

# Considerations on increasing LOSSAN Corridor resilience

Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency

Getting it Right – Advancing Rail Reforms in Southern California

Panel: Governance, Funding and Service

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Sacramento

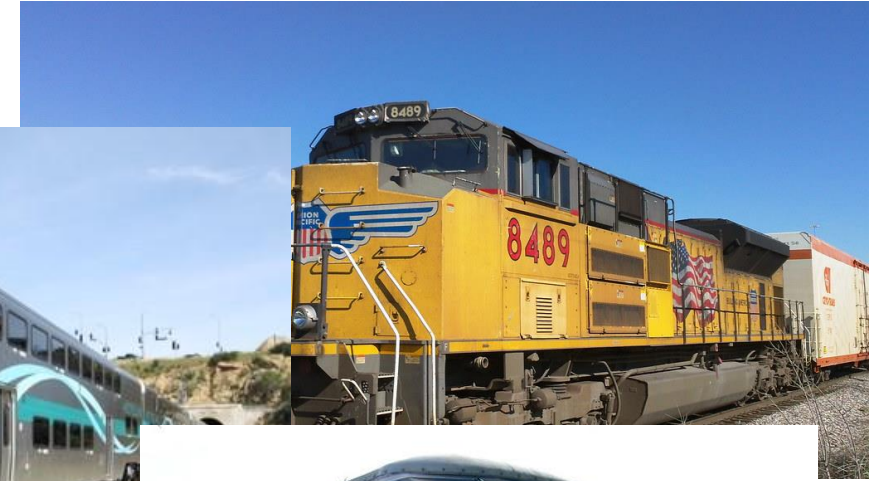
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# Outline

- Background
- Governance issues
- Challenges
- Potential solutions



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# Background – revisit from 2023

A corridor shared by both passenger and freight

- A strong passenger market with growth potential
- A small but important freight market

A complex governance and funding structure

- Multiple owners of rail infrastructure and ROW
- Multiple operators with different organizational objectives
- Multiple planning organizations
- Multiple funding sources

# Governance issues

	Pacific Surfliner	Metrolink	COASTER
Core operation	intercity passenger rail service	regional commuter rail moving to regional general service	Urban/suburban public transit
Core market	California intercity	Greater LA region	San Diego County
Operating funds	Mostly state funds via AMTRAK contract	Mostly contributions from SCRRA members, from local sales taxes	Main sources state TDA and local sales tax
Track ownership	UP/VCTC/LA Metro /BNSF/OCTA/NCTD /San Diego MTS	UP/VCTC/LA Metro/ BNSF/OCTA/NCTD	NCTD/San Diego MTS

# More issues

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Overlapping service areas, limited schedule coordination, limited fare integration

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Incentive structure of local sales tax funds

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All must accommodate freight traffic

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# Problems/challenges

Ridership (and fare revenues), although increasing, remains below pre-COVID levels



More demand for subsidies, but funding sources increasingly uncertain



Impacts of climate change increasing, need for short and longer term infrastructure repair, reconstruction



# An impending fiscal cliff?

## Federal funding

- Threat of losing current funding
- Future funding less likely
- Knock-on effects of losses in other programs

## Operations

- Pacific Surfliner – most stable with state funding, but increasing competition at state level
- Metrolink – large gap in fare recovery, competition for local sales tax, uncertainty re sales tax revenues
- NCTD – very low fare recovery, dependence on TDA funds, competition for those funds

## Capital projects

- Pacific Surfliner \$16.5B unfunded capital projects
- Metrolink \$10B SCORE program largely unfunded
- NCTD track repair funding
- Fed is major source for capital projects

# Adding to the challenge

Climate related  
damage to  
infrastructure

- Santa Barbara, San Clemente, Del Mar

Emergency repairs  
vs long term fixes

- Emergency repairs costly, complex, may take years, and don't necessarily fix the problem
- Threats of more damage, closures
- Effects on service availability, reliability

Long term fixes (eg  
hardening or moving  
rail to safer ground)

- Very costly, complicated, and subject to local preferences and concerns
- Years long planning process
- No obvious funding source



# What to do?



# Service provision (operations)

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*Increase other funding sources* – any viable options for more subsidies?

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*Reduce service costs* – would service consolidation reduce costs?

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*Increase service quality* – would full fare integration and “seamless” system reduce costs and increase ridership?

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*Increase service revenues* – elasticity of demand – would raising or lowering fare result in more total revenue?

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*Reduce service to meet subsidy constraints* – which services have the lowest demand? What would happen if COASTER or Metrolink service were eliminated? Could Pacific Surfliner fill the gap?

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# Repairs, restoration, reconstruction

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Benefits and costs of long term reconstruction – has an assessment been done? Is there a 20 year plan and price tag?

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What would happen if San Clemente or Del Mar tracks were not repaired?

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What are the options for a multi-billion \$\$ restoration capital program?

- A state level bond measure?

- A multi-county rail authority bond measure?

- Rearranging rail priorities away from HSR to coastal corridor?

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# Final thoughts

Is the current governance structure a good match for current challenges?

Is there any way to streamline or consolidate these services?

Should the corridor be segmented?

Where is the leadership for a long-term corridor plan?

# Thank you

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