



LOSSAN Rail Corridor Agency

Board Meeting

Agenda

Monday, June 15, 2026 at 10:30 a.m.

Meeting Location:

OCTA Headquarters (550 S. Main St., Orange)

Board Members

Fred Strong, SLOCOG, Chair

Jewel Edson, NCTD, Vice Chair

Fernando Dutra, Metro

Katrina Foley, OCTA

Fred Jung, 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

Kyle Gradinger, Caltrans, Ex-Officio

Vacant, SCAG, Ex-Officio

Teleconference Locations:

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

Lemon Grove City Hall
3232 Main Street
Lemon Grove, CA

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

Goleta City Hall
130 Cremona Dr.
Goleta, CA



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

Sheraton
300 W Station Square Dr.
Pittsburgh, PA

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 or through the LOSSAN Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.

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.



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Written Comment

Written public comments may also be submitted by emailing them to 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 8)

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 May 18, 2026 LOSSAN Rail Corridor Agency Board of Director's meeting.

Attachments:

[Minutes](#)

2. Fiscal Year 2025-26 Third 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 third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

Recommendation(s)



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Receive and file as an information item.

Attachments:

[Staff Report](#)

3. Fiscal Year 2025-26 Third 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 third quarter of state fiscal year 2025-26.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Fiscal Year 2025-26 Third 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 January through March 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

5. Fiscal Year 2025-26 Third 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



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funding on September 25, 2025. This report summarizes financial activities and performance through the third quarter of fiscal year 2025-26, covering the months of January through March 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

6. Fiscal Year 2025-26 Third 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 third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

7. Approval to Release Request for Proposals for Pacific Surfliner Social Media Marketing and Digital Marketing Services

Overview

Consultant services are needed to provide social media and digital marketing services. Staff has developed a request for proposals to initiate a competitive procurement to select a firm(s) to provide these services and is seeking approval from the Board of Directors to release the request for proposals.

Recommendation(s)

- A. Approve the release of Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for a one-year initial term with two, two-year



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option terms.

- B. Approve the proposed evaluation criteria and weightings for Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.

Attachments:

[Staff Report](#)

[Attachment A](#)

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

Overview

On May 15, 2023, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with Zephyr Rail, to prepare the plans, specifications, and estimates for the Leesdale Siding Extension project. An amendment to the existing agreement is requested to address continued delays in third-party design reviews, unforeseen high level of effort in utility coordination, and additional requirements by the environmental resource agencies, which have collectively resulted in additional costs.

Recommendation(s)

Authorize the Managing Director to negotiate and execute Amendment No. 2 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 \$226,808.27, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$4,359,824.41.

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

9. Authorization to Negotiate and Execute an Administrative Support Agreement with Orange County Transportation Authority

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency entered into an administrative support agreement with the Orange County Transportation Authority on November 21, 2013, to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service operating in the Los Angeles - San Diego - San Luis Obispo rail corridor. The initial agreement expired on



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June 30, 2018, and was renegotiated for a new three-year term beginning July 1, 2018, through June 30, 2021, with two, three-year option terms. The first three-year option term was executed on September 1, 2021, which extended the agreement for an additional thirty-six months, from July 1, 2021, through June 30, 2024, while the second and final three-year option term was executed on June 11, 2024, which extended the agreement through June 30, 2027. In order to provide continued administrative services, staff is seeking authorization from the Board of Directors to negotiate and execute an administrative agreement with the Orange County Transportation Authority.

Recommendation(s)

Authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority.

Attachments:

[Staff Report](#)

Discussion Items

10. Senate Bill 1098 Update

Overview

Staff will provide a summary on Senate Bill 1098 Working Group Efforts and Report.

Attachments:

[Presentation](#)

[Attachment A](#)

11. Public Comments

12. Managing Director's Report

13. Board Members' Report

14. Adjournment

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

10:30 a.m. on Monday, July 20, 2026

OCTA Headquarters
550 South Main Street
Orange, California



Call to Order

The May 18, 2026, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Strong at 12:44 p.m. at the LA Metro, 1 Gateway Plaza, Los Angeles.

Roll Call

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

Directors Present: Fred Strong, SLOCOG, Chair
Jewel Edson, NCTD, Vice Chair
Dana Reed, RCTC
Jess Talamantes, Metro
Jim White, VCTC
Jeanne Cantu, Amtrak, Ex-Officio

Via Teleconference: Fred Jung, OCTA
Joy Lyndes, SANDAG
Jennifer Mendoza, SDMTS
Paula Perotte, SBCAG

Directors Absent: Fernando Dutra, Metro
Katrina Foley, OCTA
LaDonna DiCamillo, CHSRA, Ex-Officio
Kyle Gradinger, Caltrans, Ex-Officio
Vacant, SCAG, Ex-Officio

Staff Present: Jason Jewell, Managing Director
Sara Meisenheimer, Clerk of the Board Specialist, Senior
Elia Verduzco, Employee Rotation Program
Erin Galang, Clerk of the Board Assistant
James Donich, General Counsel
LOSSAN Staff

Consent Calendar

A motion was made by Director Reed, seconded by Vice Chair Edson, and following a roll call vote, declared passed 9-0, to approve the Consent Calendar (Items 1 through 4).

1. Approval of Minutes

Approve the minutes of the March 16, 2026 LOSSAN Rail Corridor Agency Board of Director's meeting.



2. Amendment No. 2 to Cooperative Agreement No. L-4-0019 with San Luis Obispo Council of Governments for Fare Subsidy Program

- A. Authorize the Managing Director to execute Amendment No. 2 to Cooperative Agreement No. L-4-0019 between the LOSSAN Rail Corridor Agency and the San Luis Obispo Council of Governments to increase the contract authority by \$100,000, for a total not-to-exceed amount of \$140,000 and extend the term through June 30, 2028.
- B. Approve the discounted fare table associated with the fare subsidy program, as reflected in Attachment A, for the term of the agreement through June 30, 2028.

3. Amendment No. 2 to Agreement No. L-4-0018 with San Joaquin Joint Powers Authority for Federal Rail Advocacy Services

Authorize the Managing Director to execute Amendment No. 2 to Agreement No. L-4-0018 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and the San Joaquin Joint Powers Authority to add \$140,000, increasing the total contract value to \$230,000, and extending the term from September 1, 2024, through December 31, 2029.

4. Agreement with Union Pacific Railroad for Corridor Hardening and Coastal Resiliency Improvements

This item was pulled by Director Lyndes who requested a staff presentation. Russell Henry, Financial Planning & Analysis Manager, provided a report on this item.

Authorize the Managing Director to negotiate and execute an agreement between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Union Pacific Railroad for a not-to-exceed amount of \$19,000,000 for the construction of long-term improvements necessary to stabilize the track and adjacent bluffs in five areas along the Santa Barbara Subdivision.

Discussion Items

5. Senate Bill 1098 Update

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

No action was taken on this item.

6. 2026 World Cup & LA28 Olympic Strategy Update

Alyssa Dowdalls, Marketing & Communications Manager, provided a PowerPoint



presentation.

No action was taken on this item.

7. Public Comments

In-person public comment was heard from Paul Dyson.

8. Managing Director's Report

Jason Jewell, Managing Director, reported on the following:

- Introduction to the new LOSSAN Rail Compliance & Safety Specialist, Mike Garcia.
- Update on ridership

In-person public comment was heard from Peter Warner.

9. Board Members' Report

Director Talamantes stated how appreciative he was of the two train stops in downtown Burbank.

Vice Chair Edson invited everyone to the Fiesta Del Sol festival in Solana Beach from May 30-31.

Director Perotte reported that on April 23, 2026, the Santa Barbara County Association of Governments and the City of Goleta hosted a Train to Work forum.

Director White reported that many people rode the train to Ventura County Fairgrounds to attend the California Strawberry Festival last weekend.

Chair Strong acknowledged all of the hard work that staff does to support LOSSAN.

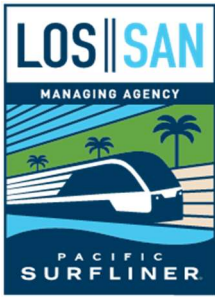
10. Adjournment

The meeting adjourned at 1:16 p.m.

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

10:30 a.m. on Monday, June 15, 2026

OCTA Headquarters
550 South Main Street
Orange, California



June 15, 2026

To: Members of Board of Directors

From: Jason Jewell, Managing Director

A handwritten signature in black ink, appearing to read "J. Jewell", is placed over the name "Jason Jewell" in the "From:" field.

Subject: Fiscal Year 2025-26 Third 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 third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

Recommendation

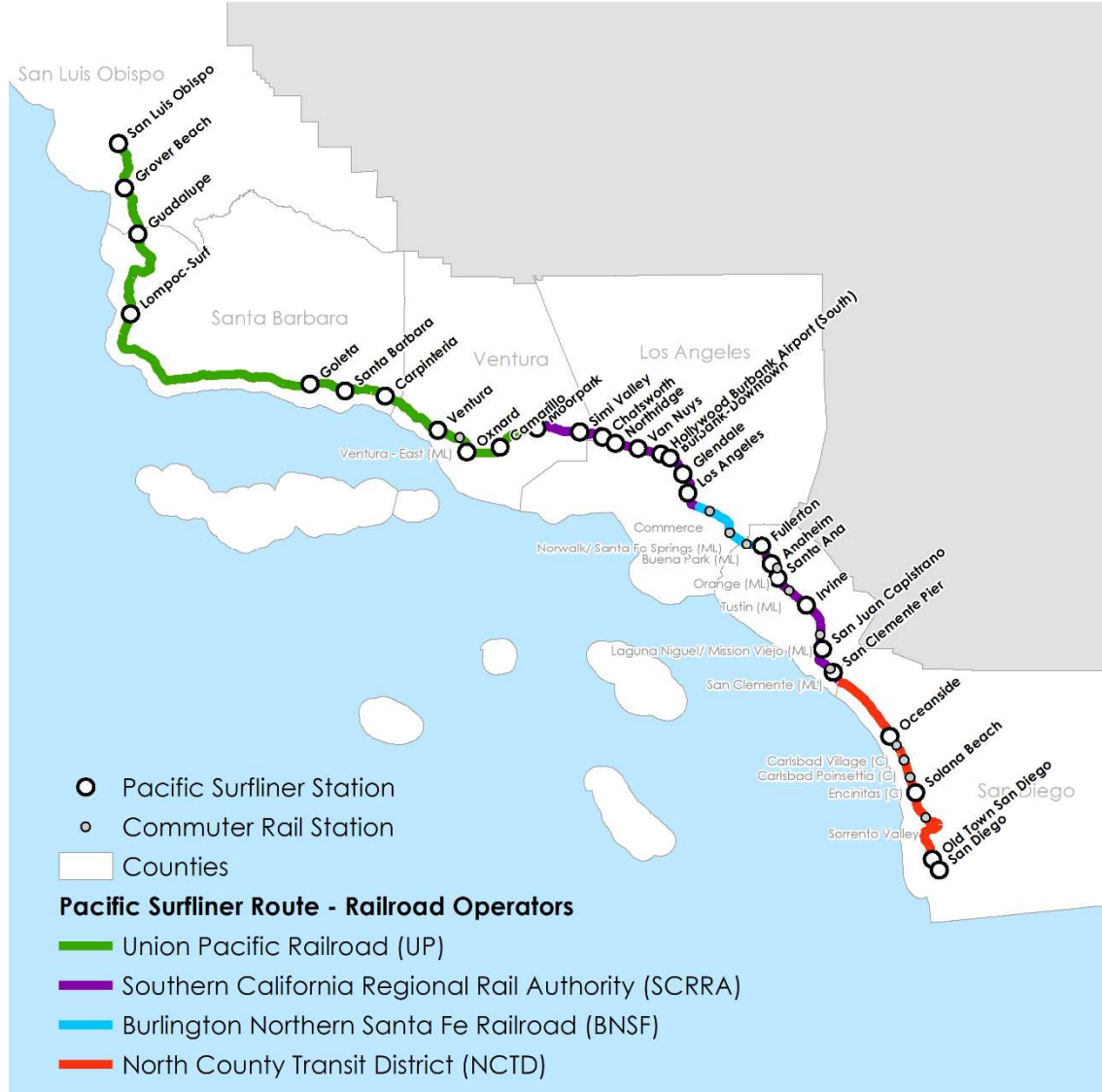
Receive and file as an information item.

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 27 daily one-way trains, equating to 13 round trips. The 13th round trip between Los Angeles and San Diego was restored during the third quarter of fiscal year (FY) 2025-26, after being suspended for the past six years. FY 2025 boardings for the Pacific Surfliner reached over 2 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 third quarter (Q3) 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.

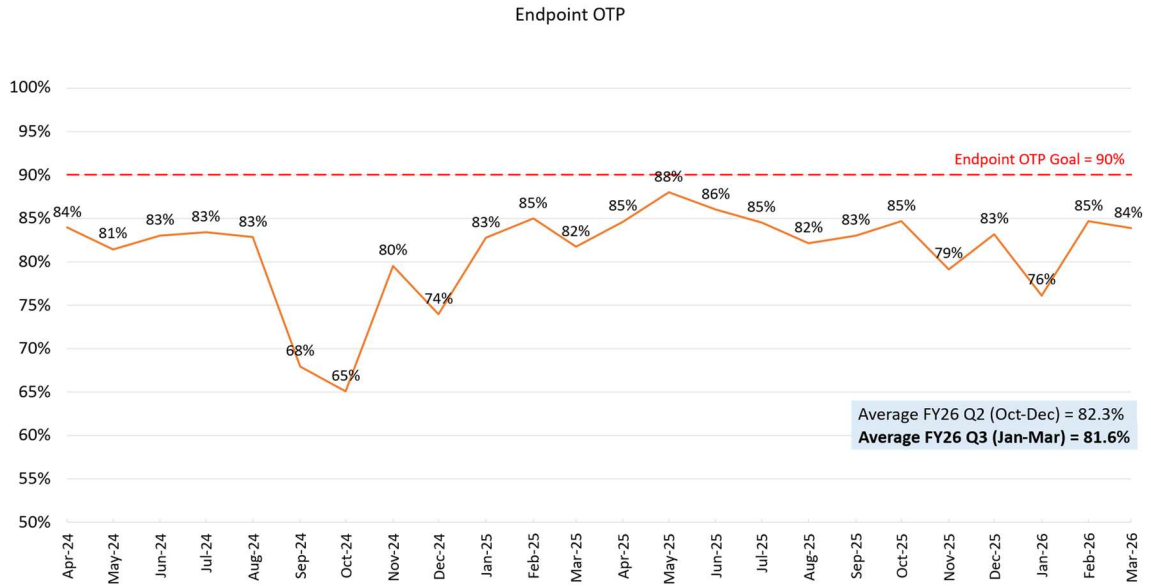
Figure 2: Endpoint OTP by Total Trains Operated

Values	FY 2026 Q2	FY 2026 Q3	% Change
Late	381	401	5.2%
On-Time	1,775	1,779	0.2%
Operated	2,156	2,180	1.1%
Endpoint OTP	82.3%	81.6%	-0.9%

As shown in Figure 2, for Q3 FY 2025-26, 1,779 of 2,180 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 401 trains arrived late. This results in a systemwide endpoint OTP of 81.6 percent for Q3 FY 2025-26, representing a 0.9 percent decrease from 82.3 percent endpoint OTP for the previous quarter.

Figure 3 shows historical monthly systemwide endpoint OTP from April 2024 to the present.

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.

Figure 4 shows that for Q3 FY 2025-26, 38 trains were cancelled, and 82 trains were suspended, representing a 10.1 percent increase from the previous quarter. Of the 82 suspended trains, 52 are due to planned trackwork that occurred on March 7th and 8th, 2026. An additional 26 suspensions in January 2026 were caused by severe storms and a track washout north of Goleta.

Figure 4: Total Trains Cancelled or Suspended

Status	FY 2026 Q2	FY 2026 Q3	% Change
Cancelled	54	38	-29.6%
Suspended	55	82	49.1%
Total	109	120	10.1%

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 777. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 777, as well as any additional trains operated with the same train consist.

Figure 7 shows individual endpoint OTP for each train that operated during Q3 FY 2025-26. During this period, 6 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 584, which experienced increased delays due to commuter train interference and passenger train interference.

Figure 7: Endpoint OTP by Train

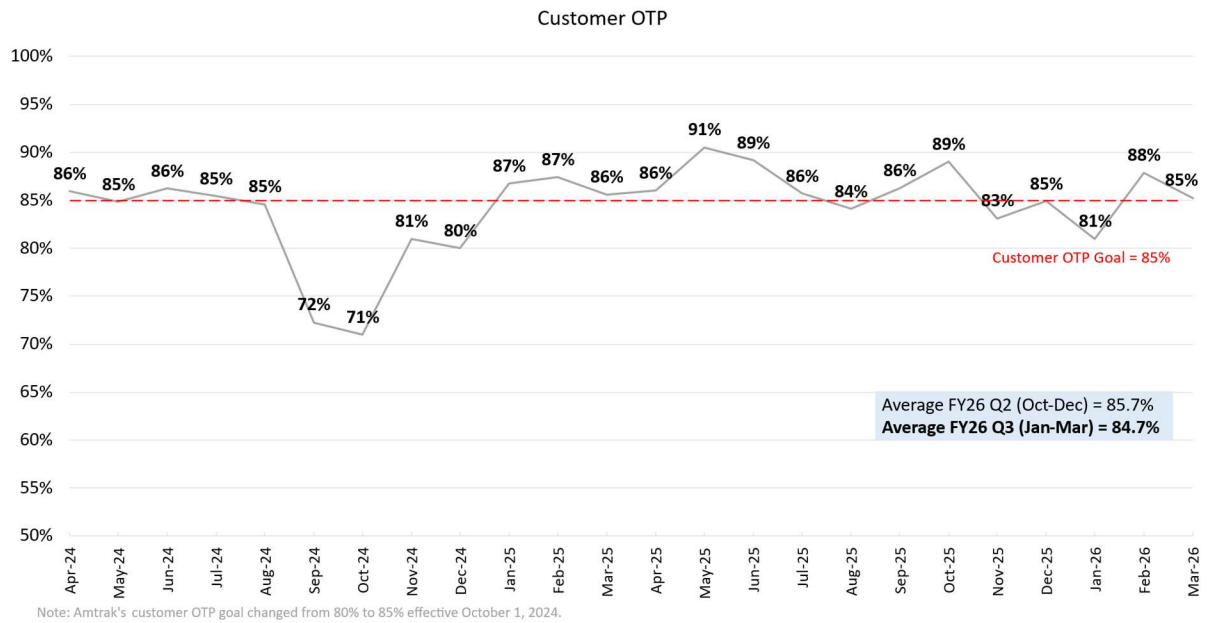
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
567	SAN-LAX	95.1%	58	61
588	LAX-SAN	95.1%	58	61
782	GTA-SAN	92.1%	58	63
790	GTA-SAN	92.0%	81	88
765	SAN-GTA	90.9%	80	88
580	LAX-SAN	90.7%	78	86
564	LAX-SAN	89.5%	77	86
591	SAN-LAX	88.2%	75	85
593	SAN-LAX	87.8%	72	82
595	SAN-LAX	86.0%	74	86
582	LAX-SAN	85.7%	18	21
586	LAX-SAN	83.5%	71	85
566	LAX-SAN	83.3%	70	84
562	LAX-SAN	82.6%	71	86
761	SAN-SLO	81.8%	72	88
785	SAN-GTA	81.8%	72	88
774	SLO-SAN	80.7%	71	88
587	SAN-LAX	80.5%	66	82
579	SAN-LAX	80.3%	49	61
769	SAN-GTA	78.4%	69	88
794	SLO-SAN	78.4%	69	88
777	SAN-SLO	76.2%	48	63
581	SAN-LAX	75.6%	65	86
573	SAN-LAX	73.8%	62	84
572	LAX-SAN	73.2%	60	82
770	GTA-SAN	68.2%	60	88
779	SAN-SLO	68.0%	17	25
577	SAN-LAX	61.9%	13	21
784	GTA-SAN	60.0%	15	25
584	LAX-SAN	49.2%	30	61
System		81.6%	1,779	2,180

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 Q3 FY 2025-26, customer OTP averaged 84.7 percent, representing a 1.1 percent decrease from 85.7 percent in the previous quarter.

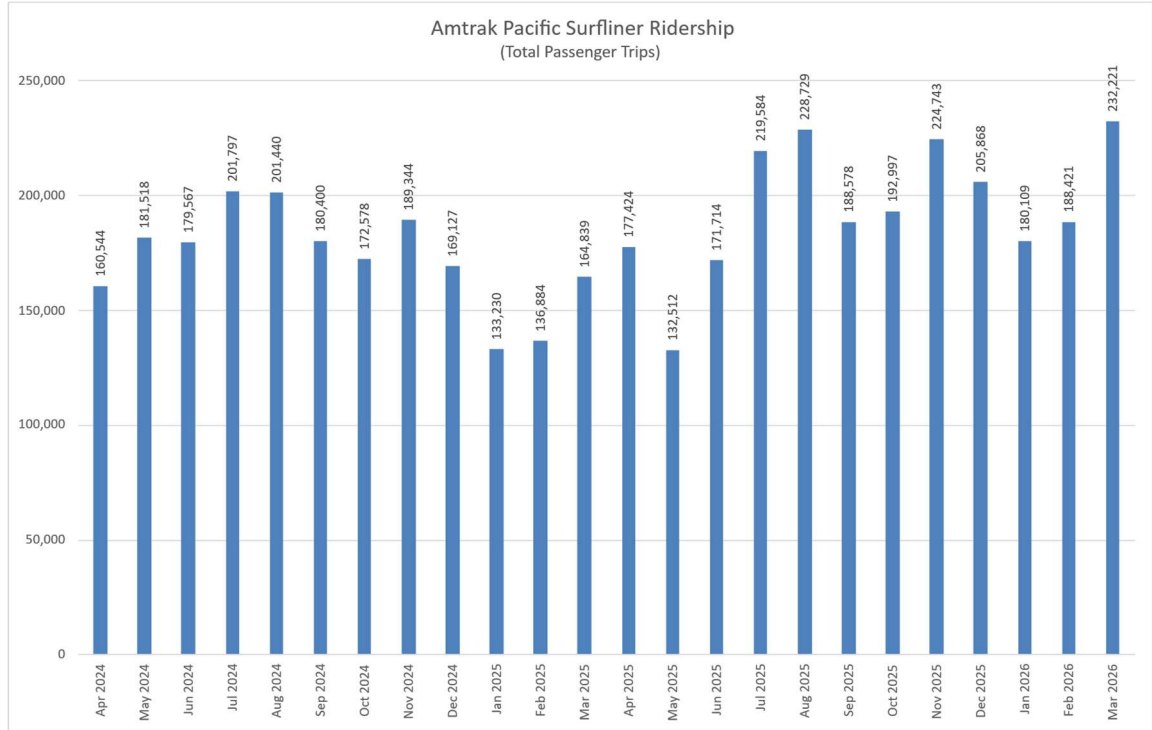
Figure 5: Customer OTP



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 Q3 FY 2025-26, there were 600,751 passenger trips on the Pacific Surfliner, representing a roughly 3.7 percent decrease from 623,608 passenger trips in the previous quarter. The decrease in ridership is primarily attributed to the seasonal trend for Pacific Surfliner service as that the first quarter of the calendar year is typically a slower quarter for ridership than the holiday season.

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.

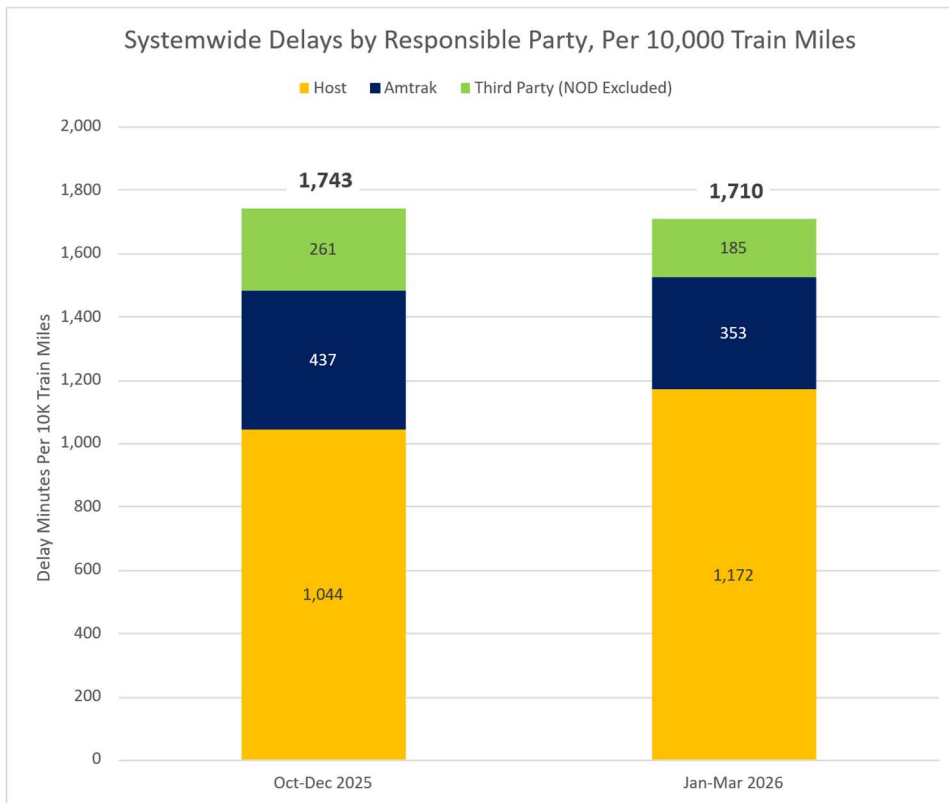
In the third quarter of FY 2025-26, the Pacific Surfliner operated a total of 404,076 train miles, representing a 2 percent decrease from the 412,365 train miles operated in the previous quarter.

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 Q3 FY 2025-26, there were 1,710 minutes of delay per 10,000 train miles, representing a 1.9 percent decrease in the overall delay rate compared to Q2 FY 2025-26. The rate of host-responsible delays increased by 12.2 percent, the rate of Amtrak-responsible delays decreased by 19.2 percent, and the rate of third party-responsible delays decreased by 29.4 percent. The decrease in delays is attributed to a decrease in passenger train interference, weather, and police associated delays.

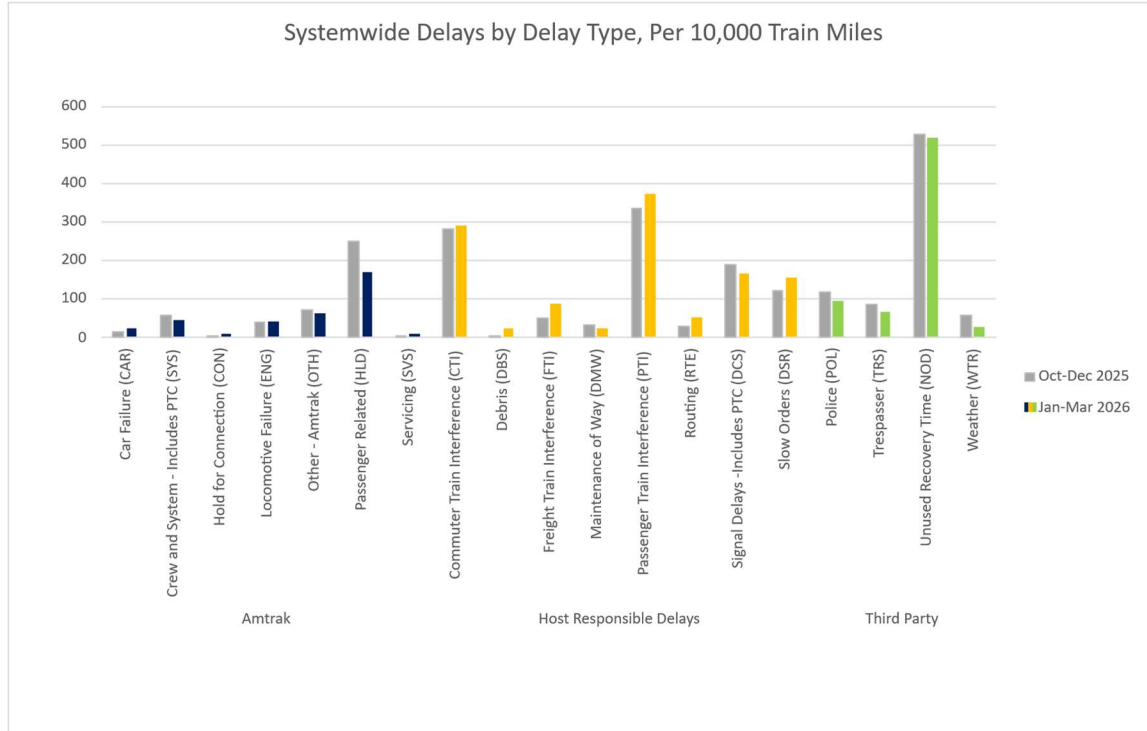
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

During the third 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

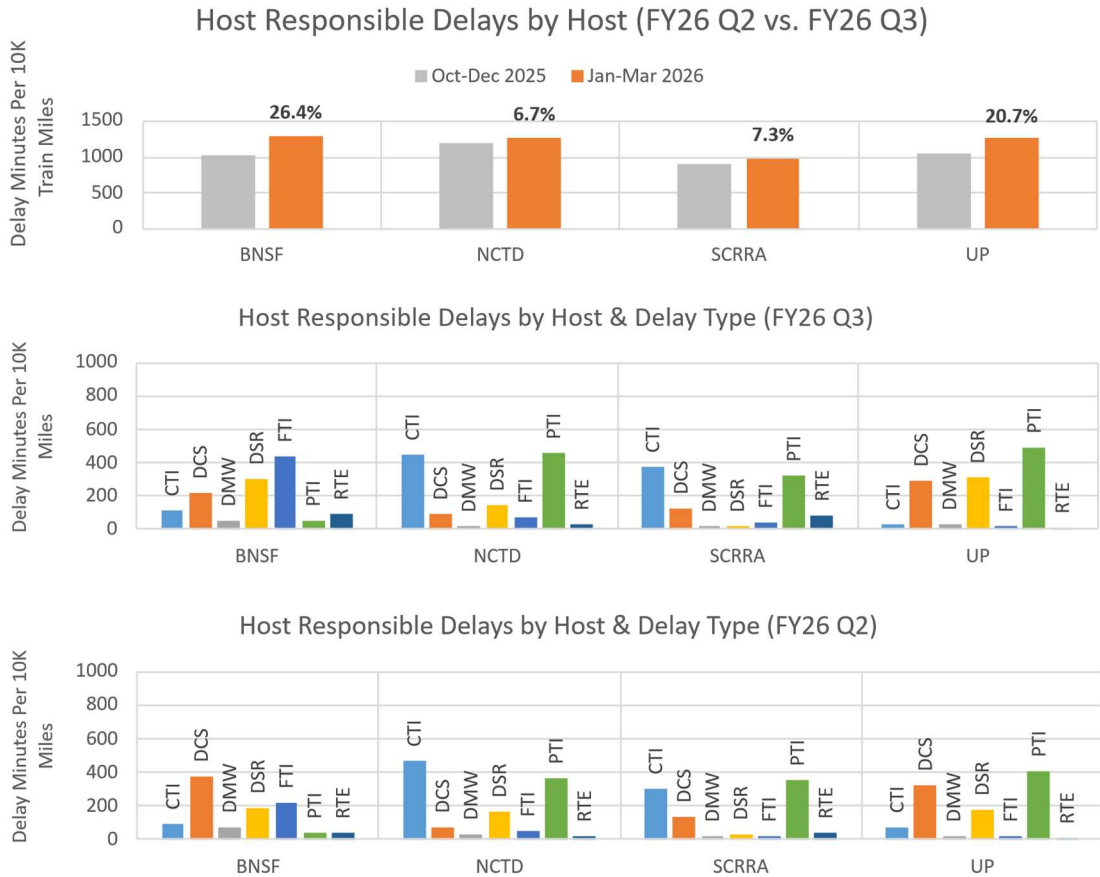
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q3 FY 2025-26, the host-responsible delay rate within BNSF territory increased by 26.4 percent, in NCTD territory increased by 6.7 percent, in SCRRA territory increased by 7.3 percent and in UPRR territory increased by 20.7 percent.

The increase in BNSF delay rates was primarily driven by higher levels of freight train interference and slow orders. Similarly, the increase in UPRR delay rates was largely attributable to slow orders, passenger train interference, and debris-related incidents.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors¹ were within each host territory in Q3 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 passenger train interference. In UPRR territory, the top delay types were signal delays and passenger train interference.

¹ Refer to Figure 9 for definitions of three-letter delay codes.

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

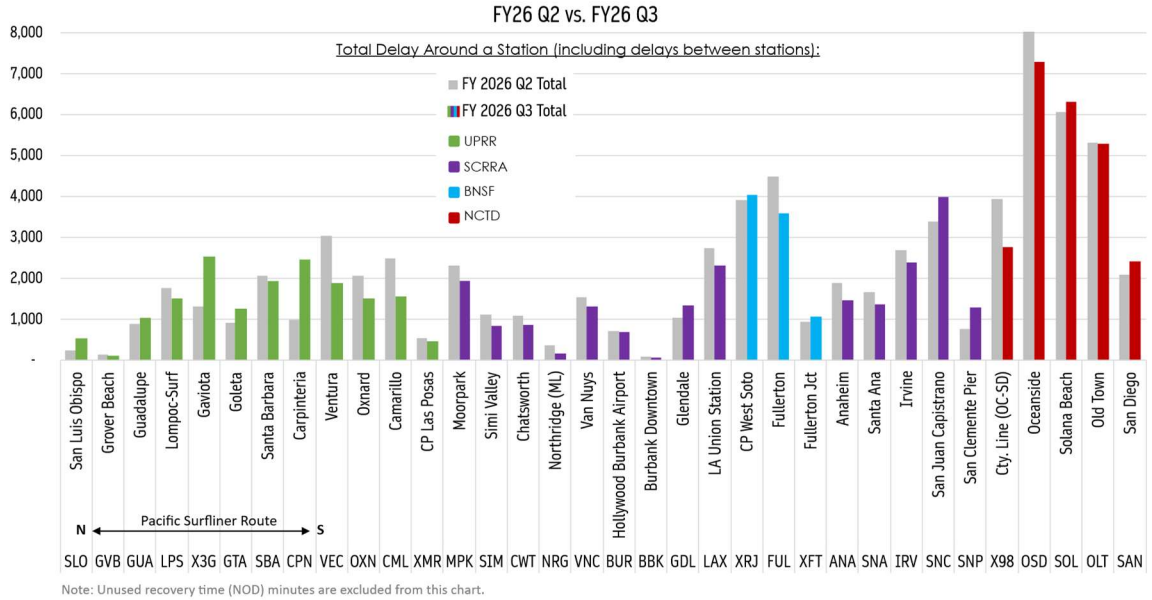


Total Delays Around Stations (or Other Specific Locations)

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 Q3 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 decreased by 4.3 percent, from 72,882 in Q2 of FY 2025-26, to 69,723 in Q3 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 third quarter of FY 2025-26, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 81.6 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



June 15, 2026

To: Members of Board of Directors

From: Jason Jewell, Managing Director

A handwritten signature in black ink, appearing to be "J. Jewell", written over the name "Jason Jewell, Managing Director".

Subject: Fiscal Year 2025-26 Third 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 third 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 147 daily passenger trains. The Pacific Surfliner currently serves 29 stations and operates 27 daily one-way trains (thirteen round trips). The thirteenth-round trip between Los Angeles and San Diego was restored during the third quarter of fiscal year (FY) 2025-26. 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 third quarter of FY 2025-26, covering the months of January, February, and March 2026.

Usage

For the third quarter of FY 2025-26, total LOSSAN corridor ridership for the three services combined was 1,428,533, representing a 24.5 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.

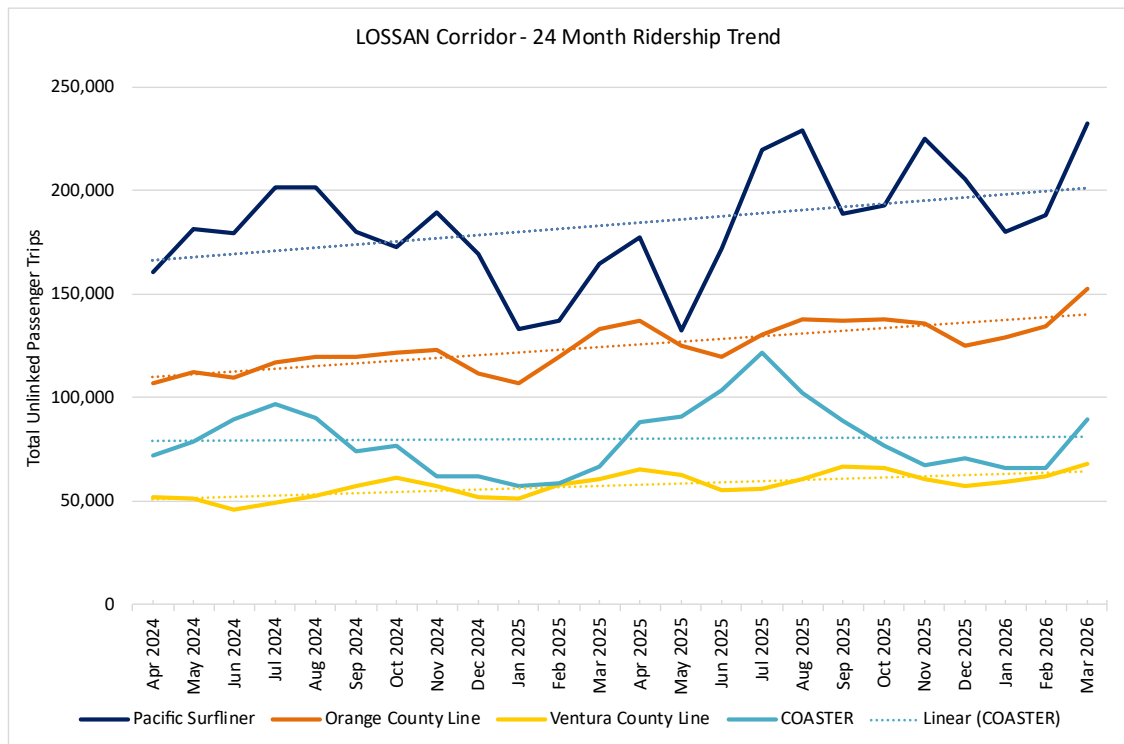


Figure 1

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 third quarter of FY 2025-26 was 600,751, representing an increase of 38.1 percent when compared to the same period last year, as is illustrated in Figure 2. The increase of ridership can be primarily attributed to the restoration of the 11th, 12th, and 13th round trips added within the last year.

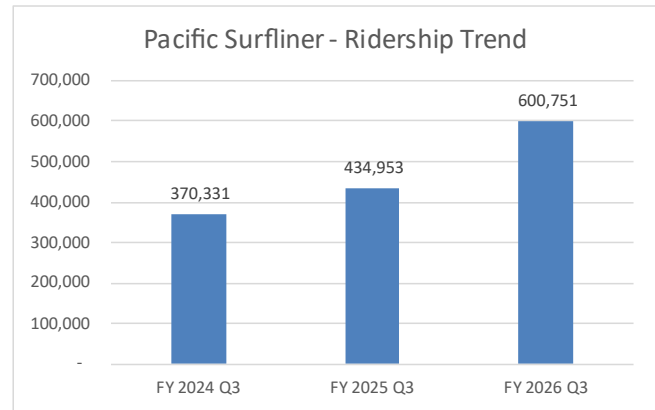


Figure 2

Metrolink

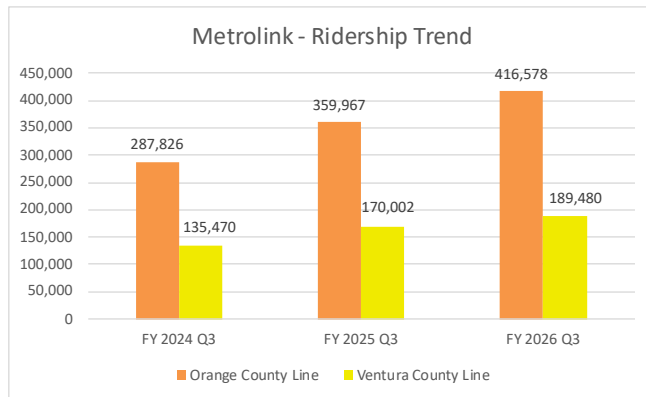


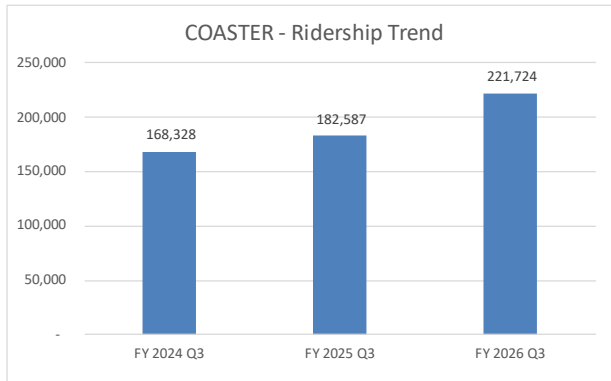
Figure 3

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership increase of 11.5 percent when compared to the third quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 15.7 percent increase in ridership over the same report period in the prior year. During the third quarter of FY 2025-26, there was an

average of 16,752 Metrolink pass holders per month who utilized the Rail 2 Rail (R2R) Program to ride Pacific Surfliner trains¹.

¹ Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.

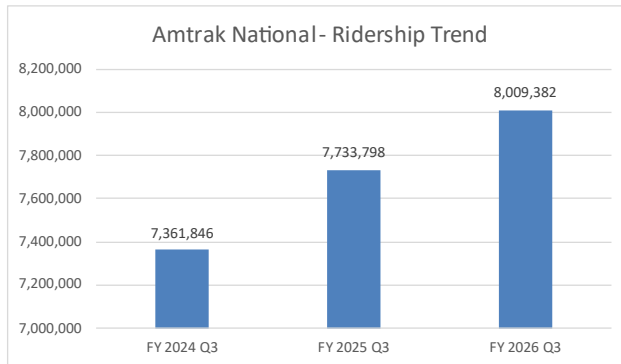
COASTER



NCTD’s COASTER commuter rail service operating between Oceanside and San Diego experienced an eight percent increase in ridership during the third quarter of FY 2025-26 when compared to the same period in the prior year, as shown in Figure 4. During the third quarter of FY 2025-26, there was an average of 461 COASTER passholders per month utilizing the R2R Program to ride Pacific Surfliner trains².

Figure 4

Amtrak System



Amtrak service nationwide experienced a cumulative ridership increase of 3.6 percent for the third quarter of FY 2025-26 when compared to the same period in the prior year, as illustrated in Figure 5.

Figure 5

Amtrak’s Coast Starlight, which operates between Seattle and Los Angeles, saw ridership decrease by 1.1 percent in the third 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 29.7 percent on the Capitol Corridor and increased by 1.6 percent on the San Joaquins Corridor during the third quarter when compared to the same period last year. The year-over-year increase in Capitol Corridor ridership is primarily attributable to the restoration of pre-pandemic service levels, including the return to 15 weekday round trips in December 2025.

² 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 roughly 59.4 million passenger miles during the third quarter of FY 2025-26, which is a 39.8 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 21,375 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 2,405,199 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

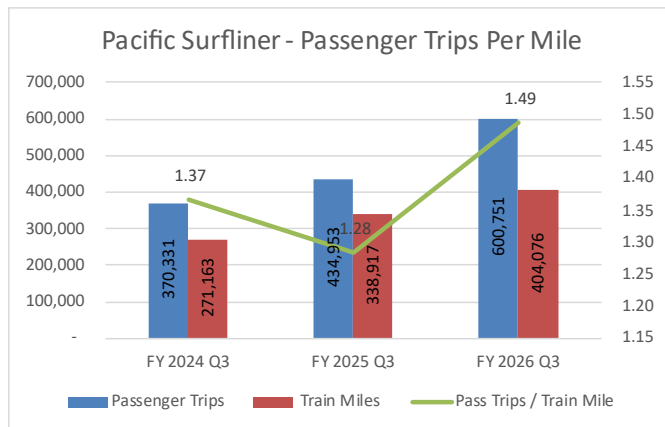


Figure 6

Passenger trips per train mile are calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service³.

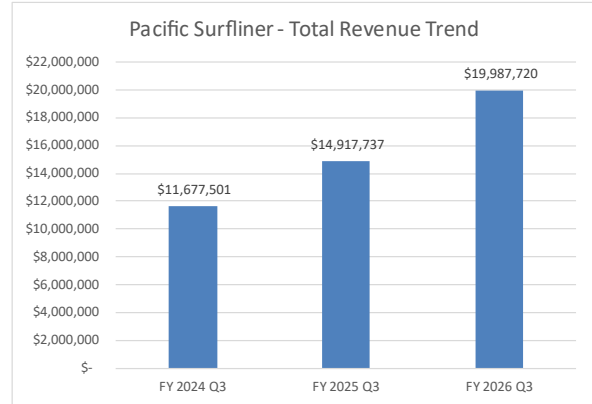
This metric focuses on service efficiency, as it is the ratio of usage (passenger trips) over service provided (train miles). The higher the ratio value, the more efficient the service, and vice versa. For the third quarter

of FY 2025-26, the ratio of passenger trips per train mile increased by 15.8 percent when compared with the same period in the prior year, as illustrated in Figure 6.

³ Total train miles include deadhead mileage to and from rail yard facilities.

Revenue

In line with the increase in Pacific Surfliner ridership, driven primarily by growing demand and increased operation, total revenue also increased. For the third quarter of FY 2025-26, total revenue increased by 34 percent when compared with the same period in the prior year, as shown in Figure 7. The increase in revenue is primarily associated with the increased ridership due to restoration of the 11th, 12th, and 13th round trips.



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 required to meet the State's Uniform Performance Standards, which establish a minimum farebox recovery benchmark of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending March 31, 2026, was 59.4 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 third quarter of FY 2025-26, endpoint OTP for the Pacific Surfliner averaged 81.6 percent, which was a 1.7 percent decrease over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

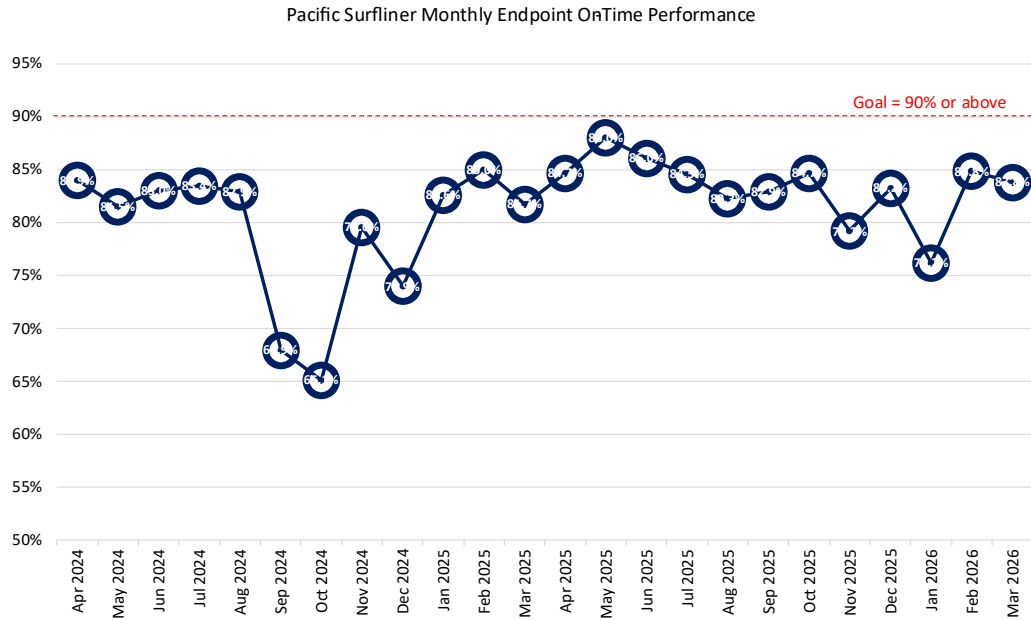


Figure 8

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 third quarter of FY 2025-26, the Pacific Surfliner scored an average eCSI of 82.6 percent, representing a two percent increase from the average eCSI of 84.2 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

Sales Category	FY 2025 Q3 <i>(Jan-Mar 2025)</i>	FY 2026 Q3 <i>(Jan-Mar 2026)</i>	% Change
Baked Goods	\$ 54,427	\$ 79,318	45.7%
Beer	\$ 148,243	\$ 291,994	97.0%
Beverages	\$ 190,260	\$ 324,148	70.4%
Dairy Products	\$ 1,214	\$ 2,463	102.9%
Fresh Prepared Foods	\$ 142,403	\$ 205,500	44.3%
Liquor	\$ 84,242	\$ 100,459	19.3%
Packaged Snack Foods	\$ 280,385	\$ 523,031	86.5%
Wine	\$ 181,758	\$ 265,611	46.1%
Total Revenue	\$ 1,082,930	\$ 1,792,525	65.5%

Figure 9

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 third quarter of FY 2025–26, food and beverage sales increased by 65.5 percent

compared to the same quarter in the prior year, primarily attributable to increased ridership resulting from the additional service.

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 March 31, 2026, 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 third quarter of FY 2025-26, combined ridership on these two routes totaled 25,416, representing an increase of 18.7 percent when compared to the ridership of 21,404 for the same period in the prior year.

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 third quarter of FY 2025-26. During the third quarter, total combined passenger rail ridership along the corridor increased by 24.5 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increased by 38.1 percent, accompanied by a 34 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, Third 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
Third Quarter Fiscal Year 2025-26**


<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership – Growth Over Same Quarter Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue – Growth Over Same Quarter Previous Year</u>	<u>Endpoint OTP (3 mo. avg.)</u>
Pacific Surfliner	600,751	38.1%	\$19,987,720	34.0%	81.6%
Metrolink Orange County Line	416,578	15.7%	---	---	80.4%
Metrolink Ventura County Line	189,480	11.5%	---	---	81.4%
COASTER	221,724	21.4%	---	---	95.9%
LOSSAN Total	1,428,533	24.5%	---	---	---

Amtrak Nationwide	8,009,382	3.6%	---	---	75.7%
Coast Starlight	85,628	-1.1%	---	---	72.9%
Capitol Corridor	323,333	29.7%	---	---	82.1%
Gold Runner	209,858	1.6%	---	---	76.1%



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 Third 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 January through March 2026.

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 (SRA)	\$44,373,297	\$13,428,192	\$30,945,105
Transit and Intercity Rail Capital Program	\$366,262,000	\$228,842,575	\$137,419,425
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	\$271,823,837	\$275,902,823

Awarded/Executed Grant Agreements:

No grants were awarded/executed in the third quarter of fiscal year (FY) 2025-26.

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 third quarter of FY 2025-26, approximately \$10.4 million of formula funding has been spent, leaving a balance of \$3.4 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 \$411,527 of these competitive funds have been spent, leaving a balance of \$307,223.

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 third quarter of FY 2025-26. 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 FY 2025, LOSSAN was awarded \$26.2 million in 2024 TIRCP funds through collaboration with the Coast Rail Coordinating Council (CRCC).

Of the five awards, three remain active after closing out the 2016 award in the beginning of FY 2025-26. The 2015 award was closed out in 2021 and 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 \$228.8 million has been received to date, leaving a balance of \$137.4 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, Narlon Bridge Replacement, Santa Barbara County Hollister Ranch Repairs and Drilled Piers, and Canada Honda Bridge Replacement have been completed. Work has continued to make progress on many of the other 2018 TIRCP and 2020 TIRCP funded projects.

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 third 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 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 percent 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. The R&E grant was obligated by the FRA in the third quarter of FY 2025-26. Now that the grant has been obligated, LOSSAN will begin the process of seeking reimbursement for the expenses incurred since restoration of the service started in March 2025. These reimbursements are expected to be submitted in the fourth quarter of FY 2025-26.

Grant Agreements Pending Close-out:

The Canada Honda Bridge Replacement was completed and opened to train traffic early in the fiscal year. Since then, the contractor replanted native vegetation, completing the grant's scope of work. The remaining balance of TIRCP funding will be reprogrammed to Camarillo Station Improvements Project. In addition, Operation

Lifesaver Campaign has been completed and is pending close-out. LOSSAN staff will begin the closeout process for these projects. This grant agreement is summarized in Attachment D.

Grant Agreements Closed Out:

Santa Barbara County Hollister Ranch Repairs and Drilled Piers Project were closed out in the third quarter of FY 2025-26. This grant agreement is summarized in Attachment E.

Summary

The report provides an update of the grant agreement funded activities for the third quarter of fiscal year 2025-26, January through March 2026. Staff recommend this report be received and filed as an information item.

Attachments

- A. Third Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), January through March 2026
- B. Third Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), January through March 2026
- C. Third Quarter Grant Reimbursement Status Report, Other Discretionary Grants, January through March 2026
- D. Third Quarter Grant Reimbursement Status Report, Grants Pending Close-out, January through March 2026
- E. Third Quarter Grant Reimbursement Status Report, Grants Closed out, January through March 2026

Approved By:



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



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

Formula and Competitive State Rail Assistance (SRA)

January through March 2026

Fiscal Year 2018 - 2020 Formula

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility Expansion	\$ 600,000	\$ 398,221	\$ 201,779	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	580,000	-	580,000	March 2027
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 Expansion (Phase 1)	1,410,735	1,210,693	200,042	February 2027
On-Time Performance Program for Service Improvements (UPRR)	4,170,000	4,170,000	-	Project Completed / Closed Out
Leesdale Passing Siding	6,000,000	3,568,307	2,431,693	December 2027
Operation Lifesaver Campaign	110,000	110,000	-	Project Completed / Closed Out
Fiscal Year 2018 - 2020 Formula Sub-Total	\$ 13,854,547	\$ 10,441,033	\$ 3,413,514	

Fiscal Year 2018 - 2020 Competitive

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ 411,527	\$ 307,223	June 2027
Fiscal Year 2018 - 2020 Competitive Sub-Total	\$ 718,750	\$ 411,527	\$ 307,223	
Fiscal Year 2018 - 2025 SRA Funding Total	\$ 14,573,297	\$ 10,852,560	\$ 3,720,737	

Fiscal Year 2021 - 2025 Formula ⁽¹⁾

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Interregional Connectivity Improvement Project	\$ 550,000	\$ -	\$ 550,000	June 2027
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
Fiscal Year 2021 - 2025 Formula Sub-Total	\$ 29,800,000	\$ 2,575,633	\$ 27,224,367	
SRA Funding Total	\$ 44,373,297	\$ 13,428,192	\$ 30,945,105	



**Third Quarter Grant Reimbursement Status Report
Transit and Intercity Rail Capital Program (TIRCP)**

January through March 2026

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
2024 TIRCP Grant Sub-Total	\$ 26,161,000	\$ -	\$ 26,161,000	

2020 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 24,303,000	\$ 1,714,000	\$ 22,589,000	June 2029
San Diego County Maintenance & Layover Facility	28,440,000	-	28,440,000	June 2029
2020 TIRCP Grant Sub-Total	\$ 52,743,000	\$ 1,714,000	\$ 51,029,000	

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	\$ 15,448,633	\$ 17,445,367	June 2028
Ortega Siding	8,700,000	665,820	8,034,180	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	9,680,000	180,000	9,500,000	March 2027
Corridor Hardening Improvements (Safety)	13,014,000	-	13,014,000	June 2028
Ventura County Rincon Point Slope Repairs	6,610,000	-	6,610,000	June 2028
Santa Barbara County Hollister Ranch Repairs and Drilled Piers	10,406,000	10,406,000	-	Project Completed / Closed Out
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	29,188,000	50,000	Pending Close-out
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⁾	1,300,000	1,300,000	-	Project Completed / Closed Out
Signal Respacing and Optimization Project ⁽¹⁾	15,900,000	15,900,000	-	Project Completed / Closed Out
On-Time Performance Incentive Program (NCTD)	22,962,000	19,781,121	3,180,879	June 2026
Network Integration Funds	250,000	-	250,000	June 2027
2018 TIRCP Grant Sub-Total	\$ 205,358,000	\$ 145,128,575	\$ 60,229,425	

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 ⁽²⁾	66,000,000	66,000,000	-	Project Completed / Closed Out
2016 TIRCP Grant Sub-Total	\$ 82,000,000	\$ 82,000,000	\$ -	

TIRCP Grants Total	\$ 366,262,000	\$ 228,842,575	\$ 137,419,425	
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Notes:

(1) These projects are led by NCTD.

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



Third Quarter Grant Reimbursement Status Report

Other Discretionary Grants

January through March 2026

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 Bridge Replacement	11,000,000	11,000,000	-	Project Completed / Closed Out
Narlon Bridge Replacement	15,526,000	15,526,000	-	Project Completed / Closed Out
Interim San Luis Obispo Layover Facility Expansion	300,000	300,000	-	Project Completed / Closed Out
Proposition 1B Grant Sub-Total	\$ 34,971,000	\$ 27,104,000	\$ 7,867,000	

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
STIP Grant Sub-Total	\$ 31,500,000	\$ 2,449,070	\$ 29,050,930	

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
SCCP Grant Sub-Total	\$ 43,500,000	\$ -	\$ 43,500,000	

Restoration & Enhancement (R&E) Grant Program

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
LOSSAN Rail Corridor Service Enhancement Project	\$ 27,120,363	\$ -	\$ 27,120,363	June 2032
R&E Grant Program Grant Sub-Total	\$ 27,120,363	\$ -	\$ 27,120,363	

Discretionary Grants Total	\$ 137,091,363	\$ 29,553,070	\$ 107,538,293	
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Third Quarter Grant Reimbursement Status Report

Grants Pending Close-out

January through March 2026

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Canada Honda Creek Bridge Replacement	2018 TIRCP	\$ 29,238,000	\$ 29,188,000	\$ 50,000
Operation Lifesaver Campaign	Fiscal Year 2018 - 2020 SRA	\$ 110,000	\$ 110,000	\$ -
Grants Pending Close-out Sub-Total		\$ 29,348,000	\$ 29,298,000	\$ 50,000



Third Quarter Grant Reimbursement Status Report

Grants Closed Out


January through March 2026

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Santa Barbara County Hollister Ranch Repairs and Drilled Piers	2018 TIRCP	\$ 10,406,000	\$ 10,406,000	\$ -
Grants Closed Out Sub-Total		\$ 10,406,000	\$ 10,406,000	\$ -



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 Third 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 third quarter of fiscal year 2025-26, covering the months of January through March 2026.

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 third quarter of FY 2025-26 totaled \$81.3 million, while actual revenues totaled \$76.7 million. This results in year-to-date (YTD) revenues to underrun the budget by \$4.5 million.

TABLE 1: REVENUES	FY 2025-26 Working Budget		FY 2025-26 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	\$	40,259,220	\$	53,534,145	\$ 13,274,925
Federal Grant Funding	\$	2,526,680	\$	-	\$ (2,526,680)
Other State Funding	\$	32,115,480	\$	16,348,886	\$ (15,766,594)
State Capital Funding	\$	500,000	\$	-	\$ (500,000)
Interest Revenue	\$	-	\$	928,256	\$ 928,256
Other Revenue	\$	-	\$	50,323	\$ 50,323
Total Revenues	\$	81,264,030	\$	76,724,260	\$ (4,539,770)

The variance is driven by two primary, offsetting factors. The largest component is a \$15.8 million shortfall in Other State Funding, which includes grant-funded capital projects. This shortfall was partially offset by a \$13.3 million increase in State Operating Assistance resulting from advanced payments received from Caltrans for the April and May 2026 Amtrak Advancement Invoices. The grant revenue underrun is primarily attributable to the majority of construction expenditures associated with the Canada Honda Bridge project. Expenses for the project came in higher than expected in FY 2025, leading to a lower than expected total for FY 2026. These invoices were received after the development and approval of the FY 2026 budget. In addition, project delays and the timing of invoice submittals across LOSSAN’s capital program contributed to the variance. Capital projects contributing to this timing variance include: Union Pacific Railroad (UPRR) Franchise Access Fee, Capital Access & Incentive, North County Transit District (NCTD) Capital & On-Time Performance (OTP) Incentive, Ortega Siding, Camarillo Station Improvements, Leesdale Siding, Central Coast Layover Facility, Integrated Wayfinding Signage, and Goleta Layover Facility.

In addition, there was an underrun of \$2.5 million in Federal Grant Funding due to the timing of the Federal Railroad Administration (FRA) Restoration and Enhancement (R&E) award execution. Execution of the R&E grant occurred in the third quarter of fiscal year 2025-26. Reimbursements for the costs incurred for the restoration service will be processed in the fourth quarter.

Together, these timing-related variances resulted in actual revenues being \$4.5 million below budget through the third quarter.

The budget variances are further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the third quarter of FY 2025-26 totaled \$85.8 million, whereas actual expenses totaled \$65.3 million, resulting in a year-to-date (YTD) expense underrun of \$20.5 million.

TABLE 2: EXPENSES					
Administrative Budget Line Items	FY 2025-26 Working Budget		FY 2025-26 Actuals		\$ Variance
	Year-To-Date		Year-To-Date		Year-To-Date
Administration - Staffing	\$	4,773,675	\$	3,353,059	\$ 1,420,616
Legal Services	\$	56,228	\$	18,172	\$ 38,055
Travel	\$	39,144	\$	29,690	\$ 9,454
Marketing	\$	1,526,092	\$	721,654	\$ 804,438
Insurance	\$	76,300	\$	72,652	\$ 3,648
Contracted services	\$	824,903	\$	396,227	\$ 428,676
Dues & Memberships	\$	7,000	\$	10,556	\$ (3,556)
Non Budgeted Expenses	\$	-	\$	-	\$ -
Other Business Expenses	\$	1,874	\$	123,366	\$ (121,492)
Total Administrative Services	\$	7,305,216	\$	4,725,376	\$ 2,579,840
Operating/Capital Budget Line Items					
Net Train Operating Expenses	\$	43,210,493	\$	41,839,949	\$ 1,370,544
Transit Transfer Program	\$	55,763	\$	17,448	\$ 38,315
Minor Capital Projects	\$	750,000	\$	97,698	\$ 652,302
Grant Programs	\$	34,428,850	\$	18,596,309	\$ 15,832,541
Total Budget	\$	85,750,322	\$	65,276,780	\$ 20,473,541

The majority of the expense variance is associated with grant funded capital projects and is largely driven by Canada Honda Bridge (\$9.4 million). This was due to construction costs that were recognized in the prior fiscal year, leading to a lower-than-expected total in the current fiscal year. In addition, project delays and the timing of work completion and payment processing also contributed to the variance. Key contributors include NCTD Capital and OTP Incentive (\$3 million), UPRR Franchise Access Fee, Capital Access and Incentive (\$2.8 million), Orcutt Crossover (\$2 million), Camarillo Station Improvements (\$1.2 million), Ortega Siding (\$1 million), Leesdale Siding (\$0.4 million), and Goleta Layover Facility (\$0.4 million). These capital project variances were partially offset by the Corridor Hardening Improvement project (\$4.5 million), which is budgeted to begin in the fourth quarter. The \$1.4 million underrun in Net Train Operations is associated with increased ridership resulting from the restoration of pre pandemic service, which contributed to higher-than-budgeted fare revenue. Additionally, Marketing and Contracted Services costs underran due to lower-than-anticipated utilization of services, Administration (Staffing) costs underran due to the timing of the Orange County Transportation Authority invoice payments and staff vacancies, while Minor Capital costs underran due to delays in the procurement of contractors. The minor capital projects have begun and the variance will disappear in the fourth quarter.

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.

Summary

Through the third quarter of fiscal year 2025–26, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s actual revenues and expenses were below budget. The majority of the variance is attributable to project delays and the timing of work completion and invoice processing across several programs and capital projects. Due to monthly advance payments, a portion of these timing-related underruns was offset by higher-than-budgeted State Operating Assistance revenue. Increased ridership associated with the restoration of the eleventh, twelfth, and thirteenth round trips contributed to lower than anticipated Net Train Operations expenses.

Attachments

- A. Quarterly Budget Status Report, Third Quarter of Fiscal Year 2025-26
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Third Quarter Financial Activity Report, Fiscal Year 2025-26
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of March 31, 2026

Approved by:



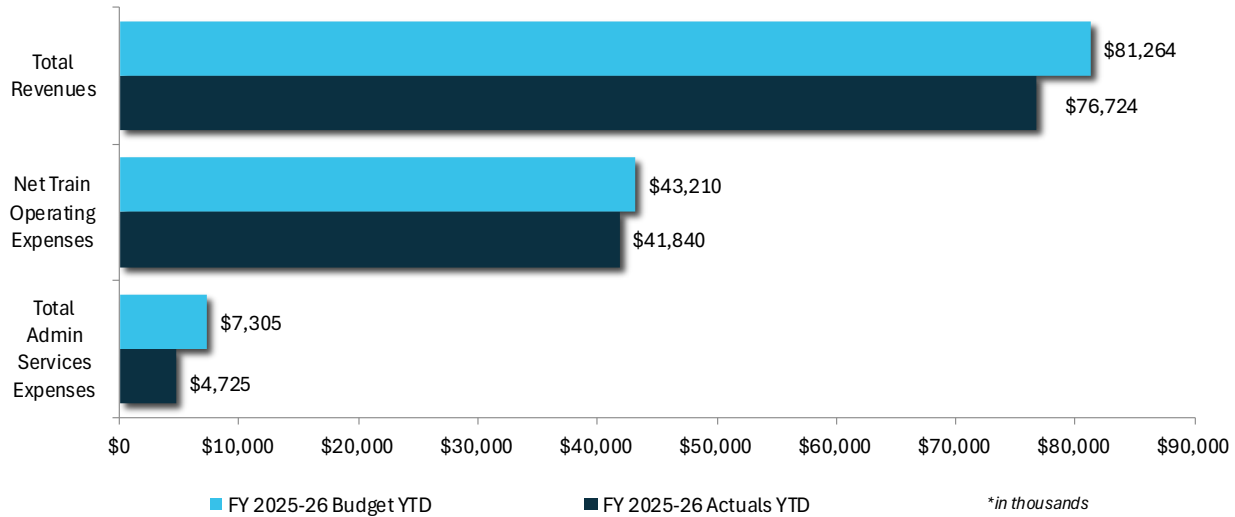
Russ Henry
Program Manager, Financial Planning and Analysis/Project Controls
(714) 560-5990



Quarterly Budget Status Report

Third 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 total \$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 third quarter (July 2025 through March 2026) 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 Budget	FY 2025-26 Working Budget ³	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
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	\$ 40,259,220	\$ 53,534,145	\$ 13,274,925	33.0%	99.6%
Federal Grant Funding	\$ 4,859,000	\$ 4,859,000	\$ 2,526,680	\$ -	\$ (2,526,680)	-100.0%	0.0%
Reimbursements from other Agencies	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Other State Funding ¹	\$ 83,878,000	\$ 83,878,000	\$ 32,115,480	\$ 16,348,886	\$ (15,766,594)	-49.1%	19.5%
State Capital Funding ²	\$ 1,000,000	\$ 1,000,000	\$ 500,000	\$ -	\$ (500,000)	-100.0%	0.0%
Amtrak Penalty & Assessment Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Net State/Other Agency Funded	\$ 153,237,090	\$ 153,237,090	\$ 81,264,030	\$ 75,745,681	\$ (5,518,349)	-216.1%	269.0%
Interest Revenue	\$ -	\$ -	\$ -	\$ 928,256	\$ 928,256	N/A	0.0%
Other Revenue	\$ -	\$ -	\$ -	\$ 50,323	\$ 50,323	N/A	N/A
Total Revenues	\$ 153,237,090	\$ 153,237,090	\$ 81,264,030	\$ 76,724,260	\$ (4,539,770)	-5.6%	50.1%

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

² Includes State Minor projects funding

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

⁴ Actuals are subject to change based on year-end accruals and audit adjustments

Budgeted revenues through the third quarter of FY 2025-26 totaled \$81.3 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date revenues through the third quarter totaled \$76.7 million, resulting in an underrun of \$4.5 million.

This underrun is primarily driven by a \$15.8 million underrun in Other State Funding (grant revenue). The variance is largely attributable to construction expenditures associated with the Canada Honda Bridge project. Expenses for the project came in higher than expected in FY 2025, leading to a lower-than-expected total for FY 2026. These invoices were received after the development and approval of the FY 2026 budget. As a result, \$9.4 million in related grant reimbursements were recorded in FY 2024–25. In addition, delays within the capital projects program and the timing of invoice receipt contributed to the variance, as invoices undergo detailed review and reconciliation prior to payment. Key contributors include the Union Pacific (UPRR) Franchise Access Fee, Capital Access and Incentive (\$4.6 million), North County Transit District (NCTD) Capital and On-Time Performance Incentive (\$3 million), Ortega Siding (\$1.7 million), Camarillo Station Improvements (\$1.2 million), Leesdale Siding (\$1.1 million), Goleta Layover Facility (\$0.3 million), and Central Coast Layover Facility (\$0.2 million). This underrun is partially offset by an overrun Corridor Hardening Improvement of \$4.5 million, due to funds being budgeted in the fourth quarter of FY 2025-26.

In addition, State Operating Assistance had an offsetting overrun of \$13.3 million due to the receipt of advanced payments from Caltrans for the April and May 2026 Amtrak Advancement Invoices. Federal Grant Funding finished the third quarter \$2.5 million below budget due to delays in the execution of the Federal Railroad Administration (FRA) Restoration and Enhancement Grant. The award was obligated in the third quarter of FY 2025-26. Once the grant was obligated, LOSSAN began the process of seeking reimbursement for the expenses incurred since restoration of the service started in March 2025. These reimbursements are expected to be submitted in the fourth quarter of FY 2025-26.

Total passenger revenue for the third quarter reached \$20 million, reflecting a 34% increase compared to the same period last year (\$14.9 million). This growth is driven by increased demand of service and the addition of the 11th and 12th roundtrips late in FY 2024-25 and the 13th round trip in January 2026.

Although passenger revenue is not directly recorded as a revenue source, it is netted as a reduction to monthly Amtrak expenses. This information is included to offer valuable insight into the performance of 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	\$ 4,773,675	\$ 3,353,059	\$ 1,420,616	29.8%	52.7%
Legal Services	\$ 75,000	\$ 75,000	\$ 56,228	\$ 18,172	\$ 38,055	67.7%	24.2%
Travel	\$ 58,200	\$ 58,200	\$ 39,144	\$ 29,690	\$ 9,454	24.2%	51.0%
Marketing	\$ 2,000,000	\$ 2,000,000	\$ 1,526,092	\$ 721,654	\$ 804,438	52.7%	36.1%
Insurance	\$ 76,300	\$ 76,300	\$ 76,300	\$ 72,652	\$ 3,648	4.8%	95.2%
Contracted Services (Audit, Planning, On-Call)	\$ 1,141,400	\$ 1,141,400	\$ 824,903	\$ 396,227	\$ 428,676	52.0%	34.7%
Dues & Memberships	\$ 7,000	\$ 7,000	\$ 7,000	\$ 10,556	\$ (3,556)	-50.8%	150.8%
Other Business Expenses	\$ 2,500	\$ 2,500	\$ 1,874	\$ 123,366	\$ (121,492)	-6481.6%	4934.6%
Total Admin Services	\$ 9,725,300	\$ 9,725,300	\$ 7,305,216	\$ 4,725,376	\$ 2,579,840	35.3%	48.6%
Banking Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Admin Services	\$ 9,725,300	\$ 9,725,300	\$ 7,305,216	\$ 4,725,376	\$ 2,579,840	35.3%	48.6%
Non Budgeted Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Non Budgeted Admin Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Administrative Services	\$ 9,725,300	\$ 9,725,300	\$ 7,305,216	\$ 4,725,376	\$ 2,579,840	35.3%	48.6%

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	\$ 43,210,493	\$ 41,839,949	\$ 1,370,544	3.2%	71.4%
Transit Transfer Program	\$ 74,350	\$ 74,350	\$ 55,763	\$ 17,448	\$ 38,315	68.7%	23.5%
Minor Capital Projects	\$ 1,000,000	\$ 1,000,000	\$ 750,000	\$ 97,698	\$ 652,302	87.0%	9.8%
Grant Programs	\$ 83,878,000	\$ 83,878,000	\$ 34,428,850	\$ 18,596,309	\$ 15,832,541	46.0%	22.2%
Total Operating/Capital Budget	\$ 143,511,790	\$ 143,511,790	\$ 78,445,106	\$ 60,551,405	\$ 17,893,701	22.8%	42.2%
Total Budget	\$ 153,237,090	\$ 153,237,090	\$ 85,750,322	\$ 65,276,780	\$ 20,473,541	23.9%	42.6%

¹ 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.

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

Budgeted expenses through the third quarter of FY 2025-26 totaled \$85.8 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date expenses through the third quarter totaled \$65.3 million, resulting in a variance of \$20.5 million.

This variance can be primarily attributed to grant-funded capital projects. This total includes project underruns of \$9.4 million in Canada Honda Bridge; \$3 million in North County Transit District (NCTD) Capital and On-Time Performance Incentive; \$2.8 million in Union Pacific Railroad (UPRR) Franchise Access Fee, Capital Access and Incentive; \$2 million in Orcutt Crossover; \$1.2 million in Camarillo Station Improvements; \$1 million in Ortega Siding; \$0.4 million in Leesdale Siding; and \$0.4 million in Goleta Layover Facility. As mentioned in the revenue section, many of these underruns are associated with delays in the capital program and the timing of work completion, invoice receipt, and payment processing, as invoices undergo detailed review and reconciliation prior to payment. These underruns are partially offset by an overrun of \$4.5 million in Corridor Hardening Improvement, due to the project being budgeted to begin in the fourth quarter of FY 2025–26.

Net Train Operations experienced an underrun of approximately \$1.4 million due to higher-than-projected ridership and fare revenue associated with the restoration of pre-pandemic service.

The Marketing budget variance reflects a \$804.4 thousand underrun, primarily comprised of \$391.4 thousand in Digital Advertising, \$104.8 thousand in Videography Services, \$80.7 thousand in Sponsorships, \$50.1 thousand in Social Media Management, and \$34.8 thousand in Strategic Marketing. This underrun is largely attributable to a planned reduction in digital advertising expenses as well as delays in contract execution for videography services.

The Administration (Staffing) budget had an underrun of \$1.4 million due to the timing of OCTA invoice payments, as well as staff vacancies. Contracted Services had an underrun of \$428.7 thousand, primarily due to reduced use of on-call project management support for capital projects as a result of increased in-house expertise. Utilization of these services is expected to increase as projects progress into the construction phase and require construction management support.

The underrun in Minor Capital Projects of \$652.3 thousand is due to the longer than expected lead time for the procurement of contractors. This caused a slight delay in the implementation of several projects. This underrun will diminish in the fourth quarter.



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

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
January						
1/1/2026	Balance	Bank Account Balance Forward			59,846,862.58	1/1/2026
1/5/2026	Wire	Bank of the West - Credit Card Charges Various	2,013.68		59,844,848.90	1/5/2026
1/14/2026	0000115	Facebook - Advertising	4,167.17		59,840,681.73	1/14/2026
1/14/2026	Wire	Deposit - State Operating Advance - February		5,660,993.00	65,501,674.73	1/14/2026
1/13/2026	00002025	Equipment and Mechanical Manager - Travel	360.17		65,501,314.56	2/12/2026
1/13/2026	00002026	Google - Advertising	19,166.45		65,482,148.11	1/20/2026
1/13/2026	00002027	Nansen - Web Marketing Services	7,923.00		65,474,225.11	1/28/2026
1/13/2026	00002028	County of San Luis Obispo - Orcutt Crossover project	81.00		65,474,144.11	1/26/2026
1/13/2026	00002029	Abbi Agency - Digital Marketing Services	17,675.00		65,456,469.11	1/21/2026
1/13/2026	00002030	Union Pacific Railroad Projects (Grant Funded)	818,249.81		64,638,219.30	1/20/2026
1/13/2026	00002031	Zephyr - Leesdale Siding Extension Project	134,449.00		64,503,770.30	1/20/2026
1/22/2026	Wire	Deposit - Caltrans - Ortega Siding		665,819.84	65,169,590.14	1/22/2026
1/28/2026	00002032	Equipment and Mechanical Manager - Travel	71.68		65,169,518.46	2/12/2026
1/28/2026	00002033	California Department of Fish and Wildlife - Fee (Grant Funded)	23,648.00		65,145,870.46	4/2/2026
1/28/2026	00002034	Amtrak - Del Mar Bluffs	30,033.45		65,115,837.01	2/2/2026
1/28/2026	00002035	Railpros - Project Management Consulting Services	46,956.27		65,068,880.74	2/3/2026
1/28/2026	00002036	State Water Resources Control Board - Fee (Grant Funded)	4,212.00		65,064,668.74	4/1/2026
1/28/2026	00002037	Abbi Agency - Digital Marketing Services	10,989.00		65,053,679.74	2/6/2026
1/23/2026	00002038	Zephyr - Leesdale Siding Extension Project	14,938.78		65,038,740.96	2/2/2026
1/29/2026	00000114	Amtrak Train Service - February 2026 Operating	5,437,556.25		59,601,184.71	1/29/2026
1/30/2026	Wire	Deposit - San Diego Association of Governments Reimbursement		273,595.29	59,874,780.00	1/30/2026
1/31/2026	Wire	Bank of the West - January Interest		113,300.93	59,988,080.93	1/31/2026
February						
2/1/2026	Balance	Bank Account Balance Forward			59,988,080.93	2/1/2026
2/3/2026	Wire	Deposit - State Operating Advance - March		4,082,644.00	64,070,724.93	2/3/2026
2/4/2026	Wire	Bank of the West - Credit Card Charges Various	4,213.63		64,066,511.30	2/4/2026
2/4/2026	00002039	Equipment and Mechanical Manager - Travel	373.91		64,066,137.39	2/12/2026
2/5/2026	00002040	Marketing & Communications Manager - Travel	209.00		64,065,928.39	2/11/2026
2/4/2026	00002041	Gold Coast Transit District - Transit Transfer Program	772.59		64,065,155.80	2/18/2026
2/4/2026	00002042	Marketing Specialist, Senior	16.00		64,065,139.80	2/11/2026
2/4/2026	00002043	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	23,935.74		64,041,204.06	2/11/2026
2/4/2026	00002044	Program Manager, Finance/Grants - Travel	556.95		64,040,647.11	2/23/2026
2/4/2026	00002045	Jacobs Project Management Co - Central Coast Layover Facility Project	7,590.73		64,033,056.38	2/11/2026



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

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
2/4/2026	00002046	Managing Director - Travel	35.00		64,033,021.38	2/26/2026
2/3/2026	00002047	Amtrak - Minor Cap various projects & Del Mar Bluffs	13,375.60		64,019,645.78	2/9/2026
2/4/2026	00002048	North County Transit District Increased Service Frequencies & On-Time Performance & Transit Transfer Program	147,627.52		63,872,018.26	2/10/2026
2/4/2026	00002049	OCTA Administrative Services Jan - December	5,210,536.66		58,661,481.60	2/18/2026
2/4/2026	00002050	Union Pacific Railroad Projects (Grant Funded)	14,720,913.66		43,940,567.94	2/23/2026
2/4/2026	00002051	Woodruff, Spradlin & Smart - December - Legal Services	2,529.60		43,938,038.34	2/9/2026
2/4/2026	00002052	Zephyr - Leesdale Siding Extension Project	164,666.50		43,773,371.84	2/12/2026
2/18/2026	00002053	Google - Advertising	19,103.29		43,754,268.55	2/23/2026
2/18/2026	00002054	Managing Director - Travel	222.27		43,754,046.28	2/26/2026
2/18/2026	00002055	Amtrak - Del Mar Bluffs	54,357.66		43,699,688.62	2/24/2026
2/18/2026	00002056	OCTA Administrative Services Jan	419,204.42		43,280,484.20	2/23/2026
2/18/2026	00002057	San Joaquin JPA Federal Rail Advocacy Services	3,333.33		43,277,150.87	3/17/2026
2/20/2026	00000116	Facebook - Advertising	4,162.54		43,272,988.33	2/20/2026
2/25/2026	00002058	Equipment and Mechanical Manager - Travel	95.12		43,272,893.21	3/18/2026
2/25/2026	00002059	California Department of Fish and Wildlife Project (Grant Funded)	596.75		43,272,296.46	4/2/2026
2/25/2026	00002060	Senior Finance & Administration Manager - Travel	1,056.87		43,271,239.59	2/26/2026
2/25/2026	00002061	Abbi Agency - Digital Marketing Services	31,864.00		43,239,375.59	3/4/2026
2/25/2026	00002062	Union Pacific Railroad On-Time Performance	882,037.08		42,357,338.51	3/2/2026
2/28/2026	Wire	Bank of the West - February Interest		76,526.74	42,433,865.25	2/28/2026
<hr/>						
March						
3/1/2026	Balance	Bank Account Balance Forward			42,433,865.25	3/1/2026
3/4/2026	00002063	Managing Director - Travel	1,131.07		42,432,734.18	3/9/2026
3/4/2026	00002064	Nansen - Web Marketing Services	26,011.50		42,406,722.68	3/17/2026
3/4/2026	00002065	Amtrak - Minor Cap various projects, Del Mar Bluffs, & Grant Funded	32,693.41		42,374,029.27	3/11/2026
3/4/2026	00002066	OCTA Administrative Services Jan-June	8,945.34		42,365,083.93	3/9/2026
3/4/2026	00002067	Regional Transit Authority - Transit Transfer Program	3.32		42,365,080.61	3/23/2026
3/4/2026	00002068	Senior Finance & Administration Manager - Travel	107.35		42,364,973.26	3/9/2026
3/4/2026	00002069	Senior Marketing Specialist - Travel	16.00		42,364,957.26	3/20/2026
3/4/2026	00002070	Ventura County Transportation Commission - Transit Transfer Program	1,364.43		42,363,592.83	3/19/2026
3/4/2026	00002071	Woodruff, Spradlin & Smart - January - Legal Services	1,544.00		42,362,048.83	3/10/2026
3/5/2026	00000118	Amtrak Train Service - March 2026 Operating	5,555,686.74		36,806,362.09	3/5/2026
3/9/2026	Wire	Bank of the West - Credit Card Charges Various	1,926.97		36,804,435.12	3/9/2026
3/11/2026	00002072	Accounting Analyst, Associate - Travel	1,060.19		36,803,374.93	3/25/2026
3/11/2026	00002073	Equipment and Mechanical Manager - Travel	455.02		36,802,919.91	3/16/2026



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

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
3/11/2026	00002074	Marketing & Communications Manager - Travel	806.44		36,802,113.47	3/12/2026
3/11/2026	00002075	Google - Advertising	19,077.29		36,783,036.18	3/16/2026
3/11/2026	00002076	Nansen - Web Marketing Services	6,938.50		36,776,097.68	4/14/2026
3/11/2026	00002077	Amtrak - Del Mar Bluffs	30,555.36		36,745,542.32	3/17/2026
3/11/2026	00002078	Transportation Funding Analyst, Principal - Travel	929.69		36,744,612.63	3/18/2026
3/11/2026	00002079	Financial Analyst - Travel	1,021.04		36,743,591.59	3/24/2026
3/11/2026	00002080	States For Passenger Rail Coalition - Membership Dues	7,000.00		36,736,591.59	3/23/2026
3/18/2026	00002081	Equipment and Mechanical Manager - Travel	121.80		36,736,469.79	4/9/2026
3/18/2026	00002082	Crowe LLC - Professional Audit Services	31,050.00		36,705,419.79	3/23/2026
3/18/2026	00002083	Program Manager, Finance/Grants - Travel	1,949.67		36,703,470.12	3/27/2026
3/18/2026	00002084	Jacobs Project Management Co - Central Coast Layover Facility Project	816.98		36,702,653.14	3/23/2026
3/18/2026	00002085	Amtrak - Del Mar Bluffs	44,578.60		36,658,074.54	3/24/2026
3/18/2026	00002086	North County Transit District - Transit Transfer Program	744.47		36,657,330.07	3/24/2026
3/18/2026	00002087	OCTA Administrative Services Feb & Transit Transfer Program	427,556.94		36,229,773.13	3/23/2026
3/18/2026	00002088	Railpros - Project Management Consulting Services	81,023.00		36,148,750.13	3/26/2026
3/18/2026	00002089	Abbi Agency - Digital Marketing Services	28,831.00		36,119,919.13	3/25/2026
3/18/2026	00002090	Union Pacific Railroad Projects (Grant Funded) & On-Time Performance	920,215.08		35,199,704.05	3/24/2026
3/19/2026	00002091	Zenplex Digital Asset Management License	21,000.00		35,178,704.05	3/31/2026
3/19/2026	Wire	Deposit - State Operating Advance - April		5,423,415.00	40,602,119.05	3/19/2026
3/18/2026	00002092	Zephyr - Leesdale Siding Extension Project	359,613.43		40,242,505.62	3/24/2026
3/25/2026	00000117	Facebook - Advertising	4,154.00		40,238,351.62	3/25/2026
3/31/2026	Wire	Bank of the West - March Interest		71,021.84	40,309,373.46	3/31/2026

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of March 31, 2026**

ATTACHMENT C

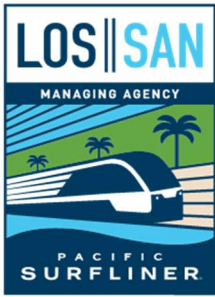
Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816 ¹	Woodruff & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract	7/1/15	6/30/2029	\$472,000	\$458,251	\$13,749	OPEN
L-0-0006	Union Pacific Rail Road Corporation	Capital Improvement Program to Implement Additional Round trips on Northern Corridor	12/1/2019	12/31/2026	\$120,400,000	\$117,339,226	\$3,060,774	OPEN
L-0-0015	RailPro Inc.	Provide program management consultant services on an as-needed basis	4/6/2021	6/30/2026	\$4,299,999	\$2,758,514	\$1,541,485	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	6/30/2027	\$350,000	\$108,875	\$241,125	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	\$48,306	\$3,795,924	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	\$20,000	\$30,000	OPEN
L-2-0004	HDR Engineering Inc	Preparation of plans, specs, and estimates for Phase 1 of the Central Coast Layover Facility Project		2/28/2027	\$3,499,168	\$2,594,381	\$904,787	OPEN
L-2-0005	North County Transit District	Increased service frequencies including on-time performance payment	1/1/2022	6/30/2026	\$14,648,601	\$13,776,523	\$872,077	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	\$29,539,187	\$35,163,943	OPEN
L-2-0008	Nansen	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	5/16/2023	5/15/2028	\$1,592,536	\$839,398	\$753,138	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	\$267,382	\$332,618	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	10/31/2026	\$661,400	\$493,763	\$167,637	OPEN
L-3-0001	Zephyr Rail	Prepare the plans, specifications, and estimates for the Leesdale siding extension project.	9/6/2023	10/31/2026	\$4,359,824	\$3,340,499	\$1,019,325	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	\$350,000	\$199,301	\$150,699	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	\$1,166,564	\$1,717,224	OPEN
L-4-0014	Crowe LLP	Audit Services for fiscal years ending 3/31/2027	6/28/2024	3/31/2027	\$136,200	\$80,500	\$55,700	OPEN
L-4-0015	Union Pacific Railroad Company	Funding for Stabilization and Resiliency Projects	3/22/2024	3/31/2027	\$10,406,000	\$10,406,000	\$0	OPEN
L-4-0016	The Abbi Agency	Field Marketing and Community Outreach Services for Pacific Surfliner	8/14/2024	6/30/2027	\$1,232,500	\$262,621	\$969,879	OPEN
L-4-0017	Cision	PR Newswire Services	9/5/2024	9/4/2027	\$81,765	\$54,510	\$27,255	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	6/30/2029	\$200,000	\$46,667	\$153,333	OPEN
L-4-0019	San Luis Obispo Council of Governments	Subsidized passenger service between Guadalupe and San Luis Obispo	5/1/2025	6/30/2028	\$140,000	\$0	\$140,000	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	\$7,609	\$292,391	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	\$201	\$9,799	OPEN

¹ 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 March 31, 2026**


ATTACHMENT C

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
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	\$52	\$4,948	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/2027	\$194,623	\$163,190	\$31,433	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	\$134,092	\$30,960	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	\$59,263	\$40,700	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	\$14,907	\$5,093	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	\$18,000	\$199	\$17,801	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	\$31,737	\$63,263	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
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/2027	Reimbursable Agreement	\$31,751,062	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	6/30/2027	\$898,353	\$523,186	\$375,167	OPEN
L-9-0005	Southern California Regional Rail Authority (SCRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, Metrolink & Amtrak	7/1/2019	8/30/2026	\$5,221,679	No Funds Flow Through LOSSAN	N/A	OPEN
L-25-0001	The Abbi Agency	Public Relations and Media Outreach Services	10/27/2025	9/30/2026	\$60,000	\$20,863	\$39,138	OPEN
L-25-0016	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2025	2/27/2026	\$60,990,140	\$30,330,618	\$30,659,523	OPEN
L-25-0023	North County Transit District	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	2/4/2026	2/3/2029	No Funds Flow Through LOSSAN	N/A	N/A	OPEN
L-25-0151	Zenplex LLC	Annual Subscription for digital asset management platform	2/25/2026	2/28/2027	\$21,000	\$21,000	\$0	OPEN
L-25-5023	Marsh Insurance Policy	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	12/1/2025	12/1/2026	\$71,653	\$71,653	\$0	OPEN
L-25-5040	LA Tourism	To promote tourism globally and within Los Angeles in conjunction with FIFA to wrap one train car	1/6/2026	7/31/2026	\$100,000	No Funds Flow Through LOSSAN	\$0	OPEN
L-25-5052	Ventura County Transportation Commission & Santa Barbara County Association of Governments	Expanded Service Pilot between Los Angeles and Goleta	5/4/2026	5/3/2027	\$2,219,240	REIMBURSEMENT TO LOSSAN	N/A	OPEN



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 Third 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 customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

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 third quarter of fiscal year (FY) 2025-26.

Reported Crimes

Trespass of Real Property – Non collision

On February 19, 2026, train 777 entered into “emergency braking” when a trespasser was seen walking on the ballast near milepost (MP) 360.8, near the Santa Barbara subdivision. The trespasser managed to leave the ballast safely. There were no injuries and no damage recorded. The train incurred a **6-minute delay**.

Trespass of Real Property – Collisions

On January 16, 2026, train 774 fatally struck a trespasser who was observed in a prone position between the rails at MP 161 on the BNSF San Bernardino Subdivision. At the time of the incident, the engineer placed the locomotive into emergency braking, but the train failed to stop in time, striking the victim. The train sustained a 4-hour and 33-minute delay.

On February 1, 2026, train 769 was traveling at the Milpas Street grade crossing in the City of Santa Barbara, when it fatally struck an elderly male who was walking in the Crossing. At the time of the collision, the crossing arms were active, and the locomotive was in “emergency braking”. As a result, the train was terminated in the City of Santa Barbara. The train sustained a 1-hour and 15-minute delay.

On February 7, 2026, the engineer of train 794 observed an individual lying on the tracks at a grade crossing. The engineer placed the train into “emergency braking” and applied the horn, before striking the trespasser, the train struck the individual, who sustained fatal injuries and was pronounced deceased at the scene. Ventura County Sheriff and Coroner responded. The train sustained a 1-hour and 14-minute delay.

On February 13, 2026, Train 777 was operating near Milepost 369.6 in the City of Santa Barbara when it struck an individual riding a bicycle near the railroad tracks. The collision resulted in a fatality. As a result of the incident and the subsequent law enforcement investigation, Train 777 experienced a 2-hour and 19-minute delay.

On February 26, 2026, Train 587 struck a female trespasser walking along Track 1, near MP 193.5 at 28200 Forbes Road, in the City of Laguna Niguel, West of the San Juan Capistrano station. At the time of the collision, the trespasser was observed walking with her back to the train, as the engineer sounded the horn and applied the “emergency braking” system. The trespasser, who made no attempt to leave the tracks, was fatally struck. The train sustained a 3-hour and 47-minute delay.

On March 23, 2026, Train 777 struck a male adult trespasser on a bicycle at Laurel Street Crossing (MP 266.5) after the subject entered the crossing despite active lights and gates. The engineer placed the train into “emergency braking” and sounded the horn, before fatally striking the trespasser. The train sustained a 2-hour and 53-minute delay.

Larceny/Theft

There were seven reported larceny/theft incidents during this quarter related to Pacific Surfliner operations, which primarily involved theft of passenger property.

These thefts included unattended bags/suitcases, and personal items taken from onboard luggage racks, seating areas, or tray tables. These incidents were reported on trains 770, 765, 777, 782, 774, and 581 while in the cities of San Diego, San Luis Obispo, San Juan Capistrano, and San Clemente. Most of these incidents were closed or suspended, as they lacked witnesses or workable leads.

One of the thefts occurred on Train 777, when a victim reported his cell phone and \$300 missing. Military Police and Santa Barbara County Sheriff personnel met the train at Lompoc-Surf, recovered three \$100 bills, the victim’s phone, and arrested the suspect.

Robbery

There was one reported robbery during this quarter. On February 24, 2026, aboard Train 785 near the City of Camarillo, a disruptive passenger that had been denied further travel, grabbed an assistant conductor by the shirt, tie, and lanyard, pulling him toward the platform and taking the employee lanyard and identification. Ventura County Sheriff personnel later arrested the suspect on an outstanding warrant and recovered the employee identification and lanyard. APD documented the robbery investigation and submitted a barring request.

Assaults

There were six reported assaults during this quarter related to Pacific Surfliner operations, primarily involving conductors or assistant conductors performing fare enforcement, boarding control, or passenger removal functions.

Train 573 (Solana Beach): On January 7, 2026, the conductor onboard Train 573 was assaulted following a dispute with a passenger as he attempted to board. During the encounter, the suspect battered the conductor. San Diego County Deputy Sheriffs responded to the incident and arrested the suspect at the location

Train 593 (Oceanside): On January 19, 2026, the conductor onboard Train 593 was assaulted when an un-ticketed male suspect forcibly boarded the train by putting his foot in the doorway to prevent closure, then shoving and tackling the conductor to gain entry. Additional Amtrak employees responded and assisted, at which time the suspect fled the location. An "Attempt to Identify" flyer has been disseminated with the suspect's photograph. The investigation is on-going.

Train 573 (Santa Ana): On February 1, 2026, the conductor onboard Train 573 was assaulted during a boarding-related interaction involving a passenger with a bicycle. The suspect's bicycle struck the conductor's foot, after which the suspect intentionally spat in the conductor's face before fleeing the area.

Train 794 (Santa Barbara): On February 10, 2026, an Amtrak police officer was assaulted while taking enforcement action against an un-ticketed female passenger onboard Train 794 who was refusing to disembark. During the arrest, the suspect became combative and bit the officer on both hands. The officer was able to take the suspect into custody.

Train 587 (San Diego): On February 17, 2026, the conductor onboard Train 587 was assaulted after locating a passenger who had boarded the train without a valid ticket by entering as the doors were closing. When the conductor contacted the passenger and blocked his path, the passenger struck the conductor in the face. The suspect then fled the location.

Train 769 (Solana Beach): On March 28, 2026, the conductor onboard Train 769 reported that he was assaulted during a dispute involving bicycle boarding procedures. During the investigation it was learned that the suspect un-intentionally struck the conductor with a backpack he was wearing. The incident was documented.

Threats

On March 16, 2026, an un-ticketed passenger onboard Train 769, made a threat to the conductor that a bomb was onboard the train. In response, a full train evacuation was conducted. A law enforcement officer from the San Diego Police Department responded and arrested the suspect for the false threats. No bomb was found.

Disorderly Conduct

Train 591 (Irvine): On March 26, 2026, an intoxicated male passenger onboard Train 591 caused multiple disturbances and altercations with other passengers while traveling from San Diego to Los Angeles. In response, the subject was asked to leave the train near The City of Camarillo, where he exited voluntarily prior to police arrival.

Train 774 (San Clemente/Oceanside): On February 9, 2026, an intoxicated passenger onboard Train 774 was removed after missing his stop and causing a disturbance. The passenger was in possession of alcohol and disposed of a bottle in the restroom, clogging the toilet. The individual was removed without further incident.

Train 591 (Anaheim): On March 26, 2026, a passenger onboard Train 591 was removed at the Anaheim station for alcohol-related disorderly conduct. The individual, along with members of his group, continued consuming alcohol despite repeated warnings from the conductor. The primary offender was removed from the train.

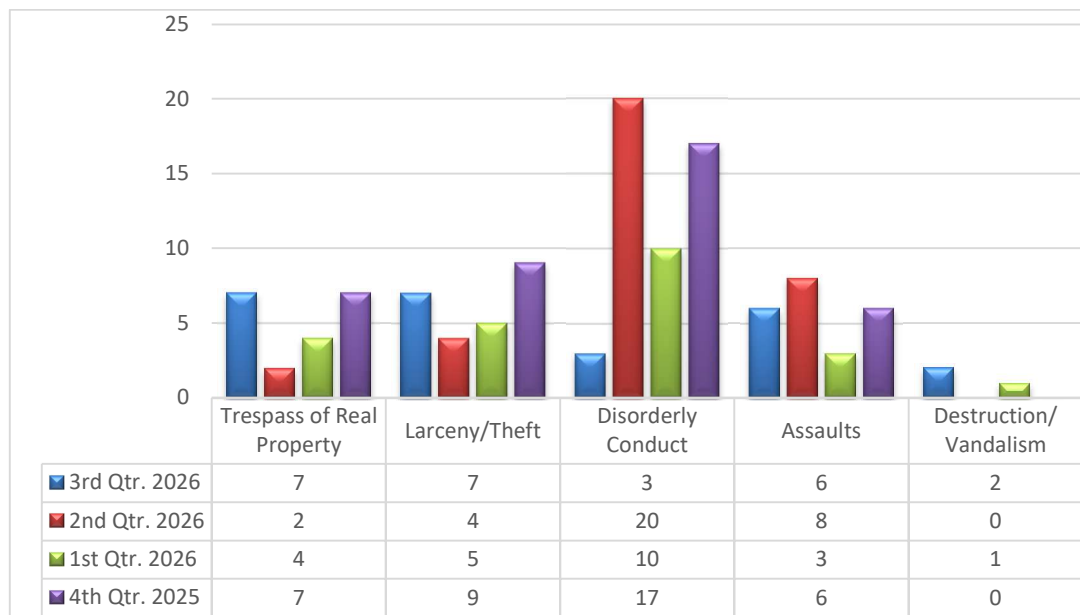
Vandalism

There were two incidents involving tampering with railroad equipment during this quarter.

On February 15, 2026, a passenger aboard Train 587 activated the train’s emergency brake system on three separate occasions after departing Oceanside, causing multiple unscheduled stops and operational delays. The passenger was removed from the train in Anaheim, allowing service to resume.

On February 26, 2026, at the Santa Fe Depot in San Diego, an unidentified male subject used a skateboard to press the emergency fuel shut-off button on Train 761 after being denied boarding for not having a valid ticket. Shortly thereafter, the suspect fled the location. Video of the suspect was obtained. No additional information.

Figure 1: Fiscal Year 2025-2026 Quarterly Reported Crimes



Response and Mitigation Measures

During the second quarter of FY 2025–2026, there was a noticeable increase in Disorderly Conducts on-board trains, when compared to the first quarter. In response, during the third quarter, officer-led train rides were increased significantly, emphasizing proactive engagement on high-volume routes and trains with recurring incidents, which caused a substantial decrease in disorderly conduct onboard trains.

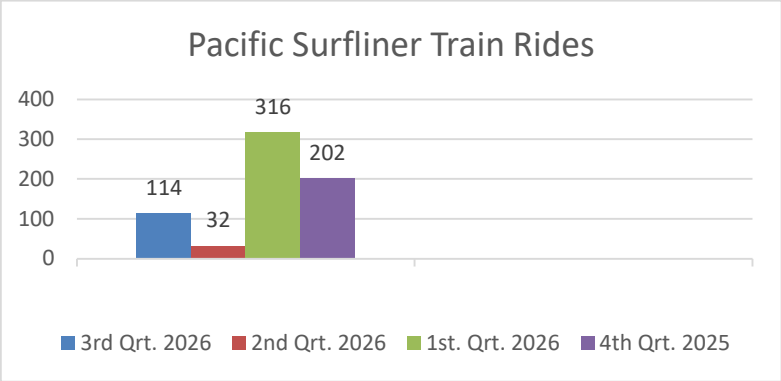
Figure 2 below summarizes the total officer self-initiated activity provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2154 self-initiated patrols by officers, and 114 train rides.

Figure 2: Officer Self-Initiated Services

Self-Initiated Calls for Service (CFS) relating to Property and Tactical Intense Patrols in the LOSSAN AOR from January 1 to March 31, 2026	
PROPERTY	1877
PROPERTY-FOUND	12
PROPERTY-LOST	4
PROPERTY-PROTECTION	1667
PROPERTY-ROW CHECK	168
PROPERTY-ROW GATE CHECK	25
PROPERTY-UNATTENDED	1
TACTICAL INTENSE PATROL	2154
TRAIN BOARDING, PLATFORM INSPECTION	2040
TRAIN RIDE	114

Figure 3 depicts the total train rides by Amtrak Police officers onboard Pacific Surfliner trains by quarter.

Figure 3: Officer Train Rides by Quarters



Summary

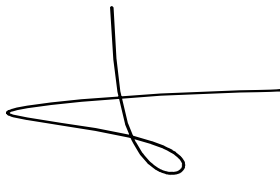
During this quarter, reported crimes on Surfliner operations were again driven primarily by trespass-related incidents, which resulted in significant service delays and operational disruption. Assaults against employees continue to be associated with fare enforcement activities, most commonly occurring during boarding and passenger compliance interactions. Enforcement efforts adapted through increased officer visibility and expanded onboard deployments, which will remain a continued focus moving forward.

In the upcoming quarter, officers will maintain a strong station presence while further expanding targeted onboard visibility to address identified trends. Focused strategies will include directed train rides on trains with repeated disorderly conduct incidents, particularly those that have demonstrated escalation into assaults, as well as continued support for fare enforcement operations at key boarding locations.

Attachment

None.

Prepared by:




Daniel Castillo
Interim Operations Manager
562-326-2455



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Approval to Release Request for Proposals for Pacific Surfliner Social Media Marketing and Digital Marketing Services

Overview

Consultant services are needed to provide social media and digital marketing services. Staff has developed a request for proposals to initiate a competitive procurement to select a firm(s) to provide these services and is seeking approval from the Board of Directors to release the request for proposals.

Recommendations

- A. Approve the release of Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for a one-year initial term with two, two-year option terms.
- B. Approve the proposed evaluation criteria and weightings for Request for Proposals 250315 to select a firm for social media marketing and digital marketing services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is responsible for marketing the Pacific Surfliner service to enhance public awareness of the service. The official Pacific Surfliner social media channels, which include Facebook, X (formerly Twitter), Instagram, YouTube, TikTok, Reddit, and a blog, have become an increasingly important asset to the marketing program. These channels are leveraged to educate the public about the service, inspire trips, and drive traffic to PacificSurfliner.com.

Digital marketing consultant services have strengthened the Pacific Surfliner social media program, expanding the reach of digital platforms to support

marketing objectives and reinforce the Pacific Surfliner as a preferred travel option. These services have ensured that online communities remain actively engaged with and connected to the brand, while also providing timely updates and essential service information. In addition, the social media program has highlighted the unique experience of traveling along the corridor, featuring scenic views, rider stories, local events, and forward-looking travel inspiration, all of which have helped to cultivate a loyal audience and attract new riders.

The Scope of Work for social and digital marketing services includes the following:

- Developing a data-driven, outcome-focused social media and paid digital advertising marketing plan to reach and influence target audiences, leveraging the appropriate channels for each.
- Managing the official Pacific Surfliner social media accounts.
- Developing content, such as blog articles, social posts, advertisements, and videos.
- Coordinating photo and video shoots for high-quality materials used in upcoming marketing campaigns.
- Interacting with individuals who post about the Pacific Surfliner online.
- Strategically planning out social media campaigns to drive website traffic to PacificSurfliner.com.
- Engaging with influencers, who are individuals on social media with large followings, as well as partners to increase exposure of the Pacific Surfliner.
- Building reports to inform on the performance of the program, identifying opportunities for growth, and creating action plans based on data.

Procurement Approach

The LOSSAN Agency’s Board of Directors (Board)-approved contracting and procurement policy requires that the Board approve Requests for Proposals (RFP) over \$100,000, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate the proposals received in response to the RFP.

The proposed evaluation criteria and weights are as follows:

- | | | |
|---|-----------------------------------|------------|
| • | Qualifications of the Firm | 25 percent |
| • | Staffing and Project Organization | 30 percent |
| • | Work Plan | 20 percent |
| • | Cost and Price | 25 percent |

Several factors were considered in developing these weights. Qualifications of the firm is weighted at 25 percent due to the breadth and depth of the requested services; the successful firm must have a proven track record for meeting similar requirements in previous projects. Staffing and project organization is weighted at 30 percent as the firm's proposed project team must demonstrate familiarity with required marketing specializations in terms of knowledge, skills, and experience. Work plan is weighted at 20 percent to emphasize the importance of the firm demonstrating its ability to provide solutions specific to the LOSSAN Agency's marketing needs and opportunities. Cost and price is weighted at 25 percent to ensure the LOSSAN Agency receives competitive rates for the services provided.

The contract resulting from this procurement will have a one-year initial term with two, two-year option terms. The total cost for the initial term is anticipated to be approximately \$450,000.

This RFP will be released upon Board approval of these recommendations.

Fiscal Impact

Marketing services were included in the LOSSAN Agency's Fiscal Year (FY) 2026-27 annual business plan and Board-adopted budget. The anticipated cost of \$450,000 for the initial term of this agreement is a not-to-exceed maximum obligation. The actual marketing expenditures programmed for this agreement for future FYs will be adjusted to be consistent with the LOSSAN Agency's Board-approved annual business plan, budget, and funding amounts approved by the California State Transportation Agency.

Summary

Board of Directors' approval is requested to release RFP 3-2254 to select a firm to provide social media marketing and passenger communication services, as well as approval of the proposed evaluation criteria and weightings.

Attachment

- A. Draft Request for Proposals (RFP) 250315, Pacific Surfliner Social Media Marketing and Digital Marketing Services

Prepared by:



Alyssa Dowdalls
Marketing & Communications Manager
(714) 560-5661

REQUEST FOR PROPOSALS (RFP) 250315

**PACIFIC SURFLINER SOCIAL MEDIA
MARKETING AND DIGITAL
MARKETING SERVICES**



**ORANGE COUNTY TRANSPORTATION AUTHORITY
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-6282**

Key RFP Dates

Issue Date: Monday, June 15, 2026

Question Submittal Date: Thursday, June 25, 2026

Proposal Submittal Date: July 9, 2026

Interview Date: August 4, 2026

SECTION I. INSTRUCTIONS TO OFFERORS

A. NOTICE OF REQUEST FOR PROPOSALS



NOTICE OF REQUEST FOR PROPOSALS

(RFP): 250315 “Pacific Surfliner Social Media Marketing and Digital Marketing Services”

TO: ALL OFFERORS

FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY

On behalf of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), the Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide social media marketing and digital marketing services for the LOSSAN Agency’s Pacific Surfliner. The budget for this project is \$450,000 for a one (1)-year initial term, with two, two (2)-year option terms.

Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.

Proposals must be submitted, electronically, through the [Authority's OpenGov Procurement portal](https://procurement.opengov.com/portal/octa/projects/252395), at <https://procurement.opengov.com/portal/octa/projects/252395> before the deadline of 2:00 pm on Thursday, July 9, 2026. Authority will not accept hard copy proposals for this RFP.

Offerors are instructed to submit a response to “**250315**” on the Authority's OpenGov Procurement portal, and follow the instructions as prompted to submit the proposal. The ability to submit a response will expire at the submittal deadline.

Should Offerors encounter technical issues with uploading the proposals via the link provided, Offerors are required to contact the Contract Administrator prior to the submission deadline. Proposals and supplemental information to proposals received after the date and time specified above will be rejected.

Firms interested in obtaining a copy of this Request for Proposals (RFP) may do so by downloading the RFP from the Authority's OpenGov Procurement portal.

All firms interested in doing business with the LOSSAN Agency are required to register with OpenGov Procurement and subscribe to the Authority's OpenGov Procurement portal.

To receive all further information regarding this RFP, firms and subconsultants must be registered on OpenGov Procurement and following this RFP on the [Authority's public OpenGov Procurement portal](#).

The Authority has established August 4, 2026, as the date(s) to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

B. EXAMINATION OF PROPOSAL DOCUMENTS

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the LOSSAN Agency's objectives.

C. ADDENDA

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

D. AUTHORITY CONTACT

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Gina Torres
Senior Contract Administrator
(714) 560-5566
gtorres@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no Offeror, subcontractor, lobbyist or agent hired by the Offeror shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any Offeror, subcontractor, lobbyist or agent hired by the Offeror that engages in such prohibited communications may result in disqualification of the Offeror at the sole discretion of the Authority.

E. CLARIFICATIONS

1. Examination of Documents

Should an Offeror require clarifications of this RFP, the Offeror shall submit such request for clarification or inquiry through the "Question and Answer" section of this RFP on the Authority's OpenGov Procurement portal prior to 2:00 pm on Thursday, June 25, 2026. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be issued to this RFP on the Authority's OpenGov Procurement portal.

2. Submitting Requests

All questions, including questions that could not be specifically answered at the pre-proposal conference must be put in writing and received via the Authority's OpenGov Procurement portal before 2:00 pm, on Thursday, June 25, 2026.

3. Authority Responses

Responses from the Authority will be posted on the OpenGov Procurement portal at <https://procurement.opengov.com/portal/octa/projects/252395>.

To receive email notification of Authority responses when they are posted on the OpenGov Procurement portal, firms and subconsultants must be registered on OpenGov and following this RFP on the Authority's portal.

F. SUBMISSION OF PROPOSALS

1. Date and Time

Proposals must be received electronically through the Authority's OpenGov Procurement portal before 2:00 pm on Thursday, July 9, 2026.

Proposals received after the above-specified date and time or submitted in any manner other than as specified above will be returned to Offerors unopened.

2. Acceptance of Proposals

- a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.
- b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.
- c. The Authority reserves the right to issue a new RFP for the project.
- d. The Authority reserves the right to postpone proposal openings for its own convenience.
- e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.
- f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.
- g. Submitted proposals are not to be copyrighted.

G. PRE-CONTRACTUAL EXPENSES

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

H. JOINT OFFERS

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

I. TAXES

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

J. PROTEST PROCEDURES

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

K. CONTRACT TYPE

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be with fully burdened labor rates and anticipated expenses for work specified in the scope of work, included in the RFP as Exhibit A. The Agreement will have a one (1)-year initial term, with two, two (2)-year option terms.

L. CONFLICT OF INTEREST

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the

work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

M. CODE OF CONDUCT

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

N. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 7920.000 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees, agents, representatives, or consultants be liable to an Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify an Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses may be held as confidential until such time as the evaluation has been completed; an award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

O. STATEMENT OF ECONOMIC INTERESTS

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The AUTHORITY determines which individuals are required to file a Form 700, and if such determination is made,

the individuals must file Form 700s with the AUTHORITY's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

SECTION II. PROPOSAL CONTENT

A. PROPOSAL FORMAT AND CONTENT

Proposals should not include any unnecessarily elaborate or promotional materials.

1. Letter of Transmittal*

The Letter of Transmittal shall at a minimum, contain the following:

- a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.
- b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.
- c. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.
- d. Signature of a person authorized to bind Offeror to the terms of the proposal.
- e. Signed statement attesting that all information submitted with the proposal is true and correct.

*Response required

2. Qualifications, Related Experience and References to Offeror

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to provide:

Profile of Firm*

Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.

*Response required

Firm's Financial Condition*

Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.

*Response required

Firm's Experience*

Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.

*Response required

Subcontractors*

Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.

*Response required

Lobbying or Advocating Services on Behalf of Offeror*

Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.

*Response required

References*

Provide as a minimum three (3) references for the projects cited as related experience, and furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed. Offeror may also supply references from other work not cited in this section as related experience.

*Response required

Do you have a Dun & Bradstreet (DUNS) number? If so, enter it here.

Do you have an Unique Entity Identifier (UEI) number? If so, enter it here.

3. Proposed Staffing and Project Organization

This section of the proposal should establish the method, which will be used by the Offeror to manage the project as well as identify key personnel assigned.

Offeror to:

Identify Key Personnel*

Identify key personnel proposed to perform the work and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment and how long each person has been with the firm.

*Response required

Resumes of Key Personnel*

Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel that includes education, experience, and applicable professional credentials.

*Response required

Adequacy of Labor Resources*

Indicate adequacy of labor resources utilizing a table projecting the labor-hour allocation to the project.

*Response required

Project Organization Chart*

Provide a project organization chart, which clearly delineates communication/reporting relationships among the project staff.

*Response required

Key Personnel Availability*

Provide a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

*Response required

4. Work Plan

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of LOSSAN Agency's needs and requirements.

Approach*

Describe the approach to completing the Scope of Work. The approach to the work plan shall be of such detail to demonstrate the Offeror's ability to accomplish the project objectives and overall schedule.

*Response required

Sequence of Activities*

Outline sequentially the activities that would be undertaken in completing the work and specify who would perform.

*Response required

Quality Control Methods*

Identify methods that Offeror will use to ensure quality control as well as budget and schedule control for the project.

*Response required

Special Issues or Problems*

Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.

*Response required

Enhancements or Procedural/Technical Innovations to Scope of Work*

Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Do you have any such enhancements or innovations to propose?

- Yes
- No

*Response required

When equals "Yes"

Enhancements or Innovations*

You have indicated that you have enhancements or procedural or technical innovations to the Scope of Work to propose. As previously stated, such enhancements or innovations must not materially deviate from the objectives or required content of the project.

*Response required

5. Exceptions/Deviations

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

Exceptions or Deviations*

Do you have any exceptions and/or deviations from the requirements of this RFP?

- Yes
- No

*Response required

When equals "Yes"

Exceptions or Deviations - Yes*

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

- [Proposal Exceptions and Dev...](#)

*Response required

6. Cost and Price Proposal

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services described in the Scope of Work for this RFP.

Price Summary Sheet*

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a time and expense-price contract specifying fully burdened labor rates and anticipated expenses to complete the Scope of Work.

*Response required

7. Forms

Campaign Contribution Disclosure Form*

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form **must** be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only one copy of the completed form(s) as part of its proposal and it must be included in only the **original** proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection on September 21, 2026. The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Committee date on N/A and sent via e-mail to the Contract Administrator.

- [Campaign Contribution Discl...](#)

*Response required

Status of Past and Present Contracts Form*

Offeror shall complete and sign the form entitled "Status of Past and Present Contracts" provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit the completed form(s) as part of its proposal.

- [Status of Past and Present ...](#)

*Response required

8. Submittal Appendices*

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

*Response required

Submittal Confirmation*

Proposer hereby certifies that all information provided within this proposal is accurate to the best of their knowledge. Proposer acknowledges that they have examined and carefully studied all RFP and Contract Documents and any Addenda and that they have provided any necessary proof of their authority to submit a proposal on behalf of the Company/Firm Name stated on the proposal thereby committing the Company/Firm to the information contained within.

Please confirm

*Response required

SECTION III. EVALUATION AND AWARD

A. EVALUATION CRITERIA

The Authority will evaluate the offers received based on the following criteria:

No.	Evaluation Criteria	Scoring Method	Weight (Points)
1.	Qualifications of the Firm Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.	0-100 Points	25 <i>(25% of Total)</i>
2.	Staffing and Project Organization Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.	0-100 Points	30 <i>(30% of Total)</i>
3.	Work Plan Depth of Offeror's understanding of LOSSAN Agency's requirements and overall quality of work plan; logic, clarity and specificity of work plan; appropriateness of resource allocation among the tasks; reasonableness of proposed schedule; utility of suggested technical or procedural innovations.	0-100 Points	20 <i>(20% of Total)</i>
4.	Cost and Price Reasonableness of the total price as well as the individual tasks; competitiveness with other offers received; adequacy of data in support of figures quoted.	0-100 Points	25 <i>(25% of Total)</i>

B. EVALUATION PROCEDURE

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of LOSSAN staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top-ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established August 4, 2026, as the date(s) to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the N/A Committee, the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the Authority. The Board Committee will review the evaluation committee's recommendation and forward its recommendation to the Board of Directors for final action.

C. AWARD

The Authority may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the Authority.

Offeror acknowledges that LOSSAN's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation or recommendation of a Board Committee.

The Authority on behalf of LOSSAN Agency reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the Authority may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

D. NOTIFICATION OF AWARD AND DEBRIEFING

Offerors who submit a proposal in response to this RFP shall be notified via the Authority's OpenGov Procurement portal. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

SCOPE OF WORK

Pacific Surfliner Social Media Marketing and Digital Marketing Services

I. INTRODUCTION

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is entering into a contract with a full-service digital marketing firm (Firm) to provide services related to Pacific Surfliner social media marketing and digital marketing/communications for the purpose of:

- Position Pacific Surfliner not only as a mode of transportation, but as a cultural icon of California lifestyle travel, on par with global consumer and lifestyle brands
- Accelerate ridership growth and increase revenue
- Reinforce Pacific Surfliner as an essential, aspirational, and leisure travel experience
- Strengthen brand trust and customer service through authentic, two-way engagement
- Promote visibility of the Pacific Surfliner brand and build positive brand associations to create travel intent and awareness
- Deliver targeted marketing messages to diverse audience segments including high-value customer segments such as seniors, families, students, and leisure travelers.
- Enhance customer service by proactively delivering relevant information and encouraging two-way dialogue between customers and the Pacific Surfliner brand
- Social media and paid digital advertising under this Scope of Work are intended to function as an always-on, full-funnel marketing engine that both captures existing travel intent and proactively creates demand for travel on the Pacific Surfliner.

If necessary to complete the requirements of the scope of work, Firm shall serve as responsible party for direct costs associated with third-party software services on a pass-through basis. A LOSSAN Agency Marketing team member should have administrator or editing access to any third-party software used for its brand.

Through this contract, Firm will provide best-in-class creative, strategic, and production capabilities to drive measurable impact and shall provide expertise in specific service categories to supplement the LOSSAN Agency's in-house marketing and communications staff. Firms proposing as the prime contractor are encouraged to collaborate with subcontractors so that turnkey video and photo production can be delivered.

II. BACKGROUND

The 351-mile LOSSAN Rail Corridor travels through a six (6) county coastal region in southern California and is the second busiest intercity passenger rail corridor in the United States. The LOSSAN Agency manages the Amtrak Pacific Surfliner service, which has an annual ridership of over 2 million. The Pacific Surfliner schedule consists of twenty-six (26) daily trains between Los Angeles and San Diego, with ten (10) trains extending to Santa Barbara/Goleta and four to San Luis Obispo. The Pacific Surfliner serves twenty-nine (29) stations between San Diego and San Luis Obispo counties.

The Pacific Surfliner is uniquely positioned to become a cultural travel brand, offering a premium yet accessible alternative to driving. Social media and digital marketing play a critical role in this positioning by shaping perceptions, informing audiences, inspiring action, and inserting the brand into cultural conversations.

The LOSSAN Agency promotes the Pacific Surfliner as an attractive transportation option for travelers to destinations along the LOSSAN Rail Corridor and beyond. In addition to rail service, dedicated Amtrak Connection buses supplement trains by filling in gaps in the schedule and providing service to popular destinations near the Pacific Surfliner route. Amtrak Connection Buses also provide connections between northern and southern California, and between Orange County and Palm Springs/Coachella Valley.

The official Pacific Surfliner social media channels, which currently include Facebook, Instagram, TikTok, X (formerly Twitter), YouTube, LinkedIn, and a blog, are important assets to the Pacific Surfliner marketing program. The LOSSAN Agency uses these channels as the primary stage for creative and cultural relevance showcasing:

- Scenic and lifestyle storytelling
- Real-time service and passenger communications
- Content designed to travel beyond Pacific Surfliner-owned channels through sharing, virality, and press pickup

Additionally, the program seeks to drive website traffic and increase ticket bookings/revenue among current and potential customers, connecting with, and engaging those who have indicated an interest in train travel.

III. QUALIFICATIONS

Firm shall utilize its thorough knowledge of and experience providing the following services:

- Developing data-informed, strategic social media marketing plans
- Content planning, publication and production for broad and niche audiences
- Cultivate and establish relationships through branded social media account with creators, influencers, regional tourism board accounts, cultural institutions, and other relevant partners in order to foster trust and co-create future campaigns with shared equity and earned media opportunities.
- Creative copywriting across diverse tones, audiences, and platforms
- Producing graphics, video, animation, and platform-optimized assets
- Filming and creating video content to produce high-performing social media content
- Community management and social media incident response/mitigation
- Leveraging user-generated content
- Paid social and digital advertising strategy, management, and optimization
- Available portfolio of photographers and videographers (either on staff or contract) in each county (6 counties) along the 351-mile LOSSAN Rail Corridor to support with advertising assets and collateral

Firm will utilize the following approaches:

- Results-driven creative that influences/shifts strategy
- Authentic representation of our service that prioritizes relatability
- Infotainment-First Strategy which blends education with entertainment to engage all age groups (i.e. Gen-Z) while still informing audiences of our service
- Platform-specific creativity and trend creation

Digital storytelling

Firm shall utilize its Non-Technical Skills in the following areas:

- Ability to turn abstract ideas into professional deliverables under tight deadlines and budget constraints
- Deep understanding of the Pacific Surfliner train service, brand, agency and government relationships/connections and audiences
- Knowledge of legal requirements around privacy, asset usage, contests, sweepstakes, intellectual property, etc.
- Strong collaboration with in-house staff while providing innovation and creative leadership
- Ability to adhere to brand guidelines and visual brand themes to ensure assets look cohesive across channels

IV. SERVICES REQUIRED

This section contains a brief description of the types of technical services required for this contract. Firm shall provide turnkey marketing programs and be able to act as a prime contractor in each of the following areas:

Data-Driven Strategic Planning

Update the strategy for the Pacific Surfliner social media program by analyzing existing data, researching trends and leveraging behavior principles to increase brand awareness, build community, drive website traffic, and ultimately increase ridership and revenue.

Activities include but are not limited to:

- Define the role of paid media across the full customer journey, including awareness, consideration, conversion, and retention
- Establish an always-on paid media framework supplemented by quarterly campaign themes aligned to audience priorities, season travel behavior, and business goals
- Conduct semi-annual audits of Pacific Surfliner's current social media and digital advertising programs, analyzing audience data, competitive benchmarks, and behavioral trends
- Develop an outcome-focused strategy with measurable objectives tied to ridership, awareness, and engagement
- Develop a clear conversion hierarchy to inform bidding strategies, optimization, and reporting
- Maintain a distinction between always-on paid media programs (e.g., brand awareness, high-intent audiences, retargeting) and campaign-based initiatives designed to drive incremental consideration or ridership during key periods.
- Connect strategy and KPIs to Pacific Surfliner's overall annual marketing goals
- Map platform-specific content ecosystems, including reels, stories, static posts, blogs, and ads
- Create audience personas for targeting and campaign personalization
- Monitor industry, travel, and cultural trends to guide ongoing content and paid media campaigns
- Develop a multichannel paid advertising strategy that will include Meta, Google, Reddit, YouTube, TikTok, and recommend other high-conversion digital advertising opportunities

Content Planning and Development; Digital Storytelling

Firm shall work with the in-house marketing and communications team to develop engaging and relevant content (posts, videos, reels, stories, and more) for social media that educate and inspire fans while growing the customer base and cultivating user loyalty.

Firm shall be responsible for writing compelling, typo or error-free copy, providing editorial direction, designing graphics, editing videos, and executing deliverables. Firm shall be expected to edit, enhance, and/or modify existing Pacific Surfliner assets (photos and videos), or film and photograph new assets to build compelling content and optimize for each channel.

Content marketing efforts typically involve promoting distinct features of the Pacific Surfliner, including the onboard experience, iconic scenery, and popular destinations. Passenger communications focus on consumer-centric messaging ranging from relevant travel tips to critical service advisories and train status information.

Firm shall support in the following areas:

- Collaborate with in-house staff to build comprehensive editorial calendars
- Social media content calendars should be available for review by the LOSSAN Agency team at least two weeks ahead of publication
- Develop, test, and iterate creative concepts based on performance data, audience insights, and platform trends, with a regular cadence for introducing refreshed messaging, formats, and visual approaches to prevent creative fatigue and improve results over time
- Research immediate opportunities to incorporate trends, local events, and seasonal messaging that directly tie back to the brand's value proposition and support the voice/tone.
- Create targeted content focused on reaching and engaging selected target audiences and segments.
- Recommend content creation ideas and channels to reach target audiences.
- Plan and build social media posts for various placements (newsfeed, stories, ads) that are optimized for each owned account (may include Facebook, Instagram, TikTok, X/Twitter, YouTube, and others). Firm would be responsible for all stages of development, including:
 - Determine topics to cover/ content mix
 - Copywriting
 - Asset selection
 - Video production (reels)
 - Photo retouching / compositing / resizing
 - Link tracking
 - Scheduling
- Social media content planning should include minimum weekly deliverables of 3-5 posts per platform, 2-3 videos, and 3-5 stories, with two rounds of revisions included per asset.
- Craft four (4) monthly long-form, evergreen articles for the Pacific Surfliner blog that inspires travel and drives traffic to booking pages while boosting both SEO and GEO.
- Create distribution plans to augment social engagement and blog readership, including a paid media schedule (with target audiences, budgets, etc.) and procedures for identifying and repurposing popular content

- Leverage third-party platforms to collaborate on the development of content, schedule posts, and analyze performance

In addition, Firm may assist in providing on-demand digital design and development services to support the social media marketing program, which may include photoshoots, graphics, video and animation with the following deliverables:

- Job delivery - May include animation, video editing, photo editing, infographic creation, and any other deliverables deemed necessary. Any design assets should be packaged for future design needs, including high resolution JPGs, fonts, and links
- Timeframe - Many projects will have appropriate timelines. However, in some cases, projects will require same-day delivery, so the availability of Firm shall be necessary. Social media content review should be expected to be available for approval by the LOSSAN Agency marketing team at least one week in advance prior to posting.
- Travel – We expect our partner to have resources in every county (6 counties) along the corridor (351-miles) to support photography and videography needs. LOSSAN Agency prefers local talent to be utilized for photoshoots and content creation, and any potential travel fees must be discussed.

Development of Engaging Social Media Marketing Programs

Produce, enhance, and implement robust social media marketing programs that help establish long-term relationships with fans and attract potential customers. Social media channels supplement marketing programs by driving website traffic, increasing ticket bookings, communicating important information to travelers, and encouraging two-way dialogue between customers and the brand.

Firm may assist in the development of specialized programs that will leverage social channels and complement ongoing marketing activities:

- Social Media Incident Response: Recommend strategies to address potential issues on social media, which may include viral posts with misinformation or negative experiences, posts that violate community guidelines, and more. Develop a plan on how social activities can be modified in the event of a crisis, adjusting content to align with crisis communications activities, which would be led by the LOSSAN Agency. Support if needed in building posts with approved messaging in the event of a crisis.
- Influencer Engagement: Establish a framework to incorporate influencer campaigns into Pacific Surfliner social media marketing efforts. The program should leverage the reach and unique perspective of local influencers to showcase the Pacific Surfliner experience to relevant audiences. Identify relevant influencers along the LOSSAN Rail Corridor and take responsibility for building ongoing relationships with them. In addition to payments, Pacific Surfliner travel can be traded for coverage (including social posts, photos, and articles) by qualified

influencers. Engagement/success goals and terms should be solidified during the contract process to avoid issues or terms changing after engagement.

- Partnerships: Create, manage, and execute social media co-op campaigns with relevant partners to extend Pacific Surfliner messages, generate interest in the service among target audiences, and build brand equity. Build media toolkits for partners with customized messaging, related photos, copy points, and pertinent links to increase participation.

Community Management

- Work with the LOSSAN Agency to engage with current and potential riders on social media, fostering two-way dialogue (via comments, direct messages, likes/reactions/shares) to strengthen the relationship between customers and the brand, answer questions, and address concerns.

Integrate with and use the LOSSAN Agency's social media management software to schedule, post, analyze and manage any efforts related to the LOSSAN Agency's social media strategy. If vendor has in-house technology software, the LOSSAN Agency would need administrator rights to access data and content. The LOSSAN Agency would not anticipate covering these technology costs.

Activities may include:

- Analyze common questions, escalations, FAQs, and complaints from Pacific Surfliner channels and recording responses via a working reference document
- Engage with individuals posting about the Pacific Surfliner on social media through hashtags or tagged locations (proactive messaging).
- Interact with users who shared photos or stories of the experience and get permission to share on Pacific Surfliner channels
- Collaborate with the in-house marketing team on hosting social media giveaways that align with the LOSSAN Agency's internal playbook and guidelines.

User-Generated Content

Assist in sourcing additional content to share on social channels, such as photos, videos, and more. Activities may include:

- Source, curate, and secure rights for UGC
- Provide recommendations for incorporating user-generated content into the content mix, which may include photos, videos, and personal stories of travel experiences
- Determine the best methods to collect user-generated content, including how to track permissions, store content, and record usage
- Identify and use a third-party platform to collect and organize user-generated content

Social Media and Digital Advertising Management

Develop monthly advertising plans using paid media to expand brand awareness and drive increased sales. Activities may include:

- Developing quarterly themed paid media plans supported by monthly execution plans. Quarterly themes shall align with seasonal ridership drivers, priority audiences, and business objectives, and shall include defined creative approaches, audience strategies, and success metrics. Providing a quarterly plan with strategy and target audience specific advertising content on social media and digital channels
- Establish and maintain a creative testing roadmap, including A/B testing, conversion tracking, audience segmentation and provide reporting on a monthly and quarterly basis
- Providing recommendations for enhancing the setup of the advertising accounts (conversion tracking, audiences, reporting, etc.)
- Researching and recommending new advertising avenues on digital platforms that are not currently in use by the LOSSAN Agency
- Creating a robust data analysis and reporting process for continuously improving on ad content and effectiveness
- Ensuring all advertising campaigns stay within budget parameters set by in-house marketing team

Reporting and Optimization

Regularly evaluate performance of social media channels and identify opportunities to improve engagement (reach, organic interactions, etc.). Activities may include:

- Delivering monthly reports that summarize relevant performance metrics, which may include:
 - Return on investment (ROI) for social media advertising, influencer campaigns, and others
 - Key performance metrics, including organic reach, impressions, interactions (likes, comments, shares, link clicks), as well as paid activity/expenditures
 - Samples of fan engagement
 - Highlights of best-performing content, audience insights, and competitor benchmarks
- Maintain a rolling document with raw data from social media channels (number of fans/followers, number of posts, organic and paid reach and impressions, interactions, etc.) at a channel-level
- Summarize the most effective types of posts, times of day, frequency, post length, etc.
- Highlight most successful posts with recommendations for repurposing, re-sharing, or boosting with paid advertising

- Provide clear, insight-driven narrative to summarize what is working, what is underperforming, and why
- Include recommendations for budget reallocation, creative optimization, audience refinement, or channel expansion
- Provide forecast of recommendations, trend alerts, and creative testing

If necessary to complete the requirements of the scope of work, Firm shall license directly with vendors to access and obtain necessary tools and utilities. All invoicing pertaining to any license agreement shall be managed by Firm. A LOSSAN Agency Marketing team member shall be listed as an "additional user" with administrator access on any license agreements. At the end of the term (or earlier), Firm shall assign/transfer all its rights to the license agreement to the LOSSAN Agency at no additional charge.

Firm shall be responsible for monitoring performance and managing the quality of marketing campaigns as determined by the performance metrics mentioned above. In addition to creating campaign deliverables, Firm shall provide suggestions for enhancements to optimize ongoing campaigns.

V. PROGRAM MANAGEMENT

The LOSSAN Marketing and Communications Manager will be the key contact for the Consultant and will direct Firm's work efforts. Firm shall be responsible for implementing the tasks described in the Scope of Work under the direction of the LOSSAN Marketing and Communications Manager. The LOSSAN Marketing and Communications Manager will form, and be a part of, an internal project team to assist in providing project direction. All jobs performed by Firm will require a cost estimate within two (2) days of project requests and prior approval from the LOSSAN Marketing and Communications Manager before commencing work.

Firm shall designate a project manager within Firm to be the primary liaison with the LOSSAN Agency for day-to-day marketing activities. The project manager will manage written communications via email and/or through teleconference. The project manager shall have the authority to make commitments and decisions that are binding on Firm. Any changes to Firm's personnel under this project shall be subject to the LOSSAN Agency's written approval.

Firm shall invoice the LOSSAN Agency for services rendered on a monthly basis.

Deliverables shall include, but are not limited to:

- a. Job-by-job estimates of time and materials needed to complete each project, approved by the LOSSAN Marketing & Communications Manager
- b. Documentation of strategies, tactics, media recommendations, evaluation criteria, timeline and budget proposal including executive briefs and reporting

- c. Implementation of effective digital marketing and communication campaigns from concept and development through execution and production tailored to strategic objectives
- d. Campaign management, monitoring and reporting
- e. Pro-active feedback for enhancements to optimize ongoing campaigns, refine messaging, boost online engagement, and reach, and meet other performance metrics
- f. Quarterly strategic performance reviews with recommendations
- g. Ongoing social creative production for organic and paid
- h. Travel to meet LOSSAN Agency for one (1) annual off-site strategy session and trip on the Pacific Surfliner train to understand the LOSSAN Rail Corridor and train service

VI. CONTRACT PERIOD

The term of the Agreement shall be for a one (1)-year initial term with two (2), two (2)-year option terms.

VII. LIMITATION ON GOVERNMENTAL DECISIONS

Nothing contained in this scope of work permits the LOSSAN Agency's personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit OCTA to any course of action or enter into any contractual agreement on behalf of OCTA. In addition, the LOSSAN Agency's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by OCTA personnel, counsel, and management.

PRICE SUMMARY SHEET

SCHEDULE I ---- HOURLY RATE SCHEDULE

Enter below the proposed price for the services described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, tax, and profits. The Authority's intention is to award a time-and-expense price contract for a one (1)-year initial term with two (2), two (2)-year option terms.

Key Personnel:

Job Function	Name	Fully-Burdened Hourly Rates				
		Initial Term	First Option Term		Second Option Term	
		Year 1	Year 2	Year 3	Year 4	Year 5
		10/1/26 – 9/30/27	10/1/27 – 9/30/28	10/1/28 – 9/30/29	10/1/29 – 9/30/30	10/1/30 – 9/30/31
Project Manager		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____

For Cost Analysis Purposes:

- Provide fully-burdened hourly rates for the above-designated job functions. The fully burdened hourly rates will be included in the resulting agreement should your proposal be selected for contract award.

Other Labor Charges:

Job Function	Fully-Burdened Hourly Rates				
	Initial Term	First Option Term		Second Option Term	
	Year 1	Year 2	Year 3	Year 4	Year 5
	10/1/26 – 9/30/27	10/1/27 – 9/30/28	10/1/28 – 9/30/29	10/1/29 – 9/30/30	10/1/30 – 9/30/31
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____

SCHEDULE II ---- OTHER DIRECT COSTS SCHEDULE

Type of ODC	Quantity	Unit Rate	Budget Amount
1.			
2.			

3.				
4.				
5.				
6.				
Additional ODC required and authorized by LOSSAN but not included in this Agreement will be reimbursed either (a) "At Cost" OR (b) up to the applicable Current Rate listed in this Schedule II, whichever is less.				
Supporting documentation must accompany invoice.				

* Please note the following:

- *LOSSAN will not reimburse Consultant for hours charged to perform activities associated with the preparation and review of invoices submitted to the Authority.*
- *LOSSAN will not reimburse Consultant for local meals and travel time, unless previously approved, or any other expenses not included within this Exhibit B.*

1 term or condition of this Agreement shall not affect the validity of other terms or conditions.

2 B. AGENCY's failure to insist in any one or more instances upon CONSULTANT's performance
3 of any terms or conditions of this Agreement shall not be construed as a waiver or
4 relinquishment of AGENCY's right to such performance or to future performance of such terms
5 or conditions and CONSULTANT's obligation in respect thereto shall continue in full force and
6 effect. Changes to any portion of this Agreement shall not be binding upon AGENCY except
7 when specifically confirmed in writing by an authorized representative of AGENCY by way of
8 a written amendment to this Agreement and issued in accordance with the provisions of this
9 Agreement.

10 **ARTICLE 2. AGENCY DESIGNEE**

11 The Managing Director of AGENCY, or designee, shall have the authority to act for and exercise any
12 of the rights of AGENCY as set forth in this Agreement.

13 **ARTICLE 3. SCOPE OF WORK**

14 A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to
15 AGENCY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this
16 reference, incorporated in and made a part of this Agreement. All services shall be provided
17 at the times and places designated by AGENCY.

18 B. CONSULTANT shall provide the personnel listed below to perform the above-specified
19 services, which persons are hereby designated as key personnel under this Agreement.

20 **Names / Functions**

21 _____ / Project Manager

22 C. No person named in paragraph B of this Article, or his/her successor approved by AGENCY,
23 shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon function or
24 level of commitment hereunder be changed, without the prior written consent of AGENCY.

25 D. Should the services of any key person become no longer available to CONSULTANT, the
26 resume and qualifications of the proposed replacement shall be submitted to AGENCY for

1 approval as soon as possible, but in no event later than seven (7) calendar days prior to the
2 departure of the incumbent key person, unless CONSULTANT is not provided with prior notice
3 by the departing employee. AGENCY shall respond to CONSULTANT within seven (7)
4 calendar days following receipt of these qualifications concerning acceptance of the candidate
5 for replacement.

6 **ARTICLE 4. TERM OF AGREEMENT**

- 7 A. This Agreement shall commence upon execution by both parties, and shall continue in full
8 force and effect through September 30, 2027 (Initial Term), unless earlier terminated or
9 extended as provided in this Agreement.
- 10 B. AGENCY, at its sole discretion, may elect to extend the term of this Agreement up to an
11 additional twenty-four (24) months, commencing October 1, 2027, and continuing through
12 September 30, 2029 (First Option Term), and thereupon require CONSULTANT to continue to
13 provide services, and otherwise perform, in accordance with Exhibit A, entitled "Scope of
14 Work," and at the rates set forth in Article 5, "Payment."
- 15 C. AGENCY, at its sole discretion, may elect to extend the term of this Agreement up to an
16 additional twenty-four (24) months, commencing October 1, 2029, and continuing through
17 September 30, 2031 (Second Option Term), and thereupon require CONSULTANT to continue
18 to provide services, and otherwise perform, in accordance with Exhibit A, entitled "Scope of
19 Work," and at the rates set forth in Article 5, "Payment."
- 20 D. AGENCY's election to extend the Agreement beyond the Initial Term shall not diminish its right
21 to terminate the Agreement for AGENCY's convenience or CONSULTANT's default as
22 provided elsewhere in this Agreement. The "maximum term" of this Agreement shall be the
23 period extending from commencement through September 30, 2031, which period
24 encompasses the Initial Term, First Option Term, and Second Option Term.

25 /

26 /

1 **ARTICLE 5. PAYMENT**

2 A. For CONSULTANT's full and complete performance of its obligations under this Agreement
3 and subject to the maximum cumulative payment obligation provisions set forth in Article 6,
4 AGENCY shall pay CONSULTANT on a Time and Expense basis in accordance with the
5 following provisions.

6 B. CONSULTANT shall invoice AGENCY on a monthly basis for payments corresponding to the
7 work actually completed by CONSULTANT. Work completed shall be documented in a monthly
8 progress report prepared by CONSULTANT, which shall accompany each invoice submitted
9 by CONSULTANT. AGENCY shall pay CONSULTANT at the hourly labor rates specified in
10 Exhibit B, entitled "Price Summary Sheet," which is attached to and by this reference,
11 incorporated in and made a part of this Agreement. These rates shall remain fixed for the term
12 of this Agreement and are acknowledged to include CONSULTANT's overhead costs, general
13 costs, administrative costs and profit. CONSULTANT shall also furnish such other information
14 as may be requested by AGENCY to substantiate the validity of an invoice. At its sole
15 discretion, AGENCY may decline to make full payment until such time as CONSULTANT has
16 documented to AGENCY's satisfaction, that CONSULTANT has fully completed all work
17 required. AGENCY's payment in full shall constitute AGENCY's final acceptance of
18 CONSULTANT's work.

19 C. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in
20 duplicate to AGENCY's Accounts Payable office. CONSULTANT may also submit invoices
21 electronically to AGENCY's Accounts Payable Department at vendorinvoices@octa.net. Each
22 invoice shall be accompanied by the monthly progress report specified in paragraph B of this
23 Article. AGENCY shall remit payment within thirty (30) calendar days of the receipt and
24 approval of each invoice. Each invoice shall include the following information:

- 25 1. Agreement No. L250315;
26 2. Specify the effort for which the payment is being requested;

- 1 3. The time period covered by the invoice;
- 2 4. Labor (staff name, hours charged, hourly billing rate, current charges, and cumulative
- 3 charges) performed during the billing period;
- 4 5. Total monthly invoice (including project-to-date cumulative invoice amount);
- 5 6. Itemized expenses including support documentation incurred during the billing period;
- 6 7. Monthly Progress Report;
- 7 8. Certification signed by the CONSULTANT or his/her designated alternate that a) The
- 8 invoice is a true, complete and correct statement of reimbursable costs and progress; b)
- 9 The backup information included with the invoice is true, complete and correct in all
- 10 material respects; c) All payments due and owing to subcontractors and suppliers have
- 11 been made; d) Timely payments will be made to subcontractors and suppliers from the
- 12 proceeds of the payments covered by the certification and; e) The invoice does not include
- 13 any amount which CONSULTANT intends to withhold or retain from a subcontractor or
- 14 supplier unless so identified on the invoice.
- 15 9. Any other information as agreed or requested by AGENCY to substantiate the validity of
- 16 an invoice.

17 **ARTICLE 6. MAXIMUM OBLIGATION**

18 Notwithstanding any provisions of this Agreement to the contrary, AGENCY and CONSULTANT
19 mutually agree that AGENCY's maximum cumulative payment obligation (including obligation for
20 CONSULTANT's profit) shall be _____ (\$_____.00) which shall include all
21 amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or
22 due to termination of, this Agreement.

23 **ARTICLE 7. NOTICES**

24 All notices hereunder and communications regarding the interpretation of the terms of this Agreement,
25 or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices
26 in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and

1 addressed as follows:

2 To CONSULTANT:

To AGENCY:

3 Orange County Transportation Authority

4 550 South Main Street

5 P.O. Box 14184

6 Orange, CA 92863-1584

7 ATTENTION:

ATTENTION:

8 Name

Name: Gina Torres

9 Title:

Title: Senior Contract Administrator

10 Phone:

Phone: (714) 560-5566

11 Email:

Email: gtorres@octa.net

12 **ARTICLE 8. INDEPENDENT CONTRACTOR**

13 A. CONSULTANT's relationship to AGENCY in the performance of this Agreement is that of an
14 independent contractor. CONSULTANT's personnel performing services under this
15 Agreement shall at all times be under CONSULTANT's exclusive direction and control and
16 shall be employees of CONSULTANT and not employees of AGENCY. CONSULTANT shall
17 pay all wages, salaries and other amounts due its employees in connection with this
18 Agreement and shall be responsible for all reports and obligations respecting them, such as
19 social security, income tax withholding, unemployment compensation, workers' compensation
20 and similar matters.

21 B. Should CONSULTANT's personnel or a state or federal agency allege claims against
22 AGENCY involving the status of AGENCY as employer, joint or otherwise, of said personnel,
23 or allegations involving any other independent contractor misclassification issues,
24 CONSULTANT shall defend and indemnify AGENCY in relation to any allegations made.

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1 **ARTICLE 9. INSURANCE**

2 A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during
3 the entire term of the Agreement. Coverage shall be full coverage and not subject to self-
4 insurance provisions. CONSULTANT shall provide the following insurance coverage:

- 5 1. Commercial General Liability, to include Products/Completed Operations, Independent
6 Contractors', Contractual Liability, Advertising (if applicable to Scope of Work) and
7 Personal Injury Liability, and Property Damage with a minimum limit of \$1,000,000 per
8 occurrence, \$2,000,000 general aggregate and \$2,000,000 Products/Completed
9 Operations aggregate;
- 10 2. Automobile Liability Insurance to include owned, hired and non-owned autos with a
11 combined single limit of \$1,000,000 for each accident;
- 12 3. Workers' Compensation with limits as required by the State of California including a Waiver
13 of Subrogation in favor of AGENCY, its officers, directors and employees; and
- 14 4. Employers' Liability with minimum limits of \$1,000,000 per accident, \$1,000,000 policy
15 limit-disease, and \$1,000,000 policy limit employee-disease.

16 B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy blanket
17 additional insured endorsement, designating the AGENCY, its officers, directors and
18 employees as additional insureds on general liability and automobile liability, as required by
19 Agreement. Proof of insurance coverage must be received by AGENCY within ten (10)
20 calendar days from the effective date of the Agreement and prior to commencement of any
21 work. Such insurance shall be primary and non-contributive to any insurance or self-insurance
22 maintained by the AGENCY. Furthermore, AGENCY reserves the right to request certified
23 copies or review all related insurance policies, in response to a related loss.

24 C. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall
25 maintain insurance coverage in the amounts required of CONSULTANT as provided in the
26 Agreement. Subconsultants will be required to include AGENCY as additional insureds on the

1 Commercial General Liability, and Auto Liability insurance policies.

2 D. Insurer must provide AGENCY with at least thirty (30) days' prior notice of cancellation or
3 material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

4 E. CONSULTANT shall submit required insurance certificates to AGENCY's insurance tracking
5 contractor, InsureTrack. CONSULTANT shall respond directly to InsureTrack's request for
6 updated insurance certificates and other insurance-related matters by email to
7 octa@instracking.com.

8 F. CONSULTANT shall include on the face of the certificate of insurance, the following
9 information:

- 10 1. The Agreement Number L250315 and, the Contract Administrator's Name, Gina Torres
- 11 2. For Certificate Holder: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, its
12 officers, directors, employers and agents, c/o InsureTrack, P.O. Box 60840 Las Vegas, NV
13 89160.

14 **ARTICLE 10. ORDER OF PRECEDENCE**

15 Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence: (1)
16 the provisions of this Agreement, including all exhibits; (2) the provisions of RFP 250315; (3)
17 CONSULTANT's proposal dated _____; (4) all other documents, if any, cited herein or
18 incorporated by reference.

19 **ARTICLE 11. CHANGES**

20 A. By written notice or order, AGENCY may, from time to time, order work suspension and/or
21 make changes in the general scope of this Agreement, including, but not limited to, the services
22 furnished to AGENCY by CONSULTANT as described in the Scope of Work. If any such work
23 suspension or change causes an increase or decrease in the price of this Agreement or in the
24 time required for its performance, CONSULTANT shall promptly notify AGENCY thereof and
25 assert its claim for adjustment within ten (10) calendar days after the change or work
26 suspension is ordered, and an equitable adjustment shall be negotiated. However, nothing in

1 this clause shall excuse CONSULTANT from proceeding immediately with the Agreement as
2 changed.

3 B. CONSULTANT shall only commence work covered by an amendment after the amendment is
4 executed by AGENCY.

5 **ARTICLE 12. DISPUTES**

6 A. Except as otherwise provided in this Agreement, when a dispute arises between
7 CONSULTANT and AGENCY, the project managers shall meet to resolve the issue. If project
8 managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of
9 Contracts Administration and Materials Management (CAMM), who shall reduce the decision
10 to writing and mail or otherwise furnish a copy thereof to CONSULTANT. The decision of the
11 Director, CAMM, shall be the final and conclusive administrative decision.

12 B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with the
13 performance of this Agreement and in accordance with the decision of AUTHORITY's Director,
14 CAMM. Nothing in this Agreement, however, shall be construed as making final the decision
15 of any AUTHORITY official or representative on a question of law, which questions shall be
16 settled in accordance with the laws of the State of California.

17 **ARTICLE 13. TERMINATION**

18 A. AGENCY may terminate this Agreement for its convenience at any time, in whole or part, by
19 giving CONSULTANT written notice thereof. Upon said notice, AGENCY shall pay
20 CONSULTANT its allowable costs incurred to date of termination and those allowable costs
21 determined by AGENCY to be reasonably necessary to effect such termination. Thereafter,
22 CONSULTANT shall have no further claims against AGENCY under this Agreement.

23 B. In the event either Party defaults in the performance of any of their obligations under this
24 Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall
25 have the option to terminate this Agreement upon thirty (30) days' prior written notice to the
26 other Party. Upon receipt of such notice, CONSULTANT shall immediately cease work, unless

1 the notice from AGENCY provides otherwise. Upon receipt of the notice from AGENCY,
2 CONSULTANT shall submit an invoice for work and/or services performed prior to the date of
3 termination. AGENCY shall pay CONSULTANT for work and/or services satisfactorily
4 provided to the date of termination in compliance with this Agreement. Thereafter,
5 CONSULTANT shall have no further claims against AGENCY under this
6 Agreement. AGENCY shall not be liable for any claim of lost profits or damages for such
7 termination.

8 **ARTICLE 14. INDEMNIFICATION**

9 CONSULTANT shall indemnify, defend and hold harmless AGENCY, its officers, directors, employees
10 and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable
11 expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage
12 to or loss of use of property caused by the negligent acts, omissions or willful misconduct by
13 CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers in connection
14 with or arising out of the performance of this Agreement.

15 **ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS**

16 A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by
17 CONSULTANT either voluntarily or by operation of law, nor may all or any part of this
18 Agreement be subcontracted by CONSULTANT, without the prior written consent of
19 AGENCY. Consent by AGENCY shall not be deemed to relieve CONSULTANT of its
20 obligations to comply fully with all terms and conditions of this Agreement.

21 B. AGENCY hereby consents to CONSULTANT's subcontracting portions of the Scope of Work
22 to the parties identified below for the functions described in CONSULTANT's proposal.
23 CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT,
24 not AGENCY, is solely responsible for payment to the subcontractor for the amounts owing
25 and that the subcontractor shall have no claim, and shall take no action, against AGENCY, its
26 officers, directors, employees or sureties for nonpayment by CONSULTANT.

Subcontractor Name

Addresses

Subcontractor Function

ARTICLE 16. AUDIT AND INSPECTION OF RECORDS

CONSULTANT shall provide AGENCY, or other agents of AGENCY, such access to CONSULTANT's accounting books, records, payroll documents and facilities, as AGENCY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AGENCY. AGENCY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in Article 15 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

ARTICLE 17. CONFLICT OF INTEREST

A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, the CONSULTANT is unable, or potentially unable to render impartial assistance or advice to the AGENCY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or the CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to the AGENCY in writing Conflict of Interest issues as soon as they are known to the CONSULTANT. All disclosures must be submitted in writing to AGENCY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AGENCY determines that CONSULTANT, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete and

1 file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board
2 disclosing all required financial interests.

3 **ARTICLE 18. CODE OF CONDUCT**

4 CONSULTANT agrees to comply with the AGENCY's Code of Conduct as it relates to Third-Party
5 contracts, which is hereby referenced and by this reference is incorporated herein. CONSULTANT
6 agrees to include these requirements in all of its subcontracts.

7 **ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES**

8 CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from
9 concurrently representing or lobbying for any other party competing for a contract with AGENCY, either
10 as a prime consultant or subconsultant. Failure to refrain from such representation may result in
11 termination of this Agreement.

12 **ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS**

13 CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable
14 federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations
15 promulgated thereunder.

16 **ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY**

17 In connection with its performance under this Agreement, CONSULTANT shall not discriminate
18 against any employee or applicant for employment because of race, religion, color, sex, age or national
19 origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that
20 employees are treated during their employment, without regard to their race, religion, color, sex, age
21 or national origin. Such actions shall include, but not be limited to, the following: employment,
22 upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of
23 pay or other forms of compensation; and selection for training, including apprenticeship.

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1 **ARTICLE 22. PROHIBITED INTERESTS**

2 CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or
3 employee of AGENCY during his/her tenure in office or for one (1) year thereafter shall have any
4 interest, direct or indirect, in this Agreement or the proceeds thereof.

5 **ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS**

6 A. The originals of all letters, documents, reports and other products and data produced under
7 this Agreement shall be delivered to, and become the property of AGENCY. Copies may be
8 made for CONSULTANT's records but shall not be furnished to others without written
9 authorization from AGENCY. Such deliverables shall be deemed works made for hire and all
10 rights in copyright therein shall be retained by AGENCY.

11 B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings,
12 descriptions, and all other written information submitted to CONSULTANT in connection with
13 the performance of this Agreement shall not, without prior written approval of AGENCY, be
14 used for any purposes other than the performance under this Agreement, nor be disclosed to
15 an entity not connected with the performance of the project. CONSULTANT shall comply with
16 AGENCY's policies regarding such material. Nothing furnished to CONSULTANT, which is
17 otherwise known to CONSULTANT or is or becomes generally known to the related industry
18 shall be deemed confidential. CONSULTANT shall not use AGENCY's name, photographs of
19 the project, or any other publicity pertaining to the project in any professional publication,
20 magazine, trade paper, newspaper, seminar or other medium without the express written
21 consent of AGENCY.

22 C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be
23 released by CONSULTANT to any other person or agency except after prior written approval
24 by AGENCY, except as necessary for the performance of services under this Agreement. All
25 press releases, including graphic display information to be published in newspapers,
26 magazines, etc., are to be handled only by AGENCY unless otherwise agreed to by

1 CONSULTANT and AGENCY.

2 **ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT**

3 A. In lieu of any other warranty by AGENCY or CONSULTANT against patent or copyright
4 infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its
5 expense any claim or suit against AGENCY on account of any allegation that any item
6 furnished under this Agreement or the normal use or sale thereof arising out of the performance
7 of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and
8 CONSULTANT shall pay all costs and damages finally awarded in any such suit or claim,
9 provided that CONSULTANT is promptly notified in writing of the suit or claim and given
10 authority, information and assistance at CONSULTANT's expense for the defense of
11 same. However, CONSULTANT will not indemnify AGENCY if the suit or claim results
12 from: (1) AGENCY's alteration of a deliverable, such that said deliverable in its altered form
13 infringes upon any presently existing U.S. letters patent or copyright; or (2) the use of a
14 deliverable in combination with other material not provided by CONSULTANT when such use
15 in combination infringes upon an existing U.S. letters patent or copyright.

16 B. CONSULTANT shall have sole control of the defense of any such claim or suit and all
17 negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify
18 AGENCY under any settlement made without CONSULTANT's consent or in the
19 event AGENCY fails to cooperate fully in the defense of any suit or claim, provided, however,
20 that said defense shall be at CONSULTANT's expense. If the use or sale of said item is
21 enjoined as a result of such suit or claim, CONSULTANT, at no expense to AGENCY, shall
22 obtain for AGENCY the right to use and sell said item, or shall substitute an equivalent item
23 acceptable to AGENCY and extend this patent and copyright indemnity thereto.

24 **ARTICLE 25. FINISHED AND PRELIMINARY DATA**

25 A. All of CONSULTANT's finished technical data, including but not limited to illustrations,
26 photographs, tapes, software, software design documents, including without limitation source

1 code, binary code, all media, technical documentation and user documentation, photo prints
2 and other graphic information required to be furnished under this Agreement, shall
3 be AGENCY's property upon payment and shall be furnished with unlimited rights and, as
4 such, shall be free from proprietary restriction except as elsewhere authorized in this
5 Agreement. CONSULTANT further agrees that it shall have no interest or claim to such
6 finished, AGENCY-owned, technical data; furthermore, said data is subject to the provisions
7 of the Freedom of Information Act, 5 USC 552.

8 B. It is expressly understood that any title to preliminary technical data is not passed to AGENCY
9 but is retained by CONSULTANT. Preliminary data includes roughs, visualizations, software
10 design documents, layouts and comprehensives prepared by CONSULTANT solely for the
11 purpose of demonstrating an idea or message for AGENCY's acceptance before approval is
12 given for preparation of finished artwork. Preliminary data title and right thereto shall be made
13 available to AGENCY if CONSULTANT causes AGENCY to exercise Article 11, and a price
14 shall be negotiated for all preliminary data.

15 **ARTICLE 26. FORCE MAJEURE**

16 Either party shall be excused from performing its obligations under this Agreement during the time
17 and to the extent that it is prevented from performing by an unforeseeable cause beyond its control,
18 including but not limited to: any incidence of fire, flood; acts of God; commandeering of material,
19 products, plants or facilities by the federal, state or local government; national fuel shortage; or a
20 material act or omission by the other party; when satisfactory evidence of such cause is presented to
21 the other party; and provided further that such nonperformance is unforeseeable, beyond the control
22 and is not due to the fault or negligence of the party not performing.

23 **ARTICLE 27. HEALTH AND SAFETY REQUIREMENT**

24 CONSULTANT shall comply with all the requirements set forth in Exhibit ____, Level 1 Safety
25 Specifications. As used therein, "Contractor" shall mean "Consultant," and "Subcontractor" shall mean
26 "Sub-consultant."

1 **IN WITNESS WHEREOF**, the parties hereto have caused this Agreement No. L250315 to
2 be executed as of the date of the last signature below.

3 CONSULTANT

LOS ANGELES-SAN DIEGO-SAN LUIS

OBISPO RAIL CORRIDOR AGENCY

4
5 _____

6 **SIGNATURE**

JASON JEWELL, MANAGING DIRECTOR

7 _____

8 **DATE SIGNED**

DATE SIGNED

9 APPROVED AS TO FORM:

10 _____

JAMES M. DONICH, GENERAL COUNSEL

11 _____

DATE SIGNED

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LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.
- D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.
- E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.
- F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

1.2 REGULATORY

- A. Injury/Illness Prevention Program
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

- B. Substance Abuse Prevention Program
Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- C. Heat Illness Prevention Program
Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- D. Hazard Communication Program
Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.
- E. Storm Water Pollution Prevention Plan
The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

- A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:
1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
 2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
 3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.
 4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.
- B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.

- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.
- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
 2. Serious Incident: includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
 3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.
 4. Significant Near Miss Incident: includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE

- A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
- B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

1.5 PERSONAL PROTECTIVE EQUIPMENT

- A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.
- B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

1.6 REFERENCES

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. OCTA Yard Safety Rules

END OF SECTION

Req No	Requested By	Project Manager	Sec Cd	Date Entered	Date Reqd	Auth. By	Authorized Auth.Date	Auth. Value
R001505	Marcus Garcia	ALYSSA DOWDALLS	LS	01/27/2026				\$450,000.00

Purchasing Question

Budget Year 2026
Encumbered N
Grant Funded
Is Dept Involved IS INVOLVEMENT - NOT REQUIRED
Warehouse
FOB Fiscal Year 26-27

Supplier:
V99999
TBD

Purchasing Instructions

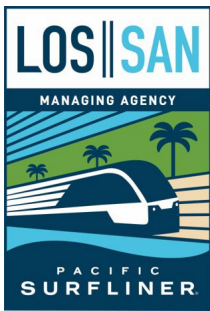
AMOUNT: \$450,000

DESCRIPTION: Requisition is to release an RFP for social media and digital marketing services for the LOSSAN Agency's marketing program for the Pacific Surfliner. The agreement will include a one-year initial term in the amount of \$450,000, with two, two-year option terms, with the intial term starting on July 1, 2026, and ending on June 30, 2027, to allow time to transition from the existing agreement. The services provided directly impact revenue and ridership through driving online reservations and brand exposure to both commuters and travelers. Approval to release the RFP is required from the LOSSAN Agency Board of Directors and is scheduled for its meeting on March 16, 2026. Approval of the selection of the firm by the LOSSAN Agency Board of Directors is scheduled for its meeting on June 15, 2026.

PM: Alyssa Dowdalls, LOSSAN Marketing & Communications Manager & Marcus Garcia, Senior LOSSAN Business Unit Analyst (include both on all communications pertaining to this req)


Item	Qty	UOM	Estimated Price	Description	Order No	Actual Price
0001	1	EA	450,000.00	Release of RFP for Social Media and Digital Marketing Services		
						100.00 %

0085 7519 X2006 D7O	33.33%	\$150,000.00
0085 7631 X2006 D7Q	22.22%	\$100,000.00
0085 7519 X2006 D7O	44.44%	\$200,000.00



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for the Leesdale Siding Extension Project

Overview

On May 15, 2023, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with Zephyr Rail, to prepare the plans, specifications, and estimates for the Leesdale Siding Extension project. An amendment to the existing agreement is requested to address continued delays in third-party design reviews, unforeseen high level of effort in utility coordination, and additional requirements by the environmental resource agencies, which have collectively resulted in additional costs.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 2 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 \$226,808.27, for additional support in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$4,359,824.41.

Discussion

The Leesdale Siding Extension project (Project) in Ventura County will allow for the expansion of service north of Los Angeles and will result in reduced travel time and increased reliability. The Project will also enhance vehicle, pedestrian, and bicycle safety at two at-grade rail crossings that will be upgraded due to the additional track at each grade crossing. The Project is located within Union Pacific Railroad (UPRR) territory and requires design reviews by UPRR at each milestone along with adherence to UPRR right-of-entry permitting procedures.

The initial contract schedule included 14 months to complete the plans, specifications, and estimates and fulfill the requirements of the contract. Due to longer than expected third-party design reviews from UPRR, the County of Ventura, and California

Department of Transportation (Caltrans), the current anticipated completion date for this design portion of the Project is September of 2026.

In addition to these delays, there have been several unforeseen issues as described below:

- **Utility Relocations and Coordination:** Approximately 66 utility conflicts have been identified with approximately 50 of them needing relocation. More than a dozen utility owners are involved and the process to address each relocation through UPRR requires a higher level of effort than anticipated.
- **At-Grade Crossing Coordination / Requirements:** No as-built plans were available for these crossings through Caltrans. The Design Consultant was required to recreate them to be in compliance. Also, Caltrans is requiring the submission of a Storm Water Pollution Prevention plan, which was not included in the Scope of Work.
- **Additional Environmental Work:** Additional edits were required to the permit application to reflect new coordination efforts with the Mitigation Bank regarding compensatory mitigation, based on input received during the pre-filing meeting with the Regional Water Quality Board on February 5, 2026.
- **Additional Drainage Work:** The County of Ventura is requesting additional improvements to existing facilities as part of the permit requirement. These improvements were not listed in the Scope of Work.

These efforts added additional time and cost to the design portion of the Project.

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff and Zephyr Rail have agreed upon the level of effort for the additional required services as described in the Discussion section, and staff found Zephyr’s price proposal, in the amount of \$226,808.27, to be fair and reasonable relative to the level of effort and the independent cost estimate. Proposed Amendment No. 2 to Agreement No. L-3-0001, in the amount of \$226,808.27, is to provide funding for the required level of effort. Amendment No. 1 will bring the total contract value to \$4,359,824.41.

Fiscal Impact

The proposed Amendment will add \$226,808.27 to the total contract cost. There is adequate budget authority remaining in the fiscal year 2025-26 budget, therefore no budget amendment is necessary. If approved, the additional cost of this contract

Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for the Leesdale Siding Extension Project **Page 3**

would be funded using reprogrammed State Rail Assistance formula funds under Account 0085-7519-X2031-D8Q.

Summary

Staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Amendment No. 2 to Agreement No. L-3-0001 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Zephyr Rail, for additional work in the preparation of plans, specifications, and estimates for the Leesdale Siding Extension project in the amount of \$226,808.27, for a total amended contract value of \$4,359,824.41.

Attachment

- A. Zephyr Rail., Agreement No. L-3-0001 Fact Sheet

Prepared by:



David Berryman
Capital Program Manager
(714) 560-5681

**Zephyr Rail, Inc.
Agreement No. L-3-0001 Fact Sheet**

1. May 15, 2023, Agreement No. L-3-0001, \$3,893,052, approved by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors.
 - To prepare a Plans, Specifications, and Estimate (PS&E) for the Leesdale Siding Extension project in the City of Oxnard and the County of Ventura to support the corridor-wide service expansion and enhancement goals for the Pacific Surfliner.
2. November 17, 2025, Amendment No. 1 to Agreement No. L-3-0001, \$239,964.14, approved by LOSSAN staff.
 - To increase the maximum obligation to account for additional coordination effort due to significant delays in the design review and right of entry permitting processes, as well as additional design and coordination effort with Southern California Edison on the power drops, right-of-way encroachments, and unforeseen drainage issues with the County of Ventura.
3. June 15, 2026, Amendment No. 2 to Agreement No. L-3-0001, \$226,808.27, approved by LOSSAN staff.
 - To increase the maximum obligation to account for additional coordination effort due to extended third-party design reviews, additional utility coordination due to the high number of utility conflicts discovered, additional environmental coordination stemming from requests made at pre-filing meeting, and additional design efforts resulting from unanticipated requests from Caltrans and the County of Ventura.

Total committed to Zephyr Rail, Inc. after approval of Amendment No. 1 to Agreement No. L-3-0001: 4,359,824.41



June 15, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Authorization to Negotiate and Execute an Administrative Support Agreement with the Orange County Transportation Authority

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency entered into an administrative support agreement with the Orange County Transportation Authority on November 21, 2013, to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service operating in the Los Angeles – San Diego – San Luis Obispo rail corridor. The initial agreement expired on June 30, 2018, and was renegotiated for a new three-year term beginning July 1, 2018, through June 30, 2021, with two, three-year option terms. The first three-year option term was executed on September 1, 2021, which extended the agreement for an additional thirty-six months, from July 1, 2021, through June 30, 2024, while the second and final three-year option term was executed on June 11, 2024, which extended the agreement through June 30, 2027. In order to provide continued administrative services, staff is seeking authorization from the Board of Directors to negotiate and execute an administrative agreement with the Orange County Transportation Authority.

Recommendation

Authorize the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority.

Background

Senate Bill (SB) 1225, signed into law in September 2012, authorized the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) to assume administrative responsibility for the state-supported Pacific Surfliner intercity passenger rail service. After a competitive process, the Orange County Transportation Authority (OCTA) was selected to serve as the Managing Agency. On November 21, 2013, the LOSSAN Agency entered into an administrative support agreement (ASA) with OCTA to provide administrative services and daily management of the State-supported Pacific Surfliner intercity passenger rail service. The ASA spanned the Start-Up and Initial terms and expired on June 30, 2018. On June 18, 2018, the LOSSAN

Board of Directors (Board) authorized the Managing Director to execute an updated administrative support agreement with the Orange County Transportation Authority for a term of three years with two, three-year option terms. Both option terms have been exercised, with the final term valid through June 30, 2027. A new agreement is necessary to allow OCTA to continue to provide administrative support, as the LOSSAN Managing Agency.

Discussion

OCTA has served as the LOSSAN Managing Agency since November 2013, providing dedicated staff to the LOSSAN Agency as well as administrative support services. In this capacity, the LOSSAN Agency has fulfilled the foundational goals established under SB 1225, but also advanced intercity passenger rail service through a number of key goals and initiatives, including:

- Successfully negotiated and executed the first interagency transfer agreement (ITA) with the California Department of Transportation, including the first, second, and third amended ITA through September 2029
- Ensured year-over-year increases in Pacific Surfliner ridership, revenue, and farebox recovery prior to the Coronavirus (COVID-19) pandemic
- Successfully navigated and managed the service through the COVID-19 pandemic
- Negotiated favorable operating agreements with Amtrak for the provision of the Pacific Surfliner intercity passenger rail service and connecting Thruway bus service
- Developed and managed a balanced annual administrative, marketing, and operating budget
- Developed and obtained approval for annual business plans
- Implemented key improvements to the passenger experience and marketing programs
- Developed first- and last-mile connectivity options
- Successfully secured approximately \$529.5 million in State grant funds
- Successfully secured the first-ever Federal Grant Award for over \$27 million to support Pacific Surfliner service restoration
- Successfully navigated and managed service through rail closures
- Successfully obtained approval of the first Environmental Impact Report for the Central Coast Layover Facility, one of several key infrastructure improvement projects LOSSAN is leading to increase future capacity
- Coordinated and participated in corridor-wide stakeholder meetings to address resiliency and corridor-wide challenges
- Successfully restored pre-COVID service levels, including expanded service in coordination with member agency partnerships

OCTA has consistently supplied the technical expertise, operational capacity, and institutional resources necessary to support the LOSSAN Agency's evolving responsibilities. Under the administrative services agreement, OCTA has provided a host of administrative support services, including but not limited to:

- Daily administration, including all necessary staff to serve and support the Agency, including the Managing Director, as appointed by the LOSSAN Board
- Financial services resources, including accounts payable, accounts receivable, payroll, financial systems and processes, budgeting, and treasury
- Information technology and cybersecurity services
- Contract administration and legal services
- Human resources and organizational development
- Risk management and insurance support
- Marketing, communications, and public information support
- Government relations
- Planning and programming support
- General services, including required office space

This scope of services to be negotiated under a new agreement is anticipated to be consistent with the level of resources OCTA has consistently provided. The ASA assumes that the LOSSAN Agency's administrative, marketing, and operating budgets will continue to be fully funded by the State of California with no financial commitment from the LOSSAN member agencies. The LOSSAN Agency is charged based on the actual direct salaries and benefits of employees, along with indirect costs for support services. The indirect costs are determined using OCTA's annual cost allocation plan. The cost allocation plan is trued-up on an annual basis at the end of each fiscal year, and any variances are either refunded to or billed to LOSSAN. The cost details are reviewed by LOSSAN staff and discussed with OCTA as appropriate.

Summary

The current administrative support agreement between the Orange County Transportation Authority and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency expires on June 30, 2027. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff is seeking authorization from the Board of Directors for the Managing Director to negotiate and execute an administrative support agreement with the Orange County Transportation Authority to allow for the continuation of managing agency services.

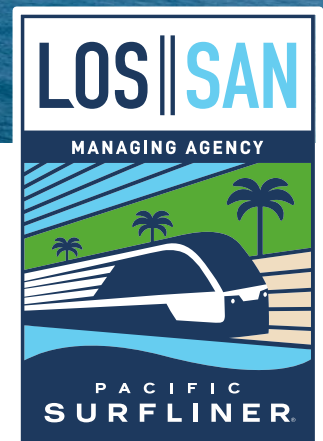
Attachment

None.



Senate Bill 1098 Update

Board of Directors Meeting | June 15, 2026



Working Group
Report to the
California Legislature
SB 1098

Policy Areas

Report Due to the Legislature Covering:

(A) Service Coordination & Disruption Reduction

Strategies to improve maintenance, reduce track closures, address resiliency vulnerabilities, and enhance on-time performance.

(B) Alternative Management Models

Evaluation of management and operations structures that improve intercity and regional rail service delivery.

(C) Statutory & Funding Changes

Recommended changes to state law, rules, or funding to improve quality, frequency, governance, and planning integration across the corridor.

(D) Federal Funding Coordination

Alignment with the federal Corridor Identification and Development Program to expand capital funding opportunities.

Key Findings and Recommendations

Policy Area A

Service Coordination & Disruption Reduction

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.
- Encourage state grant programs to fund State of Good Repair (SGR) projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding (MOU) between CalSTA, the LOSSAN Corridor, and the California Coastal Commission to streamline permitting and delivery of coastal rail projects.
- Establishing a Vision Zero framework for rail safety along the LOSSAN Corridor, with a data-driven pipeline of safety improvement investments.
- Improve corridor-wide coordination and planning of maintenance work windows, including earlier AWW confirmation and consolidation of maintenance activities to reduce service disruptions and passenger impacts.

Key Findings and Recommendations

Policy Areas B

Alternative Management and Operations Models

- The working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.
- Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances.

Key Findings and Recommendations

Policy Areas C

Statutory & Funding Changes

- Streamlining the California Environmental Quality Act (CEQA) review for passenger rail projects by establishing agency comment deadlines, a conflict resolution protocol for multi-jurisdictional projects, and a pathway to make permanent the judicial review provisions introduced under Chapter 60, Statutes of 2023 SB 149 (Chapter 60, Statutes of 2023).
- Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which also aligns with consensus recommendations from the final Transit Transformation Task Force.
- Developing and issuing statewide guidance for how intercity passenger rail, including the Pacific Surfliner, is documented and coordinated in Regional Transportation Plans (RTPs).

Key Findings and Recommendations Continued

Policy Areas D

Federal Funding Coordination

- Aligning state grant programs with the Federal Corridor Identification and development Program (CIDP) project development pipeline to strengthen the corridor's competitiveness for federal capital funding.
- Recommend that the LOSSAN JPA, in coordination with Caltrans, establish a standing interagency coordination structure specifically organized around stage 2 CIDP milestones and deliverables.
- CalSTA, Caltrans and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership.

Next Steps

1. Public comment closes July 3, 2026.
2. Board feedback should be transmitted by this date for consideration and inclusion in the report.
3. Transmit report to legislature after board feedback is received by July 8, 2026.
4. Resume regular quarterly cadence for future Working Group meetings, starting in August.

Senate Bill 1098

LOSSAN Rail Corridor Working Group

*Report to the Legislature
Pursuant to the Southern California Rail Revitalization Act*

June 10, 2026

PUBLIC COMMENT DRAFT

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Executive Summary

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is among California's most critical transportation assets. The Pacific Surfliner is the second-busiest intercity rail service in the United States, second only behind the Northeast Corridor, and carries millions of passengers annually between San Diego and San Luis Obispo along one of the most congested highway corridors in the country. Metrolink provides commuter rail service across six counties in the greater Los Angeles Basin, connecting workers to major employment centers and relieving pressure on freeway infrastructure that is often at or beyond capacity. The North County Transit District's (NCTD) COASTER service links San Diego's North County communities to downtown San Diego, serving a corridor where highway capacity is limited and congestion continues to worsen. The corridor passes through some of California's most economically productive and densely populated communities, and its reliability, resilience, and long-term viability are matters of statewide significance.

Senate Bill 1098 (Chapter 777, Statutes of 2024) directed the California State Transportation Agency (CalSTA) to convene a LOSSAN Rail Corridor Working Group, including representatives from rail infrastructure owners; passenger and freight rail operators; regional transportation and planning agencies; stakeholder organizations representing business, community, environmental, labor, transportation, and civic interests; and relevant state agencies with regulatory and rail oversight responsibilities. The Working Group is tasked with developing consensus recommendations on strategies to strengthen the corridor's coordination, management, and performance of all passenger rail services in the corridor. The Working Group, composed of representatives from LOSSAN member agencies, rail operators, convened to develop recommendations intended to strengthen coordination, management, and performance across the corridor. This report transmits the Working Group's draft consensus recommendations and feedback to the Legislature. To facilitate broader stakeholder input, CalSTA conducted targeted public outreach through small group listening sessions as well as a public comment period on the draft report prior to finalizing the working group recommendations.

Pursuant to statute, prior to submitting this report to the Legislature, CalSTA, on behalf of the Working Group, will share the report recommendations with the

governing boards of NCTD, LOSSAN, and Metrolink to solicit input and feedback.¹ Any resulting feedback received will be compiled and transmitted to the Legislature as Appendix C in a supplement to this report.

The timing of this report is significant. This work was informed by the context of growing fiscal pressure across the corridor's three primary passenger operators. The Pacific Surfliner, Metrolink, and NCTD services each face structural operating deficits in the coming years, which coincides with the buildup to the 2028 Summer Olympic and Paralympic Games and an expected surge in corridor demand. The 2028 Summer Olympic and Paralympic Games will be hosted across the greater Los Angeles region, with competition venues spanning from San Diego to Los Angeles. The LOSSAN Corridor will serve as a primary transportation spine connecting the Southern California megaregion with ridership demand expected to reach levels that will stress current operational capacity. The Olympics will generate a sustained surge in transit usage across the region, with elevated demand occurring over multiple weeks rather than a single event period. The increase in ridership is expected to generate additional fare revenue for the system while placing significant pressure on service capacity and operational resources.

Consistent with statutory requirements, the report addresses the following policy areas²:

Of the required report topics identified in statute, the following four policy areas are a primary focus of this report:

- (A)** strategies to increase rail service coordination and reduce disruptions or delays;
- (B)** alternative management and operations models or structures that improve intercity and regional rail services;
- (C)** changes to state statutes, rules, or funding necessary to improve corridor performance; and

¹ California Senate Bill 1098 (Blakespear, 2024), *Passenger and Freight Rail: LOSSAN Rail Corridor*, Chapter 777, Statutes of 2024, California Legislature.

² California Senate Bill 1098 (Blakespear, 2024) § 1, subd. (c)(1) (A - (D)), Chapter 777, Statutes of 2024.

(D) coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP).

Pursuant to statute, CalSTA convened the Working Group and facilitated development of this report through a collaborative process involving Working Group participants, partner agencies, stakeholders, and other consulted parties. The recommendations contained in this report reflect an effort to identify consensus perspectives and areas of alignment across the diverse interests and operational realities present throughout the corridor and, unless otherwise noted, are intended to reflect Working Group input rather than formal positions adopted by CalSTA.

Key findings and recommendations include:

- Establishing a corridor-wide asset management and written fleet strategy that aligns equipment, facilities, and infrastructure needs with funding.
- Encourage state grant programs to fund State of Good Repair (SGR) projects and develop administrative flexibility to accommodate the inherent uncertainties of complex rail capital projects.
- Formalizing a cooperative agreement or memorandum of understanding (MOU) between CalSTA, the LOSSAN Corridor, and the California Coastal Commission to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects.
- Establishing a Vision Zero framework for rail safety along the LOSSAN Corridor, with a data-driven pipeline of safety improvement investments.
- Aligning state grant programs with the Federal Corridor Identification and development Program (CIDP) project development pipeline to strengthen the corridor's competitiveness for federal capital funding.
- Streamlining the California Environmental Quality Act (CEQA) review for passenger rail projects by establishing agency comment deadlines, a conflict resolution protocol for multi-jurisdictional projects, and a pathway to make permanent the judicial review provisions introduced under Chapter 60, Statutes of 2023 SB 149 (Chapter 60, Statutes of 2023).
- Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox

recovery penalty, which also aligns with consensus recommendations from the final Transit Transformation Task Force.³

- Developing and issuing statewide guidance for how intercity passenger rail, including the Pacific Surfliner, is documented and coordinated in Regional Transportation Plans (RTPs).

The sections that follow provide additional context on these findings and recommendations, including the operational, governance, funding, resiliency, and policy considerations that informed the Working Group's discussions and consensus recommendations.

³ California State Transportation Agency. *Transit Transformation Task Force Final Report*. 2025. https://calsta.ca.gov/-/media/calsta-media/documents/ttff_final_report-ally.pdf

1.0 Background and Statutory Context

The LOSSAN Rail Corridor is one of the most complex rail environments in the country. Spanning 351 miles, the Pacific Surfliner is the second busiest passenger rail corridor in the country, with approximately 8.3 million passenger trips in 2019, the last full year pre-COVID pandemic. In addition, the corridor supports more than \$1 billion in annual freight volume, transported by two Class 1 Freight operators—Union Pacific (UPRR) and Burlington Northern-Santa Fe (BNSF)—and serves multiple ports of national significance, including those in Los Angeles, Long Beach, San Diego, and Port Hueneme. The U.S. Department of Defense also has designated a section of LOSSAN as part of the Strategic Rail Corridor Network.⁴

Infrastructure ownership and operating authority along the corridor is distributed among multiple public agencies and freight railroads. Pacific Surfliner intercity service is managed by the LOSSAN Agency and operated by Amtrak. Commuter rail services are provided by Metrolink in the greater Los Angeles Basin and Inland Empire with NCTD's COASTER operating between Oceanside and Downtown in San Diego County. Both the UPRR and BNSF hold freight rights and own segments of corridor infrastructure in portions of the alignment, and the corridor traverses a complex web of grade crossings, interlockings, and shared track arrangements.⁵

This structural complexity has historically presented challenges to corridor-wide coordination. The Legislature recognized these challenges in enacting SB 1098, which established the Working Group process as a vehicle for developing actionable, consensus-based reforms.

SB 1098 directed the Working Group to report to the Legislature on all the following policy areas:

⁴ California State Senate. (2023). *The LOSSAN rail corridor report*.

<https://sor.senate.ca.gov/sites/sor.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf>

⁵ California Department of Transportation. (2024). *California State Rail Plan 2024*. <https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/california-state-rail-plan/2024-ca-state-rail-plan-a11y.pdf>

- Policy Area A: Strategies to increase rail service coordination and reduce disruptions or delays, including those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing.
- Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.
- Policy Area C: Changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services, including a review of how local and regional planning agencies incorporate train service information in planning documents.
- Policy Area D: Coordination of planning and project development through the federal Corridor Identification and Development Program.⁶

The Working Group included representatives from:

- California Senate Staff
- California Coastal Commission
- Caltrans
- Federal Transit Administration (FTA)
- The Los Angeles County Metropolitan Transportation Authority (LA Metro)
- LOSSAN Agency
- Metrolink
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Diego Association of Governments (SANDAG)
- Santa Barbara County Association of Governments (SBCAG)
- Southern California Association of Governments (SCAG)
- Ventura County Transportation Commission (VCTC)

The initial restart of this group convened in person four times between February 2026 and May 2026 to deliver this draft report, which included full working group meetings as well as agency-specific consultations to augment the full working group meetings. Recommendations were developed through a deliberative

⁶ California Legislature. (2024). *Senate Bill No. 1098 (2023–2024 Regular Session)*. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB1098

process and reflect consensus positions of the Working Group membership unless otherwise noted.

The Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. To illustrate this, NCTD is expected to have a projected funding gap of over \$60 million through Fiscal Year (FY) 2030 and is proposing their first rate hike since 2009⁷. Metrolink faces a \$35 million operating shortfall in fiscal year 2026–27. In response to equipment reliability issues, it has already reduced service and is considering deeper cuts of at least one-third of remaining service as soon as October 2026, along with a possible fare increase⁸. The Pacific Surfliner, while having recently achieved pre-pandemic service levels, may need to consider service cuts starting in FY 2027-28 as the recent restoration of service has been buoyed by a three-year augmentation to the state-supported intercity passenger rail program from Public Transportation Account, which is set to expire after FY 2026-27⁹.

In addition, ridership recovery and farebox recovery continue to lag pre-pandemic numbers while operating costs have grown substantially due to a mix of inflationary pressure impacting the entire rail and transit industry¹⁰. These challenges are not unique to California rail operators, but the impact on the LOSSAN Corridor is compounded by the complex decision-making environment that SB 1098 was enacted to address.

The Working Group deliberated, but did not make recommendations on, specific appropriations or funding levels, but the broader fiscal context facing the agencies help inform the urgency of the recommendations in this report.

⁷ NCTD Board Agenda Packet: April 16, 2026 (Revised). 16 Apr. 2026, <https://d4lp5oxce4dvw.cloudfront.net/wp-content/uploads/Board-Agenda-Packet-April-16-2026-REVISED.pdf>. Accessed 5 May 2026.

⁸ Southern California Regional Rail Authority. Board Meeting Packet, 27 Mar. 2026. Metrolink, <https://d2kbbkoa27fdvtw.cloudfront.net/metrolink/81b4bd133a38182c6f558799b51329fe0.pdf>

⁹ Legislative Analyst's Office. Overview of California's State-Supported Intercity Rail Routes and Funding. 30 May 2025, <https://lao.ca.gov/handouts/transportation/2025/Overview-of-Intercity-Rail-Routes-and-Funding-053025.pdf>

¹⁰ California State Transportation Agency. Transit Transformation Task Force Final Report. 2025. <https://calsta.ca.gov/-/media/calsta-media/documents/ttff-final-report-a11y.pdf>

2.0 Policy Area A: Strategies to Increase Rail Service Coordination and Reduce Disruptions or Delays

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations to increase rail service coordination and reduce disruptions or delays, including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing. The recommendations made pursuant to this should result in improved maintenance and conditions of assets, reduced track closures, and greater on-time performance.

2.1 State of Good Repair

CHALLENGE

The corridor lacks a comprehensive corridor-wide asset management framework or plan that integrates infrastructure, equipment, and facility conditions across all partners. Without a unified planning instrument, agencies operate against different asset inventories, performance standards, and replacement cycles, making it difficult to align investments, identify gaps, and present a coherent funding strategy to state and federal partners.

RECOMMENDATIONS

1. The corridor should develop a written fleet and asset management plan that aligns equipment, facilities, and infrastructure needs with funding. The plan should identify investment gaps with sufficient specificity to support grant applications and capital programming.
2. Require that the written fleet and facilities plan analyze opportunities for future shared equipment, maintenance and layover facilities, and processes that can drive efficiencies across all operators in the corridor. This should be complementary to the intercity fleet plan and layer analysis relevant to commuter rail operations where feasible.

CHALLENGE

State of good repair (SGR) projects remain needed and face significant hurdles. Administrative and policy barriers have adversely affected these projects and current federal, state, and local funding sources have proven inadequate in meeting increasing SGR needs.

RECOMMENDATIONS

1. Review state program for opportunities to support SGR rail projects where feasible. Program guidelines are encouraged to develop and incorporate specific considerations for SGR eligibility, emphasizing safety, reliability, and maintaining existing infrastructure.
2. Programs are encouraged to prioritize projects that include meaningful non-state local and federal funding contributions, while also recognizing circumstances where state investment may be necessary to address critical needs that exceed local fiscal capacity.

CHALLENGE

Grant funding deadlines for allocation and timely use of funds are often inflexible, creating potential funding gaps. Rigid timelines fail to account for common rail project uncertainties that are outside the control of project sponsors and may result in funding expiring before project completion. Additionally, while local agencies play a critical role in funding participation, non-state local and federal funding sources do not always prioritize regional and intercity rail investments when faced with competing needs.

RECOMMENDATIONS

1. Program criteria should allow for the prioritization of projects that demonstrate significant non-state local/federal funding contributions, recognizing local commitment as an indicator of project readiness and shared investment.

2.2 Coastal Resiliency

CHALLENGE

There is a need to carefully balance Coastal Commission policies that prioritize natural bluff, shoreline, and coastal access, with the need to protect critical rail infrastructure that supports statewide passenger service. In locations where existing improvements are vulnerable, there is a need to facilitate the timely repair or replacement of protective infrastructure necessary to maintain safe and reliable operations.

RECOMMENDATIONS

1. In coordination with the LOSSAN Working Group, the California State Transportation Agency (CalSTA) and the California Coastal Commission (CCC) should develop a cooperative agreement or MOU to identify where streamlining solutions for rail projects in the coastal zone can be identified and other solutions to assist in the delivery of rail projects. For example, if a federal nexus is identified project sponsors may coordinate with the Coastal Commission to determine whether the project can proceed through the federal consistency process in lieu of the traditional Coastal Development Permit (CDP). Additional clarity from the Coastal Commission on when each process applies would help project sponsors make informed decisions early and further improve permitting efficiency.
2. In coordination with the Coastal Commission, evaluate options to streamline and deliver projects that repair, maintain, or enhance *existing* passenger rail infrastructure, including existing protective measures such as seawalls. This could include clearly defined pathways for the repair or replacement of existing protective infrastructure where necessary to maintain safe and reliable rail operations, particularly in areas vulnerable to erosion and slope instability.

CHALLENGE

Emergency closures resulting from bluff failures, slope instability, storm damage, sea level rise, or other coastal resiliency challenges have historically lacked a standardized, systemwide response protocol. In many cases, responses are developed in an ad hoc manner, varying by jurisdiction, owning agency, or incident type. This lack of a unified framework can complicate coordination among state agencies, local jurisdictions, rail operators, emergency responders, and regulatory bodies, particularly when rapid action is required to ensure public safety and restore essential transportation services.

RECOMMENDATIONS

1. Develop a corridor-wide playbook that defines roles, decision thresholds, and timelines for agencies when bluff instability is detected. Include pre-defined triggers (e.g., erosion rates, track exposure, geotechnical warnings) to reduce ad hoc decision-making. This should include standardized communication protocols across agencies and to the public to avoid fragmented messaging during closures.
2. The State may develop a state emergency response protocol that mirrors the state's established role in freeway incidents for emergency incidents that exceeds a defined threshold. This may include, but is not limited to, Caltrans activating a standardized incident command structure for rail-related emergencies, including rapid deployment of field crews, engineers, and operations coordination. Utilize pre-positioned emergency contracts and resources to immediately stabilize infrastructure and protect the rail right-of-way. Coordinate directly with regional partners with authority to elevate issues to the Caltrans Director or CalSTA Secretary of Transportation as appropriate.

2.3 Track Closures

CHALLENGE

Track closures resulting from trespassers and vehicle strikes along the LOSSAN corridor occur with relative frequency and can lead to significant service disruptions, delays, and cascading impacts across the regional rail network. These incidents often involve interactions at grade crossings or along the right-of-way, where a lack of physical separation, inconsistent safety treatments, and human factors contribute to vulnerability. There is a need for a standardized, corridor-wide approach to reduce the frequency and severity of passenger and vehicle strikes.

RECOMMENDATIONS

1. The LOSSAN Working Group should establish a Vision Zero framework for rail within the LOSSAN Corridor, with the explicit goal of eliminating passenger and vehicle strike incidents through a combination of data-driven prioritization, targeted infrastructure investment, and coordinated interagency action.
2. Member agencies should compile and maintain a unified safety data set to identify and map high-risk locations with the greatest frequency and severity of incidents. Use that analysis to prioritize a ranked pipeline of targeted improvements: grade separations, enhanced barriers and fencing, upgraded crossing controls, and visibility and warning enhancements.
3. Implement ongoing performance monitoring to ensure continuous reduction of risk and measurable progress toward eliminating strikes corridor-wide.

CHALLENGE

While corridor-wide coordination among operators and infrastructure owners has improved through regular monthly forums, maintenance scheduling practices remain misaligned in terms of advance confirmation and temporal distribution. Short lead times for finalizing Absolute Work Windows (AWWs), combined with a concentration of closures on weekends when intercity ridership is highest, creates uncertainty for long-term planning, complicates customer communication and ticketing, and contributes to service disruptions, reduced ridership, and increased operational costs, often disproportionately affecting intercity services.

RECOMMENDATIONS

1. Commission an independent study to look at the most cost-effective way to implement work windows for all services across the corridor.
2. Establish a corridor-wide standard for earlier and more consistent confirmation of AWWs, aligning toward 60–90 day confirmation where feasible, while continuing annual and long-range AWW planning to preserve operational flexibility.
3. Expand coordination within existing monthly coordination calls to prioritize alignment of work windows — shifting where possible to nighttime or weekday closures that minimize intercity passenger impacts.
4. Proactively consolidate maintenance activities across operators to reduce the frequency and overlap of disruptions.

CHALLENGE

Equipment spare availability is a contributor to operational challenges. LOSSAN, the San Joaquins Joint Powers Authority (SJJPA), and the Capitol Corridor Joint Powers Authority (CCJPA) share a common pool of passenger equipment. NCTD and Metrolink do not share a common pool of equipment.

RECOMMENDATIONS

1. Leverage the Rail Fleet Consortium being led by the Caltrans Division of Rail as a primary vehicle for coordination. Use this venue to explore joint procurements and service contracting to attract more bidders and aggregate buying power statewide — broadening vendor competition, reducing unit costs, improving equipment interoperability, and strengthening overall fleet reliability and availability.

3.0 Policy Area B: Alternative management and operations models or structures that improve intercity and regional rail services.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for alternative management and operations models or structures that improve intercity and regional rail services.

3.1 Alternative Management and Operations Models or Structures

CHALLENGE

There is a lack of an enforceable, corridor-wide decision-making forum or process, which often results in a reduced ability to align varying priorities, funding, interests between owners, operators, planners, regulators. As a result, corridor-wide outcomes are dependent on coordination that is largely voluntary and not always aligned with overall system performance.

RECOMMENDATIONS

1. Rather than creating a new layer of coordination by formalizing the SB 1098 Working Group, use existing avenues to formalize this coordination. Specifically, the working group recommends using the Rail Leadership Group for strategic leadership engagement and the LOSSAN Technical Advisory Committee as a staff led forum to advance priorities established by the Leadership Group.

The Working Group also discussed, but did not reach consensus on, two additional governance proposals considered during deliberations: establishing a

formal corridor operating review process with authority over schedule and work window approvals, and formalizing the SB 1098 Working Group as a permanent standing body with board-designated membership and a defined charter. These proposals are noted for the Legislature's awareness but are not carried forward as consensus recommendations of the Working Group.

CHALLENGE

There is a need for enhanced coordination at key transfer points between intercity and regional services in order to further improve the passenger experience across jurisdictions.

1. Encourage corridor operators to align schedule changes during the same periods of the year, with April and October identified as preferred implementation windows, while preserving flexibility for ad hoc changes to account for unanticipated extenuating circumstances. The goal is predictability for passengers and connecting services without creating an inflexible mandate that fails to account for operational realities.
2. Require regular updates and revisions to the LOSSAN schedule optimization study on a fixed cadence established in advance, to ensure that operations across corridor services are continually optimized.

The Working Group also discussed, but did not reach consensus on, three additional proposals in this area: mandating that all corridor operators implement schedule changes on a single fixed date; establishing reciprocal Ex-Officio membership between the LOSSAN Agency board and the Metrolink board of directors; and creating an independent entity with authority to review and approve schedules across multiple corridor operators. These proposals are noted for the Legislature's awareness but are not carried forward as recommendations of the Working Group.

CHALLENGE

Passenger rail operations on the LOSSAN corridor are constrained by private freight railroad control over much of the infrastructure used by public operators. Dispatching authority on key corridor segments are retained by the private infrastructure owners, leaving public agencies without direct control over on-time performance and scheduling flexibility.

RECOMMENDATIONS

1. In coordination with CalSTA and the Caltrans Division of Rail, designate a primary host railroad liaison and negotiator. This role may lead a coordinated freight railroad sub working group so that the LOSSAN corridor can speak with one voice on freight issues relevant to all member agencies, with a specific focus on Amtrak's federal statutory rights and how those rights can be more effectively leveraged across the corridor and statewide.

4.0 Policy Area C: Changes to state statutes, rules, or funding necessary to improve services in the corridor.

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations for changes to state statutes, rules, or funding necessary to improve the quality, performance, usage, management, or frequency of passenger rail services with a focus on streamlining, clarifying, and improving existing processes or procedures. In making recommendations and providing feedback, the working group shall review how local and regional planning agencies responsible for recommending transportation strategies include information about train service, operations, capital projects, resiliency, and performance in their respective planning documents, including, but not limited to, sustainable communities strategies, regional transportation plans, transportation demand management plans, and long-range transportation plans.

4.1 Changes to State Statutes or Rules

CHALLENGE

There are opportunities to streamline or clarify CEQA requirements as they apply to passenger rail projects, in ways that maintain environmental protection while reducing time and cost.

RECOMMENDATIONS

1. Define review deadlines for agency comments and approvals on passenger rail projects subject to CEQA and create a formal conflict resolution protocol applicable when multiple jurisdictions impose conflicting requirements. Clear timelines and a defined escalation pathway may reduce the ad hoc nature of multi-agency review coordination and provide project sponsors with greater certainty in scheduling environmental clearance.
2. Consider making permanent the CEQA streamlining judicial review provisions for certain transportation-related projects introduced through SB 149 (Statutes of 2023), once all ten authorized letters have been issued and program outcomes have been evaluated. If evaluation demonstrates that the streamlined process delivers timely and defensible environmental review, the Legislature should consider extending those provisions to provide a durable tool for accelerating high-priority passenger rail investments.
3. Clarify CEQA and add the following to the existing statutory exemption: "Activities by an rail carrier or on behalf of a rail carrier under the authority of the Surface Transportation Board for the 'construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one State.'"

4.2 Changes to Funding

As noted in the background section of this report, the Working Group's deliberations unfolded against a backdrop of significant fiscal pressure across the corridor's three primary passenger operators. Decreases in ridership and revenues, coupled with expensive capital projects (with costs rising faster than inflation), have led to a near-term funding crisis for some systems. Without

intervention, agencies risk cutting service to balance operating and capital budgets, a move that would undermine ridership, reliability, and public confidence, and lead to further budget, service and ridership reductions. Costs are rising due to a number of factors outside of typical transit agency control, from broader inflation, lack of control of underlying infrastructure, and land-use patterns.¹¹ Looking ahead, broader rail and transit funding also faces risks tied to shifting economic conditions and the transition to zero-emission vehicles, underscoring the urgency of finding solutions that stabilize operations both now and in the future.

The Working Group did not make recommendations on appropriations or funding levels, which are within the Legislature's purview, but the fiscal context informs the recommendations in this report. It should also be noted that the topic of funding is covered in other sections of this report, specifically as it relates to SGR projects and competitive grant funding programs.

CHALLENGE

As currently written, the Transportation Development Act (TDA) contains features that have not kept pace with current operating conditions. The farebox recovery ratio penalty, currently suspended due to the COVID-19 pandemic but scheduled to resume in fiscal year 2027, is the most immediate example. Reinstating a metric that was designed for pre-pandemic ridership patterns would penalize agencies still rebuilding their ridership base and divert institutional attention toward compliance rather than performance improvement.

RECOMMENDATIONS

1. Consistent with approved recommendations in the Transit Transformation Task force:
 - a. Review opportunities to modernize the Transportation Development Act (TDA) by removing the farebox recovery ratio penalty and developing new metrics and performance measures that replace the farebox recovery penalty, which is currently suspended due to

¹¹ California State Transportation Agency. *Transit Transformation Task Force Final Report*. 2025. https://calsta.ca.gov/-/media/calsta-media/documents/ttff_final_report-ally.pdf

the COVID-19 pandemic, but is set to resume beginning in fiscal year 2027.

- b. Review opportunities to develop new metrics and performance measures that replace the farebox recovery penalty and update these measures on a regular cadence.
- c. Review opportunities to update other formulaic funding programs (i.e., LCTOP, SGR) to align with revisions to TDA reporting requirements and incentives.

4.3 Guidance for Addressing Intercity Rail in Regional Transportation Plans

CHALLENGE

Regional Transportation Plans (RTPs) travel demand models do not consistently or accurately account for the benefits of intercity passenger rail, which often accrue beyond the boundaries of any single metropolitan planning region. This means that the Pacific Surfliner service, as the second busiest intercity service in the country, is often undercounted in single-region planning processes.

RECOMMENDATIONS

1. Request Caltrans to provide greater technical assistance for intercity rail modeling in RTP development. For example, the Pacific Surfliner traverses the jurisdictions of six Metropolitan Planning Organizations (MPO), each of which independently develop its own travel demand models. These models are not necessarily calibrated to a common standard for intercity rail and may not share consistent assumptions. As a result, the benefits tied to intercity rail are likely being understated.
2. Request Caltrans to develop standardized technical guidance for how intercity passenger rail services that span multiple regions should be modeled in travel demand models used in RTPs.

CHALLENGE

There is a need to better integrate intercity passenger rail in regional planning processes.

RECOMMENDATIONS

1. Statewide guidance should be issued to establish a common framework for how passenger rail is described and coordinated in RTPs.
2. This may include: expectations for baseline documentation of existing and planned rail services, key corridor characteristics, and coordination with operators and state agencies, as well as clarifying roles when corridors span multiple MPOs.
3. Statewide guidance should be issued for how MPOs should reference corridor-level resiliency needs, such as common data sources, definitions, and high-level assessment expectations.
4. Align guidance with existing state resilience funding programs to help ensure that identified needs can more easily move from planning into project development.

5.0 Policy Area D: Coordination of Planning and Project Development through the Federal Corridor Identification and Development Program

Pursuant to Government Code Section 14072.6(c)(1)(A), the Working Group was directed to develop recommendations on coordination of planning and project development through the federal Corridor Identification and Development Program (CIDP) established pursuant to 49 U.S.C. Section 25101. The CIDP represents a significant opportunity for the LOSSAN Corridor to access federal capital funding by embedding corridor projects in a nationally recognized, FRA-coordinated planning framework.

Further, California remains committed to the Corridor Identification and Development Program process as a planning and investment framework for the five Caltrans-sponsored corridors, including the LOSSAN Corridor, regardless of the federal program's status. The state will continue applying its core planning principles to the service development planning process, including capital project sequencing tied to key service outcomes and coordination between state, regional, and operating partners, as the organizing framework for corridor-wide planning and investment decisions.

5.1 Member Agency Participation in the CIDP Process

RECOMMENDATIONS

1. Acknowledging that Caltrans serves as the lead agency and primary coordinator for California's participation in the CIDP, LOSSAN member agencies and the LOSSAN Agency will support and actively engage in the CIDP process by providing timely data, participating in federally required planning activities, and coordinating local project development work with the state-led corridor planning effort.
2. This approach is consistent with FRA's expectations for state rail authority involvement and positions California to speak with a unified voice in federal planning processes. Full LOSSAN corridor participation will strengthen the quality and credibility of the corridors selected for CIDP participation and improve the competitiveness of projects that emerge from the process for federal capital funding.

5.2 Alignment of Funding with CIDP Priorities

RECOMMENDATIONS

1. To the extent possible, CalSTA and Caltrans should endeavor to align state grant programs, including TIRCP, TCEP, and SCCP, with the project priorities established through the CIDP process. Inclusion of projects on the CIDP capital project list should be an explicit selection consideration in grant evaluations, recognizing that CIDP inclusion reflects a rigorous, federally coordinated prioritization process.
2. This approach reinforces the integrity and utility of the CIDP project list as a planning tool and positions LOSSAN Corridor projects to present a coherent funding strategy that pairs state investment with competitive federal

applications under programs such as CRISI, the Federal-State Partnership Program, and other federal funding opportunities.

5.3 Standing Interagency Coordination Structure for CIDP Milestones

RECOMMENDATIONS

1. The LOSSAN JPA, in coordination with Caltrans, should establish a standing interagency coordination structure specifically organized around Step 2 CIDP milestones and deliverables. This structure should provide regular touchpoints aligned with FRA's staged development process, with clear expectations for member agency participation and data contribution at each stage.
2. Structured milestone coordination reduces the risk of gaps in corridor-level data submissions, improves the quality of FRA deliverables, and builds institutional readiness for the capital project development that follows CIDP selection.

5.4 Federal Advocacy Grounded in CIDP Status

RECOMMENDATIONS

1. CalSTA, Caltrans, and the LOSSAN member agencies should actively leverage California's participation in the CIDP as a foundation for federal legislative and policy advocacy on behalf of the LOSSAN Corridor. Corridors with formal CIDP status occupy a recognized position within FRA's national passenger rail framework, and that status should be used strategically in engagements with FRA leadership, the Office of the Secretary of Transportation, and California's congressional delegation.
2. Advocacy efforts should connect corridor-specific investment needs to national policy priorities and should seek to advance LOSSAN Corridor projects in FRA budget discussions and competitive program design.

5.0 Conclusion

The LOSSAN Rail Corridor is one of California's most important transportation assets. It connects major metropolitan regions along the state's coast, serves millions of passengers annually, and supports the economic vitality of

communities from San Diego to San Luis Obispo. Sustaining and strengthening this corridor will require not only continued investment, but also the institutional structures capable of coordinating that investment effectively across a complex network of agencies, operators, jurisdictions, and infrastructure owners.

The Working Group approached its charge under SB 1098 with the recognition that many of the corridor's challenges reflect longstanding structural conditions. Governance arrangements, funding programs, and operational practices have evolved over time in ways that do not always align with the corridor's current scale, ridership, or performance expectations. The recommendations contained in this report reflect the Working Group's collective view that targeted and deliberate actions can improve coordination, strengthen reliability, and better position the corridor to meet future demand.

The recommendations in this report are intended to be actionable and designed to support both near-term implementation and long-term improvement. While some recommendations may be advanced administratively within existing authority, others may require additional coordination, policy development, or legislative action. Collectively, these recommendations are intended to improve corridor performance and strengthen the long-term viability, resiliency, coordination, and reliability of passenger and freight rail services.

The Working Group also recognizes that achieving the objectives outlined in this report will require sustained coordination among CalSTA, Caltrans, the LOSSAN Agency, corridor member agencies, the Legislature, as well as our partners at the federal, regional, and local levels. Continued collaboration, information sharing, and regular coordination among these entities will be important to maintaining momentum and advancing the recommendations identified in this report.

The California State Transportation Agency respectfully submits this report to the Legislature pursuant to SB 1098, and looks forward to continued collaboration with the Legislature, corridor partners, and federal stakeholders in support of these recommendations and the long-term performance of the LOSSAN Corridor.

Appendix A: Reference Documents

#	Document Title	Author / Agency
1	LOSSAN Corridor wide Schedule Optimization Study https://www.octa.net/pdf/LOSSAN_Optimization_Report_2022.pdf	LOSSAN Agency 2022
2	LOSSAN Annual Business Plan https://www.octa.net/pdf/LOSSAN_Business_Plan_FY26-27-FY27-28.pdf?n=2026	LOSSAN Agency 2026
3	The LOSSAN Rail Corridor: Advancing the Corridor's Capital Investment Priorities https://stran.senate.ca.gov/sites/stran.senate.ca.gov/files/LOSSAN%20Rail%20Corridor%20Report.pdf	California Senate Office of Research 2024
4	2024 California State Rail Plan https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan	Caltrans 2024
5	Corridor Identification and Development Program: Guidance for Applicants https://railroads.dot.gov/corridor-identification-and-development-program	Federal Railroad Administration (FRA) 2023
6	Final Report from the Los Angeles-San Diego-San Luis Obispo (LOSSAN) San Diego Regional Rail Corridor Working Group https://calsta.ca.gov/-/media/calsta-media/documents/sdregailcorridorfinalreportfinala11y.pdf	California State Transportation Agency (CalSTA) 2021
7	Transit Transformation Task Force https://calsta.ca.gov/-/media/calsta-media/documents/ttff_-final_report-a11y.pdf	CalSTA 2025

Appendix B: Working Group Meeting Agendas

[See Attachment]

Meeting Date	Meeting Title / Type	Location / Format	Agenda
February 19 th , 2026	LOSSAN Working Group Restart and Cadence	1 Gateway Plaza, Los Angeles, CA 90012	[Attached]
March 27 th , 2026	Review Policy Areas A & D	550 South Main Street, Orange, CA 92863	[Attached]
April 28 th , 2026	Review Policy Areas B & C	900 Wilshire Blvd, Los Angeles, CA 90017	[Attached]
May 11, 2026	Review Draft Report and Public Comment	Virtual	[Attached]

LOSSAN Corridor Regional Working Group
 February 19, 2026, from 11:30 AM – 2:30 PM
 LA Metro Headquarters
 1 Gateway Plaza
 Los Angeles, CA 90012
Mulholland Conference Room (15th floor)

<u>Time</u>	<u>Agenda Item</u>	<u>Topic</u>	<u>Presenter</u>
11:30 am	Item 1	Welcome and introductions	Chair James Hacker, CalSTA
11:45 am	Item 2	LOSSAN Working Group Restart and Cadence	CalSTA
12:15 pm	Item 3	SB 1098 Overview, Framing and Discussion	CalSTA
1:00 pm	Item 4	LOSSAN Corridor ID Update + Discussion	Caltrans
1:30 pm	Item 5	Known Resiliency Projects	CalSTA, Caltrans + partner agencies
2:00 pm	Item 6	Open Discussion and Next steps	CalSTA + All
2:30 pm	Item 7	Adjourn	Chair James Hacker

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

March 27, 2026
1:00 PM

MEETING LOCATION: 550 South Main Street
Main Conference Room
Orange, CA 92863

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at <https://calsta.ca.gov/subject-areas/lossan-working-group>

AGENDA

- 1) Welcome and Opening Remarks
- 2) Review Report Outline and Structure
- 3) Review Policy Area 1 (*Strategies to increase rail service coordination and reduce disruptions or delays including, but not limited to, those caused by resiliency vulnerabilities, track closures, state of good repair, equipment, and staffing*).
- 4) Review Policy Area 4 (*Coordination of planning and project development through the federal Corridor Identification and Development Program*)
- 5) Review Governing Board Approach for LOSSAN Agency, Metrolink and NCTD
- 6) Open Discussion
- 7) Next Steps

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

LOSSAN SB 1098 Working Group

April 28, 2026
1:00 PM

MEETING LOCATION: 900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at <https://calsta.ca.gov/subject-areas/lossan-working-group>

AGENDA

- 1) Welcome and Opening Remarks
- 2) Review Recommendations for Policy Area 'A' from March 2026 meeting.
- 3) Review Recommendations for Policy Area 'D' from March 2026 meeting.
- 4) Review Policy Area 'B' (*Alternative Management Models or Structures*).
- 5) Review Policy Area 'C' (*Changes to Statutes, Rules, or Funding Necessary for Improvement*)
- 6) Open Discussion
- 7) Next Steps

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
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LOSSAN SB 1098 Working Group

May 11, 2026
1:00 PM

MEETING LOCATION: VIRTUAL MEETING

Questions or inquiries about the meeting may be directed to the California State Transportation Agency (CalSTA) by contacting CalSTA at LOSSAN.SB1098@calsta.ca.gov, or by accessing the LOSSAN Working Group website located at <https://calsta.ca.gov/subject-areas/lossan-working-group>

Interested parties may register using the following link:
<https://events.gcc.teams.microsoft.com/event/f0d6042a-7d60-4099-8545-7b48adf92a33@621b0a64-1740-43cc-8d88-4540d3487556>

AGENDA

- 1) Welcome and Opening Remarks
- 2) Review Draft Recommendations for Policy Area A – Public Comment
- 3) Review Draft Recommendations for Policy Area B – Public Comment
- 4) Review Draft Recommendations for Policy Area C – Public Comment
- 5) Review Draft Recommendations for Policy Area D – Public Comment
- 6) Open Discussion
- 7) Next Steps