

A photograph of the United States Capitol building, showing the dome and the House of Representatives wing. The sky is clear and blue.

CALTRANS OFFICE OF THE FEDERAL LIAISON

NOVEMBER 20, 2025

IIJA REAUTHORIZATION SUB-WORKING GROUP TRANSIT AND RAIL - SESSION #2

WELCOME & LOGISTICS

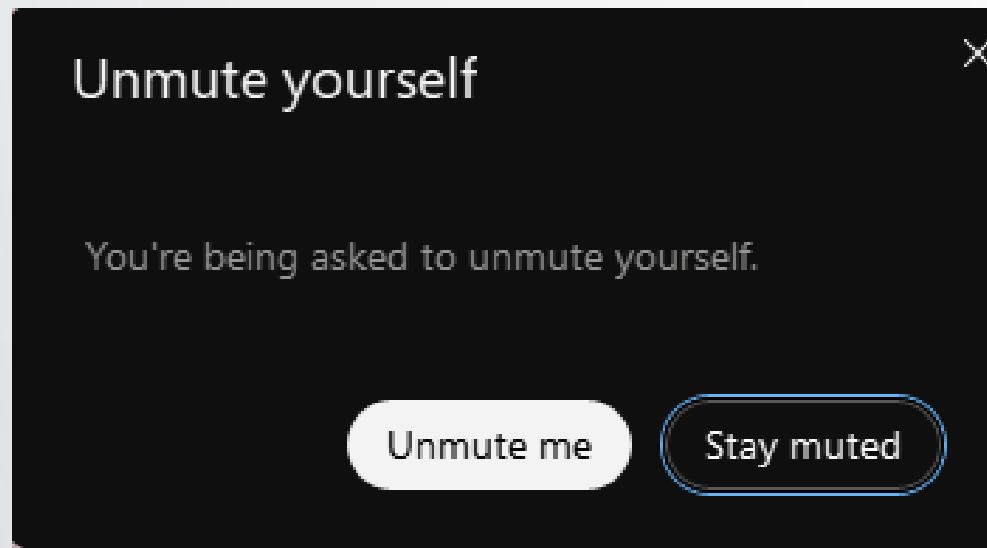
MEETING HOUSEKEEPING &
NON-DISCRIMINATION POLICY



Meeting Housekeeping

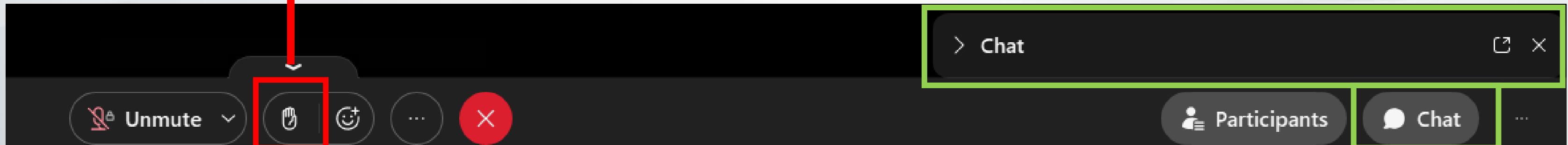
● **REC - This meeting will be recorded.**

All participants automatically join on mute, with cameras off.



Two Options to ask Questions:

1. Type your questions in the chat.
2. Raise your hand to be unmuted and ask your questions verbally.



A photograph of the United States Capitol building, focusing on the dome and the surrounding neoclassical architecture. The sky is clear and blue.

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Non-Discrimination Policy Statement

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:

<https://dot.ca.gov/programs/civil-rights/title-vi>



Agenda

- **Welcome & Logistics**
- **Opening Remarks:**

- **Kyle Gradinger, Caltrans**
Division Chief, Rail

- **Presentations:**

- **Corridor ID in California**
Shannon Simonds, Chief, Office of Rail Planning & Implementation, Caltrans
- **National Perspectives on Rail Policy**
Matt Ginsberg, Principal, Tai Ginsberg & Associates
- **How Decisions from Capitol Hill Impact California's Future**
Jeff Morales, Partner, InfraStrategies
- **Integrating Systems and Accelerating Delivery for High-Speed Rail**
Arthur Sohikian, Executive Director, High Desert Corridor JPA

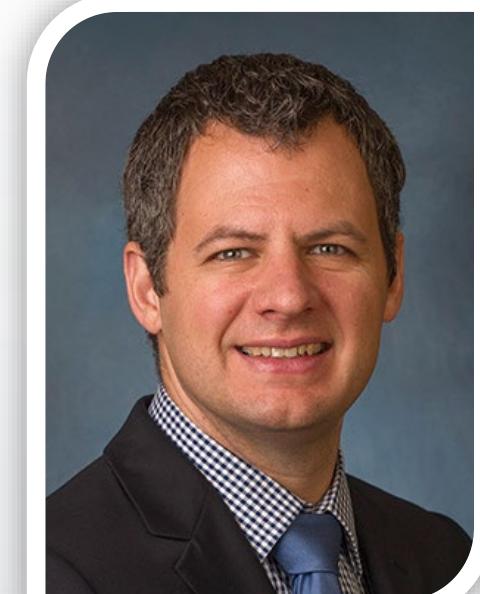
- **Discussion / Q&A**



OPENING REMARKS

KYLE GRADINGER

CALTRANS, DIVISION CHIEF OF RAIL



IIJA Implementation

- **\$53.9 billion** announced in IIJA formula and discretionary funding
- **\$11.48 billion** awarded for competitive grants (888 projects)
- **170,833** jobs created
- **\$13.14 billion** invested in California transportation projects
- **\$1.9 billion** allocated to Disadvantaged Business Enterprises

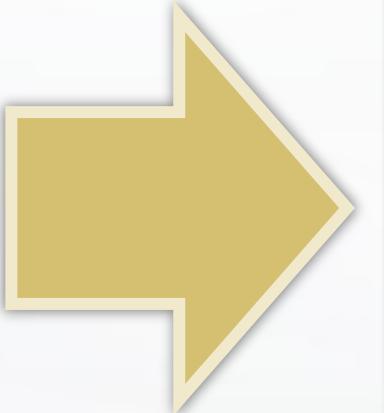


Workgroup Structure

- **Sub-Working Groups:**

IIJA Implementation Topics

1. Safety
2. Fix-it-First
3. Reimagining Highway Investments
4. Climate Resilience and Adaptation
5. Active Transportation
6. Transition to Zero Emissions
7. Local Hire/Contracting
8. Transit and Commuter Rail
9. Intercity Passenger Rail
10. Freight/Goods Movement
11. Funding Split between State/Locals
12. Equity and Tribal Government



IIJA Reauthorization Topics

- **Active Transportation & Safety**
- **Economic Prosperity & Goods Movement**
- **Federal Transportation Funding**
- **Fix-it-First & Climate Action**
- **Transit & Rail**
- **Tribal Transportation**
- **Workforce Development**
- **Zero-Emission Infrastructure**

Outcomes and Goals

- **Outcomes:**
 - Coordinated federal advocacy on behalf of the State of California.
 - Federal surface transportation reauthorization legislation that reflects California's unique values and objectives.
- **Goals:**
 - All voices are heard and recognized.
 - Group actions are developed by consensus and for the benefit of California's entire transportation system.
- **Possible Products:**
 - Consensus Principles Document / Strategic Advocacy Plan / Legislative Platform
 - Draft Legislation / Regulations / Guidance / Standards
 - White Papers / Research Topics

IIJA Reauthorization Timeline



Presentations

- **Corridor ID in California**
 - **Caltrans, Office of Rail Planning & Implementation**
Shannon Simonds, Chief
- **National Perspectives on Rail Policy**
 - **Tai Ginsberg & Associates**
Matt Ginsberg, Principal
- **How Decisions from Capitol Hill Impact California's Future**
 - **InfraStrategies**
Jeff Morales, Partner
- **Integrating Systems and Accelerating Delivery for High-Speed Rail**
 - **High Desert Corridor JPA**
Arthur Sohikian, Executive Director





Corridor ID in California

IIJA Reauthorization Transit and Rail Sub Working Group:
Rail Session

Shannon Simonds
Chief, Office of Rail Planning & Implementation
Caltrans, Division of Rail

State 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.



Rail Plan Vision: Passenger Network Strategy



Integrated Statewide Network

- High Speed Rail serving long distance trips
- Intercity and regional services providing mobility for local and regional travel
- Integrated express bus services

Coordinated Schedules

- Regularized pulsed service
- Key transfer hubs
- Seamless transfers between services

Customer Focused

- Seamless first/last mile connections
- California Integrated Travel Project (Cal-ITP)
 - Integrated ticketing and trip planning
 - Contactless/simplified payments
- Competitive to auto and air travel

Outcome:
A network that is cost-efficient to deliver and operate

Rail Plan by the Numbers



\$307B total capital investments across all time horizons



\$537B in economic return by 2050



~200M daily passenger miles shift from highways to the statewide rail network



51 miles of current overhead electrification expanding to **1,500** miles by 2050

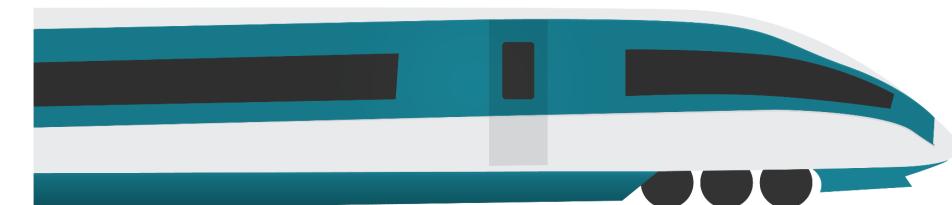


9 corridors identified for federal funding

Only modern rail networks offer sufficient capacity.

1

HSR train



918



5

Medium-haul aircrafts

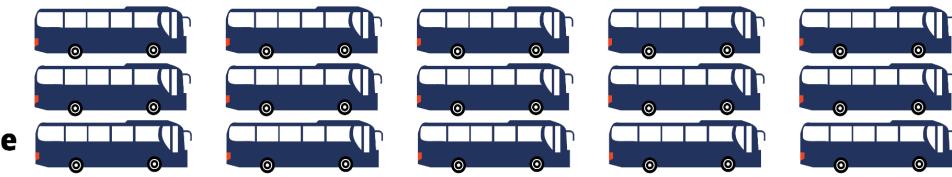


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15

Long-distance coach buses

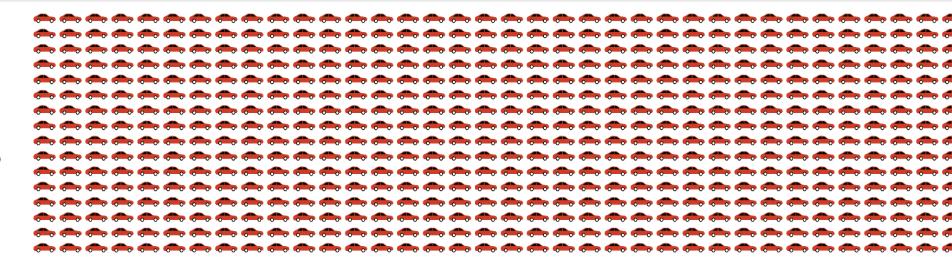


918



612

**Automobiles
(1.5 average occupancy)**



918



Corridor Identification and Development (CID) Program

The CID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

The CID Program and Service Development Planning:

- Service Development Plans (SDPs) establish the service concept and necessary capital projects to operate service
- SDPs will identify phased infrastructure investments to accomplish service goals identified in the Rail Plan



9 Corridors in California

Caltrans Sponsored Corridors:

- Capitol Corridor
- San Joaquin Valley Corridor
- Central Coast Corridor
- LOSSAN Corridor
- Coachella Valley Corridor

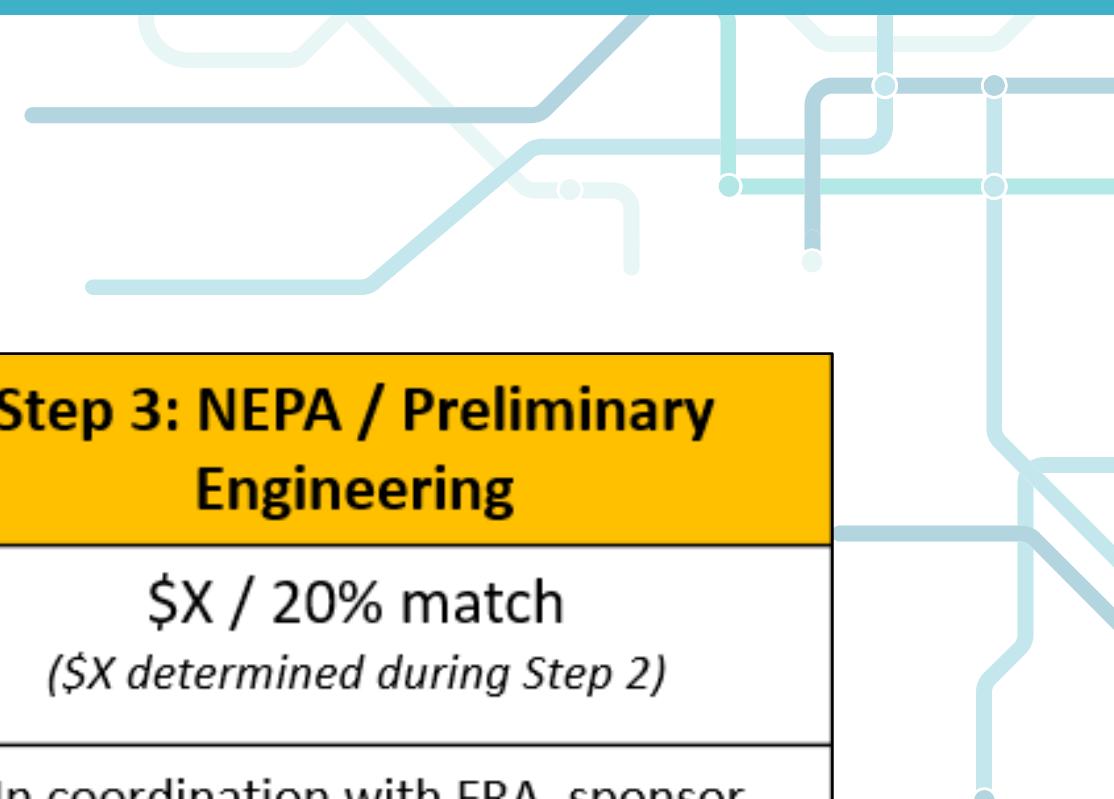
Other CA CID Program Awards:

- California High-Speed Rail Corridor*
- Brightline West
- High Desert Corridor
- Sunset Limited

California CID Program Corridors

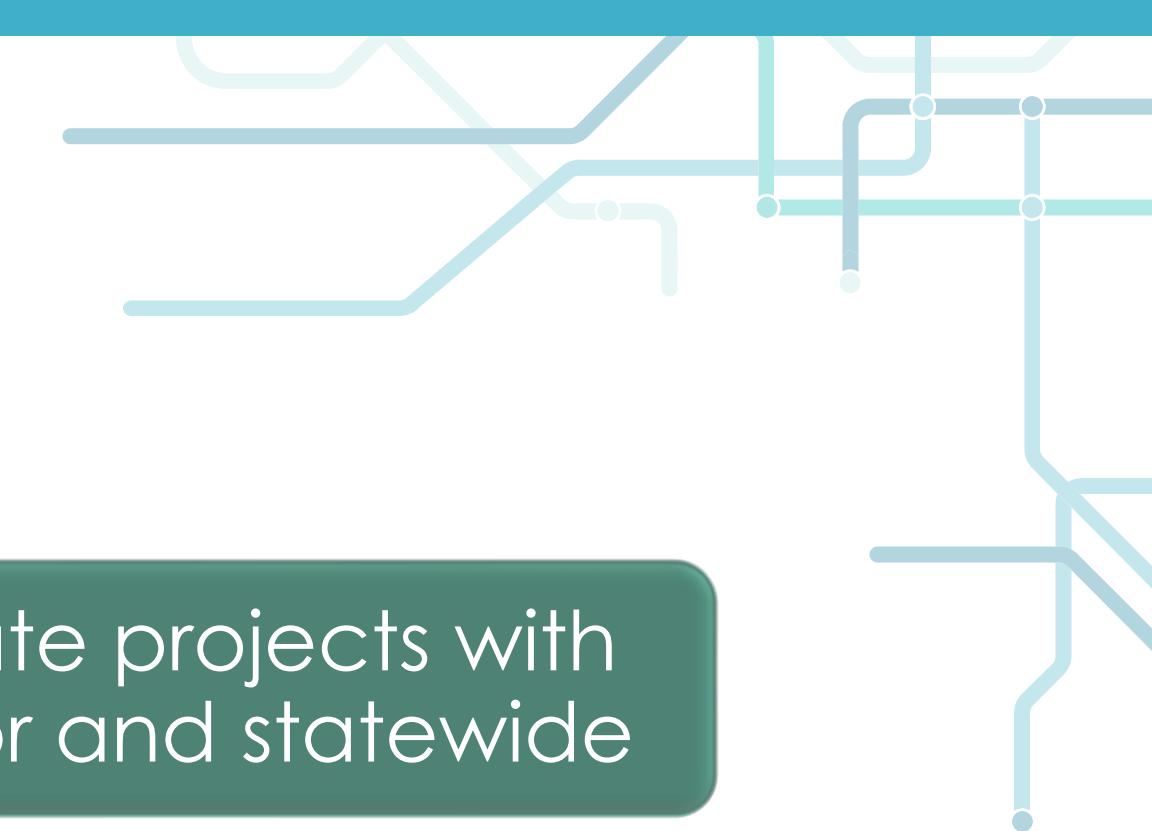


CID Steps



Grant	Step 1: Scoping the Service Development Plan	Step 2: Preparing or Updating Service Development Plan	Step 3: NEPA / Preliminary Engineering
Funding	Up to \$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)
Scope	<ul style="list-style-type: none"> Using Service Development Plan SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work on-going and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Step 2 SOW 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After Step 1 grant obligation, FRA will review work undertaken to date Step 1 grant deliverable is corridor-specific scope, schedule, and budget for service development plan 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan Capital projects identified in SDP <u>may advance into Step 3</u> Project Development, at FRA's discretion based on a project's readiness (i.e., funding, governance, risk assessment, etc.). 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Transportation



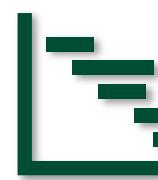
Opportunities with Corridor ID



Structured/documenting framework to validate projects with standard methodologies across each corridor and statewide



Streamlined stakeholder and host railroad coordination



Phased implementation plan with priority capital projects identified



Priority federal and state funding opportunities



TAI GINSBERG & ASSOCIATES

National Perspectives on Rail Policy

Matt Ginsberg

Principal

Tai Ginsberg & Associates, LLC



About TG&A

- Tai Ginsberg & Associates (TG&A) is a full-service government relations firm, advising and advocating for clients on policy and regulatory issues, as well as providing strategic grants consulting guidance.
- TG&A represents numerous passenger, commuter, and freight railroads, public agencies, municipalities, and national organizations in the rail industry. This includes the States for Passenger Rail (or “SPRC”), a coalition of ~30 states and passenger rail agencies that promote passenger rail on the national level (Caltrans and CalSTA are members of SPRC)



Surface Transportation Reauthorization

House T&I Committee

- America Builds hearing series: 10+ hearings in 2025
- April 10: Rail Subcommittee Stakeholder Day
- April 30: Stakeholder Request Deadline
- May 30: Member Request Deadline
- Bipartisan Process
- Potential for Rail title to be separate
- Markup in early 2026



Surface Transportation Reauthorization, cont.

Senate Process

- 3 Committees of Jurisdiction: Banking, EPW, and Commerce
- Senate Commerce responsible for rail title
- More Member driven process than House
- Sept. 19: Sen. Commerce request deadline for Senators

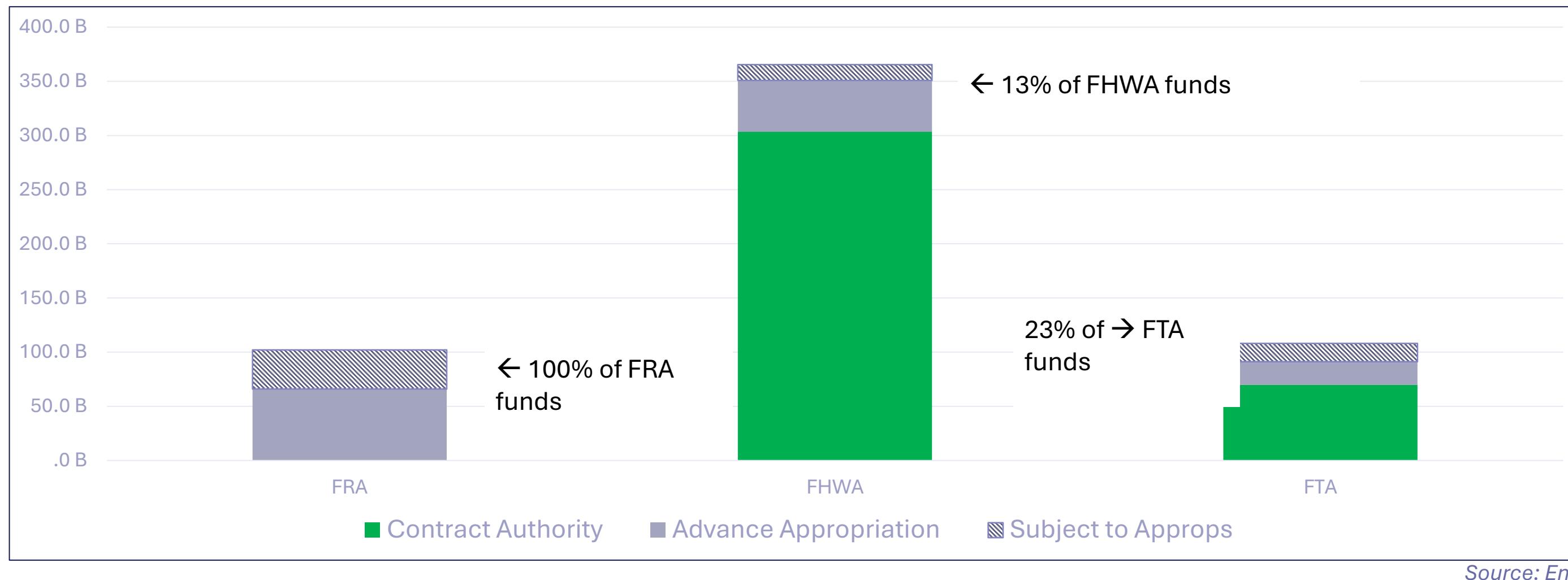


Surface Transportation Reauthorization, cont.

Themes

- Funding level pressures – Plugging the \$150 billion hole (\$150b is the approximate amount of extra revenue, or reduced spending, that the Trust Fund will need to remain solvent for another five-year reauthorization)
- Amtrak reform
- Permitting and speeding up projects
- Discretionary grant process improvements

Surface Transportation Reauthorization



- Contract Authority – Dollars from Highway Trust Fund that are authorized and appropriated in the reauthorization
- Advanced Appropriations – 5 years of General Fund Advances, already appropriated in Division J of IIJA authorization law
- Subject to Appropriations – General Fund dollars, authorized but not appropriated in the reauthorization

Surface Transportation Reauthorization: Two Deadlines

Highway Trust Fund

\$63.4 B/yr FHWA

\$14.6 B/yr FTA

\$1.06 B/yr NHTSA

\$927 M/yr FMCSA

\$80 B/yr Total

HTF solvent until 2028

General Fund Advances

\$13.2 B/yr FRA

\$9.5 B/yr FHWA

\$5.0 B/yr FAA

\$4.25 B/yr FTA

\$3.8 B/yr OST grants

\$36.8 B/yr Total

Expires Oct. 2026



TAI GINSBERG & ASSOCIATES

Thank you!

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InfraStrategies

IIJA Reauthorization Working Group Transit and Rail Session 2

How Decisions from Capitol Hill
Impact California's Rail Future

Jeff Morales
Partner, InfraStrategies LLC
November 20, 2025



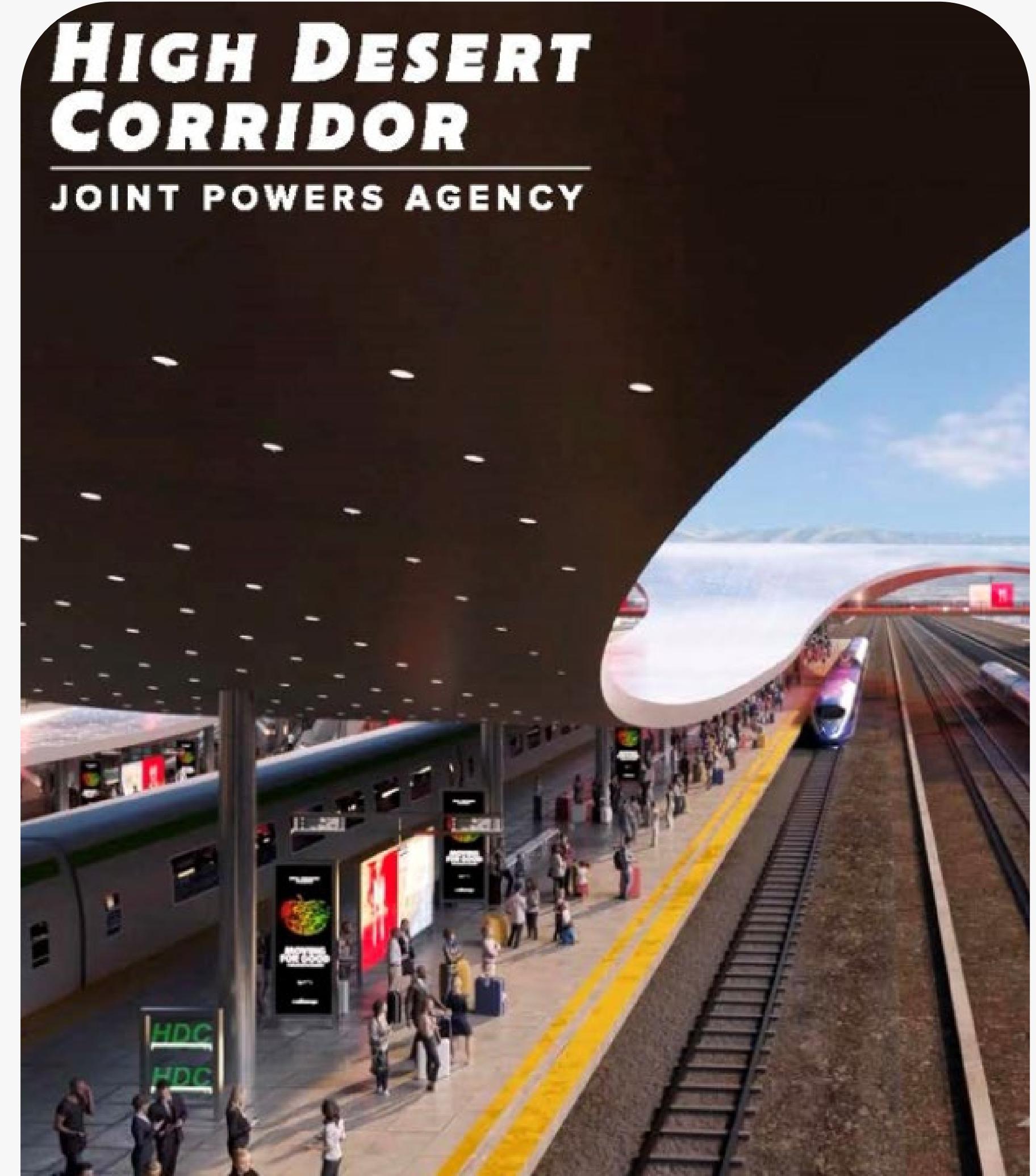


Surprise: California **IS** a Rail State and Hasn't Gotten Its Due

- Federal focus has been on the Northeast Corridor
 - Prior to IIJA, Northeast Corridor Improvement Project was the only ongoing federal rail program in last 50 years
- California has 3 of the top 6 intercity corridors nationally; 28% of total Amtrak ridership outside of NEC
 - Surfliner
 - Capitol Corridor
 - San Joaquin
- No major federal investments in these corridors
- California accounts for 45% of all state operating support provided to Amtrak routes; TIRCP unique among states
- Massive state/local investments in new intercity corridors: CAHSR, High Desert Corridor, Coachella Valley
- Long distances blur lines between intercity and commuter rail

IIJA Started to Change Things

- \$6+ billion for CAHSR, BLW
- \$500+ million in CRISI
- Leveraging of state and local commitments
- 7 Corridors into Corridor ID Program
- First real pipeline for federal capital funding of California rail projects



Key Aspects of IIJA for Rail

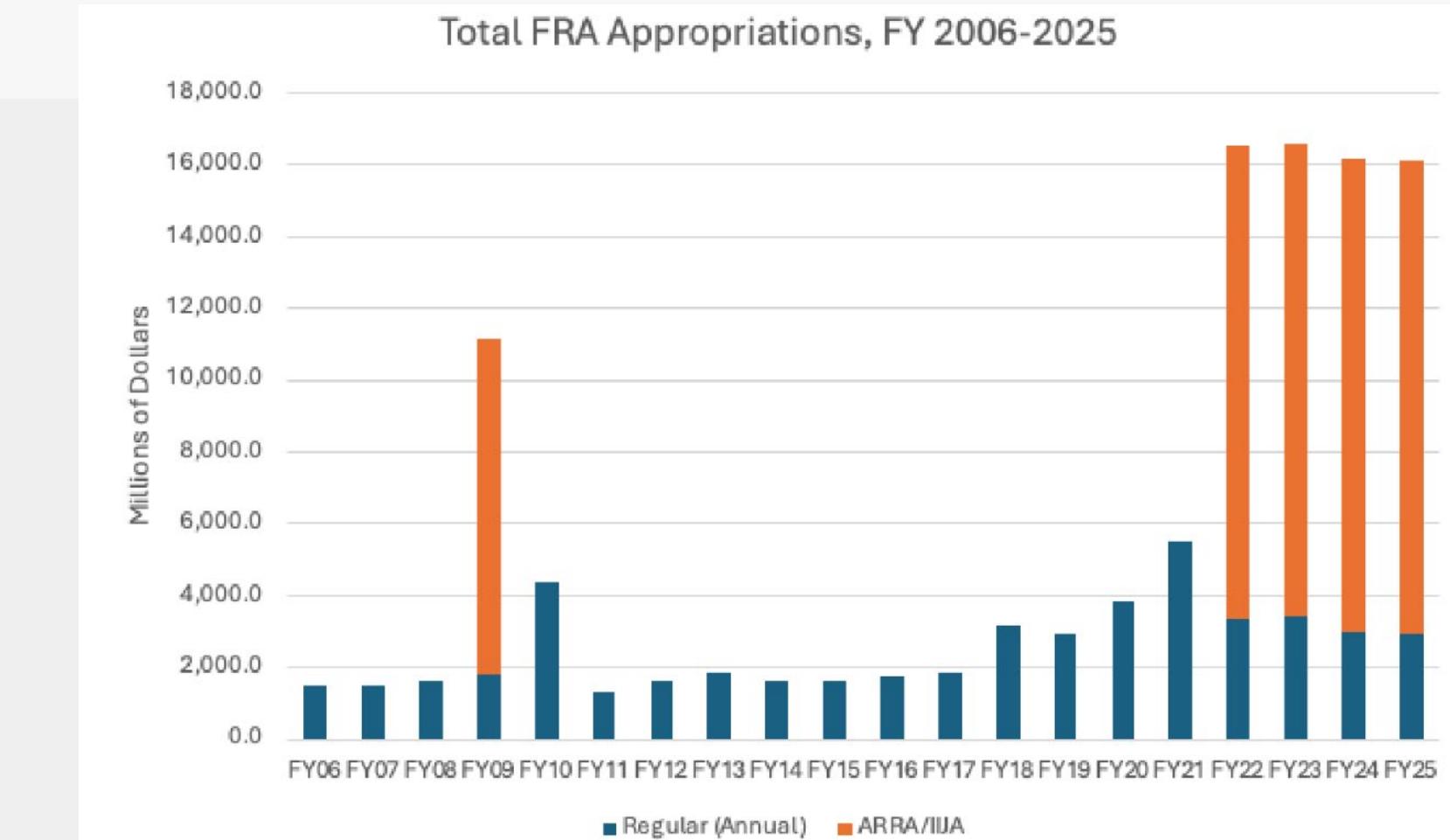
Nationally and for California

- Historic funding levels
- Recognition of rail as part of national infrastructure network
- First structured and funded program to advance and fund projects
 - Corridor Identification and Development Program (CID)
- Commitment beyond Northeast Corridor *

Infrastructure

2025

* But still some bias...



Source: Eno Foundation



Rumblings from DC

Take Nothing for Granted

- House T&I Chair: “*We’re not going to be spending money on murals and train stations...We’re going to spend money on traditional infrastructure - that’s roads and bridges.*”
- USDOT proposal – no transit \$
- FSP: emphasis on safety, economic development
- House Appropriations - Massive cuts in transit and rail
- Anti-California



- 69 Corridors, 40+ states
- Senate Appropriations – maintains commitment
- Timing – 2027??

Priorities for Reauthorization



- Strong Funding Levels – build on IIJA
- Continue Corridor ID - streamline, improve
- Continue HSR funding
- Revise 2/3 FSP allocation to NEC; CA “fair share”
- Protect NEPA assignment
- Prioritize/Reward non-federal \$ commitments
- Safety Investments – grade separations, SOGR
- Consideration for cross-over/multi-modal projects





**HIGH DESERT
CORRIDOR**
JOINT POWERS AGENCY

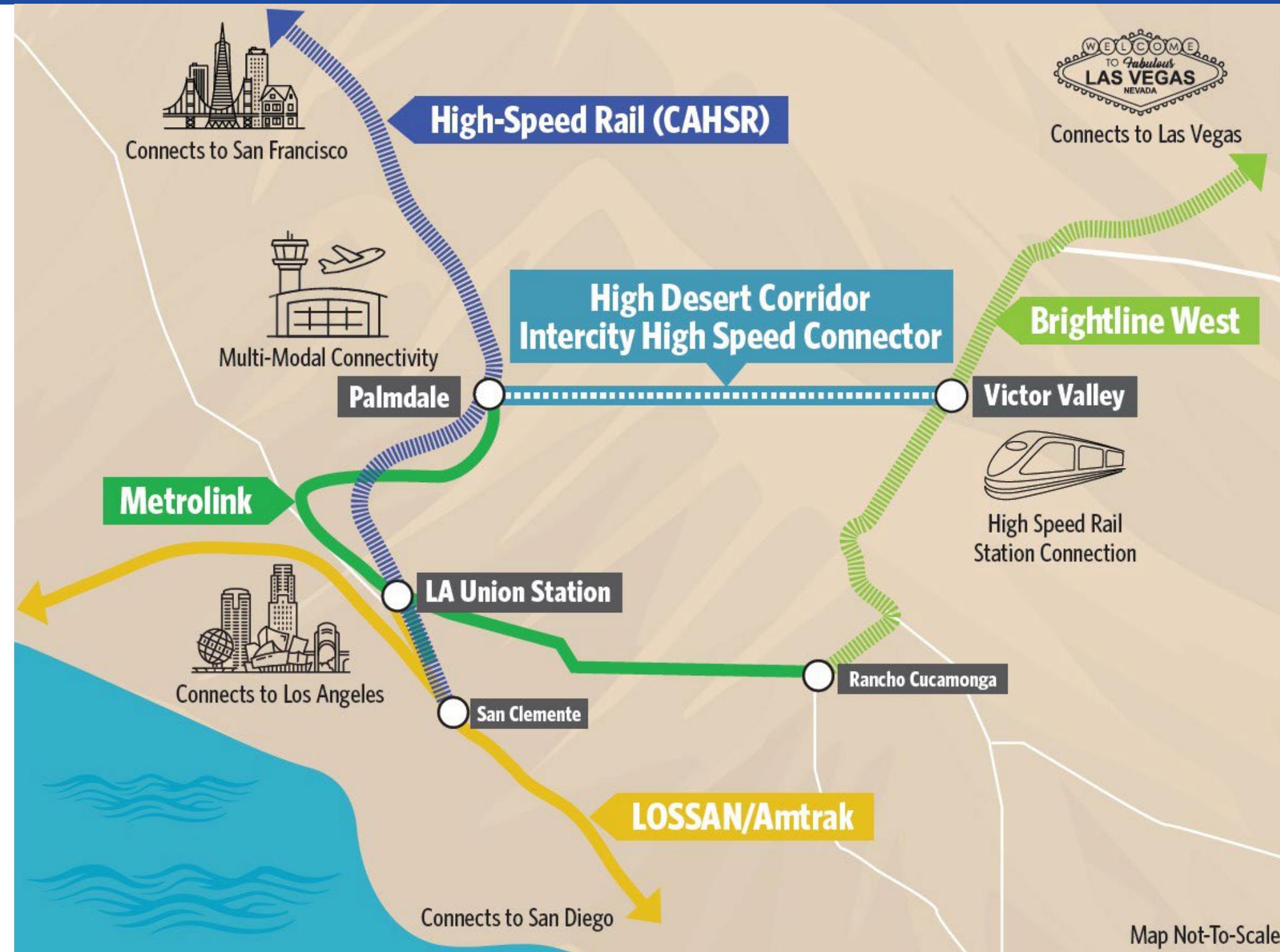


IIJA Reauthorization Transit and Rail Sub Working Group: Rail Session

Presentation by:
Arthur Sohikian, Executive Director, High Desert Corridor JPA

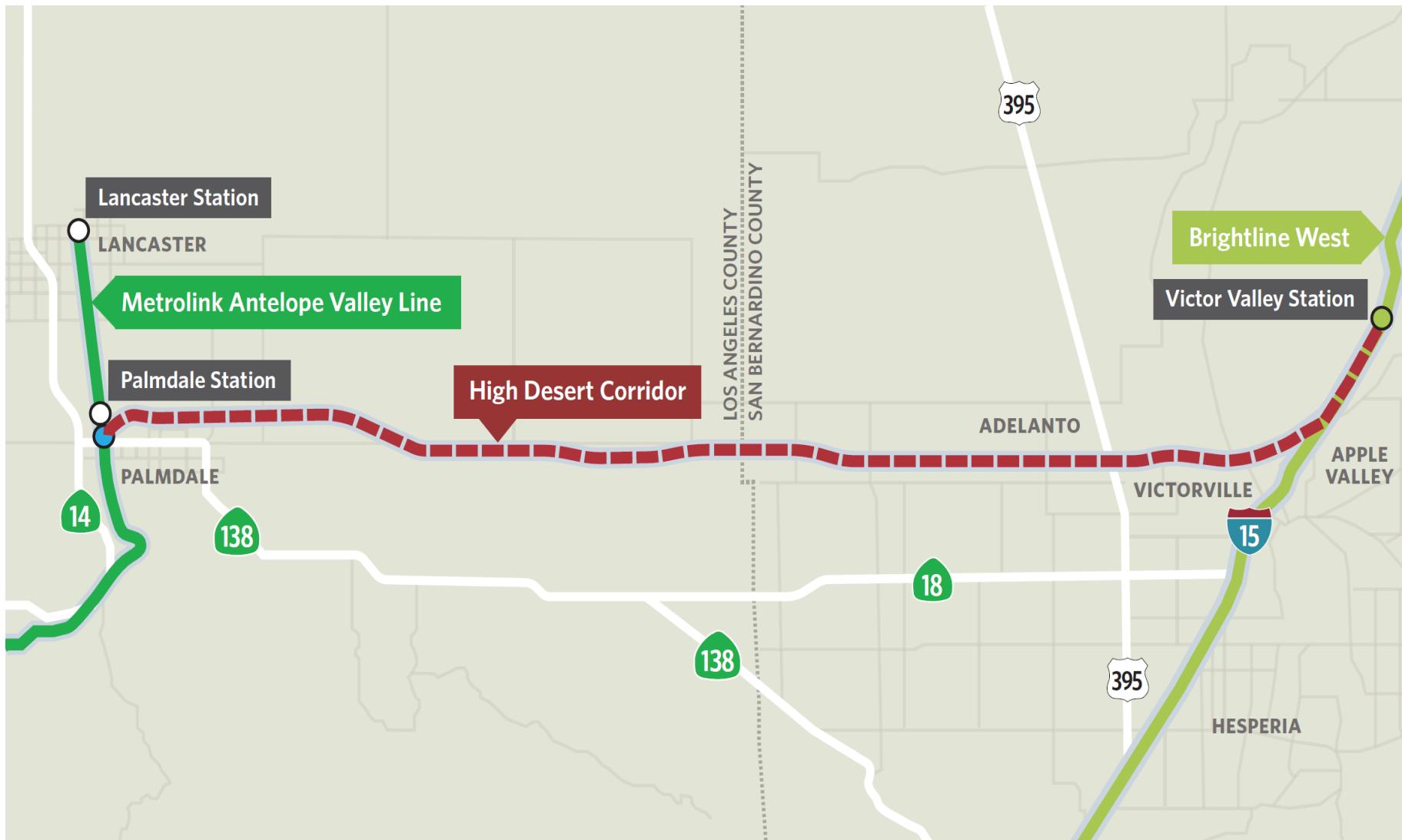
November 20, 2025

HDC High Speed Rail Connects CA High Speed Rail & Brightline West



- ✓ 54-mile High Speed Intercity Rail Connector Project
- ✓ EIR/EIS Completed in 2016
- ✓ 8+ year public process, with Federal Railroad Administration as Federal Cooperating Agency
- ✓ **HDC Seeking NEPA/Record of Decision approvals**
- ✓ **CAHSR Authority is NEPA Lead Agency per CalSTA NEPA DOT/FRA Delegated Authority**
- ✓ Two Environmentally Cleared Stations by:
 - CAHSR Palmdale, LA County, 2021
 - Brightline West, Victor Valley, San Bernardino County, 2023
- ✓ To date, ALL funds expended on HDC are local and state
- ✓ Strong potential for private sector participation

High Desert Corridor Joint Powers Agency Governance



High Desert Corridor Joint Powers Agency

- ✓ The High Desert Corridor Joint Powers Agency (HDC JPA) Members include:
 - 1) Los Angeles County
 - 2) Los Angeles County Metropolitan Transportation Authority (LA Metro)
 - 3) Cities of Lancaster & Palmdale in LA County and Adelanto & Victorville in San Bernardino County
- ✓ Immediate Communities served are considered underserved disadvantaged equity focused Opportunity Zone areas

High Desert Corridor HSR Project Funding



Local - LA County Measure M funds committed by Metro are divided into two allocations per the Measure M Expenditure Plan:

\$170M in early funds available for predevelopment & ROW activities: \$140 million remaining (May 2025)
Funds available for capital construction: **\$1.86 billion** (available in out years)

State - In 2023, CalSTA awarded \$8 million TIRCP funds for predevelopment-related design engineering expenditures, leverage other funds.

Federal - In 2023, HDC JPA awarded grant funding under the FRA Corridor ID Program for reimbursed expenditures related to the Service and Financial Development Plan (SDP):

\$500k for Corridor ID Step 1 (Obligated)
\$2.3 million for Corridor ID Step 2 (Pending FRA final approval)
HDC JPA seeks to leverage existing funds to advance the project to construction

A Prime Candidate for Cap-and-Invest/TIRCP Funding

- HDC received \$8 million in TIRCP funding for project development
- Capital funding would follow-through on initial investment
- Key “bookend” investment tied to HSR commitment
- Will complete NEPA, be ready to go to final design/construction in ~16 months; aligns with timing of Brightline West
- **Seeking additional federal support; TIRCP would leverage**

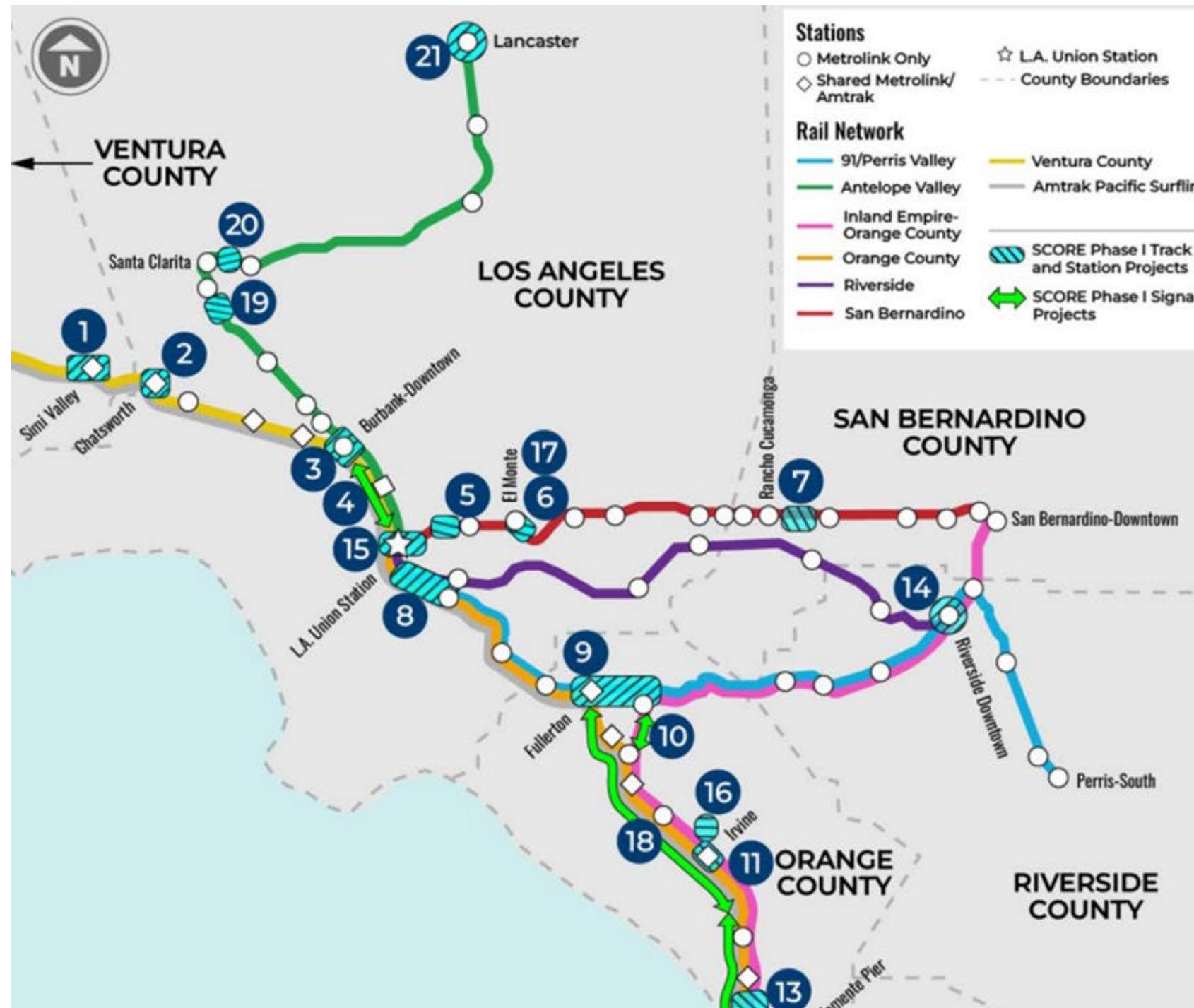
Meets Key Program Goals

- ✓ ***GHG reductions*** - zero emission trains reduce 46,000 tons of GHG emissions annually
- ✓ ***Equity*** – jobs, clean transportation, access to housing and economic opportunities for chronically underserved areas
- ✓ ***Jobs*** – estimated 6,400 jobs and \$12 B in economic activity during construction
- ✓ ***Safety*** – prevent an estimated 3,700 crashes, including 20 fatalities
- ✓ ***Leverage*** – draws other State, federal and potentially private investment
- ✓ ***Connectivity*** – ties to HSR network and Metrolink, estimated to carry 10.5 million riders annually

A Connected Network



Major Regional Investment and Commitment to Rail



METROLINK

SCORE
Southern California Regional Rail Expansion

SCORE PHASE 1 PROJECTS

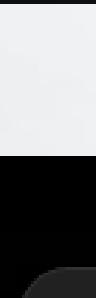
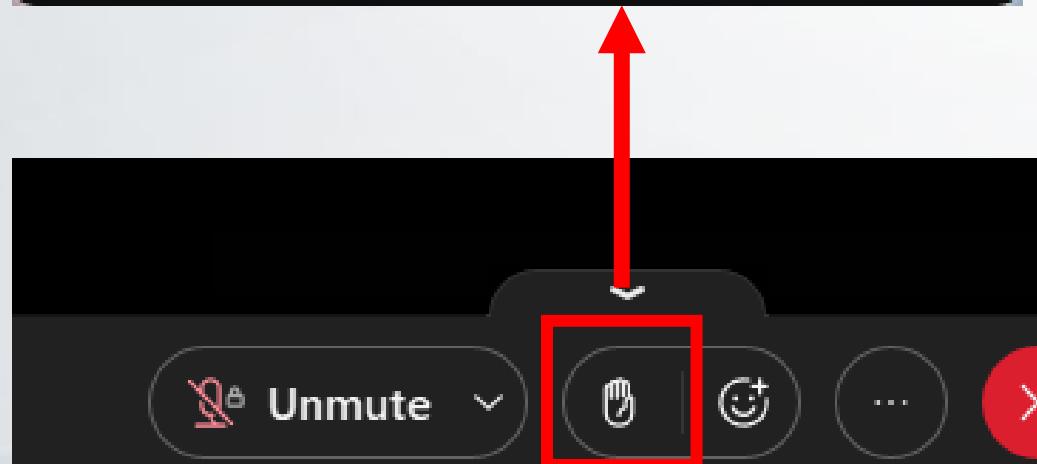
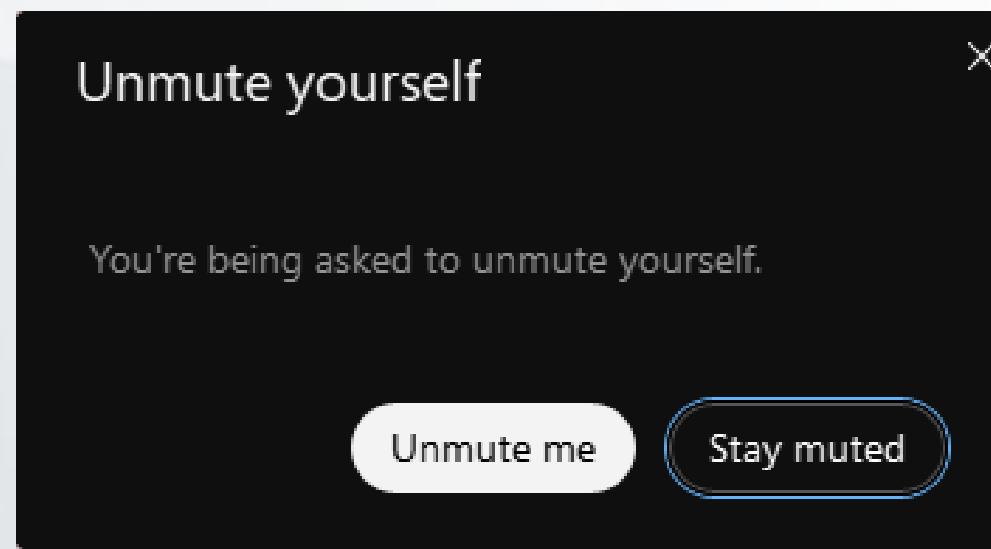
- 1 Simi Valley Double Track
- 2 Chatsworth Station Improvements
- 3 Burbank Junction Speed Improvements
- 4 Signal Improvements (Burbank-L.A.)
- 5 Marengo Siding Extension
- 6 El Monte Siding Extension
- 7 Rancho Cucamonga Siding Extension
- 8 Hobart to Commerce Capacity Improvements
- 9 Fullerton Interlocker (incl. Atwood-Esperanza 3rd Track)
- 10 Signal Improvements (Atwood-Orange)
- 11 Irvine Station Improvements
- 12 Signal Improvements (Avery-Songs)
- 13 Serra Siding Extension
- 14 Riverside - Downtown Station Improvements
- 15 Link Union Station
- 16 Orange County Maintenance Facility
- 17 Tyler Ave and Cogswell Rd Grade Crossing Improvements
- 18 Signal Improvements (La Palma-Avery)
- 19 Balboa Double Track Extension
- 20 Canyon Siding Extension
- 21 Lancaster Terminal Improvements

DISCUSSION AND Q&A

ISSUES AND TOPICS FOR
FEDERAL ADVOCACY

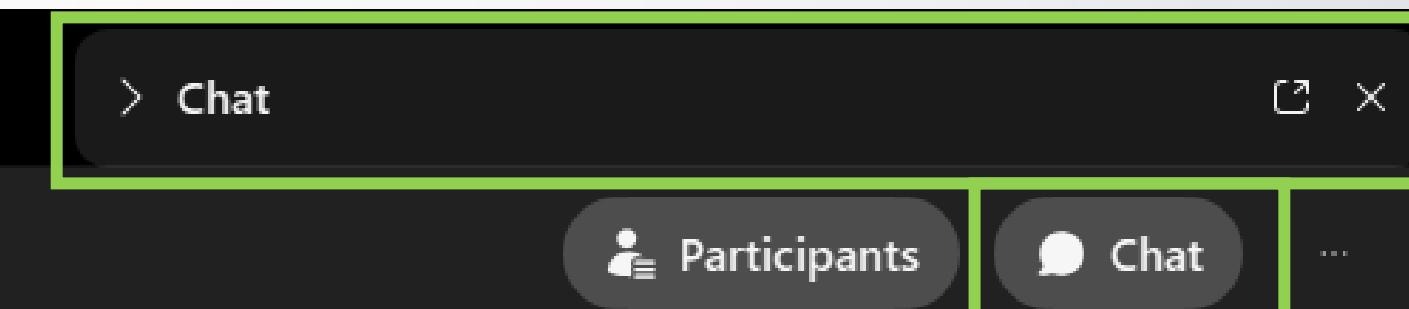


Open Discussion



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Contacts and Website

- **For More Information:**

- Caltrans' IIJA Reauthorization website:
<https://dot.ca.gov/programs/federal-liaison/reauthorization>
- Building California:
<https://build.ca.gov>
- IIJA Annual Policy Narrative ([2022](#) | [2023](#) | [2024](#))

- **Keep Up to Date:**

[Sign up for Caltrans Federal Affairs Update](#)

[Sign up for the Tribal IIJA Newsletter](#)

- **Contact us by Email at:**

federal-liaison@dot.ca.gov



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