



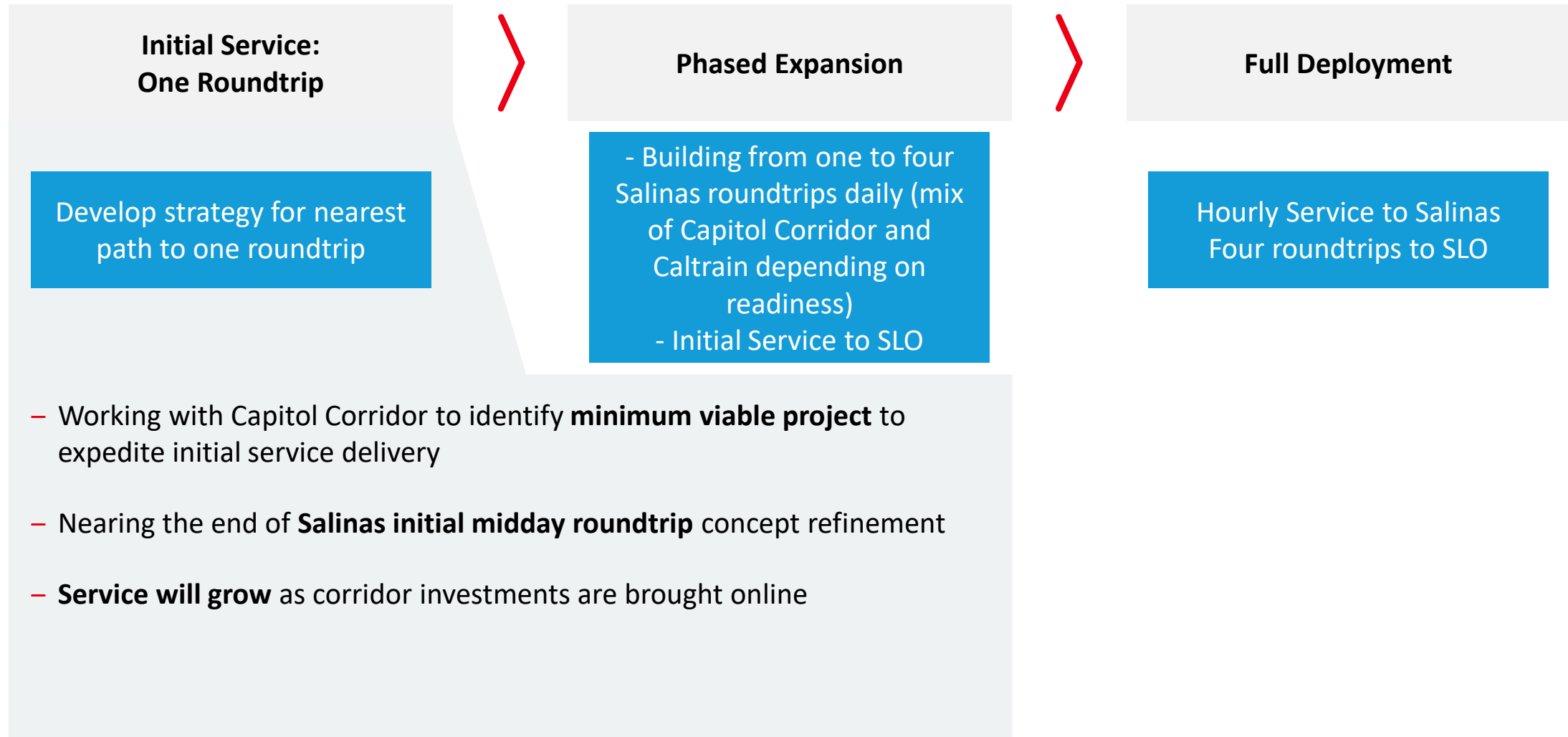
Caltrans Division of Rail

TAMC Rail Policy Committee

Central Coast Service Deployment – Coast PTC – Corridor ID

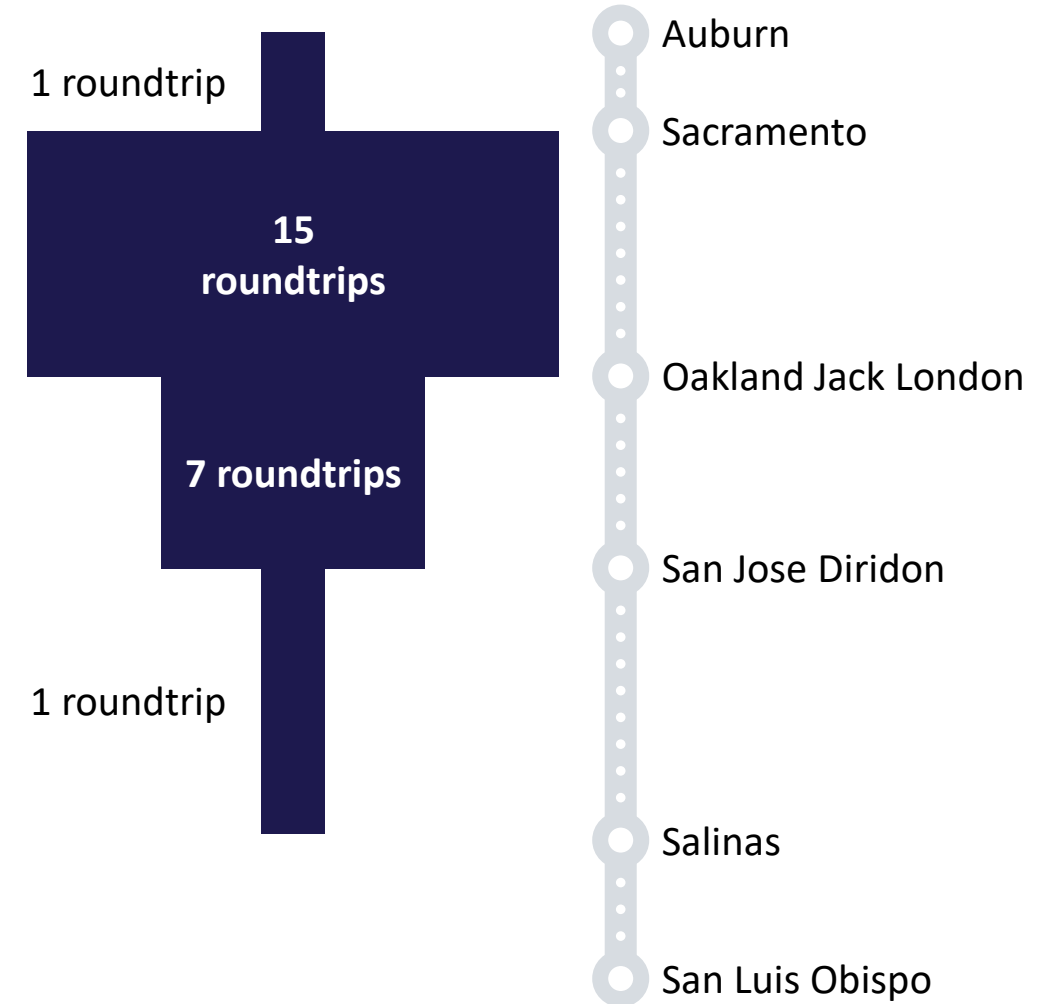
August 3, 2026

Central Coast Service Deployment: Phased Expansion



What initial service looks like: Caltrans has been working with CCJPA to develop a concept for initial midday service to Salinas

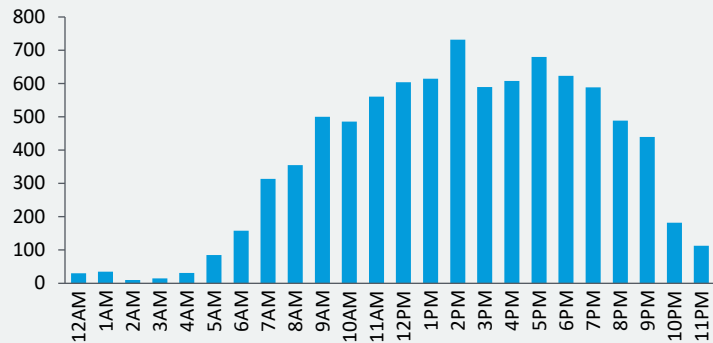
- The draft service plans for the **Salinas initial midday roundtrip** (7 days/week):
 - Build on Capitol Corridor's existing schedule; additional schedule changes may occur before Salinas service is implemented
 - **Serve Salinas mid-day** with a ~60 to 90-minute turn; Caltrans is coordinating with UP on turn logistics before Salinas layover facility is complete
 - Approximately 90 minutes travel time San Jose to Salinas (includes 10 minutes padding)
 - Assume Coast Starlight stops initially (Diridon, Salinas); additional stops can be added as projects come online



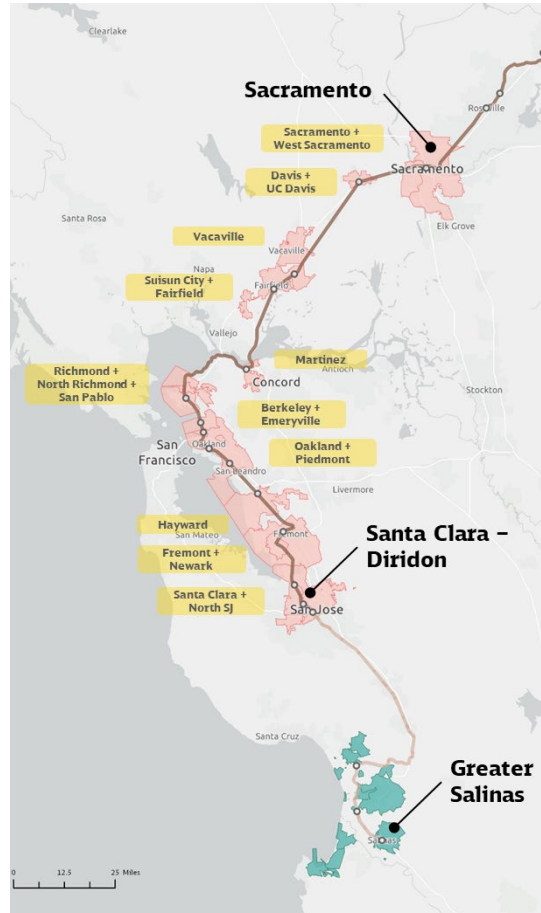
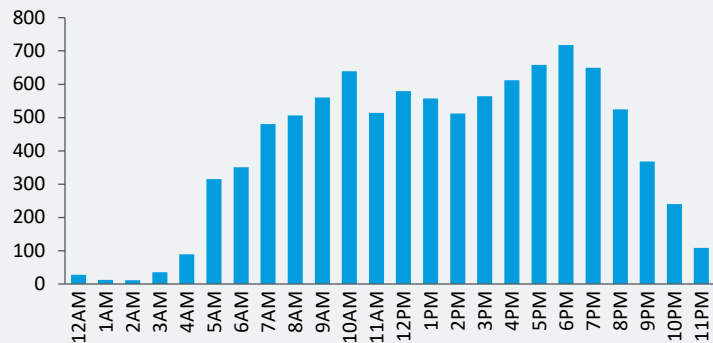
Why midday service: An initial midday roundtrip to Salinas aligns with existing travel, uses existing fleet, and is achievable as infrastructure is brought online

1 Existing travel demand is strong in the midday period

Travel Demand to Salinas – SB (Total trips: ~8,800)



Travel Demand from Salinas – NB (Total trips: ~9,600)



2 The service can operate with the currently planned fleet levels

Future Capitol Corridor fleet size with Caltrain bilevels 10+ sets

Revenue sets needed with midday Salinas service 9 sets

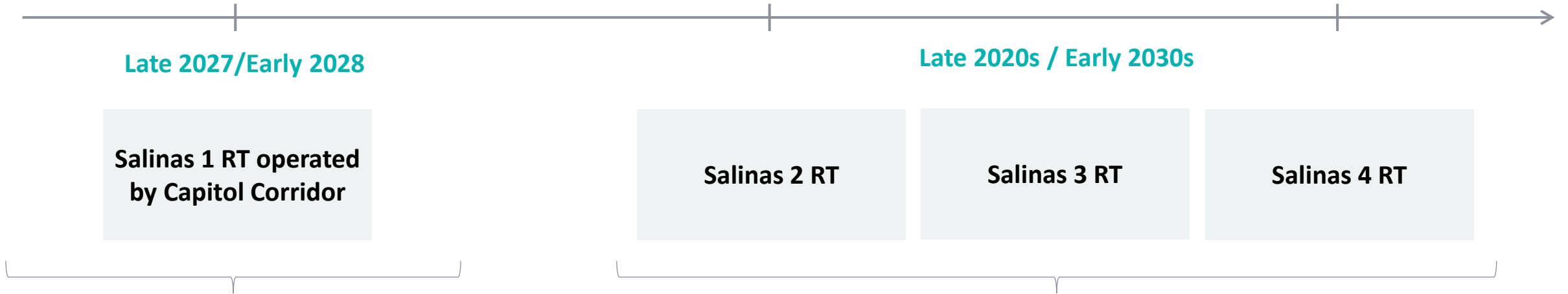


3 Initial service is achievable before Gilroy and Salinas projects are done

– The Gilroy track connection and Salinas layover facility will unlock further service

Source: 2024 Fall Replica Weekday Dataset, trips under 10 miles and freight excluded

Phasing service to Salinas is dependent upon fleet availability and project completion



Dependent on:

- Capitol Corridor fleet availability (9-10 revenue sets)¹
- Completion of PTC from Gilroy to Salinas and switch upgrades
- Universal Crossovers at Watsonville Yard¹

Dependent on:

- Capitol Corridor fleet availability (9-13 revenue sets)
- Caltrain fleet availability
- Completion of additional capital projects:
 - Gilroy track connection
 - Salinas layover facility
 - CP Logan Siding Extension (trigger point subject to negotiations between Caltrans/TAMC and UPRR)

(1) Requested by UPRR at 2/11/2026 meeting with Caltrans. Caltrans is following up to confirm if this is required prior to first roundtrip.

San Luis Obispo service can build from Salinas service with minimal additional infrastructure implications

	SLO Concept
Infrastructure Needs	2-track King City Station, potential improvement to Serrano Siding (to be confirmed)
San Jose Dwells	30"
San Luis Obispo Transfers to Pacific Surfliner	10"
Travel Time (SJ-SLO)²	Train: 285" Auto: 160" (free-flow) up to 270" (congested)
Other Impacts	Potential conflict with one Caltrain AM Gilroy run under review

San Jose dwells could be improved with modified Caltrain Gilroy, Gold Runner, and/or Pacific Surfliner schedules¹

(1) Concept requires corridor coordination between CCIPA, ACE, Gold Runner, and Caltrain. Concept remains compatible with LOSSAN near- and long-term plans.

(2) Existing Coast Starlight travel times: 307 minutes SB (SJ-SLO) and 282 minutes NB (SLO-SJ).

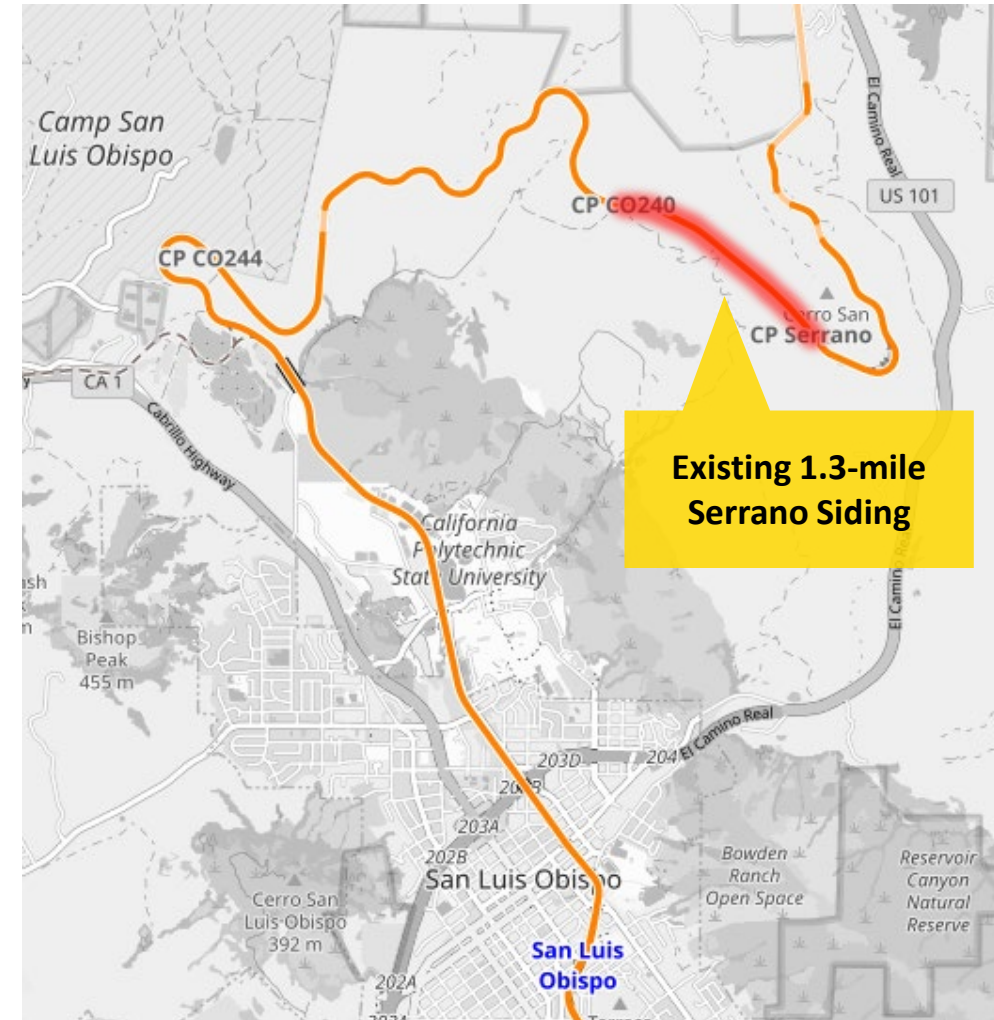
The Serrano Siding between Paso Robles and San Luis Obispo could support meets between Central Coast trains

Serrano Siding

- Existing turnout speeds: **20 mph¹**
- Existing passenger speeds
 - Main: **25 mph**
 - Siding: **20 mph**

Considerations

- Confirm existing ROW width in case upgraded siding needs to be brought to standards
- Consider upgrading turnouts and siding speeds



(1) Turnout speeds according to California Passenger Rail Network Schematics, April 2016

Coast Subdivision Positive Train Control (Coast PTC) Update



- Caltrans has a full funding plan to construct PTC from Gilroy to San Luis Obispo
 - Between MP 76.98 in Gilroy and MP 115.16 in North Salinas in Santa Clara, Santa Cruz, San Benito, and Monterey Counties; and
 - Between MP 115.71 in Salinas and MP 248.62 in North San Luis Obispo in Monterey and San Luis Obispo Counties.
- Funding agreements are currently in progress with Amtrak, CalSTA, TAMC, SLOCOG, and FRA
- Construction agreement in progress with UPRR
- Construction is scheduled to start end of 2026, with Gilroy to Salinas completed in 2027 and Salinas to SLO in 2029

Corridor ID Program Update



- Federal Railroad Administration (FRA) has approved the scope, schedule, and budget for the Service Development Plan (SDP). Caltrans is in the process of closing out and completing Step 1.
- The Service Development Plan will begin once FRA issues a Notice of Funding Opportunity (NOFO) and enables Caltrans to proceed to obligating funds for Step 2.
- The Service Development Plan is expected to start by the end of 2026 and take approximately 3 years to complete.