LOSSAN Rail Corridor Agency

Board Meeting
Agenda
Monday, July 20, 2026 at 10:30 a.m.

Meeting Location:

OCTA Headquarters 550 South Main Street Orange, California

Board Members:

Fred Strong, SLOCOG, Chair
Jewel Edson, NCTD, Vice Chair
Fernando Dutra, Metro
Katrina Foley, OCTA
Fred Jung, 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
Kyle Gradinger, Caltrans, Ex-Officio
Vacant, SCAG, Ex-Officio

Teleconference Locations:

Airport Skyroom
2627 N. Hollywood Way
Burbank, CA

1825 Strand Way
Coronado, CA

Goleta City Hall
130 Cremona Dr.
Goleta, 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 and 2)

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 June 15, 2026 LOSSAN Rail Corridor Agency Board of Director's meeting.

Attachments:

Minutes

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

Overview
The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency proposes to amend an existing reimbursement agreement with the Union Pacific Railroad for additional engineering support to include review of design documents and related signal and communication designs for the Leesdale Siding Extension project.

Recommendation(s)
Authorize the Managing Director to negotiate and execute Amendment No. 2 to Reimbursement Agreement No. L-3-0009 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Union Pacific Railroad, in the amount of $450,000, for additional plan review and signal and communication designs for the Leesdale Siding Extension project.

Attachments:

Staff Report

Attachment A

Regular Calendar

3. Authorization to Negotiate and Execute an Administrative Support Agreement with the Orange County Transportation Authority

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency entered into an administrative support agreement with the Orange County Transportation Authority on November 21, 2013, to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service operating in the Los Angeles - San Diego - San Luis Obispo rail corridor. The initial agreement expired on June 30, 2018, and was renegotiated for a new three-year term beginning July 1, 2018, through June 30, 2021, with two, three-year option terms. The first three-year option term was executed on September 1, 2021, which extended the agreement for an additional thirty-six months, from July 1, 2021, through June 30, 2024, while the second and final three-year option term was executed on June 11, 2024, which extended the agreement through June 30, 2027. In order to provide continued administrative services, staff is seeking authorization from the Board of Directors to negotiate and execute an administrative agreement with the Orange County Transportation Authority.

Recommendation(s)

Authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority.

Attachments:

Transmittal

Staff Report

Supplemental Information1

Supplemental Information2

4. Senate Bill 1098 Working Group Report on Consensus Recommendations

Overview

In September 2024, Governor Newsom signed Senate Bill 1098 (Chapter 777, Statutes of 2024), which requires the California State Transportation Agency to coordinate with Corridor stakeholders and provide guidance and recommendations necessary to support and improve the performance of the Los Angeles - San Diego - San Luis Obispo rail corridor. It requires the California State Transportation Agency to convene a working group composed of representatives from those stakeholder organizations to meet on a regular basis and submit consensus recommendations and feedback to the Legislature on or before February 1, 2026, on various topics related to rail service in the Los Angeles - San Diego - San Luis Obispo rail corridor.

The bill calls for the recommendations and feedback to be submitted to the Los Angeles -

San Diego - San Luis Obispo Rail Corridor Agency, the Southern California Regional Rail Authority, and the North County Transit District for review and consideration.

The California State Transportation Agency convened the first working group meeting on February 19, 2026, and held three additional meetings on March 27, April 28, and May 11. The last meeting on May 11, 2026, included members of the public. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency staff participated in the working group meetings and provided feedback both at the meetings and through survey question responses and smaller stakeholder group meetings.

Based on the working group effort, the California State Transportation Agency drafted the report to the legislature, which includes thirty-nine recommendations under four policy areas of the bill. The California State Transportation Agency has made the report publicly available for comment and has provided it to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for feedback as required. The recommendations contained in the report reflect an effort to identify consensus perspectives and areas of alignment across stakeholder interests throughout the rail corridor.

Recommendation(s)

A. Receive and file the Senate Bill 1098 Working Group Report for review and consideration.

B. Authorize staff to submit a comment letter to the California State Transportation Agency to be included as an addendum to the report submitted to the Legislature.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

Discussion Items

5. Public Comments

6. Managing Director's Report

7. Board Members' Report

8. Adjournment

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

10:30 a.m. on Monday, September, 21, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Call to Order

The June 15, 2026, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Strong at 10:30am. at the OCTA Headquarters, 550 S. Main St. Orange, CA.

Roll Call

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

Directors Present:	Fred Strong, SLOCOG, Chair Jewel Edson, NCTD, Vice Chair Fernando Dutra, Metro Fred Jung, OCTA Jim White, VCTC
Via Teleconference:	Katrina Foley, OCTA Joy Lyndes, SANDAG Jennifer Mendoza, SDMTS Paula Perotte, SBCAG Dana Reed, RCTC Jeanne Cantu, Amtrak, Ex-Officio Kyle Gradinger, Caltrans, Ex-Officio
Directors Absent:	Jess Talamantes, Metro LaDonna DiCamillo, CHSRA, Ex-Officio Vacant, SCAG, Ex-Officio
Staff Present:	Jason Jewell, Managing Director Gina Ramirez, Clerk of the Board Specialist, Principal Erin Galang, Clerk of the Board Assistant Angel Garfio, Employee Rotaion Program James Donich, General Counsel LOSSAN Staff

Consent Calendar

A motion was made by Director Jung, seconded by Director Dutra, and following a roll call vote, declared passed 9-0, to approve the Consent Calendar (Items 1 through 8).

Director Perotte was not present to vote on these items.

1. Approval of Minutes

Approve the minutes of the May 18, 2026 LOSSAN Rail Corridor Agency Board of Director's meeting.

2. Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

This item was pulled by Director Lyndes who requested a staff presentation. Kris Ryan, Chief Financial Officer provided a report on this item.

Receive and file as an information item

3. Fiscal Year 2025-26 Third Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends

This item was pulled by Director Lyndes who requested a staff presentation. Kris Ryan, Chief Financial Officer provided a report on this item.

Receive and file as an information item

4. Fiscal Year 2025-26 Third Quarter Grant Reimbursement Status Report

Receive and file as an information item

5. Fiscal Year 2025-26 Third Quarter Budget Status Report

Receive and file as an information item

6. Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner System Safety and Incident Report

This item was pulled by Director Lyndes who requested a staff presentation. Jason Jewell, Managing Director, provided a report on this item.

Receive and file as an information item

7. Approval to Release Request for Proposals for Pacific Surfliner Social Media Marketing and Digital Marketing Services

A. Approve the release of Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles - San Diego -San Luis Obispo Rail Corridor Agency for a one-year initial term with two, two-year option terms.

B. Approve the proposed evaluation criteria and weightings for Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.

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

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Agreement No. L-3-0001 between the Los Angeles - San Diego - San Luis Obispo RailCorridor Agency and Zephyr Rail in an amount up to $226,808.27, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project. This will increase the maximum cumulative obligation of the agreement to a total contract value of $4,359,824.41.

Regular Calendar

9. Authorization to Negotiate and Execute and Administartive Support Agreement with Orange County Transportation Authority

Chair Strong requested that Item 9 be continued to a future meeting.

Discussion Items

10. Senate Bill 1098 Update

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

Chair Strong requested that this item be continued, and a written update on SB 1098 be provided to the Board of Directors prior to the July 20, 2026 meeting.

11. Public Comments

In-person public comment was heard from Peter Warner.

12. Managing Director's Report

Jason Jewell, Managing Director, reported on an update on ridership

13. Board Members' Report

Chair Strong provided an update on his attendance at the United States Regional Governments conference.

14. Adjournment

The meeting adjourned at 11:46 a.m.

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

10:30 a.m. on Monday, July 20, 2026
OCTA Headquarters
550 South Main Street, Orange

July 20, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Amendment to Reimbursement Agreement with Union Pacific Railroad for Preliminary Engineering Services for the Leesdale Siding Extension Project

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency proposes to amend an existing reimbursement agreement with the Union Pacific Railroad for additional engineering support to include review of design documents and related signal and communication designs for the Leesdale Siding Extension project.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Reimbursement Agreement No. L-3-0009 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Union Pacific Railroad, in the amount of $450,000, for additional plan review and signal and communication designs for the Leesdale Siding Extension project.

Discussion

On May 15, 2023, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved an agreement with Zephyr Rail to perform final design for the Leesdale Siding Extension project (Project) in Ventura County.

The Project will upgrade and extend the existing 3,300-foot siding, allowing for the expansion of service and resulting in reduced travel time and increased reliability. The Project will also enhance vehicular, pedestrian, and bicycle safety at two at-grade rail crossings that will be upgraded due to the additional track at each grade crossing.

The LOSSAN Agency executed a reimbursement agreement with the Union Pacific Railroad, effective September 6, 2023, for engineering support under the Managing

Director's authority. On February 20, 2024, Amendment No. 1 was executed to extend the engineering support scope.

To finalize design efforts for the Project, additional engineering support is required from the Union Pacific Railroad (UPRR) to review and approve final plans and to advance signal designs for the Project. Due to safety considerations related to railroad signal and communication systems, UPRR is responsible for the design and construction of any new or modified signal and communication system implemented along UPRR-owned right-of-way (ROW).

The executed reimbursement agreement and its amendments are based on a standard template for preliminary engineering services, as required by UPRR. This agreement allows UPRR to provide engineering support to public projects. Staff are recommending amending the agreement to further allow UPRR to advance and complete the necessary signal and communication designs for interfaces to UPRR-owned ROW. The agreement covers field diagnostics, meetings, and inspections for the Project. It also includes a review of plans and specifications, development of designs, and the preparation of cost estimates and designs for all signal and communication elements.

Fiscal Impact

Funding for this agreement for this fiscal year (FY) is provided through programmed State Rail Assistance funds. The estimated cost to be expended in FY 2026-27 is approximately $450,000 and is included in the LOSSAN Agency Board-approved budget. Future expenditures will be included in the annual budget presented to the LOSSAN Agency Board for consideration and approval.

Summary

Staff requests Board of Directors' approval to negotiate and execute Amendment No. 2 to Reimbursement Agreement No. L-3-0009 with the Union Pacific Railroad to allow for continued engineering support for the Leesdale Siding Extension Project.

Attachment

A. Union Pacific Railroad., Agreement No. L-3-0009 Fact Sheet

Prepared by:

David Berryman
Capital Program Manager
(714) 560-5681

Union Pacific Railroad
Agreement No. L-3-0009 Fact Sheet

1. September 6, 2023, Agreement No. L-3-0009, $99,000, approved by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) Managing Director.

   - The agreement was executed to provide engineering support services for the Leesdale Siding Extension project. This includes review of plans and specifications, field diagnostics, meetings, and inspections.

2. February 20, 2024, Amendment No. 1 to Agreement No. L-3-0009, $101,000, pending LOSSAN Board of Director approval.

   - To add funds for preparing all necessary signal and communication designs for the Leesdale Siding Extension project.

3. July 20, 2026, Amendment No. 2 to Agreement No. L-3-0009, $450,000, pending LOSSAN Board of Director approval.

   - To add funds for extended reviews of plan documents and additional effort required to prepare all necessary signal and communication designs for the Leesdale Siding Extension project.

Total committed to Union Pacific Railroad after approval of Amendment No. 2 to Agreement No. L-3-0009: $650,000.

COMMITTEE TRANSMITTAL

July 20, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Andrea West

Subject: Authorization to Negotiate and Execute an Administrative Support Agreement with the Orange County Transportation Authority

Executive Committee Meeting of June 4, 2026

Present: Chair Strong, Vice-Chair Edson, and Directors Jung and Reed

Committee Vote

This item was passed by the Members present.

Vice-Chair Edson voted in opposition to this item.

Committee Recommendation(s)

A. Authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority.

June 4, 2026

To: Members of the Executive Committee

From: Jason Jewell, Managing Director

Subject: Authorization to Negotiate and Execute an Administrative Support Agreement with the Orange County Transportation Authority

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency entered into an administrative support agreement with the Orange County Transportation Authority on November 21, 2013, to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service operating in the Los Angeles – San Diego – San Luis Obispo rail corridor. The initial agreement expired on June 30, 2018, and was renegotiated for a new three-year term beginning July 1, 2018, through June 30, 2021, with two, three-year option terms. The first three-year option term was executed on September 1, 2021, which extended the agreement for an additional thirty-six months, from July 1, 2021, through June 30, 2024, while the second and final three-year option term was executed on June 11, 2024, which extended the agreement through June 30, 2027. In order to provide continued administrative services, staff is seeking authorization from the Board of Directors to negotiate and execute an administrative agreement with the Orange County Transportation Authority.

Recommendation

Authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority.

Background

Senate Bill (SB) 1225, signed into law in September 2012, authorized the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) to assume administrative responsibility for the state-supported Pacific Surfliner intercity passenger rail service. After a competitive process, the Orange County Transportation Authority (OCTA) was selected to serve as the Managing Agency. On November 21, 2013, the LOSSAN Agency entered into an administrative support agreement (ASA) with OCTA to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service. The ASA spanned the Start-Up and Initial terms and expired on June 30, 2018. On June 18, 2018, the LOSSAN

Board of Directors (Board) authorized the Managing Director to execute an updated administrative support agreement with the Orange County Transportation Authority for a term of three years with two, three-year option terms. Both option terms have been exercised, with the final term valid through June 30, 2027. A new agreement is necessary to allow OCTA to continue to provide administrative support, as the LOSSAN Managing Agency.

Discussion

OCTA has served as the LOSSAN Managing Agency since November 2013, providing dedicated staff to the LOSSAN Agency as well as administrative support services. In this capacity, the LOSSAN Agency has fulfilled the foundational goals established under SB 1225, but also advanced intercity passenger rail service through a number of key goals and initiatives, including:

- Successfully negotiated and executed the first interagency transfer agreement (ITA) with the California Department of Transportation, including the first, second, and third amended ITA through September 2029
- Ensured year-over-year increases in Pacific Surfliner ridership, revenue, and farebox recovery prior to the Coronavirus (COVID-19) pandemic
- Successfully navigated and managed the service through the COVID-19 pandemic
- Negotiated favorable operating agreements with Amtrak for the provision of the Pacific Surfliner intercity passenger rail service and connecting Thruway bus service
- Developed and managed a balanced annual administrative, marketing, and operating budget
- Developed and obtained approval for annual business plans
- Implemented key improvements to the passenger experience and marketing programs
- Developed first- and last-mile connectivity options
- Successfully secured approximately $529.5 million in State grant funds
- Successfully secured the first-ever Federal Grant Award for over $27 million to support Pacific Surfliner service restoration
- Successfully navigated and managed service through rail closures
- Successfully obtained approval of the first Environmental Impact Report for the Central Coast Layover Facility, one of several key infrastructure improvement projects LOSSAN is leading to increase future capacity
- Coordinated and participated in corridor-wide stakeholder meetings to address resiliency and corridor-wide challenges
- Successfully restored pre-COVID service levels, including expanded service in coordination with member agency partnerships

OCTA has consistently supplied the technical expertise, operational capacity, and institutional resources necessary to support the LOSSAN Agency's evolving responsibilities. Under the administrative services agreement, OCTA has provided a host of administrative support services, including but not limited to:

- Daily administration, including all necessary staff to serve and support the Agency, including the Managing Director, as appointed by the LOSSAN Board
- Financial services resources, including accounts payable, accounts receivable, payroll, financial systems and processes, budgeting, and treasury
- Information technology and cybersecurity services
- Contract administration and legal services
- Human resources and organizational development
- Risk management and insurance support
- Marketing, communications, and public information support
- Government relations
- Planning and programming support
- General services, including required office space

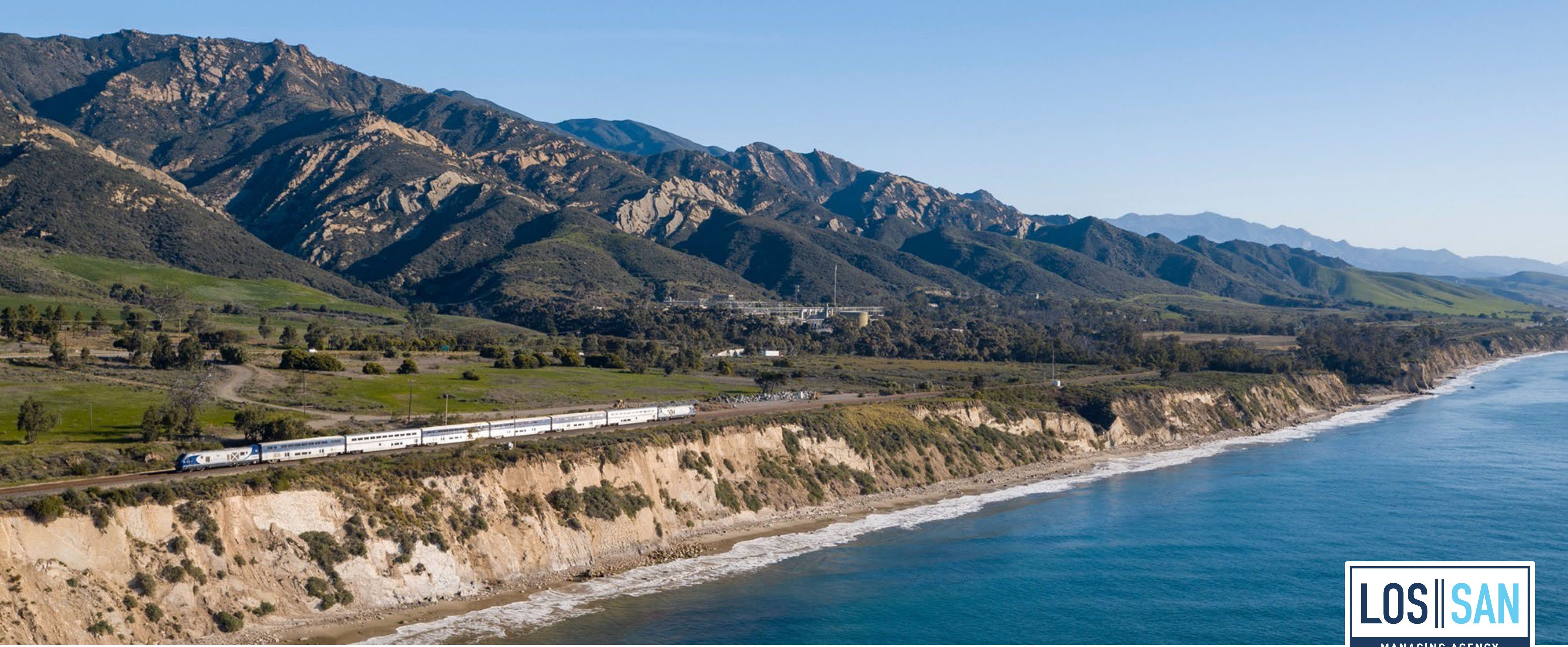
This scope of services to be negotiated under a new agreement is anticipated to be consistent with the level of resources OCTA has consistently provided. The ASA assumes that the LOSSAN Agency's administrative, marketing, and operating budgets will continue to be fully funded by the State of California with no financial commitment from the LOSSAN member agencies. The LOSSAN Agency is charged based on the actual direct salaries and benefits of employees, along with indirect costs for support services. The indirect costs are determined using OCTA's annual cost allocation plan. The cost allocation plan is trued-up on an annual basis at the end of each fiscal year, and any variances are either refunded to or billed to LOSSAN. The cost details are reviewed by LOSSAN staff and discussed with OCTA as appropriate.

Summary

The current administrative support agreement between the Orange County Transportation Authority and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency expires on June 30, 2027. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff is seeking authorization from the Board of Directors for the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority to allow for the continuation of managing agency services.

Attachment

None.



Administrative Support Agreement

Executive Committee Meeting | July 2, 2026

LOSSAN
MANAGING AGENCY
PACIFIC SURFLINER

Administrative Support Agreement

- The 2013 Joint Powers Authority (JPA) Agreement mandates that the LOSSAN Agency will select a Managing Agency from a very limited pool of entities which includes one of its Member Agencies, Associate Agencies, or any commuter rail agency which uses the same facilities to provide commuter rail service.

- One of the delineated powers that the LOSSAN Board of Directors (Board) *may* exercise in the selection of the Managing Agency is to develop procedures for selecting the Managing Agency. The JPA Agreement does not mandate that a formal process be undertaken in the selection.

- The JPA Agreement merely allows the Board to decide what process it chooses to undertake to make the selection.

Administrative Support Agreement - Continued

- The Orange County Transportation Authority (OCTA) has served as Managing Agency since 2013, serving in its role during the start-up period and for a three-year term preceding execution of Interagency Transfer Agreement with State in 2015.

- Since 2018, the Administrative Support Agreement was renewed following Board direction to notify member agencies of intent and opportunity to provide input, with unanimous approval by the Board.

- The LOSSAN Board has unanimously approved agreement extensions in 2021 and 2024.

- Executive Committee has authority to recommend to Board continuance of agreement with OCTA or an alternative process.

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lossan.org

June 26, 2026

The Honorable Catherine Blakespear
1202 O Street, Suite 7720
Sacramento, CA 95814

Dear Senator Blakespear:

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board), I would like to thank you for your continued support of the LOSSAN Agency and tireless efforts to help improve passenger rail services on the corridor.

I am writing in response to your letter dated June 11, 2026, outlining concerns regarding the Agency's pursuit of an Administrative Support Agreement (ASA). We share a common goal of pursuing every opportunity to improve passenger rail services across the LOSSAN rail corridor. As one of the original members of the LOSSAN Corridor Study Group and part of the reconstituted LOSSAN Agency, established through Senate Bill (SB) 1225, I have a strong interest in ensuring the Agency's continued success.

By way of history, the Agency's 2013 Joint Powers Agreement (JPA) governs the Agency's ability to select a Managing Agency. The original solicitation for the LOSSAN Managing Agency was administered by the San Diego Association of Governments (SANDAG) consistent with their role at the time and LOSSAN Board direction. The solicitation was developed by SANDAG in collaboration with the other member agencies, approved by the LOSSAN Board and limited to member agencies, associate agencies and any commuter rail agency which utilizes the same facilities to provide commuter rail service. Three member agencies responded to the solicitation: Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority (OCTA), and the San Diego Metropolitan Transit System. The solicitations were reviewed by SANDAG for consistency and then evaluated by the LOSSAN Board-approved review committee, which was comprised of members of the LOSSAN Board, the Managing Director (at the time) of the Capital Corridor Joint Powers Authority, and the Executive Director of the San Altamont Corridor Express. The review committee made a recommendation to the full LOSSAN Board for OCTA to be selected as the managing agency. Following a presentation by each responding agency and discussion with the evaluation committee, the LOSSAN Board selected OCTA to serve as the Managing Agency.

Since that time, the ASA has been renewed in 2018, following Board direction to notify member agencies of intent and opportunity to provide input, with unanimous approval from the LOSSAN Board. In addition, the LOSSAN Board has twice unanimously approved contract extensions in 2021 and 2024.

The current effort to renew the ASA has followed a similar, transparent process, including a letter of recommitment from OCTA Chief Executive Officer Darrell Johnson dated May 28, 2026, attached, a letter notifying member agencies from the LOSSAN Managing Director dated May 28, 2026, attached, and a regular agenda item on both the LOSSAN Agency Executive Committee agenda on June 4, 2026 and the LOSSAN Agency Board agenda June 15, 2026. The Board item was deferred and will be reconsidered by the LOSSAN Executive Committee and Board on July 2, 2026, and July 20, 2026, respectively.

The JPA structure to manage intercity rail service in California is well established and has a proven successful track record. The Bay Area Rapid Transit (BART) District has successfully provided management services to the Capital Corridor JPA since 1988, while the San Joaquin Regional Rail Commission (SJRRC) has successfully provided management services to the San Joaquin Joint Powers Authority since 2013. Both agencies continue to thrive and improve intercity rail service due to the continuity of strong administrative support roles that both BART and SJRRC have provided. Similarly, OCTA has a proven track record of technical expertise, operational capacity and institutional resources necessary to continue to support the LOSSAN Agency's evolving responsibilities.

For over 13 years, OCTA has served as the Managing Agency for the LOSSAN Agency and during this time, the LOSSAN Agency has not only fulfilled the foundational goals established under SB 1225 and the State Rail Plan but has also significantly advanced intercity passenger rail service throughout the rail corridor. The Agency has expanded and improved service, including for special events, strengthened connections with partner services, and advanced significant capital projects supporting corridor resiliency, capacity and reliability. Following the full restoration of service levels and implementation of an expanded service pilot this year, ridership and revenue exceed pre-pandemic levels by approximately 8 and 17 percent respectively, while farebox recovery continues to exceed State performance requirements. The management of the Pacific Surfliner service under the LOSSAN Agency and backed by the administrative services of OCTA has exceeded expectations and continues to improve.

On behalf of the LOSSAN Board, I look forward to continuing to work with you to improve passenger rail ridership, reliability and coordination throughout the corridor and State, and thank you once again for your continued support.

Sincerely,

Fred Strong
Chair, LOSSAN Rail Corridor Agency

c: LOSSAN Rail Corridor Agency Board of Directors
Jason Jewell, Managing Director LOSSAN Rail Corridor Agency

Enclosures

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California State Senate

SENATOR
CATHERINE S. BLAKESPEAR
THIRTY-EIGHTH SENATORIAL DISTRICT

STANDING COMMITTEES
ENVIRONMENTAL QUALITY
CHAIR
BUDGET & FISCAL REVIEW
EMERGENCY MANAGEMENT
GOVERNMENTAL ORGANIZATION
TRANSPORTATION

SUBCOMMITTEES
BUDGET SUBCOMMITTEE #2:
RESOURCES, ENVIRONMENTAL
PROTECTION & ENERGY
LOSSAN RAIL CORRIDOR RESILIENCY
CHAIR

JOINT COMMITTEES
CLIMATE CHANGE POLICIES
EMERGENCY MANAGEMENT

June 11, 2026

The Honorable Fred Strong
Chair, LOSSAN Rail Corridor Agency
550 S. Main Street
Orange, CA 92868

The Honorable Jewel Edson
Vice Chair, LOSSAN Rail Corridor Agency
550 S. Main Street
Orange, CA 92868

RE: LOSSAN Rail Corridor Agency Administrative Support Agreement

Dear Chair Strong and Vice Chair Edson:

I am writing to express my strong concern regarding the LOSSAN Rail Corridor Agency's pursuit of an Administrative Support Agreement (ASA) without an open, transparent and competitive solicitation process. The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor and passenger rail operators face significant challenges. Given these circumstances, we cannot forgo an important opportunity to objectively evaluate the LOSSAN Rail Corridor Agency ASA.

Since 2022, the California State Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency has worked collaboratively with the LOSSAN Rail Corridor Agency to improve passenger rail ridership, service reliability and regional coordination. We share a common commitment to identifying and pursuing every opportunity to improve the management of rail services. The Board's consideration of an ASA presents such an opportunity. I urge the Board to initiate a competitive and independent selection process that invites participation from all eligible agencies, provides an impartial evaluation of responses and results in a recommendation for an ASA based on defined criteria.

Sincerely,

Catherine S. Blakespear
State Senator, District 38

cc: The Honorable Toks Omishakin, Secretary, California State Transportation Agency

AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transporation
Service Agency

Congestion Management
Agency

May 28, 2026

Fred Strong
Chairman
Los Angeles – San Diego – San Luis Obispo Rail Corridor
1114 Marsh Street
San Luis Obispo, CA 93401

Dear Mr. Strong:

The Orange County Transportation Authority (OCTA) has greatly valued our more than 13-year partnership with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency) in serving as the managing agency.

During this time, the LOSSAN Agency has not only fulfilled the foundational goals established under Senate Bill 1225, but has also significantly advanced intercity passenger rail service throughout the corridor. Together, we have expanded and better coordinated service, implemented numerous passenger-focused amenities, strengthened connections with partner services, and advanced key capital projects—an expanded role beyond what was originally contemplated in the Administrative Services Agreement.

On behalf of OCTA, I would like to express our strong commitment to and continued desire to serve as the managing agency for the LOSSAN Agency. Over the past 13 years, we have achieved several significant milestones, beginning with the successful negotiation and implementation of the first interagency transfer agreement, which was subsequently renewed in July 1, 2018, with option terms executed through September 30, 2029.

With OCTA's support, the LOSSAN Agency has been able to:

- Expand and better coordinate passenger rail service throughout the corridor.
- Enhance the customer experience through improved ticketing systems, food and beverage service, transfer and codeshare coordination, expanded partnerships with corridor destinations, onboard Wi-Fi, equipment refreshes, and other passenger amenities.
- Successfully pursue and secure state and federal funding for both passenger enhancements and critical capital improvements along the corridor.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

In addition to providing day-to-day staffing and administrative support, OCTA has consistently supplied the technical expertise, operational capacity, and institutional resources necessary to support the LOSSAN Agency's evolving responsibilities. With OCTA serving as the organizational backbone of the LOSSAN Agency, we have not only achieved the accomplishments noted above, but also successfully navigated extraordinary challenges, including the 2018 mudslides, the coronavirus pandemic beginning in 2020, and multiple rail line closures between 2023 and 2025.

OCTA remains fully committed to supporting the continued success of the LOSSAN Agency and ensuring strong leadership in passenger rail service planning and delivery throughout the corridor. In 2024, OCTA purchased a new permanent headquarters near our current offices, and the continuation of our role as managing agency was an important consideration in that decision. The new facility provides ample space to accommodate the LOSSAN Agency's current operations as well as future growth opportunities.

OCTA is proud of the partnership we have built with the LOSSAN Agency, and we stand ready to continue serving as the managing agency. I would welcome the opportunity to discuss OCTA's continued partnership and commitment with the LOSSAN Board.

Sincerely,

Darrell E. Johnson
Chief Executive Officer

c: LOSSAN Agency Board
LOSSAN Member Agency CEO's

550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Phone: (714) 560-6282
Fax: (714) 560-5734
lossan.org

May 28, 2026

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

Of significant accomplishments this past year, the LOSSAN Agency has restored service to pre-pandemic levels supported by its first ever Federal Grant Award of over $27 million. In addition, the Agency has advanced planned service expansion in cooperation with member agency stakeholders. Additional achievements of particular note this past year are included as an attachment to this letter.

The current administrative support agreement (ASA) between the LOSSAN Agency and OCTA will expire in June 2027. In an effort to ensure sufficient time for member agency input, the LOSSAN Board of Directors (Board) is addressing the ASA now. In consultation with the LOSSAN Chair, discussions with member agencies and OCTA's support to continue in its role, staff will be bringing an item to the June Executive Committee and Board meetings to pursue continuance of the administrative support agreement between OCTA and LOSSAN.

Thank you for your continued partnership along the LOSSAN Rail Corridor and your continued support of the LOSSAN Agency.

Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

LOS SAN
MANAGING AGENCY
PACIFIC SURFLINER

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May 28, 2026

Darrell Johnson
Chief Executive Officer
Orange County Transportation Authority
600 South Main Street
Orange, CA 92868

Dear Mr. Johnson,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Thank you for your continued partnership along the LOSSAN Rail Corridor and your continued support of the LOSSAN Agency.

Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency

Enclosure

LOSSAN Managing Agency
Pacific Surfliner

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May 28, 2026

Martin Erickson
Executive Director
Ventura County Transportation Commission
751 E. Dailey Drive, Suite 420
Camarillo, CA 93010

Dear Mr. Erickson,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Thank you for your continued partnership along the LOSSAN Rail Corridor and your continued support of the LOSSAN Agency.

Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Pete Rodgers
Executive Director
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Dear Mr. Rodgers,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Sharon Cooney
Chief Executive Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Dear Ms. Cooney,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Marjie Kirn
Executive Director
Santa Barbara Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Dear Ms. Kirn,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Mario Orso
Chief Executive Officer
San Diego Association of Governments
1011 Union Street, Suite 400
San Diego, CA 92101

Dear Mr. Orso,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Dear Mr. Hake,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

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May 28, 2026

Shawn Donaghy
Executive Director
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Dear Mr. Donaghy,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I would like to thank you for your support of the LOSSAN Rail Corridor Agency. Since 2013, the Orange County Transportation Agency (OCTA) has served as the LOSSAN Agency's managing agency, and in this capacity has achieved many significant goals of the Agency.

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Thank you for your continued partnership along the LOSSAN Rail Corridor and your continued support of the LOSSAN Agency.

Sincerely,

Jason Jewell
Managing Director LOSSAN Rail Corridor Agency

c: Fred Strong, Chair LOSSAN Rail Corridor Agency
Darrell Johnson, CEO OCTA

Enclosure

MEMORANDUM

March 16, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: **Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency 2025 Accomplishments**

I am pleased to share with the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) key Agency highlights and accomplishments for 2025. I would like to thank outgoing Chair Jung, Vice Chair Strong, and the entire Board for their leadership during 2025.

As we move forward, I remain committed to providing organizational leadership to achieve our goals as an agency, with a focus on delivering sustainable and reliable service, growing ridership, enhancing on-time performance (OTP), pursuing opportunities for expanded service including special events, and prioritizing corridor resiliency and safety in coordination with corridor-wide stakeholders.

Below are noteworthy results and accomplishments from 2025 and 2026 year-to-date.

Agency Leadership

Throughout 2025, LOSSAN staff and I worked to develop and implement an active program to achieve Board and Agency goals and to advance key strategies. This work included:

- Developing and receiving Board approval for the 2026 Board Goals and Initiatives with continued accountability through tracking and reporting progress through the year.
- Developed and received Board approval for the 2025 and 2026 Legislative Platform.
- Maintaining strong engagement with stakeholders throughout the rail corridor and at the state and federal levels by:
    - Participation in the California Statewide Working Group alongside Caltrans, the Capital Corridor Joint Powers Authority (JPA), and the San Joaquin JPA.
    - Participation in the Intercity Rail JPA Leadership Group.

- Participation in the State-Amtrak Intercity Passenger Rail Committee (SAIPRC).

- Participation in California's Intercity Rail Corridor's Linking Everybody (CIRCLE).

- Participation in the States for Passenger Rail Coalition (SPRC), including annual federal outreach trip to Washington DC.

Finance & Administration

A strong financial and administrative foundation plays a central role in ensuring the LOSSAN Agency has the resources and infrastructure necessary to achieve its mission. Financial and administrative accomplishments include:

- Developed and obtained Board and State approval of the LOSSAN Agency Business Plan (Business Plan) for fiscal years (FY) 2025-26 and 2026-27.

- Developed and obtained Board approval of the Business Plan for FY 2026-27 and 2027-28, which will be submitted to the State by April 1, 2026. This included an updated, streamlined format.

- Awarded $27.1 million through the Federal Railroad Administration's Restoration & Enhancement Grant to fully restore pre-COVID service levels, marking the first federal grant award to the LOSSAN Agency. Staff prepared and submitted all necessary agreement documents, allowing LOSSAN to successfully execute the grant award contract.

- Developed and obtained Board approval for a Title VI Program, required for federal grant awards.

- Received Board approval to update the LOSSAN Agency's Travel & Business Expense Policy.

- Received a clean, "unmodified," audit opinion on the FY 2024-25 LOSSAN Agency financial statements, with no audit findings or recommendations.

- Actively participated in the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) Cost Working Group, which implemented additional cost methodology updates to improve Amtrak financial transparency and predictability.

- Provided the Board with timely and transparent quarterly financial reports, including the quarterly budget status report and the quarterly grant status report.

- Continued planning and implementation of a demand-based pricing model with Amtrak.

- Participated in the CalSTA-led Rail Alliance initiative alongside other California rail operators to support statewide coordination on ticketing interoperability concepts and related system planning.

Grants & Capital Projects

The LOSSAN Capital Improvement Program (CIP) advances projects that are critical in achieving the Agency's near-, mid- and long-term service goals and helping to ensure the resiliency of the rail corridor.

The CIP is supported by an active grants program to secure funding from state and federal sources. Key milestones in the areas of grants and capital projects include:

- Completed the Honda Creek Bridge project in coordination with Union Pacific.

- Completed and closed out several projects within the State Rail Assistance program including software maintenance, OTP, and a capitalized access agreement.

- Completed remaining projects and processed all remaining reimbursements for the 2016 Transit & Intercity Rail Capital Program (TIRCP) grant award, allowing for full closeout of the award.

- Provided funding strategy support for the City of Camarillo on the proposed pedestrian undercrossing to facilitate the project's continued advancement.

- Successfully negotiated with Union Pacific for approval to move forward with a new pedestrian undercrossing at Camarillo Station.

- Secured $26.2 million in 2024 TIRCP funding through a successful joint effort with the Coast Rail Coordinating Council. LOSSAN is the implementing agency for construction of the Orcutt Road Left-Hand Crossover ($4.2 million) and the Ortega Siding ($22 million). With this award, the total TIRCP funding secured by the LOSSAN Agency since the program's inception has reached nearly $368 million.

- Successfully negotiated a preliminary agreement with Union Pacific for projects involving drainage infrastructure and wall repairs in five locations along the Santa Barbara coastline, advancing coastal resiliency efforts in the northern portion of the LOSSAN corridor.

- Completed the Surfin' Cowboy and Hollister Ranch bluff stabilization projects in coordination with Union Pacific.

- Advanced four key capital projects: Central Coast Layover Facility, Leesdale Siding Extension, Goleta Layover Expansion, and Ortega Siding.

- Continued the effort to identify a location for the proposed San Diego Layover Facility by reopening the 2021 study, evaluating the previously identified locations, and preparing exhibits for newly identified locations.

- In coordination with Amtrak, completed installation of new compressors at the Goleta and Los Angeles facilities, replaced pumps and derail gates at Goleta Layover Facility, and installed Wi-Fi and carpet in passenger cars through the Minor Capital Program.

Operations & Service Planning

For LOSSAN Operations and Service Planning efforts, the focus was on restoring service and ridership, continuing safety and security coordination, and improving the passenger experience through improved customer information at stations. Highlights of these efforts include:

- Reached significant milestone by successfully implementing full-service restoration to 13 roundtrips between Los Angeles and San Diego.

- Coordinated with intercity rail JPA partners to successfully redeploy four bi-level rail cars to support the 13th roundtrip restoration.

- Coordinated with intercity rail JPA partners to successfully redeploy six single-level rail coach cars to support emergency service usage.

- Received Board approval to advance efforts with member agency partners for an expanded service pilot to provide 6th roundtrip to Goleta, 3rd roundtrip to San Luis Obispo while supporting peak period commuter schedules in Ventura and Santa Barbara counties.

- Provided successful contingency bus service during track closures, preserving ridership.

- Added capacity during holidays, reaching more than 65,000 boardings during Thanksgiving.

- Finalized FY 2025 Amtrak operating agreement, chaired the SAIPRC Equipment Working Group and advanced statewide fleet planning.

- Coordinated with Caltrans and the JPAs efforts to advance the Truck Overhaul Program, which will increase lifespan of state-owned equipment.

- Installed new Thruway Bus schedule cases at stations associated with Routes 17 and 39.

- Installed new large display cases at various Pacific Surfliner stations to display schedules and marketing materials.

- Continued coastal resiliency coordination with technical stakeholders.

- Partnered with California Operation Lifesaver to promote rail safety during September Rail Safety Month.

- Participated as a panelist at the Ventura County Behavioral Health Suicide Prevention Symposium to raise awareness and education about rail safety.

Marketing & Passenger Experience

Overall, marketing initiatives in 2025 resulted in higher engagement, ridership, and revenue. Key activities included:

- Driven in part by overall marketing efforts, total ridership reached over two million for federal FFY 2025, up three percent from FFY 2024, attributable in part to increased service levels with the reinstatement of the 11^{th} and 12^{th} roundtrips.

- Website generated 1.9 million users and $3.13 million in ticket revenue.

- Event promotions included San Diego Comic Con, Del Mar Races, Ventura County Fair, and Wonderfront. Successful promotions with Disney for its 70th Anniversary and SeaWorld significantly boosted ridership.

- Social media campaigns achieved high engagement and follower growth. On social media, Pacific Surfliner accounts generated 16.8 million total views, 164,000 content interactions, and over 188,000 link clicks to the website. Follower growth increased by over 100 percent on Facebook and 38 percent on Instagram, while engagement across platforms nearly doubled year-over-year.

- Email marketing also contributed to greater brand visibility around Pacific Surfliner news, track work, events, and more via monthly newsletters and special event sends. Our email subscriber list grew by nearly 42 percent.

- Paid media campaigns successfully drove high-volume traffic to the website at an efficient cost per click, enabling us to increase results while spending less over the previous period.

- Developed new station monument signs and provided regular customer communications, including promoting rail safety.

- Executed semiannual Market Café menu refreshes in April and October and launched the first-ever daily After-Hours Happy Hour promotion in November, driving higher evening foot traffic and sales revenue.

The LOSSAN Agency staff and I appreciate the continued support of the Board as we work to implement the Board Goals and Initiatives and the Business Plan. Please do not hesitate to reach out if you have any questions about the highlights and accomplishments above.

c: LOSSAN Member Agencies Chief Executive Officers
LOSSAN Technical Advisory Committee Members

June 12, 2026

LOSSAN Rail Corridor Agency Board of Directors
c/o LOSSAN Clerk of the Board
Sent Via Electronic Mail: lossanclerk@cota.net

Dear Chair Strong and LOSSAN Board of Directors:

North County Transit District, operating as North County Transit – San Diego Railroad, is in receipt of the LOSSAN Agency's letter dated June 2, 2026, regarding internal conversations with LOSSAN's Board Chair, Fred Strong, concerning the future Managing Agency role for LOSSAN. NCTD has previously expressed its interest in serving as the Managing Agency for LOSSAN. I write to express opposition to item No. 9 for LOSSAN's June 15, 2026, agenda for the Board of Directors. NCTD strongly urges the Board to vote "no" on the staff recommendation to authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority (OCTA). A decision of this magnitude deserves to be decided through competitive procurement to determine the best management and administrative structure to optimize Amtrak Pacific Surfliner operations. At the outset, I would like to note that I have a great deal of respect for the leadership at OCTA and appreciate the support they have provided LOSSAN in an administrative capacity.

As LOSSAN is aware, there are significant issues unresolved at the State level regarding the future of passenger rail and intercity rail along all corridors. Given the importance of these issues, it is imperative that the agency best suited to assist LOSSAN and address them are selected by the Board through a fair, competitive and open process. The ASA was initially executed in 2013 after SB 1225, Stats. 2012 ch 802, codified in relevant parts of Government Code sections 14072 et seq., recognized LOSSAN as an existing joint powers authority and authorized its reconstitution through an amended joint powers agreement to administer state-funded intercity passenger rail service on the LOSSAN corridor. The execution of the new ASA must follow a fair, competitive and transparent procurement process.

NCTD believes it is well positioned to participate in that process. The agency owns a significant portion of the San Diego Subdivision and retains maintenance and dispatching authority for the entirety of the aforementioned. NCTD also hosts freight, passenger, and inter-city passenger rail service (Amtrak) and oversees movement associated with STRACTNET, in partnership with our Armed Forces. These responsibilities provide NCTD with direct experience and institutional knowledge that would be highly relevant to guiding LOSSAN and its Board of Directors through the operational, financial, and policy issues now facing the corridor, which remain uncertain in the future.

Public transit and passenger rail systems throughout California continue to see revenue pressures, including revenue declines affecting passenger rail statewide and within NCTD's own agreement with LOSSAN. In light of these challenges, the efficiencies that could be realized by having a rail agency serve as Managing Agency for LOSSAN warrant full and fair consideration.

Earlier in 2026, LOSSAN's Executive Director reached out asking if NCTD had an interest in participating in the competitive process for identifying LOSSAN's next Managing Agency. NCTD made its interest clear, and the

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conversation continued with SANDAG and our Legislative Officials in Sacramento for any support that could be provided. We had a follow-up meeting to discuss on March 27, 2026, where NCTD was advised that the estimated timeline for release of a Request for Proposals was approximately 3-6 months. It is also unfortunate that while only a few Board Members at LOSSAN were informed of this direction, it appears many were not – including the representative of the agency who expressed interest in the competitive process and is the current Vice Chair of the LOSSAN Board.

It is NCTD's position that both SB 1225 and LOSSAN Agreement No. L-8-0010 expressly require a fair and competitive process for any future Managing Agency contract. NCTD has relied on LOSSAN's prior representations that such a process would be undertaken. Now the agency has clear concerns that LOSSAN may authorize negotiation and execution of a new ASA without a competitive procurement process – one which OCTA's procurement team noted would require an "exception" to their current policy according to LOSSAN.

NCTD is respectfully requesting for the LOSSAN board to vote "no" as LOSSAN has not and from NCTD's position cannot provide in writing, findings or any legal justification on the public record which affords interested public entities, the public and the Board a meaningful opportunity to consider the findings and justifications relied in the recommendation made at the LOSSAN Executive Committee meeting to forgo a competitive process.

NCTD reserves all legal and administrative remedies available to it should LOSSAN remain unwilling to act in the best interests of the corridor, member agencies, new and prospective riders, and the public. NCTD remains willing to engage constructively with LOSSAN, OCTA, the Board, and State partners to ensure that the next Managing Agency selection process be conducted in a manner that best serves the corridor, the participating agencies, and the public. As such, this is also an official request / demand for written findings and legal justification on the record regarding June 15, 2026, Board Item No. 9: Authorization to Negotiate and Execute Administrative Support Agreement with OCTA.

Sincerely,

Shawn M. Donaghy
Chief Executive Officer

CC: NCTD Board of Directors
The Honorable Catherine Blakespear, Senator, California State Senate
Toks Omishakin, Secretary of Transportation, State of California
Mario Orso, Chief Executive Officer, SANDAG
Darrell E. Johnson, Chief Executive Officer, OCTA

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July 20, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Senate Bill 1098 Working Group Report on Consensus Recommendations

Overview

In September 2024, Governor Newsom signed Senate Bill 1098 (Chapter 777, Statutes of 2024), which requires the California State Transportation Agency to coordinate with Corridor stakeholders and provide guidance and recommendations necessary to support and improve the performance of the Los Angeles – San Diego – San Luis Obispo rail corridor. It requires the California State Transportation Agency to convene a working group composed of representatives from those stakeholder organizations to meet on a regular basis and submit consensus recommendations and feedback to the Legislature on or before February 1, 2026, on various topics related to rail service in the Los Angeles – San Diego – San Luis Obispo rail corridor.

The bill calls for the recommendations and feedback to be submitted to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, the Southern California Regional Rail Authority, and the North County Transit District for review and consideration.

The California State Transportation Agency convened the first working group meeting on February 19, 2026, and held three additional meetings on March 27, April 28, and May 11. The last meeting on May 11, 2026, included members of the public. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff participated in the working group meetings and provided feedback both at the meetings and through survey question responses and smaller stakeholder group meetings.

Based on the working group effort, the California State Transportation Agency drafted the report to the legislature, which includes thirty-nine recommendations under four policy areas of the bill. The California State Transportation Agency has made the report publicly available for comment and has provided it to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for feedback as required. The recommendations contained in the report reflect an effort to identify consensus perspectives and areas of alignment across stakeholder interests throughout the rail corridor.

Recommendations

A. Receive and file the Senate Bill 1098 Working Group Report for review and consideration.

B. Authorize staff to submit a comment letter to the California State Transportation Agency to be included as an addendum to the report submitted to the Legislature.

Background

Senate Bill (SB) 1098 requires the working group convened by the California State Transportation Agency (CalSTA) to be comprised of representatives from the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Rail Corridor track owners, passenger and freight rail operators, including managing agencies, joint powers authorities, and transit districts responsible for rail services, county transportation commissions for the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the metropolitan planning organizations for the counties of Los Angeles, Orange, San Diego, San Luis Obispo, Santa Barbara, and Ventura, business, community, transportation, environmental, labor, and civic organizations, the California Coastal Commission and the Division of Rail and Mass Transportation within the California Department of Transportation.

As a requirement of the bill, the working group focused on four key areas for discussion and input which included:

A. Service Coordination and Disruption Reduction: Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance on-time performance

B. Alternative Management Models: Evaluation of management and operations structures that improve intercity and regional rail service delivery.

C. Statutory & Funding Changes: Recommended changes to state law, rules, or funding to improve quality, frequency, governance, and planning integration across the corridor.

D. Federal Funding Coordination: Alignment with the federal Corridor Identification and Development Program to expand capital funding opportunities.

Based on the consolidated feedback and input discussed at the working group meetings and focused stakeholder meetings, CalSTA developed thirty-nine recommendations. A summary of the recommendations in each of the policy areas is provided in Attachment A. The full draft of the SB 1098 report, including the 39 consensus-driven recommendations, is provided in Attachment B.

Related to SB 1098, Senator Blakespear has authored SB 1324 – LOSSAN Rail Corridor Governance Reform that proposes a one-year delay to the required report submittal date of February 1, 2026. While the bill currently proposes a revised submittal date, the intent of the author is to amend this bill with recommendations contained within the SB 1098 report. The bill has passed in the Senate and is now in the Assembly.

Discussion

CalSTA released the public comment draft of the SB 1098 report on June 10, 2026, and simultaneously provided the report to the LOSSAN Agency for review and comment.

LOSSAN staff presented an overview of the report and its key findings to the Board of Directors (Board) at its June 15, 2026, meeting and provided the full draft report for review. Because the report was received only a few days before that meeting, the Board directed staff to return with a more detailed review of the recommendations at the next Board meeting to allow additional time for consideration and Board direction. As discussed at the meeting, although the public comment period closed on July 3, 2026, CalSTA confirmed at that meeting that comments approved by the LOSSAN Board following the July 20, 2026, Board meeting would still be accepted and included as an addendum to the report submitted to the Legislature.

On July 2, 2026, the Executive Committee of the Board directed staff to draft a comment letter for the Board's consideration for submittal to CalSTA, with the focus on overall support of the thirty-nine recommendations included in the report while highlighting key recommendations related to LOSSAN Agency efforts and the critical need for future intercity rail funding to support the Pacific Surfliner. The draft comment letter to CalSTA is included in Attachment C.

Some of the key recommendations that correlate to LOSSAN Agency efforts as previously presented to the Board, Executive Committee, and included in the report are:

- Formalizing a cooperative agreement or memorandum of understanding between CalSTA and the California Coastal Commission in coordination with the Working Group, to identify streamlining solutions for permitting and delivery of coastal rail projects.

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.

- Member agency compilation of a unified safety data set to identify and map high-risk locations with the greatest frequency and severity of incidents. Use that analysis to prioritize a ranked pipeline of targeted improvements: grade separations, enhanced barriers and fencing, upgraded crossing controls, and visibility and warning enhancements.

- Improve corridor-wide coordination and planning of maintenance work windows, including earlier AWW confirmation and consolidation of maintenance activities to reduce service disruptions and passenger impacts and commission an independent study to look at the most cost-effective way to implement work windows for all services across the rail corridor.

- Use existing avenues to formalize corridor-wide coordination including a Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff-led forum to advance priorities established by the Leadership Group.

Also on July 2, 2026, the Technical Advisory Committee (TAC) expressed general support for the SB 1098 consensus recommendations and emphasized several themes that are reflected in the proposed comment letter, including the need for continued State funding, streamlined permitting, clearly defined implementation responsibilities, continued stakeholder collaboration, and use of the Rail Leadership Group and Technical Advisory Committee to advance corridor priorities.

TAC members also raised several matters for future consideration, including clarification of the membership, roles and responsibilities of the Rail Leadership Group; ensuring appropriate representation of all LOSSAN member agencies; defining and obtaining agreement on any expanded role for the LOSSAN TAC; assigning responsibility for developing and maintaining corridor wide data sets; and providing member agencies an opportunity to review the draft comment letter before Board consideration. The TAC also identified the importance of accommodating future corridor growth, including the proposed Coachella Valley Rail service.

CalSTA plans to continue to hold regular quarterly meetings of the working group for continued coordination on the recommendations and related efforts. LOSSAN Agency staff intends to participate in these meetings.

Summary

Senate Bill 1098 requires the California State Transportation Agency to convene a working group composed of Corridor stakeholders to submit consensus recommendations and feedback to the Legislature on various topics relating to rail service in the Los Angeles – San Diego – San Luis Obispo rail corridor. In addition, the bill requires the recommendations to be submitted to the Los Angeles – San Diego – San Luis Obispo rail corridor Board of Directors for review and consideration. Staff is recommending the Los Angeles – San Diego – San Luis Obispo Rail Corridor Board receive the report and authorize staff to submit a comment letter to the California State Transportation Agency.

Attachments

A. Senate Bill 1098 LOSSAN Rail Corridor Working Group Report to the Legislature Consensus Recommendations Summary
B. Senate Bill 1098, Report to the Legislature, Pursuant to the Southern California Rail Revitalization Act, Public Comment Draft
C. Draft Comment Letter to CalSTA

Senate Bill 1098 LOSSAN Rail Corridor Working Group Report to the Legislature Consensus Recommendations Summary

Senate Bill (SB) 1098 Report to Legislature Consensus Recommendations – Policy Area (A): *Service Coordination and Disruption Reduction: Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance on-time performance (OTP)*

1. The corridor should develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding. The plan should identify investment gaps with sufficient specificity to support grant applications and capital programming.

2. Require that the written fleet and facilities plan analyze opportunities for future shared equipment, maintenance and layover facilities, and processes that can drive efficiencies across all operators in the corridor. This should be complementary to the intercity fleet plan and layer analysis relevant to commuter rail operations where feasible.

3. Review state grant programs for opportunities to support State of Good Repair (SGR) rail projects where feasible. Program guidelines are encouraged to develop and incorporate specific considerations for SGR eligibility, emphasizing safety, reliability, and maintaining existing infrastructure.

4. Programs are encouraged to prioritize projects that include meaningful non-state local and federal funding contributions, while also recognizing circumstances where state investment may be necessary to address critical needs that exceed local fiscal capacity.

5. Grant program criteria should allow for the prioritization of projects that demonstrate significant non-state local/federal funding contributions, recognizing local commitment as an indicator of project readiness and shared investment.

6. In coordination with the LOSSAN Working Group, the California State Transportation Agency (CalSTA) and the California Coastal Commission should develop a cooperative agreement or MOU to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects. For example, if a federal nexus is identified project sponsors may coordinate with the Coastal Commission to determine whether the project can proceed through the federal consistency process in lieu of the traditional Coastal Development Permit (CDP). Additional clarity from the Coastal Commission on when each process applies would help project sponsors make informed decisions early and further improve permitting efficiency.

7. In coordination with the Coastal Commission, evaluate options to streamline and deliver projects that repair, maintain, or enhance existing passenger rail infrastructure, including existing protective measures such as seawalls. This could include clearly defined pathways for the repair or replacement of existing protective infrastructure where necessary to maintain safe and reliable rail operations, particularly in areas vulnerable to erosion and slope instability.

   Develop a corridor-wide playbook that defines roles, decision thresholds, and timelines for agencies when bluff instability is detected. Include pre-defined triggers (e.g., erosion rates, track exposure, geotechnical warnings) to reduce ad hoc decision-making. This should include standardized communication protocols across agencies and to the public to avoid fragmented messaging during closures.

Senate Bill 1098 LOSSAN Rail Corridor Working Group Report to the Legislature Consensus Recommendations Summary

Senate Bill (SB) 1098 Report to Legislature Consensus Recommendations – Policy Area (A): *Service Coordination and Disruption Reduction: Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance OTP – CONTINUED*

8. The State may develop a state emergency response protocol that mirrors the state's established role in freeway incidents for emergency incidents that exceeds a defined threshold. This may include, but is not limited to, the California Department of Transportation (Caltrans) activating a standardized incident command structure for rail related emergencies, including rapid deployment of field crews, engineers, and operations coordination. Utilize pre-positioned emergency contracts and resources to immediately stabilize infrastructure and protect the rail right-of-way. Coordinate directly with regional partners with authority to elevate issues to the Caltrans Director or CalSTA Secretary of Transportation as appropriate.

9. The LOSSAN Working Group should establish a Vision Zero framework for rail within the LOSSAN rail corridor, with the explicit goal of eliminating passenger and vehicle strike incidents through a combination of data driven prioritization, targeted infrastructure investment, and coordinated interagency action.

10. Member agencies should compile and maintain a unified safety data set to identify and map high-risk locations with the greatest frequency and severity of incidents. Use that analysis to prioritize a ranked pipeline of targeted improvements: grade separations, enhanced barriers and fencing, upgraded crossing controls, and visibility and warning enhancements.

11. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.

12. Commission an independent study to look at the most cost-effective way to implement work windows for all services across the rail corridor.

13. Establish a corridor-wide standard for earlier and more consistent confirmation of AWWs, aligning toward 60–90-day confirmation where feasible, while continuing annual and long-range AWW planning to preserve operational flexibility.

14. Expand coordination within existing monthly coordination calls to prioritize alignment of work windows — shifting where possible to nighttime or weekday closures that minimize intercity passenger impacts.

15. Proactively consolidate maintenance activities across operators to reduce the frequency and overlap of disruptions.

16. Leverage the Rail Fleet Consortium being led by the Caltrans Division of Rail as a primary vehicle for coordination. Use this venue to explore joint procurements and service contracting to attract more bidders and aggregate buying power statewide — broadening vendor competition, reducing unit costs, improving equipment interoperability, and strengthening overall fleet reliability and availability.

Senate Bill 1098 LOSSAN Rail Corridor Working Group Report to the Legislature Consensus Recommendations Summary

SB 1098 Report to Legislature Consensus Recommendations – Policy Area (B): *Alternative management and operations models or structures that improve intercity and regional rail services.*

17. Rather than creating a new layer of coordination by formalizing the SB 1098 Working Group, use existing avenues to formalize this coordination. Specifically, the working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.

18. Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances. The goal is predictability for passengers and connecting services without creating an inflexible mandate that fails to account for operational realities.

19. Require regular updates and revisions to the LOSSAN schedule optimization study on a fixed cadence established in advance, to ensure that operations across corridor services are continually optimized.

20. In coordination with CalSTA and the Caltrans Division of Rail, designate a primary host railroad liaison and negotiator. This role may lead a coordinated freight railroad sub working group so that the LOSSAN rail corridor can speak with one voice on freight issues relevant to all member agencies, with a specific focus on Amtrak's federal statutory rights and how those rights can be more effectively leveraged across the rail corridor and statewide.

SB 1098 Report to Legislature Consensus Recommendations – Policy Area (C): *Changes to state statutes, rules, or funding necessary to improve services in the rail corridor.*

21. Define review deadlines for agency comments and approvals on passenger rail projects subject to CEQA and create a formal conflict resolution protocol applicable when multiple jurisdictions impose conflicting requirements. Clear timelines and a defined escalation pathway may reduce the ad hoc nature of multi-agency review coordination and provide project sponsors with greater certainty in scheduling environmental clearance.

22. Consider making permanent the CEQA streamlining judicial review provisions for certain transportation-related projects introduced through SB 149 (Statutes of 2023), once all ten authorized letters have been issued and program outcomes have been evaluated. If evaluation demonstrates that the streamlined process delivers timely and defensible environmental review, the Legislature should consider extending those provisions to provide a durable tool for accelerating high-priority passenger rail investments.

23. Clarify CEQA and add the following to the existing statutory exemption: "Activities by an rail carrier or on behalf of a rail carrier under the authority of the Surface Transportation Board for the 'construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team switching, or sidetracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State.'"

SB 1098 Report to Legislature Consensus Recommendations – Policy Area (C): *Changes to state statutes, rules, or funding necessary to improve services in the rail corridor – CONTINUED*

24. Consistent with approved recommendations in the Transit Transformation Task force:

    a. Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which is currently suspended due to the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.
    b. Review opportunities to develop new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.
    c. Review opportunities to update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

25. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated.

26. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs.

27. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs.

28. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs.

29. Statewide guidance should be issued for how MPOs should reference corridor-level resiliency needs, such as common data sources, definitions, and high-level assessment expectations.

30. Align guidance with existing state resilience funding programs to help ensure that identified needs can more easily move from planning into project development

SB 1098 Report to Legislature Consensus Recommendations – Policy Area (D): *Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program*

31. Acknowledging that Caltrans serves as the lead agency and primary coordinator for California's participation in the Corridor Identification and Development Program (CIDP), LOSSAN member agencies and the LOSSAN Agency will support and actively engage in the CIDP process by providing timely data, participating in federally required planning activities, and coordinating local project development work with the state-led corridor planning effort.

SB 1098 Report to Legislature Consensus Recommendations – Policy Area (D): *Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program – CONTINUED*

32. This approach is consistent with the Federal Railroad Administrations' (FRA) expectations for state rail authority involvement and positions California to speak with a unified voice in federal planning processes. Full LOSSAN rail corridor participation will strengthen the quality and credibility of the corridors selected for CIDP participation and improve the competitiveness of projects that emerge from the process for federal capital funding.

33. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs, including TIRCP, TCEP, and SCCP, with the project priorities established through the CIDP process. Inclusion of projects on the CIDP capital project list should be an explicit selection consideration in grant evaluations, recognizing that CIDP inclusion reflects a rigorous, federally coordinated prioritization process.

34. This approach reinforces the integrity and utility of the CIDP project list as a planning tool and positions LOSSAN rail corridor projects to present a coherent funding strategy that pairs state investment with competitive federal 21 applications under programs such as CRISI, the Federal-State Partnership Program, and other federal funding opportunities.

35. The LOSSAN JPA, in coordination with Caltrans, should establish a standing interagency coordination structure specifically organized around Step 2 CIDP milestones and deliverables. This structure should provide regular touchpoints aligned with FRA's staged development process, with clear expectations for member agency participation and data contribution at each stage.

36. Structured milestone coordination reduces the risk of gaps in corridor-level data submissions, improves the quality of FRA deliverables, and builds institutional readiness for the capital project development that follows CIDP selection.

37. CalSTA, Caltrans, and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and policy advocacy on behalf of the LOSSAN rail corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership, the Office of the Secretary of Transportation, and California's congressional delegation.

38. Advocacy efforts should connect corridor-specific investment needs to national policy priorities and should seek to advance LOSSAN rail corridor projects in FRA budget discussions and competitive program design.

ATTACHMENT B

Senate Bill 1098

LOSSAN Rail Corridor Working Group

Report to the Legislature
Pursuant to the Southern California Rail Revitalization Act

PUBLIC COMMENT DRAFT

June 10, 2026

CalSTA
CALIFORNIA
STATE TRANSPORTATION
AGENCY

Contents

Executive Summary

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is among California's most critical transportation assets. The Pacific Surfliner is the second-busiest intercity rail service in the United States, second only behind the Northeast Corridor, and carries millions of passengers annually between San Diego and San Luis Obispo along one of the most congested highway corridors in the country. Metrolink provides commuter rail service across six counties in the greater Los Angeles Basin, connecting workers to major employment centers and relieving pressure on freeway infrastructure that is often at or beyond capacity. The North County Transit District's (NCTD) COASTER service links San Diego's North County communities to downtown San Diego, serving a corridor where highway capacity is limited and congestion continues to worsen. The corridor passes through some of California's most economically productive and densely populated communities, and its reliability, resilience, and long-term viability are matters of statewide significance.

Senate Bill 1098 (Chapter 777, Statutes of 2024) directed the California State Transportation Agency (CalSTA) to convene a LOSSAN Rail Corridor Working Group, including representatives from rail infrastructure owners; passenger and freight rail operators; regional transportation and planning agencies; stakeholder organizations representing business, community, environmental, labor, transportation, and civic interests; and relevant state agencies with regulatory and rail oversight responsibilities. The Working Group is tasked with developing consensus recommendations on strategies to strengthen the corridor's coordination, management, and performance of all passenger rail services in the corridor. The Working Group, composed of representatives from LOSSAN member agencies, rail operators, convened to develop recommendations intended to strengthen coordination, management, and performance across the corridor. This report transmits the Working Group's draft consensus recommendations and feedback to the Legislature. To facilitate broader stakeholder input, CalSTA conducted targeted public outreach through small group listening sessions as well as a public comment period on the draft report prior to finalizing the working group recommendations.

Pursuant to statute, prior to submitting this report to the Legislature, CalSTA, on behalf of the Working Group, will share the report recommendations with the governing boards of NCTD, LOSSAN, and Metrolink to solicit input and feedback.[1] Any resulting feedback received will be compiled and transmitted to the Legislature as Appendix C in a supplement to this report.

The timing of this report is significant. This work was informed by the context of growing fiscal pressure across the corridor's three primary passenger operators. The Pacific Surfliner, Metrolink, and NCTD services each face structural operating deficits in the coming years, which coincides with the buildup to the 2028 Summer Olympic and Paralympic Games and an expected surge in corridor demand. The 2028 Summer Olympic and Paralympic Games will be hosted across the greater Los Angeles region, with competition venues spanning from San Diego to Los Angeles. The LOSSAN Corridor will serve as a primary transportation spine connecting the Southern California megaregion with ridership demand expected to reach levels that will stress current operational capacity. The Olympics will generate a sustained surge in transit usage across the region, with elevated demand occurring over multiple weeks rather than a single event period. The increase in ridership is expected to generate additional fare revenue for the system while placing significant pressure on service capacity and operational resources.

Consistent with statutory requirements, the report addresses the following policy areas[2]:

Of the required report topics identified in statute, the following four policy areas are a primary focus of this report:

(A) strategies to increase rail service coordination and reduce disruptions or delays;

(B) alternative management and operations models or structures that improve intercity and regional rail services;

(C) changes to state statutes, rules, or funding necessary to improve corridor performance; and

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[1] California Senate Bill 1098 (Blakespear, 2024), *Passenger and Freight Rail: LOSSAN Rail Corridor*, Chapter 777, Statutes of 2024, California Legislature.
[2] California Senate Bill 1098 (Blakespear, 2024) § 1, subd. (c)(1) (A(- (D), Chapter 777, Statutes of 2024.

(D) coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP).

Pursuant to statute, CalSTA convened the Working Group and facilitated development of this report through a collaborative process involving Working Group participants, partner agencies, stakeholders, and other consulted parties. The recommendations contained in this report reflect an effort to identify consensus perspectives and areas of alignment across the diverse interests and operational realities present throughout the corridor and, unless otherwise noted, are intended to reflect Working Group input rather than formal positions adopted by CalSTA.

Key findings and recommendations include:

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.
- Encourage state grant programs to fund State of Good Repair (SGR) projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding (MOU) between CalSTA, the LOSSAN Corridor, and the California Coastal Commission to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects.
- Establishing a Vision Zero framework for rail safety along the LOSSAN Corridor, with a data-driven pipeline of safety improvement investments.
- Aligning state grant programs with the Federal Corridor Identification and development Program (CIDP) project development pipeline to strengthen the corridor's competitiveness for federal capital funding.
- Streamlining the California Environmental Quality Act (CEQA) review for passenger rail projects by establishing agency comment deadlines, a conflict resolution protocol for multi-jurisdictional projects, and a pathway to make permanent the judicial review provisions introduced under Chapter 60, Statutes of 2023 SB 149 (Chapter 60, Statutes of 2023).
- Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox

recovery penalty, which also aligns with consensus recommendations from the final Transit Transformation Task Force.[3]

- Developing and issuing statewide guidance for how intercity passenger rail, including the Pacific Surfliner, is documented and coordinated in Regional Transportation Plans (RTPs).

The sections that follow provide additional context on these findings and recommendations, including the operational, governance, funding, resiliency, and policy considerations that informed the Working Group's discussions and consensus recommendations.

[3] California State Transportation Agency. *Transit Transformation Task Force Final Report.* 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

1.0 Background and Statutory Context

The LOSSAN Rail Corridor is one of the most complex rail environments in the country. Spanning 351 miles, the Pacific Surfliner is the second busiest passenger rail corridor in the country, with approximately 8.3 million passenger trips in 2019, the last full year pre-COVID pandemic. In addition, the corridor supports more than $1 billion in annual freight volume, transported by two Class 1 Freight operators—Union Pacific (UPRR) and Burlington Northern-Santa Fe (BNSF)—and serves multiple ports of national significance, including those in Los Angeles, Long Beach, San Diego, and Port Hueneme. The U.S. Department of Defense also has designated a section of LOSSAN as part of the Strategic Rail Corridor Network.[4]

Infrastructure ownership and operating authority along the corridor is distributed among multiple public agencies and freight railroads. Pacific Surfliner intercity service is managed by the LOSSAN Agency and operated by Amtrak. Commuter rail services are provided by Metrolink in the greater Los Angeles Basin and Inland Empire with NCTD's COASTER operating between Oceanside and Downtown in San Diego County. Both the UPRR and BNSF hold freight rights and own segments of corridor infrastructure in portions of the alignment, and the corridor traverses a complex web of grade crossings, interlockings, and shared track arrangements.[5]

This structural complexity has historically presented challenges to corridor-wide coordination. The Legislature recognized these challenges in enacting SB 1098, which established the Working Group process as a vehicle for developing actionable, consensus-based reforms.

SB 1098 directed the Working Group to report to the Legislature on all the following policy areas:

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[4] California State Senate. (2023). *The LOSSAN rail corridor report*. https://sor.senate.ca.gov/sites/sor.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf
[5] California Department of Transportation. (2024). *California State Rail Plan 2024*. https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/california-state-rail-plan/2024-ca-state-rail-plan-a11y.pdf

- Policy Area A: Strategies to increase rail service coordination and reduce disruptions or delays, including those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing.
- Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.
- Policy Area C: Changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services, including a review of how local and regional planning agencies incorporate train service information in planning documents.
- Policy Area D: Coordination of planning and project development through the federal Corridor Identification and Development Program.[6]

The Working Group included representatives from:

- California Senate Staff
- California Coastal Commission
- Caltrans
- Federal Transit Administration (FTA)
- The Los Angeles County Metropolitan Transportation Authority (LA Metro)
- LOSSAN Agency
- Metrolink
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Diego Association of Governments (SANDAG)
- Santa Barbara County Association of Governments (SBCAG)
- Southern California Association of Governments (SCAG)
- Ventura County Transportation Commission (VCTC)

The initial restart of this group convened in person four times between February 2026 and May 2026 to deliver this draft report, which included full working group meetings as well as agency-specific consultations to augment the full working group meetings. Recommendations were developed through a deliberative

[6] California Legislature. (2024). *Senate Bill No. 1098 (2023–2024 Regular Session)*. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB1098

process and reflect consensus positions of the Working Group membership unless otherwise noted.

The Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. To illustrate this, NCTD is expected to have a projected funding gap of over $60 million through Fiscal Year (FY) 2030 and is proposing their first rate hike since 2009[7]. Metrolink faces a $35 million operating shortfall in fiscal year 2026–27. In response to equipment reliability issues, it has already reduced service and is considering deeper cuts of at least one-third of remaining service as soon as October 2026, along with a possible fare increase[8]. The Pacific Surfliner, while having recently achieved pre-pandemic service levels, may need to consider service cuts starting in FY 2027-28 as the recent restoration of service has been buoyed by a three-year augmentation to the state-supported intercity passenger rail program from Public Transportation Account, which is set to expire after FY 2026-27[9].

In addition, ridership recovery and farebox recovery continue to lag pre-pandemic numbers while operating costs have grown substantially due to a mix of inflationary pressure impacting the entire rail and transit industry[10]. These challenges are not unique to California rail operators, but the impact on the LOSSAN Corridor is compounded by the complex decision-making environment that SB 1098 was enacted to address.

The Working Group deliberated, but did not make recommendations on, specific appropriations or funding levels, but the broader fiscal context facing the agencies help inform the urgency of the recommendations in this report.

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[7] NCTD *Board Agenda Packet: April 16, 2026 (Revised)*. 16 Apr. 2026, https://d4lp5oxce4dvw.cloudfront.net/wp-content/uploads/Board-Agenda-Packet-April-16-2026-REVISED.pdf. Accessed 5 May 2026.

[8] Southern California Regional Rail Authority. *Board Meeting Packet, 27 Mar. 2026*. Metrolink, https://d2kbkoa27fdvtw.cloudfront.net/metrolink/81b4bd133a38182c6f558799b51329fe0.pdf

[9] Legislative Analyst's Office. *Overview of California's State-Supported Intercity Rail Routes and Funding*. 30 May 2025, https://lao.ca.gov/handouts/transportation/2025/Overview-of-Intercity-Rail-Routes-and-Funding-053025.pdf

[10] California State Transportation Agency. *Transit Transformation Task Force Final Report*. 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

2.0 Policy Area A: Strategies to Increase Rail Service Coordination and Reduce Disruptions or Delays

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations to increase rail service coordination and reduce disruptions or delays, including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing. The recommendations made pursuant to this should result in improved maintenance and conditions of assets, reduced track closures, and greater on-time performance.

2.1 State of Good Repair

CHALLENGE

The corridor lacks a comprehensive corridor-wide asset management framework or plan that integrates infrastructure, equipment, and facility conditions across all partners. Without a unified planning instrument, agencies operate against different asset inventories, performance standards, and replacement cycles, making it difficult to align investments, identify gaps, and present a coherent funding strategy to state and federal partners.

RECOMMENDTIONS

1. The corridor should develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding. The plan should identify investment gaps with sufficient specificity to support grant applications and capital programming.
2. Require that the written fleet and facilities plan analyze opportunities for future shared equipment, maintenance and layover facilities, and processes that can drive efficiencies across all operators in the corridor. This should be complementary to the intercity fleet plan and layer analysis relevant to commuter rail operations where feasible.

CHALLENGE

State of good repair (SGR) projects remain needed and face significant hurdles. Administrative and policy barriers have adversely affected these projects and current federal, state, and local funding sources have proven inadequate in meeting increasing SGR needs.

RECOMMENDATIONS

1. Review state program for opportunities to support SGR rail projects where feasible. Program guidelines are encouraged to develop and incorporate specific considerations for SGR eligibility, emphasizing safety, reliability, and maintaining existing infrastructure.
2. Programs are encouraged to prioritize projects that include meaningful non-state local and federal funding contributions, while also recognizing circumstances where state investment may be necessary to address critical needs that exceed local fiscal capacity.

CHALLENGE

Grant funding deadlines for allocation and timely use of funds are often inflexible, creating potential funding gaps. Rigid timelines fail to account for common rail project uncertainties that are outside the control of project sponsors and may result in funding expiring before project completion. Additionally, while local agencies play a critical role in funding participation, non-state local and federal funding sources do not always prioritize regional and intercity rail investments when faced with competing needs.

RECOMMENDATIONS

1. Program criteria should allow for the prioritization of projects that demonstrate significant non-state local/federal funding contributions, recognizing local commitment as an indicator of project readiness and shared investment.

2.2 Coastal Resiliency

CHALLENGE

There is a need to carefully balance Coastal Commission policies that prioritize natural bluff, shoreline, and coastal access, with the need to protect critical rail infrastructure that supports statewide passenger service. In locations where existing improvements are vulnerable, there is a need to facilitate the timely repair or replacement of protective infrastructure necessary to maintain safe and reliable operations.

RECOMMENDATIONS

1. In coordination with the LOSSAN Working Group, the California State Transportation Agency (CalSTA) and the California Coastal Commission (CCC) should develop a cooperative agreement or MOU to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects. For example, if a federal nexus is identified project sponsors may coordinate with the Coastal Commission to determine whether the project can proceed through the federal consistency process in lieu of the traditional Coastal Development Permit (CDP). Additional clarity from the Coastal Commission on when each process applies would help project sponsors make informed decisions early and further improve permitting efficiency.
2. In coordination with the Coastal Commission, evaluate options to streamline and deliver projects that repair, maintain, or enhance *existing* passenger rail infrastructure, including existing protective measures such as seawalls. This could include clearly defined pathways for the repair or replacement of existing protective infrastructure where necessary to maintain safe and reliable rail operations, particularly in areas vulnerable to erosion and slope instability.

CHALLENGE

Emergency closures resulting from bluff failures, slope instability, storm damage, sea level rise, or other coastal resiliency challenges have historically lacked a standardized, systemwide response protocol. In many cases, responses are developed in an ad hoc manner, varying by jurisdiction, owning agency, or incident type. This lack of a unified framework can complicate coordination among state agencies, local jurisdictions, rail operators, emergency responders, and regulatory bodies, particularly when rapid action is required to ensure public safety and restore essential transportation services.

RECOMMENDATIONS

1. Develop a corridor-wide playbook that defines roles, decision thresholds, and timelines for agencies when bluff instability is detected. Include pre-defined triggers (e.g., erosion rates, track exposure, geotechnical warnings) to reduce ad hoc decision-making. This should include standardized communication protocols across agencies and to the public to avoid fragmented messaging during closures.
2. The State may develop a state emergency response protocol that mirrors the state's established role in freeway incidents for emergency incidents that exceeds a defined threshold. This may include, but is not limited to, Caltrans activating a standardized incident command structure for rail-related emergencies, including rapid deployment of field crews, engineers, and operations coordination. Utilize pre-positioned emergency contracts and resources to immediately stabilize infrastructure and protect the rail right-of-way. Coordinate directly with regional partners with authority to elevate issues to the Caltrans Director or CalSTA Secretary of Transportation as appropriate.

2.3 Track Closures

CHALLENGE

Track closures resulting from trespassers and vehicle strikes along the LOSSAN corridor occur with relative frequency and can lead to significant service disruptions, delays, and cascading impacts across the regional rail network. These incidents often involve interactions at grade crossings or along the right-of-way, where a lack of physical separation, inconsistent safety treatments, and human factors contribute to vulnerability. There is a need for a standardized, corridor-wide approach to reduce the frequency and severity of passenger and vehicle strikes.

RECOMMENDATIONS

1. The LOSSAN Working Group should establish a Vision Zero framework for rail within the LOSSAN Corridor, with the explicit goal of eliminating passenger and vehicle strike incidents through a combination of data-driven prioritization, targeted infrastructure investment, and coordinated interagency action.
2. Member agencies should compile and maintain a unified safety data set to identify and map high-risk locations with the greatest frequency and severity of incidents. Use that analysis to prioritize a ranked pipeline of targeted improvements: grade separations, enhanced barriers and fencing, upgraded crossing controls, and visibility and warning enhancements.
3. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.

CHALLENGE

While corridor-wide coordination among operators and infrastructure owners has improved through regular monthly forums, maintenance scheduling practices remain misaligned in terms of advance confirmation and temporal distribution. Short lead times for finalizing Absolute Work Windows (AWWs), combined with a concentration of closures on weekends when intercity ridership is highest, creates uncertainty for long-term planning, complicates customer communication and ticketing, and contributes to service disruptions, reduced ridership, and increased operational costs, often disproportionately affecting intercity services.

RECOMMENDATIONS

1. Commission an independent study to look at the most cost-effective way to implement work windows for all services across the corridor.
2. Establish a corridor-wide standard for earlier and more consistent confirmation of AWWs, aligning toward 60–90 day confirmation where feasible, while continuing annual and long-range AWW planning to preserve operational flexibility.
3. Expand coordination within existing monthly coordination calls to prioritize alignment of work windows — shifting where possible to nighttime or weekday closures that minimize intercity passenger impacts.
4. Proactively consolidate maintenance activities across operators to reduce the frequency and overlap of disruptions.

CHALLENGE

Equipment spare availability is a contributor to operational challenges. LOSSAN, the San Joaquins Joint Powers Authority (SJJPA), and the Capitol Corridor Joint Powers Authority (CCJPA) share a common pool of passenger equipment. NCTD and Metrolink do not share a common pool of equipment.

RECOMMENDATIONS

1. Leverage the Rail Fleet Consortium being led by the Caltrans Division of Rail as a primary vehicle for coordination. Use this venue to explore joint procurements and service contracting to attract more bidders and aggregate buying power statewide — broadening vendor competition, reducing unit costs, improving equipment interoperability, and strengthening overall fleet reliability and availability.

3.0 Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for alternative management and operations models or structures that improve intercity and regional rail services.

3.1 Alternative Management and Operations Models or Structures

CHALLENGE

There is a lack of an enforceable, corridor-wide decision-making forum or process, which often results in a reduced ability to align varying priorities, funding, interests between owners, operators, planners, regulators. As a result, corridor-wide outcomes are dependent on coordination that is largely voluntary and not always aligned with overall system performance.

RECOMMENDATIONS

1. Rather than creating a new layer of coordination by formalizing the SB 1098 Working Group, use existing avenues to formalize this coordination. Specifically, the working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.

The Working Group also discussed, but did not reach consensus on, two additional governance proposals considered during deliberations: establishing a *formal corridor operating review process with authority over schedule and work window approvals, and formalizing the SB 1098 Working Group as a permanent standing body with board-designated membership and a defined charter. These proposals are noted for the Legislature's awareness but are not carried forward as consensus recommendations of the Working Group.*

CHALLENGE

There is a need for enhanced coordination at key transfer points between intercity and regional services in order to further improve the passenger experience across jurisdictions.

1. Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances. The goal is predictability for passengers and connecting services without creating an inflexible mandate that fails to account for operational realities.
2. Require regular updates and revisions to the LOSSAN schedule optimization study on a fixed cadence established in advance, to ensure that operations across corridor services are continually optimized.

The Working Group also discussed, but did not reach consensus on, three additional proposals in this area: mandating that all corridor operators implement schedule changes on a single fixed date; establishing reciprocal Ex-Officio membership between the LOSSAN Agency board and the Metrolink board of directors; and creating an independent entity with authority to review and approve schedules across multiple corridor operators. These proposals are noted for the Legislature's awareness but are not carried forward as recommendations of the Working Group.

CHALLENGE

Passenger rail operations on the LOSSAN corridor are constrained by private freight railroad control over much of the infrastructure used by public operators. Dispatching authority on key corridor segments are retained by the private infrastructure owners, leaving public agencies without direct control over on-time performance and scheduling flexibility.

RECOMMENDATIONS

1. In coordination with CalSTA and the Caltrans Division of Rail, designate a primary host railroad liaison and negotiator. This role may lead a coordinated freight railroad sub working group so that the LOSSAN corridor can speak with one voice on freight issues relevant to all member agencies, with a specific focus on Amtrak's federal statutory rights and how those rights can be more effectively leveraged across the corridor and statewide.

4.0 Policy Area C: Changes to state statutes, rules, or funding necessary to improve services in the corridor.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services with a focus on streamlining, clarifying, and improving existing processes or procedures. In making recommendations and providing feedback, the working group shall review how local and regional planning agencies responsible for recommending transportation strategies include information about train service, operations, capital projects, resiliency, and performance in their respective planning documents, including, but not limited to, sustainable communities strategies, regional transportation plans, transportation demand management plans, and long-range transportation plans.

4.1 Changes to State Statutes or Rules

CHALLENGE

There are opportunities to streamline or clarify CEQA requirements as they apply to passenger rail projects, in ways that maintain environmental protection while reducing time and cost.

RECOMMENDATIONS

1. Define review deadlines for agency comments and approvals on passenger rail projects subject to CEQA and create a formal conflict resolution protocol applicable when multiple jurisdictions impose conflicting requirements. Clear timelines and a defined escalation pathway may reduce the ad hoc nature of multi-agency review coordination and provide project sponsors with greater certainty in scheduling environmental clearance.
2. Consider making permanent the CEQA streamlining judicial review provisions for certain transportation-related projects introduced through SB 149 (Statutes of 2023), once all ten authorized letters have been issued and program outcomes have been evaluated. If evaluation demonstrates that the streamlined process delivers timely and defensible environmental review, the Legislature should consider extending those provisions to provide a durable tool for accelerating high-priority passenger rail investments.
3. Clarify CEQA and add the following to the existing statutory exemption: "Activities by an rail carrier or on behalf of a rail carrier under the authority of the Surface Transportation Board for the 'construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State.'"

4.2 Changes to Funding

As noted in the background section of this report, the Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. Decreases in ridership and revenues, coupled with expensive capital projects (with costs rising faster than inflation), have led to a near-term funding crisis for some systems. Without intervention, agencies risk cutting service to balance operating and capital budgets, a move that would undermine ridership, reliability, and public confidence, and lead to further budget, service and ridership reductions. Costs are rising due to a number of factors outside of typical transit agency control, from broader inflation, lack of control of underlying infrastructure, and land-use patterns.[11] Looking ahead, broader rail and transit funding also faces risks tied to shifting economic conditions and the transition to zero-emission vehicles, underscoring the urgency of finding solutions that stabilize operations both now and in the future.

The Working Group did not make recommendations on appropriations or funding levels, which are within the Legislature's purview, but the fiscal context informs the recommendations in this report. It should also be noted that the topic of funding is covered in other sections of this report, specifically as it relates to SGR projects and competitive grant funding programs.

CHALLENGE

As currently written, the Transportation Development Act (TDA) contains features that have not kept pace with current operating conditions. The farebox recovery ratio penalty, currently suspended due to the COVID-19 pandemic but scheduled to resume in fiscal year 2027, is the most immediate example. Reinstating a metric that was designed for pre-pandemic ridership patterns would penalize agencies still rebuilding their ridership base and divert institutional attention toward compliance rather than performance improvement.

RECOMMENDATIONS

1. Consistent with approved recommendations in the Transit Transformation Task force:
    a. Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which is currently suspended due to

[11] California State Transportation Agency. *Transit Transformation Task Force Final Report.* 2025. https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf

the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.

b. Review opportunities to develop new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.

c. Review opportunities to update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

4.3 Guidance for Addressing Intercity Rail in Regional Transportation Plans

CHALLENGE

Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes.

RECOMMENDATIONS

1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated.
2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs.

CHALLENGE

There is a need to better integrate intercity passenger rail in regional planning processes.

RECOMMENDATIONS

1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs.
2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs.
3. Statewide guidance should be issued for how MPOs should reference corridor-level resiliency needs, such as common data sources, definitions, and high-level assessment expectations.
4. Align guidance with existing state resilience funding programs to help ensure that identified needs can more easily move from planning into project development.

5.0 Policy Area D: Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations on coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP) established pursuant to 49 U.S.C. Section 25101. The CIDP represents a significant opportunity for the LOSSAN Corridor to access federal capital funding by embedding corridor projects in a nationally recognized, FRA-coordinated planning framework.

Further, California remains committed to the Corridor Identification and Development Program process as a planning and investment framework for the five Caltrans-sponsored corridors, including the LOSSAN Corridor, regardless of the federal program's status. The state will continue applying its core planning principles to the service development planning process, including capital project sequencing tied to key service outcomes and coordination between state, regional, and operating partners, as the organizing framework for corridor-wide planning and investment decisions.

5.1 Member Agency Participation in the CIDP Process

RECOMMENDATIONS

1. Acknowledging that Caltrans serves as the lead agency and primary coordinator for California's participation in the CIDP, LOSSAN member agencies and the LOSSAN Agency will support and actively engage in the CIDP process by providing timely data, participating in federally required planning activities, and coordinating local project development work with the state-led corridor planning effort.
2. This approach is consistent with FRA's expectations for state rail authority involvement and positions California to speak with a unified voice in federal planning processes. Full LOSSAN corridor participation will strengthen the quality and credibility of the corridors selected for CIDP participation and improve the competitiveness of projects that emerge from the process for federal capital funding.

5.2 Alignment of Funding with CIDP Priorities

RECOMMENDATIONS

1. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs, including TIRCP, TCEP, and SCCP, with the project priorities established through the CIDP process. Inclusion of projects on the CIDP capital project list should be an explicit selection consideration in grant evaluations, recognizing that CIDP inclusion reflects a rigorous, federally coordinated prioritization process.
2. This approach reinforces the integrity and utility of the CIDP project list as a planning tool and positions LOSSAN Corridor projects to present a coherent funding strategy that pairs state investment with competitive federal

applications under programs such as CRISI, the Federal-State Partnership Program, and other federal funding opportunities.

5.3 Standing Interagency Coordination Structure for CIDP Milestones

RECOMMENDATIONS

1. The LOSSAN JPA, in coordination with Caltrans, should establish a standing interagency coordination structure specifically organized around Step 2 CIDP milestones and deliverables. This structure should provide regular touchpoints aligned with FRA's staged development process, with clear expectations for member agency participation and data contribution at each stage.
2. Structured milestone coordination reduces the risk of gaps in corridor-level data submissions, improves the quality of FRA deliverables, and builds institutional readiness for the capital project development that follows CIDP selection.

5.4 Federal Advocacy Grounded in CIDP Status

RECOMMENDATIONS

1. CalSTA, Caltrans, and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and policy advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership, the Office of the Secretary of Transportation, and California's congressional delegation.
2. Advocacy efforts should connect corridor-specific investment needs to national policy priorities and should seek to advance LOSSAN Corridor projects in FRA budget discussions and competitive program design.

5.0 Conclusion

The LOSSAN Rail Corridor is one of California's most important transportation assets. It connects major metropolitan regions along the state's coast, serves millions of passengers annually, and supports the economic vitality of communities from San Diego to San Luis Obispo. Sustaining and strengthening this corridor will require not only continued investment, but also the institutional structures capable of coordinating that investment effectively across a complex network of agencies, operators, jurisdictions, and infrastructure owners.

The Working Group approached its charge under SB 1098 with the recognition that many of the corridor's challenges reflect longstanding structural conditions. Governance arrangements, funding programs, and operational practices have evolved over time in ways that do not always align with the corridor's current scale, ridership, or performance expectations. The recommendations contained in this report reflect the Working Group's collective view that targeted and deliberate actions can improve coordination, strengthen reliability, and better position the corridor to meet future demand.

The recommendations in this report are intended to be actionable and designed to support both near-term implementation and long-term improvement. While some recommendations may be advanced administratively within existing authority, others may require additional coordination, policy development, or legislative action. Collectively, these recommendations are intended to improve corridor performance and strengthen the long-term viability, resiliency, coordination, and reliability of passenger and freight rail services.

The Working Group also recognizes that achieving the objectives outlined in this report will require sustained coordination among CalSTA, Caltrans, the LOSSAN Agency, corridor member agencies, the Legislature, as well as our partners at the federal, regional, and local levels. Continued collaboration, information sharing, and regular coordination among these entities will be important to maintaining momentum and advancing the recommendations identified in this report.

The California State Transportation Agency respectfully submits this report to the Legislature pursuant to SB 1098, and looks forward to continued collaboration with the Legislature, corridor partners, and federal stakeholders in support of these recommendations and the long-term performance of the LOSSAN Corridor.

Appendix A: Reference Documents

#	Document Title	Author / Agency
1	LOSSAN Corridor wide Schedule Optimization Study https://www.octa.net/pdf/LOSSAN_Optimization_Report_2022.pdf	LOSSAN Agency *2022*
2	LOSSAN Annual Business Plan https://www.octa.net/pdf/LOSSAN_Business_Plan_FY26-27-FY27-28.pdf?n=2026	LOSSAN Agency *2026*
3	The LOSSAN Rail Corridor: Advancing the Corridor's Capital Investment Priorities https://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf	California Senate Office of Research *2024*
4	2024 California State Rail Plan https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan	Caltrans *2024*
5	Corridor Identification and Development Program: Guidance for Applicants https://railroads.dot.gov/corridor-identification-and-development-program	Federal Railroad Administration (FRA) *2023*
6	Final Report from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) San Diego Regional Rail Corridor Working Group https://calsta.ca.gov/-/media/calsta-media/documents/sdregrailcorridorfinalreportfinala11y.pdf	California State Transportation Agency (CalSTA) *2021*
7	Transit Transformation Task Force https://calsta.ca.gov/-/media/calsta-media/documents/tttf_-final_report-a11y.pdf	CalSTA *2025*

Appendix B: Working Group Meeting Agendas

[See Attachment]

Meeting Date	Meeting Title / Type	Location / Format	Agenda
February 19th, 2026	*LOSSAN Working Group Restart and Cadence*	*1 Gateway Plaza, Los Angeles, CA 90012*	*[Attached]*
March 27th, 2026	*Review Policy Areas A & D*	*550 South Main Street, Orange, CA 92863*	*[Attached]*
April 28th, 2026	*Review Policy Areas B & C*	*900 Wilshire Blvd, Los Angeles, CA 90017*	*[Attached]*
May 11, 2026	*Review Draft Report and Public Comment*	*Virtual*	*[Attached]*

LOSSAN Corridor Regional Working Group
February 19, 2026, from 11:30 AM – 2:30 PM
LA Metro Headquarters
1 Gateway Plaza
Los Angeles, CA 90012
Mulholland Conference Room (15th floor)

Time	Agenda Item	Topic	Presenter
11:30 am	Item 1	Welcome and introductions	Chair James Hacker, CalSTA
11:45 am	Item 2	LOSSAN Working Group Restart and Cadence	CalSTA
12:15 pm	Item 3	SB 1098 Overview, Framing and Discussion	CalSTA
1:00 pm	Item 4	LOSSAN Corridor ID Update + Discussion	Caltrans
1:30 pm	Item 5	Known Resiliency Projects	CalSTA, Caltrans + partner agencies
2:00 pm	Item 6	Open Discussion and Next steps	CalSTA + All
2:30 pm	Item 7	Adjourn	Chair James Hacker

CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

March 27, 2026
1:00 PM

MEETING LOCATION: 550 South Main Street
Main Conference Room
Orange, CA 92863

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

AGENDA

1) Welcome and Opening Remarks

2) Review Report Outline and Structure

3) Review Policy Area 1 *(Strategies to increase rail service coordination and reduce disruptions or delays including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing).*

4) Review Policy Area 4 *(Coordination of planning and project development through the federal Corridor Identification and Development Program)*

5) Review Governing Board Approach for LOSSAN Agency, Metrolink and NCTD

6) Open Discussion

7) Next Steps

CalSTA
CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

April 28, 2026
1:00 PM

MEETING LOCATION: 900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

AGENDA

1) Welcome and Opening Remarks

2) Review Recommendations for Policy Area 'A' from March 2026 meeting.

3) Review Recommendations for Policy Area 'D' from March 2026 meeting.

4) Review Policy Area 'B' *(Alternative Management Models or Structures).*

5) Review Policy Area 'C' *(Changes to Statutes, Rules, or Funding Necessary for Improvement)*

6) Open Discussion

7) Next Steps

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

May 11, 2026
1:00 PM

MEETING LOCATION: VIRTUAL MEETING

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at https://calsta.ca.gov/subject-areas/lossan-working-group

Interested parties may register using the following link:
https://events.gcc.teams.microsoft.com/event/f0d6042a-7d60-4099-8545-7b48adf92a33@621b0a64-1740-43cc-8d88-4540d3487556

AGENDA

1) Welcome and Opening Remarks
2) Review Draft Recommendations for Policy Area A – Public Comment
3) Review Draft Recommendations for Policy Area B – Public Comment
4) Review Draft Recommendations for Policy Area C – Public Comment
5) Review Draft Recommendations for Policy Area D – Public Comment
6) Open Discussion
7) Next Steps

ATTACHMENT C

LOS || SAN
MANAGING AGENCY
PACIFIC SURFLINER

550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Phone: (714) 560-6282
Fax: (714) 560-5734
lossan.org

July 20, 2026

Toks Omishakin
Secretary, California State Transportation Agency
400 Capital Mall, Suite 2340
Sacramento, CA 95814

Dear Mr. Omishakin:

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board), I would like express appreciation for your leadership in convening the Senate Bill (SB) 1098 LOSSAN Rail Corridor Working Group. We share a common goal with the State and Senator Blakespear to pursue every opportunity to improve passenger rail services across the LOSSAN rail corridor.

The LOSSAN Agency appreciates the opportunity to participate in all of the Working Group meetings and coordinate with the California State Transportation Agency, California Department of Transportation, LOSSAN Agency member agencies, rail corridor operators, owners, other state agencies and stakeholders in the development of the consensus-driven recommendations. Overall, the LOSSAN Agency supports the recommendations included in the report, and looks forward to continued participation and stakeholder engagement in future Working Group meetings to further the efforts identified in the report. It will be important for future Working Group meetings to formalize roles and responsibilities and define next steps in many of the recommendation areas, including future coordination of the Rail Leadership Group, Rail Fleet Consortium and the LOSSAN Technical Advisory Committee as forums to advance priorities throughout the corridor.

While all 39 recommendations and their related efforts will play a key role in strengthening the corridor, several key recommendations will be critical to improving service reliability, including streamlining permitting and the delivery of coastal rail projects, developing a corridor-wide fleet strategy that aligns equipment, facilities and infrastructure needs with funding, establishing a corridor-wide strategy for work windows to reduce passenger impacts and reducing trespasser frequency and severity by utilizing data to inform targeted and prioritized improvements.

For over 13 years, the LOSSAN Agency has fulfilled the foundational goals established under SB 1225 and the State Rail Plan, while significantly advancing intercity passenger rail service throughout the rail corridor. The Agency has expanded and improved service, including for special events, strengthened connections with partner services, successfully navigated the challenges presented by a national pandemic and advanced significant capital projects supporting corridor resiliency, capacity, and reliability.

Following the full restoration of service levels and implementation of an expanded service pilot this year, ridership and revenue have exceeded pre-pandemic levels while farebox recovery continues to exceed State performance requirements. The Amtrak Pacific Surfliner intercity rail service managed by the LOSSAN Agency continues to be the busiest State-supported Amtrak route and the second busiest intercity rail service in the nation in terms of ridership.

The need for continued and sustainable State operating funding will be critical for the long-term success of California intercity rail service. The most recent three-year State budget augmentation for the state-supported intercity passenger rail program from the Public Transportation Account has fulfilled its objectives by restoring pre-pandemic service levels across the State and specifically for the Pacific Surfliner service, has resulted in the return to and exceedance of pre-pandemic ridership and revenues levels. In addition, the LOSSAN Agency has been awarded over $27 million through the Federal Railroad Administration (FRA) Restoration and Enhancement Grant which supports the restoration of the 11th, 12th and 13th roundtrips between Los Angeles and San Diego over the next six years, for which the State has made a funding match commitment to the FRA. In order to continue to build upon the current success of the Pacific Surfliner, it is imperative that the State, starting in Fiscal Year 2028, fund intercity rail service at levels that will sustain both restored and expanded service. This funding will be vitally important to showcase Pacific Surfliner service to the world while supporting a transit-first LA28 Olympics.

On behalf of the LOSSAN Board, the LOSSAN Agency looks forward to continuing to work with you and the LOSSAN Working Group to further develop the efforts associated with the recommendations with the shared goal of continuing to improve passenger rail ridership, reliability and coordination throughout the corridor and the State. Thank you once again for your continued support.

Sincerely,

Fred Strong
Chair, LOSSAN Rail Corridor Agency

c: LOSSAN Rail Corridor Agency Board of Directors
Jason Jewell, Managing Director LOSSAN Rail Corridor Agency