Monterey Bay Area Network Integration Study

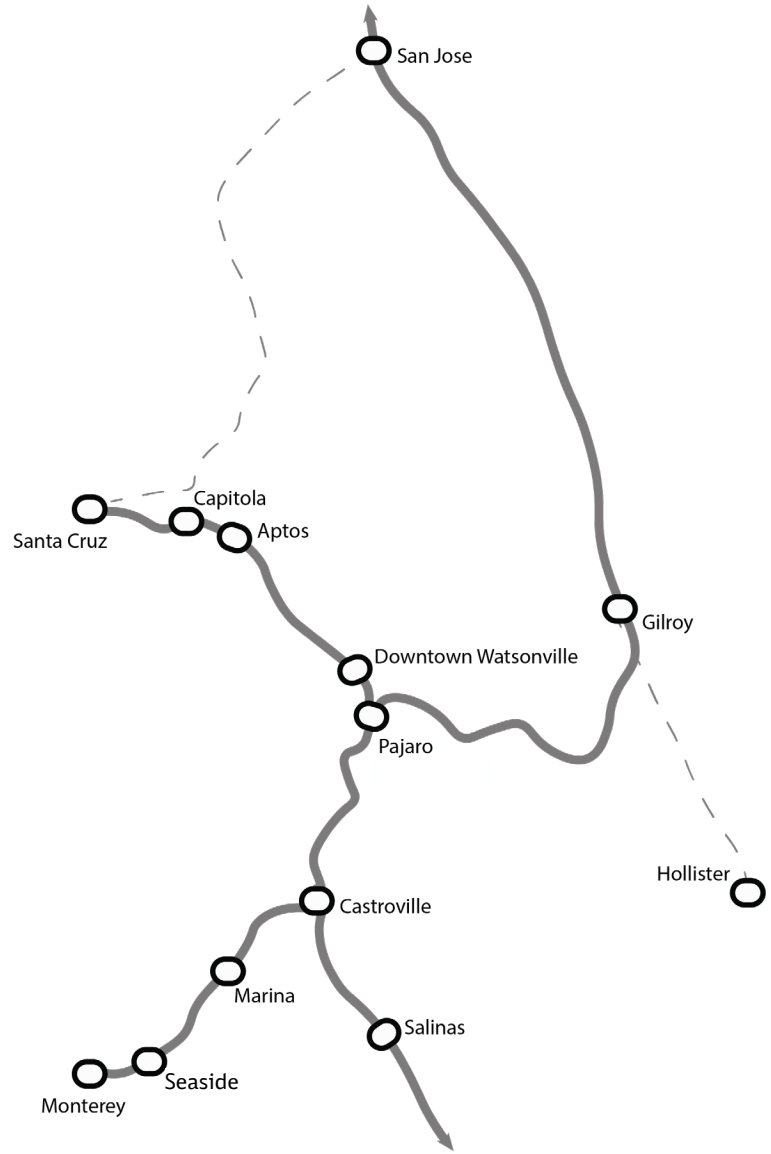
Future Service Vision Appendices

September 2020

Service Vision
Technical Appendices

This document is intended to serve as a technical appendix to TAMC's Monterey Bay Area Network Integration Study Service Vision Memo. It documents the technical outputs of the service design process and provides documentation of the phased implementation strategy and identifies required high-level technical considerations for delivering the future integrated network.

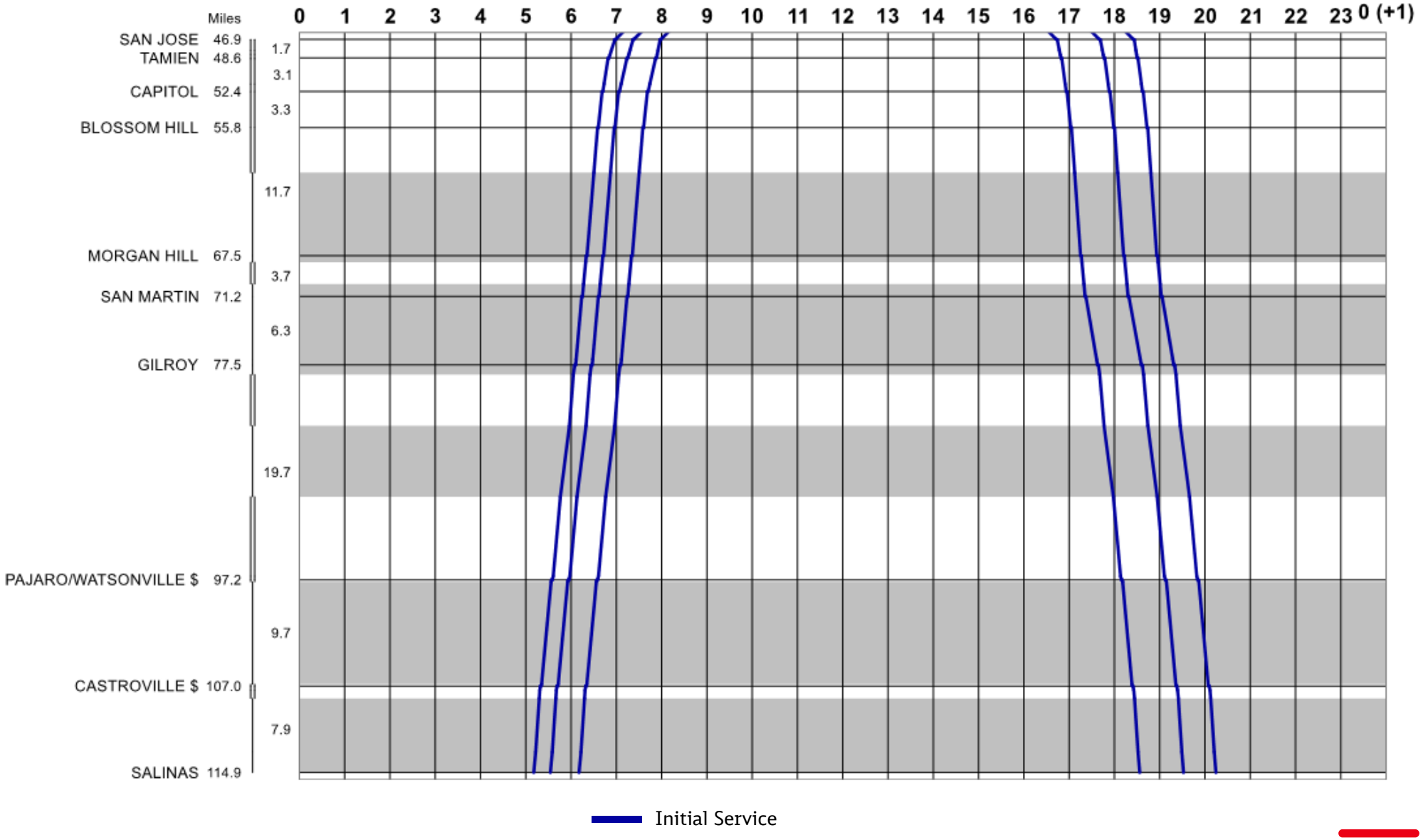
This document also serves as a technical guide for stakeholders and for providing inputs to the implementation planning process.



Agenda

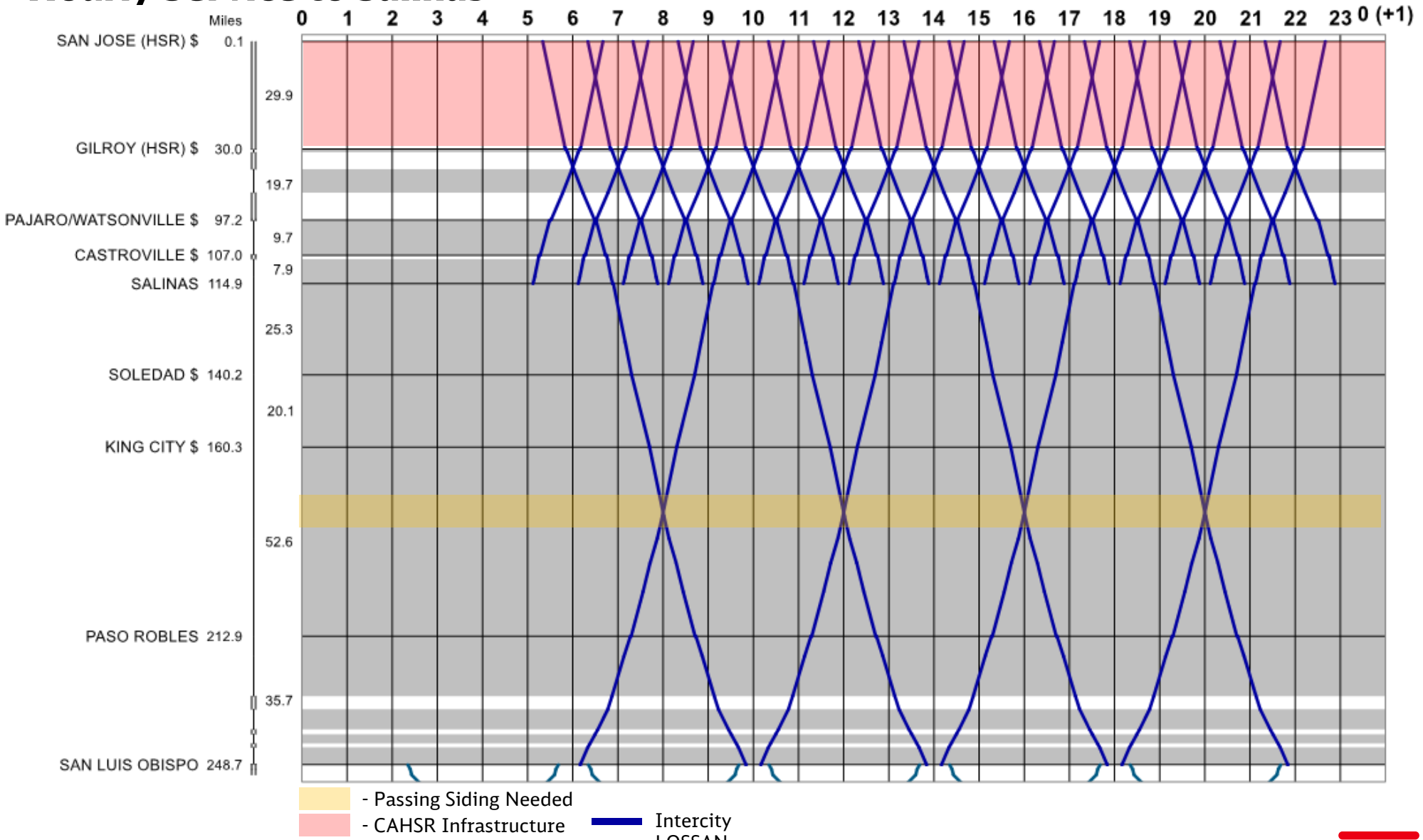
1. Stringlines
2. Train Performance Calculations
3. Minimum Equipment Requirements
4. Minimum Infrastructure Requirements

Technical Service Planning
Initial Service

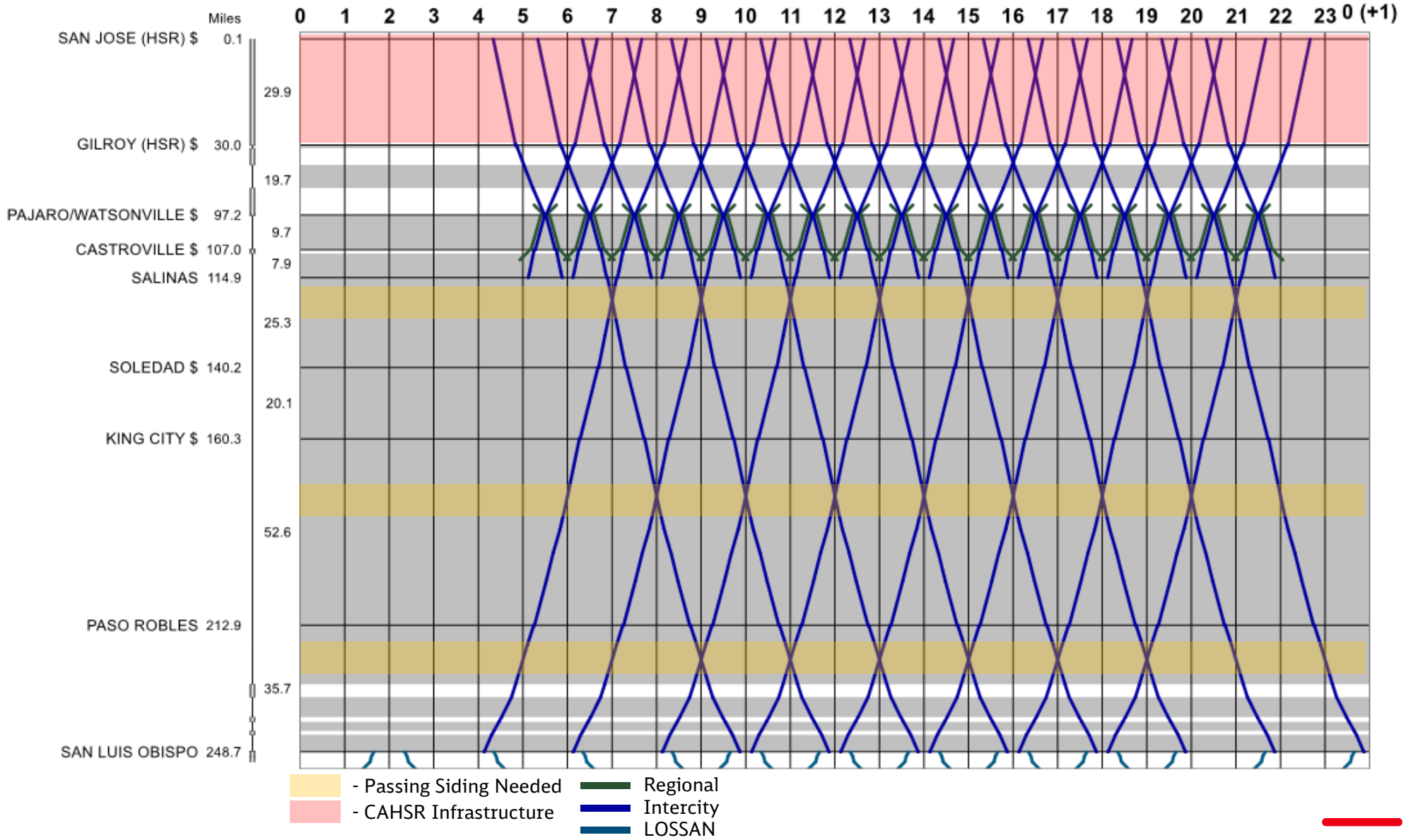


Technical Service Planning

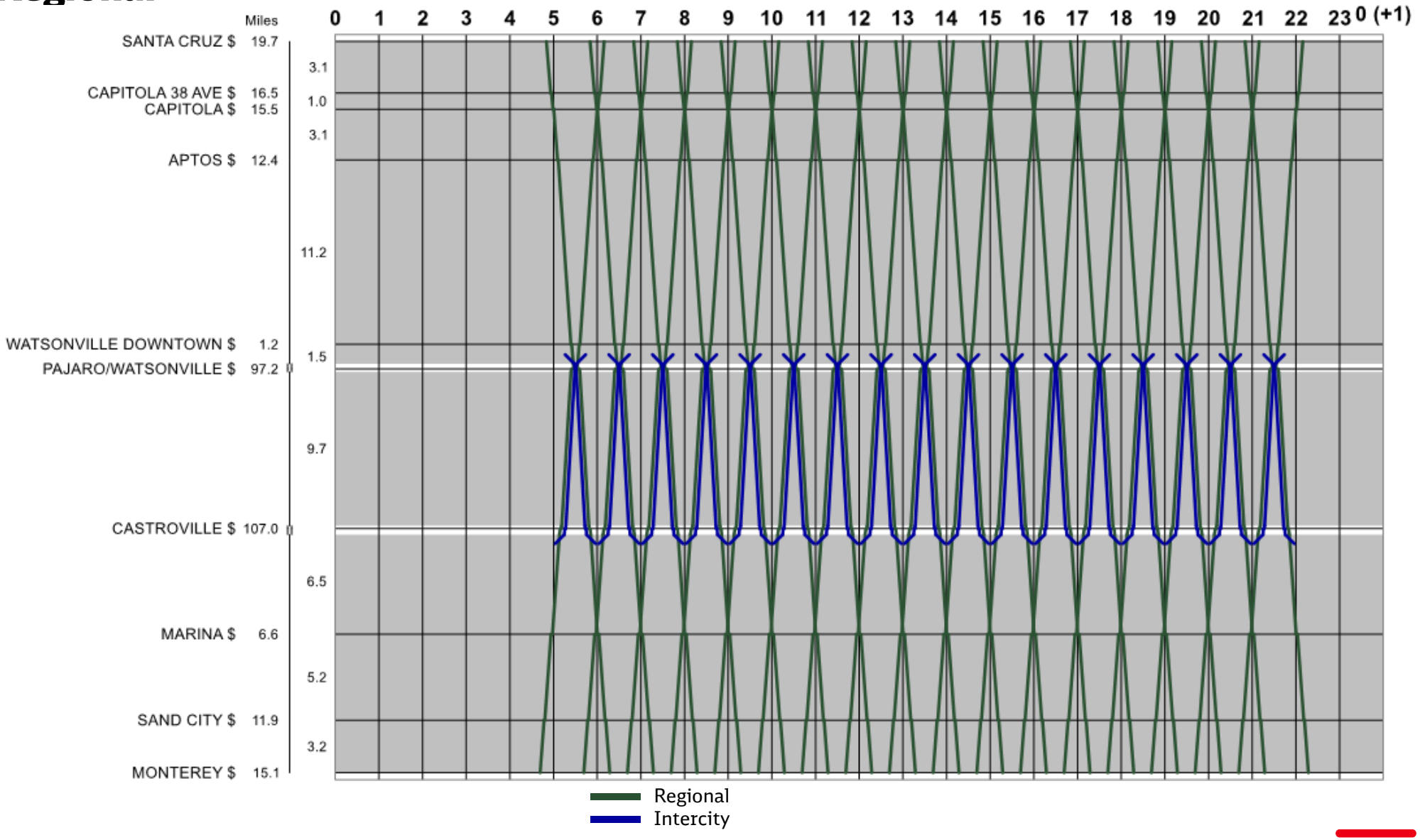
Phased Service – Hourly Service to Salinas



Technical Service Planning
Vision Service - Intercity



Technical Service Planning
Vision Service - Regional



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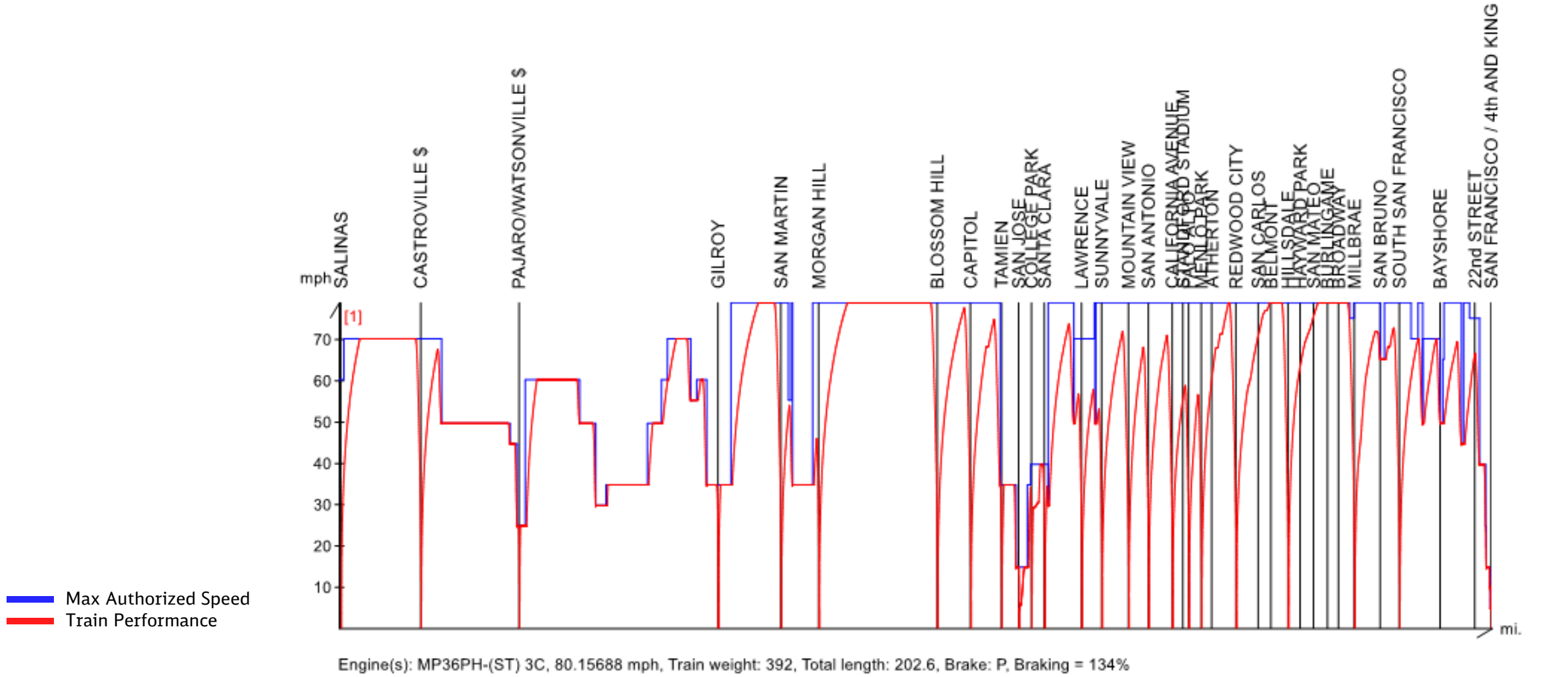
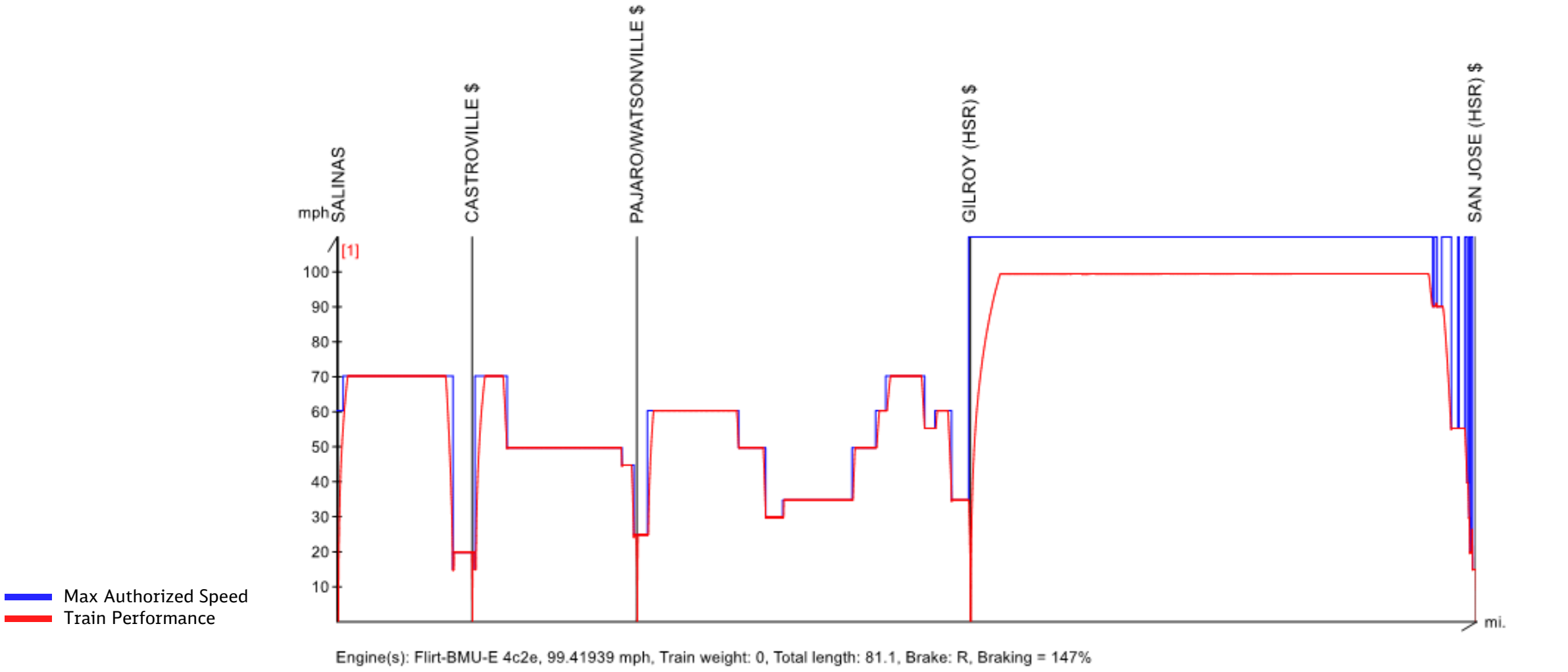
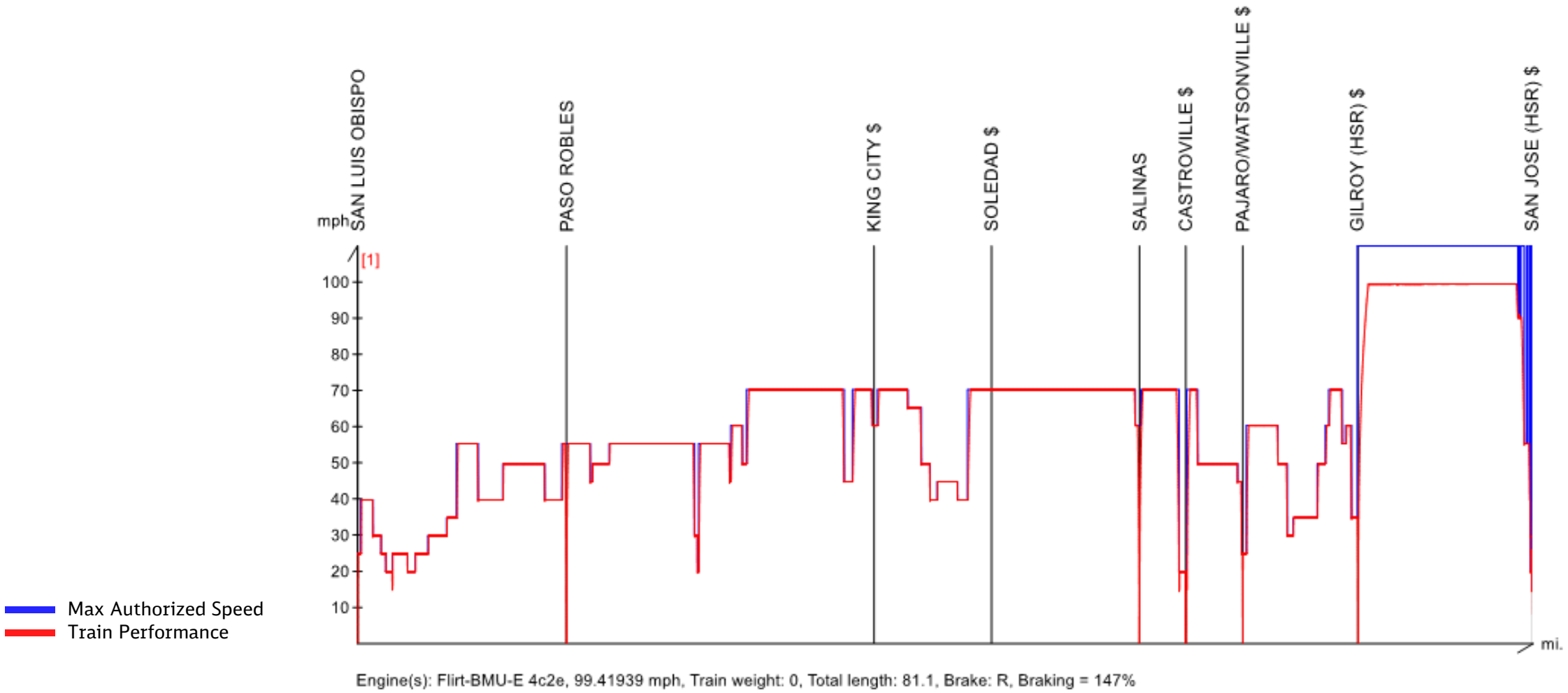
Train Performance
Initial Service



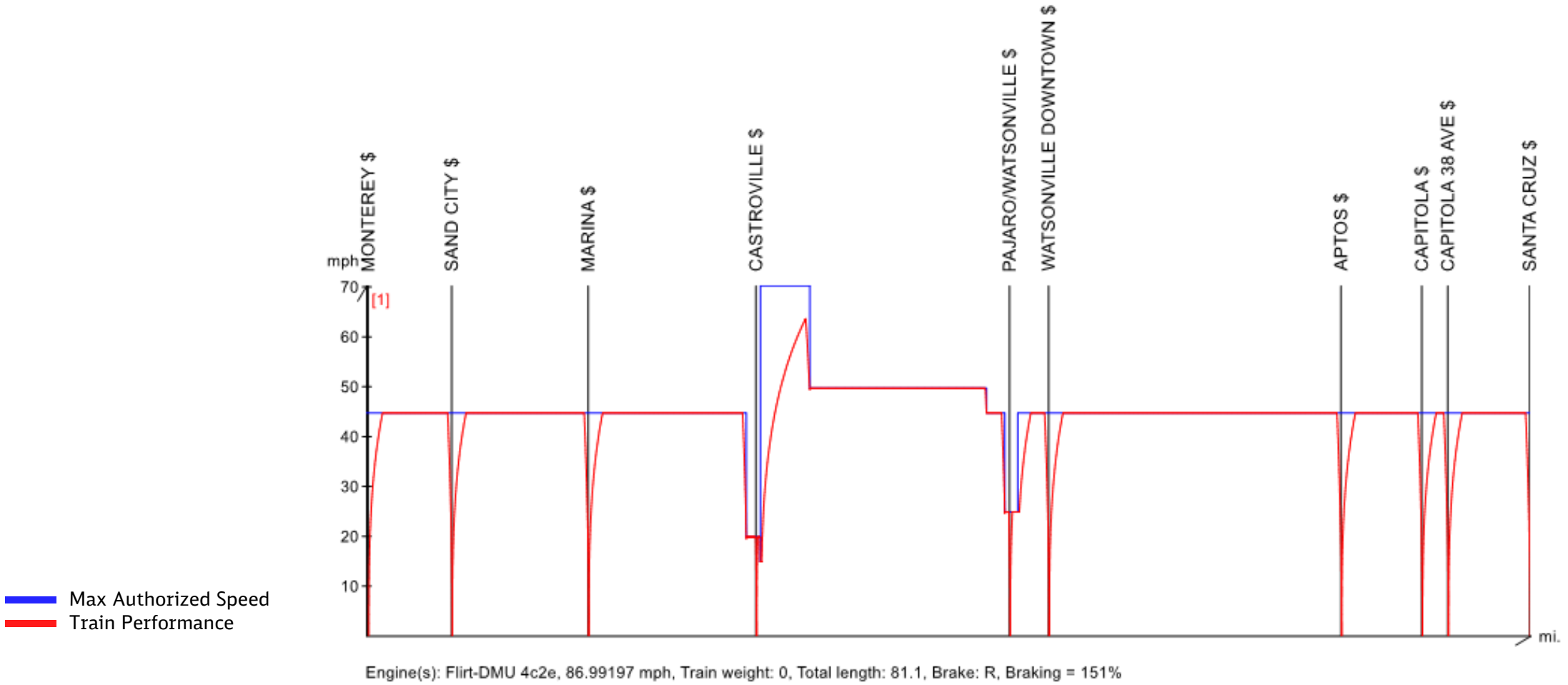
Train Performance
Phased/Vision Service to Salinas



Train Performance
Phased/Vision Service to SLO



Train Performance
Regional Service



Agenda

1. Stringlines
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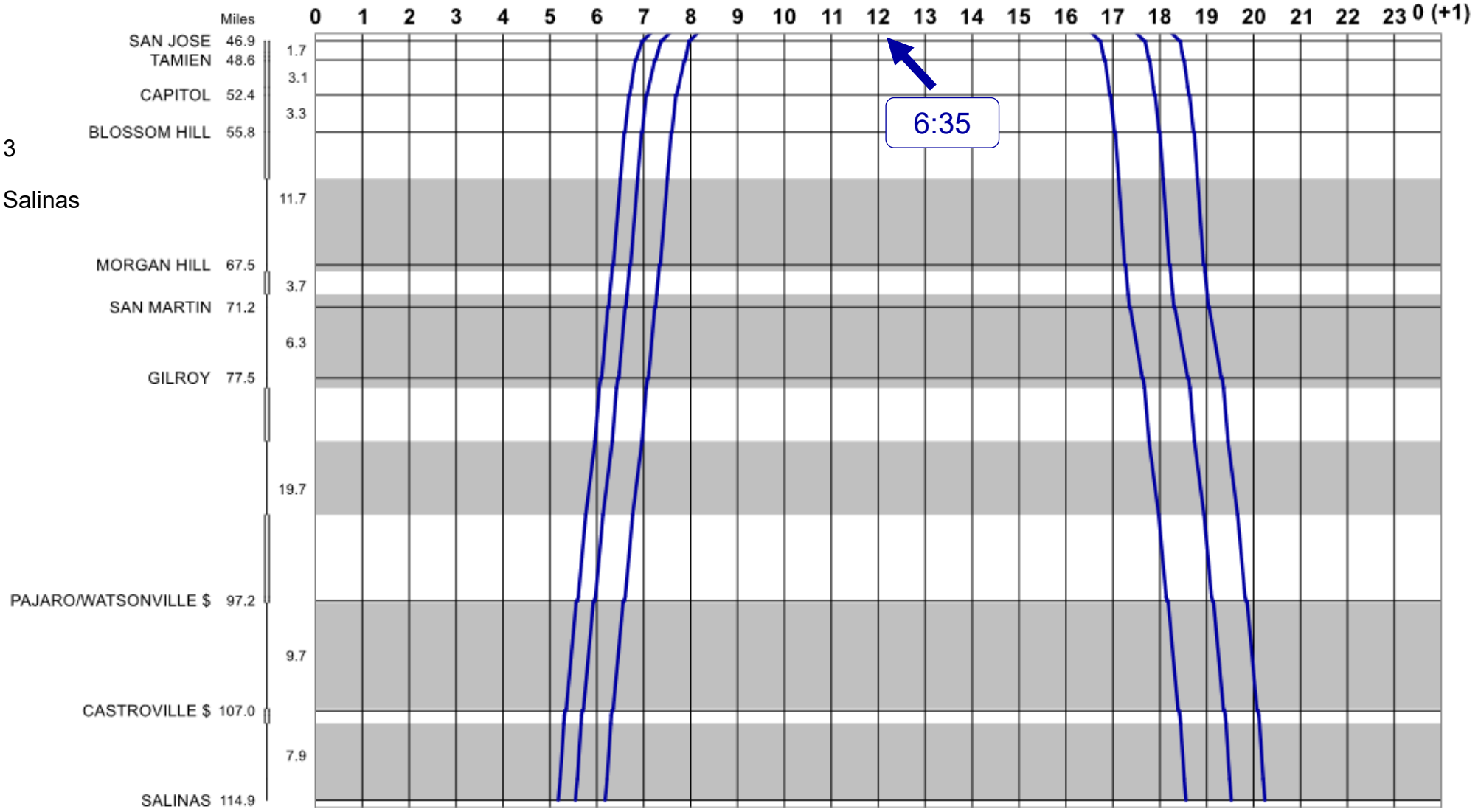
Minimum Equipment Requirements
Initial Service

Initial Service

- Min No. of equipment set: 3
- Equipment overnight: 3 at Salinas
- Conventional equipment



Minimum Equipment Requirements
Phased Service – Hourly Service to Salinas

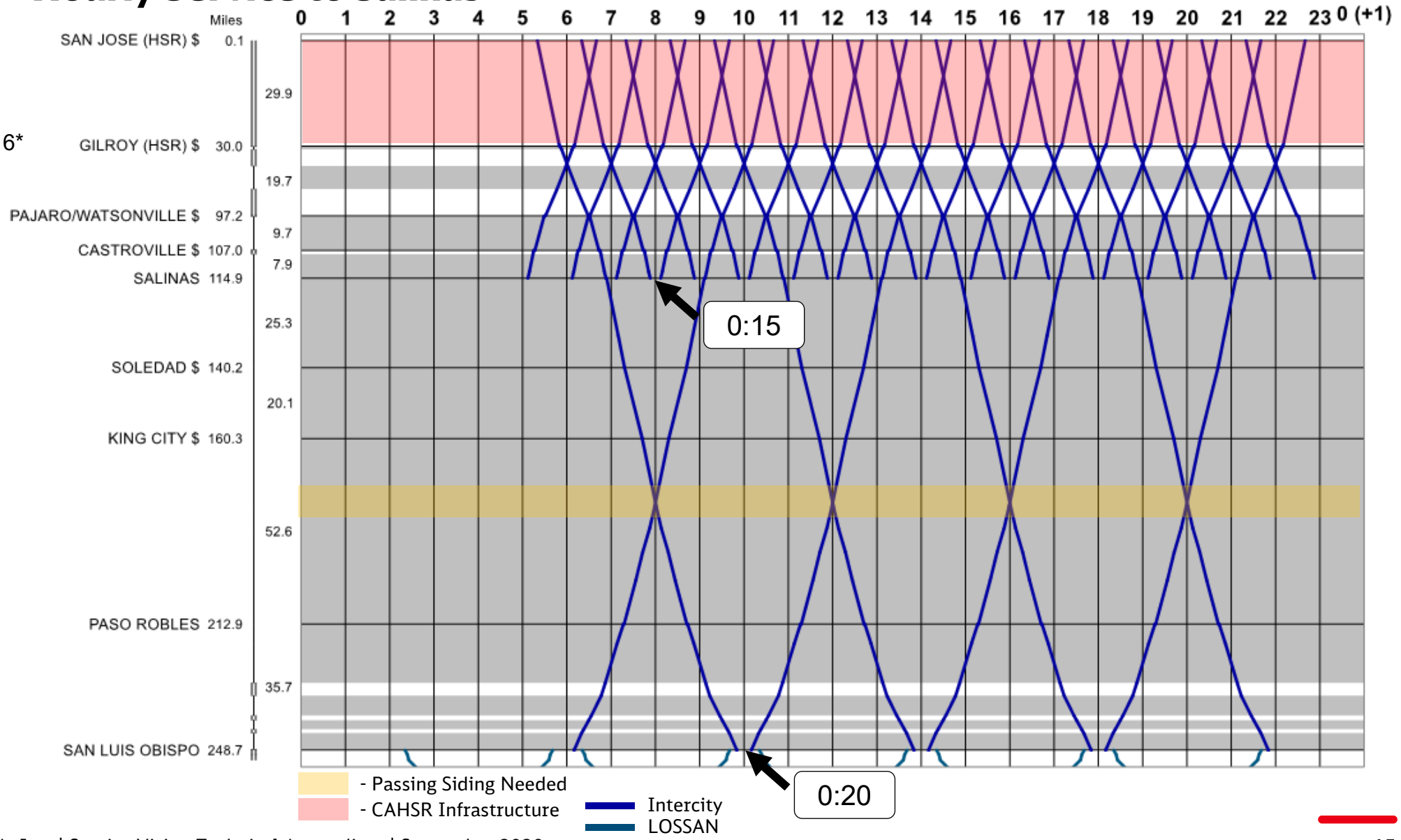
Phased

- Min No. of equipment set: 6*
- Equipment overnight

1) 1 at San Luis Obispo
2) 3 at Salinas
3) 2 at San Jose / SF

- Bi-mode equipment

** Turntime at Salinas is short (15 minutes).*



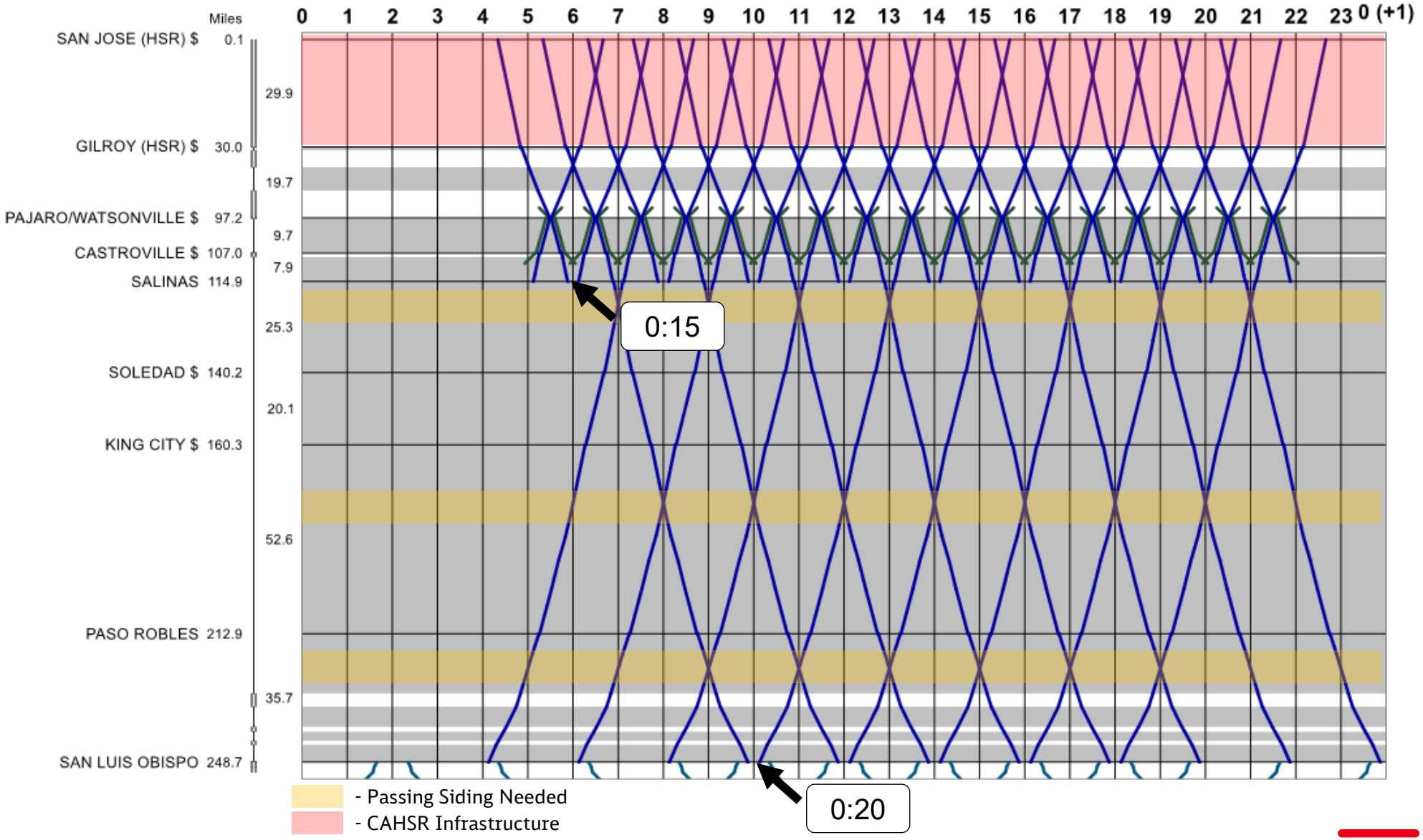
Minimum Equipment Requirements
Vision Service - Intercity

Vision

- No. of equipment set: 7
- Equipment overnight

1) 3 at San Luis Obispo
2) 1 at Salinas
3) 3 at San Jose / SF

- Bi-mode



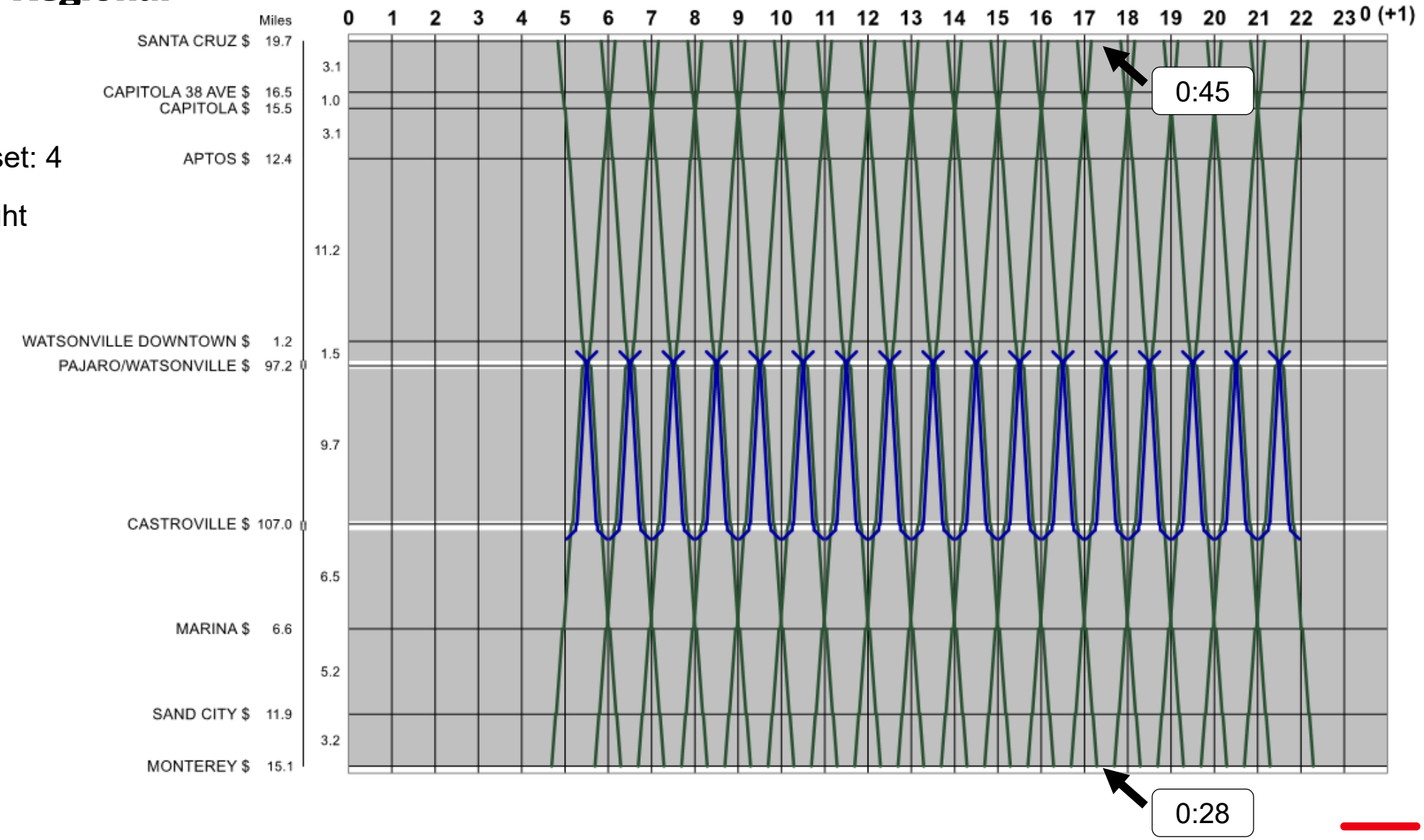
Minimum Equipment Requirements
Vision Service - Regional

Vision

- No. of equipment set: 4
- Equipment overnight

1) 3 at Monterey
2) 1 at Santa Cruz

- DMU



Agenda

1. Stringlines
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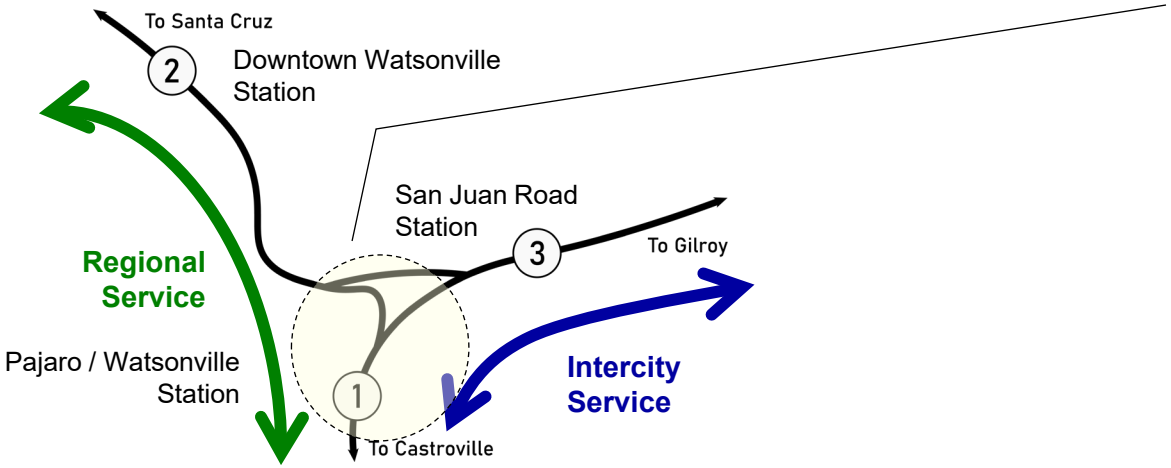
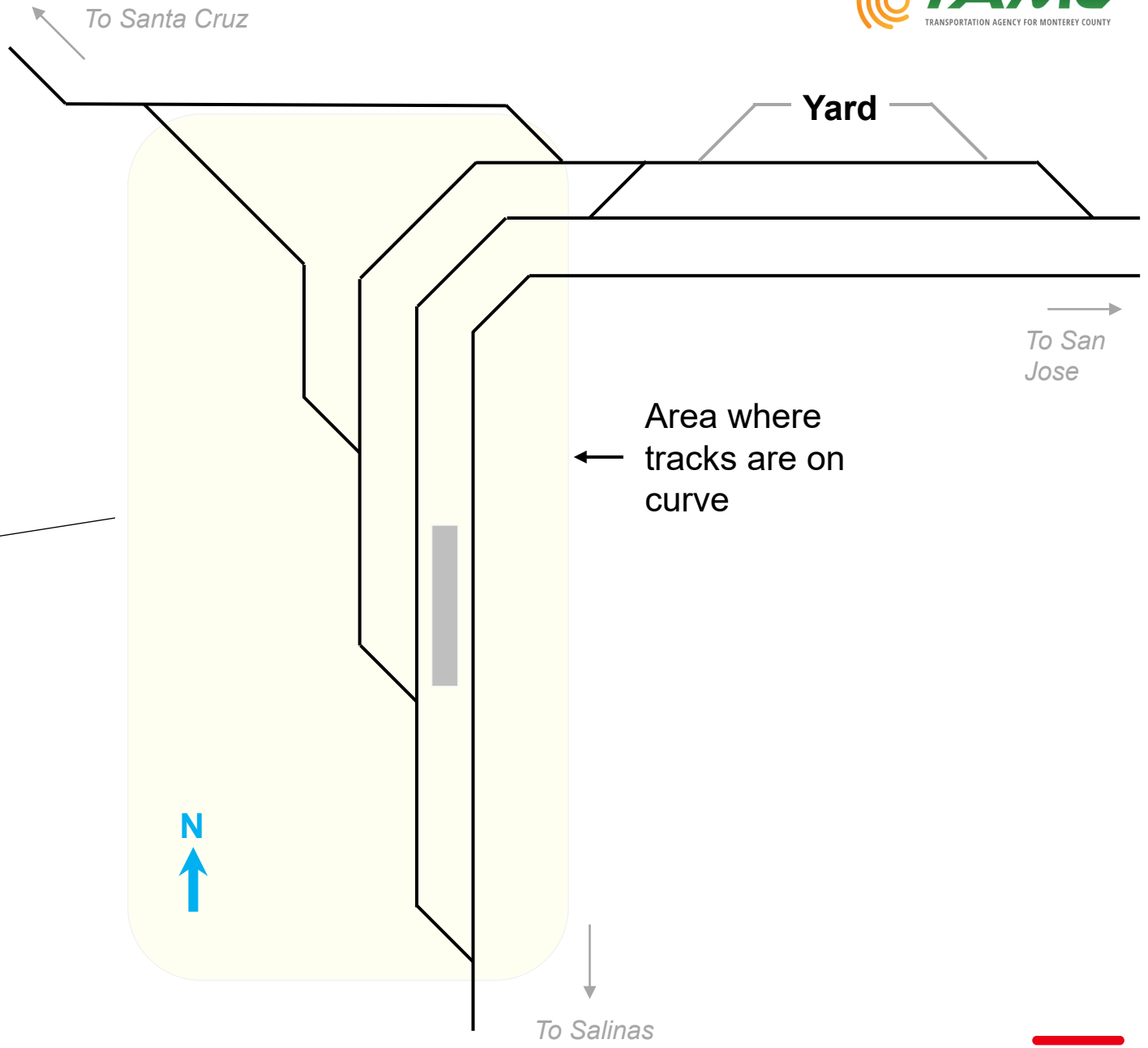
Pajaro – Initial

Service

- 3 directional service per day
- Island platform avoids relocating Lewis St east of the junction
- Island platform required for connectivity in future service phases

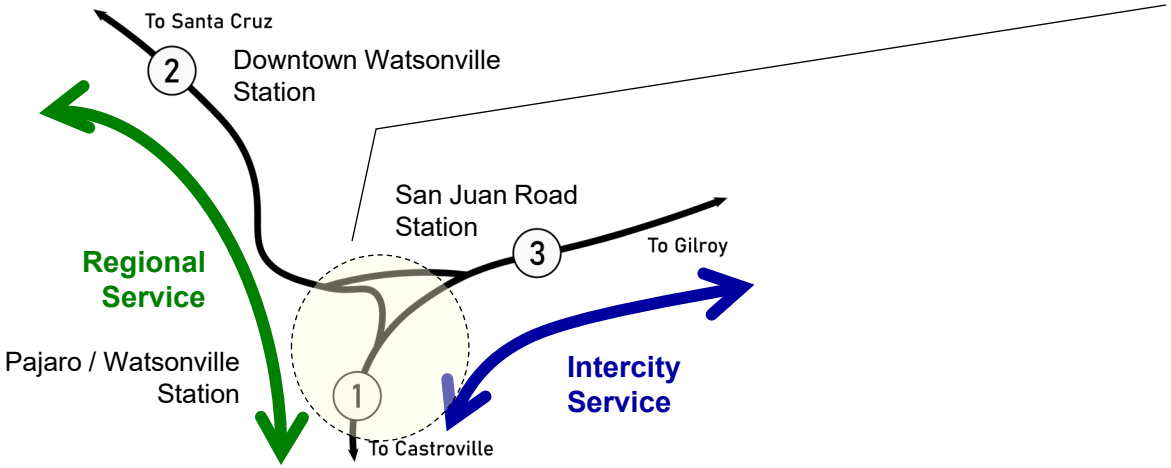


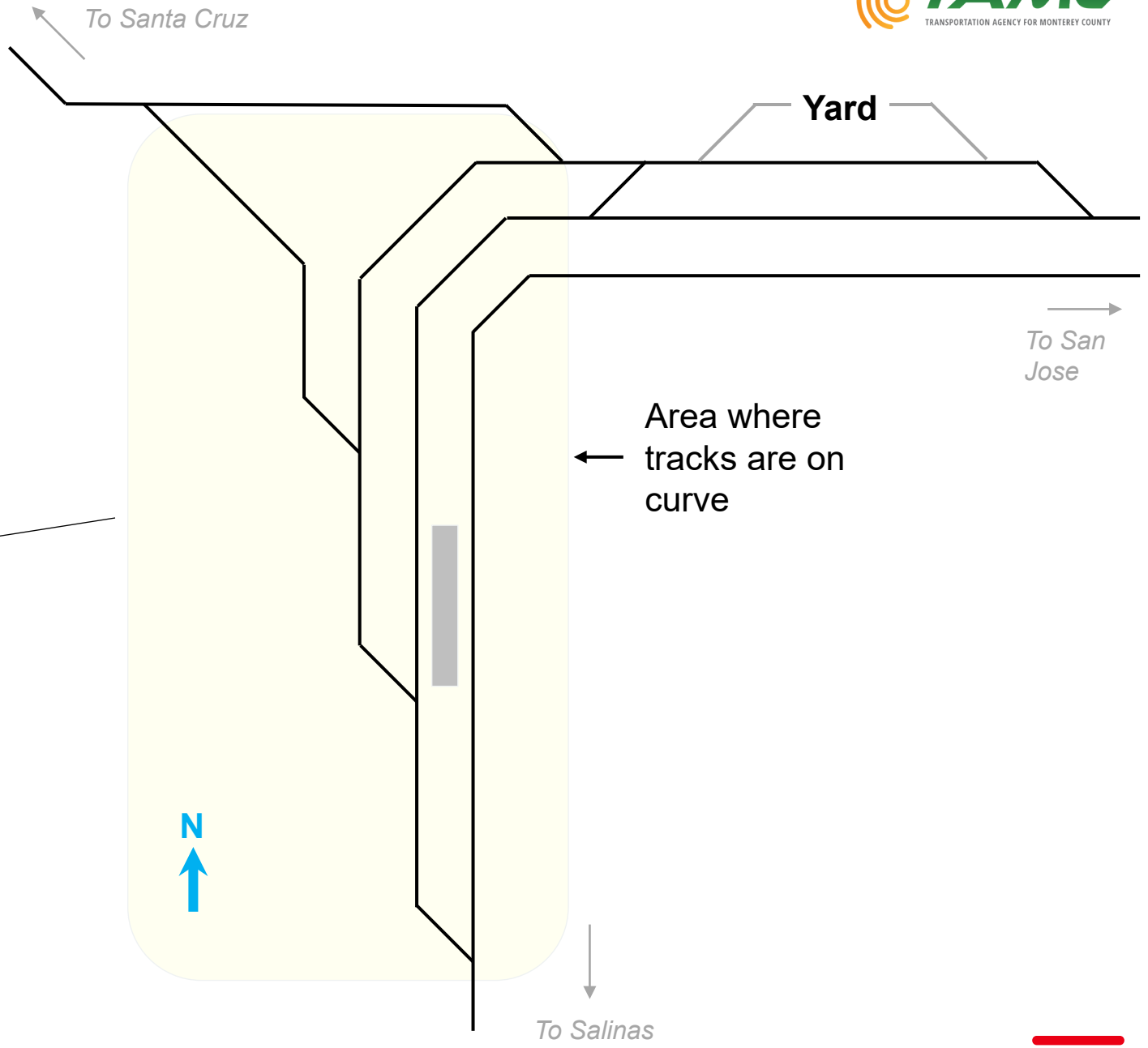


Pajaro/Watsonville – Phased

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every four hours

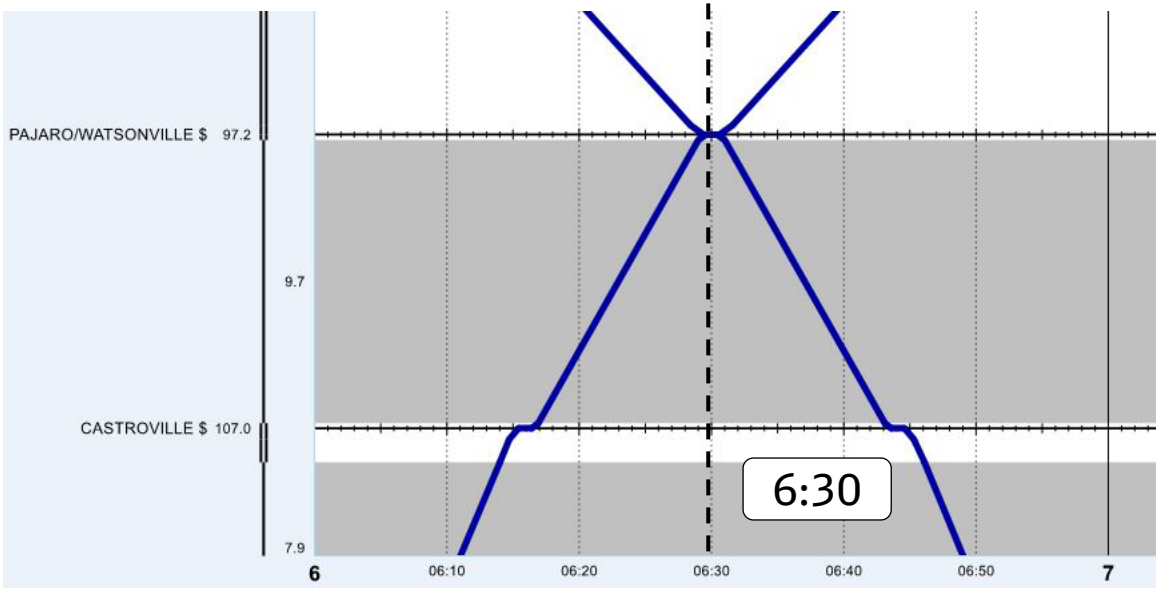


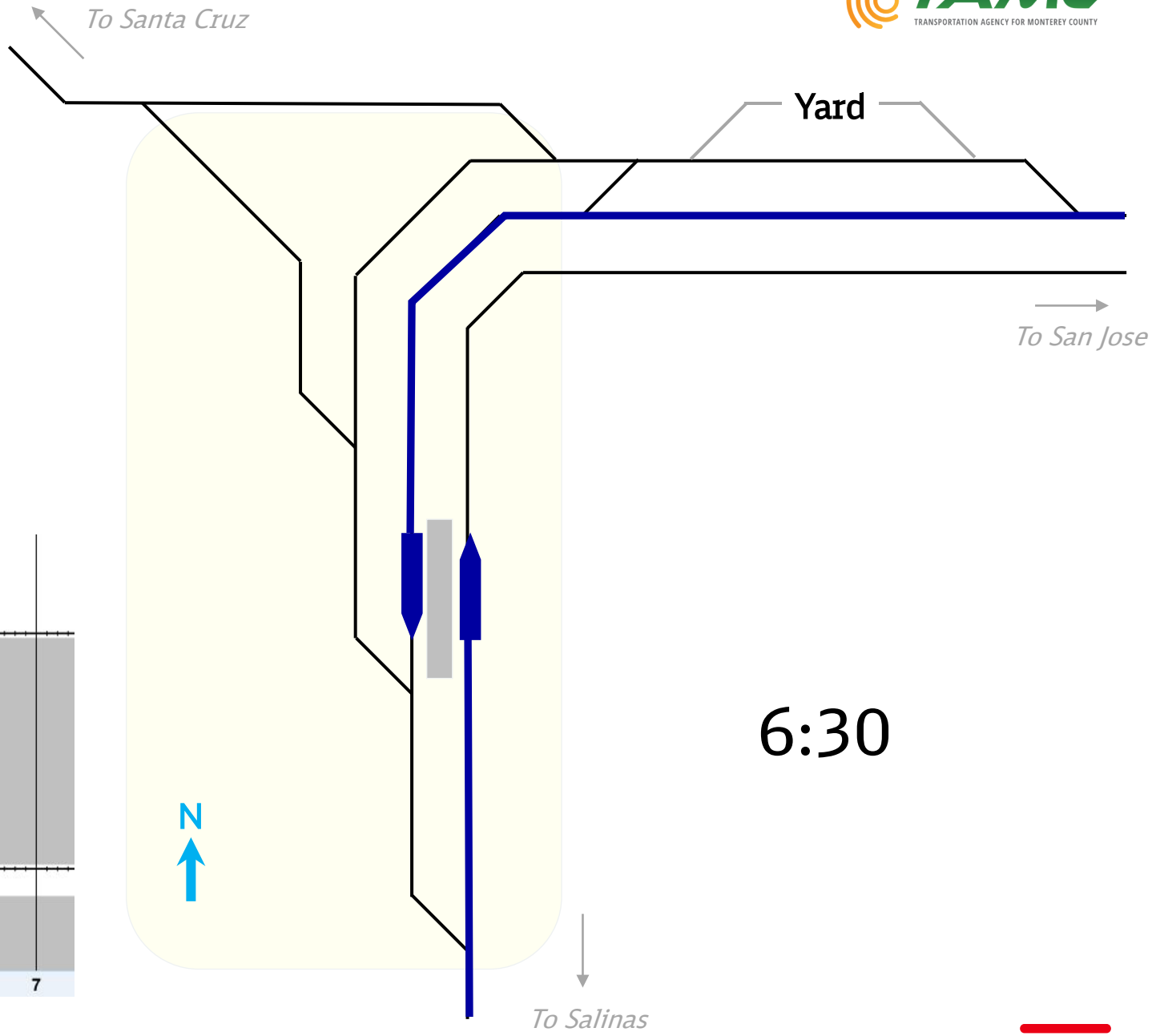


Pajaro – Phased

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every four hours

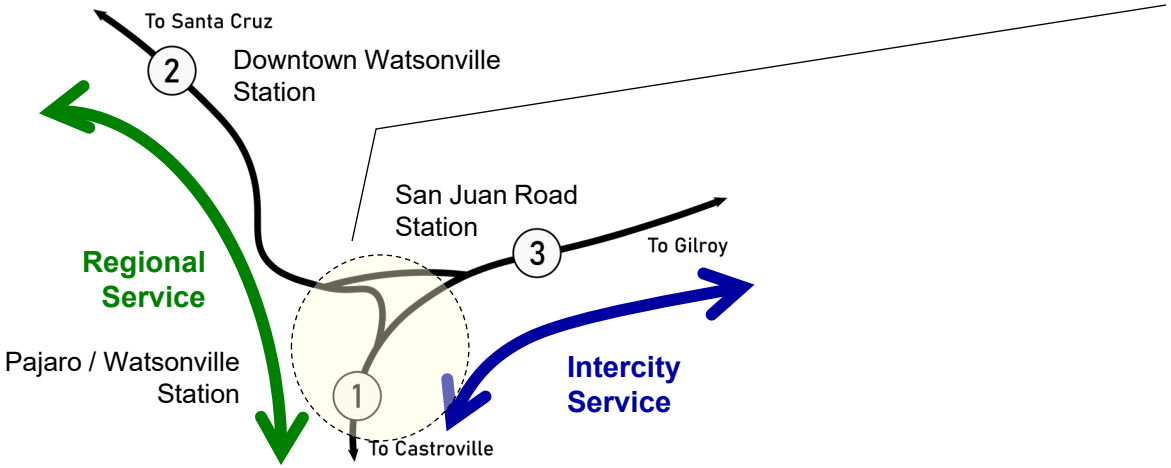


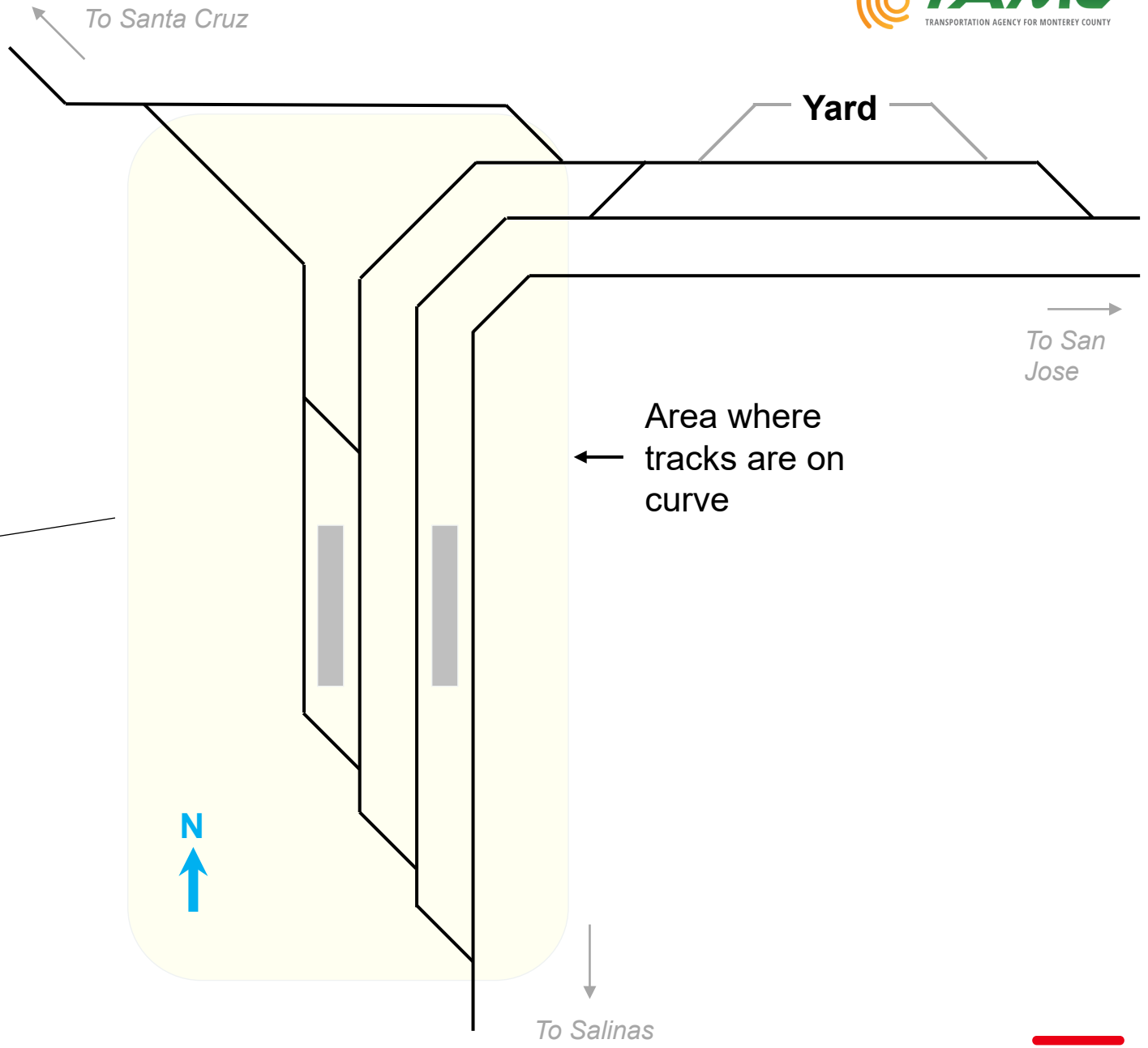


Pajaro – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz

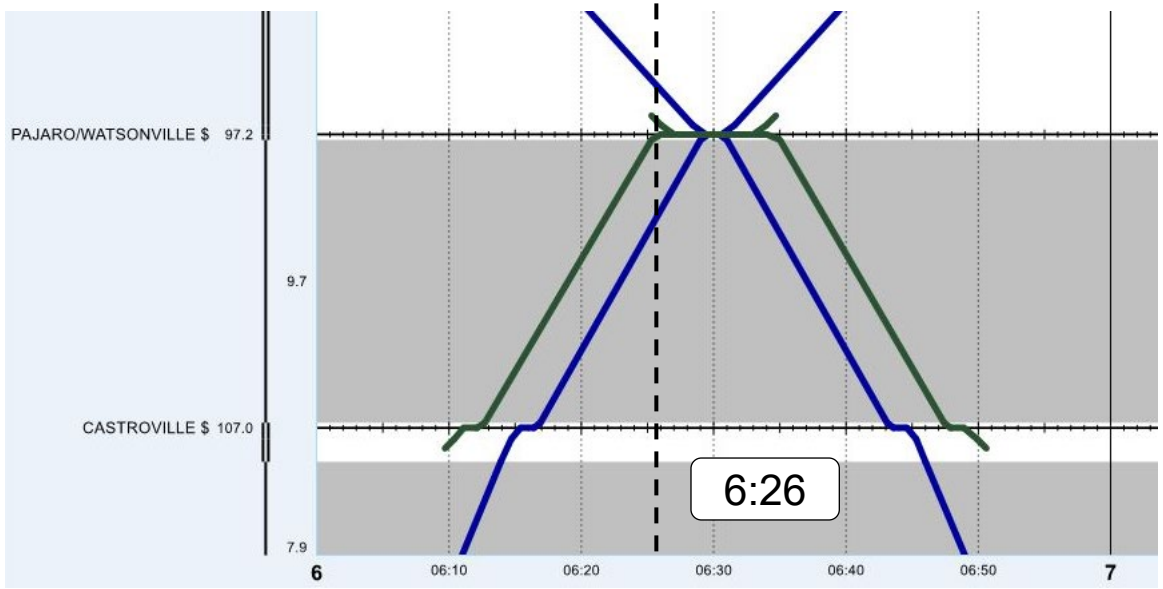


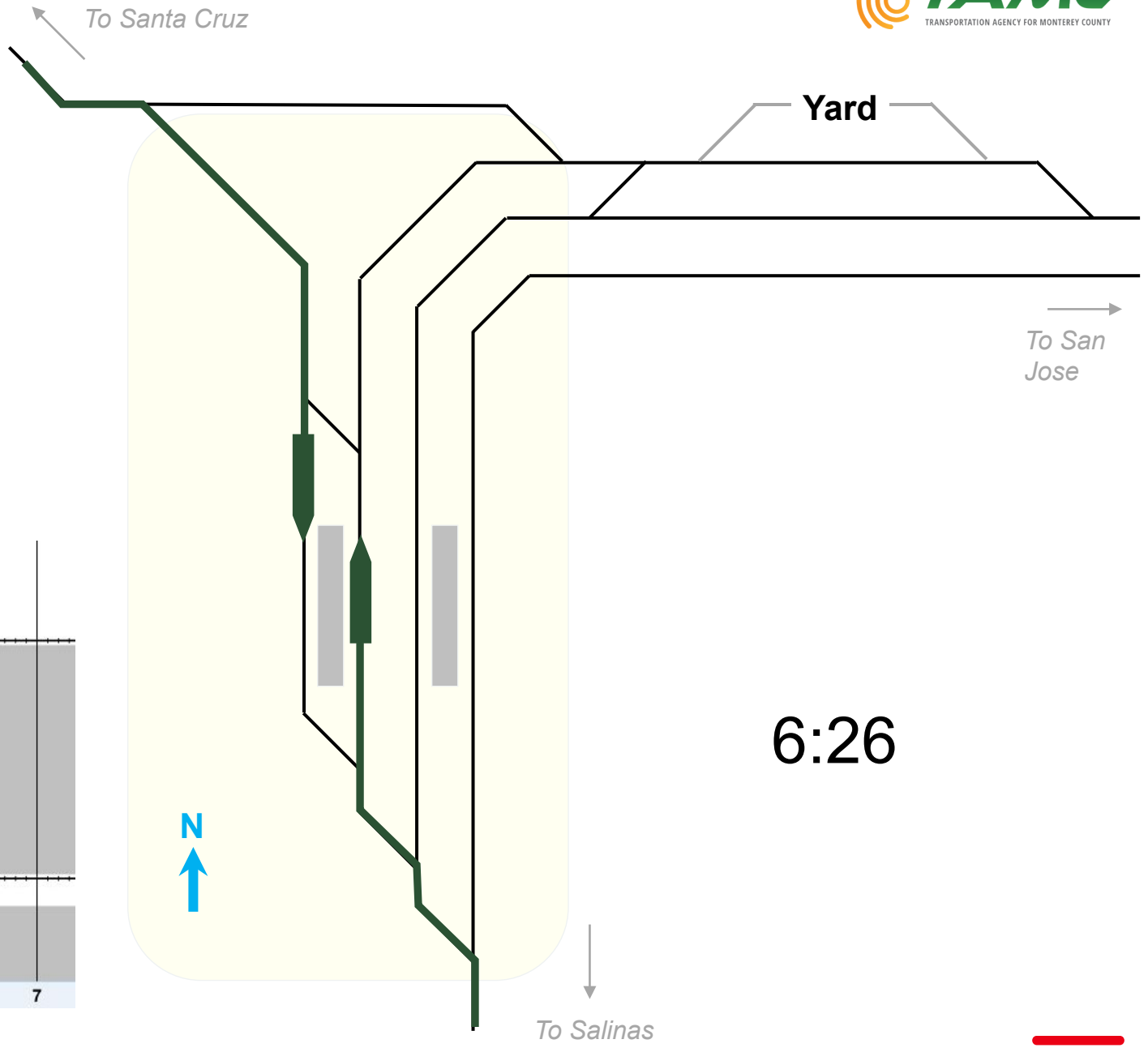


Pajaro – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz
- Pulsed schedule is planned for bidirectional transfer

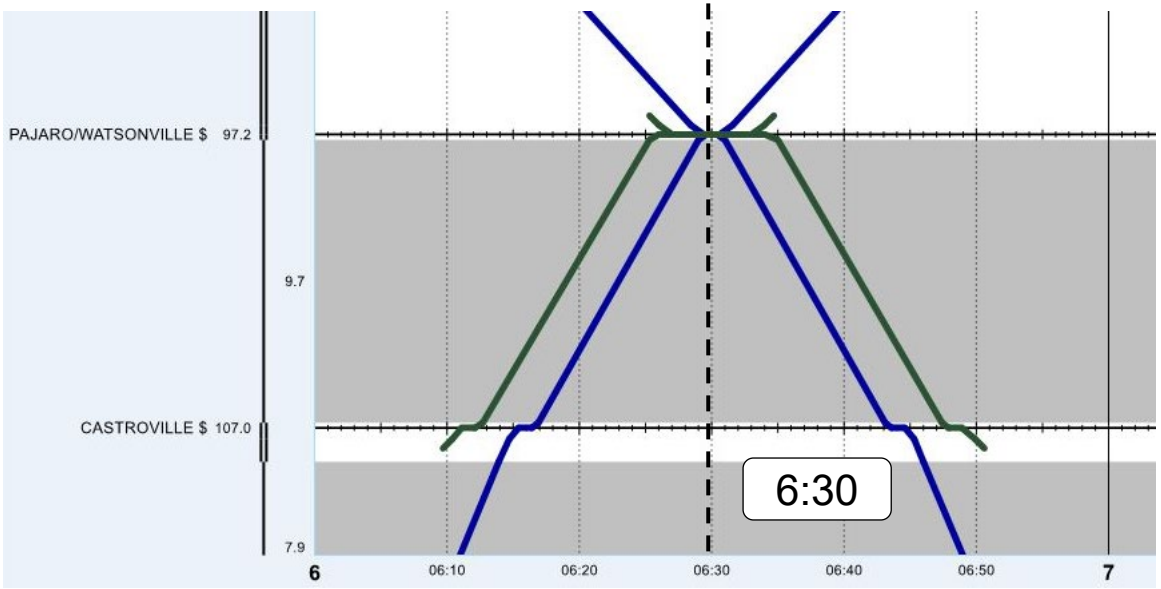


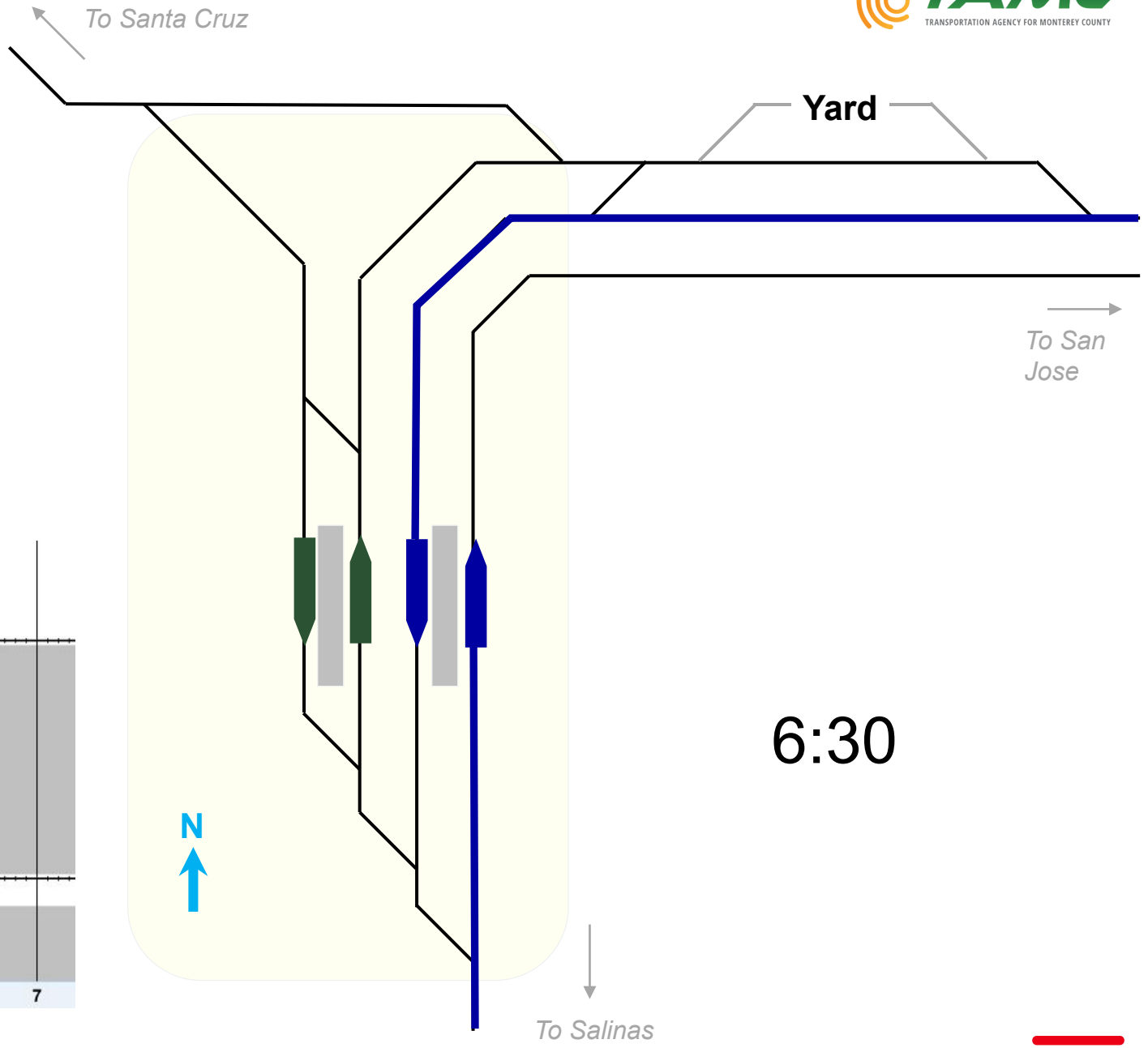


Pajaro – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz

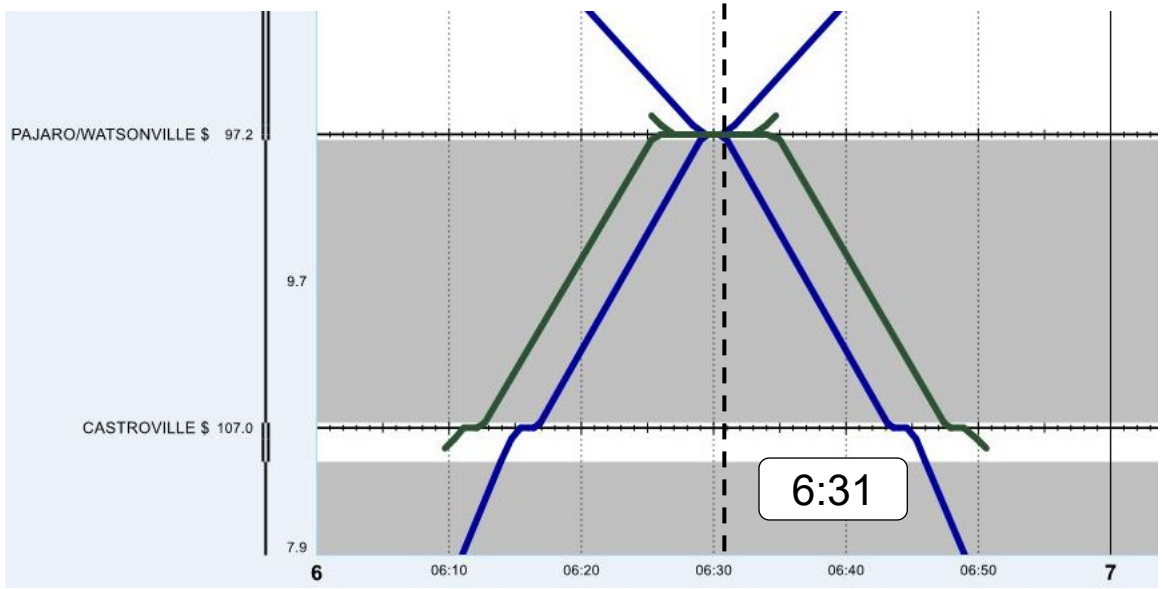


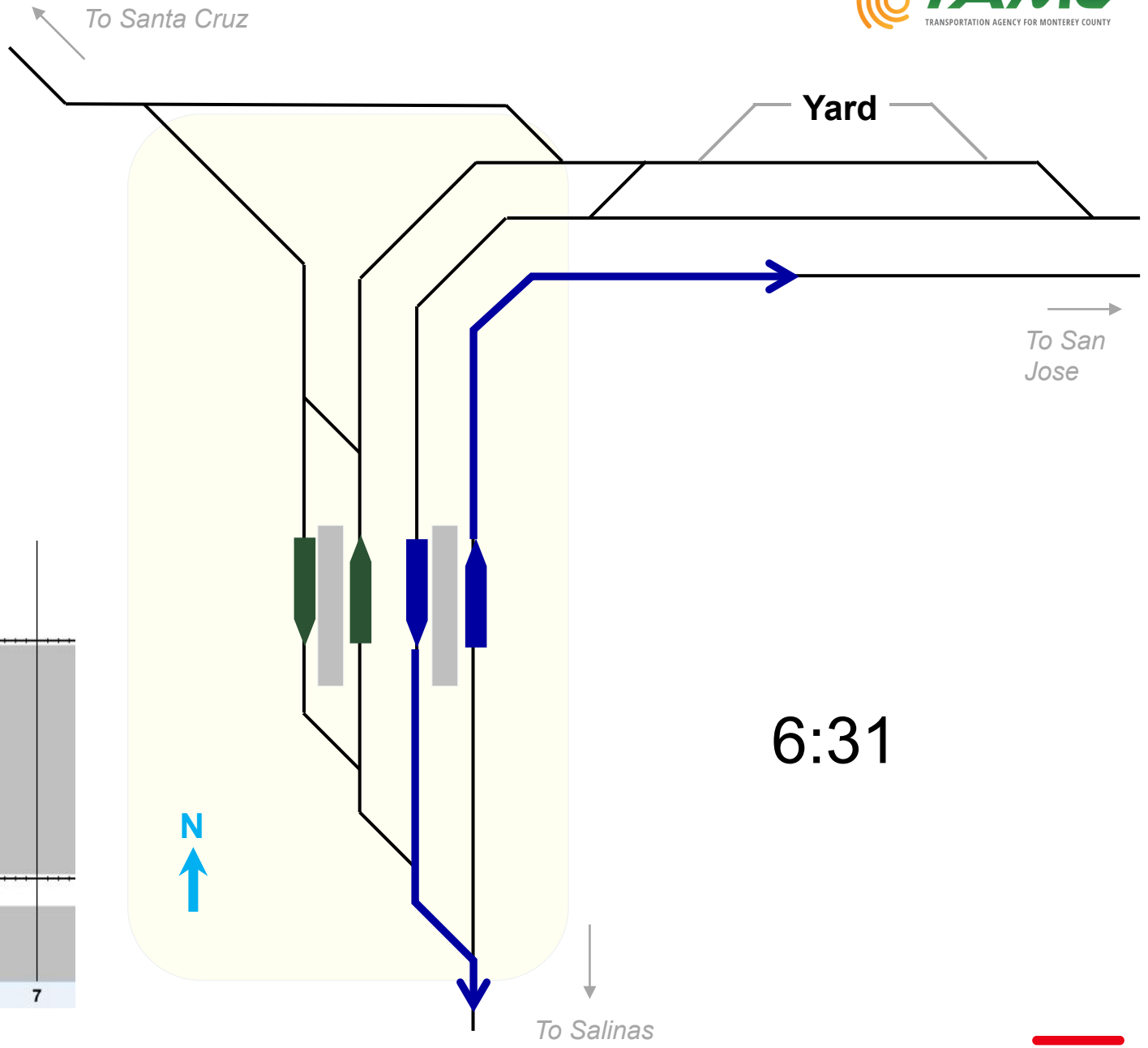


Pajaro – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz

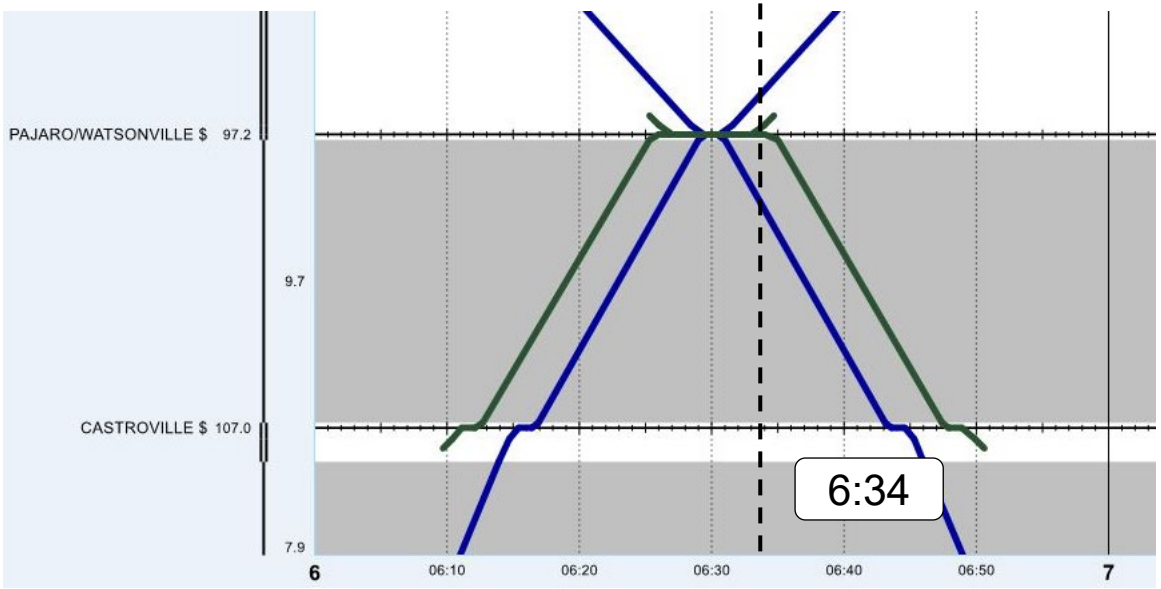


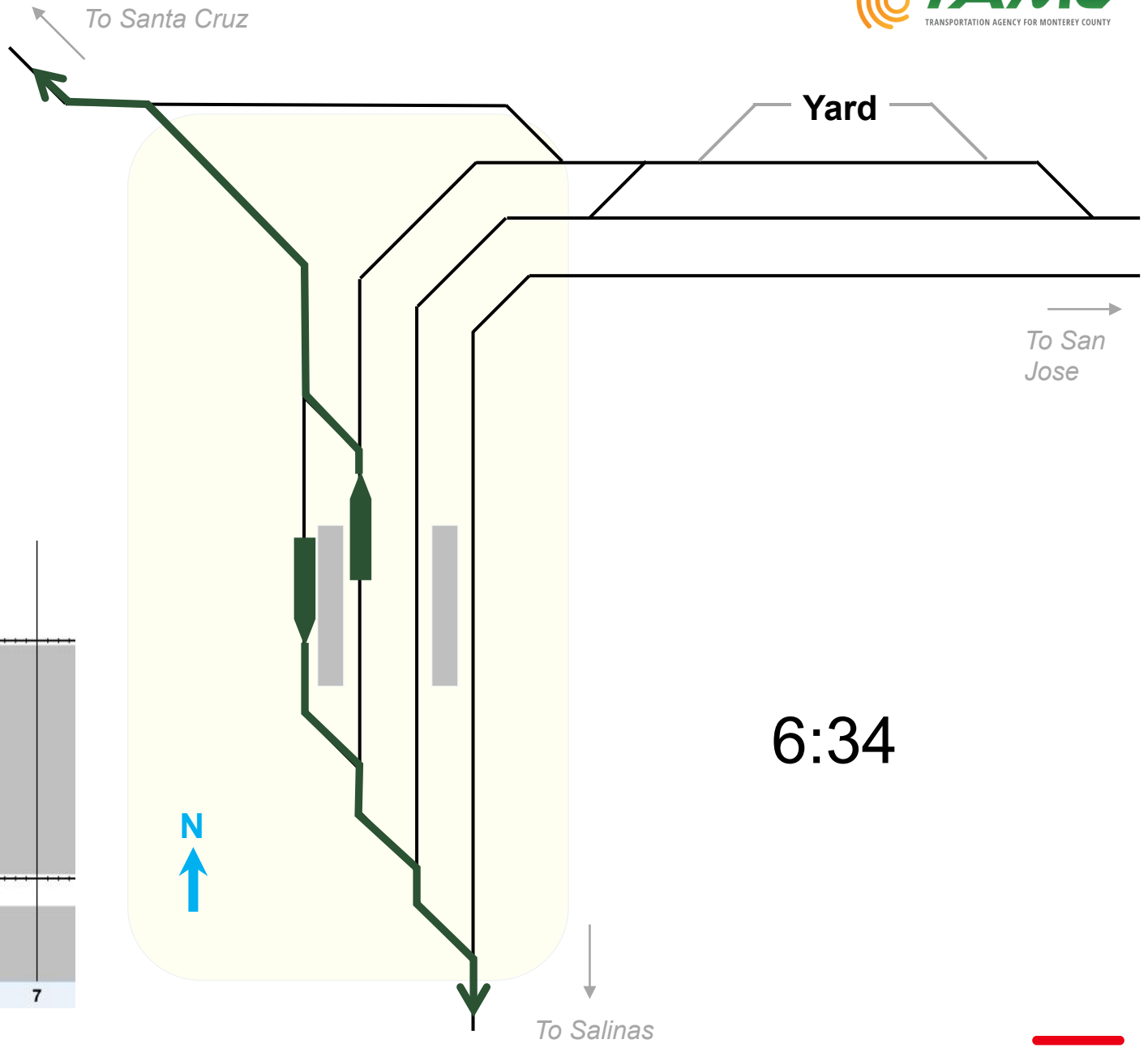


Pajaro – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz





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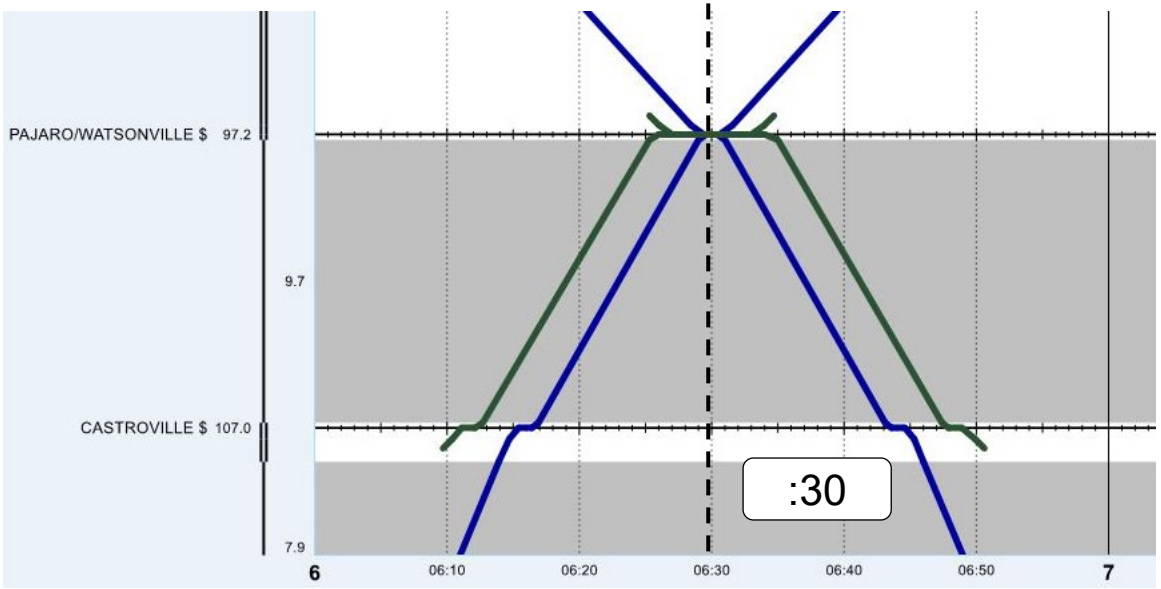
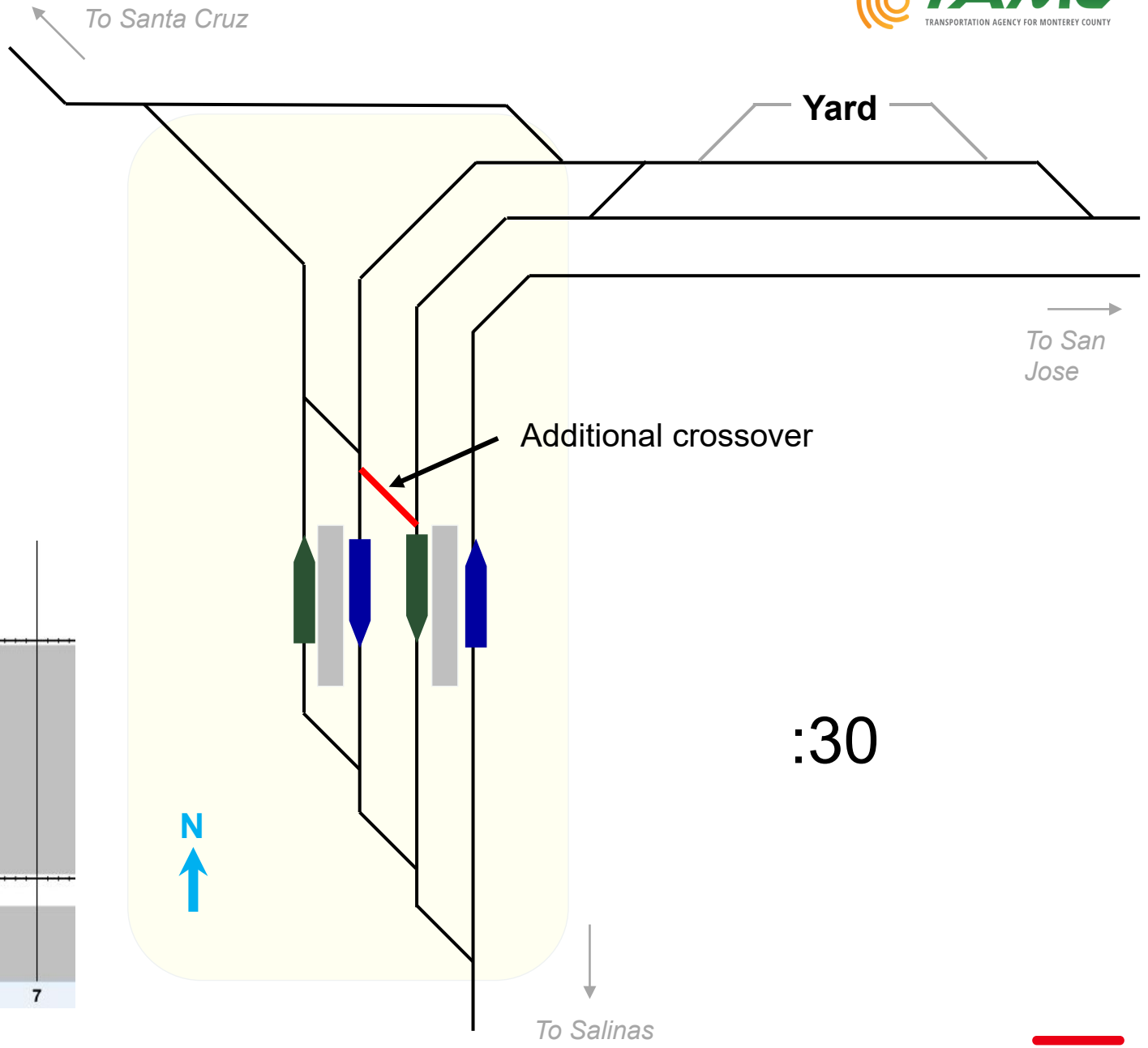
Pajaro – Vision

Cross platform transfer is possible with an additional crossover





Pajaro – Vision

Transfer at Pajaro

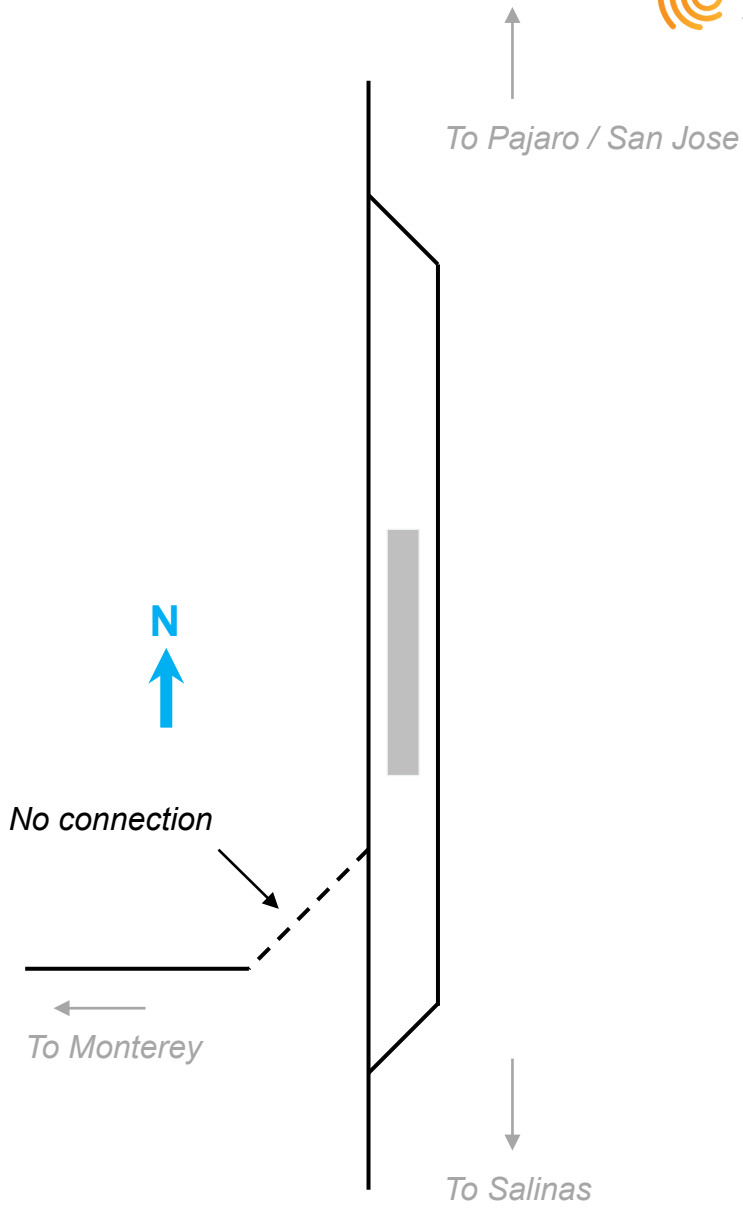
	No additional crossover	With additional crossover
Santa Cruz line to San Jose		
San Jose to Santa Cruz line		
Santa Cruz line to Salinas/SLO		
Salinas/SLO to Santa Cruz line		
San Jose to Monterey		
Monterey to San Jose		

Over ped bridge Cross platform Over bridge (or cross platform at Castroville)

Castroville – Initial

Service

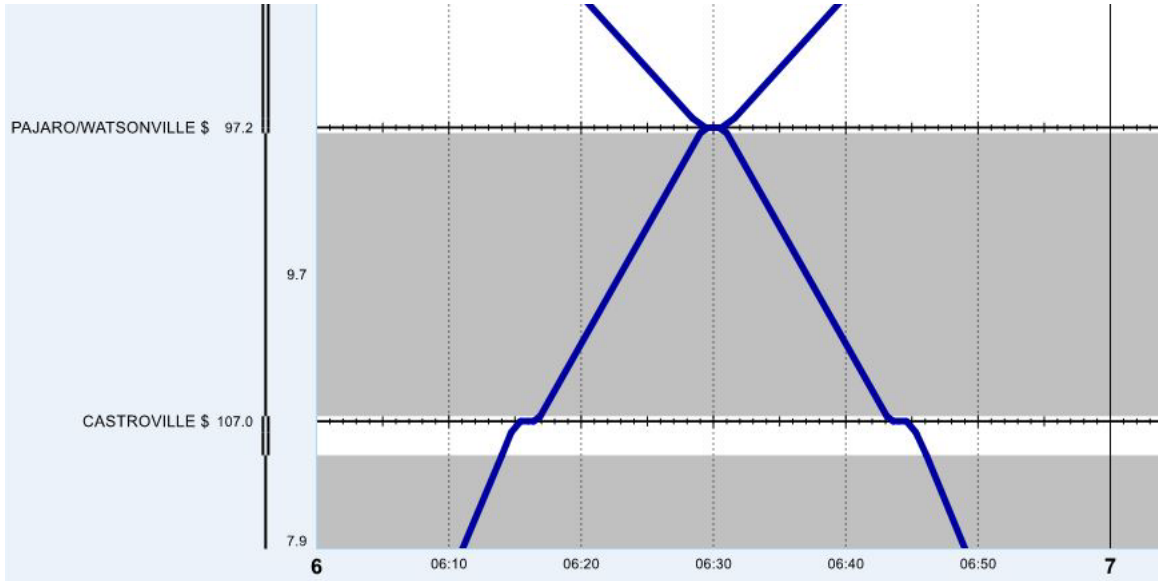
- 3 directional service per day
- Single platform would be required

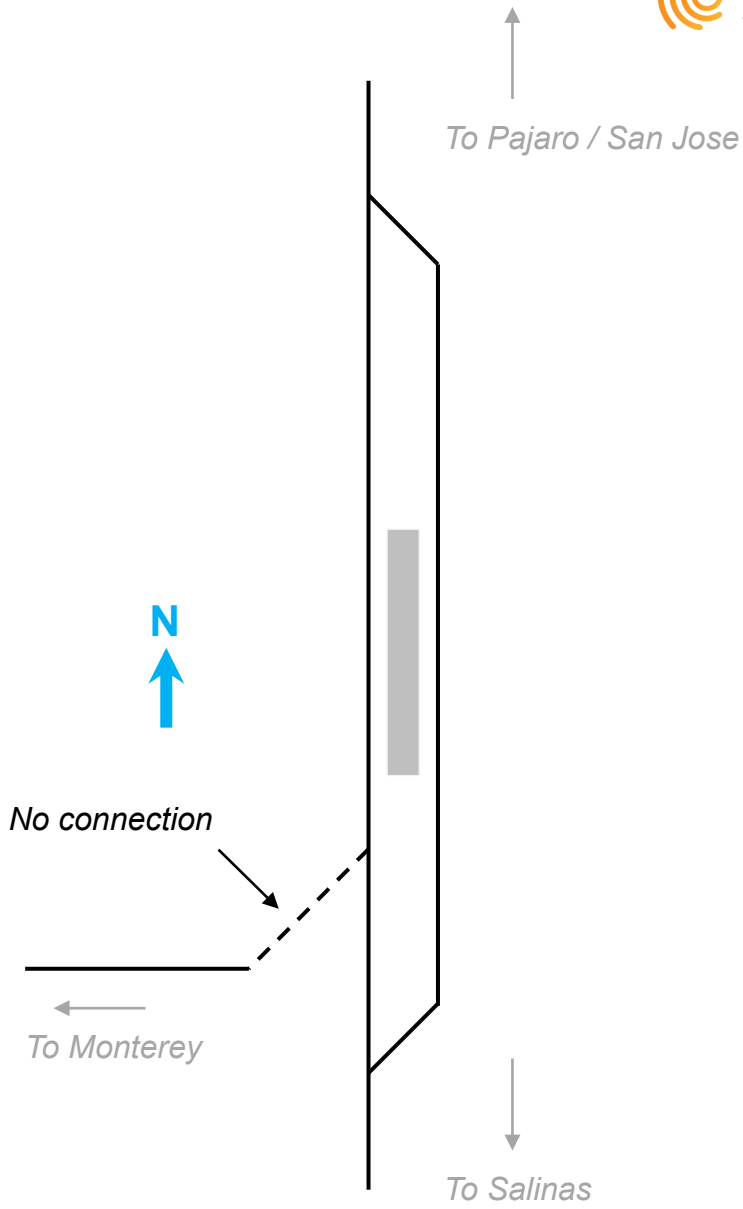


Castroville – Phased

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every four hours
- No new infrastructure required from Initial Stage since no train meet at Castroville

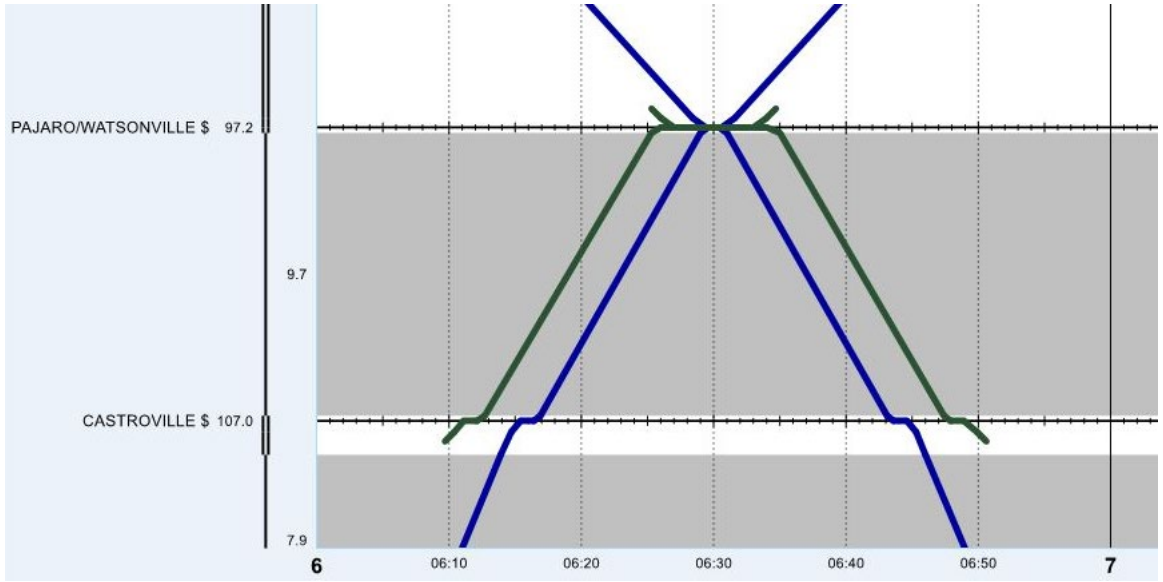


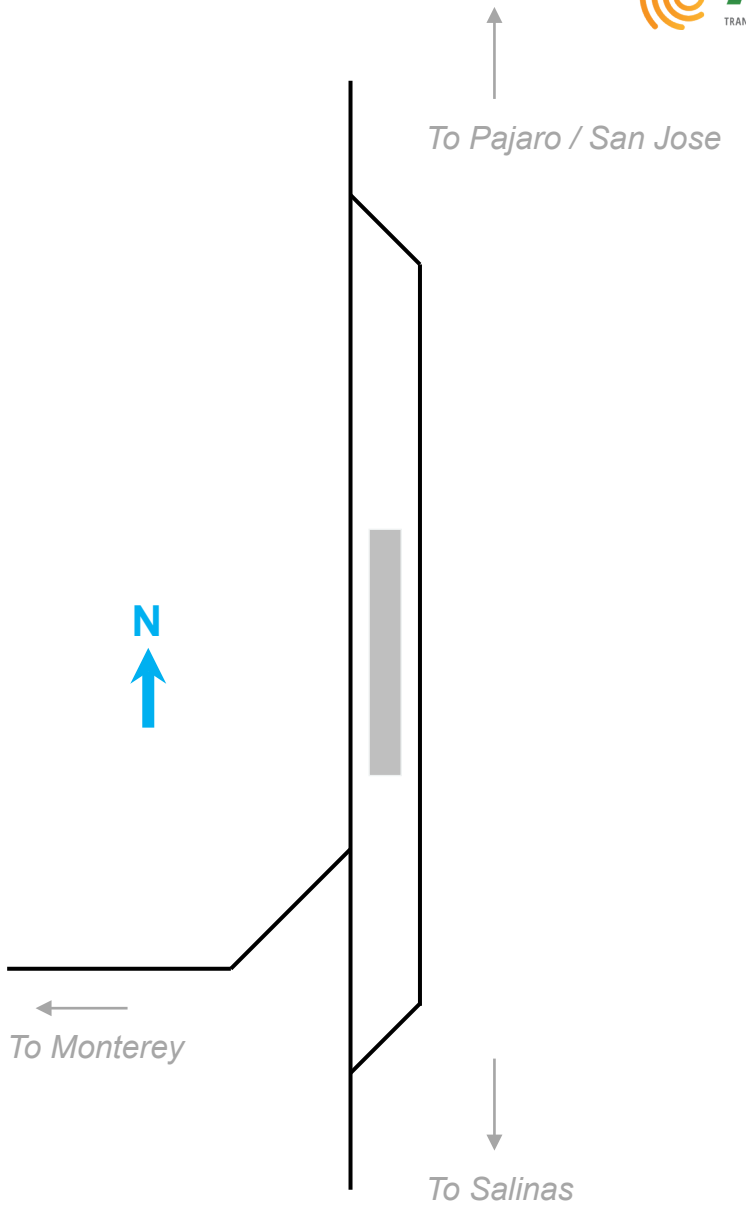


Castroville – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Hourly Monterey – Santa Cruz
- Connection track, branch line reactivation to Monterey would be required
- No new platform required

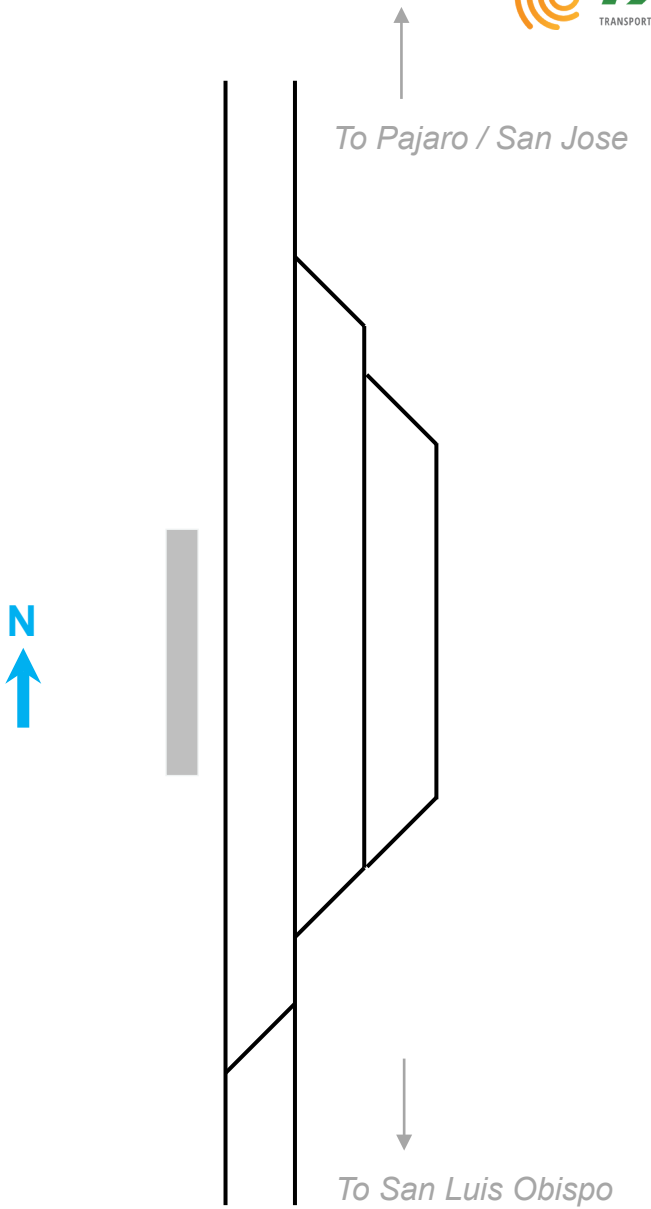




Salinas – Initial

Service

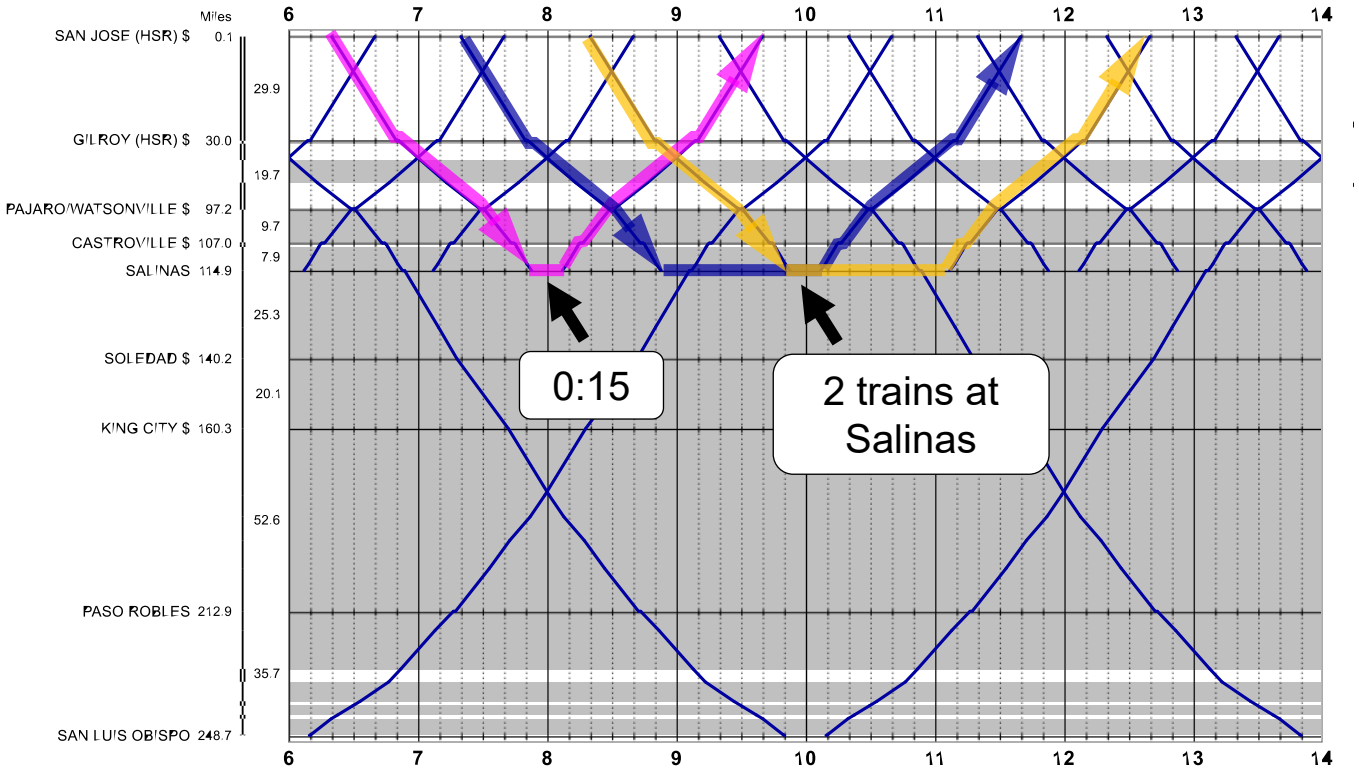
- 3 directional services per day
- Need to accommodate three equipment sets staying overnight

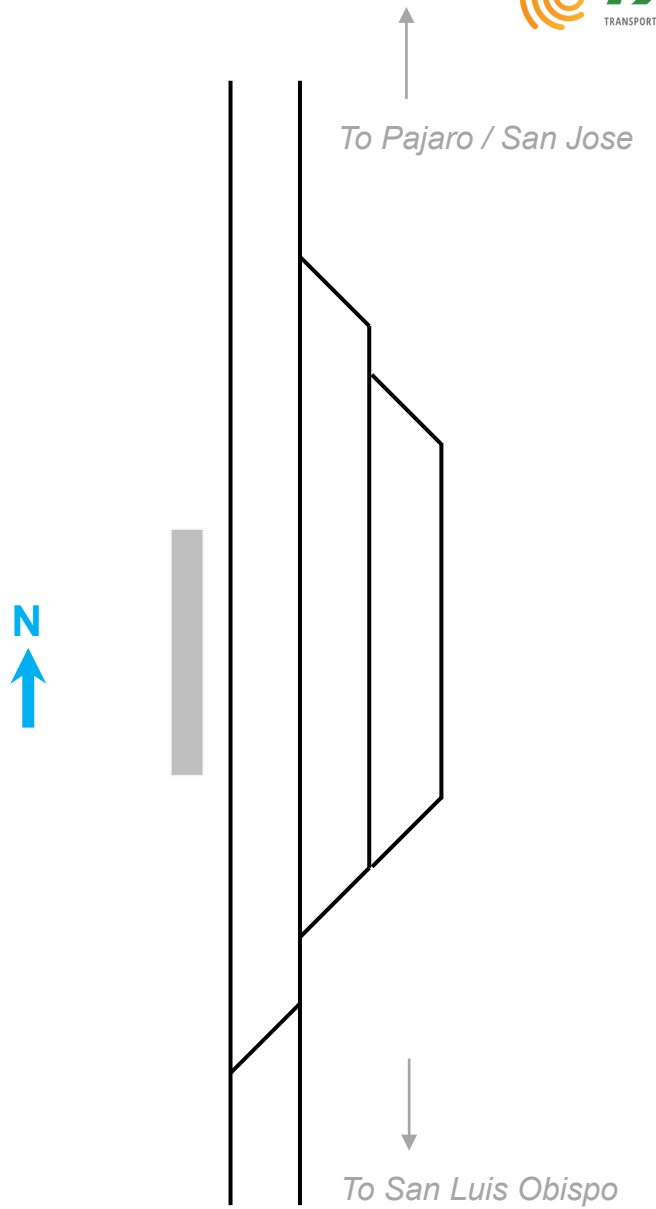


Salinas – Phased

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every four hours
- Need to use three tracks to store trains as there would be two trains at Salinas at the same time during operation, three at night

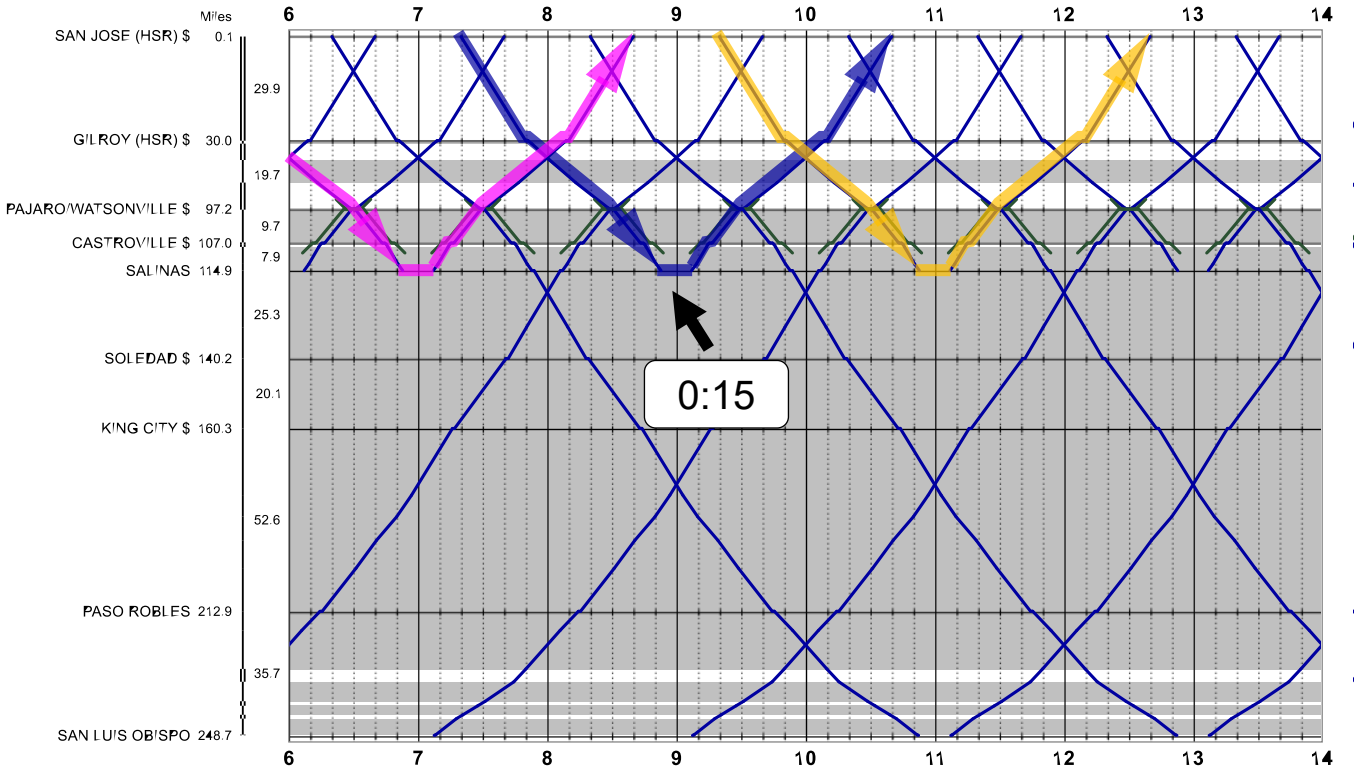


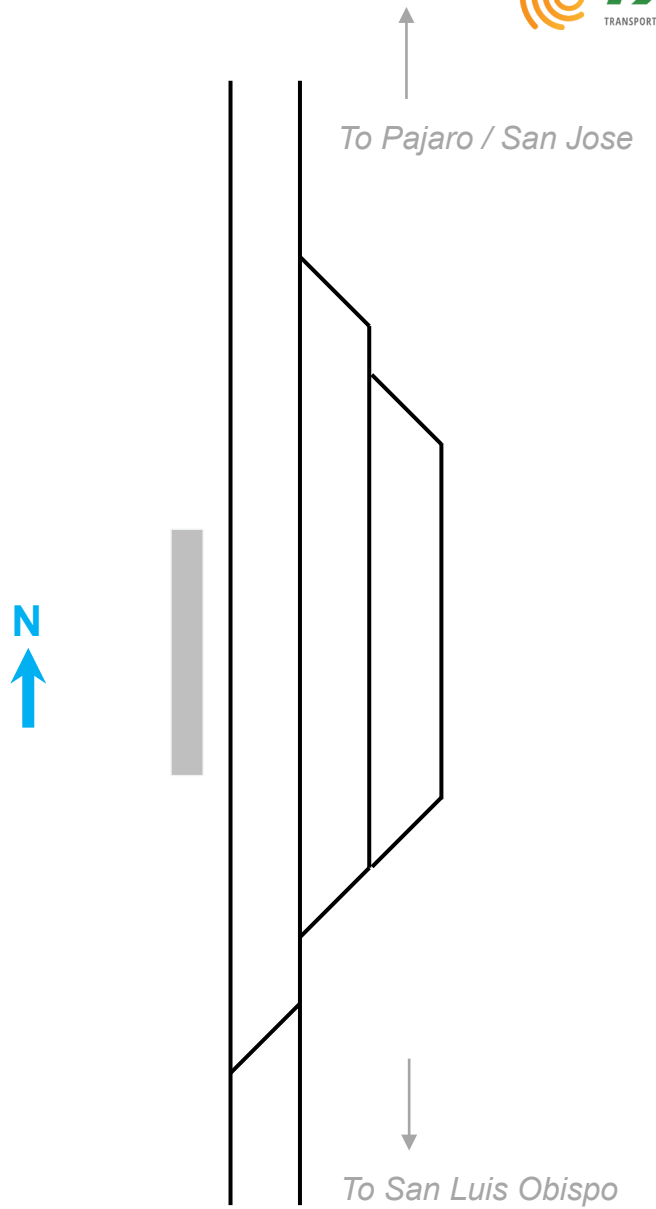


Salinas – Vision

Service

- Hourly San Jose – Salinas service with one train to San Luis Obispo every two hours
- Trains turn at Salinas for 15 minutes every two hours

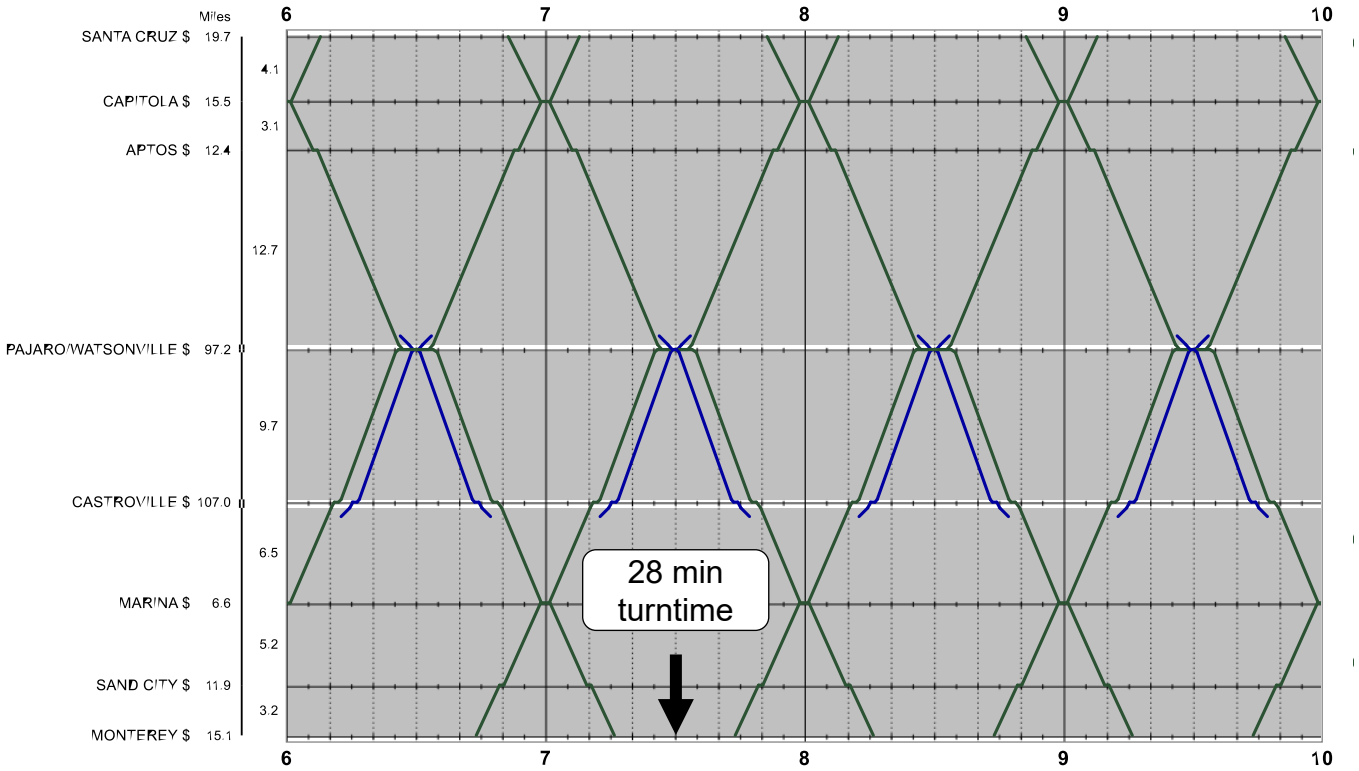


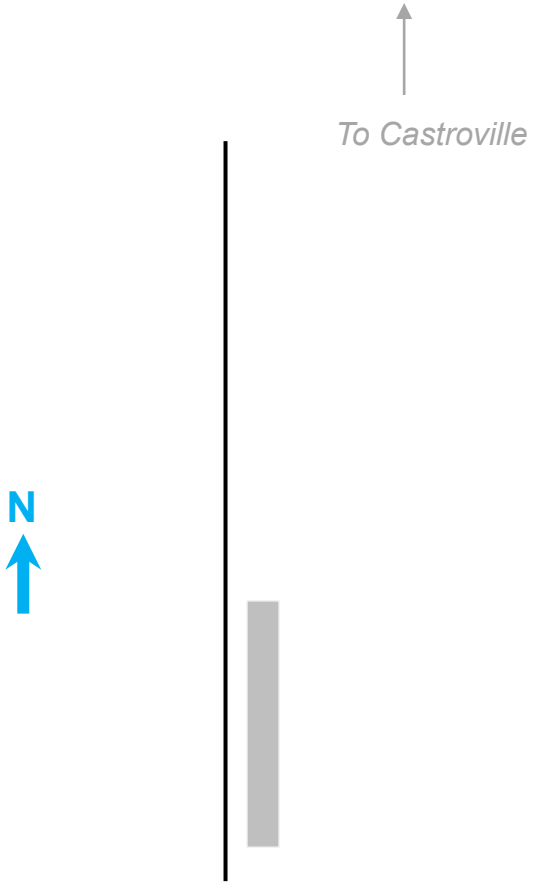


Monterey – Vision

Service

- Hourly Monterey – Santa Cruz
- Single track / single platform required
- Need storage tracks for three trains overnight

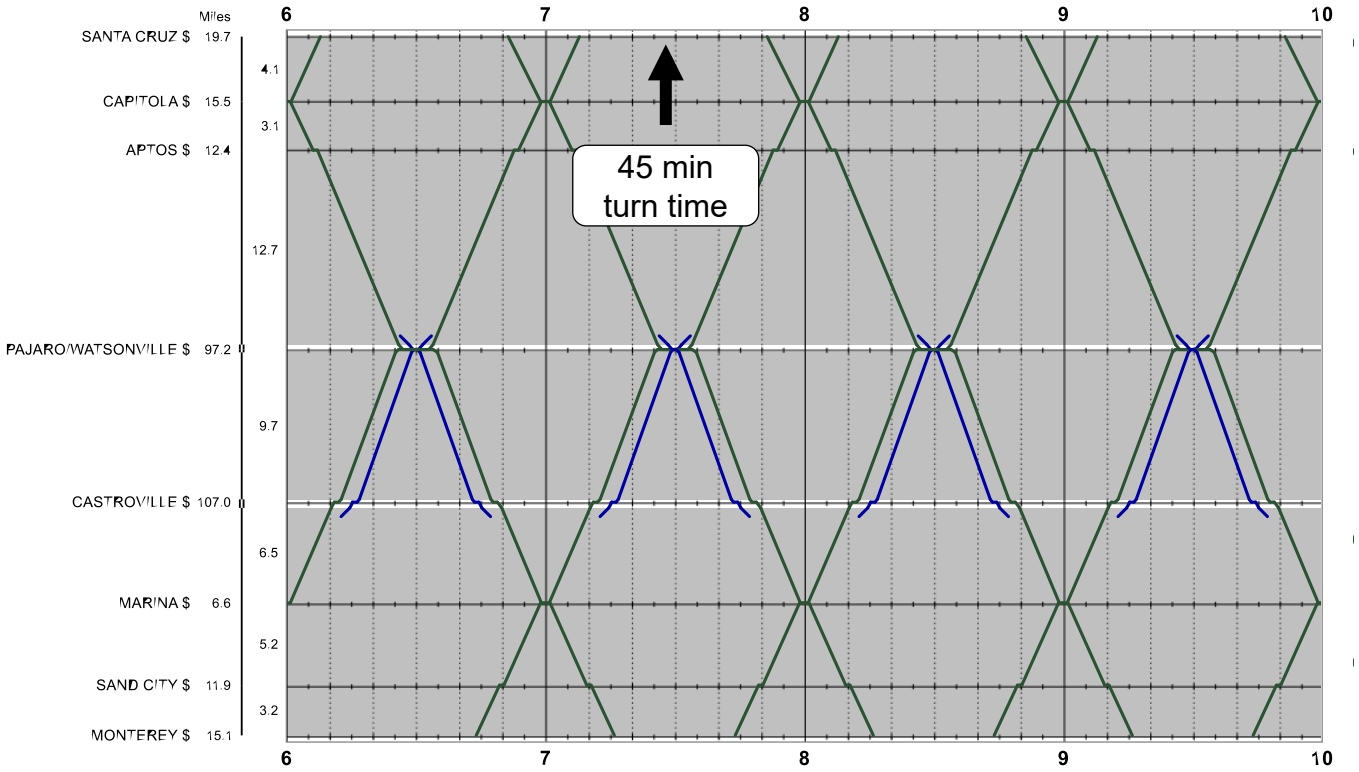


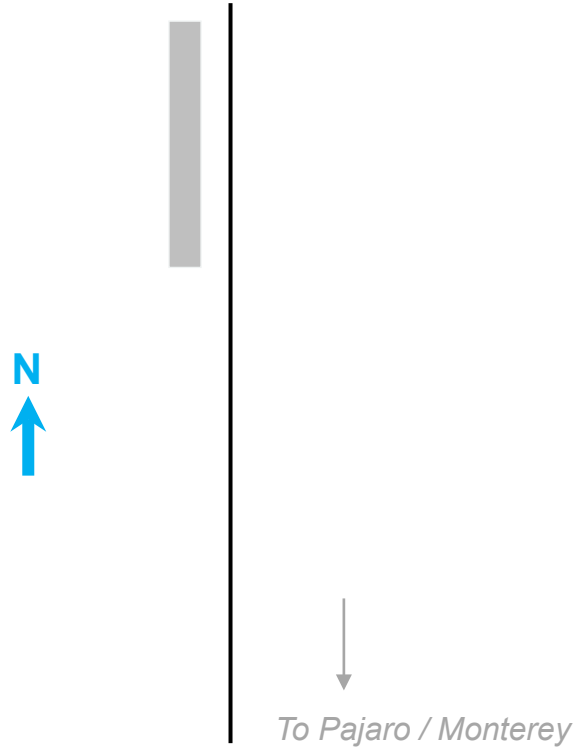


Santa Cruz – Vision

Service

- Hourly Monterey – Santa Cruz
- Single track / single platform required
- One train stays overnight at Santa Cruz





Marina / Capitola – Vision

Service

- Hourly Monterey – Santa Cruz
- A siding and an island platform required for train meets