Windsor. Study East-West connection to Capitol Corridor at a Solano County hub.
 - » **SBCTA** – Conversion of additional DMU to ZEMU
 - » **Surfliner** – \$200+ million for improvements north and south of LA
 - » Plus:
 - » 20+ additional projects state-wide
 - » Framework for ongoing access payments to maintain SGR
- » Most awards include a “**Network Integration**” component



Making it all Seamless for the User



Caltrans and CalSTA seek to facilitate a process to integrate travel across multiple modes throughout the state.

This involves governance, coordinating routes and schedules, creating seamless transfers among and across modes, improving the availability of travel data in an open and accessible format, sharing costs and resources between providers, and facilitating easier trip planning and payment for travelers.

Making it all Seamless for the User

- The State Rail Plan and the Statewide Transit Strategic Plan emphasize the coordination of rail and transit services to create a fast, frequent, and reliable mobility network across California.
- We will all be more successful when we can sell tickets to places beyond where our services end.
- We can provide comprehensive, dynamic travel planning information, coordinated fares, and a single payment mechanism across all rail and transit services in California.
- To draw more riders to our system, we can partner with TNCs, bike share, and other mobility providers, thereby extending the reach of public transportation with simple and attractive first/last-mile solutions.
- We can do all of this AND save money in the process.

20%

4%

1%



Thank you!

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