



State of the System: Caltrans Oversight of Passenger Rail Services

SUBCOMMITTEE ON LOSSAN RAIL CORRIDOR RESILIENCY
FEBRUARY 2026

Long-Term Vision and Near-Term Priorities

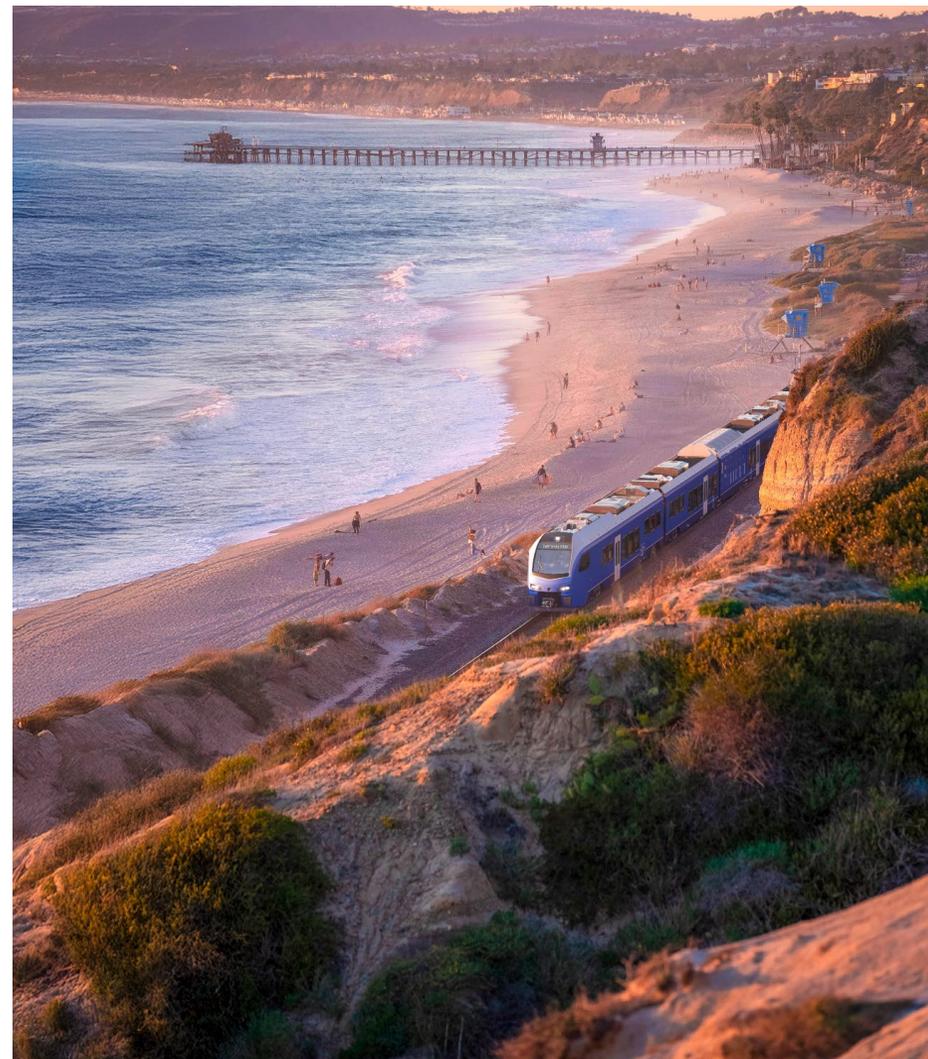
PRESERVE AND GROW CALIFORNIA'S BEST-IN-THE-NATION STATE-SUPPORTED PASSENGER RAIL PROGRAM

"The state rail network will connect more people to more places and is specifically well-positioned to capture regional and long-distance trips, which currently make up 75% of all auto travel mileage in California today. We envision a 2050 future when passengers will travel nearly 200 million miles per day on an integrated zero-emission rail and transit network". – 2024 California State Rail Plan

- **Stabilize Intercity Passenger Rail funding and return to pre-COVID service levels**
- **Overhaul aging fleet and successfully introduce FLIRT H2 ZE trains into service by 2028**
- **Successfully launch Corridor Identification and Development Program (CIDP)**
- **Assess all rail projects for State Rail Plan alignment, project readiness, and funding**
- **Support improved project oversight for rail projects**

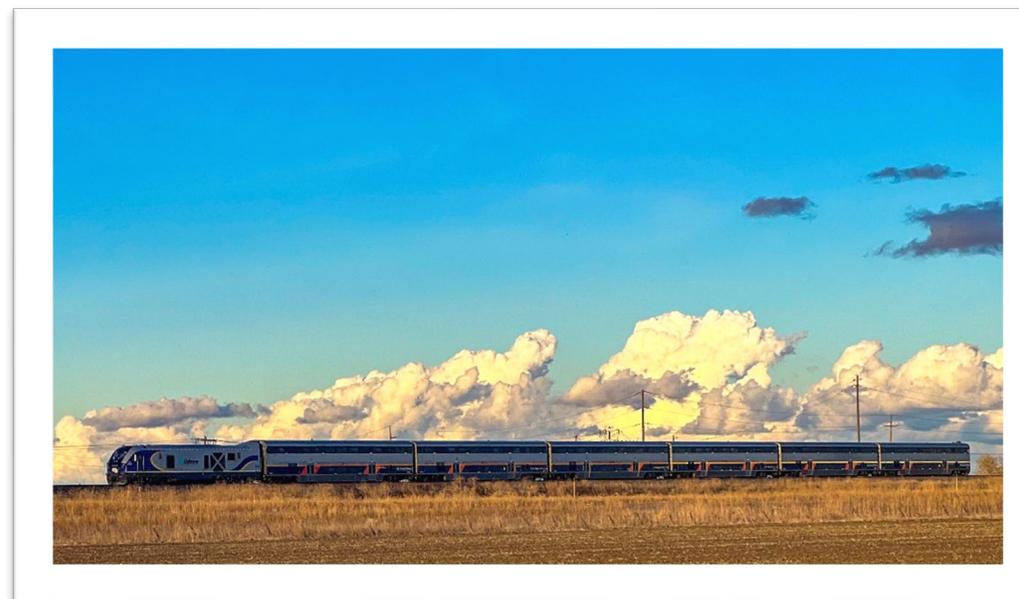
Rail Plan Overview

- The Rail Plan establishes a **strategic vision** for prioritizing state investment in the passenger and freight rail network statewide
- Provides a **framework for coordination** between planning partners, rail operators, rail owners and the state to develop a rail network with a strategic vision in mind.



Passenger Rail Operations & Maintenance

- Manages California's \$234M **Intercity Passenger Rail Program (IPRP)**
- Establishes performance metrics
- Funds and oversees the three Intercity Passenger Rail JPAs:



Assets & Equipment

- Directs **planning, procurement, deployment, and management** of the State's rail fleet
- Leads statewide and national **Zero-Emission rail innovation** and development initiatives



Rail Planning

- The **State Rail Plan** establishes the **vision** for rail in California
- The **Corridor Identification and Development Program (CIDP)** is the new planning and delivery framework to support the State Rail Plan
- Developed **Caltrans Rail Infrastructure System (CRIS)** rail project development tool



Division of Rail's Offices

Passenger Rail Operations & Maintenance

- Manages California's \$234M **Intercity Passenger Rail Program (IPRP)**
- Establishes performance metrics
- Funds and oversees the three Intercity Passenger Rail JPAs

Assets & Equipment

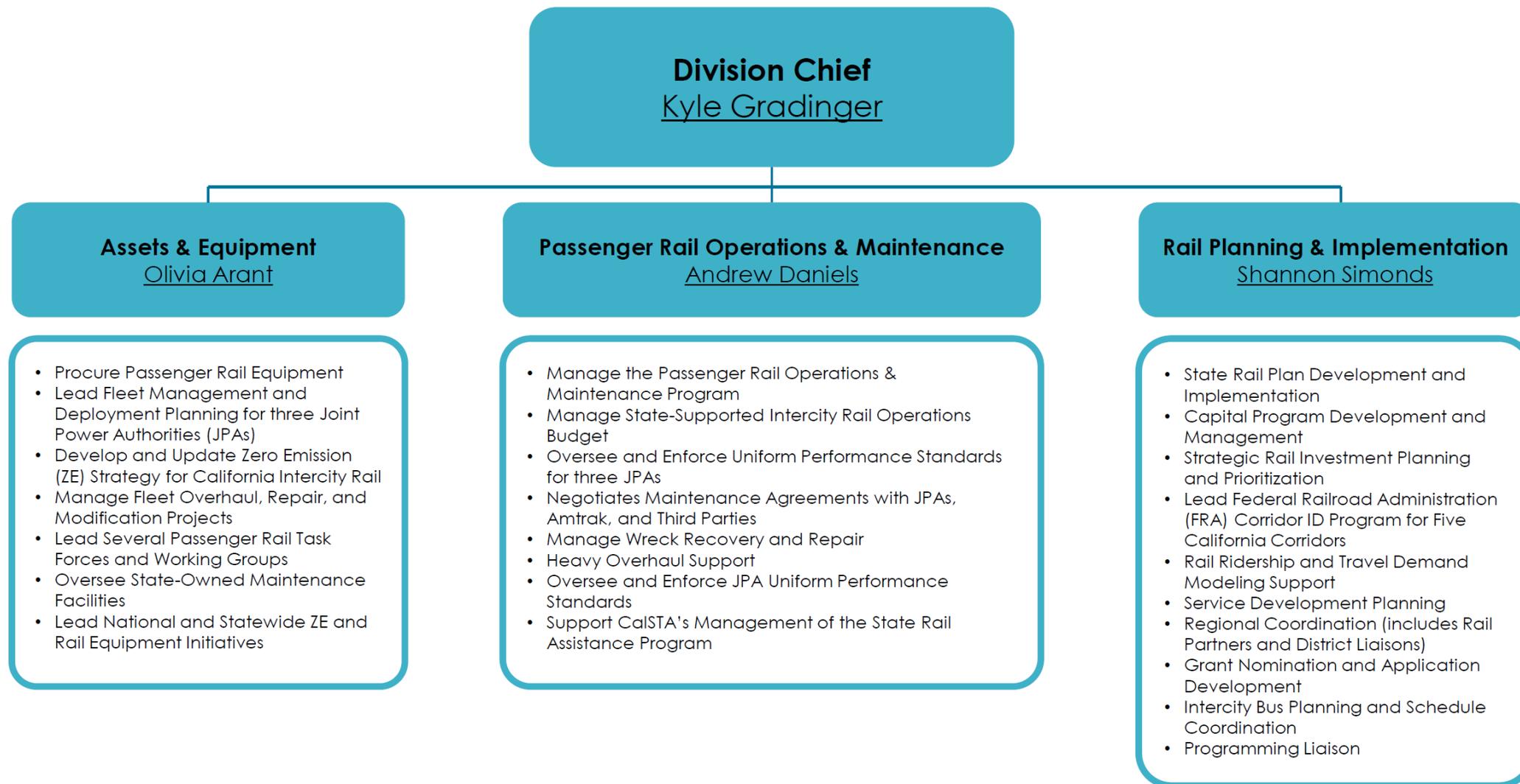
- Directs **planning**, **procurement**, **deployment**, and **management** of the State's rail fleet
- Leads statewide and national **Zero-Emission rail innovation** and development initiatives

Rail Planning

- The **State Rail Plan** establishes the **vision** for rail in California
- The **Corridor Identification and Development Program (CIDP)** is the new planning and delivery framework to support the State Rail Plan
- Developed **Caltrans Rail Infrastructure System (CRIS)** rail project development tool



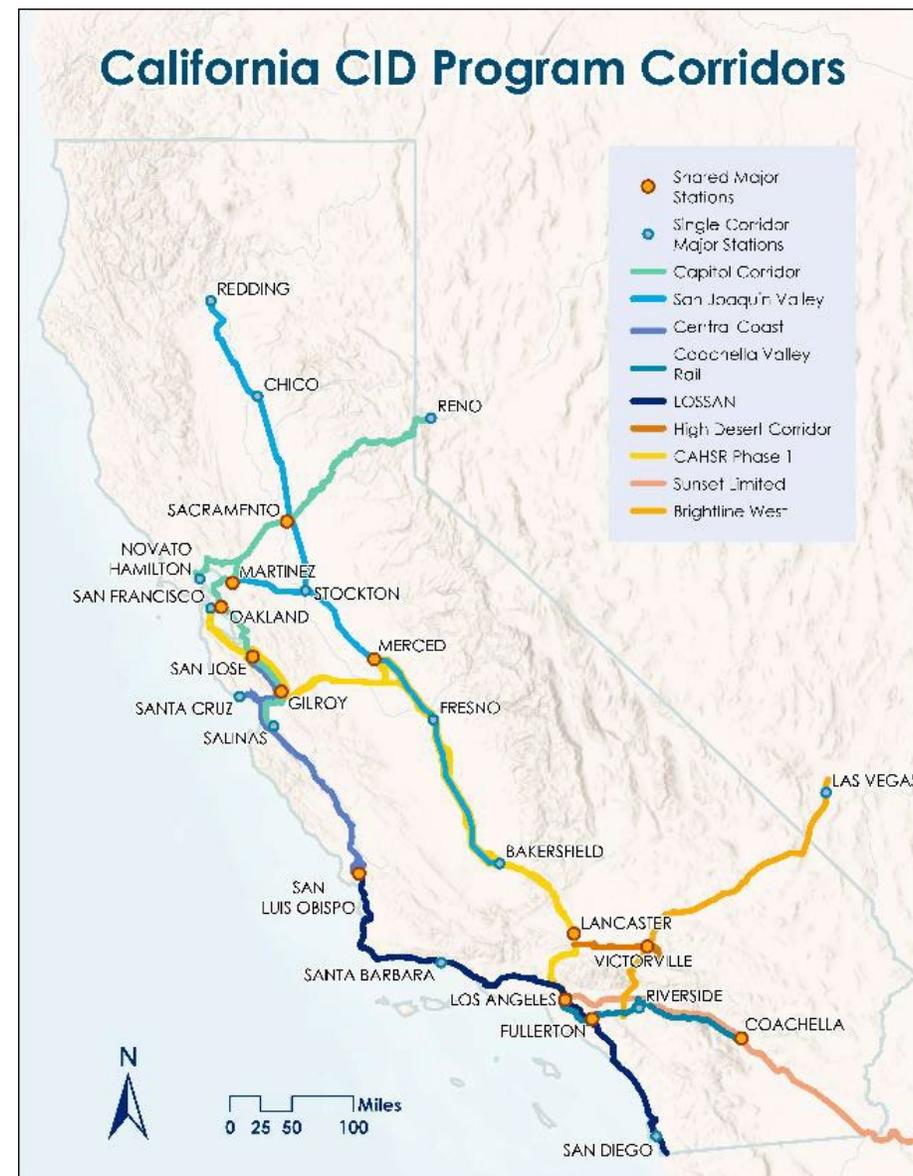
Division of Rail – Functional Org Chart



Strategic Service Planning: Corridor ID Program

9 California Corridors:

- San Joaquin Valley Corridor
- Capitol Corridor
- Central Coast Corridor
- LOSSAN Corridor
- Coachella Valley Rail Corridor
- California High-Speed Rail Phase 1 Corridor
- Brightline West High-Speed Rail Corridor
- High Desert Corridor
- Daily Sunset Limited Service

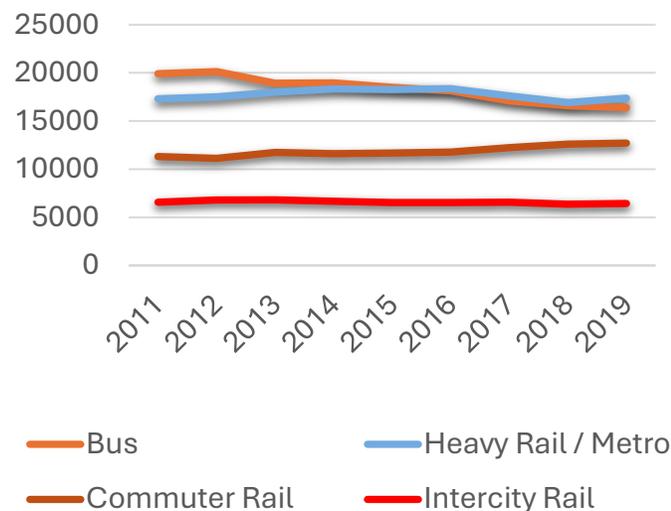


Delivering the 2050 Vision: VMT Shift

- Pre-pandemic, transit trips in CA were declining but passenger miles increased on rail
- Key to VMT shift is competing for medium and long-distance trips
- Journeys over 100 miles represent 5% of trips but 35% of VMT

Flat Ridership, Longer trips¹

Passenger Miles (millions) by Mode (National)



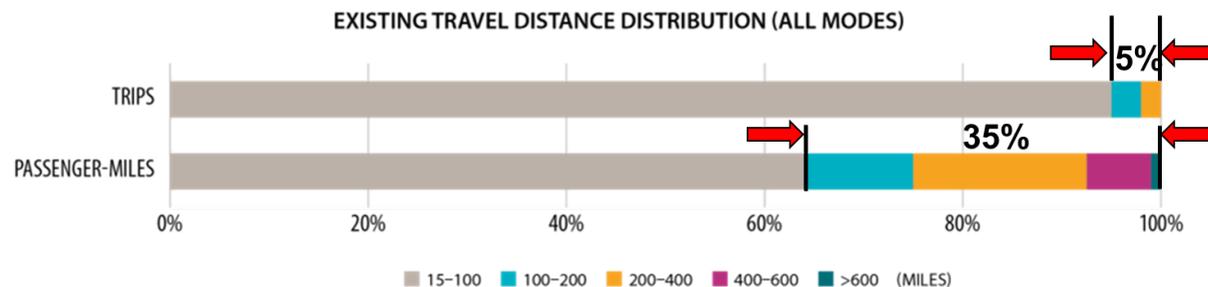
The 2010s saw overall declines in transit ridership nationally. Declines were driven by local bus. Rail ridership was more consistent.

» **Despite a 7% decline in ridership across California agencies from 2011 to 2019, passenger miles were up 4%.**

In the Bay Area, ridership rose 4% and passenger miles were up 18%.

The importance of Long-Distance Trips

Of trips greater than 15 miles, about 5% are longer than 100 miles (representing ~35% of all passenger miles). While just a portion of overall trips, this travel represents an outsized source of passenger miles on the network.



(1) US DOT, Bureau of Transportation Statistics (2) CalSTA, Rail Market Analysis Tool