



LOSSAN Rail Corridor Agency

Executive Committee Meeting

Agenda

Thursday, November 6, 2025 at 9:00 a.m.

OCTA Headquarters, 550 South Main Street, Orange, California

Committee Members

Fred Jung, OCTA, Chair
Fred Strong, SLOCOG, Vice Chair
Jewel Edson, NCTD
Dana Reed, RCTC
Jason Jewell, Managing Director

Teleconference Locations:

1714 Westfield Rd.
Paso Robles, CA

Solana Beach City Hall
635 South Highway 101
Solana Beach, CA

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

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the LOSSAN 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 Los Angeles - San Diego - San Luis Obispo (LOSSAN) Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.



EXECUTIVE COMMITTEE MEETING AGENDA

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 (Item 1)

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

Recommendation(s)

Approve the minutes of the October 14, 2025 LOSSAN Rail Corridor Agency Executive Committee Special meeting.



EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Minutes](#)

Regular Calendar

2. 2026 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Legislative Program

Overview

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

Recommendation(s)

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

3. Reporting on the Quarterly Pacific Surfliner Marketing Update

Overview

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

4. Temporary Santa Barbara Service Update

Overview

Staff will provide an update on the temporary Santa Barbara service efforts.

5. Public Comments

6. Managing Director's Report

7. Committee Members' Report



EXECUTIVE COMMITTEE MEETING AGENDA

8. Adjournment

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

9:00 a.m. on Thursday, February 5, 2026

OCTA Headquarters
550 South Main Street
Orange, California



MINUTES

Executive Committee Special Meeting

Committee Members Present

In-Person

Fred Jung, Chair
Jason Jewell, Managing Director

Via Teleconference

Vice Chair Strong
Jewel Edson
Dana Reed

Staff Present

Andrea West, Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
Martin Browne, Employee Rotation Program
Cassie Trapesonian, Deputy General Counsel
LOSSAN Staff

Call to Order

The October 14, 2025, Special meeting of the Executive Committee meeting was called to order by Chair Jung at 9:00 a.m.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum of the Executive Committee.

Consent Calendar

1. Approval of Minutes

A motion was made by Vice Chair Strong, seconded by Director Reed, and following a roll call vote, declared passed 4-0, to approve the minutes of the September 4, 2025, Executive Committee Meeting.

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

A motion was made by Vice Chair Strong, seconded by Director Reed, and following a roll call vote, declared passed 4-0, to approve the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2026 Board of Directors and Executive Committee meetings calendar.

Regular Calendar

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

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

A motion was made by Vice Chair Strong, seconded by Director Edson, and following a roll call vote, declared passed 4-0, to direct staff to incorporate Executive Committee comments into the Board of Directors' Goals and Initiatives for fiscal year 2026-27.



MINUTES
Executive Committee Special Meeting

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

Chris Orlando, Deputy Managing Director, provided a report on this item.

A motion was made by Director Reed, seconded by Director Edson, and following a roll call vote, declared passed 4-0, to direct staff to incorporate the key assumptions into the development of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Annual Business Plan for fiscal years 2026-27 and 2027-28.

Discussion Item

5. Pacific Surfliner Equipment and Service Update

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

No action was taken on this item.

6. Public Comments

No Public Comments were received.

7. Managing Director's Report

Jason Jewell, Managing Director, provided an update on ridership.

8. Committee Members' Report

There were no Committee Member reports.

9. Adjournment

The meeting adjourned at 9:14 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, November 6, 2025**, OCTA Headquarters, 550 South Main St., Orange, CA.

ATTEST

Andrea West
Clerk of the Board



November 6, 2025

To: Members of the Executive Committee

From: Jason Jewell, Managing Director 

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

Overview

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

Recommendation

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

Discussion

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

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

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

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

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

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

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

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

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

Summary

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

Attachments

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

Prepared by:



Alexis Carter
Senior Government Relations Representative
(714) 560-5475



20265 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
Legislative Program

ATTACHMENT A

TOP PRIORITIES FOR 20265:

- a) Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.
- b) Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state and federal funding.
- c) Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.
- d) Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.
- e) *Support Public Transportation Account funding for intercity rail at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.*

I. SECURE SUSTAINABLE FUNDING

- a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.
- b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual business plan.
- c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.
- d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.
- e) Support efforts to apply for the use of SB 1 (Chapter 5, Statutes of 2017) and cap-and-~~invest~~ **trade** funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use, and a streamlined allocation process.
- f) Monitor discussions related to ~~implementing~~ **extending** the cap-and-~~invest~~ **trade** program, **particularly maintaining funding for transit and potential investment in projects that connect high-speed rail in Southern California.**
- g) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.
- h) Support the development of future federal rail capital investment programs.
- i) Support efforts to apply for federal rail capital matching program funds for LOSSAN Agency priority projects.
- j) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.
- k) Support policies and funding that provide for the implementation of the LOSSAN rail corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.
- l) Support expedited project delivery solutions and supplemental funding for priority rail projects, including those related to the **2026 FIFA World Cup and 2028 Olympic and Paralympic Games in Los Angeles.**
- m) Engage in discussions related to ~~policies and regulations that require~~ the implementation of zero-emission locomotives to ensure technical feasibility, reliability, adequate funding, and interoperability.
- n) Support policies that encourage the rehabilitation and modernization of the state rail network, such as equipment procurement and zero-emission or energy efficient locomotive technology.



20265 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

II. IMPLEMENTATION OF TRANSPORTATION POLICIES

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

III. CONNECTIVITY AND INTEGRATION

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

IV. INFRASTRUCTURE, SERVICE, RESILIENCY, AND SAFETY

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



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

ATTACHMENT B

TOP PRIORITIES FOR 2026:

- a) Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.**
- b) Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state and federal funding.**
- c) Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.**
- d) Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.**
- e) Support Public Transportation Account funding for intercity rail at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.**

I. SECURE SUSTAINABLE FUNDING

- a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.
- b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual business plan.
- c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.
- d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.
- e) Support efforts to apply for the use of SB 1 (Chapter 5, Statutes of 2017) and cap-and-invest funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use, and a streamlined allocation process.
- f) Monitor discussions related to implementing the cap-and-invest program, particularly maintaining funding for transit and potential investment in projects that connect high-speed rail in Southern California.
- g) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.
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2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

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- d) Support policies and actively engage in discussions to increase transparency and address the deficiencies of the current federal intercity rail cost model, as envisioned in the IIJA.
- e) Monitor potential reforms to rail governance structures, planning, or operations.

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