



BOARD OF DIRECTORS AGENDA

LOSSAN RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING

Monday, July 16, 2018
12:30 p.m. to 2:30 p.m.

San Luis Obispo County Board of Supervisors Chambers
County Government Center - First Floor
1055 Monterey Street
San Luis Obispo, CA 93401

Teleconference Sites:

City of Del Mar City Hall
1050 Camino Del Mar
Breezeway South Conference Room
Del Mar, CA

Orange County Transportation Authority
600 South Main Street
Conference Room 1234 – 12th Floor
Orange, CA

San Diego Metropolitan Transit System
1255 Imperial Avenue
Executive Committee Room – 10th Floor
San Diego, CA



BOARD OF DIRECTORS AGENDA

Any person with a disability who requires a modification, accommodation or agenda materials in an alternative format in order to participate in the meeting should contact the LOSSAN Clerk of the Board, telephone 714-560-5676, no less than two (2) business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

The 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 Comments on Agenda Items

Members of the public may address the Board of Directors regarding any item. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

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



BOARD OF DIRECTORS AGENDA

2018 BOARD OF DIRECTORS

(revision as of -04-25-18)

County	Members	Alternates
San Luis Obispo: 1 vote	Fred Strong Council Member, City of Paso Robles San Luis Obispo Council of Governments	John Shoals Mayor, City of Grover Beach San Luis Obispo Council of Governments
Santa Barbara: 1 vote	Michael T. Bennett Council Member, City of Goleta Member, Santa Barbara County Association of Governments	Cathy Murillo Mayor, City of Santa Barbara Member, Santa Barbara County Association of Governments
Ventura: 1 vote	Bryan MacDonald (Chairman) Council Member, City of Oxnard Member, Ventura County Transportation Commission	Jim White Representative, Ventura County Transportation Commission
Los Angeles: 2 votes	(Vacant) John Fasana Mayor, City of Duarte Member, Los Angeles County Metropolitan Transportation Authority	David Perry Representative, Los Angeles County Metropolitan Transportation Authority Mary Lou Echternach Representative, Los Angeles County Metropolitan Transportation Authority
Orange: 2 votes	Al Murray (Vice Chairman) Mayor, City of Tustin Member, Orange County Transportation Authority Tim Shaw Mayor, City of La Habra Member, Orange County Transportation Authority	Lisa A. Bartlett Supervisor, 5 th District Orange County Board of Supervisors Member, Orange County Transportation Authority Mark A. Murphy Mayor Pro Tem, City of Orange Member, Orange County Transportation Authority



BOARD OF DIRECTORS AGENDA

County	Members	Alternates
Riverside: 1 vote	Greg Pettis Mayor Pro Tem, City of Cathedral City Member, Riverside County Transportation Commission	Dana Reed Council Member, City of Indian Wells Member, Riverside County Transportation Commission
San Diego: 2 votes	Tony Kranz Council Member, City of Encinitas Member, North County Transit District Lorie Bragg Council Member, City of Imperial Beach Member, San Diego Metropolitan Transit System Ellie Haviland Council Member, City of Del Mar Member, San Diego Association of Governments	Ed Gallo Council Member, City of Escondido Member, North County Transit District Guy McWhirter Council Member, Member La Mesa San Diego Metropolitan Transit System Ron Morrison Mayor, City of National City Member, San Diego Association of Governments
Ex-Officio Members: Amtrak	Eric Hosey Representative, Amtrak	
Caltrans	Kyle Gradinger Representative, California Department of Transportation	
California High-Speed Rail Authority	Michelle Boehm California High-Speed Rail Authority	
Southern California Association of Governments	Art Brown Council Member, City of Buena Park Member, Southern California Association of Governments	



BOARD OF DIRECTORS AGENDA

Call to Order

Pledge of Allegiance

1. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker, unless different time limits are set by the Chairman subject to the approval of the Board of Directors.

Special Calendar

There are no Special Calendar Matters.

Consent Calendar (Items 2 and 3)

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.

2. Approval of Minutes

Approval of the minutes of the LOSSAN Board of Directors meeting of June 18, 2018.

3. Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2017-18

Roger M. Lopez

Overview

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles - San Diego - San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the first quarter of federal fiscal year 2017-18 is presented for consideration.

Recommendation

Receive and file as an information item.

Regular Calendar

4. **San Diego Maintenance and Layover Facility Study Update**

James D. Campbell

Overview

The California State Transportation Agency has made approximately \$300,000 available to advance the planning process for identifying and evaluating potential locations for a new maintenance and layover facility for the Pacific Surfliner intercity passenger rail service in San Diego. This report provides an update on the San Diego Maintenance and Layover Facility Study.

Recommendation

Direct staff to develop a scope of work and schedule in coordination with the California Department of Transportation, Amtrak, the San Diego Association of Governments, North County Transit District, and San Diego Metropolitan Transit System for the San Diego Maintenance and Layover Facility Study.

5. **Cooperative Agreement for Continuance of the Rail 2 Rail Program with North County Transit District**

James D. Campbell

Overview

The Rail 2 Rail Program provides significant benefits to passengers traveling on the Los Angeles - San Diego - San Luis Obispo rail corridor by increasing the number of train options for travel along the corridor. The agreement to provide the Rail 2 Rail Program between the Pacific Surfliner and COASTER services on the Los Angeles - San Diego - San Luis Obispo rail corridor is set to expire on July 31, 2018, and a new agreement is necessary to continue the program. Staff has worked with North County Transit District and Amtrak to update key provisions of the Rail 2 Rail agreement, and is seeking Board of Directors' approval to continue the Rail 2 Rail program with the North County Transit District and Amtrak.

Recommendation

Authorize the Managing Director to negotiate and execute Agreement No. L-8-0013 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, North County Transit District, and Amtrak to continue the Rail 2 Rail program for a term of one year.



BOARD OF DIRECTORS AGENDA

Discussion Items

6. **Managing Director's Report**
7. **Board Members' Report**
8. **Closed Session**

There is no Closed Session scheduled.

9. **Adjournment**

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

PLEASE NOTE MEETING LOCATION CHANGE

Monday, September 17, 2018

12:30 p.m. – 2:30 p.m.

Orange County Transportation Authority Headquarters

Board Room – Conference Room 07

550 South Main Street

Orange, California



MINUTES

Board of Directors' Meeting

Call to Order

The June 18, 2018 Board of Directors (Board) meeting of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was called to order by Chairman MacDonald at 12:36 p.m., at the Los Angeles County Metropolitan Transportation Authority, Mulholland Conference Room – 15th Floor, One Gateway Plaza, Los Angeles, California.

Chairman MacDonald announced that several of the Directors would participate in today's meeting via teleconferencing, and all votes would be taken by roll call.

Directors Present: Bryan MacDonald, Chairman
Al Murray, Vice Chairman (teleconference)
Ed Gallo, NCTD
John Shoals, SLOCOG
Michael T. Bennett, SBCAG
John Fasana, Metro
David Perry, Metro
Dana Reed, RCTC
Lorie Bragg, SDMTS (teleconference)
Ellie Haviland, SANDAG (teleconference)
Eric Hosey, Amtrak, Ex-Officio
Art Brown, SCAG, Ex -Officio

Directors Absent: Tony Kranz, NCTD
Fred Strong, SLOCOG
Tim Shaw, OCTA
Greg Pettis, RCTC
Kyle Gradinger, Caltrans, Ex-Officio
Michelle Boehm, CHSRA, Ex-Officio

Staff Present: Jennifer L. Bergener, Managing Director
Olga Prado, LOSSAN Agency Clerk of the Board
James Donich, General Counsel (teleconference)

Pledge of Allegiance

The pledge of allegiance was led by Director Reed.

1. Public Comments

Public comments were heard from:

Janet Rogers (via teleconference from San Diego), Train Coalition, Santa Fe Depot, reported that a letter was sent to Jennifer L. Bergener, Managing Director, as well as to the LOSSAN Agency's General Counsel, requesting that the Train Coalition stakeholders be allowed to participate in the planning and relocation of the railroad layover facility to provide comments. Ms. Rogers also cited an example of studies performed in the Kansas City area where stakeholders were included in the review/comment period.

Chairman MacDonald commented that LOSSAN Agency staff would reach out to the Train Coalition, Santa Fe Depot, to discuss the opportunities for participation.

Fred Hottinger (via teleconference from San Diego), Train Coalition, Santa Fe Depot, reported that announcements at the Santa Fe Depot are excessive, loud, and long, particularly during the weekends. He felt that announcements for safety and security are unnecessary and a nuisance to residents.

Jennifer L. Bergener, Managing Director, responded that the Santa Fe Depot announcements are made as part of the safety measurements for residents; however, staff will review to determine if the volume has been adjusted.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 and 3)

2. Approval of Minutes

A motion was made by Director Fasana, seconded by Director Shoals, and following a roll call vote, declared passed 10-0, to approve the minutes of the LOSSAN Agency's Special Board of Directors meeting of May 30, 2018.

3. State and Federal Legislative Status Report

A motion was made by Director Fasana, seconded by Director Shoals, and following a roll call vote, declared passed 10-0, to approve this receive and file information item.

Regular Calendar

4. Grover Beach Station Expansion Project – State Rail Assistance Program Funding

Roger Lopez, Principal Transportation Analyst, provided an overview on the Grover Beach Station Expansion Project and presented a short PowerPoint presentation on this item as follows:

- Grover Beach Station –
 - Background information on the expansion of the Station structure
 - Ridership; and
- Proposed Expansion Project –
 - Aerial view of the Station
 - Details on the project to make the Station a multi-modal facility.

Mr. Lopez also reported that:

- Construction bids are coming back significantly higher than previously anticipated, and there is a shortfall of \$800,000 for the project; however, the San Luis Obispo Council of Governments (SLOCOG) pledged to cover half of the shortfall costs.
- A correction is needed to Attachment A of the Staff Report in the “Funding Amount” column to read \$400,000 (current shortfall), not \$776,500.”

Director Shoals provided clarification on the \$400,000 being pledged by SLOCOG and noted a number of benefits that will occur as part of the project. He also thanked both SLOCOG and LOSSAN Agency staff for their efforts.

Director Haviland added that she supports this item and asked that when the reprogrammed funds become necessary for the previously intended program of projects, that staff and the Board consider that funding as a priority. Jennifer L. Bergener, Managing Director, responded that staff is working hard to protect Senate Bill (SB) 1 funding projects that can encumber these funds as quickly as possible and any future efforts to advance projects with shortfalls will be brought to the Board for consideration.

4. (Continued)

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

- A. Approve the use of \$400,000 in fiscal year 2017-18 of State Rail Assistance formula funds for the Grover Beach Station Expansion project.
- B. Authorize the Managing Director to negotiate and execute an agreement with the San Luis Obispo Council of Governments for the use of State Rail Assistance formula funds for the Grover Beach Station Expansion project.
- C. Authorize the Managing Director to negotiate and execute all other necessary agreements to facilitate the utilization of State Rail Assistance funding as described herein.

5. **Fiscal Year 2018-19 Budget Amendment and Fiscal Years 2018-19 and 2019-20 Business Plan Amendment**

Jennifer L. Bergener, Managing Director, provided opening remarks and stated that Positive Train Control (PTC) is a Federal mandate, and reported that the Union Pacific Railroad requested the LOSSAN Agency, the State, and Amtrak fund the infrastructure improvements necessary to implement PTC on the Santa Barbara subdivision. She noted that the \$9 million of funding from the State was a “last-minute add” into the budget, as the LOSSAN Agency was previously operating under the assumption that the California Department of Transportation (Caltrans) would pay directly; however, Caltrans preference now is to have the LOSSAN Agency administer it. Staff intends to bring an update LOSSAN Board meeting in July to discuss the disposition, negotiations, and execution of funds for PTC. Ms. Bergener proceeded to introduce Jason Jewell, LOSSAN Chief Financial Officer, to report on the item.

Mr. Jewell provided an update on the Fiscal Years (FY) 2018-19 and 2019-20 Business Plan amendment as follows:

- Background information.
- The Business Plan was submitted to the Secretary of the California State Transportation Agency (CalSTA) prior to the April 1, 2018 deadline.
- In order to incorporate the federal FY 2018-19 revenue and expense forecasts from Amtrak, CalSTA has allowed for a revised budget and resubmittal of the Business Plan by June 30, 2018, for final approval.
- Revenue and expense details regarding the proposed budget amendment.
- Highlighted Attachment A of the Staff Report and reported on the changes between the original adopted budget and the proposed amendment.

5. (Continued)

A discussion ensued regarding:

- Compliments to staff for a clear and concise Staff Report, and SLOCOG is in agreement with the \$1.5 million in State Transportation Improvement Program revenue funds.

A motion was made by Vice Chairman Murray, seconded by Director Bennett, and following a roll call vote, declared passed 10-0, to:

- A. Amend the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Fiscal Year 2018-19 revenue and expense budget to reflect the revised Amtrak operating revenue and expense forecast and other adjustments.
- B. Amend the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's business plan for fiscal years 2018-19 and 2019-20 to reflect the revised budget.
- C. Direct staff to submit the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency revised business plan for fiscal years 2018-19 and 2019-20 to the Secretary of the California State Transportation Agency for approval.
- D. Authorize the Managing Director to amend the Master Fund Transfer Agreement annual supplement for federal fiscal year 2017-18 operating funds to include \$9 million in funding for positive train control and extend the period of performance to September 30, 2018.
- E. Authorize the Managing Director to execute the Master Fund Transfer Agreement annual supplements for federal fiscal year 2018-19 operating funds and fiscal year 2018-19 administrative and marketing funds.

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

Jennifer L. Bergener, Managing Director, provided background information on the Interagency Transfer Agreement (ITA) between the LOSSAN Agency and Caltrans Division of Rail and Mass Transportation, and reported that staff has negotiated the terms for the continuance of the ITA.

Ms. Bergener highlighted the following:

- Changes to incorporate the LOSSAN Agency policies and procedures to better document how the LOSSAN Agency administers its financial aspects of business.
- Elimination of adherence to Code of Federal Regulations (CFR) 200, as those requirements are overly restrictive and often do not apply to the funding sources received by the LOSSAN Agency.

6. (Continued)

- The State is in agreement with the LOSSAN Agency's Board-adopted policies and procedures as the "first line of defense," the Orange County Transportation Authority's (OCTA) policies and procedures as the second, and adherence to CFR 200 as the third in instances where the LOSSAN Agency or OCTA have not adopted a policy governing a specific action.
- Robust discussions have been held with the between the LOSSAN Agency and the State, and both have agreed to maintain the existing roles and responsibilities, with a commitment from the Statewide Working Group Executive Committee to determine if any changes need to be made in the future.
- SB 1 may impact some of the LOSSAN Agency's responsibilities.
- The ITA term is proposed for three years in order to set the next ITA renewal during the middle of an administration rather than at the beginning or end of one. From there on out, there will be an additional option for two four-year extensions.
- The existing ITA expires on June 30, 2018.
- There are no changes to the risk, liability, and insurance provisions included in the original ITA.

A discussion ensued regarding:

- The positive aspects of the ITA, with the LOSSAN Agency continuing at its current capacity, and moving away from the adherence to CFR 200 will streamline the LOSSAN Agency's process and make it more efficient.
- The three-year term is a good strategic addition.
- LOSSAN Agency staff will try to provide monthly updates to the LOSSAN Executive Committee related to the Statewide Working Group Executive Committee's review of the roles and responsibilities and SB 1.
- The Board expressed appreciation to the LOSSAN Managing Director and staff for their arduous work on the ITA, and a request to provide future large-sized documents, inclusive of "tracked changes," such as the ITA, as early as possible to allow a lengthier review time by the Board.

A motion was made by Vice Chairman Murray, seconded by Director Bennett, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute 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 three-year term beginning July 1, 2018.

7. Authorization to Execute Administrative Support Agreement with Orange County Transportation Authority

Jennifer L. Bergener, Managing Director, provided background information on the Administrative Support Agreement (ASA) with OCTA to provide administrative services and daily management of the state-supported Pacific Surfliner intercity passenger rail service operating on the LOSSAN rail corridor, which is set to expire June 30, 2018. Ms. Bergener reported that the LOSSAN Agency previously reached out to its Member Agencies regarding OCTA continuing to serve as the managing agency, and stated that those that provided feedback were in the affirmative for OCTA to continue serving in this capacity. She added that per Board direction and to ensure impartial parties during negotiations, separate legal counsel service was retained.

Ms. Bergener reported on the following:

- The original ASA included funding from Member Agencies during the “start-up period” and since then, and during the “initial period,” all administrative costs have been funded by the State. Moving forward, it is anticipated that all necessary administrative funding will come from the State.
- If administrative funding is not made available, OCTA has the right to vacate the agreement within 90 days.
- There have been significant changes with an expanded scope and new duties over the last three years, including the implementation of the Transit and Intercity Rail Capital Program, Passage of SB 1, the LOSSAN Agency’s roles related to grant pursuits and grant administration, and a LOSSAN’s robust role related to marketing services.
- The term is proposed to be executed for a three-year term, with a three-year option.
- There are no changes to the risk, liability, and indemnification provisions in the ASA.
- Small edits to correct grammar/punctuation may need to be made to the ASA, however, these will not be substantive or material changes.

A short discussion ensued regarding:

- The State budget was approved and passed.
- Clarification on the intent of the language related to administrative funding not being made available.

Ms. Bergener reiterated that OCTA would have the right to vacate the agreement and the LOSSAN Agency would not seek reimbursement from any of its Member Agencies.

A motion was made by Director Fasana, seconded by Director Shoals, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to execute an updated administrative support agreement with Orange County Transportation Authority.

Discussion Items

8. Managing Director's Report

Jennifer L. Bergener, Managing Director, reported on the following:

- Extended her appreciation to the Board for their support on approving the ITA and ASA items on today's Agenda, noting these are the most significant efforts that the LOSSAN Agency undertakes.
- Amtrak is underway with the implementation of PTC on the LOSSAN corridor, and interoperability testing began last week.
- Siemens Charger locomotives testing is in place, and four of the 16 vehicles are in Los Angeles to help the LOSSAN Agency advance its testing efforts (two of the four vehicles have been assigned to the northern California fleet).
- Staff continues to provide special service to the FivePoint Amphitheatre in Irvine for concerts. Ridership on those trains varies significantly depending on the concert headliners, and a full overview of ridership for the concert series will be provided to the Board when the season concludes.
- Staff is holding discussions with Caltrans related to studies for the lead agency for the Santa Fe Depot layover study and scope.
- An update on the implementation of the Coachella special service should be provided at the July 2018 Board meeting.
- Director Bragg asked for clarification related to the Santa Fe Depot layover study, scope, and who would be the lead agency on this item. Ms. Bergener indicated that the LOSSAN Agency anticipates serving as the lead agency for these efforts, but that conversations are underway with the State to confirm.
- Director White complimented staff for the weekly reports and stated he found them very helpful.

9. Board Members' Report

Director Gallo stated that during his last travel to a LOSSAN Agency Board meeting, there was a short delay; however, today the train arrived on time and complimented staff.

Director Brown stated that during the recent American Public Transportation Association conference, Amtrak confirmed they will be in compliance with PTC by summer 2018.

Director Haviland complimented staff on the promotional service during their busy summer season for events such as the County fair, Comic-Con in San Diego, and the Del Mar races.



MINUTES

Board of Directors' Meeting

9. (Continued)

Chairman Mac Donald reminded the Board about the Monday, July 16, 2018 LOSSAN Board meeting in San Luis Obispo, and there would be a small reception hosted by SLOCOG the afternoon before.

10. Closed Session

There was no Closed Session scheduled.

11. Adjournment

The meeting of the LOSSAN Board adjourned at 1:25 p.m. The next regularly scheduled meeting of this Board will be held:

Monday, July 16, 2018

12:30 p.m. – 2:30 p.m.

San Luis Obispo County Board of Supervisors Chambers

County Government Center - First Floor

1055 Monterey Street

San Luis Obispo, California

ATTEST:


Bryan MacDonald
LOSSAN Chairman

Olga Prado
Clerk of the Board



July 16, 2018

To: Members of the Board of Directors

From: Jennifer L. Bergener, Managing Director 

Subject: Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2017-18

Overview

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the first quarter of federal fiscal year 2017-18 is presented for consideration.

Recommendation

Receive and file as an information item.

Background

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail 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 more than 150 daily passenger trains, with an annual ridership of more than 2.9 million on Pacific Surfliner intercity trains and 4.5 million on Metrolink and COASTER commuter trains (Attachment A).

Discussion

This report provides an update on the performance of the passenger rail services on the LOSSAN rail corridor by presenting the current trends of the service in three specific areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance 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 COASTER system. Amtrak national data is included for comparative purposes. The reporting

period is the first quarter of federal fiscal year (FFY) 2017-18, covering the months of October, November, and December 2017.

Usage

For the first quarter of FFY 2017-18, total LOSSAN rail corridor ridership on the three services was 1,748,138, a 0.7 percent decrease compared to the same period the previous year. A 24 month ridership chart for the corridor, with the specifics of each service, can be found in Figure 1.1.

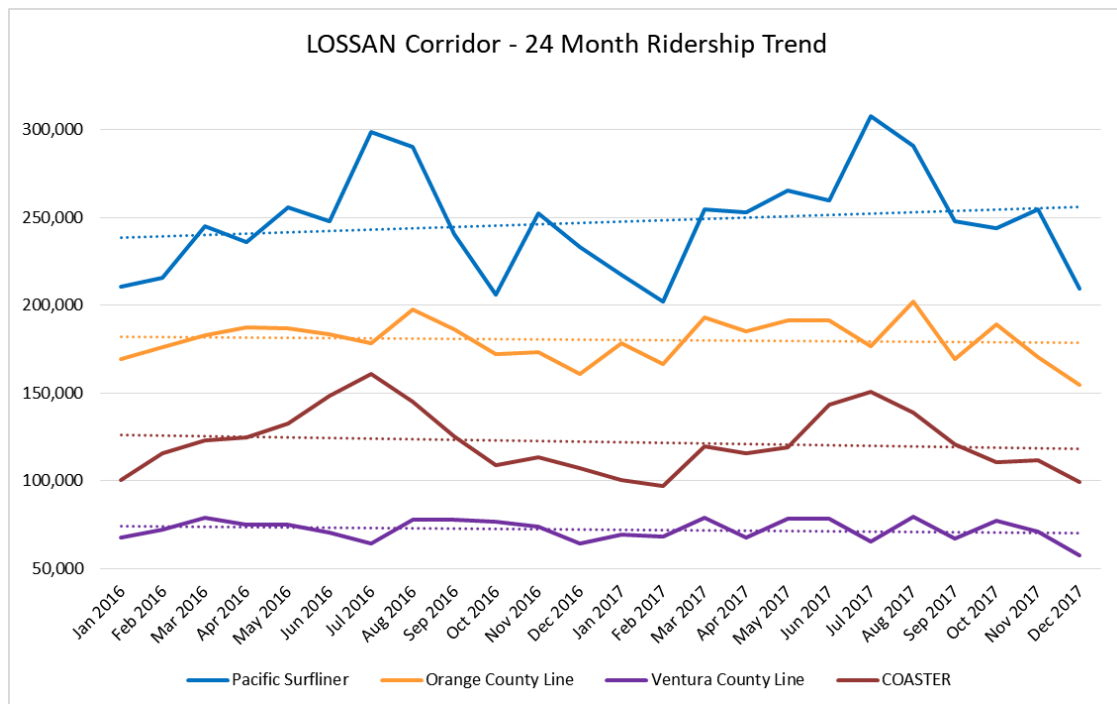


Figure 1.1

In Figure 1.1, 24 months of ridership data is included to provide a more accurate indicator of the overall growth along the corridor. Due to the seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for the seasonal variation and provides sufficient information to allow for the development of a linear trendline for each service. In addition to this overall corridor data, details on the performance of each service are provided below.

Pacific Surfliner

Despite the minimal overall growth of LOSSAN rail corridor ridership, the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service ridership increased during the first quarter of FFY 2017-18 by 2.4 percent when compared to the same period last year. This growth equates to nearly 185 additional riders per day and continues the year-over-year trend of ridership increase as demonstrated in Figure 1.2. Pacific Surfliner ridership in this report includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions.

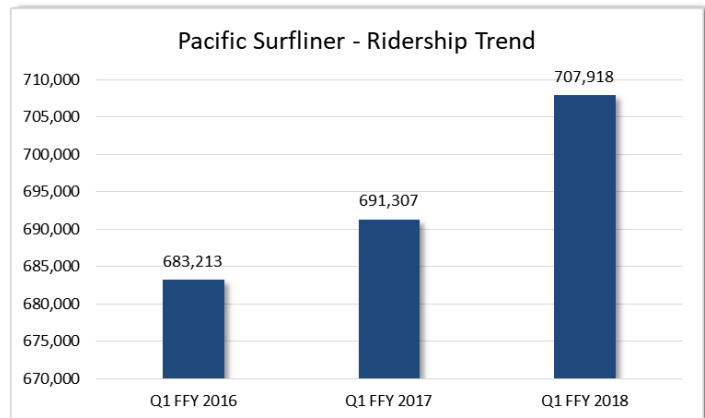


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was impacted by the ridership decreases experienced by Metrolink on the VCL, with an increase on the OCL as demonstrated in Figure 1.3. The VCL, which serves East Ventura to Los Angeles, had a 4.5 percent ridership decrease in the first quarter compared to the same period last year. The OCL, which serves Los Angeles to Oceanside, saw a 1.6 percent increase in ridership over the same report period in the prior year.

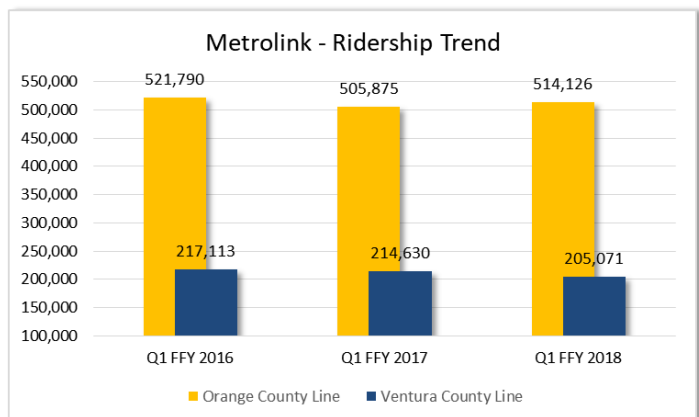


Figure 1.3

Overall system ridership for Metrolink was down by 0.5 percent in the first quarter of FFY 2017-18 when compared to the same period in FFY 2016-17. This also continues the year-over-year trend of ridership decreases.

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 1,231 per weekday for the first quarter of FFY 2017-18, which is an increase of 1.7 percent compared to the same period last year.

COASTER

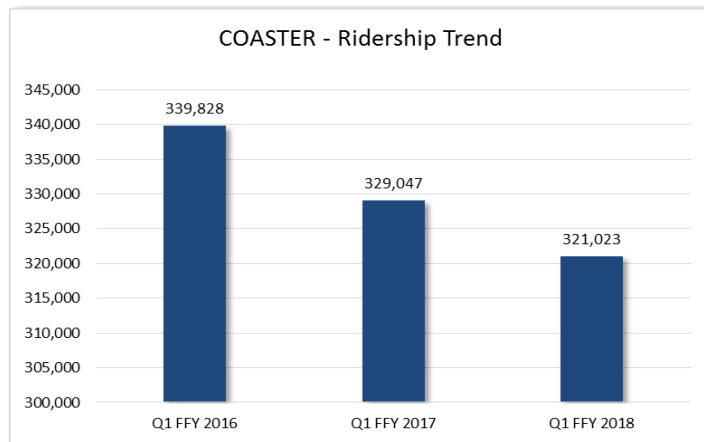


Figure 1.4

COASTER (serving Oceanside to San Diego) ridership saw a ridership decrease of 2.4 percent during the first quarter of FFY 2017-18, when compared to the same period the prior year as shown in Figure 1.4.

The first quarter of FFY 2017-18, saw an average of 140 total COASTER pass holders

per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 50.1 percent when compared to last year. This drop was anticipated. In October 2017 two COASTER stops were eliminated and resulted in a marked drop in COASTER R2R riders. Though the percentage of decrease seems significant, the number of riders involved is small, amounting to approximately 120 riders per day, out of an average daily system ridership of nearly 3,600.

Amtrak System

Amtrak service nationwide had a cumulative ridership increase of 3.3 percent for the first quarter of FFY 2017-18 compared with the same period the prior year, as demonstrated in Figure 1.5.

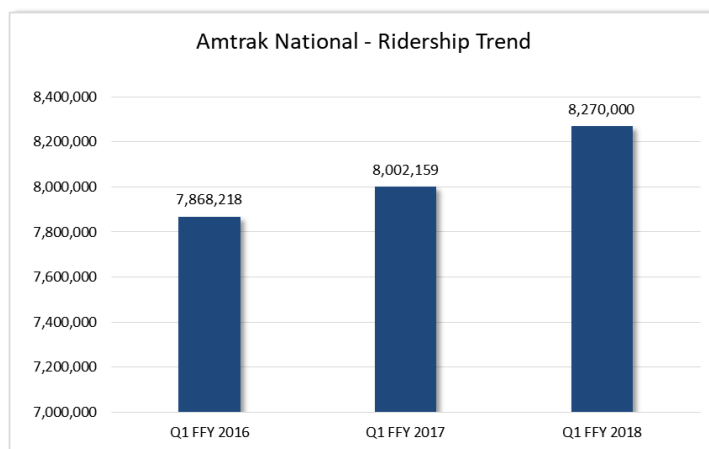


Figure 1.5

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 6.0 percent in the first quarter compared with the same period last year. The Capitol Corridor (Auburn/Sacramento to Oakland and San Jose) and the San Joaquins Corridor (Sacramento/Oakland to

Bakersfield) are the other two California intercity passenger rail services operated by Amtrak, and although serving significantly different markets, do provide a comparison to the Pacific Surfliner service. Ridership on the Capitol Corridor increased by 6.9 percent and San Joaquins ridership decreased by 0.6 percent in the first quarter compared to the same period last year.

Passenger Miles

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

The Pacific Surfliner generated over 61.5 million passenger miles during the first quarter of FFY 2017-18, which is a 0.1 percent decrease compared to the same period in the prior year. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 61.5 million passenger miles resulted in a reduction of over 20,104 metric tons of greenhouse gases. The impact that this has on the environment cannot be understated. The pollution saved is the equivalent of burning 110 railcars full of coal.

Efficiency

Revenue

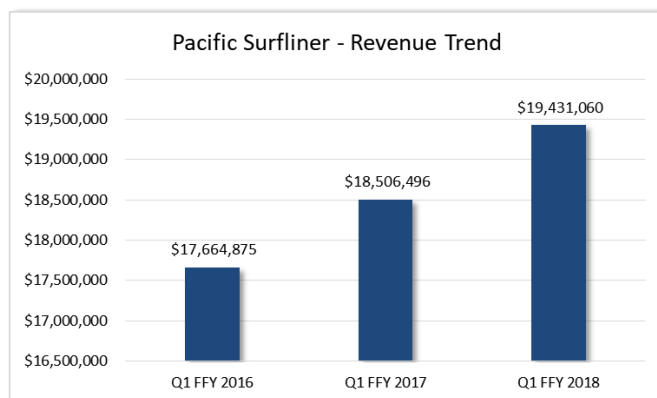


Figure 1.6

Pacific Surfliner ticket revenue continued its strong growth trend with a 5.0 percent increase for the first quarter of FFY 2017-18 when compared with the same period in the prior year as shown in Figure 1.6.

For the Capitol Corridor, total revenue increased by 7.6 percent for the first quarter, whereas the San Joaquins corridor saw a decrease of 0.9 percent, and the Coast Starlight increased by 3.6 percent.

Farebox Recovery

The Pacific Surfliner is legislatively required to achieve a minimum of 55 percent farebox recovery. As a performance measure, farebox recovery is normally

calculated on an annual basis. Expenses throughout the year are not linear, and can cause significant fluctuations in the farebox recovery ratio from quarter to quarter.

The California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) reports quarterly to the California Transportation Commission (CTC) on all state-supported corridors via the *California Department of Transportation's Intercity Passenger Rail Operations Report*. On March 21, 2018, Caltrans DRMT reported to the CTC on the first quarter of FFY 2017-18 (second quarter of state fiscal year 2017-18) and indicated the Pacific Surfliner realized a 78.1 percent farebox ratio.

Quality

On-Time Performance

The methodologies for calculating on-time performance (OTP) vary significantly between intercity and commuter rail services. Commuter trains are considered late if trains arrive six or more minutes late to the terminal location. Pacific Surfliner trains operating between the cities of Goleta and San Diego are considered late if trains arrive 10 or more minutes after scheduled arrival times, and 20 minutes or more for trains operating between the cities of San Luis Obispo and San Diego. There also are different practices as to whether annulled trains are included in OTP calculations.

In the first quarter of FFY 2017-18, average endpoint Pacific Surfliner OTP was 76.0 percent, which was a 18.5 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 81.7 percent. By comparison, the endpoint OTP on the Capitol Corridor averaged 90.3 percent, and the San Joaquins averaged 79.5 percent during the report period. Amtrak system wide endpoint OTP averaged 76.0 percent for the first quarter.

A monthly on-time performance trend for the Pacific Surfliner can be seen in Figure 1.7. The LOSSAN Agency continues to work collaboratively with our partners to identify operational improvements that can favorably impact OTP. A primary goal of the October 2017 schedule change was to improve reliability and OTP, and as is indicated by Figure 1.7, favorable results are being seen from these efforts.

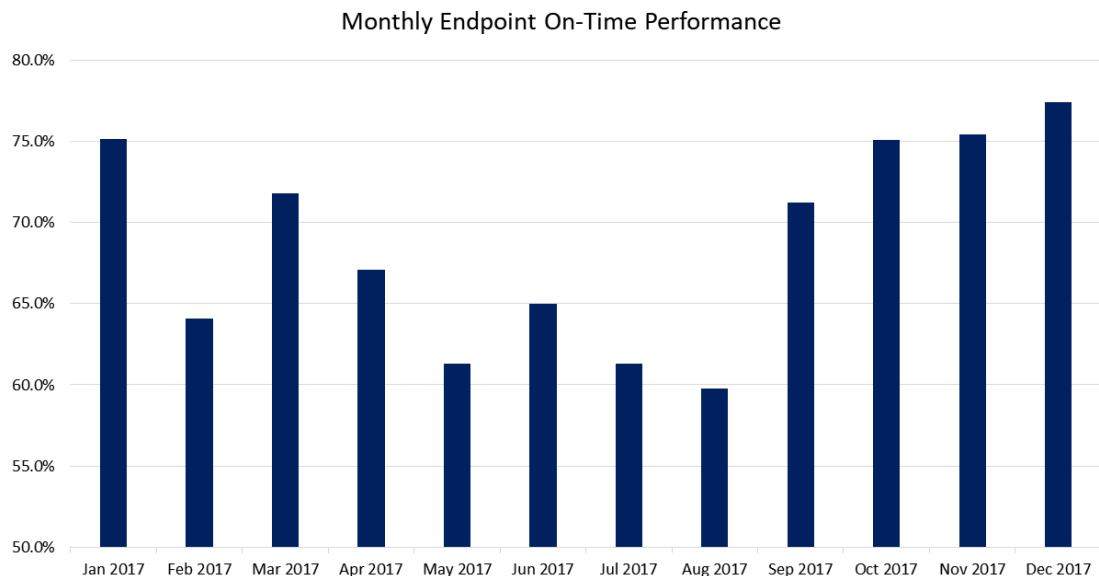


Figure 1.7

Customer Satisfaction

Amtrak reports an Electronic Customer Service Index (eCSI) score monthly for all routes, in which a 'very satisfied' percentage is calculated out of 100 passengers via surveying. For the first quarter of FFY 2017-18, the Pacific Surfliner scored an average eCSI of 84.7 percent. As can be seen in figure 1.8, overall eCSI scores were on a downward trend over the last several quarters. Analysis has shown that the biggest drivers for this continue to be issues with reliability or on-time performance, and a lack of information given about problems or delays on the train. As we see OTP improve in the first quarter of FFY 2017-18, we also see a corresponding rise eCSI.

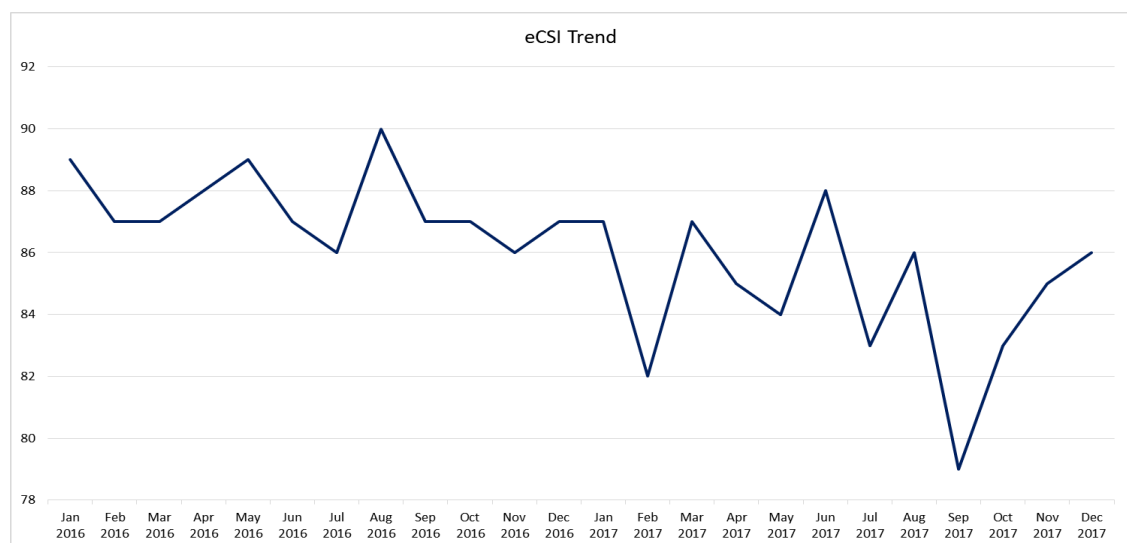


Figure 1.8

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 being made to ensure that menu items are meeting the expectations of our passengers. As part of that effort, LOSSAN Agency staff closely monitors food and beverage sales in an effort to gauge the success of what is being offered and to highlight items that need to be adjusted.

<i>Sales Category</i>	<i>Quarter 1 FFY 2016-17</i>	<i>Quarter 1 FFY 2017-18</i>	<i>Increase</i>
Baked Goods	\$84,394	\$111,775	32.4%
Beer	\$278,076	\$267,830	-3.7%
Beverages	\$264,921	\$301,176	13.7%
Dairy Products	\$3,180	\$2,813	-11.6%
Packaged Snack Foods	\$590,365	\$786,978	33.3%
Fresh Prepared Foods	\$181,820	\$190,913	5.0%
Liquor	\$92,745	\$114,342	23.3%
Miscellaneous Merchandise	\$6,426	\$5,310	-17.4%
Salads	\$25,067	\$10,389	-58.6%
Wine	\$344,569	\$386,280	12.1%
	\$1,871,562	\$2,177,803	16.4%

Figure 1.9

For the first quarter of FFY 2017-18, food and beverage sales increased by an incredible 16.4 percent over the same quarter in the prior year. The significant decrease in the sale of salads is due to a change in the way that Amtrak categorizes some food items as of this quarter. A number of salads are now categorized under the “fresh prepared foods” category and help contribute to the increase there. Details on the performance of each specific sales category are included in Figure 1.9.

Amtrak Thruway Bus Service

Detailed ridership data associated with this service is being supplied by Amtrak as of January 2017 and is now a part of the standard monthly ridership reports. Performance of the Amtrak Thruway Bus service will be included in the quarterly trends report when a minimum of 12 months of historical data exists to allow for trends analysis.

Additional Metrics

A summary table of the ridership, revenue, and OTP for the LOSSAN rail corridor can be found in Attachment B. There are additional performance indicators that were previously included as attachments to this report, items such as boardings/alightings by station and ridership/revenue by station pair. Due to issues with the data received from Amtrak, these items are not included with this report. They will be included with future reports, once the data issues with Amtrak have been resolved.

Summary

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER for the first quarter of federal fiscal year 2017-18. During the first quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 0.7 percent compared to the same period last year. Ridership and revenue for the Pacific Surfliner continued a strong growth trend, with ridership increasing by 2.4 percent, and revenue increasing by 5.0 percent, when compared to the same period last year.

Attachments

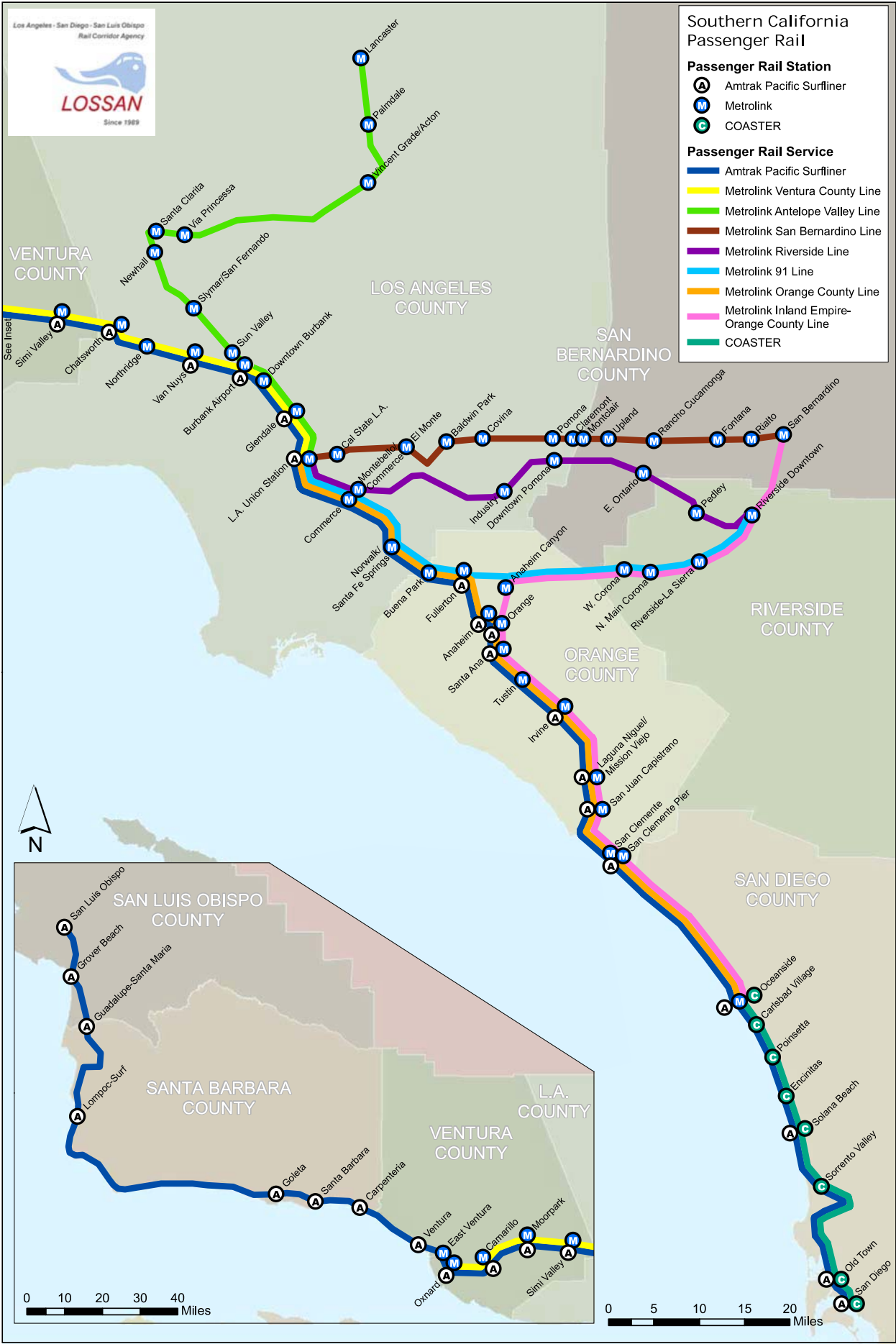
- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Map
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, First Quarter Federal Fiscal Year 2017-18

Prepared by:

A handwritten signature in black ink, appearing to read 'Roger M. Lopez', with a long horizontal line extending to the right.

Roger M. Lopez
Principal Transportation Analyst
(714) 560-5438

Los Angeles – San Diego – San Luis Obispo Rail Corridor Map



**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
First Quarter Federal Fiscal Year 2017-18**

<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	707,918	2.4%	\$ 19,431,060	5.0%	76.0%
Metrolink Ventura County Line	205,071	-4.5%	---	---	94.8%
Metrolink Orange County Line	514,126	1.6%	---	---	89.3%
COASTER	321,023	-2.4%	---	---	92.6%
LOSSAN Total/Average	1,748,138	-0.7%			88.2%

Amtrak Nationwide	8,270,000	3.3%	\$ 594,900,000	3.0%	76.0%
Capitol Corridor	422,583	6.9%	\$ -	7.6%	90.3%
San Joaquin	285,318	-0.6%	\$ -	-0.9%	79.5%
Coast Starlight	109,652	-6.0%	\$ -	3.6%	59.8%



July 16, 2018

To: Members of the Board of Directors
From: Jennifer L. Bergener, Managing Director
Subject: San Diego Maintenance and Layover Facility Study Update

Overview

The California State Transportation Agency has made approximately \$300,000 available to advance the planning process for identifying and evaluating potential locations for a new maintenance and layover facility for the Pacific Surfliner intercity passenger rail service in San Diego. This report provides an update on the San Diego Maintenance and Layover Facility Study.

Recommendation

Direct staff to develop a scope of work and schedule in coordination with the California Department of Transportation, Amtrak, the San Diego Association of Governments, North County Transit District, and San Diego Metropolitan Transit System for the San Diego Maintenance and Layover Facility Study.

Background

On June 5, 2018, the California State Transportation Agency (CalSTA) informed the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) that approximately \$300,000 of Public Transportation Account funds had been made available to conduct a feasibility study to evaluate potential locations for a new maintenance and layover facility for the Pacific Surfliner intercity passenger rail service in San Diego.

Discussion

Overnight storage capacity at the Santa Fe Depot (Depot) in downtown San Diego is currently constrained and prohibits the ability to grow the Pacific Surfliner service to support the objectives included in the State Rail Plan and the LOSSAN Agency's Business Plan.

The Depot has four platform tracks that serve both Pacific Surfliner and COASTER commuter trains each day. Currently, there are four Pacific Surfliner trains that start out of the Depot each morning and are stored overnight at the Depot. Because of the need to allow for BNSF Railway (BNSF) freight trains to operate each night through downtown San Diego to and from their yard in National City, these four Pacific Surfliner trains are stored on only three tracks, so the fourth track is available for BNSF movements. The first Pacific Surfliner train must also depart the Depot prior to the morning commuter rush to ensure platform capacity is available for COASTER commuter trains arriving from Oceanside.

LOSSAN Agency staff has been coordinating with the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT), Amtrak, the San Diego Association of Governments (SANDAG), the North County Transit District (NCTD) and San Diego Metropolitan Transportation System (MTS) to develop a scope of work for a study to evaluate possible locations for a new Pacific Surfliner overnight layover and maintenance facility near downtown San Diego. The scope of work will seek to identify and evaluate potential locations within San Diego County sufficient to maintain and store the existing and future equipment needs for the Pacific Surfliner service.

Staff will continue working with Caltrans DRMT, Amtrak, SANDAG, NCTD and MTS through the summer to complete the scope of work and develop appropriate evaluation criteria for selecting a consultant to perform the study. Staff will return to the Board once the scope of work has been completed to seek approval for the proposed evaluation criteria and authorization to release the request for proposals to solicit consultant bids to perform the study.

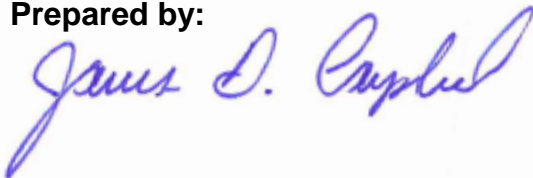
Summary

On June 5, 2018, the California State Transportation Agency informed the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency that approximately \$300,000 of Public Transportation Account money had been made available to conduct a feasibility study to evaluate potential locations for a new maintenance and layover facility for the Pacific Surfliner service in San Diego. Staff is working with the California Department of Transportation, Amtrak, San Diego Association of Governments, North County Transit District and San Diego County Metropolitan Transit System to develop a scope of work to solicit consultant support in evaluating potential locations for a maintenance and layover facility for the Pacific Surfliner in San Diego.

Attachment

None.

Prepared by:



James D. Campbell
Deputy Managing Director
(714) 560-5390



July 16, 2018

To: Members of the Board of Directors

From: Jennifer L. Bergener, Managing Director

Subject: Cooperative Agreement for Continuance of the Rail 2 Rail Program with North County Transit District

Overview

The Rail 2 Rail Program provides significant benefits to passengers traveling on the Los Angeles – San Diego – San Luis Obispo rail corridor by increasing the number of train options for travel along the corridor. The agreement to provide the Rail 2 Rail Program between the Pacific Surfliner and COASTER services on the Los Angeles – San Diego – San Luis Obispo rail corridor is set to expire on July 31, 2018, and a new agreement is necessary to continue the program. Staff has worked with North County Transit District and Amtrak to update key provisions of the Rail 2 Rail agreement, and is seeking Board of Directors' approval to continue the Rail 2 Rail program with the North County Transit District and Amtrak.

Recommendation

Authorize the Managing Director to negotiate and execute Agreement No. L-8-0013 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, North County Transit District, and Amtrak to continue the Rail 2 Rail program for a term of one year.

Background

In June 2017, recognizing the benefits of the Rail 2 Rail Program (R2R Program), the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the terms for the continuance of the R2R Program between the North County Transit District (NCTD) operating COASTER commuter rail service, and authorized the Managing Director to enter into an agreement to continue the R2R Program. The R2R Program provides improved passenger rail service along the LOSSAN rail corridor by allowing Pacific Surfliner and COASTER passengers with certain ticket types to utilize either service within the limits of their ticket at no additional charge.

The R2R Program with NCTD currently provides for eight Amtrak-operated Pacific Surfliner trains to accept COASTER fare media between Oceanside and San Diego. In addition to the stops at the already shared stations in Oceanside, Solana Beach, San Diego – Old Town, and San Diego – Santa Fe Depot, these eight Pacific Surfliner trains also make stops at two additional stations: Carlsbad Village and Sorrento Valley.

Discussion

The R2R Program has proven to be successful in supporting increased and ridership and greater flexibility for rail passengers along the LOSSAN rail corridor. In the 2016 calendar year, over 85,000 passengers took advantage of the R2R Program with NCTD. The R2R Program provides mutual benefit for Pacific Surfliner and COASTER services, by allowing COASTER to provide additional service at a fraction of the cost required to offer the same service level independently, while increasing the ridership for the Amtrak-operated Pacific Surfliner service.

The LOSSAN Agency is required, per the interagency transfer agreement with the California Department of Transportation, to maintain specific performance standards related to passenger miles, ridership, and farebox recovery. The R2R Program provides incremental increases in ridership, fare revenue, and overall passenger miles. These increases are beneficial in maintaining the performance standards of the Pacific Surfliner service and allow for cross-promotion between the services. The R2R Program is consistent with the Board approved LOSSAN Agency Business Plan for Fiscal Year (FY) 2018-19 and FY 2019-20 (Business Plan), providing improved service and connectivity along the LOSSAN rail corridor.

The current R2R Program agreement expires on July 31, 2018. Based on the performance of the R2R Program to date and the consideration of the program in the approved Business Plan, LOSSAN Agency staff recommends the continuance of this program. In reviewing the detailed performance of the R2R Program, LOSSAN Agency staff evaluated the usage by train and by station for the two additional COASTER stops. As a result of this review, staff worked with NCTD to modify the terms of the R2R Program to include all Pacific Surfliner trains while eliminating the two additional COASTER stops at Sorrento Valley and Carlsbad Village as part of the planned October 2018 schedule change. This change better reflects the actual usage of the R2R Program, will allow the program to expand to allow access to new riders and times of day, and will provide for improved operational efficiencies including on-time performance.

The remainder of the agreement is recommended to be continued in substantially the same form, with the following terms and changes:

- One-year term, effective August 1, 2018 – July 31, 2019, with the option to extend the agreement for an additional year.
- Decreased reimbursement rate of \$4.42 per boarding (previously \$4.51); consistent with the average COASTER revenue per boarding based on the most recent NCTD Consolidated Annual Financial Report (2016)
- Continued effort to develop a COASTER fare media that can be electronically scanned onboard Pacific Surfliner trains
- Increased efforts for passenger safety and security onboard and at stations
- Blackout provisions for the week of Thanksgiving, San Diego Comic-Con (including preview night), opening weekend of Del Mar race season, and Friday through Tuesday of Memorial Day and Labor Day weekends.
- Required twice annual review of service levels, ridership, station stops, and load factors to ensure the effectiveness and safety of the R2R program

LOSSAN Agency staff, working in coordination with NCTD, has developed a draft cooperative agreement consistent with the terms above for the continuance of the R2R Program.

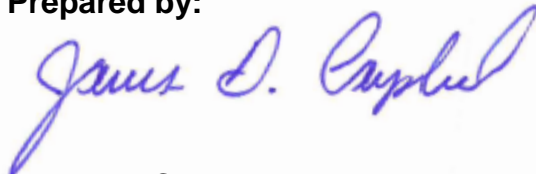
Summary

The Rail 2 Rail Program has improved service and connectivity along the Los Angeles – San Diego – San Luis Obispo rail corridor by allowing COASTER and Pacific Surfliner passengers to utilize either service within the limits of their tickets. The current Rail 2 Rail cooperative agreement expires on July 31, 2018. Based on the demonstrated benefits to Pacific Surfliner service, staff recommends the continuance of the Rail 2 Rail Program with the North County Transit District.

Attachment

None.

Prepared by:



James D. Campbell
Deputy Managing Director
(714) 560-5390