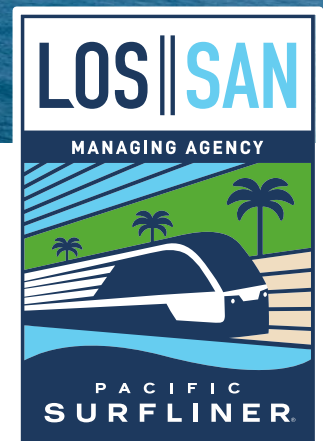




Senate Bill 1098 Update

Board of Directors Meeting | June 15, 2026



Working Group
Report to the
California Legislature
SB 1098

Policy Areas

Report Due to the Legislature Covering:

(A) Service Coordination & Disruption Reduction

Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance on-time performance.

(B) Alternative Management Models

Evaluation of management and operations structures that improve intercity and regional rail service delivery.

(C) Statutory & Funding Changes

Recommended changes to state law, rules, or funding to improve quality, frequency, governance, and planning integration across the corridor.

(D) Federal Funding Coordination

Alignment with the federal Corridor Identification and Development Program to expand capital funding opportunities.

Key Findings and Recommendations

Policy Area A

Service Coordination & Disruption Reduction

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.
- Encourage state grant programs to fund State of Good Repair (SGR) projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding (MOU) between CalSTA, the LOSSAN Corridor, and the California Coastal Commission to streamline permitting and delivery of coastal rail projects.
- Establishing a Vision Zero framework for rail safety along the LOSSAN Corridor, with a data-driven pipeline of safety improvement investments.
- Improve corridor-wide coordination and planning of maintenance work windows, including earlier AWW confirmation and consolidation of maintenance activities to reduce service disruptions and passenger impacts.

Key Findings and Recommendations

Policy Areas B

Alternative Management and Operations Models

- The working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.
- Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances.

Key Findings and Recommendations

Policy Areas C

Statutory & Funding Changes

- Streamlining the California Environmental Quality Act (CEQA) review for passenger rail projects by establishing agency comment deadlines, a conflict resolution protocol for multi-jurisdictional projects, and a pathway to make permanent the judicial review provisions introduced under Chapter 60, Statutes of 2023 SB 149 (Chapter 60, Statutes of 2023).
- Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which also aligns with consensus recommendations from the final Transit Transformation Task Force.
- Developing and issuing statewide guidance for how intercity passenger rail, including the Pacific Surfliner, is documented and coordinated in Regional Transportation Plans (RTPs).

Key Findings and Recommendations Continued

Policy Areas D

Federal Funding Coordination

- Aligning state grant programs with the Federal Corridor Identification and development Program (CIDP) project development pipeline to strengthen the corridor's competitiveness for federal capital funding.
- Recommend that the LOSSAN JPA, in coordination with Caltrans, establish a standing interagency coordination structure specifically organized around stage 2 CIDP milestones and deliverables.
- CalSTA, Caltrans and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership.

Next Steps

1. Public comment closes July 3, 2026.
2. Board feedback should be transmitted by this date for consideration and inclusion in the report.
3. Transmit report to legislature after board feedback is received by July 8, 2026.
4. Resume regular quarterly cadence for future Working Group meetings, starting in August.