

July 3, 2026

Mr. Toks Omishakin
Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: SB 1098 LOSSAN Rail Corridor Draft Report Comment Letter

Dear Secretary Omishakin:

On behalf of the Southern California Regional Rail Authority (Metrolink), I submit this letter in response to the request for comments relating to the draft Senate Bill (SB) 1098 LOSSAN Rail Corridor public report prepared by the California State Transportation Agency (CalSTA)

As noted in the report, the 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is among California's most critical transportation assets, conveying significant freight rail traffic as well as millions of passengers annually to destinations aboard Pacific Surfliner intercity trains and Metrolink and the North County Transportation District (NCTD) regional trains.

The draft report calls out that Metrolink, NCTD and Pacific Surfliner each face projected recurring operating deficits in coming fiscal years, likely to force precipitous reductions in service. These service reductions will be acutely impactful as preparations are needed to meet an expected surge in corridor demand during the 2028 Summer Olympic and Paralympic Games. In addition, operating deficits are anticipated as passenger rail service has become critical to meeting California's mobility and climate goals of reducing highway congestion and greenhouse gas emissions while providing affordable and convenient access to transit alternatives to driving. Despite these challenges, the draft report does not include recommended new revenue or funding proposals.

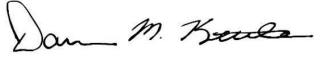
Metrolink urges the state to modernize existing funding frameworks like the Transportation Development Act, as identified in the report, and to implement real, actionable solutions needed to provide the stabilized, robust funding necessary for passenger rail operations on the LOSSAN corridor and statewide. Sustainable funding is needed to ensure operational viability for passenger rail in securing California's economic and environmental future.

In closing, I reaffirm my letter of comment sent to CalSTA in October 2025 concerning the report of the Transit Transformation Task Force. A transformational vision for transit is only possible with a parallel commitment to real, sustained funding. Without new funding,



agencies will remain trapped in a cycle of managing scarcity rather than building a sustainable and equitable future for transit in California.

Sincerely,



Darren M. Kettle

Chief Executive Officer

cc: James Hacker, Undersecretary, California State Transportation Agency
Anthony Serna, Deputy Secretary for Rail and Transit

