



LOSSAN RAIL CORRIDOR AGENCY SPECIAL TECHNICAL ADVISORY COMMITTEE

**Thursday, November 15, 2018
12:30 p.m. - 2:30 p.m.**

Orange County Transportation Authority
Conference Room 103
600 South Main Street
Orange, California

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 Technical Advisory Committee 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 Technical Advisory Committee regarding any item. Please complete a speaker's card and submit it to the Committee or notify the Committee the item number on which you wish to speak. Speakers will be recognized by the Committee at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

Public Availability of Agenda Materials

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.



Teleconference Sites

The main location for this meeting is at Orange County Transportation Authority Headquarters. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

San Luis Obispo Council of Governments
Main Conference Room
1114 Marsh Street
San Luis Obispo, CA 93401

Santa Barbara County Association of Governments
Manzanita Conference Room
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

Ventura County Transportation Commission
950 County Square Drive
Main Conference Room, Suite 108
Ventura, CA 93003

Los Angeles County Metropolitan Transportation Authority
El Monte Room, 11th Floor
One Gateway Plaza
Los Angeles, CA 90012

North County Transit District
Conference Room A/B
311 S. Tremont Street
Oceanside, CA 92049

San Diego Association of Governments
Conference Room 7D
401 B Street, Suite 800
San Diego, CA 92101

The public is welcome to attend and testify at any of the LOSSAN member agency locations listed above, all of which are accessible to the public. For more information, please contact LOSSAN Rail Corridor Agency staff, at (714) 560-5598 or email kaltar@octa.net, for specific meeting room locations at least 72 hours in advance of the meeting.

2018 TECHNICAL ADVISORY COMMITTEE

(08-29-2018)

Technical Advisory Committee - Membership Roster

| | Member Agencies | Appointee | Alternate |
|---------------|--|----------------------|-----------------|
| North | San Luis Obispo Council of Governments | Peter Rodgers | Tim Gillham |
| | Santa Barbara County Association of Governments | Scott Spaulding | Gregg Hart |
| | Ventura County Transportation Commission | Heather Miller | Martin Erickson |
| Central | Los Angeles County Metropolitan Transportation Authority | Jay Fuhrman | Jeanet Owens |
| South Central | Orange County Transportation Authority | Rosa Guillen-Sanchez | Megan LeMaster |
| | Riverside County Transportation Commission | Sheldon Peterson | Vacant |
| South | San Diego Metropolitan Transit System | Sharon Cooney | Julia Tuer |
| | North County Transit District | Don Filippi | Eric Roe |
| | San Diego Association of Governments | Danny Veeh | Linda Culp |

Call to Order

1. Public Comments

At this time, members of the public may address the Technical Advisory Committee regarding any items within the subject matter jurisdiction of the Technical Advisory Committee, 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 Committee subject to the approval of the Technical Advisory Committee.

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 Committee Member or a member of the public requests separate action or discussion on a specific item.

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

Roger M. Lopez

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 third quarter of federal fiscal year 2017-18, is presented for consideration.

3. Draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

Each calendar year, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency adopts a Legislative Program of strategic goals to guide its legislative activities for the upcoming session. An initial draft of the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program has been prepared for review by the Technical Advisory Committee.

Regular Calendar

4. Proposed 2019 Board of Directors and Committee Meeting Schedule

Michael Litschi

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff has developed a proposed Board of Directors and Committee meeting schedule for calendar year 2019 that reflects prior informal direction from the Board of Directors and is consistent with the development of key deliverables and actions for calendar year 2019.

4. (Continued)

Recommendation

Recommend that the 2019 Board of Directors and Committee meeting schedule be forwarded to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors for final approval.

Discussion Items

5. Peak Period Service Update

Roger M. Lopez

On April 1, 2018, the regularly-planned biannual schedule change for the Pacific Surfliner passenger rail service was implemented. The schedule change included operational adjustments that were necessary to facilitate the implementation of peak-period service between Los Angeles and Ventura – Santa Barbara counties. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff will provide an update to the Technical Advisory Committee.

6. Upcoming Agenda Items

Jennifer L. Bergener

Overview of upcoming agenda items for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors.

7. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update

8. Technical Advisory Committee Members' Report

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

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

(Pending Board of Directors' Approval)

Thursday, January 17, 2019

12:30 p.m. – 2:30 p.m.

Location to be determined



November 15, 2018

To: Members of the Technical Advisory Committee
From: Jennifer L. Bergener, Managing Director
Subject: Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the Third 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 third 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.

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 third quarter of federal fiscal year (FFY) 2017-18, covering the months

of April, May, and June 2018. This report has been delayed due to extensive delays in the Amtrak reporting process.

Usage

For the third quarter of FFY 2017-18, total LOSSAN rail corridor ridership on the three services was 2,112,379, a 1.0 percent decrease when compared to the same period the previous year. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, can be found in Figure 1.1.

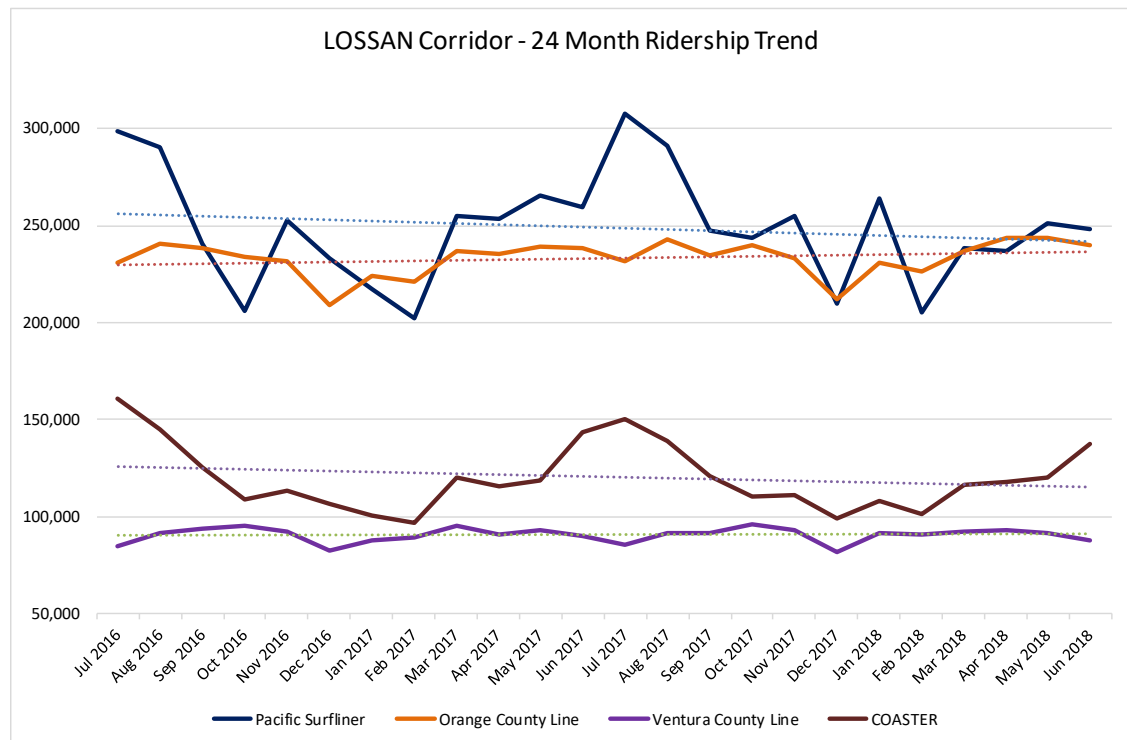


Figure 1.1

The 24 months of ridership data included in Figure 1.1 provides a more accurate indicator of the overall growth 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 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

A large part of the overall decline of LOSSAN rail corridor ridership can be attributed to the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service ridership, which decreased during the third quarter of FFY 2017-18 by 5.4 percent when compared to the same period last year. This decline reverses the previous year's ridership increase and puts ridership at pre-2016 levels as is 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. This is the first full quarter that includes peak-period service between Los Angeles and Ventura – Santa Barbara counties which was implemented in April 2018. A separate staff report was prepared with a detailed analysis on the impact of the peak-period service as well as the ridership decreases experienced.

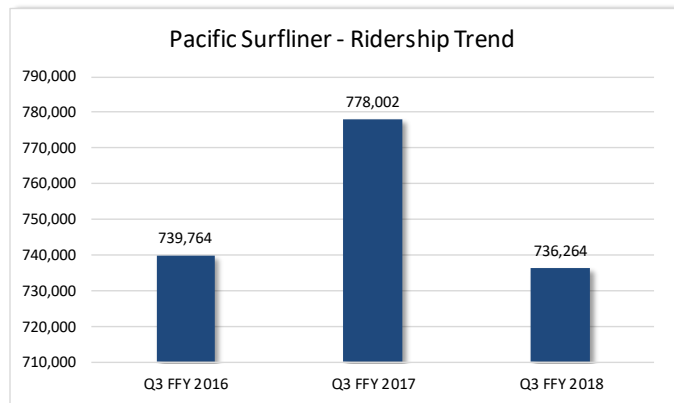


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was positively impacted by the minor ridership increases experienced by Metrolink's OCL as demonstrated in Figure 1.3. The VCL, which serves East Ventura to Los Angeles, experienced a 0.1 percent ridership decrease in the third quarter compared to the same period last year. The OCL, which serves Los Angeles to Oceanside, saw a 2.1 percent increase in ridership over the same report period in the prior year.

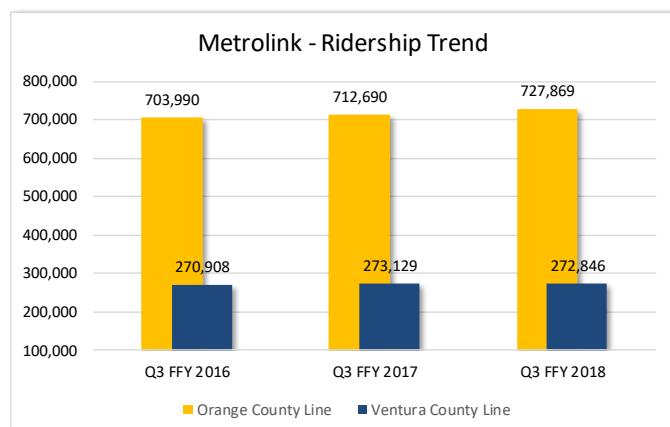


Figure 1.3

Metrolink system ridership increased by 1.6 percent in the third quarter of FFY 2017-18 when compared to the same period in FFY 2016-17.

Historically, Metrolink’s official ridership has been based on conductor counts. Beginning in FY 2016-17, Metrolink began transitioning from conductor counts to ticket sales as the primary ridership metric. Beginning with the second quarter report of FFY 2017-18, Metrolink ridership has been reported based on the ticket sales metric. Historical performance has also been updated to reflect ticket sales. Past corridor trends reports will differ from the currently reported ridership values, since those values were based on conductor counts. Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 1,181 per weekday for the third quarter of FFY 2017-18, which is a decrease of 11.0 percent compared to the same period last year.

COASTER

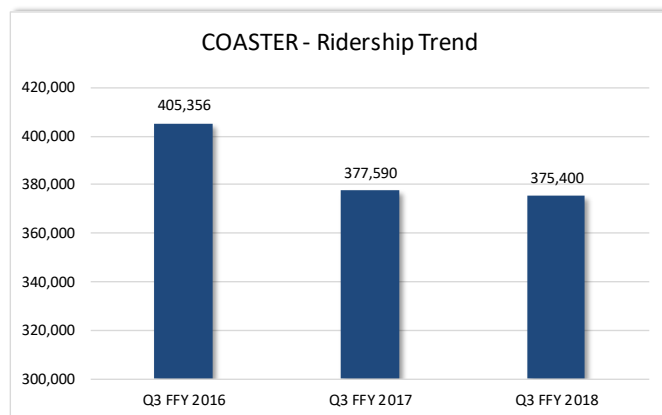


Figure 1.4

COASTER (serving Oceanside to San Diego) ridership saw a decrease of 0.6 percent during the third quarter of FFY 2017-18, when compared to the same period the prior year as shown in Figure 1.4.

The third quarter of FFY 2017-18, saw an average of 167 total COASTER pass holders per day on Pacific Surfliner trains,

utilizing the R2R program. This was a decrease of 46.2 percent when compared to last year. This decrease is consistent with the forecasted loss associated with the elimination of two COASTER stations from the R2R Program in October 2017.

Amtrak System

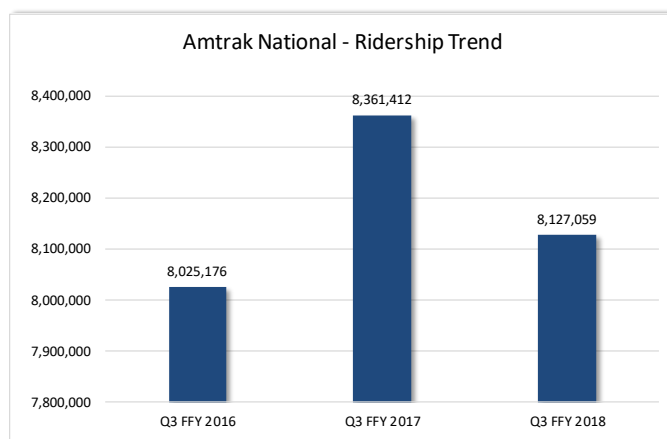


Figure 1.5

Amtrak service nationwide had a cumulative ridership decrease of 2.8 percent for the third quarter of FFY 2017-18 compared with the same period the prior year, as demonstrated in Figure 1.5.

Amtrak’s Coast Starlight (Seattle to Los Angeles) likewise saw ridership decrease by 3.9 percent in the

third 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 State-supported 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 4.8 percent and San Joaquins ridership decreased by 7.9 percent in the third 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 63.8 million passenger miles during the third quarter of FFY 2017-18, which is a 4.6 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 63.8 million passenger miles resulted in a reduction of over 22,990 metric tons of greenhouse gases. The impact that this has on the environment cannot be understated. The pollution eliminated is the equivalent of burning over 25,000,000 pounds of coal.

Efficiency

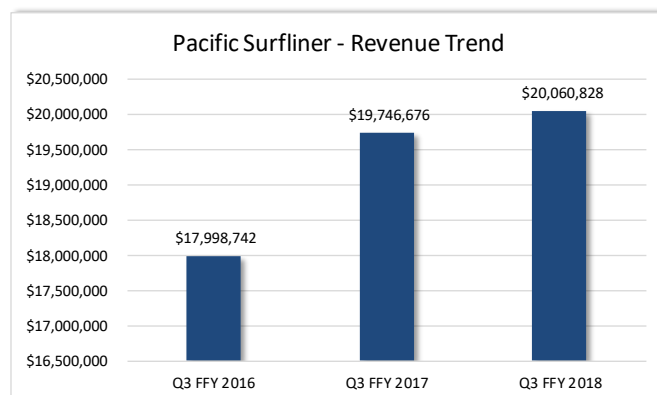


Figure 1.6

Revenue

Despite the overall loss in ridership, the Pacific Surfliner's ticket revenue growth trend continued with a modest increase of 1.6 percent for the third quarter of FFY 2017-18 when compared with the same period in the prior year as shown in Figure 1.6. This can be attributed to growth in business class ridership

and increased revenue associated with the fare restructuring instituted in March 2018.

For the Capitol Corridor, total revenue increased by 2.4 percent for the third quarter, whereas the San Joaquin corridor saw a decrease of 14.4 percent, and the Coast Starlight decreased by 6.9 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 October 17, 2018, Caltrans DRMT reported to the CTC on the third quarter of FFY 2017-18 (fourth quarter of state fiscal year 2017-18) and indicated the Pacific Surfliner realized a 72.2 percent farebox recovery 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 are considered late if trains arrive 15 or more minutes after scheduled arrival times.

In the third quarter of FFY 2017-18, average endpoint Pacific Surfliner OTP was 83.8 percent, which was a 29.9 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 86.0 percent. By comparison, the endpoint OTP on the Capitol Corridor averaged 87.9 percent, and the San Joaquins averaged 79.9 percent during the report period. Amtrak system wide endpoint OTP averaged 75.1 percent for the third quarter.

A monthly OTP 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. January 2018 saw a significant dip in OTP. However, this was as a result of the

weather-related delays that were experienced throughout the corridor during that month.

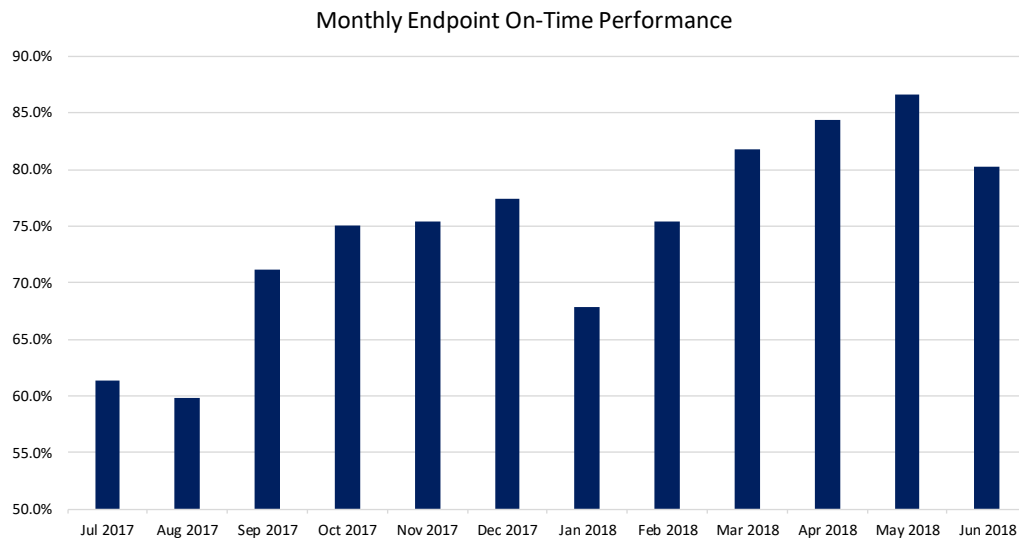


Figure 1.7

Customer Satisfaction

Amtrak reports an Electronic Customer Satisfaction Index (eCSI) score monthly for all routes, in which a 'very satisfied' percentage is calculated out of 100 passengers via surveying. For the third quarter of FFY 2017-18, the Pacific Surfliner scored an average eCSI of 88 percent. 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.

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

| Sales Category | Quarter 3 FFY 2016-17 | Quarter 3 FFY 2017-18 | Increase |
|---------------------------|----------------------------------|----------------------------------|-----------------|
| Baked Goods | \$94,451 | \$118,238 | 25.2% |
| Beer | \$320,754 | \$286,827 | -10.6% |
| Beverages | \$298,937 | \$341,591 | 14.3% |
| Dairy Products | \$3,985 | \$7,914 | 98.6% |
| Packaged Snack Foods | \$790,693 | \$905,850 | 14.6% |
| Fresh Prepared Foods | \$190,571 | \$167,535 | -12.1% |
| Liquor | \$111,152 | \$128,078 | 15.2% |
| Miscellaneous Merchandise | \$5,678 | \$6,197 | 9.1% |
| Salads | \$19,090 | \$15,395 | -19.4% |
| Wine | \$390,768 | \$428,371 | 9.6% |
| | \$2,226,079 | \$2,405,995 | 8.1% |

Figure 1.8

and beverage sales in an effort to gauge the success of what is being offered and to highlight items that need to be adjusted.

For the third quarter of FFY 2017-18, food and beverage sales increased by 8.1 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 the previous quarter. Details on the performance of each specific sales category are included in Figure 1.8.

Amtrak Thruway Bus Service

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

- Route 4: Los Angeles to Santa Barbara/Goleta. Two daily one-way trips.
- Route 17: Santa Barbara to San Luis Obispo to Oakland (where it connects with Capitol Corridor). Eleven daily one-way trips.
- Route 39: Fullerton to Palm Springs and Coachella Valley. Four daily one-way trips.

For the third quarter of FFY 2017-18, ridership on these three routes decreased by 14.0 percent when compared to the same period in the prior year.

Additional Metrics

A summary table of the ridership, revenue, and OTP for the LOSSAN rail corridor can be found in Attachment A. 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 third quarter of federal fiscal year 2017-18. During the third quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 1.0 percent compared to the same period last year. The strong growth trend of ridership and revenue experienced by the Pacific Surfliner over the past few quarters has waned, with ridership decreasing by 5.4 percent, and revenue increasing by 1.6 percent, when compared to the same period last year.

Attachment

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

Prepared by:



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

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
Third 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 | 736,264 | -5.4% | \$ 20,060,828 | 1.6% | 83.8% |
| Metrolink Ventura County Line | 272,846 | -0.1% | --- | --- | 96.2% |
| Metrolink Orange County Line | 727,869 | 2.1% | --- | --- | 93.8% |
| COASTER | 375,400 | -0.6% | --- | --- | 92.0% |
| LOSSAN Total/Average | 2,112,379 | -1.0% | | | 91.4% |

| | | | | | |
|----------------------|-----------|-------|----------------|--------|-------|
| Amtrak Nationwide | 8,127,059 | -2.8% | \$ 592,549,182 | -1.4% | 75.1% |
| Capitol Corridor | 440,531 | 4.8% | \$ 8,192,573 | 2.4% | 87.9% |
| San Joaquin | 272,957 | -7.9% | \$ 7,832,340 | -14.4% | 79.9% |
| Coast Starlight | 100,065 | -3.9% | \$ 8,559,198 | -6.9% | 75.9% |



November 15, 2018

To: Members of the Technical Advisory Committee

From: Jennifer L. Bergener, Managing Director

Subject: Draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

Overview

Each calendar year, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency adopts a Legislative Program of strategic goals to guide its legislative activities for the upcoming session. An initial draft of the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program has been prepared for consideration by the Board of Directors. The draft will be further refined through input from the Board of Directors and the Technical Advisory Committee and brought back to the Board of Directors for final adoption.

Recommendation

Recommend that staff present the initial draft of the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program to the Board of Directors for review and approval.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) annually adopts a Legislative Program (Program) to provide direction to staff when individual legislative efforts are reviewed. The Program outlines broad policy positions to guide staff when developing legislative activities and making recommendations to the Board. Official LOSSAN Agency positions not directly addressed by the Program will be brought to the Board for separate action during the legislative sessions of the United States Congress and the California State Legislature. The Board last updated the Program on December 6, 2017.

The Program provides a focused set of principles aligned with the LOSSAN Agency's role, while advancing the goals outlined in the LOSSAN Agency's annual Business Plan. The Program is organized into three major categories:

1. Secure Sustainable Funding
2. Connectivity and Integration
3. Infrastructure, Service, and Safety Improvements

The initial draft of the 2019 Program retains key provisions from the 2018 Program, while also updating the language where necessary. Grammatical edits were made to ensure the Program's readability. An explanation of the proposed revisions follows:

- The existing principle on the implementation of the Fixing America's Surface Transportation Act was edited slightly to reflect that surface transportation reauthorization discussions will begin next year.
- Section III, subsection (c) was revised to reflect the need for funding to operate and maintain Positive Train Control safety technology.

In the midterm elections held on November 6, 2018, voters across California rejected Proposition 6, which would have repealed the transportation funding provided in Senate Bill (SB) 1 (Chapter 5, Statutes of 2017). As a result, SB 1 funding and programs will move forward, although legislation may be proposed to alter the administration or allocation. The 2019 Program contains language added after the passage of SB 1 that will allow the LOSSAN Agency to advocate for its interests during the continued implementation of this funding, both protecting existing formula-based programs while seeking expanded funding opportunities.

After the Board reviews the initial draft, staff will continue to further refine the draft 2019 Program, and staff will return to the Board with a final draft in January. Looking ahead, to ensure the maximum applicability of the Program, the Board may review and amend the Program as it deems appropriate when new legislation or legislative issues arise. In addition, to most effectively advocate for the Program's goals and principles, LOSSAN Agency staff will continue to explore and identify opportunities to leverage the legislative resources and expertise of LOSSAN Agency's member agencies in order to advance the positions and goals outlined in the Program.

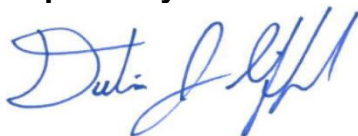
Summary

The draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program is presented for the Technical Advisory Committee's consideration. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff will return to the Board of Directors with a final draft of the Legislative Program in January 2019 for final adoption.

Attachments

- A. Draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program (Strikethrough Version)
- B. Draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program (Clean Copy)

Prepared by:



Dustin J. Sifford
Senior Government Relations Representative
(714) 560-5389



Draft 20189 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

TOP PRIORITIES FOR 20189:

- **Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including funds made available by the federal rail title and ensuring the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state funding, such as funding provided by SB 1 (Chapter 5, Statutes of 2017) and the cap-and-trade program.**
- **Support efforts to further enhance connectivity of regional and intercity rail and local transit services within the LOSSAN rail corridor.**
- **Continue to study and advance infrastructure and service improvement projects and programs.**

I. SECURE SUSTAINABLE FUNDING

- a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.
- b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual Business Plan and permit the LOSSAN Chairman or the Managing Director to sign letters of support.
- c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.
- d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.
- e) Support efforts to apply for the use of SB 1 and cap-and-trade funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use and a streamlined allocation process.
- f) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.
- g) Support efforts to *finalize implementation of the Fixing America's Surface Transportation Act and participate in reauthorization discussions to advocate for* ~~in terms of~~ appropriate funding levels, transit and rail investments, and expedited federal actions.
- h) Support the implementation of the federal rail title, and seek opportunities for funding to enhance the safety and operation of passenger rail services along the LOSSAN rail corridor.
- i) Support the development of future federal rail capital investment programs.
- j) Support efforts to apply for federal rail capital matching program funds, including Passenger Rail Investment and Improvement Act annual appropriations, and Infrastructure For Rebuilding America (~~INFRA~~) grants for LOSSAN Agency priority projects.
- k) Support mechanisms and funding providing for the implementation of the LOSSAN Corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.
- l) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.



Draft 20189 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

II. CONNECTIVITY AND INTEGRATION

- a) Continue working with California Intercity Rail Program partners on the planning, advocacy, and promotion of existing and future passenger rail service at the federal, state, and local level.
- b) Seek opportunities to support and advocate for the LOSSAN rail corridor, as well as emerging rail corridors, services, and high-speed rail.
- c) Support efforts to streamline and enhance transit services that provide for first-and-last mile connections to intercity, commuter, and high-speed rail passenger rail services and stations.
- d) Support state, federal, and local policies and programs that facilitate intermodal connectivity between passenger rail services on the LOSSAN rail corridor and other public transportation systems, including train to plane connections at local airports.
- e) Support *planning* efforts that would allow for the future extension of service to connect to areas outside of the existing LOSSAN rail corridor.

III. INFRASTRUCTURE, SERVICE, AND SAFETY IMPROVEMENTS

- a) Support legislation that encourages smart growth and transit-oriented development, mixed-use development, and joint development opportunities, including improved connectivity to and from rail stations.
- b) Support goods movement initiatives that provide infrastructure and throughput improvements for passenger rail systems.
- c) Support legislation promoting rail safety and rail security, including efforts to fund and responsibly ~~implement~~ *operate and maintain* Positive Train Control (PTC), and request federal assistance in considering the fiscal, technological, and logistical challenges faced by ~~PTC implementing~~ *PTC implementing* entities *operating PTC safety technology*.
- d) Monitor any administrative reform efforts that may impact rail safety regulatory agencies such as the California Public Utilities Commission.
- e) Monitor the development of federal notices of proposed rulemakings (NPRM), and identify any impacts such proposals may have on passenger rail services. Seek opportunities to engage with, and submit comments to, NPRM-sponsoring agencies to communicate LOSSAN Agency concerns or support related to NPRMs.



Draft 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program

TOP PRIORITIES FOR 2019:

- **Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including funds made available by the federal rail title and ensuring the continued eligibility for the LOSSAN Rail Corridor Agency (Agency) to compete for state funding, such as funding provided by SB 1 (Chapter 5, Statutes of 2017) and the cap-and-trade program.**
- **Support efforts to further enhance connectivity of regional and intercity rail and local transit services within the LOSSAN rail corridor.**
- **Continue to study and advance infrastructure and service improvement projects and programs.**

I. SECURE SUSTAINABLE FUNDING

- a) Support efforts to pursue and maximize the LOSSAN Agency's share of stable, recurring sources of operating and capital funding to support intercity rail operations, equipment and safety needs, and LOSSAN Agency Priority Projects.
- b) Support member agency grant funding requests consistent with the LOSSAN Agency's Legislative Program and annual Business Plan and permit the LOSSAN Chairman or the Managing Director to sign letters of support.
- c) Support the protection of existing revenues and the generation of new revenue sources; maximize flexibility in use of federal and state funds, including emerging funding programs. Advocate for intercity rail as an eligible recipient of any new revenue sources.
- d) Support efforts to lower the current two-thirds voter requirement for special purpose taxes that provide for transportation and quality of life improvements.
- e) Support efforts to apply for the use of SB 1 and cap-and-trade funding for LOSSAN Agency priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use and a streamlined allocation process.
- f) Secure emergency preparedness funds through any grant program that funds safety and security activities in order to complete more rail system and passenger protection projects.
- g) Support efforts to finalize implementation of the Fixing America's Surface Transportation Act and participate in reauthorization discussions to advocate for appropriate funding levels, transit and rail investments, and expedited federal actions.
- h) Support the implementation of the federal rail title and seek opportunities for funding to enhance the safety and operation of passenger rail services along the LOSSAN rail corridor.
- i) Support the development of future federal rail capital investment programs.
- j) Support efforts to apply for federal rail capital matching program funds, including Passenger Rail Investment and Improvement Act annual appropriations, and Infrastructure For Rebuilding America grants for LOSSAN Agency priority projects.
- k) Support mechanisms and funding providing for the implementation of the LOSSAN Corridor wide Strategic Implementation Plan, California State Rail Plan, and other rail improvement plans.
- l) Oppose efforts to minimize or reduce the funding commitments that support passenger rail services along the LOSSAN rail corridor.



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II. CONNECTIVITY AND INTEGRATION

- a) Continue working with California Intercity Rail Program partners on the planning, advocacy, and promotion of existing and future passenger rail service at the federal, state, and local level.
- b) Seek opportunities to support and advocate for the LOSSAN rail corridor, as well as emerging rail corridors, services, and high-speed rail.
- c) Support efforts to streamline and enhance transit services that provide for first-and-last mile connections to intercity, commuter, and high-speed rail passenger rail services and stations.
- d) Support state, federal, and local policies and programs that facilitate intermodal connectivity between passenger rail services on the LOSSAN rail corridor and other public transportation systems, including train to plane connections at local airports.
- e) Support planning efforts that would allow for the future extension of service to connect to areas outside of the existing LOSSAN rail corridor.


III. INFRASTRUCTURE, SERVICE, AND SAFETY IMPROVEMENTS

- a) Support legislation that encourages smart growth and transit-oriented development, mixed-use development, and joint development opportunities, including improved connectivity to and from rail stations.
- b) Support goods movement initiatives that provide infrastructure and throughput improvements for passenger rail systems.
- c) Support legislation promoting rail safety and rail security, including efforts to fund and responsibly operate and maintain Positive Train Control (PTC), and request federal assistance in considering the fiscal, technological, and logistical challenges faced by entities operating PTC safety technology.
- d) Monitor any administrative reform efforts that may impact rail safety regulatory agencies such as the California Public Utilities Commission.
- e) Monitor the development of federal notices of proposed rulemakings (NPRM) and identify any impacts such proposals may have on passenger rail services. Seek opportunities to engage with, and submit comments to, NPRM-sponsoring agencies to communicate LOSSAN Agency concerns or support related to NPRMs.



November 15, 2018

To: Members of the Technical Advisory Committee

From: Jennifer L. Bergener, Managing Director 

Subject: Proposed 2019 Board of Directors and Committee Meeting Schedule

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff has developed a proposed Board of Directors and Committee meeting schedule for calendar year 2019 that reflects prior informal direction from the Board of Directors and is consistent with the development of key deliverables and actions for calendar year 2019.

Recommendation

Recommend that the 2019 Board of Directors and Committee meeting schedule for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency be submitted for approval by the Board of Directors.

Background

Each year, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) reviews and approves a proposed meeting schedule for the Board, Executive Committee, and Technical Advisory Committee (TAC) meetings for the following calendar year. A proposed meeting schedule for calendar year 2019 has been developed based on prior informal discussions with the Board, Executive Committee, and the TAC.

Discussion

The proposed schedule for 2019 maintains regular Board meetings, which have historically been held the third Monday of each month.

To avoid conflicts with federal holidays, the January 2019 Board meeting is proposed to be held the fifth Wednesday of the month, and the February

meeting on the third Wednesday of the month. No meetings are proposed for the months of April, August, and December.

Board meetings will rotate between the Los Angeles County Metropolitan Transportation Authority headquarters and the Orange County Transportation Authority headquarters, unless otherwise noted.

Prior practice has been to hold three Board meetings in other geographic regions of the LOSSAN rail corridor. Staff will request Board Member feedback in selecting the months and locations for these meetings.

Executive Committee meetings are proposed to be held in the months of March, May, June, and November. Additional meetings may be added to the schedule as needed.

TAC meetings are proposed to be held the months of January, February, March, May, June, September, October, and November, prior to scheduled Board meetings.

The Chairman of the Board retains the right to call a Special meeting at any time should unforeseen circumstances arise which warrant a meeting. The complete proposed 2019 LOSSAN Board and Committee meetings calendar is included as Attachment A.

Summary

Staff has developed a proposed 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board and Committee meeting calendar for the Los Angeles – San Diego – San Luis Obispo Agency Technical Advisory Committee review and recommendation to the Board of Directors.

Attachment

- A. LOSSAN Board of Directors Calendar, 2019 Board and Committee Meetings and Holidays – Draft 11.28.18



LOSSAN BOARD OF DIRECTORS CALENDAR

2019 Board and Committee Meetings and Holidays

DRAFT 11.15.18

| JANUARY | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| FEBRUARY | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | | |

| MARCH | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

| APRIL | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

| MAY | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

| JUNE | | | | | | |
|------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

| JULY | | | | | | |
|------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

| AUGUST | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| SEPTEMBER | | | | | | |
|-----------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

| OCTOBER | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| NOVEMBER | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| DECEMBER | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

LOSSAN Board of Directors regular meeting

12:30 p.m. - 2:30 p.m.

Meeting locations will rotate between L.A Metro and OCTA unless otherwise noted

Executive Committee

TBD

Technical Advisory Committee

12:30 p.m. - 2:30 p.m.

Observed Holidays



LOSSAN RAIL CORRIDOR AGENCY

Upcoming Agenda Items

Supplemental Information



**Los Angeles – San Diego – San Luis Obispo
Rail Corridor Agency Board of Directors
Upcoming Agenda Items
11.09.2018**

- November 2018
 - Agreements for Corridor Optimization Consultant Services, Siemens Charger Locomotive Branding, and Marketing Services
 - Conflict of Interest Code and Annual Statement of Economic Interests Filing
 - Corridor Trends for the Third Quarter of Federal Fiscal Year 2017-18
 - Draft 2019 LOSSAN Agency Legislative Program
 - Fiscal Year 2017-18 Fourth Quarter Budget Status Report
 - Pacific Surfliner April 2018 Schedule Change Performance Update
 - Proposed 2019 Board of Directors and Committee Meeting Schedule