



LOSSAN RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING

Monday, June 15, 2020
11:15 a.m. - 12:30 p.m.

Orange County Transportation Authority Headquarters
Board Room, Conference Room 07-08
550 South Main Street
Orange, CA

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 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 Department at the OCTA Headquarters, 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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of LOSSAN will not be allowed during the time period covered by the above referenced Executive Orders.

Guidance for Public Access to the Board of Directors/Committee Meeting (continued)

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to boardofdirectors@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

2020 BOARD OF DIRECTORS

(revision as of 3/05/20)

County	Members	Alternates
San Luis Obispo: 1 vote	Fred Strong Council Member, City of Paso Robles Member, San Luis Obispo Council of Governments	Andy Pease Council Member, City of San Luis Obispo Member, San Luis Obispo Council of Governments
Santa Barbara: 1 vote	Gregg Hart Supervisor, 2nd District Santa Barbara County Board of Supervisors 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 A. MacDonald Council Member, City of Oxnard Member, Ventura County Transportation Commission	Jim White Representative, Ventura County Transportation Commission
Los Angeles: 2 votes	Jess Talamantes Council Member, City of Burbank Member, Los Angeles County Metropolitan Transportation Authority John Fasana Council Member, 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 (Chairman) Representative, Orange County Transportation Authority Tim Shaw Council Member, City of La Habra Member, Orange County Transportation Authority	Laurie Davies Mayor, City of Laguna Niguel Member, Orange County Transportation Authority Joseph L. Muller Council Member, City of Dana Point Member, Orange County Transportation Authority

County	Members	Alternates
Riverside: 1 vote	Dana Reed (Vice Chairman) Mayor Pro Tem, City of Indian Wells Member, Riverside County Transportation Commission	Randall Bonner Council Member, City of Canyon Lake Member, Riverside County Transportation Commission
San Diego: 2 votes	Jewel Edson Mayor, City of Solana Beach Member, North County Transit District Caylin Frank Deputy Mayor, City of Poway Member, San Diego Metropolitan Transit System Ellie Haviland Mayor, City of Del Mar Member, San Diego Association of Governments	Priya Bhat-Patel Mayor Pro Tem, City of Carlsbad Member, North County Transit District Bill Sandke Council Member, City of Coronado Member, San Diego Metropolitan Transit System Ron Morrison Council Member, City of National City Member, San Diego Association of Governments
Ex-Officio Members:		
Amtrak	Tamika Smith Representative, Amtrak	
California Department of Transportation	Kyle Gradinger Representative, California Department of Transportation	Andrew Cook, Representative, California Department of Transportation
California High-Speed Rail Authority	(Vacant)	
Southern California Association of Governments	(Vacant)	

Call to Order

Roll Call

Pledge of Allegiance

Chairman Murray

1. Public Comments

Special Calendar

There are no Special Calendar Matters.

Consent Calendar (Items 2 through 6)

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

2. Approval of Minutes

Approval of the minutes of the LOSSAN Agency Board of Directors meeting of May 18, 2020.

3. Fiscal Year 2019-20 Third Quarter Budget Status Report

Jason Jewell

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Fiscal Year 2019-20 Budget was approved by the Board of Directors on March 18, 2019, and amended on June 17, 2019, in conjunction with the approval of the annual business plan for fiscal years 2019- 20 and 2020-21. This report provides a summary of financial activities and performance through the third quarter of fiscal year 2019-20, covering the months of July through March 2020.

Recommendation

Receive and file as an information item.

4. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2019-20

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 2019-20, is presented for consideration by the Board of Directors.

Recommendation

Receive and file as an information item.

5. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the Second Quarter of Federal Fiscal Year 2019-20

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 second quarter of federal fiscal year 2019-20, is presented for consideration by the Board of Directors.

Recommendation

Receive and file as an information item.

6. Amendment to Cooperative Agreement No. L-8-0013 for the Rail 2 Rail Program with the North County Transit District and National Railroad Passenger Corporation

James D. Campbell

Overview

On July 16, 2018, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors approved a cooperative agreement between the North County Transit District and the National Railroad Passenger Corporation for the Rail 2 Rail Program between Pacific Surfliner and COASTER services on the Los Angeles - San Diego - San Luis Obispo rail corridor. This agreement will expire on July 31, 2020, and an extension is necessary to continue the program.

6. (Continued)**Recommendations**

- A. Authorize the Managing Director to negotiate and execute Amendment No. 2 to Cooperative Agreement No. L-8-0013 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, the North County Transit District, and the National Railroad Passenger Corporation to extend the term of the agreement for an additional two months, through September 30, 2020, and decrease the reimbursement rate to \$4.03 per boarding.
- B. Direct the Managing Director to continue to work with the North County Transit District and National Railroad Passenger Corporation to pursue the development of an alternate program for the Rail 2 Rail Program.

Regular Calendar**7. State Rail Assistance Program Funding and Pacific Surfliner Operations**
Roger M. Lopez**Overview**

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. The State Rail Assistance program, an element of Senate Bill 1, provides funding for both operations and capital improvements to commuter and intercity rail services. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is seeking Board of Directors approval to use State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations through fiscal year 2020-21.

Recommendations

- A. Approve the use of \$11,536,500 in State Rail Assistance formula funds for the costs of ongoing operations of the Pacific Surfliner intercity rail service for federal fiscal year 2020-21.
- B. Authorize the Managing Director to negotiate and execute all necessary agreements to facilitate the utilization of State Rail Assistance funding as described herein.

Discussion Items**8. COVID-19 Update - The Future**

Donna DeMartino/Jason Jewell/Roger M. Lopez

Staff will discuss the State of California's projected budget and guidelines for intercity rail service restoration, cost containment discussions with Amtrak, and bus service reductions.

9. Update on Capital Projects along the Los Angeles - San Diego - San Luis Obispo Rail Corridor in San Diego County

Donna DeMartino

An overview of the capital projects along the Los Angeles - San Diego - San Luis Obispo Rail Corridor in San Diego County will be presented by staff from the San Diego Association of Governments.

10. Pacific Surfliner On-Time Performance Analysis Second Quarter - Federal Fiscal Year 2019-20

Roger M. Lopez

Staff will provide a detailed analysis of Pacific Surfliner on-time performance during the second quarter of federal fiscal year 2019-20.

11. Upcoming Board Workshop and Presentations on Capital Projects

Donna DeMartino/James D. Campbell

The Managing Director will discuss an upcoming Board Workshop that will be scheduled for September 2020. The workshop will host presentations on Capital Projects along the Los Angeles - San Diego - San Luis Obispo rail corridor.

12. Managing Director's Report**13. Board Members' Report****14. Closed Session**

There is no Closed Session scheduled.

15. Adjournment

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

Monday, September 21, 2020

11:15 a.m. - 12:30 p.m.

Orange County Transportation Authority Headquarters

Board Room - Conference Room 07-08

550 South Main Street

Orange, California



MINUTES

Board of Directors' Meeting

Call to Order

The May 18, 2020, 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 Murray at 11:17 a.m. at the Orange County Transportation Authority Headquarters, Board Room – Conference Room 07-08, 550 South Main Street, Orange, California.

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

ROLL CALL

Directors Present: Al Murray, Chairman
Dana Reed, Vice Chairman (teleconference)
Jewel Edson, NCTD (teleconference)
John Fasana, Metro (teleconference)
Caylin Frank, SDMTS (teleconference)
Gregg Hart, SBCAG (teleconference)
Ellie Haviland, SANDAG (teleconference)
Bryan MacDonald, Immediate Past Chairman, VCTC (teleconference)
Tim Shaw, OCTA
Fred Strong, SLOCOG (teleconference)
Jess Talamantes, Metro (teleconference)
Kyle Gradinger, Caltrans, Ex-Officio (teleconference)
Tamika Smith, Amtrak, Ex-Officio (teleconference)

Directors Absent: None

Staff Present: Jennifer L. Bergener, Immediate Past Managing Director
Donna DeMartino, Managing Director (teleconference)
Martha M. Ochoa, LOSSAN Clerk of the Board
Gina Ramirez, LOSSAN Deputy Clerk of the Board
James M. Donich, General Counsel (teleconference)

Pledge of Allegiance

The pledge of allegiance was led by Director Shaw.

1. Public Comments

There were no public comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 7)

2. Approval of Minutes

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to approve the minutes of the LOSSAN Agency Board of Directors meeting of February 18, 2020.

3. Fiscal Year 2019-20 Second Quarter Budget Status Report

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to receive and file as an information item.

4. Pacific Surfliner Marketing Update

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to receive and file as an information item.

5. Amendment to the Federal Fiscal Year 2019-20 Operating Agreement with Amtrak for Pacific Surfliner Intercity Passenger Rail Service

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to:

- A. Authorize the Managing Director to amend the Amtrak operating agreement for federal fiscal year 2019-20 for business class equipment enhancements in an amount not to exceed \$1,500,000.
- B. Authorize the Managing Director to execute all funding agreements necessary for business class equipment enhancements.

6. Agreement for Pacific Surfliner Digital Marketing Services

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to:

- A. Approve the selection of GoSeeTell Network, doing business as Sparkloft Media to provide digital marketing services for the Pacific Surfliner marketing program.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L-0-0001 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and GoSeeTell Network, doing business as Sparkloft Media, in the amount of \$198,000, to provide digital marketing services for the Pacific Surfliner marketing program for a one-year term.

7. Amendment to Cooperative Agreement No. L-9-0005 for the Rail 2 Rail Program with the Southern California Regional Rail Authority and the National Railroad Passenger Corporation

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to:

- A. Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-9-0005 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, Southern California Regional Rail Authority, and National Railroad Passenger Corporation to continue the Rail 2 Rail program for a term of three months through September 30, 2020 and to maintain the maximum obligation of \$2,400,000.
- B. Direct the Managing Director to continue to work with the Southern California Regional Rail Authority and National Railroad Passenger Corporation to pursue an alternate program to facilitate cost-sharing of the Rail 2 Rail program with passengers.

Regular Calendar

8. **Final Approval of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Business Plan Submittal for Fiscal Years 2020-21 and 2021-22**

Roger M. Lopez, Manager of Planning & Analysis, provided background and an overview for this item of the following:

- The final draft of the LOSSAN Agency's annual business plan is ready for submittal for fiscal years 2020-21 and 2021-22 to the Secretary of the California State Transportation Agency (CalSTA).
- Key assumptions for the business plan include staffing levels, projections on ridership, revenue, and overall cost assumptions.

A discussion ensued regarding:

- Coast Rail Corridor Service Implementation Plan and Passenger Rail Improvement Study, High-Speed Rail Connection, and the impacts to the budget due to the Governors May Revised Budget.

A motion was made by Chairman Murray, seconded by Director Talamantes, and following a roll call vote, declared passed 11-0, to:

- A. Adopt the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2020-21 and 2021-22.
- B. Approve the staff submittal of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2020-21 and 2021-22 to the Secretary of the California State Transportation Agency on May 1, 2020.
- C. Direct staff to return to the Board of Directors in September 2020 with an updated business plan that includes revised budget assumptions consistent with the revenue and expense estimates provided by Amtrak for federal fiscal year 2020-21.

9. 2020 Transit and Intercity Rail Capital Program Grant Award Authorization

James D. Campbell, Manager of Programs, provided an overview of the item as follows:

- CalSTA issued a call for projects for the 2020 Transit and Intercity Rail Capital Program (TIRCP).
- The LOSSAN Agency submitted an application requesting a total of \$80 million in grant funding, and was awarded \$38.7 million.
- Two of the LOSSAN Agency's member agencies were successful in receiving 2020 TIRCP grant funding totaling \$119 million.

A discussion ensued regarding:

- Funding application for the Moorpark Right-of-Way Study, identifying funding sources, coordination with San Luis Obispo Council of Governments and Coast Rail Coordinating Council.
- The design and construction of Phase 1 San Diego County Maintenance and Layover Facility will support service expansion and enhancement goals.
- North County Transit District is working with stakeholders to fund a program of projects that will support passenger service extensions.

A motion was made by Immediate Past Chairman MacDonald, seconded by Director Strong, and following a roll call vote, declared passed 11-0, to authorize the Managing Director to accept \$38.7 million in 2020 Transit and Intercity Rail Capital Program grant funds and to negotiate and execute all necessary agreements with the California Department of Transportation and California State Transportation Agency.

Discussion Items

10. COVID-19 Impacts on Ridership and Revenues and the CARES Act

Donna DeMartino, Managing Director (MD), provided opening comments and introduced Roger M. Lopez, Manager of Planning and Analysis and Jason Jewel, Finance and Administration Manager, who provided a PowerPoint presentation on the following:

- Daily Ridership Trend;
- Good News – Supporting our Communities;
- Good News – Endpoint On-Time Performance Improvements;
- Looking Ahead;
- Amtrak Operating Costs;
- Coronavirus Aid, Relief, and Economic Security Act Funding;
- Summary; and
- Questions.

10. (Continued)

A discussion ensued regarding:

- Chairman Murray thanked staff for all their outstanding work to support the LOSSAN Corridor, and the 50,000 meals donated to the communities hardest hit by the Novel Coronavirus (COVID-19) pandemic.

11. COVID-19 Impacts on Marketing and Communications

Donna DeMartino/Emilia Doerr

Donna DeMartino, (MD), provided opening comments and introduced Emilia Doerr, Marketing & Communications Officer, who provided an overview of the item as follows:

- Performance Summary;
- March Ridership Decline Due to Travel Restrictions & Service Reductions;
- Year-Over-Year Performance;
- Novel Coronavirus Response;
- PacificSurfliner.com;
- Passenger Communications;
- Essential Service Campaign;
- Information Broadcast Spots;
- Community Partnerships;
- Public Relations;
- Social Media Virtual Experiences;
- Branded Backgrounds for Video Calls; and
- Looking Agenda.

12. Managing Director's Report

Mrs. DeMartino, MD, provided comments as follows:

- CalSTA received 45 applications for the 2020 TIRCP Funding, 17 received funding, LOSSAN Agency received the fifth largest grant awarded.
- Update regarding the "Work from Home" Program.
- Plan to resume service to San Luis Obispo on June 1st. Services were suspended when the shelter-in-place were enacted.
- Provided an update on the 100-day plan and the required modifications to the plan, in light of the COVID-19 pandemic.
- Acknowledged and thanked the LOSSAN Agency team for their knowledge, critical thinking, analytic skills, quality of their work product, and commitment.
- Acknowledged Jennifer L. Bergener, Immediate Past, MD, for her support in helping navigate through the COVID-19 pandemic.

12. (Continued)

- Discussion was held regarding social distancing requirements, enforcing distancing, and addressing safety concerns.
- Amtrak enhancing cleaning protocols.
- Requiring riders to wear a mask onboard the train.
- Moving forward, only selling no more than 50 percent capacity to maintain social distancing.
- Provide disinfecting wipes to riders, and Amtrak is also providing masks to individuals boarding without a mask.

Director Strong complimented Ms. DeMartino for her work.

Ex-Officio Member Smith thanked Ms. DeMartino on behalf of Amtrak.

13. Board Members' Report

- Vice Chairman Reed concurred with all the comments provided by the Board.
- Immediate Past Chairman MacDonald complimented the staff and Board Members for all their efforts.
- Director Talamantes stated he is looking forward to meeting with Ms. DeMartino and thanked staff for their presentations.
- Director Edson echoed the positive comments from the Board, and thanked Jennifer L. Bergener, Immediate Past MD for her leadership.
- Director Haviland stated the San Diego Association of Governments is working on short-term and long-term solutions for railroad operations through the City of Del Mar. Looking to secure \$100 million for stabilization efforts, started construction on the Phase 4, and grant applications pending for federal funds for Phase 5. Starting a preliminary engineering study for long-term realignment, studying potential tunnel alternatives, and concluded with a request to add a future agenda item for Board discussion on the topic, and consideration of support from the Board.
- Director Edson expressed her support for Director Haviland's request.
- Director Strong expressed his support for Director Haviland's request and added that he has been in contact with the owners of freight rails and they should be included in the conversation.
- Chairman Murray thanked the Board for their participation and comments during these challenging times, as well as thanked Ms. DeMartino and staff for their efforts and communication.



MINUTES

Board of Directors' Meeting

14. Closed Session

There was no Closed Session scheduled.

15. Adjournment

The meeting was adjourned at 12:53 p.m.

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

Monday, June 15, 2020

11:15 a.m. - 12:30 p.m.

Orange County Transportation Authority Headquarters

Board Room - Conference Room 07-08

550 South Main Street

Orange, California

ATTEST:

Al Murray
LOSSAN Agency Chairman

Martha M. Ochoa
LOSSAN Agency
Clerk of the Board



June 15, 2020

To: Members of the Board of Directors *Donna DeMartino*
From: Donna DeMartino, Managing Director
Subject: Fiscal Year 2019-20 Third Quarter Budget Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Fiscal Year 2019-20 Budget was approved by the Board of Directors on March 18, 2019, and amended on June 17, 2019, in conjunction with the approval of the annual business plan for fiscal years 2019-20 and 2020-21. This report provides a summary of financial activities and performance through the third quarter of fiscal year 2019-20, covering the months of July through March 2020.

Recommendation

Receive and file as an information item.

Background

On March 18, 2019, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the LOSSAN Agency Annual Business Plan for fiscal year (FY) 2019-20 and FY 2020-21 (Business Plan), as well as the draft FY 2019-20 Budget. Included in both the adopted budget and the Business Plan is funding for FY 2019-20 administrative and marketing services, in the amount of \$6,962,548 (including interest revenue), as well as \$37,897,875, for net train operations (including \$500,000 for minor projects and \$1,177,275, for reimbursement from other agencies), and \$12,000,000, for grant programs bringing the total adopted budget to \$56,860,423. The adopted budget for operations was based on preliminary cost estimates available at the time of adoption.

The LOSSAN Agency received Amtrak's federal FY (FFY) 2019-20 operating revenue and expense forecast on April 1, 2019. The California State Transportation Agency (CalSTA) allowed for the LOSSAN Agency to submit a revised budget and resubmittal of the Business Plan by June 30, 2019, in order to

incorporate Amtrak's FFY 2019-20 forecast. Budget amendments were approved by the Board on June 17, 2019, which adjusted the net train operations budget to \$37,195,218 (including \$500,000 for minor capital projects and \$1,177,275 reimbursements from other agencies), to align the budget with the Amtrak forecast. The budget amendments also included upgrades to superliner rail cars (\$516,935), business class car enhancements (\$1.5 million) and additional funding capacity for FFY 2018-19 Amtrak operating costs (\$3 million). The budget amendment increased administration revenues and expenses by \$360,000, increased grant revenues and expenses by \$67,000, and marketing revenues and expenses by \$1,450,000 (to incorporate the approved use of prior year marketing surplus funds), bringing the total budget to \$58,034,766.

On February 18, 2020, the LOSSAN Board amended the FY 2019-20 revenue and expense budget in the amount of \$35 million, for the capital improvements necessary to implement two additional roundtrips north of Los Angeles. The amount was estimated for Union Pacific Railroad project activity through the remainder of FY 2019-20.

Amtrak operates on an FFY of October 1 – September 30; thus, the operating contract has historically been executed on an FFY basis.

Discussion

The LOSSAN Agency bylaws state that a quarterly written report shall be filed with the Board reporting the amount of money held, the amount and source of receipts since the last report, and the amount and recipient of the amounts paid out since the last report. The Quarterly Budget Status Report (Attachment A) provides a detail-level overview of financial activity, including a comparison of budget to actuals and explanations for any budget-to-actual variances through the third quarter (July 1, 2019 through March 31, 2020) of FY 2019-20. A summary of these activities is provided below.

Budgeted revenues through the third quarter of FY 2019-20 totaled \$40,986,223, which is comprised of \$26,627,589 in state advance operating funds, \$9,050,250 in grant funds (other state funding), \$4,544,274 in state administrative and marketing funding, \$588,637 in reimbursements from other agencies, and \$175,473 for interest revenue.

Actual revenues through the third quarter totaled \$45,462,473 versus a budgeted amount of \$40,986,223. The actuals are comprised of state operating funds of \$31,300,403, other state funding (grant revenue) of \$8,429,940, state administrative and marketing funding of \$4,490,776, reimbursements from other agencies of \$1,098,509, state interest revenue of \$198,745, and an accrual for Amtrak penalty and assessment revenue of (\$55,900). The majority of the variance is due to invoicing for additional operating funds for July, October,

November, and December 2019 through the third quarter. This is offset by lower reimbursements for grant related projects (due to lower expenses). The budget versus actual variances are further detailed in Attachment A.

Budgeted expenses through the third quarter of FY 2019-20 total \$42,513,399, which is comprised of \$27,510,192 for Amtrak operations, \$9,050,250 for grant programs, and \$5,952,957 for administrative and marketing services. Actual expenses through the third quarter totaled \$35,073,095, versus a budgeted amount of \$42,513,399. The major areas experiencing budget variances are within grant programs, marketing services and administrative staffing, and net train operating expenses. These variances are further detailed in Attachment A.

The Coronavirus Aid, Relief and Economic Security (CARES) Act was signed into law March 27, 2020. This provides Amtrak Federal funds to help offset losses in revenue and ridership for state supported routes. The law further limits the amount state supported routes must pay Amtrak for FFY 2020, to 80% of the FFY 2019 operating amount. Further information on the CARES Act and its impact on the LOSSAN Agency budget is detailed in Attachment A.

The LOSSAN Agency bylaws also call for a report of all expenditures under \$100,000 to be provided on a quarterly basis. This report is included as Attachment B.

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

Summary

Through the third quarter of Fiscal Year 2019-20, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues are higher than budgeted while expenses are below budget. The majority of the revenue variance is due to invoicing for additional July, October, November, and December operating funds through the third quarter. The expense variances are primarily due lower than expected activity within grant programs, timing of marketing invoices and administrative vacancies.

Attachments

- A. Quarterly Budget Status Report, Third Quarter of Fiscal Year 2019-20
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Third Quarter Financial Activity Report, Fiscal Year 2019-20
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of March 31, 2020

Prepared by:



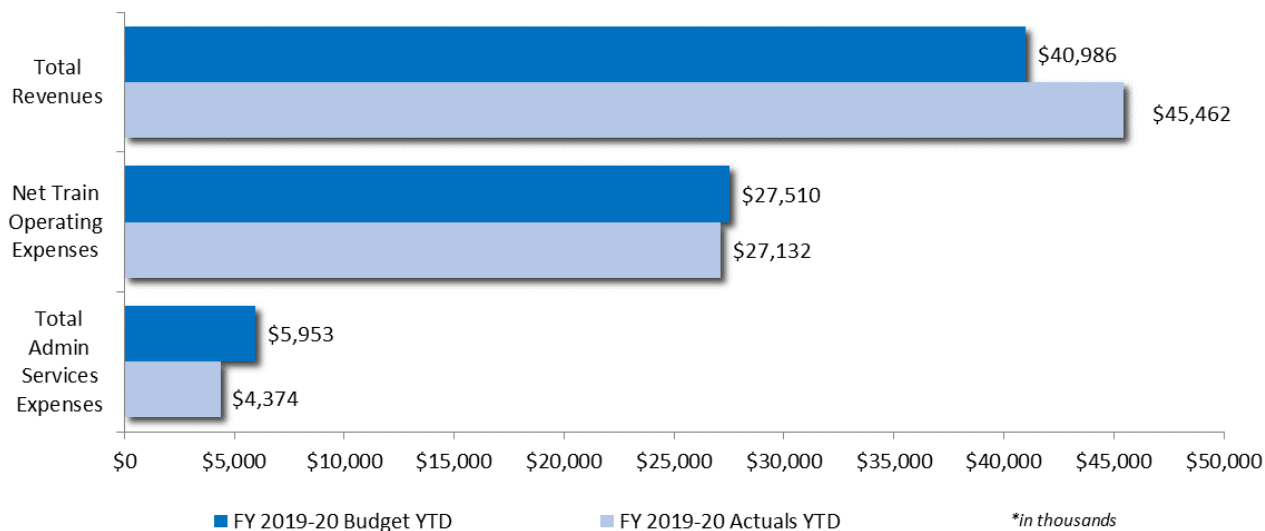
Jason Jewell
Finance and Administration Manager
(714) 560-5086



Quarterly Budget Status Report

Third Quarter of Fiscal Year 2019-20

FY 2019-20 Budget to Actuals Year-To-Date



OVERVIEW

On March 18, 2019, the Board of Directors (Board) approved the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Business Plan for Fiscal Year (FY) 2019-20 and FY 2020-21 (Business Plan), as well as the draft FY 2019-20 budget. Included in the Business Plan and budget is funding for FY 2019-20 administrative and marketing services in the amount of \$6,962,548 (which includes interest revenue within the revenue budget), as well as \$37,897,875 for net train operations (including \$500,000 for minor capital projects and \$1,177,275 reimbursement from other agencies), and \$12,000,000 for grant programs, bringing the total adopted budget to \$56,860,423. The adopted budget for operations was based on preliminary cost estimates available at the time of adoption.

The LOSSAN Agency received Amtrak's federal FY (FFY) 2019-20 operating revenue and expense forecast on April 1, 2019. The California State Transportation Agency (CalSTA) allowed for a revised budget and resubmittal of the business plan by June 30, 2019, in order to incorporate Amtrak's FFY 2019-20 forecast. On June 17, 2019, the Board approved budget

amendments which adjusted the net train operations budget to \$37,195,218 (including \$500,000 for minor capital projects and \$1,177,275 reimbursement from other agencies), to align the budget with the Amtrak forecast as well as increase funding capacity for additional projects and operations. The budget amendment included upgrades to superliner rail cars (\$516,935), business class car enhancements (\$1.5 million) and additional funding capacity for FFY 2019-20 Amtrak operating costs (\$3 million). The budget amendment also increased Administrative expenses and revenues by \$360,000 which includes professional services (\$210,000 re-budgeted from prior FY) for the San Diego County layover and maintenance facility study, additional funding capacity to hire vacant positions at a salary between midpoint and top of range, as well as increases in insurance and travel budgets. The additional funding for salary, insurance, and travel line items are funded by a budgeted increase in interest revenue. The amendment also increased grant revenues and expenses by \$67,000. Lastly, marketing revenues and expenses increased by \$1,450,000, to incorporate the approved use of prior year marketing surplus funds.

The budget includes estimates to implement a 14th round trip from Los Angeles to San Diego (\$1,114,820). While it is the intent of the LOSSAN Agency to implement additional roundtrip service north of Los Angeles to San Luis Obispo, staff will come back to the Board for additional budget authorization once host rail road approval is granted and the necessary equipment is identified to extend the service. The budget also includes emergency bus bridge services (\$60,000) continuation of the Transit Transfer Program (\$40,000) and retimed train service from Ventura to Santa Barbara/Goleta (\$1,177,275). This brings the total budget to \$58,034,766.

The LOSSAN Agency submitted a revised FY 2019-20 and FY 2020-21 Business Plan to CalSTA on June 28, 2019 for approval, which was subsequently approved by CalSTA on July 31, 2019. The net train operating funding level approved by CalSTA included the FFY 2019-20 Amtrak forecast amount for train operations at \$30,403,463, less \$1,177,275 in funding for re-timed trains, which will be funded by the Santa Barbara County Association of Governments. CalSTA approved additional funding of \$1,114,820 to implement an additional round trip from Los Angeles to San Diego, as well as continuation of the Transit Transfer Program (\$40,000), funding for emergency bus bridge services (\$60,000), Live Nation concert train service (\$60,000), and superliner car upgrades (\$516,395). The business class car enhancements (\$1.2 million from the State plus \$300,000 State Rail Assistance funds) and additional operating funding for FFY 19 (\$3 million) were approved by CalSTA separately from the business plan approval.

Amtrak operates on an FFY of October through September, thus the operating contract has historically been executed on an

FFY basis. The LOSSAN Agency operates on a FY between July and June.

The FY 2019-20 adopted budget assumes the California Department of Transportation Division of Rail and Mass Transportation will directly fund equipment capital charges for the Amtrak-owned railcars and locomotives used on the three state-supported corridors. As a result, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency.

This report highlights the major variances between the budget and actual revenues and expenses through the third quarter of FY 2019-20.

AMENDMENTS

On February 18, 2020, the Board amended the FY 2020 revenue and expense budget for \$35 million to design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles. This was the amount estimated for Union Pacific Railroad project activity through the remainder of FY 2020.

REVENUES

Budgeted revenues through the third quarter of FY 2019-20 are \$40,986,223, which is comprised of \$26,627,589 in state advance operating funds, \$9,050,250 in other state funding, \$4,544,274 in state administrative and marketing funding combined, \$588,637 in reimbursements from other agencies, and \$175,473 for interest revenue.

REVENUES

	FY 2019-20 Adopted Budget	FY 2019-20 Working Budget	FY 2019-20 Working Budget Year To Date	FY 2019-20 Actuals Year To Date	\$ Variance Year To Date	% Variance Year To Date	FY 2019-20 Percent of Budget Used to Date
State Administrative Funding	\$ 4,878,548	\$ 5,088,548	\$ 2,544,274	\$ 2,490,776	\$ (53,498)	-2%	48.9%
State Marketing Funding	\$ 2,000,000	\$ 3,450,000	\$ 2,000,000	\$ 2,000,000	\$ -	0%	58.0%
State Operating Funding	\$ 36,220,600	\$ 35,517,943	\$ 26,627,589	\$ 31,300,403	\$ 4,672,814	18%	88.1%
Reimbursements from other Agencies	\$ 1,177,275	\$ 1,177,275	\$ 588,637	\$ 1,098,509	\$ 509,872	87%	93.3%
Other State Funding ¹	\$ 12,000,000	\$ 12,067,000	\$ 9,050,250	\$ 8,429,940	\$ (620,310)	-7%	69.9%
State Capital Funding ²	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	N/A	0.0%
Amtrak Penalty & Assessment Revenue	\$ -	\$ -	\$ -	\$ (55,900)	\$ (55,900)	N/A	N/A
Net State/Other Agency Funded	\$ 56,776,423	\$ 57,800,766	\$ 40,810,750	\$ 45,263,728	\$ 4,452,978	11%	78.3%
Interest Revenue	\$ 84,000	\$ 234,000	\$ 175,473	\$ 198,745	\$ 23,272	13%	84.9%
Other Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Revenues	\$ 56,860,423	\$ 58,034,766	\$ 40,986,223	\$ 45,462,473	\$ 4,476,250	11%	78.3%

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

² Includes State Minor projects funding

Working budget is the adopted budget plus any amendments approved during the year.

Actual revenues through the third quarter totaled \$45,462,473, versus the budgeted amount of \$40,986,223. The actuals are comprised of state operating funds of \$31,300,403, other state funding (grant revenue) of \$8,429,940, state administrative funding of \$2,490,776, state marketing funding of \$2,000,000, reimbursements from other agencies of \$1,098,509, interest revenue of \$198,745, and an accrual for Amtrak penalty and assessment revenue of (\$55,900).

The major areas experiencing budget variances are within state operating funding, reimbursements from other agencies, and other state funding. The variance within state operating funding through the third quarter is primarily due to invoicing for additional operating funds for July (\$1,730,196), October, November, and December (combined at \$2,349,050).

The variance in reimbursements from other agencies is attributed to operating subsidy funds and discounted fare reimbursements from the Santa Barbara County Association of Governments related to re-timed train service from Ventura to Santa Barbara/Goleta were received in the third quarter in the amount of \$1,098,509 vs. the budgeted amount of \$588,637 through the third quarter.

The variance in other state funding of (\$620,310) is primarily due to lower reimbursements in Transit Transfer Program funding (\$1,057,529), and California Office of Emergency Services (CalOES) funds for various corridor wide projects (\$900,000), due to lower than anticipated expenses. This is partially offset by higher than anticipated revenues attributed to the receipt of State Rail Assistance (SRA) revenue of \$4,593,242 vs. the budgeted amount of \$3,825,000 through the third quarter, and Transit and Intercity Rail Capital Program (TIRCP) grant funds for the corridor optimization study of \$3,524,674 vs. the budgeted amount of \$3,275,250 through the third quarter.

Amtrak penalty and assessment revenue in the amount of (\$55,900) is related to a prior fiscal year accrual for assessments charged to Amtrak in the performance of train operations. Revenue related to these prior fiscal year accruals are expected to be received in the fourth quarter.

COVID-19 Impacts to March Revenues: Total passenger revenue for the month of March fell approximately 60% percent compared to the same period last year. The decline in ridership due to COVID-19 began in the middle of March, prior to the State of California shelter in place orders. Beginning March 24, 2020, the Pacific Surfliner reduced service levels by approximately 50%. The last week of March saw an average

decrease of ridership of 95% over the same period in the previous year. This has a significant impact on the overall net operating costs, which will be addressed in the operating expenses section of this report.

OPERATING EXPENSES

Budgeted expenses through the third quarter of FY 2019-20 total \$42,513,399, which is comprised of \$27,510,192 for net Amtrak operations, \$9,050,250 for grant programs, and \$5,952,957 for administrative and marketing services. Actual expenses through the third quarter totaled \$35,073,095 versus a budgeted amount of \$42,513,399. The actuals are primarily comprised of net train operating expenses of \$27,131,659, total administrative services (including marketing) of \$4,373,647, and grant programs of \$3,567,789. The major areas experiencing budget variances are within grant programs, administrative staffing, marketing services, and contracted services.

Grant programs expenses came in lower than budgeted by \$5,482,461 through third quarter. The variance is primarily attributed to lower than anticipated expenses for the corridor wide SRA- funded projects (\$3.5 million). These projects have been temporarily placed on hold as a result of the COVID-19 impacts. The budget variance is further compounded by having less than anticipated expenses through the third quarter related to the NCTD increased service frequency and on-time performance agreement (\$2.3 million) versus the budget amount (\$3.3 million). Additionally, there were lower than anticipated expenses for TIRCP grant funds for the transit transfer program (\$478k), and CalOES funds for various corridor wide projects (\$403k) through the third quarter. Expenses for these programs are anticipated to be incurred in the fourth quarter.

The administrative staffing line item budget variance is primarily due to salary savings through the third quarter related to the LOSSAN Managing Director (vacant during first and second quarters), and LOSSAN Strategic Planning & Customer Experience Manager (vacant in December 2019 through the beginning of April 2020). This position has been converted to the LOSSAN Programming and Grants Manager, which was filled in the fourth quarter.

Marketing expenses came in lower than budgeted by \$719,132. The variance is due to timing of invoice payments from media and sports sponsorship vendors. Marketing spend is anticipated to be aligned with operating service levels through the fourth quarter. It is anticipated to have a

marketing surplus of approximately \$1.2 million which will be re-budgeted for FY 2021).

Contracted services expenses came in lower than budgeted by \$109,258 through the third quarter. The variance is primarily attributed to lower than anticipated expenses for on-call services. On-call services are utilized on an as needed basis.

Even though the net train operating expense's budget to actuals are on target through the third quarter, when comparing the Amtrak forecast to actuals, the actuals are \$33.7 million compared to the \$26.5 million forecast through March. This is primarily due to the net March operating costs coming in at \$7.3 million compared to the monthly average of \$3.3 million, due to the drop in revenue related to COVID-19. However, approximately \$5 million of the March net operating costs will be covered by Federal funding received by Amtrak and discussed in the next section.

Amtrak actuals also include approximately \$1.5 million of marketing additive expenses currently being withheld by the LOSSAN Agency. The LOSSAN agency and the other two Joint Powers Authorities in California are withholding payment of the marketing additive to Amtrak until there is a resolution on the level of marketing services currently provided by Amtrak in accordance with the Passenger Rail Investment and Improvement Act Section 209 policy.

COVID-19 Impacts to March Expenses: On March 27, 2020, the Coronavirus Aid, Relief, and Economic Stability (CARES) Act was signed into law. This provides approximately \$1.02 billion to Amtrak to help offset the revenue and ridership losses on rail services throughout the United States. Specifically, through a grant between the Federal Railroad Administration (FRA) and Amtrak. The relief package provides \$492 million for the northeast corridor routes, and \$526 million towards the national network, of which at least \$239 million will be provided to state-supported routes in lieu of any increase in states payments for FY20. The CARES Act legislation puts a cap on the amount states must pay Amtrak; actual state supported payments in FFY 2020 can be no more than 80% of the FFY19 amounts. This amount is approximately \$26.6 million for the LOSSAN Agency and includes adjustments for marketing additive withholding and withholding for benefit labor costs associated with turnaround servicing (which the LOSSAN Agency has asked Amtrak to substantiate).

Beginning in April, the LOSSAN Agency will pay Amtrak a fixed monthly amount of approximately \$1.2 million per month for

the remainder of FFY 2020 until the 80% cap is reached. Amtrak will draw down the Federal funds to cover the monthly difference between the cap and the actual net operating amount. The Federal funds are expected to last through the end of the FFY, which is September 30, 2020. Any remaining funds may be utilized into FFY 2021. The LOSSAN Agency expects to be under budget in operating costs through the remainder of FFY 2020 and expects a surplus of operating funding of approximately \$3 million due to the Federal funding and the 80% cap on net operating expenses.

The LOSSAN Agency has been coordinating with stakeholders through the State-Amtrak Intercity Passenger Rail Committee on the implementation, accountability and transparency of the CARES Act funding. The LOSSAN Agency is also coordinating with Amtrak and the two other Joint Power Authority's in California to determine additional operating areas for cost reduction and savings as we navigate through the COVID-19 pandemic.

EXPENSES

	FY 2019-20 Adopted Budget	FY 2019-20 Working Budget	FY 2019-20 Working Budget Year To Date	FY 2019-20 Actuals Year To Date	\$ Variance Year To Date	% Variance Year To Date	FY 2019-20 Percent of Budget Used to Date
Administrative Budget Line Items							
Administration - Staffing	\$ 4,408,398	\$ 4,535,398	\$ 3,400,230	\$ 2,670,501	\$ 729,729	21%	58.9%
Legal Services	\$ 50,000	\$ 50,000	\$ 33,500	\$ 7,747	\$ 25,753	77%	15.5%
Travel	\$ 26,950	\$ 34,950	\$ 21,230	\$ 20,336	\$ 894	4%	58.2%
Marketing	\$ 2,000,000	\$ 3,450,000	\$ 2,199,683	\$ 1,480,551	\$ 719,132	33%	42.9%
Insurance	\$ 68,000	\$ 83,000	\$ 79,250	\$ 72,953	\$ 6,297	8%	87.9%
Contracted services (Audit, Planning)	\$ 400,000	\$ 610,000	\$ 211,250	\$ 101,992	\$ 109,258	52%	16.7%
Dues & Memberships	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	0%	100.0%
Net State Funded Services	\$ 6,958,348	\$ 8,768,348	\$ 5,950,143	\$ 4,359,081	\$ 1,591,062	27%	49.7%
Banking Services	\$ 4,200	\$ 4,200	\$ 2,814	\$ 1,243	\$ 1,571	56%	29.6%
Total Admin Services	\$ 6,962,548	\$ 8,772,548	\$ 5,952,957	\$ 4,360,324	\$ 1,592,633	27%	49.7%
Non Budgeted Expenses							
Other Business Expenses	\$ -	\$ -	\$ -	\$ 13,323	\$ (13,323)	N/A	N/A
Non Budgeted Admin Services	\$ -	\$ -	\$ -	\$ 13,323	\$ (13,323)	N/A	N/A
Total Administrative Services	\$ 6,962,548	\$ 8,772,548	\$ 5,952,957	\$ 4,373,647	\$ 1,579,310	27%	50%

	FY 2019-20 Adopted Budget	FY 2019-20 Working Budget	FY 2019-20 Working Budget Year To Date	FY 2019-20 Actuals Year To Date	\$ Variance Year To Date	% Variance Year To Date	FY 2019-20 Percent of Budget Spent to Date
Operating/Capital Budget Line Items							
Net Train Operating Expenses	\$ 37,397,875	\$ 36,695,218	\$ 27,510,192	\$ 27,131,659	\$ 378,533	1%	73.9%
Minor Projects	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	N/A	0.0%
Grant Programs ¹	\$ 12,000,000	\$ 12,067,000	\$ 9,050,250	\$ 3,567,789	\$ 5,482,461	61%	29.6%
Total Operating/Capital Budget	\$ 49,897,875	\$ 49,262,218	\$ 36,560,442	\$ 30,699,448	\$ 5,860,994	16%	62.3%
Total Budget	\$ 56,860,423	\$ 58,034,766	\$ 42,513,399	\$ 35,073,095	\$ 7,440,304	18%	60.4%

¹ Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance and State Transportation Improvement Program Funds
Working budget is the adopted budget plus any amendments approved during the year. Actuals year to date include encumbrances.



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Third Quarter Financial Activity Report
Fiscal Year 2019-20**

Date	Payee	Debit	Credit	Balance
January				
1/1/2020	Bank Account Balance Forward			31,699,525.42
1/1/2020	Operations, Compliance & Safety Manager - Travel	435.12		31,699,090.30
1/1/2020	Equipment and Mechanical Manager - Travel	237.46		31,698,852.84
1/1/2020	Pastilla Inc. - Creative Design & Strategic Communication	5,136.00		31,693,716.84
1/1/2020	Woodruff, Spradlin & Smart - October - Legal Services	2,680.80		31,691,036.04
1/9/2020	Bank of the West - Credit Card Charges Various	6,447.76		31,684,588.28
1/9/2020	Deposit - Corridor Optimization Study - Reimbursement		200,619.74	31,885,208.02
1/9/2020	Deposit - San Diego Layover Facility Relocation Study - Reimbursement		16,076.60	31,901,284.62
1/13/2020	Amtrak Train Service - September & October Additional Operating, and December & January Operating	8,861,335.77		23,039,948.85
1/14/2020	Amtrak Train Service - November Operating	2,504,187.39		20,535,761.46
1/14/2020	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	33,725.99		20,502,035.47
1/14/2020	Facebook - Advertising	16,500.00		20,485,535.47
1/14/2020	Google - Advertising	43,691.21		20,441,844.26
1/14/2020	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	98,372.09		20,343,472.17
1/14/2020	Nansen - Web Marketing Services	25,267.50		20,318,204.67
1/14/2020	Marsh Risk and Insurance - Insurance	62,953.23		20,255,251.44
1/14/2020	Mering Carson - Email Marketing and Passenger Communications	7,500.00		20,247,751.44
1/14/2020	Monarch Sport LLC - Pacific Surfliner Marketing	142,060.00		20,105,691.44
1/14/2020	OCTA Administrative Services October-November	423,280.45		19,682,410.99
1/14/2020	PGI Pacific Graphics	19,827.97		19,662,583.02
1/14/2020	ACE Agency - Professional Services	648.13		19,661,934.89
1/21/2020	Bank of the West - December Bank Fees	128.89		19,661,806.00
1/21/2020	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	25,000.00		19,636,806.00
1/28/2020	Equipment and Mechanical Manager - Travel	109.96		19,636,696.04
1/28/2020	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	69,434.85		19,567,261.19
1/28/2020	States For Passenger Rail Coalition - Membership Dues	5,000.00		19,562,261.19
1/31/2020	Bank of the West - January Interest		21,514.99	19,583,776.18

Date	Payee	Debit	Credit	Balance
February				
2/1/2020	Bank Account Balance Forward			19,583,776.18
2/4/2020	Facebook - Advertising	15,000.00		19,568,776.18
2/4/2020	Google - Advertising	49,420.90		19,519,355.28
2/4/2020	Monarch Sport LLC - Pacific Surfliner Marketing - Field Marketing	5,130.00		19,514,225.28
2/4/2020	Pastilla Inc. - Creative Design & Strategic Communication	14,634.50		19,499,590.78
2/6/2020	Deposit - State Marketing and Administration Funding		4,439,274.00	23,938,864.78
2/11/2020	Bank of the West - Credit Card Charges Various	5,386.76		23,933,478.02
2/11/2020	ACE Agency - Professional Services	1,080.00		23,932,398.02
2/11/2020	Marketing Manager - Travel	37.10		23,932,360.92
2/11/2020	Facebook - Advertising	15,000.00		23,917,360.92
2/11/2020	Google - Advertising	41,675.66		23,875,685.26
2/11/2020	Mering Carson - Email Marketing and Passenger Communications	3,750.00		23,871,935.26
2/11/2020	North County Transit District Increased Service Frequencies & On-Time Performance	2,299,000.00		21,572,935.26
2/11/2020	OCTA Administrative Services November-December	258,751.38		21,314,183.88
2/11/2020	Senior Marketing Specialist - Travel	31.20		21,314,152.68
2/11/2020	Woodruff, Spradlin & Smart - December - Legal Services	1,090.00		21,313,062.68
2/12/2020	Amtrak Train Service - February Operating	3,303,832.35		18,009,230.33
2/12/2020	Senior Transportation Analyst - Travel	435.44		18,008,794.89
2/14/2020	Deposit - Caltrans Operating Funds		10,642,711.71	28,651,506.60
2/18/2020	Goal Productions - Videography	4,401.46		28,647,105.14
2/18/2020	Gold Coast Transit District - Transit Transfer Program	757.12		28,646,348.02
2/18/2020	Nansen - Web Marketing Services	9,494.50		28,636,853.52
2/18/2020	Amtrak - Station Upgrades (Grant Funded)	565.36		28,636,288.16
2/18/2020	North County Transit District - Transit Transfer Program	1,683.47		28,634,604.69
2/20/2020	Bank of the West - January Bank Fees	122.54		28,634,482.15
2/25/2020	Joanna Capelle - Professional services	1,495.00		28,632,987.15
2/25/2020	Crowe LLP - Professionally Audit Services	13,800.00		28,619,187.15
2/25/2020	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	32,579.10		28,586,608.05
2/25/2020	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	33,892.83		28,552,715.22
2/25/2020	Santa Barbara Metropolitan Transit District -Transit Transfer Program	10,056.50		28,542,658.72
2/27/2020	Deposit - Transit Transfer Grant Funds		108,498.31	28,651,157.03
2/29/2020	Bank of the West - February Interest		18,506.80	28,669,663.83

Date	Payee	Debit	Credit	Balance
March				
3/1/2020	Bank Account Balance Forward			28,669,663.83
3/10/2020	Marketing Manager - Travel	138.93		28,669,524.90
3/10/2020	Operations, Compliance & Safety Manager - Travel	472.15		28,669,052.75
3/10/2020	City of Glendale - Transit Transfer Program	1,293.94		28,667,758.81
3/10/2020	Equipment and Mechanical Manager - Travel	472.15		28,667,286.66
3/10/2020	IT Works Inc. - Surfliner AmtrakConnect Site Maintenance	1,750.00		28,665,536.66
3/10/2020	Finance and Administration Officer - Travel	100.01		28,665,436.65
3/10/2020	Monarch Sport LLC - Pacific Surfliner Marketing - Field Marketing	9,763.75		28,655,672.90
3/10/2020	Amtrak - Station Upgrades (Grant Funded)	16,008.04		28,639,664.86
3/10/2020	Amtrak - Invoice for Mudslide Services	11,684.28		28,627,980.58
3/10/2020	OCTA Administrative Services December - January	252,053.27		28,375,927.31
3/10/2020	Senior Accounting Analyst - Travel	101.96		28,375,825.35
3/10/2020	Nansen - Web Marketing Services	22,004.25		28,353,821.10
3/11/2020	Bank of the West - Credit Card Charges Various	3,711.82		28,350,109.28
3/17/2020	Amtrak Train Service - March Operating	3,190,377.62		25,159,731.66
3/19/2020	Program Manager Travel	737.99		25,158,993.67
3/19/2020	Monarch Sport LLC - Pacific Surfliner Marketing - Advertising	32,500.00		25,126,493.67
3/19/2020	Senior Marketing Specialist - Travel	131.40		25,126,362.27
3/20/2020	Bank of the West - February Bank Fees	270.43		25,126,091.84
3/24/2020	ACE Agency - Professional Services	2,480.00		25,123,611.84
3/24/2020	Facebook - Advertising	15,500.00		25,108,111.84
3/24/2020	Google - Advertising	35,537.07		25,072,574.77
3/24/2020	IT Works Inc. - Surfliner AmtrakConnect Site Maintenance	875.00		25,071,699.77
3/24/2020	Monarch Sport LLC - Pacific Surfliner Marketing - Advertising	148,970.00		24,922,729.77
3/24/2020	Pastilla Inc. - Creative Design & Strategic Communication	41,478.96		24,881,250.81
3/27/2020	Deposit - FY 2019-20 State Rail Assistance First and Second Quarter Funds		211,331.86	25,092,582.67
3/27/2020	Deposit - Corridor Optimization Study - Reimbursement		217,720.07	25,310,302.74
3/27/2020	Deposit - Transit and Intercity Rail Capital Program (TIRCP) funding for the North County Transit District Incentive - July, August, September Funds		347,711.26	25,658,014.00
3/27/2020	Deposit - Transit and Intercity Rail Capital Program (TIRCP) funding for the North County Transit District Shared Use Agreement - FY 2019-20 Funds		2,183,500.00	27,841,514.00
3/31/2020	Bank of the West - March Interest		24,214.18	27,865,728.18

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of March 31, 2020**

ATTACHMENT C

AGREEMENT NUMBER	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816	Woodruff Spradlin & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract.	7/1/15	6/30/29	\$160,000	\$145,347	\$14,653	OPEN
C-5-3490	Joanna Capelle	Professional services for financial programming, coordination and reporting services relating to grants. Piggyback off of OCTA's contract.	9/4/15	9/30/19	\$44,550	\$15,145	\$29,405	OPEN
L-5-0001	California Department of Transportation	Interagency Transfer Agreement Between California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (Amended into L-8-0009)	7/1/15	6/30/21	N/A	N/A	N/A	OPEN
L-5-0002	N/A	Joint Powers Agreement Concerning the LOSSAN Agency	N/A	N/A	N/A	N/A	N/A	OPEN
L-6-0005	Santa Barbara Metropolitan Transit District	Cooperative Agreement with Santa Barbara Metropolitan Transit District for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/21	\$184,000	\$77,635	\$106,365	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/21	\$10,000	\$54	\$9,946	OPEN
L-6-0007	South County Transit	Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement.	6/1/16	6/30/21	\$5,000	\$32	\$4,968	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement.	6/6/16	6/30/21	\$95,000	\$60,531	\$34,469	OPEN
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement.	6/2/16	6/30/21	\$124,000	\$52,174	\$71,826	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/21	\$87,000	\$25,020	\$61,980	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/21	\$20,000	\$5,135	\$14,865	OPEN
L-6-0015	San Luis Obispo Regional Transportation Authority	Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement.	6/1/16	6/30/21	\$18,000	\$55	\$17,945	OPEN
L-6-0016	Glendale Beeline	Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement.	6/22/16	6/30/21	\$7,500	\$7,991	-\$491	OPEN
L-6-0017	North County Transit District	Cooperative Agreement with North County Transit District for Transit Transfer Agreement	6/6/16	6/30/21	2/5/2160	\$9,467	\$85,533	OPEN
L-6-0023	Amtrak and OCTA	Cooperative Agreement with OCTA and Amtrak for Emergency bus bridge agreement. Funds flow between Amtrak and OCTA.	7/10/17	5/31/21	\$50,000	N/A	N/A	OPEN

AGREEMENT NUMBER	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-7-0008	Amtrak	Operating Agreement with Amtrak for the provision of passenger rail service for Fiscal Years 2017-18 and 2018-19	10/1/17	3/30/20	\$76,772,017	\$75,492,488	\$1,279,529	OPEN
L-7-0011	Marsh Risk and Insurance Services	Consultant services to provide Insurance brokerage services	7/1/17	6/30/22	\$50,000	\$30,000	\$20,000	OPEN
L-7-0013	Amtrak	Security Projects for LOSSAN Corridor with AMTRAK	3/12/18	Project Completion	\$1,887,000	\$1,635,405	\$251,595	OPEN
L-7-1917	Making Waves USA, Inc.	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	3/28/18	3/15/20	\$747,500	\$1,048,640	-\$301,140	OPEN
L-8-0001	Bank of the West	Commercial Banking Services	9/6/18	8/31/23	\$25,000	\$1,382	\$23,618	OPEN
L-8-0005	Ace Agency	Pacific Surfliner Public Relations	8/8/18	6/30/20	\$50,000	\$50,000	\$0	OPEN
L-8-0006	Pacific Graphics	Specialty Printing Services for the Pacific Surfliner	6/26/18	6/30/20	\$50,000	\$47,287	\$2,713	OPEN
L-8-0007	Meringcarson	Email Marketing and Passenger Communications Program	1/7/19	12/31/19	\$49,800	\$42,300	\$7,500	OPEN
L-8-0008	Pastilla	Creative Design and Strategic Communications Program	10/9/18	8/31/19	\$50,000	\$50,000	\$0	OPEN
L-8-0009	California Department of Transportation	Interagency Transfer Agreement Between State of California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	7/1/18	6/30/21	N/A	N/A	N/A	OPEN
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/21	Reimbursable Agreement	\$4,672,133	N/A	OPEN
L-8-0011	Civilian, Inc.	Creative Services and Advertising Marketing for Pacific Surfliner	1/9/19	12/31/19	\$1,000,000	\$690,648	\$309,352	OPEN
L-8-0012	Monarch Sport LLC	Field Marketing and Community Outreach Services for Pacific Surfliner	2/21/19	12/31/19	\$2,800,000	\$806,721	\$1,993,279	OPEN
L-8-0013	North County Transit District, Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	8/1/18	7/31/20	No Funds Flow Through LOSSAN	N/A	N/A	OPEN
L-8-0014	Sparkloft Media	Pacific Surfliner Social Media Marketing	11/2/18	3/31/20	\$50,000	\$24,958	\$25,042	OPEN
L-8-0015	PR Newswire Assn LLC	PR Newswire Services	10/3/18	9/4/21	\$63,080	\$40,812	\$22,268	OPEN
L-8-0017	Deutsche Bahn Engineering & Consulting	Corridor Optimization consultant services	1/14/19	12/31/21	\$990,238	\$450,919	\$539,319	OPEN
L-8-0019	Civilian, Inc.	Media planning and buying services	9/24/18	9/23/19	\$50,000	\$48,515	\$1,485	OPEN
L-8-0021	SMA	License and maintenance for Viriato software	5/14/2019	4/30/2020	\$195,480	\$195,480	\$0	OPEN

AGREEMENT NUMBER	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-8-0022	Trenolab	License and maintenance for TRENO Analysis software	4/25/2019	4/30/2020	\$24,000	\$24,000	\$0	OPEN
L-8-0023	Deutsche Bahn Engineering & Consulting	Database maintenance, administration of the server, and first level support for the Viriato software	4/25/2019	4/30/2020	\$60,000	\$60,000	\$0	OPEN
L-9-0001	Amtrak	Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta	12/11/2019	\$44,012	\$383,000	\$565	\$382,435	OPEN
L-9-0002	North County Transit District	Cooperative Agreement for Increased Service Frequencies and On-Time Performance	2/1/2019	\$44,377	\$6,142,301	\$2,299,000	\$3,843,301	OPEN
L-9-0003	WSP USA Inc.	Consultant services for San Diego Layover Facility	3/21/2019	3/31/2020	\$299,600	\$130,962	\$168,638	OPEN
L-9-0004	HDR Engineering Inc	Project Report and Environmental Document for the Central Coast Layover Facility	5/29/2019	11/30/2020	\$2,005,588	\$438,692	\$1,566,896	OPEN
L-9-0005	Southern California Regional Rail Authority (SCRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	7/1/2019	6/30/2020	\$2,400,000	No Funds Flow Through LOSSAN	N/A	OPEN
L-9-0006	Crowe LLP	Audit Services for fiscal years ending 6/30/2019 through 6/30/2021	4/2/2019	3/31/2022	\$71,400	\$23,800	\$47,600	OPEN
L-9-0007	Santa Barbara County Association of Governments	Cooperative agreement for the provision of peak-period Pacific Surfliner service between Los Angeles and Santa Barbara/Goleta	4/1/2018	3/31/2020	\$2,854,549	REIMBURSEMENT TO LOSSAN	N/A	OPEN
L-9-0008	Amtrak	Construction and/or construction management services in support of non-public works minor capital projects.	3/12/2018	Project Completion	\$499,886	\$169,920	\$329,966	OPEN
L-9-0009	WSP USA Inc.	Professional services to evaluate and prepare cost estimates for the purchase of rail car equipment	9/9/2019	12/31/2019	\$49,886	\$38,871	\$11,015	OPEN
L-9-0010	DB Engineering and Consulting	Purchase order for viriato software training	8/7/2019	N/A	\$25,000	\$0	\$25,000	OPEN
L-9-0011	Goal Productions	LOSSAN Videography Services	10/9/2019	9/30/2020	\$50,000	\$17,526	\$32,474	OPEN
L-9-0012	It Works Inc.	WiFi Landing Page Services	9/24/2019	N/A	\$10,500	\$5,250	\$5,250	OPEN
A-43527	Trematicco	Purchase order for 60 lockable poster cabinets	11/20/2019	N/A	\$20,054	\$0	\$20,054	OPEN
A-44202	Marsh Risk & Insurance Services	Purchase order for general liability, crime, errors and omissions insurance	12/1/2019	11/30/2020	\$62,953	\$62,953	\$0	OPEN
L-9-0013	Pastilla, Inc.	Creative Services for Print and Digital Creative Development, Design/Copywriting and Production	1/6/2020	12/30/2020	\$400,000	\$40,785	\$359,215	OPEN
L-9-0014	PGI Pacific Graphics Inc	Specialty Printing Services for the Pacific Surfliner	10/1/2019	9/30/2020	\$50,000	\$19,828	\$30,172	OPEN
L-9-0015	Goal Productions	Video and Photography Services	1/1/2020	12/31/2020	\$300,000	\$0	\$300,000	OPEN

AGREEMENT NUMBER	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-9-0016	The ACE Agency	Public Relations and Media Outreach Services	1/17/2020	7/15/2021	\$50,000	\$3,560	\$46,440	OPEN
L-0-0002	City of Grover Beach	Cooperative Agreement for Funding for Grover Beach Station Expansion Project	7/1/2019	1/31/2021	\$400,000	\$0	\$400,000	OPEN
L-0-0003	Outfront Media	Outdoor Advertising for Summer Campaign	2/19/2020	N/A	\$99,100	\$0	\$99,100	OPEN
L-0-0005	Union Pacific Rail Road Corporation	Contribution for Positive Train Control Implementation on Santa Barbara Subdivision	3/1/2020	N/A	\$8,550,676	\$0	\$8,550,676	OPEN



June 15, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
Trends for the First Quarter of Federal Fiscal Year 2019-20

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 2019-20, is presented for consideration by the Board of Directors.

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 2.7 million on Pacific Surfliner intercity passenger rail trains and about 5.4 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 (OTP) and customer satisfaction). The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's COASTER system. Amtrak national data is included for comparative purposes. The reporting

period is the first quarter of federal fiscal year (FFY) 2019-20, covering the months of October, November, and December 2019.

Usage

For the first quarter of FFY 2019-20, total LOSSAN rail corridor ridership on the three services was 1,992,775, a 1.3 percent increase when compared to the same period of 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.

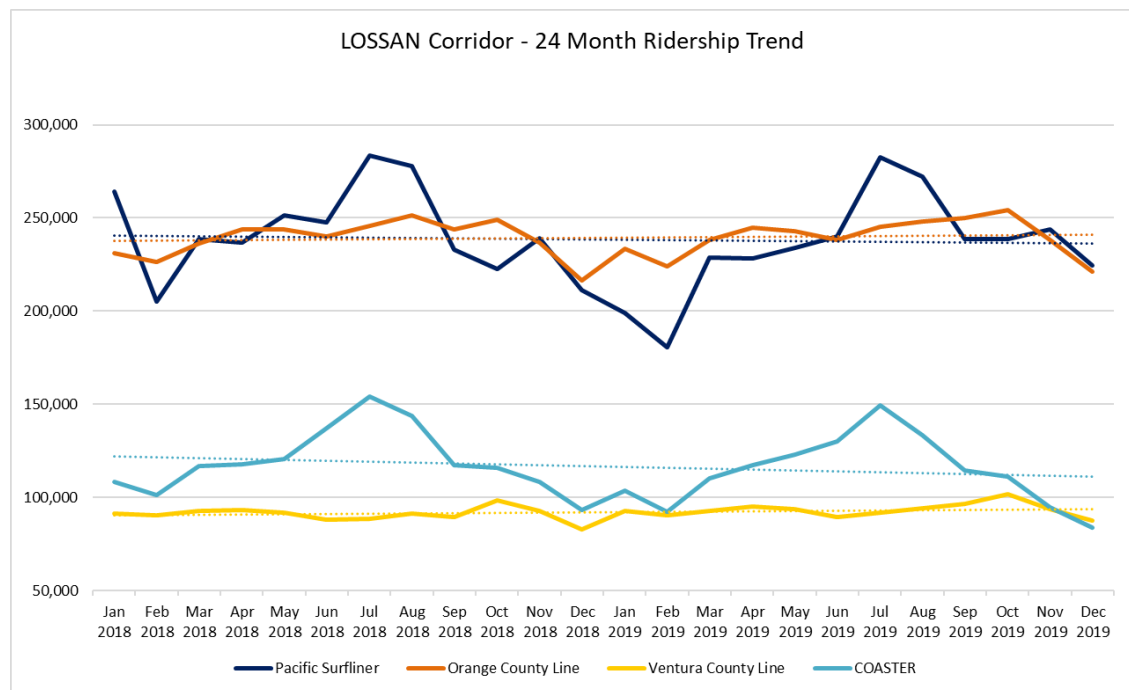


Figure 1.1

The 24 months of ridership data included in Figure 1.1 provide a more accurate indicator of the overall change in ridership along the corridor. Due to seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for the seasonal variation and provides sufficient information to allow for the development of a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN rail corridor can be found in Attachment A. In addition to this overall corridor data, details on the performance of each service are provided below.

Pacific Surfliner

Part of the overall increase in LOSSAN rail corridor ridership can be attributed to the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service ridership, which increased during the first quarter of FFY 2019-20 by 5.0 percent when compared to the same period last year as is demonstrated in Figure 1.2. 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.

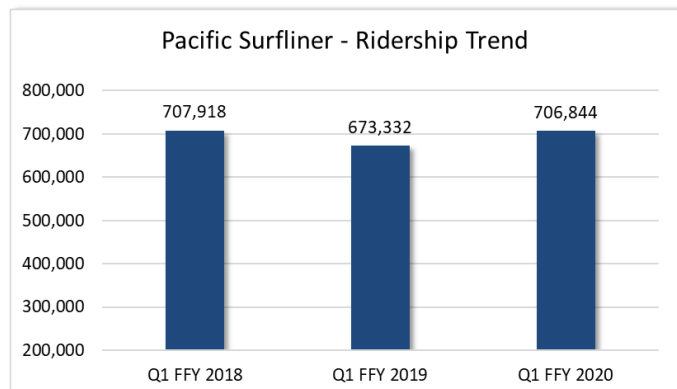


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was positively impacted by the minor ridership increase experienced by Metrolink's VCL as demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 3.2 percent when compared to the first quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 1.6 percent increase in ridership over the same report period in the prior year.

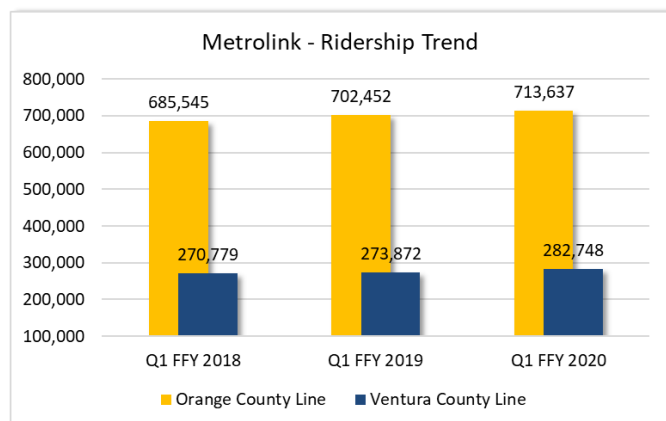


Figure 1.3

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 956 per weekday for the first quarter of FFY 2019-20, which is an increase of 8.2 percent compared to the same period last year.¹ This increase is significant following a decline trend in overall R2R ridership since April 2018, when train 761, a heavily utilized morning commuter connection, was eliminated

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

as part of the peak-period retiming effort between Ventura and Santa Barbara counties.

COASTER

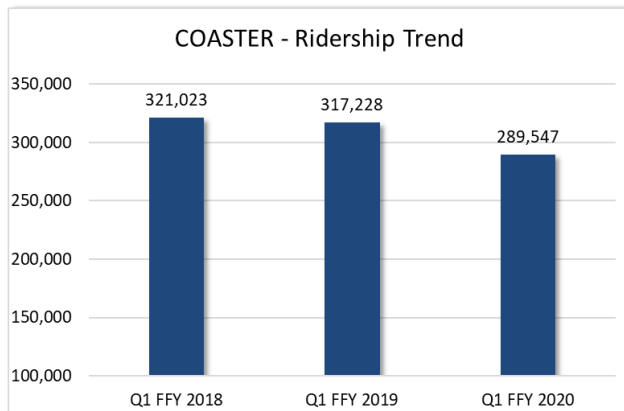


Figure 1.4

COASTER (serving between Oceanside and San Diego) ridership decreased by 8.7 percent during the first quarter of FFY 2019-20, when compared to the same period the prior year as shown in Figure 1.4.

During the first quarter of FFY 2019-20, there were an average of 16 total COASTER pass holders per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 0.5 percent

when compared to last year.

Amtrak System

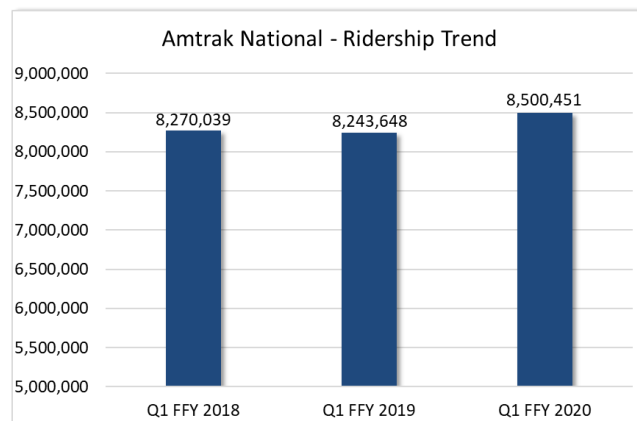


Figure 1.5

Amtrak service nationwide had a cumulative ridership increase of 3.1 percent for the first quarter of FFY 2019-20 compared with the same period the prior year, as illustrated in Figure 1.5.

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 0.2 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 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 3.9 percent and San Joaquins ridership decreased by 2.4 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 generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 62 million passenger miles during the first quarter of FFY 2019-20, which is a 2.3 percent increase compared to the same period in the prior year. The increase in passenger miles aligns with the overall increase in ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 62 million passenger miles resulted in a reduction of over 22,542 tons of greenhouse gases. The pollution avoided is equivalent to burning over 2.3 million gallons of gasoline.

Efficiency

Revenue

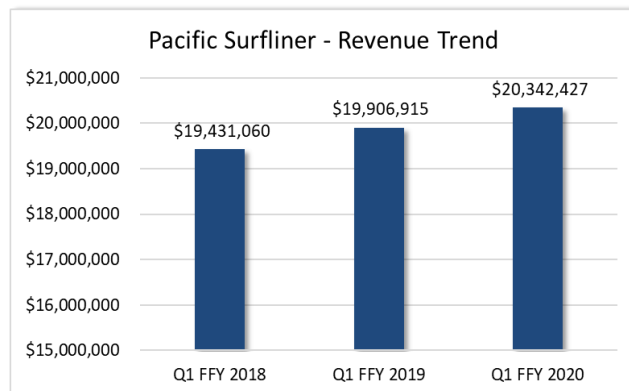


Figure 1.6

In correlation with the ridership increase, ticket revenue for the Pacific Surfliner rail service performed well. For the first quarter of FFY 2019-20, overall revenue increased by 2.2 percent when compared with the same period in the prior year, as shown in Figure 1.6.

For the Capitol Corridor, total revenue increased by 3.3 percent, the San Joaquin rail corridor saw a decrease of 1.3 percent, and the Coast Starlight decreased by 1.7 percent in the first quarter compared to last year.

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) usually 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*. This report focuses on a rolling 12-month report period instead of the quarter. On December 4, 2019 (the most recent reporting date), Caltrans DRMT reported to the CTC on the 12 months ending June 2019 and indicated that the Pacific Surfliner realized a 72.5 percent farebox recovery ratio for that time period.

Quality

OTP

The methodologies for calculating 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 first quarter of FFY 2019-20, average endpoint Pacific Surfliner OTP was 73.1 percent, which was a 10.7 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 76.4 percent. By comparison, the endpoint OTP on the Capitol Corridor averaged 84.5 percent, and the San Joaquins averaged 72.9 percent during the report period. Amtrak system-wide endpoint OTP averaged 77.7 percent for the first quarter. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

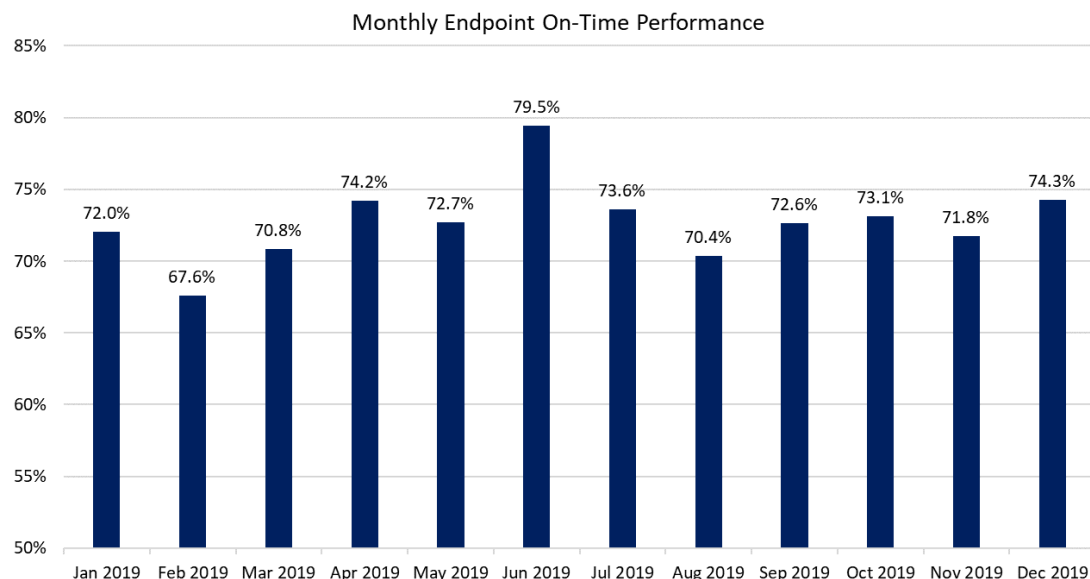


Figure 1.7

The LOSSAN Rail Corridor Agency (Agency) continues to work collaboratively with the host railroads to identify operational improvements that can favorably impact OTP. Primarily this is accomplished via the quarterly Corridor Improvement Team (CIT) meetings. The improvement of OTP in recent months is a direct result of the efforts of the CIT. Top issues impacting OTP include commuter and passenger train interference on the south end of the rail corridor and signal issues on the north end. The LOSSAN Agency continues to work with the host railroads and Amtrak to address these issues.

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 first quarter of FFY 2019-20, the Pacific Surfliner scored an average eCSI of 84.9 percent, which represents an increase of 2.2 percent over the same period last year (83.0 percent).

Detailed analysis of the eCSI data show the drivers related to the overall score. For the first quarter of FFY 2019-20, the top five biggest drivers for customer dissatisfaction include issues related to the reliability of onboard Wi-Fi service, the clarity and availability of station signage and announcements, and the variety of food items in the Pacific Surfliner Café car.

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 to gauge the success of what is being offered and to highlight items that need to be adjusted.

<i>Sales Category</i>	<i>FFY19 Q1</i>	<i>FFY20 Q1</i>	<i>% Change</i>
Baked Goods	\$ 126,061	\$ 122,515	-2.8%
Beer	\$ 267,417	\$ 271,627	1.6%
Beverages	\$ 356,944	\$ 365,515	2.4%
Dairy Products	\$ 7,943	\$ 10,806	36.0%
Fresh Prepared Foods	\$ 144,805	\$ 225,187	55.5%
Liquor	\$ 118,644	\$ 153,650	29.5%
Miscellaneous Merchandise	\$ 7,498	\$ 7,857	4.8%
Packaged Snack Foods	\$ 959,404	\$ 990,664	3.3%
Salads	\$ 21,086	\$ 16,072	-23.8%
Wine	\$ 447,343	\$ 478,269	6.9%
Total Revenue	\$ 2,457,145	\$ 2,642,163	7.5%

Figure 1.8

For the first quarter of FFY 2019-20, food and beverage sales increased by 7.5 percent over the same quarter in the prior year. This growth correlates with

the overall increase in ridership experienced during the report period. 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 first quarter of FFY 2019-20, ridership on these three routes totaled 25,364 riders, which was a decrease of 4.9 percent when compared to the same period in the prior year (26,659 riders).

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 2019-20. During the first quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership increased by 1.3 percent compared to the same period last year. Ridership on the Pacific Surfliner increased by 5.0 percent, while revenue realized a 2.2 percent increase when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, First Quarter Federal Fiscal Year 2019-20

Prepared by:



Roger M. Lopez
Manager, Planning and Analysis
(714) 560-5438

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
First Quarter Federal Fiscal Year 2019-20**

<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	706,844	5.0%	\$ 20,342,427	2.2%	73.1%
Metrolink Ventura County Line	713,637	3.2%	---	---	94.2%
Metrolink Orange County Line	282,748	1.6%	---	---	89.5%
COASTER	289,547	-8.7%	---	---	90.5%
LOSSAN Total/Average	1,992,775	1.3%	---	---	---

Amtrak Nationwide	8,500,451	3.1%	\$ 649,768,425	5.4%	77.7%
Capitol Corridor	456,642	3.9%	\$ 9,330,236	3.3%	84.5%
San Joaquin	269,126	-2.4%	\$ 8,574,200	-1.3%	72.9%
Coast Starlight	69,612	-15.9%	\$ 6,265,900	-16.9%	67.5%



June 15, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
Trends for the Second Quarter of Federal Fiscal Year 2019-20

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 second quarter of federal fiscal year 2019-20, is presented for consideration by the Board of Directors.

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 2.7 million on Pacific Surfliner intercity passenger rail trains and about 5.4 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 (OTP) and customer satisfaction). The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's COASTER system. Amtrak national data is included for comparative purposes. The reporting

period is the second quarter of federal fiscal year (FFY) 2019-20, covering the months of January, February, and March 2020.

Coronavirus Pandemic

The novel coronavirus (COVID-19) pandemic has had significant global impacts on transit ridership and operations, including the three rail services operating on the LOSSAN rail corridor. Attributable ridership and revenue declines were observed at the end of February 2020, and drastic declines followed Governor Gavin Newsom's shelter-in-place order, effective March 15, 2020. Shortly after, the Pacific Surfliner, COASTER and Metrolink implemented temporary service reductions on their respective intercity and commuter passenger rail services. The Pacific Surfliner and COASTER began service reductions on March 23, 2020, and Metrolink reduced its service on March 26, 2020.

Usage

For the second quarter of FFY 2019-20, total LOSSAN rail corridor ridership on the three services was 1,670,607, an 11.4 percent decrease when compared to the same period of the previous year. However, when analyzing ridership performance on a monthly level, ridership increased in January and February (by 3.4 and 7.0 percent, respectively), before experiencing a major 41.4 percent decline in March 2020, attributable to the COVID-19 pandemic. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, can be found in Figure 1.1.

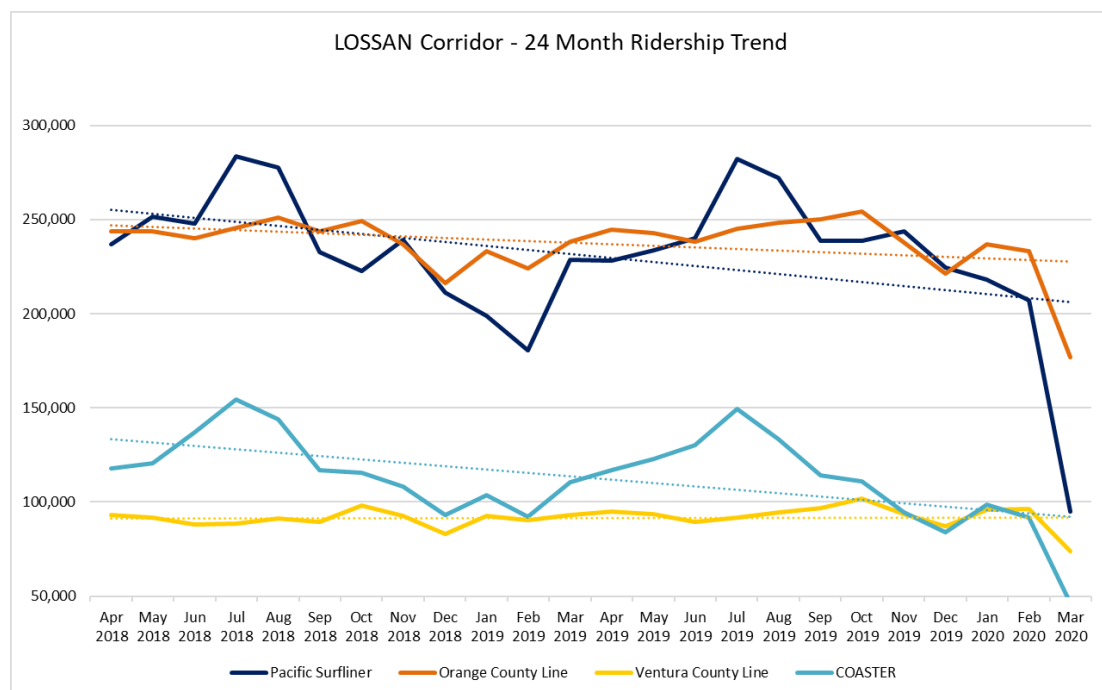


Figure 1.1

The 24 months of ridership data included in Figure 1.1 provide a more accurate indicator of the overall change in ridership along the corridor. Due to seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for the seasonal variation and provides sufficient information to allow for the development of a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN rail corridor can be found in Attachment A. In addition to this overall corridor data, details on the performance of each service are provided below.

Pacific Surfliner

The overall decrease in LOSSAN rail corridor ridership includes ridership on the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service, which decreased during the second quarter of FFY 2019-20 by 14.5 percent when compared to the same period last year, as is demonstrated in Figure 1.2. Ridership had significantly increased in January and February (by 9.7 and 14.6 percent, respectively), before experiencing a 58.5 percent decline in March, attributable to the COVID-19 pandemic. The reported Pacific Surfliner ridership 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.

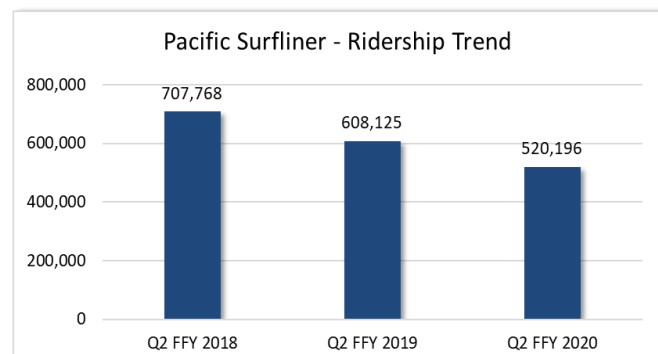


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was also negatively impacted by the ridership decrease on Metrolink's VCL demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership decrease of 3.6 percent when compared to the second quarter of last year. The OCL, which operates between Los

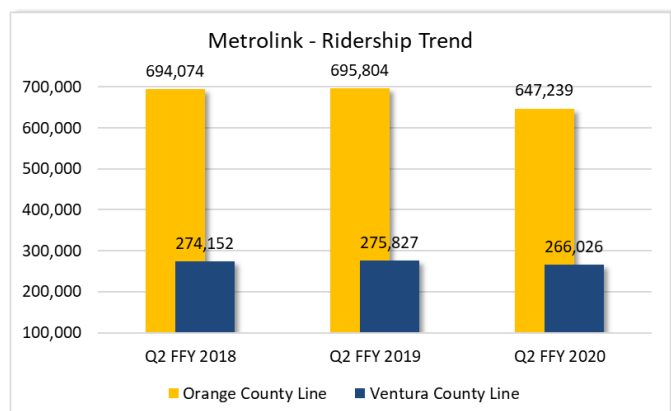


Figure 1.3

Angeles and Oceanside, saw a larger 7.0 percent decrease in ridership over the same report period in the prior year.

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 849 per weekday for the second quarter of FFY 2019-20, which is a decrease of 16.3 percent compared to the same period last year.¹ R2R increased in the month of January (by 12.7 percent), remained steady in February (minor 0.2 percent decline), then declined a massive 54 percent in March 2020.

COASTER

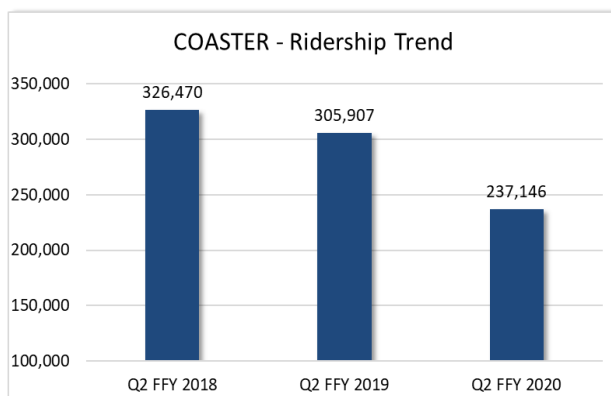


Figure 1.4

COASTER (serving between Oceanside and San Diego) ridership decreased by 22.5 percent during the second quarter of FFY 2019-20 when compared to the same period the prior year, as shown in Figure 1.4. Minor declines occurred in January and February (of 4.5 and 0.3 percent, respectively), and a huge 57.8 decrease resulting from the COVID-19 pandemic was observed in March 2020. During the second quarter of FFY 2019-20, there were an average of 17 total

COASTER pass holders per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 23.3 percent when compared to last year.

Amtrak System

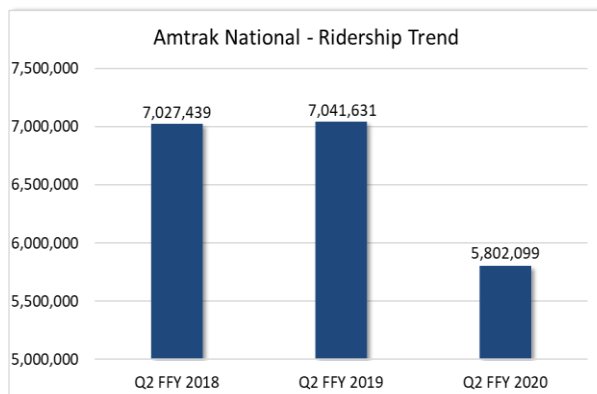


Figure 1.5

Not immune to the significant impacts of the COVID-19 pandemic, Amtrak service nationwide experienced a cumulative ridership decrease of 17.6 percent for the second quarter of FFY 2019-20 compared with the same period the prior year, as illustrated in Figure 1.5. Amtrak systemwide ridership increased in January and February (by 6.8 and 6.6 percent, respectively), before seeing a dramatic 57.6 percent decline in March 2020.

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

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 15.9 percent in the second 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 decreased by 16.8 percent and San Joaquins ridership decreased by 14.9 percent in the second 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 generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 43 million passenger miles during the second quarter of FFY 2019-20, which is an 18.5 percent decrease compared to the same period in the prior year. The decrease in passenger miles aligns with the overall decrease in ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 43 million passenger miles resulted in a reduction of over 15,616 tons of greenhouse gases. The pollution avoided is equivalent to burning nearly 1.6 million gallons of gasoline.

Efficiency

Revenue

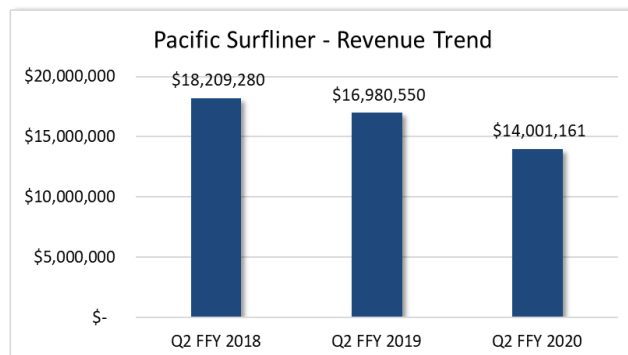


Figure 1.6

In correlation with the ridership decrease due to the COVID-19 pandemic, ticket revenue for the Pacific Surfliner rail service also underperformed. For the second quarter of FFY 2019-20, overall revenue decreased by 17.5 percent when compared with the same period in the prior year, as shown in Figure 1.6.

For the Capitol Corridor, total revenue decreased by 16.5 percent, the San Joaquin rail corridor saw a decrease of 17.6 percent, and the Coast Starlight decreased by 16.9 percent in the second quarter compared to last year.

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) usually 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*. This report focuses on a rolling 12-month report period instead of the quarter. On December 4, 2019 (the most recent reporting date), Caltrans DRMT reported to the CTC on the 12 months ending June 2019 and indicated that the Pacific Surfliner realized a 72.5 percent farebox recovery ratio for that time period.

Quality

OTP

The methodologies for calculating 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 second quarter of FFY 2019-20, average endpoint Pacific Surfliner OTP was 86.8 percent, which was an outstanding 23.8 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 87.8 percent for the Pacific Surfliner. By comparison, the endpoint OTP on the Capitol Corridor averaged 86.6 percent, and the San Joaquins averaged 81.0 percent during the report period. Amtrak system-wide endpoint OTP averaged 84.4 percent for the second quarter. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

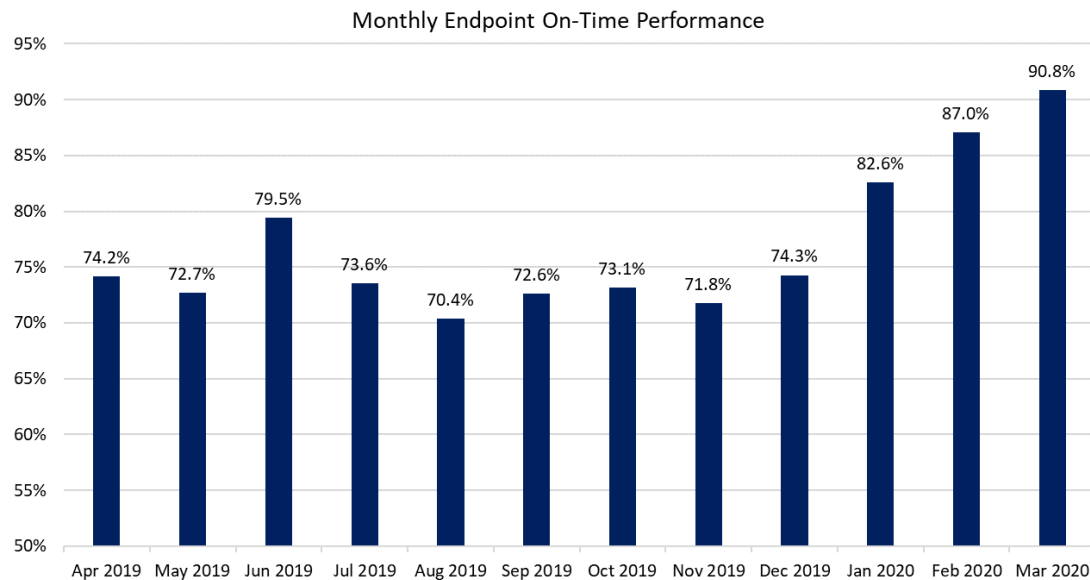


Figure 1.7

The LOSSAN Rail Corridor Agency (Agency) continues to work collaboratively with the host railroads to identify operational improvements that can favorably impact OTP. Primarily this is accomplished via the quarterly Corridor Improvement Team (CIT) meetings. The improvement of OTP in recent months is a direct result of the efforts of the CIT. Top issues impacting OTP include commuter and passenger train interference on the south end of the rail corridor and signal issues on the north end. The LOSSAN Agency continues to work with the host railroads and Amtrak to address these issues.

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 electronic survey. For the second quarter of FFY 2019-20, only including the months of January and February 2020, the Pacific Surfliner scored an average eCSI of 88.8 percent, which represents an increase of 3.6 percent over the same period last year (85.7 percent).²

Detailed analysis of the eCSI data show the drivers related to the overall score. For the second quarter of FFY 2019-20, only including the months of January and February 2020, the top drivers for customer dissatisfaction include issues related to the reliability of onboard Wi-Fi service.

² As a result of the COVID-19 pandemic, an average eCSI score for March 2020 is unavailable due to reduced ridership and survey responses.

Additional Performance Indicators

Food and Beverage Sales	<i>Sales Category</i>	<i>FFY19 Q2</i>	<i>FFY20 Q2</i>	<i>% Change</i>
The LOSSAN Agency's focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café car. Continual effort is made to ensure that menu items are meeting the expectations of our passengers. As part of that effort, LOSSAN Agency staff closely monitors food and beverage sales to gauge the success of what is being offered and to highlight items that need to be adjusted.	Baked Goods	\$ 111,081	\$ 95,146	-14.3%
	Beer	\$ 226,306	\$ 171,093	-24.4%
	Beverages	\$ 312,622	\$ 264,442	-15.4%
	Dairy Products	\$ 6,885	\$ 8,916	29.5%
	Fresh Prepared Foods	\$ 118,838	\$ 155,212	30.6%
	Liquor	\$ 113,774	\$ 113,428	-0.3%
	Miscellaneous Merchandise	\$ 5,661	\$ 6,428	13.5%
	Packaged Snack Foods	\$ 832,320	\$ 711,892	-14.5%
	Salads	\$ 19,643	\$ 10,892	-44.6%
	Wine	\$ 387,644	\$ 300,910	-22.4%
	Total Revenue	\$ 2,134,773	\$ 1,838,359	-13.9%

Figure 1.8

For the second quarter of FFY 2019-20, food and beverage sales decreased by 13.9 percent over the same quarter in the prior year. Food and beverage sales increased in January and February (by 3.8 and 17.0 percent, respectively), then decreased as a result of the COVID-19 pandemic by 56.0 percent in March 2020. Details on the performance of each specific sales category are included in Figure 1.8.

The overall decrease in ridership lead to a significant reduction in demand for food items during this report period. Subsequent to the report period, in April 2020, fresh prepared food items were removed from the Café Car completely. This was done to ensure the safety and health of all involved by limiting the handling of food items and the interactions necessary between the passengers and Café Car attendants. As a result of this, the decrease in food and beverages revenue is expected to continue.

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 second quarter of FFY 2019-20, ridership on these three routes totaled 16,291 riders, which was a decrease of 28.1 percent when compared to the same period in the prior year (22,659 riders).

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 second quarter of federal fiscal year 2019-20. During the second quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 11.4 percent compared to the same period last year. Ridership on the Pacific Surfliner decreased by 14.5 percent, and revenue realized a 17.5 percent decline when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Federal Fiscal Year 2019-20

Prepared by:



Roger M. Lopez
Manager, Planning and Analysis
(714) 560-5438

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
Second Quarter Federal Fiscal Year 2019-20**

<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	520,196	-14.5%	\$ 14,001,161	-17.5%	86.8%
Metrolink Ventura County Line	647,239	-3.6%	---	---	98.0%
Metrolink Orange County Line	266,026	-7.0%	---	---	94.4%
COASTER	237,146	-22.5%	---	---	96.0%
LOSSAN Total/Average	1,670,607	-11.4%	---	---	---

Amtrak Nationwide	5,802,099	-17.6%	\$ 411,717,068	-18.6%	84.4%
Capitol Corridor	351,799	-16.8%	\$ 6,998,013	-16.5%	86.6%
San Joaquin	200,198	-14.9%	\$ 5,806,351	-17.6%	81.0%
Coast Starlight	69,612	-15.9%	\$ 6,265,900	-16.9%	75.9%



June 15, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: Amendment to Cooperative Agreement No. L-8-0013 for the Rail 2 Rail Program with the North County Transit District and National Railroad Passenger Corporation

Overview

On July 16, 2018, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved a cooperative agreement between the North County Transit District and the National Railroad Passenger Corporation for the Rail 2 Rail Program between Pacific Surfliner and COASTER services on the Los Angeles – San Diego – San Luis Obispo rail corridor. This agreement will expire on July 31, 2020, and an extension is necessary to continue the program.

Recommendations

- A. Authorize the Managing Director to negotiate and execute Amendment No. 2 to Cooperative Agreement No. L-8-0013 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, the North County Transit District, and the National Railroad Passenger Corporation to extend the term of the agreement for an additional two months, through September 30, 2020, and decrease the reimbursement rate to \$4.03 per boarding.
- B. Direct the Managing Director to continue to work with the North County Transit District and National Railroad Passenger Corporation to pursue the development of an alternate program for the Rail 2 Rail Program.

Discussion

The Rail 2 Rail (R2R) Program with the North County Transit District (NCTD) was initiated in August 2013 through a cooperative agreement between the California Department of Transportation (Caltrans), NCTD, and the National Railroad Passenger Corporation (Amtrak) to allow for Pacific Surfliner and COASTER passengers with certain Amtrak or NCTD tickets to use either

service within the limits of their ticket at no additional charge. The R2R Program continued in substantially the same format through 2017.

In July 2018, recognizing the ongoing benefits of the R2R Program, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency) Board of Directors (Board) approved the terms for the continuance of the R2R Program with NCTD and authorized the Managing Director to enter into an agreement to continue the R2R Program. The R2R Program currently provides for all Amtrak-operated Pacific Surfliner trains to accept valid COASTER Region plus day passes, monthly, or 30-day passes and for all COASTER trains to accept valid Amtrak tickets, within the limits of the ticket, for all shared stations between Oceanside and San Diego.

The R2R Program provides improved passenger rail service along the LOSSAN rail corridor by allowing greater flexibility for rail passengers and making rail transit a more viable alternative. Current statewide and regional policies and guidelines have limited travel for many as a result of the novel coronavirus (COVID-19) pandemic, resulting in a significant reduction in both COASTER and Pacific Surfliner services. During this unprecedented time, the R2R Program continues to provide mutual benefit for both the Pacific Surfliner and NCTD by allowing NCTD to offer additional daily trips to its passengers at a fraction of the cost to provide that service independently. Several of the Pacific Surfliner trains also provide service during time periods not currently serviced by COASTER trains.

To ensure continued benefit to passengers, staff recommends the continuance of the R2R Program with NCTD for an additional term of two months, through September 30, 2020, to align this agreement with the end of the federal fiscal year and the R2R agreement with Metrolink, and to decrease the reimbursement rate from \$4.44 to \$4.03 per boarding, consistent with the average COASTER revenue per passenger identified in NCTD's Fiscal Year 2018-19 Comprehensive Annual Financial Report.

To ensure continued integration efforts on the LOSSAN rail corridor, LOSSAN Agency staff will schedule discussions in late June 2020 with NCTD and Amtrak to pursue the development of an alternate program for the R2R Program.

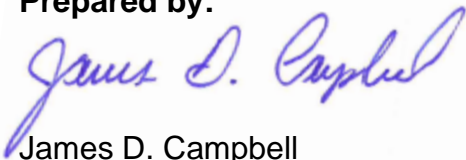
Summary

Staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Amendment No. 2 to Cooperative Agreement No. L-8-0013 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, the North County Transit District, and the National Railroad Passenger Corporation for an additional two months through September 30, 2020, and to decrease the reimbursement rate to \$4.03 per boarding for the Rail 2 Rail program between Pacific Surfliner and COASTER services on the Los Angeles – San Diego – San Luis Obispo rail corridor. Staff will also continue to work with the North County Transit District and Amtrak to pursue the development of an alternate program for the Rail 2 Rail Program.

Attachment

- A. North County Transit District and National Railroad Passenger Corporation Continuation of the Rail 2 Rail Program Cooperative Agreement No. L-8-0013 Fact Sheet

Prepared by:



James D. Campbell
Manager of Programs
(714) 560-5390

**North County Transit District and
National Railroad Passenger Corporation
Continuation of the Rail 2 Rail Program
Cooperative Agreement No. L-8-0013 Fact Sheet**

1. July 16, 2018, Cooperative Agreement No. L-8-0013 \$353,600, approved by Board of Directors (Board).
 - To continue the Rail 2 Rail Program with North County Transit District and National Railroad Passenger Corporation.
 - Initial term effective August 1, 2018 through July 31, 2019, with a one-year option term.
2. August 1, 2019, Amendment No. 1 to Cooperative Agreement No. L-8-0013, \$0.00, approved by the Board.
 - Amendment to exercise the one-year option term effective August 1, 2019 through July 31, 2020.
 - Increase the reimbursement rate per passenger from \$4.42 to \$4.44.
3. June 15, 2020, Amendment No. 2 to Cooperative Agreement No. L-8-0013, \$0.00, pending approval by the Board.
 - Amendment to extend the contract term an additional two months through September 30, 2020.
 - Decrease the reimbursement rate per passenger from \$4.44 to \$4.03.

Total committed to Cooperative Agreement No. L-8-0013: \$353,600.



June 15, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: State Rail Assistance Program Funding and Pacific Surfliner Operations

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. The State Rail Assistance program, an element of Senate Bill 1, provides funding for both operations and capital improvements to commuter and intercity rail services. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is seeking Board of Directors approval to use State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations through fiscal year 2020-21.

Recommendations

- A. Approve the use of \$11,536,500 in State Rail Assistance formula funds for the costs of ongoing operations of the Pacific Surfliner intercity rail service for federal fiscal year 2020-21.
- B. Authorize the Managing Director to negotiate and execute all necessary agreements to facilitate the utilization of State Rail Assistance funding as described herein.

Background

The impact of the novel coronavirus (COVID-19) on both intercity rail and the economy at large has been unprecedented. The shelter-in-place orders that resulted from the pandemic prompted dramatic cuts in Pacific Surfliner service and, over just a few short weeks, brought ridership to less than a tenth of what it was this time last year. As the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) actively undertakes efforts to restore the Pacific Surfliner intercity passenger rail service to pre-pandemic levels, discussions with the State of California (state) have included the possibility of significantly reduced state subsidy in fiscal year (FY) 2020-21.

Senate Bill 1 (SB 1) is intended to provide a significant source of funding to improve California's transportation infrastructure and includes approximately \$440 million specifically for commuter and intercity rail services through the State Rail Assistance (SRA) program. The SRA is intended to fund both operations and capital improvements. The LOSSAN Agency is a recipient of SRA funds and has been allocated a total of \$13.1 million as part of the initial cycle of funding.

Discussion

Due to the significant reduction in ridership and revenue across the statewide intercity passenger rail system, and in anticipation of state budget reductions for FY 2020-21, the state has requested that all intercity rail services plan for operating no more than 60% of their federal fiscal year (FFY) 2018-19 train miles for the remainder of FFY 2019-20 and into FFY 2020-21. Despite the FFY 2019-20 federal assistance provided to Amtrak in effort to contain the state subsidies needed for ongoing operations, the benefit of this assistance is expected to be insufficient to allow for a return to full service during the remainder of FFY 2019-20, and possibly through FFY 2020-21. Amtrak is requesting additional federal assistance for state supported services for FFY 2020-21; however, it is currently unknown if this assistance will be available.

Cost Saving Measures

The LOSSAN Agency has been working with Amtrak, as well as the other two California intercity passenger rail services, to determine areas for potential cost reductions. In addition to right sizing service levels to meet customer demand, the LOSSAN Agency is looking at adjustments to equipment usage and consist size, costs associated with unfilled Amtrak Police positions, operating costs at stations, and adjustments to the Amtrak Thruway Bus service. Efforts to control administrative costs are also being undertaken. Travel related expenses are being reduced and other cost saving measures are being explored.

SRA Funding

In addition to coordination with the other state-supported corridors, discussions have been ongoing with the California State Transportation Agency (CalSTA) on ways to ensure that sufficient funding will exist to maintain ongoing Pacific Surfliner operations, even at the reduced level requested by the state. As part of those discussions, the Chief Deputy Secretary for Rail and Transit requested that staff look into the possibility of using currently unspent SRA funds to fund operating costs.

As part of the initial cycle of SRA funding, the LOSSAN Agency was allocated approximately \$13.1 million. Of this, approximately \$7.2 million has been

approved by the Board for use on specific capital projects. A summary of the previously approved SRA funded capital projects is shown in Attachment A. A number of these projects have experienced delays in implementation, in part due to issues with the original estimates Amtrak engineering staff supplied for the project costs. Additionally, as a result of the COVID-19 pandemic, all capital projects not currently in process have been put on hold by Amtrak engineering until at least FFY 2020-21.

Current SRA guidelines allow the funds to be used for operations. Staff is proposing to redirect funds programmed to projects currently on-hold by Amtrak, as well as any unprogrammed funds, to be used as necessary for ongoing operating costs through FFY 2020-21. The proposed adjustments are detailed in Attachment B. Projects that are safety sensitive or are necessary for the ongoing operation of the Pacific Surfliner service will have their funding maintained. The SRA funding will only be used as needed to maintain Pacific Surfliner operations and a status on the expenditure of the funds would be included in the quarterly budget status update.

The LOSSAN Agency anticipates receiving more detailed information regarding the state approved funding and operating levels by July 2020, but a clear picture of the federal budget and the any additional federal funding may not be available until the end of calendar year 2020. If Amtrak receives additional federal funding, or the state budget situation allows for full funding of Pacific Surfliner operations, the unused SRA funds could then be reallocated back to the previously approved capital improvement projects. If the priorities for capital improvements have changed at that time, any projects not previously vetted and approved by the Technical Advisory Committee and Board will be brought through that approval cycle before being allocated funding.

Next Steps

Upon Board approval of the use of SRA formula funds for Pacific Surfliner operations, staff will work with CalSTA to submit the necessary documentation to allocate the funds. Staff will return with regular updates on the impacts of the state budget as information becomes available.

Summary

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. Staff is seeking Board of Directors approval to use State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations through fiscal year 2020-21.

Attachments

- A. State Rail Assistance Program, Approved Project List
- B. State Rail Assistance Program, Proposed Project List

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
Manager, Planning & Analysis
(714) 560-5438

State Rail Assistance Program - Approved Project List			
Project Title	Description	Approved Amount	Status
San Luis Obispo Platform Tactile and Electrical Repair	Emergency repair and replacement of platform tactile and electrical conduits damaged during construction of Union Pacific track improvements.	\$ 395,500	On-hold
Interregional Connectivity Improvement Project	Capital and services associated with adjustments to optical readers at Los Angeles Union Station to allow for the scan of Pacific Surfliner fare media to facilitate seamless transfers between services.	\$ 520,000	On-hold
Corridor Optimization Software	Purchase of virtual servers and two perpetual licenses for Viriato timetabling and optimization software for use by Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and Amtrak, for service and operational planning and the efficient disposition of rolling stock.	\$ 208,000	Completed
LOSSAN Strategic Plan Update	Update the long term plan for the continued improvement of the Pacific Surfliner service. The plan will develop an updated vision for the LOSSAN Agency, using a short-term 2020 horizon, a near-term 2025 horizon and a long-term 2035 horizon.	\$ 400,000	On-hold
Leesdale Siding Extension	Extend existing siding from 3,700 to 7,000 feet	\$ 800,000	On-hold
Grover Beach Station Improvements	Expansion of station, installation of new bus shelters, addition of parking spaces, and new bike racks.	\$ 400,000	Completed
Safety Improvements	Safety and security repairs and upgrades at the Grover Beach, Guadalupe, Lompoc, Goleta, Carpinteria, Oxnard, Simi Valley, Chatsworth, Burbank, Anaheim, San Juan Cap, Old town and San Diego stations.	\$ 2,673,311	On-hold
Facility Upgrades	Upgrades at San Luis Obispo, Grover Beach, Lompoc, Goleta, Santa Barbara, Oxnard, Van Nuys, Fullerton, San Juan Cap and Old Town stations.	\$ 789,696	On-hold
Passenger Amenities	Station and facility improvements at San Luis Obispo, Guadalupe, Goleta, Carpinteria, Oxnard, Chatsworth, and San Juan Cap.	\$ 77,467	On-hold
State of Good Repair	State of good repair improvements at San Juan Cap, Fullerton, Carpinteria, Guadalupe, and San Luis Obispo stations.	\$ 376,600	On-hold
Goleta Layover Facility - Design	Design services associated with the construction of the Goleta Layover Facility	\$ 260,000	In Process
Business Class Refresh	Match for funding of the business class railcar refresh effort.	\$ 300,000	In Process

Total Programmed \$ 7,200,574

Total Available \$ 13,100,000

Remaining Balance \$ 5,899,426

State Rail Assistance Program - Proposed Project List			
Project Title	Description	Approved Amount	Status
San Luis Obispo Platform Tactile and Electrical Repair	Emergency repair and replacement of platform tactile and electrical conduits damaged during construction of Union Pacific track improvements.	\$ 395,500	On-hold
Interregional Connectivity Improvement Project	Capital and services associated with adjustments to optical readers at Los Angeles Union Station to allow for the scan of Pacific Surfliner fare media to facilitate seamless transfers between services.	\$ 520,000	Reprogram
Corridor Optimization Software	Purchase of virtual servers and two perpetual licenses for Viriato timetabling and optimization software for use by Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and Amtrak, for service and operational planning and the efficient disposition of rolling stock.	\$ 208,000	Completed
LOSSAN Strategic Plan Update	Update the long term plan for the continued improvement of the Pacific Surfliner service. The plan will develop an updated vision for the LOSSAN Agency, using a short-term 2020 horizon, a near-term 2025 horizon and a long-term 2035 horizon.	\$ 400,000	Reprogram
Leesdale Siding Extension	Extend existing siding from 3,700 to 7,000 feet	\$ 800,000	Reprogram
Grover Beach Station Improvements	Expansion of station, installation of new bus shelters, addition of parking spaces, and new bike racks.	\$ 400,000	Completed
Safety Improvements	Safety and security repairs and upgrades at the Grover Beach, Guadalupe, Lompoc, Goleta, Carpinteria, Oxnard, Simi Valley, Chatsworth, Burbank, Anaheim, San Juan Cap, Old town and San Diego stations.	\$ 2,673,311	Reprogram
Facility Upgrades	Upgrades at San Luis Obispo, Grover Beach, Lompoc, Goleta, Santa Barbara, Oxnard, Van Nuys, Fullerton, San Juan Cap and Old Town stations.	\$ 789,696	Reprogram
Passenger Amenities	Station and facility improvements at San Luis Obispo, Guadalupe, Goleta, Carpinteria, Oxnard, Chatsworth, and San Juan Cap.	\$ 77,467	Reprogram
State of Good Repair	State of good repair improvements at San Juan Cap, Fullerton, Carpinteria, Guadalupe, and San Luis Obispo stations.	\$ 376,600	Reprogram
Goleta Layover Facility - Design	Design services associated with the construction of the Goleta Layover Facility	\$ 260,000	In Process
Business Class Refresh	Match for funding of the business class railcar refresh effort.	\$ 300,000	In Process
Pacific Surfliner Operations	Operational expenses for FFY 2019-20 and 2020-21	\$ 11,536,500	New

Total Programmed \$ 13,100,000

Total Available \$ 13,100,000

Remaining Balance \$ -



COVID-19 Update - The Future

Board of Directors Meeting
June 15, 2020

State Budget Outlook

- California State Transportation Authority (CalSTA) advises Joint Powers Authorities (JPA) to plan to operate no more than 50-60% of train miles currently approved in our business plan
- The Governor's May revise proposes a decrease to the Intercity and Commuter Rail Program
- More detail on State approved funding levels for Intercity and Commuter Rail Programs anticipated by June 15, 2020
- CalSTA's approval the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency(Agency) operating, administrative, and marketing funding levels anticipated by the end of June 2020

Amtrak Operating Costs

	Average Month Pre-COVID	March 2020 Actuals	April 2020 Estimate	May 2020 Estimate
RIDERSHIP	51,410	17,024	8,361	8,750
REVENUES:				
Train revenue	\$6,337,557	\$2,163,001	\$1,016,610	\$1,150,000
Food & beverage revenue	\$704,975	\$299,164	\$41,805	\$45,000
Other revenue	\$140,305	\$132,036	\$25,000	\$27,500
TOTAL REVENUE	\$7,182,837	\$2,594,201	\$1,083,415	\$1,222,500
EXPENSES:				
Route Costs and Additives	\$8,724,373	\$8,268,976	\$7,850,000	\$8,000,000
Train Fuel and Power	\$874,595	\$673,192	\$450,000	\$450,000
Host RR Access Fees & Performance Payments	\$838,282	\$938,229	\$885,000	\$885,000
TOTAL EXPENSES	\$10,437,250	\$9,880,398	\$9,185,000	\$9,335,000
NET AMOUNT DUE TO AMTRAK (EXPENSES MINUS REVENUES)	\$3,254,413	\$7,286,197	\$8,101,585	\$8,112,500
Less State Payment @ 80% of FY 2019 (Fixed May through September 2020)	\$0	\$0	\$0	(\$1,376,710)
Total CARES Act Federal Funding Drawdown by Amtrak	\$0	\$7,286,197	\$8,101,585	\$6,735,790

- Unknowns and variables moving forward include ridership and revenue
- Unpredictability of cost allocations under the Section 209 Methodology make accurate projections difficult

Amtrak Operating Costs Continued

- Continue to work with Amtrak, the State, and JPA partners to identify areas of cost savings
- Keep reviewing stations costs, Amtrak Police costs, and connecting bus services in effort to provide financially sustainable intercity passenger rail service
- Take measures with the State to identify flexible funding (State Rail Assistance Funds) that may be used for operating costs in fiscal year (FY) 2021 if necessary

Federal Funding Fiscal Year 2020

- Coronavirus Aid, Relief, and Economic Security (CARES) Act provided grant between Federal Railroad Administration and Amtrak to prevent, prepare for, and respond to coronavirus
- Provides \$492 million for the Northeast Corridor train network and \$526 million for the National Network, of which at least \$239 million of funds provided will be used in lieu of any increase in State-supported intercity passenger rail payments
- CARES Act limits States' supported payments for FY 2020 to no more than 80% of the FY 2019 payments

Federal Funding Fiscal Year 2021 and Beyond

- CARES Act funding may be used beyond FY 2020 if available (Amtrak federal fiscal year ends September 30, 2020)
- Amtrak submitted a request to Congress on May 25, 2020, for financial assistance for FY 2021 totaling \$1.475 Billion, of which \$260 Million would be dedicated for State-supported routes
- House Transportation and Infrastructure (T&I) Committee has proposed a \$494 Billion surface transportation bill named INVEST in America
- INVEST would provide \$29 Billion to Amtrak over five years

Federal Funding Fiscal Year 2021 and Beyond Continued

- Would allow for improvement and expansion of the Northeast Corridor and National Network (including State-supported routes)
- Invests in Amtrak stations, facilities, services, and modernization of its equipment
- Creates \$19 Billion for Passenger Rail Improvement, Modernization and Expansion (PRIME) grants program
- Increases the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 Billion to fund passenger and freight rail projects

Summary

- LOSSAN Agency will continue to coordinate with SAIPRC, Amtrak, and JPA's on strategies for cost reductions, application of the federal funding, and return to pre-COVID service levels
- Will report back to the LOSSAN Board of Directors as more information develops and becomes available



Update on Capital Projects along the Los Angeles – San Diego - San Luis Obispo Rail Corridor in San Diego County

Board of Directors Meeting
June 15, 2020



LOSSAN

Coastal Rail Corridor

San Diego Segment

Los Angeles • San Diego • San Luis Obispo



Building Today. Boarding Tomorrow.

LOSSAN Rail Corridor Agency – Board of Directors Meeting
June 15, 2020

KeepSanDiegoMoving.com

LOSSAN: San Diego Subdivision

- 60.1 miles of the 351-mile LOSSAN Corridor
- NCTD owns, operates, and maintains
- MTS owns
- SANDAG implements capital improvements and planning



Service-based Planning

- 20-30 minute peak period commuter service / hourly off peak period service
- Hourly intercity service
- Additional freight service
- Corridorwide Optimization Study



LOSSAN Program Summary

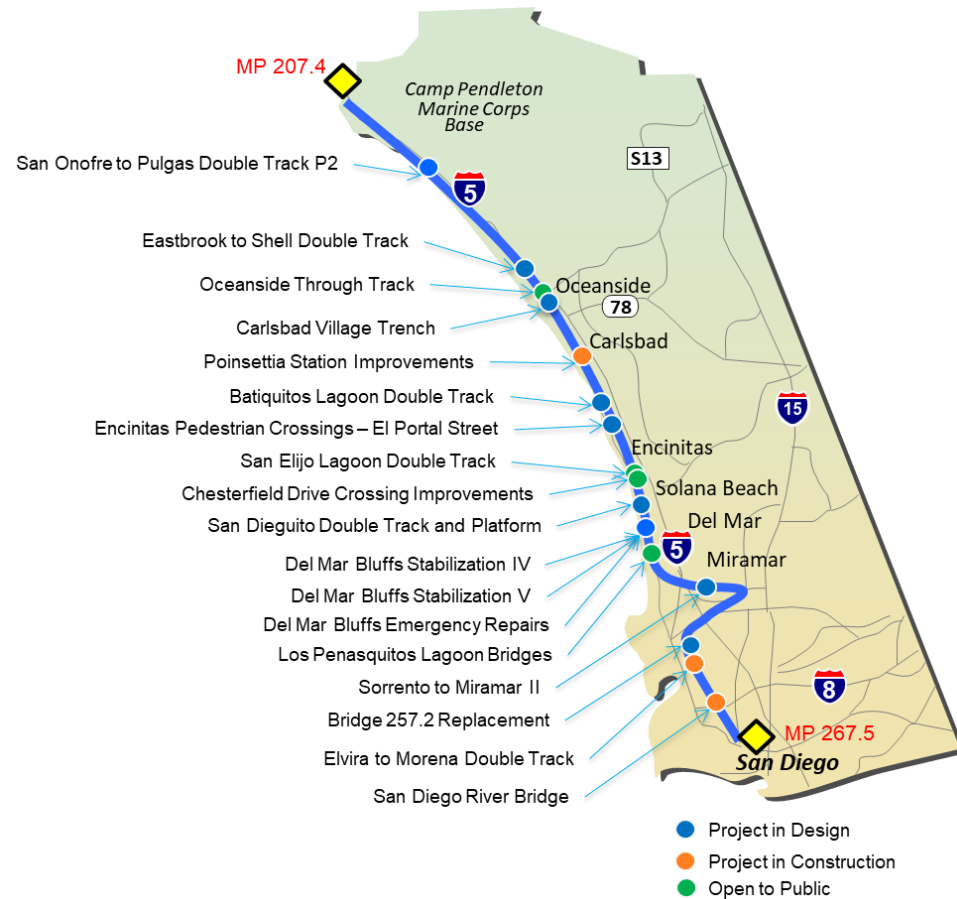
18 Active Projects:

- 4 in planning
- 9 funded through final design and permitting
- 2 funded through construction
- 3 in construction

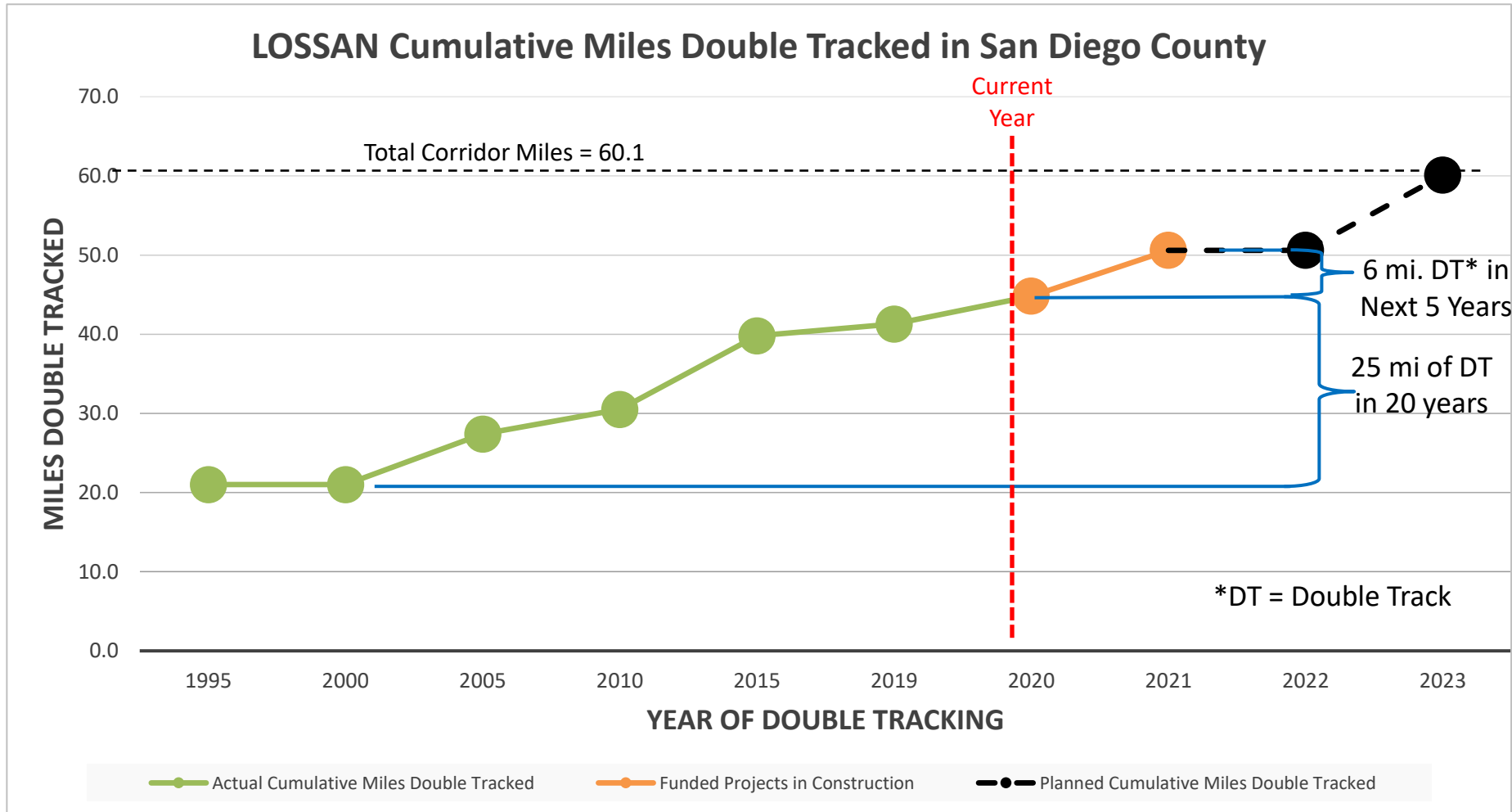
14 Projects Open

Funded to date: \$884 M

Needed: \$1,000 M



LOSSAN Double Track Progress



Construction Project Status

Poinsettia Station Improvements



Improvements:

- New pedestrian underpass
- Increase platform length
- Added inter-track fence

Project Budget: \$34m

Project Status:

- Hold Out Rule has been lifted
- Underpass & platforms in use
- Ribbon cutting: February 2020



Elvira to Morena Double Track

Improvements:

- Add 2.6 miles of double track
- Replace four bridges

Project Budget: \$183 million

Project Status:

- Construction began Jan. 2017
- Complete October 2020



San Diego River Bridge and Double Track

Improvements:

- Replaced San Diego River Bridge
- Adding 0.9 mile of double track

Project Budget: \$90 million

Project Status:

- Construction began Sept. 2016
- Open to public February 2020

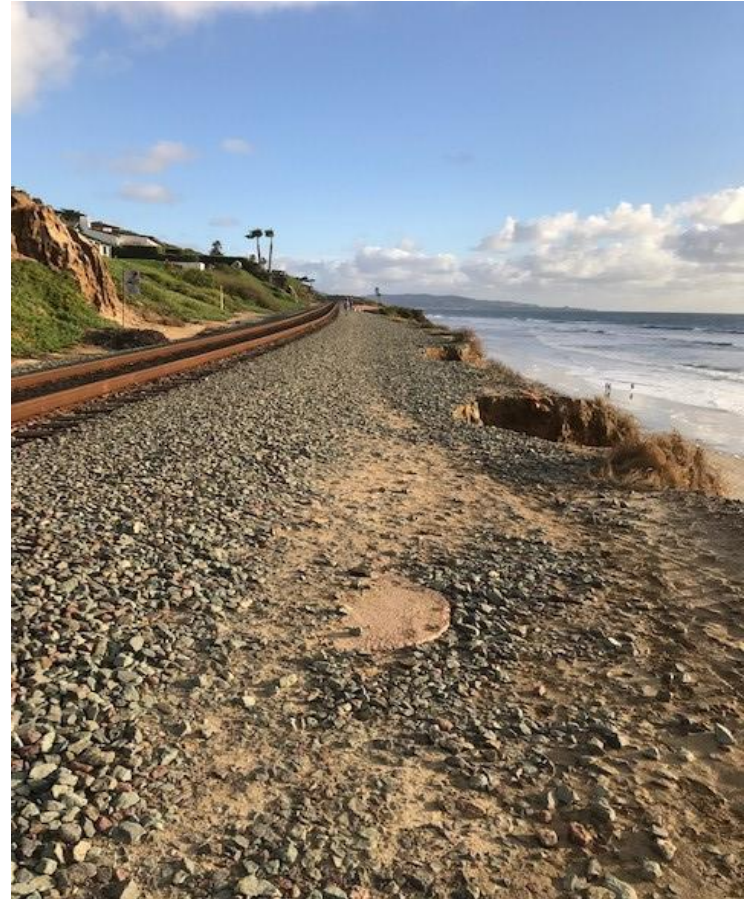


Del Mar Bluffs Stabilization

Del Mar Bluffs Stabilization



1. **Emergency Repairs**
2. **Short Term:** Phase 4
(in construction)
3. **Mid Term:** Prioritization of
future bluff stabilization
(Phases 5 and 6)
4. **Long Term:** Realignment/
Tunnel options



Del Mar Bluffs Emergency Project

Location of washouts Repair (●)



Coast Boulevard



Average Nov. Rainfall 1.4 inches
Rainfall Nov. 28 – 29 was 2.5 inches
Overwhelmed Drainage System

Torrey Pines
Overhead Bridge

DMB Emergency Project

Storm damage west of 14th Street



November 28-29, 2019

Del Mar Bluffs Emergency Repairs



Remediation:

- Steel plates installed between existing piles
- Retaining wall installed between existing concrete piles

Schedule:

- Repairs completed November-December 2019



Del Mar Bluffs Stabilization 4 Urgent Repairs

Improvements:

- Repair existing drainage structures
- Replace piles supporting sea walls

Project Budget: \$6.2m

- Construction funded by STIP and CA Natural Resources Agency

Project Status:

- Construction start May 2020



Stabilize Headwall MP 244.3



Rockscape headwall with soil nail tiebacks

Storm Chute below 12th St.

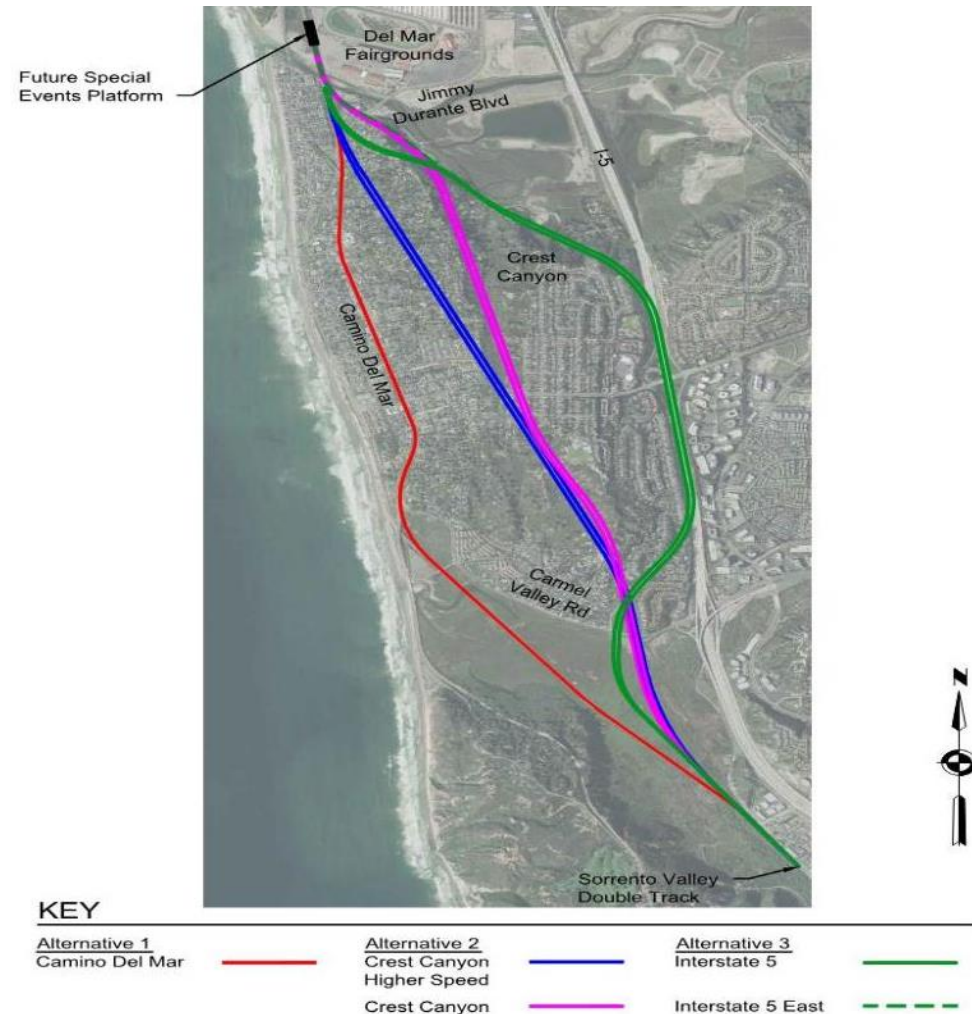


Outfall needs repair and or replacement

Long Term Planning - Del Mar Tunnel Alignment Alternatives

Studied 5 alignments from Del Mar Fairgrounds to Sorrento Valley

Conceptual engineering and Environmental Constraints in 2017



Funding Efforts

- \$100M for Del Mar Bluffs Stabilization Phases 5 and 6
- Phase 5:
 - State TIRCP grant (\$4.9M)
 - Federal SOGR grant (\$11.5M)
 - Federal INFRA, BUILD grants pending
 - Upcoming state grant applications
- Phase 6:
 - Local funds for Environmental Phase
 - USACE Feasibility Study
- Regional Rail Study (including Long-Term Alternatives)

Projects Funded for Construction

El Portal Undercrossing – City of Encinitas

Improvements:

- Install new pedestrian undercrossing at El Portal Street with landscaping

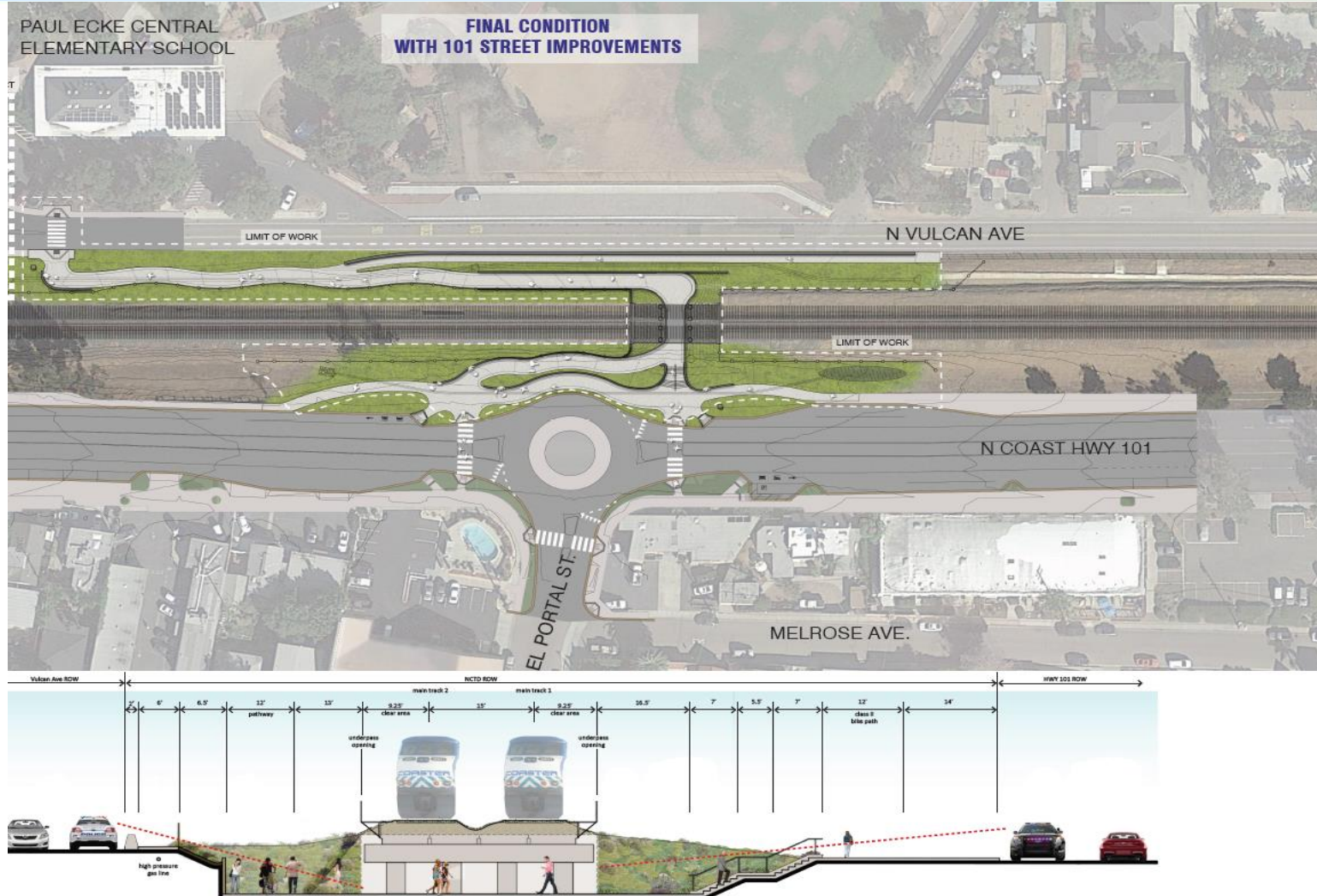
Project Budget: \$9m

Project Status:

- Design provided by the City of Encinitas
- Project funded by City of Encinitas with ATP grant.
- Construction to advertise Summer 2020



El Portal Undercrossing Concept Rendering



Projects in Design and Permitting

San Onofre Pulgas Double Track 2



Improvements:

- Add 1.5 miles passing track
- New bridges at Las Pulgas Road and Las Flores Creek

Project Budget: \$36m

Project Status:

- Environmental permitting complete
- Design has been reinitiated
- Construction to start after Red Beach Bridge is replaced by NAVFAC



Eastbrook to Shell on San Luis Rey River

Improvements:

- Add 0.6 mile of double track
- Replace Bridge 225.4 over San Luis Rey River

Project Cost: \$85m

- Funds available: \$10.5m

Project Status:

- Final design & permitting in progress



Carlsbad Village Trench Alternatives

Trench alternatives:

- 6,000 ft long trench with 6 overpasses
- 8,400 ft long trench with 7 overpasses

Project Estimates:

- Short Trench: \$245 - \$265m
- Long Trench: \$375 - \$395m

Project Status:

- Final AA report and 10% design completed in May 2020



Batiquitos Lagoon Double Track



Improvements:

- Add 0.6 miles of double track
- Replace Bridge 234.8 Over Batiquitos Lagoon

Project Cost: \$104m

- Funds available: \$14.5m

Project Status:

- Final design & permitting in progress



San Dieguito Double Track and Special Events Platform Project

Improvements:

- Add 1.7 miles of double track
- Replace bridge 243.0
- Add special events platform

Project Cost: \$246m

- Funds available: \$14m

Project Status:

- Final Design in progress
- Environmental Permitting complete
- Phase 1 – Trench Work (\$57m)



Sorrento Miramar Phase 2

Improvements:

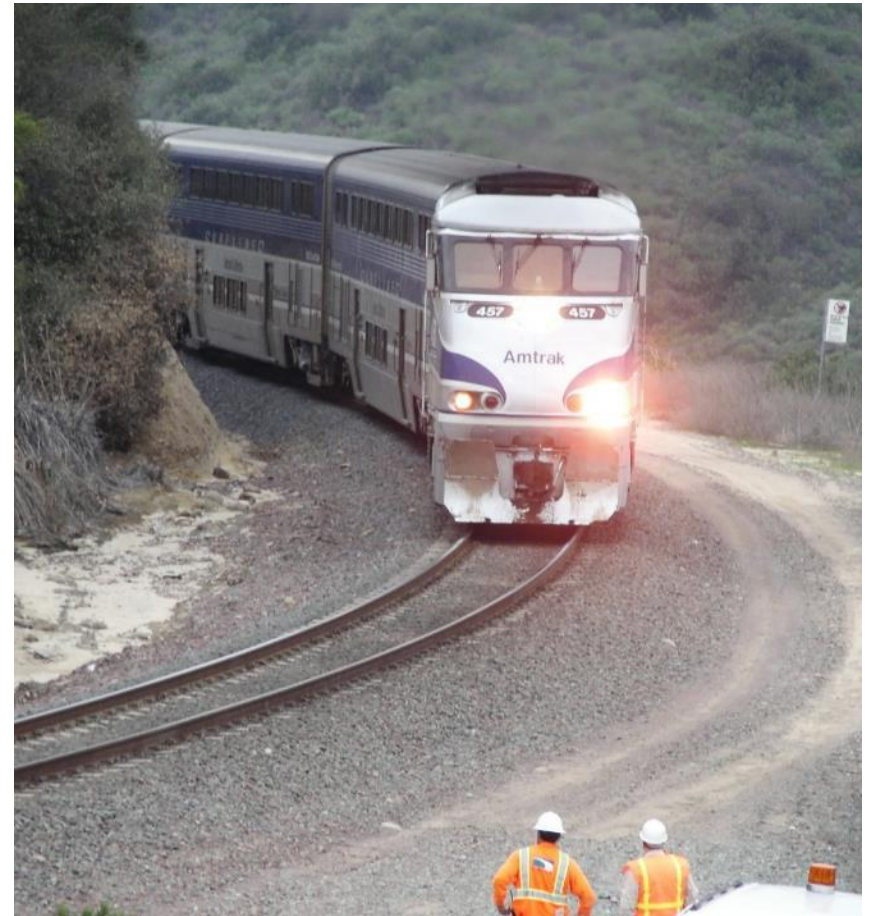
- Add 2 miles of double track
- Straighten 25 mph curves
- Increase speeds

Project Cost: \$228m

- Funds available: \$29m

Project Status:

- Final design & permitting in progress



LOSSAN Coastal Rail Corridor



Project Info: KeepSanDiegoMoving.com/LOSSAN



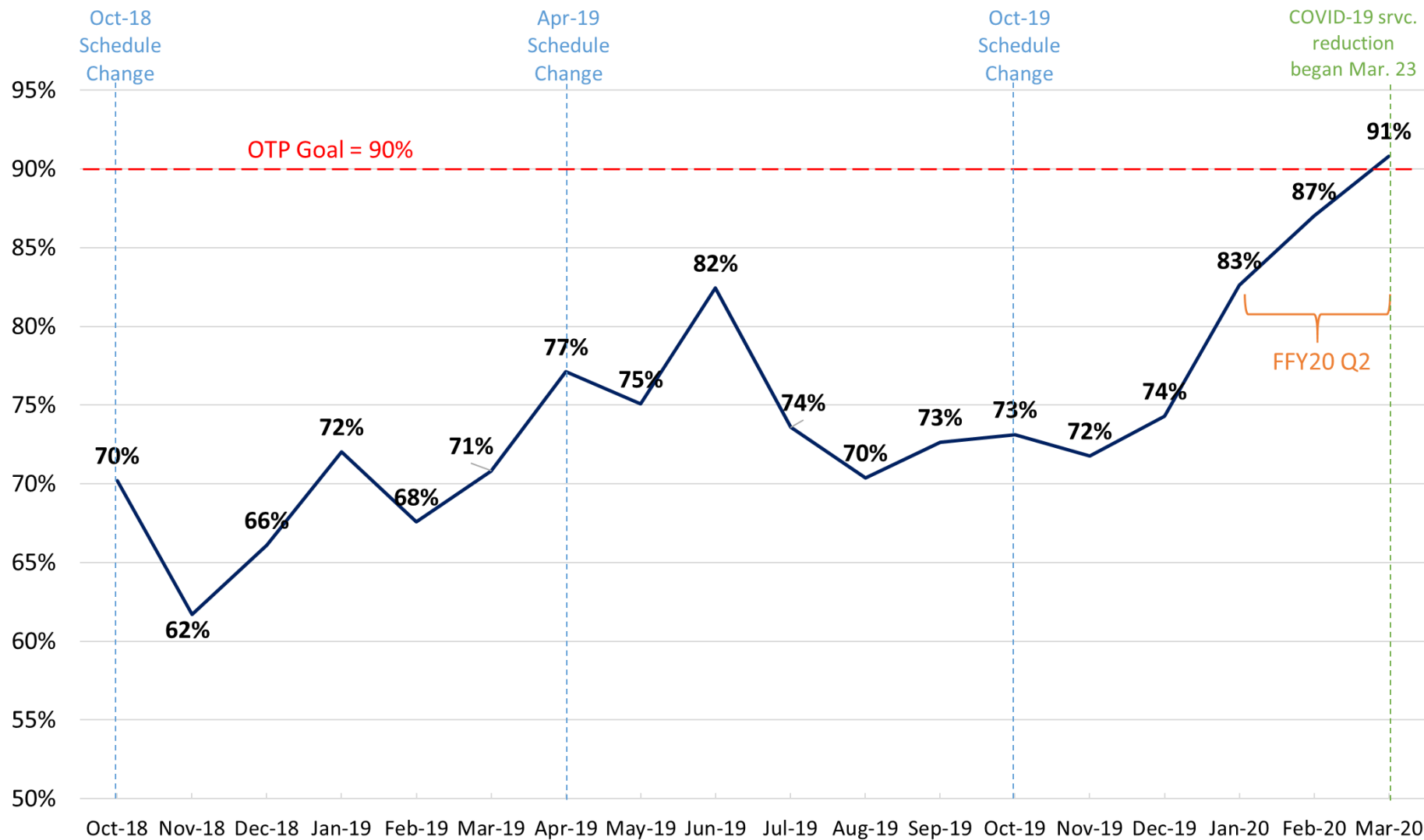
Pacific Surfliner

On-Time Performance Analysis

Second Quarter – Federal Fiscal Year 2019-20

Board of Directors
June 15, 2020

Monthly Average Endpoint OTP - Systemwide

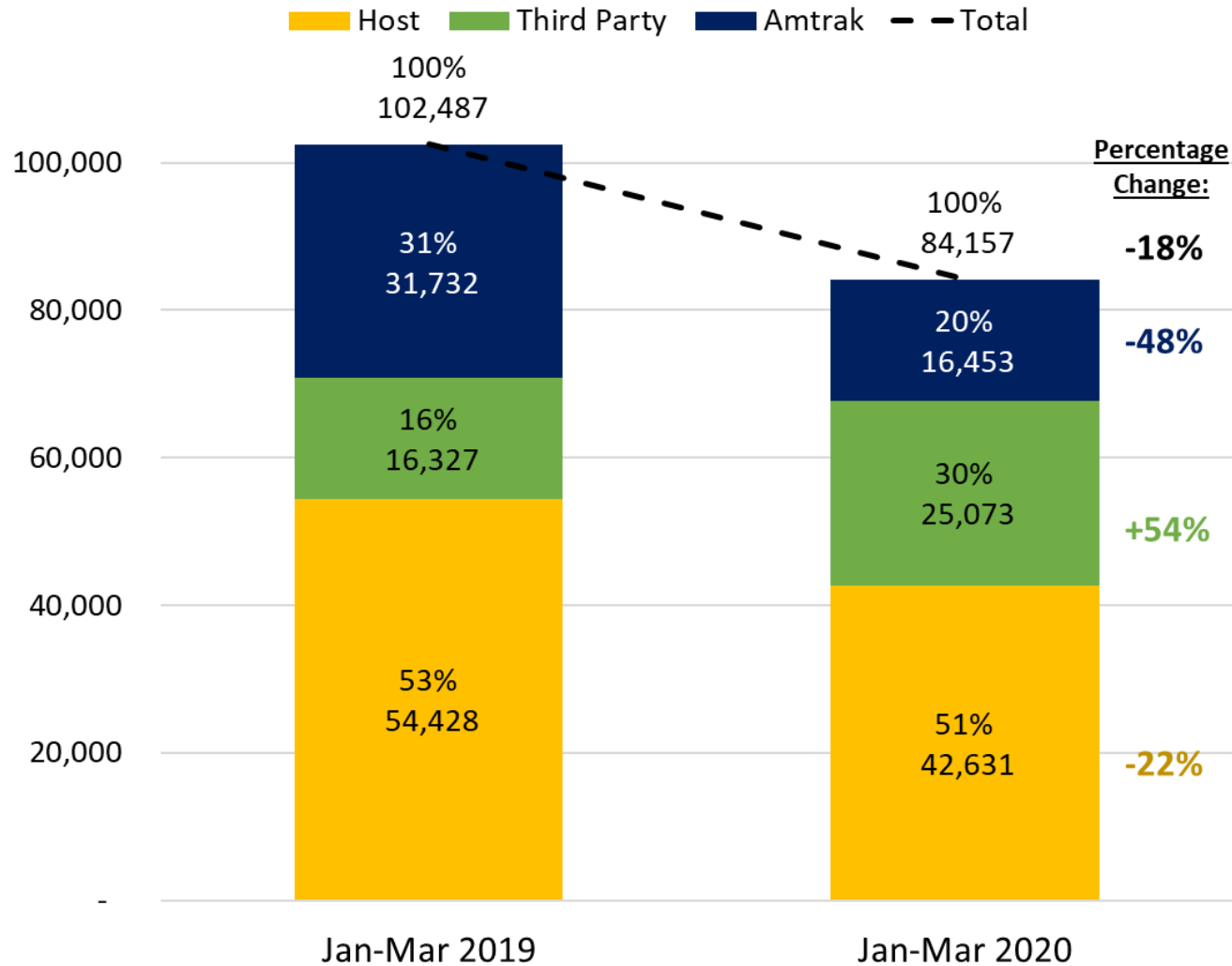


FFY20 Q2 Average Endpoint OTP by Train

Train	Dep. Stn.	Oct-19 Sch. Chng. Dep Time	Jan-20	Feb-20	Mar-20	3 Mnth. Avg.
561	SAN	4:00 AM	100%	100%	100%	100%
573	SAN	11:15 AM	95%	100%	100%	98%
579	SAN	1:35 PM	97%	93%	97%	96%
1566	LAX	8:19 AM	86%	100%	100%	95%
1573	SAN	10:51 AM	86%	100%	100%	95%
1590	LAX	6:46 PM	86%	100%	100%	95%
566	LAX	8:33 AM	91%	90%	100%	94%
759	LAX	4:09 AM	95%	90%	93%	93%
1584	LAX	5:15 PM	89%	89%	100%	93%
1767	SAN	8:05 AM	89%	89%	100%	93%
768	GTL	6:35 AM	94%	90%	94%	92%
564	LAX	7:02 AM	91%	90%	95%	92%
767	SAN	8:25 AM	91%	90%	95%	92%
565	SAN	6:57 AM	86%	85%	100%	90%
590	LAX	7:21 PM	80%	95%	93%	89%
572	LAX	10:54 AM	86%	95%	87%	89%
1591	SAN	5:25 PM	86%	100%	80%	89%
796	SLO	4:15 PM	81%	90%	94%	88%
583	SAN	2:50 PM	83%	96%	85%	88%
1761	SAN	4:40 AM	78%	100%	86%	88%
1565	SAN	6:45 AM	83%	80%	100%	88%
562	LAX	6:05 AM	83%	84%	95%	87%
591	SAN	5:25 PM	90%	84%	87%	87%
580	LAX	2:58 PM	90%	76%	94%	87%
593	SAN	6:40 PM	81%	86%	90%	86%
792	GTL	4:25 PM	71%	93%	91%	85%
777	SAN	12:05 PM	84%	79%	87%	83%
595	SAN	8:57 PM	71%	90%	86%	82%
569	SAN	9:43 AM	68%	85%	93%	82%
584	LAX	5:15 PM	68%	95%	82%	82%
763	SAN	5:55 AM	71%	86%	87%	81%
774	SLO	6:55 AM	84%	72%	84%	80%
578	LAX	1:15 PM	76%	76%	85%	79%
782	GTL	12:35 PM	77%	76%	82%	78%
1564	LAX	6:52 AM	67%	78%	89%	78%
1569	SAN	9:43 AM	71%	60%	100%	77%
785	SAN	3:58 PM	68%	79%	84%	77%
1572	LAX	11:20 AM	57%	60%	60%	59%
PS System Average			83%	87%	91%	

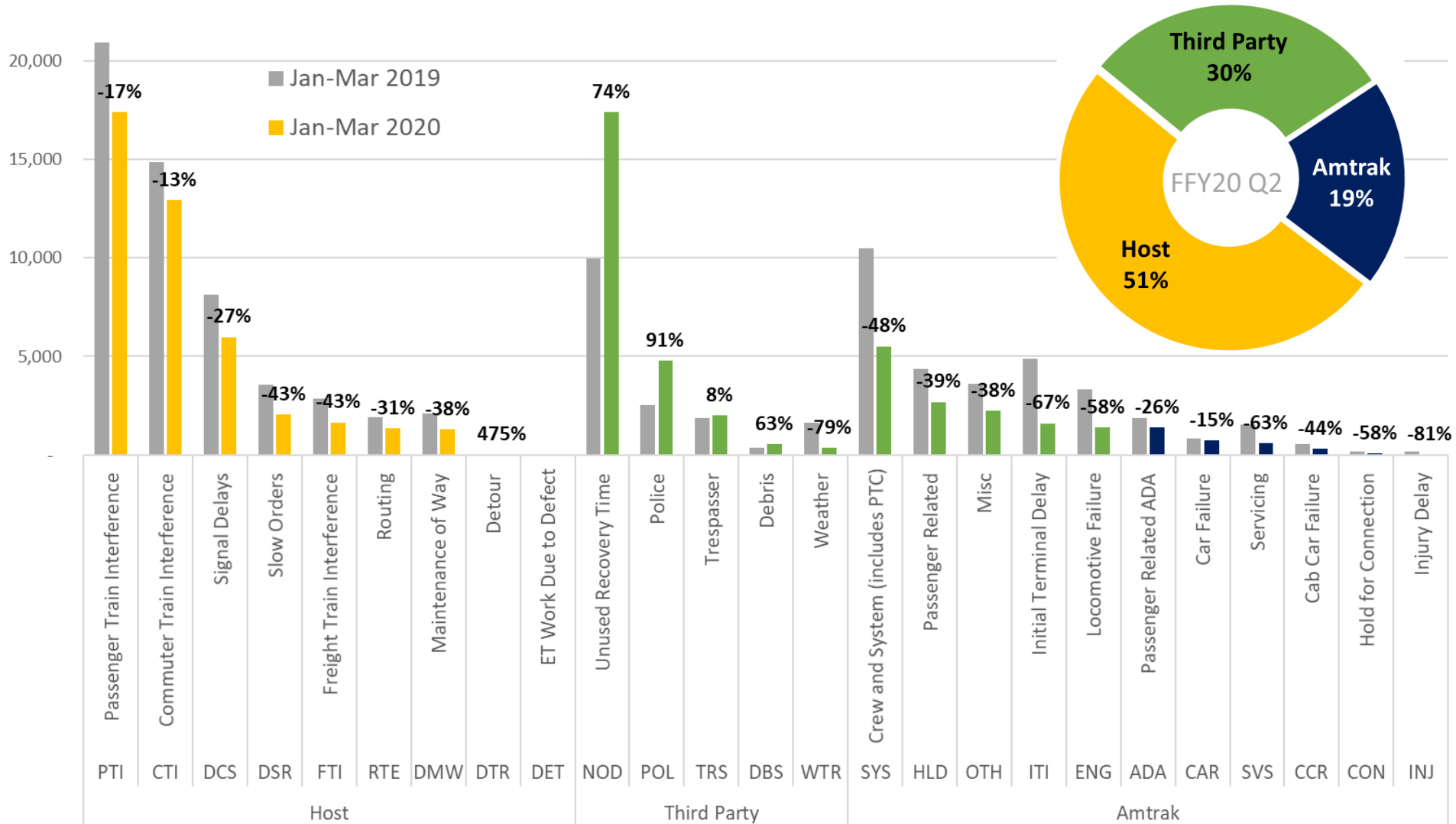
Delays by Responsible Party

FFY19 Q2 v. FFY20 Q2



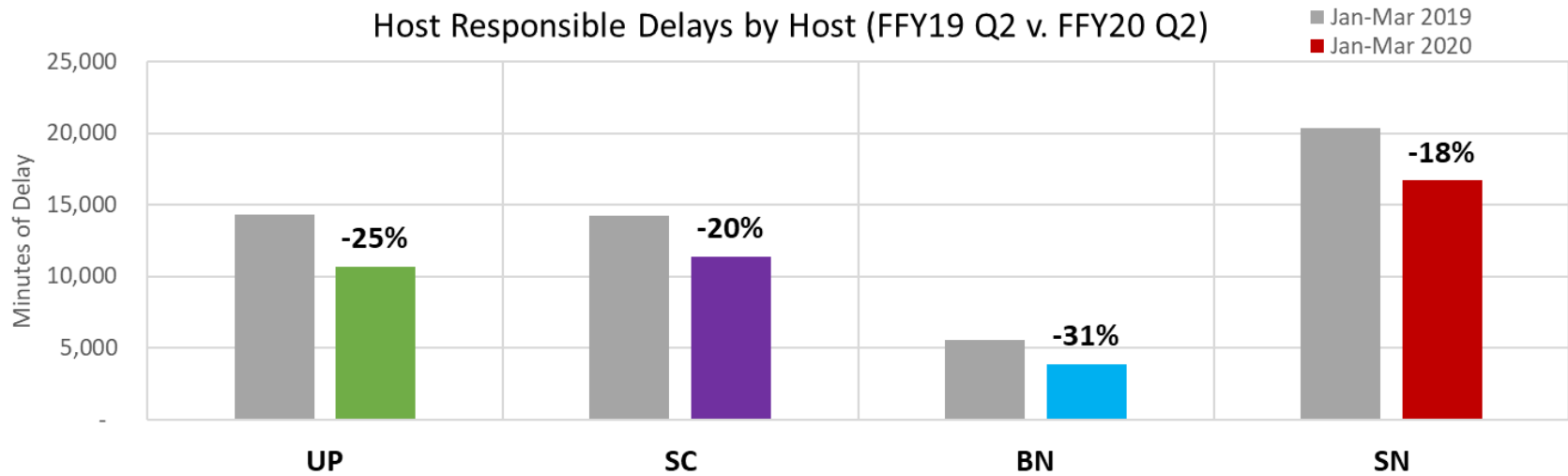
Delays by Category & Responsible Party

FFY19 Q2 v. FFY20 Q2

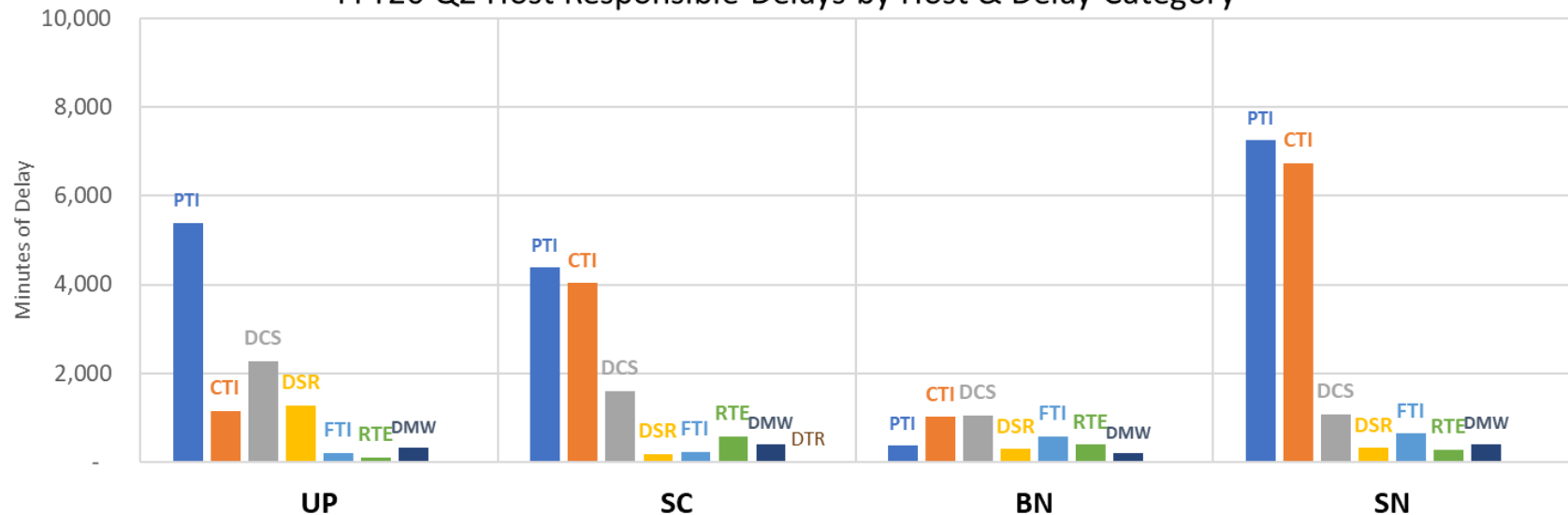


Host Responsible Delays

Host Responsible Delays by Host (FFY19 Q2 v. FFY20 Q2)

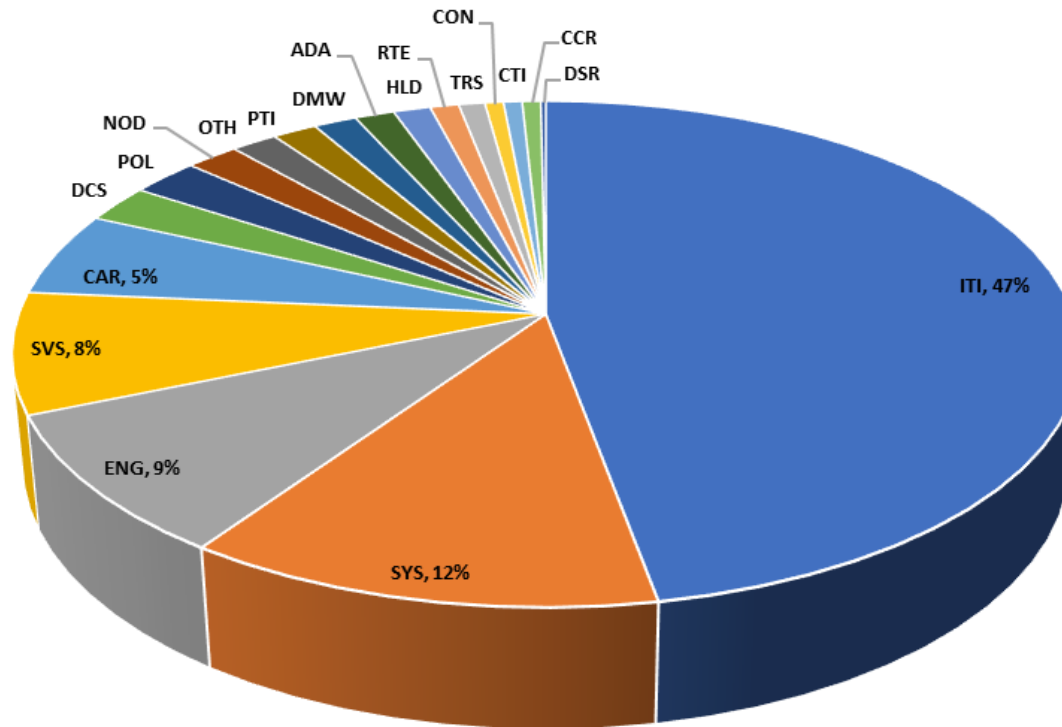


FFY20 Q2 Host Responsible Delays by Host & Delay Category



Initial Terminal Performance (ITP) FFY20 Q2

- Train 785 was responsible for about 17% of total ITP delays.



Host

CTI	Commuter Train Interference
DCS	Signal Delays
DET	ET Work Due to Defect
DMW	Maintenance of Way
DSR	Slow Orders
DTR	Detour
FTI	Freight Train Interference
PTI	Passenger Train Interference
RTE	Routing

Amtrak

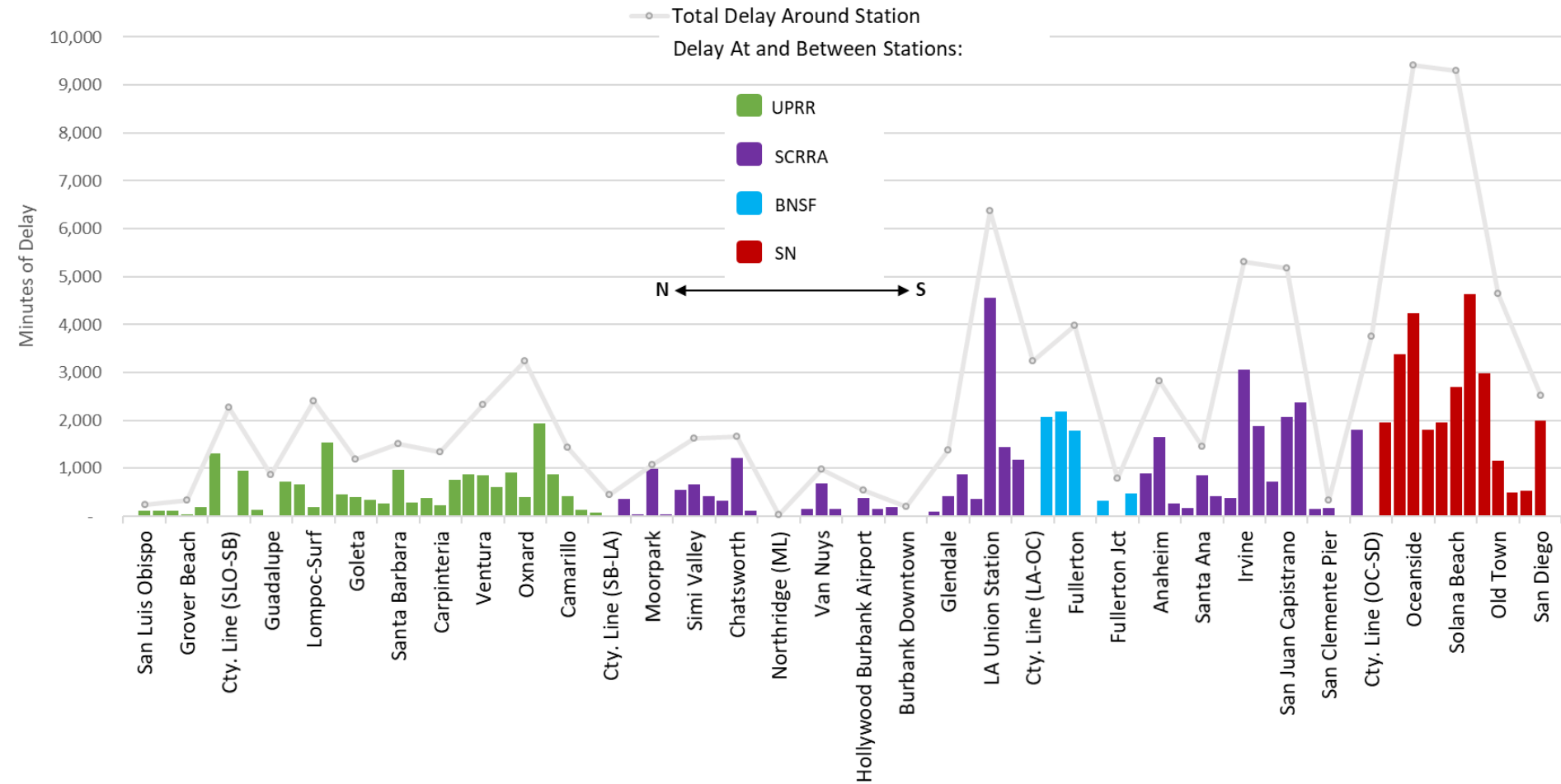
ADA	Passenger Related ADA
CAR	Car Failure
CCR	Cab Car Failure
CON	Hold for Connection
ENG	Locomotive Failure
HLD	Passenger Related
INJ	Injury Delay
ITI	Initial Terminal Delay
OTH	Misc
SVS	Servicing
SYS	Crew and System

Third Party

DBS	Debris
NOD	Unused Recovery Time
POL	Police
TRS	Trespasser
WTR	Weather

Total Delay Distribution – By Location

FFY20 Q2 (Jan-Mar 2020) Total Delay Distribution by Location



Conclusions – FFY20 Q2

- OTP improved in FFYQ2, and during COVID-19 reduced service schedule, systemwide OTP performing above 90 percent OTP goal.
- Amtrak and host-responsible delays decreased by 48% and 22%, respectively, and third party-responsible delays increased by 54% in FFY20 Q2 vs. FFY19 Q2.
- Overall, total minutes of delay decreased by 18% in FFY20 Q2 vs. FFY19 Q2.

Questions



Upcoming Board Workshop and Presentations on Capital Projects

Board of Directors Meeting
June 15, 2020

