



# **LOSSAN Rail Corridor Agency**

## **Board Meeting**

### **Agenda**

**Monday, December 15, 2025 at 11:00 a.m.**

#### **SPECIAL - REVISED**

#### **Meeting Location:**

OCTA Headquarters, 550 South Main Street, Orange, CA

#### **Board Members**

Fred Jung, OCTA, Chair  
Fred Strong, SLOCOG, Vice Chair  
Fernando Dutra, Metro  
Jewel Edson, NCTD  
Katrina Foley, OCTA  
Joy Lyndes, SANDAG  
Jennifer Mendoza, SDMTS  
Paula Perotte, SBCAG  
Dana Reed, RCTC  
Jess Talamantes, Metro  
Jim White, VCTC  
Jeanne Cantu, Amtrak, Ex-Officio  
LaDonna DiCamillo, CHSRA, Ex-Officio  
John Gabbard, SCAG, Ex-Officio  
Kyle Gradinger, Caltrans, Ex-Officio

#### **Teleconference Locations:**

Whittier City Hall, Admin Committee Room  
13230 Penn St.  
Whittier, CA

Encinitas City Hall, Rose Room  
505 S. Vulcan Ave.  
Encinitas, CA

County of Orange  
400 W Civic Center Dr.  
Santa Ana, CA

1714 Westfield Rd.  
Paso Robles, CA



## BOARD MEETING AGENDA

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Lemon Grove City Hall  
3232 Main St.  
Lemon Grove, CA

County Admin Building  
105 E. Anapamu St., Suite 401  
Santa Barbara, CA

Indian Wells City Hall  
44950 Eldorado Dr.  
Indian Wells, CA

Ventura County Transportation Commission  
751 E. Daily Dr., Ste. 420  
Camarillo, CA

California Department of Transportation  
3390 Lanatt Street, Room 1B  
Sacramento, California

Airport Skyroom  
2627 N. Hollywood Way  
Burbank, CA

### **Accessibility**

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.lossan.net](http://www.lossan.net) or through the LOSSAN Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.



## BOARD MEETING AGENDA

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### Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board and Committee meetings by clicking this link: <https://lossan.legistar.com/Calendar.aspx>

### In-Person Comment

Members of the public may attend in-person and address the Board of Directors regarding any item within the subject matter jurisdiction of the LOSSAN Rail Corridor Agency. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

### Written Comment

Written public comments may also be submitted by emailing them to [lossanclerk@octa.net](mailto:lossanclerk@octa.net), and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

### Call to Order

### Roll Call

### Pledge of Allegiance

### Closed Session

A Closed Session is not scheduled.

### Special Calendar

There are no Special Calendar Matters.

### Consent Calendar (Items 1 through 6)

All items on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action or discussion on a specific item.

#### 1. Approval of Minutes

##### *Recommendations(s)*

Approve the minutes of the November 17, 2025 LOSSAN Rail Corridor Agency Board of Director's meeting.



## BOARD MEETING AGENDA

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### ***Attachments:***

[Minutes](#)

### **2. Fiscal Year 2025-26 First Quarter Amtrak Pacific Surfliner System Safety and Incident Report**

#### ***Overview***

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the first quarter of fiscal year 2025-26, covering the months of July, August, and September 2025.

#### ***Recommendation(s)***

Receive and file as an information item.

### ***Attachments:***

[Staff Report](#)

### **3. Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report**

#### ***Overview***

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of July through September 2025.

#### ***Recommendation(s)***

Receive and file as an information item.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

### **4. Fiscal Year 2024-25 Fourth Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends**

#### ***Overview***

A report on ridership, revenue, and on-time performance for passenger rail services on



## BOARD MEETING AGENDA

the Los Angeles - San Diego - San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the fourth quarter of state fiscal year 2025-26.

***Recommendation(s)***

Receive and file as an information item.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

**5. Fiscal Year 2025-26 First Quarter Amtrak Pacific Surfliner On-Time Performance Analysis**

***Overview***

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of fiscal year 2025-26, covering the months of July, August, and September 2025.

***Recommendation(s)***

Receive and file as an information item.

***Attachments:***

[Staff Report](#)

**6. Fiscal Year 2025-26 First Quarter Budget Status Report**

***Overview***

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Fiscal Year 2025-26 Budget was approved by the Board of Directors on March 17, 2025. The California State Transportation Agency approved the Fiscal Year 2025-26 budget and funding on September 25, 2025. This report summarizes financial activities and performance through the first quarter of fiscal year 2025-26, covering the months of July 2025 through September 2025.

***Recommendation(s)***

Receive and file as an information item.

***Attachments:***



## BOARD MEETING AGENDA

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[Staff Report](#)  
[Attachment A](#)  
[Attachment B](#)  
[Attachment C](#)

### Regular Calendar

**7. Letter of Support for the Los Angeles County Metropolitan Transportation Authority's Link Union Station Project Federal Grant Application**

***Overview***

The Los Angeles County Metropolitan Transportation Authority has requested the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency provide a letter of support for a grant application seeking Federal funding under the Federal Railroad Administration's National Railroad Partnership Program to support the Los Angeles County Metropolitan Transportation Authority's Link Union Station project.

***Recommendation(s)***

Authorize the Managing Director to provide a letter of support for Los Angeles County Metropolitan Transportation Authority's federal grant application under the Federal Railroad Administration's National Railroad Partnership program for the Link Union Station project.

***Attachments:***

[Staff Report](#)  
[Attachment A](#)

### Discussion Items

- 8. Public Comments**
- 9. Managing Director's Report**
- 10. Board Members' Report**
- 11. Adjournment**

The next regularly scheduled meeting of this Board will be held:

**10:30 a.m. on Tuesday, February 17, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



## BOARD MEETING AGENDA

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# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

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### **Call to Order**

The November 17, 2025, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Jung at 10:30 a.m. at the OCTA Headquarters, 550 S. Main St., Orange.

### **Roll Call**

The Clerk of the Board conducted an attendance roll call and announced a quorum present as follows:

Directors Present: Fred Jung, OCTA, Chair  
Jewel Edson, NCTD  
Katrina Foley, OCTA  
Jim White, VCTC  
John Gabbard, SCAG, Ex-Officio

Via Teleconference: Fred Strong, SLOCOG, Vice Chair  
Fernando Dutra, Metro  
Joy Lyndes, SANDAG  
Jennifer Mendoza, SDMTS  
Paula Perotte, SBCAG  
Dana Reed, RCTC  
Jess Talamantes, Metro  
Kyle Gradinger, Caltrans, Ex-Officio

Directors Absent: Jeanne Cantu, Amtrak, Ex-Officio  
LaDonna DiCamillo, CHSRA, Ex-Officio

Staff Present: Jason Jewell, Managing Director  
Andrea West, Clerk of the Board  
Martin Browne, Employee Rotation Program  
James Donich, General Counsel  
LOSSAN Staff

### **Consent Calendar (Items 1 through 7)**

#### **1. Approval of Minutes**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to approve the minutes of the October 20, 2025 LOSSAN Rail Corridor Agency Board of Directors' meeting.

Director Talamantes was not present to vote on this item.





# MINUTES

## *LOSSAN Agency Board of Directors Meeting*

### **2. Consultant Selection for Program Management Consultant Services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Agreement**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to:

- A. Approve the selection of RailPros, Inc. as the firm to provide program management consultant services to the Los Angeles - San Diego - San Luis Obispo RailCorridor Agency.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L250002 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and RailPros, Inc., for an initial term of three years, with one two-year option term, to provide Program Management Consultant Services.

Director Talamantes was not present to vote on this item.

### **3. Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests – Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

Director Talamantes was not present to vote on this item.

### **4. Status Report of State Legislation Enacted in 2025**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

Director Talamantes was not present to vote on this item.

### **5. Reimbursement Agreement with Union Pacific Railroad for Design and Construction of the Orcutt Road Crossover Project**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute reimbursement agreements with Union Pacific Railroad in an amount not-to-exceed \$5,944,000, for design and construction of the Orcutt Road Crossover Project, and to execute a revenue agreement with the San Luis Obispo Council of Governments in an amount not to exceed \$1,783,000, to reimburse a portion of those costs.



# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

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Director Talamantes was not present to vote on this item.

**6. Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for the Leesdale Siding Extension Project**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-3-0001 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Zephyr Rail in an amount up to \$245,000, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project.

Director Talamantes was not present to vote on this item.

**7. 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program**

A motion was made by Director Edson, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to adopt the 2026 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program.

Director Talamantes was not present to vote on this item.

### **Regular Calendar**

**8. Temporary Additional Santa Barbara Service**

Jason Jewell, Managing Director, provided a report on this item.

A motion was made by Director Foley, seconded by Director Edson, and following a roll call vote, declared passed 10-0, to direct staff to prioritize all efforts to pursue Pacific Surfliner service expansion including the 6th roundtrip to Goleta and 3rd roundtrip to San Luis Obispo as the pathway to provide additional intercity rail service.

Director Talamantes was not present to vote on this item.

### **Discussion Items**

**9. Link Union Station Project Update**

Scott McConnell, Regional Rail Officer, Los Angeles County Metropolitan Transportation Authority, provided a presentation on this item.

No action was taken on this item.



# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

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### **10. Capital Program Update**

David Berryman, Capital Projects Manager, provided a presentation on this item.

No action was taken on this item.

### **11. Reporting on the Quarterly Pacific Surfliner Marketing Update**

Chris Orlando, Deputy Managing Director, provided a report on this item.

No action was taken on this item.

### **12. Public Comments**

There were no public comments.

### **13. Managing Director's Report**

Jason Jewell, Managing Director, reported on the following:

- Ridership update for October
- Thanksgiving service update

### **14. Board Members' Report**

Director Lyndes provided a SANDAG construction and legislative update.

### **15. Adjournment**

The meeting was adjourned at 11:29 a.m. The next regularly scheduled meeting of this Board will be held:

**10:30 a.m. on Tuesday, February 17, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



**December 15, 2025**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director

**Subject:** Fiscal Year 2025-26 First Quarter Amtrak Pacific Surfliner System Safety and Incident Report

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the first quarter of fiscal year 2025-26, covering the months of July, August, and September 2025.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, which traverses through a six-county coastal region in Southern California. The Amtrak Police Department (APD) provides law enforcement officers along the entire corridor to ensure the safety and security of Pacific Surfliner employees, passengers, and infrastructure. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station.

### **Discussion**

This report presents system safety and incident information, covering trespasser strikes by Pacific Surfliner trains, reported crimes on Pacific Surfliner trains and or at stations, response, and mitigation measures to these crimes for the first quarter of fiscal year (FY) 2025-26.

### ***Reported Crimes***

#### ***Trespass of Real Property – Non collision***

There were **no reported** “near miss” incidents by Pacific Surfliner trains during this quarter.

#### ***Trespass of Real Property – Collisions***

There were **four** reported trespasser strikes involving Pacific Surfliner trains, three of which were fatal.

The one non-fatal strike was on July 7, 2025, when train 790 struck a trespasser near milepost (MP) 396 on Union Pacific tracks near Santa Barbara Subdivision. The individual was crossing the tracks on an electric bicycle, when the front tire became lodged in the rail. The subject remained on the track despite the warning of the horn, trying to dislodge the bicycle, at which time she was struck by the train. The victim was transported to a local hospital with severe injuries. The train was delayed for two hours and 56 minutes.

The first fatal strike was on August 31, 2025, when train 761 struck a trespasser near MP 149 on the BNSF San Bernardino Subdivision in the City of Commerce. The individual did not respond to the horn and was fatally struck after the train was placed into emergency braking. The train was delayed for one hour and 45 minutes.

A second fatal strike also occurred on August 31, 2025, when train 580 struck a trespasser sitting in the center of the tracks near San Juan Capistrano. The individual made no attempt to move to safety, as the train was placed into emergency braking. Due to the extensive delay, train 580 was canceled.

The final fatal collision occurred on September 25, 2025, when train 761 struck a trespasser at MP 404.38 on the Santa Barbara Subdivision in the City of Oxnard. The subject walked onto the tracks as the train approached sounding its horn and was struck. The train was delayed for two hours and 44 minutes.

#### ***Larceny/Theft***

There were **five** reports of larceny/theft that occurred onboard Surfliner trains during this quarter. Of these five reports, one involved a luggage theft from the rack, which occurred on board train 769 as it approached the Goleta station. At the time of the incident, the suspect took the luggage in response to her luggage being mistakenly taken by another passenger. The investigation is on-going.

Two thefts involved cellular phones taken from trains 769 and 790. In both instances, the property was left unattended on the seat. In addition, two thefts were reported involving jackets, also being left unattended on seats on trains 774 and 580.

### Assaults

There were **three** assaults reported during this quarter. All three assaults were against Amtrak personnel.

The first was on train 794 where a male disorderly passenger was asked to disembark due to smoking and unruly behavior. The suspect voluntarily disembarked but grabbed the conductor's arm and attempted to pull him off the train.

The second was on train 761 where an unidentified female on the train was asked to disembark in response to not having a ticket. When exiting the train, the suspect spat in the conductor's face, then fled on foot into a nearby neighborhood. The suspect has not been identified.

The last was on train 774 where a ticketed coach passenger threw hot coffee on an attendant after being asked to disembark for stealing food from the café car the previous day. The suspect disembarked and fled the location prior to law enforcement arrival. During the investigation a possible suspect was identified. The investigation is ongoing.

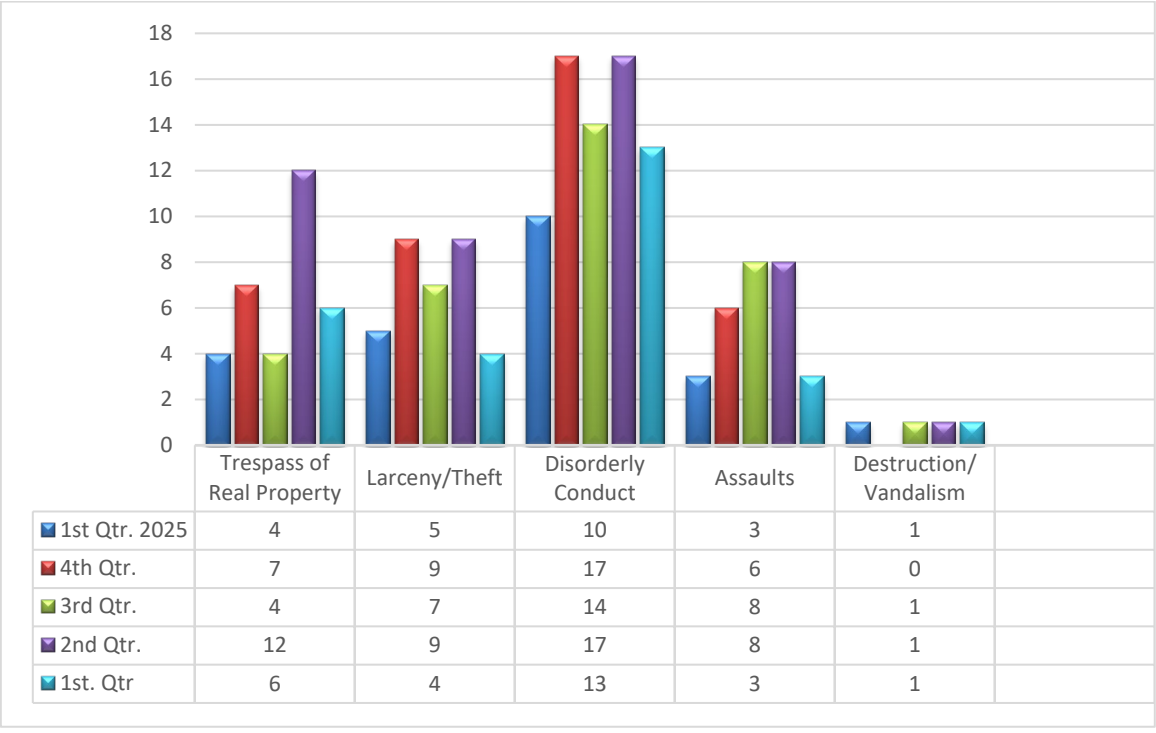
### Disorderly Conduct

There were 10 reports of disorderly conduct across eight trains during this reporting period. Train 774 accounted for three incidents, and train 784 accounted for two. These incidents ranged from indecent exposure to verbal disturbances. The remaining five incidents involved offensive language, loud/unreasonable noise, and smoking/vaping. Most incidents were resolved by conductors or Amtrak personnel without law enforcement intervention, or prior to law enforcement arrival.

### Vandalism

There was one incident of vandalism reported during this quarter, which involved a subject pressing the emergency shut off button on the locomotive of train 573, while at the Oceanside Station, after being denied entry onto the train. The suspect fled the location and has not been identified.

Figure 1: Fiscal Year 2025-2065 Quarterly Reported Crimes



Response and Mitigation Measures

During the first quarter of FY 2025-2026, officers increased their presence at stations, in response to increasing ridership and disturbances during boardings. For the second quarter, officers will continue to focus on station presence, while incorporating visibility onboard trains throughout the system. Community outreach and staff training to mitigate these risks will also remain priorities.

Figure 2 below summarizes the total officer self-initiated services provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 4,192 self-initiated patrols by officers, and 316 train rides.

*Figure 2: Officer Self-Initiated Services*

| Row Labels                          | Number of Self-Initiated Patrols |
|-------------------------------------|----------------------------------|
| <b>PROPERTY</b>                     | <b>2,669</b>                     |
| PROPERTY-FOUND                      | 3                                |
| PROPERTY-LOST                       | 1                                |
| PROPERTY-PROTECTION                 | 2,312                            |
| PROPERTY-ROW CHECK                  | 352                              |
| PROPERTY-ROW GATE CHECK             | 1                                |
| PROPERTY-UNATTENDED                 | 0                                |
| <b>TACTICAL INTENSE PATROL</b>      | <b>4,192</b>                     |
| TIP-VIP TRAIN RIDE                  | 2                                |
| TRAIN BOARDING, PLATFORM INSPECTION | 3,874                            |
| TRAIN RIDE                          | 316                              |
| <b>Grand Total</b>                  | <b>6,861</b>                     |

### **Summary**

In the first quarter of fiscal year 2025-26, Amtrak Pacific Surfliner operations reported a total of 23 incidents across multiple categories.

Compared to previous quarters, trespasser strikes remain a significant concern, with four reported collisions, three of which resulted in fatalities. Disorderly conduct continues to be the most frequent issue, accounting for 10 cases, followed by larceny/theft with five reports. Assaults against Amtrak personnel totaled three incidents, and vandalism was limited to one case.

Operational impacts included train delays due to trespasser strikes and service disruptions caused by onboard disturbances. For the upcoming quarter, tactical patrols and enhanced surveillance will remain priorities, alongside community outreach and staff training to mitigate these risks.

### **Attachment**

*None.*

### **Prepared by:**




Operations Officer  
(714) 560-5390





**December 15, 2025**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report

### **Overview**

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of July through September 2025.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately \$547.7 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN rail corridor. The use of these funds is consistent with capital programming policies approved by LOSSAN's Board of Directors (Board). The quarterly Grant Status Report summarizes awarded/executed, current, and recently closed grant agreements.

| Summary of Grant Funding                   |               |                    |                   |
|--|---------------|--------------------|-------------------|
| Grant Program                              | Total Award   | Reimbursed to Date | Remaining Balance |
| State Rail Assistance                      | \$44,373,297  | \$11,918,346       | \$32,454,951      |
| Transit and Intercity Rail Capital Program | \$366,262,000 | \$204,339,218      | \$161,922,782     |
| Proposition 1B                             | \$34,971,000  | \$27,104,000       | \$7,867,000       |
| State Transportation Improvement Program   | \$31,500,000  | \$2,449,070        | \$29,050,930      |
| Solutions for Congested Corridors Program  | \$43,500,000  | \$0                | \$43,500,000      |
| Restoration & Enhancement Grant Program    | \$27,120,363  | \$0                | \$27,120,363      |
| Total                                      | \$547,726,660 | \$245,810,634      | \$301,916,026     |

*Awarded/Executed Grant Agreements:*

The LOSSAN Agency received the eleventh disbursement of formula State Rail Assistance funding during the first quarter. The total of the disbursement is approximately \$4 million.

*Current Grant Agreements:*

The SRA Program is intended to provide a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements.

It is available for both operational and capital improvements through both formula and competitive distribution. LOSSAN's first round of SRA formula funding totaled approximately \$13.9 million. Through the first quarter of fiscal year (FY) 2025-26, approximately \$9.1 million of formula funding has been spent, leaving a balance of \$4.8 million. Projects approved by California State Transportation Agency (CalSTA) for the first round of SRA funding include:

- Design of the Goleta Layover Facility
- Business Class Refresh
- Viriato Software Maintenance
- Corridor Optimization Software
- San Luis Obispo Tactile and Electrical Repair
- Grover Beach Station Improvements project
- Central Coast Layover Facility
- Franchise Access Fee, Capital Access and Incentive
- Leesdale Siding Extension
- Operation Lifesaver Campaign

The SRA funded Grover Beach Station Improvement, Viriato Maintenance, Corridor Optimization software and Business Class Refresh projects have been completed. These projects and related funding details are listed in Attachment A. In addition to the \$13.9 million in SRA formula funds, the LOSSAN Agency received an additional \$718,750 in SRA competitive funding for the Integrated Wayfinding Signage Upgrade project. Approximately \$287,308 of these competitive funds have been spent, leaving a balance of \$431,442.

LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover five new projects that include approximately \$15.4 million for Santa Ynez River/Surf Bridge Replacement, \$7.6 million for Equipment Overhaul and Procurement Matching Funds, \$5.9 million for Corridor Hardening and Safety Improvements, \$550,000 for an Interregional Connectivity Improvement Project, and \$400,000 for a LOSSAN Strategic Plan update. LOSSAN received the remainder of the \$29.8 million in total Round Two funding in the

first quarter of FY2025-26. Of the \$29.8 million received, approximately \$2.6 million in formula funding has been spent, leaving a balance of \$27.2 million.

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of greenhouse gas emissions and vehicle miles travelled. There are five awarded TIRCP grant agreements, which were awarded by CalSTA in 2016, 2018, 2020, and 2024. During FY 2022-23, The LOSSAN Agency was awarded an additional \$31 million in supplemental funding through the 2023 TIRCP for existing TIRCP projects leveraging federal and local funds reserves. Within the attachments, the supplemental funds are included with the existing projects under the 2018 and 2020 awards. During the second quarter of fiscal year 2025, LOSSAN was awarded \$26.2 million in 2024 TIRCP funds through collaboration with the Coast Rail Coordinating Council (CRCC).

Of the five awards, four remain active after closing out the 2015 award in 2021, which is excluded from the totals within this report. Currently, the awarded TIRCP grant agreements total \$366.3 million in funding for multiple projects and programs. A total of \$204.3 million has been received to date, leaving a balance of \$161.9 million. The balance of TIRCP grant agreements will facilitate the completion of projects throughout the corridor including:

- Installation of Centralized Traffic Control
- Upgrades and Replacement of Ties, Rail, and Non-Powered Switches
- Signal and Fencing Upgrades
- Station Improvements
- Safety Improvements
- Corridor Hardening Improvements
  - Ventura County Rincon Point Slope Repairs
  - Santa Barbara County Hollister Ranch Repairs and Drilled Piers project
- Bridge Replacements
- Capital Access and On-Time Performance Agreements
- Expansion of the Central Coast Layover in San Luis Obispo
- Phase One of a new San Diego County Maintenance and Layover Facility
- Construction of the Orcutt Road Left-Hand Crossover
- Construction of Ortega Siding

Several of the projects listed above are funded by multiple sources. Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, and the Narlon Bridge Replacement have been completed. Work has continued to make progress on many of the other 2018 TIRCP and 2020 TIRCP funded projects. The Canada Honda Bridge Replacement opened to train traffic in the first quarter of FY 2025–26, while final construction elements and required environmental monitoring continue.

The Proposition 1B (Prop 1B) Program, which was approved by voters in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specified transportation purposes including: congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, safety and security. In May 2020, the LOSSAN Agency was awarded a total of \$35 million in Prop 1B funding. Through the first quarter of FY 2025-26, approximately \$27.1 million of Prop 1B funding has been spent, leaving a balance of \$7.9 million. Of the total funds spent, \$15.5 million was utilized for the construction of the Los Alamos Creek (Narlon) Bridge and \$11 million supported the Canada Honda Bridge Replacement. The remaining construction costs for the Honda Bridge will be funded through TIRCP funding. The remaining Prop 1B funded projects include the Camarillo Station Undercrossing and the Central Coast Layover Facility (CCLF) projects.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The CCLF project includes \$11.5 million in STIP funding for the environmental and construction phases. The project is nearing the 100% milestone of the design phase. Concurrently, staff is working with Union Pacific Railroad on acquisition of the land to construct the facility. In addition, \$20 million of STIP funding was programmed from the Capital Reserve Fund to the Leesdale Passing Siding project.

The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The final approval of a baseline agreement between applicable agencies for the award of SCCP funding was completed in FY 2023-24. The LOSSAN agency was awarded a total amount of \$43.5 million of SCCP funding. Construction of the Leesdale Passing Siding project is expected to begin in late 2026.

The R&E Grant Program from the FRA is a competitive grant program established to initiate, restore, or enhance intercity passenger transportation operation. In the third quarter of FY 2024-25, LOSSAN was awarded a total of \$27 million of R&E Grant funding, marking its first successful federal grant award. The grant is to help fund the operation of three roundtrips between Los Angeles and San Diego, increasing frequency to 13 daily Pacific Surfliner roundtrips along this segment and fully restoring service to levels that existed on the corridor prior to the COVID-19 pandemic. Reimbursement of the expenses related to the restoration of the 11<sup>th</sup> and 12<sup>th</sup> round trips are expected once the grant is obligated in FY 2025-26.

**Grant Agreements Pending Close-out:**

No grants were pending close-out in the first quarter of FY 2025-26.

**Grant Agreements Closed Out:**

The 2016 TIRCP funded portion for Franchise Access Fee, Cap. Access and Incentive (UPRR) and Prop 1B portion of the Canada Honda Creek Bridge Replacement were closed out in the first quarter of FY 2025-26. These projects are still ongoing and will continue to be funded utilizing 2018 TIRCP funds.

***Summary***

The report provides an update of the grant agreement funded activities for the first quarter of fiscal year 2025-26, July through September 2025. Staff recommend this report be received and filed as an information item.

***Attachments***

- A. First Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), July through September 2025
- B. First Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), July through September 2025
- C. First Quarter Grant Reimbursement Status Report, Other Discretionary Grants, July through September 2025
- D. First Quarter Grant Reimbursement Status Report, Grants Closed-out, July through September 2025

**Approved By:**



Russ Henry  
Program Manager, Financial Planning and Analysis/Project Controls  
(714)560-5990



**First Quarter Grant Reimbursement Status Report  
LOSSAN Grant Agreements**

**Formula and Competitive State Rail Assistance (SRA)**

**July through September 2025**

***Fiscal Year 2018 - 2020 Formula***

| <b>Project</b>   | <b>Total Award</b>   | <b>Total Reimbursed to Date</b> | <b>Remaining Balance</b> | <b>Anticipated Project Completion</b> |
|--|----------------------|---------------------------------|--------------------------|---------------------------------------|
| Goleta Layover Facility Improvements                   | \$ 718,353           | \$ 389,013                      | \$ 329,340               | December 2026                         |
| Business Class Refresh                                 | 115,812              | 115,812                         | -                        | Project Completed / Closed Out        |
| Viriato Maintenance                                    | 260,000              | 260,000                         | -                        | Project Completed / Closed Out        |
| SLO Tactile and Electrical Repair                      | 597,382              | -                               | 597,382                  | December 2025                         |
| Corridor Optimization Software                         | 208,000              | 208,000                         | -                        | Project Completed / Closed Out        |
| Grover Beach Station Improvements                      | 400,000              | 400,000                         | -                        | Project Completed / Closed Out        |
| Central Coast Layover Facility                         | 1,210,000            | 982,310                         | 227,690                  | December 2025                         |
| Franchise Access Fee, Cap. Access and Incentive (UPRR) | 4,170,000            | 4,170,000                       | -                        | Project Completed / Closed Out        |
| Leesdale Passing Siding                                | 6,000,000            | 2,430,270                       | 3,569,730                | December 2027                         |
| Operation Lifesaver Campaign                           | 175,000              | 100,000                         | 75,000                   | December 2025                         |
| <b>Fiscal Year 2018 - 2020 Formula Sub-Total</b>       | <b>\$ 13,854,547</b> | <b>\$ 9,055,406</b>             | <b>\$ 4,799,141</b>      |                                       |

***Fiscal Year 2018 - 2020 Competitive***

| <b>Project</b>                                       | <b>Total Award</b> | <b>Total Reimbursed to Date</b> | <b>Remaining Balance</b> | <b>Anticipated Project Completion</b> |
|--|--------------------|---------------------------------|--------------------------|---------------------------------------|
| Integrated Wayfinding Signage Upgrade                | \$ 718,750         | \$ 287,308                      | \$ 431,442               | December 2025                         |
| <b>Fiscal Year 2018 - 2020 Competitive Sub-Total</b> | <b>\$ 718,750</b>  | <b>\$ 287,308</b>               | <b>\$ 431,442</b>        |                                       |

|  |                      |                     |                     |  |
|--|----------------------|---------------------|---------------------|--|
| <b>Fiscal Year 2018 - 2025 SRA Funding Total</b> | <b>\$ 14,573,297</b> | <b>\$ 9,342,714</b> | <b>\$ 5,230,583</b> |  |
|--|----------------------|---------------------|---------------------|--|

***Fiscal Year 2021 - 2025 Formula <sup>(1)</sup>***

| <b>Project</b>                                   | <b>Total Award</b>   | <b>Total Reimbursed to Date</b> | <b>Remaining Balance</b> | <b>Anticipated Project Completion</b> |
|--|----------------------|---------------------------------|--------------------------|---------------------------------------|
| Interregional Connectivity Improvement Project   | \$ 550,000           | \$ -                            | \$ 550,000               | December 2025                         |
| LOSSAN Strategic Plan Update                     | 400,000              | 373,621                         | 26,379                   | Project Completed / Closed Out        |
| Equipment Replacement / Matching Funds           | 7,586,120            | -                               | 7,586,120                | December 2026                         |
| Corridor Hardening and Safety Improvements       | 5,880,000            | 2,202,012                       | 3,677,988                | December 2026                         |
| Santa Ynez River/Surf Bridge Replacement Project | 15,383,880           | -                               | 15,383,880               | December 2027                         |
| <b>Fiscal Year 2021 - 2025 Formula Sub-Total</b> | <b>\$ 29,800,000</b> | <b>\$ 2,575,633</b>             | <b>\$ 27,224,367</b>     |                                       |

|                          |                      |                      |                      |  |
|--------------------------|----------------------|----------------------|----------------------|--|
| <b>SRA Funding Total</b> | <b>\$ 44,373,297</b> | <b>\$ 11,918,346</b> | <b>\$ 32,454,951</b> |  |
|--------------------------|----------------------|----------------------|----------------------|--|



## First Quarter Grant Reimbursement Status Report

## Transit and Intercity Rail Capital Program (TIRCP)

July through September 2025

**2024 TIRCP**

| Project                           | Total Award          | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|-----------------------------------|----------------------|--------------------------|----------------------|--------------------------------|
| Orcutt Road Left-Hand Crossover   | \$ 4,161,000         | \$ -                     | \$ 4,161,000         | June 2027                      |
| Ortega Siding                     | 22,000,000           | -                        | 22,000,000           | June 2029                      |
| <b>2024 TIRCP Grant Sub-Total</b> | <b>\$ 26,161,000</b> | <b>\$ -</b>              | <b>\$ 26,161,000</b> |                                |

**2020 TIRCP**

| Project   | Total Award          | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|---|----------------------|--------------------------|----------------------|--------------------------------|
| Central Coast Layover Facility Expansion (Phase 1)          | \$ 24,303,500        | \$ 1,714,000             | \$ 22,589,500        | June 2029                      |
| San Diego County Maintenance and Layover Facility (Phase 1) | 28,439,500           | -                        | 28,439,500           | June 2029                      |
| <b>2020 TIRCP Grant Sub-Total</b>                           | <b>\$ 52,743,000</b> | <b>\$ 1,714,000</b>      | <b>\$ 51,029,000</b> |                                |

**2018 TIRCP**

| Project   | Total Award           | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|---|-----------------------|--------------------------|----------------------|--------------------------------|
| UPRR Franchise Access Fee, Cap. Access and Incentive            | \$ 32,894,000         | \$ 10,394,674            | \$ 22,499,326        | June 2028                      |
| Ortega Siding   | 10,677,000            | -                        | 10,677,000           | June 2028                      |
| Upgrade of Non-Powered Switches                                 | 5,090,000             | 5,090,000                | -                    | Project Completed / Closed Out |
| Install Centralized Traffic Control (Goleta to San Luis Obispo) | 16,296,000            | 16,296,000               | -                    | Project Completed / Closed Out |
| Camarillo Station Improvements                                  | 2,145,000             | -                        | 2,145,000            | December 2028                  |
| Goleta Layover Facility Improvements                            | 12,162,000            | 180,000                  | 11,982,000           | March 2027                     |
| Corridor Hardening Improvements (Safety)                        | 8,555,000             | -                        | 8,555,000            | June 2026                      |
| Ventura County Rincon Point Slope Repairs                       | 6,610,000             | -                        | 6,610,000            | June 2026                      |
| Santa Barbara County Hollister Ranch Repairs and Drilled Piers  | 10,406,000            | 2,392,264                | 8,013,736            | June 2026                      |
| Tie Replacement   | 8,900,000             | 8,900,000                | -                    | Project Completed / Closed Out |
| Pre-1949 Rail Replacement                                       | 15,100,000            | 15,100,000               | -                    | Project Completed / Closed Out |
| Canada Honda Creek Bridge Replacement                           | 29,238,000            | 19,732,341               | 9,505,659            | December 2025                  |
| Los Alamos Creek Bridge (Narlon) Replacement                    | 6,386,000             | 6,386,000                | -                    | Project Completed / Closed Out |
| Safety Improvement Funds  | 487,000               | 487,000                  | -                    | Project Completed / Closed Out |
| North San Diego County Fencing Project                          | 1,300,000             | 1,300,000                | -                    | Project Completed / Closed Out |
| Signal Respacing and Optimization Project                       | 15,900,000            | 15,900,000               | -                    | June 2026                      |
| On-Time Performance Incentive Program (NCTD)                    | 22,962,000            | 18,466,939               | 4,495,061            | December 2025                  |
| Network Integration Funds                                       | 250,000               | -                        | 250,000              | December 2025                  |
| <b>2018 TIRCP Grant Sub-Total</b>                               | <b>\$ 205,358,000</b> | <b>\$ 120,625,218</b>    | <b>\$ 84,732,782</b> |                                |

**2016 TIRCP**

| Project   | Total Award          | Total Reimbursed to Date | Remaining Balance | Anticipated Project Completion |
|---|----------------------|--------------------------|-------------------|--------------------------------|
| Franchise Access Fee, Cap. Access and Incentive (UPRR)          | \$ 8,140,000         | \$ 8,140,000             | \$ -              | Project Completed / Closed Out |
| Upgrade of Non-Powered Switches                                 | 1,000,000            | 1,000,000                | -                 | Project Completed / Closed Out |
| Install Centralized Traffic Control (Goleta to San Luis Obispo) | 5,860,000            | 5,860,000                | -                 | Project Completed / Closed Out |
| Timetable and Corridor-Wide Network Integration                 | 1,000,000            | 1,000,000                | -                 | Project Completed / Closed Out |
| SANDAG Projects <sup>(2)</sup>                                  | 66,000,000           | 66,000,000               | -                 | Project Completed / Closed Out |
| <b>2016 TIRCP Grant Sub-Total</b>                               | <b>\$ 82,000,000</b> | <b>\$ 82,000,000</b>     | <b>\$ -</b>       |                                |

|                           |                       |                       |                       |  |
|---------------------------|-----------------------|-----------------------|-----------------------|--|
| <b>TIRCP Grants Total</b> | <b>\$ 366,262,000</b> | <b>\$ 204,339,218</b> | <b>\$ 161,922,782</b> |  |
|---------------------------|-----------------------|-----------------------|-----------------------|--|

## Notes:

(1) These projects are led by NCTD.

(2) SANDAG Projects include the Elvira to Morena Double Track project and the Carlsbad Poinsettia project.



First Quarter Grant Reimbursement Status Report

Other Discretionary Grants

July through September 2025

Proposition 1B

| Project  | Total Award          | Total Reimbursed to Date | Remaining Balance   | Anticipated Project Completion |
|--|----------------------|--------------------------|---------------------|--------------------------------|
| Central Coast Layover Facility Expansion (Phase 1) | \$ 3,400,000         | \$ -                     | \$ 3,400,000        | June 2029                      |
| Camarillo Station Improvements                     | 4,745,000            | 278,000                  | 4,467,000           | December 2026                  |
| Canada Honda Creek Bridge Replacement              | 11,000,000           | 11,000,000               | -                   | Project Completed / Closed Out |
| Los Alamos Creek Bridge (Narlon) Replacement       | 15,526,000           | 15,526,000               | -                   | Project Completed / Closed Out |
| Interim SLO Facility                               | 300,000              | 300,000                  | -                   | Project Completed / Closed Out |
|  |                      |                          |                     |                                |
| <b>Proposition 1B Grant Sub-Total</b>              | <b>\$ 34,971,000</b> | <b>\$ 27,104,000</b>     | <b>\$ 7,867,000</b> |                                |

State Transportation Improvement Program (STIP)

| Project  | Total Award          | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|--|----------------------|--------------------------|----------------------|--------------------------------|
| Central Coast Layover Facility Expansion (Phase 1) | \$ 11,500,000        | \$ 2,449,070             | \$ 9,050,930         | June 2029                      |
| Leesdale Passing Siding                            | 20,000,000           | -                        | 20,000,000           | June 2028                      |
|  |                      |                          |                      |                                |
| <b>STIP Grant Sub-Total</b>                        | <b>\$ 31,500,000</b> | <b>\$ 2,449,070</b>      | <b>\$ 29,050,930</b> |                                |

Solutions for Congested Corridors Program (SCCP)

| Project                     | Total Award          | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|-----------------------------|----------------------|--------------------------|----------------------|--------------------------------|
| Leesdale Passing Siding     | \$ 43,500,000        | \$ -                     | \$ 43,500,000        | June 2028                      |
|                             |                      |                          |                      |                                |
| <b>SCCP Grant Sub-Total</b> | <b>\$ 43,500,000</b> | <b>\$ -</b>              | <b>\$ 43,500,000</b> |                                |

Restoration & Enhancement (R&E) Grant Program

| Project                                      | Total Award          | Total Reimbursed to Date | Remaining Balance    | Anticipated Project Completion |
|--|----------------------|--------------------------|----------------------|--------------------------------|
| Service Restoration Project                  | \$ 27,120,363        | \$ -                     | \$ 27,120,363        | June 2032                      |
|  |                      |                          |                      |                                |
| <b>R&amp;E Grant Program Grant Sub-Total</b> | <b>\$ 27,120,363</b> | <b>\$ -</b>              | <b>\$ 27,120,363</b> |                                |

|                                   |                       |                      |                       |  |
|-----------------------------------|-----------------------|----------------------|-----------------------|--|
| <b>Discretionary Grants Total</b> | <b>\$ 137,091,363</b> | <b>\$ 29,553,070</b> | <b>\$ 107,538,293</b> |  |
|-----------------------------------|-----------------------|----------------------|-----------------------|--|





First Quarter Grant Reimbursement Status Report

Grants Closed Out


July through September 2025

| Project  | Funding Source | Total Award   | Total Reimbursed to Date | Remaining Balance |
|--|----------------|---------------|--------------------------|-------------------|
| Franchise Access Fee, Cap. Access and Incentive (UPRR) | 2016 TIRCP     | \$ 8,140,000  | \$ 8,140,000             | \$ -              |
| Canada Honda Creek Bridge Replacement                  | Proposition 1B | \$ 11,000,000 | \$ 11,000,000            | \$ -              |
|  |                |               |                          |                   |
| Grants Closed Out Sub-Total                            |                | \$ 19,140,000 | \$ 19,140,000            | \$ -              |



**December 15, 2025**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2025-26 First Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

### **Overview**

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the first quarter of state fiscal year 2025-26.

### **Recommendation**

Receive and file as an information item.

### **Background**

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor) travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and currently hosts 145 daily passenger trains. The Pacific Surfliner currently serves 29 stations and operates 24 daily one-way trains (twelve round trips). The eleventh-round trip between Los Angeles and San Diego was added in the end of March 2025 and the twelfth-round trip was added in mid-June 2025. In fiscal year (FY) 2025 there were nearly 2.1 million passenger trips on Pacific Surfliner trips alone, and an additional 3.1 million passenger trips were taken on the two commuter rail services (Metrolink and COASTER) on the LOSSAN Corridor.

### **Discussion**

The report provides an update on the performance trends of the passenger rail services operating on the LOSSAN Corridor, focusing on three specific performance areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance (OTP) and customer satisfaction).

The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the first quarter of FY 2025-26, covering the months of July, August, and September 2025.

### Usage

For the first quarter of FY 2025-26, total LOSSAN corridor **ridership for the three services combined was 1,466,275**, representing a 7.0 percent increase when compared to the same period of the previous year. A 24-month chart for the LOSSAN corridor, with the specific performance of each service, is shown in Figure 1.

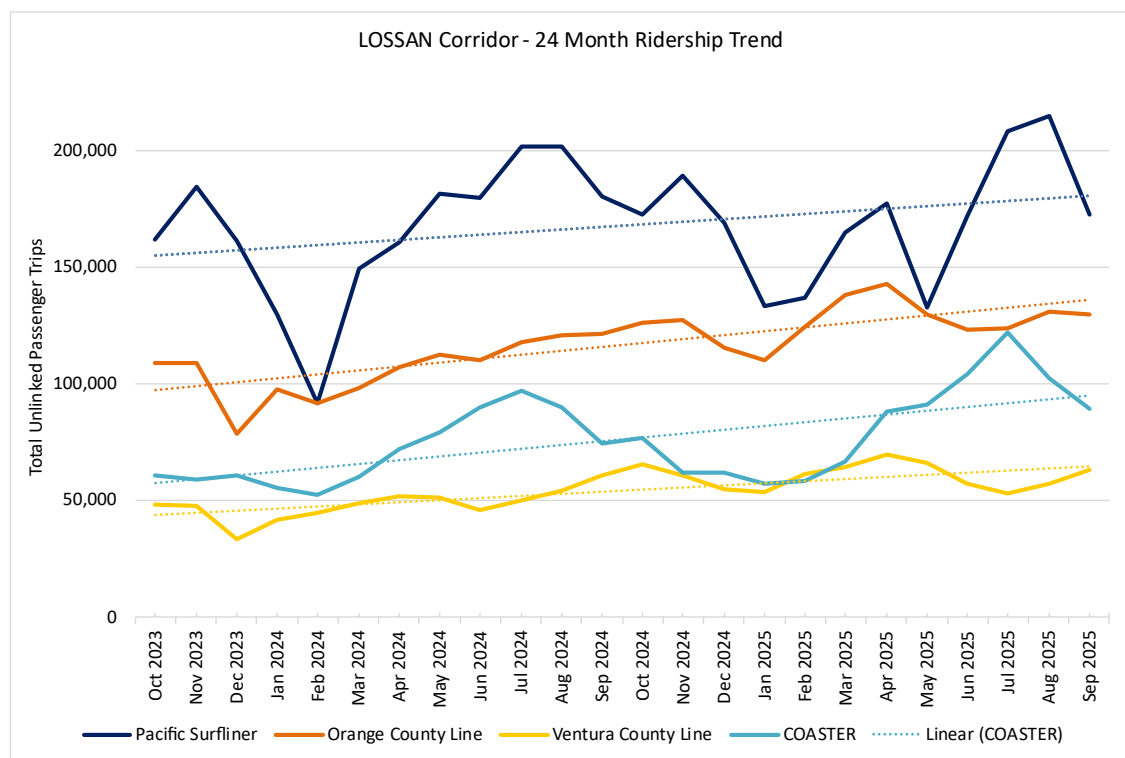


Figure 1

The 24 months of ridership data included in Figure 1 provide a more accurate indicator of the overall change in ridership along the corridor. Due to seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for seasonal variations in ridership patterns and provides sufficient information to develop a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN corridor can be found in Attachment A. In addition to this overall corridor data, details on the performance of each service are provided below.

## Pacific Surfliner

Overall LOSSAN corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the first quarter of FY 2025-26 was 595,410, representing a increase of 2.0 percent when compared to the same period last year, as is illustrated in Figure 2.

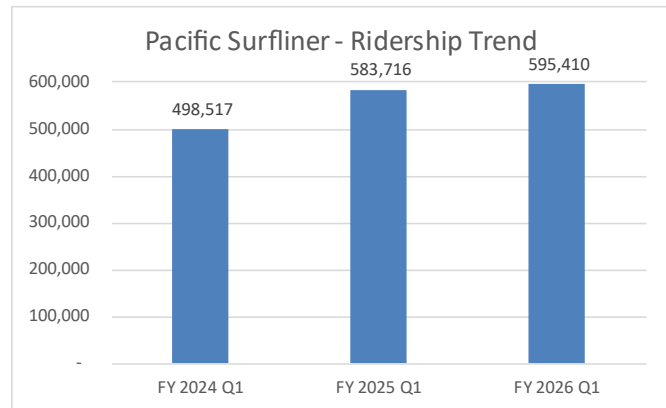


Figure 2

## Metrolink

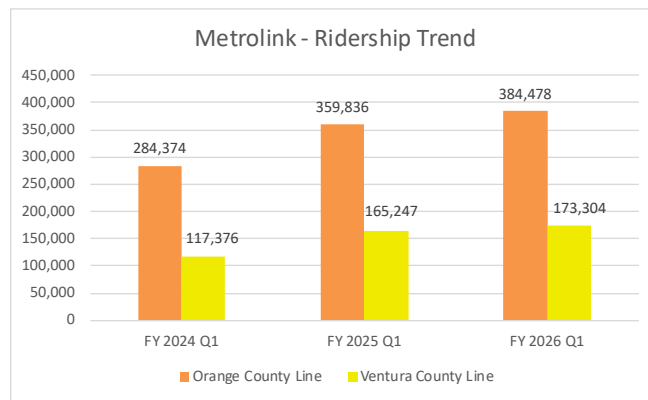


Figure 3

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership increase of 4.9 percent when compared to the first quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 6.8 percent increase in ridership over the same report period in the prior year. During the first quarter

of FY 2025-26, there were an average of 13,310 Metrolink pass holders per month who utilized the Rail 2 Rail (R2R) Program to ride Pacific Surfliner trains<sup>1</sup>.

<sup>1</sup> Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.

## COASTER

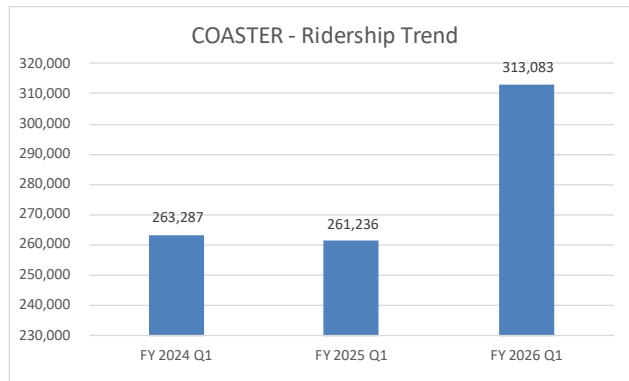
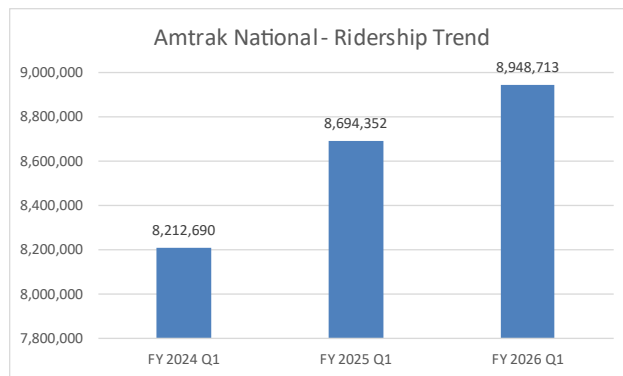


Figure 4

NCTD's COASTER commuter rail service operating between Oceanside and San Diego experienced a sizable increase in ridership during the first quarter of FY 2025-26 when compared to the same period in the prior year, as shown in Figure 4. During the first quarter of FY 2025-26, there were an average of 540 COASTER pass holders per month utilizing the R2R Program to ride Pacific Surfliner trains<sup>2</sup>.

## Amtrak System



Amtrak service nationwide experienced a cumulative ridership increase of 2.9 percent for the first quarter of FY 2025-26 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak's Coast Starlight, which operates between Seattle and Los Angeles, saw ridership decrease by 5.2 percent in the first quarter compared with the same period last year. The Capitol Corridor (operating between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento to Stockton and Bakersfield) are the two other California state-supported intercity passenger rail services operated by Amtrak and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 18.1 percent on the Capitol Corridor and decreased by 1.9 percent on the San Joaquins Corridor during the first quarter when compared to the same period last year.

<sup>2</sup> COASTER R2R values are based on preliminary, unaudited data provided by Amtrak.

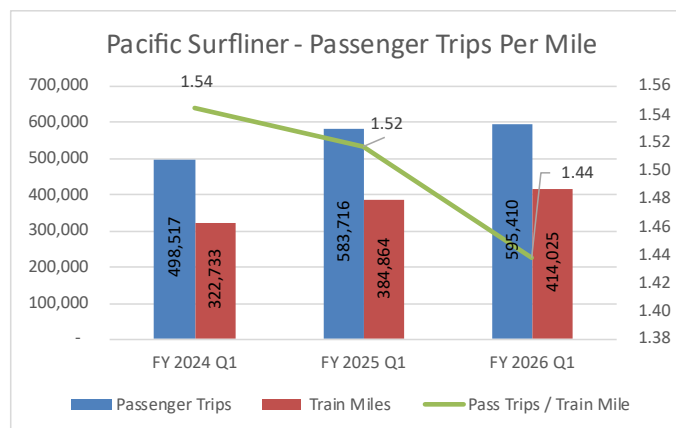
## Passenger Miles

A passenger mile is defined as one passenger traveling one mile. For example, 10 passengers who each travel 100 miles would generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 59 million passenger miles during the first quarter of FY 2025-26, which is a 6.3 percent increase compared to the same period in the prior year. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of about 21,548 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 2,424,665 gallons of gasoline.

## Efficiency

### Passenger Trips Per Train Mile



*Figure 6*

Passenger trips per train mile is calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service<sup>3</sup>.

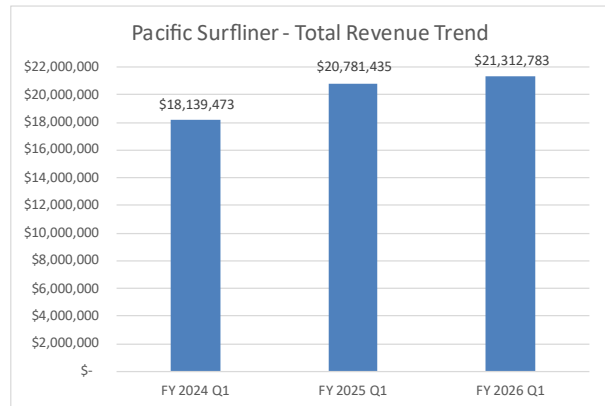
This metric focuses on service efficiency, as it is the ratio of usage (passenger trips) over service provided (train miles). The higher the ratio value, the more efficient the service, and

vice versa. For the first quarter of FY 2025-26, the ratio of passenger trips per train mile decreased by 5.2 percent when compared with the same period in the prior year, as illustrated in Figure 6.

<sup>3</sup> Total train miles include deadhead mileage to and from rail yard facilities.

## Revenue

Although there was a slight decrease in Pacific Surfliner ridership, during the first quarter of FY 2025-26, total revenue increased by 2.6 percent when compared with the same period in the prior year, as shown in Figure 7.



## Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses as defined in the Intercity Passenger Rail Act of 2012 Establishment of Uniform Performance Standards by the California State Transportation Agency. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 55 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending September 30, 2025, was 62.4 percent.

## Quality

### OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. A commuter train is considered late if it arrives six or more minutes late to its terminal location, while a Pacific Surfliner train is considered late if it arrives more than 15 minutes after its scheduled arrival time. For the Pacific Surfliner service, endpoint OTP is calculated by dividing the total number of trains arriving on time at the end point by the total number of trains operated. The State of California intercity passenger rail Uniform Performance Standards (UPS), which were approved by the Secretary of Transportation in 2014, set an endpoint OTP goal of 90 percent for the Pacific Surfliner service.

For the three months in the first quarter of FY 2025-26, endpoint OTP for the Pacific Surfliner averaged 83.2 percent, which was a 6.3 percent increase over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

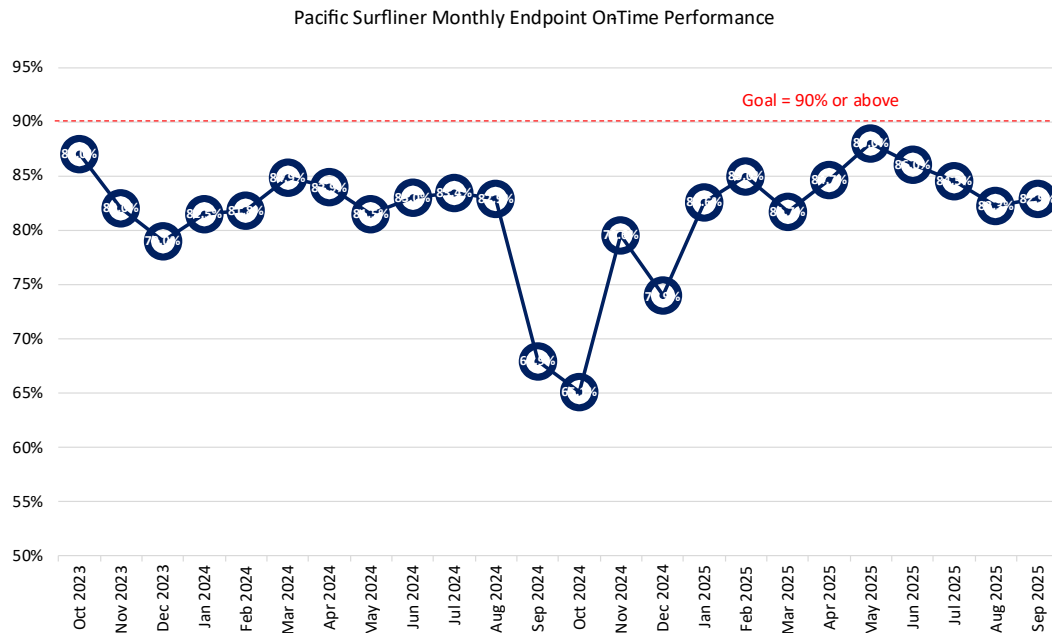


Figure 8

## Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a “very satisfied” percentage is calculated per 100 passengers via electronic surveys. For the first quarter of FY 2025-26, the Pacific Surfliner scored an average eCSI of 83.5 percent, representing a 1.5 percent increase from the average eCSI of 82.3 percent achieved during the same period last year.

## Additional Performance Indicators

### Food and Beverage Sales

The LOSSAN Agency’s focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café Car. Continual effort is made to ensure that menu items meet passenger expectations. As part of that effort, LOSSAN Agency staff closely monitor food and beverage sales to gauge the success of

what is being offered and identify items that need to be adjusted. For the first quarter of FY 2025-26, food and beverage sales increased by 6 percent compared to the same quarter in the prior year.

| Sales Category            | FY 2025 Q1<br>(Jul-Sep 2024) | FY 2026 Q1<br>(Jul-Sep 2025) | % Change    |
|---------------------------|------------------------------|------------------------------|-------------|
| Baked Goods               | \$ 94,807                    | \$ 88,016                    | -7.2%       |
| Beer                      | \$ 266,106                   | \$ 297,524                   | 11.8%       |
| Beverages                 | \$ 340,857                   | \$ 316,022                   | -7.3%       |
| Dairy Products            | \$ 1,653                     | \$ 2,214                     | 33.9%       |
| Fresh Prepared Foods      | \$ 212,354                   | \$ 205,145                   | -3.4%       |
| Liquor                    | \$ 150,466                   | \$ 178,900                   | 18.9%       |
| Miscellaneous Merchandise | \$ 37                        | \$ -                         | -100.0%     |
| Packaged Snack Foods      | \$ 478,061                   | \$ 559,076                   | 16.9%       |
| Wine                      | \$ 305,883                   | \$ 313,947                   | 2.6%        |
| <b>Total Revenue</b>      | <b>\$ 1,850,224</b>          | <b>\$ 1,960,843</b>          | <b>6.0%</b> |

Figure 9



### **Amtrak Thruway Bus Service**

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN corridor. The bus routes function as part of the Pacific Surfliner service and as of September 30, 2025, included:

- Route 17: Three daily round trips between Santa Barbara, San Luis Obispo, and Oakland (where it connects with Capitol Corridor); and one daily round trip between San Luis Obispo and Oakland.
- Route 39: One daily round trip between Fullerton and Indio/Coachella Valley, and one daily round trip between Fullerton and Palm Springs.

For the first quarter of FY 2025-26, combined ridership on these two routes totaled 26,504, representing an increase of 22.0 percent when compared to the ridership of 21,730 for the same period in the prior year. This increase can be attributed to a temporary expansion of service to route 17 between San Luis Obispo and Santa Barbara during a brief closure period for construction of the Honda Bridge Replacement.

### **Summary**

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, for the first quarter of FY 2025-26. During the first quarter, total combined passenger rail ridership along the corridor increased by 7.0 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increase by 2.0 percent, accompanied by a 2.6 percent increase in total revenue relative to the same period in the previous year.

### **Attachment**

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, First Quarter Fiscal Year 2025-26

### **Approved by:**



Russ Henry  
Program Manager, Financial Planning and Analysis/Project Controls  
(714) 560-5990

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary  
First Quarter Fiscal Year 2025-26**


| <u>Service</u>                   | <u>Ridership (total)</u> | <u>Ridership –<br/>Growth Over<br/>Same Quarter<br/>Previous Year</u> | <u>Revenue<br/>(total)</u> | <u>Revenue –<br/>Growth Over<br/>Same Quarter<br/>Previous Year</u> | <u>Endpoint OTP (3<br/>mo. avg.)</u> |
|----------------------------------|--------------------------|---|----------------------------|---|--------------------------------------|
| Pacific Surfliner                | 595,410                  | 2.0%  | \$21,312,783               | 2.6%  | 83.2%                                |
| Metrolink Orange<br>County Line  | 384,478                  | 6.8%  | ---                        | ---   | 82.8%                                |
| Metrolink Ventura<br>County Line | 173,304                  | 4.9%  | ---                        | ---   | 92.6%                                |
| COASTER                          | 313,083                  | 19.8%   | ---                        | ---   | 97.3%                                |
| <b>LOSSAN Total</b>              | <b>1,466,275</b>         | <b>7.0%</b>   | ---                        | ---   | ---                                  |

|                   |           |       |     |     |       |
|-------------------|-----------|-------|-----|-----|-------|
| Amtrak Nationwide | 8,948,713 | 2.9%  | --- | --- | 72.9% |
| Coast Starlight   | 88,382    | -5.2% | --- | --- | 74.3% |
| Capitol Corridor  | 307,193   | 18.1% | --- | --- | 84.1% |
| San Joaquins      | 224,231   | -1.9% | --- | --- | 42.8% |



**December 15, 2025**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2025-26 First Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

### **Overview**

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of fiscal year 2025-26, covering the months of July, August, and September 2025.

### **Recommendation**

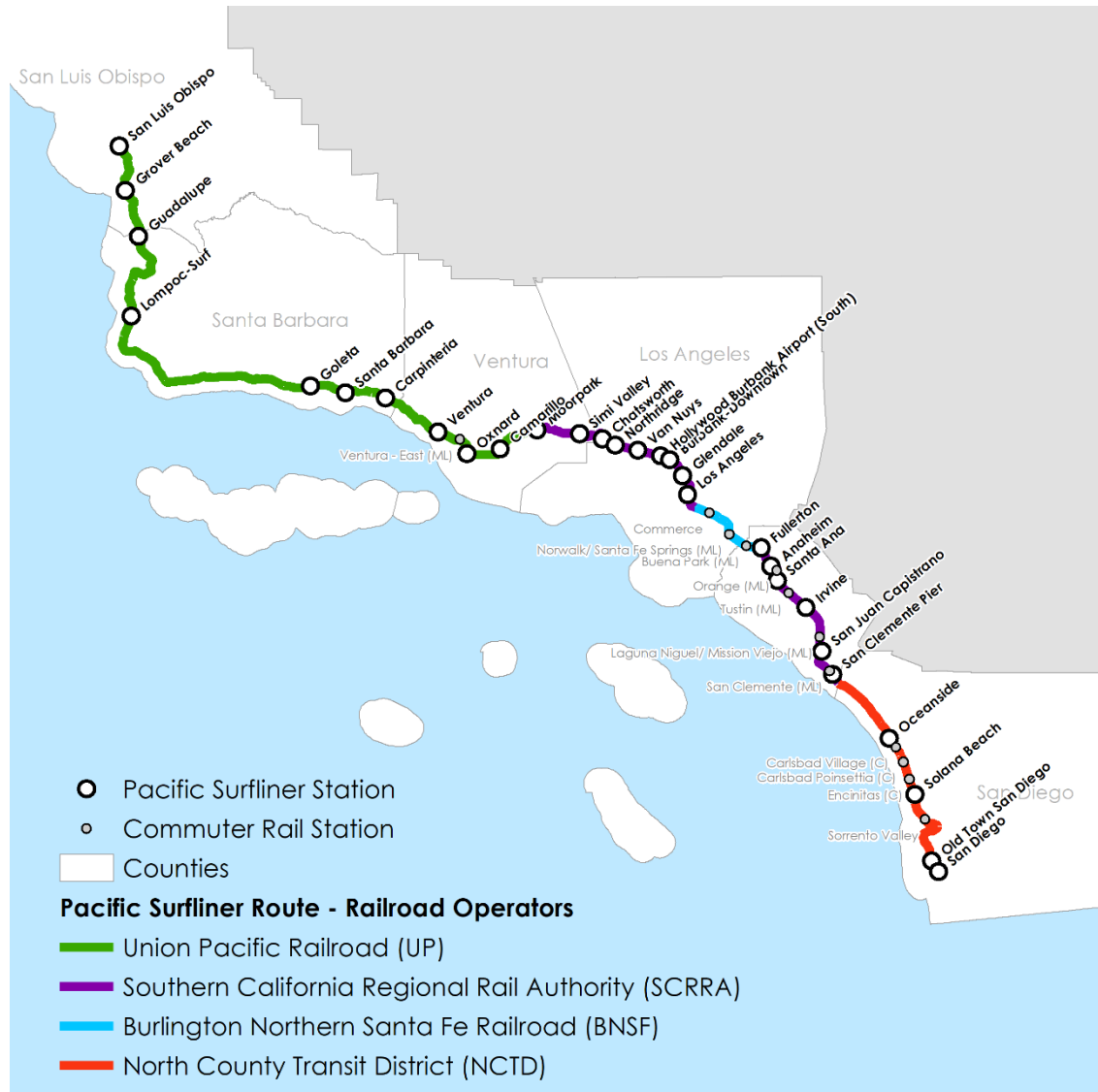
Receive and file as an information item.

### **Background**

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor), which traverses through a six-county coastal region in Southern California. As illustrated in Figure 1 on the next page, the rail right-of-way along the corridor is hosted by four different host railroads, including the Union Pacific Railroad (UPRR), the BNSF Railway (BNSF), the Southern California Regional Rail Authority (SCRRA), and North County Transit District (NCTD).

In addition to the Amtrak Pacific Surfliner intercity passenger rail service, Amtrak long-distance trains, Metrolink commuter trains, and COASTER commuter trains also operate along the north-south corridor.

Figure 1: Pacific Surfliner Route



Pacific Surfliner trains service 29 stations, maintaining a schedule of 24 daily one-way trains, equating to twelve round trips. The eleventh and twelfth round trips between Los Angeles and San Diego were restored near the end of fiscal year 2025, after being suspended for the past five years. Fiscal year 2025 boardings for the Pacific Surfliner reached over 2.0 million, with an additional 3.2 million trips taken on the combined commuter rail services of Metrolink and COASTER.

## Discussion

This report provides an update on the average systemwide on-time performance (OTP) of the Amtrak Pacific Surfliner for the first quarter (Q1) of FY 2025-26. The

following metrics give an overview of the Pacific Surfliner train OTP scores for the reporting quarter, as well as information about delay causes:

- Endpoint OTP
- Total Trains Operated
- Total Trains Cancelled or Suspended
- Customer OTP
- Ridership
- Endpoint OTP by Train
- Total Train Miles
- Systemwide Delays by Responsible Party, Per 10,000 Train Miles
- Systemwide Delays by Delay Type, Per 10,000 Train Miles
- Host-Responsible Delays, Per 10,000 Train Miles
- Total Delays Around Stations (or Other Specific Locations)

### Endpoint OTP

Endpoint OTP represents the percentage of trains arriving to their final station within 15 minutes of their schedule arrival time. This metric is part of the Uniform Performance Standards (UPS) that the LOSSAN Agency is required to report to the California State Transportation Agency (CalSTA), which sets a 90 percent endpoint OTP standard.

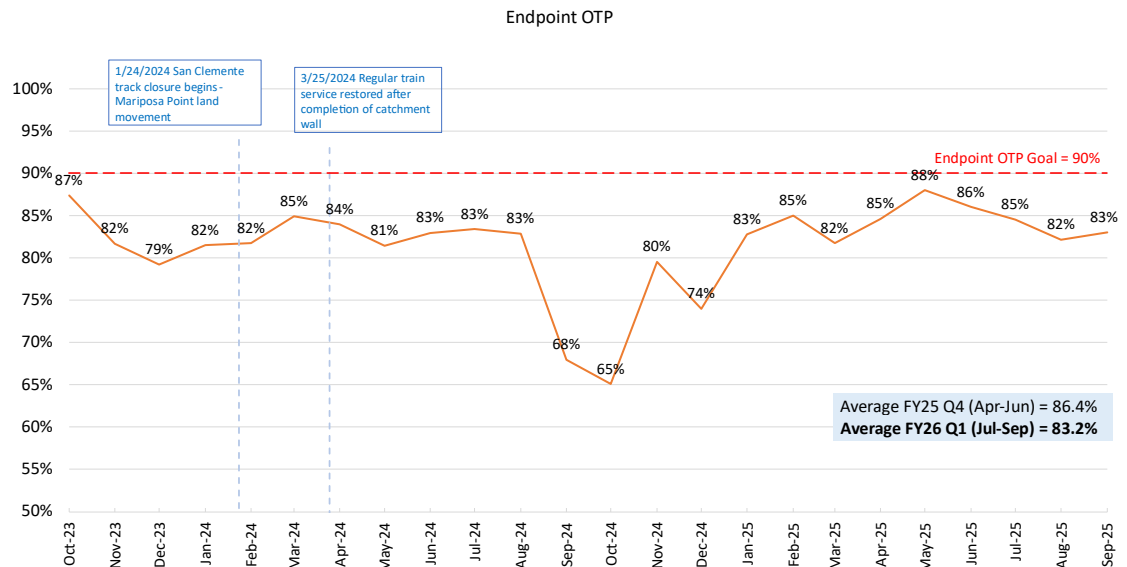
*Figure 2: Endpoint OTP by Total Trains Operated*

| <b>Values</b>       | <b>FY 2025<br/>Q4</b> | <b>FY 2026<br/>Q1</b> | <b>% Change</b> |
|---------------------|-----------------------|-----------------------|-----------------|
| <b>Late</b>         | 308                   | 369                   | 19.8%           |
| <b>On-Time</b>      | 1,950                 | 1,831                 | -6.1%           |
| <b>Operated</b>     | 2,258                 | 2,200                 | -2.6%           |
| <b>Endpoint OTP</b> | <b>86.4%</b>          | <b>83.2%</b>          | <b>-3.6%</b>    |

As shown in Figure 2, for Q1 FY 2025-26, 1,831 of 2,200 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 369 trains arrived late. This results in a systemwide endpoint OTP of 83.2 percent for Q1 FY 2025-26, representing a 3.6 percent decrease from 86.4 percent endpoint OTP for the previous quarter.

Figure 3 shows historical monthly systemwide endpoint OTP from October 2023 to the present. Notes within the chart highlight the events that have had significant impacts on OTP.

Figure 3: Endpoint OTP



On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are reflected in endpoint and customer OTP calculations, but suspended trains are not included. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure.

It is also important to note that the April through June 2025 service suspension between San Clemente and Laguna Niguel reduced the number of trains operating in that period. Fewer trains generally result in temporarily higher OTP scores, similar to the improvement shown during the January through March 2024 slowdown noted in Figure 3.

Figure 4 shows that for Q1 FY 2025-26, 32 trains were cancelled, and no trains were suspended, representing a 25.6 percent decrease from the previous quarter. Of the 5 suspended trains in the prior quarter, three were associated with engine related issues. The decrease in cancelled trains from the prior quarter is associated with a decrease in number of trespasser strikes.

Figure 4: Total Trains Cancelled or Suspended

| Status    | FY 2025 Q4 | FY 2026 Q1 | % Change |
|-----------|------------|------------|----------|
| Cancelled | 38         | 32         | -15.8%   |
| Suspended | 5          | 0          | -100.0%  |
| Total     | 43         | 32         | -25.6%   |

### Endpoint OTP by Train

One major delay incident can result in cascading delays that impact multiple trains throughout the day. One factor is that a single train consist is typically used by multiple routes/trains throughout the day. For example, upon its arrival to Santa Fe Depot in San Diego, the same equipment used to operate southbound Train 564 is then used to operate northbound Train 779. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 779, as well as any additional trains operated with the same train consist.

Figure 7 shows individual endpoint OTP for each train that operated during Q1 FY 2025-26. During this period, 4 trains reached the endpoint OTP goal of 90 percent or above. The regular service train with the lowest endpoint OTP average for the quarter was Train 784, which experienced increased delays due to commuter train interference, passenger train interference, passenger-related delays, slow orders and trespasser-related delays.

*Figure 7: Endpoint OTP by Train*

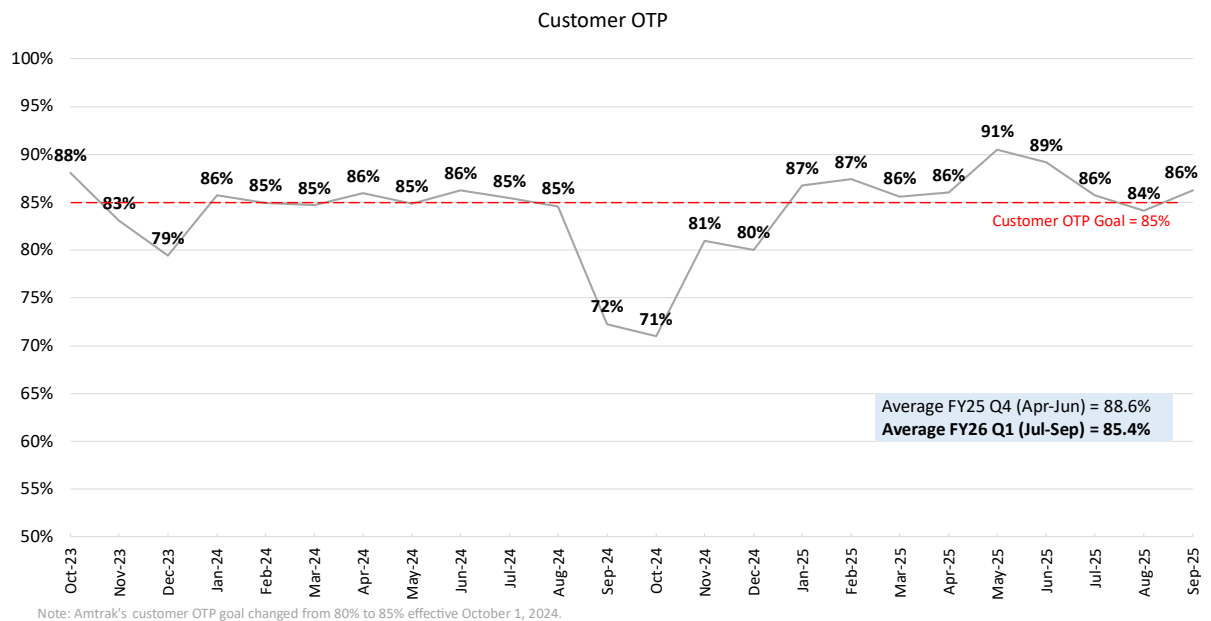
| <b>Train</b>  | <b>Orig-Dest</b> | <b>3-Month<br/>Average</b> | <b># Trains On<br/>Time</b> | <b># Trains<br/>Operated</b> |
|---------------|------------------|----------------------------|-----------------------------|------------------------------|
| 562           | LAX-SAN          | 93.5%                      | 86                          | 92                           |
| 785           | SAN-GTA          | 93.5%                      | 86                          | 92                           |
| 577           | SAN-LAX          | 92.2%                      | 83                          | 90                           |
| 591           | SAN-LAX          | 91.3%                      | 84                          | 92                           |
| 573           | SAN-LAX          | 88.0%                      | 81                          | 92                           |
| 580           | LAX-SAN          | 88.0%                      | 81                          | 92                           |
| 593           | SAN-LAX          | 87.0%                      | 80                          | 92                           |
| 794           | SLO-SAN          | 87.0%                      | 80                          | 92                           |
| 779           | SAN-SLO          | 87.0%                      | 80                          | 92                           |
| 564           | LAX-SAN          | 85.9%                      | 79                          | 92                           |
| 566           | LAX-SAN          | 85.9%                      | 79                          | 92                           |
| 595           | SAN-LAX          | 85.7%                      | 78                          | 91                           |
| 765           | SAN-GTA          | 84.8%                      | 78                          | 92                           |
| 790           | GTA-SAN          | 84.8%                      | 78                          | 92                           |
| 582           | LAX-SAN          | 84.4%                      | 76                          | 90                           |
| 769           | SAN-GTA          | 83.7%                      | 77                          | 92                           |
| 572           | LAX-SAN          | 83.3%                      | 75                          | 90                           |
| 761           | SAN-SLO          | 81.5%                      | 75                          | 92                           |
| 774           | SLO-SAN          | 80.4%                      | 74                          | 92                           |
| 586           | LAX-SAN          | 78.3%                      | 72                          | 92                           |
| 587           | SAN-LAX          | 77.8%                      | 70                          | 90                           |
| 770           | GTA-SAN          | 76.1%                      | 70                          | 92                           |
| 581           | SAN-LAX          | 65.2%                      | 60                          | 92                           |
| 784           | GTA-SAN          | 53.3%                      | 49                          | 92                           |
| 1595          | SAN-LAX          | 0.0%                       | -                           | 1                            |
| <b>System</b> |                  | <b>83.2%</b>               | <b>1,831</b>                | <b>2,200</b>                 |

## Customer OTP

Customer OTP measures the on-time arrival of every passenger, including those who detrain at intermediate stops along a route and those who ride the entire route.

The 85 percent goal shown in red in Figure 5 is set by Amtrak. For Q1 FY 2025-26, customer OTP averaged 85.4 percent, representing a 3.6 percent decrease from 88.6 percent in the previous quarter.

Figure 5: Customer OTP

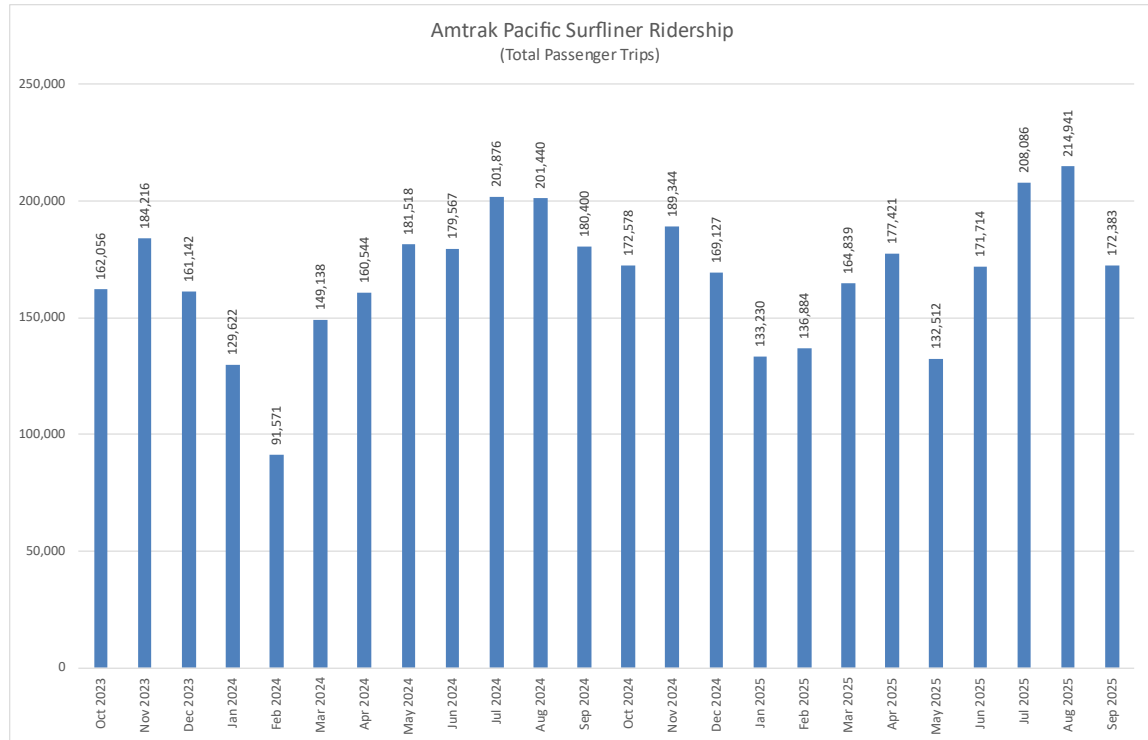


## Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q1 FY 2025-26, there were 595,410 passenger trips on the Pacific Surfliner, representing a roughly 23.6 percent increase from 481,647 passenger trips in the previous quarter. The increase in ridership is primarily attributed to the seasonal trend for Pacific Surfliner service.



*Figure 6: Total Monthly Ridership*



### Systemwide Delays by Responsible Party, Per 10,000 Train Miles

Delay minutes are attributed to a variety of causes, or delay types, using a three-letter coding system. In addition, each delay type is categorized under one of three responsibility groups: Host, Amtrak, or Third Party.

The rate metric of minutes of delay by responsible party per 10,000 train miles is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. This measure is normalized by dividing the total minutes of delay for all operated trains by the total number of miles traveled by all trains, then multiplying the decimal result by 10,000.

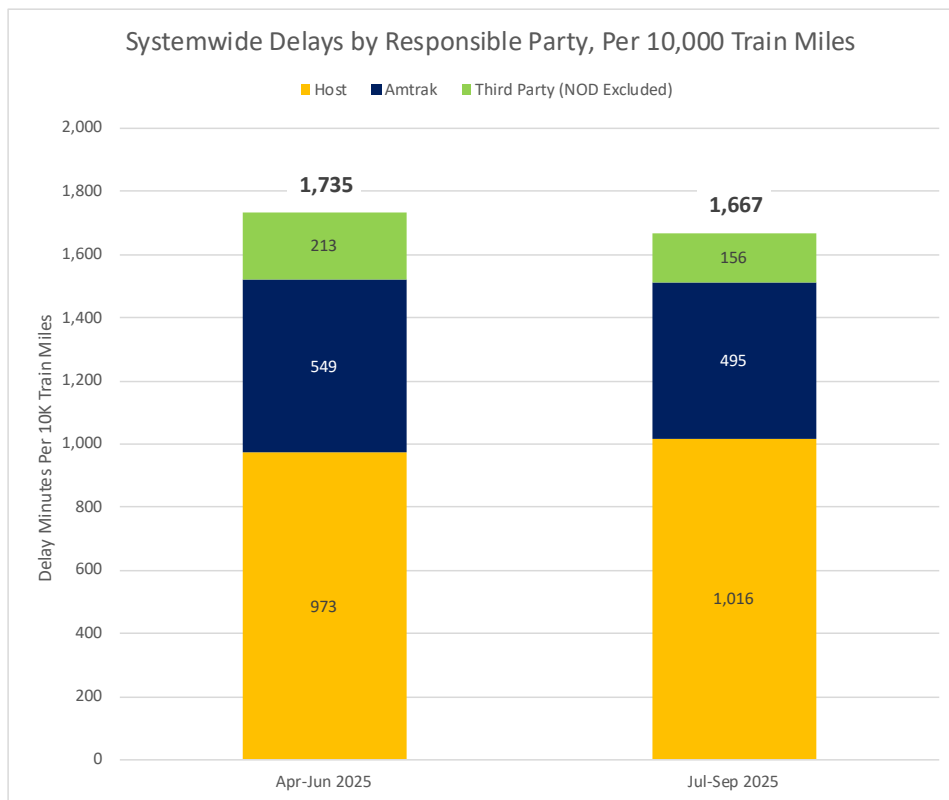
In the first quarter of FY 2025-26, the Pacific Surfliner operated a total of 414,025 train miles, representing a 22 percent increase from the 339,440 train miles operated in the previous quarter.

Host-responsible delay types (shown in yellow in Figure 8) continue to be the largest category of delay types for the entire Pacific Surfliner, followed by Amtrak-related delays (shown in blue), then third party (shown in green). While minutes of unused recovery time (coded as NOD) are included in the raw data set used for delay analyses, they are excluded from delay analyses, since NOD is not actually

a delay, and just represents the minutes a train spends waiting to avoid operating ahead of schedule.

Overall, for Q1 FY 2025-26, there were 1,667 minutes of delay per 10,000 train miles, representing a 3.9 percent decrease in the overall delay rate compared to Q4 FY 2024-25. The rate of host-responsible delays increased by 4.4 percent, the rate of Amtrak-responsible delays decreased by 9.8 percent, and the rate of third party-responsible delays decreased by 26.6 percent. The decrease in delays is attributed to a decrease in passenger-related, crew and system, and police associated delays.

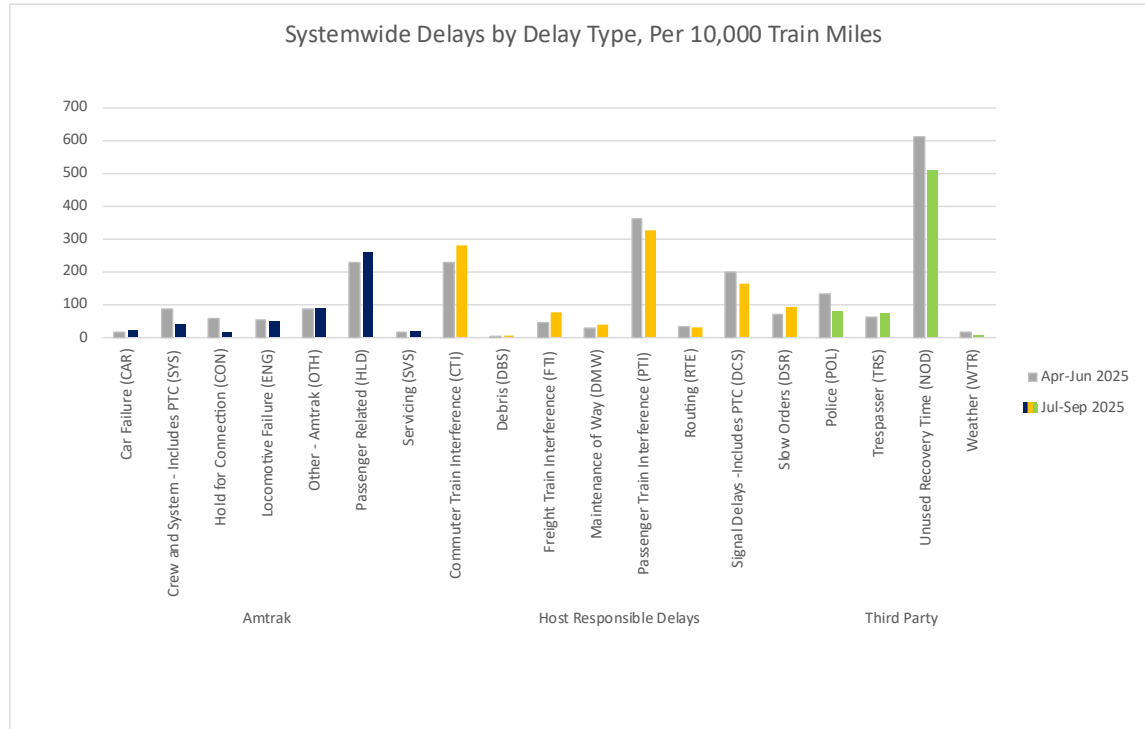
*Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles*



### Systemwide Delays by Delay Type, Per 10,000 Train Miles

During the first quarter of FY 2025-26, the most significant individual delays were categorized as host-responsible and Amtrak delays, specifically passenger train interference, commuter train interference, and passenger-related delays.

*Figure 9: Systemwide Delays by Delay Type, Per 10,000 Train Miles*



### Host-Responsible Delays, Per 10,000 Train Miles

Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q1 FY 2025-26, the host-responsible delay rate within BNSF territory increased by 60.2 percent, in NCTD territory decreased by 3.7 percent, in SCRRA territory decreased by 2.1 percent. and in UPRR territory decreased by 0.6 percent.

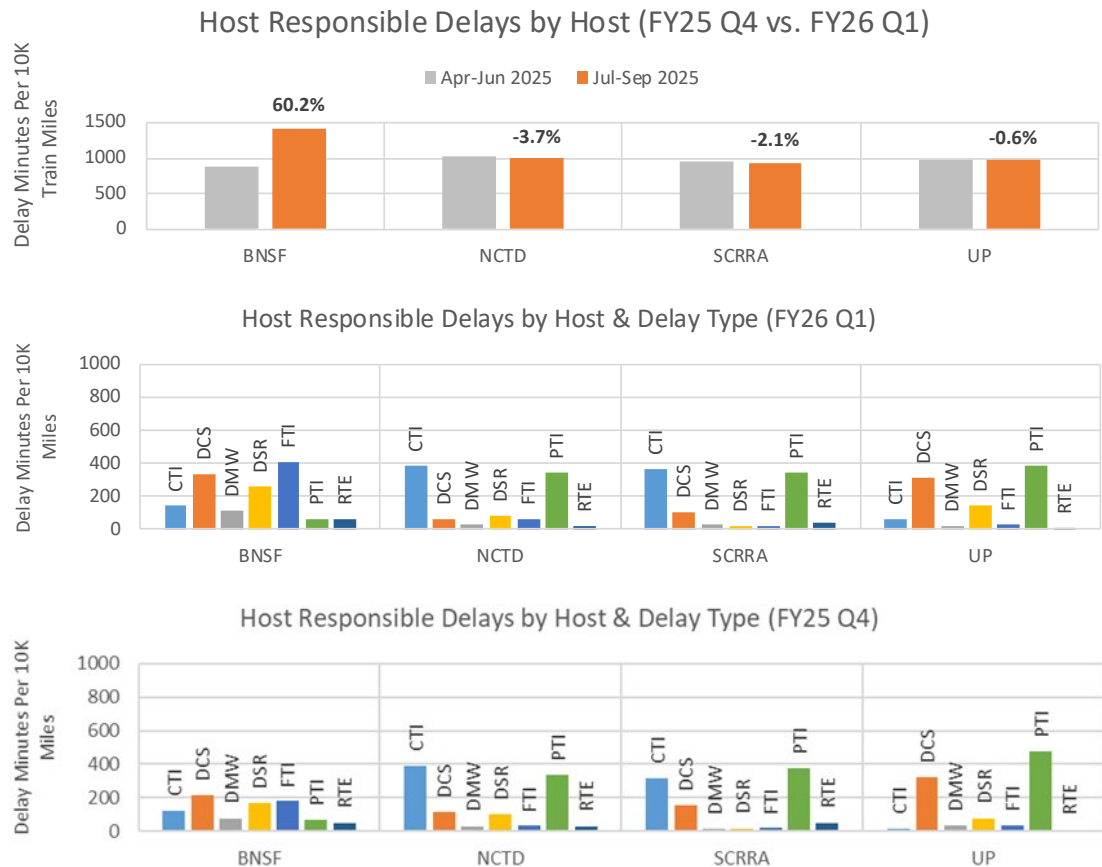
The primary factor behind the 60.2 percent increase in the BNSF delay rate was the sustained high level of Freight Train Interference, which remained the largest delay category in both quarters for BNSF. While trespasser and police-related delays declined significantly compared to the prior quarter, host-responsible delays on BNSF territory did not improve, resulting in a higher proportional delay rate despite more favorable external conditions.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors<sup>1</sup> were within each host territory in Q1 FY 2025-26. In BNSF territory, the top delay types were signal delays and freight train interference. In NCTD and SCRRA territory, the top delay types were commuter train interference and

<sup>1</sup> Refer to Figure 9 for definitions of three-letter delay codes.

passenger train interference. In UP territory, the top delay types were signal delays and passenger train interference.

Figure 10: Host-Responsible Delays, Per 10,000 Train Miles

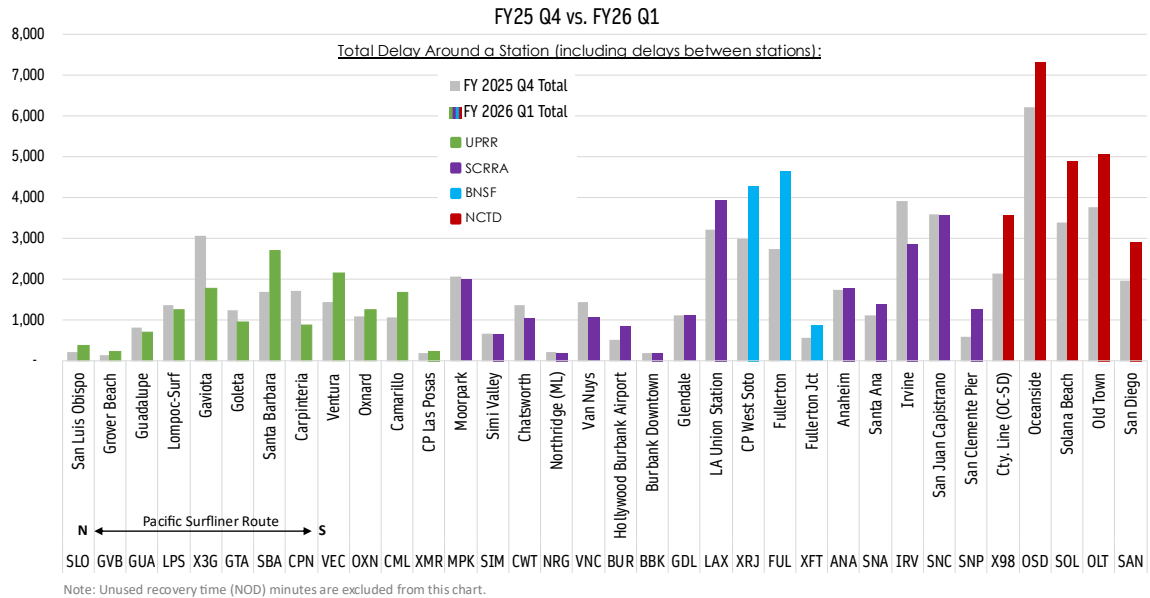


### Total Delays Around Stations (or Other Specific Locations)

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars include colors that represent the total minutes of delay around a station for Q1 FY 2025-26, and the gray bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, total minutes of systemwide delay increased by 16.9 percent, from 59,707 in Q4 of FY 2024-25, to 69,782 in Q1 of FY 2025-26. The top three delay station locations were Oceanside, Solana Beach, and Old Town.

Figure 11: Total Delays Around Stations (or Other Specific Locations)



## Summary

Within the first quarter of FY 2025-26, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 83.2 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were passenger train interference, commuter train interference, and passenger-related delays.

## Attachment

None.

Approved by:

Russ Henry  
 Program Manager  
 Financial Planning and Analysis/Project Controls  
 (714) 560-5990



**December 15, 2025**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director

**Subject:** Fiscal Year 2025-26 First Quarter Budget Status Report

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Fiscal Year 2025-26 Budget was approved by the Board of Directors on March 17, 2025. The California State Transportation Agency approved the Fiscal Year 2025-26 budget and funding on September 25, 2025. This report summarizes financial activities and performance through the first quarter of fiscal year 2025-26, covering the months of July 2025 through September 2025.

### **Recommendation**

Receive and file as an information item.

### **Background**

On March 17, 2025, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the LOSSAN Agency Annual Business Plan for Fiscal Year (FY) 2025-26 and FY 2026-27 (Business Plan), as well as the FY 2025-26 budget. Included in both the adopted budget and the Business Plan is funding for FY 2025-26 administrative and marketing services, in the amount of \$9.7 million and \$58.6 million for net train operations (including \$74,350 for the continuation of the transit transfer program), \$1 million for minor capital projects, and \$83.9 million for grant programs bringing the total adopted budget to \$153.2 million.

### **Discussion**

The quarterly budget status report provides an overview of all financial activity, including a comparison of budget to actuals, and explanations for variances throughout the report period. While the details can be found in Attachment A, a summary is below.

## Revenues

As shown in Table 1, budgeted revenues through the first quarter of FY 2025-26 totaled \$25 million, while actual revenues totaled \$27.2 million. This results in year-to-date (YTD) revenues to overrun the budget by \$2.2 million.

The variance reflects two offsetting factors. State operating funds exceeded the budget by \$6.6 million due to the receipt of advanced payments from Caltrans for the October and November 2025 Amtrak Advancement Invoices. This overrun is largely offset by

| TABLE 1: REVENUES            | FY 2025-26           | FY 2025-26           |                     |
|------------------------------|----------------------|----------------------|---------------------|
|                              | Working Budget       | Actuals              | \$ Variance         |
|                              | Year-To-Date         | Year-To-Date         | Year-To-Date        |
| State Administrative Funding | \$ 3,862,650         | \$ 3,862,650         | \$ -                |
| State Marketing Funding      | \$ 2,000,000         | \$ 2,000,000         | \$ -                |
| State Operating Funding      | \$ 13,419,740        | \$ 20,017,999        | \$ 6,598,259        |
| Other State Funding          | \$ 5,705,160         | \$ 920,135           | \$ (4,785,025)      |
| State Capital Funding        | \$ -                 | \$ -                 | \$ -                |
| Interest Revenue             | \$ -                 | \$ 345,687           | \$ 345,687          |
| Other Revenue                | \$ -                 | \$ 50,323            | \$ 50,323           |
| <b>Total Revenues</b>        | <b>\$ 24,987,550</b> | <b>\$ 27,196,794</b> | <b>\$ 2,209,244</b> |

lower-than-budgeted grant revenue of \$4.8 million in Other State Funding, which includes all grant-funded capital projects. The net result of these offsetting variances is the \$2.2 million overrun noted above. The grant revenue underrun is primarily due to timing of invoices in various programs and project phases, including design, environmental, and construction activities within LOSSAN's capital program. Services for these programs and capital projects include Union Pacific (UPRR) Franchise Access Fee, Capital Access and Incentive, North County Transit District (NCTD) Capital and On-time Performance Incentive, Ortega Siding, Camarillo Station Improvements, Leesdale Siding, Central Coast Layover Facility, Integrated Wayfare Signage, and Goleta Layover Facility.

The budget variances are further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the first quarter of FY 2025-26 totaled \$21.6 million, whereas actual expenses totaled \$13.9 million, resulting in an underrun of \$7.8 million.

The majority of the expense variance is associated with grant-funded capital projects, largely driven by the timing of when work is completed and when payments are processed. Key contributors include the UPRR Franchise Access Fee,

Capital Access and Incentive (\$1.7 million), NCTD Capital and On-time Performance Incentive (\$1.2 million), Leesdale Siding (\$0.8 million), Ortega Siding (\$0.5 million), Camarillo Station Improvements (\$0.4 million), Central Coast Layover Facility (\$0.2 million), and Goleta Layover Facility (\$0.2 million). The underrun of \$2 million in Net Train Operations is associated with the timing of the \$1.9 million Amtrak annual trueup invoice for the October 2024 through September 2025 contract period, which was received following the first quarter and paid in November. Additionally, Marketing and Contracted Services costs underran due to lower-than-anticipated utilization of services, while Minor Capital costs underran due to delays in project execution by Amtrak.

For detailed information on specific project and expense variances, please refer to Attachment A.

The LOSSAN Agency bylaws also require a quarterly report to be filed with the Board reporting the amount of money held, the amount and source of receipts since the last report, the amount and recipient of the amounts paid out since the last report, and a report of all expenditures under \$100,000. This report is included as Attachment B.

The LOSSAN Board has directed staff to provide a listing of all open agreements, including vendor, description of purchase, contract number, contract amount, amount spent, remaining balance, and expiration date on a quarterly basis. The report is provided as Attachment C.

**TABLE 2: EXPENSES**

|  | FY 2025-26<br>Working Budget | FY 2025-26<br>Actuals | \$ Variance         |
|--|------------------------------|-----------------------|---------------------|
| Administrative Budget Line Items           | Year-To-Date                 | Year-To-Date          | Year-To-Date        |
| Administration - Staffing                  | \$ -                         | \$ -                  | \$ -                |
| Legal Services                             | \$ 18,743                    | \$ 2,864              | \$ 15,878           |
| Travel                                     | \$ 12,048                    | \$ 5,426              | \$ 6,622            |
| Marketing                                  | \$ 499,764                   | \$ 245,231            | \$ 254,533          |
| Insurance                                  | \$ -                         | \$ -                  | \$ -                |
| Contracted services                        | \$ 247,401                   | \$ 13,576             | \$ 233,825          |
| Dues & Memberships                         | \$ -                         | \$ 3,556              | \$ (3,556)          |
| Non Budgeted Expenses                      | \$ -                         | \$ -                  | \$ -                |
| Other Business Expenses                    | \$ 625                       | \$ 72,675             | \$ (72,050)         |
| <b>Total Administrative Services</b>       | <b>\$ 778,580</b>            | <b>\$ 343,328</b>     | <b>\$ 435,253</b>   |
| <b>Operating/Capital Budget Line Items</b> |                              |                       |                     |
| Net Train Operating Expenses               | \$ 14,634,004                | \$ 12,587,194         | \$ 2,046,810        |
| Transit Transfer Program                   | \$ 18,588                    | \$ -                  | \$ 18,588           |
| Minor Capital Projects                     | \$ 250,000                   | \$ 62                 | \$ 249,938          |
| Grant Programs                             | \$ 5,939,450                 | \$ 931,542            | \$ 5,007,908        |
| <b>Total Budget</b>                        | <b>\$ 21,620,622</b>         | <b>\$ 13,862,125</b>  | <b>\$ 7,758,496</b> |



**Summary**

Through the first quarter of Fiscal Year 2025-26, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues overran the budget, while expenses underran the expected costs. Most of the variance is driven by the timing of work completion and the processing of invoices for several programs and capital projects. State Operating Assistance contributed to the overrun in revenues due to monthly advanced payments, while Net Train Operations contributed to the expense underrun due to the annual invoice true-up.

**Attachments**

- A. Quarterly Budget Status Report, First Quarter of Fiscal Year 2025-26
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, First Quarter Financial Activity Report, Fiscal Year 2025-26
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of September 30, 2025

**Approved by:**

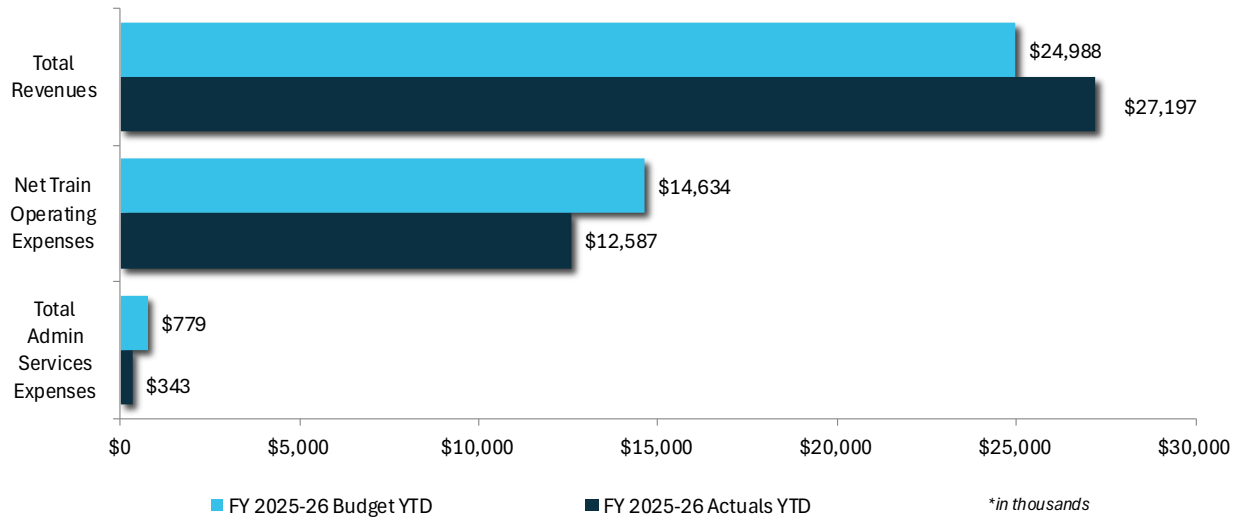
Russ Henry  
Program Manager, Financial Planning and Analysis/Project Controls  
(714) 560-5990



# Quarterly Budget Status Report

First Quarter of Fiscal Year 2025-26

## FY 2025-26 Budget to Actuals Year-To-Date



## OVERVIEW

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Business Plan for Fiscal Year (FY) 2025-26 and FY 2026-27 (Business Plan), and the FY 2025-26 budget were approved at the March 17, 2025 Board of Directors (Board) meeting. The business plan was submitted to the Secretary of the California State Transportation Agency prior to the deadline of April 1, 2025, as required by the interagency transfer agreement and LOSSAN joint powers agreement.

The Board-approved FY 2025-26 Business Plan and budget totals \$153.2 million. This includes funding for administrative and marketing services in the amount of \$9.7 million, and \$58.6 million for net train operations (which includes \$74,350 for the continuation of the transit transfer program), \$1 million for minor capital projects, and \$83.9 million for grant programs.

The FY 2025-26 adopted budget assumes the California Department of Transportation (Caltrans) Division of Rail will directly fund equipment capital charges for the Amtrak-owned railcars and locomotives used on the three state-supported corridors. As a result, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency.

This report highlights the major variances between the budget and actual revenues and expenses through the first quarter (July 2025 through September 2025) of FY 2025-26. It is important to note that Amtrak operates on a Federal Fiscal Year (FFY) of October through September, while the LOSSAN Agency operates on a Fiscal Year (FY) running from July through June.

## REVENUES

TABLE 1: REVENUES

|                                      | FY 2025-26 Adopted<br>Budget | FY 2025-26 Working<br>Budget <sup>2</sup> | FY 2025-26 Working<br>Budget Year-To-Date | FY 2025-26 Actuals<br>Year-To-Date | \$ Variance<br>Year-To-Date | % Variance<br>Year-To-Date | FY 2025-26 Percent of<br>Budget Used-to-Date |
|--------------------------------------|------------------------------|---|---|------------------------------------|-----------------------------|----------------------------|--|
| State Administrative Funding         | \$ 7,725,300                 | \$ 7,725,300                              | \$ 3,862,650                              | \$ 3,862,650                       | \$ -                        | 0.0%                       | 50.0%  |
| State Marketing Funding              | \$ 2,000,000                 | \$ 2,000,000                              | \$ 2,000,000                              | \$ 2,000,000                       | \$ -                        | 0.0%                       | 100.0%                                       |
| State Operating Funding              | \$ 53,774,790                | \$ 53,774,790                             | \$ 13,419,740                             | \$ 20,017,999                      | \$ 6,598,259                | 49.2%                      | 37.2%  |
| Federal Grant Funding                | \$ 4,859,000                 | \$ 4,859,000                              | \$ -                                      | \$ -                               | \$ -                        | N/A                        | 0.0%   |
| Reimbursements from other Agencies   | \$ -                         | \$ -                                      | \$ -                                      | \$ -                               | \$ -                        | N/A                        | N/A  |
| Other State Funding <sup>1</sup>     | \$ 83,878,000                | \$ 83,878,000                             | \$ 5,705,160                              | \$ 920,135                         | \$ (4,785,025)              | -83.9%                     | 1.1%   |
| State Capital Funding <sup>2</sup>   | \$ 1,000,000                 | \$ 1,000,000                              | \$ -                                      | \$ -                               | \$ -                        | N/A                        | 0.0%   |
| Amtrak Penalty & Assessment Revenue  | \$ -                         | \$ -                                      | \$ -                                      | \$ -                               | \$ -                        | N/A                        | N/A  |
| <b>Net State/Other Agency Funded</b> | <b>\$ 153,237,090</b>        | <b>\$ 153,237,090</b>                     | <b>\$ 24,987,550</b>                      | <b>\$ 26,800,784</b>               | <b>\$ 1,813,234</b>         | <b>-34.7%</b>              | <b>188.3%</b>                                |
| Interest Revenue                     | \$ -                         | \$ -                                      | \$ -                                      | \$ 345,687                         | \$ 345,687                  | N/A                        | 0.0%   |
| Other Revenue                        | \$ -                         | \$ -                                      | \$ -                                      | \$ 50,323                          | \$ 50,323                   | N/A                        | N/A  |
| <b>Total Revenues</b>                | <b>\$ 153,237,090</b>        | <b>\$ 153,237,090</b>                     | <b>\$ 24,987,550</b>                      | <b>\$ 27,196,794</b>               | <b>\$ 2,209,244</b>         | <b>8.8%</b>                | <b>17.7%</b>                                 |

<sup>1</sup> Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant

<sup>2</sup> Includes State Minor projects funding

<sup>3</sup> Working budget is the adopted budget plus any amendments approved during the year. Adjusted for prior year accruals.

<sup>4</sup> Actuals are subject to change based on year-end accruals and audit adjustments

Budgeted revenues through the first quarter of FY 2025-26 total \$25.0 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date revenues through the first quarter totaled \$27.2 million. This is an overrun of \$2.2 million.

This overrun is primarily driven by by state operating funds of \$6.6 million. The overrun is associated with the receipt of advanced payments from Caltrans for October and November 2025 Amtrak Advancement Invoices. This overrun is offset by a \$4.8 million underrun in other state funding (grant revenue), driven mainly by timing differences between work completed and payment processing for associated programs and capital projects. Many of these invoices require multiple reviews and reconciliations and will continue to be processed in subsequent quarters. Key contributors include the Union Pacific (UPRR) Franchise Access Fee, Capital Access and Incentive (\$1.7 million), North County Transit District (NCTD) Capital and On-time Performance Incentive (\$1.2 million), Ortega Siding (\$0.8 million), Leesdale Siding (\$0.4 million), Camarillo Station Improvements (\$0.4 million), Central Coast Layover Facility (\$0.2 million), and Goleta Layover Facility (\$0.1 million).

Total passenger revenue for the first quarter reached \$21.3 million, reflecting a 2.6% increase compared to the same period last year (\$20.8 million). This growth is primarily driven by increased demand and the addition of the 11<sup>th</sup> roundtrip in March 2025 and the 12<sup>th</sup> roundtrip in June 2025.

Although passenger revenue is not directly recorded as revenue since it is netted against monthly Amtrak expenses, staff believe it is important to provide this information as it offers valuable insight into the performance of our Pacific Surfliner service.

## Operating Expenses

TABLE 2: EXPENSES

| Administrative Budget Line Items               | FY 2025-26 Adopted Budget | FY 2025-26 Working Budget | FY 2025-26 Working Budget Year-To-Date | FY 2025-26 Actuals Year-To-Date | \$ Variance Year-To-Date | % Variance Year-To-Date | FY 2025-26 Percent of Budget Used-to-Date |
|--|---------------------------|---------------------------|--|---------------------------------|--------------------------|-------------------------|---|
| Administration - Staffing                      | \$ 6,364,900              | \$ 6,364,900              | \$ -                                   | \$ -                            | \$ -                     | N/A                     | 0.0%                                      |
| Legal Services                                 | \$ 75,000                 | \$ 75,000                 | \$ 18,743                              | \$ 2,864                        | \$ 15,878                | 84.7%                   | 3.8%                                      |
| Travel   | \$ 58,200                 | \$ 58,200                 | \$ 12,048                              | \$ 5,426                        | \$ 6,622                 | 55.0%                   | 9.3%                                      |
| Marketing                                      | \$ 2,000,000              | \$ 2,000,000              | \$ 499,764                             | \$ 245,231                      | \$ 254,533               | 50.9%                   | 12.3%                                     |
| Insurance                                      | \$ 76,300                 | \$ 76,300                 | \$ -                                   | \$ -                            | \$ -                     | N/A                     | 0.0%                                      |
| Contracted Services (Audit, Planning, On-Call) | \$ 1,141,400              | \$ 1,141,400              | \$ 247,401                             | \$ 13,576                       | \$ 233,825               | 94.5%                   | 1.2%                                      |
| Dues & Memberships                             | \$ 7,000                  | \$ 7,000                  | \$ -                                   | \$ 3,556                        | \$ (3,556)               | N/A                     | 50.8%                                     |
| Other Business Expenses                        | \$ 2,500                  | \$ 2,500                  | \$ 625                                 | \$ 72,675                       | \$ (72,050)              | -11531.7%               | 2907.0%                                   |
| <b>Total Admin Services</b>                    | <b>\$ 9,725,300</b>       | <b>\$ 9,725,300</b>       | <b>\$ 778,580</b>                      | <b>\$ 343,328</b>               | <b>\$ 435,253</b>        | <b>55.9%</b>            | <b>3.5%</b>                               |
| Banking Services                               | \$ -                      | \$ -                      | \$ -                                   | \$ -                            | \$ -                     | N/A                     | N/A                                       |
| <b>Total Admin Services</b>                    | <b>\$ 9,725,300</b>       | <b>\$ 9,725,300</b>       | <b>\$ 778,580</b>                      | <b>\$ 343,328</b>               | <b>\$ 435,253</b>        | <b>55.9%</b>            | <b>3.5%</b>                               |
| Non Budgeted Expenses                          | \$ -                      | \$ -                      | \$ -                                   | \$ -                            | \$ 0                     | N/A                     | N/A                                       |
| <b>Non Budgeted Admin Services</b>             | <b>\$ -</b>               | <b>\$ -</b>               | <b>\$ -</b>                            | <b>\$ -</b>                     | <b>\$ -</b>              | <b>N/A</b>              | <b>N/A</b>                                |
| <b>Total Administrative Services</b>           | <b>\$ 9,725,300</b>       | <b>\$ 9,725,300</b>       | <b>\$ 778,580</b>                      | <b>\$ 343,328</b>               | <b>\$ 435,253</b>        | <b>55.9%</b>            | <b>3.5%</b>                               |

| Operating/Capital Budget Line Items   | FY 2025-26 Adopted Budget | FY 2025-26 Working Budget | FY 2025-26 Working Budget Year-To-Date | FY 2025-26 Actuals Year-To-Date | \$ Variance Year-To-Date | % Variance Year-To-Date | FY 2025-26 Percent of Budget Used-to-Date |
|---------------------------------------|---------------------------|---------------------------|--|---------------------------------|--------------------------|-------------------------|---|
| Net Train Operating Expenses          | \$ 58,559,440             | \$ 58,559,440             | \$ 14,634,004                          | \$ 12,587,194                   | \$ 2,046,810             | 14.0%                   | 21.5%                                     |
| Transit Transfer Program              | \$ 74,350                 | \$ 74,350                 | \$ 18,588                              | \$ -                            | \$ 18,588                | 100.0%                  | 0.0%                                      |
| Minor Capital Projects                | \$ 1,000,000              | \$ 1,000,000              | \$ 250,000                             | \$ 62                           | \$ 249,938               | 100.0%                  | 0.0%                                      |
| Grant Programs                        | \$ 83,878,000             | \$ 83,878,000             | \$ 5,939,450                           | \$ 931,542                      | \$ 5,007,908             | 84.3%                   | 1.1%                                      |
| <b>Total Operating/Capital Budget</b> | <b>\$ 143,511,790</b>     | <b>\$ 143,511,790</b>     | <b>\$ 20,842,042</b>                   | <b>\$ 13,518,798</b>            | <b>\$ 7,323,244</b>      | <b>35.1%</b>            | <b>9.4%</b>                               |
| <b>Total Budget</b>                   | <b>\$ 153,237,090</b>     | <b>\$ 153,237,090</b>     | <b>\$ 21,620,622</b>                   | <b>\$ 13,862,125</b>            | <b>\$ 7,758,496</b>      | <b>35.9%</b>            | <b>9.0%</b>                               |

<sup>1</sup> Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant programs  
Working budget is the adopted budget plus any amendments approved during the year. Actuals year to date include encumbrances. Adjusted for prior year accruals.

<sup>2</sup> Actuals are subject to change based on year-end accruals and audit adjustments.

Budgeted expenses through the first quarter of FY 2025-26 total \$21.6 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date expenses through the first quarter totaled \$13.9 million. This is a variance of \$7.8 million.

This variance can be primarily attributed to grant-funded capital projects. This total includes project underruns of \$1.7 million in UPRR Franchise Access Fee, Capital Access and Incentive; \$1.2 million in NCTD Capital and On-Time Performance Incentive; \$0.8 million in Leesdale Siding; \$0.5 million in Ortega Siding; \$0.4 million in Camarillo Station Improvements; \$0.2 million in Central Coast Layover Facility; and \$0.2 million in Goleta Layover Facility. As mentioned above in the revenue section, many of these underruns are associated with several layers of review and reconciliation and will continue to be processed in future quarters.

Net Train Operations had an underrun of approximately \$2.0 million due to the timing of the \$1.9 million Amtrak annual true-up invoice for the October 2024 through September 2025 contract period, which was received after the first quarter and paid in November.

The Marketing budget variance reflects a \$254.5 thousand underrun, primarily comprised of \$146.0 thousand in Digital Advertising, \$37.5 thousand in Videography Services, \$33.3 thousand in Social Media Management, and \$30.6 thousand in Strategic Marketing. This underrun is largely attributable to planned campaigns and vendor-supported projects being shifted or delayed due to staffing and resource gaps during the period.

Contracted Services had an underrun of \$233.8 thousand primarily due to reduced use of on-call project management support for capital projects, as much of this work was performed in-house. Utilization of these services is expected to increase as the projects progress into the construction phase, which will require the need for more specialized expertise.

The underrun in Minor Capital Projects is due to the timing of invoices from contractors for improvements at various station facilities. Many of these invoices are continued to be reviewed and processed.



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**First Quarter Financial Activity Report**  
**Fiscal Year 2025-26**

| Date        | Check #  | Payee  | Debit        | Credit        | Balance       | Date Cleared |
|-------------|----------|--|--------------|---------------|---------------|--------------|
| <b>July</b> |          |  |              |               |               |              |
| 7/1/2025    | Balance  | Bank Account Balance Forward   |              |               | 26,164,049.69 | 7/1/2025     |
| 6/30/2025   | 00000101 | Facebook - Advertising   | 4,252.49     |               | 26,159,797.20 | 7/17/2025    |
| 6/30/2025   | 00001880 | Equipment and Mechanical Manager - Travel  | 1,065.43     |               | 26,158,731.77 | 7/15/2025    |
| 6/30/2025   | 00001881 | Program Manager, Finance/Grants - Travel   | 839.37       |               | 26,157,892.40 | 7/11/2025    |
| 6/30/2025   | 00001882 | Managing Director - Travel   | 1,545.07     |               | 26,156,347.33 | 7/7/2025     |
| 6/30/2025   | 00001883 | Nansen - Web Marketing Services  | 61,713.50    |               | 26,094,633.83 | 7/21/2025    |
| 6/30/2025   | 00001884 | San Joaquin JPA Federal Rail Advocacy Services   | 3,333.33     |               | 26,091,300.50 | 7/14/2025    |
| 6/30/2025   | 00001885 | Abbi Agency - Digital Marketing Services   | 21,750.00    |               | 26,069,550.50 | 7/8/2025     |
| 6/30/2025   | 00001886 | Woodruff, Spradlin & Smart - May - Legal Services  | 5,170.80     |               | 26,064,379.70 | 7/7/2025     |
| 6/30/2025   | 00001887 | Program Manager, Finance/Grants - Travel   | 1,281.26     |               | 26,063,098.44 | 7/21/2025    |
| 6/30/2025   | 00001888 | Amtrak - Del Mar Bluffs  | 22,385.28    |               | 26,040,713.16 | 7/16/2025    |
| 6/30/2025   | 00001889 | ACE Agency - Professional Services   | 2,640.00     |               | 26,038,073.16 | 7/23/2025    |
| 6/30/2025   | 00001890 | Capital Program Manager - Travel   | 657.58       |               | 26,037,415.58 | 7/17/2025    |
| 6/30/2025   | 00001891 | Equipment and Mechanical Manager - Travel  | 96.46        |               | 26,037,319.12 | 8/13/2025    |
| 6/30/2025   | 00001892 | Gold Coast Transit District - Transit Transfer Program   | 693.42       |               | 26,036,625.70 | 7/29/2025    |
| 6/30/2025   | 00001893 | Google - Advertising   | 18,307.13    |               | 26,018,318.57 | 7/21/2025    |
| 6/30/2025   | 00001894 | HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)  | 108,293.62   |               | 25,910,024.95 | 7/21/2025    |
| 6/30/2025   | 00001895 | Managing Director - Travel   | 174.33       |               | 25,909,850.62 | 7/17/2025    |
| 6/30/2025   | 00001896 | Nansen - Web Marketing Services  | 125,045.00   |               | 25,784,805.62 | 7/24/2025    |
| 6/30/2025   | 00001897 | Amtrak - Minor Cap various projects  | 18,752.60    |               | 25,766,053.02 | 7/21/2025    |
| 6/30/2025   | 00001898 | North County Transit District Increased Service Frequencies & On-Time Performance  | 164,285.43   |               | 25,601,767.59 | 7/24/2025    |
| 6/30/2025   | 00001899 | Deputy Managing Director - Travel  | 115.60       |               | 25,601,651.99 | 7/18/2025    |
| 6/30/2025   | 00001900 | Senior Finance & Administration Manager - Travel   | 1,953.82     |               | 25,599,698.17 | 7/17/2025    |
| 6/30/2025   | 00001901 | Zephyr - Leesdale Siding Extension Project   | 363,327.77   |               | 25,236,370.40 | 7/21/2025    |
| 7/3/2025    | 00000100 | Amtrak Train Service - Juy Operating   | 3,111,640.00 |               | 22,124,730.40 | 7/3/2025     |
| 7/7/2025    | Wire     | Bank of the West - Credit Card Charges Various   | 8,743.53     |               | 22,115,986.87 | 7/7/2025     |
| 7/9/2025    | Wire     |  |              | 3,660,593.72  | 25,776,580.59 | 7/9/2025     |
|             |          | Deposit - Caltrans - FY 2024-25 2nd Half Admin Funds, North County Transit District Increased Service Frequencies & On-Time Performance, Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects |              |               |               |              |
| 7/15/2025   | Wire     | Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects  |              | 2,472,084.39  | 28,248,664.98 | 7/15/2025    |
| 7/23/2025   | 00001902 | Editshare - Digital Asset Management System  | 8,400.00     |               | 28,240,264.98 | 8/1/2025     |
| 7/23/2025   | 00001903 | Regional Transit Authority - Transit Transfer Program  | 31.54        |               | 28,240,233.44 | 8/11/2025    |
| 7/23/2025   | 00001904 | San Joaquin JPA Federal Rail Advocacy Services   | 6,666.66     |               | 28,233,566.78 | 8/6/2025     |
| 7/23/2025   | 00001905 | South County Area Transit - Transit Transfer Program   | 0.70         |               | 28,233,566.08 | 8/11/2025    |
| 7/23/2025   | 00001906 | Abbi Agency - Digital Marketing Services   | 43,685.00    |               | 28,189,881.08 | 7/30/2025    |
| 7/23/2025   | 00001907 | Union Pacific Railroad Projects (Grant Funded)   | 4,082,444.35 |               | 24,107,436.73 | 7/29/2025    |
| 7/23/2025   | 00001908 | Woodruff, Spradlin & Smart - June - Legal Services   | 6,175.20     |               | 24,101,261.53 | 8/4/2025     |
| 7/28/2025   | 00000102 | Amtrak Train Service - August Operating  | 3,535,689.00 |               | 20,565,572.53 | 7/28/2025    |
| 7/29/2025   | Wire     | Deposit - Prop1B Union Pacific Railroad Funded Projects  |              | 11,000,000.00 | 31,565,572.53 | 7/29/2025    |
| 7/31/2025   | Wire     | Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects, State Operating   |              | 23,667,731.34 | 55,233,303.87 | 7/31/2025    |
|             |          | Advance - September  |              |               |               |              |
| 7/31/2025   | Wire     | Bank of the West - July Interest   |              | 41,608.45     | 55,274,912.32 | 7/31/2025    |



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**First Quarter Financial Activity Report**  
**Fiscal Year 2025-26**

| Date             | Check #  | Payee  | Debit        | Credit       | Balance       | Date Cleared |
|------------------|----------|--|--------------|--------------|---------------|--------------|
| <b>August</b>    |          |  |              |              |               |              |
| 8/1/2025         | Balance  | Bank Account Balance Forward   |              |              | 55,274,912.32 | 8/1/2025     |
| 8/4/2025         | Wire     | Bank of the West - Credit Card Charges Various   | 3,106.75     |              | 55,271,805.57 | 8/4/2025     |
| 8/5/2025         | Wire     | Deposit - Reimbursement AASHTO Travel and San Luis Obispo Council of Governments reimbursement   |              | 7,351.91     | 55,279,157.48 | 8/5/2025     |
| 8/6/2025         | 00001909 | Managing Director - Travel   | 32.00        |              | 55,279,125.48 | 9/9/2025     |
| 8/6/2025         | 00001910 | Amtrak - Goleta  | 367.17       |              | 55,278,758.31 | 8/12/2025    |
| 8/6/2025         | 00001911 | Railpros - Project Management Consulting Services  | 105,120.53   |              | 55,173,637.78 | 8/13/2025    |
| 8/6/2025         | 00001912 | Zephyr - Leesdale Siding Extension Project   | 116,438.62   |              | 55,057,199.16 | 8/12/2025    |
| 8/8/2025         | 00001913 | Google - Advertising   | 19,090.66    |              | 55,038,108.50 | 8/18/2025    |
| 8/12/2025        | 00001914 | Program Manager, Finance/Grants - Travel   | 477.78       |              | 55,037,630.72 | 9/2/2025     |
| 8/12/2025        | 00001916 | Senior Marketing Specialist - Travel   | 32.00        |              | 55,037,598.72 | 8/29/2025    |
| 8/13/2025        | 00001915 | Railpros - Project Management Consulting Services  | 42,241.69    |              | 54,995,357.03 | 9/3/2025     |
| 8/14/2025        | 00000103 | Facebook - Advertising   | 4,225.78     |              | 54,991,131.25 | 8/14/2025    |
| 8/14/2025        | 00001917 | HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)  | 73,814.44    |              | 54,917,316.81 | 8/19/2025    |
| 8/19/2025        | 00001918 | Equipment and Mechanical Manager - Travel  | 146.72       |              | 54,917,170.09 | 9/12/2025    |
| 8/19/2025        | 00001919 | City of Glendale - Transit Transfer Program  | 385.02       |              | 54,916,785.07 | 8/28/2025    |
| 8/19/2025        | 00001921 | ACE Agency - Professional Services   | 2,838.75     |              | 54,913,946.32 | 9/3/2025     |
| 8/19/2025        | Wire     | Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects  |              | 852,511.38   | 55,766,457.70 | 8/19/2025    |
| 8/20/2025        | 00001922 | Amtrak - Del Mar Bluffs  | 7,689.60     |              | 55,758,768.10 | 8/25/2025    |
| 8/20/2025        | 00001923 | Oak Leaf - Digital Videos and Photos for marketing   | 12,809.14    |              | 55,745,958.96 | 8/27/2025    |
| 8/20/2025        | 00001924 | Orange County Transportation Authority - Transit Transfer Program  | 7,192.17     |              | 55,738,766.79 | 9/8/2025     |
| 8/20/2025        | 00001925 | Marketing Intern   | 34.00        |              | 55,738,732.79 | 8/25/2025    |
| 8/21/2025        | 00001920 | Union Pacific Railroad Projects (Grant Funded)   | 2,341,562.88 |              | 53,397,169.91 | 8/28/2025    |
| 8/26/2025        | 00001927 | Amtrak - Del Mar Bluffs  | 24,601.37    |              | 53,372,568.54 | 9/3/2025     |
| 8/26/2025        | Wire     | Deposit - Reimbursement OCTA Bus Bridges   |              | 536,094.00   | 53,908,662.54 | 8/26/2025    |
| 8/26/2025        | Wire     | Deposit - North County Transit District Increased Service Frequencies & On-Time Performance, Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects |              | 3,394,218.40 | 57,302,880.94 | 8/26/2025    |
| 8/27/2025        | 00001926 | Marketing Specialist, Senior   | 40.00        |              | 57,302,840.94 | 8/28/2025    |
| 8/31/2025        | Wire     | Bank of the West - August Interest   |              | 123,586.61   | 57,426,427.55 | 8/31/2025    |
| <b>September</b> |          |  |              |              |               |              |
| 9/1/2025         | Balance  | Bank Account Balance Forward   |              |              | 57,426,427.55 | 9/1/2025     |
| 9/2/2025         | 00001928 | Capital Program Manager - Travel   | 356.93       |              | 57,426,070.62 | 9/8/2025     |
| 9/3/2025         | 00001929 | Equipment and Mechanical Manager - Travel  | 266.56       |              | 57,425,804.06 | 9/12/2025    |
| 9/2/2025         | 00001930 | Amtrak - Del Mar Bluffs  | 75,120.29    |              | 57,350,683.77 | 9/12/2025    |
| 9/2/2025         | 00001931 | San Joaquin JPA Federal Rail Advocacy Services   | 3,333.33     |              | 57,347,350.44 | 9/19/2025    |
| 9/3/2025         | 00000104 | Amtrak Train Service - September Operating   | 5,912,545.00 |              | 51,434,805.44 | 9/3/2025     |
| 9/4/2025         | Wire     | Bank of the West - Credit Card Charges Various   | 3,443.24     |              | 51,431,362.20 | 9/4/2025     |
| 9/10/2025        | 00001932 | Equipment and Mechanical Manager - Travel  | 841.48       |              | 51,430,520.72 | 10/2/2025    |
| 9/10/2025        | 00001933 | Managing Director - Travel   | 32.00        |              | 51,430,488.72 | 9/12/2025    |
| 9/10/2025        | 00001934 | Nansen - Web Marketing Services  | 36,457.50    |              | 51,394,031.22 | 9/18/2025    |
| 9/10/2025        | 00001935 | Amtrak - Minor Cap various projects  | 1,132.44     |              | 51,392,898.78 | 9/15/2025    |
| 9/10/2025        | 00001936 | Santa Barbara Metropolitan Transit District - Transit Transfer Program   | 581.00       |              | 51,392,317.78 | 9/19/2025    |
| 9/3/2025         | 00001937 | Abbi Agency - Digital Marketing Services   | 61,746.40    |              | 51,330,571.38 | 9/23/2025    |
| 9/10/2025        | 00001938 | Woodruff, Spradlin & Smart - July - Legal Services   | 2,864.40     |              | 51,327,706.98 | 9/15/2025    |



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**First Quarter Financial Activity Report**  
**Fiscal Year 2025-26**

| <b>Date</b> | <b>Check #</b> | <b>Payee</b>   | <b>Debit</b> | <b>Credit</b> | <b>Balance</b> | <b>Date Cleared</b> |
|-------------|----------------|--|--------------|---------------|----------------|---------------------|
| 9/15/2025   | Wire           | Deposit - State Rail Assistance Funds, Reimbursement AASHTO Travel, and San Diego Association of Governments Reimbursement |              | 4,078,788.85  | 55,406,495.83  | 9/15/2025           |
| 9/17/2025   | 0000105        | Facebook - Advertising   | 4,115.35     |               | 55,402,380.48  | 9/17/2025           |
| 9/17/2025   | 00001939       | Route 17 Thruway Bus Signage Travel  | 689.49       |               | 55,401,690.99  | 9/25/2025           |
| 9/17/2025   | 00001940       | City of Camarillo (Grant Funded)   | 158,603.50   |               | 55,243,087.49  | 9/24/2025           |
| 9/17/2025   | 00001941       | Equipment and Mechanical Manager - Travel  | 198.24       |               | 55,242,889.25  | 10/2/2025           |
| 9/17/2025   | 00001942       | Google - Advertising   | 19,018.68    |               | 55,223,870.57  | 9/22/2025           |
| 9/17/2025   | 00001943       | Amtrak - Minor Cap various projects  | 4,263.06     |               | 55,219,607.51  | 9/22/2025           |
| 9/17/2025   | 00001944       | North County Transit District Increased Service Frequencies & On-Time Performance  | 853,775.96   |               | 54,365,831.55  | 9/23/2025           |
| 9/17/2025   | 00001945       | South County Area Transit - Transit Transfer Program   | 78.00        |               | 54,365,753.55  | Uncashed            |
| 9/16/2025   | 00001946       | Union Pacific Railroad Increased Service Frequencies & On-Time Performance   | 2,668,830.28 |               | 51,696,923.27  | 9/29/2025           |
| 9/25/2025   | Wire           | Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects                        |              | 1,559,005.50  | 53,255,928.77  | 9/25/2025           |
| 9/30/2025   | Wire           | Bank of the West - September Interest  |              | 108,844.21    | 53,364,772.98  | 9/30/2025           |

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**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Open Agreements Listing as of September 31, 2025**

**ATTACHMENT C**

| Agreement Number      | VENDOR                              | DESCRIPTION   | EFFECTIVE  | TERMINATES | CONTRACT AMOUNT | AMOUNT PAID TO DATE     | CONTRACT BALANCE | CONTRACT STATUS |
|-----------------------|-------------------------------------|---|------------|------------|-----------------|-------------------------|------------------|-----------------|
| C-4-1816 <sup>1</sup> | Woodruff & Smart                    | Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract                                  | 7/1/15     | 6/30/2029  | \$472,000       | \$442,943               | \$29,057         | OPEN            |
| L-0-0006              | Union Pacific Rail Road Corporation | Capital Improvement Program to Implement Additional Round trips on Northern Corridor  | 12/1/2019  | N/A        | \$108,100,000   | \$107,881,690           | \$218,310        | OPEN            |
| L-0-0015              | RailPros Inc.                       | Provide program management consultant services on an as-needed basis  | 4/6/2021   | 3/31/2026  | \$4,299,999     | \$2,246,934             | \$2,053,065      | OPEN            |
| L-1-0002              | Union Pacific Railroad Company      | Preliminary engineering services for a short-term and interim expansion of the existing layover facility in San Luis Obispo             | 3/17/2022  | 12/31/2026 | \$350,000       | \$89,877                | \$260,123        | OPEN            |
| L-1-0003              | Jacobs Project Management Co.       | On-call construction management services for capital infrastructure projects  | 3/20/2023  | 3/19/2028  | \$3,844,230     | \$30,177                | \$3,814,053      | OPEN            |
| L-2-0002              | The ACE Agency                      | Public Relations and Media Outreach Services  | 8/25/2022  | 10/31/2025 | \$176,250       | \$153,629               | \$22,621         | OPEN            |
| L-2-0003              | Marsh Risk & Ins Services           | LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance               | 6/30/2022  | 6/30/2027  | \$50,000        | \$10,000                | \$40,000         | OPEN            |
| L-2-0004              | HDR Engineering Inc                 | Preparation of plans, specs, and estimates for Phase 1 of the Central Coast Layover Facility Project                                    | 3/1/2023   | 2/28/2027  | \$3,238,968     | \$2,394,995             | \$843,973        | OPEN            |
| L-2-0005              | North County Transit District       | Increased service frequencies including on-time performance payment   | 1/1/2022   | 12/31/2025 | \$13,776,523    | \$13,315,092            | \$461,431        | OPEN            |
| L-2-0007              | Union Pacific Railroad Company      | Increased service frequencies including on-time performance payment   | 12/15/2022 | 12/31/2027 | \$64,703,130    | \$25,373,503            | \$39,329,627     | OPEN            |
| L-2-0008              | Nansen                              | Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner                               | 5/16/2023  | 5/15/2026  | \$970,050       | \$732,226               | \$237,824        | OPEN            |
| L-2-0010              | Oak Leaf Product                    | Provide video and still photography services including production, editorial, animation, and sound design                               | 4/28/2023  | 4/30/2026  | \$600,000       | \$259,642               | \$340,358        | OPEN            |
| L-2-0011              | The Abbi Agency                     | Provide digital marketing services, including content development, strategic planning, and account management of social media platforms | 8/22/2023  | 7/30/2026  | \$661,400       | \$377,340               | \$284,060        | OPEN            |
| L-3-0001              | Zephyr Rail                         | Prepare the plans, specifications, and estimates for the Leesdale siding extension project.   | 9/6/2023   | 10/31/2026 | \$3,893,052     | \$2,337,795             | \$1,555,257      | OPEN            |
| L-3-0009              | Union Pacific Railroad Company      | Review designs for the Leesdale Siding Extension Project in Ventura County  | 1/23/2024  | 10/31/2026 | \$101,000       | \$92,426                | \$8,574          | OPEN            |
| L-3-0010              | Union Pacific Railroad Company      | Funding amendment to use TIRCP funds for the increased service frequencies including on-time performance payment                        | 12/15/2022 | 12/31/2027 | \$8,140,000     | \$0                     | \$8,140,000      | OPEN            |
| L-4-0003              | BMO Bank                            | Commercial Banking Services   | 7/1/2024   | 8/31/2028  | \$2,500         | \$0                     | \$2,500          | OPEN            |
| L-4-0005              | City Of Camarillo                   | Cooperative Agreement with City of Camarillo for Pacific Surfliner Transit Transfer Agreement   | 5/18/2024  | 5/17/2028  | \$1,900,000     | \$435,829               | \$1,464,171      | OPEN            |
| L-4-0008              | Sandag                              | Stabilize Coastal Bluffs as part of a multi-phase program to address coastal resiliency   | 5/19/2024  | 6/30/2027  | \$2,890,625     | REIMBURSEMENT TO LOSSAN | N/A              | OPEN            |
| L-4-0010              | Zephyr Rail                         | Consulting for Preliminary Engineering and Design for the Ortega Siding Project   | 5/27/2025  | 9/30/2028  | \$2,883,788     | \$129,376               | \$2,754,412      | OPEN            |
| L-4-0014              | Crowe LLP                           | Audit Services for fiscal years ending 3/31/2027  | 6/28/2024  | 3/31/2027  | \$124,200       | \$39,100                | \$85,100         | OPEN            |
| L-4-0015              | Union Pacific Railroad Company      | Funding for Stabilization and Resiliency Projects   | 3/22/2024  | 3/31/2027  | \$10,406,000    | \$4,446,853             | \$5,959,147      | OPEN            |

<sup>1</sup> Woodruff Smart does not have a contract maximum limit. The contract amount is increased annual based on the adopted budget.



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Open Agreements Listing as of September 31, 2025**

| Agreement Number | VENDOR  | DESCRIPTION  | EFFECTIVE | TERMINATES | CONTRACT AMOUNT | AMOUNT PAID TO DATE | CONTRACT BALANCE | CONTRACT STATUS |
|------------------|---|--|-----------|------------|-----------------|---------------------|------------------|-----------------|
| L-4-0016         | The Abbi Agency                                   | Field Marketing and Community Outreach Services for Pacific Surfliner  | 8/14/2024 | 6/30/2027  | \$600,000       | \$74,916            | \$525,084        | OPEN            |
| L-4-0017         | Cision  | PR Newswire Services   | 9/5/2024  | 9/4/2027   | \$81,765        | \$27,255            | \$54,510         | OPEN            |
| L-4-0018         | San Joaquin JPA                                   | Cooperative agreement with SJJPA to reimburse SJJPA for project costs associated with Federal legislative advocacy services                            | 8/1/2024  | 6/30/2026  | \$90,000        | \$33,333            | \$16,667         | OPEN            |
| L-4-0019         | San Luis Obispo Council of Governments            | Subsidized passenger service between Guadalupe and San Luis Obispo   | 5/1/2025  | 4/30/2026  | \$15,000        | \$0                 | \$15,000         | OPEN            |
| L-4-0020         | Marsh Risk & Ins Services                         | LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance                              | 12/1/2024 | 12/1/2025  | \$69,118        | \$69,118            | \$0              | OPEN            |
| L-4-0021         | Amtrak  | Agreement with Amtrak for the provision of passenger rail service  | 10/1/2024 | 9/30/2025  | \$52,193,385    | \$50,366,309        | \$1,827,076      | OPEN            |
| L-5-0013         | Editshare Inc.                                    | Annual Subscription for digital asset management platform  | 2/25/2025 | 1/31/2026  | \$8,400         | \$8,400             | \$0              | OPEN            |
| L-5-0015         | Union Pacific Railroad Company                    | Preliminary engineering services for Santa Barbara Sub Milepost 373.9-375.4  | 8/1/2025  | N/A        | \$300,000       | \$0                 | \$300,000        | OPEN            |
| L-6-0005         | Santa Barbara Metropolitan Transit District       | Cooperative Agreement with Santa Barbara Metropolitan Transit District for Pacific Surfliner Transit Transfer Agreement                                | 6/6/16    | 6/30/2027  | \$211,416       | \$98,104            | \$113,313        | OPEN            |
| L-6-0006         | San Luis Obispo Transit                           | Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement  | 7/1/16    | 6/30/2027  | \$10,000        | \$123               | \$9,877          | OPEN            |
| L-6-0007         | South County Transit                              | Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement   | 6/1/16    | 6/30/2027  | \$5,000         | \$45                | \$4,955          | OPEN            |
| L-6-0009         | OCTA  | Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement   | 6/6/16    | 6/30/2027  | \$194,623       | \$150,270           | \$44,353         | OPEN            |
| L-6-0010         | Anaheim Resort Transit                            | Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement   | 6/2/16    | 6/30/2027  | \$165,052       | \$124,840           | \$40,212         | OPEN            |
| L-6-0012         | Ventura County Transportation Commission          | Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement                                   | 6/1/16    | 6/30/2027  | \$99,963        | \$57,899            | \$42,064         | OPEN            |
| L-6-0013         | Gold Coast Transit                                | Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement   | 7/1/16    | 6/30/2027  | \$20,000        | \$13,401            | \$6,599          | OPEN            |
| L-6-0015         | San Luis Obispo Regional Transportation Authority | Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement                          | 6/1/16    | 6/30/2027  | \$18,076        | \$188               | \$17,888         | OPEN            |
| L-6-0016         | Glendale Beeline                                  | Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement   | 6/22/16   | 6/30/2027  | \$37,500        | \$12,439            | \$25,061         | OPEN            |
| L-6-0017         | North County Transit District                     | Cooperative Agreement with North County Transit District for Transit Transfer Agreement  | 6/6/16    | 6/30/2027  | \$95,000        | \$30,098            | \$64,902         | OPEN            |
| L-6-0023         | Amtrak and OCTA                                   | Cooperative Agreement with OCTA and Amtrak for Emergency bus bridge agreement. Funds flow between Amtrak and OCTA                                      | 7/10/17   | 6/30/2027  | \$50,000        | \$0                 | \$50,000         | OPEN            |
| L-8-0009         | California Department of Transportation           | Interagency Transfer Agreement Between State of California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency | 7/1/18    | 9/30/2029  | N/A             | N/A                 | N/A              | OPEN            |


**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Open Agreements Listing as of September 31, 2025**

| Agreement Number | VENDOR  | DESCRIPTION   | EFFECTIVE  | TERMINATES | CONTRACT AMOUNT        | AMOUNT PAID TO DATE          | CONTRACT BALANCE | CONTRACT STATUS |
|------------------|---|---|------------|------------|------------------------|------------------------------|------------------|-----------------|
| L-8-0010         | OCTA  | Managing Agency Agreement for OCTA to provide administrative services to LOSSAN                 | 7/1/18     | 6/30/2027  | Reimbursable Agreement | \$32,664,754                 | N/A              | OPEN            |
| L-9-0001         | Amtrak  | Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta | 12/11/2019 | 6/30/2025  | \$898,353              | \$521,831                    | \$376,522        | OPEN            |
| L-9-0005         | Southern California Regional Rail Authority (SCRRA), Amtrak | Rail to Rail Cooperative Agreement with LOSSAN, Metrolink & Amtrak                              | 7/1/2019   | 6/30/2026  | \$1,855,887            | No Funds Flow Through LOSSAN | N/A              | OPEN            |



December 15, 2025

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director 

**Subject:** Letter of Support for the Los Angeles County Metropolitan Transportation Authority's Link Union Station Project Federal Grant Application

### **Overview**

The Los Angeles County Metropolitan Transportation Authority has requested the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provide a letter of support for a grant application seeking Federal funding under the Federal Railroad Administration's National Railroad Partnership Program to support the Los Angeles County Metropolitan Transportation Authority's Link Union Station project.

### **Recommendation**

Authorize the Managing Director to provide a letter of support for Los Angeles County Metropolitan Transportation Authority's federal grant application under the Federal Railroad Administration's National Railroad Partnership program for the Link Union Station project.

### **Background**

The Link Union Station (LinkUS) project (Project), led by the Los Angeles County Metropolitan Transportation Authority (LA Metro), seeks to address existing capacity constraints at Los Angeles Union Station (LAUS) by transforming LAUS from a stub-end terminal into a run-through station. The conceptual engineering and environmental analysis for the Project began around 2002. The Project was formally added to LA Metro's Regional Capital Plan in July 2012 and named the Southern California Regional Interconnector Project (SCRIP), which consisted of transforming LAUS from a stub end tracks station into a run-through tracks station. In 2016, the project was re-branded as LinkUS, expanding the scope to include concourse improvements, updated passenger circulation and accommodating future high-speed rail.

## **Discussion**

The Project is planned to extend ten platform tracks south of LAUS's current stub end platforms, which would merge into four tracks on the U.S. Highway 101 viaduct and continue south to connect to mainline tracks along the west bank of the Los Angeles River, creating the run-through tracks. The Project also includes the replacement of the existing pedestrian passageway under the platforms and track with a new passenger concourse below an elevated rail yard. The Final Supplemental Environmental Impact Report was approved by the LA Metro Board of Directors (Board)) on October 23, 2025, and preliminary engineering has been completed. The next steps of the Project include final design through the summer of 2027, early construction from Spring 2026 through 2027 and main construction Summer of 2027 through Summer of 2031.

The Project is expected to provide operational benefits for both intercity, regional and future high-speed rail by doubling the existing rail capacity, Northbound and Southbound run-through service for both Pacific Surfliner and Metrolink, including one-seat rides, reducing dwell times by up to 20 minutes, and the planned accommodation for future high-speed rail.

For Amtrak Pacific Surfliner intercity rail service, dwell time savings realized from the Project could potentially be up to 15 -20 minutes only after a new layover facility can be identified and developed on the south end of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor. This is due to having the ability to complete tasks such as café car restocking, crew changes and other operational tasks that currently take time to complete at LAUS. The LOSSAN Rail Corridor Agency is currently engaged in efforts to develop a LOSSAN corridor south end layover and maintenance facility. LOSSAN staff will provide updates to the Board once potential viable locations can be identified.

The estimated \$1.596 billion Project currently has secured \$950.4 million in funding from various local sources, and LA Metro will be applying for the remainder of the funding need through the Fiscal Year 2024-25 Federal Railroad Administration's National Railroad Partnership program. This program provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service.

## **Summary**

The Los Angeles County Metropolitan Transportation Authority has requested the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provide a letter of support for a grant application seeking Federal funding under the

Federal Railroad Administration National Railroad Partnership Program to support the Los Angeles County Metropolitan Transportation Authority's Link Union Station project. Staff recommends authorizing the letter of support, recognizing expected future benefits to Pacific Surfliner intercity rail service, as well as this project grant funding proposal will not negatively impact the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's operating funding.

***Attachment***

- A. Draft Letter of Support



## ATTACHMENT A

December 15, 2025

The Honorable Sean Duffy  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC, 20590

RE: Support for the Los Angeles Union Station LinkUS Project

Dear Mr. Duffy,

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I am pleased to provide this letter of support for the Los Angeles County Metropolitan Transportation Authority (Metro) grant application for the Los Angeles Union Station LinkUS project (Project) under the United States Department of Transportation National Railroad Partnership Program. The proposed Project will enable more frequent regional and intercity rail service to and through Los Angeles Union Station (LAUS).

The Project is located along the LOSSAN rail corridor, which is of regional and national significance as the second busiest intercity rail corridors in the country. LAUS is the central hub of the Southern California transit system. The Project will create a run through terminal train station accommodating both Amtrak Pacific Surfliner intercity rail, Amtrak long distance, and Metrolink regional services. The proposed improvements will increase the capacity of LAUS to support additional rail service, resulting in more options for riders.

The Project creates travel time savings of thousands of hours for Amtrak and Metrolink passengers, significantly improving rail passenger travel by allowing more frequent, reliable, and efficient service and operations. It develops a foundation for future expansion of intercity passenger rail by reducing the state-of-good-repair backlog and improvements along shared private, public-private, and publicly owned infrastructure within Southern California and the Western United States.

The LOSSAN Agency supports Metro's funding request for this Project. Thank you for your consideration.

Sincerely,

Jason Jewell, Managing Director  
LOSSAN Rail Corridor Agency

550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
Phone: (714) 560-6282  
Fax: (714) 560-5734  
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#### MEMBER AGENCIES

Los Angeles County Metropolitan  
Transportation Authority

North San Diego County  
Transit District

Orange County  
Transportation Authority

Riverside County  
Transportation Commission

San Diego  
Association of Governments

San Diego Metropolitan  
Transit System

San Luis Obispo  
Council of Governments

Santa Barbara County  
Association of Governments

Ventura County  
Transportation Commission

#### EX-OFFICIO MEMBERS

Amtrak

California Department of  
Transportation

California High-Speed  
Rail Authority

Southern California  
Association of Governments

#### ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS

BNSF Railway

California Public Utilities  
Commission

Southern California  
Regional Rail Authority

Union Pacific