

LOSSAN Working Group — March Meeting Notes

Date:	March 27, 2026
Time:	1:00 – 3:30 PM
Location	OCTA Headquarters

Agenda

1. Welcome & Opening Remarks
2. Report Outline & Structure (SB 1098 Working Group Report)
3. Policy Area 1 — Service Coordination & Disruption Reduction
4. Policy Area 4 — Federal Corridor ID (CID) Program Coordination
5. Governing Board Approach (LOSSAN, Metrolink, NCTD)
6. Open Discussion
7. Next Steps

Notes

1. State of Good Repair (SoGR) & Equipment

- Support for a statewide fleet working group and a written fleet plan aligned to the State Rail Plan.
- Need to balance statewide planning with local operator needs.
- Highlighted issues: station ownership complexities, platform–train interface work, and blended fleet operations.
- Funding programs have not kept pace with SoGR needs (TIRCP, LPP, SCCP, SRA, TDA/STA).
- Administrative burdens increase project cost and delay.
- Misalignment with state grant programs that focus on expansion and state of good repair needs.
- Support from members to allow equipment/vehicle replacement, facilities, infrastructure etc. be eligible for funding from competitive sources.
- FTA TAM requirements have been effective in opening up door for management and lining up funding. FRA has no such program. Need to move beyond only service expansion to “keep the lights on”. Want to be able to grow rail but also keep what we have already.

- cost of doing nothing due to SGR not being addressed can be substantial and have real implications for maintaining and growing ridership due to unreliable services.

2. Coastal Resiliency

- The California Coastal Commission representatives emphasized their preference for working within existing Coastal Act regulations. They noted that Coastal Development Permits (CDPs) remain the most flexible pathway.
- Local agencies raised issues regarding the unpredictability of mitigation costs, especially when emergency permits transition to full CDPs.
- Stakeholders highlighted the need for clearer, more standardized mitigation frameworks and improved collaboration to address project delays.

3. Track Closures

- Attendees discussed challenges surrounding response protocols to trespasser strikes and other incidents. Several members supported assessing the feasibility of a rail-specific rapid response authority.
- Participants also noted the importance of standardized investigative procedures and improved coordination with local law enforcement.
- Opportunities for unified data platforms and shared risk mapping were raised as potential improvements.
- The group revisited the use of Absolute Work Windows (AWWs). While recognized as necessary for some maintenance activities, several stakeholders cautioned against overuse.
- There was consensus on the importance of developing a regional coordination calendar that accounts for major events and rider impacts.
- Communication improvements across agencies, particularly involving data standardization and traveler alerts, were identified as beneficial.

4. CIDP Coordination

- Agreement to engage in good faith with Caltrans/CalSTA throughout the service development plan (SDP)
- SDP requires strong local participation—caution that local buy-in may be difficult without this input.

- Acknowledgement that this framework will be key to setting up future projects for federal funding opportunities.

5. Open Discussion and Next Steps

- Next meeting to be held either at Los Angeles or San Diego. Date will tentatively be set for April 28th, to be finalized ASAP.
- Presentation and materials will be distributed and posted to the CalSTA LOSSAN WG website shortly after this meeting.