

Some reflections on Southern California's rail future

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Setting Southern California Rail on Track for Success
Session: Reimagining Rail – A Shared Vision for California
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Outline

- Where we are
- Why
- Challenges
- Some possible solutions



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Where we are

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
- Multiple planning organizations
- Multiple funding sources

Why?

- **Incremental development of corridor**
 - Dates back to time when freight and passenger rail were operated by same company
 - Divestment of passenger rail service separates profitable freight from unprofitable passenger rail
 - Amtrak established to preserve passenger rail, but not responsive to changing market
 - Later emergence of metropolitan based commuter rail services
- **Lack of federal or state models for middle distance travel**
 - MPO structure for metropolitan transport planning
 - Federal regulations/policies for long distance (interstate highways, air transport)
 - Where do the long commutes, short intercity trips fit in?

Challenges

- Coordination
 - Freight and passenger
 - Commuter and intercity
- Passenger service integration
- Long term planning for climate change adaptation
- Long term planning for maximizing productivity
- Competitiveness for federal funding

Some options

Incremental: Band-aids

- More authority to LOSSAN
- Standardized rules for cost sharing
- Fare integration and rules for revenue sharing
- More coordination with freight operations
- More coordination for infrastructure planning and funding

Structural: Surgery

- A new or restructured state regional rail authority responsible for planning, management, funding, operations
- Full integration of passenger services from demand side
- Rationalize ROW and track ownership
- Long range comprehensive capital and operating plan

Potential benefits of structural changes

New Southern California rail authority



- Power of one voice
- More efficient management and decision-making
- Capacity for service integration

Passenger service integration



- Increased ridership
- More efficient operations
- Increased fare revenue

Rationalized track/ROW ownership



- More efficient management
- Facilitates standardized costing
- Funding eligibility

Long range capital and operating plan



- Needed for climate change adaptation
- Support funding requests
- Support strategic, prioritized investment