

Salinas Rail Extension: Caltrain Operations Discussion

TAMC Rail Policy Committee
September 12, 2022

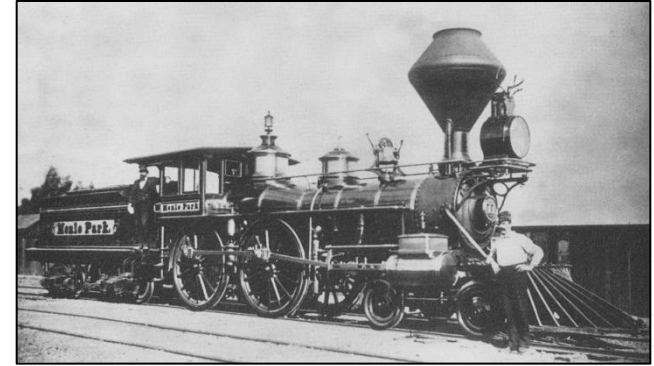


Caltrain at a Glance



Peninsula Commuter Rail Operator

- Caltrain has served as the operator of the 159 year old (1863) Peninsula Commute service since 1992.
 - Right of Way (ROW) between San Francisco and San Jose owned by Caltrain; Union Pacific owns ROW south of San Jose.
- Peninsula Corridor Joint Powers Board oversees the Caltrain operation and ROW, with representation from 3 counties:
 - San Francisco
 - San Mateo
 - Santa Clara



Caltrain at a Glance



Peninsula Commuter Rail Operator

- Currently operate **104** trains per weekday, with most trips serving San Francisco to San Jose.
- South Santa Clara County is served by **6** trains per weekday, at peak hours only, serving:
 - Capitol
 - Blossom Hill
 - Morgan Hill
 - San Martin
 - Gilroy
- Ridership continues to rebound, with ridership at ~35 percent of pre-pandemic levels, as the electrification program continues.



Current Caltrain Projects



Gilroy – Salinas Extension Concept

- Southern Pacific provided service (*Del Monte*) between Monterey and San Jose via Castroville and Watsonville from 1889 to 1971.
- Southern Pacific's *Coast Daylight* served Salinas until 1974 and Amtrak's *Coast Starlight* has served Salinas since.
- Gilroy – Salinas commuter rail extension has been considered in a variety of previous studies:
 - 2018 California State Rail Plan
 - Caltrain Business Plan
 - Monterey Bay Area Network Integration Study

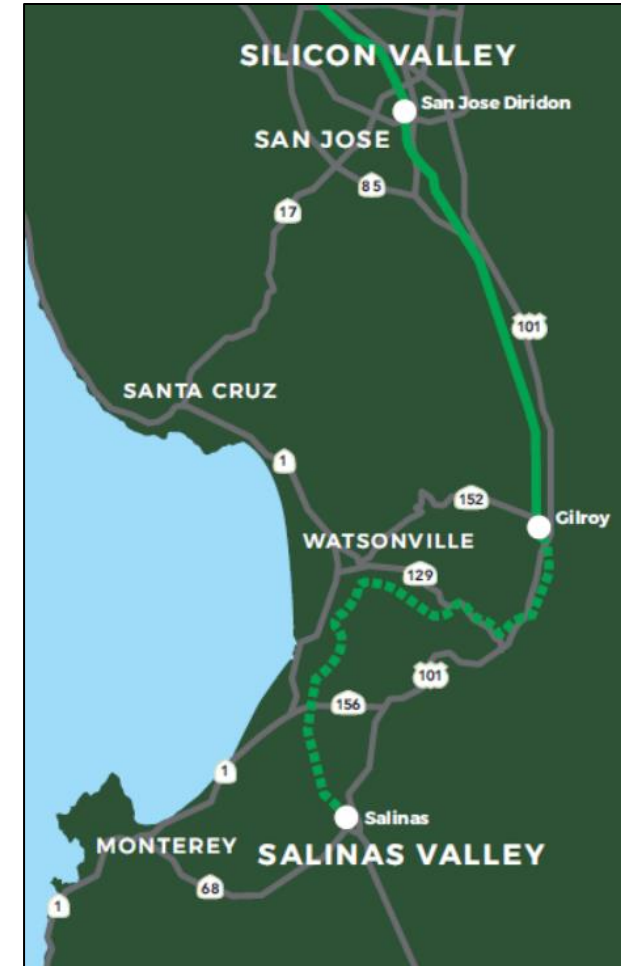


Current Caltrain Projects



Gilroy – Salinas Feasibility Study

- In **2020**, Caltrain and TAMC partnered on the Gilroy-Salinas Feasibility Study, which further explored the idea of extending service from the current Caltrain southern terminus at Gilroy into Monterey County.
- The study was predicated on **four** critical principals:
 1. Service extension must be cost-neutral for Caltrain
 2. No changes to Caltrain mainline service
 3. Monterey County assumes all risks and liabilities of service extension
 4. Service extension makes no changes to the JPB governance structure



Salinas Rail Extension



Monterey County Rail Extension Project

- TAMC executive staff provided a letter to Caltrain requesting the development of a Memorandum of Understanding (**MOU**) to advance the Salinas service extension project further.
- For Caltrain, next steps include:
 - Further evaluation of Salinas Extension with TAMC partners
 - Secure funding for zero emission rail vehicles for service south of San Jose. Otherwise, diesel equipment currently used for Gilroy service would be used for the Salinas extension.
 - TAMC – Caltrain MOU based on **four** critical principals

Questions?

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