



LOSSAN Working Group February 19, 2026



Today's Agenda

- Welcome and Introductions
- LOSSAN Working Group Restart and Cadence
- SB 1098 Overview, Framing and Discussion
- LOSSAN Corridor ID Update + Discussion
- Known Resiliency Projects
- Open Discussion and Next Steps



LOSSAN Working Group

- This group last met in October 2024
- Goal was to develop a unified voice to advocate for short- and long-term priorities in the corridor
- Resiliency is a key consideration. Emergency shutdowns over the past few years have increased the urgency.
- While this group has not formally met since 2024, progress has continued.



Updates since 2024

- More than \$300 million in state funding committed to key projects in the corridor since 2024.
- Includes:
 - Critical projects on the north end of the corridor awarded to the Coast Rail Coordinating Council.
 - More than \$200 million to OCTA for coastal rail infrastructure resiliency in San Clemente.
 - Millions for Eastbrook to Shell Double Track in San Diego County.



Updates since 2024

- Subcommittee on LOSSAN Rail Corridor Resiliency, chaired by Senator Blakespear, remains active and provides key input into this work.
- This corridor has been approved to move to step 2 of the Corridor ID process, where the federal government will provide up to 80% non-state match to complete the service development plan.
- The corridor is competing for more than \$700 million in priority capital improvements from the FRA's Federal-State Partnership Program.
- SB 1098, authored by Senator Blakespear, was signed into law.



Southern California Rail Revitalization Act SB 1098, Chapter 777 Statutes of 2024



WHAT SB 1098 DOES — FOUR KEY PILLARS

1 Clarify State Leadership

Formalizes the Secretary of Transportation's role to provide guidance, recommendations, and coordination between all LOSSAN stakeholders.

2 Convene a Working Group

Requires a multi-stakeholder working group to develop consensus recommendations on governance, operations, and management improvements.

3 Prioritize Capital Projects

Directs CalSTA — with environmental and natural resources agencies — to identify and prioritize capital and resiliency projects along the corridor.

4 Mandate Regular Reporting

Requires performance reports to the Legislature on an ongoing basis to track corridor health, operations, and outcomes.



WORKING GROUP MANDATE — KEY TOPICS

Report due to Legislature by February 1, 2026 — covering:

(A) Service Coordination & 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.



STATE REPORTING REQUIREMENTS

Baseline & Capital Projects Report

Due: 2 years after appropriation

Baseline transportation and environmental conditions (as of Jan 1, 2025); prioritized capital improvement projects; available funding sources, shortfalls, and schedules.

Corridor Performance Report

Due: 3 years after appropriation, then biennial

Ongoing performance monitoring of the LOSSAN Rail Corridor covering operations, ridership, and resiliency.

Working Group Recommendations Report

Due: February 1, 2026

Consensus recommendations on coordination, governance, management models, statutory/funding changes, and federal program alignment.



Summary

- 1 SB 1098 requires coordinated planning and management of the LOSSAN Rail Corridor — the state's second-busiest intercity rail line, led by CalSTA
- 2 It addresses a governance gap: multiple owners and operators without a unified plan, creating inefficiency and vulnerability.
- 3 The law creates four key actions: state leadership, a stakeholder working group, capital project prioritization, and legislative reporting.
- 4 Biennial performance reporting to the Legislature is required upon appropriation of resources to CalSTA.
- 5 Law acknowledges coastal hazard resiliency as a critical and unique need for the corridor.



Immediate Next Steps

- CalSTA will coordinate monthly meetings to deliver the first phase of the report as quickly as feasible.
- Proposed next dates, to be confirmed:
 - March 25th
 - April 28th
 - May 21st
- After the report is submitted to the legislature and relevant boards, this working group will revert to a regular quarterly cadence



LOSSAN Corridor ID Update and Discussion



Caltrans Division of Rail

LOSSAN WORKING GROUP

FEBRUARY 19, 2026



Corridor ID Program

LOSSAN Corridor Updates



Corridor ID Program

The Corridor ID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

The Corridor ID Program: Service Development Planning:

- Service Development Plans (SDPs) establish the service concept and necessary capital projects to operate service
- SDPs will identify phased infrastructure investments to accomplish service goals identified in the Rail Plan



9 Corridors in California

Caltrans Sponsored Corridors:

- Capitol Corridor
- San Joaquin Valley Corridor
- Central Coast Corridor
- LOSSAN Corridor
- Coachella Valley Corridor

Other CA CID Program Awards:

- California High-Speed Rail Corridor*
- Brightline West
- High Desert Corridor
- Sunset Limited

California CID Program Corridors



LOSSAN

Build on existing planning work.

Includes an extension to the US-Mexico Border.

2 phases:

- Phase 1: Projects with existing planning done
- Phase 2: Longer-term projects without existing planning, such as the extension to the US Border



We are here

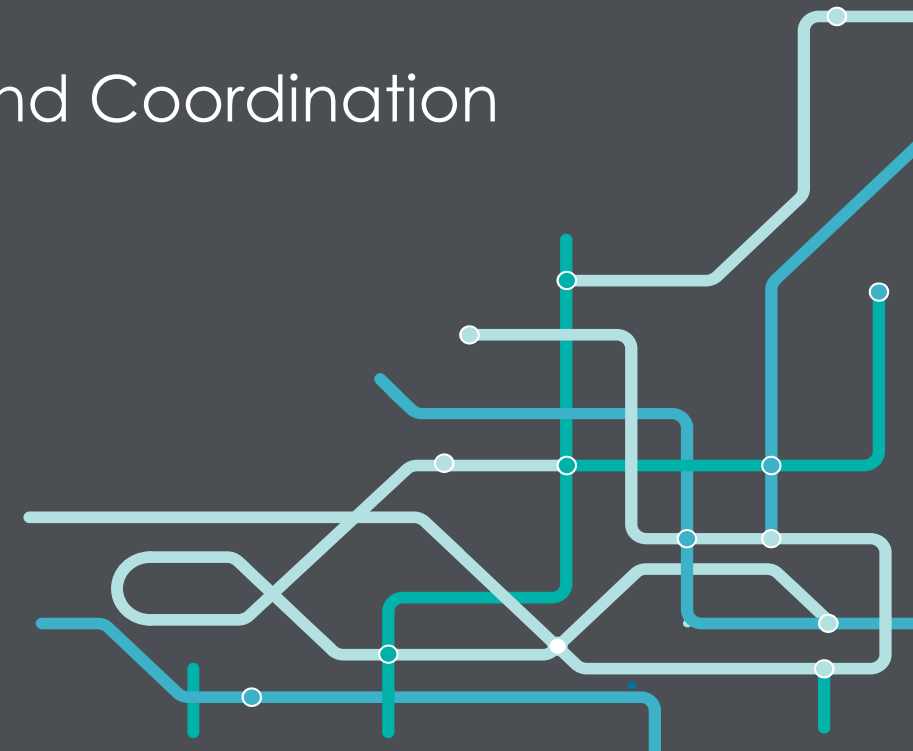


Grant	Step 1: Scoping the Service Development Plan	Step 2: Preparing the Service Development Plan (SDP)	Step 3: NEPA / Preliminary Engineering
Scope	<ul style="list-style-type: none"> • Sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date • Step 1 deliverable is corridor-specific scope, budget, and schedule, for service development plan 	<ul style="list-style-type: none"> • Sponsor develops an SDP in accordance with Step 2 SOW • Final SDP includes a Capital Project Inventory as part of the Phased Implementation Plan • Capital projects identified in SDP <u>may</u> advance into Step 3 Project Development, at FRA's discretion based on a project's readiness (i.e., governance, funding, risk assessment, etc.) 	<ul style="list-style-type: none"> • In coordination with FRA, sponsor completes NEPA and preliminary engineering for capital projects • Capital projects that complete Step 3 will move to Project Pipeline to compete for funding under Fed-State Partnership Program
Funding	Funded internally (Caltrans)	90% Federal / 10% non-Federal (Caltrans)	80% Federal / 20% non-Federal match (competitive state funds and/or local)
Status/ Timeline	Complete! Awaiting notice from FRA to obligate funds for Step 2	Expected to start early/mid 2026 Expected to finish 2029-2030	TBD – after the end of Step 2, subject to funding availability and readiness criteria



CRIS Introduction

Tool for Service-Led Planning Methodology and Coordination

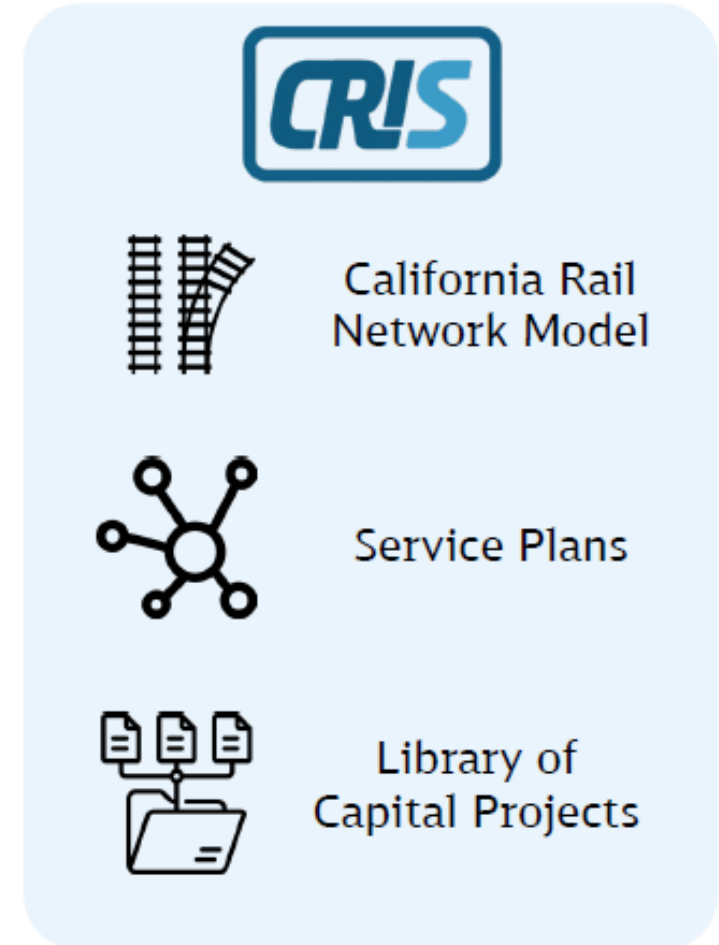


California Rail Infrastructure System (CRIS)

CRIS is a **collaborative workspace and project library** used to allow DOR to better monitor and manage California's rail capital projects.

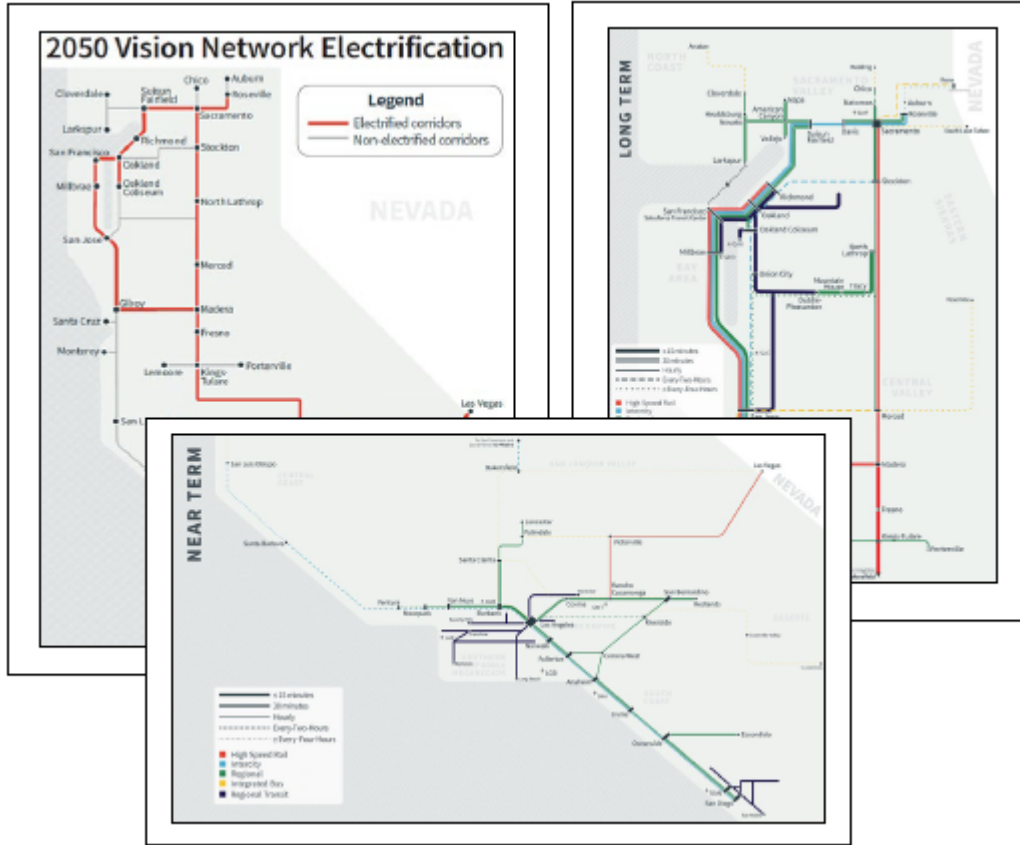
- Minimizes scattered communications
- Serves as knowledge base for Regional Rail Coordinators
 - Strengthens partner engagement
 - Captures most up-to-date information
- Allows Caltrans to promote service-led planning¹ for funding and project oversight

¹ 2024 California State Rail Plan Appendix 4-2: <https://dot.ca.gov/programs/rail/california-state-rail-plan>



CRIS

SHAPE HOW WE PLAN, FUND AND DELIVER CALIFORNIA'S FUTURE



Plan Smarter

Fund Strategically

Deliver with Confidence

CRIS helps capture project intent early and evolves as priorities shift, so your planning reflects the real world.

Define clear, consistent narratives to support funding applications and justify budget decision

Track up-to-date milestones and eliminate guesswork. CRIS ensures that decision-makers and project teams have exactly the information they need, when they need it.



Strategic Investment Planning



Strategic Investment Planning

In advance of Corridor ID, Caltrans is assessing the operational and strategic benefits of rail investments in the LOSSAN Corridor to drive project delivery forward

Goals

- Examine the operational, strategic, and policy value of rail investments to the broader SoCal rail network
- Tie capital investments to specific benefits and service outcomes
- Advance near-term project delivery

Approach

- Develop long-term service concepts to evaluate benefits of discrete investments
- Develop phased implementation plan for service expansion and infrastructure investment
- Work with regional partners to clear hurdles for near-term projects

Outcomes

- Clearly articulate benefits related to:
 - Rolling stock needs
 - Travel time competitiveness
 - Markets served
- Clarity on funding status, scope, and timeline for proposed investments

Strategic Investment Planning

To achieve these goals, Caltrans is developing strategic operating plans tied to investments and identifying hurdles to delivering these projects

Tactically, this work includes:

1. Review capacity of the existing network
2. Identify investments necessary to unlock regional competitiveness for freight and passenger rail
3. Review project timelines, funding status, and scope
4. Develop phased Network States: operating plans tied to targeted, phased investments
5. Coordinate with BNSF, Union Pacific, Metrolink, and SANDAG to expedite project delivery for funded projects

Network State Development

Network State

Key Service Outcomes

A step change in rail service offered to customers achieved by delivering necessary Projects and Activities

- X additional roundtrips
- Y minute(s) travel time savings
- Z% on-time performance (OTP) improvement

Projects and Activities

Necessary and sufficient actions to realize the customer benefits of the Key Service Outcome


- Extend siding
- Electrification of the network
- Establish track access agreements
- Secure funding


Strategic Investment Planning

Work being done today is critical to realizing regional and state goals, and will lead into additional investment opportunities through Corridor ID

Today



- 
- Project funding, timeline, & scope review
 - Benefit & service outcome identification
 - Near-term project delivery coordination
 - Gaps analysis

- 
- Network State development
 - Investment phasing

- 
- LOSSAN Corridor ID Service Development Plan and investment refinement

Contact Information

Shannon Simonds

Chief, Office of Rail Planning and Implementation
Shannon.Simonds@dot.ca.gov

Ben Salter

Regional Rail Coordinator – Southern California/LOSSAN
Ben.Salter@dot.ca.gov



Known Resiliency Projects



SANDAG

DEL MAR BLUFFS STABILIZATION 5

Location: Del Mar

Updated Project

Cost:

\$88,399,250

Major Project

Fund Sources:

FTA – \$13,320,000

FRA – \$11,570,250

TIRCP: \$12,400,000

TCEP: \$39,200,300

California Natural Resources:

\$2,828,700

NCTD: \$9,080,000

Project Description & Need

SANDAG and North County Transit District (NCTD) are leading efforts to stabilize portions of the coastal bluffs in the City of Del Mar. Del Mar Bluffs Stabilization is an ongoing, multiphase effort to maintain a stable track bed along the coastal bluffs and protect the railroad from erosion, landslides, and seismic events.

Project Benefits

- Stabilization of the Del Mar Bluffs will increase safety and service reliability for passengers and freight by minimizing the chances of track damage due to bluff retreat and seismic events.
- Directing stormwater runoff more effectively across the bluffs will help lower the potential for erosion during large storm events.
- The installation of support columns will further help to protect the track bed from erosion and earthquakes.

Next Steps

- Del Mar Bluffs Stabilization 5 has been designed and permitted, and SANDAG has secured funding for construction.
- Construction started in Spring 2024 and expected to wrap up towards the end of 2027.



SANDAG

San Diego LOSSAN Rail Realignment

Location: San Diego, Del Mar, Solana Beach

Updated Project Cost: \$3-4B

Project Fund Sources:
TIRCP: \$300M for project development
FUND GAP: TBD construction funds

Project Description & Need

To ensure the long-term viability and resiliency of the LOSSAN Corridor there is a critical need to relocate tracks from the eroding coastal bluffs in Del Mar. The new alignment would relocate existing rail service to a new alignment away from the bluffs, primarily located within tunnels through Del Mar and San Diego.

Project Benefits

- Project will result in 3-5 minutes of time savings
- Will remove the longest (3.9 mile) single-track bottleneck resulting in 13.2 miles of continuous double-track in San Diego County improving operational flexibility and OTP to meet service levels identified in the State Rail Plan
- Addresses coastal bluff erosion in Del Mar and flooding risk in Los Peñasquitos Lagoon minimizing emergency closures and slow orders.

Next Steps

- SANDAG has begun preliminary engineering and environmental work on the San Diego LOSSAN Rail Realignment project.
- A Notice of Preparation of Draft Environmental Impact Report (EIR) was released in June 2024.
- A value analysis study is currently underway to inform the range of alternatives to be considered in the Draft EIR.



OCTA

Coastal Rail Emergency Projects

Location: San Clemente

Updated Project Cost:
\$300 million

Project Fund Sources:
TIRCP: \$125M
TCEP: \$80M
RAISE: \$100M

Project Description & Need

4 hotspot areas in San Clemente identified for emergency work. Addresses imminent threats to avoid interruptions to rail operations. Identifies and addresses areas most vulnerable to seaward beach erosion and wave impacts and inland slope failure.

Project Benefits

- Enhances the resiliency in this stretch of the corridor which has been prone to shutdowns in recent years. Provides immediate solutions at the four key areas.

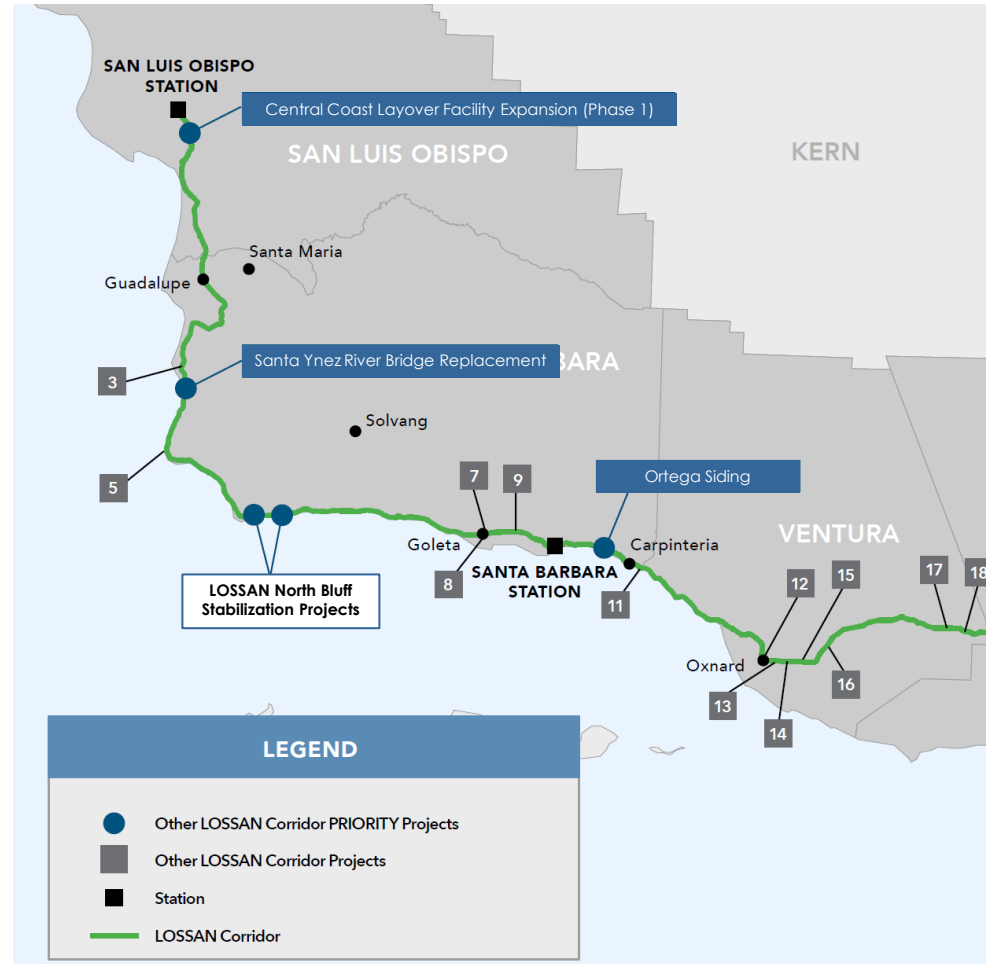
Area	Location (MP)	Updated Solutions
1	203.83 – 203.90	Rock (repair existing riprap) and sand nourishment
2	204.00 – 204.40	Rock (repair existing riprap) and sand nourishment
3	204.07 – 204.34	Catchment wall construction, trail restoration
4	206.00 - 206.7	Engineered shore protection, sand nourishment



LOSSAN RAIL CORRIDOR AGENCY

LOSSAN North Bluff Stabilization Projects

LOCATION MAP





LOSSAN RAIL CORRIDOR AGENCY

LOSSAN North Bluff Stabilization Projects

Location:

Santa Barbara &
Ventura Counties

Updated Project Cost:

\$89,318,000

Project Schedule:

PA&ED: N/A
PS&E: Various
R/W: N/A
CON: Various
Completion: Ongoing

Project Fund Sources:

Local: \$15,000,000
SRA: \$4,000,000
TIRCP: \$25,571,000

TBD/FUND GAP:

\$44,747,000

Project Description & Need

Approximately 50 miles of the northern LOSSAN corridor is within the coastal zone. Much of the track in this area runs near the tops of coastal bluffs, which erode on average 6" per year. This "project" is a series of six critical projects that will help stabilize the bluffs utilizing soldier pile walls, tiebacks, and improved storm water conveyance systems.

Project Benefits

- Project will result in safer and more reliable operations; fewer track closures, delays, and slow orders
- Ensures continued economic benefits to the region and allows for more goods movement for the future
- Could reduce automobile and truck traffic on highways

Next Steps

- The first bluff stabilization project is at Hollister Ranch and is approximately 80% complete. The next project is the Surfin' Cowboy bluffs and that should start at the end of 2024. Subsequent projects will focus on drainage conveyance and slope protection.



Open Discussion