



2025 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
Legislative Program

TOP PRIORITIES FOR 2025:

- a) Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.
- b) Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state and federal funding.
- c) Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.
- d) Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.

I. SECURE SUSTAINABLE FUNDING

- a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.
- b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual business plan.
- c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.
- d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.
- e) Support efforts to apply for the use of SB 1 (Chapter 5, Statutes of 2017) and cap-and-trade funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use, and a streamlined allocation process. Monitor discussions related to extending the cap-and-trade program.
- f) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.
- g) Support the development of future federal rail capital investment programs.
- h) Support efforts to apply for federal rail capital matching program funds for LOSSAN Agency priority projects.
- i) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.
- j) Support policies and funding that provide for the implementation of the LOSSAN rail corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.
- k) Support expedited project delivery solutions and supplemental funding for priority rail projects, including those related to the 2028 Olympic and Paralympic Games in Los Angeles.
- l) Engage in discussions related to policies and regulations that require the implementation of zero-emission locomotives to ensure technical feasibility, reliability, adequate funding, and interoperability.
- m) Support policies that encourage the rehabilitation and modernization of the state rail network, such as equipment procurement and zero-emission or energy efficient locomotive technology.



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II. IMPLEMENTATION OF TRANSPORTATION POLICIES

- a) Support implementation of the Infrastructure Investments and Jobs Act (IIJA) and development of the next surface transportation reauthorization bill to ensure adequate funding levels, transit and rail investments, and expedited federal actions are provided.
- b) Support equitable policies in the delivery of passenger rail services, projects, and programs within the LOSSAN rail corridor.
- c) Monitor regulatory efforts that alter existing transportation investment processes to ensure the LOSSAN Agency remains competitive within existing funding programs and transportation funds are used for their intended purposes.
- d) Support policies and actively engage in discussions to increase transparency and address the deficiencies of the current federal intercity rail cost model, as envisioned in the IIJA.
- e) Participate in and support the working group created by SB 1098 (Chapter 777, Statutes of 2024) in order to share LOSSAN perspective and encourage recommendations that benefit the corridor as a whole.

III. CONNECTIVITY AND INTEGRATION

- a) Continue working with stakeholders on the planning, advocacy, and promotion of existing and future passenger rail service at the federal, state, and local level.
- b) Seek opportunities to support and increase connectivity integration for the LOSSAN rail corridor, including with emerging rail corridors, services, and high-speed rail.
- c) Support efforts to streamline and enhance transit services that provide for first-and-last mile connections to intercity, commuter, and high-speed rail passenger rail services and stations, including policies and programs regarding train to plane connections at local airports
- d) Support financially sustainable efforts that would allow for the future extension of service to connect to areas outside of the existing LOSSAN rail corridor.

IV. INFRASTRUCTURE, SERVICE, RESILIENCY, AND SAFETY

- a) Support legislation that encourages smart growth and transit-oriented development, mixed-use development, and joint development opportunities, including improved connectivity to and from rail stations.
- b) Support goods movement initiatives that provide infrastructure and throughput improvements for passenger rail systems, including any additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.
- c) Support legislation promoting rail safety and rail security, including efforts to fund and responsibly operate Positive Train Control (PTC), and request federal assistance in considering the fiscal, technological, and logistical challenges faced by entities operating PTC safety technology.
- d) Monitor any administrative reform efforts that may impact rail safety regulatory agencies such as the California Public Utilities Commission.
- e) Support efforts to protect the coastal rail corridor by coordinating with the State and member agencies on developing solutions to address the impacts of sea level rise and coastal erosion to ensure long-term viability of the corridor.
- f) Participate in the Senate Subcommittee on LOSSAN Rail Resiliency and the LOSSAN Regional Rail Working Group to help inform the State's perspective on resiliency planning throughout the corridor.