



August 11, 2026

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The Honorable Toks Omishakin
Secretary, California State Transportation Agency
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MEMBER AGENCIES

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Dear Secretary Omishakin:

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board), I would like express appreciation for your leadership in convening the Senate Bill (SB) 1098 (Chapter 777, Statutes of 2024) LOSSAN Rail Corridor Working Group. We share a common goal with the State and Senator Blakespear (D-Encinitas) to pursue every opportunity to improve passenger rail services across the LOSSAN rail corridor.

The LOSSAN Agency appreciates the opportunity to participate in all of the Working Group meetings and coordinate with the California State Transportation Agency, California Department of Transportation, LOSSAN Agency member agencies, rail corridor operators, owners, other state agencies and stakeholders in the development of the consensus-driven recommendations. Overall, the LOSSAN Agency supports the recommendations included in the report, and looks forward to continued participation and stakeholder engagement in future Working Group meetings to further the efforts identified in the report. It will be important for future Working Group meetings to formalize roles and responsibilities and define next steps in many of the recommendation areas, including future coordination of the Rail Leadership Group, Rail Fleet Consortium, and the LOSSAN Technical Advisory Committee as forums to advance priorities throughout the rail corridor.

While all 39 recommendations and their related efforts will play a key role in strengthening the corridor, several key recommendations will be critical to improving service reliability, including streamlining permitting and the delivery of coastal rail projects, developing a corridor-wide fleet strategy that aligns equipment, facilities and infrastructure needs with funding, establishing a corridor-wide strategy for work windows to reduce passenger impacts and reducing trespasser frequency and severity by utilizing data to inform targeted and prioritized improvements.

For over 13 years, the LOSSAN Agency has fulfilled the foundational goals established under SB 1225 (Chapter 802, Statutes of 2012) and the State Rail Plan, while significantly advancing intercity passenger rail service throughout the rail corridor. The Agency has expanded and improved service, including for special events, strengthened

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connections with partner services, successfully navigated the challenges presented by a national pandemic and advanced significant capital projects supporting corridor resiliency, capacity, and reliability.

Following the full restoration of service levels and implementation of an expanded service pilot this year, ridership and revenue have exceeded pre-pandemic levels while farebox recovery continues to exceed State performance requirements. The Amtrak Pacific Surfliner intercity rail service managed by the LOSSAN Agency continues to be the busiest State-supported Amtrak route and the second busiest intercity rail service in the nation in terms of ridership.

The need for continued and sustainable State operating funding will be critical for the long-term success of California intercity rail service. The most recent three-year State budget augmentation for the state-supported intercity passenger rail program from the Public Transportation Account (PTA) has fulfilled its objectives by restoring pre-pandemic service levels across the State and, specifically for the Pacific Surfliner, has resulted in ridership and revenue exceeding pre-pandemic levels. In addition, the LOSSAN Agency has been awarded over \$27 million through the Federal Railroad Administration (FRA) Restoration and Enhancement Grant, which supports the restoration of the 11th, 12th, and 13th roundtrips between Los Angeles and San Diego over the next six years and for which the State has committed the required matching funds. Beginning in fiscal year (FY) 2028, the temporary PTA budget augmentation is scheduled to expire, reducing statewide operating funding for State-supported intercity passenger rail by more than \$70 million annually, reverting back to FY 2015 funding levels, unless additional funding is approved. This funding reduction would result in significant service reductions for the Pacific Surfliner and other State-supported intercity passenger rail services, jeopardizing the significant progress made in both restoring and expanding service over the past several years. To continue performance growth above expectations and sustain service levels, it is imperative that the State maintain PTA funding for Pacific Surfliner and the intercity rail program of at least current levels and adjust that funding over time to account for inflation. This investment will help ensure the Pacific Surfliner can continue providing service to meet current demand growth and to support the LA28 Olympic and Paralympic Games and beyond.

On behalf of the LOSSAN Board, the LOSSAN Agency looks forward to continuing to work with you and the LOSSAN Working Group to further develop the efforts associated with the recommendations with the shared goal of continuing to improve passenger rail ridership, reliability and coordination throughout the corridor and the State. Thank you once again for your continued support.

Sincerely,



Fred Strong

Chair, LOSSAN Rail Corridor Agency

c: LOSSAN Rail Corridor Agency Board of Directors
Jason Jewell, Managing Director LOSSAN Rail Corridor Agency