

LOSSAN Working Group – Meeting Notes

Date:	Thursday, February 19, 2026
Time:	11:30 AM – 2:30 PM
Location:	LA Metro Headquarters

Agenda

1. Welcome and Introductions
2. LOSSAN Working Group Restart and Cadence
3. SB 1098 Overview, Framing, and Discussion
4. LOSSAN Corridor ID Update and Discussion
5. Known Resiliency Projects
6. Open Discussion and Next Steps
7. Adjourn

Notes

Welcome and Introductions

Representatives from the following organizations were present:

- Caltrans Division of Rail
- Ventura CTC
- LA Metro
- FTA
- SBCAG
- OCTA
- SANDAG
- NCTD
- LOSSAN
- Metrolink
- RCTC
- Senate Staff

LOSSAN Working Group Restart and Cadence

CalSTA staff presented on updates since the working group last met in October 2024. Highlights include:

- More than \$300 million in state funding committed to key projects since 2024, including OCTA emergency work, Coast Rail Coordinating Council projects in the north end, and SANDAG/NCTD double tracking projects.
- The LOSSAN corridor has been approved to enter Stage 2 of the Corridor ID process; awaiting FRA administrative NOFO.
- The corridor is competing for more than \$700 million in Federal-State Partnership (FSP) funding.

SB 1098 Overview, Framing, and Discussion

CalSTA staff provided an overview of SB 1098, signed into law in late 2024. Staff outlined the immediate deliverables due on February 1, 2026, which require the Working Group to provide recommendations on the following four policy areas:

- 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. Recommendations should result in improved maintenance and conditions of assets, reduced track closures, and greater on-time performance.
- Alternative management and operations models or structures that improve intercity and regional rail services.
- 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. The Working Group is also directed to review how local and regional planning agencies incorporate information about train service, operations, capital projects, resiliency, and performance into planning documents including sustainable communities strategies, regional transportation plans, transportation demand management plans, and long-range transportation plans.
- Coordination of planning and project development through the federal Corridor Identification and Development Program to streamline processes and expand opportunities for federal capital funding.

Immediate next steps include at least monthly Working Group meetings to accelerate delivery of the first report. A more detailed schedule and engagement plan with relevant governing boards is forthcoming. CalSTA, in coordination with Caltrans and LOSSAN staff, will hold individual meetings with partner agencies to gather targeted feedback for inclusion in the initial report.

LOSSAN Corridor ID Update and Discussion

Caltrans staff provided an update on ongoing coordination with FRA's Corridor ID process. Key points:

- The LOSSAN corridor is one of five corridors being managed by Caltrans and has been approved to enter Step 2 of the Corridor ID process.
 - Step 2 requires development of a comprehensive Service Development Plan (SDP), which includes a prioritized list of capital improvements as a primary output.
 - FRA is providing a 90% federal funding match for all Step 2 activities.
 - Once FRA releases the administrative NOFO, expected in the first half of 2026, approved corridors are automatically eligible to receive funding — this is not a competitive NOFO.
- Caltrans staff also provided an update on the California Rail Infrastructure System (CRIS) and the Strategic Investment Planning framework.
 - CRIS captures project intent early and evolves as priorities shift.
 - Defines clear, consistent narratives to support funding applications and budget decisions.
 - Tracks up-to-date milestones for all projects and eliminates guesswork.

Known Resiliency Projects

CalSTA staff requested feedback on priority resiliency projects under active development or construction. Projects identified include:

- Arroyo Simi Bridge (Ventura County) – flagged by Metrolink as a project of significant concern requiring scour protection.
- Del Mar Bluffs Stabilization, Phase 5
- San Diego Rail Realignment
- San Clemente Coastal Rail Emergency Projects
- LOSSAN North Bluff Stabilization Projects

Open Discussion and Next Steps

- Working Group members expressed a preference to avoid in-person meetings at the north end of the corridor due to travel difficulty.
- The LOSSAN Technical Advisory Committee (TAC) can be used for technical analysis of draft report language or recommendations.
- Because the report must be presented to the governing boards of Metrolink, LOSSAN, and NCTD at a minimum, member agencies noted that the process of being placed on a board agenda can be time-consuming. Early planning and communication will be critical.
- Members noted that governing boards have the ability to hold special meetings, which are not uncommon, as a scheduling contingency.
- Member agencies agreed that CalSTA should prioritize engagement with the California Coastal Commission and the host railroads.
- Member agencies emphasized the need for operations funding.

Next meeting is tentatively scheduled for the end of March — targeting either March 25 or March 27 in Orange County.