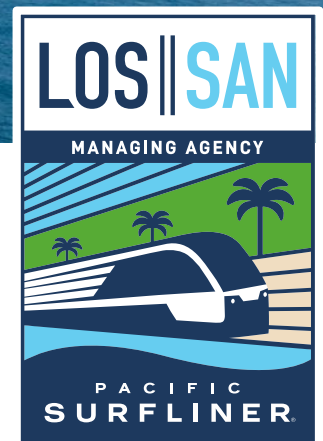




Senate Bill 1098 Update

Executive Committee Meeting | July 2, 2026



Executive Committee Considerations for Direction

Submit comment letter supporting the consensus driven recommendations while highlighting several key areas:

1. Pacific Surfliner service restoration and expanded service pilot has resulted in ridership and revenue exceeding pre-pandemic levels and State farebox recovery requirements.
2. The Amtrak Pacific Surfliner service continues to be the busiest State-supported Amtrak route in the nation and the second busiest intercity rail service in the nation in terms of ridership.
3. The LOSSAN Agency awarded over \$27 million in Federal funding over the next six years to sustain service restoration and reiterate the importance of State funding grant commitment.
4. Focus on demonstrating the critical need for continued State funding support for intercity rail program beginning in Fiscal Year 2027-28.

Executive Committee Considerations for Direction - Continued

Submit comment letter supporting the consensus driven recommendations while highlighting several key areas:

5. Recognition of LOSSAN's coordination and participation related to Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee (TAC) as a staff led forum to advance priorities established by the Leadership Group.
6. Recognition of LOSSAN's participation and continued coordination with stakeholders on prioritizing alignment of absolute work windows to preserve operational flexibility.

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 projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding between the California State Transportation Agency (CalSTA), the LOSSAN rail 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 rail 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, shifting where possible to nighttime or weekday closures 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 TAC 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 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 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.

Key Findings and Recommendations Continued

Policy Areas D

Federal Funding Coordination

- Aligning state grant programs with the project priorities established through the Federal Corridor Identification and development Program (CIDP) to strengthen the corridor's competitiveness for federal capital funding.
- Recommend that the LOSSAN JPA, in coordination with the California Department of Transportation (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.
- Acknowledgement that Caltrans serves as the lead agency and primary coordinator for California's participation in the CIDP, which positions California to speak with a unified voice in federal planning processes and improves competitiveness for projects.

Next Steps

1. While public comment closes July 3, 2026, CalSTA indicated during June 15, 2026, Board of Directors (Board) meeting that they will accept Board input after the July 20, 2026, Board meeting and include feedback as an addendum to their report to the Legislature.
2. Direct staff to prepare a comment letter for July 20, 2026, Board's consideration for submission to CalSTA to include as addendum to their report to the Legislature.