LOSSAN Rail Corridor Agency

Board Meeting
Agenda
Monday, November 17, 2025 at 10:30 a.m.

Meeting Location:

OCTA Headquarters (550 S. Main St., Orange)

Board Members

Fred Jung, OCTA, Chair
Fred Strong, SLOCOG, Vice Chair
Fernando Dutra, Metro
Jewel Edson, NCTD
Katrina Foley, OCTA
Joy Lyndes, SANDAG
Jennifer Mendoza, SDMTS
Paula Perotte, SBCAG
Dana Reed, RCTC
Jess Talamantes, Metro
Jim White, VCTC
Jeanne Cantu, Amtrak, Ex-Officio
LaDonna DiCamillo, CHSRA, Ex-Officio
John Gabbard, SCAG, Ex-Officio
Kyle Gradinger, Caltrans, Ex-Officio

Teleconference Locations:

Whittier City Hall, Admin Committee Room
13230 Penn St.
Whittier, CA

Encinitas City Hall, Carnation Conference Room
505 S. Vulcan Ave.
Encinitas, CA

Goleta City Hall, Room 1
130 Cremona Dr.
Goleta, CA

Indian Wells City Hall
44950 Eldorado Dr.
Indian Wells, CA

Airport Skyroom
2627 N. Hollywood Way
Burbank, CA

1714 Westfield Rd.
Paso Robles, CA

Lemon Grove City Hall
3232 Main St.
Lemon Grove, CA

Accessibility

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.lossan.net or through the LOSSAN Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board and Committee meetings by clicking this link: https://lossan.legistar.com/Calendar.aspx

In-Person Comment

Members of the public may attend in-person and address the Board of Directors regarding any item within the subject matter jurisdiction of the LOSSAN Rail Corridor Agency. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to lossanclerk@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Roll Call

Pledge of Allegiance

Closed Session

A Closed Session is not scheduled.

Special Calendar

There are no Special Calendar Matters.

Consent Calendar (Items 1 through 7)

All items on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Recommendations(s)
Approve the minutes of the October 20, 2025 LOSSAN Rail Corridor Agency Board of Director's meeting.

Attachments:

Minutes

2. Consultant Selection for Program Management Consultant Services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Agreement

Overview
On July 21, 2025, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors authorized the release of a request for proposals for program management consultant services to assist staff in the management and delivery of projects, including oversight, planning, environmental clearance, engineering, right-of-way acquisition, and project controls activities to support the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency. Board of Directors' approval is requested for the selection of a firm to provide the required services.

Recommendation(s)

A. Approve the selection of RailPros, Inc. as the firm to provide program management consultant services to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.

B. Authorize the Managing Director to negotiate and execute Agreement No. L250002 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and RailPros, Inc., for an initial term of three years, with one two-year option term, to provide Program Management Consultant Services.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

3. Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing

Overview

Pursuant to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation

Direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

4. Status Report of State Legislation Enacted in 2025

Overview

At the conclusion of the 2025 state legislative session, 794 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 123 bills were vetoed. A report containing an analysis of legislation relevant to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is provided.

Recommendation
Receive and file as an information item.

Attachments:

Staff Report

Attachment A

5. Reimbursement Agreement with Union Pacific Railroad for Design and Construction of the Orcutt Road Crossover Project

Overview
The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency proposes to enter into reimbursement agreements with Union Pacific Railroad for the design and construction of the Orcutt Road Crossover project in the City of San Luis Obispo.

Recommendation(s)
Authorize the Managing Director to negotiate and execute reimbursement agreements with Union Pacific Railroad in an amount not-to-exceed $5,944,000, for design and construction of the Orcutt Road Crossover Project, and to execute a revenue agreement with the San Luis Obispo Council of Governments in an amount not to exceed $1,783,000, to reimburse a portion of those costs.

Attachments:

Staff Report

6. Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for the Leesdale Siding Extension Project

Overview
On May 15, 2023, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with Zephyr Rail, to prepare the plans, specifications, and estimates for the Leesdale Siding Extension project. An amendment to the existing agreement is requested to address delays in design reviews and additional requirements by the Union Pacific Railroad, that were not originally anticipated, and which have resulted in additional costs.

Recommendation(s)
Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-3-0001 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Zephyr Rail in an amount up to $245,000, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project.

Attachments:

Staff Report

Attachment A

7. 2026 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Legislative Program

Overview

Annually, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency adopts a Legislative Program of strategic goals to guide its legislative activities for the upcoming session. The 2026 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Legislative Program has been prepared for consideration by the Board of Directors.

Recommendation

Adopt the 2026 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Legislative Program.

Attachments:

Staff Report

Attachment A

Attachment B

Regular Calendar

8. Temporary Additional Santa Barbara Service

Overview

At the request of the Ventura County Transportation Commission and the Santa Barbara County Association of Governments, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency has been coordinating to support the restoration of peak northbound early-morning service to Santa Barbara and Goleta. This effort has led to two pathways to pursue this service, one utilizing a temporary subcontract with Metrolink for use of Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency track access rights, and the other is expediting Pacific Surfliner plans to implement service expansion to Goleta and San Luis Obispo, which is included the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Annual Business Plan. Staff seeks Board of Directors' direction to prioritize expanded Pacific Surfliner intercity service as the pathway to provide future peak-period service while maximizing the value of available operating slots and increasing service across the entire rail corridor.

Recommendation(s)

Direct staff to prioritize all efforts to pursue Pacific Surfliner service expansion including the 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo as the pathway to provide additional intercity rail service.

Attachments:

Staff Report

Discussion Items

9. Link Union Station Project Update

Overview

An update of the ongoing work being performed to advance the Link Union Station (Link US) project will be presented by staff from the Los Angeles County Metropolitan Transportation Authority.

Attachments:

Presentation

10. Capital Program Update

Overview

Staff will provide an update on the progress of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Capital Program.

Attachments:

Presentation

11. Reporting on the Quarterly Pacific Surfliner Marketing Update

Overview

Staff will discuss a proposed change in the cadence and information included in the quarterly Pacific Surfliner marking update.

12. Public Comments

13. Managing Director's Report

14. Board Members' Report

15. Adjournment

The next regularly scheduled meeting of this Board will be held:

10:30 a.m. on Tuesday, February 17, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Call to Order

The October 20, 2025, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Jung at 12:30 p.m. at the LA Metro Headquarters, 1 Gateway Plaza, Los Angeles.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum present as follows:

Directors Present:	Fred Jung, OCTA, Chair Fred Strong, SLOCOG, Vice Chair
Via Teleconference:	Fernando Dutra, Metro Jewel Edson, NCTD Katrina Foley, OCTA Joy Lyndes, SANDAG Jennifer Mendoza, SDMTS Paula Perotte, SBCAG Dana Reed, RCTC Jess Talamantes, Metro Jim White, VCTC
Directors Absent:	Jeanne Cantu, Amtrak, Ex-Officio LaDonna DiCamillo, CHSRA, Ex-Officio John Gabbard, SCAG, Ex-Officio Kyle Gradinger, Caltrans, Ex-Officio
Staff Present:	Jason Jewell, Managing Director Andrea West, Clerk of the Board Allisson Cheshire, Clerk of the Board Specialist, Senior Martin Browne, Employee Rotation Program James Donich, General Counsel LOSSAN Staff

Consent Calendar (Items 1 through 7)

1. Approval of Minutes

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to approve the minutes of the September 15, 2025 LOSSAN Rail Corridor Agency Board of Directors' meeting.

Director Mendoza was not present to vote on this item.

2. Proposed 2026 Board of Directors and Executive Committee Meetings Calendar

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to approve the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2026 Board of Directors and Executive Committee meetings calendar.

Director Mendoza was not present to vote on this item.

3. Fiscal Year 2024-25 Fourth Quarter Budget Status Report

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Mendoza was not present to vote on this item.

4. Fiscal Year 2024-25 Fourth Quarter Grant Reimbursement Status Report

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Mendoza was not present to vote on this item.

5. Fiscal Year 2024-25 Fourth Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Mendoza was not present to vote on this item.

6. Fiscal Year 2024-25 Fourth Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Mendoza was not present to vote on this item.

7. Fiscal Year 2024-25 Fourth Quarter Amtrak Pacific Surfliner System Safety and Incident Report

A motion was made by Vice Chair Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Mendoza was not present to vote on this item.

Regular Calendar

8. Draft Los Angeles - San Diego - San Luis Obispo Board of Directors' Goals and Initiatives for Fiscal Year 2026-27

Jason Jewell, Managing Director, provided a report on this item.

Director Lyndes stated goal for updating signage and wayfiding is very important and this is a top priority for the SANDAG region.

Director Perotte discussed code sharing and ticketing programs including tap-to-ride and demand pricing.

Director Foley stated she is concerned with trespasser strikes and would like this added to a safety item as a priority.

Director Edson stated the transitioning to the state fiscal year will streamline fiscal reporting.

A motion was made by Director Reed, seconded by Director Lyndes, and following a roll call vote, declared passed 11-0, to direct staff to incorporate comments received from the Board of Directors and approve the Board of Directors' Goals and Initiatives for fiscal year 2026-27.

9. Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28

Jason Jewell, Managing Director, provided a report on this item.

A motion was made by Director Foley, seconded by Director Talamantes, and following a roll call vote, declared passed 11-0, to direct staff to incorporate the key assumptions into the development of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Annual Business Plan for fiscal years 2026-27 and 2027-28.

Discussion Items

10. Pacific Surfliner Equipment and Service Update

Jason Jewell, Managing Director, provided a report on this item.

In-person public comment was heard from Peter Warner.

Vice Chair Strong and Directors Dutra, Foley and Reed suggested reaching out to state legislators for additional funding.

No action was taken on this item.

11. Public Comments

Public comment was heard from the following:

- Peter Warner
- Paul Hyek

12. Managing Director's Report

Jason Jewell, Managing Director, reported on the following:

- Ridership trends in October
- Service updates including a temporary coordinated rail line closure

Public comment was heard from Peter Warner.

13. Board Members' Report

Director Perotte requested a LOSSAN public information press release regarding the October 25 and 26, 2025 closure of the LOSSAN rail corridor between San Diego and San Luis Obispo.

Director White noted his appreciation for the annual marketing budget for the LOSSAN service and the early morning service between Santa Barbara and Ventura.

Director Reed requested General Counsel review SB707 relating to amendments to the Brown Act and its possible affect on the LOSSAN Board meetings.

Director Dutra discussed LA Metro's Union Station/Link US project and requested Board member support for this item.

14. Adjournment

The meeting was adjourned at 1:14 p.m. The next regularly scheduled meeting of this Board will be held:

10:30 a.m. on Monday, November 17, 2025

OCTA Headquarters
550 South Main Street
Orange, California

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Consultant Selection for Program Management Consultant Services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

Overview

On July 21, 2025, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors authorized the release of a request for proposals for program management consultant services to assist staff in the management and delivery of projects, including oversight, planning, environmental clearance, engineering, right-of-way acquisition, and project controls activities to support the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency. Board of Directors' approval is requested for the selection of a firm to provide the required services.

Recommendations

A. Approve the selection of RailPros, Inc. as the firm to provide program management consultant services to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

B. Authorize the Managing Director to negotiate and execute Agreement No. L250002 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and RailPros, Inc., for an initial term of three years, with one two-year option term, to provide Program Management Consultant Services.

Discussion

Since 2016, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately $545.3 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN rail corridor.

These projects include the design and construction of new or expanded layover and maintenance facilities for the Pacific Surfliner intercity passenger rail service in

San Luis Obispo, Goleta, and San Diego; a grade-separated pedestrian crossing at the Camarillo station; a siding track near the City of Carpinteria; and bridge replacements along the Santa Barbara Subdivision. Additionally, future planned projects may include build-out of the new maintenance and layover facilities, track and station improvements, facility rehabilitation projects, equipment overhauls, and other improvements that will benefit passenger rail service and system safety.

Continuity of program management consultant (PMC) services is needed to assist LOSSAN Agency staff with technical expertise and staff augmentation to help manage the development and delivery of capital projects. Currently, the PMC services are provided by RailPros, Inc.

Procurement Approach

This procurement was handled in accordance with LOSSAN Agency Board of Directors (Board)-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, as well as work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the LOSSAN Board-approved procurement policies.

On July 21, 2025, the LOSSAN Agency Board authorized the release of Request for Proposals (RFP) 5-4209, which was electronically issued on CAMM NET. The RFP was advertised in newspapers of general circulation on July 21 and July 28, 2025. A pre-proposal conference was held on July 29, 2025, with 33 attendees representing 20 firms. Three addenda were issued to make available a copy of the pre-proposal conference registration sheets and presentation, provide responses to questions received, and address administrative issues related to the RFP.

On August 20, 2025, four proposals were received. An evaluation committee consisting of LOSSAN Agency staff and Orange County Transportation Authority (OCTA) staff from the Contracts Administration and Materials Management and the Capital Project Delivery Departments met to review all proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

- Qualifications of the Firm 35 percent
- Staffing and Project Organization 40 percent
- Work Plan 25 percent

In developing the criteria weightings, several factors were considered. Staff assigned 35 percent to qualifications of the firm criteria, as the firm must be knowledgeable in the specific areas identified in the scope of work (SOW) and capable of supporting the necessary level of effort over the term of the contract. Staff assigned the greatest level of importance to the staffing and project organization criterion, as the project manager, subconsultant teams, and the key team members must demonstrate their experience and ability in working with the railroads, as well as with local regulatory and environmental agencies. Additionally, the selected firm's ability to manage and support a variety of capital programs along the LOSSAN rail corridor is critical to timely project delivery. The work plan was assigned a weighting of 25 percent, as the work will be directed and determined by the LOSSAN Agency. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws.

The evaluation committee reviewed and discussed all proposals based on the evaluation criteria and found three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

<u>Firm and Location</u>

HNTB Corporation (HNTB)
Santa Ana, California

RailPros, Inc (RailPros)
Irvine, California

TYLin International (TYLin)
Irvine, California

On September 30, 2025, the evaluation committee interviewed the three firms. The interviews consisted of a presentation allowing each firm to present its qualifications, highlight its personnel, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived project challenges. Each firm was asked questions specific to its proposal regarding team approach to the requirements of the SOW, management of the Project, experience with similar projects and its approach to executing the proposed work plan.

Based on the evaluation of written proposals and information obtained from the interviews, the evaluation committee recommends RailPros as the top-ranked firm to provide PMC services for the LOSSAN Agency. RailPros proposed a qualified project team with adequate availability, including stakeholder and technical experts, to help as needed. It also presented a detailed work plan addressing the SOW requirements.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All three short-listed firms are well established with recent, relevant experience and are qualified to perform the services requested. Positive references were received for all three firms.

RailPros was founded in 2000 and currently employs 1,100 employees nationwide in 15 offices, including its local City of Irvine office. RailPros is a rail-focused firm with demonstrated recent, relevant experience with the LOSSAN Agency, serving as the prime consultant for the LOSSAN PMC contract in which it provided a host of services, including, but not limited to: project management, contract management and development, utility coordination, document controls, and project delivery for various projects along the LOSSAN Corridor. Additionally, RailPros served as the LOSSAN Corridor Program Manager for the San Diego Association of Governments (SANDAG), which included a full scope of services for the management of 35 rail improvement projects. RailPros prior similar work includes experience with Southern California Regional Rail Authority (SCRRA), BNSF Railway and Union Pacific Railroad, providing services such as on-call design, staff augmentation and engineering services. RailPros proposed to six subconsultants in a wide range of disciplines in order to provide all the services required by the SOW. RailPros also detailed its working experience with the proposed subconsultants and highlighted their strengths and expertise with key stakeholders.

HNTB was founded in 1914 and currently employs 7,000 employees in 81 locations nationwide, with four local offices in the cities of Santa Ana, Ontario, Los Angeles, and San Diego. HNTB is a rail and transit program management firm. HNTB is a subconsultant on the current LOSSAN PMC contract with RailPros providing technical specialization and document and project control services. HNTB also discussed its role as SCRRA's on-call project and construction management consultant, assisting SCRRA with, but not limited to, engineering reviews, interagency coordination, risk management, and funding alignment. HNTB proposed a team of two subconsultants with experience in commuter rail, freight partnerships, and construction services. Although HNTB shows it is experienced in this industry, it has selected a subconsultant which it has not formally partnered with on projects.

TYLin was founded in 1954 and currently employs over 3,600 employees in 95 offices across the Americas and Asia, with local offices in the cities of Irvine, Ontario, Los Angeles, and San Diego. TYLin is a full-service infrastructure consulting and engineering firm providing project management, engineering design, construction oversight, environmental compliance, stakeholder engagement, value engineering, cost estimation, and grant support services across a variety of transportation infrastructure projects. TYLin is providing PMC services for the San Diego LOSSAN Rail Realignment (SDLRR) project to including but not limited to project management, third-party coordination, project controls, and design reviews. Similarly, TYLin provided PMC services on the Mid-Coast Corridor Transit Project. TYLin also discussed its role in providing PMC services, including design coordination and traffic studies for the Harbor Drive 2.0 /Vesta Street project for the Port of San Diego.

TYLin proposed a team of nine subconsultants with experience in commuter rail, freight partnerships, and construction services to provide all the services required by the SOW. TYLin detailed its prior working experience with four of its nine proposed subconsultants on past projects. Although TYLin shows it is experienced in this industry, its experience has mostly been local to the San Diego region, and it did not demonstrate sufficient relevant experience on similar projects for a few of its proposed subconsultants.

Staffing and Project Organization

All three firms proposed qualified teams of key personnel and subconsultants with sufficient availability.

RailPros proposed a project team with recent, relevant experience. The proposed project manager (PM) has 12 years of experience in the engineering and construction industry and currently serves as the deputy project manager for the LOSSAN PMC contract. The PM’s primary duties are to assist with the preparation of project study reports and to coordinate independent peer reviews of the design of capital projects. Both the proposed project controls and document control staff have recent experience on the existing LOSSAN PMC contract, providing scheduling, budgeting, and procurement services. RailPros proposed a team of stakeholder advisors who are experts with regard to the specific agencies along the corridor and can provide their knowledge to navigate and partner with those agencies. During the interview, RailPros discussed the team’s past working relationship with each subconsultant and outlined its plan to continue serving the LOSSAN rail corridor. RailPros proposed six subconsultants to provide expertise in asset management, railroad modeling, environmental engineering, ridership modeling, right-of-way (ROW) services, architectural/mechanical electrical plumbing (MEP)/facility concept layouts, and geotechnical services needed for this project.

HNTB proposed a team of qualified staff. The proposed PM has 19 years of experience in construction and project management across rail, transit and transportation industries and has led high-profile projects for SCRRA, Riverside County Transportation Commission, OCTA, San Bernardino County Transportation Authority, Los Angeles County Metropolitan Transportation Authority (Metro), and is currently the subconsultant PM on the LOSSAN PMC. The proposed deputy project manager and technical oversight personnel have experience serving in traditional project delivery roles, which include design, design management, project management, program management, and construction oversight. HNTB proposed two subconsultants to provide the expertise in rail signaling/communications and construction technical oversight services needed for this project.

TYLin proposed a team of qualified staff. The proposed project manager has 32 years of experience managing projects and programs for environmental clearance, railroad, transit, and stormwater design and construction. The PM is currently the technical advisor for the SDLRR PMC with SANDAG and was previously the director of engineering at SANDAG. The proposed project controls, document controls, and technical support lead personnel all have many years of experience providing the technical expertise needed for this PMC, and all have listed the SDLRR as their most recent relevant experience. TYLin proposed nine subconsultants to provide the expertise in tunnels, paleontology, environmental studies, MEP, cost estimating, ROW, stations/facilities, and rolling stock needed for this project. Although TYLin's key staff covers the requirements of the SOW, some staff members have short tenure with the firm and limited experience with Union Pacific.

Work Plan

All three short-listed firms demonstrated an understanding of the required services and adequately discussed their approach to the project.

RailPros presented a work plan that included all the elements outlined in the SOW. The firm demonstrated a solid understanding of LOSSAN needs by providing a clear, step-by-step approach for delivering project phases within the scope. RailPros integrated personnel resources into their work plan by naming key roles and describing each one's responsibilities, further highlighting the firm's understanding of the SOW requirements. The technical proposal discussed potential critical issues such as host rail and utility coordination, and program funding, along with proposed solutions. The proposal included considerations for enhancements such as safety mapping for train strikes, transitioning to zero-emission vehicles, and implementing quarterly reporting methods for the program. Other aspects of the work plan addressed included quality control, planning, and grant funding. During the interview, RailPros shared its vision for automating quarterly reporting and leveraging technology to integrate these into LOSSAN Agency's SharePoint and other platforms. The key personnel provided thorough responses to questions, drawing on their experience, especially in regard to a new approach in selecting a location for a San Diego layover facility. RailPros also highlighted that its familiarity with LOSSAN Agency's work processes would support its ability to effectively apply the proposed work plan to LOSSAN Agency projects and build upon lessons learned as the incumbent on the current LOSSAN PMC contract.

HNTB's work plan presented an approach that addressed the elements of the SOW identified in the RFP. The proposal included a project management plan detailing project cost and schedule controls, risk management, quality, document management, and communication plans. HNTB provided good examples of project schedules and a detailed project outlook. HNTB also demonstrated a strong understanding of the SOW by including change management, budget controls, and a thorough explanation of its project processes. Other elements of the work plan, such as quality control, planning, and grant funding, were also addressed. During the interview, HNTB emphasized that its familiarity with the SOW gained with its experience as a subconsultant on the existing LOSSAN PMC would help it perform on this project. While HNTB's work plan covered the SOW's needs, some proposed enhancements, such as building temporary platforms for the LA28 Olympics, did not seem feasible.

TYLin's work plan was organized to cover each element of the SOW and its experience. The proposal clearly outlines execution of the SOW step by step. TYLin provided a detailed Quality Assurance/Quality Control plan, discussed project management coordination, and included a sample project showing detailed steps on how they would carry out the work. Other parts of the work plan, like planning and grant funding, were also addressed. During the interview, TYLin clearly discussed its industry experience and answered all questions. While TYLin's work plan included a lot of detail and demonstrated expertise, it seemed more suited for a larger program. Additionally, scope-specific tasks appeared generic and needed more detail.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of RailPros as the top-ranked firm to provide program management consultant services for the LOSSAN Agency. RailPros presented a comprehensive proposal that was responsive to all the requirements of the RFP, a qualified team of key personnel, support staff and subconsultants to provide all required services, and demonstrated a thorough understanding of the SOW.

Fiscal Impact

Funding for the contract is included in the LOSSAN Agency's Fiscal Year 2025-26 budget and will be funded with approved administrative funds as appropriate. Similarly, funding for future years will be consistent with annual Board approved budgets.

Summary

Staff requests Board of Directors' approval for the Managing Director to negotiate and execute Agreement No. L250002 with RailPros, Inc., for an initial term of three years, with one two-year option term, to provide program management consultant services to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

Attachments

A. Review of Proposals, RFP 5-4209 Program Management Consultant Services for the LOSSAN Agency
B. Proposal Evaluation Criteria Matrix ("Short-Listed Firms"), RFP 5-4209 Program Management Consultant Services for the LOSSAN Agency
C. Contract History for the Past Two Years, RFP 5-4209 Program Management Consultant Services for the LOSSAN Agency

Prepared by:

David Berryman
Capital Program Manager
(714) 560-5681

Review of Proposals

RFP 5-4209 Program Management Consultant Services for LOSSAN Agency

Presented to the Board of Directors - November 17, 2025

4 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	83	RailPros, Inc. Irvine, California	GHD ICF Fehr & Peers Monument ROW Anil Verma Associates Earth Mechanics, Inc.	Experienced firm with a variety of resources. Recent, relevant rail experience in providing program management consultant (PMC) services for LOSSAN and other agencies. Proposed a team of six subconsultants and detailed past experience working together. Dedicated project team with a project manager (PM) with 12 years of experience with most recent experience as deputy PM for current LOSSAN PMC. Proposed a team of stakeholder advisors who are experts in the specific agencies along the corridor. The workplan addressed all elements in the scope of work (SOW), and the proposed approach was supported by highlighting previous relevant experience. Firm provided thorough responses to interview questions. During the interview, RailPros demonstrated its experience with PMCs of similar size and scope in its responses. RailPros highlighted its familiarity with LOSSAN processes gained as a prime on the current PMC and how it would build on lessons learned. Received positive comments on reference checks.
2	78	HNTB Corporation Santa Ana, California	Pacific Rail Enterprises, Inc SSC, Inc.	Experienced firm that meets requirements of the scope. Experience providing rail PMC services as a subconsultant on the current LOSSAN PMC contract and most recently on an on-call PMC with the Southern California Regional Rail Authority. Proposed a team of two subconsultants. Proposed PM has 19 years of experience managing rail projects. Proposed key staff are currently providing similar services as a subconsultant on the current LOSSAN PMC. Addressed all elements of the SOW in its work plan. During the interview, emphasized that its familiarity gained with their experience as a subconsultant on the existing PMC will help them perform on this PMC. Some proposed enhancements, like building temporary platforms for the LA28 Olympics, did not seem feasible given the short time frame and should have been known by a proposer with industry knowledge. Received positive comments on reference checks.
3	75	TYLin International Irvine, California	Delve Underground Duke CRM ICF Introba Lenax Construction Services, Inc. Monument ROW Perkins&Will SYSTRA Virginkar & Associates, Inc.	Experienced firm with a variety of resources. Has experience providing rail PMC services for SANDAG. Proposed a team of nine subconsultants. The proposed project manager has 32 years of experience managing projects. Proposed key personnel are currently providing similar services to SANDAG Addressed all elements of the SOW in its work plan. Responded to all interview questions demonstrating knowledge in rail and all elements of the SOW. Proposed key staff covers the requirements of the scope. Received positive comments on reference checks.

Evaluation Panel:

Contracts Administration and Materials Management (1)
LOSSAN Agency (4)
OCTA Capital Programs (1)

Proposal Critera	**Weight Factors**
Qualifications of the Firm	35%
Staffing and Project Organization	40%
Work Plan	25%

ATTACHMENT A

PROPOSAL EVALUATION CRITERIA MATRIX ("SHORT-LISTED FIRMS")
RFP 5-4209 Program Management Consultant Services for LOSSAN Agency

RailPros, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.0	4.5	4.5	4.5	4.5	7	30.9
Staffing/Project Organization	4.5	4.0	3.5	4.0	4.0	4.0	8	32.0
Work Plan	4.0	4.0	4.0	4.5	4.0	4.0	5	20.4
Overall Score	87.5	80.0	79.5	86.0	83.5	83.5		83

HNTB Corporation							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	3.5	4.0	4.0	7	27.4
Staffing/Project Organization	3.5	3.5	4.0	4.0	4.0	4.0	8	30.7
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	5	20.0
Overall Score	76.0	76.0	80.0	76.5	80.0	80.0		78

TYLin International							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.0	4.0	3.0	4.0	4.0	4.0	7	25.7
Staffing/Project Organization	4.0	4.0	3.5	3.5	4.0	3.5	8	30.0
Work Plan	4.0	3.5	3.5	4.0	4.0	4.0	5	19.2
Overall Score	73.0	77.5	66.5	76.0	80.0	76.0		75

The score for the Non-Short-listed Firm was 41.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 5-4209 Program Management Consultant Services for LOSSAN Agency

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
RailPros, Inc.						
Contract Type: Time and Expense	L-0-0015	Program Management Consultant for LOSSAN Agency	April 6, 2021	March 31, 2026		$ 4,299,999
Subconsultants:						
Anil Verma Associates, Inc.						
C Below, inc.						
Earth Mechanics, Inc.						
Fehr & Peers						
HNTB Corporation						
ICF						
Monument ROW						
Rail Surveyors & Engineers, Inc.					N/A	
					Subtotal:	$ 4,299,999
TYLin International						
Contract Type: N/A	None					
Subconsultants: None						
					Subtotal:	
HNTB Corporation						
Contract Type: N/A	None					
Subconsultants: None						
					Subtotal:	$ -

ATTACHMENT C

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing

Overview

Pursuant to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation

Direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

Background

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to review designated positions and disclosure categories to determine accuracy to date.

Discussion

Members of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors and designated positions are required to file an annual Statement of Economic Interests - Form 700 (Form 700) with the LOSSAN Agency's Clerk of the Board (Attachments A and B).

The Human Resources and Organizational Development Division of the managing agency (Orange County Transportation Authority) and LOSSAN Agency's General Counsel reviewed the disclosure categories (Attachment C) and list of designated positions required to file a Form 700. They made the required changes to the disclosure categories and the corresponding positions.

The LOSSAN Agency's Clerk of the Board shall retain the electronic or original Form 700s submitted by the designated positions. The California Fair Political Practices Commission's filing deadline for the 2025 annual Form 700 statement is April 1, 2026.

Summary

The Board of Directors annually reviews and approves the list of designated positions and disclosure categories subject to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Conflict of Interest Code.

Attachments

A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Conflict of Interest Code (November 17, 2025)
B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, List of Designated Positions, Conflict of Interest Code (November 17, 2025)
C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Disclosure Categories (November 17, 2025)

Prepared by:

Andrea West

Andrea West
LOSSAN Clerk of the Board
(714) 560-5611

ATTACHMENT A

LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY CONFLICT-OF-INTEREST CODE

November 17, 2025

The Political Reform Act (Government Code Section 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict-of-interest code of the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN).

Individuals holding designated positions shall file their statements of economic interests with LOSSAN, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by LOSSAN.

<u>ATTACHMENT B</u>

Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor)
DESIGNATED POSITIONS AND DISCLOSURE CATEGORY
November 17, 2025

DESIGNATED POSITIONS	**DISCLOSURE CATEGORY**
LOSSAN CAPITAL PROGRAM MANAGER	OC-01
LOSSAN DEPUTY MANAGING DIRECTOR	OC-01
LOSSAN ACCOUNT ANALYST	OC-01
LOSSAN ACOUNT ANALYST, SENIOR	OC-01
LOSSAN EQUIPMENT & MECHANICAL MANAGER	OC-01
~~LOSSAN FINANCE & ADMINISTRATION MANAGER~~	~~OC-01~~
LOSSAN MANAGING DIRECTOR	OC-01
LOSSAN MARKETING & COMMUNICATIONS MANAGER	OC-01
LOSSAN OPERATIONS COMPLIANCE & SAFETY MANAGER	OC-01
LOSSAN PLANNING & ANALYSIS MANAGER	OC-01
LOSSAN PLANNING & COMMUNICATIONS MANAGER	OC-01
LOSSAN PROGRAM MANAGER, SENIOR	OC-01
LOSSAN PROGRAMMING & GRANTS MANAGER	OC-01
~~LOSSAN PROJECT MANAGER SENIOR~~	~~OC-01~~
LOSSAN SECTION MANAGER SENIOR	OC-01
LOSSAN SENIOR MANAGER, FINANCE & ADMINISTRATION	OC-01
LOSSAN TRANSPORTATION ANALYST PRINCIPAL	OC-01
LOSSAN TRANSPORTATION ANALYST SENIOR	OC-01
LOSSAN TRANSPORTATION FUNDING ANALYST SENIOR	OC-01

ATTACHMENT C

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY

DISCLOSURE CATEGORIES
November 17, 2025

Disclosure Category	Disclosure Category Description
CAT-01	All investments, business positions in business entities, and sources of income, including gifts, loans, travel payments, from entities that provide services or supplies of the type utilized by LOSSAN. Also, all interests in real property within the jurisdiction of LOSSAN or within two miles of the boundaries of the jurisdiction.
CAT-02	All investments, business positions in business entities, and sources of income, including gifts, loans, travel payments, from entities that provide services or supplies of the type utilized by LOSSAN.

LOSSAN MANAGING AGENCY PACIFIC SURFLINER

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Status Report of State Legislation Enacted in 2025

Overview

At the conclusion of the 2025 state legislative session, 794 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 123 bills were vetoed. A report containing an analysis of legislation relevant to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is provided.

Recommendation

Receive and file as an information item.

Discussion

2025 Legislative Session Adjourns

Following the State Legislature's adjournment, the Governor had until October 13, 2025, to either sign or veto all legislation submitted to his office. Of the 917 bills sent to the Governor this year, 123 bills were vetoed, or 13.4 percent of the total number of bills passed by the Legislature. The Governor acted on 289 fewer bills this year than last year.

A summary of the enacted legislation relevant to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency is included in Attachment A. Among the bills considered this session were the following proposals:

Status of Legislation Considered in 2025 – Notable Bills Signed

AB 394 (Chapter 147, Statutes of 2025): Public transportation providers.
Position: Monitor

Sponsored by the California Transit Association (CTA), AB 394 enhances safety protections for public transportation employees, contractors, and riders by expanding enforcement tools available to transit agencies. The bill extends existing battery protections to include all public transportation employees, not just operators or drivers, ensuring that all workers involved in providing transit service receive equal protection under the law. It also authorizes transit agencies and their legal representatives to seek temporary restraining orders in cases of workplace violence, harassment, or threats, and allows state, local, and transit law enforcement to enforce those orders. By recognizing battery and stalking offenses against transit employees and strengthening agencies' ability to act against repeat offenders, AB 394 provides a clearer legal framework to safeguard transit workers and the public.

AB 1207 (Chapter 117, Statutes of 2025) & SB 840 (Chapter 121, Statutes of 2025): Cap-and-Invest Reauthorization and Revenue Distribution.
Position: Monitor

AB 1207 renamed the Cap-and-Trade Program to Cap-and-Invest and also reauthorized the program through 2045. AB 1207 also updates emissions reduction and cap-and-trade rules to meet future climate targets and adjusts how industry and utility allowances are managed.

Beginning July 1, 2026, SB 840 establishes a new tiered framework for distributing Greenhouse Gas Reduction Fund (GGRF) revenues based on Cap-and-Invest auction proceeds. The California High-Speed Rail project will receive $1 billion off the top, followed by a $1 billion allocation for "Legislature Discretionary" purposes. Included in this Legislature Discretionary pot for FY 2026-27 is $125 million for transit passes. At this time, details regarding eligible uses, accountability, and distribution among transit agencies remain unclear.

Remaining revenues will be directed to ongoing programs, including the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Under this new structure, transit programs will receive fixed annual allocations rather than a percentage of total revenues, meaning funding will not increase if auction proceeds exceed projections and will be the first to be reduced during years of lower revenues. Under this structure, TIRCP will receive $400 million annually and LCTOP will receive $200 million annually. Additional discussions are anticipated over the next year to refine this distribution framework. Left also unclear is how the funding provided through SB 125 (Chapter 54, Statutes of 2023), which was to be used for transit operations and capital and backfilled by the GGRF, will be provided under this framework.

SB 71 (Chapter 742, Statutes of 2025): California Environmental Quality Act: exemptions: transit projects.
Position: Monitor

Sponsored by CTA, SB 71 extends and refines existing California Environmental Quality Act (CEQA) exemptions for certain public transit, active transportation, and passenger rail projects. Current law provides these exemptions until January 1, 2030; SB 71 would extend them until January 1, 2040, with a sunset date of January 1, 2032, for projects serving low-emission rather than fully zero-emission vehicles. The bill broadens eligibility to include maintenance activities for passenger rail service improvements and prohibits the use of Tier 4 locomotives in projects that seek to use this exemption when located in air basins classified as serious, severe, or extreme nonattainment areas. To qualify for an exemption, projects must be located within existing public rights-of-way, avoid adding automobile capacity, and comply with requirements related to project cost thresholds, public meetings, labor standards, and housing protections.

SB 71 clarifies that project cost thresholds are based on the engineer's estimate at the time of approval, not the total project cost, and authorizes the Office of Land Use and Climate Innovation to adjust these thresholds according to inflation. It also requires that the governing body approve the use of the exemption in a public meeting, ensuring greater transparency, while preserving the option for agencies to pursue the standard CEQA process if desired. Under existing law, ambiguity around cost thresholds and inflation adjustments has created uncertainty for agencies seeking to use CEQA exemptions. The bill also expands CEQA streamlining authority to include smaller infrastructure improvements, such as bus shelters and lighting, that enhance safety, accessibility, and transit connectivity.

SB 79 (Chapter 512, Statutes of 2025): Housing development: transit-oriented development.
Position: Monitor

SB 79 establishes statewide standards to promote housing development near major transit stops by authorizing increased building height and density minimums, and by streamlining local approval processes for qualifying transit-oriented developments (TODs). Under SB 79, "urban transit counties," defined as counties with at least 15 passenger rail stations, must apply the new TOD streamlining provisions to designated "transit-oriented development stops." These include major transit stations and stops served by heavy rail, light rail, bus rapid transit, or high-frequency commuter rail.

Because LOSSAN service operates through multiple counties with varying rail infrastructure, implementation of SB 79 may affect local jurisdictions along the LOSSAN corridor differently. Several LOSSAN counties already qualify as "urban transit counties" and will therefore be required to adopt TOD streamlining provisions around designated rail stations.

The bill defines two tiers of TOD stops with varying development standards:

- Tier 1 TOD Stops include those served by heavy rail or very high-frequency commuter rail (72 or more trains per day).
- Tier 2 TOD Stops encompass light rail, streetcar, or high-frequency commuter rail (48 or more trains per day).

Depending on how service frequency is measured statewide, some Metrolink and Amtrak Pacific Surfliner stations along the LOSSAN corridor could meet Tier 1 thresholds. However, SB 79 leaves ambiguity regarding whether train frequency is calculated per stop or per line, and further state guidance is anticipated.

The California Department of Housing and Community Development (HCD) will play a central role in implementation by issuing statewide technical guidance, reviewing local compliance plans, and working with the Southern California Association of Governments (SCAG) and other metropolitan planning organizations to map TOD zones and their proximity tiers. These maps will determine which parcels qualify for streamlined housing development under the new law. Beginning in 2027, cities that deny eligible projects in high-resource areas could face penalties under the Housing Accountability Act.

SB 79 also authorizes transit agencies to adopt "agency transit-oriented development zoning standards" for land they own near stations, allowing them to establish minimum densities and land uses consistent with state policy. While LOSSAN does not directly own property adjacent to stations, the agency will monitor how host rail agencies and local jurisdictions implement these provisions along the corridor. LOSSAN may also coordinate with HCD, SCAG, Caltrans, and member agencies to ensure consistency with SB 79's implementation framework and assess any implications for rail corridor planning and station-area development.

<u>SB 707 (Chapter 327, Statutes of 2025): Open meetings: meeting and teleconference requirements.</u>
Position: Monitor

SB 707 amends the Ralph M. Brown Act by revising teleconferencing rules, clarifying eligibility for remote participation, and expanding accessibility requirements for public meetings. The bill codifies Attorney General guidance allowing members of legislative bodies with disabilities to participate remotely as a reasonable accommodation without posting an agenda or providing public access to their remote location, provided they participate by audio and video and disclose whether any adults are present. SB 707 also extends alternative teleconferencing options, such as participation for "just cause" or during emergencies, and applies them to all local agencies, including LOSSAN. The bill also extends remote participation to advisory and multijurisdictional bodies; for LOSSAN, this may apply to the Technical Advisory Committee if the Board adopts and renews findings every six months supporting remote participation to enhance access and diversity.

While SB 707 imposes new requirements for remote public participation, translated agendas, and accessible meeting webpages, these apply only to “Eligible Legislative Bodies” such as cities, counties, or certain large special districts. LOSSAN does not meet this definition and is therefore exempt from those mandates. Other changes that do apply to LOSSAN include requiring that all members receive a copy of the Brown Act, prohibiting compensation adjustments at special meetings, and extending conduct and decorum rules to remote participants.

The provisions relevant to LOSSAN take effect January 1, 2026, while the additional requirements for eligible bodies take effect July 1, 2026.

Additional Bills of Interest – Vetoed

AB 986 (Muratsuchi, D-Torrance): State of emergency and local emergency: landslides and climate change.
Position: Monitor

AB 986 sought to expand the definition of events qualifying for a state or local emergency under the California Emergency Services Act to include landslides. The bill was introduced in response to recurring landslides in the City of Rancho Palos Verdes, which sponsored the measure to ensure that local governments could more clearly declare and respond to geologic hazards under the state’s emergency framework.

AB 986 aimed to provide clarity that landslides, often triggered by sea-level rise, heavy rainfall, or coastal erosion, qualified as emergency conditions, enabling faster access to state and federal resources. Although prompted by issues in Los Angeles County, AB 986 also aligned with challenges faced along the LOSSAN Rail Corridor. The bill would have strengthened the legal basis for emergency declarations, helping transportation agencies expedite permits, secure funding, and mobilize stabilization efforts to protect vital infrastructure. Governor Newsom vetoed AB 986, explaining that the bill was unnecessary because existing law already grants the Governor broad authority to declare emergencies in response to “conditions of disaster or extreme peril,” which includes landslides and similar hazards. The Governor cautioned that specifically adding “landslide” as a separate category could unintentionally narrow this authority by implying that unlisted events are ineligible for emergency declarations.

<u>SB 512 (Perez, D): District elections: initiatives.</u>
Position: Monitor

Sponsored by the Self-Help Counties Coalition, SB 512 sought to clarify that any tax approved by initiative adhere to the same spending limitations, accountability standards, and transportation expenditure plan process that apply when enacted through traditional authority. The Governor vetoed SB 512, explaining that courts have already affirmed jurisdictions' existing authority to use the initiative process for imposing transportation-related sales taxes, making the bill unnecessary.

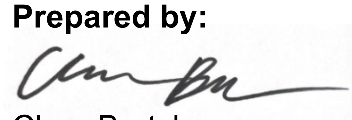
Summary

A summary report on all state legislation enacted in 2025 affecting the LOSSAN Rail Corridor Agency is provided for review by the Board of Directors.

Attachment

A. 2025 End of Year Legislative Report

Prepared by:



Clara Brotcke
Associate Government Relations Representative
(714) 560-5329

2025 END OF YEAR LEGISLATIVE REPORT

LEGISLATION ENACTED

I. Audits, Records, Reports, and Litigation

SB 580 (Durazo, D-Los Angeles): Attorney General: immigration enforcement policies.
(Chapter 580, Statutes of 2025)
SB 580 requires the Attorney General to develop and publish new statewide model policies governing interactions between state and local agencies and federal immigration authorities. The policies, due by July 1, 2026, must be consistent with federal and state law and are intended to limit cooperation with immigration enforcement to the fullest extent possible. By January 1, 2027, all state and local agencies must implement these model policies or adopt equivalent policies. The bill also requires the Attorney General to issue guidance, audit criteria, and training recommendations for databases operated or managed by state and local agencies to ensure that information within those systems is not used for immigration enforcement purposes, except as required by law.

SB 827 (Gonzalez, D-Long Beach): Local agency officials: training.
(Chapter 661, Statutes of 2025)
SB 827 expands mandatory ethics training requirements for local agency officials to include department heads and similar administrative officers. The bill shortens the deadline for newly appointed officials, starting January 1, 2026, to complete their first ethics training from one year to six months. It also requires agencies to post online information on how to request training records. In addition, the bill establishes a new requirement that all local agency officials receive at least two hours of fiscal and financial training every two years. This training must cover topics such as budgeting, auditing, debt management, and safeguarding public funds. Agencies may partner with professional providers or associations to deliver training and must maintain participation records for at least five years.

II. Environment, Resiliency, and Adaptation

AB 996 (Pellerin, D-San Jose): Public Resources: sea level rise plans.
(Chapter 286, Statutes of 2025)
AB 996 refines implementation of California's sea level rise planning requirements for local governments within the coastal zone or under the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). The bill allows the California Coastal Commission (CCC) or BCDC to accept existing sea level rise information or plans previously prepared by local governments to meet all or part of the required content for a sea level rise plan, avoiding duplication of effort. It also encourages local governments to engage in voluntary early consultation with the CCC by January 1, 2029, to ensure local

coastal programs or amendments are complete and ready for review before the 2034 compliance deadline.

AB 1207 (Irwin, D-Thousand Oaks): Climate change: market-based compliance mechanism: extension.
(Chapter 117, Statutes of 2025)
AB 1207 extends California's cap-and-trade system, formally rebranded as the cap-and-invest program, through 2045. The bill creates the California Climate Mitigation Fund, which will receive proceeds from the sale of additional allowances offered at the program's "price ceiling." These funds will be used for household rebates and investments aimed at reducing energy costs. It also strengthens California Air Resources Board (CARB)'s oversight by requiring regular legislative reporting, scoping plan updates, and progress assessments on emissions targets.

Urgency Bill – Effective Immediately

AB 1319 (Schultz, D-Burbank): Protected species: California Endangered Species Act.
(Chapter 638, Statutes of 2025)
AB 1319 strengthens state protections for endangered species and wildlife. It makes it unlawful in California to import, export, transport, sell, or purchase any fish, wildlife, or plant taken or sold in violation of federal or other state laws, with penalties of up to $50,000 and forfeiture of seized materials. The bill also directs the CDFW to automatically add species to a list of "provisional candidate species" if the federal government decreases protections under CESA, ensuring California maintains comparable safeguards. These provisions remain in effect until January 1, 2032.

SB 71 (Wiener, D-San Francisco): California Environmental Quality Act: exemptions: transit projects.
(Chapter 742, Statutes of 2025)
SB 71 extends and refines existing CEQA exemptions for certain public transit, active transportation, and passenger rail projects. Current law provides these exemptions until January 1, 2030; SB 71 would extend them until January 1, 2040, with a sunset date of January 1, 2032, for projects serving low-emission rather than fully zero-emission vehicles. The bill broadens eligibility to include maintenance activities for passenger rail service improvements and prohibits the use of Tier 4 locomotives in projects located in air basins classified as serious, severe, or extreme nonattainment areas. To qualify for an exemption, projects must be located within existing public rights-of-way, avoid adding automobile capacity, and comply with requirements related to project cost thresholds, public meetings, labor standards, and housing protections. SB 71 clarifies that project cost thresholds are based on the engineer's estimate at the time of approval, not the total project cost, and authorizes the Office of Land Use and Climate Innovation to adjust these thresholds according to inflation. It also requires that the governing body approve the use of the exemption in a public meeting, ensuring greater transparency, while preserving the option for agencies to pursue the standard CEQA process if desired.

SB 695 (Cortese, D-San Jose): Transportation: climate resiliency: projects of statewide and regional significance.
(Chapter 781, Statutes of 2025)
SB 695 requires the California Department of Transportation (Caltrans) in consultation with the California Transportation Commission and the California State Transportation Agency (CalSTA), to identify and prioritize projects of statewide and regional significance that improve the state's resilience to climate-related and natural disasters. Beginning July 1, 2026, and every year thereafter, Caltrans must develop a prioritized list of highway projects that enhance safety, strengthen climate adaptation, and support the economy.

Projects will receive higher priority if they provide multiple benefits, such as improving goods movement, enhancing public safety, increasing climate resilience (e.g., flood or wildfire mitigation), or supporting electrical grid reliability. Caltrans must submit an annual report to the Legislature by January 1, 2027, detailing the prioritized project list.

SB 840 (Limon, D-Santa Barbara): Greenhouse gases: Greenhouse Gas Reduction Fund: studies.
(Chapter 121, Statutes of 2025)
As part of reauthorizing the State's Cap-and-Invest program, effective January 1, 2026, SB 840 replaces percentage-based distributions from the Greenhouse Gas Reduction Fund (GGRF) with set annual Budget Act appropriations guided by a tiered priority structure. To implement this shift, SB 840 establishes an annual expenditure plan that will be appropriated in three tiers:

- Tier 1 ($233 million) is funded first and includes one-time appropriations for the following:
  - To replace funding State Responsibility Area fire prevention fee – $90 million
  - For the Green Manufacturing Program – $140 million
  - To establish a Legislative Counsel Climate Bureau – $3 million
- Tier 2 ($2.0 billion) includes:
  - High-Speed Rail – $1.0 billion to support the Initial Operating Segment and Phase I Blended System identified in the 2012 Business Plan. Funding may be used for property acquisition and construction, environmental review and design, other capital costs such as track, stations, and systems, and repayment of prior project loans.
  - Legislature Discretionary – $1.0 billion, which for FY 2026-27 includes:
    - Transit Passes – $125 million
    - Seed funding for a University of California Climate Research Center – $25 million
    - Rebuilding of Topanga Park – $15 million
    - For an entity chosen by the Legislature to support climate technology innovation and research – $85 million
- Tier 3 ($1.98 billion) includes annual appropriations as follows, if sufficient funding is available. If GGRF revenues are not available, these amounts may be reduced:

- Affordable Housing and Sustainable Communities – $800 million
- TIRCP – $400 million
- AB 617 (Chapter 136, Statutes of 2017) Community Air Protection – $250 million
- LCTOP – $200 million
- CAL FIRE – $200 million
- Safe Drinking Water – $130 million

SB 840 also requires CARB to study carbon offsets by December 31, 2026, update all compliance offset protocols by January 1, 2029, and conduct five-year reviews thereafter to evaluate the effectiveness of carbon offset programs, including environmental integrity, verification standards, and their role in achieving statewide greenhouse gas emission reduction targets.

Urgency Bill – Effective Immediately

III. Funding

AB 417 (Carrillo, D-Palmdale): Local finance: enhanced infrastructure financing districts: community revitalization and investment authorities.
(Chapter 260, Statutes of 2025)
AB 417 updates and simplifies the local governments, including cities, counties and special districts, must follow when creating or managing Enhanced Infrastructure Financing Districts and Community Revitalization and Investment Authorities, which are two tools local governments use to fund community improvements like infrastructure, parks, affordable housing, and small business recovery. The bill streamlines the process for these districts to update their plans, add new partners, and file required reports by reducing procedural steps and shortening timelines. It broadens eligibility so more communities can qualify, allows other local agencies to join later if they wish, and expands the types of projects that can be supported, including those focused on general economic recovery rather than just coronavirus-related needs. AB 417 also reduces the number of required public hearings from three to two and ensures that public notices are accessible by requiring translations into other commonly spoken languages.

SB 42 (Umberg, D-Santa Ana): Political Reform Act of 1974: public campaign financing: California Fair Elections Act of 2026
(Chapter 245, Statutes of 2025)
Under current law, the Political Reform Act of 1974 prohibits public officers or candidates from using or accepting public funds for campaigns. SB 42 would remove that prohibition except when the funds are earmarked for education, transportation, or public safety. Specifically, this legislation will allow local and state governments to establish voluntary public financing systems, subject to criteria and spending limits. This will require voter approval, appearing on the ballot on November 3, 2026.

IV. Planning

AB 1007 (Rubio, D-West Covina): Land use: development project review.
(Chapter 502, Statutes of 2025.)
Under existing law, the Permit Streamlining Act establishes time limits for state and local agencies to act on development projects. Typically, a lead agency must approve or disapprove a project within 180 days after certifying an environmental impact report or 60 days if the project is exempt from CEQA. Existing law also provides a shorter timeframe for certain housing development projects, requiring a responsible agency to approve or disapprove the project within 90 days after the lead agency's approval or receipt of a complete application, whichever is later. AB 1007 builds on this exception by further shortening the timeframe from 90 days to 45 days. However, the State Water Resources Control Board, regional water quality control boards, and the CCC remain subject to the 90-day timeline due to their specialized permitting authority.

SB 79 (Wiener, D-San Francisco): Housing development: transit-oriented development.
(Chapter 512, Statutes of 2025)
Creates statewide by-right standards for multifamily housing within one-half mile of designated transit stops, setting minimum unit counts, density, height, and residential floor-area ratio by distance and transit tier. Requires on-site affordability, demolition and anti-displacement protections, and specified labor standards. Qualifying projects are eligible for ministerial streamlining and are deemed consistent under the Housing Accountability Act. Authorizes transit agencies to adopt Transit-Oriented Development (TOD) zoning standards for agency-owned parcels near their stations. Directs HCD and Metropolitan Planning Organizations (MPOs) to implement mapping and compliance procedures. Most provisions apply July 1, 2026, with enhanced Housing Accountability Act penalties beginning January 1, 2027. Jurisdictions may adopt compliant local TOD alternative plans.

V. Public Meetings

SB 470 (Laird, D-Santa Cruz): Bagley-Keene Open Meeting Act: teleconferencing.
(Chapter 222, Statues of 2025)
Under the Bagley-Keene Open Meeting Act, meetings of a state body can be held through a teleconference setting if certain requirements are met. Requirements include that the state body post agendas at all teleconference locations, teleconference locations to be identified in the agenda of the meeting or proceeding, and that each teleconference location be accessible to the public. The agenda must provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. SB 470 will extend the authorization to teleconference alongside the previously mentioned provisions from January 1, 2026, until January 1, 2030.

SB 707 (Durazo, D-Los Angeles): Open meetings: meeting and teleconference requirements.
(Chapter 327, Statutes of 2025)
SB 707 amends the Ralph M. Brown Act by updating teleconferencing rules and clarifying when members of legislative bodies may participate remotely. The bill allows members with disabilities to attend meetings remotely as a reasonable accommodation without posting an agenda or providing public access to their location, provided they participate by audio and video and disclose whether any adults are present. This codifies recent Attorney General guidance recognizing that in-person attendance can create barriers for some public officials.

The legislation also revises and extends the “alternative teleconferencing” framework that permits remote participation for just cause or during emergencies. “Just cause” includes a contagious illness, medical or mental health needs, official travel for a public agency, family medical emergencies, military service, or caring for an immunocompromised family member. Members using this option must notify the body at the earliest opportunity, participate by audio and video, and disclose who is present in their remote location. The bill also extends teleconferencing authority to advisory and multijurisdictional bodies, such as joint powers agencies, allowing these entities to meet remotely under defined circumstances if doing so promotes accessibility and participation. In addition, SB 707 requires all members of legislative bodies to receive a copy of the Brown Act, prohibits compensation adjustments at special meetings, and clarifies that existing rules on maintaining order and decorum apply equally to participants attending remotely.

VI. Rail

AB 377 (Tangipa, R-Fresno): High-Speed Rail Authority: business plan: Merced to Bakersfield segment.
(Chapter 81, Statutes of 2025)
AB 377 requires the California High-Speed Rail Authority (CHSRA), as part of its 2026 Business Plan, to include a detailed funding plan for the Merced to Bakersfield segment. The plan must provide an updated estimate of the segment’s funding gap, a strategy for addressing that gap, and an assessment of potential delays and mitigation options should any funding fail to materialize. The CHSRA must also evaluate options for initiating early service on the Merced to Bakersfield segment, including cost and schedule estimates, and assess the likelihood of each proposed funding source.

SB 30 (Cortese, D-San Jose): Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.
(Chapter 735, Statutes of 2025)
SB 30 prohibits public transit agencies and other public entities that own diesel-powered locomotives or other rail equipment from selling, donating, or transferring that equipment for continued use once it has been decommissioned and replaced with lower-emission

alternatives. The intent is to prevent decommissioned diesel-powered rail equipment from being used elsewhere, where it could contribute to air pollution.

The bill provides exemptions for equipment that meets federal emissions standards (Tier 2, Tier 3, or Tier 4) or produces equivalent emission levels. It also allows transfers if the diesel engine is removed prior to the sale or donation. Any transfer meeting these exemptions must be approved by the public entity at a public hearing.

SB 544 (Laird, D-Monterey): Railroad crossings: permit applications: review. (Chapter 224, Statutes of 2025)
SB 544 revises California's process for reviewing and approving railroad crossing projects under the California Public Utilities Commission. It creates an "exempt railroad crossing application" option that allows projects with clear public benefits and no opposition to move through an expedited review, reducing delays for routine or low-risk improvements such as signal upgrades or warning device replacements. The bill also standardizes what must be included in applications, providing clearer expectations and reducing the likelihood of revisions. SB 544 requires that approvals for exempt projects be publicly noticed and open for comment, enhancing transparency and coordination with cities, rail operators, and the community.

VII. Safety and Security

AB 370 (Carrillo, D-Palmdale): California Public Records Act: cyberattacks. (Chapter 34, Statutes of 2025)
Existing law requires public agencies to respond to Public Records Act requests within ten days, with an allowance for an additional 14-day extension in cases of "unusual circumstances." AB 370 expands what qualifies as unusual circumstances to include cyberattacks or other emergencies that directly impair an agency's access to its electronic records or systems. When such conditions occur, an agency may invoke the 14-day extension by providing written notice to the requester explaining the reason for the delay and the expected date for its determination.

AB 394 (Wilson, D-Suisun City): Public transportation providers. (Chapter 147, Statutes of 2025)
AB 394 expands who is protected when assaults happen in and around public transit. Statute already includes provisions for battery against bus and rail operators and their passengers. This bill extends those protections to any employee or contractor of a public transportation provider (as well as the provider itself), so assaults on mechanics, cleaners, fare inspectors, station agents, contracted security, etc., can carry the same enhanced penalties, with offenses punishable by up to one year in county jail and a fine of up to $10,000. The bill also tightens the workplace-violence restraining order statute so transit agencies (including joint powers authorities) statewide and collective bargaining representatives can more clearly seek temporary restraining orders and longer injunctions on behalf of workers when there's harassment, threats, stalking, or battery tied to the workplace.

SB 446 (Hurtado, D-Bakersfield): Data breaches: customer notification.
(Chapter 319, Statues of 2025)
Under current law, individuals and/or businesses that conduct business in California, of which owns or licenses computerized data that includes personal data, are to disclose breach of security systems following discovery or notification of the breach of the data to a resident of California whose unencrypted personal information was compromised without unreasonable delay. SB 446 requires such data breach disclosures to be made within 30 calendar days of a breach discovery or notification. However, SB 446 further authorizes individuals and/or businesses to delay disclosure to accommodate the needs of law enforcement if necessary.

VIII. State Budget

AB 104 (Gabriel, D-Encino): Budget Act of 2025.
(Chapter 77, Statutes of 2025)
AB 104 serves as a follow-up to the fiscal year 2025–26 budget bill, amending various provisions to appropriate additional funds and make technical adjustments.

A particularly notable provision of AB 104 authorizes up to $1.75 billion in state general fund loans to local entities, split as follows:

- Up to $1 billion for eligible local entities within Los Angeles County, including the County of Los Angeles, Los Angeles County Office of Education, cities, special districts, school districts, and community college districts, to support public recovery and rebuilding efforts related to the January 2025 wildfires.
- Up to $750 million for transit operators outside Los Angeles County, specifically including the BART, Muni, Peninsula Corridor Joint Powers Board, and AC Transit. These loans are intended to sustain transit operations during the state's fiscal realignment period and are contingent upon the enactment of future legislation establishing loan terms and repayment mechanisms.

Under AB 104, these loans must be fully repaid under clearly defined repayment schedules with guaranteed mechanisms to ensure repayment, such as future fare revenue or a regionally approved funding measure. The bill also specifies that the loan authority for Bay Area transit operators becomes operative only if future legislation enacts a long-term regional funding measure to stabilize transit operations and improve financial sustainability.

Urgency Bill – Effective Immediately

AB 149 (Committee on Budget): Public resources trailer bill.
(Chapter 106, Statutes of 2025)
AB 149 makes a broad set of public resources policy changes. For the 2028 Olympic and Paralympic Games (Games) delivery, AB 149 refines environmental streamlining. Activities tied to bidding, hosting/staging, and funding the Games remain exempt from

CEQA. The bill adds a targeted CEQA exemption for temporary facilities that are fully removed and sites restored within six months after the Games. It requires public notice of confirmed competition-venue location changes and clarifies that other applicable protections, such as sensitive habitat, still apply. Separately, temporary Games developments along the coast are deemed “temporary events” and exempt from local coastal development permits through December 31, 2028, with an expectation to avoid and minimize coastal resource impacts where feasible.

Urgency Bill – Effective Immediately

SB 105 (Wiener, D-San Francisco): Budget Acts of 2021, 2023, 2024, and 2025. (Chapter 104, Statutes of 2025)
SB 105 serves as the Budget Bill Jr. for the 2025-26 fiscal year, making adjustments and supplemental appropriations to the main Budget Act of 2025. The bill includes key provisions that directly impact transit funding and commitments made in previous budget negotiations.

SB 105 appropriates $368 million from the GGRF to CalSTA for the TIRCP. Of this amount $180 million is dedicated to Cycle 6 of the competitive TIRCP, and $188 million is allocated to the Formula TIRCP established by SB 125 (Chapter 54, Statutes of 2023).

SB 105 also extends until January 10, 2026, the timeframe for the State to consider a general fund loan or other financing options to provide short-term financial assistance to local transit agencies in the Bay Area, for possible inclusion in the fiscal year 2026–27 Governor’s Budget. The bill clarifies that any such financial assistance must include full repayment of the principal, an applicable interest rate, a defined repayment schedule, and a guaranteed repayment mechanism to ensure fiscal accountability. This provision builds upon direction established in the 2025 Budget Act, which first authorized the state to explore temporary financial support for transit operators facing post-pandemic revenue challenges.

Urgency Bill – Effective Immediately

SB 128 (Committee on Budget & Fiscal Review): Transportation. (Chapter 16, Statutes of 2025)
SB 128 enacts technical and programmatic adjustments across transportation and driver licensing programs while also including key provisions related to planning for the Games. Specifically, for the Games, SB 128 temporarily authorizes Caltrans and local agencies to dedicate exclusive or preferential use of High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT), and other lanes to vehicles displaying a distinctive decal or identifier issued by the Games’ organizing committee. These decals will designate vehicles operating on the Games Route Network (GRN) to facilitate safe and efficient travel for athletes, officials, and support personnel. Caltrans and the California Highway Patrol will jointly approve the design and issuance of the decals, which will be valid only during the designated Olympic and Paralympic Games period.

The bill appropriates $1,000 from the State Highway Account to Caltrans to fund projects in support of the Games Route Network and authorizes the Department of Finance to increase this amount by up to $20 million upon legislative notification to fund Olympic-related transportation projects and lane-management activities.

Urgency Bill – Effective Immediately

SB 153 (Committee on Budget & Fiscal Review): Transportation Budget Trailer Bill. (Chapter 109, Statutes of 2025)
SB 153 serves as the transportation budget trailer bill and makes a series of statutory and budget-related changes to transportation and regulatory programs. Among other provisions, this bill:

- Includes a technical clean-up amendment to clarify that the hold harmless provision, which uses pre-coronavirus revenue numbers for calculation purposes, continues to apply to LCTOP, just as it does to the State Transit Assistance and State of Good Repair programs. Although Caltrans has been implementing the hold harmless provision for LCTOP as intended, this amendment formally codifies that intent and ensures no changes to current funding disbursement practices.
- Grants Los Angeles County Metropolitan Transportation Authority (LA Metro) and other public operators under contract with LA Metro temporary authority to provide charter bus service for the 2026 Fédération Internationale de Football Association (FIFA) World Cup in Los Angeles County, under conditions ensuring fair competition and adherence to labor agreements.
- Grants similar temporary charter authority to Bay Area transit operators, including VTA and others providing service within the greater San Francisco Bay Area, for the same 2026 FIFA World Cup period.
- Appropriates $132.175 million from the Air Pollution Control Fund for CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, exempting program guidelines from the Administrative Procedure Act to expedite deployment.

Urgency Bill – Effective Immediately

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Reimbursement Agreement with Union Pacific Railroad for Design and Construction of the Orcutt Road Crossover Project

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency proposes to enter into reimbursement agreements with Union Pacific Railroad for the design and construction of the Orcutt Road Crossover project in the City of San Luis Obispo.

Recommendations

Authorize the Managing Director to negotiate and execute reimbursement agreements with Union Pacific Railroad in an amount not-to-exceed $5,944,000, for design and construction of the Orcutt Road Crossover Project, and to execute a revenue agreement with the San Luis Obispo Council of Governments in an amount not to exceed $1,783,000, to reimburse a portion of those costs.

Discussion

In October 2024, the Coast Rail Coordinating Council received a $4.161 million award from the 2024 Transit and Intercity Rail Capital Program (TIRCP) for the construction of the Orcutt Road Crossover project (Project). The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was designated as the implementing agency for the Project. The total Project cost of $5.944 million includes a match of $1.783 million in SB 125 funds from San Luis Obispo Council of Governments.

This Project will construct a new left-hand crossover, which in combination with the existing right-hand crossover, will create a universal crossover south of the San Luis Obispo Station, near the existing Orcutt Road at-grade crossing. This will provide the operational flexibility to run additional trains and introduce a more regular passenger rail service to the San Luis Obispo station. The existing right-hand crossover alone limits the type of possible train movements.

To advance and expedite the design effort for the Project, Union Pacific Railroad (UPRR) will prepare the plans, specifications, and perform construction due to safety requirements and proprietary signal system considerations along UPRR-owned right-of-way. The agreements will follow UPRR's standard template, coordinated with LOSSAN staff, and will define responsibilities for design and construction. The agreements would be valid for up to five years, contingent on the availability of funding.

Fiscal Impact

Funding for the Project is included in the LOSSAN Agency's FY 2025-26 Adopted Budget and will be provided through reimbursement from the San Luis Obispo Council of Governments and the 2024 Transit and Intercity Rail Capital Program award.

Summary

Staff recommends Board of Directors' approval to negotiate and execute reimbursement agreements with Union Pacific Railroad and a revenue agreement with San Luis Obispo Council of Governments to fund and deliver the Orcutt Road Crossover project.

Attachment

None.

Prepared by:

Russ Henry
Program Manager
Financial Planning and Analysis/Project Controls
714-560-5990

LOS SAN MANAGING AGENCY PACIFIC SURFLINER

November 17, 2025

To:	Members of the Board of Directors
From:	Jason Jewell, Managing Director
Subject:	Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for the Leesdale Siding Extension Project

Overview

On May 15, 2023, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with Zephyr Rail, to prepare the plans, specifications, and estimates for the Leesdale Siding Extension project. An amendment to the existing agreement is requested to address delays in design reviews and additional requirements by the Union Pacific Railroad, that were not originally anticipated, and which have resulted in additional costs.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-3-0001 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Zephyr Rail in an amount up to $245,000, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project.

Discussion

The Leesdale Siding Extension project (Project) in Ventura County will allow for the expansion of service north of Los Angeles and will result in reduced travel time and increased reliability. The Project will also enhance vehicle, pedestrian, and bicycle safety at two at-grade rail crossings that will be upgraded due to the additional track at each grade crossing. The Project is located within Union Pacific Railroad (UPRR) territory and requires design reviews by UPRR at each milestone along with adherence to UPRR right-of-entry permitting procedures.

The initial contract schedule included 14 months to complete the plans, specifications and estimates and fulfill the requirements of the contract. Due to longer than expected UPRR design review and right-of-entry permitting processes and requested changes from UPRR, the current anticipated completion date for this design portion of the Project is March of 2026.

In addition to these delays, there have been several unforeseen issues as described below:

- **Right of Way Fence Encroachment**: An error in a Record of Survey Map required additional research and investigative work as well as coordination with other agencies.
- **Signal Infrastructure Requirements**: A policy change by UPRR now requires the project owner to design the signal electricity requirements and coordinate with Southern California Edison (SCE) on the design. This necessitated a full set of electrical plans, coordination with SCE, a field meeting with SCE, and additional coordination with UPRR.
- **Additional Drainage Work**: Existing culverts were in worse condition than previously identified and are not salvageable, resulting in some new installations, and brand-new crossings that were not listed in the Scope of Work.

These three elements added additional time and cost to the design portion of the Project.

LOSSAN Agency staff and Zephyr Rail have agreed upon the level of effort for the additional required services as described in the Discussion section, and staff found Zephyr's price proposal, in the amount of $245,000, to be fair and reasonable relative to the level of effort and the independent cost estimate. Proposed Amendment No. 1 to Agreement No. L-3-0001, in the amount of $245,000, is to provide funding for the required level of effort. Amendment No. 1 will bring the total contract value to $4,138,052.

Fiscal Impact

The proposed Amendment will add $245,000 to the total contract cost. There is adequate budget authority remaining in the fiscal year 2025-26 budget, therefore no budget amendment is necessary. If approved, the additional cost of this contract would be funded using reprogrammed State Rail Assistance formula funds under Account 0085-7519-X2031-D8Q.

Summary

Staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-3-0001 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Zephyr Rail, for additional work in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project in the amount of $245,000, for a total amended contract value of $4,138,052.

Attachment

A. Zephyr Rail., Agreement No. L-3-0001 Fact Sheet

Prepared by:

David Berryman
Capital Program Manager
(714) 560-5681

ATTACHMENT A

Zephyr Rail, Inc.
Agreement No. L-3-0001 Fact Sheet

1. May 15, 2023, Agreement No. L-3-0001, $3,893,052, approved by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors.

   - To prepare a Plans, Specifications, and Estimate (PS&E) for the Leesdale Siding Extension project in the City of Oxnard and the County of Ventura to support the corridor-wide service expansion and enhancement goals for the Pacific Surfliner.

2. November 17, 2025, Amendment No. 1 to Agreement No. L-3-0001, $245,000, approved by LOSSAN staff.

   - To increase the maximum obligation to account for additional coordination effort due to significant delays in the design review and right of entry permitting processes, as well as additional design and coordination effort with Southern California Edison on the power drops, right-of-way encroachments, and unforeseen drainage issues with the County of Ventura.

Total committed to Zephyr Rail, Inc. after approval of Amendment No. 1 to Agreement No. L-3-0001: $4,138,052

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

Overview

Annually, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency adopts a Legislative Program of strategic goals to guide its legislative activities for the upcoming session. The 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program has been prepared for consideration by the Board of Directors.

Recommendation

Adopt the 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency's (Agency) Board of Directors (Board) annually adopts a Legislative Program (Program) that outlines broad policy positions to guide staff when engaging in legislative activities. Official LOSSAN Agency positions not addressed by the Program are brought to the Board for separate action during the legislative sessions of the United States Congress and the California State Legislature. The Board last updated the Program on November 18, 2024.

The 2026 Program outlines principles aligned with the LOSSAN Agency's role while also advancing the goals outlined in the LOSSAN Agency's annual business plan. The Program is organized into four major categories, which are discussed in greater detail below, but can be outlined as follows:

1. Secure Sustainable Funding
2. Implementation of Transportation Policies
3. Connectivity and Integration
4. Infrastructure, Service, Resiliency, and Safety

The 2026 LOSSAN Rail Corridor Agency Legislative Program has been updated to align with current state fiscal conditions, new funding structures, and anticipated policy developments that will shape intercity rail planning and investment over the next year. The updates reflect the LOSSAN Agency's priorities to secure dedicated funding, ensure program stability, and position the corridor for long-term resiliency and growth. The 2026 Program is included as a strikethrough version in Attachment A, with a clean copy included as Attachment B.

One of the key updates focuses on advocacy related to maintaining state funding for intercity passenger rail and transit operations. State funding provides significant support for these services, which are essential to sustaining operations and advancing system improvements. The updated Legislative Program emphasizes the importance of preserving this funding consistent with prior commitments for LOSSAN and ensuring that these resources remain available to support critical passenger rail service, maintain reliable operations, and advance long-term corridor resiliency and improvement projects.

The Program also reflects the State's transition from the Cap-and-Trade framework to the Cap-and-Invest program, which was reauthorized through 2045. The new Cap-and-Invest structure establishes a tiered funding system that first allocates $1 billion annually to the California High-Speed Rail Project, followed by another $1 billion set aside for legislative discretionary use. The remaining auction proceeds are then distributed to traditional greenhouse gas reduction and transportation programs such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. LOSSAN's Program now underscores the need to protect and enhance the portion of Cap-and-Invest revenue dedicated to transit and intercity rail. Ensuring the corridor remains competitive for this funding is essential, especially as the State refines how auction proceeds are distributed among programs and regions. The Program also recognizes the potential linkage between Cap-and-Invest and future High-Speed Rail integration in Southern California, noting the importance of maintaining equitable investment across corridors.

Another change in the Program reflects the removal of language referencing regulations related to zero-emission locomotives, following the California Air Resources Board's (CARB) withdrawal of its In-Use Locomotive Regulation earlier this year. CARB rescinded the rule after it became clear that the federal government was unlikely to grant the waiver necessary for implementation. The LOSSAN program continues to engage in policies related to zero-emission and energy-efficient locomotive technology, recognizing the importance of ongoing coordination through the California State Transportation Agency (CalSTA) and the need for funding to support research, testing, and fleet modernization efforts.

Additionally, with the SB 1098 (Chapter 777, Statutes of 2024) report due to the Legislature by February 1, 2026, the Program anticipates potential legislation related to reforming rail governance structures, operations, and planning. This report, to be developed by CalSTA in consultation with stakeholders, will evaluate conditions and improvement needs along the LOSSAN corridor and prioritize capital and resiliency projects. The LOSSAN Agency remains actively engaged in this process to ensure its priorities and regional perspective are reflected in any future legislative or administrative proposals.

Taken together, these updates strengthen LOSSAN's advocacy focus for the upcoming year, ensuring that the Agency remains well-positioned to protect existing revenues, secure new investment, and inform state and federal policy decisions that impact the corridor. To ensure the maximum applicability of the 2026 Program, the Board may review and amend the Program as legislation or legislative issues arise when deemed appropriate. In addition, to advocate for the Program's goals and principles effectively, LOSSAN Agency staff will continue to explore and identify opportunities where the legislative resources and expertise of LOSSAN Agency's member agencies can be leveraged to advance the positions and goals outlined in the Program.

Summary

The 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program is presented for consideration and adoption.

Attachments

A. 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program (Strikethrough Version)
B. 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program (Clean Version)

Prepared by:

Alexis Carter

Alexis Carter
Senior Government Relations Representative
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ATTACHMENT A

202~~6~~5 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
Legislative Program

TOP PRIORITIES FOR 202~~6~~5:

a) **Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.**

b) **Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state and federal funding.**

c) **Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.**

d) **Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.**

e) ***Support Public Transportation Account funding for intercity rail at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.***

I. SECURE SUSTAINABLE FUNDING

a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.

b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual business plan.

c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.

d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.

e) Support efforts to apply for the use of SB 1 (Chapter 5, Statutes of 2017) and cap-and-***invest*** ~~trade~~ funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use, and a streamlined allocation process.

f) Monitor discussions related to ***implementing*** ~~extending~~ the cap-and-***invest*** ~~trade~~ program***, particularly maintaining funding for transit and potential investment in projects that connect high-speed rail in Southern California*****.**

g) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.

h) Support the development of future federal rail capital investment programs.

i) Support efforts to apply for federal rail capital matching program funds for LOSSAN Agency priority projects.

j) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.

k) Support policies and funding that provide for the implementation of the LOSSAN rail corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.

l) Support expedited project delivery solutions and supplemental funding for priority rail projects, including those related to the ***2026 FIFA World Cup*** *and* 2028 Olympic and Paralympic Games in Los Angeles.

m) Engage in discussions related to ~~policies and regulations that require~~ the implementation of zero-emission locomotives to ensure technical feasibility, reliability, adequate funding, and interoperability.

n) Support policies that encourage the rehabilitation and modernization of the state rail network, such as equipment procurement and zero-emission or energy efficient locomotive technology.

II. IMPLEMENTATION OF TRANSPORTATION POLICIES

a) Support implementation of the Infrastructure Investments and Jobs Act (IIJA) and development of the next surface transportation reauthorization bill to ensure adequate funding levels, transit and rail investments, and expedited federal actions are provided.
b) Support equitable policies in the delivery of passenger rail services, projects, and programs within the LOSSAN rail corridor.
c) Monitor regulatory efforts that alter existing transportation investment processes to ensure the LOSSAN Agency remains competitive within existing funding programs and transportation funds are used for their intended purposes.
d) Support policies and actively engage in discussions to increase transparency and address the deficiencies of the current federal intercity rail cost model, as envisioned in the IIJA.
e) ***Monitor potential reforms to rail governance structures, planning, or operations.*** ~~Participate in and support the working group created by SB 1098 (Chapter 777, Statutes of 2024) in order to share LOSSAN perspective and encourage recommendations that benefit the corridor as a whole.~~

III. CONNECTIVITY AND INTEGRATION

a) Continue working with stakeholders on the planning, advocacy, and promotion of existing and future passenger rail service at the federal, state, and local level.
b) Seek opportunities to support and increase connectivity integration for the LOSSAN rail corridor, including with emerging rail corridors, services, and high-speed rail.
c) Support efforts to streamline and enhance transit services that provide for first-and-last mile connections to intercity, commuter, and high-speed rail passenger rail services and stations, including policies and programs regarding train to plane connections at local airports
d) Support financially sustainable efforts that would allow for the future extension of service to connect to areas outside of the existing LOSSAN rail corridor.

IV. INFRASTRUCTURE, SERVICE, RESILIENCY, AND SAFETY

a) Support legislation that encourages smart growth and transit-oriented development, mixed-use development, and joint development opportunities, including improved connectivity to and from rail stations.
b) Support goods movement initiatives that provide infrastructure and throughput improvements for passenger rail systems, including any additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.
c) Support legislation promoting rail safety and rail security, including efforts to fund and responsibly operate Positive Train Control (PTC), and request federal assistance in considering the fiscal, technological, and logistical challenges faced by entities operating PTC safety technology.
d) Monitor any administrative reform efforts that may impact rail safety regulatory agencies such as the California Public Utilities Commission.
e) Support efforts to protect the coastal rail corridor by coordinating with the State and member agencies on developing solutions to address the impacts of sea level rise and coastal erosion to ensure long-term viability of the corridor.
f) Participate in the Senate Subcommittee on LOSSAN Rail Resiliency and the LOSSAN Regional Rail Working Group to help inform the State's perspective on resiliency planning throughout the corridor.

ATTACHMENT B

2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
Legislative Program

TOP PRIORITIES FOR 2026:

a) Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.

b) Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state and federal funding.

c) Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.

d) Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.

e) Support Public Transportation Account funding for intercity rail at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.

I. SECURE SUSTAINABLE FUNDING

a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.

b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual business plan.

c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.

d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.

e) Support efforts to apply for the use of SB 1 (Chapter 5, Statutes of 2017) and cap-and-invest funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use, and a streamlined allocation process.

f) Monitor discussions related to implementing the cap-and-invest program, particularly maintaining funding for transit and potential investment in projects that connect high-speed rail in Southern California.

g) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.

h) Support the development of future federal rail capital investment programs.

i) Support efforts to apply for federal rail capital matching program funds for LOSSAN Agency priority projects.

j) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.

k) Support policies and funding that provide for the implementation of the LOSSAN rail corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.

l) Support expedited project delivery solutions and supplemental funding for priority rail projects, including those related to the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games in Los Angeles.

m) Engage in discussions related to the implementation of zero-emission locomotives to ensure technical feasibility, reliability, adequate funding, and interoperability.

n) Support policies that encourage the rehabilitation and modernization of the state rail network, such as equipment procurement and zero-emission or energy efficient locomotive technology.

II. IMPLEMENTATION OF TRANSPORTATION POLICIES

a) Support implementation of the Infrastructure Investments and Jobs Act (IIJA) and development of the next surface transportation reauthorization bill to ensure adequate funding levels, transit and rail investments, and expedited federal actions are provided.
b) Support equitable policies in the delivery of passenger rail services, projects, and programs within the LOSSAN rail corridor.
c) Monitor regulatory efforts that alter existing transportation investment processes to ensure the LOSSAN Agency remains competitive within existing funding programs and transportation funds are used for their intended purposes.
d) Support policies and actively engage in discussions to increase transparency and address the deficiencies of the current federal intercity rail cost model, as envisioned in the IIJA.
e) Monitor potential reforms to rail governance structures, planning, or operations.

III. CONNECTIVITY AND INTEGRATION

a) Continue working with stakeholders on the planning, advocacy, and promotion of existing and future passenger rail service at the federal, state, and local level.
b) Seek opportunities to support and increase connectivity integration for the LOSSAN rail corridor, including with emerging rail corridors, services, and high-speed rail.
c) Support efforts to streamline and enhance transit services that provide for first-and-last mile connections to intercity, commuter, and high-speed rail passenger rail services and stations, including policies and programs regarding train to plane connections at local airports
d) Support financially sustainable efforts that would allow for the future extension of service to connect to areas outside of the existing LOSSAN rail corridor.

IV. INFRASTRUCTURE, SERVICE, RESILIENCY, AND SAFETY

a) Support legislation that encourages smart growth and transit-oriented development, mixed-use development, and joint development opportunities, including improved connectivity to and from rail stations.
b) Support goods movement initiatives that provide infrastructure and throughput improvements for passenger rail systems, including any additional funding and policy reforms to aid in expediting transportation projects to address supply chain concerns.
c) Support legislation promoting rail safety and rail security, including efforts to fund and responsibly operate Positive Train Control (PTC), and request federal assistance in considering the fiscal, technological, and logistical challenges faced by entities operating PTC safety technology.
d) Monitor any administrative reform efforts that may impact rail safety regulatory agencies such as the California Public Utilities Commission.
e) Support efforts to protect the coastal rail corridor by coordinating with the State and member agencies on developing solutions to address the impacts of sea level rise and coastal erosion to ensure long-term viability of the corridor.
f) Participate in the Senate Subcommittee on LOSSAN Rail Resiliency and the LOSSAN Regional Rail Working Group to help inform the State's perspective on resiliency planning throughout the corridor.

November 17, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Temporary Additional Santa Barbara Service

Overview

At the request of the Ventura County Transportation Commission and the Santa Barbara County Association of Governments, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency has been coordinating to support the restoration of peak northbound early-morning service to Santa Barbara and Goleta. This effort has led to two pathways to pursue this service, one utilizing a temporary subcontract with Metrolink for use of Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency track access rights, and the other is expediting Pacific Surfliner plans to implement service expansion to Goleta and San Luis Obispo, which is included the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Annual Business Plan. Staff seeks Board of Directors' direction to prioritize expanded Pacific Surfliner intercity service as the pathway to provide future peak-period service while maximizing the value of available operating slots and increasing service across the entire rail corridor.

Recommendation

Direct staff to prioritize all efforts to pursue Pacific Surfliner service expansion including the 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo as the pathway to provide additional intercity rail service.

Background

In 2022, Ventura County Transportation Commission (VCTC) and the Santa Barbara County Association of Governments (SBCAG) requested the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) restore peak northbound early-morning service to Santa Barbara and Goleta. The Pacific Surfliner previously operated an early-morning train from Los Angeles Union Station to Goleta, which SBCAG partially subsidized. However, the service, which began in April 2018, experienced reliability issues and overall low demand. It was eliminated as part of COVID-related service reductions in March of 2020.

The LOSSAN Agency's fiscal year (FY) 2025-26 and 2026-27 Annual Business Plan (ABP) includes plans for roundtrips serving the Ventura and Santa Barbara County stations and traveling further north to San Luis Obispo in FY 2026-27, following the full restoration of pre-COVID service levels. This planned service expansion of Pacific Surfliner service in FY 2026-27 includes a 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo. The planned schedule for this service expansion would serve the peak period service times for Ventura and Santa Barbara Counties while providing added mid-day southbound full-corridor service out of San Luis Obispo. Due to previous equipment and funding resource availability, the LOSSAN Agency did not include this service expansion plan in its ABP until FY 2026-27.

In response to VCTC and SBCAG's desire to initiate peak-morning service sooner than what is included in LOSSAN's ABP, the LOSSAN Agency engaged the Southern California Regional Rail Authority (SCRRA or Metrolink) to explore the possibility of Metrolink temporarily utilizing the LOSSAN Agency's Union Pacific track access rights to provide one additional roundtrip between Moorpark and Goleta stations on a subcontracted basis. Since late 2024, the four agencies - Metrolink, VCTC, SBCAG, and LOSSAN - have engaged in regular discussions to coordinate and plan the proposed temporary Metrolink subcontracted service.

At the June 16, 2025, Board of Directors' (Board) meeting, the LOSSAN Agency Board authorized the Managing Director to negotiate the terms of agreements necessary to subcontract the temporary service and directed the Managing Director to bring back necessary agreements. The Board action authorized only the temporary use of the time slot by Metrolink and any agreement necessary for the subcontracted service must ensure LOSSAN's ability to implement the planned Pacific Surfliner service expansion north of Los Angeles to Santa Barbara, Goleta, and San Luis Obispo.

The rail access necessary to support the LOSSAN Agency's planned service expansion was secured through a Board-approved Passenger Service Enhancement and Infrastructure Improvements Agreement executed between the LOSSAN Agency and Union Pacific Railroad (UPRR), which owns and operates the Santa Barbara Subdivision of the LOSSAN Rail Corridor. This Agreement was executed in July 2020 and established terms for increased Pacific Surfliner train service, including securing the additional service slots. A supplemental Passenger Rail Cooperative Agreement (PRCA) includes provisions for operations and maintenance reimbursements and performance-based incentive payments. The agreements provide for two additional Pacific Surfliner train pairs.

In return for increased track access, the LOSSAN Agency agreed to pay UPRR track access fees and on-time performance (OTP) incentives as well as fund infrastructure improvements to support the expanded service. To date, the LOSSAN

Agency has made approximately $282 million in combined capital and operating investments in the Santa Barbara Subdivision. The infrastructure projects, which were funded through State grants, include centralized traffic control, powered sidings, bridge replacements, new rails, and ties. Future use of the rail time slots negotiated as part of the agreements requires payment of the track access fees and OTP incentives to UPRR by the LOSSAN Agency.

The Transit and Intercity Rail Capital Program (TIRCP) grant agreements that funded these projects specify their purpose as financing improvements that enable additional intercity passenger rail service between Los Angeles and San Luis Obispo. The LOSSAN Agency is required to report annually to California Department of Transportation and the California State Transportation Agency on project outcomes associated with the funding. In practical terms, the two additional train pairs (the 3rd roundtrip to San Luis Obispo and a future train pair) represent the operational outcomes that the TIRCP-funded improvements were designed to achieve. Without implementing these roundtrips, the LOSSAN Agency cannot demonstrate that the intended benefits and performance outcomes have been realized, which could be interpreted as noncompliance with TIRCP reporting requirements and would undermine the State's return on investment in the rail corridor.

Discussion

Since the Board action in June 2025, several key areas have evolved that impact both the Metrolink subcontract pathway and the Pacific Surfliner service pathway.

Subcontracted Track Access

In July 2025, the LOSSAN Agency learned that UPRR would require a new operating agreement between the LOSSAN Agency and UPRR to identify Metrolink as an alternative operator on the Santa Barbara Subdivision. This requirement became necessary when Metrolink transitioned from Amtrak to its new contracted service provider, Alstom. Since July, the LOSSAN Agency has actively pursued such an agreement; however, UPRR has communicated that given their resources are currently fully dedicated to efforts supporting a national acquisition, the soonest they can provide a draft agreement would be the first quarter of 2026. This new draft agreement, once received, will then need to be reviewed by the LOSSAN Agency to ensure the terms are consistent with the existing Board-approved PRCA. The time needed for the review and negotiation is not known at this time, which makes the timing of the Metrolink subcontract unknown.

Due to the extended timeframe needed to implement the Metrolink subcontract, it is now likely that this pathway would negatively impact the LOSSAN Agency's ability to implement its planned service expansion.

Equipment Availability

Equipment availability has been one of the primary constraints to the LOSSAN Agency implementing additional service north of Los Angeles. In October 2025, the LOSSAN Agency received a pre-award authority letter from the Federal Railroad Administration committing to funding a $27 million Restoration and Enhancement Grant Award (R&E Grant). The R&E Grant funds the restoration of the 11th, 12th and 13th roundtrip between Los Angeles and San Diego and fully restores pre-COVID service levels. The 11th and 12th roundtrips were implemented in Q4 FY2024-25 and the implementation of the 13th roundtrip between Los Angeles and San Deigo is now planned for January 2026. To implement the expanded service funded through the R&E Grant, Caltrans and the three Joint Powers Authorities (JPAs) agreed to expedite the redeployment of equipment from the northern California fleet to the LOSSAN Agency. The redeployed vehicles, which will make a 10th train set available for revenue operations, began arriving at the Los Angeles Maintenance Facility in October 2025.

With this additional equipment and a 10th trainset, the Pacific Surfliner fleet will have sufficient capacity to implement both the 13th roundtrip in the south and the service expansion in the north. The LOSSAN team has developed schedules that support peak period service through Ventura and Santa Barbara Counties as well as a midday departure from San Luis Obispo that provides service to the entire corridor to San Diego.

Impacts on Planned Service Expansion

Finally, the developments described above, and the recent communications received from SBCAG make it clear that implementing service via the Metrolink subcontracted pathway would negatively impact the LOSSAN Agency's planned service expansion, which is inconsistent with the June 2025 Board action. In a letter submitted to the Executive Committee as public comment at the November 6 meeting, SBCAG indicated their intent in implementing the Metrolink subcontracted service is to fulfill the requirements of Measure A, a Santa Barbara County voter-approved sales tax measure, and to sustain the subcontracted service for multiple years. According to the letter, "Any commuter service funded in part by local sales tax must be structured to qualify for Federal Transit Administration (FTA) reporting and formula funding from the first day of operation. This is critical to recoup local and State investments, while sustaining service in future years."

The LOSSAN Agency Board has approved the Metrolink subcontract concept and the use of the LOSSAN Agency's track access slot as temporary and time-limited to ensure it does not impact the ability to implement our service expansion. Allowing Metrolink to subcontract for anything more than a limited time puts our service expansion at significant risk, including the risk of transferring the train slot. It also undermines the intent of the LOSSAN Agency agreement with UPRR that provides for the two additional train pairs for intercity rail purposes and is contrary to the intent of the TIRCP grant award which funded the service improvements.

Summary

Due to the developments described above, which have occurred since the Board's prior action, LOSSAN Agency staff does not see a viable path forward for the Metrolink subcontract pathway that fits the needs of SBCAG and VCTC.

The LOSSAN Agency has recently proposed to SBCAG and VCTC a Pacific Surfliner option which includes a one-year pilot for the service, subsidized by the two agencies, and a small portion from current LOSSAN Agency funding reserves. This funding approach would hold the State financially harmless, while the LOSSAN Agency pursues other funding options, including the possibility of other stakeholder contributions, federal funding or State funding, in order to continue the service past one year.

In addition to being consistent with the prior Board action, the proposal offers several advantages over the Metrolink subcontracted pathway. It can be implemented sooner at a lower net cost to SBCAG and VCTC, it provides more service (7 days/week 365 days/year versus weekdays only) and will produce better ridership and farebox recovery. The proposal also alleviates a $5 million self-insurance requirement borne by SBCAG and VCTC, which is included in the Metrolink subcontract.

In addition, there are numerous additional benefits to implementing additional service now instead of waiting until the future, including:

- Direct advancement of the State Rail Plan's near-term goals for service expansion to Santa Barbara and San Luis Obispo.
- Maximization of State investment in the UPRR Passenger Rail Cooperative Agreement and the TIRCP-funded service improvements.
- Reduction of standing-room conditions and capacity constraints across the corridor.
- Introduction of schedule enhancements including peak-period Ventura–Santa Barbara service, a mid-morning northbound arrival into San Luis Obispo, and a mid-day southbound departure—all of which meet identified regional needs.
- Maximization of operational efficiencies and equipment utilization by leveraging the same equipment cycles being deployed for the 13th roundtrip to provide additional service.
- Strategic timing to expand service in advance of the FIFA World Cup in 2026 and as a foundation for LA28.

It is important to note that the State has indicated in their 2025 Annual Business Plan approval letter that no funding is provided in FY 2026 for the 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo, and that no revenues from the FRA R&E Grant ($27 million over six years) can be used to fund this service expansion. However, the State has approved funding for three years (FY 2025-27) to support all three California Joint Power Authorities to restore services. The LOSSAN Agency will continue to request from the State that savings realized from R&E Grant be reinvested into the LOSSAN Corridor to support and sustain expanded service.

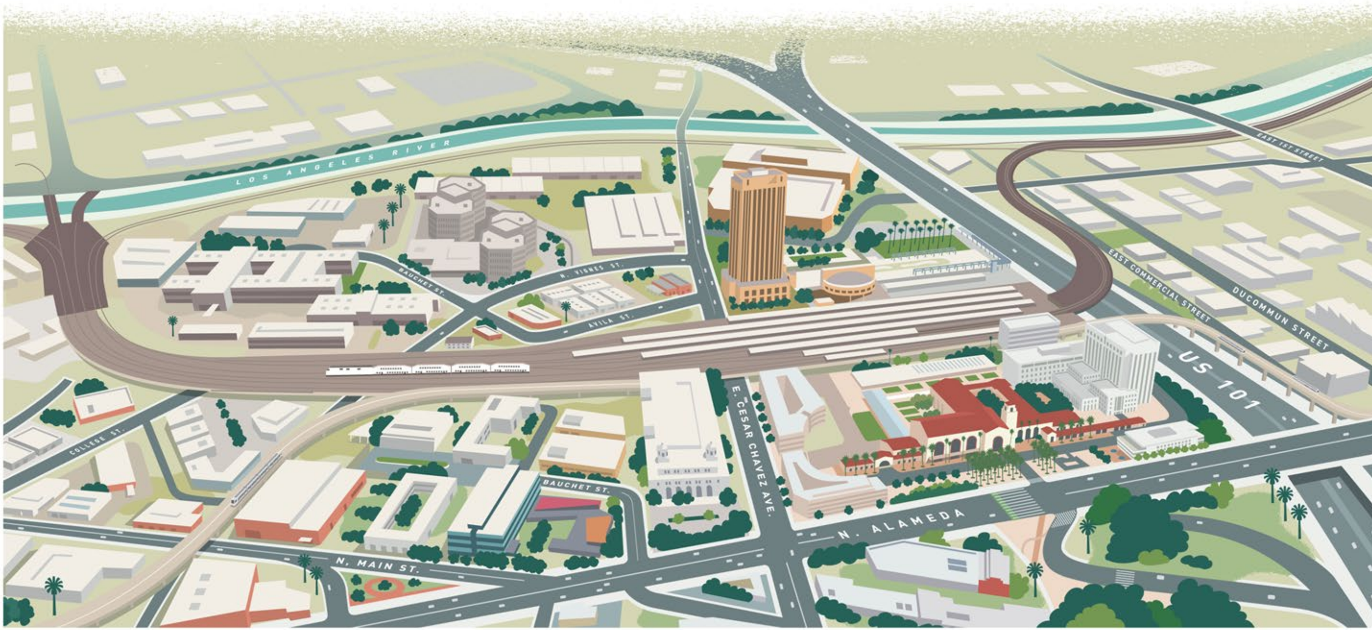
For the FY 2026-27 and 2027-28 ABP, staff also plans to include a funding request for the 3rd roundtrip to San Luis Obispo (which includes the 6th roundtrip to Goleta) consistent with the current ABP. Staff will continue to pursue funding opportunities to support and sustain Pacific Surfliner services.

Summary

Staff recommends the Board of Directors direct staff to prioritize all efforts to pursue Pacific Surfliner service expansion including the 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo as the pathway to provide additional intercity rail service.

Attachment

None.

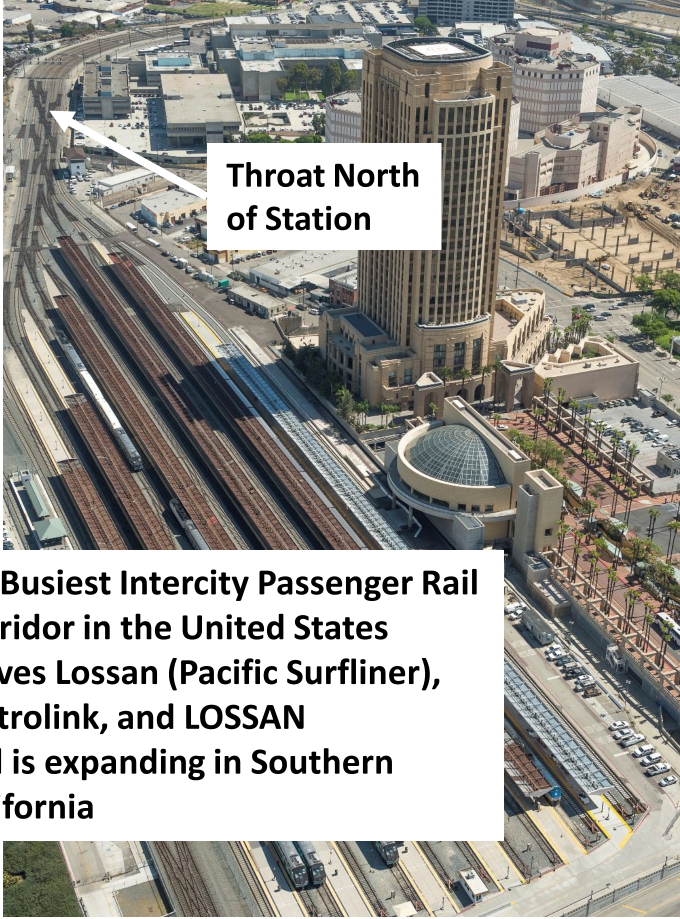


Link US

LOSSAN – Board of Directors Presentation

November 17, 2025

Metro



- 2nd Busiest Intercity Passenger Rail Corridor in the United States
- Serves Lossan (Pacific Surfliner), Metrolink, and LOSSAN
- Rail is expanding in Southern California

Los Angeles Union Station Today

Built in 1939 | Union Station is a stub end station and has not been modernized since it was built

Link US Run-thru Structure

Benefits

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail

Link US

Program Schedule – CMGC Project Delivery

WE ARE HERE

2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032

- **May 2022 Metro Board Authorizes Staff to Proceed with Preconstruction Phase**

Spring 2022 – Spring 2025
Advanced Preliminary Engineering

2024 thru 2025
Adv Utility Relo.

- **Preliminary Engineering Complete**
- **July 1, 2025 – CMGC Contractor NTP – Flatiron Dragados**
- **Fall 2025 – NEPA/Supplemental CEQA Approval**

Fall 2025 thru Summer 2027 Final Design

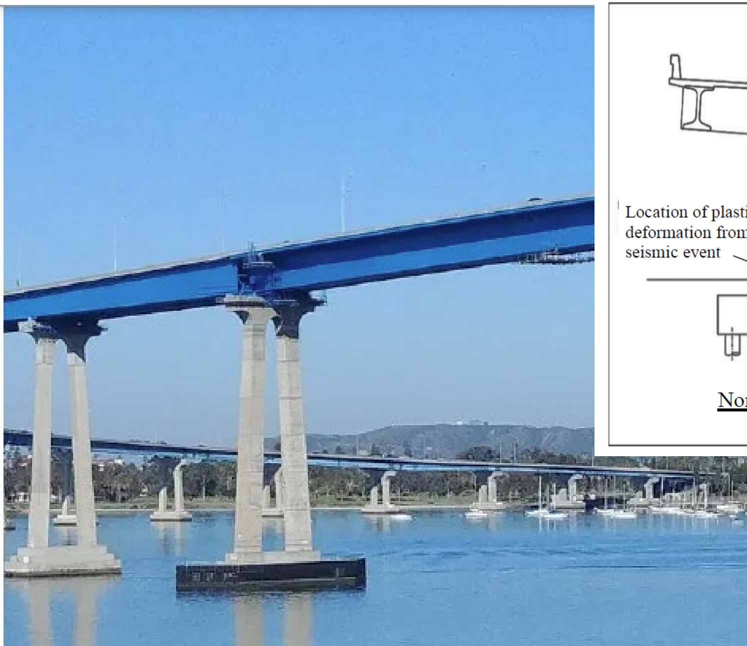
Spring 2026 thru 2027
Early CMGC Construction

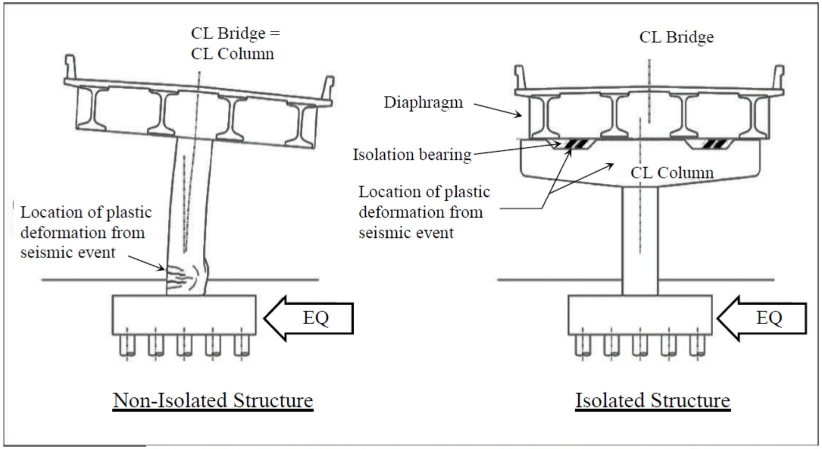
Summer 2027 thru Summer 2031
Main Construction

- ***Supplemental CEQA Approved by Metro Board on 10/23***
- ***Seeking NEPA Approval with CHSRA on 11/20***

Metro

Run-thru Structure – Isolation Bearings





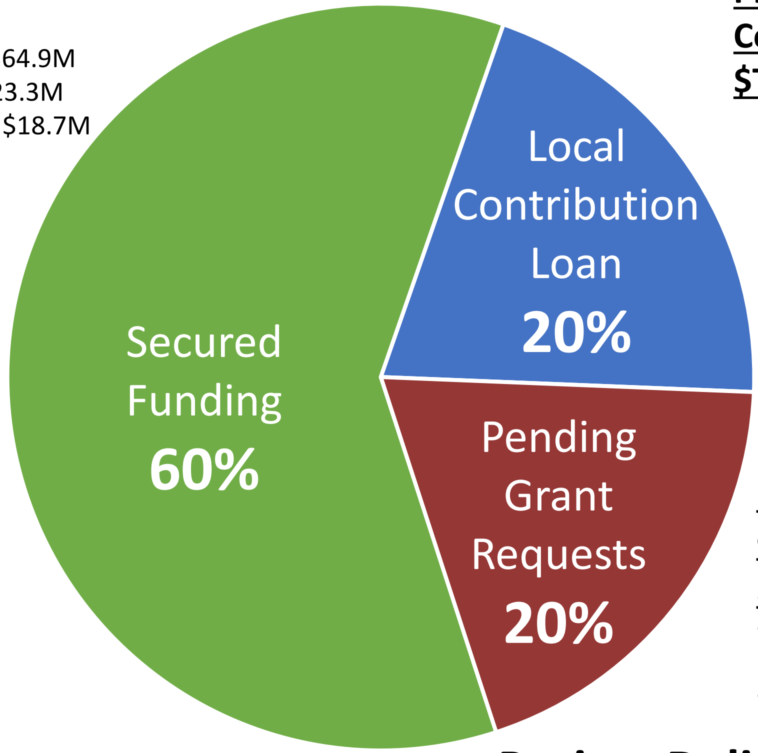
Benefits

- Less Rigid Structure – More Flexible
- Bridge Can Remain in Service after Design Level Earthquake
- Columns and Girders Suffer No Damage after Design Level Earthquake
- Seismic Loads are Dissipated, Resulting in Smaller Pile and Column Sizes

Project Cost and Funding

Secured Funding
$950.4M

- **Metro Measure R 3%/M** $64.9M
- **Proposition 1A: CHSR** $423.3M
- **ARRA (Other CHSR funds)** $18.7M
- **Metrolink JPA** $40M
- **TIRCP** $337.6M
- **STIP** $60.8M
- **Amtrak** $5M



Proposed Local Contribution Loan $TBD

Proposed/Pending Grant Requests $TBD

- **FRA Federal-State Partnership** $TBD
- **CTC** $TBD

Project Cost $1.596B TOTAL

Project Delivery Fall 2031

Comments/Questions

Thank You!

Metro

LOSSAN Capital Program Update

LOSSAN Board of Directors Meeting | November 17, 2025

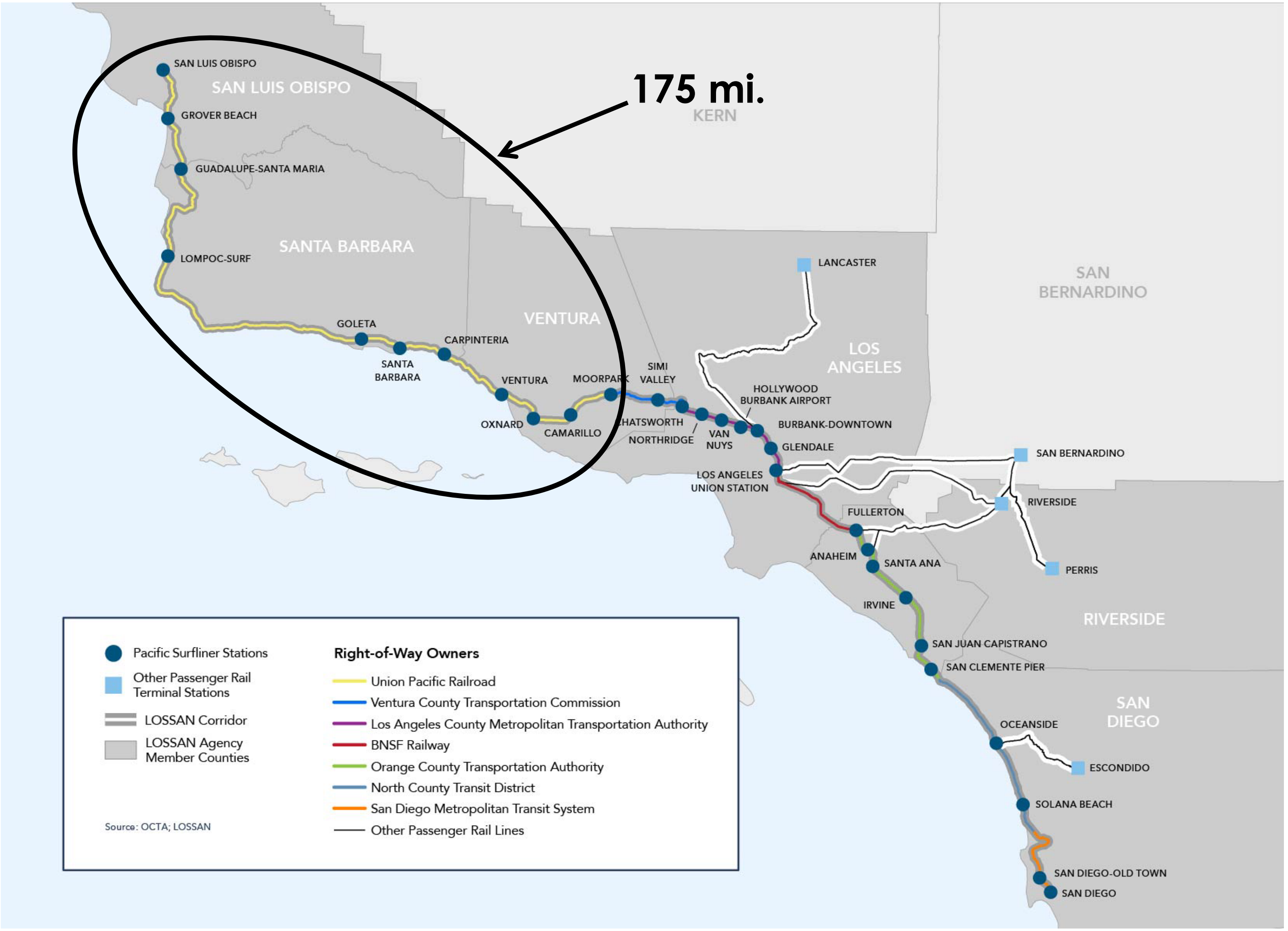
LOSSAN Rail Corridor

LOSSAN Led Projects

See Map → → →

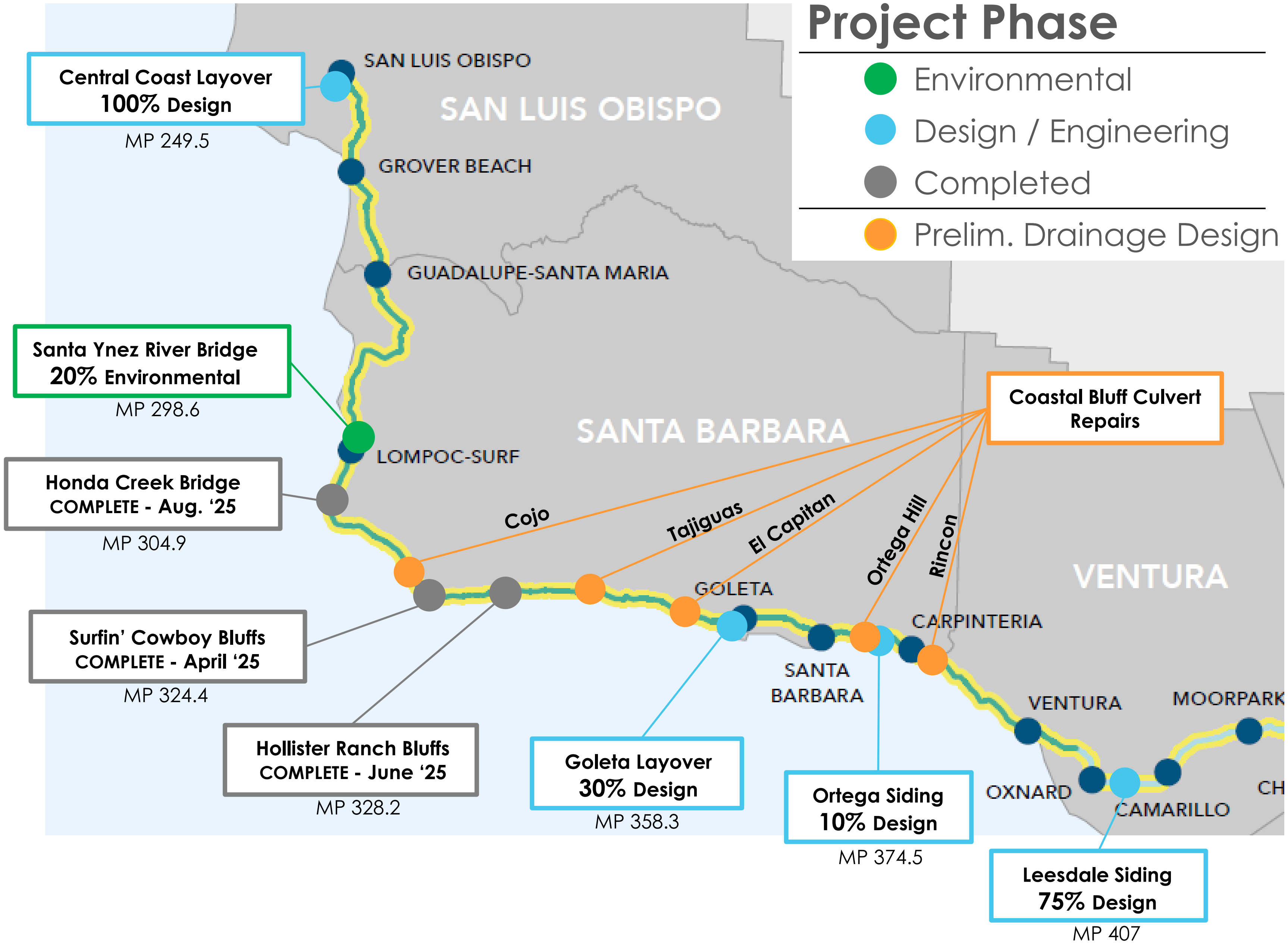
Corridor Stats:

- 351-mile Corridor
- 6 Counties
- 7 Right of Way Owners
- 29 Surfliner Stations



Current & Completed Capital Projects

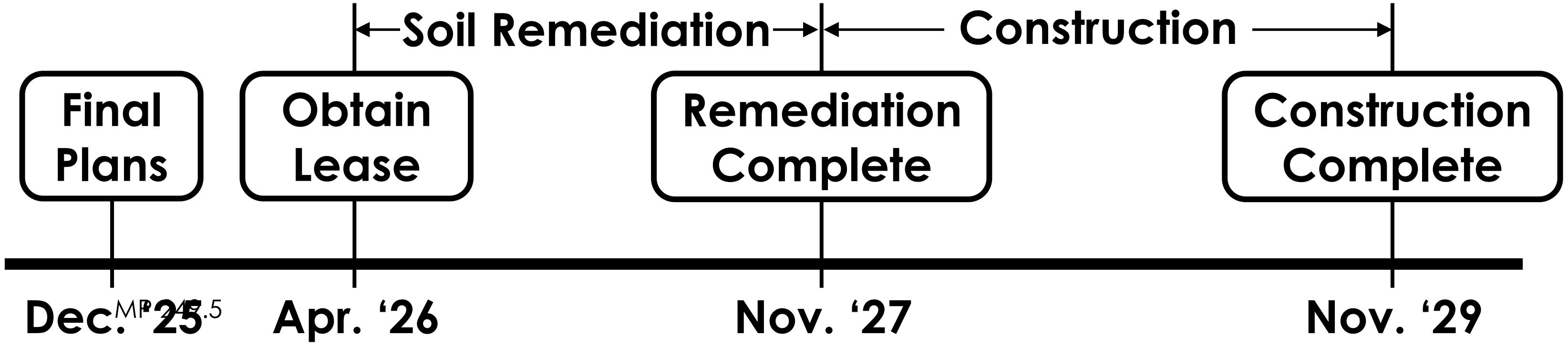
LOSSAN Agency

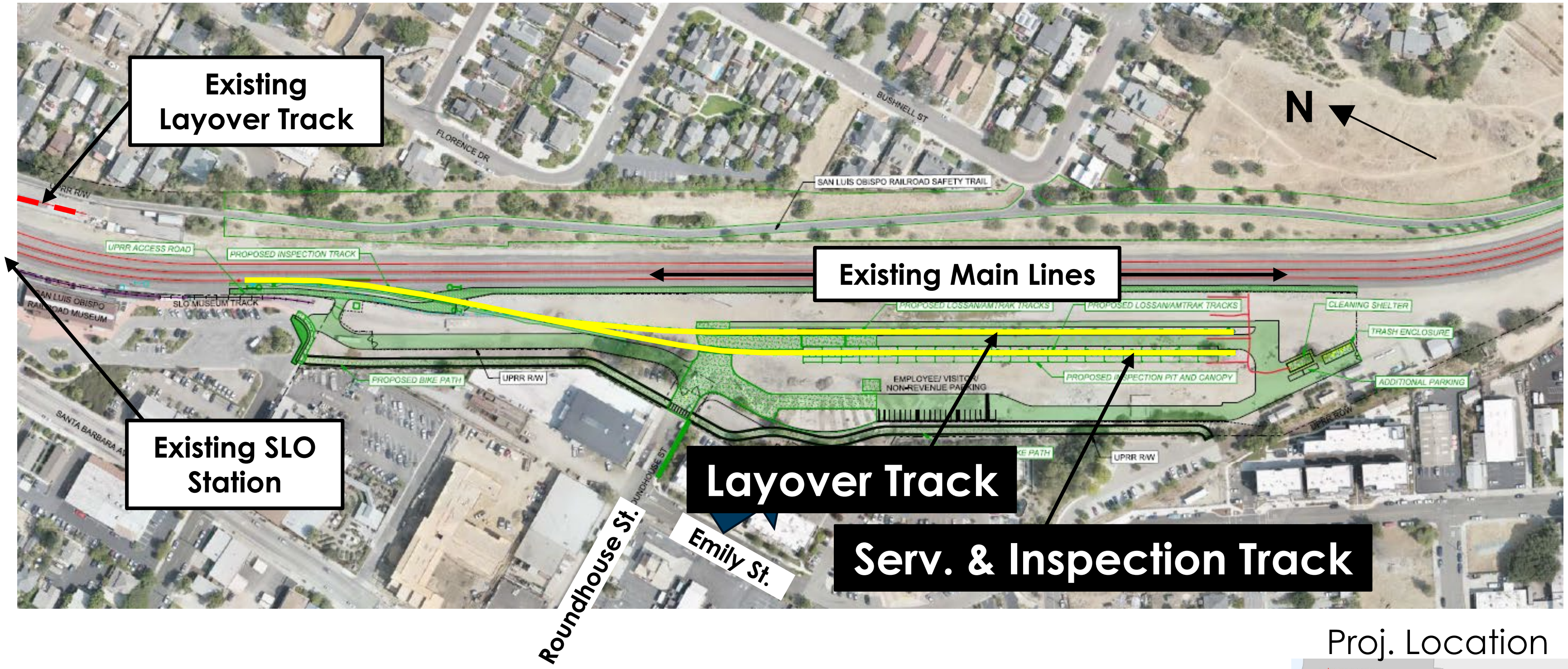


LOS SAN

Central Coast Layover Facility

- Includes a Service & Inspection Track and one (1) Storage Track
- Provides capacity for a 4th Roundtrip to the City of San Luis Obispo
- Final Plans Due:
  - **December 2025**
- Projected Construction start:
  - **Dependent on Lease Negotiations**
- Current project estimate:
  - **$48 million**
    ($37M Construction)



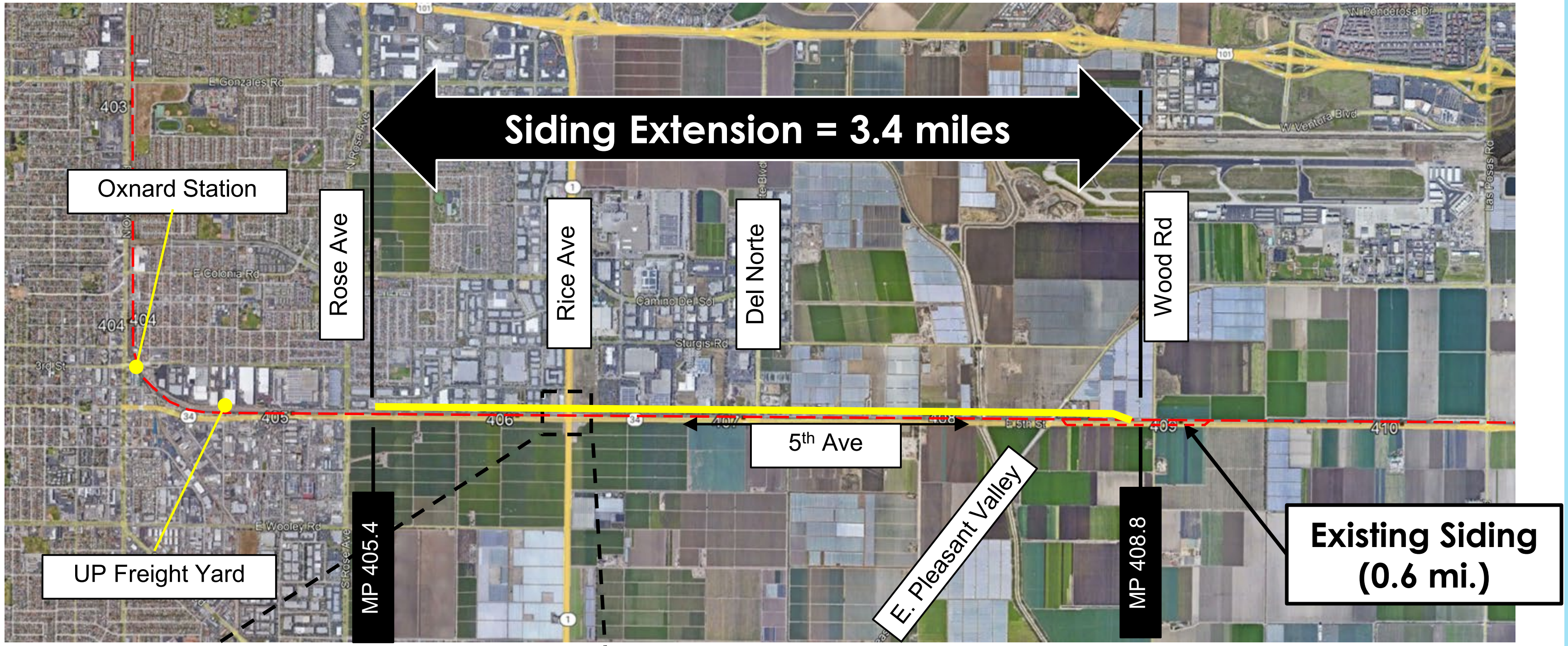


Proj. Location

Final Plans — June '26
Start Construction — Feb. '27
End Construction — Feb. '29

Leesdale Siding Extension

- Includes replacement of the existing Leesdale siding with a siding that is approximately 5.5x longer.
- Reduces wait times for train meets by up to 10 minutes.
- Allows for greater operational flexibility for Pacific Surfliner and Metrolink service.
- Currently at:
  - ➢ **75% Design**
- Evaluating challenges through the UPRR review
- Projected Construction start:
  - ➢ **Early 2027**
- Current project estimate:
  - ➢ **$83 million**
    ($59M Construction)



Rice Ave Grade Separation

- Led by City of Oxnard
- Start Construction – Spring 2025

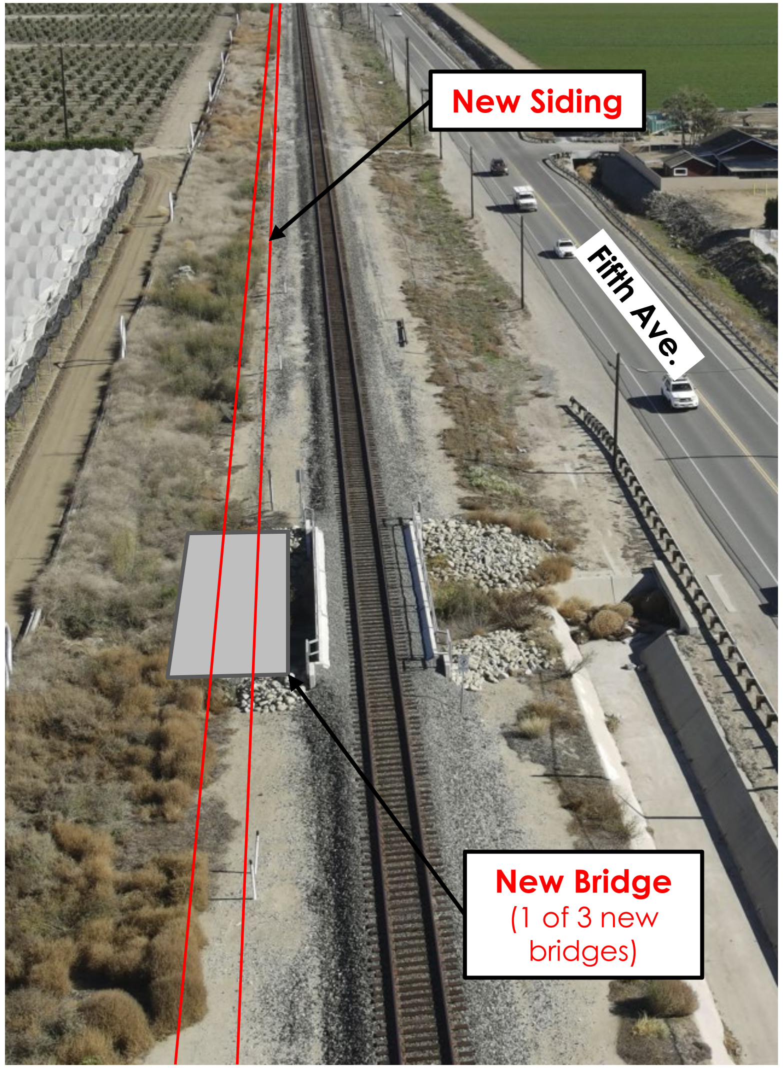
Proj. Location

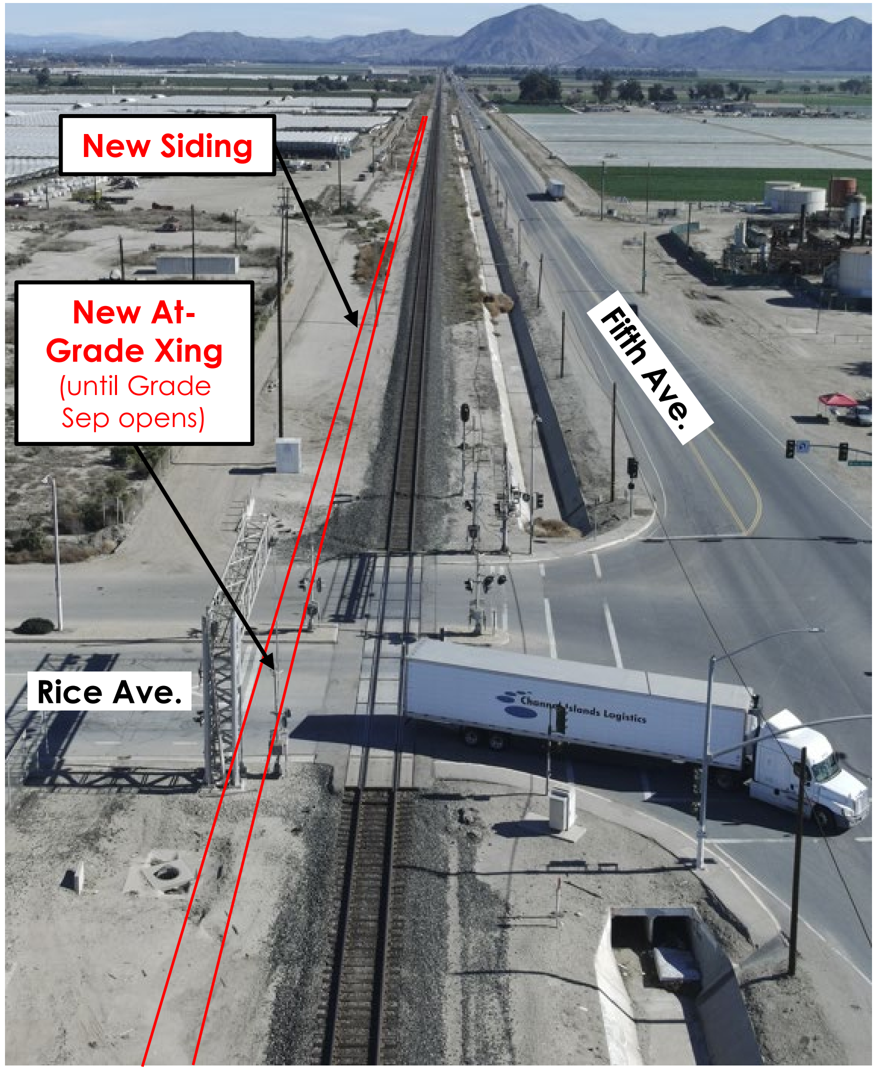
LOS | SAN

Leesdale Siding Extension

Other Project Information:

- Replaces / extends approximately 9 culverts
- Adds 3 new bridges
- Upgrades 2 existing at-grade crossings
- Requires relocation of about 3 miles of fiber optic line at an approximate cost of $10 million



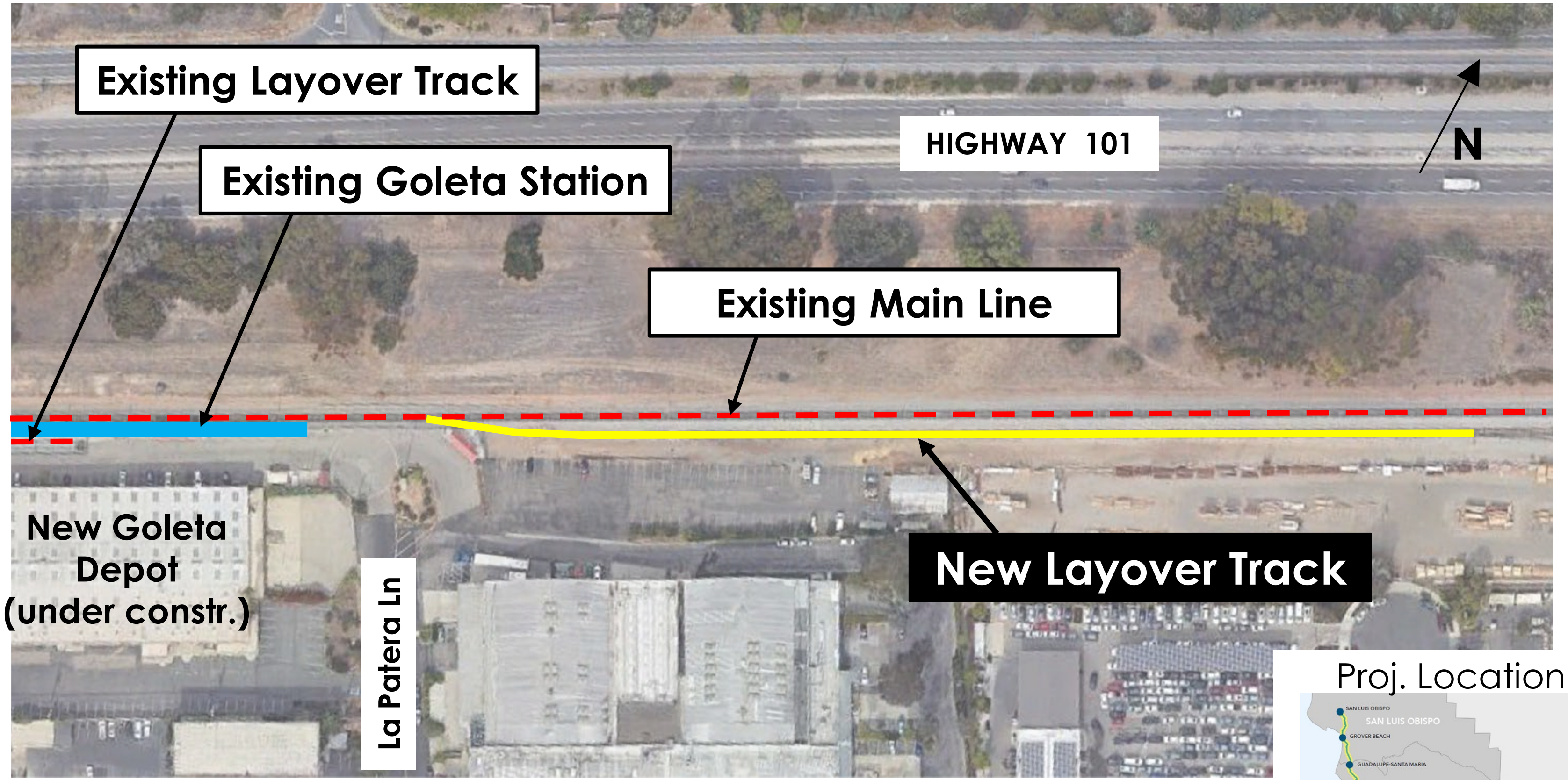


LOS SAN

Goleta Layover Facility Expansion

30% Approval	Final Plans	Start Construction	End Construction
Dec. '25	Nov. '26	June '27	June '29

- Doubles the capacity of existing facility by adding a 2nd layover track
- Coordinating with City on their new Station building and parking lot
- Currently at:
  - ➢ **30% Design**
- Evaluating challenges through the UPRR review
- Projected Construction start:
  - ➢ **Mid 2027**
- Current project estimate:
  - ➢ **$14.4 million**
    ($9.5M Construction)



Proj. Location

Ortega Siding

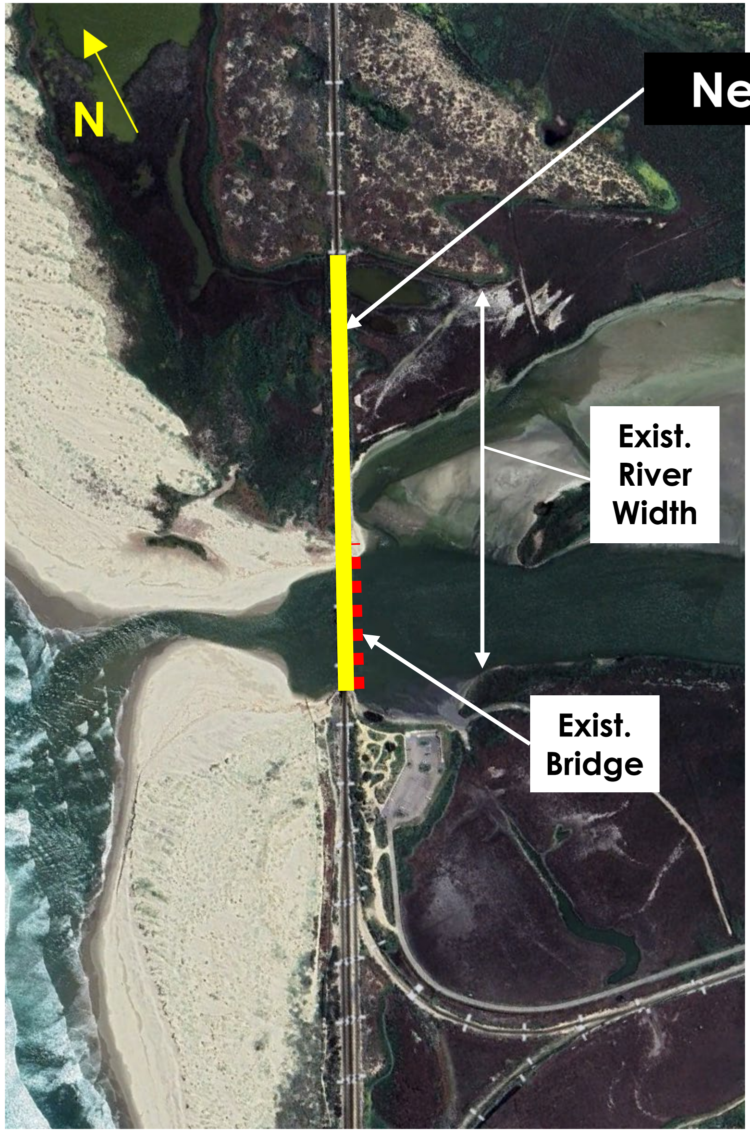
- Located in Santa Barbara County, north of Carpinteria.
- Includes a siding track, improved drainage, and two new bridges for the siding.
- Allows for a 7th **roundtrip** to Goleta
- Highly engaged beach community
- Currently at:
  - ➢ **10% Design**
- Current project estimate:
  - ➢ **$33 million**
    ($19M Construction)

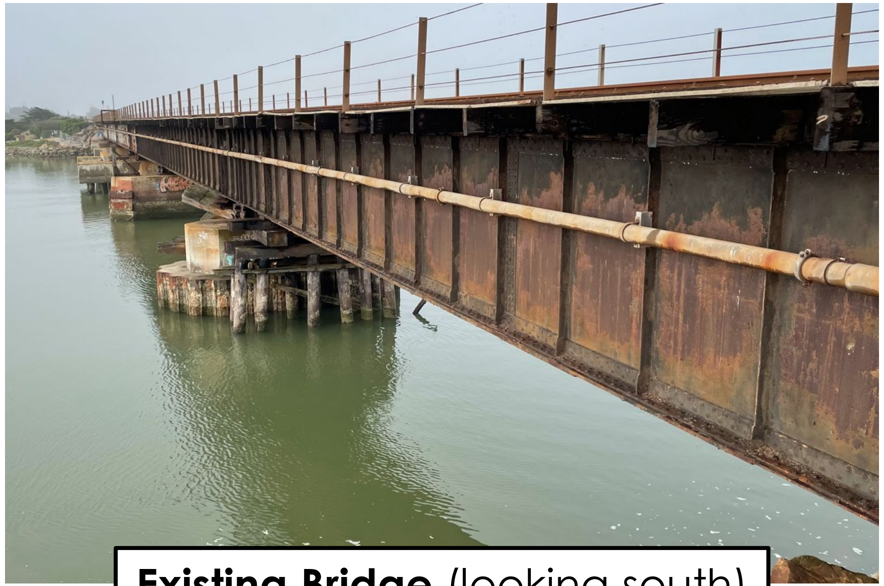
Proj. Location

LOS|SAN

Santa Ynez River (Surf) Bridge

- 100 years old
- Constricts river flow
- Not to current sea level rise height standards
- Proposed bridge to be triple the length; remove constriction; revitalize estuary
- UPRR was awarded Fish & Wildlife grant to begin initial environmental study
- Currently seeking funding for next phase





Existing Bridge (looking south)

Proj. Location

Completed Projects

Honda Creek Bridge

- Replaced a 125 year old, steel lattice column bridge
- Columns were erected under live track operation
- A 16-day track outage was required to install the new deck and trackway

Proj. Location

Completed Projects

Bluff Stabilization @

- Surfin' Cowboy
- Hollister Ranch

After

Before

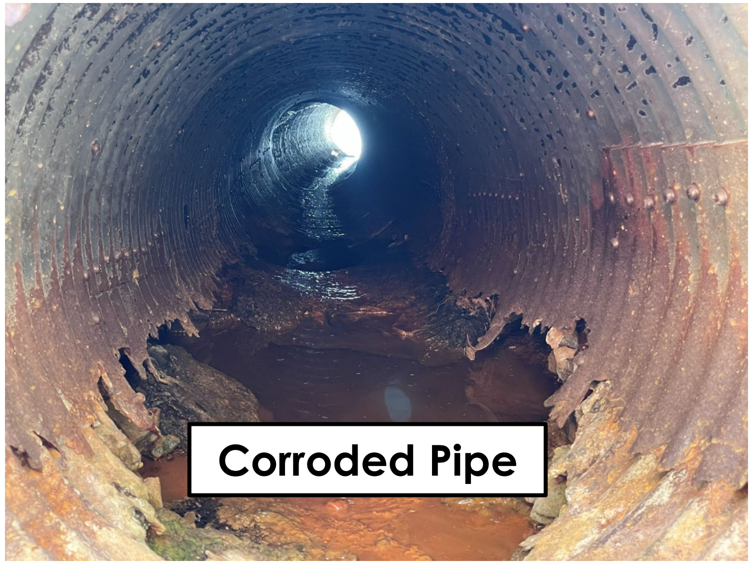
During

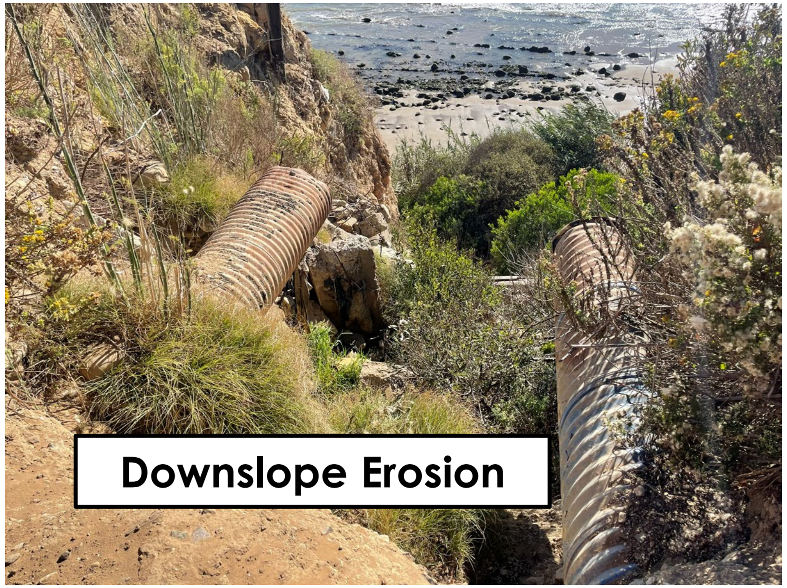
LOS | SAN

Coastal Bluff Culvert Repairs

Locations

- Rincon
- Ortega Hill
- El Capitan
- Tajiguas
- Cojo





Projects Summary

Total Projects = **9**

- **6** in Design / Planning
- **3** completed this year

Project	Design %	Constr. %	Est. Constr. START	Est. Constr. COMPLETE	Constr. Est. $
DESIGN / PLANNING					
Central Coast Layover Facility Expansion (Phase 1)	100%	--	Early 2028	Late 2029	$37 M
Leesdale Siding Upgrade and Extension	75%	--	Early 2027	Early 2029	$59 M
Goleta Layover Facility Expansion	30%	--	Mid 2027	Mid 2029	$9.5 M
Ortega Siding	10%	--	Early 2028	Mid 2029	$19 M
Santa Ynez River Bridge Replacement	Planning	--			$160 M
Coastal Bluff Culvert Repairs	30%	--	Late 2026	TBD	TBD
				Subtotal:	**~ $300 M**
COMPLETED					
Honda Creek Bridge Replacement		**100%**		**Aug. 2025**	$49.4M
Surfin' Cowboy Bluff Stabilization		**100%**		**May 2025**	$5 M
Hollister Ranch Bluff Stabilization		**100%**		**Aug. 2025**	$5 M
				Subtotal:	**~ $60 M**

LOSSAN