



# LOSSAN Working Group Draft Recommendations Summary

## May 11, 2026



# Meeting 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



# Review Draft Policy Recommendations for A



# Policy Area A – Strategies to increase rail service coordination and reduce disruptions or delays

1. Led by Caltrans and CalSTA and in coordination with the LOSSAN working group, develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding.
2. 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. Allow SGR rail projects to be eligible for state funding grant programs where feasible. Program guidelines should develop and incorporate specific scoring criteria for SGR eligibility, emphasizing safety, reliability, and maintaining existing infrastructure.
4. 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.
5. Develop administrative solutions, where feasible, by incorporating timely use of funds exceptions for extraordinary and unforeseeable circumstances into state program guidelines.

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# Policy Area A – Strategies to increase rail service coordination and reduce disruptions or delays

7. 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 Memorandum of Understanding 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. Additional clarity from the Coastal Commission on when each process applies would help project sponsors make informed decisions early and further improve permitting efficiency.
8. 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 a standardized communication protocols across agencies and to the public to avoid fragmented messaging during closures.
9. CalSTA, in coordination with Caltrans, 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.

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# Policy Area A – Strategies to increase rail service coordination and reduce disruptions or delays

10. 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.
11. Compile and maintain a unified safety dataset 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.
12. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.
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. Relatedly, commission an independent AWW study to more efficiently implement AWWs across the entire corridor.
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.

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# Open Discussion + Public Comment



# Review Draft Policy Recommendations for B



# Policy Area B – Alternative Management and Operations Models

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.
2. 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.
3. 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.
4. Led by CalSTA and the Caltrans Division of Rail, identify 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.

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# Open Discussion + Public Comment



# Review Draft Policy Recommendations for C



# Policy Area C – Changes to state statutes, rules, or funding

1. Establish review deadlines for agency comments and approvals and create a formal conflict resolution protocol when multiple jurisdictions impose conflicting requirements.
2. Consider making permanent the CEQA streamlining judicial review for certain transportation-related projects introduced with SB 149 (statutes of 2023) once all ten authorized letters have been used and outcomes have been evaluated.

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# Policy Area C – Changes to state statutes, rules, or funding

1. Consistent with approved recommendations in the Transit Transformation Task force:
  - Remove the farebox recovery penalty, which is currently suspended due to the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.
  - Require the development of new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.
  - Update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

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# Policy Area C – Changes to state statutes, rules, or funding

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. Aligning guidance with existing state resilience funding programs to help ensure that identified needs can more easily move from planning into project development.
5. Require explicit technical assistance from the state for how to intercity rail should be modeled in the regional planning processes. Currently, intercity rail (Surfliner is second busiest intercity service in the country) is often undercounted in developing RTPAs.

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# Open Discussion + Public Comment



# Review Draft Policy Recommendations for D



# Policy Area D – Coordination of Planning and Project Development through the Federal CIDP

1. Acknowledging that Caltrans serves as the lead agency and primary coordinator for California's participation in the CID Program, 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. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs such as TIRCP, TCEP, 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.

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# Policy Area D – Coordination of Planning and Project Development through the Federal CIDP

3. Recommend that the LOSSAN member agencies, in coordination with Caltrans, establish a standing interagency coordination structure specifically organized around stage 2 CID Program milestones and deliverables. This structure will provide regular touchpoints aligned with FRA's staged development process, with clear expectations for member agency participation and data contribution at each stage.
4. CalSTA, Caltrans and the LOSSAN member agencies should actively leverage California's participation in the CID Program as a foundation for federal legislative and 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. 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.

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# Open Discussion + Public Comment



# Next Steps

1

Host Small Group Public Outreach Meetings with Interested Parties

2

Transmit draft report to governing boards

3

Transmit draft report to legislature after board feedback is received.

4

Resume regular quarterly cadence for future Working Group meetings, starting in July.