



Caltrans Division of Rail

LOSSAN TAC

MAY 7, 2026



Corridor ID Program

LOSSAN Corridor Updates



Corridor ID Program

The Corridor ID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

The Corridor ID Program: Service Development Planning:

- Service Development Plans (SDPs) establish the service concept and necessary capital projects to operate service
- SDPs will identify phased infrastructure investments to accomplish service goals identified in the Rail Plan



9 Corridors in California

Caltrans Sponsored Corridors:

- Capitol Corridor
- San Joaquin Valley Corridor
- Central Coast Corridor
- LOSSAN Corridor
- Coachella Valley Corridor

Other CA CID Program Awards:

- California High-Speed Rail Corridor*
- Brightline West
- High Desert Corridor
- Sunset Limited

California CID Program Corridors



LOSSAN

Build on existing planning work.

Includes an extension to the US-Mexico Border.

2 phases:

- Phase 1: Projects with existing planning done
- Phase 2: Longer-term projects without existing planning, such as the extension to the US Border



We are here



Grant	Step 1: Scoping the Service Development Plan	Step 2: Preparing the Service Development Plan (SDP)	Step 3: NEPA / Preliminary Engineering
Scope	<ul style="list-style-type: none"> • Sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date • Step 1 deliverable is corridor-specific scope, budget, and schedule, for service development plan 	<ul style="list-style-type: none"> • Sponsor develops an SDP in accordance with Step 2 SOW • Final SDP includes a Capital Project Inventory as part of the Phased Implementation Plan • Capital projects identified in SDP <u>may</u> advance into Step 3 Project Development, at FRA's discretion based on a project's readiness (i.e., governance, funding, risk assessment, etc.) 	<ul style="list-style-type: none"> • In coordination with FRA, sponsor completes NEPA and preliminary engineering for capital projects • Capital projects that complete Step 3 will move to Project Pipeline to compete for funding under Fed-State Partnership Program
Funding	Funded internally (Caltrans)	90% Federal / 10% non-Federal (Caltrans)	80% Federal / 20% non-Federal match (competitive state funds and/or local)
Status/ Timeline	Complete! Awaiting notice from FRA to obligate funds for Step 2	Expected to start early/mid 2026 Expected to finish 2029-2030	TBD – after the end of Step 2, subject to funding availability and readiness criteria

We are here



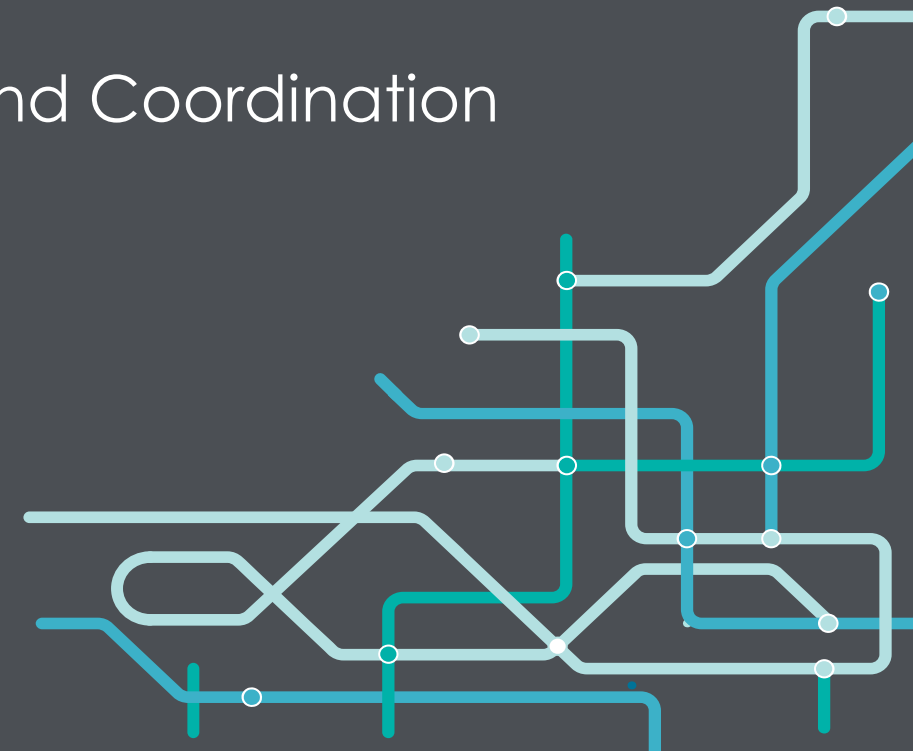
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Current Status: waiting on FRA to release an administrative NOFO to advance to Step 2



CRIS Introduction

Tool for Service-Led Planning Methodology and Coordination

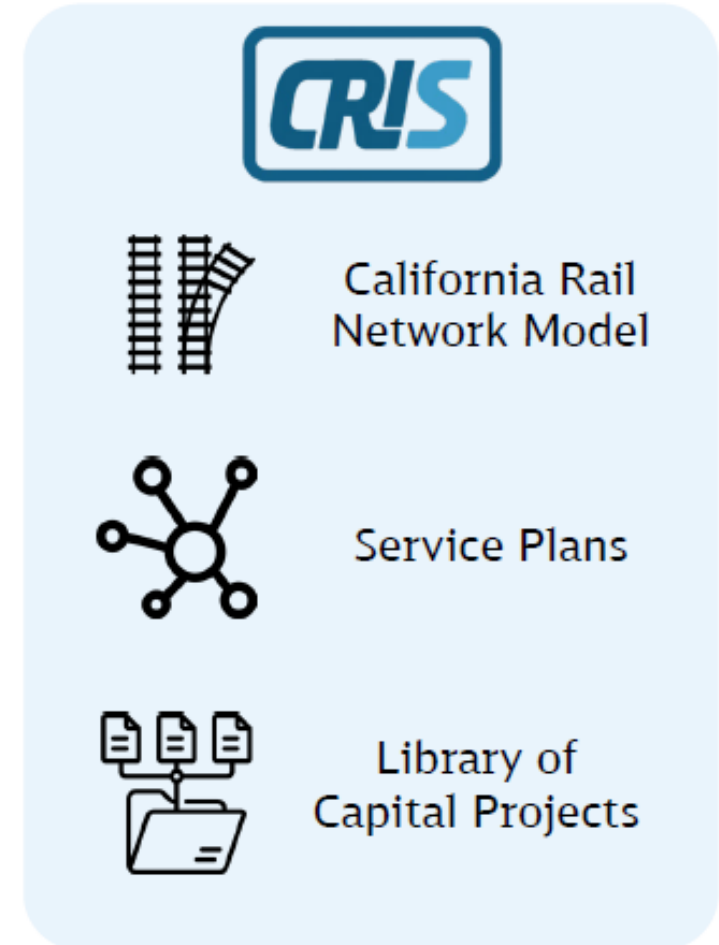


California Rail Infrastructure System (CRIS)

CRIS is a **collaborative workspace and project library** used to allow DOR to better monitor and manage California's rail capital projects.

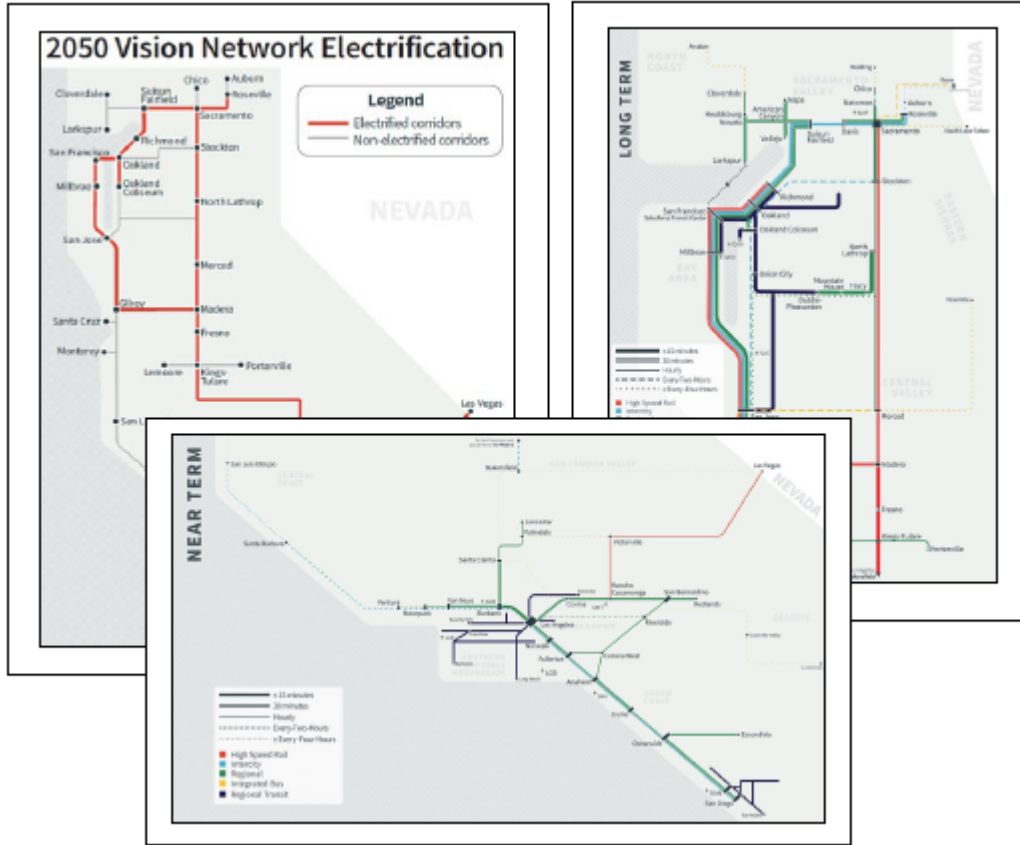
- Minimizes scattered communications
- Serves as knowledge base for Regional Rail Coordinators
 - Strengthens partner engagement
 - Captures most up-to-date information
- Allows Caltrans to promote service-led planning¹ for funding and project oversight

¹ 2024 California State Rail Plan Appendix 4-2: <https://dot.ca.gov/programs/rail/california-state-rail-plan>



CRIS

SHAPE HOW WE PLAN, FUND AND DELIVER CALIFORNIA'S FUTURE



Plan Smarter

Fund Strategically

Deliver with Confidence

CRIS helps capture project intent early and evolves as priorities shift, so your planning reflects the real world.

Define clear, consistent narratives to support funding applications and justify budget decision.

Track up-to-date milestones and eliminate guesswork. CRIS ensures that decision-makers and project teams have exactly the information they need, when they need it.

California Rail Network Model

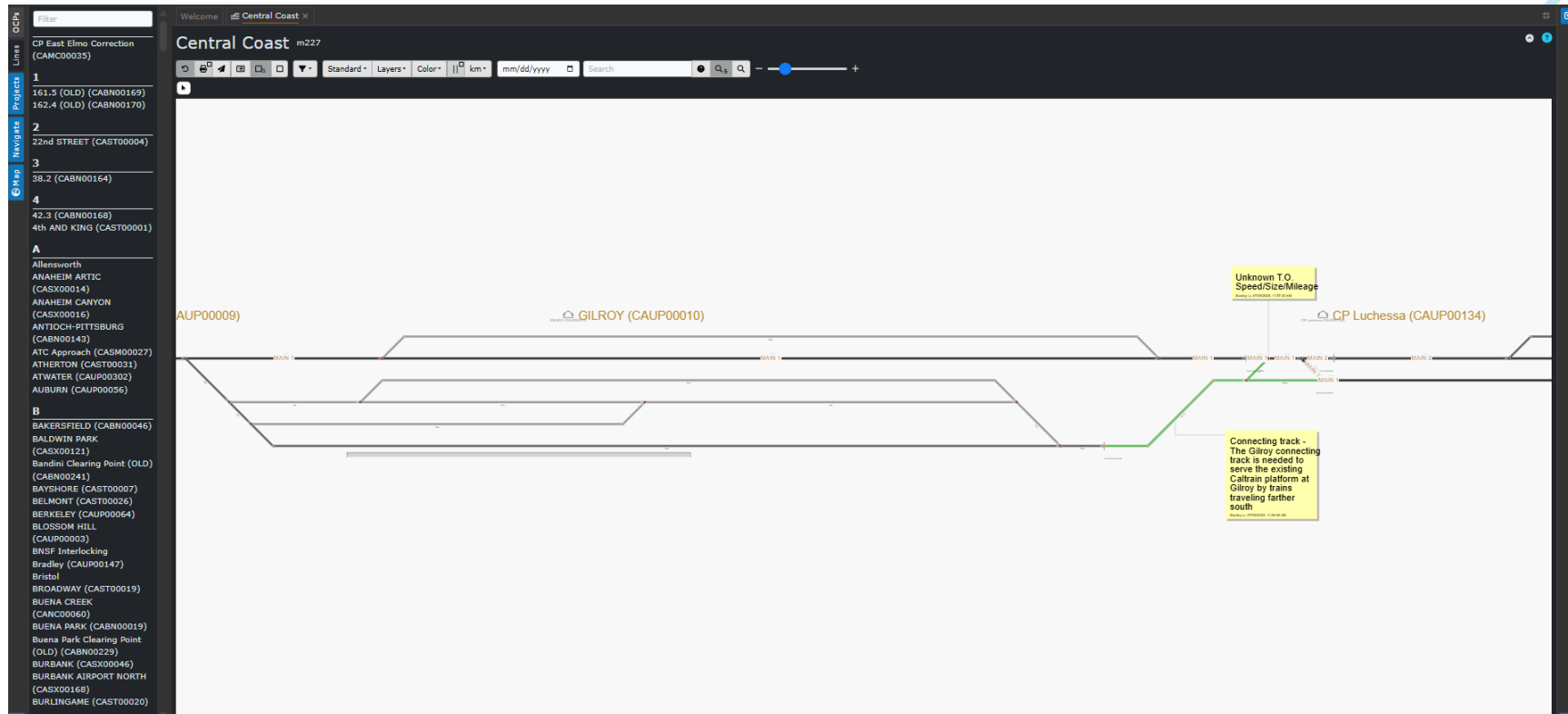
Holistic view for all projects: Visualization of proposed track layouts are available to allow Caltrans to understand and review each project easily

Example: Central Coast



Capital Projects

- Salinas train layover facility
- **Gilroy station track**
Extension of existing stub end track for through service
- Coast Sub PTC
- Monterey County siding project



Library of Capital Project Information

Search

Inbox

Shared

- Caltrans Rail Infrastructure ...
- Capital Projects**
- Input Documents
- Programs
- Funding
- Milestones
- Open Items
- Flags
- References
- Ask a Question
- All Input Documents


You're a guest in DB E.C.O. North America. Get full access to Notion in your own workspace. [Create workspace](#)

Capital Projects

See description of fields at [Database Fields](#)
Upload a file via [Upload a File to CRIS](#)

by Program of Projects

Project Name	Project Stat
Brightline West - High Desert Hub to Rancho Cucamonga	CON - Under c
High Desert Corridor High-Speed Rail Project	E&P / PA&ED -
Coachella Valley Rail	PID - Project P
Caltrain Service Vision 2030	PID - Project P
San Francisquito Creek Bridge Modernization Project	PS&E - In Desi
Sacramento Subdivision Track and Signal Improvements	PID - Project P
Metrolink ZEMU Equipment Pilot	CON - Under c
Metrolink Locomotive Fuel Efficiency and Maintenance Modernization	CON - Under c



5 backlinks

High Desert Corridor High-Speed Rail Project

PCT (%) FUNDED 3591.2% ○

Project Status **E&P / PA&ED - Environmental Review**

Phase Number 0

Caltrans Regional... Mitchell McNutt

Content Service Goals 8 more...

Affected Line/Service (Main)
High Desert Corridor

Lead Agency
HDC JPA LA Metro

Support Service Planning

CRIS is used to support Caltrans DOR's Service-Led Planning Methodology



Document and review proposed service plans



Understand the benefits of the proposed rail capital projects (e.g., travel time benefits, service level increases, etc.)

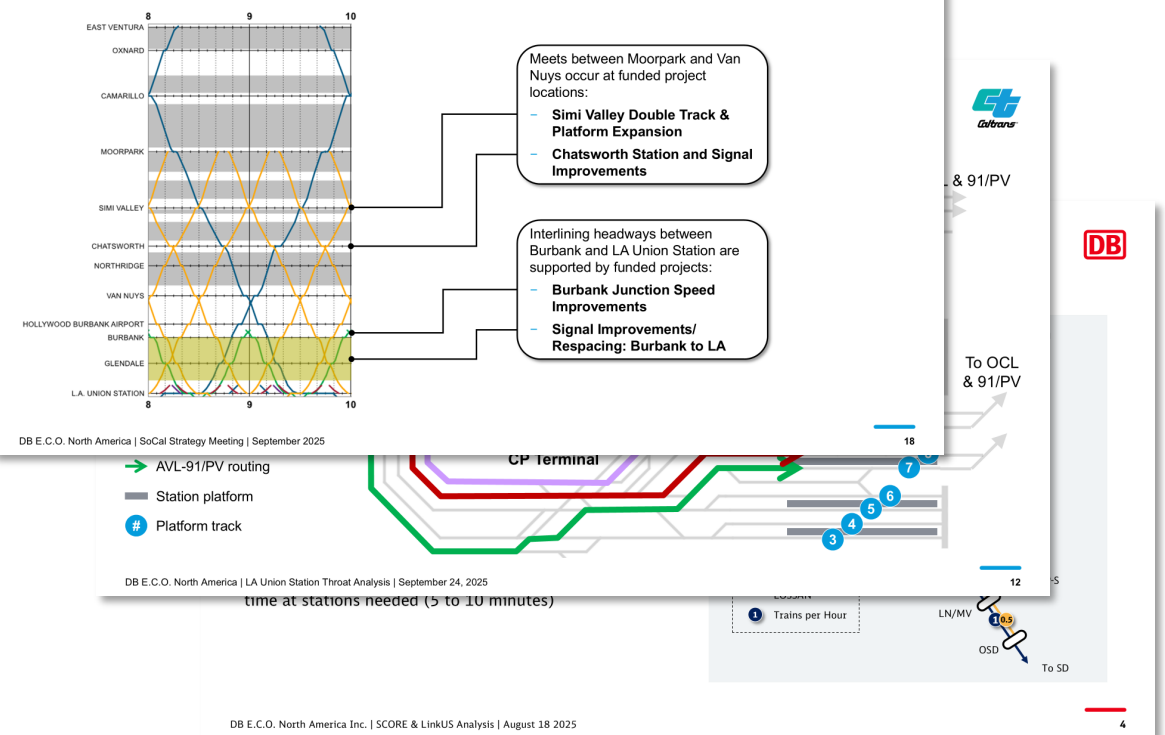


Develop justification of capital projects through technical service plan analysis



Provide standardized data management for rail service planning following international best practices through railML/ISO standards

Ventura County & Surfliner can run half-hourly with only funded projects
 Surfliner takes over a VCL slot instead of running as a service overlay





Strategic Investment Planning & Management



Network State Development

Network State

Key Service Outcomes

A step change in rail service offered to customers achieved by delivering necessary Projects and Activities

- X additional roundtrips
- Y minute(s) travel time savings
- Z% on-time performance (OTP) improvement

Projects and Activities

Necessary and sufficient actions to realize the customer benefits of the Key Service Outcome

- Extend siding
- Electrification of the network
- Establish track access agreements
- Secure funding



Key Service Outcome: 1 RT to Salinas

Projects and Activities:



Service Plan

1 midday roundtrip operated by Capitol Corridor ([link to stringline and Viriato database & scenario](#))



Access & Operations Agreements

Needed with UPRR; working with Caltrain as of 1/15/26 to transfer 1 RT slot CP Lick – Gilroy; additional agreement needed for Gilroy – SNS ([link to agreements as applicable](#))



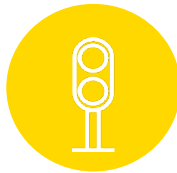
Rolling stock

No additional rolling stock needed (can operate with or without Caltrain set in CCJPA fleet)



Infrastructure Projects

CP Logan relocation TBD; Caltrans to discuss with UP ([links to projects](#))



System Projects

Required before start of service: PTC implementation ([links to projects](#))



Funding

Implementation & operating funds via supplemental allocation



Links to other Key Outcomes

CCJPA pulse schedule

Contact Information

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