



LOSSAN Rail Corridor Agency

Board Meeting

Agenda

Monday, October 20, 2025 at 12:30 p.m.

REVISED

Meeting Location:

LA Metro (1 Gateway Plaza, Los Angeles)

Board Members

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

Teleconference Locations:

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

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

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

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



BOARD MEETING AGENDA

Goleta City Hall, Room 1
130 Cremona Dr.
Goleta, CA

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

Solana Beach City Hall
635 South Highway 101
Solana Beach, CA

Airport Skyroom
2627 N. Hollywood Way
Burbank, CA

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

Ventura County Transportation Commission, Conference Room
751 E. Daily Drive, Ste. 420
Camarillo, CA

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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



BOARD MEETING AGENDA

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

Written Comment

Written public comments may also be submitted by emailing them to lossanclerk@octa.net, 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 7)

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 September 15, 2025 LOSSAN Rail Corridor Agency Board of Director's meeting.



BOARD MEETING AGENDA

Attachments:

[Minutes](#)

2. Proposed 2026 Board of Directors and Executive Committee Meetings Calendar

Overview

Presented is the proposed 2026 Board of Directors and Executive Committee calendar, depicting the dates, times, and anticipated holidays for the year.

Recommendation

Approve the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2026 Board of Directors and Executive Committee meetings calendar.

Attachments:

[Calendar](#)

3. Fiscal Year 2024-25 Fourth Quarter Budget Status Report

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Fiscal Year 2024-25 Budget was approved by the Board of Directors on March 18, 2024. The California State Transportation Agency approved the Fiscal Year 2024-25 budget and funding on September 26, 2024. This report summarizes financial activities and performance through the fourth quarter of fiscal year 2024-25, covering the months of April 2025 through June 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

4. Fiscal Year 2024-25 Fourth 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 April through June 2025.

Recommendation(s)

Receive and file as an information item.



BOARD MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

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

Overview

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the fourth quarter of state fiscal year 2024-25.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

6. Fiscal Year 2024-25 Fourth 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 fourth quarter of fiscal year 2024-25, covering the months of April, May, and June 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

7. Fiscal Year 2024-25 Fourth Quarter Amtrak Pacific Surfliner System Safety and Incident Report

Overview



BOARD MEETING AGENDA

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 fourth quarter of fiscal year 2024-25, covering the months of April, May and June 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

Regular Calendar

8. Draft Los Angeles - San Diego - San Luis Obispo Board of Directors' Goals and Initiatives for Fiscal Year 2026-27

Overview

As part of the approval of the 2023 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Strategic Plan, the Board of Directors directed that the Strategic Plan be used to guide the development of the annual Board of Directors' Goals and Initiatives. These Goals and Initiatives establish the priorities and areas of focus for the year and serve as the basis for the Agency's annual Work Plan. Staff has prepared a draft of the Board of Directors' Goals and Initiatives for fiscal year 2026-27 for the Board of Directors' review.

To better align the annual Board of Directors' Goals and Initiatives and Agency Work Plan with the Annual Business Plan process, the Goals and Initiatives are being presented to the Executive Committee and Board of Directors for comments and input in October 2025, with final consideration in February 2026. This will transition the development and implementation of the Board of Directors' Goals and Initiatives and the Agency Work Plan from a calendar year cycle to a state fiscal year cycle to be consistent with the Annual Business Plan process.

Recommendation(s)

Direct staff to incorporate comments received from the Board of Directors and approve the Board of Directors' Goals and Initiatives for fiscal year 2026-27.

Attachments:

[Staff Report](#)



BOARD MEETING AGENDA

9. Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is required to submit an Annual Business Plan to the California State Transportation Agency by April 1 of each year. The Business Plan provides the basis for the Agency's annual budget request and outlines any proposed changes to the Pacific Surfliner service. A list of key assumptions used in developing the Business Plan and budget for fiscal years 2026-27 and 2027-28 are presented.

Recommendation(s)

Direct staff to incorporate the key assumptions into the development of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Annual Business Plan for fiscal years 2026-27 and 2027-28.

Attachments:

[Staff Report](#)

Discussion Items

10. Pacific Surfliner Equipment and Service Update

Overview

Staff will provide an update on the Pacific Surfliner equipment and service.

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, November 17, 2025

OCTA Headquarters
550 South Main Street
Orange, California



MINUTES

LOSSAN Agency Board of Directors Meeting

Call to Order

The September 15, 2025, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Jung at 10:30 a.m. at the OCTA Headquarters, 550 S. Main St., Orange.

Roll Call

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

Directors Present: Fred Jung, OCTA, Chair
Fred Strong, SLOCOG, Vice Chair
Jim White, VCTC
Jeanne Cantu, Amtrak, Ex-Officio
John Gabbard, SCAG, Ex-Officio
Kyle Gradinger, Caltrans, Ex-Officio

Via Teleconference: Jewel Edson, NCTD
Joy Lyndes, SANDAG
Jennifer Mendoza, SDMTS
Marisa Perez, Metro, Alternate
Paula Perotte, SBCAG
Dana Reed, RCTC

Directors Absent: Fernando Dutra, Metro
Katrina Foley, OCTA
Jess Talamantes, Metro
LaDonna DiCamillo, CHSRA, Ex-Officio

Staff Present: Jason Jewell, Managing Director
Sara Meisenheimer, Clerk of the Board Specialist
Gina Ramirez, Assistant Clerk of the Board Specialist
James Donich, General Counsel
LOSSAN Staff

Consent Calendar (Items 1 through 4)

1. Approval of Minutes

A motion was made by Director Reed, seconded by Vice Chair Strong, and following a roll call vote, declared passed 8-0, to approve the minutes of the July 21, 2025 LOSSAN Rail Corridor Agency Board of Directors' meeting.

Director Mendoza was not present to vote on this item.



MINUTES

LOSSAN Agency Board of Directors Meeting

2. Consultant Selection for the Pacific Surfliner Public Relations Services Agreement

A motion was made by Director Reed, seconded by Vice Chair Strong, and following a roll call vote, declared passed 8-0, to:

- A. Approve the selection of The Abbi Agency as the firm to provide public relations services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L-5-0001 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and the Abbi Agency, in the amount of \$60,000, to provide public relations for a one-year initial term with two, two-year option terms.

Director Mendoza was not present to vote on this item.

3. Amendment to Agreement for Preparation of Plans, Specifications, and Estimates for Phase 1 of the Central Coast Layover Facility Project

A motion was made by Director Reed, seconded by Vice Chair Strong, and following a roll call vote, declared passed 8-0, to authorize the Managing Director to negotiate and execute Amendment No. 3 to Agreement No. L-2-0004 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and HDR Engineering, Inc., in the amount of \$260,200, for additional support in the preparation of plans, specifications, and estimates for Phase 1 of the Central Coast Layover Facility project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$3,499,168.

Director Mendoza was not present to vote on this item.

4. Amendment to Federal Fiscal Year 2024-25 Operating Agreement with Amtrak for the Pacific Surfliner Intercity Passenger Rail Service

A motion was made by Director Reed, seconded by Vice Chair Strong, and following a roll call vote, declared passed 8-0, to authorize the Managing Director to negotiate and execute an Amendment No. 1 to Agreement L-4-0021 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Amtrak for \$3,917,822.

Director Mendoza was not present to vote on this item.



Regular Calendar

5. Continuation of the Interagency Transfer Agreement with the California Department of Transportation for Administration of the Pacific Surfliner Intercity Passenger Rail Service

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

A motion was made by Director Lyndes, seconded by Vice Chair Strong, and following a roll call vote, declared passed 9-0, to authorize the Managing Director to negotiate and execute the second option term of the Interagency Transfer Agreement between the California Department of Transportation Division of Rail and Mass Transportation and the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency to allow continued local administrative oversight and management for the state-supported Pacific Surfliner intercity passenger rail service for a four-year term beginning October 1, 2025.

6. Federal Railroad Administration Restoration and Enhancement Grant Agreement

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

A motion was made by Vice Chair Strong, seconded by Director White, and following a roll call vote, declared passed 9-0, to authorize the Managing Director to execute a grant agreement with the Federal Railroad Administration for the Restoration and Enhancement Grant Program in the amount of \$27,120,364, to restore three daily roundtrips between Los Angeles and San Diego for a six-year term.

7. Federal Fiscal Year 2025-26 Operating Agreement with the National Railroad Passenger Corporation for the Pacific Surfliner Intercity Passenger Rail Service

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

A motion was made by Director Edson, seconded by Vice Chair Strong, and following a roll call vote, declared passed 9-0, to authorize the Managing Director to negotiate and execute an agreement with the National Railroad Passenger Corporation to provide for the continued operation of the Pacific Surfliner intercity passenger rail service for a term of one year, in an amount not-to-exceed \$59,559,400, for federal fiscal year 2025-26.



Discussion Items

8. Pacific Surfliner Marketing Update

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

No action was taken on this item.

9. Temporary Additional Santa Barbara Service Update

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

No action was taken on this item.

10. California Department of Transportation FLIRT H2 Deployment Strategy

Jason Jewell, Managing Director, provided opening comments and introduced Director Grading, who provided a presentation.

In-person public comment was heard from Brian Yanity.

The following written public comments were received and sent to the Board at 3:25 p.m on September 14, 2025 and 8:50 a.m. on September 15, 2025:

Mark Baysinger
Bridge Underwood
John Brock
Eric Thompson
Tom Colthurst
Jeffrey Beeman
Andrew Graves
Donald Bing
Connor Webb
Brian Yanity

No action was taken on this item.

11. Public Comments

In-person public comment was heard from Brian Yanity.

12. Managing Director's Report

Jason Jewell, Managing Director, reported on ridership and Rail Safety month in September.



MINUTES

LOSSAN Agency Board of Directors Meeting

13. Board Members' Report

Director Lyndes noted appreciation for reaching pre-pandemic service levels, SANDAG has an absolute work window on September 20 and 21, and work is advancing on the realignment project in Del Mar.

14. Adjournment

The meeting was adjourned at 11:30 a.m. The next regularly scheduled meeting of this Board will be held:

12:30 p.m. on Monday, October 20, 2025

LA Metro
1 Gateway Plaza
Los Angeles, CA

2026 LOSSAN BOARD AND EXECUTIVE COMMITTEE CALENDAR



JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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FEBRUARY						
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MARCH						
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MAY						
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*LA Metro (1 Gateway Plaza, Los Angeles) at 12:30 p.m.

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
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AUGUST						
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SEPTEMBER						
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OCTOBER						
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NOVEMBER						
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DECEMBER						
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*LA Metro (1 Gateway Plaza, Los Angeles) at 12:30 p.m.

LOSSAN Board of Directors regular meeting
10:30 a.m.: OCTA, 550 S. Main St., Orange (unless otherwise noted)

LOSSAN Executive meeting
9:00 a.m.: OCTA, 550 S. Main St., Orange

Holidays



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2024-25 Fourth Quarter Budget Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Fiscal Year 2024-25 Budget was approved by the Board of Directors on March 18, 2024. The California State Transportation Agency approved the Fiscal Year 2024-25 budget and funding on September 26, 2024. This report summarizes financial activities and performance through the fourth quarter of fiscal year 2024-25, covering the months of April 2025 through June 2025.

Recommendation

Receive and file as an information item.

Background

On March 18, 2024, 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) 2024-25 and FY 2025-26 (Business Plan), as well as the FY 2024-25 budget. Included in both the adopted budget and the Business Plan is funding for FY 2024-25 administrative and marketing services, in the amount of \$9.4 million and \$53.3 million for net train operations (including \$57,000 for the continuation of the transit transfer program), \$0.5 million for minor capital projects, and \$75.0 million for grant programs bringing the total adopted budget to \$138.2 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. It's important to note that actuals may change based on year-end

accruals and subsequent audit adjustments as LOSSAN staff continues to work on the FY 2024-25 annual audit.

Revenues

As shown in Table 1, budgeted revenues through the fourth quarter of FY 2024-25 totaled \$138.2 million, while actual revenues totaled \$103.3 million. This results in year-to-date (YTD) revenues underrunning the budget by \$34.9 million.

The variance in the quarterly budget is primarily driven by fluctuations in Other State Funding, which includes all capital project funds. Total grant revenue finished the fiscal year by underrunning by \$31.8 million. This was primarily due to project phase completion delays

TABLE 1: REVENUES	FY 2024-25	FY 2024-25	
	Working Budget	Actuals	\$ Variance
	Year-To-Date	Year-To-Date	Year-To-Date
State Administrative Funding	\$ 7,370,100	\$ 5,755,686	\$ (1,614,414)
State Marketing Funding	\$ 2,000,000	\$ 2,000,000	\$ -
State Operating Funding	\$ 53,317,160	\$ 53,074,869	\$ (242,291)
Other State Funding	\$ 74,995,000	\$ 40,402,542	\$ (34,592,458)
State Capital Funding	\$ 500,000	\$ 380,954	\$ (119,046)
Interest Revenue	\$ -	\$ 1,659,608	\$ 1,659,608
Other Revenue	\$ -	\$ 19,677	\$ 19,677
Total Revenues	\$138,182,260	\$ 103,293,337	\$(34,888,923)

within LOSSAN's capital program. Underruns with the capital program total approximately \$37.3 million. The Central Coast Layover Facility, Goleta Layover Facility, Leesdale Siding, Canada Honda Bridge, Ortega Siding, Camarillo Station Pedestrian Undercrossing, Corridor Hardening Improvements, Integrated Wayfinding Signage, and Interregional Connectivity projects have been rebudgeted in fiscal year 2025-26. This shortfall is partially offset by overruns of \$2.2 million in State Rail Assistance (SRA), \$1.4 million in State Administration Funding, and \$1.7 million in Interest Revenue.

The budget variances are further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the fourth quarter of FY 2024-25 totaled \$138.2 million, whereas actual expenses totaled \$101.9 million, resulting in an underrun of \$36.3 million.

The majority of the expense variance is associated with grant-funded capital projects. This is primarily due to delays in project completion. Key contributors include \$13 million in Central Coast Layover Facility and \$10 million in

Canada Honda Bridge Replacement. There were also design delays in several design projects totaling an additional \$10.3 million. Specifically, these delays include design work for the Camarillo Station Pedestrian Undercrossing, Ortega Siding, Goleta Layover Facility, and Leesdale Siding. Additionally, Marketing, Contracted Services, Administration, and Minor Capital costs underran due to lower than anticipated utilization of services and higher than expected vacancies throughout the fiscal year.

For detailed information on other areas experiencing budget 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 fourth quarter of Fiscal Year 2024-25, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues and expenses underran the budget. Most of the variance is due to project delays related to design review, leading to delays in starting construction. These projects will continue to be budgeted in Fiscal Year 2025-26.

TABLE 2: EXPENSES

Administrative Budget Line Items	FY 2024-25 Working Budget	FY 2024-25 Actuals	\$ Variance
	Year-To-Date	Year-To-Date	Year-To-Date
Administration - Staffing	\$ 6,019,200	\$ 5,038,624	\$ 980,576
Legal Services	\$ 75,000	\$ 45,247	\$ 29,753
Travel	\$ 60,000	\$ 50,123	\$ 9,877
Marketing	\$ 2,000,000	\$ 1,163,858	\$ 836,142
Insurance	\$ 77,200	\$ 69,921	\$ 7,279
Contracted services	\$ 1,127,200	\$ 479,409	\$ 647,791
Dues & Memberships	\$ 9,000	\$ 10,519	\$ (1,519)
Non Budgeted Expenses	\$ -	\$ -	\$ -
Other Business Expenses	\$ 2,500	\$ 61,844	\$ (59,344)
Total Administrative Services	\$ 9,370,100	\$ 6,919,544	\$ 2,450,556
Operating/Capital Budget Line Items			
Net Train Operating Expenses	\$ 53,260,160	\$ 54,109,414	\$ (849,254)
Transit Transfer Program	\$ 57,000	\$ 68,180	\$ (11,180)
Minor Capital Projects	\$ 500,000	\$ 380,954	\$ 119,046
Grant Programs	\$ 74,995,000	\$ 40,377,938	\$ 34,617,061
Total Budget	\$138,182,260	\$101,856,031	\$ 36,326,229

Attachments

- A. Quarterly Budget Status Report, Fourth Quarter of Fiscal Year 2024-25
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Fourth Quarter Financial Activity Report, Fiscal Year 2024-25
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of June 30, 2025

Approved by:



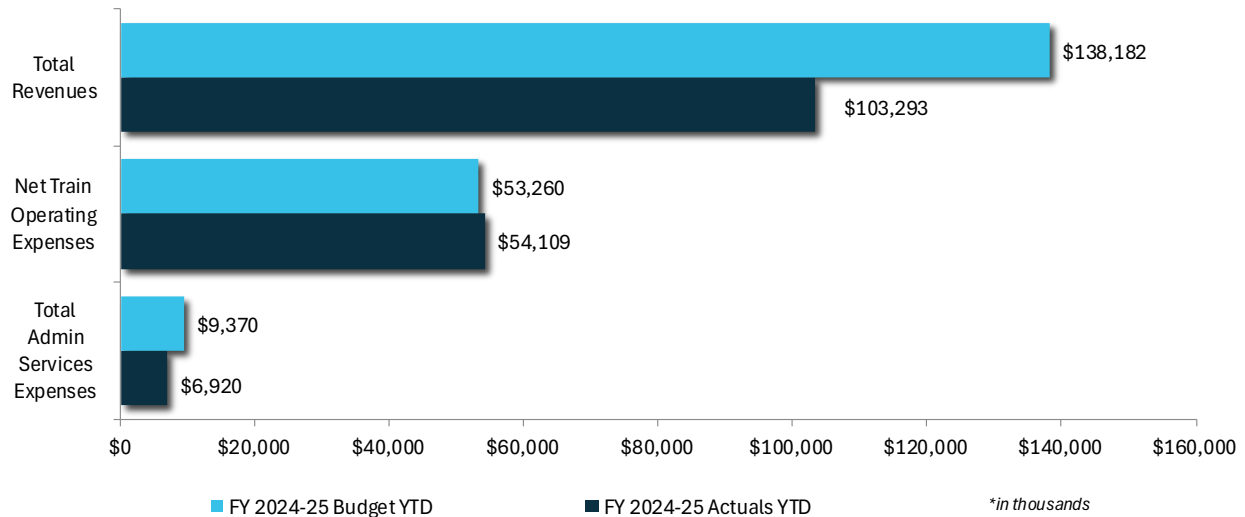
Russ Henry
Program Manager, Financial Planning and Analysis/Project Controls
(714) 560-5990



Quarterly Budget Status Report

Fourth Quarter of Fiscal Year 2024-25

FY 2024-25 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) 2024-25 and FY 2025-26 (Business Plan), and the FY 2024-25 budget were approved at the March 18, 2024 Board of Directors (Board) meeting. The business plan was submitted to the Secretary of the California State Transportation Agency on April 1, 2024, as required by the interagency transfer agreement and LOSSAN joint powers agreement.

The Board-approved FY 2024-25 Business Plan and budget totals \$138.2 million. This includes funding for administrative and marketing services in the amount of \$9.4 million, and \$53.3 million for net train operations (which includes \$57,000 for the continuation of the transit transfer program), \$0.5 million for minor capital projects, and \$75.0 million for grant programs.

The FY 2024-25 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 fourth quarter (April 2025 through June 2025) of FY 2024-25. It's important to note that actuals may change based on year-end accruals and audit adjustments as LOSSAN staff continue to work on the FY 2024-25 annual audit. It is also worth noting 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 2024-25 Adopted Budget	FY 2024-25 Working Budget ²	FY 2024-25 Working Budget Year-To-Date	FY 2024-25 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2024-25 Percent of Budget Used-to-Date
State Administrative Funding	\$ 7,370,100	\$ 7,370,100	\$ 7,370,100	\$ 5,755,686	\$ (1,614,414)	-21.9%	78.1%
State Marketing Funding	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	0.0%	100.0%
State Operating Funding	\$ 53,317,160	\$ 53,317,160	\$ 53,317,160	\$ 53,074,869	\$ (242,291)	-0.5%	99.5%
Reimbursements from other Agencies	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Other State Funding ¹	\$ 74,995,000	\$ 74,995,000	\$ 74,995,000	\$ 40,402,542	\$ (34,592,458)	-46.1%	53.9%
State Capital Funding ²	\$ 500,000	\$ 500,000	\$ 500,000	\$ 380,954	\$ (119,046)	-23.8%	76.2%
Amtrak Penalty & Assessment Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Net State/Other Agency Funded	\$ 138,182,260	\$ 138,182,260	\$ 138,182,260	\$ 101,614,052	\$ (36,568,208)	-92.3%	407.7%
Interest Revenue	\$ -	\$ -	\$ -	\$ 1,659,608	\$ 1,659,608	N/A	0.0%
Other Revenue	\$ -	\$ -	\$ -	\$ 19,677	\$ 19,677	N/A	N/A
Total Revenues	\$ 138,182,260	\$ 138,182,260	\$ 138,182,260	\$ 103,293,337	\$ (34,888,923)	-25.2%	74.8%

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

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 fourth quarter of FY 2024-25 total \$138.2 million, as presented in the table above under "FY 2024-25 Working Budget Year-To-Date". Actual Year-To-Date revenues through the fourth quarter totaled \$103.3 million. This is an underrun of \$34.9 million.

This underrun is primarily driven by other state funding (grant revenue). Design delays and land acquisition issues have caused delays in the start of construction of several projects, which were originally anticipated to begin during the fiscal year. Construction of these projects is now slated to begin in late fiscal year 2025-26. These revenues have been rebudgeted for the next fiscal year as they are received as reimbursements after expenses have been incurred. The underrun of \$13.3 million for the Central Coast Layover Facility is primarily due to delays related to land acquisition. In addition, there was an underrun of \$10.2 million for the Canada Honda Bridge Replacement project due to project timing. The project is currently in progress, and a large portion of the construction is expected to be billed after the bridge span is placed into service during the first quarter of Fiscal Year 2025-26. We expect to see the corresponding reimbursements for this work following its completion. In addition, there have been design delays for the Goleta Layover Facility (\$4.7 million), Ortega Siding (\$2.4 million), Leesdale Siding (\$1.9 million) and Camarillo Station Pedestrian Undercrossing (\$1.3 million) projects. Design review and permitting processes have taken longer than originally anticipated. Revenue underruns have been partially offset by higher-than-expected interest earnings.

State administrative funding underran the budget by \$1.6 million. Of this amount, \$1 million is attributed to staffing vacancies during the year, which include Program Manager and Marketing positions. The Marketing roles have since been filled. In addition, there was an underrun of \$658 thousand in contracted services, primarily related to reduced use of on-call project management support, as much of this work was performed in-house. These services are expected to be utilized more heavily in FY 2025-26 as several projects advance from design into construction.

Total passenger revenue for the fourth quarter reached \$70.4 million, reflecting a 6.6% increase compared to the same period last year (\$66 million). This growth is primarily driven by increased demand and the addition of the 11th roundtrip in March 2025 and the 12th roundtrip in June 2025.

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

OPERATING EXPENSES

TABLE 2: EXPENSES							
Administrative Budget Line Items	FY 2024-25 Adopted Budget	FY 2024-25 Working Budget	FY 2024-25 Working Budget Year-To-Date	FY 2024-25 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2024-25 Percent of Budget Used-to-Date
Administration - Staffing	\$ 6,019,200	\$ 6,019,200	\$ 6,019,200	\$ 5,038,624	\$ 980,576	16.3%	83.7%
Legal Services	\$ 75,000	\$ 75,000	\$ 75,000	\$ 45,247	\$ 29,753	39.7%	60.3%
Travel	\$ 60,000	\$ 60,000	\$ 60,000	\$ 50,123	\$ 9,877	16.5%	83.5%
Marketing	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,163,858	\$ 836,142	41.8%	58.2%
Insurance	\$ 77,200	\$ 77,200	\$ 77,200	\$ 69,921	\$ 7,279	9.4%	90.6%
Contracted Services (Audit, Planning, On-Call)	\$ 1,127,200	\$ 1,127,200	\$ 1,127,200	\$ 479,409	\$ 647,791	57.5%	42.5%
Dues & Memberships	\$ 9,000	\$ 9,000	\$ 9,000	\$ 10,519	\$ (1,519)	-16.9%	116.9%
Other Business Expenses	\$ 2,500	\$ 2,500	\$ 2,500	\$ 61,844	\$ (59,344)	-2373.7%	2473.7%
Total Admin Services	\$ 9,370,100	\$ 9,370,100	\$ 9,370,100	\$ 6,919,544	\$ 2,450,556	26.2%	73.8%
Banking Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Administrative Services	\$ 9,370,100	\$ 9,370,100	\$ 9,370,100	\$ 6,919,544	\$ 2,450,556	26.2%	73.8%

Operating/Capital Budget Line Items	FY 2024-25 Adopted Budget	FY 2024-25 Working Budget	FY 2024-25 Working Budget Year-To-Date	FY 2024-25 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2024-25 Percent of Budget Used-to-Date
Net Train Operating Expenses	\$ 53,260,160	\$ 53,260,160	\$ 53,260,160	\$ 54,109,414	\$ (849,254)	-1.6%	101.6%
Transit Transfer Program	\$ 57,000	\$ 57,000	\$ 57,000	\$ 68,180	\$ (11,180)	-19.6%	119.6%
Minor Capital Projects	\$ 500,000	\$ 500,000	\$ 500,000	\$ 380,954	\$ 119,046	23.8%	76.2%
Grant Programs	\$ 74,995,000	\$ 74,995,000	\$ 74,995,000	\$ 40,377,938	\$ 34,617,061	46.2%	53.8%
Total Operating/Capital Budget	\$ 128,812,160	\$ 128,812,160	\$ 128,812,160	\$ 94,936,487	\$ 33,875,673	26.3%	73.7%
Total Budget	\$ 138,182,260	\$ 138,182,260	\$ 138,182,260	\$ 101,856,031	\$ 36,326,229	26.3%	73.7%

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 fourth quarter of FY 2024-25 total \$138.2 million, as presented in the table above under "FY 2024-25 Working Budget Year-To-Date". Actual Year-To-Date expenses through the fourth quarter totaled \$101.9 million. This is a variance of \$36.3 million.

This variance can be primarily attributed to grant-funded capital projects. This total includes \$13 million for the Central Coast Layover Facility, \$10.1 for the Canada Honda Bridge Replacement, \$4.7 million for the Goleta Layover Facility, \$2.4 million for the Ortega Siding, \$1.9 million for the Leesdale Siding, \$1.3 million for the Camarillo Station Improvements, and \$1.3 million for the Corridor Hardening Improvements. As mentioned above in the revenue section, many of these projects have been delayed and are rebudgeted in Fiscal Year 2025-26.

The Marketing budget variance of \$836.1 thousand is primarily due to an underrun of \$502.5 thousand in Digital Advertising, resulting from a temporary pause and reliance on lower-tier services. Additional underruns include Creative Services of \$137 thousand, and Videography Services of \$98.6 thousand.

As noted in the Revenue section, the underrun in Contracted Services of \$658 thousand is primarily due to reduced use of on-call project management support for capital projects, as much of this work was performed in-house. Utilization of these services is expected to increase as the projects progress into the construction phase, which will require the need for more specialized expertise.

The underrun in Minor Capital Projects is due to the timing of bid submissions from contractors for planned improvements at various station facilities. Amtrak is in the process of finalizing several bids for projects scheduled for completion in FY 2025-26.

While these underruns account for most of the variance, they are partially offset by an overrun in Net Train Operations. This overage is attributed to the settlement payment related to the dispute with Amtrak regarding outstanding marketing additive charges for federal fiscal years 2019 through 2023.



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2024-25

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
April						
4/1/2025	Balance	Bank Account Balance Forward			46,586,335.56	4/1/2025
4/2/2025	00001825	Managing Director - Travel	392.03		46,585,943.53	4/30/2025
4/2/2025	00001826	Nansen - Web Marketing Services	26,251.75		46,559,691.78	4/23/2025
4/4/2025	Wire	Bank of the West - Credit Card Charges Various	3,647.33		46,556,044.45	4/4/2025
4/9/2025	00001827	Jacobs Project Management Co - Central Coast Layover Facility Project	766.45		46,555,278.00	4/17/2025
4/10/2025	Wire	Deposit - Transit Transfer Program FY22-23 & FY23-24		70,000.00	46,625,278.00	4/10/2025
4/15/2025	00001828	ACE Agency - Professional Services	3,581.25		46,621,696.75	4/22/2025
4/15/2025	00001829	Equipment and Mechanical Manager - Travel	1,256.20		46,620,440.55	5/14/2025
4/15/2025	00001830	Google - Advertising	20,622.81		46,599,817.74	4/21/2025
4/15/2025	00001831	Amtrak - Minor Cap various projects	44,966.35		46,554,851.39	4/23/2025
4/16/2025	00001832	North County Transit District Increased Service Frequencies & On-Time Performance	311,640.55		46,243,210.84	4/23/2025
4/16/2025	00001833	Zephyr - Leesdale Siding Extension Project	97,642.46		46,145,568.38	4/21/2025
4/17/2025	00000093	Facebook - Advertising	6,613.62		46,138,954.76	4/17/2025
4/23/2025	00001834	Amtrak - Del Mar Bluffs	10,922.76		46,128,032.00	4/29/2025
4/23/2025	00001835	North County Transit District Increased Service Frequencies & On-Time Performance	785,053.72		45,342,978.28	4/29/2025
4/23/2025	Wire	Deposit - State Operating Advance - May		4,682,877.00	50,025,855.28	4/23/2025
4/30/2025	Wire	Bank of the West - April Interest		115,281.01	50,141,136.29	4/30/2025
May						
5/1/2025	Balance	Bank Account Balance Forward			50,141,136.29	5/1/2025
5/1/2025	Wire	Deposit - Caltrans - FY 2024-25 Remaining Marketing Funds		500,000.00	50,641,136.29	5/1/2025
5/15/2025	Wire	Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		564,184.55	51,205,320.84	5/15/2025
5/21/2025	Wire	Deposit - State Operating Advance - June and Minor Cap Grover Beach Repairs and Upgrades		4,147,753.86	55,353,074.70	5/21/2025
5/5/2025	Wire	Bank of the West - Credit Card Charges Various	2,134.49		55,350,940.21	5/5/2025
5/1/2025	00000094	Amtrak Train Service - May Operating	4,190,930.93		51,160,009.28	5/1/2025
5/15/2025	00000095	Facebook - Advertising	7,716.86		51,152,292.42	5/15/2025
5/28/2025	00000096	Amtrak Train Service - June Operating	3,210,115.11		47,942,177.31	5/28/2025
5/7/2025	00001836	Anaheim Transportation Network - Transit Transfer Program	5,842.00		47,936,335.31	5/20/2025
5/6/2025	00001837	Capital Program Manager - Travel	663.53		47,935,671.78	5/29/2025
5/6/2025	00001838	Senior Program Manager - Travel	167.00		47,935,504.78	5/13/2025



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2024-25

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
5/7/2025	00001839	Gold Coast Transit District - Transit Transfer Program	731.64		47,934,773.14	5/20/2025
5/7/2025	00001840	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	29,944.48		47,904,828.66	5/19/2025
5/6/2025	00001841	Marsh Risk & Insurance Services - Railroad Protective Liability	1,313.00		47,903,515.66	5/19/2025
5/7/2025	00001842	Nansen - Web Marketing Services	7,999.50		47,895,516.16	5/28/2025
5/7/2025	00001843	Amtrak - Minor Cap various projects & Del Mar Bluffs	128,178.67		47,767,337.49	5/19/2025
5/6/2025	00001844	Deputy Managing Director - Travel	386.88		47,766,950.61	5/14/2025
5/6/2025	00001845	Railpros - Project Management Consulting Services	21,603.52		47,745,347.09	5/20/2025
5/7/2025	00001846	Regional Transit Authority - Transit Transfer Program	1.66		47,745,345.43	5/19/2025
5/6/2025	00001847	Union Pacific Railroad - San Luis Obispo Layover & Facility Santa Barbara Subdivision	45,876.72		47,699,468.71	5/19/2025
5/6/2025	00001848	Woodruff, Spradlin & Smart - March - Legal Services	2,827.20		47,696,641.51	5/14/2025
5/13/2025	00001849	ACE Agency - Professional Services	3,166.25		47,693,475.26	5/21/2025
5/13/2025	00001850	Google - Advertising	21,177.58		47,672,297.68	5/19/2025
5/13/2025	00001851	Amtrak - Minor Cap various projects	144,943.14		47,527,354.54	5/20/2025
5/13/2025	00001852	Orange County Transportation Authority - Transit Transfer Program	8,740.77		47,518,613.77	5/19/2025
5/14/2025	00001853	Deputy Managing Director - Travel	110.37		47,518,503.40	5/19/2025
5/12/2025	00001854	San Joaquin JPA Federal Rail Advocacy Services	3,333.33		47,515,170.07	5/21/2025
5/13/2025	00001855	Santa Barbara Metropolitan Transit District - Transit Transfer Program	612.00		47,514,558.07	5/22/2025
5/13/2025	00001856	Abbi Agency - Digital Marketing Services	20,303.00		47,494,255.07	5/21/2025
5/13/2025	00001857	Zephyr - Leesdale Siding Extension Project	224,242.56		47,270,012.51	5/19/2025
5/20/2025	00001858	Amtrak - Del Mar Bluffs	25,668.00		47,244,344.51	5/27/2025
5/20/2025	00001859	Abbi Agency - Digital Marketing Services	35,756.50		47,208,588.01	5/29/2025
5/20/2025	00001860	Union Pacific Railroad - Leesdale Siding Extension Project	2,407.84		47,206,180.17	5/29/2025
5/28/2025	00001861	Capital Program Manager - Travel	756.45		47,205,423.72	6/3/2025
5/28/2025	00001862	Program Manager, Finance/Grants - Travel	939.90		47,204,483.82	6/16/2025
5/27/2025	00001863	Amtrak - Minor Cap various projects	7,654.19		47,196,829.63	6/2/2025
5/27/2025	00001864	Woodruff, Spradlin & Smart - April - Legal Services	3,050.40		47,193,779.23	6/2/2025
5/31/2025	Wire	Bank of the West - May Interest		118,048.81	47,311,828.04	5/31/2025
June						
6/1/2025	Balance	Bank Account Balance Forward			47,311,828.04	6/1/2025
6/3/2025	00001865	Equipment and Mechanical Manager - Travel	224.49		47,311,603.55	6/20/2025
6/3/2025	00001866	Nansen - Web Marketing Services	17,125.25		47,294,478.30	6/17/2025
6/3/2025	00001867	Union Pacific Railroad - Facility Santa Barbara Subdivision	2,176.55		47,292,301.75	6/9/2025
6/4/2025	Wire	Bank of the West - Credit Card Charges Various	3,355.73		47,288,946.02	6/4/2025
6/10/2025	00000099	Amtrak - Marketing Additive Settlement Agreement	1,125,000.00		46,163,946.02	6/10/2025



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2024-25

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
6/11/2025	00001868	Senior Program Manager - Travel	8.00		46,163,938.02	7/7/2025
6/11/2025	00001869	Google - Advertising	18,976.63		46,144,961.39	6/16/2025
6/11/2025	00001870	Managing Director - Travel	167.20		46,144,794.19	6/26/2025
6/11/2025	00001871	Deputy Managing Director - Travel	324.42		46,144,469.77	6/13/2025
6/11/2025	00001872	Union Pacific Railroad Increased Service Frequencies & On-Time Performance	1,604,015.85		44,540,453.92	6/18/2025
6/11/2025	00001874	North County Transit District - Transit Transfer Program	969.72		44,539,484.20	6/26/2025
6/11/2025	00001876	Union Pacific Railroad Increased Service Frequencies & On-Time Performance	868,068.54		43,671,415.66	6/25/2025
6/12/2025	Wire	Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		3,638,589.33	47,310,004.99	6/12/2025
6/13/2025	00000098	Facebook - Advertising	4,149.25		47,305,855.74	6/13/2025
6/16/2025	Wire	Deposit - Disney Train Wrap		60,000.00	47,365,855.74	6/16/2025
6/18/2025	00001873	ACE Agency - Professional Services	3,030.00		47,362,825.74	6/25/2025
6/18/2025	00001875	Deputy Managing Director - Travel	655.12		47,362,170.62	6/23/2025
6/24/2025	Wire	Deposit - State Operating Advance - July and 2024-25 1st Half Admin Funds Remaining		4,032,902.50	51,395,073.12	6/24/2025
6/25/2025	00001877	Equipment and Mechanical Manager - Travel	174.16		51,394,898.96	7/7/2025
6/25/2025	00001878	Managing Director - Travel	698.65		51,394,200.31	6/26/2025
6/25/2025	00001879	Amtrak - Goleta	8,630.91		51,385,569.40	6/30/2025
6/26/2025	00000097	Union Pacific Railroad Projects (Grant Funded)	28,851,572.79		22,533,996.61	6/26/2025
6/26/2025	Wire	Deposit - State Operating Advance - August		3,535,689.00	26,069,685.61	6/26/2025
6/30/2025	Wire	Bank of the West - June Interest		94,364.08	26,164,049.69	6/30/2025

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of June 30, 2025**

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	\$433,904	\$38,096	OPEN
L-0-0006	Union Pacific Rail Road Corporation	Capital Improvement Program to Implement Additional Round trips on Northern Corridor	12/1/2019	N/A	\$108,100,000	\$103,092,752	\$5,007,248	OPEN
L-0-0015	RailPros Inc.	Provide program management consultant services on an as-needed basis	4/6/2021	3/31/2026	\$4,299,999	\$2,083,199	\$2,216,800	OPEN
L-1-0002	Union Pacific Railroad Company	Preliminary engineering services for a short-term and interim expansion of the existing layover facility in San Luis Obispo	3/17/2022	12/31/2026	\$350,000	\$89,877	\$260,123	OPEN
L-1-0003	Jacobs Project Management Co.	On-call construction management services for capital infrastructure projects	3/20/2023	3/19/2028	\$3,844,230	\$30,177	\$3,814,053	OPEN
L-2-0002	The ACE Agency	Public Relations and Media Outreach Services	8/25/2022	10/31/2025	\$176,250	\$148,331	\$27,919	OPEN
L-2-0003	Marsh Risk & Ins Services	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	6/30/2022	6/30/2027	\$50,000	\$10,000	\$40,000	OPEN
L-2-0004	HDR Engineering Inc	Preparation of plans, specs, and estimates for Phase 1 of the Central Coast Layover Facility Project	3/1/2023	2/28/2027	\$3,238,968	\$2,312,979	\$925,989	OPEN
L-2-0005	North County Transit District	Increased service frequencies including on-time performance payment	1/1/2022	12/31/2025	\$13,776,523	\$12,462,341	\$1,314,182	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	\$22,704,674	\$41,998,456	OPEN
L-2-0008	Nansen	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	5/16/2023	5/15/2026	\$970,050	\$695,769	\$274,281	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	\$246,833	\$353,167	OPEN
L-2-0011	The Abbi Agency	Provide digital marketing services, including content development, strategic planning, and account management of social media platforms	8/22/2023	7/31/2025	\$431,000	\$339,878	\$91,122	OPEN
L-3-0001	Zephyr Rail	Prepare the plans, specifications, and estimates for the Leesdale siding extension project.	9/6/2023	10/31/2026	\$3,893,052	\$2,337,795	\$1,555,257	OPEN
L-3-0009	Union Pacific Railroad Company	Review designs for the Leesdale Siding Extension Project in Ventura County	1/23/2024	10/31/2026	\$101,000	\$92,426	\$8,574	OPEN
L-3-0010	Union Pacific Railroad Company	Funding amendment to use TIRCP funds for the increased service frequencies including on-time performance payment	12/15/2022	12/31/2027	\$8,140,000	\$0	\$8,140,000	OPEN
L-4-0003	BMO Bank	Commercial Banking Services	7/1/2024	8/31/2028	\$2,500	\$0	\$2,500	OPEN
L-4-0005	City Of Camarillo	Cooperative Agreement with City of Camarillo for Pacific Surfliner Transit Transfer Agreement	5/18/2024	5/17/2028	\$1,900,000	\$277,226	\$1,622,774	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	\$0	\$2,883,788	OPEN
L-4-0014	Crowe LLP	Audit Services for fiscal years ending 3/31/2027	6/28/2024	3/31/2027	\$124,200	\$39,100	\$85,100	OPEN

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 June 30, 2025

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-4-0015	Union Pacific Railroad Company	Funding for Stabilization and Resiliency Projects	3/22/2024	3/31/2027	\$10,406,000	\$2,811,784	\$7,594,216	OPEN
L-4-0016	The Abbi Agency	Field Marketing and Community Outreach Services for Pacific Surfliner	8/14/2024	6/30/2027	\$600,000	\$74,916	\$525,084	OPEN
L-4-0017	Cision	PR Newswire Services	9/5/2024	9/4/2027	\$81,765	\$27,255	\$54,510	OPEN
L-4-0018	San Joaquin JPA	Cooperative agreement with SJJPA to reimburse SJJPA for project costs associated with Federal legislative advocacy services	8/1/2024	6/30/2026	\$90,000	\$23,333	\$66,667	OPEN
L-4-0019	San Luis Obispo Council of Governments	Subsidized passenger service between Guadalupe and San Luis Obispo	5/1/2025	4/30/2026	\$15,000	\$0	\$15,000	OPEN
L-4-0020	Marsh Risk & Ins Services	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	12/1/2024	12/1/2025	\$69,118	\$69,118	\$0	OPEN
L-4-0021	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2024	9/30/2025	\$52,193,385	\$37,693,261	\$14,500,124	OPEN
L-5-0013	Editshare Inc.	Annual Subscription for digital asset management platform	2/25/2025	1/31/2026	\$8,400	\$0	\$8,400	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	\$97,523	\$113,894	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$10,000	\$123	\$9,877	OPEN
L-6-0007	South County Transit	Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$5,000	\$44	\$4,956	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/2027	\$194,623	\$143,078	\$51,545	OPEN
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement	6/2/16	6/30/2027	\$165,052	\$124,840	\$40,212	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$99,963	\$57,899	\$42,064	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$20,000	\$13,401	\$6,599	OPEN
L-6-0015	San Luis Obispo Regional Transportation Authority	Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$18,076	\$156	\$17,920	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	\$12,054	\$25,446	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	\$29,074	\$65,926	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	6/30/2028	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	\$25,692,426	N/A	OPEN

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of June 30, 2025**

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



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

A handwritten signature in black ink, likely belonging to Jason Jewell, the Managing Director.

Subject: Fiscal Year 2024-25 Fourth 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 April through June 2025.

Recommendation

Receive and file as an information item.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately \$545.3 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)	\$41,954,559	\$11,908,308	\$30,046,251
Transit and Intercity Rail Capital Program (TIRCP)	\$366,262,000	\$202,889,505	\$163,372,495
Proposition 1B	\$34,971,000	\$27,104,000	\$7,867,000
State Transportation Improvement Program (STIP)	\$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	\$545,307,922	\$244,350,883	\$300,957,039

Awarded/Executed Grant Agreements:

No grants were awarded/executed in the fourth quarter of fiscal year (FY) 2024-25.

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 fourth quarter of FY 2024-25, approximately \$9.1 million of formula funding has been spent, leaving a balance of \$4.8 million. Projects approved by California State Transportation Agency (CalSTA) for the first round of SRA funding include:

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

The SRA funded Grover Beach Station Improvement, Viriato Maintenance, Corridor Optimization software and Business Class Refresh projects have been completed. These projects and related funding details are listed in Attachment A. In addition to the \$13.9 million in SRA formula funds, the LOSSAN Agency received an additional \$718,750 in SRA competitive funding for the Integrated Wayfinding Signage Upgrade project. Approximately \$280,391 of these competitive funds have been spent, leaving a balance of \$438,359.

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. Of the projected \$29.8 million in total Round Two funding, LOSSAN has received approximately \$27.4 million through the fourth quarter of FY 2024-25. Of the

\$27.4 million received, approximately \$2.6 million in formula funding has been spent, leaving a balance of \$24.8 million.

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

Of the five awards, four remain active after closing out the 2015 award in 2021. Due to several years of inactivity, the 2015 TIRCP award 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 \$202.9 million has been received to date, leaving a balance of \$163.4 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 Facility (CCLF) in San Luis Obispo
- Phase One of a new San Diego County Maintenance and Layover Facility
- Construction of the Orcutt Road Left-Hand Crossover
- Construction of Ortega Siding

Several of the projects listed above are funded by multiple sources. Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, and the Narlon Bridge Replacement have been completed. Work has continued to make progress on many of the other 2018 TIRCP and 2020 TIRCP funded projects.

The 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 fourth quarter of FY 2024-25, approximately \$27.1 million of Prop 1B funding has been spent, leaving a balance of \$7.9 million. Of the total funds spent, \$15.5 million was utilized for the construction of the Los Alamos Creek (Narlon) Bridge and \$11 million supported the Canada Honda Bridge Replacement. The remaining construction costs for the Honda Bridge will be funded through TIRCP funding. The remaining Prop 1B funded projects include the Camarillo Station Undercrossing and the 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 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 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 Solutions for Congested Corridors Program (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 Restoration and Enhancement (R&E) Grant from the FRA is a competitive grant program established to initiate, restore, or enhance intercity passenger transportation operation. In the third quarter of FY 2024-25, LOSSAN was awarded a total of \$27 million of R&E Grant funding, marking its first successful federal grant award. The grant is to help fund the operation of three roundtrips between Los Angeles and San Diego, increasing frequency to 13 daily Pacific Surfliner roundtrips along this segment and fully restoring service to levels that existed on the corridor prior to the COVID-19 pandemic. Reimbursement of the expenses related to the restoration of the 11th and 12th round trip are expected in early FY 2026.

Grant Agreements Pending Close-out:

The 2016 TIRCP funded portion for Franchise Access Fee, Cap. Access and Incentive (UPRR) is pending close-out. This project is still ongoing and will continue to be funded utilizing 2018 TIRCP funds.

Grant Agreements Closed Out:

No grants were closed out in the fourth quarter of FY 2024-25.

Summary

The report provides an update of the grant agreement funded activities for the fourth quarter of fiscal year 2024-25, April through June 2025. Staff recommend this report be received and filed as an information item.

Attachments

- A. Fourth Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), April through June 2025
- B. Fourth Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), April through June 2025
- C. Fourth Quarter Grant Reimbursement Status Report, Other Discretionary Grants, April through June 2025
- D. Fourth Quarter Grant Reimbursement Status Report, Grants Pending Close-out, April through June 2025

Approved By:



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



Fouth Quarter Grant Reimbursement Status Report
LOSSAN Grant Agreements

ATTACHMENT A

Formula and Competitive State Rail Assistance (SRA)

April through June 2025

Fiscal Year 2018 - 2020 Formula

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility Improvements	\$ 718,353	\$ 385,892	\$ 332,461	December 2026
Business Class Refresh	115,812	115,812	-	Project Completed / Closed Out
Viriato Maintenance	260,000	260,000	-	Project Completed / Closed Out
SLO Tactile and Electrical Repair	597,382	-	597,382	December 2025
Corridor Optimization Software	208,000	208,000	-	Project Completed / Closed Out
Grover Beach Station Improvements	400,000	400,000	-	Project Completed / Closed Out
Central Coast Layover Facility	1,210,000	982,310	227,690	August 2025
Franchise Access Fee, Cap. Access and Incentive (UPRR)	4,170,000	4,170,000	-	Project Completed / Closed Out
Leesdale Passing Siding	6,000,000	2,430,270	3,569,730	December 2027
Operation Lifesaver Campaign	175,000	100,000	75,000	September 2025
Fiscal Year 2018 - 2020 Formula Sub-Total	\$ 13,854,547	\$ 9,052,285	\$ 4,802,262	

Fiscal Year 2018 - 2020 Competitive

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ 280,391	\$ 438,359	December 2025
Fiscal Year 2018 - 2020 Competitive Sub-Total	\$ 718,750	\$ 280,391	\$ 438,359	

Fiscal Year 2018 - 2025 SRA Funding Total	\$ 14,573,297	\$ 9,332,676	\$ 5,240,621	
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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	December 2025
LOSSAN Strategic Plan Update	400,000	373,621	26,379	Project Completed / Closed Out
Equipment Replacement / Matching Funds	7,586,120	-	7,586,120	December 2026
Corridor Hardening and Safety Improvements	5,880,000	2,202,012	3,677,988	December 2026
Santa Ynez River/Surf Bridge Replacement Project	12,965,142	-	12,965,142	December 2027
Fiscal Year 2021 - 2025 Formula Sub-Total	\$ 27,381,262	\$ 2,575,633	\$ 24,805,629	

SRA Funding Total	\$ 41,954,559	\$ 11,908,308	\$ 30,046,251	
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Notes:

(1) \$27.4 million received to date of expected \$29.8 million in round two funding. Remaining funds to be received over next 2 years for the Santa Ynez River/Surf Bridge Replacement Project.



Fouth Quarter Grant Reimbursement Status Report

ATTACHMENT B

Transit and Intercity Rail Capital Program (TIRCP)

April through June 2025

2024 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Orcutt Road Left-Hand Crossover	\$ 4,161,000	\$ -	\$ 4,161,000	June 2027
Ortega Siding	22,000,000	-	22,000,000	June 2029
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)	\$ 24,303,500	\$ 1,178,042	\$ 23,125,458	June 2029
San Diego County Maintenance and Layover Facility (Phase 1)	28,439,500	-	28,439,500	June 2029
2020 TIRCP Grant Sub-Total	\$ 52,743,000	\$ 1,178,042	\$ 51,564,958	

2018 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
UPRR Franchise Access Fee, Cap. Access and Incentive	\$ 32,894,000	\$ 10,394,674	\$ 22,499,326	June 2028
Ortega Siding	10,677,000	-	10,677,000	June 2028
Upgrade of Non-Powered Switches	5,090,000	5,090,000	-	Project Completed / Closed Out
Install Centralized Traffic Control (Goleta to San Luis Obispo)	16,296,000	16,296,000	-	Project Completed / Closed Out
Camarillo Station Improvements	2,145,000	-	2,145,000	December 2028
Goleta Layover Facility Improvements	12,162,000	180,000	11,982,000	March 2027
Corridor Hardening Improvements (Safety)	8,555,000	-	8,555,000	June 2026
Ventura County Rincon Point Slope Repairs	6,610,000	-	6,610,000	June 2026
Santa Barbara County Hollister Ranch Repairs and Drilled Piers	10,406,000	3,664,295	6,741,705	June 2026
Tie Replacement	8,900,000	8,900,000	-	Project Completed / Closed Out
Pre-1949 Rail Replacement	15,100,000	15,100,000	-	Project Completed / Closed Out
Canada Honda Creek Bridge Replacement	29,238,000	18,173,335	11,064,665	December 2025
Los Alamos Creek Bridge (Narlon) Replacement	6,386,000	6,386,000	-	Project Completed / Closed Out
Safety Improvement Funds	487,000	487,000	-	Project Completed / Closed Out
North San Diego County Fencing Project	1,300,000	1,300,000	-	Project Completed / Closed Out
Signal Respacing and Optimization Project	15,900,000	15,437,505	462,495	June 2026
On-Time Performance Incentive Program (NCTD)	22,962,000	18,302,654	4,659,346	September 2025
Network Integration Funds	250,000	-	250,000	December 2025
2018 TIRCP Grant Sub-Total	\$ 205,358,000	\$ 119,711,463	\$ 85,646,537	

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 / Pending Close-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	\$ 202,889,505	\$ 163,372,495	
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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.



Fouth Quarter Grant Reimbursement Status Report

ATTACHMENT C

Other Discretionary Grants

April through June 2025

Proposition 1B

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 3,400,000	\$ -	\$ 3,400,000	June 2029
Camarillo Station Improvements	4,745,000	278,000	4,467,000	December 2026
Canada Honda Creek Bridge Replacement	11,000,000	11,000,000	-	Project Completed / Pending Close-out
Los Alamos Creek Bridge (Narlon) Replacement	15,526,000	15,526,000	-	Project Completed / Closed Out
Interim SLO Facility	300,000	300,000	-	Project Completed / Closed Out
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	



Fouth Quarter Grant Reimbursement Status Report

ATTACHMENT D

Grants Pending Close-out

April through June 2025

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



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

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

Subject: Fiscal Year 2024-25 Fourth Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

Overview

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the fourth quarter of state fiscal year 2024-25.

Recommendation

Receive and file as an information item.

Background

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

Discussion

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

commuter rail service on Metrolink’s Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District’s (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the fourth quarter of FY 2024-25, covering the months of April, May, and June 2025.

Usage

For the fourth quarter of FY 2024-25, total LOSSAN corridor **ridership for the three services combined was 1,353,418**, representing a 9.1 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.

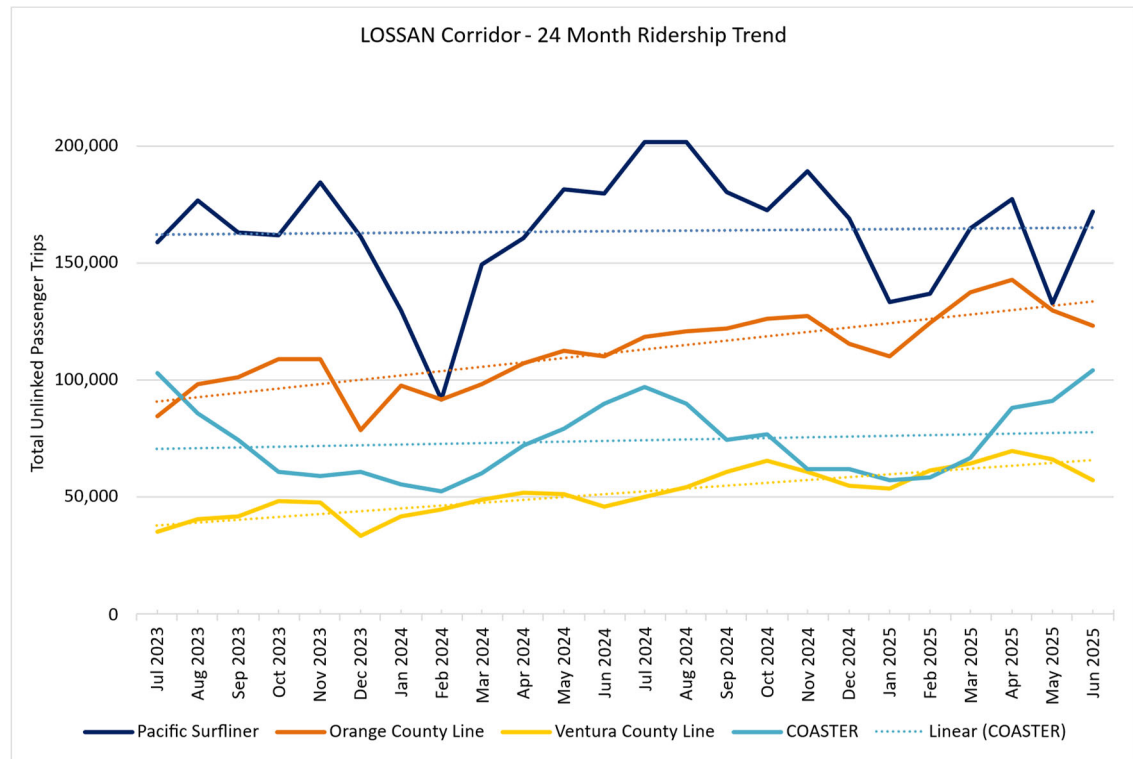


Figure 1

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 fourth quarter of FY 2024-25 was 481,647, representing a decrease of 7.7 percent when compared to the same period last year, as is illustrated in Figure 2.

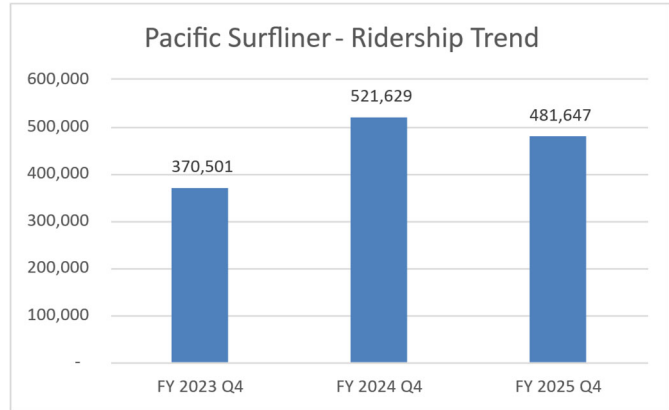


Figure 2

The Q4 year over year decrease in ridership is primarily attributed to suspended passenger rail service through San Clemente. This suspension was enacted to allow crews to safely conduct emergency work to reinforce sections of track at immediate risk from landslides and coastal erosion. The suspension of service was in effect between April 28 and June 7, 2025.

Metrolink

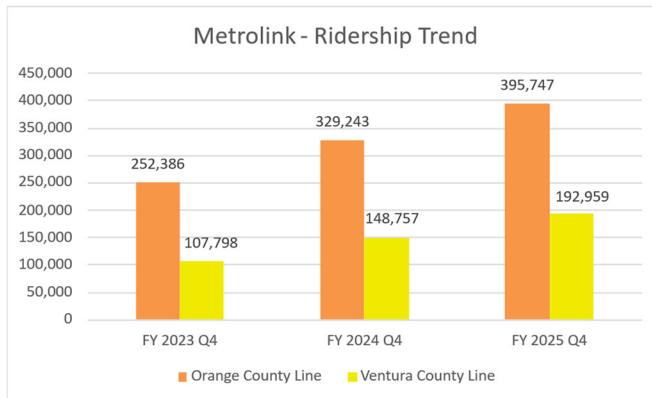


Figure 3

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership increase of 29.7 percent when compared to the fourth quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 20.2 percent increase in ridership over the same report period in the prior year. During the fourth

quarter of FY 2024-25, there were an average of 11,250 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.

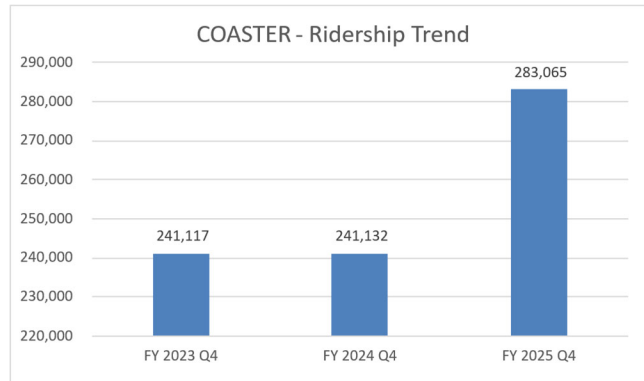


Figure 4

COASTER

NCTD's COASTER commuter rail service operating between Oceanside and San Diego experienced a sizable increase in ridership during the fourth quarter of FY 2024-25 when compared to the same period in the prior year, as shown in Figure 4. During the fourth quarter of FY 2024-25, there were an average of 484 COASTER pass holders per month utilizing the R2R Program to ride Pacific Surfliner trains².

Amtrak System

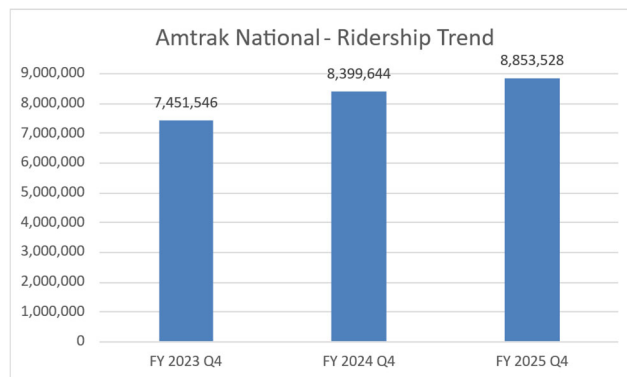


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 5.4 percent for the fourth quarter of FY 2024-25 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak's Coast Starlight, which operates between Seattle and Los Angeles, saw ridership increase by 13 percent in the fourth

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 16.2 percent on the Capitol Corridor and decreased by 0.1 percent on the San Joaquins Corridor during the fourth quarter when compared to the same period last year.

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 over 41 million passenger miles during the fourth quarter of FY 2024-25, which is an 18.6 percent decrease compared to the same period in the prior year. This decrease in passenger miles is largely due to the suspension of passenger rail service through San Clemente between April 28, 2025, and June 7, 2025. 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 14,682 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,672,331 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

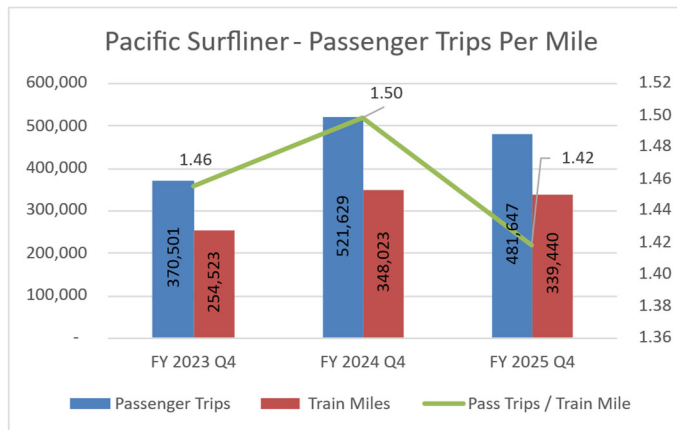


Figure 6

vice versa. For the fourth quarter of FY 2024-25, the ratio of passenger trips per train mile decreased by 5.3 percent when compared with the same period in the prior year, as illustrated in Figure 6.

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

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

Revenue

In line with the temporary decrease in Pacific Surfliner ridership, which was driven by the suspension of service in San Clemente, total revenue also decreased. For the fourth quarter of FY 2024-25, total revenue decreased by 15.3 percent when compared with the same period in the prior year, as shown in Figure 7.

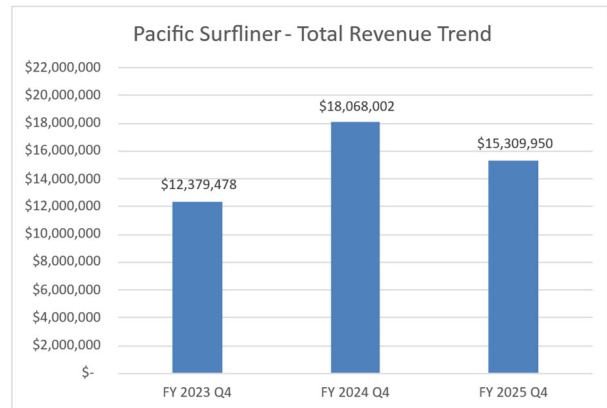


Figure 7

Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses as defined in the Intercity Passenger Rail Act of 2012 Establishment of Uniform Performance Standards by the California State Transportation Agency. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 55 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending June 30, 2025, was 57.7 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 fourth quarter of FY 2024-25, endpoint OTP for the Pacific Surfliner averaged 86.4 percent, which was a 4.3 percent increase over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

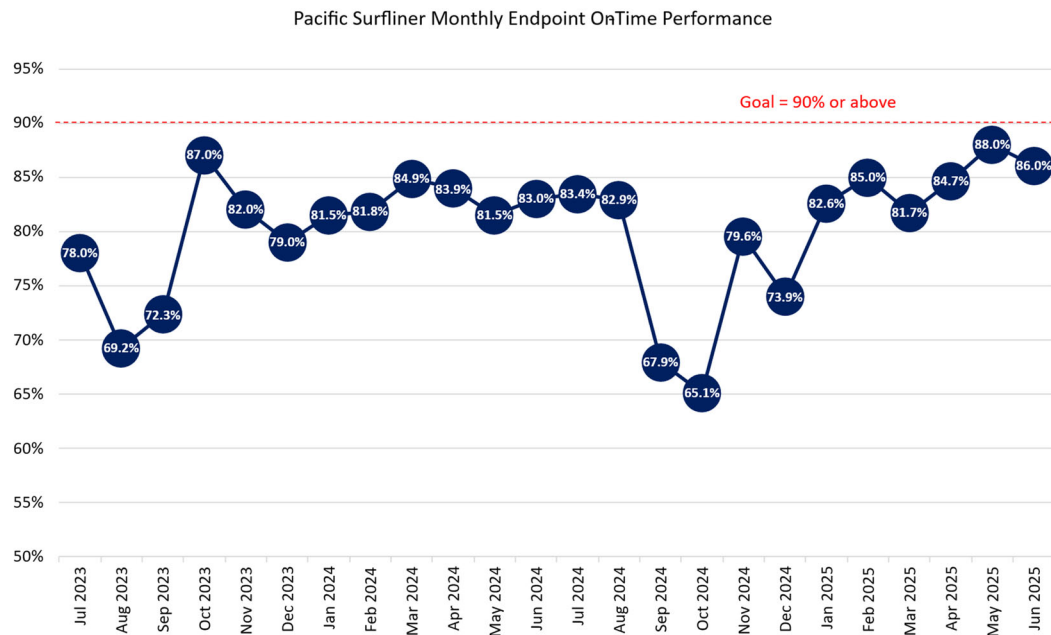


Figure 8

Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a “very satisfied” percentage is calculated per 100 passengers via electronic surveys. For the fourth quarter of FY 2024-25, the Pacific Surfliner scored an average eCSI of 81.9 percent, representing a 2.1 percent increase from the average eCSI of 83.7 percent achieved during the same period last year.

Additional Performance Indicators

Food and Beverage Sales

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

For the fourth quarter of FY 2024-25, food and beverage sales decreased by 8.3 percent compared to the same quarter in the prior year. This decrease in food

Sales Category	FY 2024 Q4 (Apr–Jun 2024)	FY 2025 Q4 (Apr–Jun 2025)	% Change
Baked Goods	\$ 76,410	\$ 64,804	-15.2%
Beer	\$ 201,426	\$ 189,515	-5.9%
Beverages	\$ 280,608	\$ 241,451	-14.0%
Dairy Products	\$ 1,255	\$ 1,476	17.6%
Fresh Prepared Foods	\$ 178,878	\$ 159,016	-11.1%
Liquor	\$ 115,718	\$ 108,272	-6.4%
Miscellaneous Merchandise	\$ 174	\$ -	-100.0%
Packaged Snack Foods	\$ 403,062	\$ 384,719	-4.6%
Wine	\$ 239,201	\$ 222,870	-6.8%
Total Revenue	\$ 1,496,730	\$ 1,372,121	-8.3%

Figure 9

and beverage sales mirrors the decrease in ridership due to the previously mentioned suspended passenger train services through San Clemente.

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 June 30, 2025, included:

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

For the fourth quarter of FY 2024-25, combined ridership on these two routes totaled 23,839, representing an increase of 7.5 percent when compared to the ridership of 22,179 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 fourth quarter of FY 2024-25. During the fourth quarter, total combined passenger rail ridership along the corridor increased by 9.1 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone decreased by 7.7 percent, accompanied by a 15.3 percent decrease 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, Fourth Quarter Fiscal Year 2024-25

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
Fourth Quarter Fiscal Year 2024-25**

<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	481,647	-7.7%	\$15,309,950	-15.3%	86.4%
Metrolink Orange County Line	395,747	20.2%	---	---	81.2%
Metrolink Ventura County Line	192,959	29.7%	---	---	91.5%
COASTER	283,065	17.4%	---	---	94.3%
LOSSAN Total	1,353,418	9.1%	---	---	---

Amtrak Nationwide	8,853,528	5.4%	---	---	73.4%
Coast Starlight	98,708	5.8%	---	---	72.5%
Capitol Corridor	307,737	16.2%	---	---	89.2%
San Joaquins	228,637	-0.1%	---	---	69.9%



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2024-25 Fourth 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 fourth quarter of fiscal year 2024-25, covering the months of April, May, and June 2025.

Recommendation

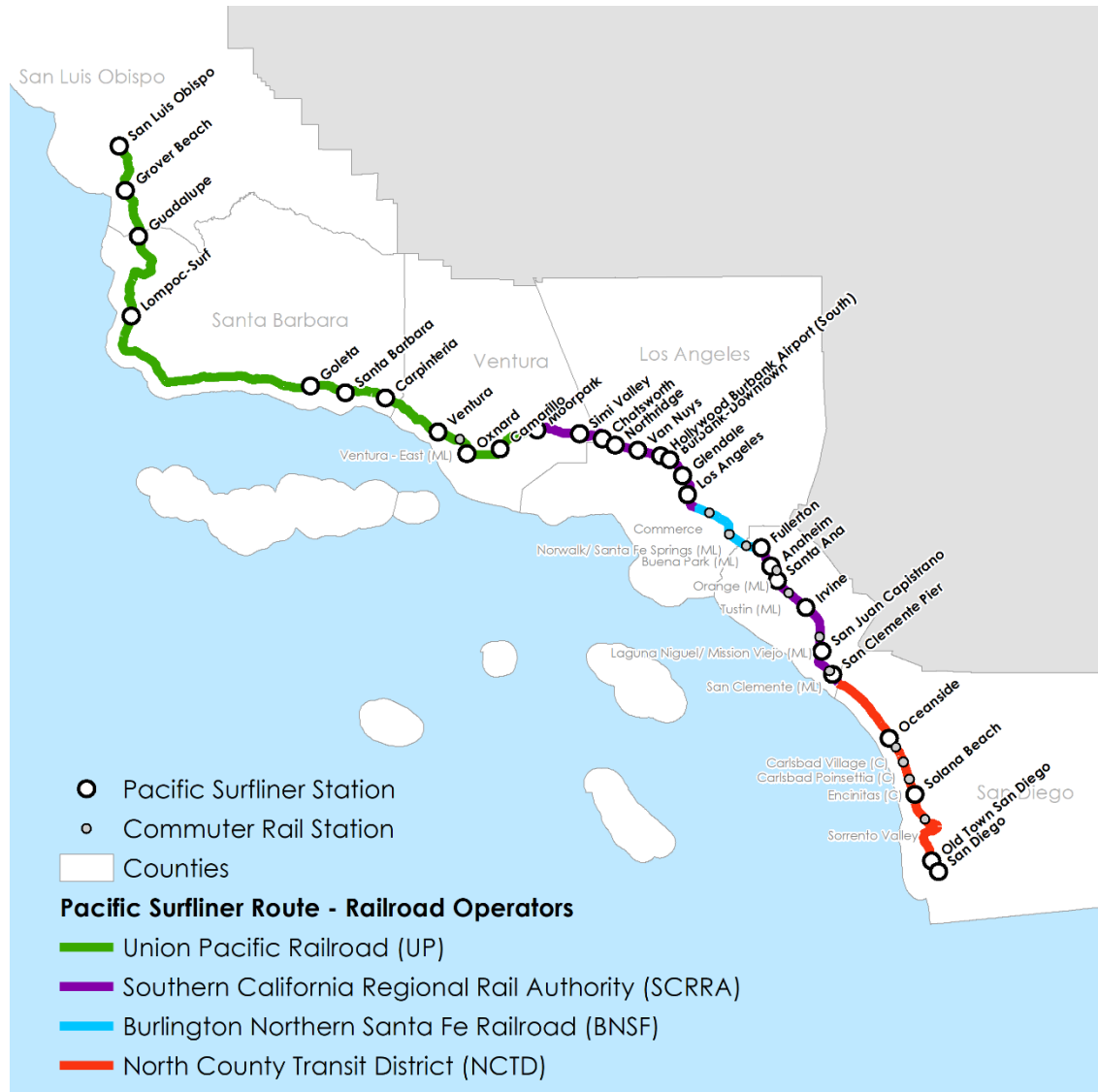
Receive and file as an information item.

Background

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

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

Figure 1: Pacific Surfliner Route



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

Discussion

This report provides an update on the average systemwide on-time performance (OTP) of the Amtrak Pacific Surfliner for the fourth quarter (Q4) of FY 2024-25.

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.

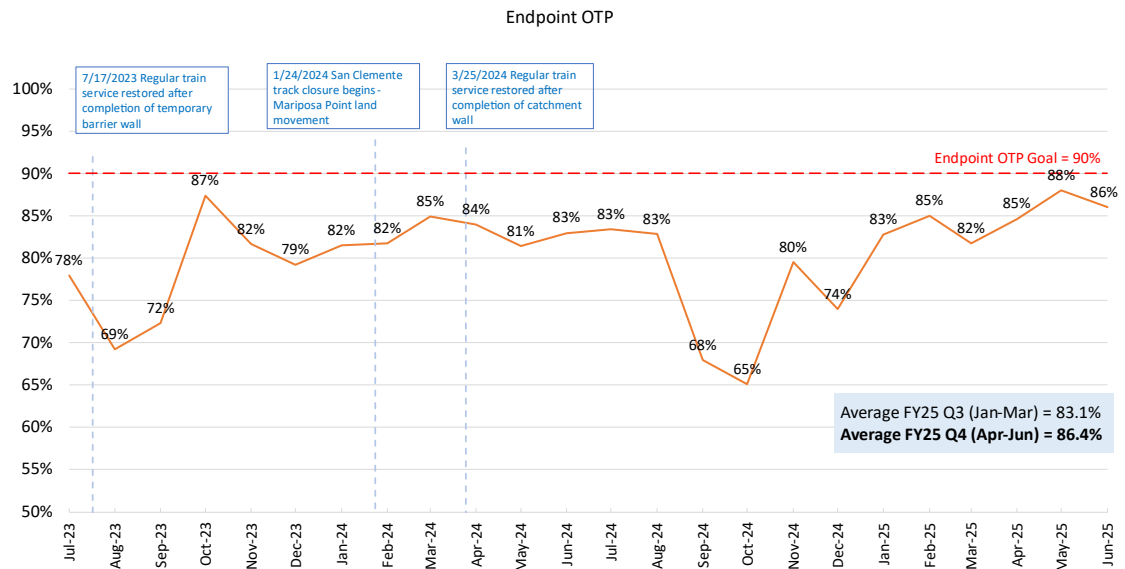
Figure 2: Endpoint OTP by Total Trains OperatedT

Values	FY 2025 Q3	FY 2025 Q4	% Change
Late	286	308	7.7%
On-Time	1,408	1,950	38.5%
Operated	1,694	2,258	33.3%
Endpoint OTP	83.1%	86.4%	3.9%

As shown in Figure 2, for Q4 FY 2024-25, 1,950 of 2,258 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 308 trains arrived late. This results in a systemwide endpoint OTP of 86.4 percent for Q4 FY 2024-25, representing a 3.9 percent increase from 83.1 percent endpoint OTP for the previous quarter.

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

Figure 3: Endpoint OTP



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

The table in Figure 4 shows that for Q4 FY 2024-25, 38 trains were cancelled, and 5 trains were suspended, representing a 46.3 percent decrease from the previous quarter. Of the 67 suspended trains in the prior quarter, 39 were the result of planned trackwork and infrastructure projects. These suspensions were necessary to accommodate full and partial corridor closures across multiple territories, including areas managed by BNSF, Union Pacific, and NCTD. The remaining 26 suspended trains were due to unplanned service disruptions, including an incident involving downed power lines that required a temporary shutdown for safety and repairs. The increase in cancelled trains from the prior quarter is associated with an increased number of trespasser strikes and engine failures.

Figure 4: Total Trains Cancelled or Suspended

Status	FY 2025 Q3	FY 2025 Q4	% Change
Cancelled	13	38	192.3%
Suspended	67	5	-92.5%
Total	80	43	-46.3%

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 Q4 FY 2024-25. During this period, 11 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 779, which experienced increased delays due to commuter train interference, passenger train interference, passenger-related delays, slow orders and freight train interference.

Figure 7: Endpoint OTP by Train

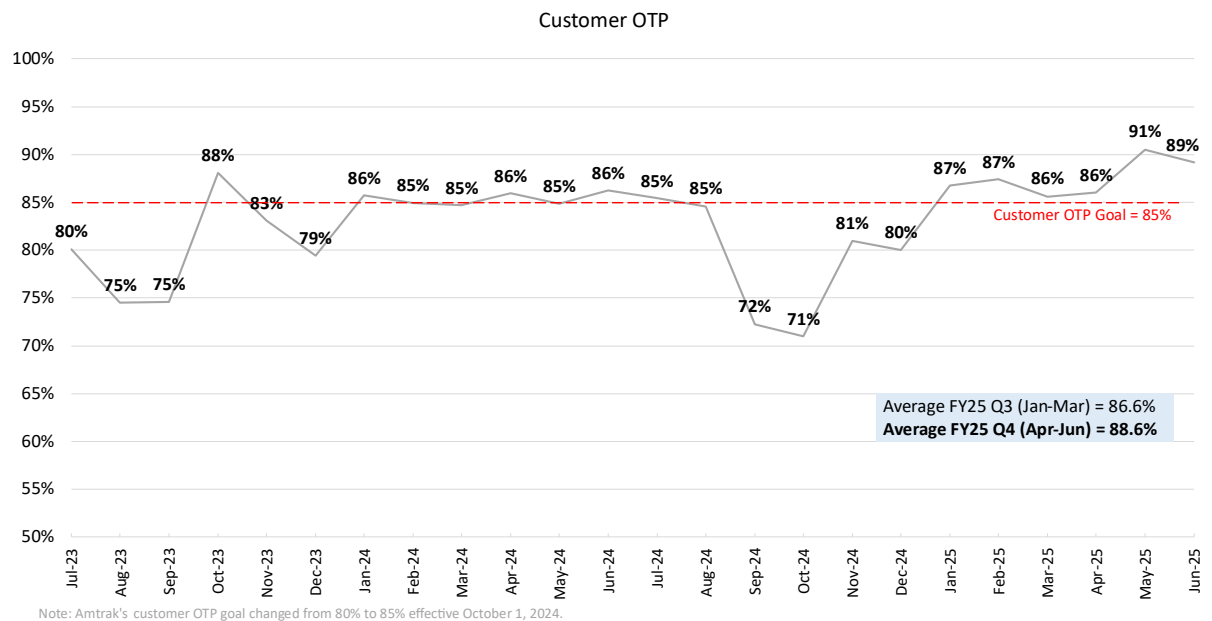
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
1765	SAN-GTA	100.0%	40	40
1777	SAN-SLO	100.0%	40	40
577	SAN-LAX	100.0%	15	15
761	SAN-SLO	97.8%	89	91
1562	LAX-SAN	97.5%	39	40
1591	SAN-LAX	97.5%	39	40
1769	SAN-GTA	97.5%	39	40
1785	SAN-GTA	97.4%	38	39
564	LAX-SAN	94.5%	86	91
582	LAX-SAN	93.3%	14	15
562	LAX-SAN	90.1%	82	91
765	SAN-GTA	89.0%	81	91
566	LAX-SAN	87.9%	80	91
573	SAN-LAX	87.8%	79	90
769	SAN-GTA	86.8%	79	91
770	GTA-SAN	86.8%	79	91
580	LAX-SAN	85.7%	78	91
581	SAN-LAX	85.7%	78	91
774	SLO-SAN	85.7%	78	91
1770	GTA-SAN	85.0%	34	40
785	SAN-GTA	84.6%	77	91
572	LAX-SAN	84.3%	43	51
595	SAN-LAX	84.3%	75	89
1790	GTA-SAN	82.8%	24	29
591	SAN-LAX	82.4%	75	91
790	GTA-SAN	82.4%	75	91
794	SLO-SAN	81.3%	74	91
587	SAN-LAX	80.4%	41	51
593	SAN-LAX	80.0%	12	15
784	GTA-SAN	78.0%	71	91
579	SAN-LAX	77.8%	28	36
777	SAN-SLO	77.6%	59	76
586	LAX-SAN	76.5%	39	51
1784	GTA-SAN	74.4%	29	39
779	SAN-SLO	73.3%	11	15
1774	SLO-SAN	72.5%	29	40
1595	SAN-LAX	50.0%	1	2
System		86.4%	1,950	2,258

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 Q4 FY 2024-25, customer OTP averaged 88.6 percent, representing a 2.3 percent increase from 86.6 percent in the previous quarter.

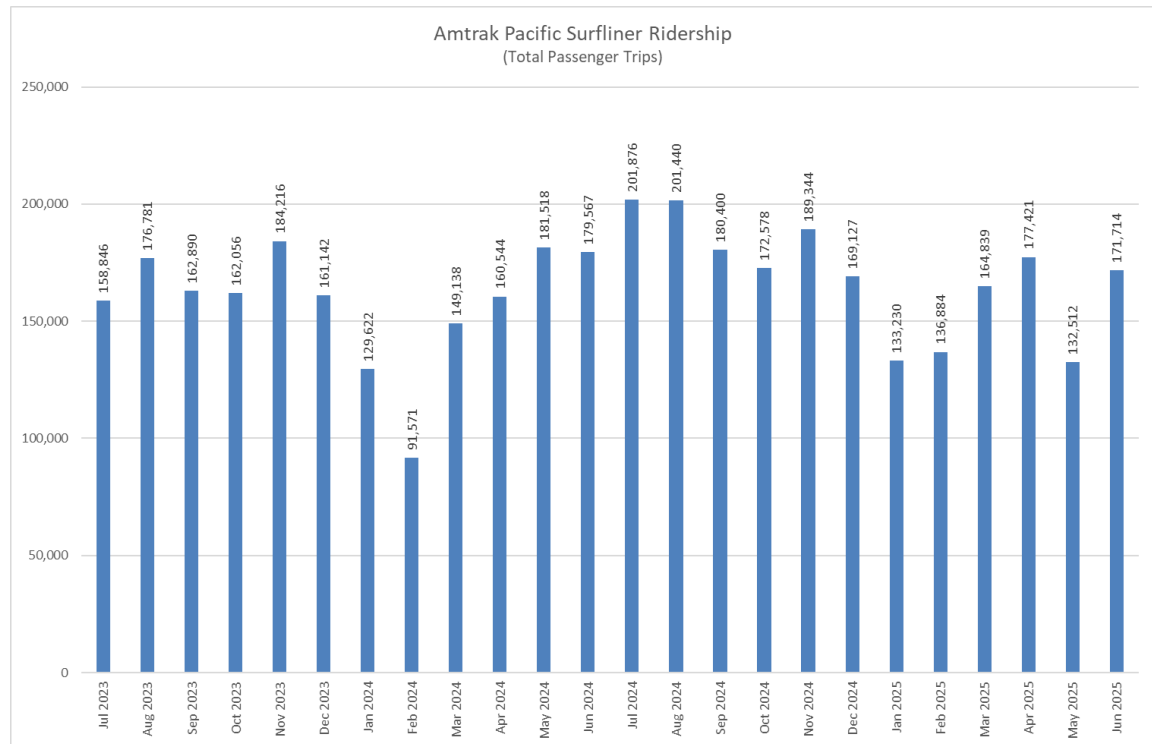
Figure 5: Customer OTP



Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q4 FY 2024-25, there were 481,647 passenger trips on the Pacific Surfliner, representing a roughly 10.7 percent increase from 434,953, passenger trips in the previous quarter. The increase in ridership is primarily attributed to the seasonal trend for Pacific Surfliner service.

Figure 6: Total Monthly Ridership



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

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

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

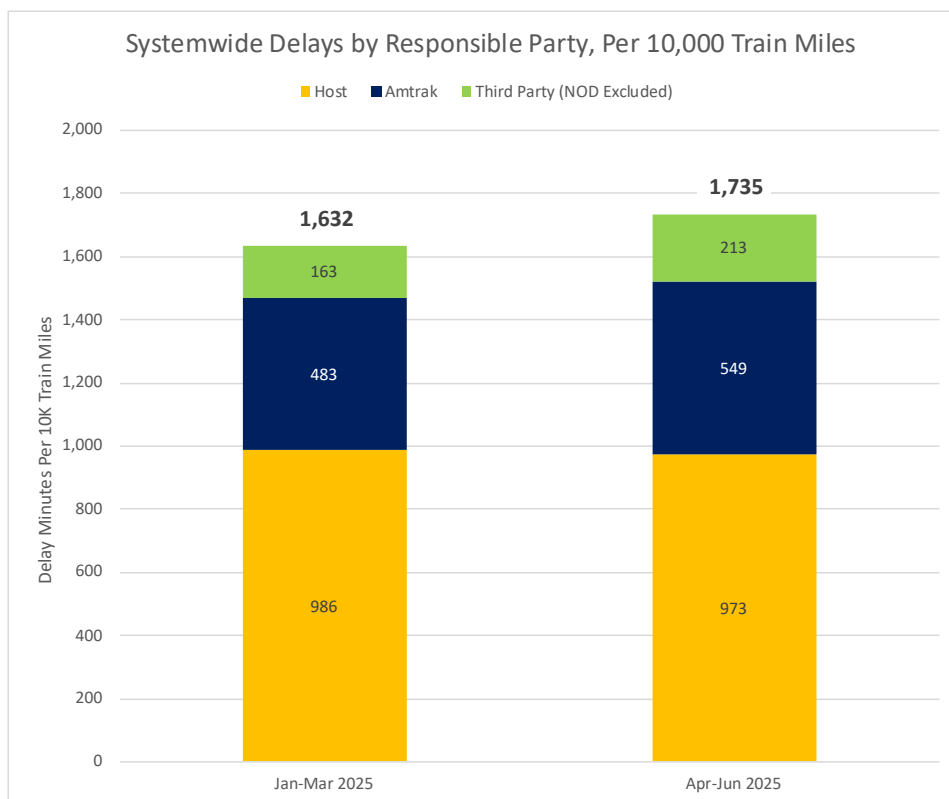
In the fourth quarter of FY 2024-25, the Pacific Surfliner operated a total of 339,440 train miles, representing a 0.15 percent increase from the 338,917 train miles operated in the previous quarter.

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 Q4 FY 2024-25, there were 1,735 minutes of delay per 10,000 train miles, representing a 6.3 percent increase in the overall delay rate compared to Q3 FY 2024-25. The rate of host-responsible delays decreased by 1.4 percent, the rate of Amtrak-responsible delays increased by 13.6 percent, and the rate of third party-responsible delays increased by 30.9 percent. The increase in delays is attributed to an increase in passenger-related and passenger train interference delays.

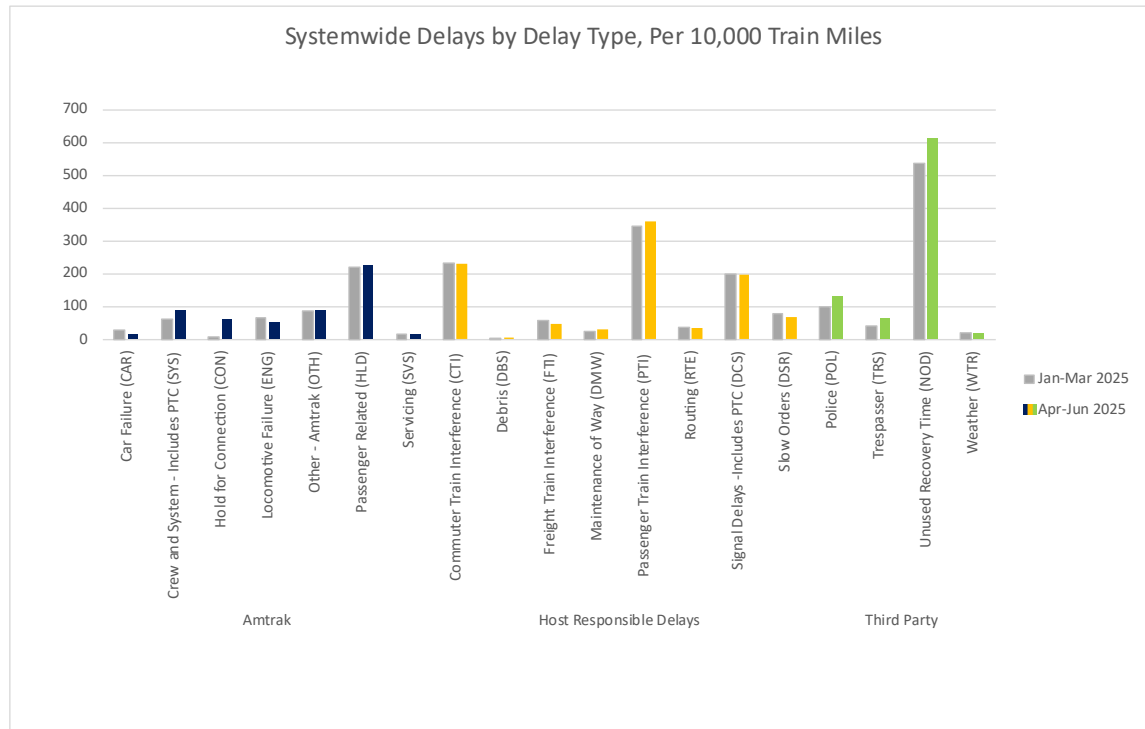
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

During the fourth quarter of FY 2024-25, 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



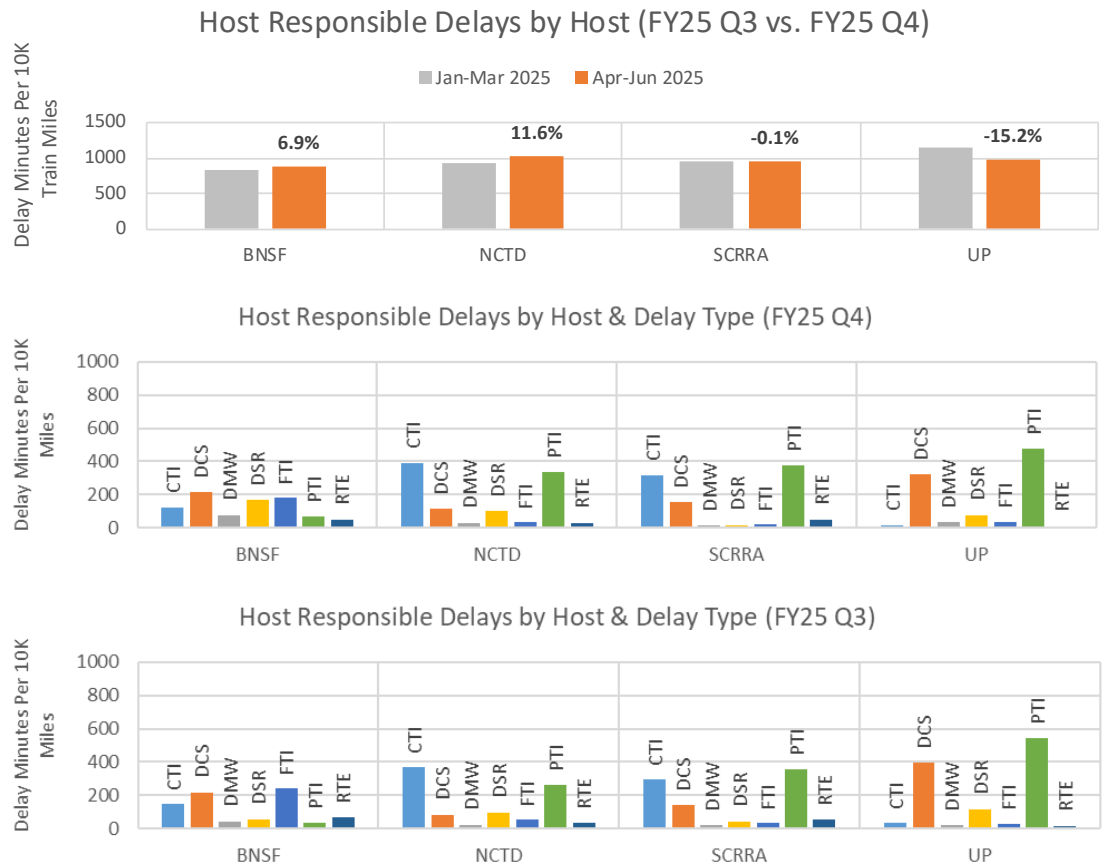
Host-Responsible Delays, Per 10,000 Train Miles

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 Q4 FY 2024-25, the host-responsible delay rate within BNSF territory increased by 6.9 percent, in NCTD territory increased by 11.6 percent, in SCRRA territory decreased by 0.1 percent. and in UPRR territory decreased by 15.2 percent.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors¹ were within each host territory in Q4 FY 2024-25. 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 UP 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

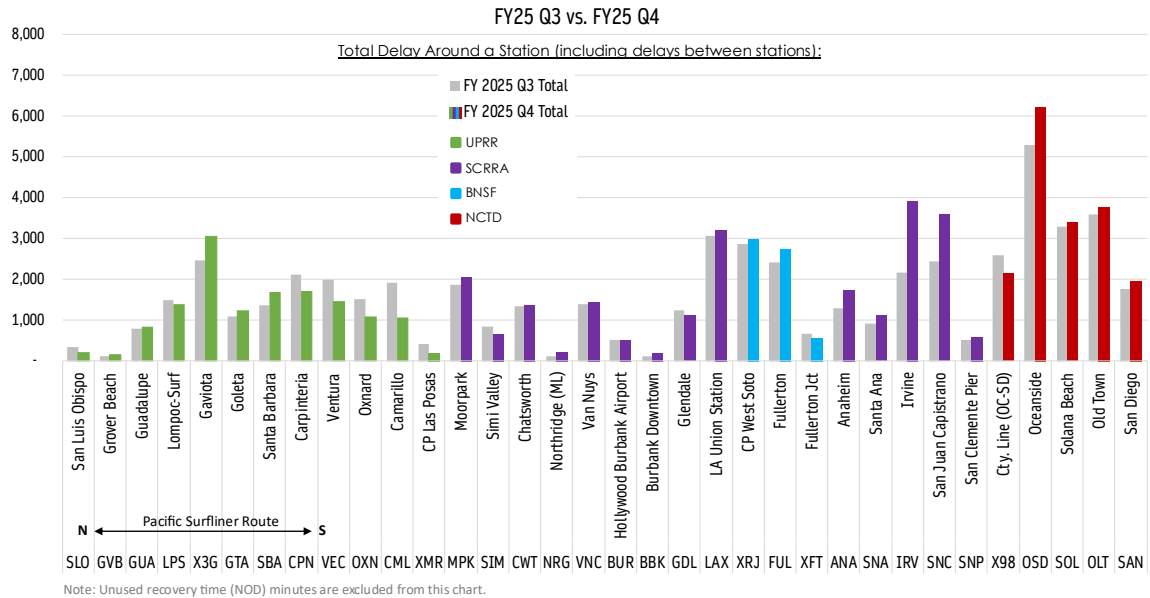


Total Delays Around Stations (or Other Specific Locations)

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 Q4 FY 2024-25, and the gray bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, total minutes of systemwide delay increased by 6.5 percent, from 56,052 in Q3 of FY 2024-25, to 59,707 in Q4 of FY 2024-25. The top three delay station locations were Oceanside, Irvine, and Old Town.

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



Summary

Within the fourth quarter of FY 2024-25, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 86.4 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



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2024-25 Fourth 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 fourth quarter of fiscal year 2024-25, covering the months of April, May and June 2025.

Recommendation

Receive and file as an information item.

Background

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

Discussion

This report presents system safety and incident information, covering trespasser strikes by Pacific Surfliner trains, reported crimes on Pacific Surfliner trains and or at stations, response, and mitigation measures to these crimes for the fourth quarter of fiscal year (FY) 2024-25.

Reported Crimes

Trespass of Real Property – Non collision

During the fourth quarter there was one trespassing incident on railroad property that did not result in a collision. Train 774 initiated emergency braking near Orangethorpe Avenue in Fullerton after the engineer observed an individual on the tracks. The trespasser cleared the area before being struck, and the train experienced a 10-minute delay.

Trespass of Real Property – Collisions

There were **six** reported trespasser strikes involving Pacific Surfliner Trains, three of which were fatal.

The first non-fatal collision involved Train 587 in the City of Santa Fe Springs. A trespasser walking near the tracks was struck after the train initiated emergency braking. The individual sustained non-life-threatening injuries, fled the scene, and was later located by officers. The train was delayed by two hours and one minute.

The second non-fatal collision occurred when Train 586, traveling from Los Angeles to San Diego, struck a vehicle on the tracks between San Juan Capistrano and Oceanside. No injuries were reported, but due to the severity of delay caused by the impact, the train was canceled.

The third non-fatal collision occurred in Oxnard when Train 794 struck a bicyclist crossing the Santa Clara River bridge. The trespasser was seriously injured and transported to a hospital for treatment. The train was delayed by one hour and nineteen minutes.

The first fatal collision occurred in Santa Ana when Train 790 struck a trespasser walking on the tracks north of the McFadden crossing. The individual did not respond to the horn and was fatally struck after the train was placed into emergency braking. The train was delayed for three hours and 28 minutes.

The second fatal collision involved Train 784. The engineer observed a person sitting on the tracks and applied emergency braking after sounding the horn. The trespasser attempted to stand but was struck and killed, resulting in a three hour and 30-minute delay.

The final fatal collision occurred in San Diego when Train 581 struck a trespasser near Washington Street at Pacific Highway. The individual did not appear to acknowledge the horn as it approached and was fatally struck despite emergency braking. As a result of this incident, both Train 581 and Train 586 were canceled.

Larceny/Theft

There were **eight** reports of larceny and theft onboard Surfliner trains during the fourth quarter.

Four of these incidents occurred on Train 769. Three involved luggage being stolen from the overhead racks, and one involved a bag being taken directly from a passenger's seat. Although all of the thefts took place on the same train, they happened on different days and at different points along the route between San Diego and Goleta.

Two thefts occurred on Train 770. In the first case, luggage was removed from the rack, and in the second case, a folding bicycle was taken from the bike rack shortly after boarding at Los Angeles Union Station (LAUS).

Another theft took place on Train 765, where an electric bicycle was removed from the train.

The final reported theft occurred on Train 790, when a suitcase was taken from the luggage rack.

Assaults

There were **six** assaults reported during the fourth quarter related to Surfliner operations.

The first incident occurred on Train 790 when a passenger boarded with an invalid ticket and refused to leave the train as instructed by the conductor. Other passengers became involved and forcibly removed the individual by pulling him off the train. The suspect left before officers arrived, and the victim did not require medical attention.

The second assault took place on Train 595. A fare evader boarded at the Old Town San Diego platform and, without provocation, struck three passengers as the train traveled toward Solano Beach. The conductor detained the suspect until law enforcement arrived, and the individual was arrested and transported to jail. None of the passengers that were struck required medical treatment.

Two of the incidents occurred on Train 765. The first involved a male passenger that spat on another rider and punched the back of her seat without cause. The suspect was arrested by the Ventura County Sheriff's Department upon arrival in the City of Ventura.

The second involved a conductor that requested a ticket from a passenger sitting on the lower level. The suspect attempted to pay with a credit card, which was

not accepted. After being informed, the suspect stood up and punched the conductor in the face before fleeing the train. This is still an open case. APD issued a "Be On the Look Out (BOLO)" for this suspect in hopes to identify them.

Another assault happened at LAUS when a suspect attempted to board Train 562 without a ticket. When stopped by the conductor, the suspect punched the conductor in the chest and then fled the location before police arrived. The case is still an open investigation; APD obtained a clearer picture with hopes to identify suspect.

The sixth and final assault occurred on Train 580 as it arrived in Fullerton. A conductor discovered that a passenger did not have a valid ticket and escorted him off the train. As the passenger placed his bags on the platform, he struck the conductor several times in the head and face with closed fists before running away. The same suspect later boarded Train 582, where he was identified and arrested by Fullerton Police.

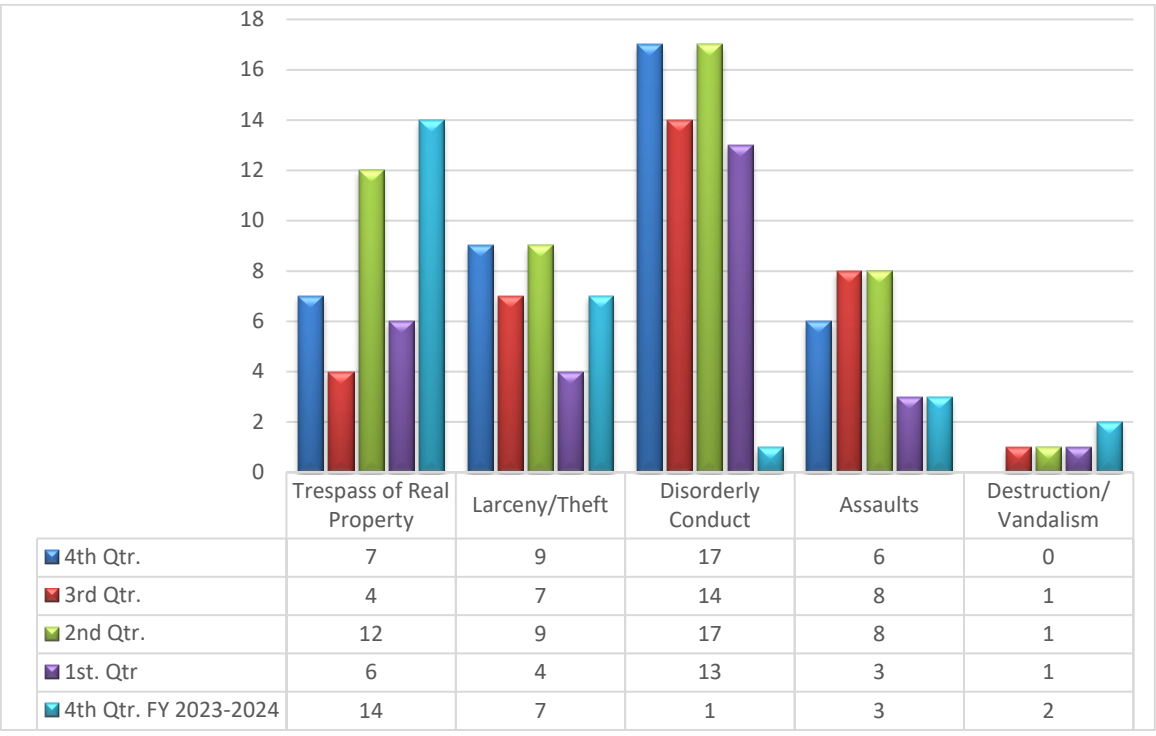
Disorderly Conduct

There were seventeen reports of disorderly conduct across eleven trains during the fourth quarter. Train 785 accounted for four of these reports. Train 774 accounted for three, and Train 790 accounted for two. The remaining eight incidents occurred on other trains throughout the corridor. The reports varied in nature and included indecent exposure, verbal disturbances, the use of offensive language, and loud or unreasonable noise. Several incidents also involved smoking or vaping in unauthorized areas. Most of these situations were resolved directly by Amtrak personnel before law enforcement became involved or prior to officers arriving on scene.

Vandalism

There were no incidents of vandalism reported during this quarter.

Figure 1: Fiscal Year 2024-2025 Quarterly Reported Crimes



Response and Mitigation Measures

During the fourth quarter of FY 2024-2025, officers increased their presence onboard targeted train routes, focusing on fare evaders and disorderly conduct passengers in response to special events being held throughout the route, which positively affected ridership.

Although assaults remain a challenge, Amtrak personnel continue to apply de-escalation techniques when confronted with disorderly or aggressive individuals. These approaches have frequently resulted in peaceful resolutions without the need for further escalation.

Figure 2 below summarizes the total officer self-initiated services provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 3,909 self-initiated patrols by officers, and 202 train rides.

Figure 2: Officer Self-Initiated Services

Row Labels	Number of Self-Initiated Patrols
PROPERTY	2,546
PROPERTY-FOUND	4
PROPERTY-LOST	2
PROPERTY-PROTECTION	2,225
PROPERTY-ROW CHECK	309
PROPERTY-ROW GATE CHECK	5
PROPERTY-UNATTENDED	1
TACTICAL INTENSE PATROL	3,909
TIP-VIP TRAIN RIDE	1
TRAIN BOARDING, PLATFORM INSPECTION	3,706
TRAIN RIDE	202
Grand Total	6,455

Summary

In the fourth quarter of FY 2024–25, there was an increase in trespasser strikes compared to the third quarter of the same fiscal year. However, when compared to the fourth quarter of FY 2023–24, the number of strikes showed a significant decrease.

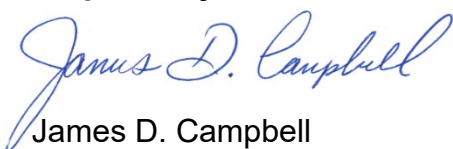
Approximately thirty incidents were related to individuals attempting to board Amtrak trains without paying the proper fare. In most of these cases, the individuals were removed from the train either by the conductor or by law enforcement officers. Three of these fare evasion incidents escalated to assaults against Amtrak conductors.

That said, for the upcoming quarter, officers will continue to conduct tactical intense patrols / self-initiated calls for service, focused on providing a visible presence at stations, platforms, and on specific trains in response to elevated ridership.

Attachment

None.

Prepared by:



James D. Campbell
Operations Officer
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October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Draft Los Angeles – San Diego – San Luis Obispo Board of Directors' Goals and Initiatives for Fiscal Year 2026-27

Overview

As part of the approval of the 2023 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Strategic Plan, the Board of Directors directed that the Strategic Plan be used to guide the development of the annual Board of Directors' Goals and Initiatives. These Goals and Initiatives establish the priorities and areas of focus for the year and serve as the basis for the Agency's annual Work Plan. Staff has prepared a draft of the Board of Directors' Goals and Initiatives for fiscal year 2026–27 for the Board of Directors' review.

To better align the annual Board of Directors' Goals and Initiatives and Agency Work Plan with the Annual Business Plan process, the Goals and Initiatives are being presented to the Executive Committee and Board of Directors for comments and input in October 2025, with final consideration in February 2026. This will transition the development and implementation of the Board of Directors' Goals and Initiatives and the Agency Work Plan from a calendar year cycle to a state fiscal year cycle to be consistent with the Annual Business Plan process.

Recommendation

Direct staff to incorporate comments received from the Board of Directors and approve the Board of Directors' Goals and Initiatives for fiscal year 2026-27.

Background

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) began developing updates to the LOSSAN Agency Strategic Plan (Strategic Plan) in September 2021. The purpose of the update was to create a modern strategic plan that established a clear mission and vision, along with achievable goals that further the Agency's mission. As part of the Board of

Directors (Board) approval of the 2023 Strategic Plan, direction was provided to use the Strategic Plan as the foundation for developing the annual Board Goals and Initiatives and the Agency Work Plan. The Board Goals and Initiatives identify areas of focus and key actions in support of the goals outlined in the Strategic Plan, and in the past they were undertaken annually on a calendar year basis.

In addition, under the interagency transfer agreement (ITA) between the LOSSAN Agency and the California Department of Transportation, as well as the LOSSAN Joint Powers Agreement, the Agency is required to develop an annual business plan (ABP) on a fiscal year (FY) basis for approval by the Board. The ABP must be submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1 of each year. It is a two-year planning, operations, and budget document that serves as the Agency’s formal plan and funding request. The ABP must also be consistent with the most recently adopted State Rail Plan and the California High-Speed Rail Authority business plan.

The ABP is required to include a performance report for the Pacific Surfliner passenger rail service; an overall operating plan that outlines proposed service enhancements to increase ridership and accommodate travel demand; a marketing plan; short-term and long-term capital improvement plans; funding requirements for the upcoming FY; and an action plan with specific performance goals and objectives. The ABP must also document any planned operational changes necessary to provide the service, including operating plans to meet peak-period travel demand and consideration of future service expansions and enhancements.

The Board Goals and Initiatives and the Agency Work Plan have provided a strong framework to guide annual priorities and actions for the LOSSAN Agency. While these documents have historically been developed on a calendar year basis to support clear direction and accountability, transitioning them to a FY cycle will strengthen alignment with the ABP. Because the ABP is prepared and submitted on a FY basis, placing all three guiding documents on the same cycle will streamline planning, create consistency in how progress is tracked and reported, and provide a stronger connection between annual goals, funding requests, and performance reporting. This adjustment represents a natural evolution of the Agency’s planning framework and will allow the Board and stakeholders to view priorities, strategies, and outcomes within a unified FY structure. To support this transition, staff has prepared the draft Board Goals and Initiatives for FY 2026-27 on a FY basis for the Board’s review.

Discussion

The FY 2026-27 Board Goals and Initiatives are not intended to serve as a comprehensive list of all tasks the LOSSAN Agency will undertake during the year. Instead, they are designed to highlight the key projects and initiatives that align with the goals established in the Strategic Plan. They form the foundation for the FY 2026-27 Annual Work Plan. The status of activities identified in the Work Plan are tracked and reported to the Board on a semiannual basis.

Draft FY 2026-27 Board Goals and Initiatives

Outlined below are the draft Board Goals and Initiatives for FY 2026-27. The Goals and Initiatives are intended to further the three Strategic Plan Outcomes identified in the LOSSAN Rail Corridor Agency’s 2023 Strategic Plan. The Board Goals and Initiatives will inform the Agency’s ABP and serve as the basis of its annual work plan.

STRATEGIC OUTCOME: MAXIMIZE CUSTOMER FOCUS

Goal: Improve User Experience

Initiatives:

- Update and enhance station wayfinding signage and service information
- Implement regular updates to Market Café menu and experience, including featuring local product selections and launching special promotions
- Provide accurate and timely rider information and increase the ways customers access information about their trip
- Develop new on-board experience enhancements
- Integrate customer feedback into customer experience planning

Goal: Integrate with Destinations

Initiatives:

- Focus service planning, operations and rider communications efforts to serve major upcoming events, including the LA28 Olympics
- Build partnerships with local venues, convention and visitor bureaus, cities, counties, and other corridor stakeholders
- Develop and execute partnerships and cross-promotions to promote local events and attractions accessible from the Pacific Surfliner service
- Launch student and campus outreach program

Goal: Integrate with Transportation Partners

Initiatives:

- Collaborate with regional partners to adapt integrated transportation programs, including Rail 2 Rail and Codeshare, to align with new fare programs and service models
- Work with state partners to advance integrated fare products and payment platforms
- Support and expand existing local transit transfer programs

Goal: Maintain Sustainable Fares

Initiatives:

- Evaluate the fare structure against financial, operational, and ridership objectives to ensure alignment with Agency goals and market conditions
- Advance implementation of innovative solutions such as demand pricing and reserved-seat system that support financial sustainability, provide customers with pricing options, and optimize service capacity

STRATEGIC OUTCOME: OPTIMIZE OPERATIONS OF PACIFIC SURFLINER SERVICE

Goal: Expand Service

Initiatives:

- Implement strategic service level increases consistent with long-term service goals, the State Rail Plan, the LOSSAN Agency Strategic Plan, and the ABP
- Collaborate with the California Department of Transportation (Caltrans) and Joint Powers Authority (JPA) partners to actively manage fleet to ensure sufficient equipment availability to meet service level needs
- Collaborate with Caltrans and JPA partners to develop and initiate a fleet modernization plan to extend the useful life of the existing fleet
- Develop service expansion plan to support LA28 Olympics
- Work with Caltrans and the North County Transit District to advance implementation of zero emission vehicles including vehicle acceptance, testing, and piloting revenue service

Goal: Provide Better System Performance

Initiatives:

- Advance critical capital improvement projects that expand capacity, improve service reliability, support equipment and maintenance needs, and ensure resiliency of rail infrastructure
- Implement maintenance process improvements to reduce maintenance costs and improve vehicle availability

- Collaborate with Caltrans and JPA partners to develop and initiate a fleet modernization plan to extend the useful life of the existing fleet
- Coordinate with transportation partners and stakeholders to promote rail safety and improve service reliability

Goal: Improve Regional Connectivity

Initiatives:

- Advance the Federal Corridor Identification and Development Program Service Development Plan process with Caltrans and coordinate corridor-wide efforts with key stakeholders
- Conduct assessment of thruway bus service to identify potential expansion opportunities
- Complete analysis of Coachella Valley Rail managing agency opportunity and identify implementation framework with key decision points

STRATEGIC OUTCOME: PRIORITIZE BUSINESS SUSTAINABILITY

Goal: Be Fiscally Responsible

Initiatives:

- Develop a mid- to long-term financial outlook that identifies operating and capital funding needs and potential funding strategies to ensure sustainable growth
- Implement a comprehensive marketing program to sustain and grow ridership and revenue
- Identify and implement opportunities to generate non-farebox revenue

Goal: Be Leaders in Business Management

Initiatives:

- Actively pursue federal and state operating and capital funding opportunities to advance LOSSAN Agency service and capital priorities
- Expand the use of performance metrics by implementing a data model that incorporates key performance indicators and service-level analytics to better inform decision-making

Goal: Support Equity and Inclusion

Initiatives:

- Expand multilingual marketing efforts to ensure equitable access to Pacific Surfliner advertising and signage

Goal: Be Environmentally Conscious

Initiatives:

- Support coastal rail protection and sustainability efforts along the LOSSAN Corridor including opportunities for streamlining project permitting
- Participate as a key stakeholder in the SB1098 working group to address corridor sustainability and improvements

To support accountability and ensure transparency, staff will present written progress reports to the Board on a semiannual basis summarizing the status of the Annual Work Plan as it is implemented in support of both the FY 2026-27 Board Goals and Initiatives and the ABP. Each report will include a description of the projects and initiatives, details of the work being carried out, and the status of implementation.

Next Steps

The approved FY 2026-27 Board Goals and Initiatives, and the approved Key ABP assumptions will guide the development of the ABP. The draft ABP will be presented to the Board for review in February 2026.

Summary

Staff has prepared a draft of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors’ Goals and Initiatives for Fiscal Year 2026-27 for the Board of Directors’ review and approval.

Attachment

None.



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is required to submit an Annual Business Plan to the California State Transportation Agency by April 1 of each year. The Business Plan provides the basis for the Agency's annual budget request and outlines any proposed changes to the Pacific Surfliner service. A list of key assumptions used in developing the Business Plan and budget for fiscal years 2026-27 and 2027-28 are presented.

Recommendation

Direct staff to incorporate the key assumptions into the development of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Annual Business Plan for fiscal years 2026-27 and 2027-28.

Background

Per the interagency transfer agreement (ITA) between the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and the California Department of Transportation, as well as the LOSSAN Joint Powers Agreement, the Agency must develop an annual business plan (ABP) to be approved by the Board of Directors (Board). The ABP must be submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1 of each year, and CalSTA is required to review and approve it by September 1. The ABP is a two-year planning, operations, and budget document that serves as the Agency's formal plan and funding request to CalSTA. It must be consistent with the most recently adopted State Rail Plan and the California High-Speed Rail Authority business plan.

The ABP is required to include a performance report for the Pacific Surfliner passenger rail service; an overall operating plan with proposed service

enhancements to increase ridership and accommodate travel demand; a marketing plan; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year (FY); and an action plan with specific performance goals and objectives. The ABP must also document any planned operational changes necessary to provide the service, including operating plans to serve peak-period trips and consideration of future service expansions and enhancements.

In addition, the ABP must clearly delineate how funding and accounting for state-sponsored intercity passenger rail service will be maintained separately from locally sponsored services in the rail corridor. Proposals to expand or modify passenger services must be accompanied by estimated costs, as well as revenue and ridership projections. The ABP also establishes fares, operating strategies, and other initiatives designed to meet performance standards established in the ITA.

Discussion

The LOSSAN Agency's FY 2025-26 and 2026-27 Annual Business Plan was focused on efforts to fully restore passenger service in a cost effective and efficient manner. The ABP for FY 2026-27 and 2027-28 will build on those efforts and enhance Pacific Surfliner service in the following areas:

- Improving customer information and rider experience
- Integrating with transportation partners and corridor destinations and improving regional connectivity
- Maintaining a sustainable fare structure and advancing innovative fare products and platforms, including demand pricing
- Supporting strong performance, ensuring fleet capacity and reliability and growing ridership

Draft budget projections will also be included in the ABP as a placeholder and may be revised and resubmitted for final approval by June 30, 2025, contingent on the receipt of an operating forecast from Amtrak. The operating forecast is expected to be received from Amtrak by May 15, 2025. In preparing these estimates, LOSSAN Agency staff will also coordinate with the California Department of Transportation Division of Rail and the other two California Joint Powers Authorities on operating forecast assumptions.

The following key assumptions are proposed to be incorporated into the FY 2026-27 and 2027-28 ABP:

- Additional service or capacity for holidays and special events, including planning for LA28 Olympics.
- Ridership and revenue proportionate to the proposed service levels.
- Annual marketing budget consistent with planned level of service and state funding availability.
- An ongoing capital improvement program that uses existing funding sources while identifying new ones.
- 18 full-time staff positions consistent with the current staffing levels.
- A performance-based merit increase and special award pool for administrative employees consistent with the Orange County Transportation Authority budget proposal for FY 2026-27. These percentages are unknown at this point.
- Continued coordination with Metrolink and the North County Transit District on the existing Rail 2 Rail Programs.

Next Steps

The Executive Committee's comments plus comments received at the Technical Advisory Committee (TAC) meeting on October 2, 2025, will be incorporated into the draft assumptions and included in the Board of Director's October 20, 2025, meeting for review and comments. Staff will then prepare the draft ABP and budget for FY 2026-27 and 2027-28 using these assumptions. The draft chapters will be provided to the TAC for review and comment in November 2025. A redline version that incorporates TAC feedback, as appropriate, will be returned to the TAC before the document is presented to the Board for initial review and approval in February 2026.

Summary

Staff has developed key assumptions for use in the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency budget and business plan for Fiscal Years 2026-27 and 2027-28. Staff will finalize the draft business plan and budget and submit to the Board of Directors for initial review and approval in February 2026.

Attachment

None.