Central Coast Service Deployment

Salinas One Roundtrip Playbook

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Executive Summary

The Central Coast Service Deployment (CCSD) Playbook summarizes the service and operations planning, stakeholder coordination, and implementation next steps to expand passenger rail service to the Central Coast. The Playbook is focused on supporting the transition from planning to implementation of a first roundtrip to Salinas; it also documents planned future phased service growth beyond the first roundtrip.

The Playbook considers two draft timetables for the first roundtrip to Salinas. The first is the **December 2025 + Salinas** plan which adds a midday roundtrip to Salinas via the Union Pacific Railroad (UP) Coast Subdivision to the existing Capitol Corridor schedule published December 8, 2025 with minimal adjustments as needed for equipment cycling. The second is the **Distributed Midday + Salinas** plan which assumes a shortening of the midday maintenance window between Oakland and San Jose enabled by completing the Agnew Siding and Santa Clara Crossover projects. Today, Capitol Corridor operates seven roundtrips between Oakland and San Jose with a 4-hour gap in service during the middle of the day to respect UP's maintenance window. The **Distributed Midday + Salinas** plan redistributes the current seven roundtrips Oakland-San Jose to run service during part of this midday gap. As additional capital projects are required for the **Distributed Midday + Salinas** plan, a refined version of the **December 2025 + Salinas** plan is likely to achieve service to Salinas sooner. Depending on the number of trainsets required for service, the first roundtrip to Salinas is expected to increase Capitol Corridor operations and maintenance costs by between $3.5 and $5.3 million per year. Table 1 summarizes the key service characteristics, infrastructure requirements, and estimated operating costs of the two service plan options.

Table 1: Comparisons of First Roundtrip to Salinas Service Options

Characteristics	**December 2025 + Salinas**	**Distributed Midday + Salinas**
Salinas Service Frequency	1 daily roundtrip	1 daily roundtrip
Capitol Corridor Pattern	Existing Dec. 2025 schedule	Distributed midday service pattern
Capitol Corridor Weekday Service	15 weekday roundtrips: ■ 1 to Auburn ■ 15 SAC to OKJ ■ 7 OKJ – SJC ■ 1 SJC – SNS	15 weekday roundtrips: ■ 1 to Auburn ■ 15 SAC to OKJ ■ 7 OKJ – SJC ■ 1 SJC – SNS

Characteristics	December 2025 + Salinas	Distributed Midday + Salinas
Capitol Corridor Weekend Service	11 weekday roundtrips:[1] ■ 1 to Auburn ■ 11 SAC to OKJ[1] ■ 7 OKJ – SJC ■ 1 SJC – SNS	11 weekday roundtrips: ■ 1 to Auburn ■ 11 SAC to OKJ ■ 7 OKJ – SJC ■ 1 SJC – SNS
Salinas Turn Time	60 minutes	30, 60, 90 minutes evaluated; 60 minutes preferred
Revenue Trainsets Required	■ 9 trainsets (4- or 5-car Salinas trainset) or ■ 10 trainsets (dedicated 6-car Salinas trainset)	■ 9 trainsets (4- or 5-car Salinas trainset) or ■ 10 trainsets (dedicated 6-car Salinas trainset)
Incremental O&M Cost	■ $3.5M annually (9 sets) or ■ $5.3M annual (10 sets)	■ $3.5M annually (9 sets) or ■ $5.3M annual (10 sets)
Required Capital Projects	■ PTC and Powered Switches ■ Universal Crossover at MP 93.75 near Watsonville Yard	■ PTC and Powered Switches ■ Universal Crossover at MP 93.75 near Watsonville Yard ■ Agnew Siding ■ Santa Clara Interlocking

Both plans include a single daily midday roundtrip between San Jose and Salinas operated by the Capitol Corridor Joint Powers Authority (CCJPA) as an extension of Capitol Corridor service. The project team conducted a Market Viability Assessment between the Central Coast, Bay Area, and Sacramento; developed equipment and maintenance cycles; identified infrastructure needs to support service; and estimated operations & maintenance costs for this first roundtrip to Salinas. Implementation of Salinas service requires various capital improvements depending on which of the two timetables advances. Per Union Pacific Railroad (UP) requests, both require (1) installation of Positive Train Control which includes powered switches between Gilroy and Salinas and (2) a new universal crossover near Watsonville Yard. The Distributed Midday + Salinas plan also requires the (1) Agnew Siding and (2) Santa Clara Crossover projects.

Beyond the two Salinas draft timetables, the Playbook includes phased expansion concepts for additional Salinas service and eventual service to San Luis Obispo (via the UP Coast Subdivision) with a mix of operators serving the Central Coast. This will require additional infrastructure improvements, fleet, and operational funding as described in the Playbook.

[1] An additional roundtrip SAC to OKJ, bringing the total to 12, is required on the weekend if a captive Salinas set is used

Stakeholder coordination is critical to expanding passenger service to the Central Coast. To date, Caltrans, UP, Capitol Corridor Joint Powers Authority (CCJPA), Caltrain, Amtrak, Transportation Agency of Monterey County (TAMC), and San Luis Obispo Council of Governments (SLOCOG) have coordinated on service assumptions, operational constraints, maintenance windows, infrastructure responsibilities, service performance expectations (i.e., On-Time Performance (OTP)), operating responsibilities, and implementation agreements. Continued coordination is necessary to implement the service, including finalizing which timetable to advance, confirming capital improvements needed, advancing agreements, and securing funding for implementation and operations.

Section 1.0: Project Overview

Building on several years of initial study, Caltrans has led the Central Coast Service Deployment (CCSD) project over the past two years to advance the implementation of an additional passenger train roundtrip serving Salinas which today is served by one daily Coast Starlight Amtrak long distance roundtrip. This will be an initial proof-of-concept service, with the long-term goal to add additional Salinas service with some trains extending to/from San Luis Obispo.

The 2024 California State Rail Plan calls for passenger service to Salinas starting in the near-term and growing to up to hourly service to Salinas in the long-term with trains every four hours connecting to the planned four (4) daily Pacific Surfliner round trips at San Luis Obispo.

DB has supported Caltrans and the project's stakeholders to advance the near-term service goal of one roundtrip to Salinas each day. This included assessing the existing travel demand between Salinas and the greater Bay Area region, developing service plans and equipment cycles that respond to stakeholder requests, facilitating coordination between Caltrans and the Union Pacific Railroad (UP) which owns the Coast Subdivision between Control Point (CP) Lick (south of San Jose) and Salinas, and identifying roles and responsibilities to complete agreements necessary to enable the service.

The following Playbook details the work completed to date, the decisions made, and the remaining steps necessary to finalize the operating plan, sign agreements, and initiate the midday roundtrip service to Salinas. Section 4.0 of the Playbook also documents DB's support in assessing future phases including expanding service to four daily roundtrips to Salinas and San Luis Obispo.

Section 2.0: First Salinas Roundtrip Planning to Date

This section summarizes the work completed to develop the service plans for the first roundtrip to Salinas. It includes summaries of the Market Viability Assessment, development of the Salinas service concepts, operations and maintenance cost modeling, host railroad and stakeholder coordination activities, and key planning and implementation decisions developed throughout the project.

Section 2.1: Market Viability Assessment

The project team conducted a Market Viability Assessment (MVA), analyzing existing travel demand between the Central Coast and the greater Bay Area to align the proposed initial service with travel behavior. An MVA identifies origin-destination travel flows by time of day to provide order-of-magnitude demand estimates and supports preliminary route and schedule planning. An MVA is not a ridership forecast; rather it provides an understanding of relative travel demand patterns for conceptual planning and high-level decision making.

The MVA provided insights into:

- An order of magnitude estimate of trips occurring between major population centers along the Central Coast, between the Capitol Corridor / Caltrain Corridor travel market and the Central Coast, and between the San Luis Obispo travel market and the Central Coast
- Temporal distributions of trip demand
- Origin-Destination pairs that could benefit from increased passenger rail service

The MVA measured Central Coast travel demand using data from Replica[2], a location-based mobility information platform that generates synthetic trips that match real-world travel patterns.

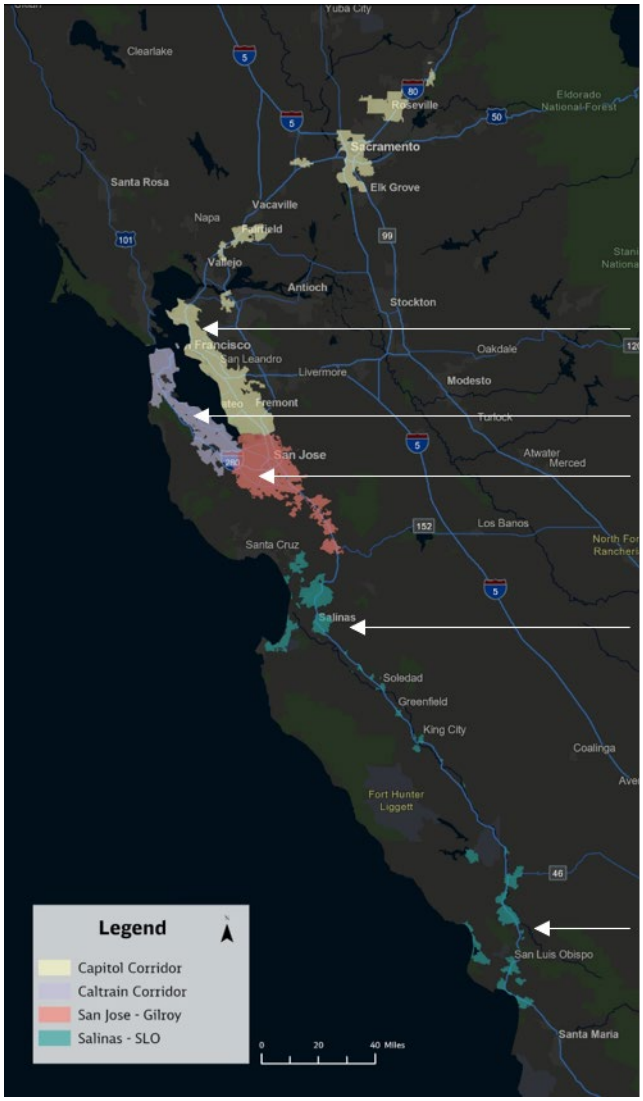
Key Findings: Salinas

Two key findings emerged from the Central Coast MVA regarding travel demand to and from Salinas, listed below. Figure 1 shows the primary travel markets evaluated as part of the MVA analysis. For purposes of this analysis, travel demand was evaluated between the Capitol Corridor, Caltrain, and Salinas-SLO travel markets. The Capitol Corridor travel market includes Sacramento, the East Bay, and intermediate communities served by Capitol Corridor service. The Caltrain travel market includes San Francisco and Peninsula communities served by Caltrain north of San Jose. The San Jose-Gilroy market was analyzed separately and is not included in the following market share comparisons. As the primary gateway between the northern rail markets and the Central Coast, San Jose-Gilroy generates significantly higher travel volumes

[2] Replica uses mobile device location data to show where people are, when they move, and the overall structure of regional travel. It builds a framework of the region's population and land use using census, demographic, and parcel-level datasets. It employs an activity-based model to generate daily activity chains for synthetic people. Machine learning and survey data are applied to infer trip purposes, account for underrepresented groups (e.g., children, seniors), and calibrate results. Results then produce synthetic trips that match real travel patterns and the built environment.

that would otherwise dominate the results. The comparisons below therefore focus on travel patterns between the Capitol Corridor, Caltrain, and Salinas-SLO travel markets.

Figure 1: MVA Study Area for Central Coast Planning



Capitol Corridor

Caltrain Corridor

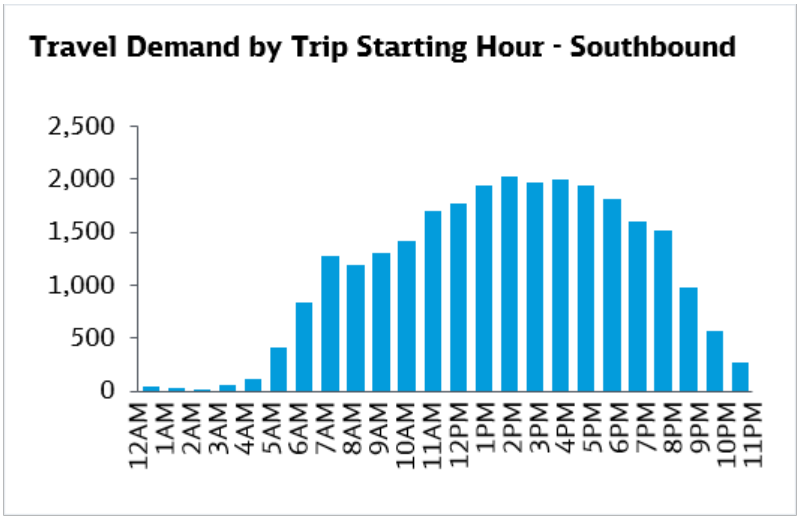
San Jose – Gilroy Area
San Jose
Gilroy

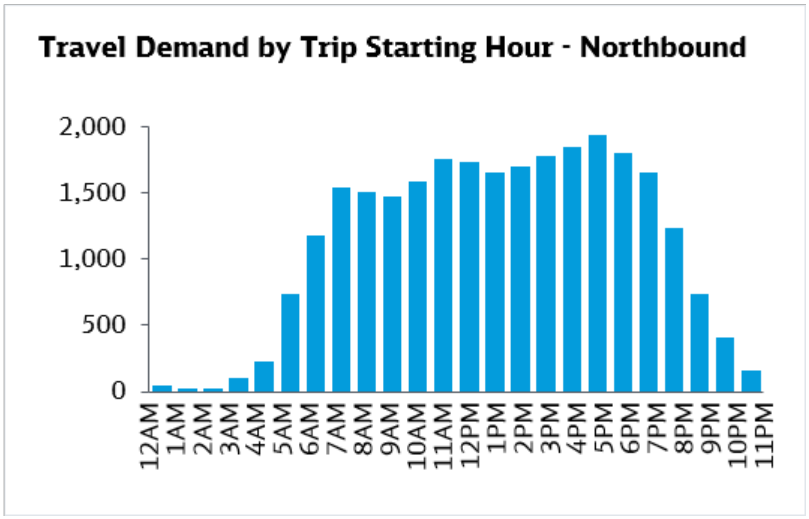
Northern Central Coast
Pajaro
Castroville
Salinas

Southern Central Coast
King City
Paso Robles
San Luis Obispo

- Travel demand between the Caltrain and Capitol Corridor travel markets and the Salinas–SLO travel market is strongest from the Caltrain travel market, which accounts for 61 percent of observed trips, while the Capitol Corridor travel market accounts for 39 percent.
- Existing travel demand between the northern travel market (Capitol Corridor, Caltrain, and San Jose – Gilroy) and Salinas is strongest in the midday period, from 1pm to 4pm going southbound and from 3pm to 6pm going northbound. Figure 2 summarizes the time-of-day distribution of trips between the northern travel markets and Salinas markets.

Figure 2: Time-of-Day Distribution of Trips Between Northern Travel Market and Salinas





The MVA findings indicate that a proof-of-concept operating plan that provides a single daily midday roundtrip between San Jose and Salinas would align with the observed demand. Appendix E details the MVA methodology, findings, and analysis.

Section 2.2: Draft Salinas Service Plans

The project team developed two Salinas operating options—with various turn times at Salinas—along with 7-day equipment cycles, maintenance rostering, and infrastructure needs. The project team used Viriato for timetable and equipment cycle development and held iterative Technical Working Group (TWG) meetings with Caltrans, CCJPA, TAMC, and Caltrain to refine service assumptions, operational concepts, and infrastructure needs.

The team developed the following Salinas service concepts:

December 2025 + Salinas:

- 60-minute turn at Salinas

Distributed Midday + Salinas:

- 30-minute turn at Salinas
- 60-minute turn at Salinas
- 90-minute turn at Salinas

UP communicated a preference for plans with a 60-minute turn at Salinas. Both UP and CCJPA expressed concerns that a 30-minute turn at Salinas may be too short and could negatively impact operational reliability. UP also identified concerns that the 90-minute turn option would unreasonably tie up the mainline at Salinas. Since the **Distributed Midday + Salinas** requires completion of the Agnew Siding (estimated completion in 2032) and Santa Clara Crossover projects, the nearest path to serving Salinas is through the **December 2025 + Salinas** plan.

Key Planning Assumptions

The draft Salinas plans were developed using the following key planning assumptions confirmed with the CCJPA in June 2025:

- One daily roundtrip will serve and turn at Salinas midday
- CCJPA is the assumed operator of Capitol Corridor trains that would be extended for the Salinas first roundtrip
- **December 2025 + Salinas** will build from the current Capitol Corridor schedule
- **Distributed Midday + Salinas** will build from a proposed 15-roundtrip Capitol Corridor base timetable provided by the CCJPA that reduces the midday maintenance window Oakland – San Jose. This requires the Agnew Siding and Santa Clara crossover projects to support distributed midday service north of San Jose
- Salinas service will not infringe upon the existing Caltrain schedule
- Schedule trains with ten percent distributed run time, plus an additional ten minutes of recovery time between San Jose and Salinas
- Assume any slow orders will be addressed prior to the start of the Salinas service and identify additional infrastructure improvements necessary to support Salinas service. Critical to addressing slow orders will be confirming safe shunting at rail crossings.
- Make no stops between San Jose and Salinas
- Assume up to 10 Capitol Corridor equipment sets are available for revenue service; this is an expansion from Capitol Corridor's current 8 sets for revenue service. The CCJPA

and Caltrans are in the process of procuring Caltrain's unused bilevel coaches used in its prior diesel locomotive-hauled fleet to supplement Capitol Corridor fleet, although the remaining useful life on this equipment is limited. Ensuring long-term, reliable access to State owned and leased fleet will be critical to sustaining Salinas service. The State should prepare an update to the Fleet Management Plan, procure, and deliver fleet on a timeline that supports deployment of the first roundtrip to Salinas.

- Assume a Charger locomotive hauling 4 cars (three bilevel coaches and one bilevel cab car) for Salinas service; however, operational impacts will be identified if CCJPA must operate a 6-car trainset to Salinas to ensure proper shunting at crossings. Shunting is the process of intentionally shorting a railroad track circuit so that the signal system can detect the presence of a train and activate road crossing gates to protect the crossing. Operators on other UP territory in California have experienced shunting issues in the past and found running a 6+ car train is one solution.

The team developed separate weekday and weekend operating concepts and equipment cycling plans for each Salinas option. All service options assumed the use of at least one Caltrain trainset for Sacramento–Oakland operations at CCJPA's request. Equipment cycles accounted for trainsets returning to Oakland at least every five days for required maintenance activities.

Operating Plans and Equipment Needs for First Roundtrip to Salinas

Below are stringlines for the **December 2025 + Salinas** (***Figure 3***) and **Distributed Midday + Salinas** (***Figure 4***) operating plans with 60-minute turn times at Salinas. In both stringlines, dark blue is Capitol Corridor, black is Amtrak Long Distance, light blue is Gold Runner, purple is ACE, and red is Caltrain. Additional details are provided in Appendix B along with operating plans with 30- and 90-minute turn times at Salinas.

Figure 3: December 2025 + Salinas Draft Weekday Service Plan without Captive Set

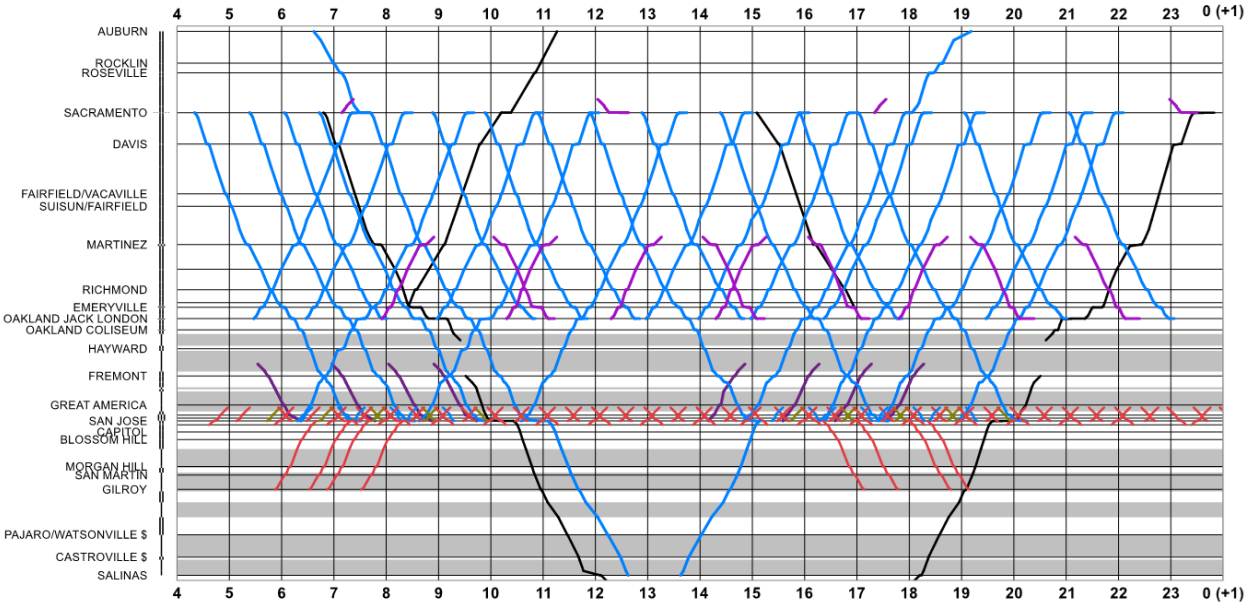
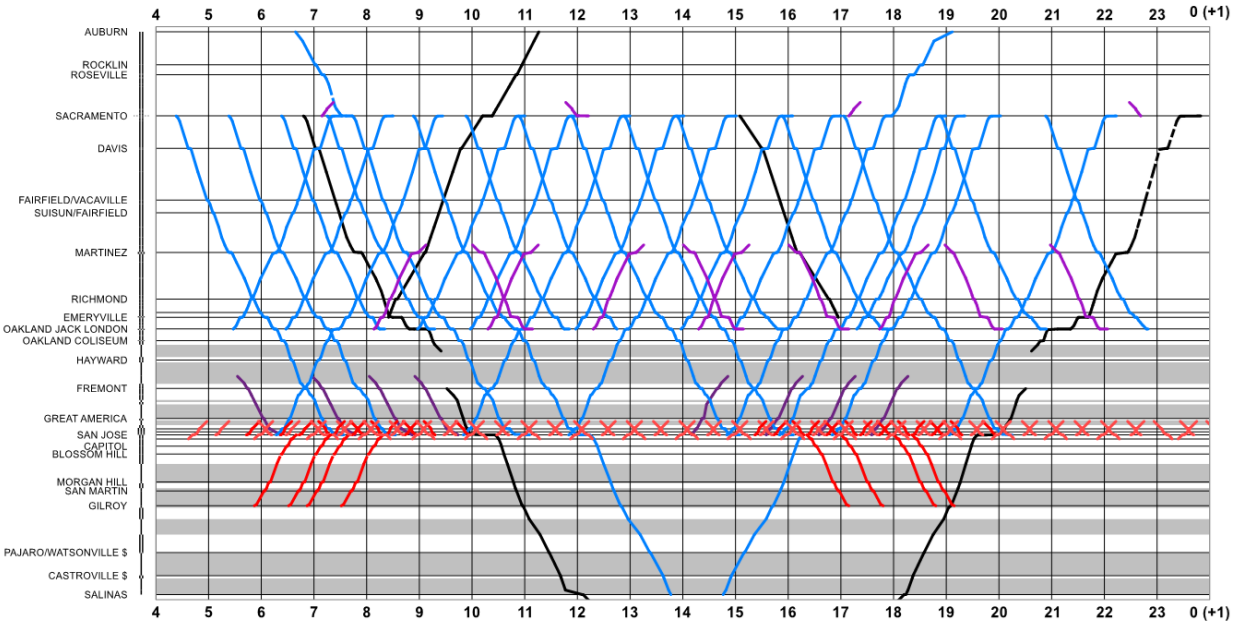


Figure 4: Distributed Midday + Salinas Draft Weekday Service Plan without Captive Set



Both **December 2025 + Salinas** and **Distributed Midday + Salinas** operating plans require nine to ten equipment sets for revenue operation. If Amtrak can operate a standard 4- or 5-car trainset to Salinas with proper shunting at grade crossings, only nine sets are required. Ten revenue sets will be required if shunting is an issue and a dedicated 6-car trainset is required for Salinas

service. Both assume the use of at least one Caltrain bilevel set operating between Sacramento and Oakland, per the CCJPA's request.

Infrastructure Needed for First Roundtrip to Salinas

The two first roundtrip to Salinas operating plans require different sets of capital investments as shown in ***Table 2***. More project details are provided following the table.

Table 2: Capital Projects Needed per Service Plan

Project	December 2025 + Salinas	Distributed Midday + Salinas
1. PTC and Powering Switches	**Yes**	**Yes**
2. New Universal Crossover at MP 93.75 near Watsonville Yard	**Yes**	**Yes**
3. Agnew Siding	*No*	**Yes**
4. Santa Clara Interlocking	*No*	**Yes**

1. Positive Train Control (PTC) and Powering Switches

Required for: **December 2025 + Salinas** and **Distributed Midday + Salinas**

This project will design and install Positive Train Control (PTC) along the UP Coast Subdivision in two phases between Gilroy and San Luis Obispo to improve safety and reliability for passenger and freight service. The first phase of work will install PTC between Gilroy and Salinas. This first phase is fully funded and is expected to be completed in 2027.

This project will also include powering switches at CP Corporal (MP 83.1), CP Logan (89.7), the southern connection to the Watsonville Yard at MP 97.4, the Castroville siding (MP 106.8 and 108.1) and the Salinas siding (MP 113 and MP 115). See Appendix I for additional details.

2. New Universal Crossover at MP 93.75 near Watsonville Yard

Required for: **December 2025 + Salinas** and **Distributed Midday + Salinas**

This TAMC-led project will remove a righthand crossover at MP 95.25 and install a universal crossover at MP 93.75 near the Watsonville Yard. This project will give a clear route for passenger trains while allowing local freight movements to take place. See Appendix I for additional details.

3. Agnew Siding

Required for: **Distributed Midday + Salinas**

The Agnew Siding Track Infrastructure Project will construct approximately 2,900 feet of new siding track on the UP Coast Subdivision between MP 41.0 and MP 41.6, immediately south of the Santa Clara–Great America Station (MP 40.7). The work includes installing two #15 powered turnouts (north and south ends of the siding) and signal and communication system modifications required to integrate the siding into UP's existing signal territory.

The CCJPA is currently advancing the Agnew Siding project at the request of UP to add meet-and-pass capacity, while protecting UP maintenance operations. This project is in the design stage and partially funded as of Fiscal Year 2025-2026. CCJPA will implement the project with expected completion in 2032. See Appendix I for additional details.

4. Santa Clara Crossover

Required for: **Distributed Midday + Salinas**

This project will construct a new crossover just north of Santa Clara – University Station to reduce extensive single-tracking and add a track-switching location between San Jose and Newark. The scope includes installation of a new turnout and crossover, upgraded signaling and interlocking control systems (including PTC/communications tie-ins), and associated civil work for drainage, ballast, and ties. These improvements will provide dispatchers with a new interlocking to short-turn, hold, or overtake trains locally instead of on open mainline, improving on-time performance and recovery for Capitol Corridor and other passenger services while protecting UP maintenance operations.

This project is in the design stage and fully funded as of Fiscal Year 2025-2026. An estimated completion date is not yet known.

Section 2.3: Operations and Maintenance Costs

The project team developed operating and maintenance (O&M) cost estimates for the Salinas first roundtrip using the Caltrans Cost Optimization Strategic Initiative (COSI) model and supplementing with corridor-specific costs not captured in the model.

O&M Cost Methodology and Assumptions

The O&M analysis evaluated both a Baseline Scenario and a Salinas Extension Scenario:

- **Baseline Scenario:** Represents the CCJPA baseline service, consisting of a full-year operating pattern of 15 weekday and 11 weekend roundtrips. This scenario reflects the baseline service assumptions provided by the CCJPA and serves as the reference point for all incremental cost calculations.
- **Salinas Extension Scenario:** Represents the proposed Salinas operating plan layered onto the baseline Capitol Corridor service assumptions. Two equipment scenarios were evaluated:
  - **9 Revenue Trainsets:** Salinas service is operated using eight standard Capitol Corridor four- or five-car trainset pool plus one Caltrain bilevel trainset.
  - **10 Revenue Trainsets:** Seven standard Capitol Corridor four- or five-car trainsets, two Caltrain bilevel trainsets, and one dedicated six-car trainset that serves Salinas daily and overnights in Oakland. Under this operating concept, the dedicated Salinas trainset does not cycle into the remainder of the Capitol Corridor four- and five-car fleet operating north of San Jose.

The COSI model is a statewide planning tool used by Caltrans in coordination with California's intercity passenger rail Joint Powers Authorities (JPAs) to estimate O&M costs under different service scenarios. The Salinas operating plan increases Capitol Corridor's annual revenue train miles by 48,989 and annual revenue train hours by 1,158 relative to the baseline scenario.

While the COSI model provides a planning-level estimate of core operating costs, several cost items specific to Salinas service are not captured within the base model. Therefore, supplemental cost items were developed separately through coordination with the CCJPA. These supplemental cost items included:

- Additional UP police staffing, security, and trespass deterrence
- Additional UP right-of-way maintenance and clean-up costs
- On Time Performance (OTP) payments for expanded operations south of San Jose
- Shared station operating costs at Salinas
- Enhanced UP track access fees associated with expanded operations south of San Jose

The supplemental cost items were developed using a combination of CCJPA-provided estimates, planning-level assumptions, and train-mile-based calculations.

Forecasted O&M Costs

Table 3 summarizes the forecasted O&M costs for the Baseline Scenario and the two Salinas Extension equipment options. It is expected the Caltrans Office of Passenger Rail Operations and Maintenance will provide supplemental operations funds through the CCJPA's annual allocation. Note that the 10-set cost estimate applies only to the **Distributed Midday + Salinas** operating plan; COSI cost modeling was completed before the **December 2025 + Salinas** plan was developed which requires an additional roundtrip between Sacramento and Oakland on the weekend (for twelve roundtrips total) to accommodate the Salinas captive set. Detailed O&M cost documentation is included in Appendix F.

Table 3: Forecasted O&M Costs

	Baseline	**Salinas with 9 sets**	**Salinas with 10 sets[3]**
COSI O&M Cost	$76,199,716	$77,426,848	$79,151,963
Supplemental Cost	-	$2,310,750	$2,310,750
Total O&M Cost	**$76,199,716**	**$79,737,598**	**$81,462,713**
Incremental O&M Cost for Salinas Service		*$3,537,882*	*$5,262,997*

[3] Cost estimate applies only to the Distributed Midday + Salinas operating plan; cost modeling was completed before the December 2025 + Salinas plan was developed which requires an additional roundtrip between Sacramento and Oakland on the weekend to accommodate the Salinas captive set

Section 2.4: Agreements Between Stakeholders and the Host Railroad

A series of agreements will be required to implement the first roundtrip to Salinas. Figure 5 and Table 4 provide an overview of these agreements and the responsible parties. More detailed action items for each agreement are included in Section 3.0.

Figure 5: Agreements Workflow and Responsible Parties

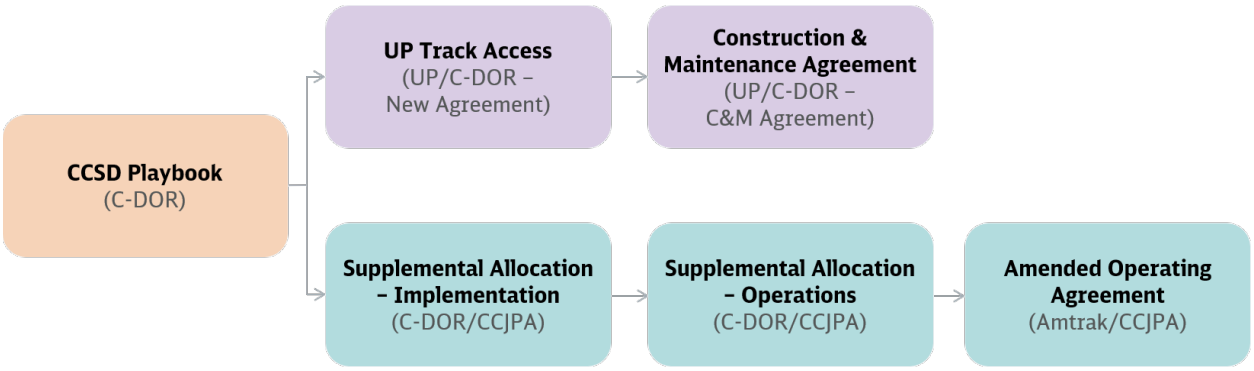


Table 4: Overview of Agreements

Agreement	Description
UP Track Access	Grants Caltrans access to the UP Coast Subdivision and the ability to transfer usage of the roundtrip slot(s) to another qualified agency with UP's concurrence. This agreement includes descriptions and costs for design/plans for the necessary capital projects and the associated service improvements accessible by Caltrans (i.e., added roundtrip slots, reduced travel time). Agreement language will stipulate that future expansions of service on the Coast Subdivision are not excluded nor precluded.
Construction & Maintenance (C&M)	Identifies responsibilities for Caltrans and UP for funding from Caltrans to UP for the construction and future maintenance of capital improvements on the Coast Subdivision per the UP Track Access Agreement.
Supplemental Allocation – Implementation	Provides the CCJPA with funds from Caltrans to support finalization and implementation of the first roundtrip to Salinas, including finalizing the schedule with Amtrak and UP, qualifying crews, updating fare payment systems to include Salinas, marketing, fleet readiness, and updating emergency preparedness plans.

Agreement	Description
Supplemental Allocation – Operations	Provides the CCJPA with funds from Caltrans for operations and maintenance of the first roundtrip to Salinas.
Amended Operating Agreement	Enables CCJPA to provide Amtrak with funds to operate the first roundtrip to Salinas as an extension of the Capitol Corridor service.

A Supplemental Allocation for Implementation is required to provide the CCJPA with funds to support finalizing and implementing the first roundtrip to Salinas. As of the writing of the Playbook, the draft allocation request is expected to be $143,000. This includes $93,000 to support crew qualifications, fleet availability and readiness, marketing the service, preparing customer information and fare systems, and updating Capitol Corridor's emergency preparedness documentation. The remaining $50,000 is to support finalizing the service plan and working through approval processes with Amtrak and UP.

Appendix G includes an outline of the elements likely to be included in a UP Track Access agreement. This will be further refined once UP provides a sample agreement to Caltrans to base the track access agreement on. Additionally, Table 5 provides modeled run times to incorporate into the Amended Operating Agreement between CCJPA, UP, and Amtrak for on-time performance standards and incentive payments.

Table 5: Proposed Modification to Capitol Corridor Trains Incentive Agreement to include service expansion to Salinas[4].

Trains	Origin	Destination	Actual (Pure) Running Time	Recovery Time	Allowed Station Dwell	Schedule Running Time	Footnote	Train Miles Per Trip
All	Oakland JLS	Sacramento	98	21	11	130		90
All	Sacramento	Oakland JLS	102	17	11	130		90
All except 542	San Jose	Sacramento	154	29	17	200	(1)	13
542	San Jose	Sacramento	154	39	17	210	(1) (2)	134
All	Sacramento	San Jose	158	26	16	200	(1)	134
All	Oakland JLS	Auburn	147	21	17	185		125
All	Auburn	Oakland	157	21	17	195		125
All	San Jose	Auburn	203	30	22	255	(1)	169
All	Oakland	San Jose	56	21	3	80	(3)	44
542	San Jose	Salinas	75	17	2	94		67

[4] Footnotes are adapted from the 2003 Capitol Corridor Incentive Arrangement. Footnote 1: "Includes 5 minutes additional recovery time to accommodate CCJPA funded construction work between Oakland-San Jose which will be removed when the construction is complete." Footnote 2: "Train 542 includes an additional 10 minutes recovery time between San Jose and Oakland to allow for a 10-minute earlier than needed departure from San Jose to avoid conflict with other train departures. This time will be removed when the earlier departure is no longer needed." Footnote 3: "Included 10 minutes additional recovery time to accommodate CCJPA funded construction work between Oakland-San Jose which will be removed when the construction is complete."

Section 3.0: Steps to Implementing Salinas First Roundtrip

Implementing the first roundtrip to Salinas will require continued coordination among CCJPA, Caltrans, UP, TAMC, and Amtrak. This includes refining the operating plan, advancing required infrastructure improvements, developing operating and track access agreements, confirming equipment and maintenance assumptions, and approving implementation and operating funding.

Table 6 provides a checklist of the major actions to transition from planning to implementation, including responsible parties and coordination needed. The table is intended to serve as a working implementation framework and may continue to evolve as stakeholder coordination advances. Key risks to implementation include infrastructure delivery timelines, coordination with existing corridor operations, equipment availability, and agreement finalization between stakeholders.

Table 6: Salinas Implementation Readiness Checklist

Item	Lead	Checklist
Finalize the first roundtrip to Salinas operating plan	CCJPA with DB support; Caltrans to be kept up to date on progress and transmittals	■ The CCJPA and Caltrans determine which service plan to advance: December 2025 + Salinas or Distributed Midday + Salinas ■ The CCJPA, Caltrans, and Amtrak coordinate with UP on shunting issues and slow orders Gilroy – Salinas to either develop a plan to address issues or adequately account for run time impact in the schedule ■ Caltrans finalizes the Fleet Management Plan and prepares necessary fleet to operate the first roundtrip to Salinas ■ The CCJPA and DB refine the Salinas operating plan during final operations planning, including validation of terminal turn times and review of train spacing and headway assumptions ■ The CCJPA engages Amtrak State Supported Services group (Jeanne Cantu) to confirm how to transmit draft schedule to UP and initiate paperwork for extension of State Supported Services route ■ The CCJPA provides draft schedule to Amtrak service planning ■ Amtrak gets concurrence and sign off on schedule from Coast Starlight and Caltrain ■ Amtrak provides draft schedule to UP for review and comment ■ The CCJPA and Amtrak address UP comments on schedule ■ **Note:** This step should be done during conversations with UP on track access and project design

Item	Lead	Checklist
Track Access Agreement	Caltrans	■ Caltrans investigates insurance and liability requirements ■ UP provides Caltrans with a sample agreement which should (1) identify projects (i.e., PTC, universal crossovers, et al) required by UP to support service increase and (2) a description of the service (i.e., Cap Corr train schedule with 1 roundtrip to/from Salinas) ■ After refining the operating plan with the CCJPA, Caltrans provides the Salinas plan to UP ■ UP confirms capital investments required for first roundtrip to Salinas (whether through RTC or other analysis) ■ Caltrans drafts agreement including service description; project descriptions; language to not preclude future service to Salinas; OTP expectations and enforcement; and insurance, liability, and indemnification; language giving Caltrans access to the slot when construction is complete and have the ability to transfer use of the slot to another qualified, certified agency subject to concurrence with UP
Construction & Maintenance (C&M) Agreement	Caltrans	■ Caltrans identifies sample C&M agreement to develop draft from ■ Caltrans to draft agreement, including construction responsibilities and maintenance responsibilities once in operation ■ Confirm that Caltrans will sign the C&M agreement for the Universal Crossover project near the Watsonville Yard in addition to the PTC project; if so, TAMC hands over crossover design to Caltrans once complete
Operating Agreement with Amtrak	CCJPA with DB support	■ The CCJPA confirms they can amend their existing operating agreement with Amtrak to add service between San Jose and Salinas ■ The CCJPA provides run time and recovery time San Jose to Salinas to incorporate into agreement; confirm and provide any additional information requested by Amtrak ■ **Note:** This step will occur after UP completes its analysis and Caltrans/UP execute Track Access and C&M agreements
Provide supplemental allocation to CCJPA for implementation support and for Salinas midday 1	Caltrans (Operations & Maintenance Office)	■ The CCJPA provides draft workplan and budget request to Caltrans for CCJPA support to implement first roundtrip to Salinas. This includes qualifying Amtrak crews, certifying CCJPA trainsets can operate San Jose-Salinas, updating safety related docs, preparing fare payment systems for Salinas service, marketing, etc. ■ Caltrans reviews, provides comments, and/or approves CCJPA allocation request

Item	Lead	Checklist
roundtrip operations (including slot usage authorization)		■ Caltrans grants CCJPA use of the slot San Jose - Salinas as part of the allocation and defines terms of authorized use of the slot
Complete construction of new universal crossover near the Watsonville Yard	TAMC (funding); UP (design and construction)	■ UP finalizes design ■ Caltrans and TAMC determine who will provide construction oversight (in the C&M agreement). If TAMC, TAMC receives funding. This role must be able to review track charts and construction plans, and verify invoices ■ UP completes construction and submits invoices for reimbursement to TAMC or Caltrans Rail
Complete construction of PTC and powered switches between Gilroy and Salinas	Caltrans (project); UP (construction)	■ FRA approves NEPA ■ Caltrans finalizes funding language with Amtrak ■ Caltrans finalizes SRA funding ■ Caltrans confirms if CRISI language needs finalization ■ Caltrans confirms ITIP funding is finalized, including in the correct funding year ■ Caltrans completes Fund Transfer Agreements with TAMC and SLOCOG for SB 125 funding (both) and TIRCP funding (TAMC only) ■ Caltrans finalizes Operations and Maintenance agreement with UP for PTC

Section 4.0: Service Beyond the First Salinas Roundtrip

Section 4.1: Salinas Service Plan Phasing

Three service plans were developed to explore expanding service beyond the first roundtrip to Salinas. Phasing is expected to progress to three or four daily roundtrips to Salinas likely served by a mix of operators. Each service plan phase depends on fleet availability and the completion of infrastructure upgrades and additions. The Salinas layover facility would enable trains to turn off of the mainline, which is a constraint on how long trains can turn at the station for the Salinas initial roundtrip concept (phase A below). Table 7 gives an overview of the service plans developed for phasing; see Appendix D for more details including timetables, equipment cycles, and infrastructure needs for each service phase.

For Salinas phasing, the first roundtrip to Salinas operated by Capitol Corridor in the midday is referred to here as plan A. The remaining phasing options (B through D) are:

- B: One midday Salinas roundtrip operated as an extension of Capitol Corridor plus two peak roundtrips operated by Caltrain
- C: One morning roundtrip and one afternoon roundtrip operated as an extension of Capitol Corridor plus one peak roundtrip operated by Caltrain
- D: Three roundtrips operated as an extension of Capitol Corridor

Table 7: Overview of Service Plans for Phased Salinas Expansion

	A (Dec. 2025 + Salinas or Distributed Midday + Salinas)	**B**	**C**	**D**
Capitol Corridor Roundtrips	1	1	2	3
Caltrain Roundtrips	0	2	1	0
Revenue Trainsets	9-10 CCJPA[5] 0 Caltrain[6]	9-10 CCJPA[5] 2 Caltrain[6]	10-11 CCJPA[5] 1 Caltrain[6]	10-13 CCJPA[5] 0 Caltrain[6]

[5] Range of CCJPA trainsets depends on number of cars used for Salinas service. Lower number assumes standard 4- or 5-car set. Higher number assumes dedicated 6-car sets for Salinas.
[6] Caltrain has not provided a policy statement on whether Salinas service can be operated with their existing diesel trainsets used for Gilroy service, or with forthcoming battery-electric multiple units

Infrastructure for Phased Salinas Service Expansion

Expanded Salinas service requires the infrastructure investments identified in Section 2.2 as well as the completion of the Gilroy track connection if Caltrain is an operator of Salinas service; the Salinas layover facility, which must include charging infrastructure for BEMUs if Caltrain is an operator and chooses to use BEMUs for the service; and the CP Logan relocation. Caltrain has not provided a policy statement on whether they will require BEMUs to operate the Salinas service, or if service may begin with the diesel equipment Caltrain currently uses for Gilroy service. Table 8 describes the projects needed by service plan.

Table 8: Capital Projects Needed per Service Plan beyond First Roundtrip to Salinas

Project	**B** 1 CCJPA, 2 Caltrain	**C** 2 CCJPA, 1 Caltrain	**D** 3 CCJPA, 0 Caltrain
1. Gilroy Track Connection	**Yes**	**Yes**	No
2. Salinas Layover Facility	**Yes**[7]	**Yes**[7]	**Yes**[8]
3. CP Logan Relocation	*TBD*[9]	*TBD*[9]	*TBD*[9]

1. Gilroy Track Connection

Required for: Phasing options **B** and **C**

This project will construct new track connections linking the Gilroy yard and station track to the UP mainline. It will allow trains running south of Gilroy to access the existing Gilroy platform on the west side of the corridor.

This project is in the final design stage and is fully funded as of Fiscal Year 2025-2026 with TAMC as the project lead. Proposed project completion is in 2028.

2. Salinas Layover Facility

Required for: Phasing options **B**, **C**, and **D**

The Salinas Train Layover Facility includes construction of a new passenger platform off the mainline to the north of the existing Salinas station as well as train storage tracks, a crew base

[7] Salinas Layover Facility for options B and C must include charging infrastructure for the Caltrain BEMU should Caltrain choose to operate electrified equipment to Salinas
[8] Salinas Layover Facility for option D does not require charging infrastructure as Caltrain is not an operator
[9] Must confirm with UP at which point afternoon service would trigger the CP Logan Relocation

building, a storage shed, and secure fencing and lighting. This facility will allow trains to remain overnight in Salinas, reducing deadhead mileage.

This project is in the design stage and is nearly fully funded as of Fiscal Year 2025-2026. Its present scope does not include charging infrastructure; note that if Caltrain chooses to operate BEMUs to Salinas as part of phased expansion of service, the layover facility must include charging infrastructure. TAMC is leading the project with proposed completion in 2028.

3. CP Logan Relocation

Required for: *Caltrans to confirm with UP which of the options requires the CP Logan relocation*

The project will shift CP Logan 2,000 feet northward to approximately MP 89.3. This project is at the request of UP to allow passenger trains to pass the Watsonville Yard area without interfering with freight movements that serve the nearby quarry.

TAMC is leading this project which is in the planning stage and not yet funded as of Fiscal Year 2025-2026.

Section 4.2: SLO 4 Roundtrips Service Plan

The project team developed a long-term service plan for four roundtrips to San Luis Obispo to connect with the LOSSAN Pacific Surfliner service. This effort focused on development of the weekday operating concept, including timetable development, service coordination, equipment planning, maintenance assumptions, and identification of supporting infrastructure needs.

Market Viability Assessment

The Market Viability Assessment discussed in Section 2.1 found that the San Luis Obispo market is nearly evenly split between markets to the north and the south. 46 percent of the SLO market is for trips to and from the LOSSAN corridor. At Caltrans' direction, the project team planned service with timed connections to Surfliner at SLO to serve this market.

Key Planning Assumptions

The proposed service concept assumes 4 daily roundtrips between San Jose and SLO operating every 4 hours, and was developed based on the following key planning assumptions:

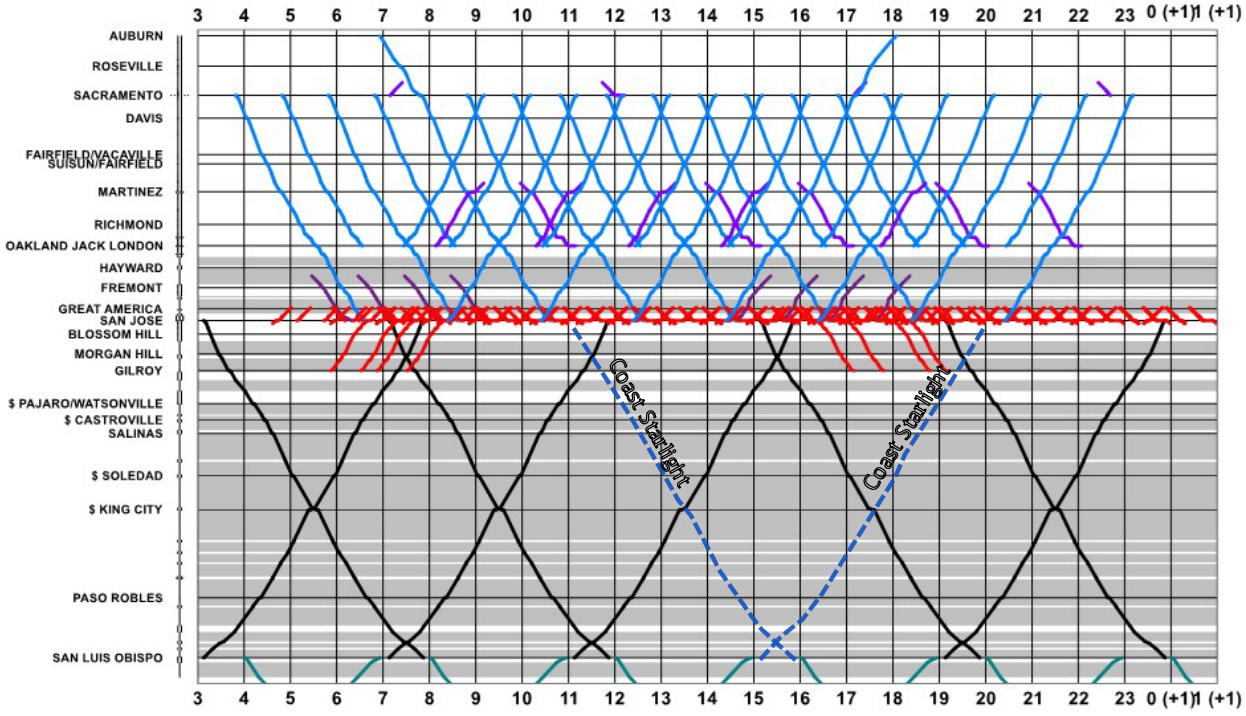
- Pulse service pattern on Capitol Corridor and ACE services, while Gold Runner and Caltrain timetables were unchanged
- Continuation of run-through Capitol Corridor service to San Luis Obispo
- The operating plan will include of all stops between Gilroy and SLO, including new stations at Pajaro/Watsonville, Castroville, Soledad, and King City, while assuming no local-stop operations between San Jose and Gilroy. The SLO service is not dependent on completion of the Pajaro/Watsonville and Castroville stations; these stations are incorporated into the service plan and served upon completion.
- Targeted timed transfers (10-30 minutes) with LOSSAN service at SLO
- Plan San Jose dwell times for greater than 10 minutes to allow for crew changes
- Assume any slow orders will be addressed and identify additional infrastructure improvements necessary to support SLO service

Operating Plan, Equipment Needs, and Infrastructure Needs

A stringline of the draft four roundtrip plan to SLO is shown in Figure 6. Incorporating additional service to Salinas is possible to align with the Salinas phasing plans described in Section 4.1. The plan includes a 285-minute travel time between San Jose and SLO with a 10-minute transfer time to Surfliner. The 31-minute dwell time at San Jose could be reduced by modifying the Caltrain Gilroy, Gold Runner, and/or LOSSAN schedules. Note that future coordination with Caltrain is required to avoid conflicts with the last northbound AM Gilroy train.

The proposed service plan provides regularly spaced service throughout the day while maintaining timed connections with Pacific Surfliner service at San Luis Obispo. Future planning efforts should further evaluate service slot timing and its relationship to market demand; connectivity objectives; available operating rights; and timing based on future service objectives of operators on the corridor, including Caltrain's right to operate a fifth roundtrip to Gilroy.

Figure 6: SLO 4 Roundtrip Draft Service Plan



The plan has regular meets at Morgan Hill, King City, and the Serrano Siding north of San Luis Obispo. King City must be designed with two station tracks to facilitate meets; TAMC is currently advancing the King City project in two phases with Phase One having a single station track and Phase Two adding an additional station track. Caltrans and project stakeholders should engage UP to determine what improvements to the Serrano Siding, if any, are recommended to ensure reliable train meets at this location. Implementation of service to San Luis Obispo also requires capital improvements, including the installation of Positive Train Control (PTC) and powered switch upgrades along the corridor between Salinas and San Luis Obispo. These improvements,

currently anticipated to be completed by 2029, will enhance the safety, reliability, and operational efficiency of both passenger and freight rail service. Additionally, it is assumed two trains are able to overnight, fuel, be maintained, and be inspected at the proposed Central Coast Layover Facility at San Luis Obispo.

The project team considered two equipment planning options based on different trainset pooling assumptions for Capitol Corridor and extended SLO service operations. Both options assumed use of at least one Caltrain trainset in the operating plan. Trainsets are planned to return to Oakland or San Luis Obispo every five days for required maintenance activities.

- **Option 1 – Separate Trainset Pools:** Assumes separate 4- or 5-car trainsets used for Sacramento–Oakland segment only, and 6-car trainsets used for all other trains that continue to San Jose or San Luis Obispo. This option requires five 4- or 5-car trainsets and seven 6-car trainsets, for a total of 12 revenue trainsets.
- **Option 2 – Combined Trainset Pool:** Assumes a unified 6-car trainset pool for all scheduled Capitol Corridor trains. This option requires a total of 10 revenue trainsets.

Reference Appendix C for further details on San Luis Obispo service planning.

Appendix A: Deliverables

This section summarizes the primary deliverables and implementation deliverables developed through the CCSD planning effort. These materials support development of the first roundtrip to Salinas service concept, the 4 roundtrip SLO service concept, and the Salinas phasing service plan.

The deliverables developed as part of this effort include service plans, market analysis materials, O&M cost documentation, supplemental allocation coordination materials, and agreements. While several implementation-focused deliverables were primarily developed to support advancement of the Distributed Midday + Salinas service, the planning analyses and technical materials also support future phased service expansion. These materials are intended to support the transition from planning to implementation by providing stakeholders with a consolidated set of technical resources, planning assumptions, key decisions, and reference materials.

Table 1 summarizes the primary planning and implementation deliverables developed through this effort.

Table 1: Primary Deliverables

Deliverable	Description	Implementation Relevance	File Reference
First Roundtrip to Salinas Service Plans	Development of December 2025 + Salinas service concept and Distributed Midday + Salinas service concept, along with service planning assumptions, stringlines, equipment planning, fleet needs, and maintenance considerations. Distributed Midday + Salinas service concepts with 30- and 60-minute turn are also included.	Supports advancement of the December 2025 + Salinas and Distributed Midday + Salinas implementation and stakeholder coordination.	Appendix B
SLO Service Plan	Development of the SLO 4 roundtrip service concept, including the weekday operating plan, along with development of service planning parameters and assumptions, stringlines and timetables, equipment planning, fleet needs, and maintenance considerations.	Supports evaluation of future service expansion to 4 roundtrip service between San Jose and San Luis Obispo.	Appendix C
Salinas Phasing Service Plan	Development of phased service concepts, including Distributed Midday + Salinas, Distributed Midday + Salinas + 2 roundtrips Caltrain, Salinas 2 roundtrips + 1 roundtrip Caltrain, and Salinas 3 roundtrips, along with development of service planning parameters and	Supports identification of incremental service expansion pathways between Distributed Midday + Salinas and SLO 4 roundtrip service.	Appendix D

Deliverable	Description	Implementation Relevance	File Reference
	assumptions, stringlines, equipment planning, fleet needs, and supporting capital project considerations.		
MVA Analysis	Market Viability Assessment for service expansion concepts, including methodology, market overview, travel pattern analysis, and implications for service expansion to Salinas and SLO.	Supports service justification and evaluation of potential travel markets for future service expansion.	Appendix E
O&M Memo	Operations and maintenance cost estimates for the first roundtrip to Salinas, including methodology using the COSI model and additional cost assumptions, input development, and forecasted O&M costs.	Supports budgeting, funding discussions, and future operational planning efforts.	Appendix F
Enhanced Track Access Agreement with UP	A draft agreement framework for SJ-SNS operations supporting the first roundtrip to Salinas, including service assumptions, capital project delivery considerations, and track access fee considerations.	Supports coordination with UP regarding SJ–SNS operations and implementation considerations.	Appendix G
Key Decisions to Date	A consolidated record of key decisions made throughout the Central Coast planning process, including major service planning decisions, rationale, and key considerations.	Supports project continuity and future coordination by documenting key planning decisions and rationale.	Appendix H
Capital Improvements	Development of planning-level documentation summarizing key infrastructure improvements associated with implementation of the Distributed Midday + Salinas service concept.	Supports implementation planning and coordination by identifying key infrastructure improvements required for operation of the Distributed Midday + Salinas service concept.	Appendix I

Appendix B: First Roundtrip to Salinas Service Plans



Central Coast Service Deployment

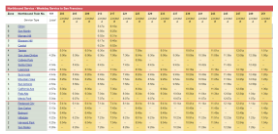
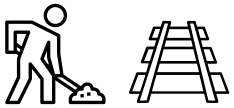
Salinas One Midday Roundtrip Draft Service Plans

June 2026

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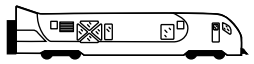
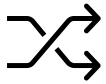
1. **Planning Parameters**
2. December 2025 + Salinas 60' Turn with Standard 4- or 5-car Set
3. December 2025 + Salinas 60' Turn with Dedicated 6-car Set
4. Distributed Midday + Salinas 60' Turn with Standard 4- or 5-car Set
5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

Planning Parameters: Service and Infrastructure

	CCJPA & Caltrain Schedules	– Existing Caltrain schedule with 4 Gilroy RT – Distributed 15 RT CCJPA timetable as base (developed August 2025) – Salinas service every day; midday RT with short layover
	Station Dwell	– No change to dwells north of SJ – SNS – SJ: 60 seconds, except 3 mins minimum at SJ – Starlight stopping pattern for initial 1 RT plan (Diridon, Salinas)
	Recovery	– 10% evenly distributed + 10 extra minutes SNS – SJ
	Signal System	– Separation at Sidings – minimum 3 minutes – Headways – minimum 8 minutes
	Infrastructure	– Existing track infrastructure – Explore feasibility of addressing all slow orders – Identify additional infrastructure necessary

Note: Parameters provided by CCJPA in June 2025

Planning Parameters: Equipment and Maintenance

	Equipment	– Charger + 4 bilevel coaches / Charger + 6 bilevel coaches – 15 RT plan equipment cycles as base – Max # of revenue sets: Existing 9 sets; Summer 2026: 12 sets (including Caltrain bi-level equipment)
	Maintenance locations	– Oakland – maintenance, fuel, and daily inspection – Sacramento – fuel and daily inspection – San Jose and Auburn – daily inspection
	Maintenance frequency	– Every 5 days at Oakland for 3+ hours
	Minimum turn time	– Oakland – 20 minutes – Sacramento – 30 minutes – San Jose – 40 minutes – Salinas – 60 minutes preferred

Note: Parameters provided by CCJPA in June 2025

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1. Planning Parameters
2. **December 2025 + Salinas 60' Turn with Standard 4- or 5-car Set**
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5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

December 2025 + Salinas 60’ Turn with standard 4- or 5-car Salinas set Weekday Stringline

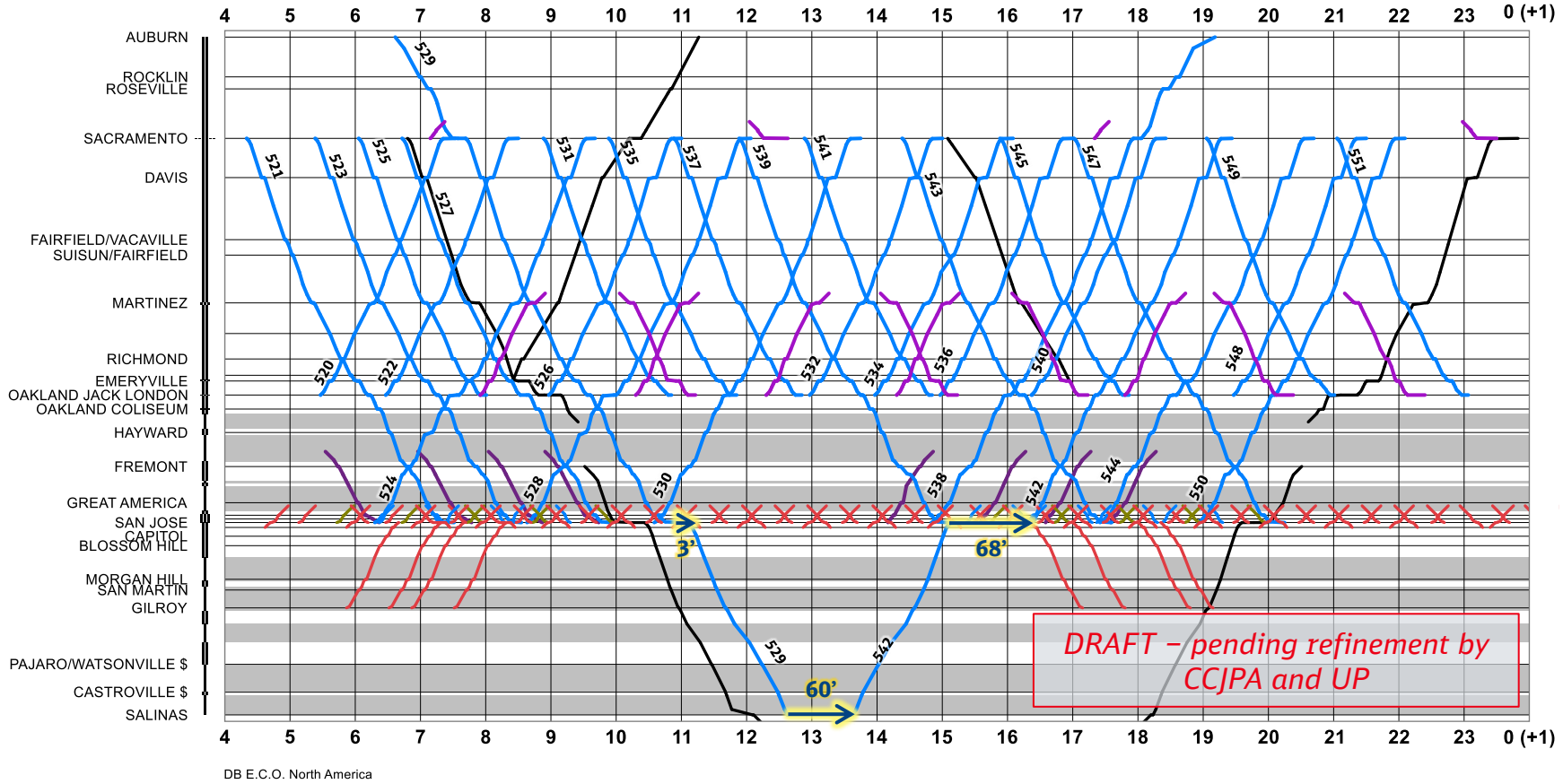
With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

San Jose Dwell for Salinas Train:
- 3 min southbound
- 68 min northbound

Salinas Turn Time: 60 min

Dec 2025 Weekday + 1 RT to SNS (60’ Turn)



December 2025 + Salinas 60’ Turn with standard 4- or 5-car Salinas set Weekday Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

San Jose Dwell for Salinas Train:
- 3 min southbound
- 68 min northbound

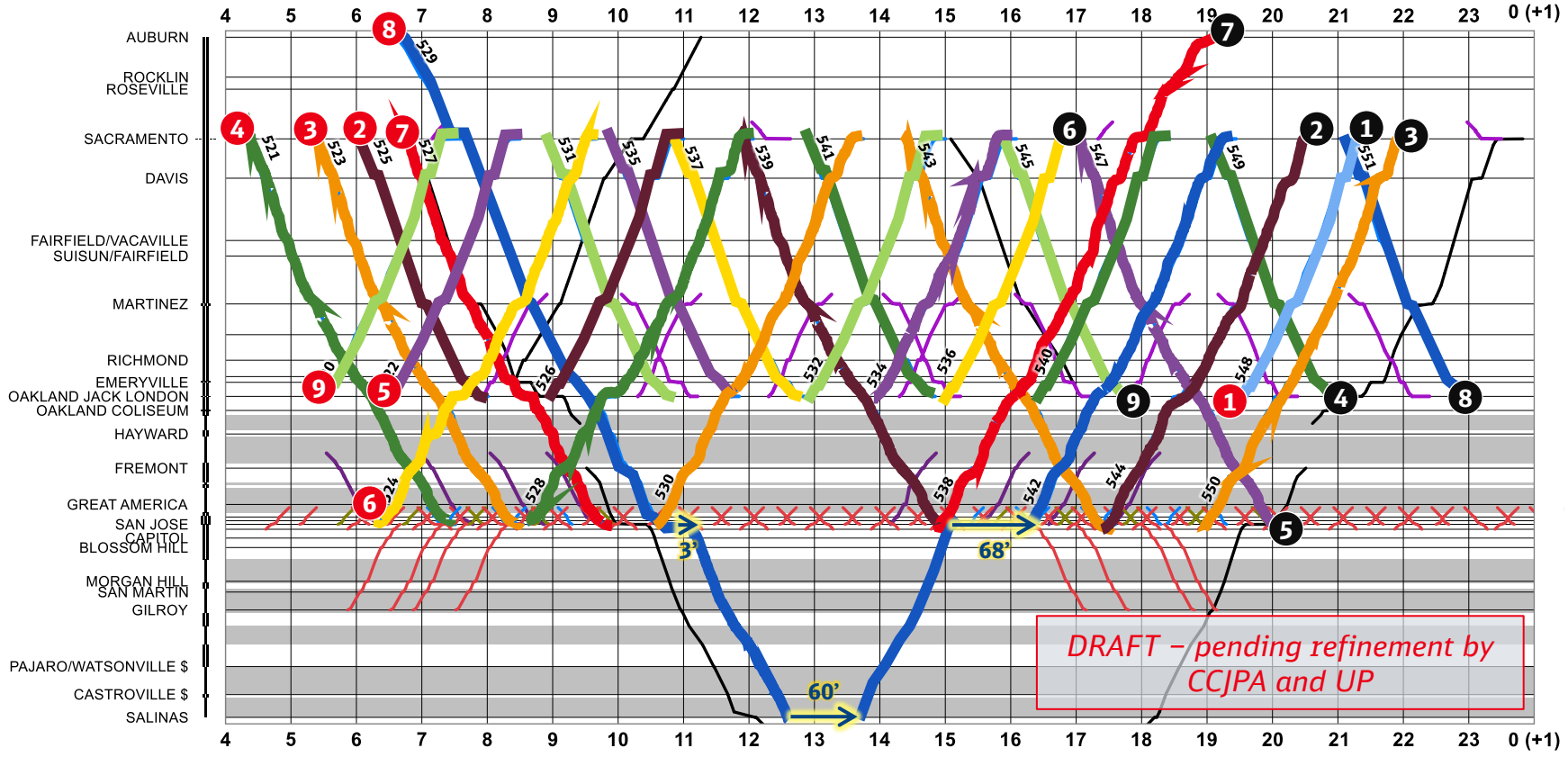
Salinas Turn Time: 60 min

Revenue Trainsets: 9

Storage Locations:

1	Auburn
4	Sacramento
3	Oakland Jack London
1	San Jose

Dec 2025 Weekday + Salinas



December 2025 + Salinas 60’ Turn with standard 4- or 5-car Salinas set Weekend Stringline

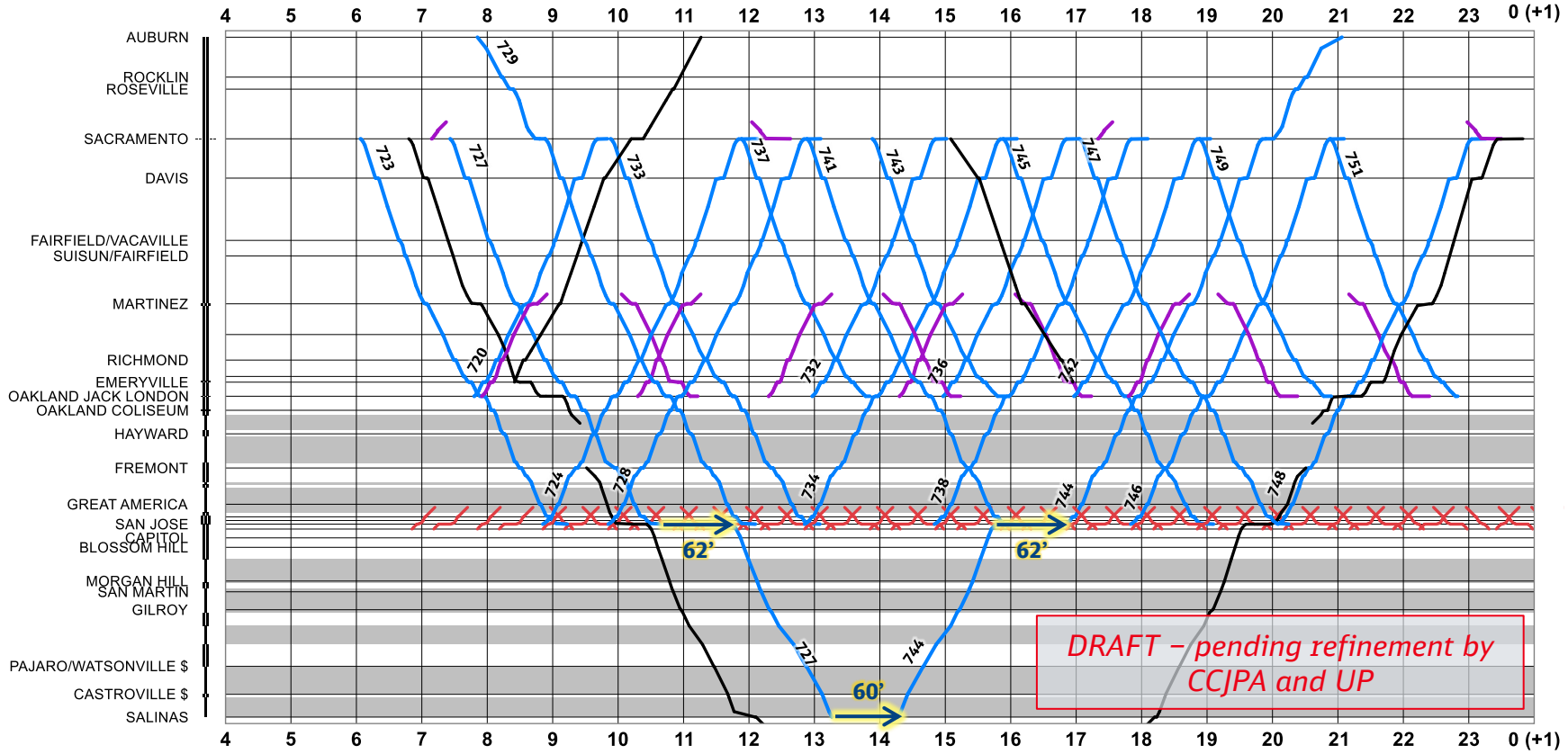
With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

San Jose Dwell for Salinas Train:
- 62 min southbound
- 62 min northbound

Salinas Turn Time: 60 min

Dec 2025 Weekend + 1 RT to SNS (60’ Turn)



December 2025 + Salinas 60’ Turn with standard 4- or 5-car Salinas set Weekend Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

San Jose Dwell for Salinas Train:
- 62 min southbound
- 62 min northbound

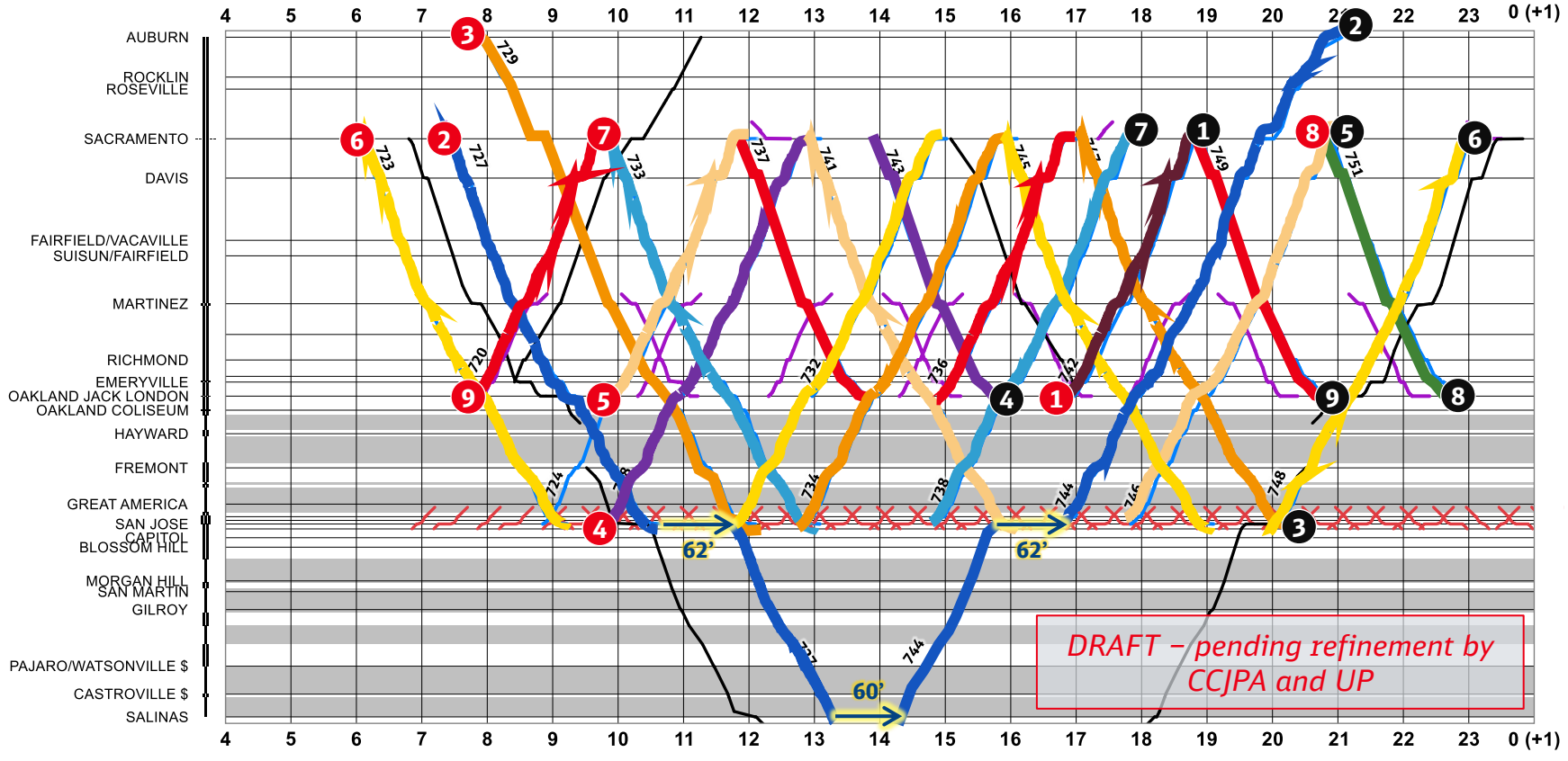
Salinas Turn Time: 60 min

Revenue Trainsets: 9

Storage Locations:

1	Auburn
4	Sacramento
3	Oakland Jack London
1	San Jose

Dec 2025 Weekend + 1 RT to SNS (60’ Turn)



December 2025 + Salinas 60’ Turn with standard 4- or 5-car Salinas set 7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		*To Monday*
Set 1	OMF	548	SAC	525 → 526 → 539 → 544	SAC	523 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540 → 549	OMF	522 → 535 → 534 → 547	OMF	742	OMF	742	OMF	*To Set 4*
Set 2	SAC	525 → 526 → 539 → 544	SAC	523 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540 → 549	OMF	522 → 535 → 534 → 547	SJC	524 → 537 → 536	SAC	727 → 744	SAC	727 → 744	SAC	*To Set 8*
Set 3	SAC	523 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540 → 549	OMF	522 → 535 → 534 → 547	SJC	524 → 537 → 536	SAC	527 → 538	ARN	729 → 734 → 747	ARN	729 → 734 → 747	ARN	*To Set 6*
Set 4	SAC	521 → 528 → 541 → 540 → 549	OMF	522 → 535 → 534 → 547	SJC	524 → 537 → 536	SAC	527 → 538	ARN	529 → 542 → 551	SJC	728 → 743	SJC	728 → 743	SJC	*To Set 5*
Set 5	OMF	522 → 535 → 534 → 547	SJC	524 → 537 → 536	SAC	527 → 538	ARN	529 → 542 → 551	OMF	548	OMF	724 → 741 → 746	OMF	724 → 741 → 746	OMF	*To Set 3*
Set 6	SJC	524 → 537 → 536	SAC	527 → 538	ARN	529 → 542 → 551	OMF	548	SAC	525 → 526 → 539 → 544	SAC	723 → 732 → 745 → 748	SAC	723 → 732 → 745 → 748	SAC	*To Set 2*
Set 7	SAC	527 → 538	ARN	529 → 542 → 551	OMF	548	SAC	525 → 526 → 539 → 544	SAC	523 → 530 → 543 → 550	SAC	733 → 738	SAC	733 → 738	SAC	*To Set 7*
Set 8	ARN	529 → 542 → 551	OMF	548	SAC	525 → 526 → 539 → 544	SAC	523 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540 → 549	SAC	751	SAC	751	SAC	*To Set 1*
Set 9	OMF	520 → 531 → 532 → 545	OMF	520 → 531 → 532 → 545	OMF	520 → 531 → 532 → 545	OMF	520 → 531 → 532 → 545	OMF	520 → 531 → 532 → 545	OMF	720 → 737 → 736 → 749	OMF	720 → 737 → 736 → 749	OMF	*To Set 9*

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set

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1. Planning Parameters
2. December 2025 + Salinas 60' Turn with Standard 4- or 5-car Set
3. **December 2025 + Salinas 60' Turn with Dedicated 6-car Set**
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5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

December 2025 + Salinas 60’ Turn with captive 6-car Salinas set

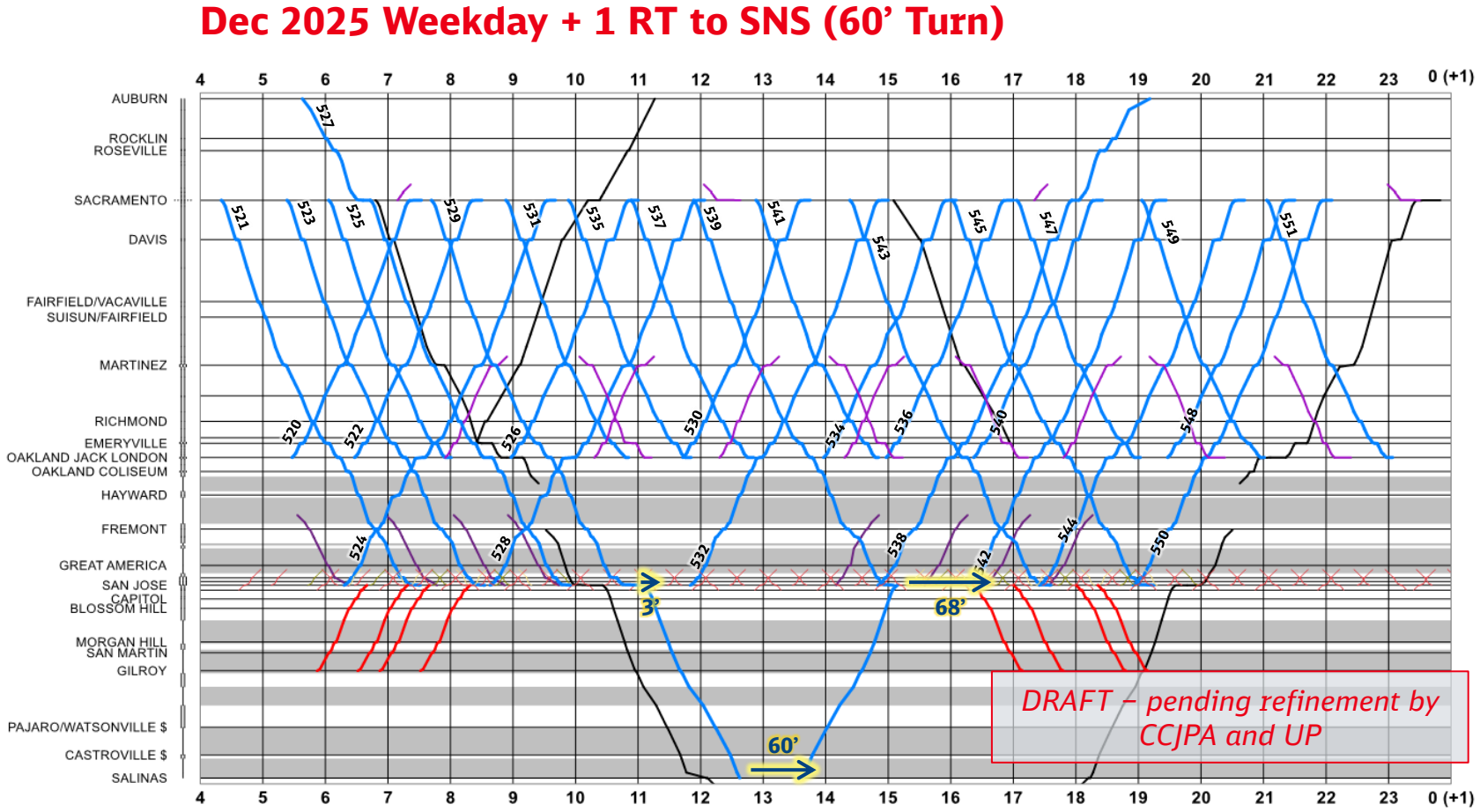
Weekday Stringline

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 3 min southbound
- 68 min northbound

Salinas Turn Time: 60 min

Changes to Dec. 2025 schedule:
- 530 now departs from OKJ
- 532 now departs from SJC
- 529 now departs 1 hour earlier
- 527 now departs 1 hour later
- 545 now extended to SJC
- 547 now truncated at OKJ



December 2025 + Salinas 60’ Turn with captive 6-car Salinas set

Weekday Equipment Cycles

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 3 min southbound
- 68 min northbound

Salinas Turn Time: 60 min

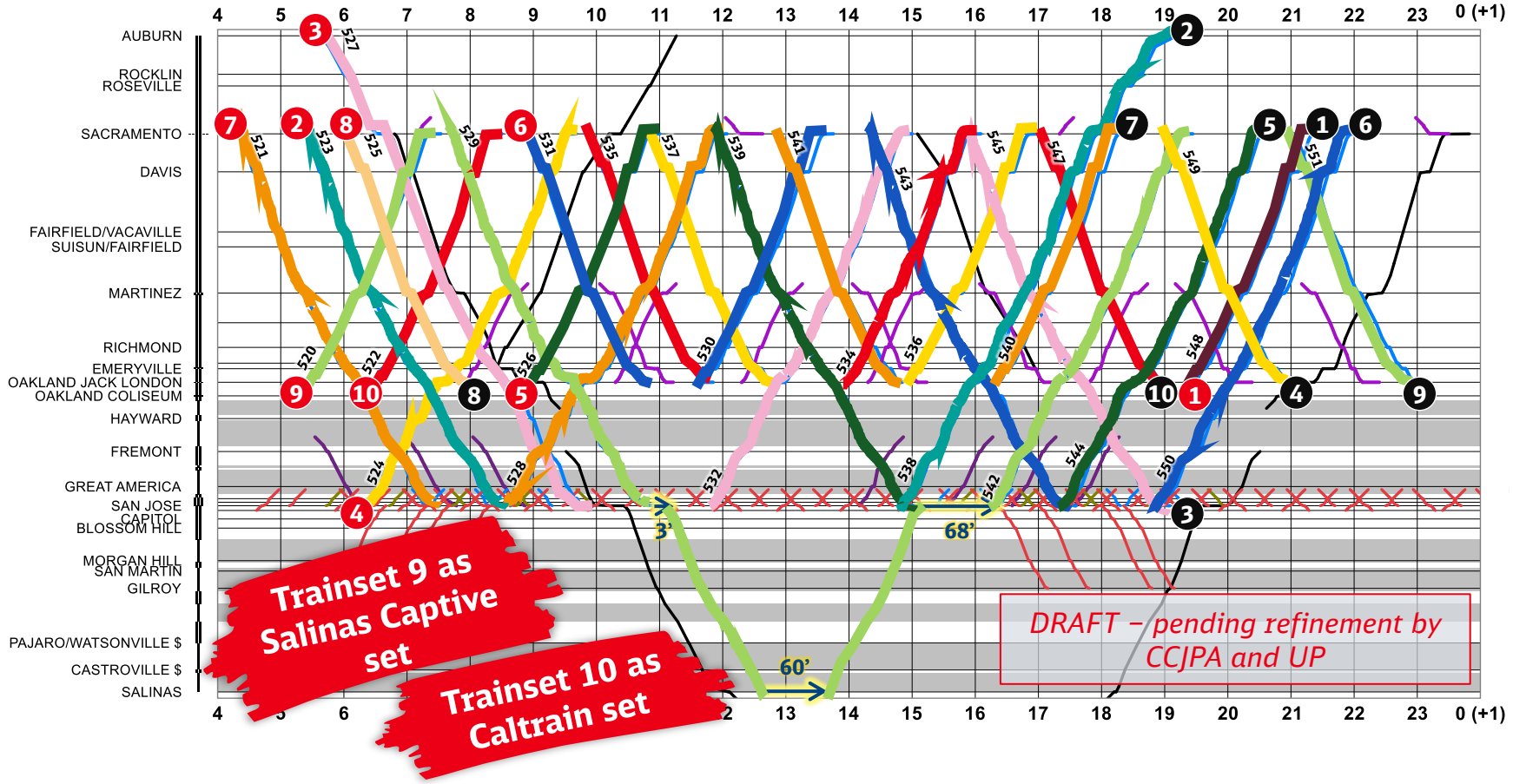
With 6-car Salinas Captive Set: Yes

Revenue Trainsets: 10

Storage Locations:

1	Auburn
4	Sacramento
4	Oakland Jack London
1	San Jose

Dec 2025 Weekday + 1 RT to SNS (60’ Turn)



December 2025 + Salinas 60’ Turn with captive 6-car Salinas set

Weekend Stringline

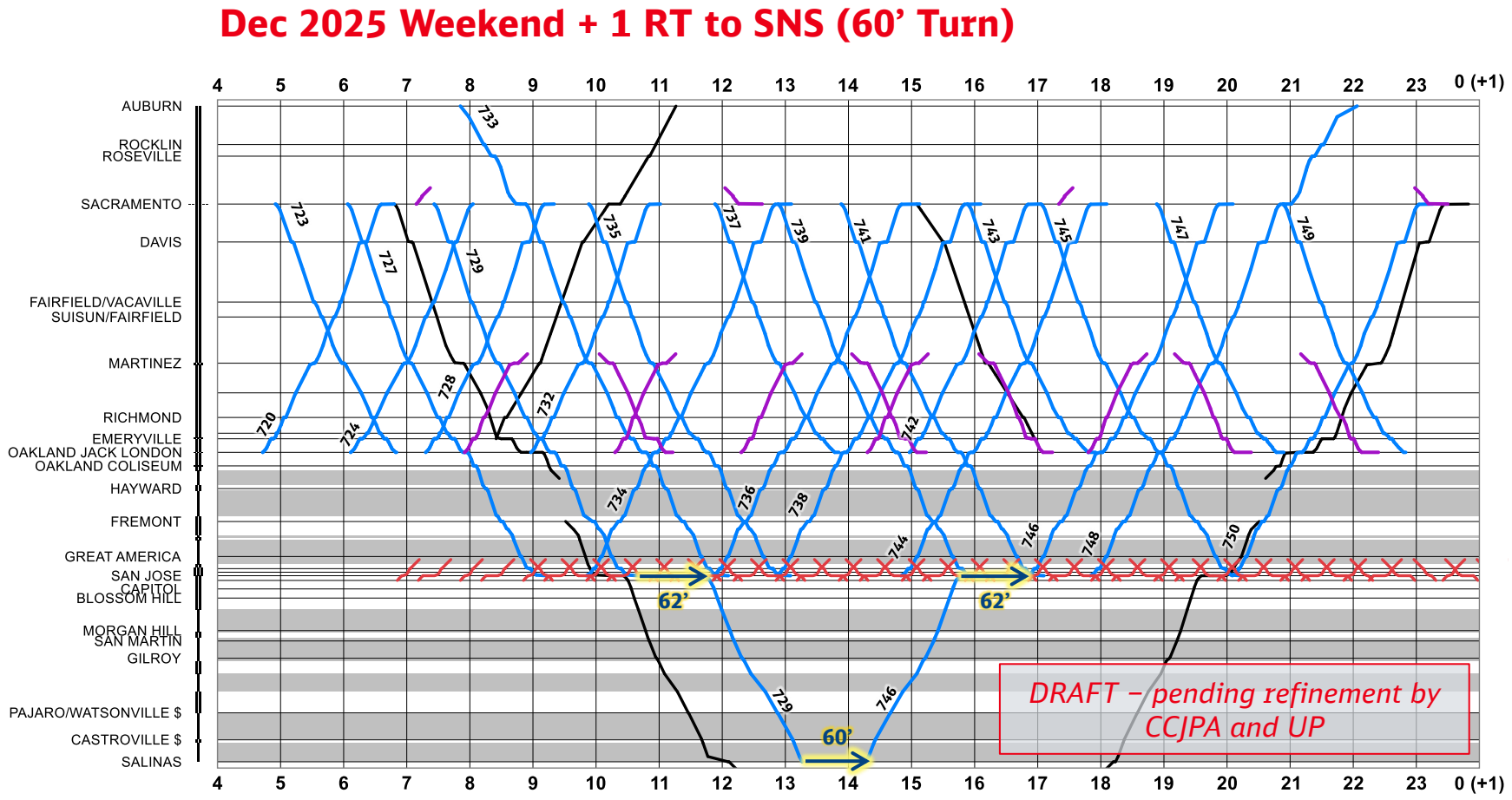
With Caltrain Set: Yes

With 6-car Salinas Captive Set: Yes

San Jose Dwell for Salinas Train:
- 62 min southbound
- 62 min northbound

Salinas Turn Time: 60 min

Changes to Dec. 2025 schedule:
- 723 truncated to OKJ and departs 1 hour earlier
- 741 extended to SJC
- 743 truncated to OKJ
- 720 departs three hours earlier
- 724 departs 3.5 hours earlier
- 732 departs 4 hours earlier
- 736 departs 2 hours earlier and starts at SJC
- 744 departs 2 hours earlier
- 746 departs 1 hour earlier



December 2025 + Salinas 60’ Turn with captive 6-car Salinas set

Weekend Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: Yes

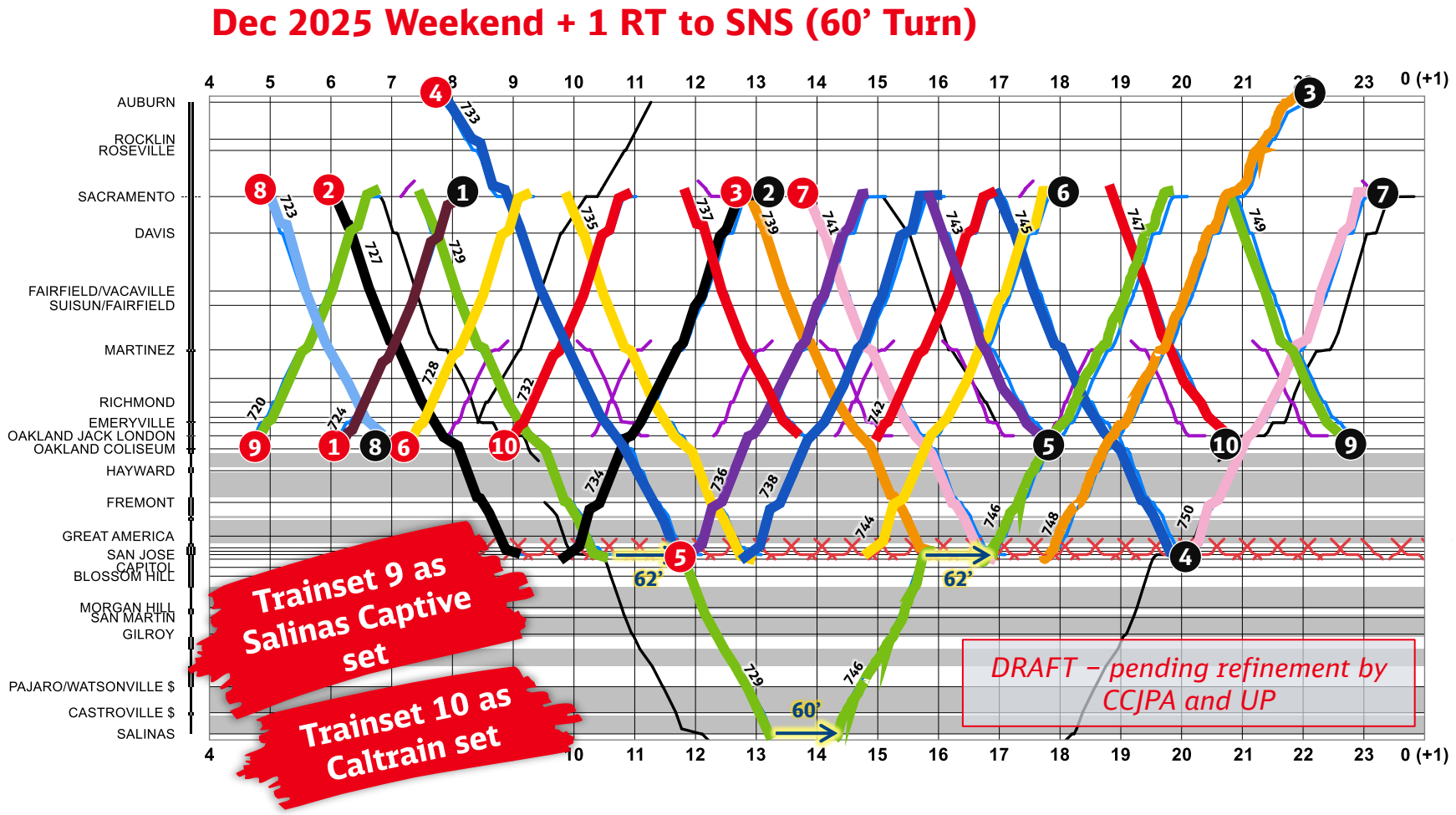
San Jose Dwell for Salinas Train:
- 62 min southbound
- 62 min northbound

Salinas Turn Time: 60 min

Revenue Trainsets: 10

Storage Locations:

1	Auburn
4	Sacramento
4	Oakland Jack London
1	San Jose



December 2025 + Salinas 60’ Turn with captive 6-car Salinas set

7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		To Monday
Set 1	OMF	548	SAC	523 → 538	ARN	527 → 532 → 545	SJC	524 → 537 → 536 → 549	OMF	526 → 539 → 544	OMF	724	OMF	724	OMF	*To Set 5*
Set 2	SAC	523 → 538	ARN	527 → 532 → 545	SJC	524 → 537 → 536 → 549	OMF	526 → 539 → 544	SAC	531 → 530 → 543 → 550	SAC	727 → 734	SAC	727 → 734	SAC	*To Set 7*
Set 3	ARN	527 → 532 → 545	SJC	524 → 537 → 536 → 549	OMF	526 → 539 → 544	SAC	531 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540	SAC	739 → 748	SAC	739 → 748	ARN	*To Set 3*
Set 4	SJC	524 → 537 → 536 → 549	OMF	526 → 539 → 544	SAC	531 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540	SAC	525	ARN	733 → 738 → 745	ARN	733 → 738 → 745	SJC	*To Set 4*
Set 5	OMF	526 → 539 → 544	SAC	531 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540	SAC	525	OMF	548	SJC	736 → 743	SJC	736 → 743	OMF	*To Set 1*
Set 6	SAC	531 → 530 → 543 → 550	SAC	521 → 528 → 541 → 540	SAC	525	OMF	548	SAC	523 → 538	OMF	728 → 735 → 744	OMF	728 → 735 → 744	SAC	*To Set 2*
Set 7	SAC	521 → 528 → 541 → 540	SAC	525	OMF	548	SAC	523 → 538	ARN	527 → 532 → 545	SAC	741 → 750	SAC	741 → 750	SAC	*To Set 8*
Set 8	SAC	525	OMF	548	SAC	523 → 538	ARN	527 → 532 → 545	SJC	524 → 537 → 536 → 549	SAC	723	SAC	723	SAC	*To Set 6*
Set 9	OMF	520 → 529 → 542 → 551	OMF	520 → 529 → 542 → 551	OMF	520 → 529 → 542 → 551	OMF	520 → 529 → 542 → 551	OMF	520 → 529 → 542 → 551	OMF	720 → 729 → 746 → 749	OMF	720 → 729 → 746 → 749	OMF	*To Set 9*
Set 10	OMF	522 → 535 → 534 → 547	OMF	522 → 535 → 534 → 547	OMF	522 → 535 → 534 → 547	OMF	522 → 535 → 534 → 547	OMF	522 → 535 → 534 → 547	OMF	732 → 737 → 742 → 747	OMF	732 → 737 → 742 → 747	OMF	*To Set 10*

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set
- Trainset 10 as Salinas Captive Set

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1. Planning Parameters
2. December 2025 + Salinas 60' Turn with Standard 4- or 5-car Set
3. December 2025 + Salinas 60' Turn with Dedicated 6-car Set
4. **Distributed Midday + Salinas 60' Turn with Standard 4- or 5-car Set**
5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

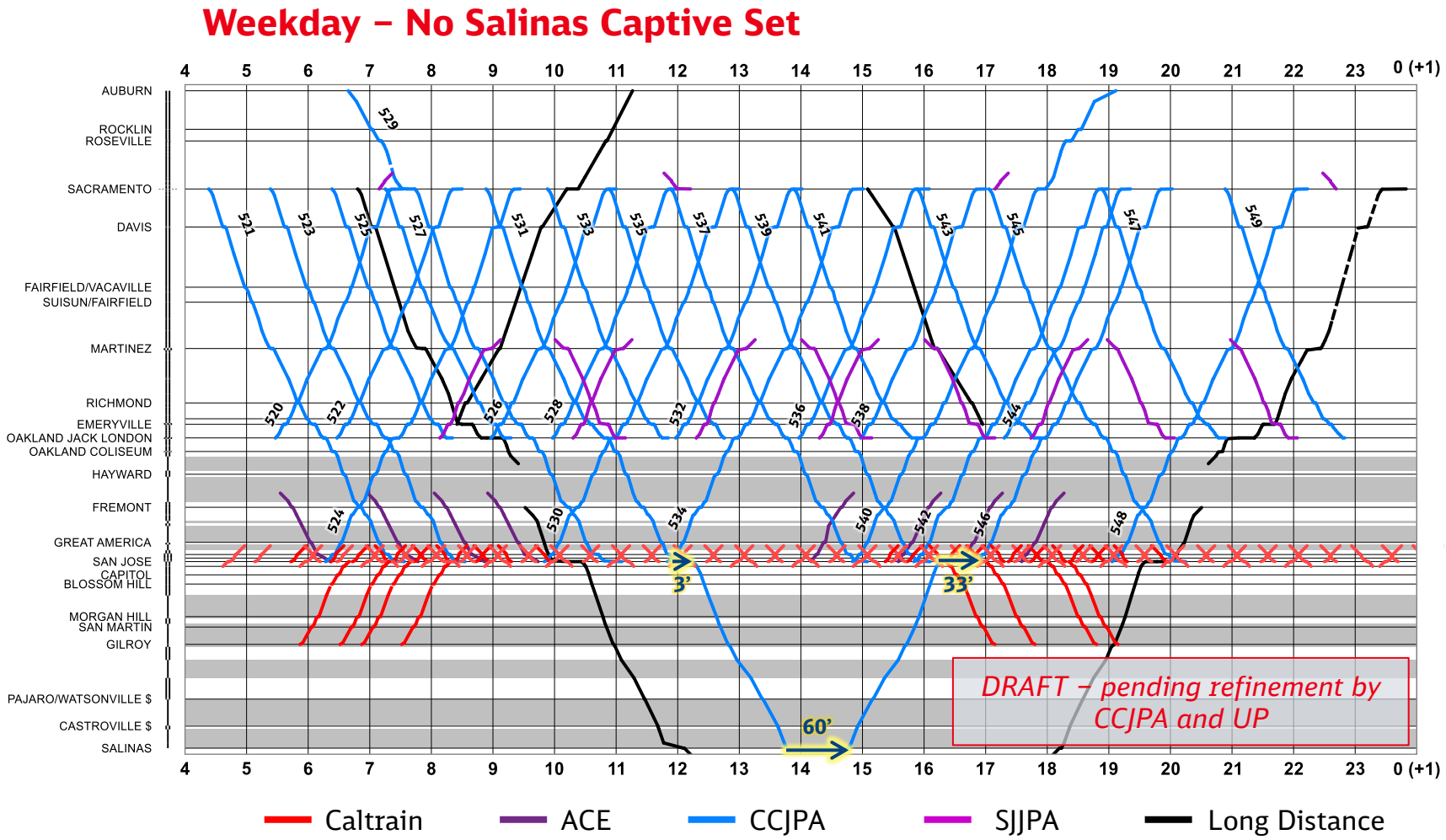
Distributed Midday + Salinas 60’ Turn Weekday: with standard 4- or 5-car Salinas set Weekday Stringline

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 3 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

Infrastructure investments:
- Agnew Siding
- Santa Clara Crossover



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 60’ Turn

Weekday Equipment Cycles

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 3 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

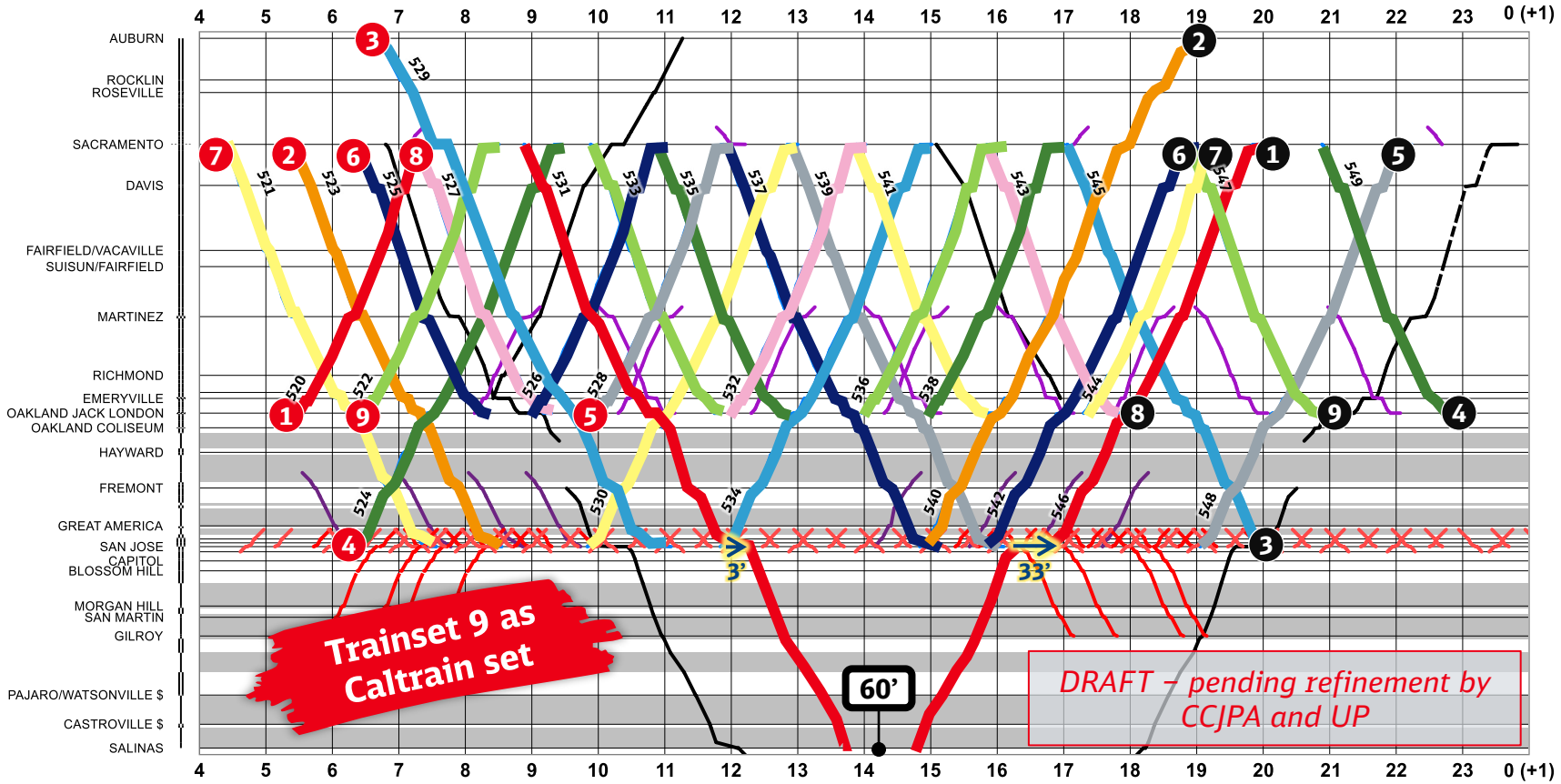
With 6-car Salinas Captive Set: No

Revenue Trainsets: 9

Storage Locations:

1	Auburn
4	Sacramento
3	Oakland Jack London
1	San Jose

Weekday Equipment Assignments – No Captive Salinas Set



Distributed Midday + Salinas 60’ Turn Weekend: with standard 4- or 5-car Salinas set Weekend Stringline

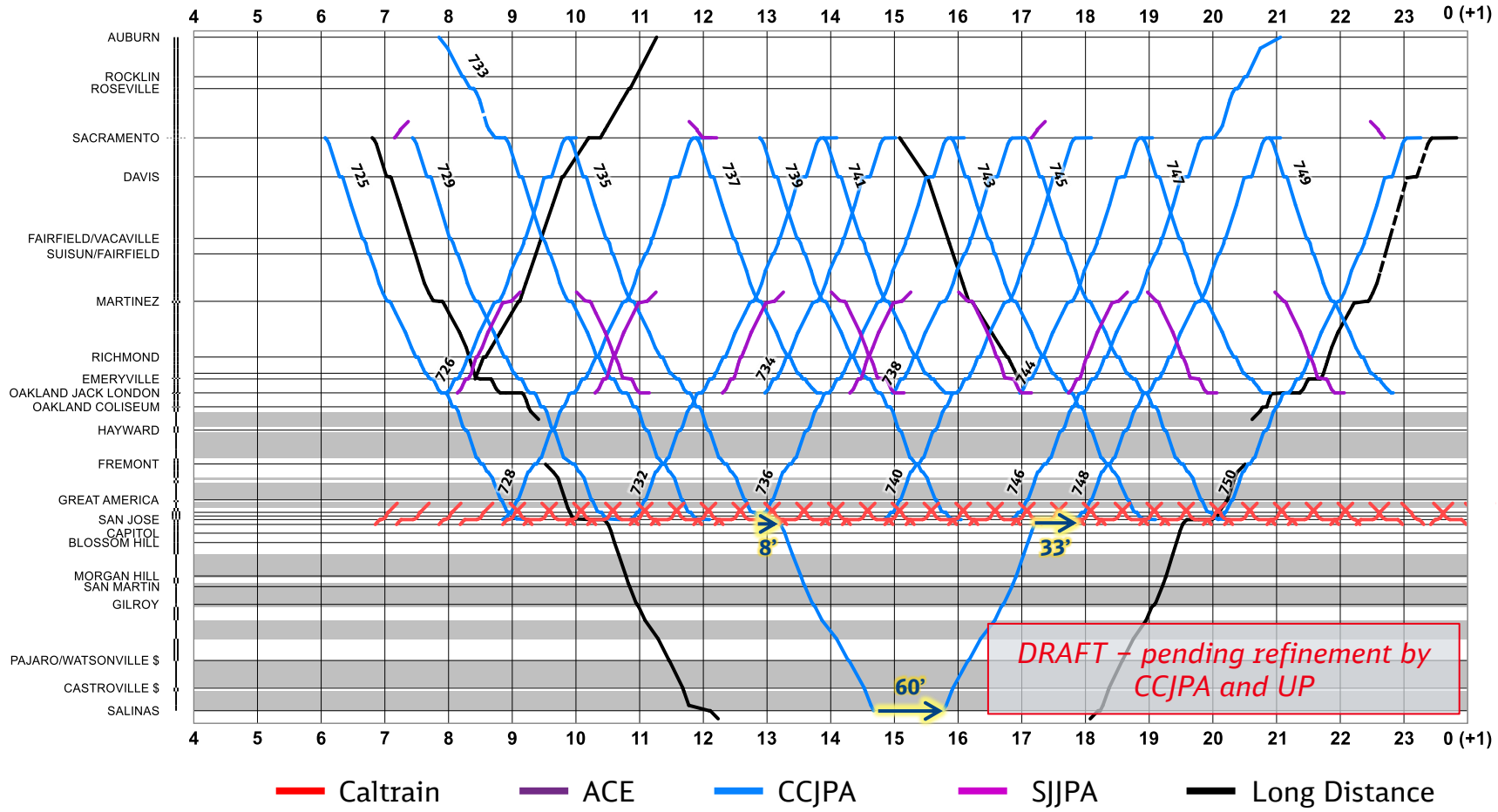
With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 8 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

Infrastructure investments:
- Agnew Siding
- Santa Clara Crossover

Weekend – No Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 60’ Turn

Weekend Equipment Cycles

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 8 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

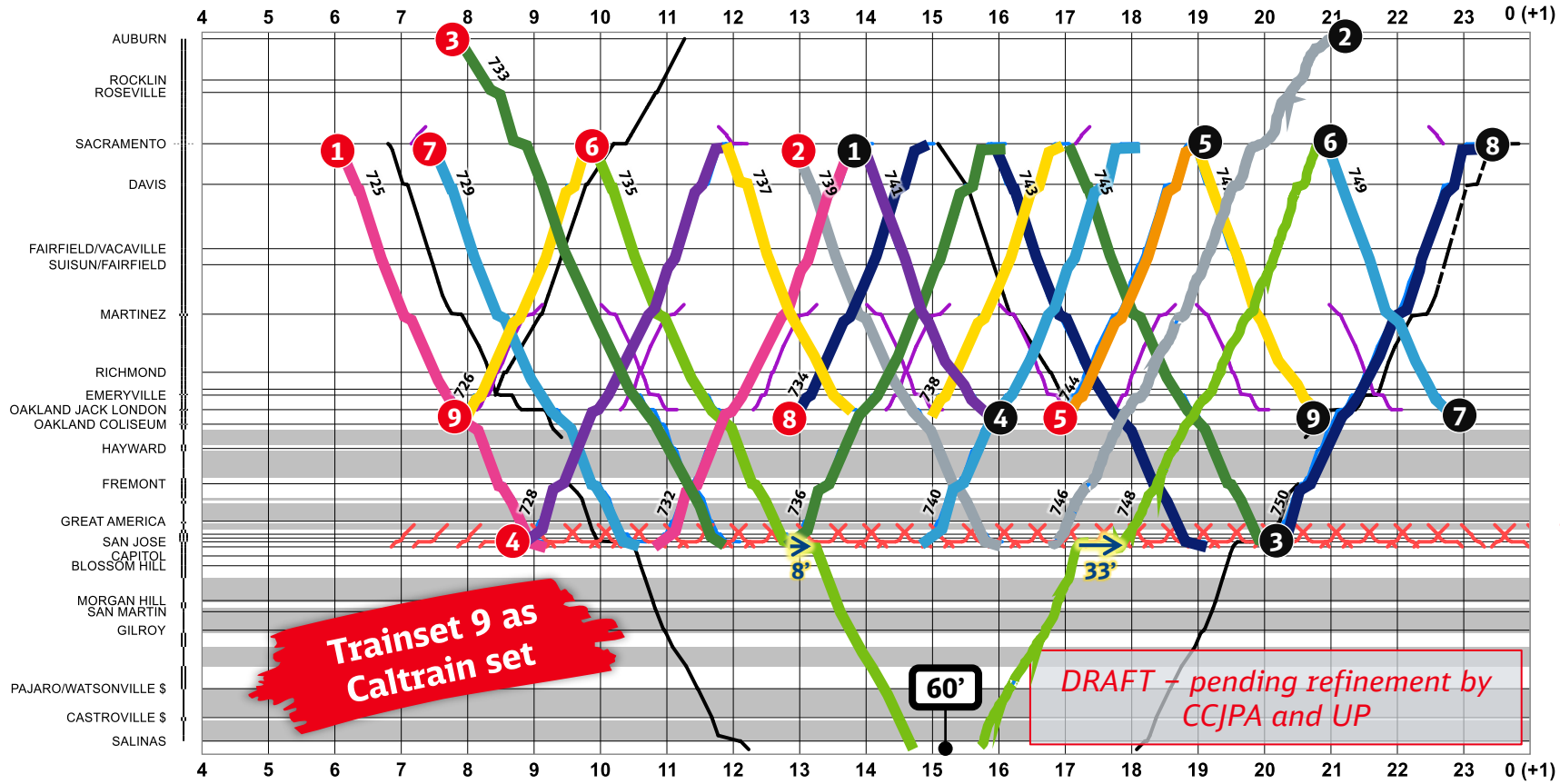
With 6-car Salinas Captive Set: No

Revenue Trainsets: 9

Storage Locations:

1	Auburn
4	Sacramento
3	Oakland Jack London
1	San Jose

Weekend Equipment Assignments – No Captive Salinas Set



Distributed Midday + Salinas 60’ Turn

7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns without Salinas Captive Set

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		*To Monday*
Set 1	OMF	520 → 531 → 546	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	725 → 732	SAC	739 → 746	ARN	To set 3
Set 2	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 542	SAC	739 → 746	ARN	733 → 736 → 745	SJC	To set 4
Set 3	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 542	SAC	521 → 530 → 541 → 544	ARN	733 → 736 → 745	SJC	728 → 741	OMF	To set 1
Set 4	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	SJC	728 → 741	OMF	744	SAC	To set 7
Set 5	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 546	OMF	744	SAC	735 → 748	SAC	To set 2
Set 6	SAC	525 → 526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 546	SAC	523 → 540	SAC	735 → 748	SAC	729 → 740 → 749	OMF	To set 5
Set 7	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 546	SAC	523 → 540	ARN	529 → 534 → 545	SAC	729 → 740 → 749	OMF	734 → 743 → 750	SAC	To set 6
Set 8	SAC	527 → 532 → 543	OMF	520 → 531 → 546	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	734 → 743 → 750	SAC	725 → 732	SAC	To set 8
Set 9	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	726 → 737 → 738 → 747	OMF	726 → 737 → 738 → 747	OMF	To set 9

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set

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5. **Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set**
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

Distributed Midday + Salinas 60’ Turn Weekday: with captive 6-car Salinas set Weekday Stringline

With Caltrain Set: Yes

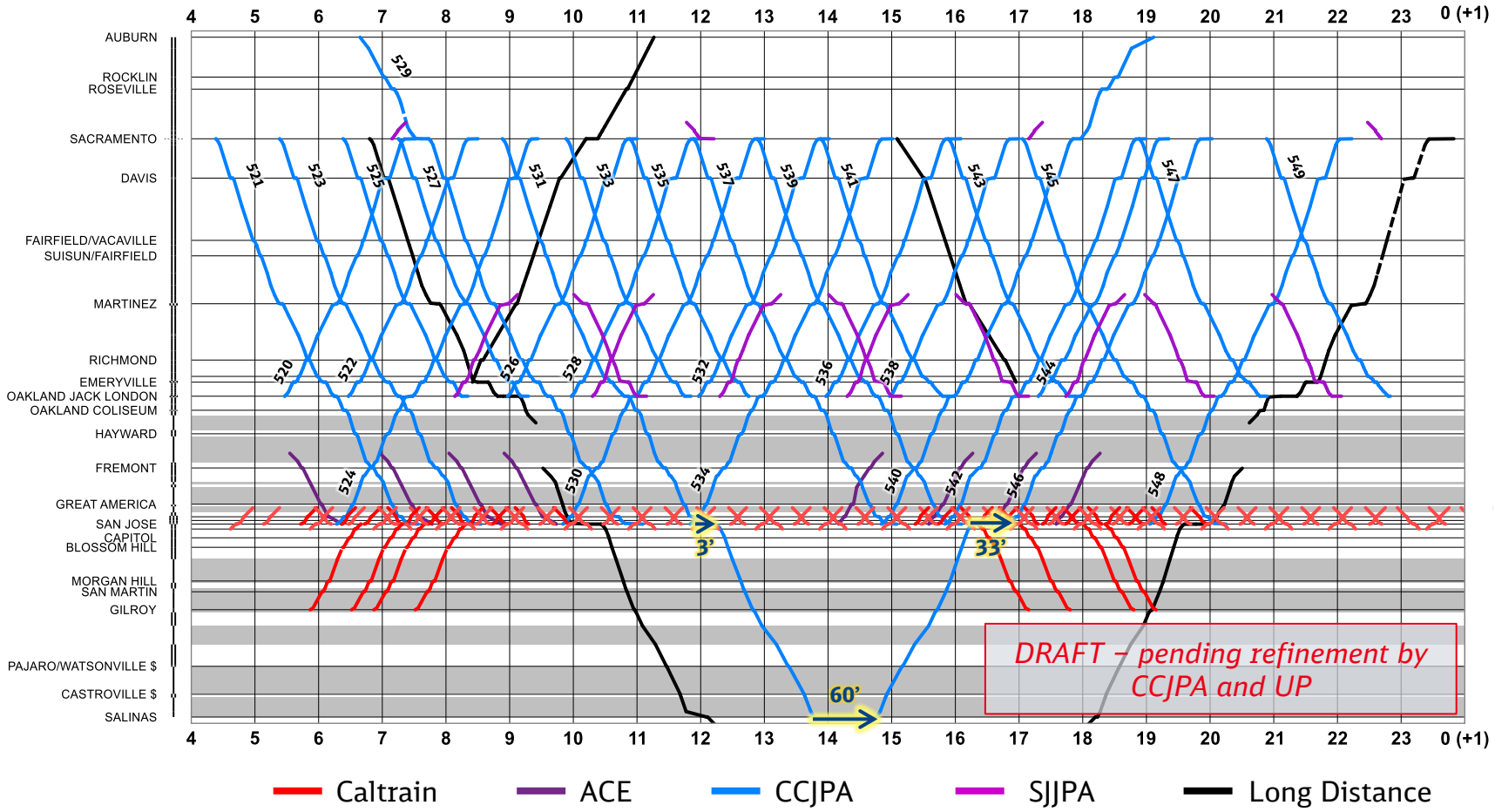
San Jose Dwell for Salinas Train:
- 3 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

Infrastructure investments:
- Agnew Siding
- Santa Clara Crossover

Same weekday schedule as Distributed Midday + Salinas without Captive Set

Weekday – With Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 60’ Turn

Weekday Equipment Cycles

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 3 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

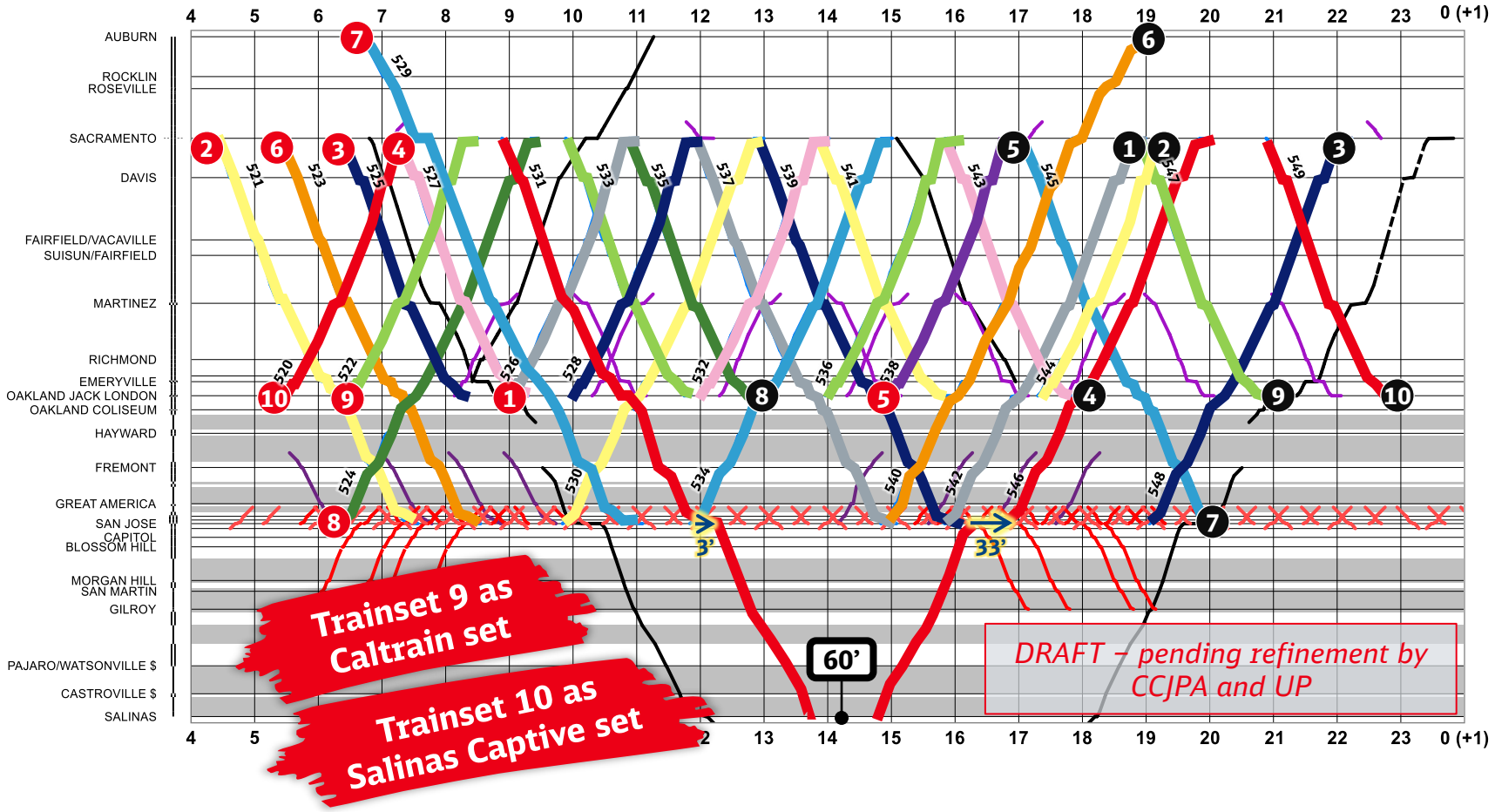
With 6-car Salinas Captive Set: Yes

Revenue Trainsets: 10

Storage Locations:

1	Auburn
4	Sacramento
4	Oakland Jack London
1	San Jose

Weekday Equipment Assignments – With Captive Salinas Set



Distributed Midday + Salinas 60’ Turn Weekend: with captive 6-car Salinas set Weekend Stringline

With Caltrain Set: Yes

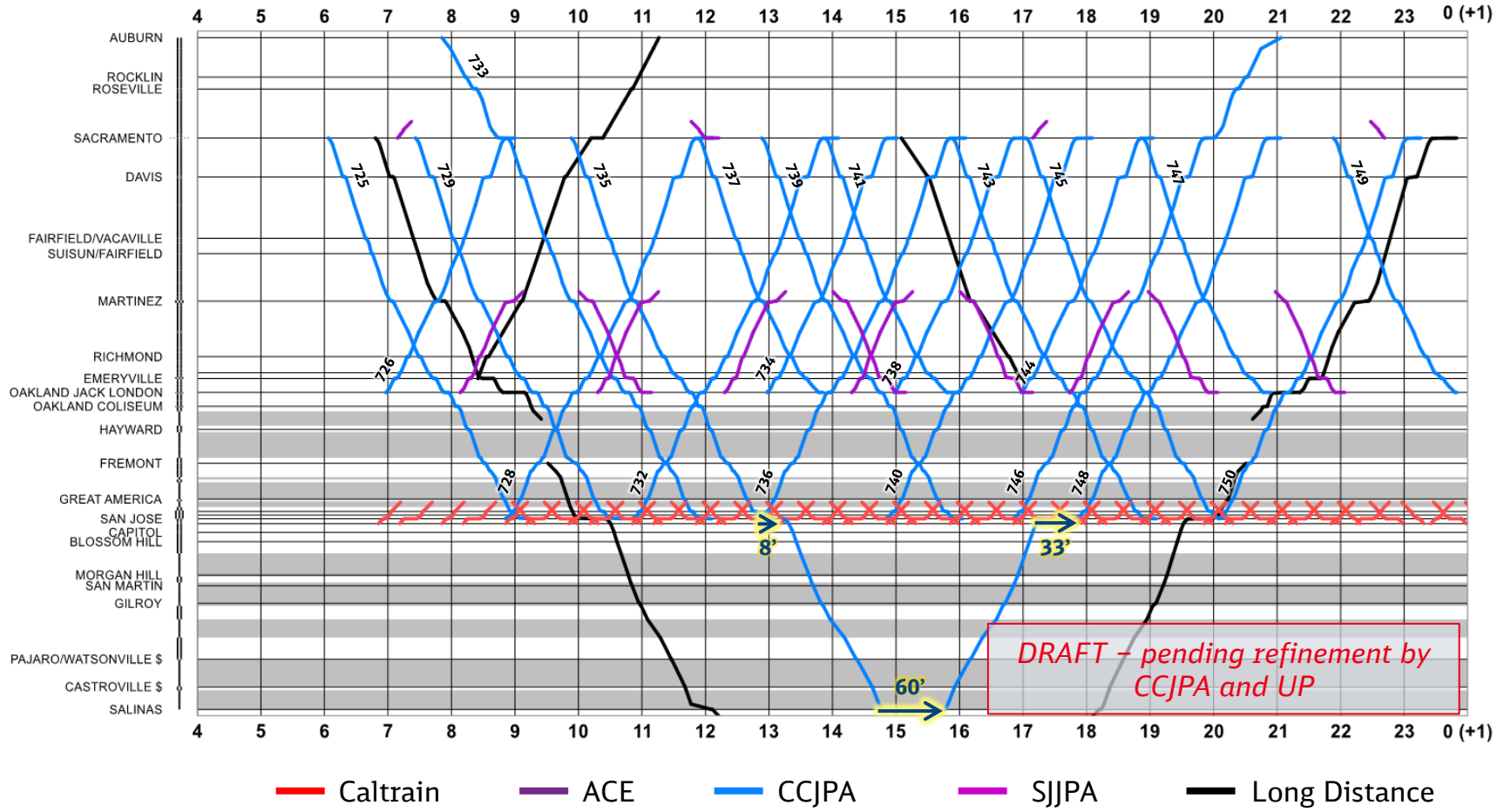
San Jose Dwell for Salinas Train:
- 8 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

Infrastructure investments:
- Agnew Siding
- Santa Clara Crossover

Changes to schedule:
- 726 starts 1 hours earlier
- 749 departs 1 hour later

Weekend – With Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 60’ Turn

Weekend Equipment Cycles

With Caltrain Set: Yes

San Jose Dwell for Salinas Train:
- 8 min southbound
- 33 min northbound

Salinas Turn Time: 60 min

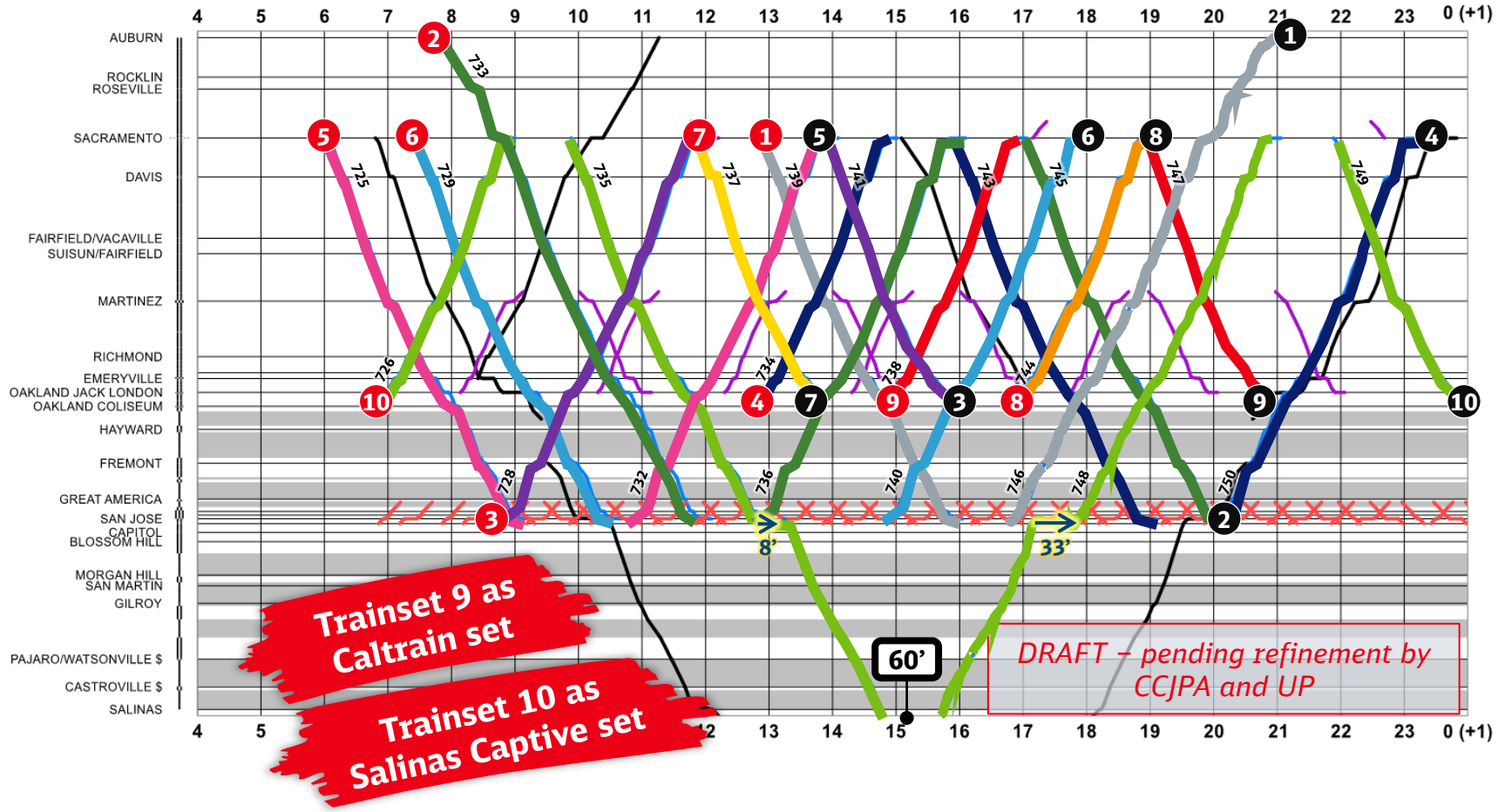
With 6-car Salinas Captive Set: Yes

Revenue Trainsets: 10

Storage Locations:

1	Auburn
4	Sacramento
4	Oakland Jack London
1	San Jose

Weekend Equipment Assignments – With Captive Salinas Set



Distributed Midday + Salinas 60’ Turn

7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns with Salinas Captive Set

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		*To Monday*
Set 1	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	739 → 746	ARN	733 → 736 → 745	SJC	To set 8
Set 2	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	733 → 736 → 745	SJC	728 → 741	OMF	To set 1
Set 3	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	728 → 741	OMF	734 → 743 → 750	SAC	To set 2
Set 4	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	734 → 743 → 750	SAC	725 → 732	SAC	To set 3
Set 5	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	725 → 732	SAC	729 → 740	SAC	To set 4
Set 6	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	729 → 740	SAC	737	OMF	To set 5
Set 7	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	737	OMF	744	SAC	To set 6
Set 8	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	744	SAC	739 → 746	ARN	To set 7
Set 9	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	738 → 747	OMF	738 → 747	OMF	To set 9
Set 10	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	726 → 735 → 748 → 749	OMF	726 → 735 → 748 → 749	OMF	To set 10

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set
- Trainset 10 as Salinas Captive Set

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4. Distributed Midday + Salinas 60' Turn with Standard 4- or 5-car Set
5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. **Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set**
7. Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set

Distributed Midday + Salinas 30' Turn Weekday: with standard 4- or 5-car Salinas set Weekday Stringline

Fleet: Charger + 4 Bi-levels
Caltrain Bi-level (SAC – OKJ only)

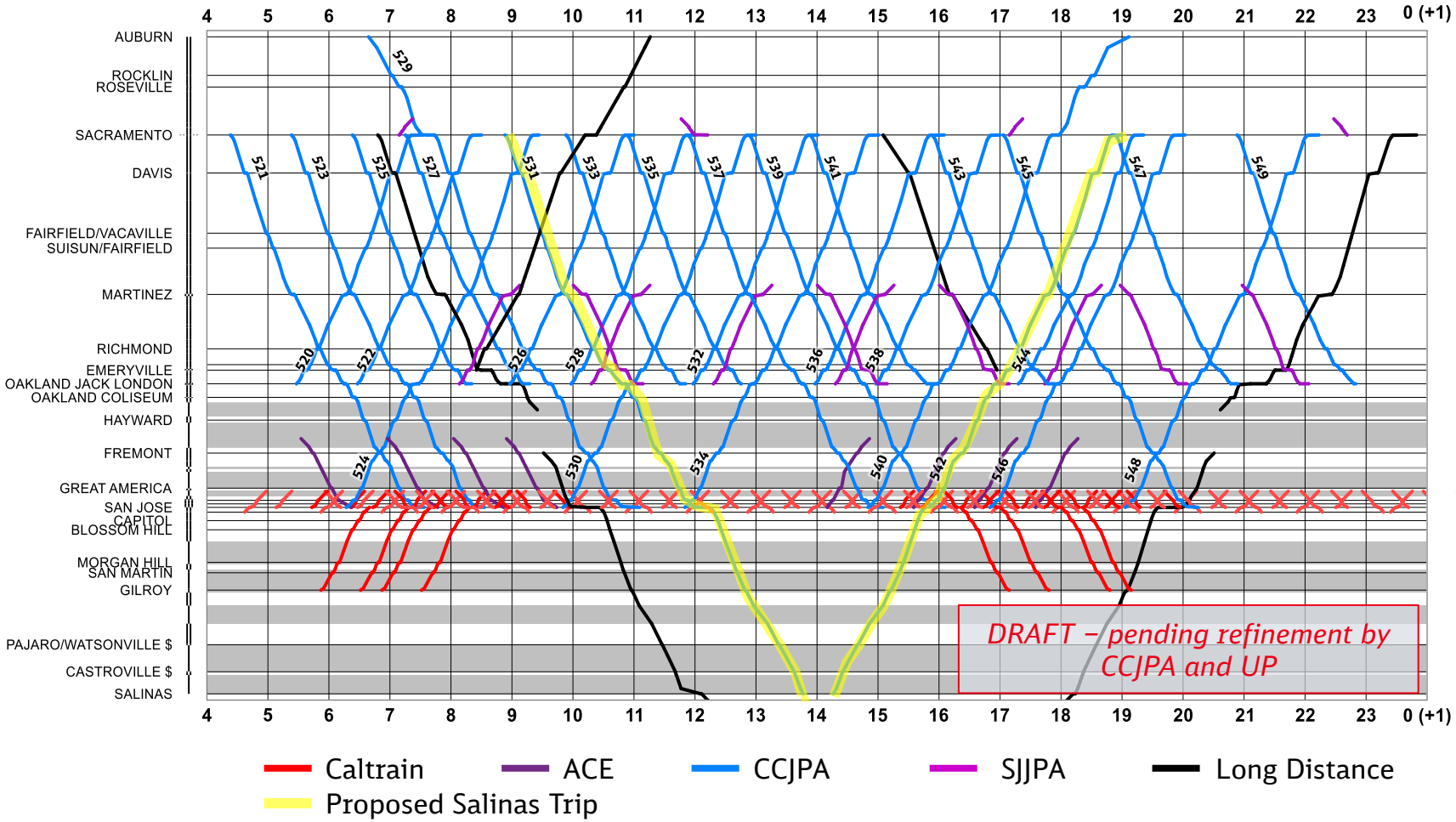
Weekday SNS Trains: 531 / 542

Adjustments to Base CCJPA Schedule:
Terminate 535 at Oakland and extend 531 to SJ

With 6-car Salinas Captive Set: No

Capital Projects:
- Gilroy – SNS PTC
- New crossovers near Watsonville
- Agnew Siding & Santa Clara Crossover for CCJPA service Oakland – San Jose

Weekday – No Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 30’ Turn

Weekday Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

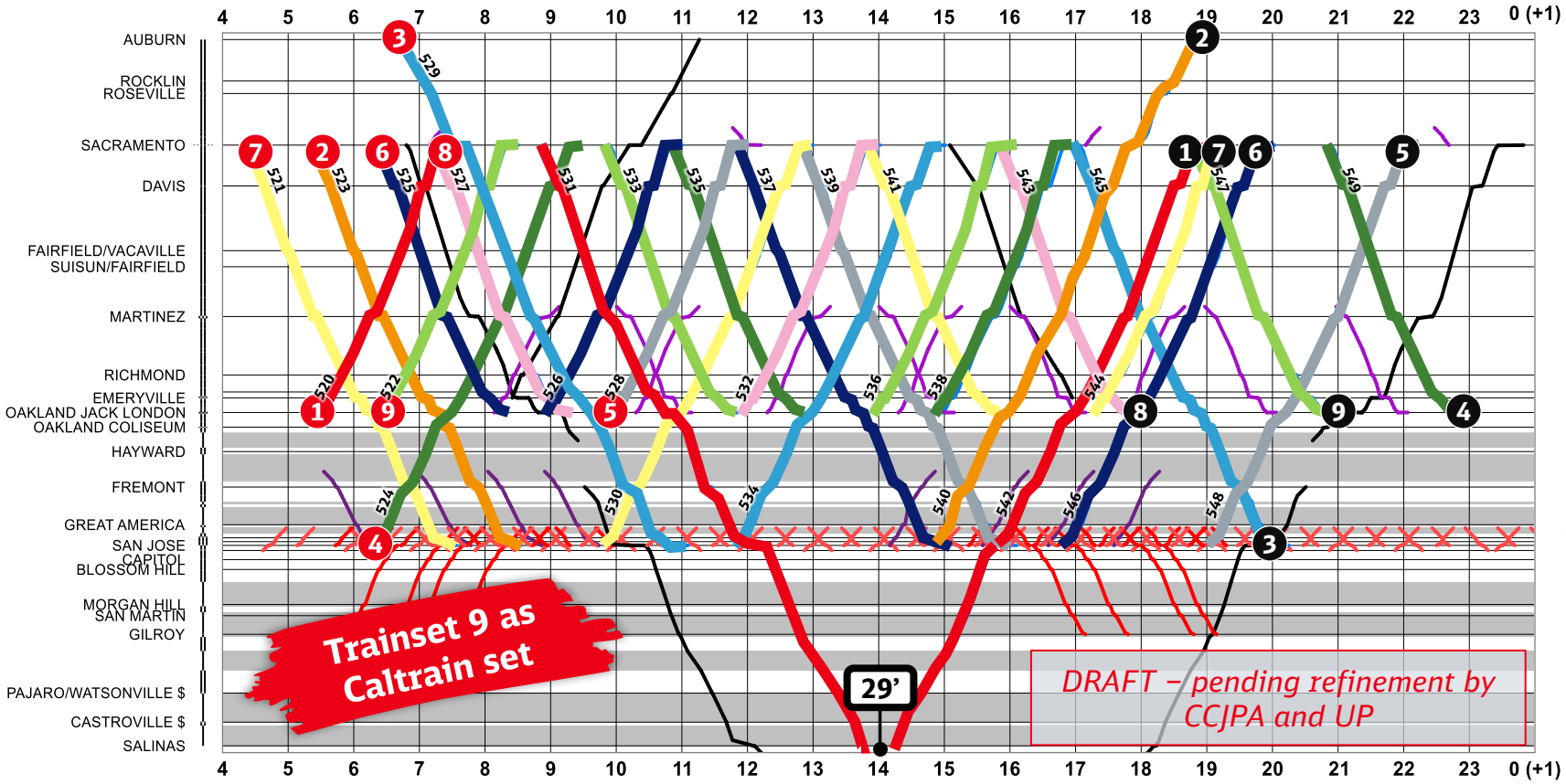
Weekday Turn Time: 29 mins

Revenue Trainsets: 9

Storage Locations:

3	Oakland Jack London
4	Sacramento
1	San Jose
1	Auburn

Weekday Equipment Assignments – No Captive Salinas Set



Distributed Midday + Salinas 30' Turn Weekend: with standard 4- or 5-car Salinas set Weekend Stringline

Fleet: Charger + 4 Bi-levels
Caltrain Bi-level (SAC – OKJ only)

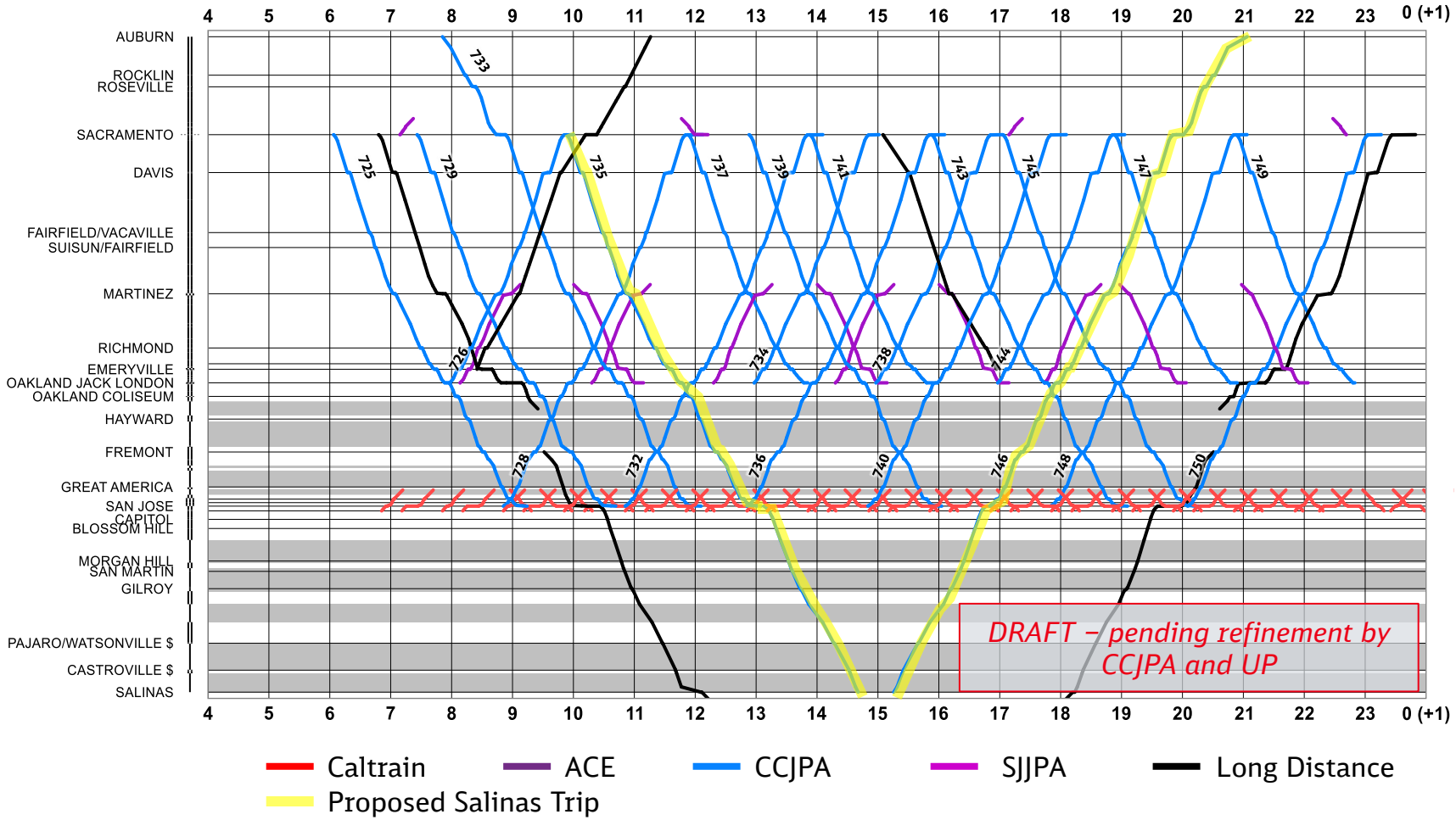
Weekend SNS Trains: 735 / 746

Adjustments to Base CCJPA Schedule:
No changes

With 6-car Salinas Captive Set: No

Capital Projects:
- Gilroy – SNS PTC
- New crossovers near Watsonville
- Agnew Siding & Santa Clara Crossover for CCJPA service Oakland – San Jose

Weekend – No Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 30’ Turn

Weekend Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: No

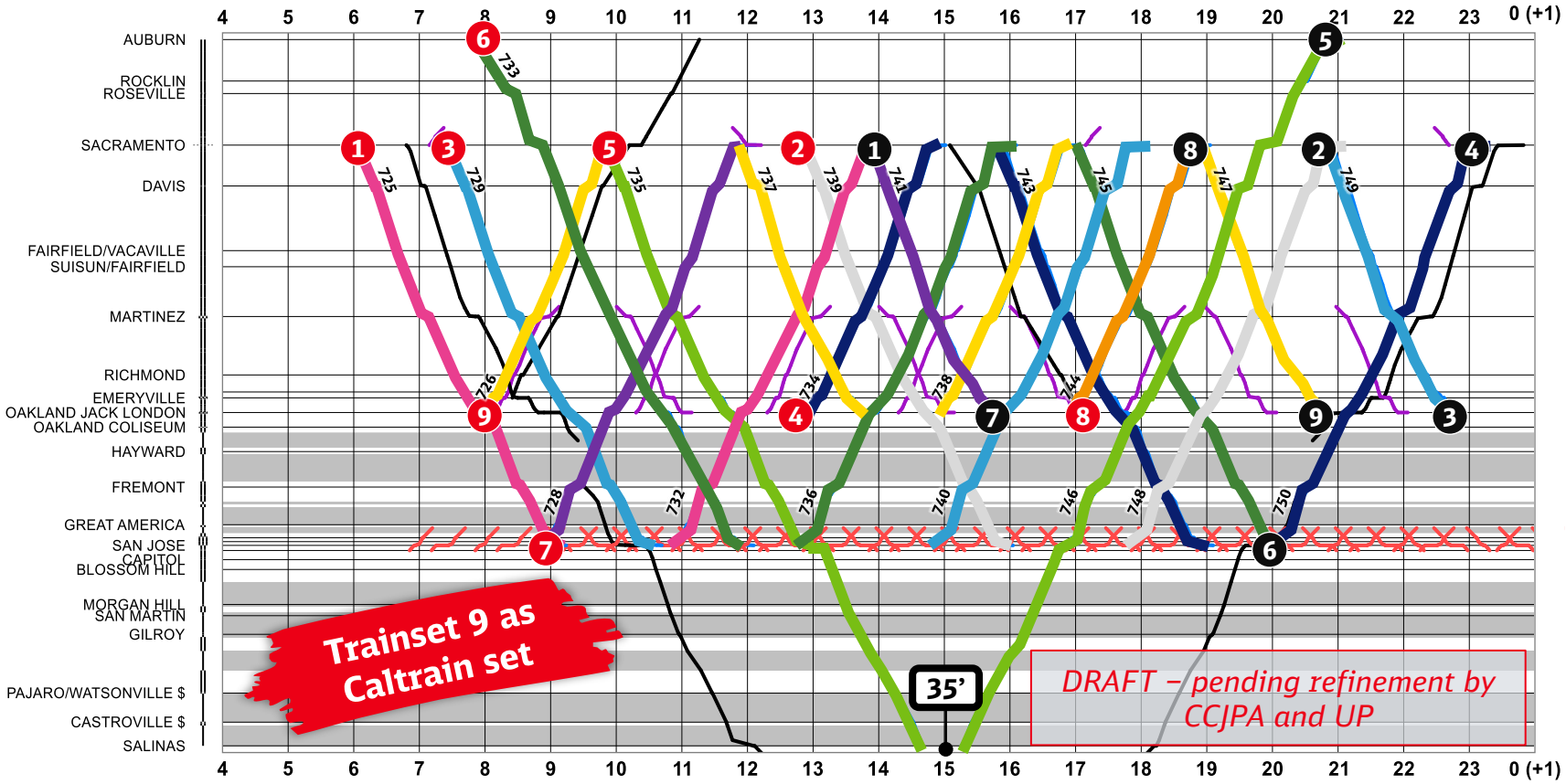
Weekend Turn Time: 35 mins

Revenue Trainsets: 9

Storage Locations:

3	Oakland Jack London
4	Sacramento
1	San Jose
1	Auburn

Weekend Equipment Assignments – No Captive Salinas Set



Distributed Midday + Salinas 30’ Turn

7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns without Salinas Captive Set

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		*To Monday*
Set 1	OMF	520 → 531 → 542	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	725 → 732	SAC	739 → 748	SAC	To set 8
Set 2	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 546	SAC	739 → 748	SAC	729 → 740 → 749	OMF	To set 1
Set 3	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 546	SAC	521 → 530 → 541 → 544	SAC	729 → 740 → 749	OMF	734 → 743 → 750	SAC	To set 2
Set 4	SJC	524 → 535 → 538 → 549	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 546	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	734 → 743 → 750	SAC	735 → 746	ARN	To set 3
Set 5	OMF	528 → 539→ 548	SAC	525 → 526 → 537 → 546	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 542	SAC	735 → 746	ARN	733 → 736 → 745	SJC	To set 4
Set 6	SAC	525 → 526 → 537 → 546	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 542	SAC	523 → 540	ARN	733 → 736 → 745	SJC	728 → 741	OMF	To set 5
Set 7	SAC	521 → 530 → 541 → 544	SAC	527 → 532 → 543	OMF	520 → 531 → 542	SAC	523 → 540	ARN	529 → 534 → 545	SJC	728 → 741	OMF	744	SAC	To set 6
Set 8	SAC	527 → 532 → 543	OMF	520 → 531 → 542	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535 → 538 → 549	OMF	744	SAC	755 → 732	SAC	To set 7
Set 9	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	726 → 737 → 738 → 747	OMF	726 → 737 → 738 → 747	OMF	To set 9

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set

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3. December 2025 + Salinas 60' Turn with Dedicated 6-car Set
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5. Distributed Midday + Salinas 60' Turn with Dedicated 6-car Set
6. Distributed Midday + Salinas 30' Turn with Standard 4- or 5-car Set
7. **Distributed Midday + Salinas 90' Turn with Dedicated 6-car Set**

Distributed Midday + Salinas 90' Turn Weekday: with captive 6-car Salinas set Weekday Stringline

Fleet: Charger + 4 Bi-levels
Charter + 6 Bi-levels (SNS only)
Caltrain Bi-level (SAC – OKJ only)

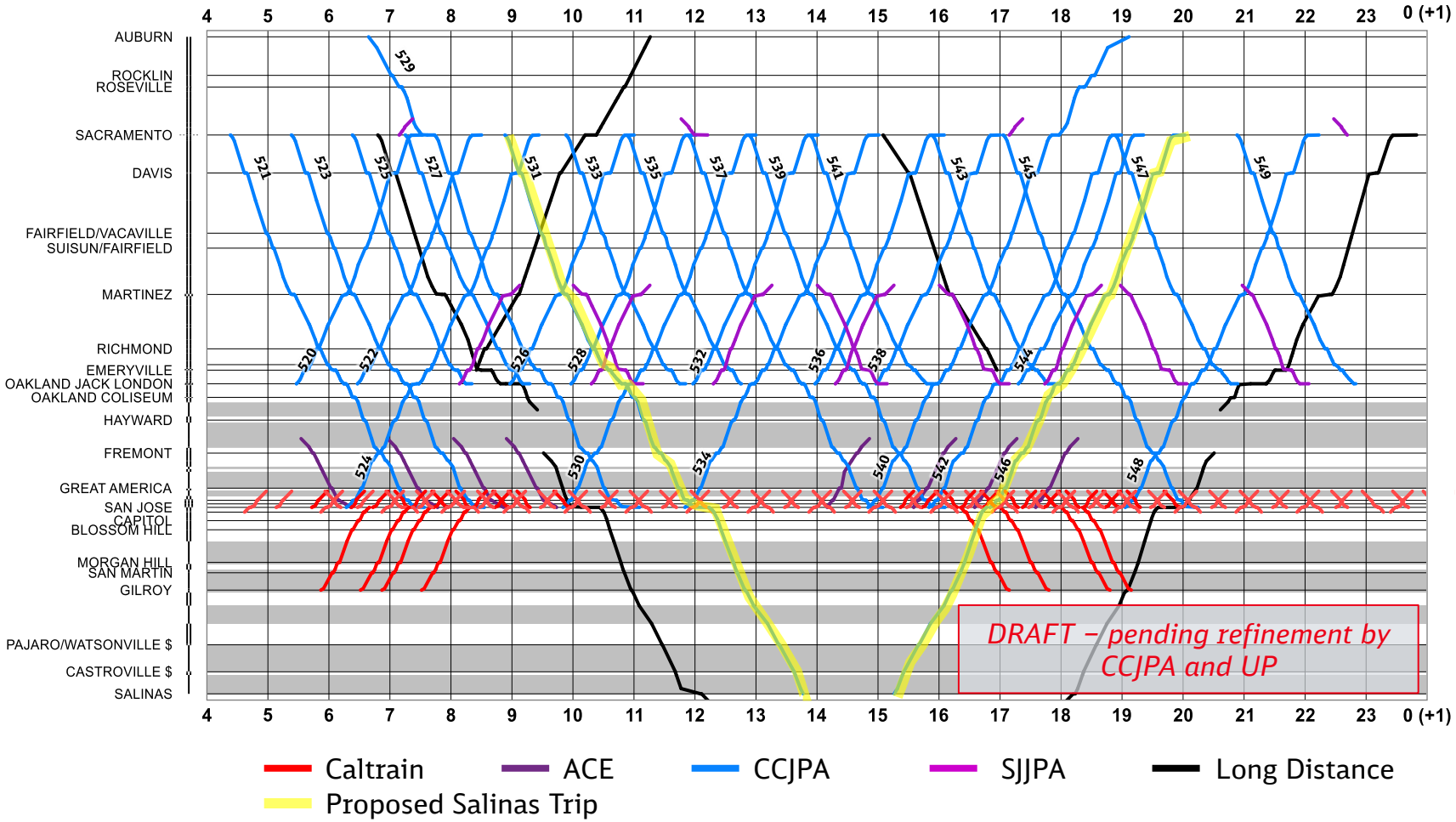
Weekday SNS Trains: 531 / 546

Adjustments to Base CCJPA Schedule:
Terminate 535 at Oakland and extend 531 to SJ

With 6-car Salinas Captive Set: Yes

Capital Projects:
- Gilroy – SNS PTC
- New crossovers near Watsonville
- Agnew Siding & Santa Clara Crossover for CCJPA service Oakland – San Jose

Weekday – With Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 90’ Turn

Weekday Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: Yes

Weekend Turn Time: 89 mins

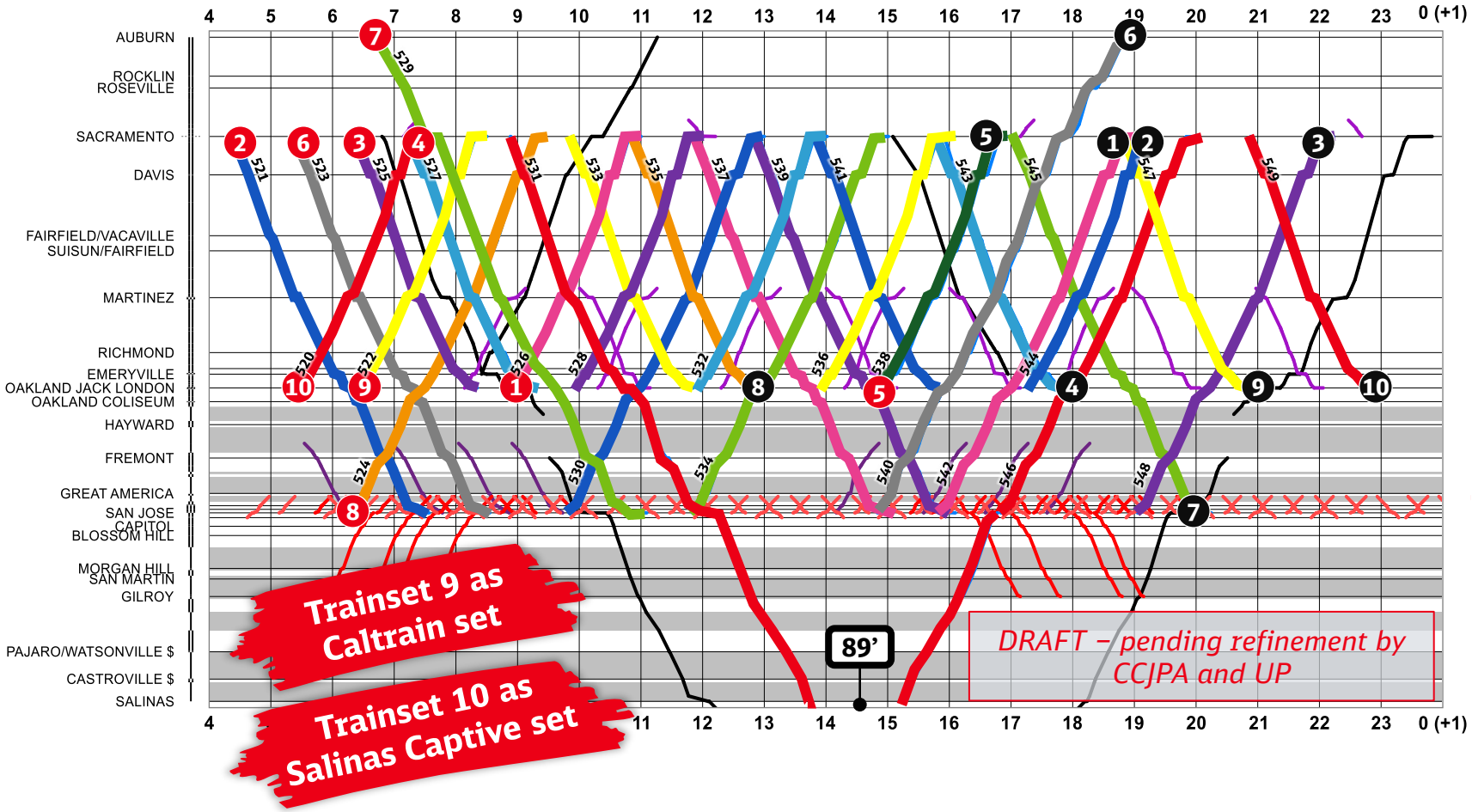
Revenue Trainsets: 10

Storage Locations:

4	Oakland Jack London
4	Sacramento
1	San Jose
1	Auburn

Note: Salinas turn time can be reduced by increasing San Jose dwell time for 531 and/or 546

Weekday Equipment Assignments – With Captive Salinas Set



Distributed Midday + Salinas 90' Turn Weekend: with captive 6-car Salinas set Weekend Stringline

Fleet: Charger + 4 Bi-levels
Charter + 6 Bi-levels (SNS only)
Caltrain Bi-level (SAC – OKJ only)

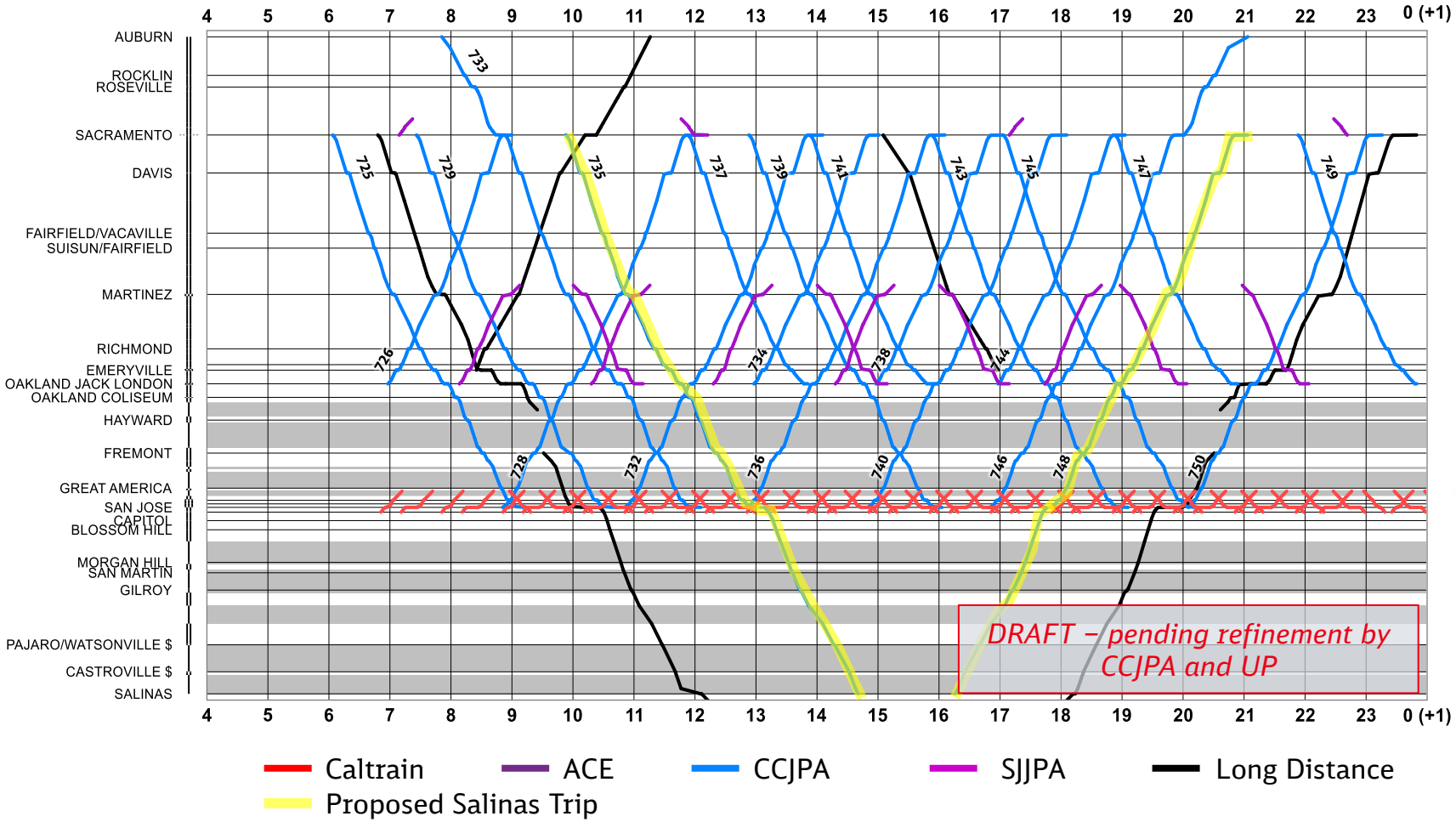
Weekend SNS Trains: 735 / 748

Adjustments to Base CCJPA Schedule:
Move 726 an hour earlier and 749 an hour later

With 6-car Salinas Captive Set: Yes

Capital Projects:
- Gilroy – SNS PTC
- New crossovers near Watsonville
- Agnew Siding & Santa Clara Crossover for CCJPA service Oakland – San Jose

Weekend – With Salinas Captive Set



Note: This plan assumes Agnew Siding and Santa Clara Crossover projects are complete to allow for this pattern north of San Jose

Distributed Midday + Salinas 90’ Turn

Weekend Equipment Cycles

With Caltrain Set: Yes

With 6-car Salinas Captive Set: Yes

Weekend Turn Time: 95 mins

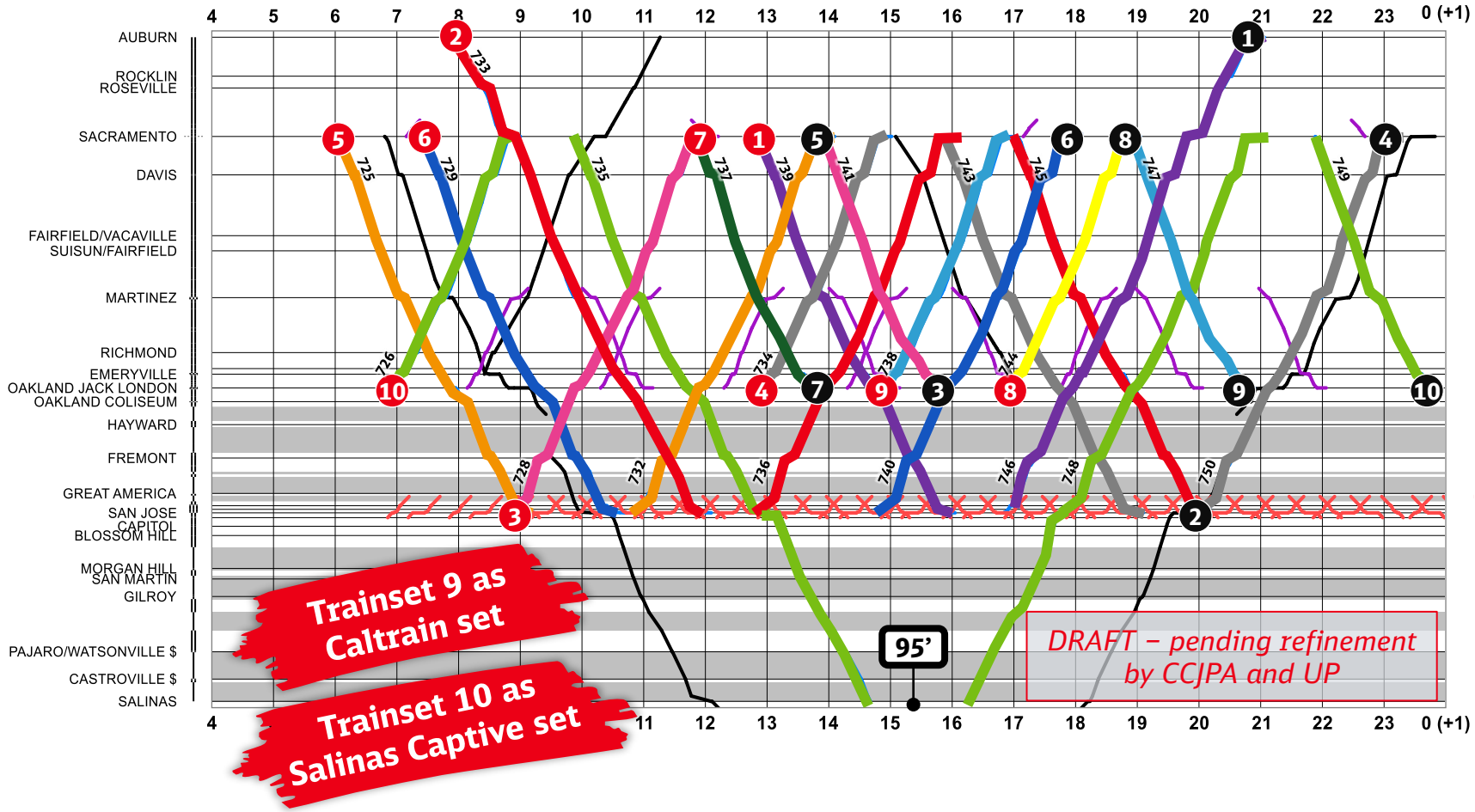
Revenue Trainsets: 10

Storage Locations:

4	Oakland Jack London
4	Sacramento
1	San Jose
1	Auburn

Note: Salinas turn time can be reduced by increasing San Jose dwell time for 531 and/or 546

Weekend Equipment Assignments – With Captive Salinas Set



Distributed Midday + Salinas 90’ Turn

7-day Equipment Cycles

Proposed 7-day Capitol Corridor Equipment Turns with Salinas Captive Set

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		*To Monday*
Set 1	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	739 → 746	ARN	733 → 736 → 745	SJC	To set 8
Set 2	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	733 → 736 → 745	SJC	728 → 741	OMF	To set 1
Set 3	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	728 → 741	OMF	734 → 743 → 750	SAC	To set 2
Set 4	SAC	527 → 532 → 543	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	734 → 743 → 750	SAC	725 → 732	SAC	To set 3
Set 5	OMF	538	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	725 → 732	SAC	729 → 740	SAC	To set 4
Set 6	SAC	523 → 540	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	729 → 740	SAC	737	OMF	To set 5
Set 7	ARN	529 → 534 → 545	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	737	OMF	744	SAC	To set 6
Set 8	SJC	524 → 535	OMF	526 → 537 → 542	SAC	521 → 530 → 541 → 544	SAC	525 → 528 → 539 → 548	SAC	527 → 532 → 543	OMF	744	SAC	739 → 746	ARN	To set 7
Set 9	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	522 → 533 → 536 → 547	OMF	738 → 747	OMF	738 → 747	OMF	To set 9
Set 10	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	520 → 531 → 546 → 549	OMF	726 → 735 → 748 → 749	OMF	726 → 735 → 748 → 749	OMF	To set 10

DRAFT – pending refinement by CCJPA and UP

Equipment Assumptions:

- All sets make it to Oakland for maintenance at least every 5 days
- Trainset 9 as Caltrain set
- Trainset 10 as Salinas Captive Set

Appendix C: SLO Service Plans



Central Coast Service Deployment

SLO Four Roundtrips Service Plan

June 2026

Agenda

Assumptions

Stringline

Tabular

Equipment Needs

Planning Parameters: Service Design

Service Design

	Service	– Every 4 hours SJ-SLO, every day
	Stopping Patterns	– No local stops SJ-Gilroy; all-stops Gilroy-SLO
	Station Dwell & Transfer	– 60 second dwells – San Jose dwell ≥ 10 minutes to allow for potential crew changes – Minimum 10 min transfer with Surfliner at SLO; target 10-30 mins
	Recovery	– 10%, evenly distributed

Planning Parameters: Service Coordination & Infrastructure

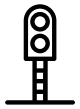
Service Coordination



Coordination

- CCJPA run-through service is assumed
- Pulse patterns applied for CCJPA and ACE
- SJJPA and Caltrain timetable assumed unchanged
- Surfliner 4 RTs[1]
- Proposed service compatible with LOSSAN near- and long-term plans[1]
- Coast Starlight 1 RT fills into intercity slots
- Freight windows protected and interlined

Infrastructure



Signal System

- Separation at Sidings – minimum 3 minutes
- Headways – minimum 8 minutes



Infrastructure

- Existing track infrastructure SJ-Gilroy
- Existing track infrastructure Gilroy-SLO with potential upgrades
- All slow orders addressed
- Identify additional infrastructure necessary

(1) Per Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN), LOSSAN Optimization Study, December 2021.

Planning Parameters: Equipment & Maintenance

Equipment & Maintenance

Equipment[1]	– Chargers + 4/5 bilevel coaches + Chargers + 6 bilevel coaches
Maintenance locations	– Maintenance and Daily Inspection Facility: Oakland[2], SLO[2] – Daily Inspection Facility: Auburn, Sacramento[2], San Jose, Salinas
Maintenance frequency	– Every 5 days at Oakland or SLO for 3+ hours
Minimum turn time	– Oakland – 20 minutes – Sacramento – 30 minutes – San Jose – 40 minutes – Salinas – 15 minutes – SLO – 15 minutes
Maximum traveling distance without fueling	– 600-800 miles

(1) Existing Capitol Corridor service operates with Charger locomotives and 4/5 bilevel coaches. The assumption of Charger locomotives with 6 bilevel coaches is intended to address operational shunting constraints.
(2) Location supports fueling.

Agenda

Assumptions

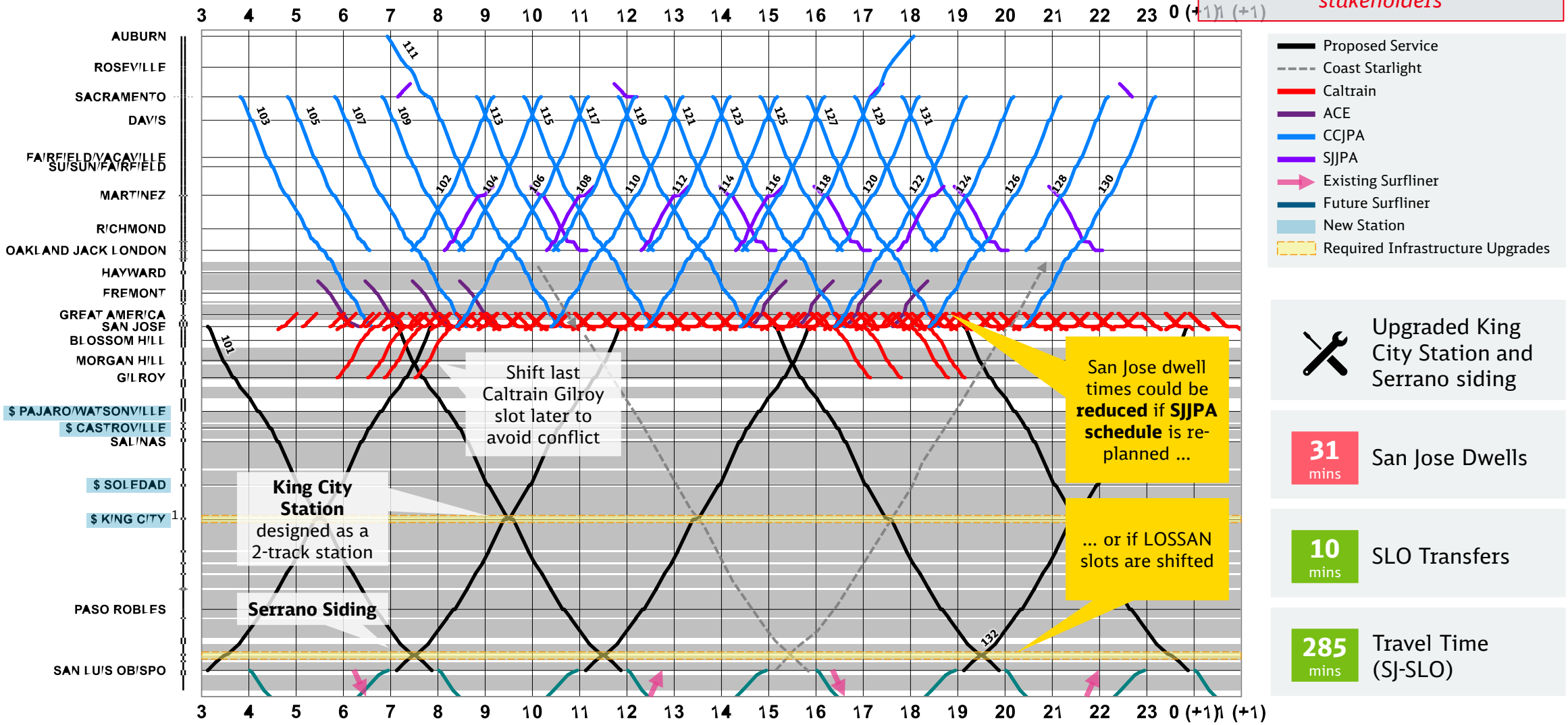
Stringline

Tabular

Equipment Needs

SLO Concept: Meets at 2-track King City station and Serrano Siding, with long San Jose dwells and short SLO transfers

DRAFT – pending refinement by stakeholders



(1) King City is designed as a double-track station and planned as the train meet location.

SLO service can build from an hourly pulse CCJPA timetable with minimal infrastructure implications

	SLO Concept
Infrastructure Needs	2-track King City Station Upgrades & Serrano Siding Upgrades
SJ Dwells	31”
SLO Transfers	10”
Travel Time (SJ-SLO)[1]	Train: 285” Auto: 160” (free-flow) up to 270” (congested)
Caltrain Impacts	Shifting last NB AM Gilroy slot required to avoid conflict

SJ dwells could be improved with modified Caltrain Gilroy, Gold Runner, and/or LOSSAN schedules

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

Agenda

Assumptions
Stringline
Tabular
Equipment Needs

SLO Concept Weekday: Southbound direction

DRAFT – pending refinement by stakeholders

SLO CONCEPT - WEEKDAY																
SOUTHBOUND DIRECTION																
Train Number	**101**	**103**	105	107	109	111	113	115	117	**119**	121	123	125	**127**	129	131
Origin Station	**SJ**	**SAC**	SAC	SAC	SAC	ABN	SAC	SAC	SAC	**SAC**	SAC	SAC	SAC	**SAC**	SAC	SAC
Destination Station	**SLO**	**SLO**	OKJ	SJ	OKJ	SJ	OKJ	SJ	OKJ	**SLO**	OKJ	SJ	OKJ	**SLO**	OKJ	OKJ
AUBURN						6:52										
ROCKLIN						7:19										
ROSEVILLE						7:27										
SACRAMENTO		**3:48**	4:48	5:48	6:48	7:48	8:48	9:48	10:48	**11:48**	12:48	13:48	14:48	**15:48**	16:48	17:48
DAVIS		**4:04**	5:04	6:04	7:04	8:04	9:04	10:04	11:04	**12:04**	13:04	14:04	15:04	**16:04**	17:04	18:04
FAIRFIELD/VACAVILLE		**4:23**	5:23	6:23	7:23	8:23	9:23	10:23	11:23	**12:23**	13:23	14:23	15:23	**16:23**	17:23	18:23
SUISUN/FAIRFIELD		**4:30**	5:30	6:30	7:30	8:30	9:30	10:30	11:30	**12:30**	13:30	14:30	15:30	**16:30**	17:30	18:30
MARTINEZ		**4:48**	5:48	6:48	7:48	8:48	9:48	10:48	11:48	**12:48**	13:48	14:48	15:48	**16:48**	17:48	18:48
RICHMOND		**5:13**	6:13	7:13	8:13	9:13	10:13	11:13	12:13	**13:13**	14:13	15:13	16:13	**17:13**	18:13	19:13
BERKELEY		**5:20**	6:20	7:20	8:20	9:20	10:20	11:20	12:20	**13:20**	14:20	15:20	16:20	**17:20**	18:20	19:20
EMERYVILLE		**5:25**	6:25	7:25	8:25	9:25	10:25	11:25	12:25	**13:25**	14:25	15:25	16:25	**17:25**	18:25	19:25
OAKLAND JACK LONDON		**5:34**	6:33	7:34	8:33	9:34	10:33	11:34	12:33	**13:34**	14:33	15:34	16:33	**17:34**	18:33	19:33
OAKLAND COLISEUM		**5:42**		7:42		9:42		11:42		**13:42**		15:42		**17:42**		
HAYWARD		**5:52**		7:52		9:52		11:52		**13:52**		15:52		**17:52**		
FREMONT		**6:07**		8:07		10:07		12:07		**14:07**		16:07		**18:07**		
GREAT AMERICA		**6:23**		8:23		10:23		12:23		**14:23**		16:23		**18:23**		
SANTA CLARA		**6:31**		8:31		10:31		12:31		**14:31**		16:31		**18:31**		
SAN JOSE (ARRIVAL)		**6:36**		8:36		10:36		12:36		**14:36**		16:36		**18:36**		
SAN JOSE (DEPARTURE)	**3:07**	**7:07**								**15:07**				**19:07**		
GILROY	**3:41**	**7:41**								**15:41**				**19:41**		
PAJARO/WATSONVILLE	**4:12**	**8:12**								**16:12**				**20:12**		
CASTROVILLE	**4:27**	**8:27**								**16:27**				**20:27**		
SALINAS	**4:37**	**8:37**								**16:37**				**20:37**		
SOLEDAD	**5:03**	**9:03**								**17:03**				**21:03**		
KING CITY	**5:35**	**9:35**								**17:35**				**21:35**		
PASO ROBLES	**6:40**	**10:40**								**18:40**				**22:40**		
SAN LUIS OBISPO	**7:52**	**11:52**								**19:52**				**23:52**		

* Train numbers pulled from Viriato numbering system - they do not reflect actual Capitol Corridor or SLO train numbers

SLO Concept Weekday: Northbound direction

DRAFT – pending refinement by stakeholders

SLO CONCEPT - WEEKDAY																
NORTHBOUND DIRECTION																
Train Number	102	104	**106**	108	110	112	**114**	116	118	120	**122**	124	126	128	130	**132**
Origin Station	OKJ	OKJ	**SLO**	OKJ	SJ	OKJ	**SLO**	OKJ	SJ	OKJ	**SLO**	OKJ	SJ	OKJ	SJ	**SLO**
Destination Station	SAC	SAC	**SAC**	SAC	SAC	SAC	**SAC**	SAC	ABN	SAC	**SAC**	SAC	SAC	SAC	SAC	**SJ**
SAN LUIS OBISPO			**3:07**				**7:07**				**11:07**					**19:07**
PASO ROBLES			**4:21**				**8:21**				**12:21**					**20:21**
KING CITY			**5:27**				**9:27**				**13:27**					**21:27**
SOLEDAD			**5:57**				**9:57**				**13:57**					**21:57**
SALINAS			**6:23**				**10:23**				**14:23**					**22:23**
CASTROVILLE			**6:33**				**10:33**				**14:33**					**22:33**
PAJARO/WATSONVILLE			**6:48**				**10:48**				**14:48**					**22:48**
GILROY			**7:19**				**11:19**				**15:19**					**23:19**
SAN JOSE (ARRIVAL)			**7:52**				**11:52**				**15:52**					**23:52**
SAN JOSE (DEPARTURE)			**8:23**		10:23		**12:23**		14:23		**16:23**		18:23		20:23	
SANTA CLARA			**8:30**		10:30		**12:30**		14:30		**16:30**		18:30		20:30	
GREAT AMERICA			**8:37**		10:37		**12:37**		14:37		**16:37**		18:37		20:37	
FREMONT			**8:53**		10:53		**12:53**		14:53		**16:53**		18:53		20:53	
HAYWARD			**9:08**		11:08		**13:08**		15:08		**17:08**		19:08		21:08	
OAKLAND COLISEUM			**9:18**		11:18		**13:18**		15:18		**17:18**		19:18		21:18	
OAKLAND JACK LONDON	7:26	8:26	**9:26**	10:26	11:26	12:26	**13:26**	14:26	15:26	16:26	**17:26**	18:26	19:26	20:26	21:26	
EMERYVILLE	7:35	8:35	**9:35**	10:35	11:35	12:35	**13:35**	14:35	15:35	16:35	**17:35**	18:35	19:35	20:35	21:35	
BERKELEY	7:40	8:40	**9:40**	10:40	11:40	12:40	**13:40**	14:40	15:40	16:40	**17:40**	18:40	19:40	20:40	21:40	
RICHMOND	7:47	8:47	**9:47**	10:47	11:47	12:47	**13:47**	14:47	15:47	16:47	**17:47**	18:47	19:47	20:47	21:47	
MARTINEZ	8:12	9:12	**10:12**	11:12	12:12	13:12	**14:12**	15:12	16:12	17:12	**18:12**	19:12	20:12	21:12	22:12	
SUISUN/FAIRFIELD	8:30	9:30	**10:30**	11:30	12:30	13:30	**14:30**	15:30	16:30	17:30	**18:30**	19:30	20:30	21:30	22:30	
FAIRFIELD/VACAVILLE	8:37	9:37	**10:37**	11:37	12:37	13:37	**14:37**	15:37	16:37	17:37	**18:37**	19:37	20:37	21:37	22:37	
DAVIS	8:56	9:56	**10:56**	11:56	12:56	13:56	**14:56**	15:56	16:56	17:56	**18:56**	19:56	20:56	21:56	22:56	
SACRAMENTO	9:11	10:11	11:11	12:11	13:11	14:11	**15:11**	16:11	17:12	18:11	**19:11**	20:11	21:11	22:11	23:11	
ROSEVILLE									17:33							
ROCKLIN									17:41							
AUBURN									18:07							

* Train numbers pulled from Viriato numbering system - they do not reflect actual Capitol Corridor or SLO train numbers

Agenda

Assumptions
Stringline
Tabular
Equipment Needs

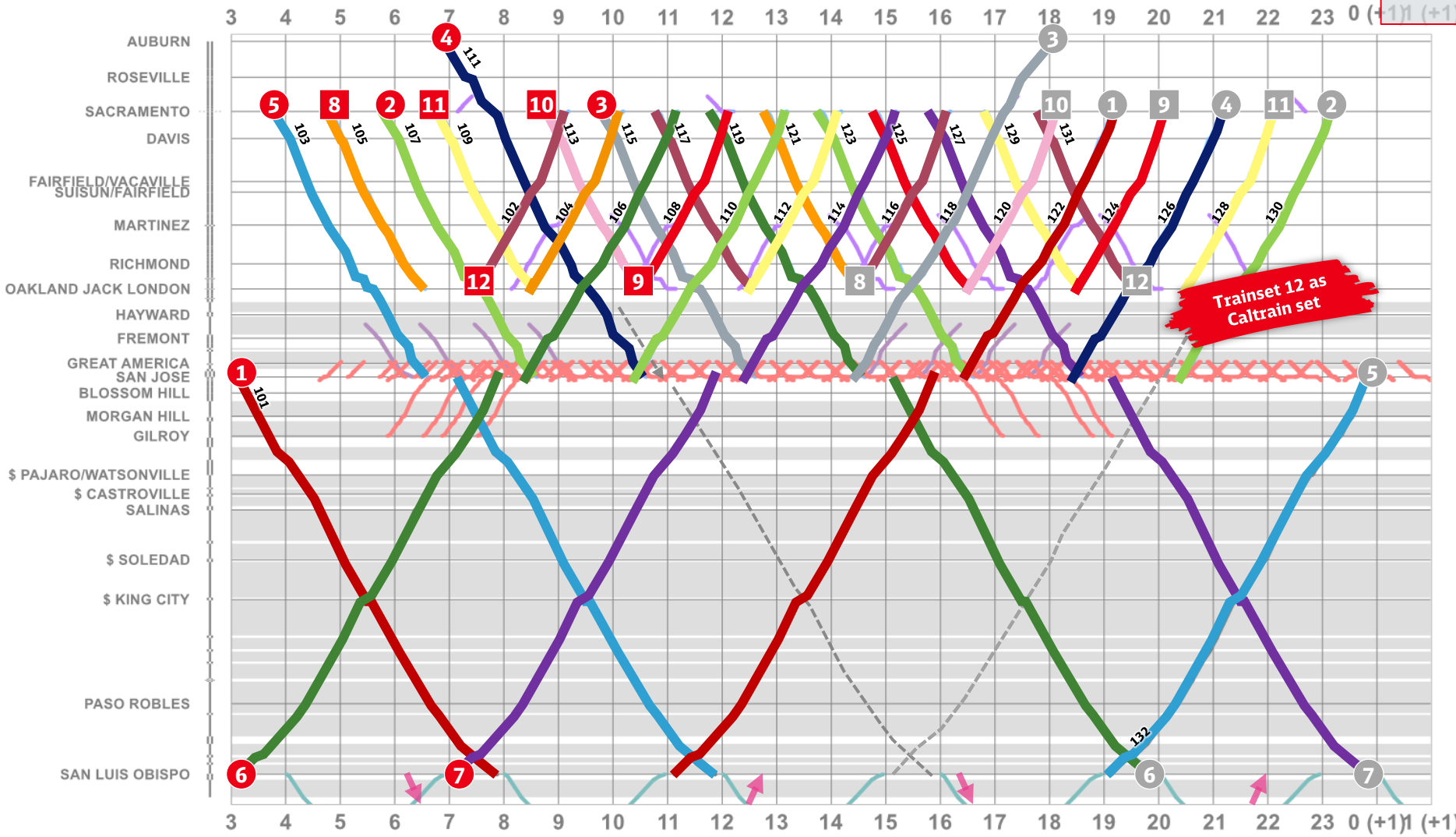
Two options[1,2] were developed by two trainset pooling with different equipment cycling plans

	SLO Concept
Option 1 – Separate trainset pools	Assume two trainset pools based on service segment: – **Charger locomotive + 4/5 bilevel coaches**: Used for Sacramento-Oakland segment only – **Charger locomotive + 6 bilevel coaches**: Used for trains running beyond Sacramento-Oakland segment
Option 2 – Combined trainset pool	Assume a unified equipment pool for all service: – **Charger locomotive + 6 bilevel coaches**: Used for all train services

(1) Both scenarios assume one Caltrain trainset.
(2) Both scenarios assume run-through service from Sacramento to San Luis Obispo.

Option 1: A total of 12 revenue trainsets are required, assuming separated 4/5-car and 6-car trainset pools

DRAFT – pending refinement by stakeholders



- Proposed Service
- Coast Starlight
- Caltrain
- ACE
- CCJPA
- SJJPA
- Existing Surfliner
- Future Surfliner
- New Station
- Corridor Coordination

5 4/5-car Revenue Trainsets

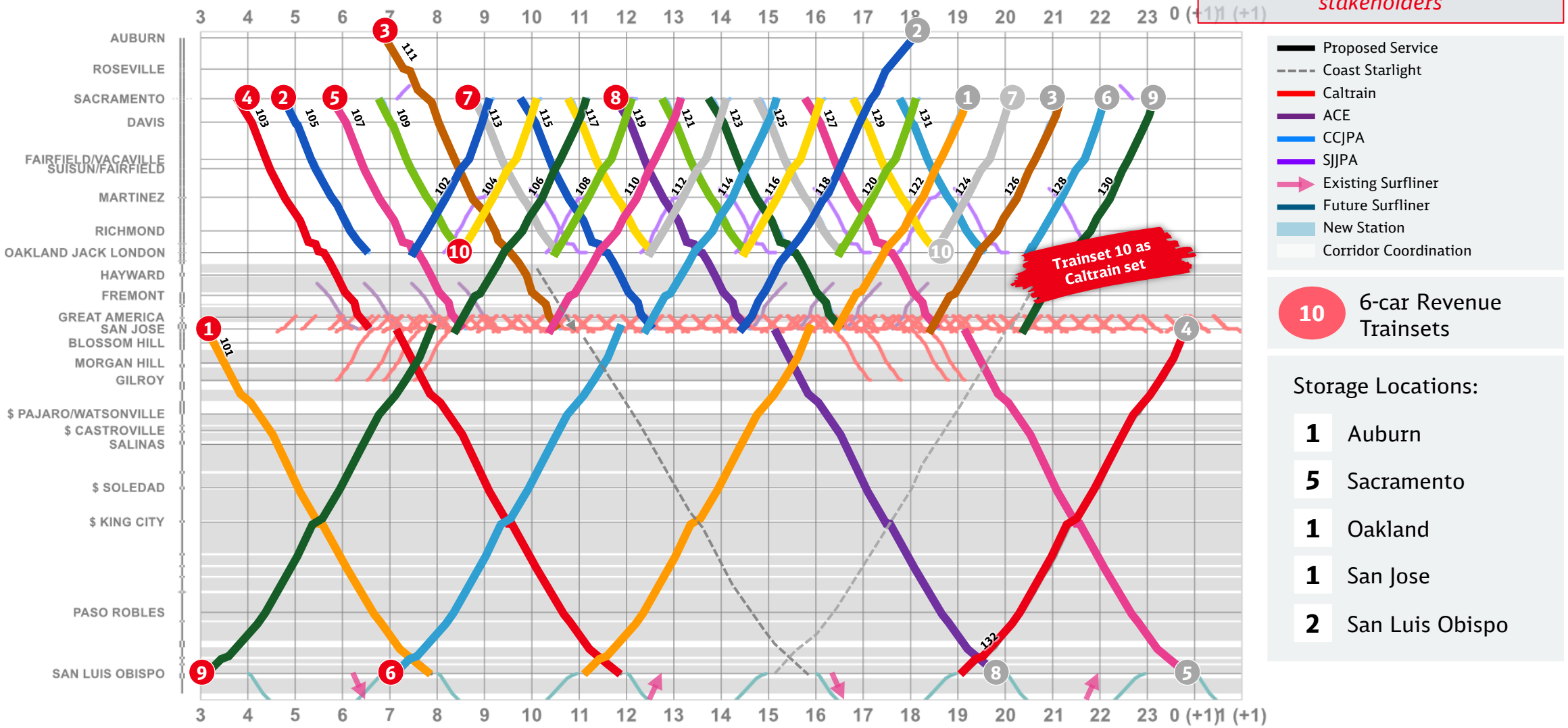
7 6-car Revenue Trainsets

Storage Locations:

1	Auburn
6	Sacramento
2	Oakland
1	San Jose
2	San Luis Obispo

Option 2: A total of 10 revenue trainsets are required, assuming combined 6-car trainset pools

DRAFT – pending refinement by stakeholders



10 6-car Revenue Trainsets

Storage Locations:

1	Auburn
5	Sacramento
1	Oakland
1	San Jose
2	San Luis Obispo

Summary of Options

Options Comparison	Option 1 (Separate trainset pools)	Option 2 (Combined trainset pool)
# Bi-levels	4/5 & 6	6
With Caltrain Set?	Yes (Trainset 12)	Yes (Trainset 10)
# 4/5-car Trainset Needs	5	0
# 6-car Trainset Needs	7	10
Total Revenue Trainset Needs	12	10

Appendix D: Salinas Phasing Service Plans



Central Coast Service Deployment

Salinas Service Phasing

June 2026

Salinas Service Plan Phasing Concepts Overview

	A		B		C		D	
	1 Midday RT Capitol Corridor		**1 RT Capitol Corridor + 2 RT Caltrain**		**2 RT Capitol Corridor + 1 RT Caltrain**		**3 RT Capitol Corridor**	
SNS Roundtrips	1 CCJPA	1 CCJPA	1 CCJPA 2 Caltrain	1 CCJPA 2 Caltrain	2 CCJPA 1 Caltrain	2 CCJPA 1 Caltrain	3 CCJPA	3 CCJPA
With 6-car SNS captive set?	No	Yes	No	Yes	No	Yes	No	Yes
SNS Turn Time (minutes)	60’	60’	60’	60’	60’ – 100’	60’ – 100’	60’ – 100’	60’ – 100’
Revenue Trainsets	9 CCJPA	10 CCJPA	9 CCJPA 2 Caltrain	10 CCJPA 2 Caltrain	10 CCJPA 1 Caltrain	11 CCJPA 1 Caltrain	10 CCJPA	13 CCJPA

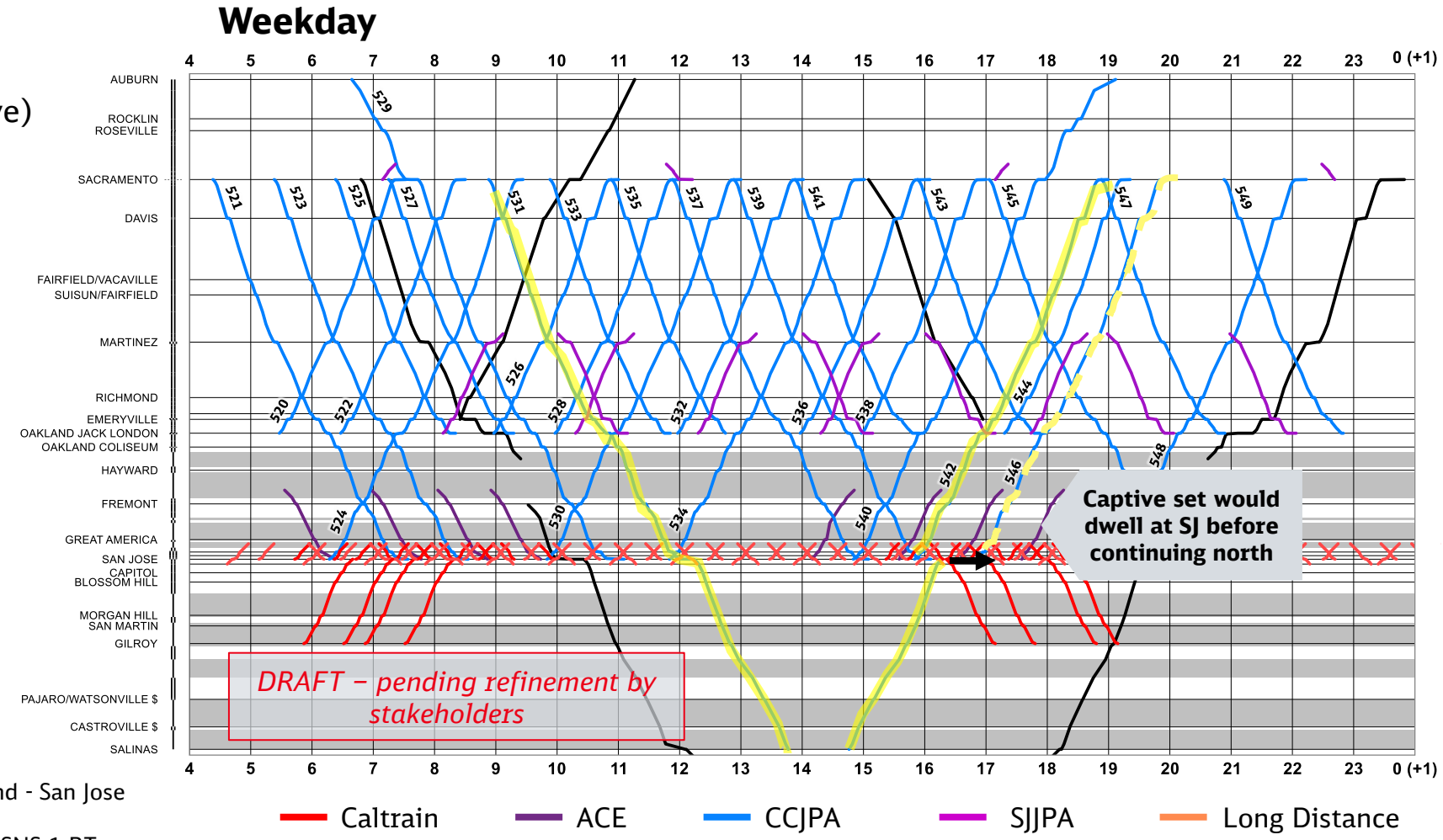
A 1 Midday Roundtrip by Capitol Corridor

Fleet:
Capitol Corridor:
- Charger + 4 Bi-levels (1x 6-car if captive)
- Caltrain Bi-level (SAC – OKJ only)

Salinas Turn Time: 30 Minutes

Revenue Trainsets:
Capitol Corridor:
- *Without Salinas captive set:* **9**[2]
- *With Salinas captive set:* **10**

Capital Projects:
- PTC, powering switches, crossovers
- Agnew Siding[1]
- Santa Clara Crossover[1]



(1) Necessary for more distributed midday service Oakland - San Jose in this base Capitol Corridor schedule
(2) Modifying Capitol Corridor's existing schedule to add SNS 1 RT midday may be feasible with 8 sets

B 1 Midday Roundtrip by Capitol Corridor + 2 Peak Roundtrips by Caltrain

Fleet:
Capitol Corridor:
- Charger + 4 Bi-levels (1x 6-car if captive)
- Caltrain Bi-level (SAC – OKJ only)

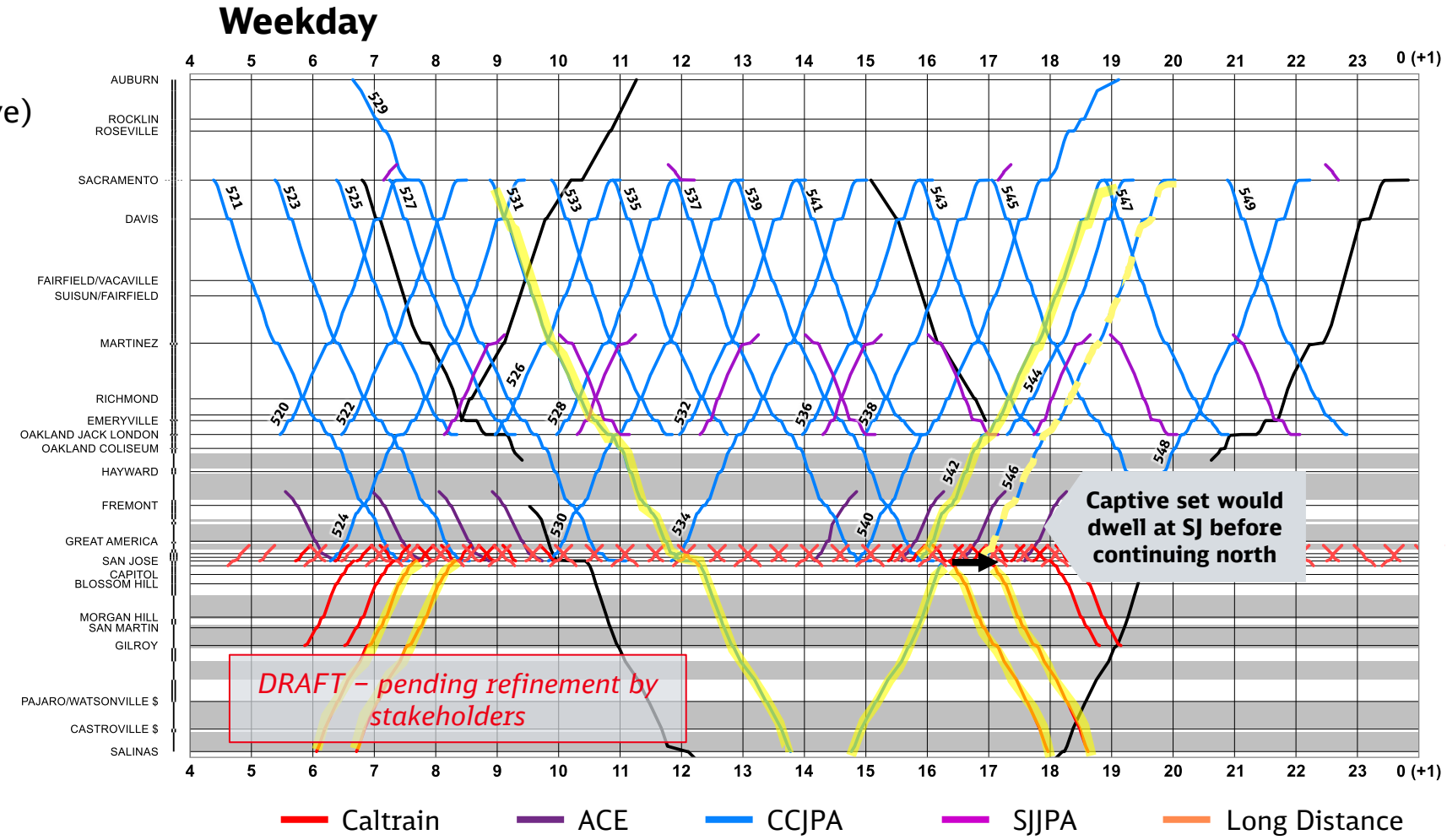
Caltrain:
- Caltrain sets

Salinas Turn Time: 30 Minutes

Revenue Trainsets:
Capitol Corridor:
- *Without Salinas captive set:* **9**
- *With Salinas captive set:* **10**

Caltrain:
- **2** overnighting at Salinas

Capital Projects:
SNS 1 RT projects, plus:
- Gilroy track connection
- Salinas layover[1]
- TBD: CP Logan relocation



(1) Must include charging infrastructure if Caltrain chooses to use BEMUs

C 2 Roundtrips by Capitol Corridor + 1 Peak Roundtrip by Caltrain[1]

Fleet:
Capitol Corridor:
- Charger + 4 Bi-levels (2x 6-car if captive)
- Caltrain Bi-level (SAC – OKJ only)

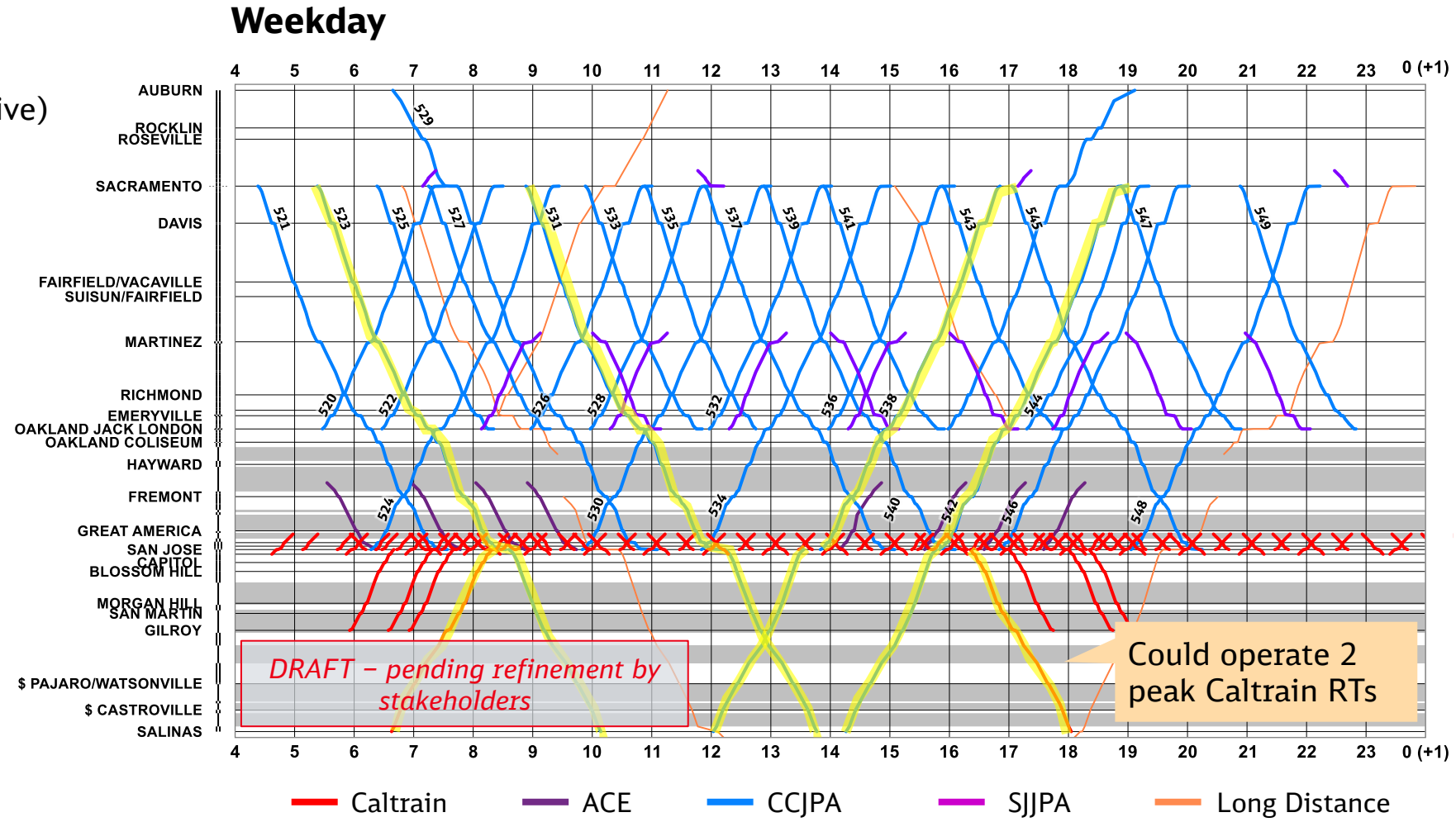
Caltrain:
- Caltrain trainsets

Salinas Turn Time: 30 – 100 Minutes

Revenue Trainsets:
Capitol Corridor:
- *Without Salinas captive sets:* **10**
- *With Salinas captive sets:* **11**

Caltrain:
- **1** overnighting at Salinas[1]

Capital Projects:
SNS 1 RT projects, plus:
- Gilroy track connection
- Salinas layover[2]
- TBD: CP Logan relocation



(1) Count operate 2 peak Caltrain RTs in this plan as well (2) Must include charging infrastructure if Caltrain chooses to use BEMUs

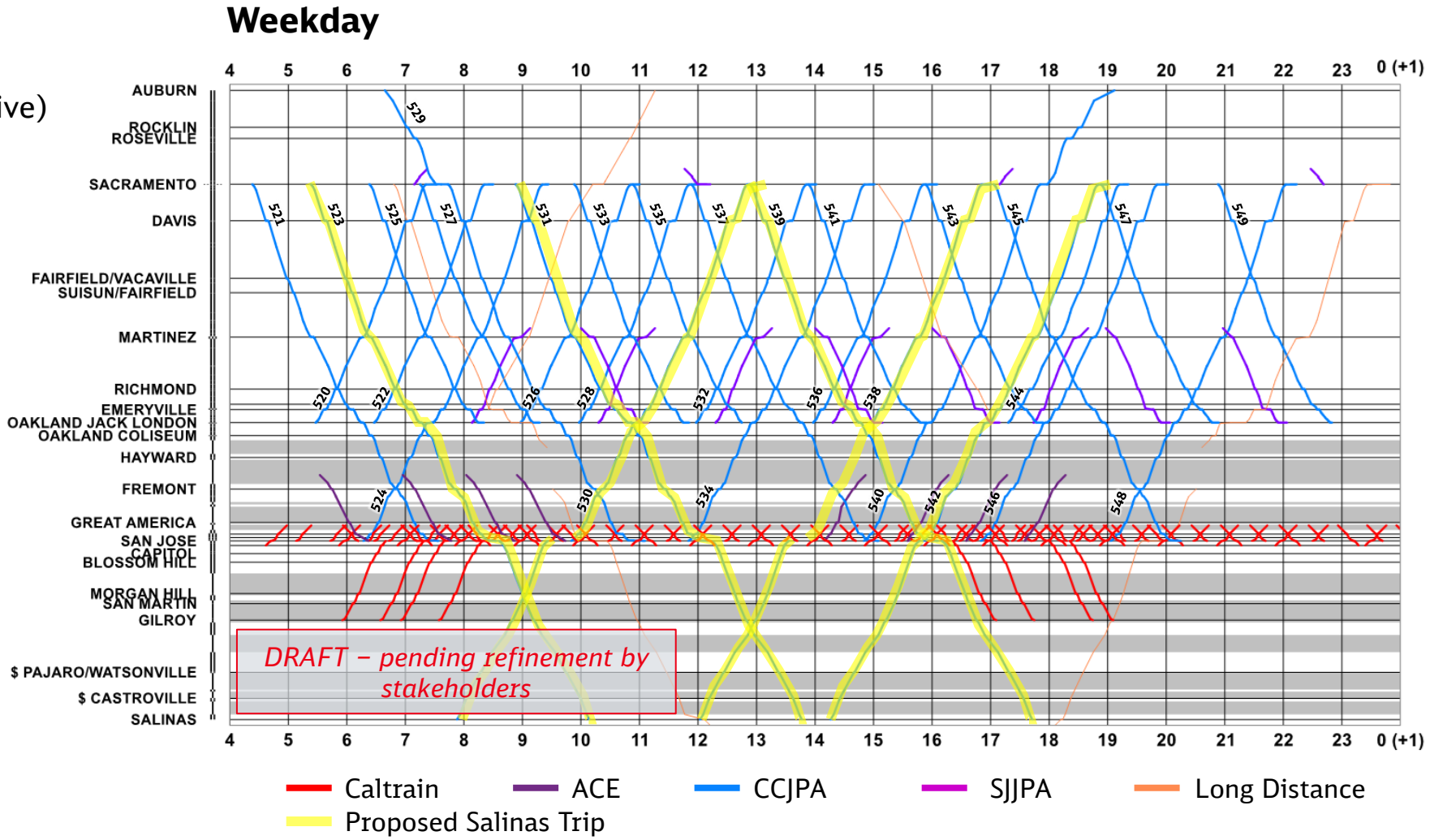
D 3 Roundtrips by Capitol Corridor

Fleet:
Capitol Corridor:
- Charger + 4 Bi-levels (4x 6-car if captive)
- Caltrain Bi-level (SAC – OKJ only)

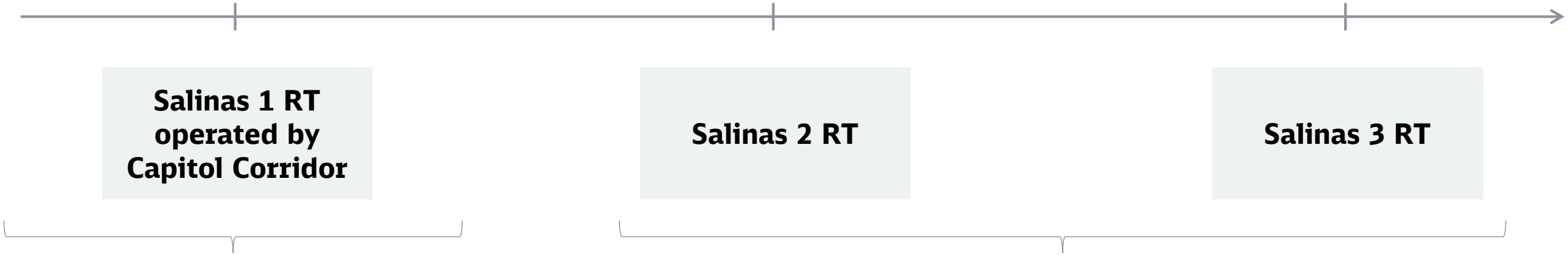
Salinas Turn Time: 30 – 100 Minutes

Revenue Trainsets:
Capitol Corridor:
- *Without Salinas captive sets:* **10**
- *With Salinas captive sets:* **13**
- 1 set overnights at Salinas

Capital Projects:
SNS 1 RT projects, plus:
- TBD: Gilroy track connection
- Salinas layover
- TBD: CP Logan relocation



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 to Salinas and switch upgrades
- Agnew Siding and Santa Clara Crossover[1]

Dependent on:

- Capitol Corridor fleet availability (10-13 revenue sets)
- Caltrain fleet availability
- Completion of additional capital projects:
  - Gilroy track connection
  - Salinas layover facility
  - CP Logan relocation (likely request from UP)

(1) Modifying Capitol Corridor's existing schedule to add SNS 1 RT midday may be feasible with 8 sets and without Agnew and Santa Clara projects

Appendix E: MVA Analysis



Central Coast Service Deployment

Market Viability Assessment (MVA)

Sacramento/San Jose – Salinas – SLO – LOSSAN

June 10, 2026

Agenda

Central Coast Market Viability Assessment Supports Service Expansions

Market Viability Assessment Methodology Overview

Central Coast Market Dynamics Overview

Service Expansion to Salinas

Service Expansion to SLO

Expanded Central Coast service can satisfy strong travel demand between the Sacramento / Bay Area, and Central Coast

Service Expansion Proposals

1. 1 daily midday RT to Salinas
2. 4 daily RTs to San Luis Obispo (SLO)

Key Central Coast MVA Takeaways

1. For Salinas service, MVA results indicate that a midday service pattern is the most appropriate.
2. For SLO service, MVA results support a run-through service from the Capitol Corridor to serve the high travel demands, along with timed transfers to the LOSSAN Corridor to maximize network benefits.

Agenda

Central Coast Market Viability Assessment Supports Service Expansions

Market Viability Assessment Methodology Overview

Central Coast Market Dynamics Overview

Service Expansion to Salinas

Service Expansion to SLO

An MVA answers the following questions to inform service planning:

How many people are traveling?	→	How many trips occur between major population centers **along the Central Coast?** Between **Sac/SJ and Central Coast?** Between **Central Coast and LOSSAN?**
When are people traveling?	→	**When is trip demand highest** during the day for each direction?
Where are people traveling to?	→	**What O-D pairs** could benefit from increased service?
How are people traveling?	→	**Where can passenger rail service capture trips** currently made by other modes?

Use Market Viability Assessment for conceptual planning before detailed modeling

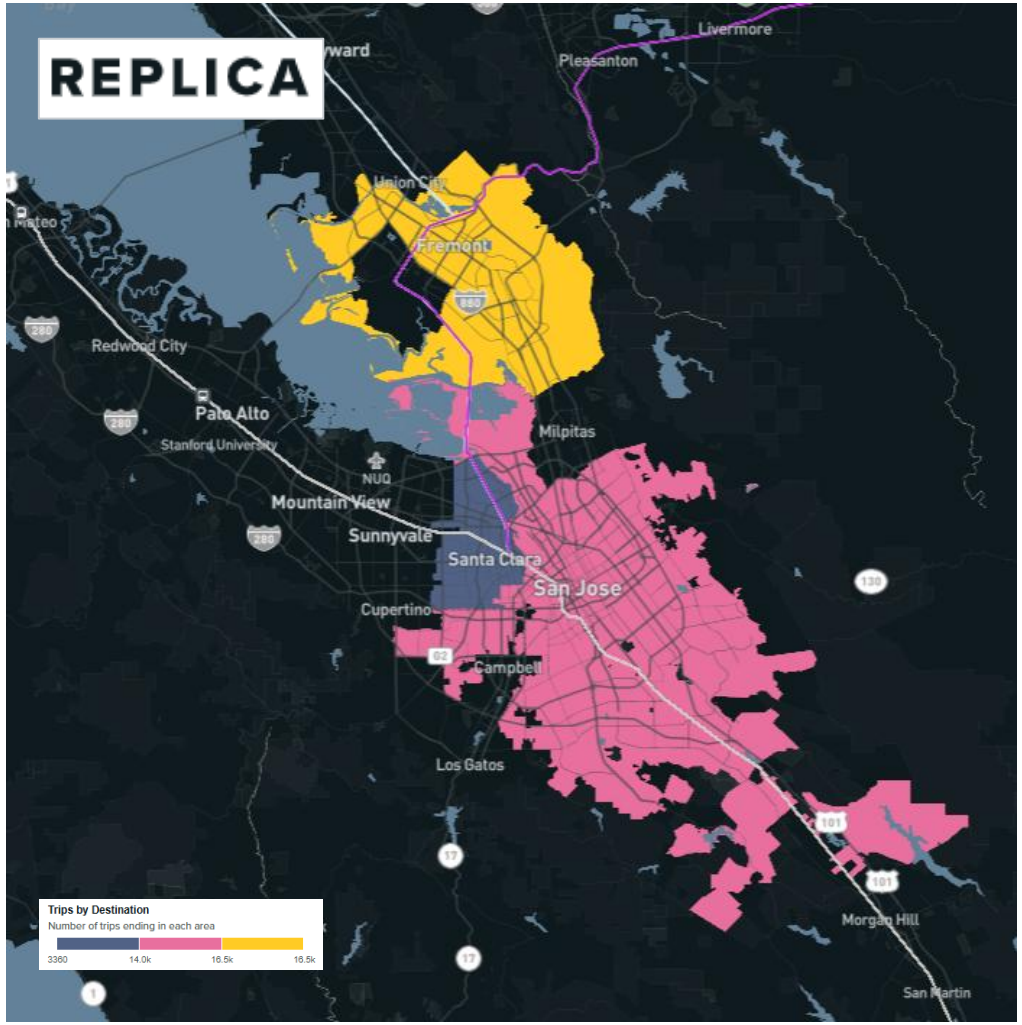
Conceptual Planning (MVA) → **Detailed Modeling**

- Screening-level strategic analysis based on location-based services trips dataset (Replica)
- Identify key origin-destination flows and market potential
- Provide order-of-magnitude demand estimates
- Support early corridor and station planning

- Ridership forecasting
- Use regional travel demand model or project-based models
- Apply mode choice and network assignment
- Produce forecasted ridership
- Support project evaluation and investment decisions

Key: MVA provides understand relative demand patterns for conceptual planning, not precise ridership forecasts

The MVA uses Replica's dataset as the primary input to understand travel demand



How is travel data generated in Replica's datasets?

- Replica uses **mobile device location data** to show where people are, when they move, and the overall structure of regional travel.
- Replica builds a framework of the region's **population and land use** using census, demographic, and parcel-level datasets.
- Replica's **activity-based model** generates daily activity chains for synthetic people.
- **Machine learning and survey data** are applied to infer trip purposes, account for underrepresented groups (e.g., children, seniors), and calibrate results.
- Results produce **synthetic trips** that match real travel patterns and built environment.

Agenda

Central Coast Market Viability Assessment Supports Service Expansions

Market Viability Assessment Methodology Overview

Central Coast Market Dynamics Overview

Service Expansion to Salinas

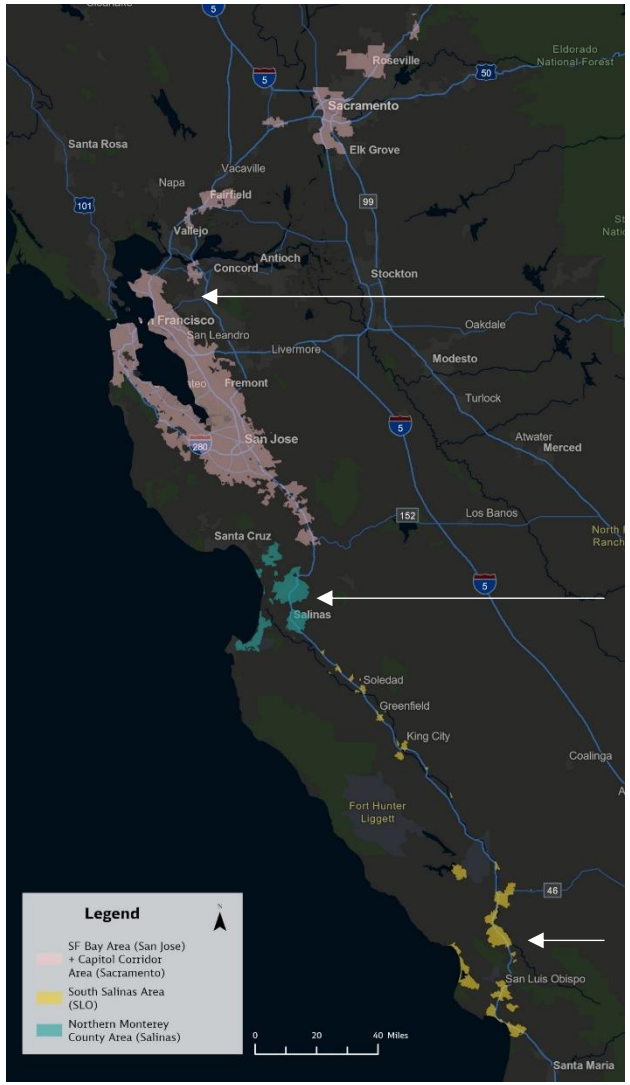
Service Expansion to SLO

112K daily trips are identified in the Central Coast and northern travel market, with strongest demand between Sacramento / Bay Area and Northern Central Coast (Salinas)

There are **112K daily trips** between Sacramento/Bay Area and San Jose, Salinas, and SLO areas.

		Destinations			
		Sacramento + SF Bay Area	Northern Central Coast (Salinas)	Southern Central Coast (SLO)	Total
Origins	Sacramento + SF Bay Area	-	26,821	5,261	32,082
	Northern Central Coast (Salinas)	26,692	-	24,051	50,743
	Southern Central Coast (SLO)	5,006	24,502	-	29,508
	Total	31,698	51,323	29,312	112,337

Source: Replica Spring 2024 Weekday. Trips under 5 miles and freight trips excluded.

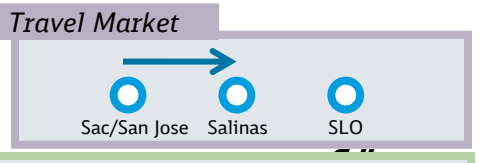


Capitol Corridor Area (Sacramento) & SF Bay Area (Peninsula, East Bay, South Bay)
San Jose
Gilroy

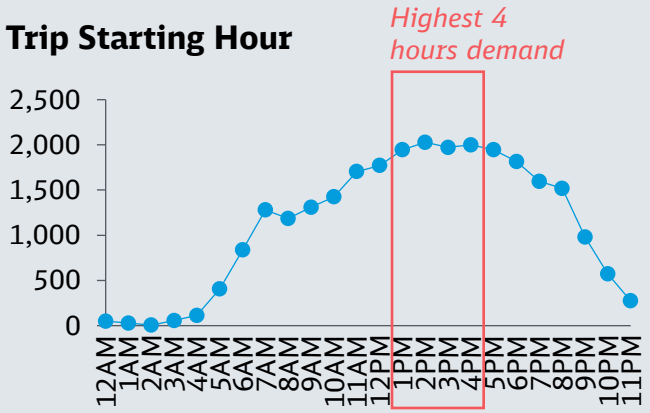
Northern Central Coast (Salinas)
Pajaro
Castroville
Salinas

Southern Central Coast (SLO)
King City
Paso Robles
San Luis Obispo

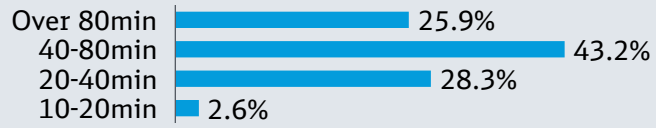
San Jose/Sacramento – Salinas (Total trips: 26,821)



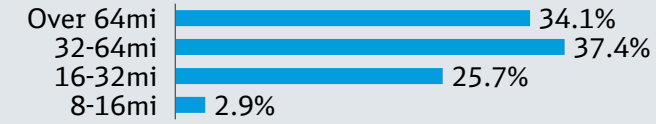
Trip Starting Hour



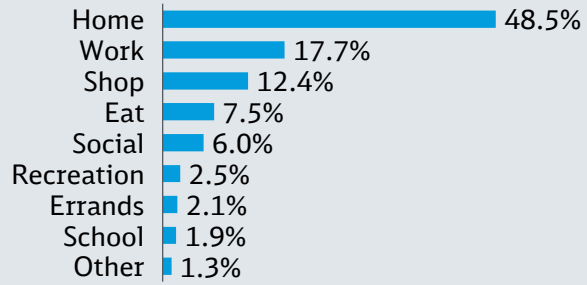
Trip Duration



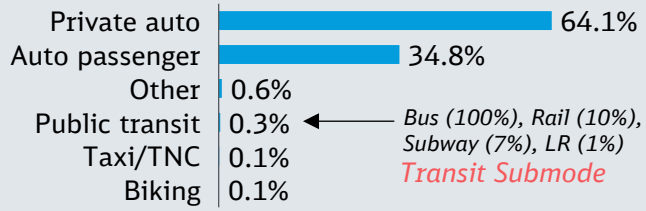
Trip Distance



Trip Purpose



Primary Mode

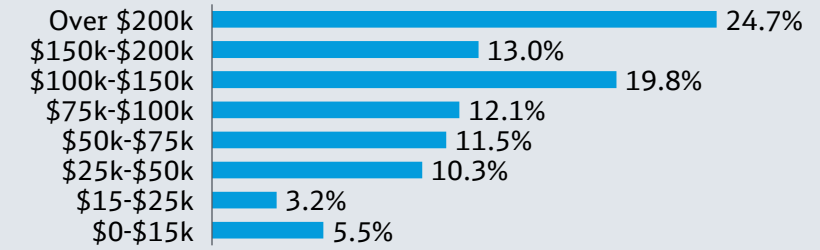


Top O-D Pairs

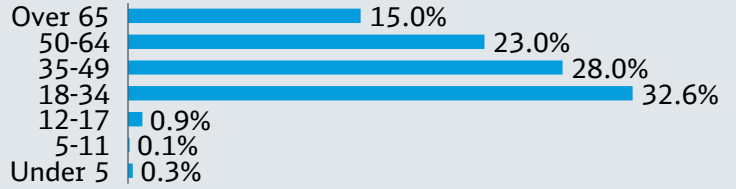
Origin	Destination	Travel Demand	Main TP	Driving Distance
Gilroy	Salinas	2,757	Home	29
San Jose	Salinas	2,309	Home	57
Gilroy	Watsonville	2,003	Home	15
San Jose	Watsonville	1,405	Home	35
San Jose	Monterey	1,252	Shop	63
Gilroy	Interlaken	1,191	Social	12
Morgan Hill	Salinas	735	Home	40
Gilroy	Monterey	598	Work	42
Gilroy	Prunedale	584	Home	19
Gilroy	Aromas	575	Home	12

Trip-related Characteristics

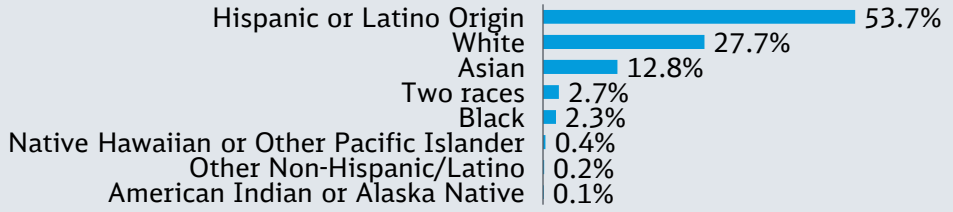
Household Income



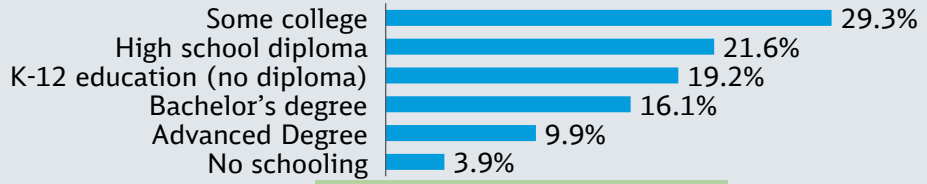
Age



Race & Ethnicity



Education

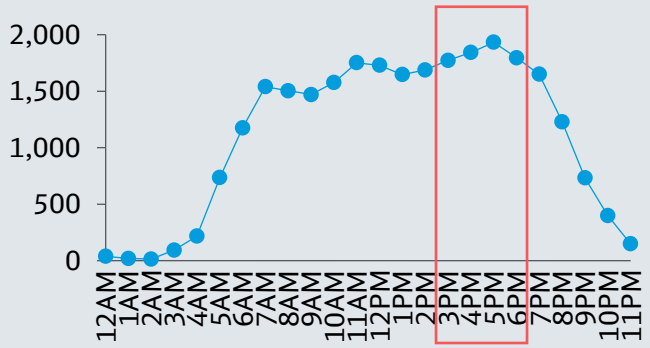


Socio-economic Characteristics

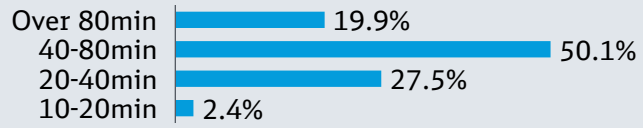
Salinas – San Jose/Sacramento (Total trips: 26,692)



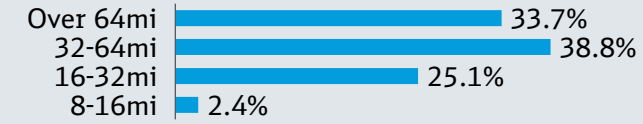
Trip Starting Hour



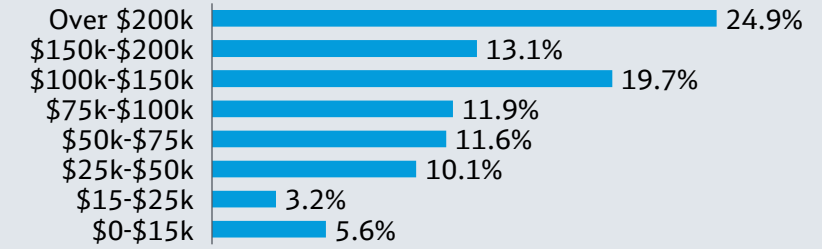
Trip Duration



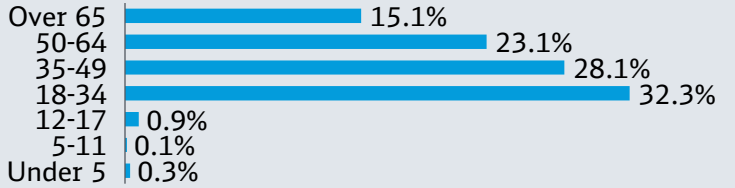
Trip Distance



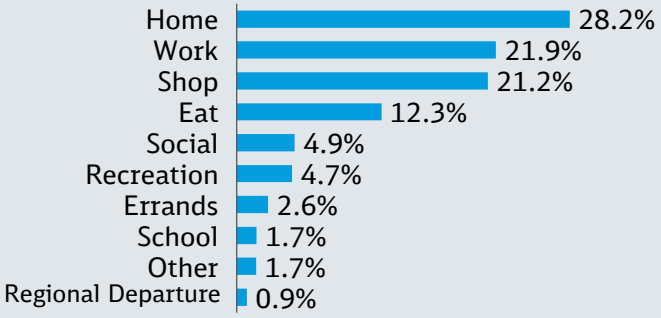
Household Income



Age



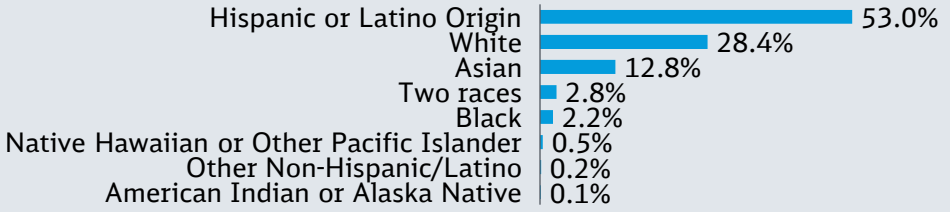
Trip Purpose



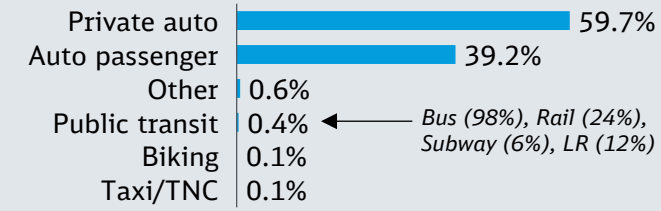
Top O-D Pairs

Origin	Destination	Travel Demand	Main TP	Driving Distance
Salinas	Gilroy	2,655	Shop	29
Salinas	San Jose	2,273	Work	57
Watsonville	Gilroy	2,222	Shop	15
Watsonville	San Jose	1,600	Work	35
Monterey	San Jose	1,305	Home	63
Interlaken	Gilroy	950	Home	12
Salinas	Morgan Hill	691	Home	40
Monterey	Gilroy	586	Home	42
Prunedale	Gilroy	561	Shop	19
Seaside	San Jose	534	Work	61

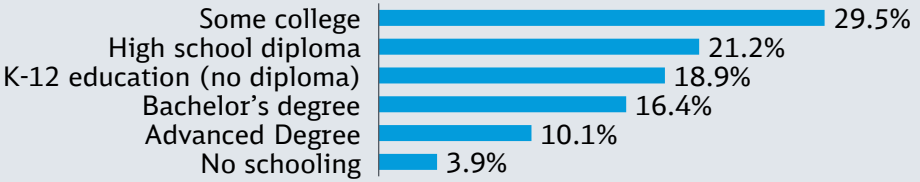
Race & Ethnicity



Primary Mode



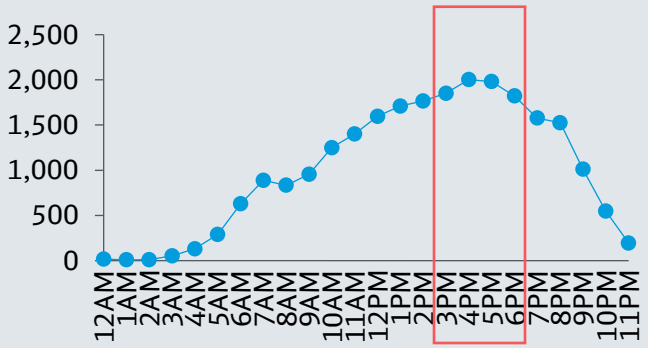
Education



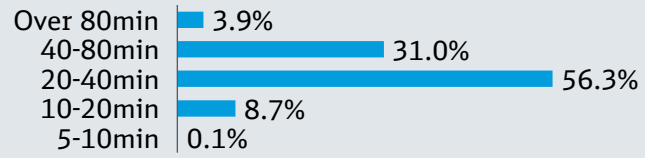
Salinas – SLO (Total trips: 24,051)



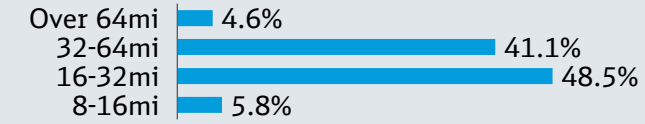
Trip Starting Hour



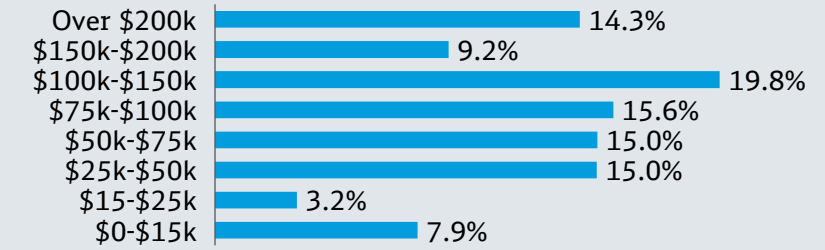
Trip Duration



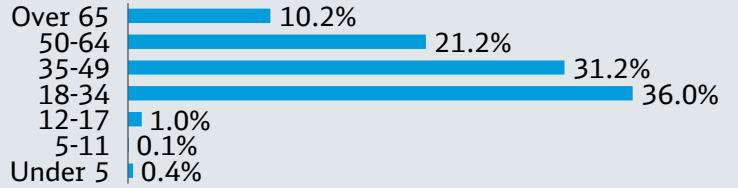
Trip Distance



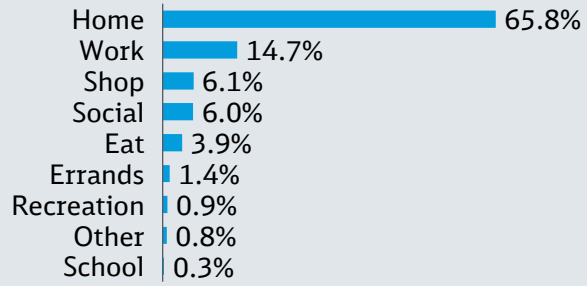
Household Income



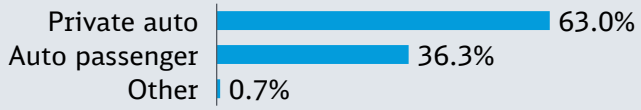
Age



Trip Purpose



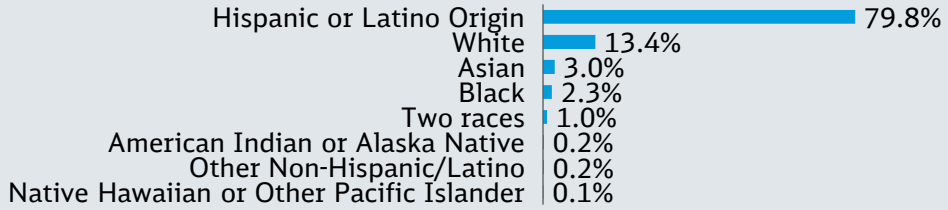
Primary Mode



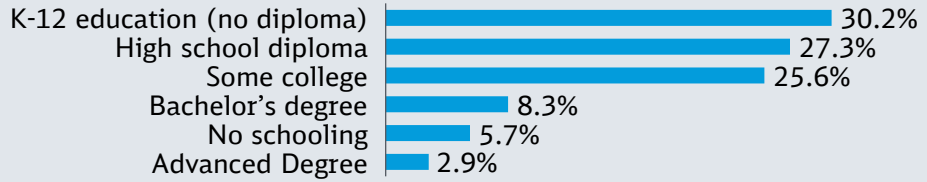
Top O-D Pairs

Origin	Destination	Travel Demand	Main TP	Driving Distance
Salinas	Soledad	7,011	Home	30
Salinas	Gonzales	4,249	Home	21
Salinas	Greenfield	3,567	Home	43
Salinas	King City	2,417	Home	56
Salinas	Chualar	1,124	Home	14
Monterey	Greenfield	779	Home	53
Monterey	Gonzales	600	Home	33
Monterey	Soledad	378	Home	42
Seaside	King City	290	Home	62
Salinas	Pine Canyon	260	Home	58

Race & Ethnicity



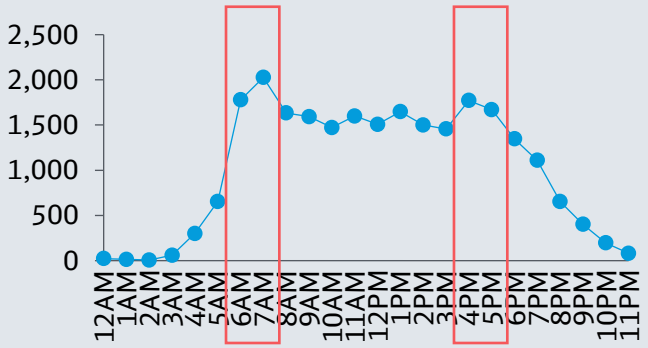
Education



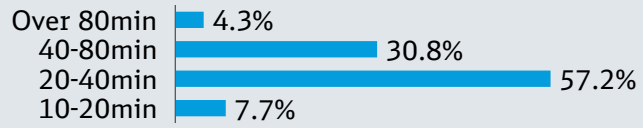
SLO – Salinas (Total trips: 24,502)



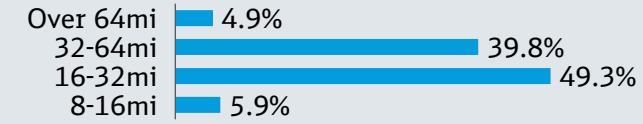
Trip Starting Hour



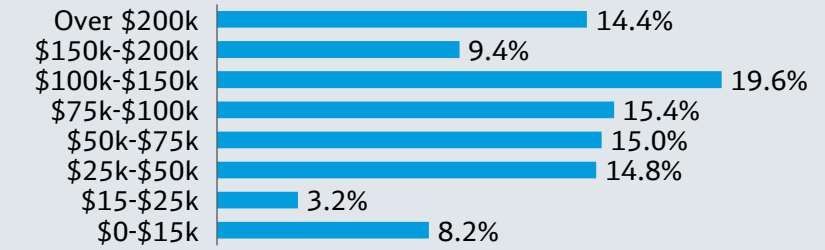
Trip Duration



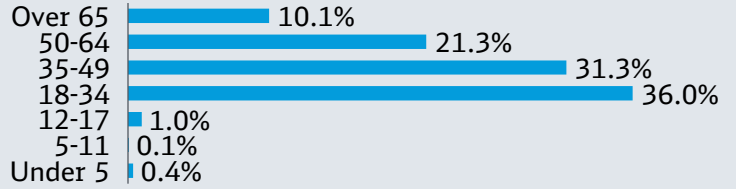
Trip Distance



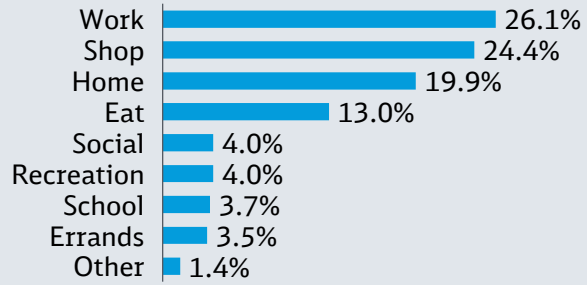
Household Income



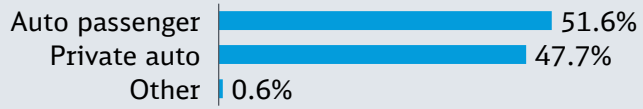
Age



Trip Purpose



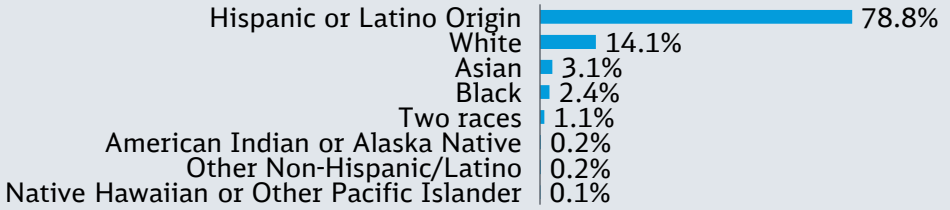
Primary Mode



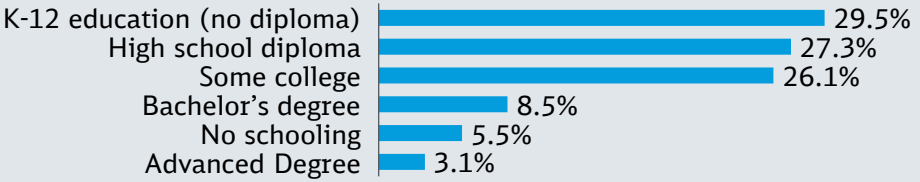
Top O-D Pairs

Origin	Destination	Travel Demand	Main TP	Driving Distance
Soledad	Salinas	7,235	Shop	30
Gonzales	Salinas	4,438	Shop	21
Greenfield	Salinas	3,639	Shop	43
King City	Salinas	2,381	Work	56
Chualar	Salinas	1,194	Home	14
Greenfield	Monterey	869	Work	53
Gonzales	Monterey	638	Work	33
Soledad	Monterey	427	Work	42
King City	Seaside	333	Work	62
Pine Canyon	Salinas	265	Work	58

Race & Ethnicity



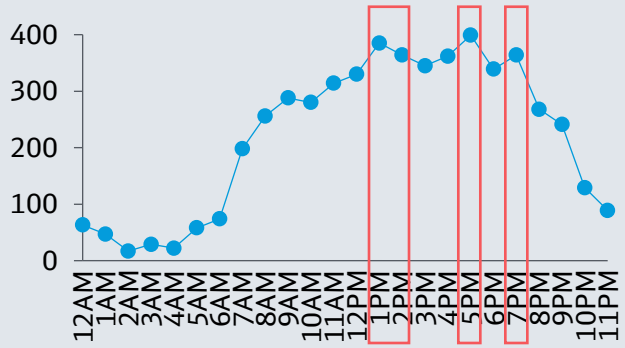
Education



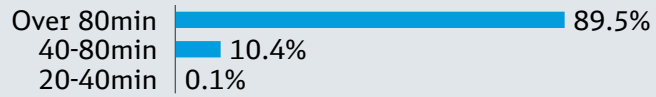
San Jose/Sacramento – SLO (Total trips: 5,261)



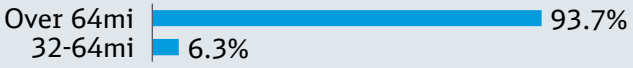
Trip Starting Hour



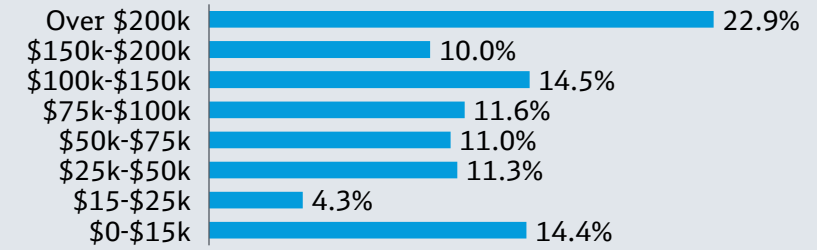
Trip Duration



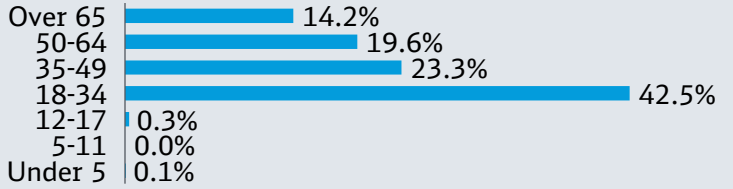
Trip Distance



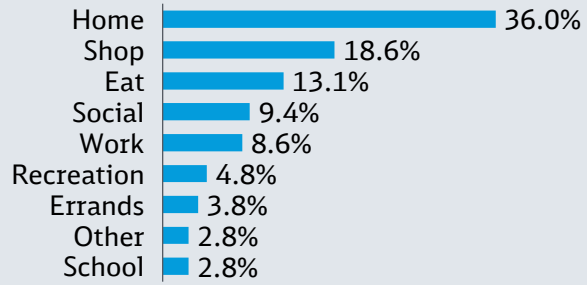
Household Income



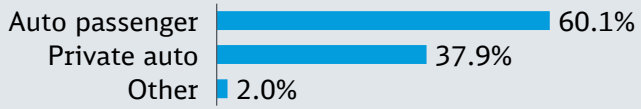
Age



Trip Purpose



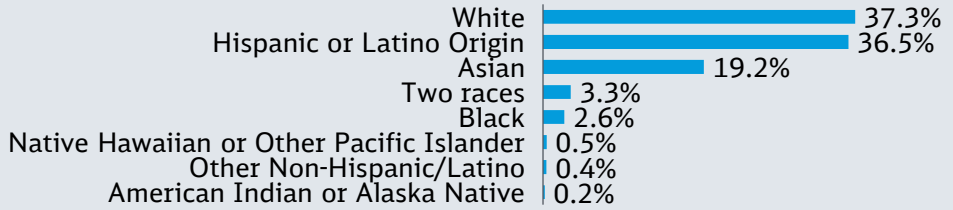
Primary Mode



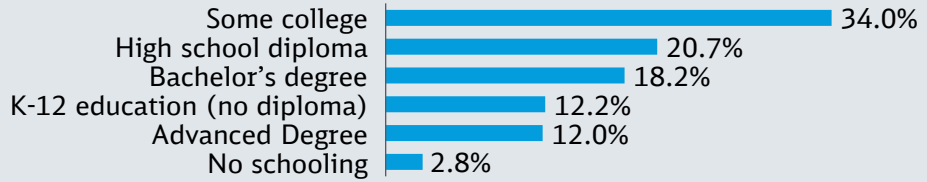
Top O-D Pairs

Origin	Destination	Travel Demand	Main TP	Driving Distance
Berkeley	California Polytechnic State University	172	Other	258
Gilroy	Soledad	135	Home	53
Palo Alto	San Luis Obispo	132	Home	219
Mountain View	San Luis Obispo	123	Home	217
San Jose	El Paso de Robles	121	Home	172
San Jose	Greenfield	119	Shop	98
Sunnyvale	El Paso de Robles	103	Shop	185
Oakland	Pismo Beach	101	Shop	261
Gilroy	Gonzales	100	Home	46
Gilroy	Greenfield	98	Home	66

Race & Ethnicity



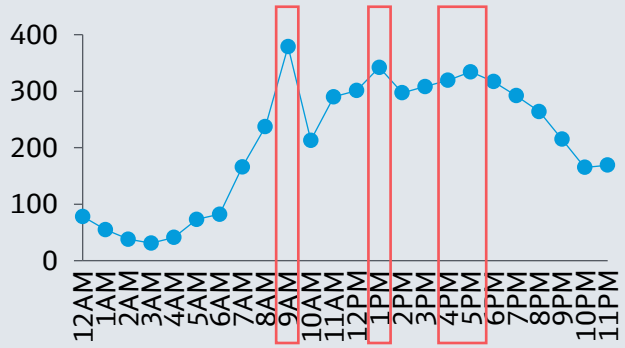
Education



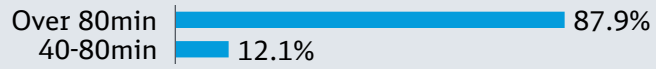
SLO – San Jose/Sacramento (Total trips: 5,006)



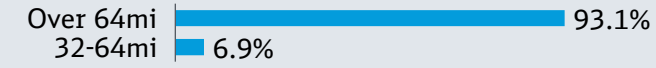
Trip Starting Hour



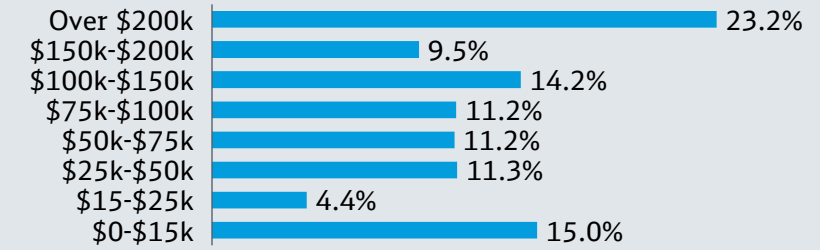
Trip Duration



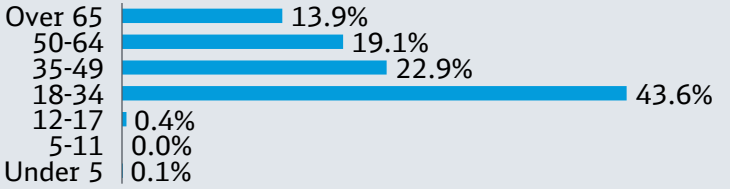
Trip Distance



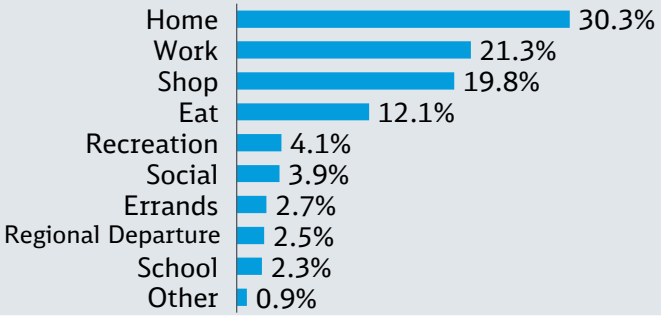
Household Income



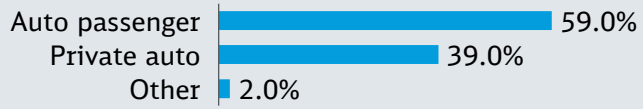
Age



Trip Purpose



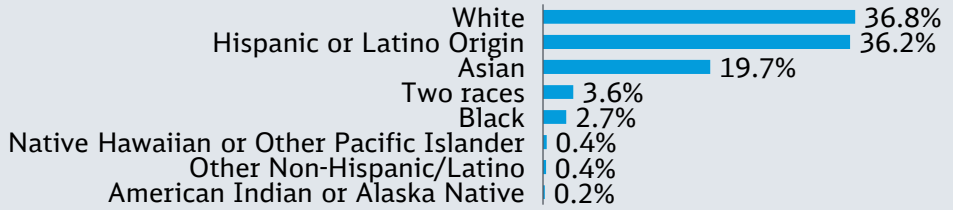
Primary Mode



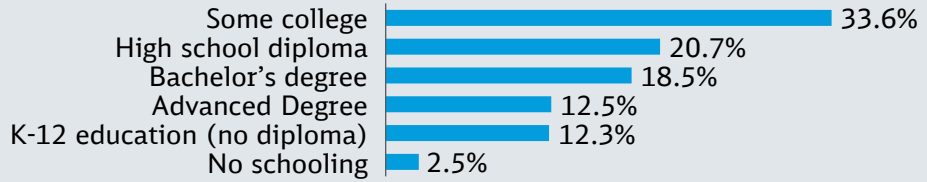
Top O-D Pairs

Origin	Destination	Travel Demand	Main TP	Driving Distance
San Luis Obispo	Palo Alto	184	Shop	219
California Polytechnic State University	Berkeley	159	Work	258
San Luis Obispo	Mountain View	154	Shop	217
Soledad	Gilroy	148	Shop	53
El Paso de Robles	San Jose	127	Region	172
San Luis Obispo	Saratoga	123	Shop	205
Greenfield	Gilroy	117	Work	66
Greenfield	San Jose	107	Home	98
Gonzales	Gilroy	106	Social	46
El Paso de Robles	Sunnyvale	106	Home	185

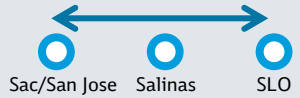
Race & Ethnicity



Education



Corridor-wide travel between San Jose/Sacramento and San Luis Obispo



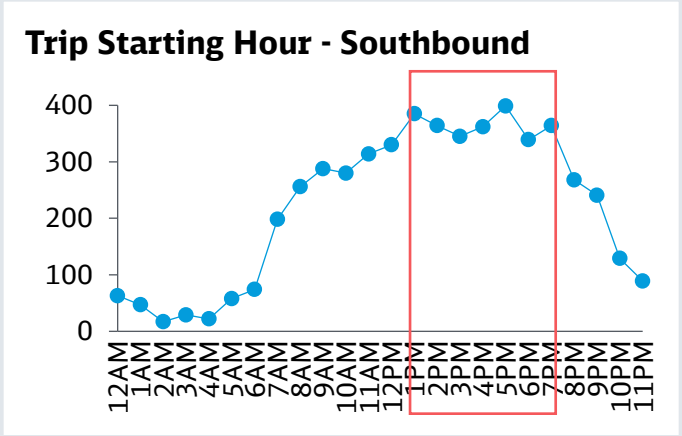
Key insights from MVA

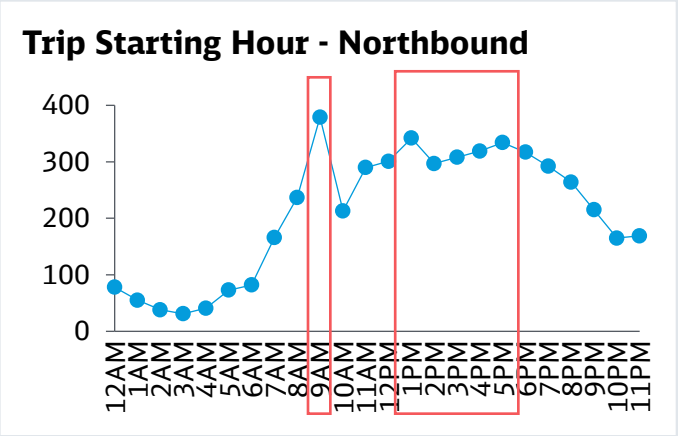
How many people are traveling?

- Low demand: 9% of travel demand in the Central Coast travel market.

When are people traveling?

- Southbound: Travel peaks in afternoon (1-7 PM). Highest demand at 5PM.
- Northbound: Travel peaks in morning (9 AM) and afternoon (1–5 PM). Highest demand at 9AM.





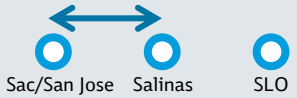
Where are people traveling to?

- Southbound: To San Luis Obispo (16%), Paso Robles (13%), Greenfield (10%).
- Northbound: To San Jose (18%), Gilroy (10%), San Francisco (10%).

How are people traveling?

- By Auto mode. Transit options not available.

Segment traveling between San Jose/Sacramento and Salinas



Key insights from MVA

How many people are traveling?

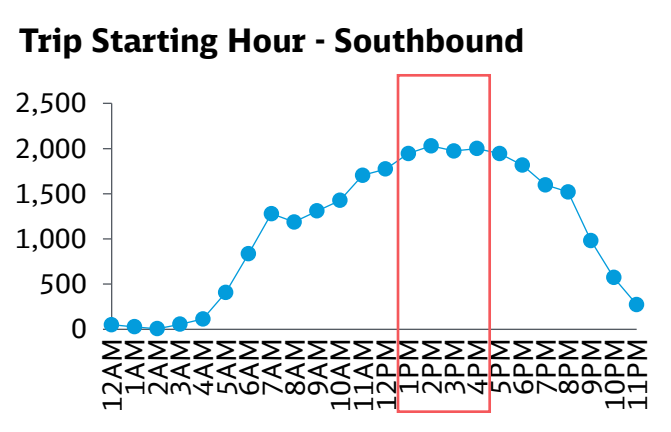
Service Level / Infrastructure Investment Priority

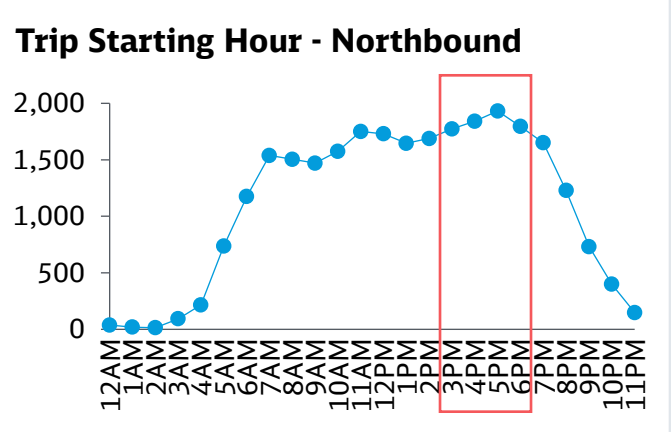
- High demand: 48% of travel demand in the Central Coast travel market.

When are people traveling?

Service Scheduling

- Southbound: Travel peaks in early afternoon (1–4 PM).
- Northbound: Travel peaks in late afternoon (3–6 PM).





Where are people traveling to?

Stop Pattern / Timed Transfer

- Southbound: To Salinas (34%) and Watsonville (20%).
- Northbound: To Gilroy (31%) and San Jose (27%).

How are people traveling?

Service Reasonableness / Competitive Positioning

- By Auto mode. Transit options available but require transfers between bus services and/or to rail, subway, or light rail.

Travel on segment between Salinas and San Luis Obispo



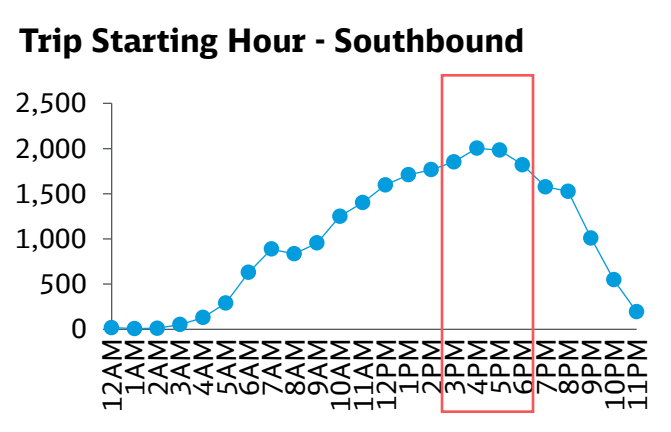
Key insights from MVA

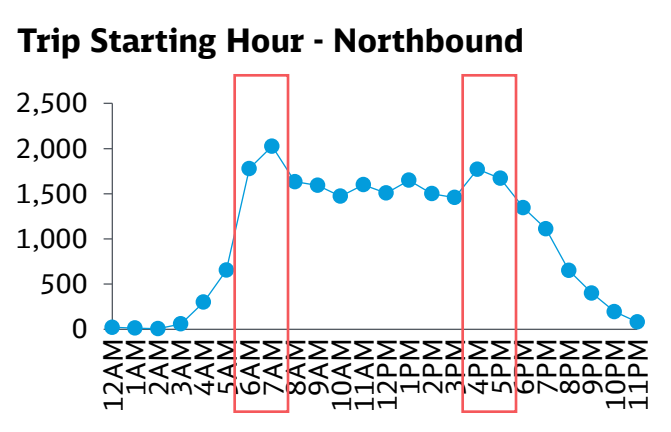
How many people are traveling?

- High demand: 43% of travel demand in the Central Coast travel market.

When are people traveling?

- Southbound: Travel peaks in late afternoon (3–6 PM).
- Northbound: Travel peaks in early morning (6–7 AM) and late afternoon (4–5 PM). Higher demands in the morning peak.





Where are people traveling to?

- Southbound: To Soledad (34%), Gonzales (22%), and Greenfield (20%).
- Northbound: To Salinas (81%).

How are people traveling?

- By Auto mode. Transit options not available.

Corridor-wide travel between San Jose/Sacramento, Salinas, and San Luis Obispo



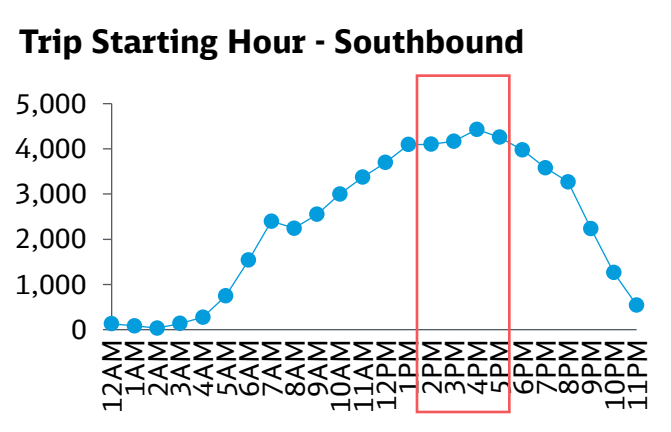
Key insights from MVA

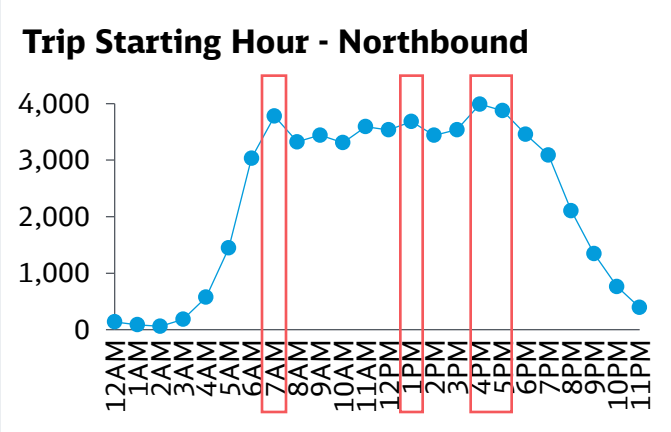
How many people are traveling?

- Southbound: 56,133 trips (50%).
- Northbound: 56,200 trips (50%).

When are people traveling?

- Southbound: Travel peaks in late afternoon (2–5 PM). Highest demand at 4PM.
- Northbound: Travel peaks in early morning (7 AM) and afternoon (1 PM, 4–5 PM). Highest demand at 4PM.





Where are people traveling to?

- Southbound: To Salinas (16%), Soledad (15%), Gonzales (10%), Greenfield (10%).
- Northbound: To Salinas (35%), Gilroy (16%), San Jose (14%).

Agenda

Central Coast Market Viability Assessment Supports Service Expansions

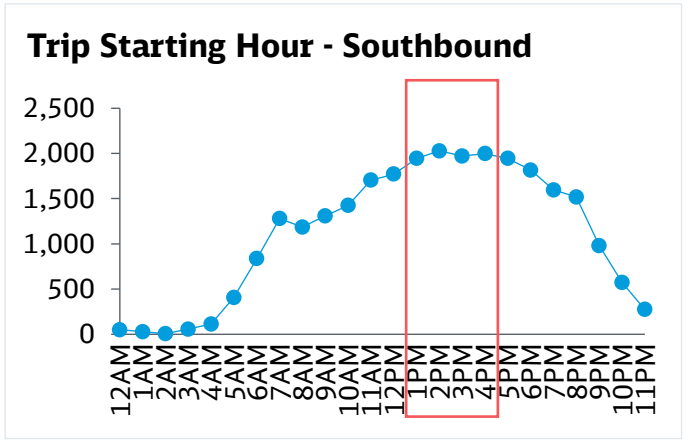
Market Viability Assessment Methodology Overview

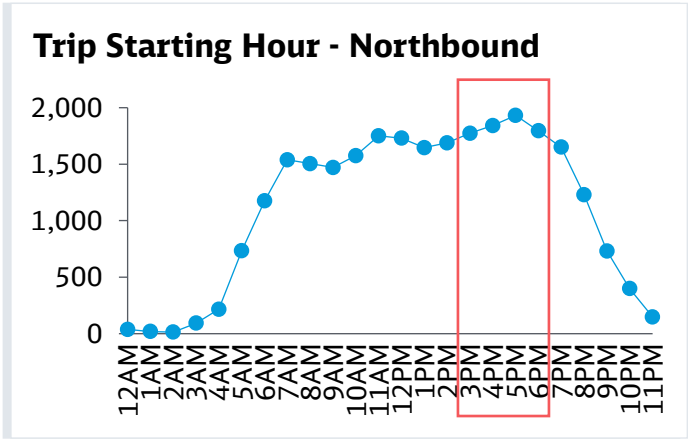
Central Coast Market Dynamics Overview

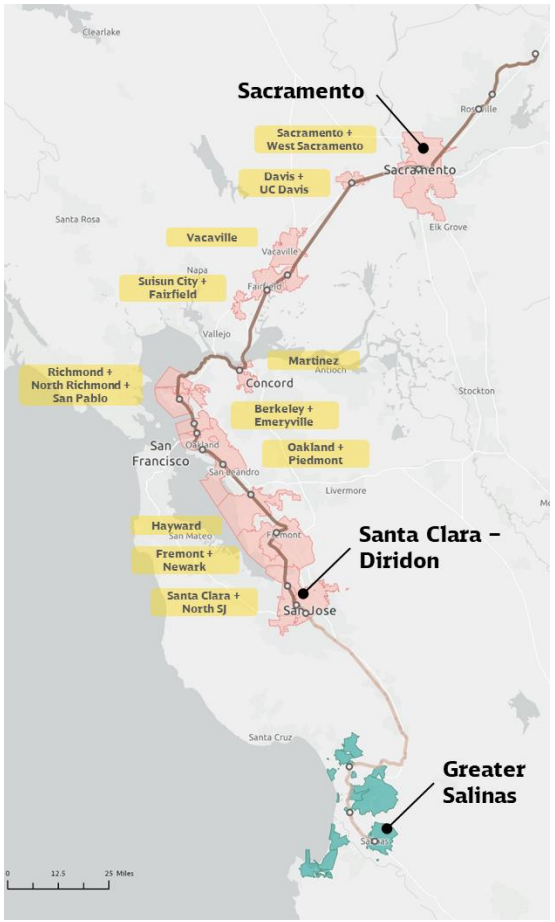
Service Expansion to Salinas

Service Expansion to SLO

Existing travel demand between Sacramento/San Jose and Salinas is strongest in the midday period







The MVA results indicate that a single daily midday roundtrip between San Jose and Salinas would best serve the midday demand.

Source: Replica Spring 2024 Weekday. Trips under 5 miles and freight trips excluded.

Agenda

Central Coast Market Viability Assessment Supports Service Expansions

Market Viability Assessment Methodology Overview

Central Coast Market Dynamics Overview

Service Expansion to Salinas

Service Expansion to SLO

Travel demand[1] between the LOSSAN Corridor and Salinas/SLO is higher than that of the Caltrain or Capitol Corridors

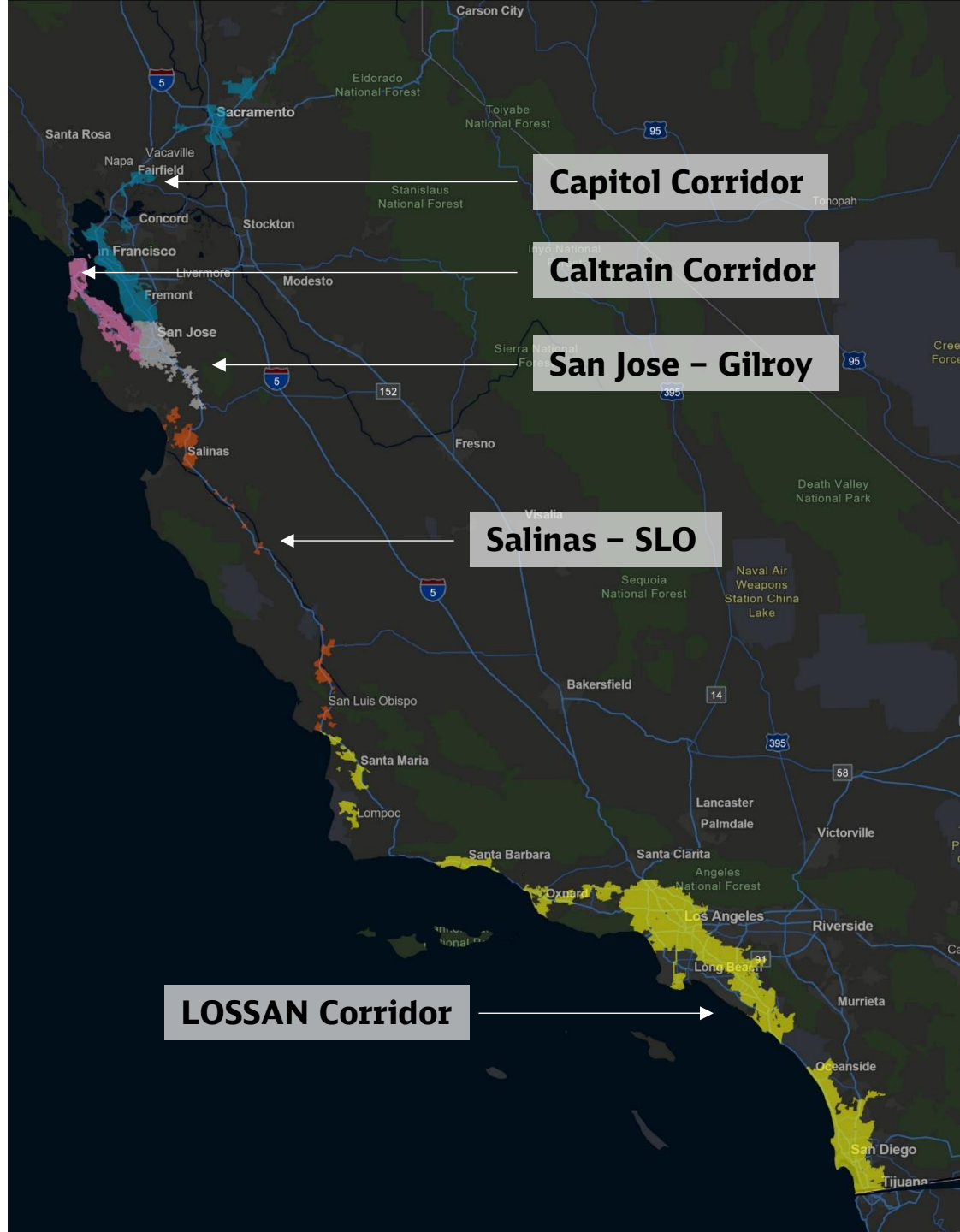
		Destinations				
		Caltrain Corridor	Capitol Corridor	San Jose – Gilroy	Salinas – SLO	LOSSAN Corridor
Origins	Caltrain Corridor	-	-	454k[2]	**4.0k**	11.1k
	Capitol Corridor	-	-	141k[2]	**2.3k**	8.3k
	San Jose – Gilroy	456k[2]	142k[2]	-	19.1k	5.3k
	Salinas – SLO	**3.8k**	**2.6k**	19.4k	-	**5.3k**
	LOSSAN Corridor	9.6k	8.1k	5.1k	**5.5k**	-

The MVA results indicate a 4 daily roundtrip service pattern between San Jose and SLO would best serve Central Coast travel demand.

(1) Source: Replica Spring 2025 Weekday. Trips under 5 miles and freight trips excluded.
(2) Caltrain/Capitol travel to SJ-Gilroy has high volume, but this segment is already served by existing Caltrain and Capitol Corridor services; therefore, it can be excluded from the Central Coast interregional demand evaluation.

Market data supports prioritizing timed connections to the North Market for SLO service

1. Travel demand between the LOSSAN Corridor and Salinas/San Luis Obispo is higher than demand from either the Caltrain or Capitol Corridors. Timed connections should therefore prioritize the LOSSAN Corridor to maximize statewide network benefits.
2. The Caltrain Corridor shows relatively strong travel demand to the Central Coast Corridor. However, because Caltrain already provides frequent service, timed connections between the Caltrain Corridor and the Central Coast are less critical.
3. From the north, connections between the Capitol Corridor and the Central Coast Corridor should be prioritized in light of the considerations above. As a result, a run-through service from the Capitol Corridor to the Central Coast Corridor would provide the greatest operational benefit.



Appendix F: O&M Memo

Central Coast Service Deployment

Salinas Initial Midday Roundtrip Operations & Maintenance Cost Estimate for Capitol Corridor Service

DB E.C.O. North America, Inc.
Consulting
32451 Golden Lantern STE 306
Laguna Niguel, CA 92677 USA

June 10, 2026

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Forecasted O&M Costs 8

Executive Summary

The Caltrans Division of Rail and the Capitol Corridor Joint Powers Authority (CCJPA) have jointly prepared an operating plan and Operations & Maintenance (O&M) Cost estimate for the extension of one daily Capitol Corridor intercity roundtrip to/from Salinas to be operated by Amtrak through the CCJPA/Amtrak Operating Contract. Caltrans estimated O&M costs using the Cost Optimization Strategic Initiative (COSI) model which is maintained by Caltrans and its consulting staff and is updated quarterly with real world operating and cost data. The project team supplemented the COSI estimate with additional Capitol Corridor non-COSI operating cost line items at the request of the CCJPA.

The estimated incremental total operating cost for the Salinas Initial Midday Roundtrip operating plan is between **$3,537,882 and $5,262,997** annually in 2026 US dollars depending on if Salinas service can be operated with a 4-car trainset or if a 6-car trainset is required for shunting. These incremental operating costs does not include any offsets from incremental revenues (passenger fares and food/beverage sales). The following memo summarizes the proposed operating plan, the costing methodology, and the estimated incremental costs due to the proposed service.

Description of Service

Service Plan

The proposed Salinas Initial Midday Roundtrip operating plan builds on the Capitol Corridor schedule initially developed with the CCJPA in the Fall of 2025, but not yet implemented. One train would serve Salinas in the middle of day on each day of the week.

Table 1: Proposed Service Levels (Round-trips)

	Weekday	Weekend
Auburn – Sacramento	1	1
Sacramento – Oakland Jack London	15	11
Oakland Jack London – San Jose Diridon	7	7
San Jose Diridon – Salinas	1	1

In this operating plan, Capitol Corridor trains serving Salinas follow the existing Coast Starlight stopping pattern, stopping at San Jose and Salinas only. The proposed schedule includes ten percent distributed run time recovery plus an additional ten minutes south of San Jose for a total of 17 minutes of recovery south of San Jose; this additional schedule time can be repurposed for station calls at Gilroy (planned 2028), Pajaro/Watsonville (planned 2030), and Castroville stations (no currently identified timeline) with minimal impact to the timetable as TAMC

completes those station projects. The proposed Capitol Corridor service between Oakland Jack London and San Jose Diridon assumes the completion of the Agnew Siding and Santa Clara Crossover projects (both planned for 2030) north of San Jose to shorten a four-hour midday maintenance window currently required by the Union Pacific Railroad.

Rolling Stock

DB identified rolling stock needs to feed into the COSI model by developing equipment cycles for the proposed Salinas Initial Midday Roundtrip. It is assumed that the Capitol Corridor fleet will incorporate at least one set of Caltrain's prior diesel bilevel equipment leased to the CCJPA to be operated solely between Sacramento and Oakland for four trips per day.

Capitol Corridor's fleet typically consists of a locomotive plus four or five bilevel California Cars. Due to current minimal rail operations south of Gilroy and potential issues with shunting, operating the Salinas service reliably and safely may require Capitol Corridor and Amtrak to operate six-car sets. Capitol Corridor and Amtrak will confirm whether it is necessary to operate this longer trainset prior to service initiation.

DB identified revenue fleet requirements for two cases: (1) Salinas is served by a standard four- or five-car set which can be cycled in with the larger Capitol Corridor pool, and (2) Salinas is served by a six-car set that serves Salinas every day and overnights at Oakland such that, over a seven-day cycle, it does not mix with the remainder of Capitol Corridor's four- and five-car fleet pool operating north of San Jose. The revenue fleet required is listed in Table 2. The operating plan stringlines and timetables for both cases are provided in Appendix B.

Table 2: Revenue Fleet Required for Proposed Service

	Trainsets in Revenue Service[1]
Option 1	
Standard Capitol Corridor fleet pool (4- and 5-car sets) *[8 Trainsets]*	9
+ Caltrain diesel bilevel set *[1 Trainset]*	
Option 2	
6-car set for Salinas *[1 Trainset]*	10
+ Standard Capitol Corridor fleet pool (4- and 5-car sets) *[7 Trainsets]*	
+ Caltrain diesel bilevel set *[2 Trainsets]*	

[1] Does not include protect sets or sets in preventative maintenance

Costing Methodology

COSI Model

The COSI model is a statewide planning tool developed by Caltrans in coordination with California's intercity passenger rail JPAs to estimate O&M costs across different service scenarios. The model is maintained by Steer under contract with Caltrans with Andrew Daniels being the main point of contact at Caltrans. DB provided operating inputs for the scenarios evaluated in this analysis.

The model produces an O&M estimate by scaling unit costs by key cost drivers such as train miles, train hours, and fleet requirements. The model is updated on a quarterly basis to reflect current operating conditions and cost trends. COSI is designed to support scenario evaluation by assessing how changes in service levels impact operating costs.

COSI Model Limitations

While the COSI model provides a data-driven estimate of core operating costs, it is a planning-level tool and does not explicitly capture all project-specific cost elements. As such, several cost components relevant to the proposed Salinas service are not fully represented within the base model.

In addition, the COSI model is a top-down model that relies on historical cost data and high-level service metrics (e.g., train miles and train hours) to forecast costs. Costs are scaled incrementally based on changes in these service levels, rather than being built up from detailed operating plans such as train and crew diagrams. As a result, the model does not capture operational efficiencies or inefficiencies associated with specific service designs. This limitation is particularly relevant for the Salinas' low-frequency one roundtrip service pattern, which may introduce crew and equipment utilization inefficiencies that are not reflected in the model outputs.

Key Capitol Corridor operating costs not included in COSI model estimates:

- **Security and Policing Costs:** COSI does not explicitly account for corridor-specific security requirements, such as additional Union Pacific Police Department (UPPD) staffing requested from the CCJPA, or enhanced security and trespass deterrence measures associated with expanded service.
- **Station Costs:** Costs associated with new stations that would need to be added to the line to serve the extension to Salinas are not included. Therefore, the model does not include the new shared station cost at Salinas.
- **Revenue Considerations:** COSI does not incorporate fare revenue assumptions. The model outputs reflect total O&M costs rather than net operating subsidy.
- **Performance Payments:** Corridor-specific agreements with the host railroad, including potential on-time performance (OTP) payments, are not captured within the model.
- **Track Access Fees:** the COSI model estimates host railroad track access fees based on historical figures, calculating access fees for new service to Salinas based on the

CCJPA's existing per-train-mile cost. The model does not explicitly reflect enhanced track access fees for the new slot south of San Jose.

These limitations highlight the need to supplement the model with project-specific cost adjustments, which are incorporated separately in this analysis to provide a more complete O&M cost estimate.

Methodology for Supplemental Cost Items

In addition to the O&M cost estimates developed using the COSI model, several supplemental cost items were identified to reflect corridor-specific operational considerations. These additional cost items were developed through coordination with CCJPA and were incorporated separately from the core COSI model outputs.

The supplemental cost items were developed using a combination of stakeholder-provided budget estimates, planning-level assumptions, and train-mile-based calculations. Additional cost items incorporated into the planning-level O&M estimates include:

- **UP Police (UPPD):** Two additional UPPD for security and trespass deterrence as requested by CCJPA.
- **UP Right-of-Way (RoW) Clean-up:** Additional right-of-way clean-up costs associated with the expanded service south of San Jose. Aerial imagery shows debris and encampments along the right of way between San Jose and Salinas that would need to be cleared before service initiation.
- **OTP Payments:** Incremental OTP-related payments associated with additional service operations.
- **Shared Station Costs at Salinas:** Shared station operating costs associated with the new Salinas Station.
- **Enhanced UP Track Access Fee:** Additional UP track access costs associated with expanded operations south of San Jose. The COSI model includes a track access fee estimate based on the current agreed upon rate, resulting in approximately $330,000 in track access fees. For a conservative estimate, the project team replaced this with an esimate based on the enhanced track access payment agreed to between LOSSAN and UPRR in 2020.

Inputs to the O&M Cost Model

COSI Inputs

The O&M cost model evaluates the Baseline Scenario and Salinas Extension Scenario to understand the cost implications of incremental service and equipment assumptions:

- **Baseline Scenario:** Represents the CCJPA baseline service, consisting of a full-year operating pattern of 15 weekday and 11 weekend roundtrips. This scenario reflects the baseline service assumptions provided by the CCJPA and serves as the reference point for all incremental cost calculations.
- **Salinas Extension Scenario:** Both Salinas extension cases incorporate the same travel pattern associated with the proposed midday roundtrip extension to Salinas. The key distinction between the two cases is the equipment assumption, whether a six-car Salinas set is incorporated.

The COSI model requires a set of core service and operating inputs to estimate O&M costs. DB developed these inputs based on the proposed Salinas Initial Midday Roundtrip service plan, with a focus on quantifying the incremental service relative to the Capitol Corridor baseline scenario.

Because both Salinas scenarios assume the same service pattern, the key COSI inputs (revenue train miles, train hours, and train trips) are identical across the two scenarios.

Key inputs to the COSI model include:

- Annual Revenue Train Miles (incremental to baseline): +48,989 miles/year
- Annual Revenue Train Hours (incremental to baseline): +1,158 hours/year
- Annual Revenue Train Trips (incremental to baseline): +0 trips/year

These inputs were calculated incorporate the additional Salinas roundtrip layered onto the baseline Capitol Corridor operations. Revenue train miles, train hours, and train trips were developed using Viriato. To annualize the results, an operating calendar assumption of 254 weekdays and 111 weekend/holiday days per year was utilized. This assumption is based on a five-year average (2021-2025) of the observed weekday and weekend/holiday days.

Supplemental Cost Item Inputs

In addition to the COSI model, several supplemental cost items were incorporated to reflect corridor-specific operational considerations. Additional cost item inputs include:

- **UP Police (UPPD):** Assumed annual incremental costs of $500,000 provided by CCJPA.
- **UP Right-of-Way (RoW) Clean-up:** Assumed annual incremental cost of $200,000 provided by CCJPA.
- **OTP Payments:** Estimated by CCJPA using incremental annual train miles of 48,910 miles multiplied by an assumed OTP payment rate of $2 per train mile.
- **Shared Station Costs at Salinas:** Estimated using FY 2025 annual station costs of $290,000, escalated by two years assuming a 3% annual CPI growth rate.

- **Enhanced UP Track Access Fee:** Estimated using incremental annual train miles of 48,910 miles multiplied by an assumed enhanced UP track access fee of $25 per train mile. Note that the actual track access fee needs to be formally developed with UP.

Forecasted O&M Costs

COSI Outputs

Table 3 summarizes the COSI-derived O&M costs for each scenario based on the defined service inputs.

Table 3: COSI Cost Model Estimates

		Salinas Extension	
	Baseline	**Option 1 (9 revenue sets)**	**Option 2 (10 revenue sets)**
Total Operating Costs (Amtrak)	$54,089,716	$55,316,848	$55,404,185
Route-level and Support Costs	*$38,971,679*	*$40,038,016*	*$40,125,353*
Pass-Through Costs	*$15,118,037*	*$15,278,832*[2]	*$15,278,832*[2]
Total NorCal Fleet Maintenance Cost (Non-Amtrak)[3]	$22,110,000	$22,110,000	$23,747,778
Total O&M Costs	**$76,199,716**	**$77,426,848**	**$79,151,963**

[2] Includes Amtrak Host RR track access fee for baseline costs and is replaced on the SNS Increment budget item with enhanced track access fee (based on prior SoCal passenger service train expansions on UP-owned right of way).
[3] Includes full fleet serviced by TASI excluding the Venture fleet, covering both CCJPA and SJJPA.

Supplemental Cost Items

Table 4 summarizes the supplemental costs added to the COSI estimate.

Table 4: Supplemental Costs

	Salinas Extension[4]
UP Police	$500,000
UP RoW Clean-up	$200,000
OTP Payments	$98,000
Shared Station Costs at Salinas	$290,000
Enhanced Track Access Fee	$1,222,750
Total Supplemental Costs	**$2,310,750**

Total O&M Costs

Total O&M costs for the Salinas Extension Scenario were developed by combining COSI model outputs with the supplemental cost items described above. Table 5 summarizes the total O&M costs.

Table 5: Estimated Annual O&M Cost for Salinas Initial Midday Roundtrip Service

		Salinas Extension[5]	
	Baseline	**Option 1 (9 revenue sets)**	**Option 2 (10 revenue sets)**
COSI O&M Cost	$76,199,716	$77,426,848	$79,151,963
Supplemental Cost	-	$2,310,750	$2,310,750
Total O&M Cost	**$76,199,716**	**$79,737,598**	**$81,462,713**
Incremental O&M Cost for Salinas Service		*$3,537,882*	*$5,262,997*

[4] Applies to both Option 1 (9 revenue sets) and Option 2 (10 revenue sets)
[5] Estimates do not include projected revenues (passenger fares + food/beverage sales)

Appendix G: Enhanced Track Access Agreement with UP

Salinas First Roundtrip Service Extension
Detailed Outline
Track Access, Engineering, and Design Agreement

Note: Preliminary Draft - For client use only. Not for public distribution

1. Parties and Recitals
    a. Identify Railroad and Passenger Agency
    b. Describe subject trackway and ownership
    c. Reference prior MOU and agreements
    d. State intent for design, track access, and future service expansion

2. Definitions
    a. Define Corridor, Projects, Additional Service, Capacity Improvements, Operating Plan, Force Majeure, etc.

3. Scope of Improvements and Design Services
    a. Railroad responsible for design services
    b. Reference Exhibit Scope
    c. Design (PTC, crossovers, and other corridor improvements)
    d. Clarify design-only agreement; construction via future agreement

4. Track Access Rights / Purpose
    a. Assuming completion of initial set of projects, describe non-exclusive access to subject trackway
    b. Define baseline (and interim, if any) service levels
    c. Tie future service to completion of other improvements

5. Time of Performance
    a. Schedule for design completion
    b. Amendable for funding/schedule changes

6. Compensation and Funding
    a. Reimbursement of actual allowable costs
    b. Budget limits in exhibits
    c. Invoice requirements

7. Changes and Extra Work
    a. Formal change orders required
    b. Scope/cost/schedule adjustments

8. Construction and Implementation (Future)
    a. Construction governed by future C&M Agreement
    b. Railroad-led construction standards
    c. Schedule tied to funding

9. Operations and Service Expansion
    a. Baseline initial added service levels

   b. Conditions for additional service

10. Operating Plan
    a. Joint development
    b. Dispatch coordination
    c. Performance standards

11. Facilities and Stations
    a. Station and facility upgrades
    b. Track upgrades for passenger service

12. Maintenance Responsibilities
    a. Railroad maintenance standards
    b. Access and maintenance fees
    c. Ownership of new assets

13. Conditions Precedent / Approval
    a. Funding secured
    b. Environmental clearance
    c. Completion of required improvements

14. Capacity and Infrastructure Dependencies
    a. Service expansion tied to infrastructure completion

15. Risk Allocation and Liability
    a. Indemnification
    b. Insurance requirements
    c. Force majeure

16. Term and Termination
    a. Duration of agreement
    b. Termination for convenience, cause, and force majeure

17. Amendment for Additional Service
    a. Amendments required for additional service expansions

18. Dispute Resolution
    a. DRB or escalation/mediation framework

19. Governance and Coordination
    a. Joint management structure
    b. Project coordination

20. Confidentiality and Communications
    a. Public messaging
    b. Confidential information handling

21. Records, Audit, and Compliance
    a. Recordkeeping
    b. Audit rights

c. Compliance with laws (NEPA, CEQA, FRA, etc.)

22. Miscellaneous
    a. Assignment
    b. Notices
    c. Governing law
    d. Entire agreement

23. Exhibits
    a. Trackway Description
    b. Scope of Improvements
    c. Project Budget
    d. Insurance
    e. Prior Correspondence (Letters, MOUs. Agreements)

Appendix H: Key Decisions to Date

Throughout the CCSD service planning process, multiple key decisions were made regarding service concepts, operational assumptions, infrastructure considerations, stakeholder coordination, and implementation approaches. These decisions informed development of the Distributed Midday + Salinas service concept, phased expansion planning, and SLO 4 roundtrips service concepts.

Table 1 summarizes major decisions developed through coordination with CCJPA, UP, Caltrans, and other stakeholders. The purpose of this tracker is to provide a clear and traceable record of how major planning decisions were developed, evaluated, and finalized. This document is intended to:

- Provide a consolidated record of decisions to support project continuity and knowledge transfer
- Ensure alignment between service planning outcomes and stakeholder expectations
- Clarify both selected approaches and decisions not advanced, including the reasons behind those outcomes

Table 1: Key Decisions to Date

Decision / When was it made	Description
Use "Draft Fall 2025" Capitol Corridor schedule as the base for Salinas planning (June 2025)	DB (Michael Weaver, Sayre Kos, Dan Miodonski) worked directly with Capitol Corridor to develop a 15-roundtrip service plan with 7 roundtrips to San Jose. Capitol Corridor directed the CCSD DB team (Patrick Ryan, Doris Wang) to use this as the baseline for Salinas service planning. Note: this schedule ultimately was *not* implemented in Fall 2025, but remains the baseline for service planning to Salinas
Add 10 minutes of extra schedule pad/recovery SJ – Salinas, on top of the distributed 10% recovery (June 2025)	Requested by CCJPA in June meeting to improve reliability and reduce likelihood that SNS service negatively impacts Capitol Corridor's core service north of San Jose
Select Capitol Corridor as operator of the first roundtrip to Salinas (August 2025)	Based on high-level operations costing, fleet availability, and ability to run one roundtrip with relative ease, Caltrans proposed Capitol Corridor as the operator for the first round trip. 1. The market assessment indicates a strong midday market for service to and from Salinas; therefore, an extension of Capitol Corridor service midday is a natural candidate for providing the first roundtrip to Salinas.

Decision / When was it made	Description
	2. UP is requiring PTC for the first roundtrip. Part of PTC funding is coming from an Amtrak funding source that requires Amtrak-operated service be at least the initial train operating on the PTC corridor and therefore must be Capitol Corridor first. 3. Caltrain has shared at various times that BEMUs may or may not be required for any further extension of Caltrain service; without a clear policy statement from Caltrain, the project team has decided to move forward with CCJPA for the first roundtrip. Additional time to work through Caltrain fleet availability and usage preference is required and was supportive of looking to Caltrain as a potential second or additional operator. 4. The project team is not aware of UP approval to test or operate multiple units on their territory, a requirement should Caltrain operate their future battery-electric multiple units to Salinas
Advance 1 midday roundtrip to Salinas as initial service (August 2025)	Midday service aligns with observed travel demand patterns and can be implemented using existing fleet with minimal infrastructure upgrades. Extending the earliest Caltrain slots from Gilroy to Salinas found to be too early for much of the morning peak travel market. Supporting Doc: 250822 Distributed Midday + Salinas Stakeholder Meeting v5.pptx
SNS 1 roundtrip plan is assumed to be operated with a diesel locomotive hauling 4 to 6 coaches (August 2025)	Amtrak and UP to confirm if 4-car sets are sufficient for shunting at crossings, or if longer sets up to 6-cars in length are required.
O&M subsidy for Salinas first roundtrip service to be paid for by Caltrans (August 2025)	Local funding for the service has not been identified. Additionally, accessing FTA formula funds is not feasible as Caltrain will not operate the service.
Long-term vision to SLO is for 4 roundtrips (December 2025)	SLO service is positioned as a longer-term expansion that builds on the initial Salinas service once enabling infrastructure and resources are in place. Supporting Doc: 251208 SLO Service Concepts Refinement.pptx
Prioritize LOSSAN transfers for 4 roundtrips SLO service (December 2025)	Strong travel demand between the Central Coast and LOSSAN corridor supports prioritizing connections to maximize ridership and regional connectivity. Supporting Doc: 251208 SLO Service Concepts Refinement.pptx

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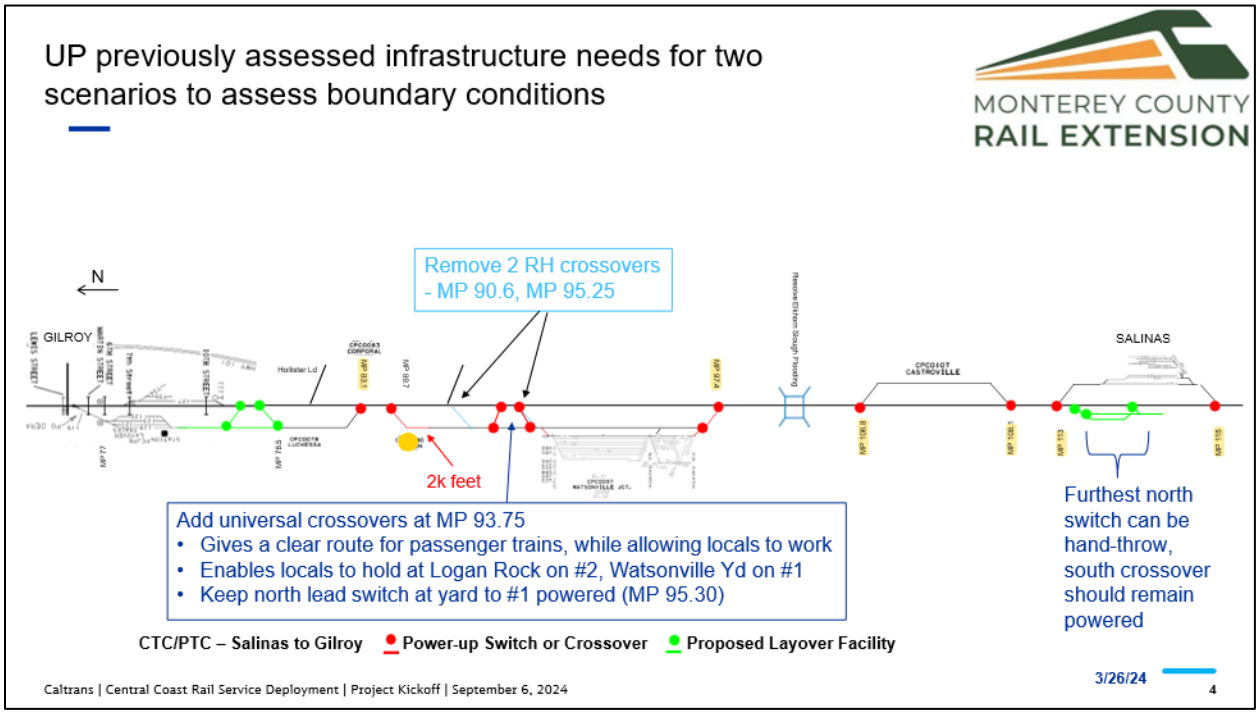
Decision / When was it made	Description
Advance 4 roundtrips SLO concept with meeting at King City Station and Serrano Siding (December 2025)	This concept aims to minimize infrastructure needs by leveraging a two-track King City station (King City Phase Two is scoped as a two-track station) and the existing Serrano Siding (with improvements to speed / turnouts as needed) Supporting Doc: 251208 SLO Service Concepts Refinement.pptx
Abandoned discussions on transferring UP 5th Gilroy roundtrip slot from Caltrain to Caltrans (February 2026)	UP shared with Caltrans that starting from a fresh agreement is likely "quicker and easier path". Additionally, UP expressed interest in having agreements with Caltrans and this would be a good first opportunity. Supporting Doc: Rob Cunningham UP Caltrain Transfer Email 260211.pdf
Advance Salinas first roundtrip service with Caltrain diesel bilevel cars included (March 2026)	Capitol Corridor intends to acquire old Caltrain bilevels. These will be part of the available fleet pool, but will only operate between Sacramento and Oakland, per CCJPA's request.
Advance phased expansion path from 1 Salinas roundtrip to 4 SLO roundtrips (April 2026)	Phased approach enables incremental implementation aligned with funding, infrastructure delivery, and operational readiness Supporting Doc: 260417 Salinas Phasing Stakeholder Meeting v4.pptx
UP requests updating Salinas first roundtrip plan for a 60-minute Salinas turn (April 2026)	UP argues that 30-minute turn times at Salinas are too short. UP is requesting a 60-min Salinas turn time to reduce time spent tying up the mainline while providing enough schedule pad to recover from delays before NB train departs.

Appendix I: Capital Improvements

Project: Universal Crossover at MP 93.75, north of Watsonville Yard

Associated Plan: Required for **December 2025 + Salinas** and **Distributed Midday + Salinas**

Description: Removal of two righthand crossover at MP 90.6 and 95.25. Addition of new powered universal crossover at MP 93.75.

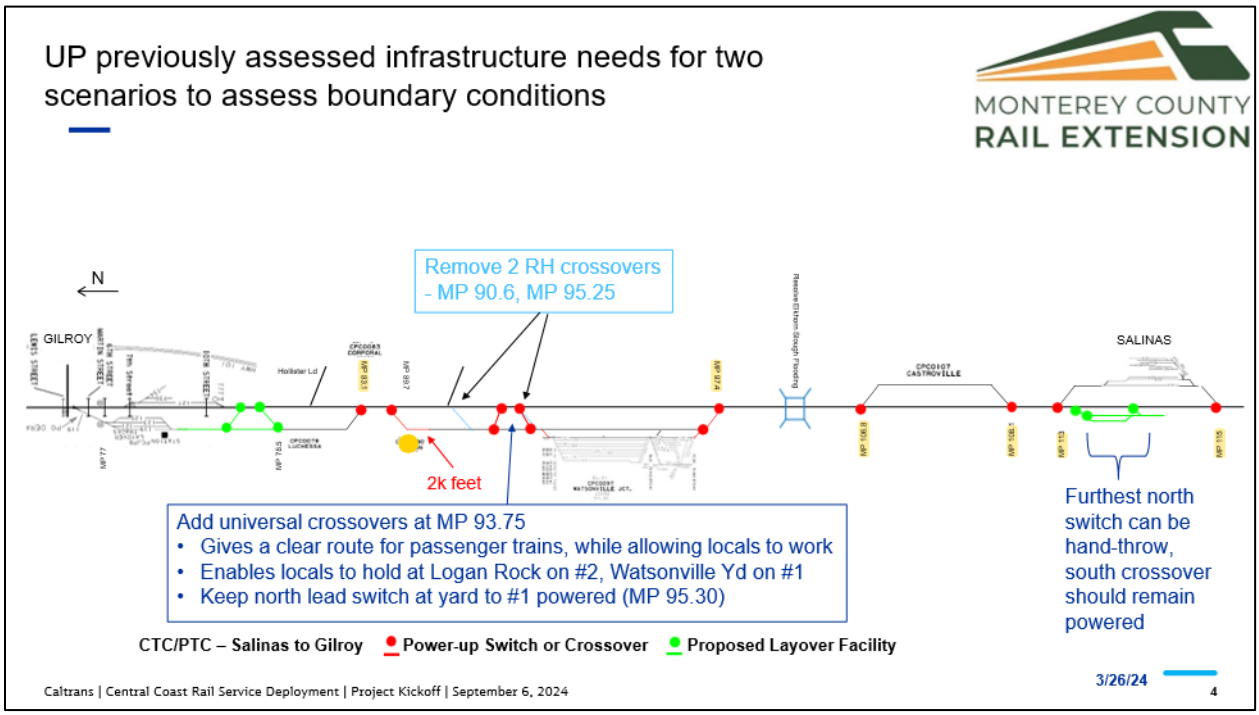


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Project: Installation of PTC Gilroy – Salinas and Powering-up Switches

Associated Plan: Required for **December 2025 + Salinas** and **Distributed Midday + Salinas**

Description: Design and installation of positive train control on the UP Coast Subdivision between Gilroy and Salinas. Includes powering up existing switches at CP Corporal (MP 83.1), CP Logan (89.7), the southern connection to the Watsonville Yard at MP 97.4, the Castroville siding (MP 106.8 and 108.1) and the Salinas siding (MP 113 and MP 115).

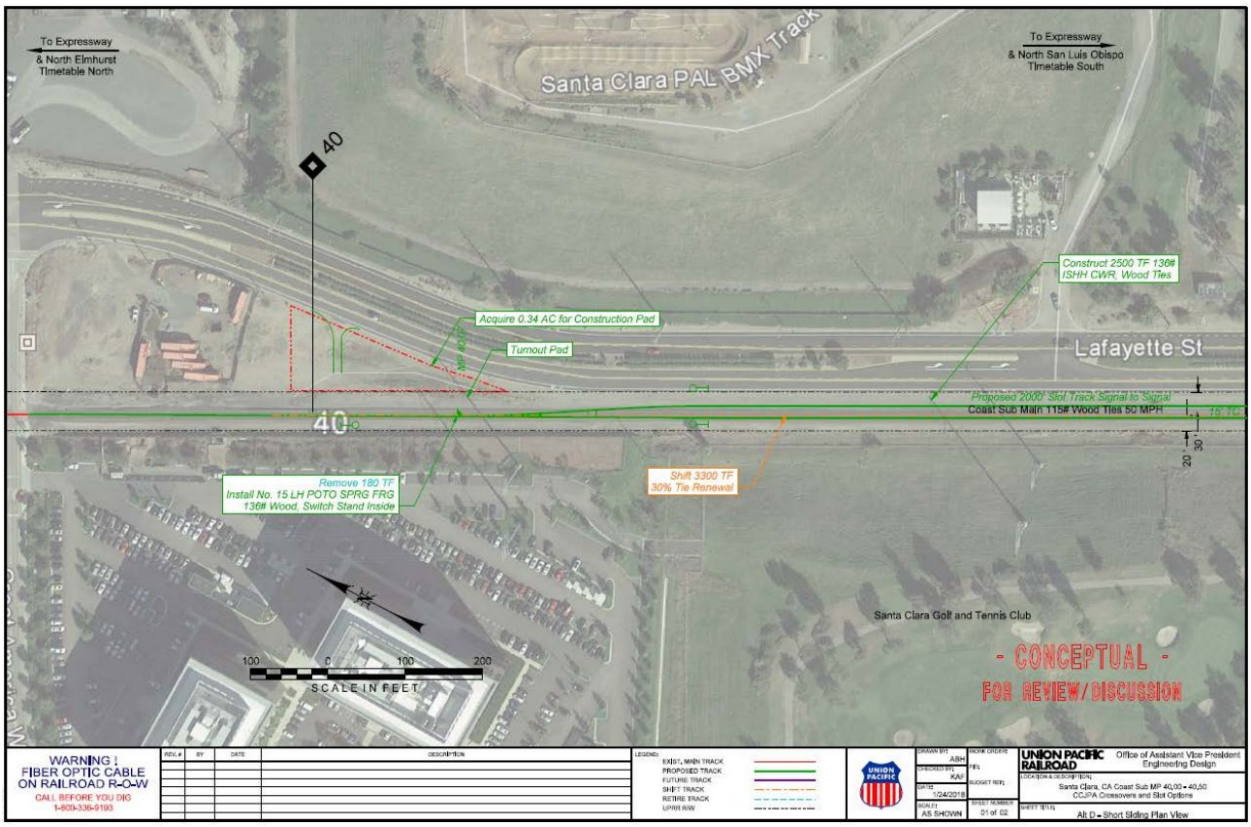


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Project: Agnew Siding

Associated Plan: Required for **Distributed Midday + Salinas**

Description: Constructs approximately 2,900 feet of new siding track on the UPRR Coast Subdivision between MP 41.0 and MP 41.6, immediately south of the Santa Clara–Great America Station (MP 40.7). Includes installing two #15 powered turnouts (north and south ends of the siding), new continuously welded rail and concrete ties, ballast, grading, drainage improvements, and signal and communication system modifications required to integrate the siding into Union Pacific's existing signal territory.



DB E.C.O. North America, Inc.

Project: Santa Clara Crossover

Associated Plan: Required for **Distributed Midday + Salinas**

Description: Constructs a new crossover just north of Santa Clara – University Station to reduce single-tracking. Adds a track-switching location between San José and Newark. Includes installation of a new turnout and crossover, track realignment and surfacing to mainline standards, upgraded signaling and interlocking control systems (including PTC/communications tie-ins), and associated civil work for drainage, ballast, and ties.

Project: CP Logan Relocation and Crossover

Associated Plan: Likely required for service beyond first roundtrip to Salinas; t*o be determined with UP at which service volume or schedule timing this is required*

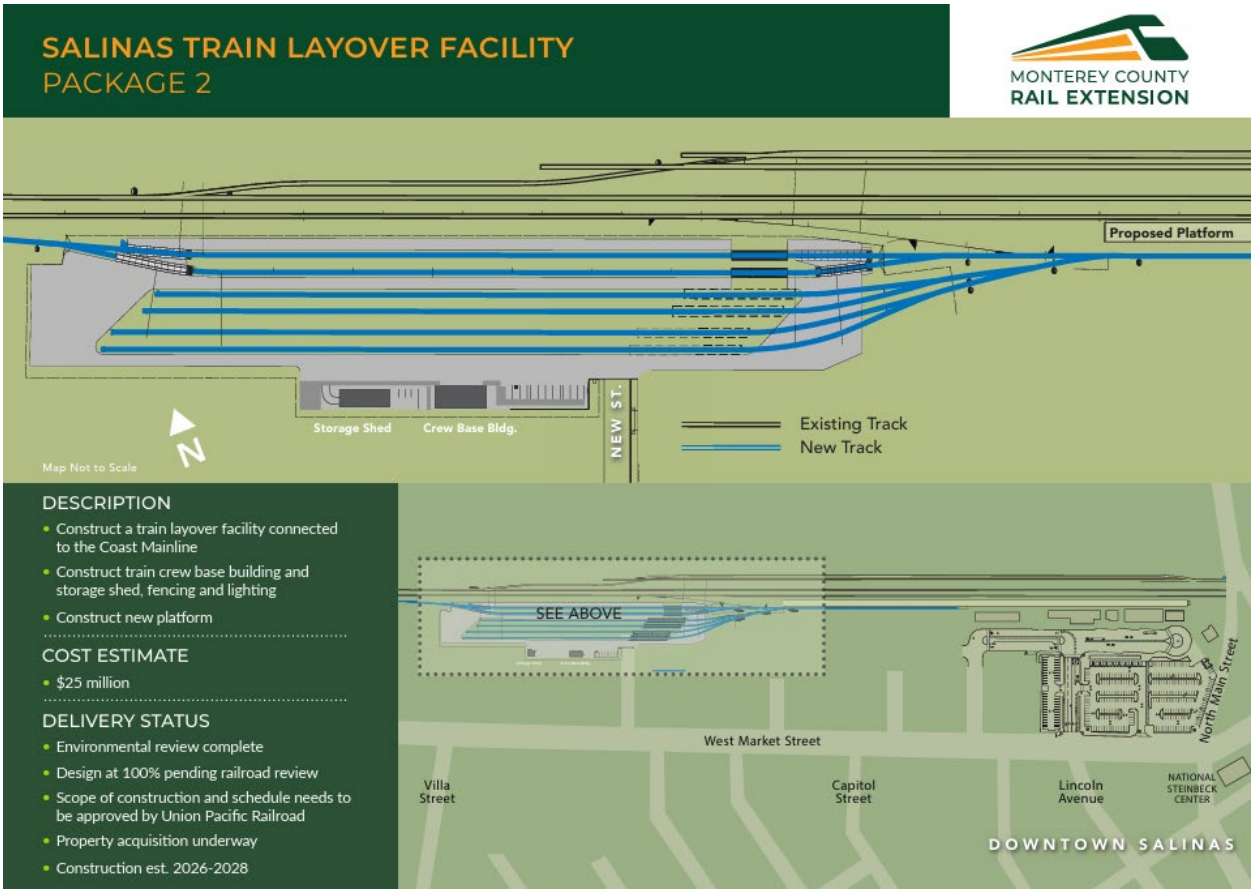
Description: Shifts CP Logan 2,000 feet northward to MP 93.75 and constructs a universal crossover at that location. Allow trains to efficiently switch between mainline tracks.

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Project: Salinas Layover Facility

Associated Plan: Required for service beyond the first roundtrip to Salinas

Description: Constructs train storage tracks, a crew base building, a storage shed, secure fencing and lighting, and a new passenger platform. Allows trains to remain overnight in Salinas.



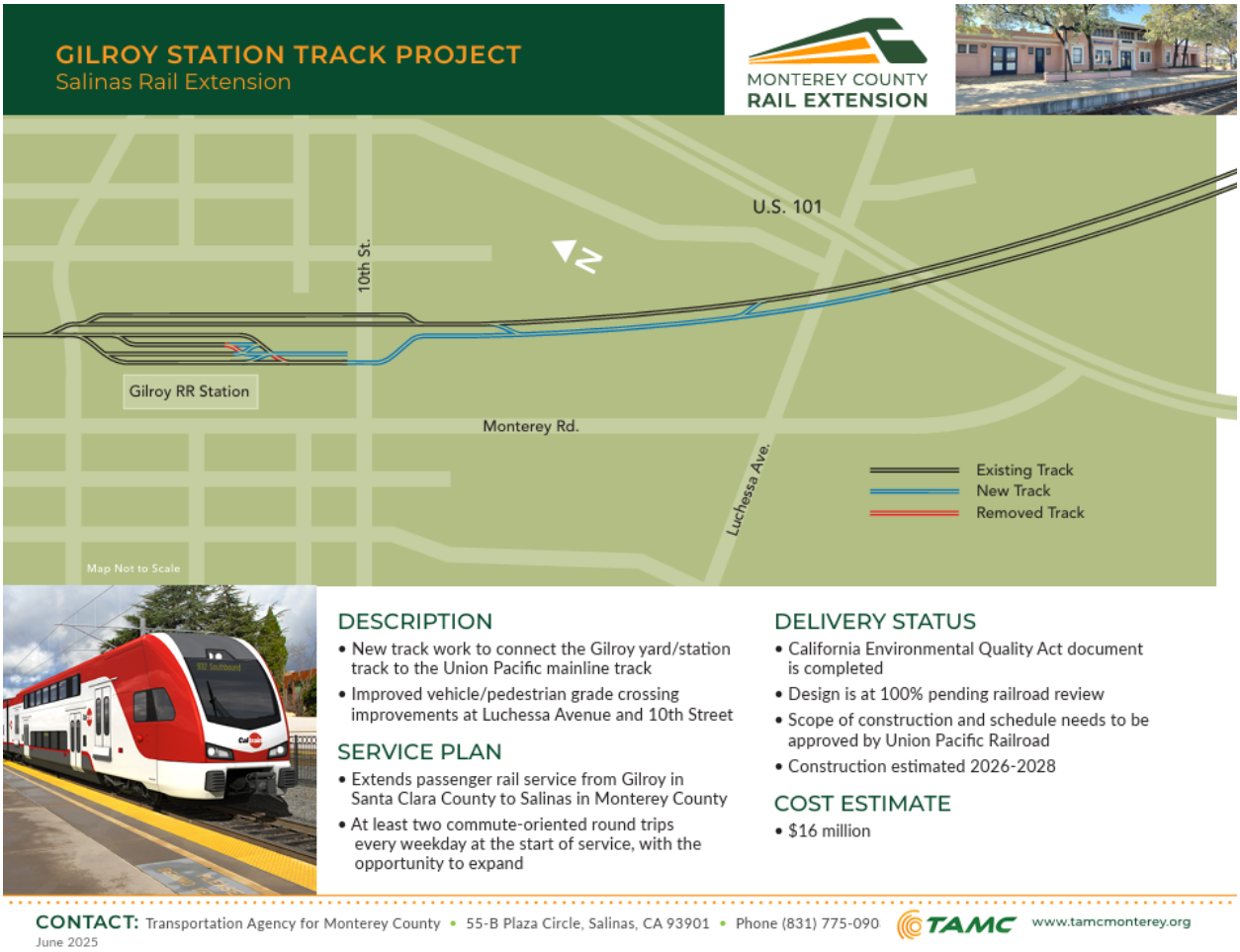
Source: TAMC Salinas Station and Layover Facility Fact Sheet

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Project: Gilroy Track Connection

Associated Plan: Required for service beyond the first roundtrip to Salinas if the Gilroy station is to be served

Description: Constructs new track connections linking the Gilroy yard and station track to the Union Pacific mainline.



Source: TAMC Gilroy Track Connections Fact Sheet