



LOSSAN RAIL CORRIDOR AGENCY BOARD OF DIRECTORS MEETING

**Monday, September 21, 2020
11:15 a.m. - 12:45 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 7)

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

2. Approval of Minutes

Approval of the minutes of the LOSSAN Agency Board of Directors meeting of June 15, 2020.

3. Amendment to Agreement for Pacific Surfliner Creative Services

Emilia Doerr

Overview

On November 18, 2019, the Board of Directors approved an agreement with Pastilla, Inc., to provide creative services for the Pacific Surfliner marketing program for a one-year initial term and two, two-year option terms. An amendment is required to exercise the first option term of the agreement.

Recommendation

Authorize the Managing Director to negotiate and execute Agreement No. 1 to Agreement No. L-9-0013 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Pastilla, Inc., to exercise the first option term of the agreement effective January 1, 2021 through December 31, 2022, in the amount of \$500,000, to provide creative services for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$900,000.

4. **Amendment to Agreement for Pacific Surfliner Videographer and Photographer Services**
Emilia Doerr

Overview

On November 18, 2019, the Board of Directors approved an agreement with Goal Productions, Inc., to provide videography and photography for the Pacific Surfliner marketing program for a one-year initial term and two, two-year option terms. An amendment is required to exercise the first option term effective January 1, 2021 through December 31, 2022.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-9-0015 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Goal Productions, Inc., to exercise the first option term of the agreement, in the amount of \$600,000, to provide videography and photography services for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$900,000.

5. **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**
James D. Campbell

Overview

On March 18, 2019, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement between the Southern California Regional Rail Authority and the National Railroad Passenger Corporation for the Rail 2 Rail Program between Pacific Surfliner and Metrolink passenger rail services on the Los Angeles - San Diego - San Luis Obispo rail corridor for a period of one year, through June 30, 2020. This agreement was subsequently extended through September 30, 2020. Staff recommends the Board of Directors approve an amendment to extend the existing agreement through June 30, 2021, to allow for continuity of transportation options and time to pursue the development of an alternate program for the Rail 2 Rail Program.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Cooperative 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 extend the contract term for a period of nine months through June 30, 2021, and increase the total contract value in the amount of \$1,854,000, for a total contract value of up to \$4,254,000.

6. **Amendment to Agreement No. L-0-0006 with the Union Pacific Railroad for the Passenger Rail Service Enhancement and Infrastructure Improvements to Implement Two Additional Passenger Train Pairs**
James D. Campbell

Overview

On February 17, 2020, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors authorized the Managing Director to negotiate and execute an agreement with the Union Pacific Railroad to design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles. The program of improvements was developed over the preceding year, including the initiation of design in December 2019. The Union Pacific Railroad, through the final negotiation efforts, has requested the agreement reflect the effective date of December 1, 2019, to address early work performed to advance the design of key projects necessary to meet the initial goal of implementing the additional service by the end of 2020.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 1 to agreement No. L-0-0006 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Union Pacific Railroad to reflect an effective date of December 1, 2019.

7. **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 passenger rail services on the Los Angeles - San Diego - San Luis Obispo rail corridor for a period of one year, through July 31, 2019. This agreement was subsequently extended through September 30, 2020. Staff recommends the Board of Directors approve an amendment to extend the existing agreement through June 30, 2021, to allow for continuity of transportation options and time to pursue the development of an alternate program for the Rail 2 Rail Program.

7. (Continued)**Recommendation**

Authorize the Managing Director to negotiate and execute Amendment No. 3 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 nine months, through June 30, 2021.

Regular Calendar**8. Update on the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Business Plan and Operational Budget for Fiscal Years 2020-21 and 2021-22**
Roger M. Lopez**Overview**

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency each year. The business plan is a two-year planning document that outlines operations and service goals, discusses any proposed changes to the Pacific Surfliner service, and provides the basis for the annual budget request. An update on the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan and operational budget for fiscal years 2020-21 and 2021-22 is presented for review.

Recommendation

Direct staff to return to the Board of Directors in November 2020 with a revised operating budget consistent with the revenue and expense estimates provided by Amtrak for federal fiscal year 2020-21.

Discussion Items**9. Pacific Surfliner Marketing Update**
Emilia Doerr

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal year 2019-20 marketing efforts support key priorities outlined in the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal years 2020-21 and 2021-22 Business Plan. This report provides a summary of marketing activities including strategic marketing and communications activities that have been adapted to align with reduced service levels and promote public informational messages related to health and safety in response to the coronavirus.

- 10. Update on Capital Projects Along the North End of the Los Angeles - San Diego - San Luis Obispo Rail Corridor**
James D. Campbell

An overview of the capital projects along the Los Angeles - San Diego - San Luis Obispo Rail Corridor between Los Angeles and San Luis Obispo will be presented by staff from the Los Angeles County Metropolitan Transportation Authority, Metrolink, and Union Pacific Railroad.

- 11. Managing Director's Report**

- 12. Board Members' Report**

- 13. Closed Session**

There is no Closed Session scheduled.

- 14. Adjournment**

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

Monday, November 16, 2020

11:15 a.m. - 12:45 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 June 15, 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 Board of Directors (Board) 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 Chairman Murray.

1. Public Comments

There were no public comments.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 6)

2. Approval of Minutes

A motion was made by Vice Chairman Reed, seconded by Director Talamantes, and following a roll call vote, declared passed 11-0, to approve the minutes of the LOSSAN Agency Board of Directors meeting of May 18, 2020.

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

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

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

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

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

- 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, Manager of Planning & Analysis, provided background and an overview for this item of the following:

- Update on cost saving measures and funding elements currently being pursued to ensure that services continue to run as planned for the next year and a half.
- Impacts of coronavirus (COVID-19) on the state economy and on intercity passenger rail.
- Planning service levels and funding for operations over the next federal fiscal year (FFY).
- FFY assistance provided to Amtrak.
- LOSSAN Agency allocation of \$13.1 million in State Rail Assistance (SRA) program funding, with approximately \$7.2 million approved by the Board for use on specific capital projects, and referenced Attachment A of the staff report.
- State requested the suspension of some non-essential capital projects to make the SRA formula funds available for the ongoing operations of the Pacific Surfliner intercity rail service for FFY 2020-21.
- Special Technical Advisory Committee (TAC) meeting scheduled for the month of July to discuss thruway bus services. Staff will present all the data, work through the issues with each of the routes, and come back before the TAC and the Board before making any changes to the routes.

7. (Continued)

A discussion ensued regarding:

- Amtrak designating any FFY assistance funding to the LOSSAN Agency.
- Vital safety improvements on the capital side.
- SRA funding for non-safety critical improvement projects such as lighting projects which would improve overall safety for passengers.
- Timing of projects, and balancing funding for operating vs. capital projects.
- Maintaining service levels less than 60 percent per the states' request.

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

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

- State Budget Outlook;
- Amtrak Operating Costs;
- Amtrak Operating Costs Continued;
- Federal Funding Fiscal Year 2020;
- Federal Funding Fiscal Year 2021 and Beyond;
- Federal Funding Fiscal Year 2021 and Beyond Continued; and
- Summary.

8. (Continued)

A discussion ensued regarding:

- The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act.
- Discussion at the state level regarding what projects might be potential candidates for future grant program funding.
- Increase in ridership, averaging nearly 1,000 a day, with the first 10 days in June exceeding the entire ridership for the month of April.
- Continue to monitor ridership on a daily and provide the Board weekly updates.

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

Donna DeMartino, MD, provided opening comments and introduced Linda Culp, Principal from San Diego Associations of Governments (SANDAG), who provided a PowerPoint presentation on the following:

- LOSSAN: San Diego Subdivision;
- Service-based Planning;
- LOSSAN Program Summary;
- LOSSAN Double Track Progress;
- Construction Project Status;
- Poinsettia Station Improvements;
- Elvira to Morena Double Track;
- San Diego River Bridge and Double Track;
- Del Mar Bluffs (DMB) Stabilization;
- Del Mar Bluffs Emergency Project Location of washouts Repair;
- DMB Emergency Project Storm damage west of 14th Street;
- Del Mar Bluffs Emergency Repairs;
- Del Mar Bluffs Stabilization 4 Urgent Repairs;
- Stabilize Headwall MP 244.3;
- Storm Chute below 12th Street;
- Long Term Planning – Del Mar Tunnel Alignment Alternatives;
- Funding Efforts;
- Projects Funded for Construction;
- El Portal Undercrossing – City of Encinitas;
- El Portal Undercrossing Concept Rendering;
- Projects in Design and Permitting;
- San Onofre Pulgas Double Track 2;
- Eastbrook to Shell on San Luis Rey River;
- Carlsbad Village Trench Alternatives;

9. (Continued)

- Batiquitos Lagoon Double Track;
- San Dieguito Double Track and Special Events Platform Project;
- Sorrento Miramar Phase 2; and
- LOSSAN Coastal Rail Corridor.

A discussion ensued regarding:

- SANDAG is enhancing transportation, as well as providing necessary jobs and helping the economy.
- Stabilization efforts, corridor alignments, tunnel segments, and property acquisition.
- The Board thanked Ms. Culp for her very comprehensive and detailed presentation.

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

Roger M. Lopez, Manager, Planning and Analysis, who provided a PowerPoint presentation on the following:

- Monthly Average Endpoint On-Time Performance (OTP) – Systemwide;
- FFY20 Q2 Average Endpoint OTP by Train;
- Delays by Responsible Party FFY19 Q2 v. FFY20 Q2;
- Delays by Category & Responsible Party FFY19 Q2 v. FFY20 Q2;
- Host Responsible Delays;
- Initial Terminal Performance (ITP) FFY20 Q2;
- Total Delay Distribution – By Location;
- Conclusions – FFY20 Q2; and
- Questions.

A discussion ensued regarding:

- Understanding how the early arrival affects the OTP stats.
- Delays due to construction projects, commuter train interference, and COASTER train.
- Possible delay improvements following the completion of the San Diego River Double Track project.

11. Upcoming Board Workshop and Presentations on Capital Projects

Donna DeMartino, (MD), provided opening comments and introduced James Campbell, Manager of Programs, who provided an overview of the item as follows:

- Upcoming Board Workshop in the month of September focused on LOSSAN Agency projects, prioritization, and funding sources.
- Referenced the map included in the Board agenda packet, and provided a brief summary of the various capital projects the LOSSAN Agency is either leading or providing funding.

12. Managing Director's Report

Ms. DeMartino, MD, provided comments as follows:

- The Pacific Surfliner "Hug the Coast" video campaign earned a Silver Telly Award in Social Video – Travel & Tourism category. Congratulated the LOSSAN Agency's marketing team, LOSSAN Agency's video marketing partners Gold Production.
- LOSSAN Agency staff is reaching out to TAC representatives from all the member agencies and began scheduling meetings to discuss specific local projects, needs, and issues.
- Thanked the Board and stated staff is looking forward to their input as they work on the many capital projects that are designed to increase safety and capacity along the LOSSAN Agency rail corridor.

Alternate White thanked the marketing team for the video for Ventura. He stated that he also sits on the Ventura Visitors and Convention Bureau, and the video really has taken off in the community.

13. Board Members' Report

- Vice Chairman Reed stated it was an exceptional meeting and thanked all of the presenters for their diligence, and enormous amount of important information.
- Past Chairman MacDonald echoed Vice Chairman Reed's comments and thanked staff for their excellent job coordinating the teleconference meeting, and providing excellent information.
- Director Strong stated it was a great meeting, very meaty with a lot of information, and appreciated all the efforts of staff.
- Director Hart agreed with all of his colleagues, very informative meeting and appreciated Ms. Culp's presentation, the detail that she worked through, and a great model for the rest of the corridor.
- Director Talamantes echoed his colleague's comments and thanked Ms. DeMartino and LOSSAN Agency staff for putting together a great presentation, with a lot of food for thought, and good information.

13. (Continued)

- Director Fasana appreciated the report on what's happening on the southern end of our corridor in San Diego County, and looks forward to the workshop.
- Director Gradinger stated the California Department of Transportation has been working very closely with LOSSAN Agency's staff. He thanked Mr. Jewel, Finance and Administration Manager, Mr. Lopez, Manager, Planning and Analysis, Ms. DeMartino, Managing Director, and Mr. Campbell, Manager of Programs, for all the great work they have been doing. He stated staff has been very busy in the last few months interpreting the Coronavirus Aid, Relief, and Economic Security Act, the state and federal budgets, and the program going forward.
- Director Smith echoed the comments of the rest of the Directors, stated it was a great meeting and reassured the Board and LOSSAN Agency staff that Amtrak is committed to working with Jason and Donna and the team to identify cost saving measures as to navigate through the difficult times.
- Chairman Murray echoed the comments from his colleagues and thanked everyone for their support of LOSSAN Agency and staff. He added these are very challenging times and thanked everyone for their participation.

14. Closed Session

There was no Closed Session scheduled.

15. Adjournment

The meeting was adjourned at 12:57 p.m.

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

ATTEST:

Martha M. Ochoa
LOSSAN Agency
Clerk of the Board

Al Murray
LOSSAN Agency Chairman



September 21, 2020

To: Members of the Board of Directors
From: Donna DeMartino, Managing Director *Donna DeMartino*
Subject: Amendment to Agreement for Pacific Surfliner Creative Services

Overview

On November 18, 2019, the Board of Directors approved an agreement with Pastilla, Inc., to provide creative services for the Pacific Surfliner marketing program for a one-year initial term and two, two-year option terms. An amendment is required to exercise the first option term of the agreement.

Recommendation

Authorize the Managing Director to negotiate and execute Agreement No. 1 to Agreement No. L-9-0013 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Pastilla, Inc., to exercise the first option term of the agreement effective January 1, 2021 through December 31, 2022, in the amount of \$500,000, to provide creative services for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$900,000.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is responsible for marketing the Pacific Surfliner service in order to enhance public awareness of the service and increase ridership and revenue.

Design and creative services are required to create engaging content that will enable the LOSSAN Agency marketing staff to meet marketing program goals and position the Pacific Surfliner as a preferred transportation option. Quality designs and effective branding are components of the content marketing strategy for the Pacific Surfliner service. Pastilla, Inc. (Pastilla) will work closely with the LOSSAN Agency marketing team in order to produce compelling content, such as ridership campaigns, community sponsorship/partnership assets, continued rebranding efforts to the Café Car and other touchpoints throughout the train,

signage, illustrations, printed collateral, and various other design-related support that continues to develop and strengthen the Pacific Surfliner brand.

Procurement Approach

The original procurement was handled in accordance with the LOSSAN Agency's Board of Directors (Board)-approved policies and procedures for professional services. On November 18, 2019, the LOSSAN Agency's Board approved the award of the agreement with Pastilla. The original agreement was awarded on a competitive basis and includes a one-year initial term in the amount of \$400,000, and two, two-year option terms. The initial term of the agreement expires December 31, 2020, as described in Attachment A.

The proposed Amendment No. 1 is to exercise the first option term of the agreement through December 31, 2022. Amending this agreement will increase the maximum obligation by \$500,000, bringing the total contract value to \$900,000. The Contracts Administration and Materials Management Department has negotiated the option term's rates, and Pastilla has agreed to keep the same hourly rates as those in the initial term of the agreement. Exercising the first option term will allow Pastilla to continue providing marketing and creative services for the Pacific Surfliner marketing program.

Fiscal Impact

The LOSSAN Agency Board approved fiscal year (FY) 2020-21 and 2021-22 annual business plan on May 18, 2020, which included a marketing budget of \$2,000,000, plus the use of \$1,240,390 in prior year marketing funds. In July 2020, the California State Transportation Agency (CalSTA) approved marketing funding for FY 2020-21 at a reduced level of \$1,240,390, with the understanding that additional funds may be requested during planned quarterly budget reviews during FY 2020-21. Staff estimates the use of approximately \$250,000 in marketing funds will be used to cover expenses during FY 2020-21, contingent upon the approval of the LOSSAN Agency's amended FY 2020-21 budget, which staff anticipates bringing to the Board in November. The \$500,000 value of the option term is a not-to-exceed maximum obligation amount over the first option term. The actual marketing expenditures programed for this agreement for future FY's will be adjusted on an annual basis to be consistent with the LOSSAN Agency's Board-approved annual business plan and budget and funding amounts approved by CalSTA.

Summary

Staff recommends the Board authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-9-0013 with Pastilla, Inc., to exercise the first option term through December 31, 2022, in the amount of \$500,000 for a total contract value of \$900,000, to provide creative services for the Pacific Surfliner marketing program.

Attachment

- A. Pastilla, Inc., Agreement No. L-9-0013 Fact Sheet

Prepared by:



Emilia Doerr
Marketing & Communications Officer
714-560-5370

Pastilla, Inc., Agreement No. L-9-0013 Fact Sheet

1. November 18, 2019, Agreement No. L-9-0013, \$400,000, approved by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board).
 - Agreement to provide creative services for the Pacific Surfliner marketing program.
 - Initial term effective January 6, 2020 through December 31, 2020, with two, two-year option terms.
2. September 21, 2020, Amendment No. 1 to Agreement No. L-9-0013, \$500,000, pending approval by the Board.
 - Amendment to exercise the first option term of the agreement effective January 1, 2021 through December 31, 2022.

Total not to exceed under Agreement No. L-9-0013, Pastilla, Inc.: \$900,000.



September 21, 2020

To: Members of the Board of Directors

From: Donna DeMartino, Managing Director

Subject: Amendment to Agreement for Pacific Surfliner Videographer and Photographer Services

Overview

On November 18, 2019, the Board of Directors approved an agreement with Goal Productions, Inc., to provide videography and photography for the Pacific Surfliner marketing program for a one-year initial term and two, two-year option terms. An amendment is required to exercise the first option term effective January 1, 2021 through December 31, 2022.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-9-0015 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Goal Productions, Inc., to exercise the first option term of the agreement, in the amount of \$600,000, to provide videography and photography services for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$900,000.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is responsible for marketing the Pacific Surfliner service in order to enhance public awareness of the service and increase ridership and revenue.

Video production services and professional photography are required to create marketing content that will enable LOSSAN Agency marketing staff to meet marketing program goals and position the Pacific Surfliner as a preferred transportation option. Video and still photography are key components of the content marketing strategy for the Pacific Surfliner service. Goal Productions, Inc., will work closely with LOSSAN Agency marketing team in order to produce

compelling content that can be used on the PacificSurfliner.com website, on social media, and through broadcast ad buys.

Procurement Approach

The original procurement was handled in accordance with LOSSAN Agency's Board of Directors (Board)-approved policies and procedures for professional services. On November 18, 2019, the LOSSAN Agency's Board approved the award of the agreement with Goal Productions, Inc. The original agreement was awarded on a competitive basis and includes a one-year initial term and two, two-year option terms, in the amount of \$300,000. The initial term of the agreement expires December 31, 2020, as described in Attachment A.

The proposed Amendment No. 1 is to exercise the first option term of the agreement effective January 1, 2021 through December 31, 2022. . Amending this agreement will increase the maximum obligation by \$600,000, bringing the total contract value to \$900,000. As a result of renegotiations by the Contracts Administration and Materials Management Department, Goal Productions, Inc. agreed to hold current hourly rates through the first year of the option term and the second year will remain as originally negotiated. Exercising the option term will allow for continued videography and photography services for the Pacific Surfliner marketing program.

Fiscal Impact

The LOSSAN Agency's Board adopted fiscal year (FY) 2020-21 and 2021-22 annual business plan approved by the California State Transportation Agency (CalSTA) includes the use of \$1,240,000 in remaining marketing funds from prior FY's. Staff estimates the use of approximately \$100,000 in marketing funds will be utilized to cover the option term of the contract from January 1, 2020 through June 30, 2020. Staff estimates the use of approximately \$200,000 in marketing funds will be utilized to cover expenses during FY 2020-21, contingent upon the approval of the LOSSAN Agency's FY 2021 budget and FY 2020-21 and FY 2021-22 annual business plan. The value of the option term is a maximum obligation, not to exceed amount. The actual marketing expenditures programed for this agreement for FY 2022 will be adjusted to be in alignment with future budget allocations approved by the LOSSAN Board and funding provided by CalSTA.

Summary

Based on the information provided, staff recommends the Board authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-9-0015 with Goal Productions, Inc., to exercise the first option term in the amount of \$600,000, to provide videography and photography services for the Pacific Surfliner marketing program.

Attachment

- A. Goal Productions, Inc., Agreement No. L-9-0015, Fact Sheet

Prepared by:



Emilia Doerr
Marketing & Communications Officer
(714) 560-5370

**Goal Productions, Inc.
Agreement No. L-9-0015
Fact Sheet**

1. November 18, 2019, Agreement No. L-9-0015, \$300,000, approved by the Board of Directors (Board).
 - To provide videography and photography services for the Pacific Surfliner marketing program.
 - Initial term effective January 1, 2020 through December 31, 2020, with two, two-year option terms.
2. September 21, 2020, Amendment No. 1 to Agreement No. L-9-0015, \$600,000, pending approval by Board.
 - Exercise the first option term of the agreement effective January 1, 2021 through December 31, 2022.

Total not to exceed amount under Agreement No. L-9-0015, Goal Productions, Inc.: \$900,000.



September 21, 2020

To: Members of the Board of Directors

From: Donna DeMartino, Managing Director *Donna DeMartino*

Subject: 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

Overview

On March 18, 2019, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement between the Southern California Regional Rail Authority and the National Railroad Passenger Corporation for the Rail 2 Rail Program between Pacific Surfliner and Metrolink passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor for a period of one year, through June 30, 2020. This agreement was subsequently extended through September 30, 2020. Staff recommends the Board of Directors approve an amendment to extend the existing agreement through June 30, 2021, to allow for continuity of transportation options and time to pursue the development of an alternate program for the Rail 2 Rail Program.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Cooperative 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 extend the contract term for a period of nine months through June 30, 2021, and increase the total contract value in the amount of \$1,854,000, for a total contract value of up to \$4,254,000.

Discussion

The Rail 2 Rail (R2R) Program was initiated in 2003 through a cooperative agreement between the California Department of Transportation (Caltrans), Southern California Regional Rail Authority (Metrolink), and the National Railroad Passenger Corporation (Amtrak). The R2R Program was intended to leverage available capacity on the Pacific Surfliner trains for the mutual benefit

of both Metrolink and Pacific Surfliner passengers. The R2R Program has continued in substantially the same format, when the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) assumed administrative responsibility in 2015.

The R2R Program with Metrolink currently provides for all Amtrak-operated Pacific Surfliner trains to accept valid monthly Metrolink tickets, and for all Metrolink trains to accept valid monthly Amtrak tickets within the limits of the tickets, subject to certain restrictions and blackout dates. The R2R Program also allows for Pacific Surfliner trains to accept all valid Metrolink fare media between Los Angeles Union Station and the Burbank Airport – South station, providing additional options for travelers who want to take the train to and from Burbank Airport instead of renting a car.

Current statewide and regional policies and guidelines have limited travel due to the coronavirus (COVID-19) pandemic, resulting in a significant reduction in both Metrolink and Pacific Surfliner ridership and services. During this unprecedented time, the R2R Program continues to provide mutual benefit for both the Pacific Surfliner and Metrolink by allowing additional daily trips to passengers at a fraction of the cost to provide the service independently. These additional Pacific Surfliner trains provide service in currently unserved timeslots, requiring minimal financial contribution from Metrolink member agencies. Further, the R2R Program continues to benefit the Pacific Surfliner during the COVID-19 pandemic by contributing approximately eight percent of total daily ridership and providing a modest revenue increase.

The current R2R Program agreement expires on September 30, 2020. Based on the performance of the R2R Program to date, consideration of the program in the Business Plan, and the mutual benefit the program is continuing to provide to passengers by offering additional travel options during the COVID-19 pandemic, LOSSAN Agency staff recommends the continuance of this program for a term of nine months, through June 30, 2021. The reimbursement rate is recommended to remain at \$7.00 per boarding with an annual cap of \$1,854,000 between October 1, 2020 and June 30, 2021. This is consistent with the draft Metrolink fiscal year 2020-21 budget.

To continue the development of options for the long-term continuance of the R2R Program and also to ensure continued integration efforts on the LOSSAN rail corridor, LOSSAN Agency staff will continue the discussions that have been initiated with Metrolink and Amtrak to pursue the development of an alternate program for the R2R Program.

Summary

Staff requests Board of Directors' approval for the Managing Director to negotiate and execute Amendment No. 2 to Cooperative Agreement No. L-9-0005 between LOSSAN Agency, Metrolink, and Amtrak to extend the Rail 2 Rail Program for a period of nine months through June 30, 2021, and to increase the total contract value by up to \$1,854,000, for a total contract value of \$4,254,000.

Attachment

- A. Southern California Regional Rail Authority and National Railroad Passenger Corporation, Cooperative Agreement No. L-9-0005 Fact Sheet

Prepared by:



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

**Southern California Regional Rail Authority
and National Railroad Passenger Corporation
Cooperative Agreement No. L-9-0005 Fact Sheet**

1. July 1, 2019, Cooperative Agreement No. L-9-0005, \$2,400,000, approved by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board).
 - To continue the Rail 2 Rail program, which authorizes National Railroad Passenger Corporation and Southern California Regional Rail Authority to accept specified tickets issued from each of their respective passenger rail services for travel between the specified station pair identified on the fare media.
2. July 1, 2020, Amendment No. 1 to Cooperative Agreement No. L-9-0005, \$0, approved by the Board
 - To extend the term of the Cooperative Agreement at no additional cost and update the contact information for LOSSAN Agency.
3. September 21, 2020, Amendment No. 2 to Cooperative Agreement No. L-9-0005, \$1,854,000, pending Board approval.
 - To extend the term of the Cooperative Agreement by nine months and to increase the funding in the amount of \$1,854,000

Total cooperative agreement amount, after approval of Amendment No. 2 to Cooperative Agreement No. L-9-0005: \$4,254,000.



September 21, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: Amendment to Agreement No. L-0-0006 with the Union Pacific Railroad for the Passenger Rail Service Enhancement and Infrastructure Improvements to Implement Two Additional Passenger Train Pairs

Overview

On February 17, 2020, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors authorized the Managing Director to negotiate and execute an agreement with the Union Pacific Railroad to design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles. The program of improvements was developed over the preceding year, including the initiation of design in December 2019. The Union Pacific Railroad, through the final negotiation efforts, has requested the agreement reflect the effective date of December 1, 2019, to address early work performed to advance the design of key projects necessary to meet the initial goal of implementing the additional service by the end of 2020.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-0-0006 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Union Pacific Railroad to reflect an effective date of December 1, 2019.

Discussion

As part of the effort to advance service expansion and enhancement goals for the Pacific Surfliner intercity passenger rail service, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is managing efforts to improve the efficiency of the infrastructure, add track capacity, and improve on-time performance (OTP) along the LOSSAN rail corridor in Ventura, Santa Barbara, and San Luis Obispo counties.

The LOSSAN Agency's 2018 Transit and Intercity Rail Capital Program grant award included funding to address many of the capital improvements necessary to implement additional Pacific Surfliner service north of Los Angeles, including construction of additional double track and siding extensions, station improvements, signal and switch upgrades, and capitalized access incentives to the Union Pacific Railroad (UPRR) for improved Pacific Surfliner reliability and OTP.

In July 2019, UPRR presented the results of the capacity modeling performed to evaluate the infrastructure improvements necessary to support implementing two additional roundtrips on the northern end of the rail corridor. In December 2019, LOSSAN Agency staff, working with UPRR, agreed to a prioritized list of capital projects necessary to implement the additional service.

On February 17, 2020, the LOSSAN Agency Board of Directors (Board) authorized the Managing Director to negotiate and execute an agreement with UPRR to design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles.

Agreement No. L-0-0006 with UPRR covers the design and construction elements associated with the capital improvement and infrastructure enhancement projects necessary to implement two additional roundtrips north of Los Angeles and is broken into two phases. The projects identified in the first phase consist of the capital improvements and infrastructure enhancements necessary to support one additional roundtrip to San Luis Obispo. Coordinating with UPRR, several Phase 1 projects were identified as being critical to complete prior to implementing the additional roundtrip to San Luis Obispo, which was planned for the end of calendar year 2020.

In order to have completed construction of these critical Phase 1 projects prior to the end of calendar year 2020 as requested, UPRR initiated work to advance the design of key projects in December 2019.

As part of the final negotiation efforts, the Union Pacific Railroad has requested that the agreement reflect the effective date that addresses the early work performed on the key projects necessary to meet the initial service implementation goal. Staff requests an amendment to Agreement No. L-0-0006 to reflect the effective date of December 1, 2019, and allow for reimbursement to UPRR for the early work performed.

Summary

As part of the final negotiation efforts with Union Pacific Railroad, authorized by the February 17, 2020 Board of Directors meeting, staff is requesting the Board of

Amendment to Agreement No. L-0-0006 with the Union Pacific Railroad for the Passenger Rail Service Enhancement and Infrastructure Improvements to Implement Two Additional Passenger Train Pairs


Page 3

Directors to approve Amendment No. 1 to Cooperative Agreement No. L-0-0006 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Union Pacific Railroad to reflect an effective date for the agreement of December 1, 2019, to address early work performed by the Union Pacific Railroad on the design of key projects identified in the agreement as needed to meet the initial goal of implementing additional service by the end of 2020.

Attachment

- A. Union Pacific Railroad, Cooperative Agreement No. L-0-0006 Fact Sheet

Prepared by:



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

**Union Pacific Railroad
Cooperative Agreement No. L-0-0006 Fact Sheet**

1. February 17, 2020, Cooperative Agreement No. L-0-0006, \$124,600,000, approved by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors (Board).
 - To design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles.
2. September 21, 2020, Amendment No. 1 to Cooperative Agreement No. L-0-0006, \$0, pending Board approval.
 - To modify the effective date of the Agreement retroactively from February 17, 2020 to December 1, 2019, to reflect the date on which Union Pacific Railroad began the design process and to allow for reimbursement of related costs.



September 21, 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 passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor for a period of one year, through July 31, 2019. This agreement was subsequently extended through September 30, 2020. Staff recommends the Board of Directors approve an amendment to extend the existing agreement through June 30, 2021, to allow for continuity of transportation options and time to pursue the development of an alternate program for the Rail 2 Rail Program.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 3 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 nine months, through June 30, 2021.

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 Fiscal Year 2017-18.

In July 2018, recognizing the ongoing benefits of the R2R Program, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the terms for the continuance of the R2R Program 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 due to the coronavirus (COVID-19) pandemic, resulting in a significant reduction in both COASTER and Pacific Surfliner ridership and service levels. During this unprecedented time, the R2R Program continues to provide mutual benefit for both the Pacific Surfliner and NCTD by allowing additional daily trips to passengers at a fraction of the cost to provide that service independently. Several of the Pacific Surfliner and COASTER trains also provide service during time periods or directions not currently served by the other.

The current R2R agreement expires on September 30, 2020. To ensure continued mutual benefit to passengers and offer additional travel options during the COVID-19 pandemic, staff recommends the continuance of the R2R Program with NCTD for an additional term of nine months, through June 30, 2021, and to continue with the current reimbursement rate of \$4.03 per boarding, that was approved by the Board in June 2020 to remain consistent with the average COASTER revenue per passenger identified in NCTD's Fiscal Year 2018-19 Comprehensive Annual Financial Report (CAFR). The reimbursement rate has been adjusted annually to remain consistent to the most recent NCTD CAFR since about 2016.

To continue the development of options for the long-term continuance of the R2R Program and to ensure continued integration efforts on the LOSSAN rail corridor, LOSSAN Agency staff will continue the discussions that have been initiated 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. 3 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 nine months through June 30, 2021, with no adjustment to the reimbursement rate of \$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 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 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 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, approved 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.
4. September 21, 2020, Amendment No. 3 to Cooperative Agreement No. L-8-0013, \$0.00, pending approval by the Board.
 - Amendment to extend the contract term an additional nine months through June 30, 2021.

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



September 21, 2020

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: Update on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan and Operational Budget for Fiscal Years 2020-21 and 2021-22

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency each year. The business plan is a two-year planning document that outlines operations and service goals, discusses any proposed changes to the Pacific Surfliner service, and provides the basis for the annual budget request. An update on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan and operational budget for fiscal years 2020-21 and 2021-22 is presented for review.

Recommendations

Direct staff to return to the Board of Directors in November 2020 with a revised operating budget consistent with the revenue and expense estimates provided by Amtrak for federal fiscal year 2020-21.

Background

Per the interagency transfer agreement between the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and the California Department of Transportation (Caltrans), and the LOSSAN Joint Powers Agreement, the LOSSAN Agency must develop a business plan to be approved by the LOSSAN Agency Board of Directors (Board) and submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1 of each year. The business plan is a two-year planning, operations, and budget document that provides the basis for the annual budget request, outlines operating and service goals, and discusses any proposed changes to the Pacific Surfliner service. The annual budget request must be included and consistent with the annual business plan.

Annual operating revenue and expense estimates are typically not received from Amtrak until March 31, which does not allow for sufficient time for review and incorporation into the annual business plan prior to the April 1 deadline. As a result, the business plan submittal on April 1 of each year includes a draft budget request, with a final budget request being brought back to the Board in June. Once the final budget request is approved by the Board, it is submitted to CalSTA and incorporated into the previously submitted business plan.

Discussion

The development of the annual budget request and submittal of the business plan for fiscal year (FY) 2020-21 and FY 2021-22 was significantly impacted by the COVID-19 pandemic. The final business plan was scheduled to be approved at the March 18, 2020 Board meeting. However, as a result of pandemic-related restrictions, that Board meeting was cancelled. In the weeks that followed, it became apparent that the annual budget request would need to be adjusted to reflect the reduction of service as well as the financial constraints imposed by the State. Staff began working with Amtrak to develop revised operating revenue and expense estimates

On May 18, 2020, the Board approved the submittal of the LOSSAN Agency annual business plan with the inclusion of a draft budget and directed staff to return in September 2020 with an updated budget request once revised cost estimates are received from Amtrak.

Revised FY 2020-21 Budget Status

On July 9, 2020, CalSTA approved the administrative and marketing components of the LOSSAN Agency budget, as submitted. The LOSSAN Agency was able to identify various cost savings and budget adjustments that lowered the administrative budget to \$5.9 million down from the originally proposed \$6.8 million. This reflects the elimination of performance-based increases and the identification of grant funding for direct costs related to administrative employees. CalSTA approved a reduced marketing funding amount of \$1,240,390, which is equivalent to prior years surplus funds. This reduced approval is with the understanding that additional funds may be requested during planned quarterly budget reviews, subject to available funding.

Regarding the FY 2020-21 operating budget, CalSTA has directed that all intercity passenger rail services operate no more than 60 percent of the train miles previously approved in their FY 2019-20 business plans, at least until such time as there is more clarity regarding the availability of funding to support a higher level of service. The LOSSAN Agency received initial operating financial forecasts from Amtrak on July 31, 2020. After an initial review and discussion, Amtrak is in

the process of revising the forecasts to update revenue projections and to further refine costs. The LOSSAN Agency anticipates receiving the updated forecasts this month, and once received, these will be thoroughly reviewed with Amtrak.

In the interim, staff is working with Amtrak, CalSTA, Caltrans, the State-Amtrak Intercity Passenger Rail Committee, and the other two California state-supported services to develop both additional funding sources and cost saving measures in an effort to achieve greater financial flexibility. Several alternate funding sources have already been identified. These include the \$13 million in State Rail Assistance funding the Board approved for operations, an anticipated \$3.5 million in operating reserve surplus from FY 2020, coordinating with Amtrak on the remaining \$70 million in Coronavirus Aid, Relief, and Economic Security act funding from FY 2020 (shared between all state supported routes), and identifying an accounting error from Amtrak that will result in an estimated \$6.2 million credit. Regarding cost saving measures, staff continues to analyze costs related to stations, connecting motor coach services, crew labor, and equipment usage. The finalized cost savings measures will inform the review of the updated cost and revenue projections provided by Amtrak. Staff plans on bringing to the Board a revised FY 2020-21 operating budget in November 2020.

Federal Fiscal Year 2021 Amtrak Operating Agreement

The current Amtrak operating agreement covers FFY 2019-20 and is effective through September 30, 2020. The agreement contains a continuation clause which allows for the operation of the Pacific Surfliner intercity passenger rail service to continue through March 30, 2021. Given the many questions that currently remain on possible cost savings, the pending receipt of the revised forecast from Amtrak, and the potential for additional federal funding support, the LOSSAN Agency recommends using the continuation clause, which does not require any Board action. An amendment to the current operating agreement will be brought before the Board with the revised FY 2020-21 budget in November 2020.

Next Steps

LOSSAN Agency staff will continue to work with Amtrak to develop updated estimates and coordinate the various cost savings measures with our state partners. Additionally, staff has begun working on the key assumptions necessary for the development of the FY 2021-22 and 2022-23 business plan. These will be brought to the Board in November 2020 for review and approval.

Summary

Consistent with the requirements of the interagency transfer agreement and the joint powers agreement, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan for Fiscal Years 2020-21 and 2021-22 was submitted to the Secretary of the California State Transportation Agency on May 1, 2020, with the understanding that a revised operated budget was in development. Staff is working with Amtrak to develop refined cost and revenue projections, as well as additional cost saving measures, to allow for the development of a final fiscal year 2020-21 operating budget. Staff will return to the Board of Directors no later than November 2020 for approval of the operating budget and seek direction to submit to the Secretary of the California State Transportation Agency.

Attachment

None.

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 and Analysis
(714) 560-5438



Pacific Surfliner Marketing Update

Board of Directors
September 21, 2020

Performance Summary

From January 1 through July 31, 2020, Amtrak reported a significant year-over-year decline in sales and revenue from leads generated by the Pacific Surfliner website.

This is a direct result of state-mandated stay-at-home orders and the associated reduction in Pacific Surfliner service during the COVID-19 crisis. Prior to the pandemic, both referral sales and revenue were up significantly year-over-year.

January – July 2020

- 153,000 qualified leads to Amtrak.com (**-65 percent (%)** vs previous year)
- 17,000 bookings (**-55%** vs previous year)
- \$152,000 in revenue (**-60%** vs previous year)

Note: Currently, sales reporting is not available for direct bookings on Amtrak.com, the Amtrak app, via phone, or in the stations.

Year-Over-Year Performance

Overall for the period of January through July 2020, Amtrak reported a 60% decrease in revenue from leads generated by the Pacific Surfliner website compared to the same period the previous year.



Unique visits to
PacificSurfliner.com



Referral traffic to
Amtrak.com



Bookings on
Amtrak.com



Revenue

	Unique visits to PacificSurfliner.com	Referral traffic to Amtrak.com	Bookings on Amtrak.com	Revenue
Jan-Jul 2019	912,488	444,619	40,198	\$2,628,885
Jan-Jul 2020	387,887	152,675	17,368	\$1,062,789

Note: Currently, sales reporting is not available for direct bookings on Amtrak.com, the Amtrak app, via phone, or in the stations.

Future Outlook

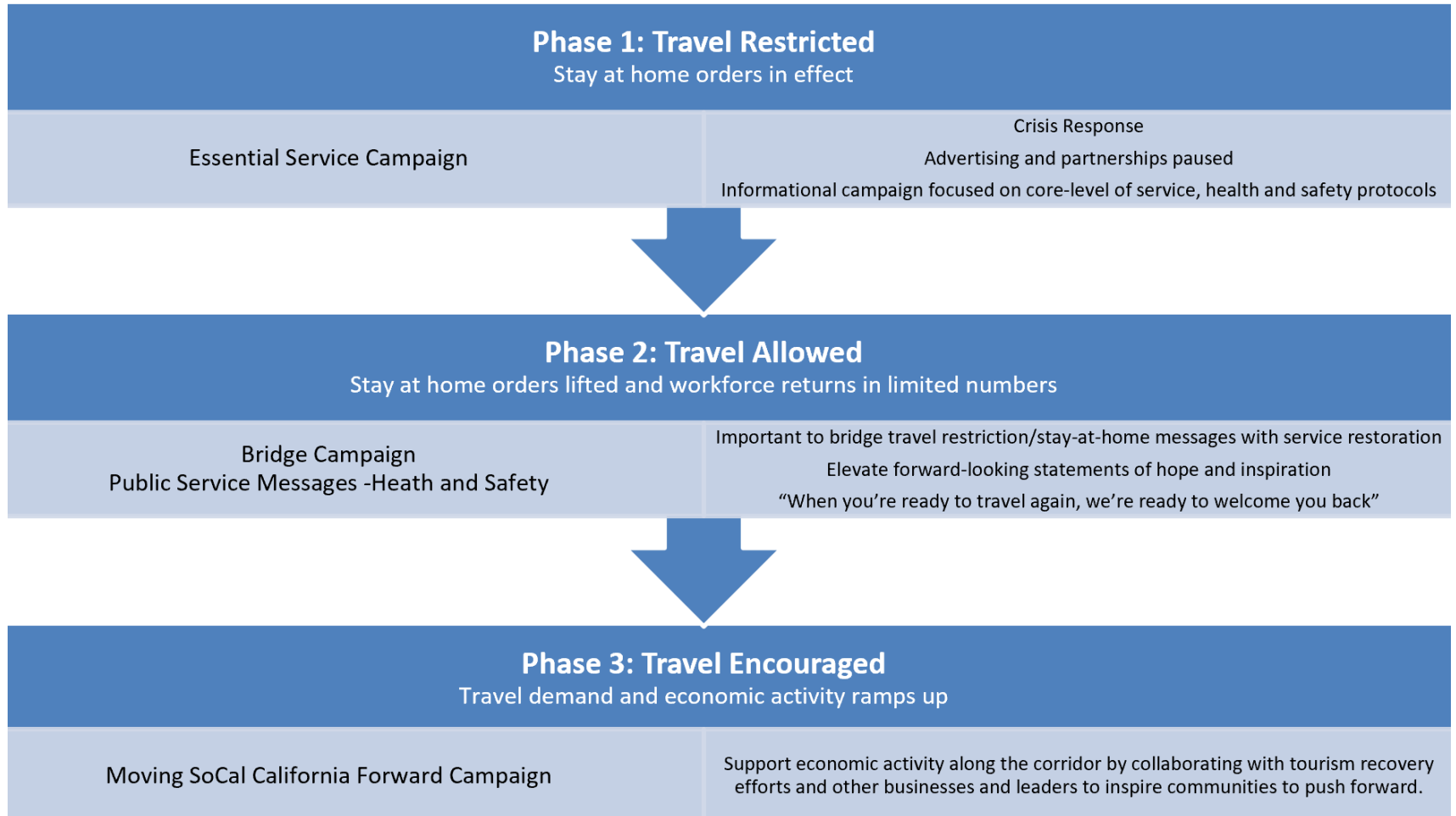
Since April 2020, bookings and revenue on Amtrak.com from the Pacific Surfliner website have started to slowly recover, aligning with the ridership trend.

To build consumer confidence in the service, informational marketing messages should continue highlighting enhanced safety efforts.

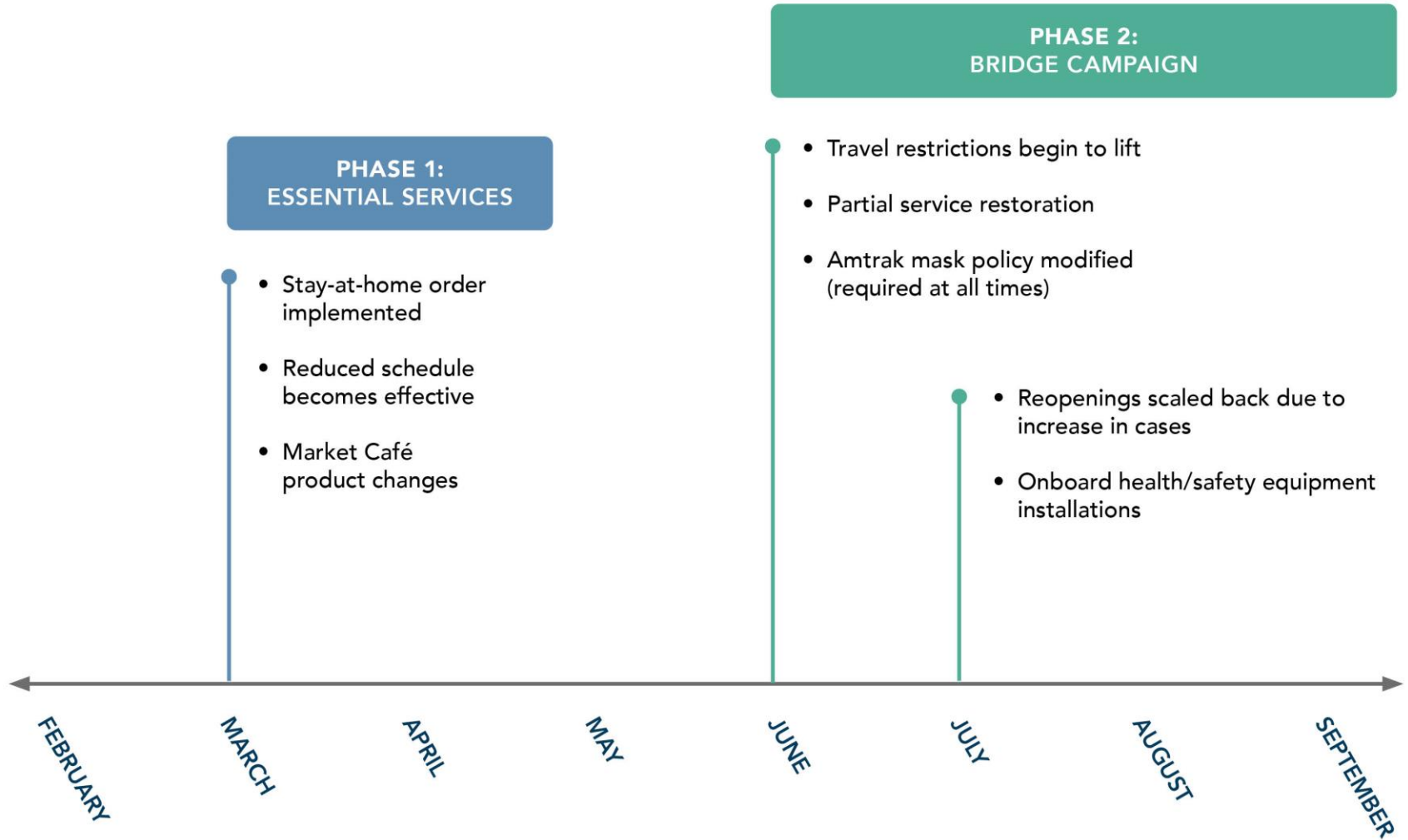
Year-Over-Year Revenue By Month



Marketing & Communications Response and Re-entry Phases



Communications Milestones



Align Marketing with Service Levels

Key elements of planning:

- High efficiency with budgets by focusing on digital targeting to reach customers effectively
- Short-term and flexible ad buying including flexibility to rotate messaging as needed
- Leverage partnerships along the corridor for visibility in key markets
- Focus on travel intenders and prioritize customers with an affinity for train travel
- Coordinate with Amtrak for visibility across national channels and collaborate with California's Joint Power Authorities to pool resources

NEWS > LOCAL NEWS



Amtrak Pacific Surfliner service to be partially restored June 1



By: Sydney Brandt

Posted at 4:28 PM, May 28, 2020 and last updated 9:37 PM, May 28, 2020

Starting June 1, Amtrak Pacific Surfliner train service will be partially restored along the Central Coast, with one train in each direction extending up to San Luis Obispo daily. An additional train will also be extended from Los Angeles to Santa Barbara/Goleta. Additional bus service will continue to provide more options north of Santa Barbara.

The Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency, which oversees the Pacific Surfliner, has been working closely with Amtrak to respond to changes related to COVID-19. Both trains and buses continue to operate as essential services and provide options for those who must travel.

KSBY 6 NEWS
Local News and Weather
Available Anytime
Roku firetv apple tv

Stream local news anytime and on your schedule. Search KSBY on your favorite device!

ADVERTISEMENT

MemorialCare.
Medical Group

Let Us Come to You
Medicare Online Seminars

Health and Safety Campaign

Personal safety continues to be #1 concern of travelers and consumer confidence in the Pacific Surfliner brand will be key to rebuilding ridership.

- New website page to support messages in market that reinforce efforts to provide a safe environment for passengers and crews
- Ongoing public relations and social media efforts to distribute critical service information including enhanced cleaning protocols and installation of hand sanitizing stations and antibacterial wipe dispensers onboard all Pacific Surfliner trains


Coronavirus Update: Modified service and other adjustments to Pacific Surfliner service [Learn More](#)

PACIFIC SURFLINER

[Plan Your Trip](#) [Onboard](#) [Destinations](#) [Offers](#) [Train Status](#) [BOOK TRIP](#)


Contact-Free Travel

- **Electronic Ticketing:** When you book your ticket on the website, you will receive an eTicket as a PDF attachment to your emailed receipt. You can also book and retrieve your eTicket in the Amtrak app. Simply open the eTicket on your mobile device and show the QR code to the conductor.
- **Cashless service:** Amtrak has made the decision to only accept credit and debit cards at stations and onboard trains for the health and safety of passengers and crews.
- **Contactless movement onboard:** To move between cars, customers can press on the "automatic door open" button with their foot to avoid touching the doors.



At the Station and Onboard

- **Facial covering requirement:** All passengers and employees must wear facial coverings that cover their nose and mouth while at stations and onboard trains and buses. Small children who are not able to maintain a facial covering are exempt from this requirement.
- **Enhanced cleaning protocols:** Amtrak has increased the frequency of cleaning service at stations and onboard trains to multiple times a day, and in some cases, on an hourly basis. Commonly used surfaces in stations such as handrails, door handles, counter tops, seating areas, and Quik-Trak kiosks are cleaned with EPA-registered disinfectants.
- **Physical distancing:** Signage has been displayed at our busiest stations to indicate safe distances in high traffic areas. Trains continue to operate at their normal length, to allow adequate space for social distancing.
- **Handwashing:** Each train car has a restroom on the upper and lower level with soap and hot water for washing hands.
- **Upon arrival:** When the train is approaching a destination, conductors make announcements regarding where and when customers should disembark to minimize crowding at the exits.



Bridge Campaign: Reconnecting You

Campaign goal: Balance essential service messaging with forward-looking statements of hope, inspiration and action for moving Southern California forward.

As California moved into various stages of re-entry, messaging was updated to bridge the essential service campaign with service restoration efforts, ensuring the public that when they are ready to travel again, the Pacific Surfliner is ready to welcome them back with enhanced safety protocols in place.



60-second video

Looking Ahead

- **Informational Messaging (Ongoing Bridge Campaign)**
 - Communicate developments in train operations, stations, local public health conditions, and other areas
 - Build consumer confidence in the Pacific Surfliner brand as well as establish a strategic foundation for restoring ridership in the future
 - Align with Amtrak research and regional third-party studies on travel demand to ensure a course is charted correctly
 - Continue to work with Amtrak to align on messaging and onboard experience
- **Travel-Encouraged Campaign**
 - Likely to align with a COVID-19 vaccine or widespread immunity
 - Align with service levels and public health guidelines
 - Support economic activity along the corridor by continuing to connect Southern California during these trying and unprecedented times
 - Deferred trips resume to some extent
 - Consumer budgets will be tight, but the Pacific Surfliner can play a key role in facilitating recovery in the communities it serves



LINK US Project

LOSSAN Board Meeting

September 21, 2020

Link US Project Video



1. The video is meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded and subject to change through future design and preliminary engineering.

Union Station - The Link to Southern California

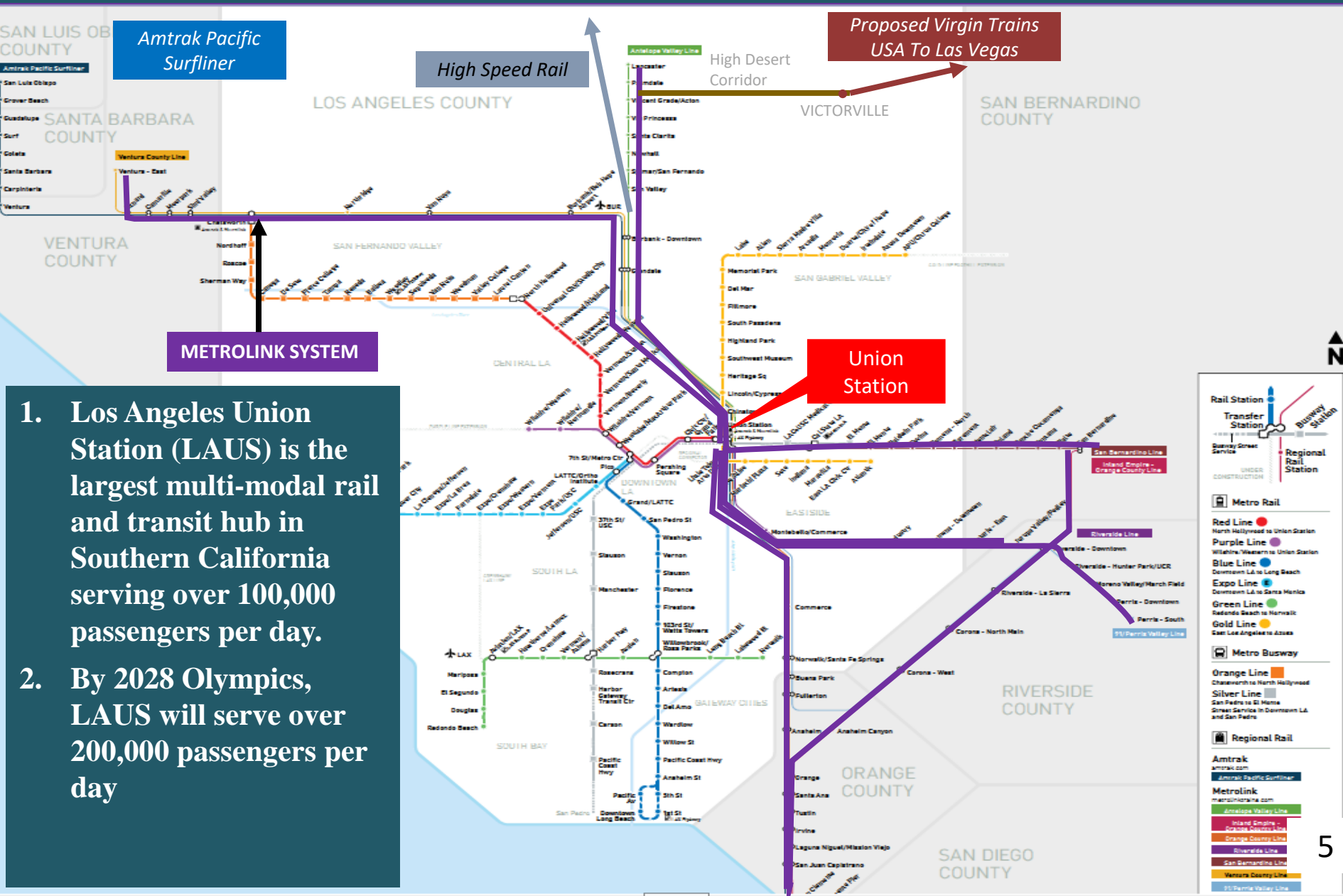




Los Angeles Union Station Today

Built in 1939 | Largest model hub in Southern California

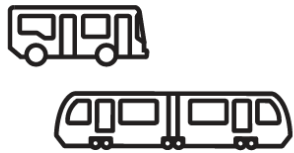
Regional Rail Network Integration



Link US Project Anticipated Benefits

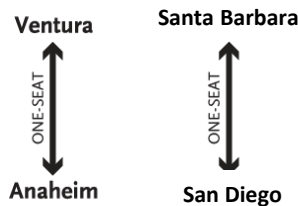
What will Link US Provide?

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



High-speed rail; Metrolink, Amtrak, Metro Rail; Metro and municipal bus systems; ridesharing

IMPROVE REGIONAL CONNECTIVITY



One-seat rides to key destinations in Southern California

INCREASE RAIL SERVICE CAPACITY



Accommodate future demand

REDUCE TRAIN IDLING TIMES



Shorter wait times; fuel savings and emissions reductions per train

FUTURE DEVELOPMENT



Opportunity for transit-oriented development

GENERATE NEW JOBS



Estimated 4,500 temporary jobs per year over five-year period; 200+ permanent jobs

IMPROVE PEDESTRIAN ACCESS



Enhanced mobility options and safety features

ENHANCE PASSENGER EXPERIENCE



New concourse, retail and other amenities, and new expanded platforms

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

Link US Project Overview

Regional Rail at Los Angeles Union Station

Carrier	Service	# of Weekday Passengers (2020)	# of Weekday Trains (2020)	Estimated Number of Weekday Trains (2040**)
Metrolink	Riverside	2,600	12	22
	91 / Perris Valley Line	2,288	11	23
	Antelope Valley	4,589	30	48
	Orange County	7,038	23	41
	San Bernardino	7,543	38	48
	Ventura	3,143	33	51
LOSSAN	Pacific Surfliner	5,116	26	38
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited; [2040 includes future Coast Daylight, Coachella Valley]	540	5	9

40% increase

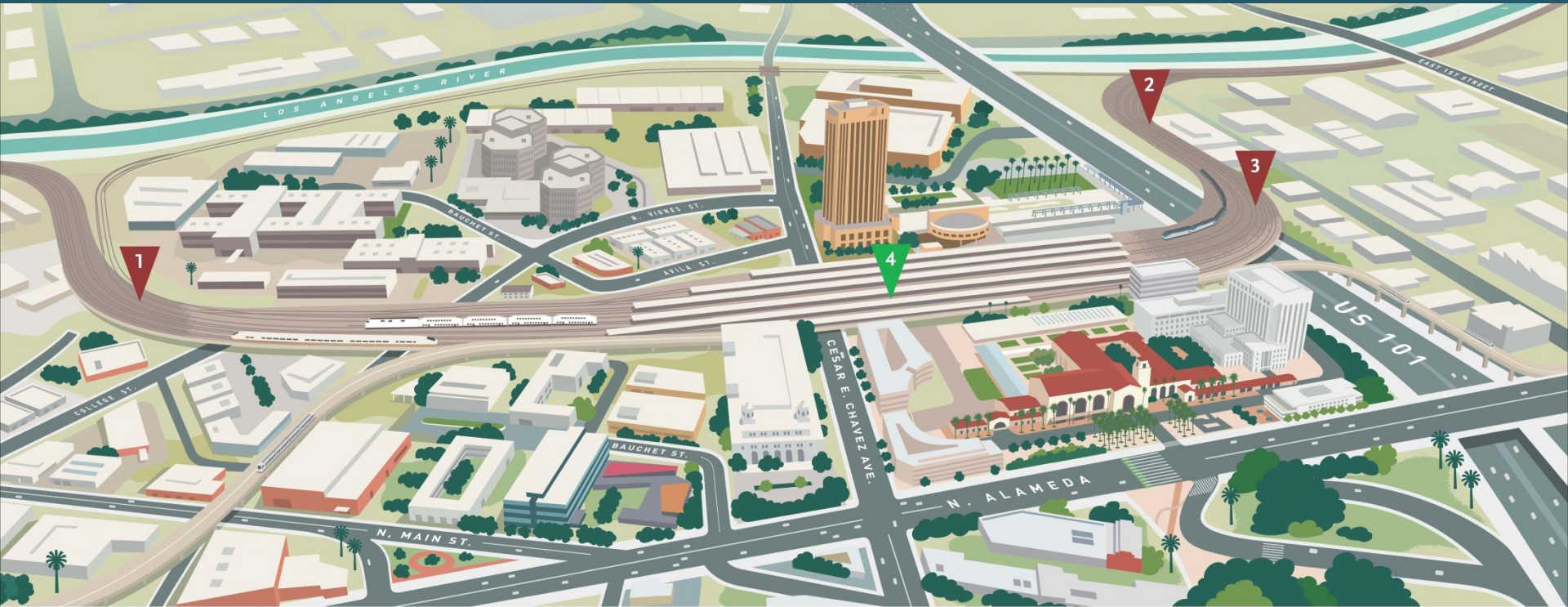
Link US Project Overview

One Seat Ride Benefits to LOSSAN

1. Reduce dwell times from 20 minutes (on average) to 10 minutes or less
2. Increased service capacity by 40%
3. Reduce running time with a new entry from the south into Union Station
4. Improved on-time performance, schedule reliability and recovery from delay



Link US Project Overview (Phases A & B)



Phase A - Funded

SEGMENT 1 – THROAT AREA

1. Rail signal, communications and track work
2. Utility relocation

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

SEGMENT 3 – VIADUCT & RUN-THROUGH

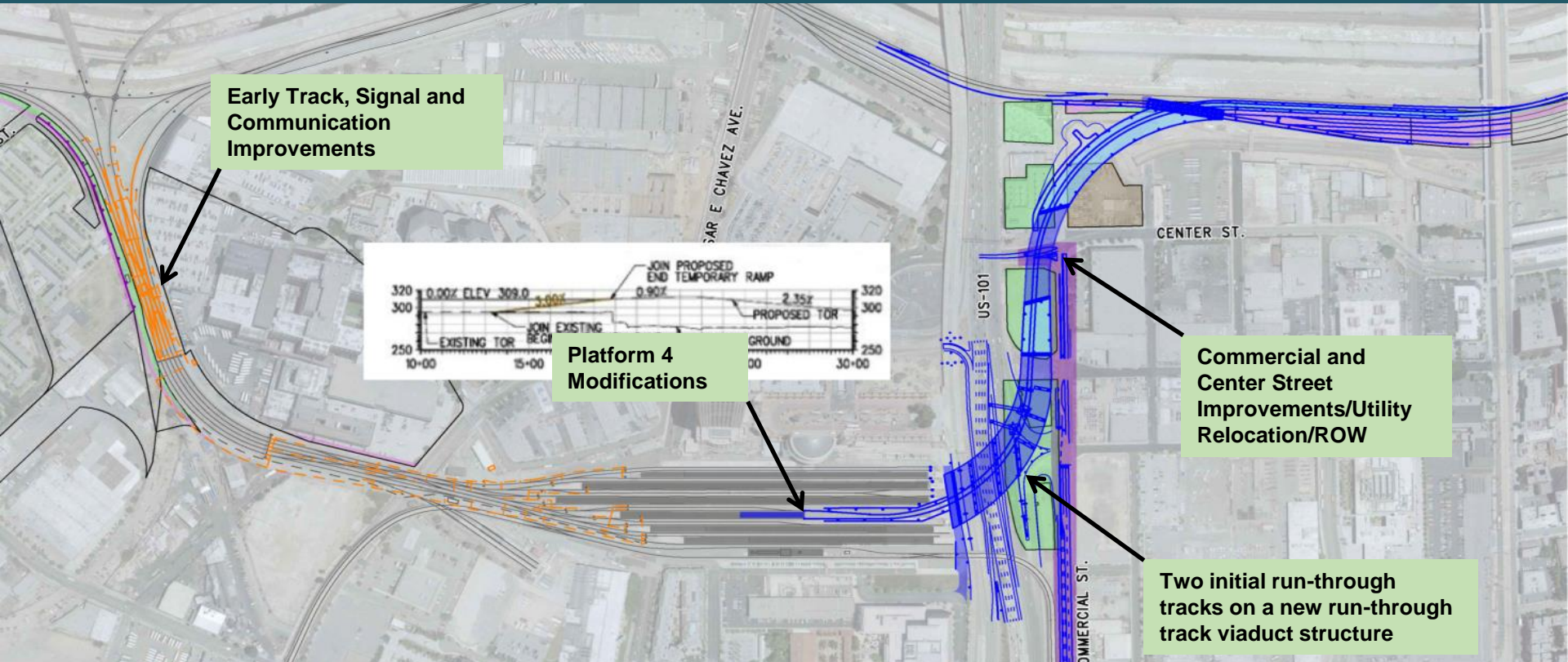
1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

Phase B - Not Funded

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through track and new lead track in the throat

Link US Phase A (Funded)



Key Project Components

1. New rail communication, signals and early tracks to be performed by Metrolink
2. Utility relocation and street improvements
3. Platform #4 and Viaduct structure over the US 101 freeway

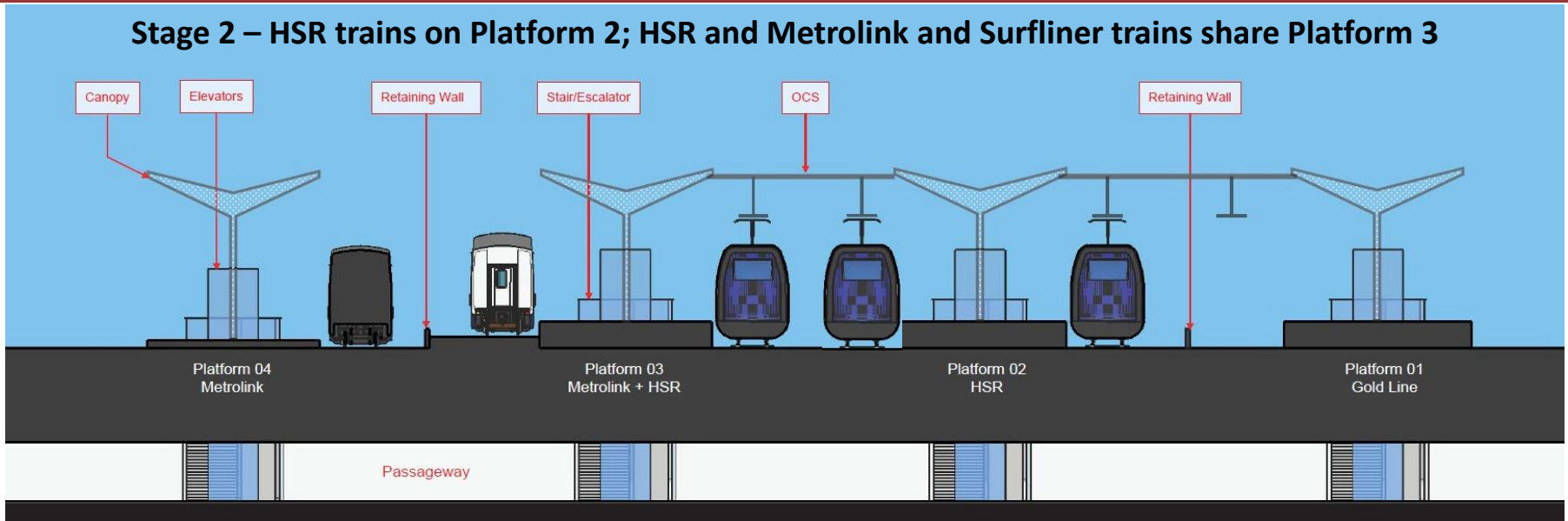
Link US Phase B (Not Funded)

1. Raising of entire rail yard from the Vignes St Bridge by up to 15 feet
2. New platforms and expanded passageway with retail and passenger amenities including escalators and elevators to all platforms
3. Optimization of the throat with a new lead track
4. Completion of the remaining run-through tracks over US-101 freeway



Phase B - HSR Accommodation

Concept of future HSR operations at Los Angeles Union Station



Concept Renderings – Subject to Change

1. Due to different floor heights between Metrolink and HSR Trains (15" vs 51" floor to top of rail), Platforms 2 and 3 will be constructed at the ultimate height for HSR trains (51" floor height).
2. Additional retaining walls will be constructed to allow for future lowering of tracks to be used by HSR without impacting adjacent tracks.
3. No modifications to elevators, escalators or stairs are needed in the future to accommodate HSR.

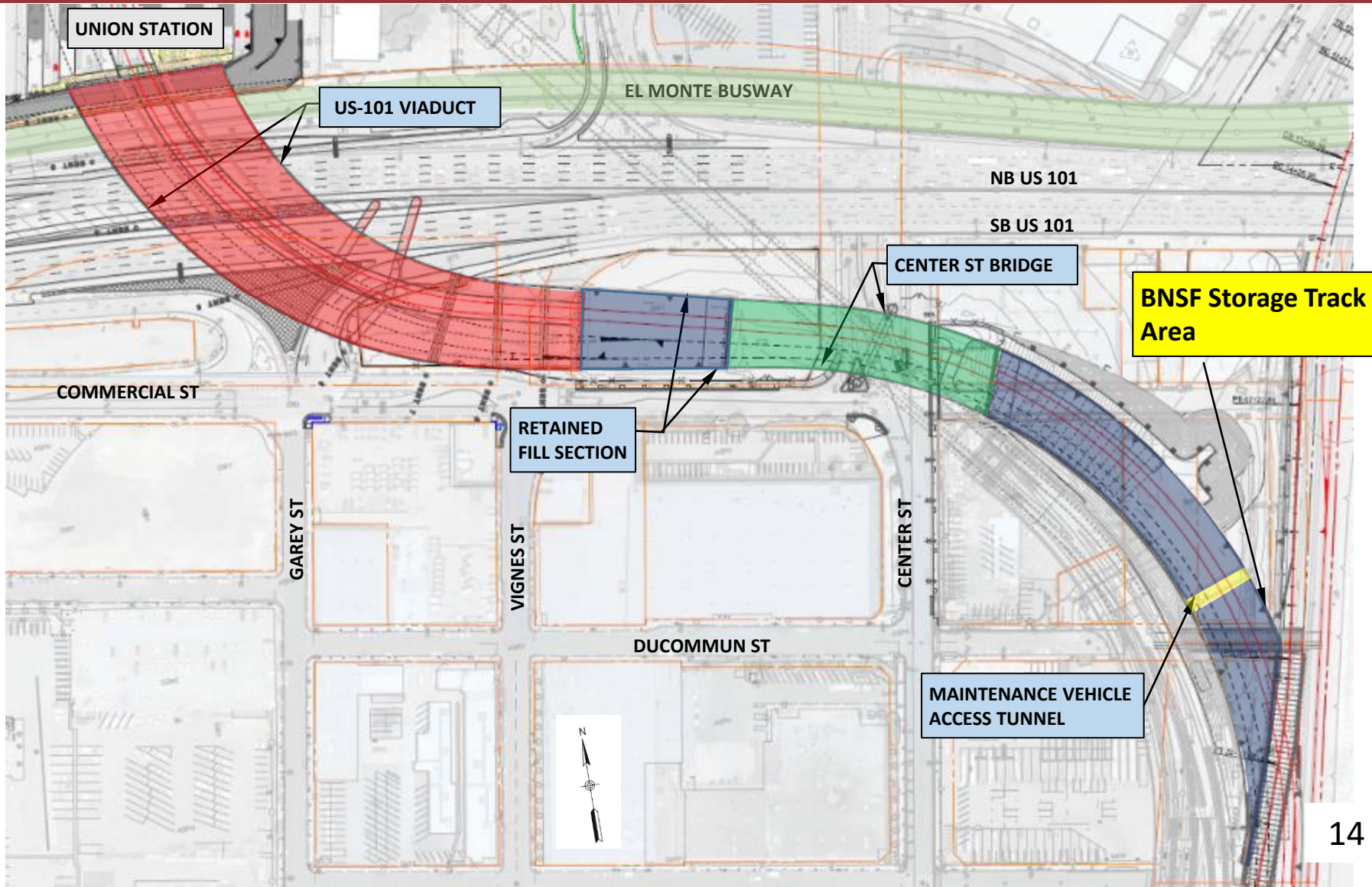
Link US Funding Plan (Phase A)

Funding Source	Amount (\$ in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.335
State Transit Intercity Rail Capital Program (TIRCP)	\$337.571
State Transportation Improvement Program (STIP)	\$60.820
Measure R	\$51.672
SCRRA JPA Contribution (Non-Metro)	\$40.000
Other HSR Funds	\$18.726
Measure M	\$13.274
LOSSAN/Amtrak	\$5.000
Total	\$950.398

Metro's funding partners includes CHSRA, CalSTA and SCRRA

LINK US PHASE A PROJECT

Area 3 – Run-through Track Structure South of Union Station



LINK US PHASE A PROJECT

Area 4 - BNSF Yard – Project Elements

CMGC Collaboration Opportunities:

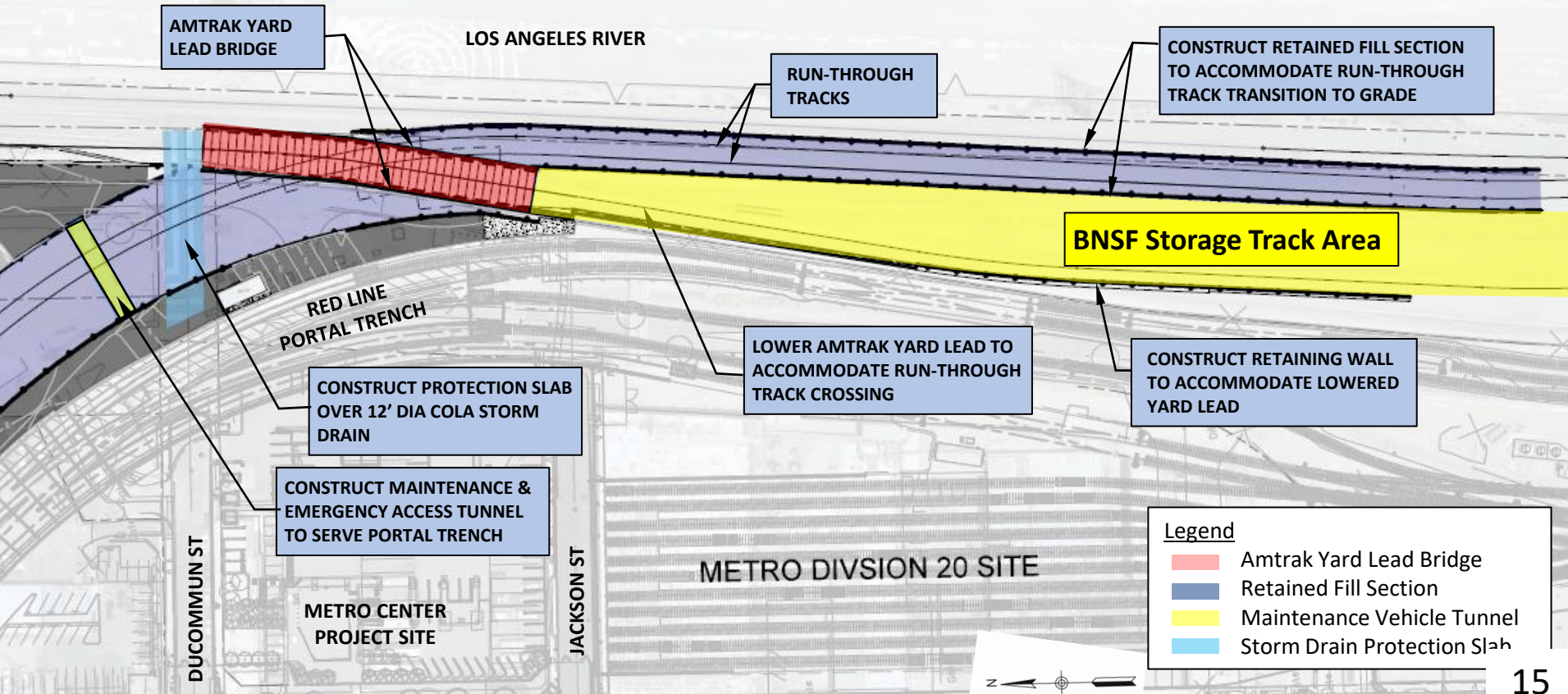
- a. Construction methods and abutment design to maintain track operation
- b. Optimize lightweight fill retaining walls and slab bridge protection structure

Key Features:

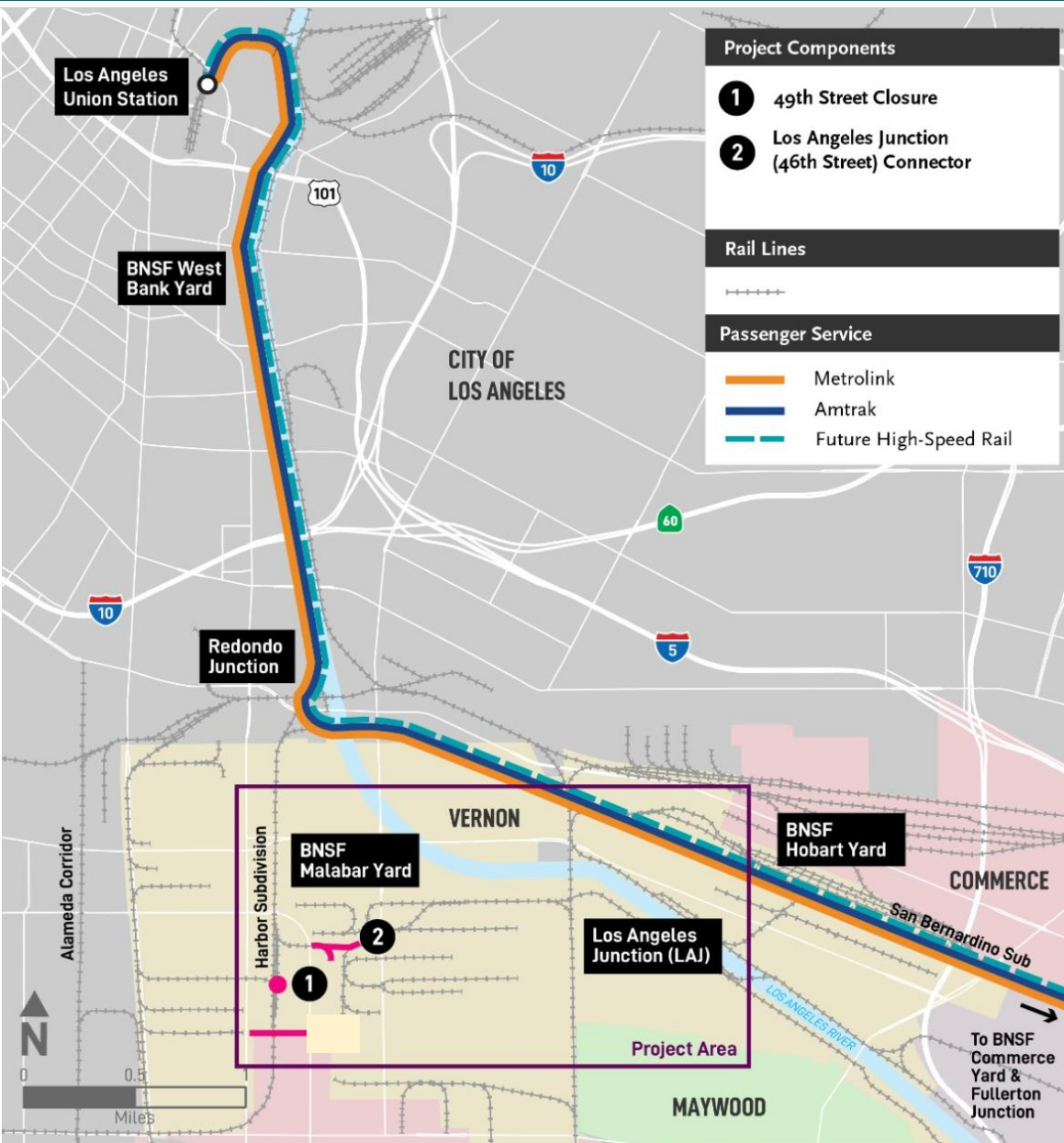
- a. Lightweight fill retaining walls
- b. Box fire/maintenance access tunnel
- c. Protection slab over storm drain
- d. Lowered Amtrak yard lead

Key Constraints:

- a. Red Line portal trench
- b. 12' dia COLA storm drain
- c. Need to maintain Amtrak yard lead
- d. Track clearance under First St Bridge



Link US Project and BNSF Malabar Yard



1. The proposed Link US run-through tracks at **Los Angeles Union Station** will require removal and displacement of a portion of the storage tracks in the **BNSF West Bank Yard** located south of Los Angeles Union Station.
2. The proposed project at the **BNSF Malabar Yard** is to replace and offset the loss of storage capacity at the BNSF West Bank Yard, including:
 - A. 49th Street Closure
 - B. **Los Angeles Junction** (46th Street) Connector

Link US CMGC Procurement Timeline

Dates Subject to Change

August 3, 2020
INDUSTRY OUTREACH

August 10, 2020
RELEASE RFQ

October 26, 2020
RELEASE RFP

March 25, 2021
Metro Board Award of CMGC

December 10, 2020
CMGC RFP Due Date

SCORE

Southern
California
Optimized
Rail
Expansion



**Update on Capital Programs and Projects along the Los Angeles - San Diego - San Luis Obispo
Rail Corridor between Los Angeles and San Luis Obispo**

September 21, 2020

SCORE

Southern
California
Optimized
Rail
Expansion

PHASE I

VENTURA
CO.

LOS ANGELES
CO.

Stations

- Metrolink Only
- ◇ Shared Metrolink/
Amtrak
- ☆ L.A. Union

Rail Network

- 91/Perris Valley
- Antelope Valley
- Inland Empire-Orange County
- Orange County
- Riverside
- San Bernardino

- Ventura County
- Amtrak Pacific Surfliner
- Redlands Passenger Rail
Project (Arrow)
- SCORE Phase 1 Projects

SCORE: Funded Projects

Corridor - Based Projects

- 1 Simi Valley Double Track & Station Improvements
- 2 Chatsworth Station Improvements
- 3 Burbank Junction Improvements
- 4 Burbank to LA Signal Improvements
- 5 Marengo Siding Extension
- 6 El Monte Station Improvements
- 7 Rancho Cucamonga Siding Extension

Systemwide Projects

- 15 Link Union Station Initial Phase

- 8 Hobart to Commerce Capacity Improvements
- 9 Fullerton Junction Improvements
- 10 North OC Signal Improvements
- 11 Irvine Station Improvements
- 12 South OC Signal Improvements
- 13 South OC Capacity Improvements (Serra or SONGS)
- 14 Riverside - Downtown Station Improvements
- 16 Orange County Maintenance Facility



METROLINK



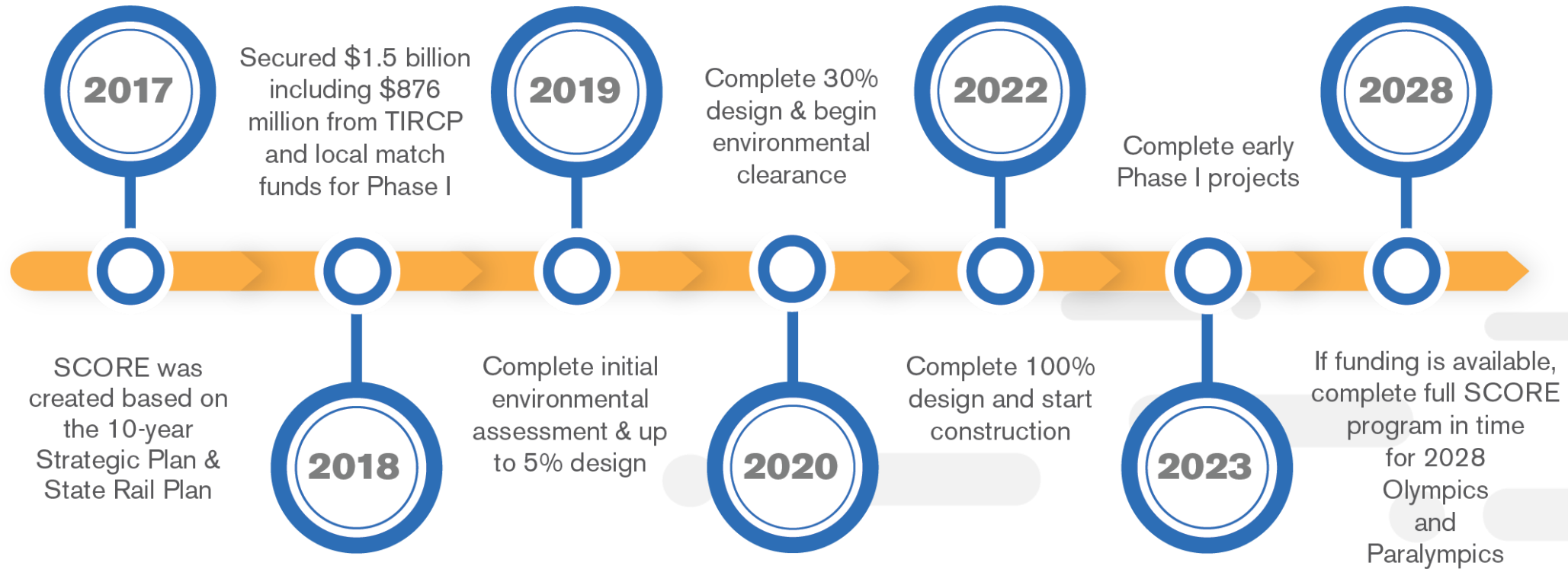
Capital Improvement Program to improve the regional rail system in time for the 2028 Olympic and Paralympic Games and beyond.

Benefits:

- More safety improvements at stations and grade crossings
- More rail service -- enables trains to operate at least every 30 minutes in either direction
- More upgraded crossings = Quiet Zone-ready corridors
- More seamless connections to other rail providers

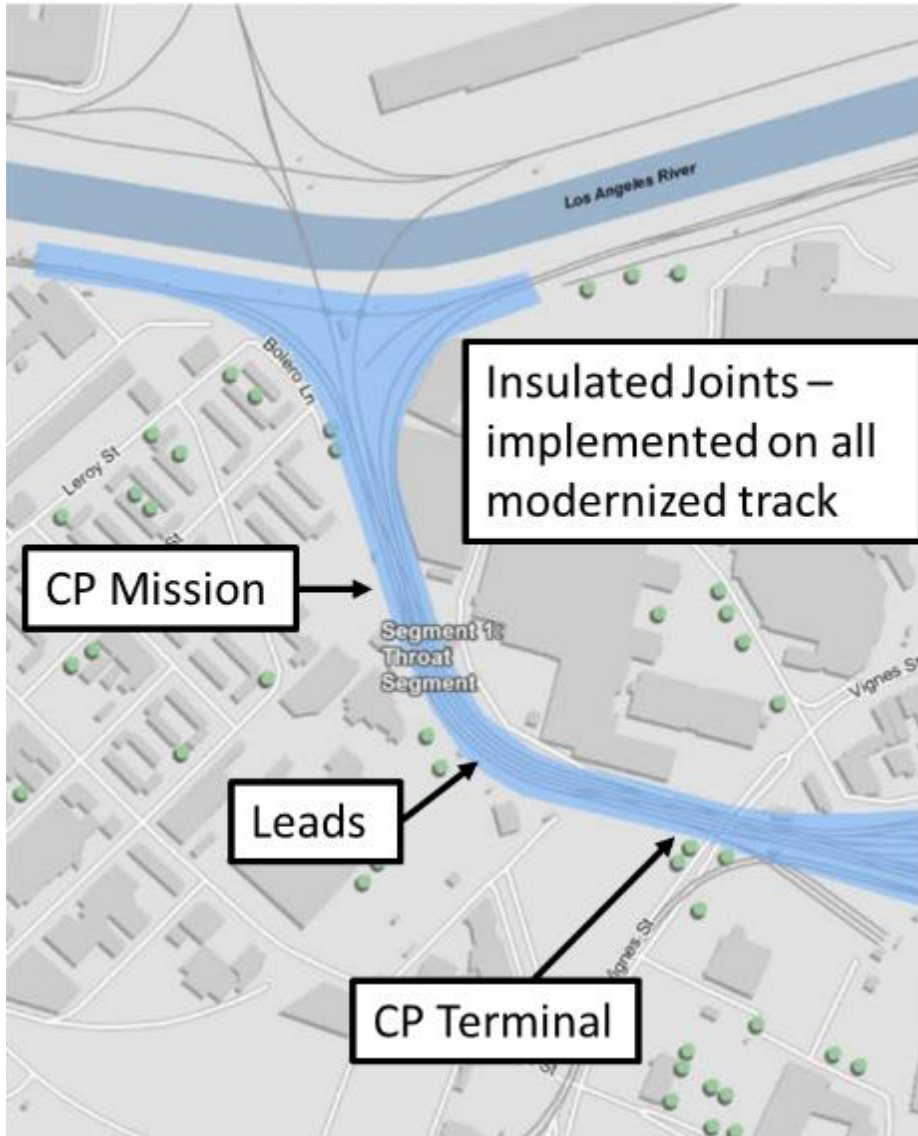
SCORE Timeline

SCORE Southern
California
Optimized
Rail
Expansion



- Individual projects will start and complete the environmental process and construction at different times

Link US and RYRM Project



- Link US Project Segments
- Segment 1: Throat
- Segment 2: Concourse
- Segment 3: Run-Through

- LAUS Rail Yard Rehabilitation and Modernization (RYRM) Project is located within segment 1 (Throat Segment) of Link US Project
- Modernization to CP Mission, CP Terminal, and Lead tracks within the Throat Segment.
- The design phase is complete and the project is in construction procurement. Targeting Construction completion Q3 2022.
- RYRM project is being led by Metrolink.

Burbank to LA Signal Improvements



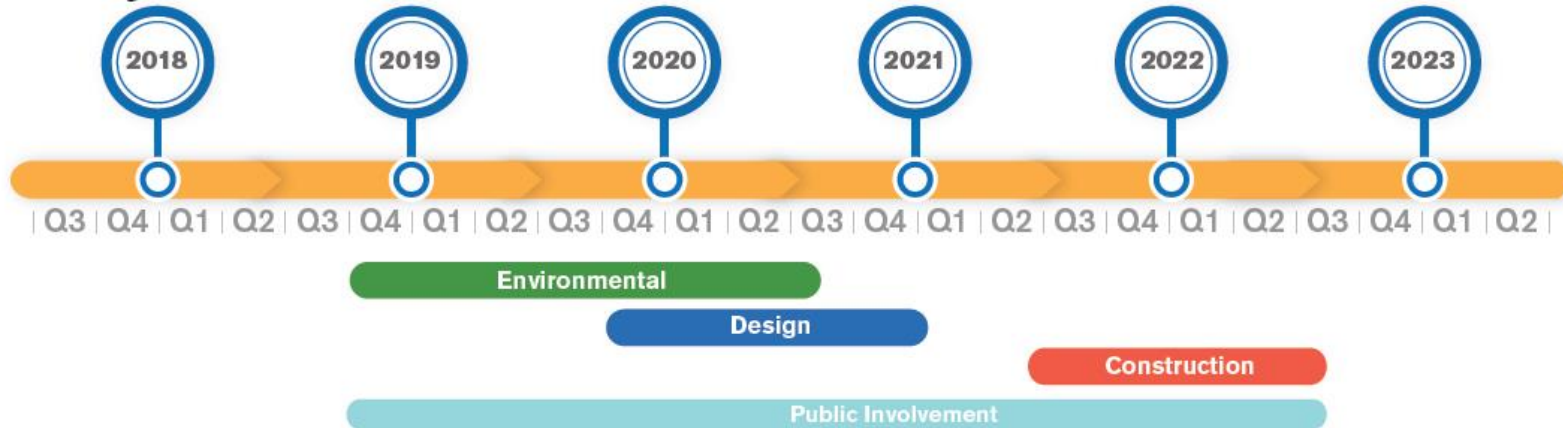
- Burbank to LA Signal improvement projects makes application program changes to allow for additional capacity between Burbank to Los Angeles, and will increase speeds of all trains creating more fluid operations along this critical corridor
- The project is in the final design phase. Target implementation of the application program changes by end of 2021.
- Project is being led by Metrolink.

Burbank Junction Speed Improvements



- Burbank Junction Speed Improvement project will increase speeds of all trains and create more fluid operations at this critical junction
- More reliable service and reduced commute times for passengers.
- Projects are being led by Metrolink.

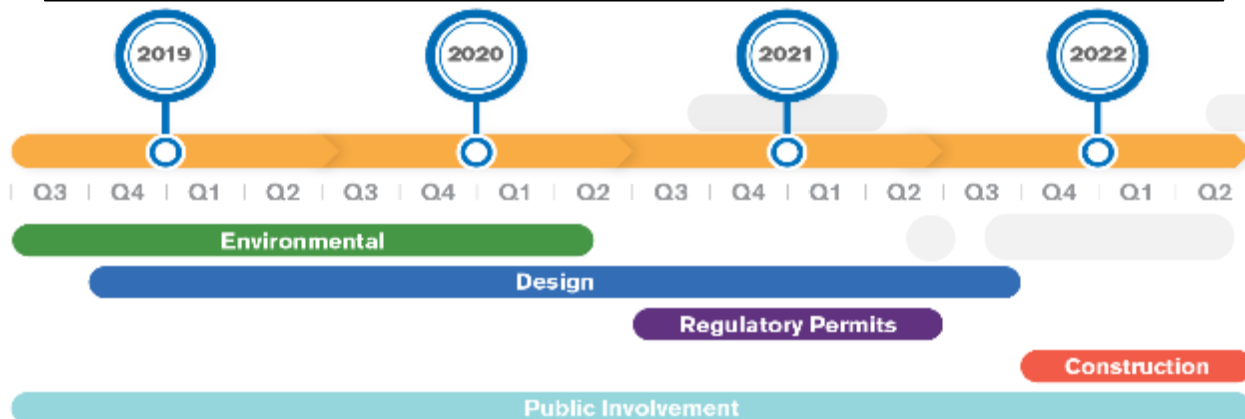
PROJECT TIMELINE



Chatsworth Station Improvements



- Improvements to the pedestrian crossing that provide an operational benefit and eliminate the 'Hold-out' rule, and allow passengers to make quicker and safer transfers, which can reduce train idling and commute times
- Project is being led by Metrolink.



Simi Valley Second Track and Platform



- Added track and new platform will increase capacity and enable increased train service at least every 30 minutes in either direction
 - Protected pedestrian crossing will provide for safer rail crossings at the station
 - Safety upgrades to at-grade crossings that will create Quiet Zone ready corridors and will minimize train horn blowing
 - Track upgrades will improve safety and reliability of Metrolink service
-
- Project is being led by Metrolink.

PROJECT TIMELINE



General Community Relations Contact

Sylvia Novoa

Government Affairs/Community Relations Manager

Email: NovoaS@scrra.net

Office: 213-452-0300

Cell: 213-503-3272

SCORE Program Manager

Elizabeth Lun

Assistant Director SCORE and Design

Email: lune@scrra.net

Office: 909-929-2360

Cell: 213-598-8953

SCORE Southern
California
Optimized
Rail
Expansion

THANK YOU

GET MORE WITH SCORE

UNION PACIFIC-LOSSAN UPDATE

UP Santa Barbara Sub Review

September 21, 2020



LOSSAN-UP 2020 agreement

Add 2 roundtrips on existing route



- LOSSAN has requested to add two new round trips between Moorpark and Santa Barbara (Goleta), one continuing to San Luis Obispo
- UP-LOSSAN cooperative partnership to:
 - Strengthen infrastructure on the Santa Barbara Sub
 - Invest in capacity to accommodate additional roundtrips, protect on-time performance
- Key advantage: Projects agility
 - Where costs go up/down & resources are shared, can adjust scope/timing
- Capacity Enhancements
 - Complete CTC on remaining route Goleta-San Luis Obispo including powering up sidings for meets (except Gaviota, all sidings north of Goleta are manual meet points)
 - Construct capacity project in Santa Barbara-Moorpark bottleneck



Santa Barbara Sub – Projects Overview



3-pronged approach: Strengthen, targeted new capacity, O&M maintainability

1. Infrastructure Renewal/Hardening

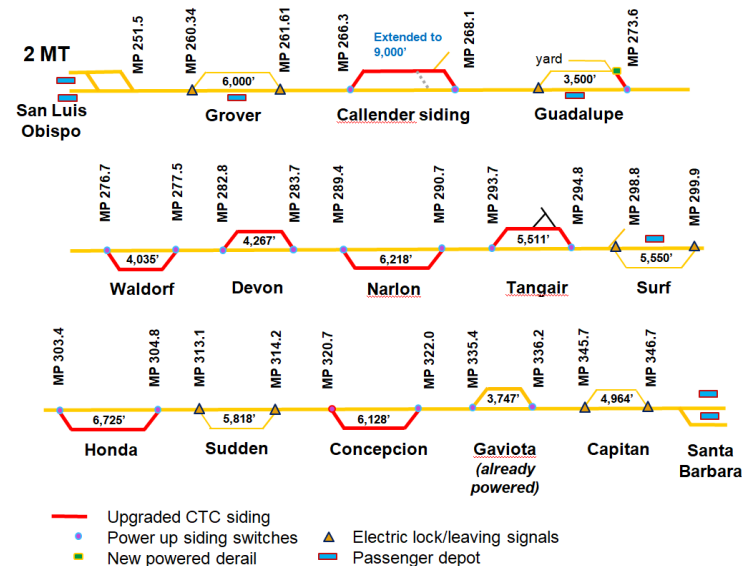
- Replace 2 Bridges
- Replace older Rail
- New Ties
- Ongoing Surfacing, Other M/W – new tamper, section gang & welder
- Corridor Hardening
 - Slope stabilization
 - Communications towers
 - Fencing/safety and Establish Safety Fund

2. Corridor Improvements

- CTC 105 Miles and Power/upgrade sidings: Guadalupe south in 1st half of 2021; Goleta north in remainder of 2021, finish remaining portions 2022
- Capacity Project Moorpark-Santa Barbara for 2nd roundtrip
- Expand Pacific Surfliner layover facilities

3. Operating & Maintenance

- Engineering gang, equipment and dispatching



ENGINEERING PROJECTS



Bridge Upgrades

New structures to increase speed from current operations



- **Replacement of large bridges**
 - Current speeds = 25-30, future speed = 40-60 MPH
- **Pacific Surfliner trains have been primary user over the past 5-10 years**
- **Narlon bridge (Los Alamos Creek): MP 291.3**
 - In Construction 2020-early 2021
- **Honda bridge (Canada Honda Creek): MP 304.9**
 - In design for 2020; estimated construction 2022
- **Next phase – Cementerio Creek, MP 336.5**
 - Commitment by LOSSAN to fund as part of next agreement



Narlon Bridge Location

Remote location on Vandenberg AFB

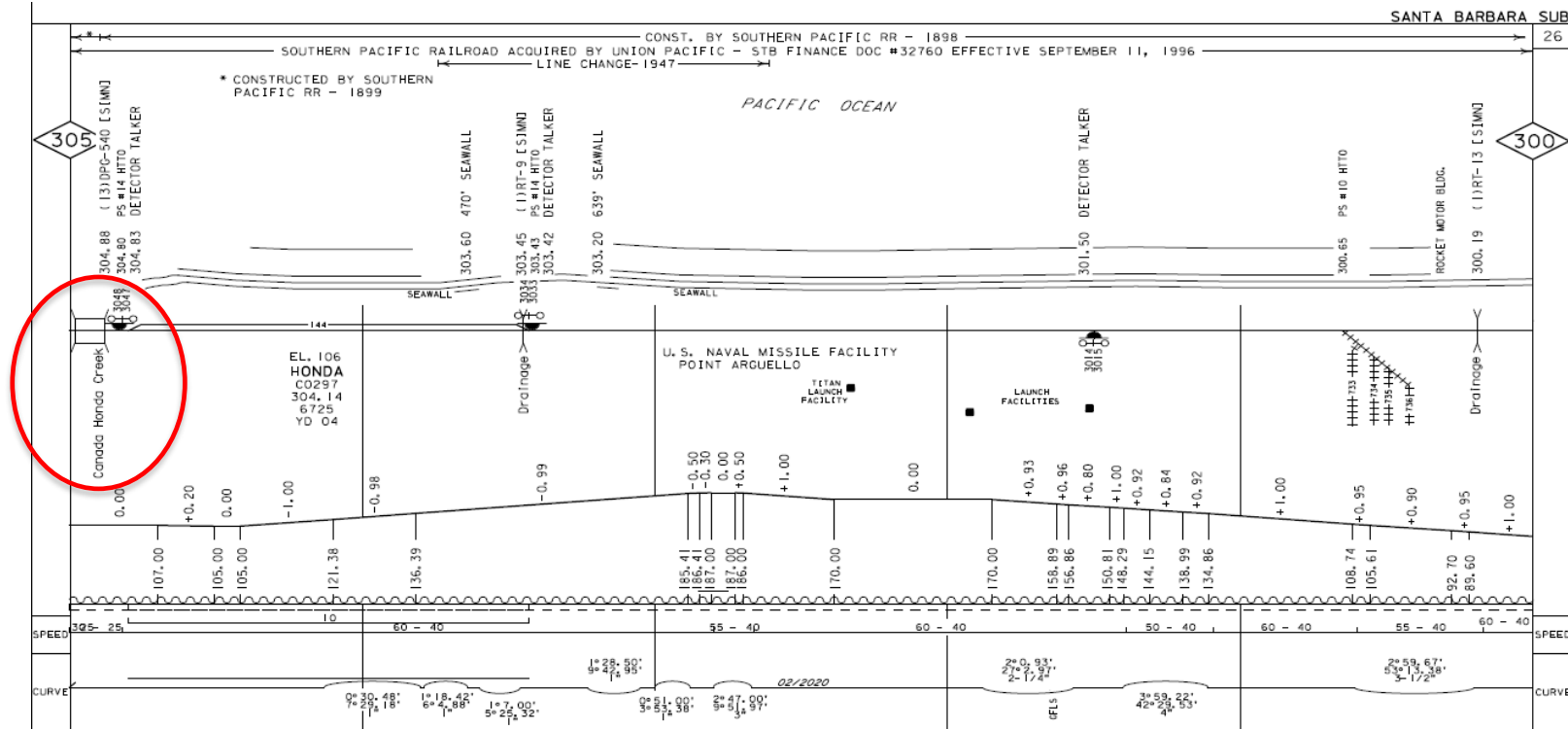


- Permitting: up to 3 years depending on site
(Completed)
- Design phase: 6-8 months
(Completed)
- Review & pre-construction: 3-4 months **(Completed)**
- Bid: 1-2 months
(Completed)
- Construction: 4-12 months
(in progress)

Narlon will have a temporary low-level bridge during construction

Honda Bridge Location

Also located on military property



Rail & Ties Renewal

5-yr overall program: \$24M capital + \$5M maintenance



- Replace older rail: \$15.1M
 - 33 miles of new rail
 - Identified as key priority for engineering
 - Relay rail to sidings/other tracks as needed
- Tie replacements (130K): \$9M
 - Multiyear program
- Surfacing, tamper lease, dedicated maintenance gang: \$5M
 - Tamper to set down track & reduce settling slow orders
- Flexibility for program work
 - Schedule work windows in “shadow” of other curfews (i.e. bridge replacement)



Safety Improvements

Fencing, Slope stabilization, telecomm



- Fencing: Add safety fencing to frequent trespass areas
 - Work with local authorities to identify locations & needs
- Slope stabilization: Concepcion, MP 320-325
- Telecomm towers
- Fiber optic lines
 - Various locations

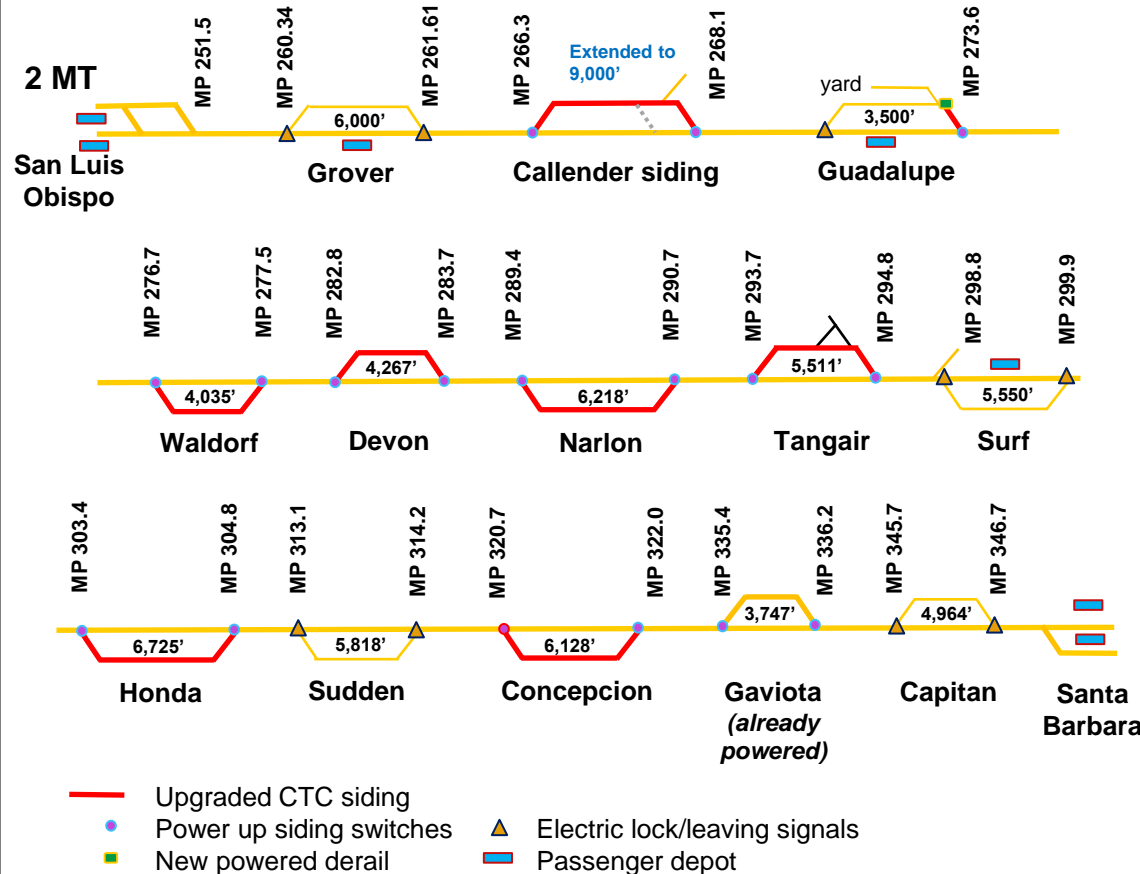


Capacity & Infrastructure Projects



Santa Barbara Sub north – CTC key sidings

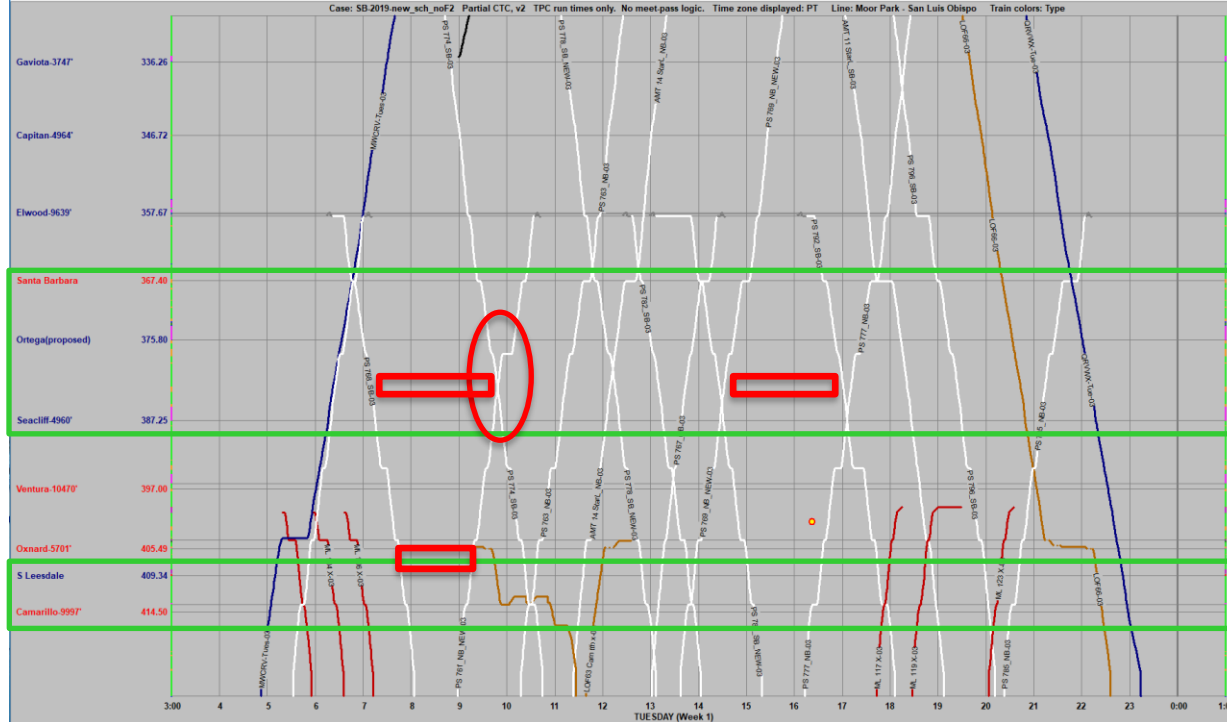
Retain other sidings for future use



- Power up 7 of 12 sidings
 - Install electric locks/leaving signals on remaining sidings to preserve for future use
- Power up switch & add power derail at south end of Guadalupe yard – clear main track faster
- 3 Phases: Estimated timetable
 - 3-9 months: Design Phases 1-3
 - 4Q2020: Begin construction on Phase 1: Goleta north (current end of CTC). Expected completion: Spring, 2021
 - 1Q2021: Begin construction on Phase 2: Guadalupe south. Expected completion: 2Q2022
 - 4Q2021: Begin construction on Phase 3: San Luis Obispo-Guadalupe

Capacity analysis

2 bottleneck areas to resolve: Ventura-Santa Barbara, Moorpark-Oxnard



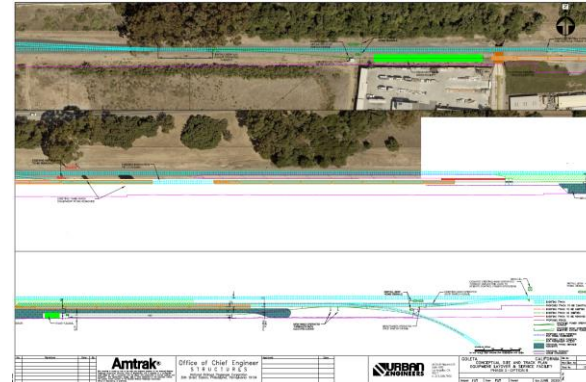
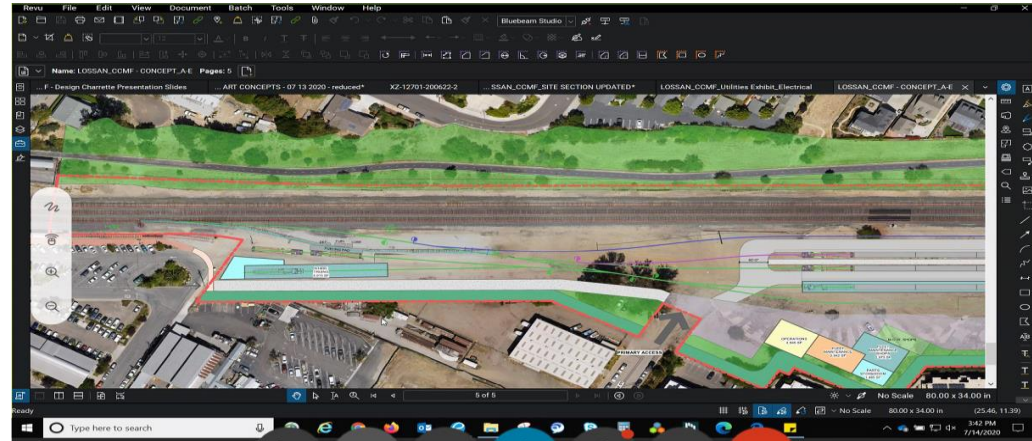
- **Ventura north:**
Longest stretch of single track which constrains the schedule
 - Maintenance windows/track patrols and local operations
- **Oxnard south: Most congested part of the line; hampers schedule flexibility and ability to add more trains**

Surfliner Layover Facilities

New/expanded facilities to accommodate growth



- Expand San Luis Obispo temporary facility: 6-8 months' construction timeline
 - Accommodate 2nd trainset until permanent facility is constructed
- Permanent maintenance facility at San Luis Obispo
 - Likely on former roundhouse property on west side
 - Build for future expansion
- Goleta facility: Expansion to accommodate 3 trainsets
 - Undergoing track design review



Questions?

A photograph of three Union Pacific employees standing together. On the left is a man wearing an orange hard hat, safety glasses, and an orange safety vest over a grey shirt. In the center is a woman with her arms crossed, wearing a red top and grey pants. On the right is a man wearing a white hard hat, safety glasses, and a black t-shirt. A small Union Pacific logo is in the top right corner of this section.

OUR MISSION
The men and women of Union Pacific are dedicated to serve.

OUR VALUES
Focus on performance
Ensure high ethical standards
Work as a team



Thanks for your time today!