



TECHNICAL ADVISORY COMMITTEE AGENDA

LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE

Thursday, November 4, 2021

1:00 P.M. - 3:00 P.M

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 Los Angeles – San Diego – San Luis Obispo (LOSSAN) Clerk of the Board, telephone 714-560-5676, no less than two (2) business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions 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 Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.lossan.org.

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

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 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 due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19). Instructions for Zoom Webinar Under AB 361

Members of the public can view a live streaming of Public Committee meetings by clicking the below link:

[Pacific Surfliner - YouTube](#)



TECHNICAL ADVISORY COMMITTEE AGENDA

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

Members of the public may address the Committee regarding any item two ways:

Real-Time Comment

To provide a real-time public comment during the meeting, please access the Zoom at:

<https://us02web.zoom.us/j/88216359819>

Meeting ID: 882 1635 9819

Dial-In Info:
(669)900-6833
(253)215-8782

Speakers will be recognized by the Executive Assistant at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Executive Assistant.

Written Comment

Written public comments may also be submitted by emailing them to lossantac@octa.net, and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the TAC Committee.

If you have any questions regarding this new format or any upcoming meeting plans, please contact Michelle Alonso, LOSSAN Executive Assistant, at 714-560-5415 or malonso@octa.net.



TECHNICAL ADVISORY COMMITTEE AGENDA

2021 TECHNICAL ADVISORY COMMITTEE

Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
North	San Luis Obispo Council of Governments	Anna Devers	Tim Gillham
	Santa Barbara County Association of Governments	Scott Spaulding	Lauren Bianchi Klemann
	Ventura County Transportation Commission	Claire Grasty	Martin Erickson
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Jeanet Owens
South Central	Orange County Transportation Authority	Megan Taylor	Alexis Murillo Felix
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Brent Boyd	Julia Tuer
	North County Transit District	Graham Blackwell	Robert Calix
	San Diego Association of Governments	Danny Veeh	Vacant



TECHNICAL ADVISORY COMMITTEE AGENDA

Call to Order

1. Public Comments

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

Consent Calendar (Items 2 through 4)

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

2. Approval of Minutes

James D. Campbell

Overview

Approval of the minutes of the LOSSAN Technical Advisory Committee meeting on September 2, 2021.

Recommendation

Receive and file as an information item.

3. The Los Angeles San Diego San Luis Obispo Rail Corridor Trends for the Third Quarter of Federal Fiscal Year 2020 21

Roger M. Lopez

Overview

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the third quarter of federal fiscal year 2020-21.

Recommendation

Receive and file as an information item.



TECHNICAL ADVISORY COMMITTEE AGENDA

4. **Annual Business Plan and Budget Assumptions for Fiscal Years 2022-23 and 2023-24**

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 by April 1 of each year that provides the basis for its annual budget request and any proposed changes to the Pacific Surfliner service. A list of key assumptions used in developing the business plan and budget for fiscal years 2022-23 and 2023-24 is presented for the Board of Directors' review.

Recommendation

Recommend approval to the Board of Directors the key assumptions for the development of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2022-23 and 2023-24.

Regular Calendar

5. **Proposed 2022 Board of Directors and Committee Meetings Schedule**

James D. Campbell

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff has updated the proposed Board of Directors and Committee meetings schedule for calendar year 2022 to reflect informal direction from the Board of Directors, and is consistent with the development of key deliverables and actions anticipated for calendar year 2022.

Recommendation

Recommend that the 2022 Board of Directors and Committee meetings schedule for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency be submitted for approval by the Board of Directors.



TECHNICAL ADVISORY COMMITTEE AGENDA

Discussion Calendar

6. **2022 Transit and Intercity Rail Capital Program Call for Projects**

Russell Henry

Overview

The California State Transportation Agency plans to issue a call for projects in November 2021 for the 2022 Transit and Intercity Rail Capital Program, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions. An overview of the program and the strategy for submission of projects on the Los Angeles – San Diego – San Luis Obispo rail corridor is provided for review.

7. **Update on the Future of the Rail2Rail Program**

Roger M. Lopez

Overview

Staff will provide an update on the Rail2Rail Program and the future direction of the program.

8. **Pacific Surfliner On Time Performance Analysis for the Third Quarter of Federal Fiscal Year 2020 21**

Rosa Guillen Sanchez

Overview

Staff will provide a detailed analysis of the Pacific Surfliner on time performance for the third quarter of Federal Fiscal Year 2020-21.

9. **Upcoming Agenda Items**

James D. Campbell

Overview

Overview of upcoming agenda items for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors' November Meeting.

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

11. **Technical Advisory Committee Members' Report**

12. **Adjournment**

The regularly scheduled meeting of this Committee will be held:

TBD



Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

SEPTEMBER 2, 2021 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on September 2, 2021, at 1:00 p.m. via TEAMS conference call.

Committee members in attendance:

Via Teleconference:

Brent Boyd, MTS
Danny Veeh, SANDAG
Sheldon Peterson, RCTC
Megan Taylor, OCTA
Jay Fuhrman, LA Metro
Jeanet Owens, LA Metro
Claire Grasty, VCTC
Martin Erickson, VCTC
Scott Spaulding, SBCAG
Anna Devers, SLOCOG
Steven Fox, SCAG
Roderick Diaz, SCRRA
Victor Stone, UPRR
Ryan Greenway, Caltrans
Anthony Serna, Caltrans

Welcome and Introductions

The September 2, 2021, LOSSAN Agency TAC meeting was called to order by Mr. James Campbell, LOSSAN Manager, Operations and Capital Programs, who welcomed the LOSSAN TAC to the TEAMS conference call. Mr. Campbell asked the participants over the teleconference line for introductions.

1. Public Comments

Paul Dyson (Rail Pac) submitted comments regarding the draft timetables, On-Time Performance, Station Stops, and the Fare Policy.

CONSENT CALENDAR

2. Approval of Minutes

This item was moved by Megan Taylor (OCTA) and seconded by Danny Veeh (SANDAG). The Committee approved the item.

3. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the Second Quarter of Federal Fiscal Year 2020-21

This item was moved by Megan Taylor (OCTA) and seconded by Danny Veeh (SANDAG). The Committee approved the item.

DISCUSSION CALENDAR

4. Pacific Surfliner On-Time Performance Analysis for the Second Quarter of Federal Fiscal Year 2020-21

Ms. Rosa Guillen-Sanchez (LOSSAN) provided a presentation the Pacific Surfliner On-Time performance analysis for the second quarter of federal fiscal year 2020-21, which included the monthly average customer on-time performance, delays, and improvements.

A brief discussion ensued on time and schedule. There was no further discussion.

5. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Strategic Plan Update

Mr. Roger Lopez (LOSSAN) provided a presentation on the strategic plan update for the LOSSAN Agency. Roger gave an overview on the process for updating the agency Strategic Plan, including efforts to define a mission, vision, goals, and objectives for the LOSSAN Agency and where we want the Agency to go in the future.

A discussion ensued regarding the future goals and the vision of the entire corridor for the LOSSAN Agency. There was no further discussion.

6. Pacific Surfliner Proposed October 2021 Schedule Change and Service Recovery

Mr. James Campbell (LOSSAN) provided a proposed schedule change that will help implement a pulsed schedule pattern, add the second roundtrip between San Diego and San Luis Obispo, and include new train numbers and a few new stops as well.

A brief discussion ensued over schedules. There was no further discussion.

7. Coachella Valley San Gorgonio Pass Rail Corridor Service Update

Mr. Campbell (LOSSAN) introduced Sheldon Peterson (RCTC) who provided a brief overview of the San Gorgonio Pass Rail Corridor Service update, which includes the preparation of a service development plan and program-level environmental document.

A brief discussion ensued regarding possible future opportunities on more roundtrips with the expansion on passenger rail.

8. Upcoming Agenda Items

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the September 2021 Board of Directors meeting.

There was no further discussion.

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

Mr. Campbell provided a brief update on the work along the Santa Barbara subdivision and Union Pacific, which included replacing the 125-year-old Narlon bridge and 11 switches to upgrade the corridor to powered sidings and centralized traffic control (CTC).

There were no further updates.

10. Technical Advisory Committee Member's Report

Mr. Danny Veeh, SANDAG, mentioned the launch of the midcoast trolley service coming in November, which will be an 11-mile extension from Old Town north to the University (UCSD). Mr. Veeh also mentioned the El Portal Undercrossing in the City of Encinitas and the Del Mar Bluffs stabilization.

Ms. Megan LeMaster, OCTA, mentioned that the Fullerton Station stair project is now complete.

Ms. Claire Grasty, VCTC, shared they implemented Metrolink Saturday service that now runs all the way down the Ventura County Line.

Mr. Roderick Diaz, Metrolink, mentioned they have a new CEO, Darren Kettle, beginning after Labor Day.

Mr. Victor Stone, UPRR, mentioned the CTC project is making progress and moving along on the Santa Barbara Subdivision.

Mr. Ryan Greenway, Caltrans, mentioned the pulsed scheduling for October, inline with the state rail plan. Also, they are currently working on the state rail plan, working on the 2022 ITIP process, and held a series of equity workshops on the state rail plan, and have some follow up workshops coming up.

Mr. Alan Miller, Caltrans, also added they are currently working on the California Intercity Bus Study, which will be connecting intercity buses to rail in a pulsed pattern.

11. Adjournment

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

Thursday, November 4, 2021

Location: TBD

1:00 p.m. – 5:00 p.m.



November 4, 2021

To: Members of the Technical Advisory Committee

From: Donna DeMartino, Managing Director

Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
Trends for the Third Quarter of Federal Fiscal Year 2020-21

Overview

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the third quarter of federal fiscal year 2020-21.

Recommendation

Receive and file as an information item.

Background

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and typically hosts more than 150 daily passenger trains and an annual ridership of more than 2.7 million on Pacific Surfliner intercity passenger rail trains and about 5.4 million on Metrolink and COASTER commuter trains.

Discussion

This report provides an update on the performance of the passenger rail services operating on the LOSSAN rail corridor by presenting the current trends of the service in three specific areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance (OTP) and customer satisfaction). The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's COASTER system. Amtrak national data is included for comparative purposes. The

reporting period is the third quarter of federal fiscal year (FFY) 2020-21, covering the months of April, May, and June 2021.

Coronavirus Pandemic

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

After over a year of operating on reduced service schedules, and as health and social conditions steadily transition into recovery from the COVID-19 pandemic, rail operators along the LOSSAN rail corridor began to restore service starting on Memorial Day weekend 2021. COASTER returned to full service on Saturday, May 29, 2021. On the same day, Metrolink launched a new Saturday service on its Ventura County Line. On June 28, 2021, the Pacific Surfliner increased its service from 12 daily one-way trips (six round trips) to 18 daily one-way trips (nine round trips).

Usage

For the third quarter of FFY 2020-21, total LOSSAN rail corridor ridership on the three services was 493,669, an outstanding 223.7 percent increase when compared to the same period of the previous year. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, is shown in Figure 1.1.

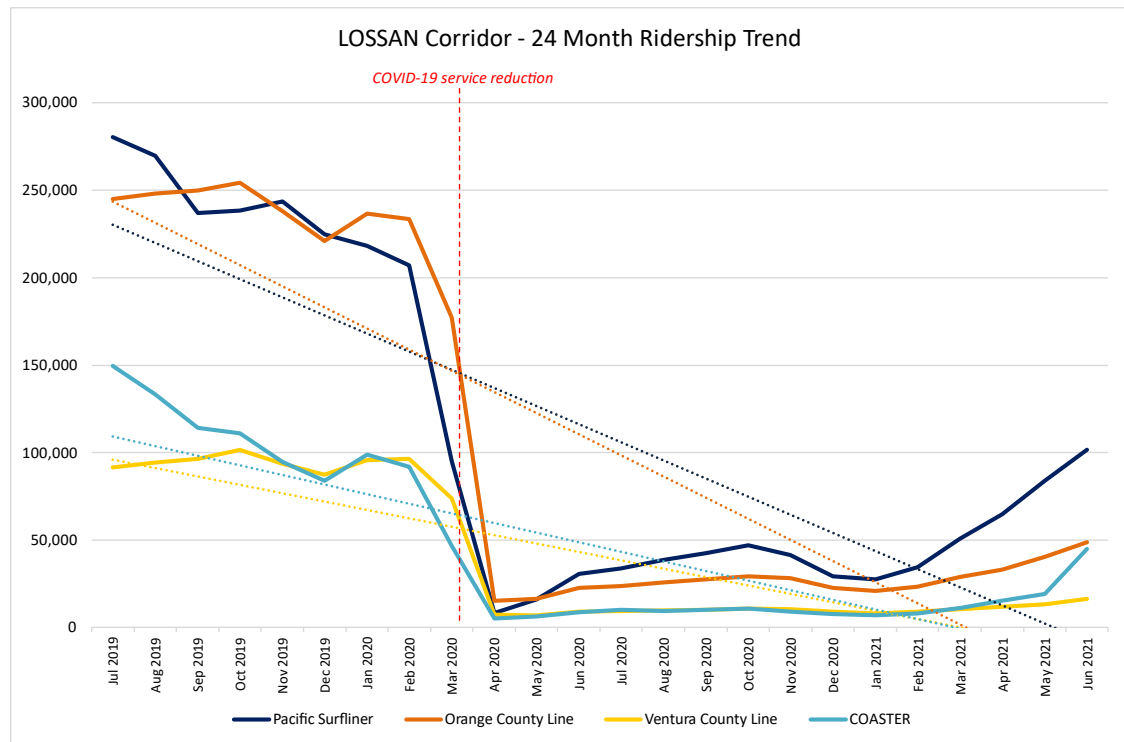


Figure 1.1

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

Pacific Surfliner

The overall increase in LOSSAN rail corridor ridership includes ridership on the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service, which increased during the third quarter of FFY 2020-21 by a huge 354.7 percent when compared to the same period last year, as is demonstrated in Figure 1.2. The improved ridership is attributable to reduced travel restrictions resulting from a statewide reduction in COVID-19 cases.

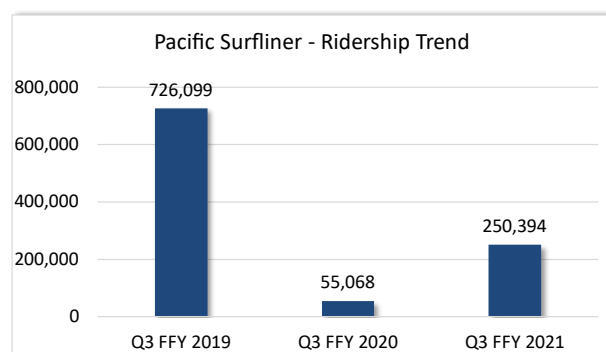


Figure 1.2

The reported Pacific Surfliner ridership includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions.

Metrolink

Overall LOSSAN rail corridor ridership was also positively impacted by the ridership increase on Metrolink's VCL, as demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 78.1 percent when compared to the third quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 126.9 percent increase in ridership over the same report period in the prior year. Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 57 per weekday for the third quarter of FFY 2020-21, which is an increase of 90.8 percent compared to the same period last year.¹

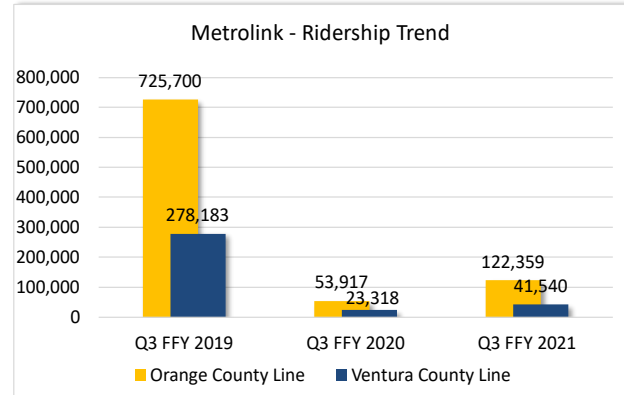


Figure 1.3

COASTER

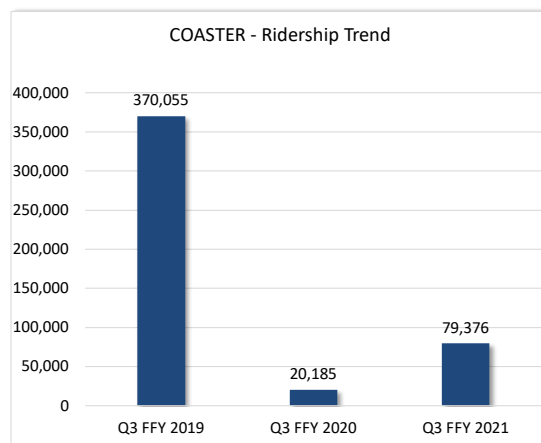


Figure 1.4

COASTER (providing commuter rail service between Oceanside and San Diego) ridership increased by 293.2 percent during the third quarter of FFY 2020-21 when compared to the same period in the prior year, as shown in Figure 1.4. During the third quarter of FFY 2020-21, there was an average of one COASTER pass holder per day on Pacific Surfliner trains, utilizing the R2R program. Mathematically, there was an increase of 30 percent when compared to last year.

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

Amtrak System

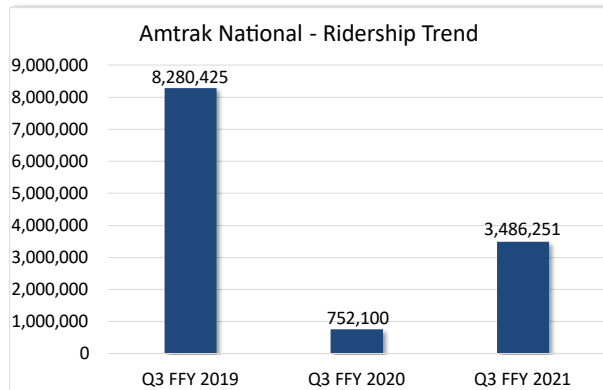


Figure 1.5

Amtrak service nationwide also experienced a cumulative ridership increase of 363.5 percent for the third quarter of FFY 2020-21 compared with the same period in the prior year, as illustrated in Figure 1.5.

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership increase by 130.2 percent in the third quarter compared with the same period last year. The Capitol

Corridor (Auburn/Sacramento to Oakland and San Jose) and the San Joaquins Corridor (Sacramento/Oakland to Bakersfield) are the other two California State-supported intercity passenger rail services operated by Amtrak, and although serving significantly different markets, do provide a comparison to the Pacific Surfliner service. Ridership on the Capitol Corridor increased by 194.6 percent and San Joaquins ridership increased by 120.2 percent in the third quarter compared to the same period last year.

Passenger Miles

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

The Pacific Surfliner generated over 24 million passenger miles during the third quarter of FFY 2020-21, which is a great 379.5 percent increase compared to the same period in the prior year. The increase in passenger miles aligns with the overall increase in ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 24 million passenger miles resulted in a reduction of over 8,662 tons of greenhouse gases. The pollution avoided is equivalent to burning nearly 884,217 gallons of gasoline.

Efficiency

Revenue

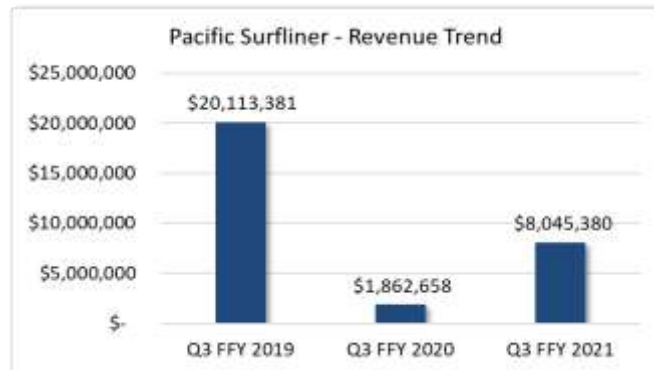


Figure 1.6

In correlation with the ridership increase related to an initial recovery from the COVID-19 pandemic, ticket revenue for the Pacific Surfliner also improved. For the third quarter of FFY 2020-21, overall revenue increased by 331.9 percent when compared with the same period in the prior year, as shown in Figure 1.6.

For the Capitol Corridor, total revenue increased by 151.5 percent, the San Joaquin rail corridor saw an increase of 97.9 percent, and the Coast Starlight increased by 200.5 percent in the third quarter, compared to last year.

Farebox Recovery

The Pacific Surfliner is legislatively required to achieve a minimum of 55 percent farebox recovery. As a performance measure, farebox recovery is normally calculated on an annual basis. Expenses throughout the year are not linear and can cause significant fluctuations in the farebox recovery ratio from quarter to quarter.

The California Department of Transportation Division of Rail and Mass Transportation (DMRT) usually reports quarterly to the California Transportation Commission (CTC) on all state-supported corridors via the *California Department of Transportation's Intercity Passenger Rail Operations Report*. This report focuses on a rolling 12-month report period instead of the quarter. On December 2, 2020, Caltrans DMRT reported to the CTC on the 12 months ending June 30, 2020 (the most recent available data) and indicated that the Pacific Surfliner realized a 54.6 percent farebox recovery ratio for that time period.

Quality

OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. Commuter trains are considered late if trains arrive six or more minutes late to the terminal location. Pacific Surfliner trains are considered late if trains arrive 15 or more minutes after scheduled arrival times.

In the third quarter of FFY 2020-21, average endpoint Pacific Surfliner OTP was 87.4 percent, which was a 4.9 percent decline over the prior year, but a great improvement when compared to performance in quarters prior to January 2020. The significant service reduction that occurred in March 2020 lead to reduced train volumes throughout the LOSSAN corridor, and while some service along the corridor has been restored, monthly endpoint OTP for the Pacific Surfliner has remained at or above 80 percent. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

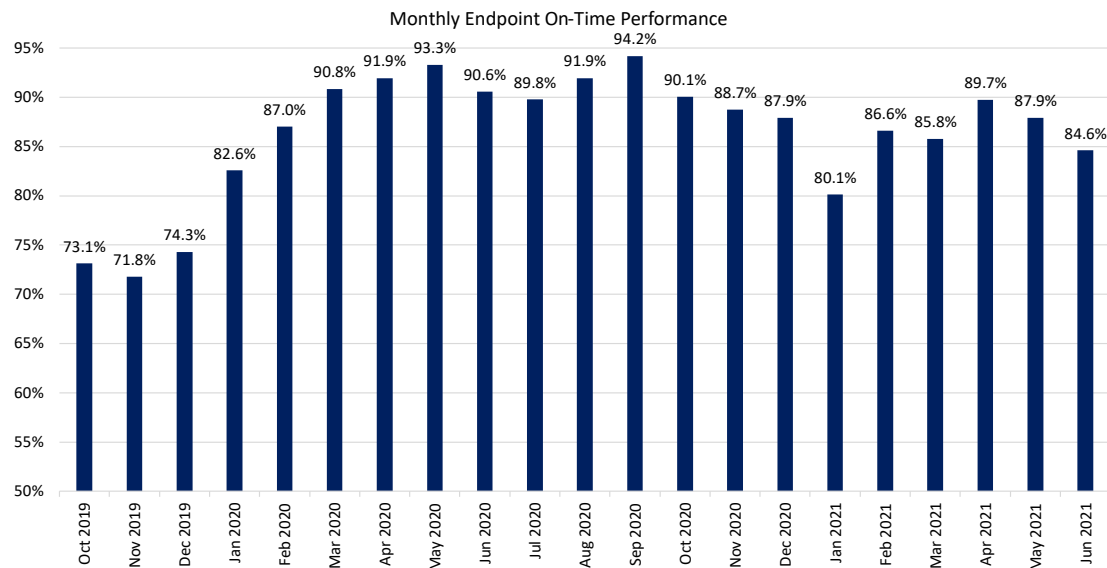


Figure 1.7

The LOSSAN Rail Corridor Agency (Agency) will continue to work collaboratively with the Corridor Improvement Team via quarterly meetings to ensure that OTP performance remains high as service continues to be restored.

Customer Satisfaction

Amtrak reports an Electronic Customer Satisfaction Index (eCSI) score monthly for all routes, in which a 'very satisfied' percentage is calculated out of 100 passengers via electronic survey. Amtrak launched a revamped eCSI survey in April 2020. For the third quarter of FFY 2020-21, the Pacific Surfliner scored an average eCSI of 85.0 percent, which represents a decrease of 4.0 percent over the same period last year (88.5 percent).

Additional Performance Indicators

Food and Beverage Sales

The LOSSAN Agency's focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café car. Continual effort is made to ensure that menu items are meeting the expectations of our passengers. As part of that effort, LOSSAN Agency staff closely monitors food and beverage sales to gauge the success of what is being offered and to highlight items that need to be adjusted.

<i>Sales Category</i>	<i>FFY20 Q3</i>	<i>FFY21 Q3</i>	<i>% Change</i>
Baked Goods	\$ 12,502	\$ 35,451	183.6%
Beer	\$ 28,133	\$ 112,644	300.4%
Beverages	\$ 37,316	\$ 124,345	233.2%
Dairy Products	\$ 650	\$ 1,736	167.2%
Fresh Prepared Foods	\$ 2,113	\$ 80,993	3732.6%
Liquor	\$ 20,468	\$ 71,680	250.2%
Miscellaneous Merchandise	\$ 2,450	\$ 3,118	27.3%
Packaged Snack Foods	\$ 269,945	\$ 215,516	-20.2%
Salads	\$ -	\$ 3,353	NA
Wine	\$ 31,339	\$ 147,315	370.1%
Total Revenue	\$ 404,916	\$ 796,151	96.6%

Figure 1.8

For the third quarter of FFY 2020-21, food and beverage sales increased by 96.6 percent over the same quarter in the prior year. In the quarter of the prior year, Café car sales were heavily impacted by the decrease in ridership and the restrictions associated with indoor dining. In 2020, the sales of some of the fresh prepared foods and hot items were temporarily suspended to limit the interactions necessary between the passengers and Café car attendants and to prevent losses associated with spoilage resulting from reduced demand.

Various safety measures, including the installation of plexiglass barriers, have allowed for the return of microwavable food items and some fresh prepared foods. As these items are returning and ridership is increasing, Café car revenue has been following the same trend. Details on the performance of each specific sales category are included in Figure 1.8.

Amtrak Thruway Bus Service

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

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

For the third quarter of FFY 2020-21, ridership on these three routes totaled 14,196 riders, which was an increase of 185.7 percent when compared to the same period in the prior year (4,968 riders).

Summary

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink and COASTER, for the third quarter of federal fiscal year 2020-21. During the third quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership increased by 223.7 percent, compared to the same period last year. Ridership on the Pacific Surfliner alone increased by 354.7 percent, and revenue realized a 331.9 percent increase when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Third Quarter Federal Fiscal Year 2020-21

Prepared by:



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

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
Third Quarter Federal Fiscal Year 2020-21**

<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership - Growth Over Same Quarter Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue - Growth Over Same Quarter Previous Year</u>	<u>Endpoint OTP (3 mo. avg)</u>
Pacific Surfliner	250,394	354.7%	\$ 8,045,380	331.9%	87.4%
Metrolink Ventura County Line	41,540	78.1%	---	---	96.5%
Metrolink Orange County Line	122,359	126.9%	---	---	94.3%
COASTER	79,376	293.2%	---	---	98.5%
LOSSAN Total/Average	493,669	223.7%	---	---	---

Amtrak Nationwide	3,486,251	363.5%	\$ 266,539,778	345.1%	80.4%
Capitol Corridor	97,231	194.6%	\$ 2,258,792	151.5%	90.8%
San Joaquin	124,487	120.2%	\$ 4,018,376	97.9%	84.6%
Coast Starlight	61,565	130.2%	\$ 7,389,883	200.5%	62.4%



November 4, 2021

To: Members of the Technical Advisory Committee

From: Donna DeMartino, Managing Director

Subject: Annual Business Plan and Budget Assumptions for Fiscal Years 2022-23 and 2023-24

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency by April 1 of each year that provides the basis for its annual budget request and any proposed changes to the Pacific Surfliner service. A list of key assumptions used in developing the business plan and budget for fiscal years 2022-23 and 2023-24 is presented for the Board of Directors' review.

Recommendation

Recommend approval to the Board of Directors the key assumptions for the development of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2022-23 and 2023-24.

Background

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

The ABP is required to include a report on performance of the Pacific Surfliner passenger rail service; an overall operating plan, including proposed service enhancements to increase ridership and accommodate travel demand; a

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

In addition, the ABP must clearly delineate how funding and accounting for state-sponsored intercity passenger rail service will be separate from locally sponsored services in the rail corridor. Proposals to expand or modify passenger services are required to be accompanied by the identification of all associated estimated costs, revenue and ridership projections. The ABP also establishes, among other things: fares, operating strategies, and other initiatives designed to meet performance standards established in the ITA.

Discussion

The development of the assumptions for FY 2022-23 and 2023-24 was heavily impacted by the ongoing coronavirus (COVID-19) pandemic and the uncertainty associated with the amount of future available funding. The ABP for FY 2022-23 and 2023-24 will focus on the LOSSAN Agency's efforts to restore and rebuild the Pacific Surfliner service in the following general areas:

- Outlining service restoration to bring the Pacific Surfliner passenger service back to pre-COVID-19 pandemic levels contingent on the availability of equipment
- Updating operational strategies that continue to use the restoration of service as an opportunity to implement optimization methodology
- Preparing for current and future equipment needs
- Focusing on marketing initiatives to encourage passengers to return to elective travel

Draft budget projections will also be provided as part of the ABP as a placeholder and will be revised and resubmitted for final approval by June 30, 2022, contingent on the receipt of operating cost estimates from Amtrak. These costs estimates are typically received March 31, with the deadline for submitting the ABP being April 1.

The following key assumptions are proposed to be incorporated into the FY 2022-23 and 2023-24 ABP:

- Maintaining service at current levels in FY 2022-23 (10 daily round trips), with a planned increase to pre-pandemic service levels in FY 2023-24 (13 daily round trips)

- Additional service for holidays and special events
- Ridership and revenue proportionate to the service level
- Modification of the existing Rail 2 Rail Programs with both Metrolink and COASTER
- 18 full-time staff positions consistent with the current staffing levels
- A performance-based merit increase and special award pool for administrative employees consistent with Orange County Transportation Authority budget proposal for FY 2022-23. These percentages are unknown at this point
- Annual marketing budget consistent with the level of service and state funding availability
- An ongoing capital improvement program that identifies and uses all available funding sources.

Next Steps

Staff will prepare the draft ABP and budget for FY 2022-23 and 2023-24, using these assumptions. The draft chapters will be provided to the Technical Advisory Committee (TAC) for review and comment in December 2021. A redline version, incorporating TAC feedback as appropriate, will be returned to the TAC prior to returning to the Board for initial review and approval in February 2021.

Summary

Staff has developed key assumptions for use in the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency budget and business plan for fiscal year 2021-22 and fiscal year 2022-23. Staff will finalize the draft business plan and budget and return to the Board of Directors for initial review and approval in February 2021.

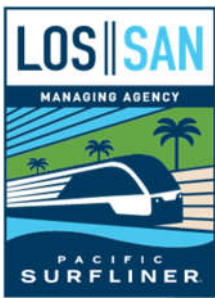
Attachment

None.

Prepared by:



Roger M Lopez
Administrative Officer
(714) 560-5438



November 4, 2021

To: Members of the Technical Advisory Committee

From: Donna DeMartino, Managing Director

Subject: Proposed 2022 Board of Directors and Committee Meetings Schedule

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency staff has developed a proposed Board of Directors and Committee meetings schedule for calendar year 2022, reflects prior informal direction from the Board of Directors, and is consistent with the development of key deliverables and actions for calendar year 2022.

Recommendation

Recommend that the 2022 Board of Directors and Committee meetings schedule for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency be submitted for approval by the Board of Directors.

Background

Each year, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) reviews and approves a proposed meeting schedule for the Board, Executive Committee, and Technical Advisory Committee (TAC) meetings for the following calendar year. A proposed meeting schedule for calendar year 2022 has been developed based on prior, informal discussions with the Board, Executive Committee, and the Technical Advisory Committee (TAC).

Discussion

The proposed schedule for 2022 presents scheduled Board meetings each month, which are proposed to continue to be held the third Monday of each month.

To avoid conflicts with federal holidays, several Board meetings are proposed to be held on different days of the month. For January, the meeting is proposed to be held the third Tuesday, the February meeting is proposed to be held the fourth Tuesday, November is proposed for the third Tuesday, and December for the second Tuesday of the month.

Assuming it is safe to do so, Board meetings will be in person and held in the Board chambers of the Orange County Transportation Authority, unless otherwise noted. Prior practices have been to hold two of the meetings at alternate locations along the corridor, one in the southern portion of the corridor and one in the northern portion of the corridor. Staff will request Board Member and member agency feedback, as well as coordinate with the Clerk of the Board, in determining the desire and ability to continue with this practice and in selecting the months and locations for these meetings.

Executive Committee and TAC meetings are proposed to be held the first Thursday of each month, prior to scheduled Board meetings.

The Chairman of the Board retains the right to call a Special meeting at any time should unforeseen circumstances arise which warrant a meeting, or to cancel meetings as desired and appropriate. The complete proposed 2022 LOSSAN Board and Committee meetings calendar is included as Attachment A.

Summary

Staff has developed a proposed 2022 LOSSAN Board and Committee meetings calendar for the LOSSAN Agency Board's review and approval.

Attachment

- A. LOSSAN Board of Directors Calendar – 2022 Board and Committee Meetings and Holidays



LOSSAN BOARD OF DIRECTORS CALENDAR

2022 Executive Committee Meetings

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

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

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

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

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

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

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

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

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

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

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

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

LOSSAN Board of Directors regular meeting

10:00 a.m. – 12:30 p.m.

Meetings will take place at the OCTA headquarters unless otherwise noted

Executive Committee

9:00 a.m. – 10:30 a.m.

Technical Advisory Committee

1:00 p.m. – 3:00 p.m.

LOSSAN Agency Observed Holidays



November 4, 2021

To: Members of the Technical Advisory Committee

From: Donna DeMartino, Managing Director

Subject: 2022 Transit and Intercity Rail Capital Program Call for Projects

Overview

The California State Transportation Agency plans to issue a call for projects in November 2021 for the 2022 Transit and Intercity Rail Capital Program, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions. An overview of the program and the strategy for submission of projects on the Los Angeles – San Diego – San Luis Obispo rail corridor is provided for review.

Recommendation

Receive and file as an information item.

Background

The California State Transportation Agency (CalSTA) released draft guidelines for the 2022 Transit and Intercity Rail Capital Program (TIRCP) on September 30, 2021. The TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to support transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, while significantly reducing emissions of greenhouse gases, vehicle miles traveled, and traffic congestion. Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account for new programming in this cycle.

In 2019 and 2020, Governor Newsom signed two executive orders—E.O. N-19-19 and E.O. N-79-20—both of which empower CalSTA to leverage discretionary state transportation funds to reduce transportation-related Greenhouse Gas (GHG) emissions and to adapt to climate change. E.O. N-79-20 required CalSTA to identify

specific near-term actions and investment strategies to combat and prepare for climate change, which resulted in the creation of the Climate Action Plan for Transportation Infrastructure (CAPTI).

The CAPTI was developed by CalSTA through a robust stakeholder engagement process and was adopted in July 2021. CAPTI puts forth a set of guiding principles which serve as a framework for state discretionary transportation investment and includes a suite of implementation strategies and actions meant to align transportation infrastructure investments with the overall investment framework. TIRCP is closely linked to CAPTI and serves as a means by which to implement the higher-level policy developed in the plan. The TIRCP Guidelines include updates that work to implement actions listed in CAPTI.

The overall goal of the TIRCP is to provide funding for capital improvements and operational enhancements on public transit services in California that achieve the following objectives:

- Reduce emissions of greenhouse gases
- Expand and improve transit service to increase ridership
- Integrate service of the state's various rail operations, including integration with the high-speed rail system
- Improve transit safety

At least 25 percent of available TIRCP funding is expected to fund projects that provide a direct, meaningful, and assured benefit to disadvantaged communities. Assembly Bill 1550 (Chapter 369, Statutes of 2016) provides further requirements to ensure TIRCP investments meet the needs of priority populations, including disadvantaged communities, low-income communities and low-income households.

Eligible TIRCP applicants include public agencies and joint powers authorities that operate, or have planning responsibility for, existing or planned intercity rail (and associated feeder bus service), commuter rail, commuter bus, bus and urban rail transit, vanpool, and ferry transit services. In addition, private companies may partner with eligible applicants to propose and deliver projects. The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), as well each of its member agencies, are eligible to apply for TIRCP funding. The complete draft 2022 TIRCP Guidelines are available at <https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>.

This call for projects represents the fifth round of the TIRCP, and the LOSSAN Agency has been successful in receiving funding in each of the prior four TIRCP cycles. In 2015 and 2016, the LOSSAN Agency submitted successful TIRCP applications and was awarded a combined total of \$83.7 million. The funding awarded for these two years supported the initiation of the Pacific Surfliner Transit Transfer Program, which was launched in July 2016, and the design and construction of a package of projects, including high-priority capital

improvements in San Diego and Orange counties, as well as funding for planning studies. In 2018, the LOSSAN Agency was awarded \$188.3 million to design and implement capitalized access and incentive programs, design and implement security fencing and upgrade the signal system along the rail corridor in San Diego County, and design and construct capacity enhancing projects along the corridor north of Los Angeles. In 2020, LOSSAN was awarded \$38.7 million for the construction of layover facilities in San Luis Obispo and San Diego.

Discussion

CalSTA is required to approve a new five-year program of TIRCP projects no later than April 1, 2022. The 2022 TIRCP grant cycle will program projects starting in fiscal year (FY) 2022-23 and ending in FY 2026-27 and will include previously awarded projects from the 2020 TIRCP cycle that have not been fully allocated by the end of FY 2021-22, as well as new projects. An estimate of the total funding available in this TIRCP cycle will be released when the final call for projects is issued on November 19, 2021.

CalSTA intends to fund a small number of transformative projects that will highlight travel and fuel cost savings and significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit or rail system, increasing the capacity of an existing transit or rail system, or otherwise significantly increasing the ridership of a transit or rail system. Although there is no local match requirement for the TIRCP, use of existing funding to leverage TIRCP funds is desirable and will be considered in the evaluation process.

During past meetings and TIRCP workshops, CalSTA has indicated that higher consideration will be given to grant applications that maximize greenhouse gas reductions and travel benefits by combining multiple smaller projects into a comprehensive, regional program of scalable projects that encompasses multiple agencies, with a focus on improving network integration. The current TIRCP cycle also seeks projects that link housing with key destinations that improve accessibility to economic opportunities, as well as projects that are consistent with the goals of the 2018 California State Rail Plan and recently approved CAPTI.

The LOSSAN Agency intends to work with member agencies to support TIRCP applications for improvements that have a corridor-wide benefit, furthering efforts already underway to increase capacity, improve reliability and safety, and ultimately reduce greenhouse gas emissions by making the Pacific Surfliner a more attractive travel alternative. In addition, results of the ongoing LOSSAN Strategic Plan and Corridor Optimization Study may be used to help prioritize candidate projects for TIRCP funding.

CalSTA is scheduled to release final TIRCP guidelines and issue a formal call for projects on November 19, 2021, with applications due on March 3, 2022. Projects

recommended for award are currently scheduled to be announced by June 2022. The Managing Director is authorized through the LOSSAN Agency bylaws to submit grant applications on behalf of the LOSSAN Agency. LOSSAN Agency staff will be following up with member agencies to finalize a package of candidate projects, as well as a timeline and process for completing the TIRCP applications, and will return to the TAC and Board of Directors with an update prior to submittal.

Summary

A call for projects to be funded by the 2022 Transit and Intercity Rail Capital Program is expected to be issued in November 2021. Staff will be working with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency member agencies and rail corridor right-of-way owners to submit an application to fund improvement along the Los Angeles – San Diego – San Luis Obispo rail corridor that would directly benefit the Pacific Surfliner service.

Attachment

None.

Prepared by:



Russ Henry
Manager, Finance
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Update on the Future of the Rail2Rail Program

Technical Advisory Committee | November 4, 2021

R2R Program

Purpose and History

- The Rail2Rail (R2R) program began in 2003 and is funded by three of the Metrolink member agencies (OCTA, LA Metro, and VCTC*).
- Was intended to leverage available capacity on Pacific Surfliner trains for the mutual benefit of both Metrolink and the Pacific Surfliner.
- Provided needed additional capacity to Metrolink at a time when Metrolink had no options to provide it.

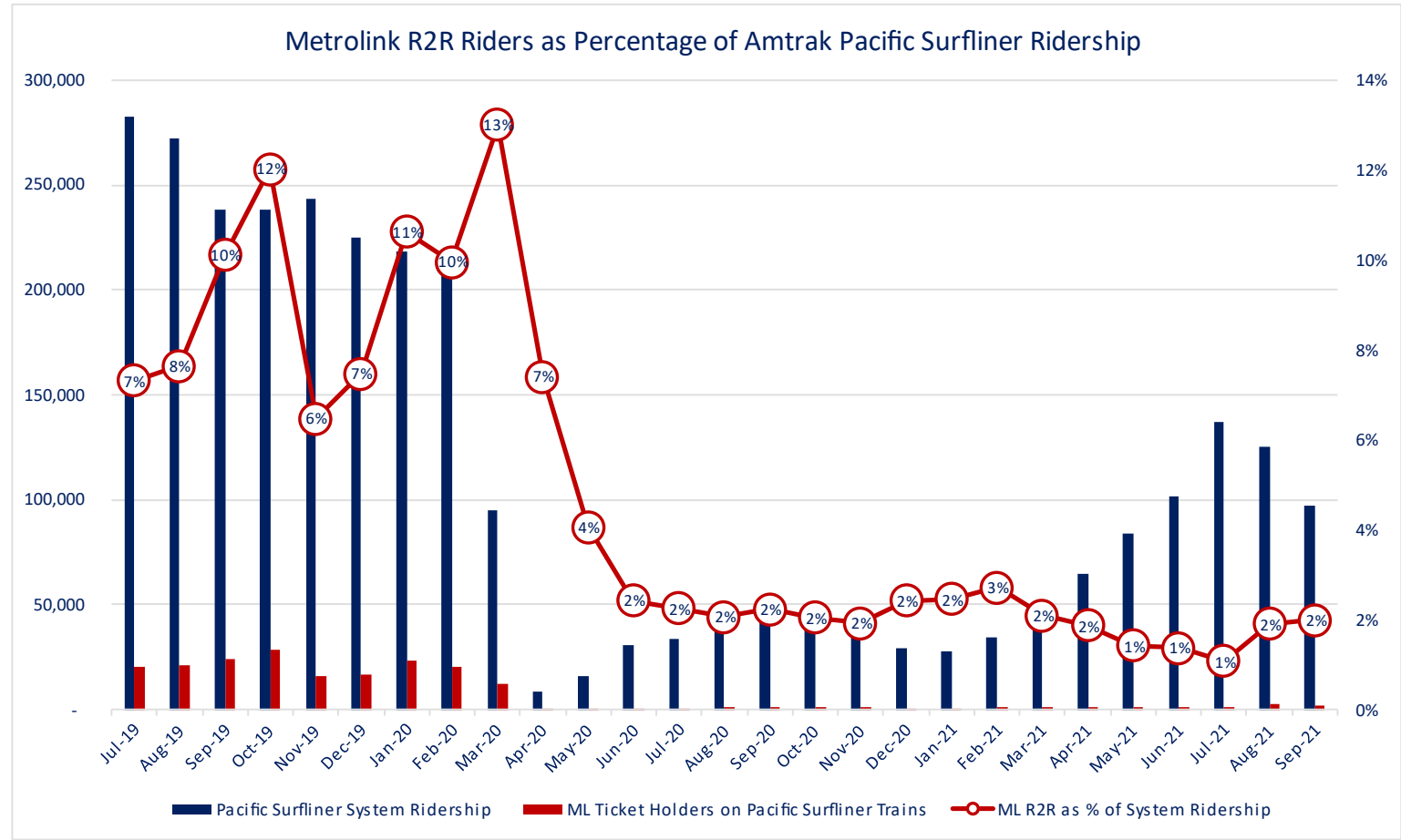


*Orange County Transportation Authority, Los Angeles County Metropolitan Transportation Authority, and Ventura County Transportation Commission

R2R Program

Historical Performance

- R2R ridership, pre-pandemic, averaged approximately nine percent of total ridership, but R2R reimbursements amounted to approximately two percent of total revenue.



R2R Program

Exploring a Step-Up
Program

- In May 2018, the Board directed staff to explore the development of a “step up” program to allow passengers to pay for the upgrade on a per trip basis.
- The intent of a step up program was to have the cost of the program paid by those passengers who want the flexibility of using both the Metrolink and Pacific Surfliner services, taking the responsibility off the Metrolink Member Agencies.
- A step up program proved to be problematic as the technological hurdles associated with passengers purchasing the upgrade for each trip taken were significant.

The Next R2R

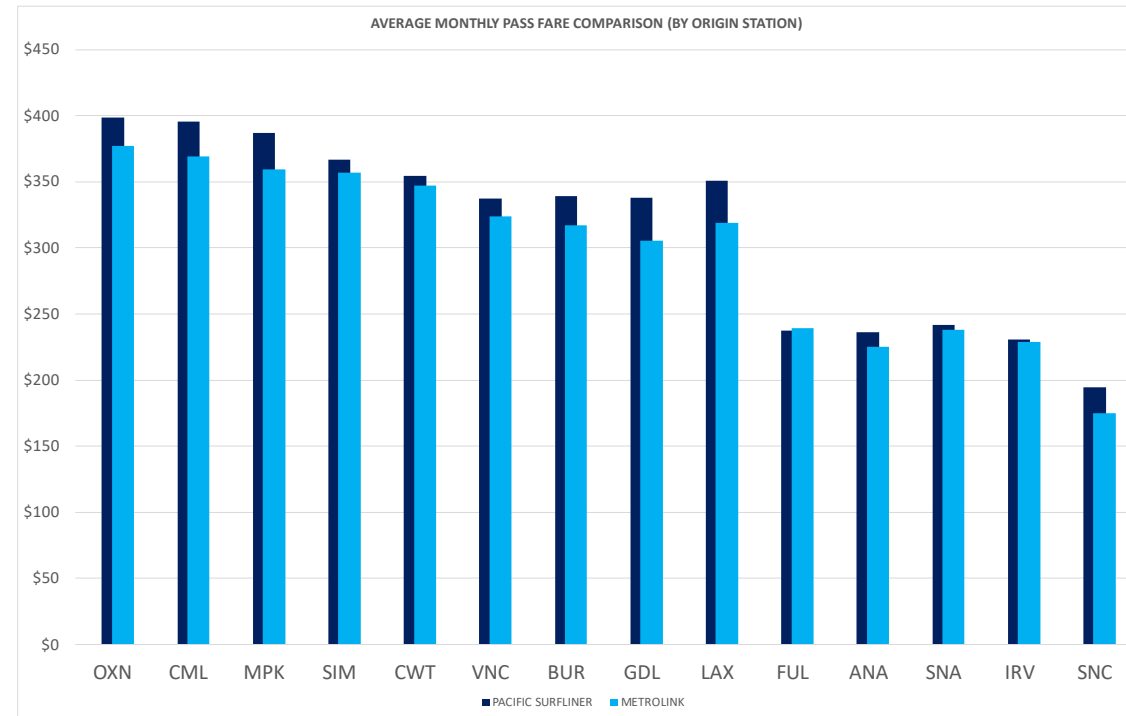
Considerations and Challenges

- The analysis and discussion thus far in determining a long-term solution for the continuance of R2R have identified several key areas for consideration:
 - Revenue equity: The program needs to have a fair and transparent methodology that allows for a more equitable share of both revenue and the cost of carrying passengers.
 - Capacity Management: Pre-pandemic, trains traveling out of Los Angeles around peak commute times routinely suffered from standee conditions. The next program would need to incorporate methods to mitigate this.
 - The customer experience: Whatever is put in place needs to be easy to use and provide a seamless experience for our customers.

The Next R2R

Fare Analysis

- As a result of the technological issues associated with step up single rides, attention was focused on monthly passes.



- Analysis shows that, on average, factoring in all station pairs within the overlapping Pacific Surfliner and Metrolink zone, Pacific Surfliner monthly pass fares are only 5.3 percent higher than published Metrolink monthly pass fares.

The Next R2R

The Region Pass

- One option being explored for possible implementation is the *Region Pass*.
- The *Region Pass* would be a new monthly pass tier that allows passengers to take either service within their purchased station pairs.
- The *Region Pass* could be set at a standard ten percent over Metrolink monthly pass fares (five percent over Pacific Surfliner monthly pass fares).
- Would be an easy step towards the State's goal of integrated ticketing
- Revenue could be distributed equitably based on actual trips taken

The Next R2R

Current Status

- Staff is meeting weekly with our partners at Metrolink to develop options for the next R2R Program, with a goal of having the plan in place by July 1, 2022.
- Options being explored are variations of the Region Pass and the expansion of the Code Share arrangement.
- Adjustments have already been made to better integrate the two services and provide more options for R2R travel.
 - October 25 schedule change added two additional Code Share trains (bringing total to four) between Los Angeles Union Station and Oxnard

The Next R2R

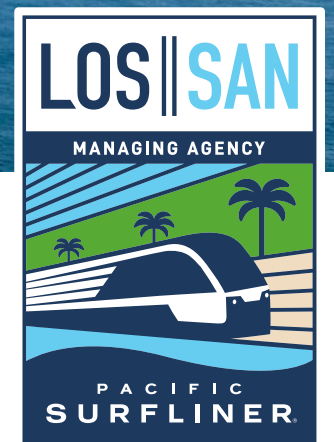
Next Steps

- LOSSAN Agency staff will continue to work with our partners at Metrolink toward a mutually agreeable solution
- Staff will return in Spring of 2022 with an update and to seek additional direction on the next R2R program.
- Questions?

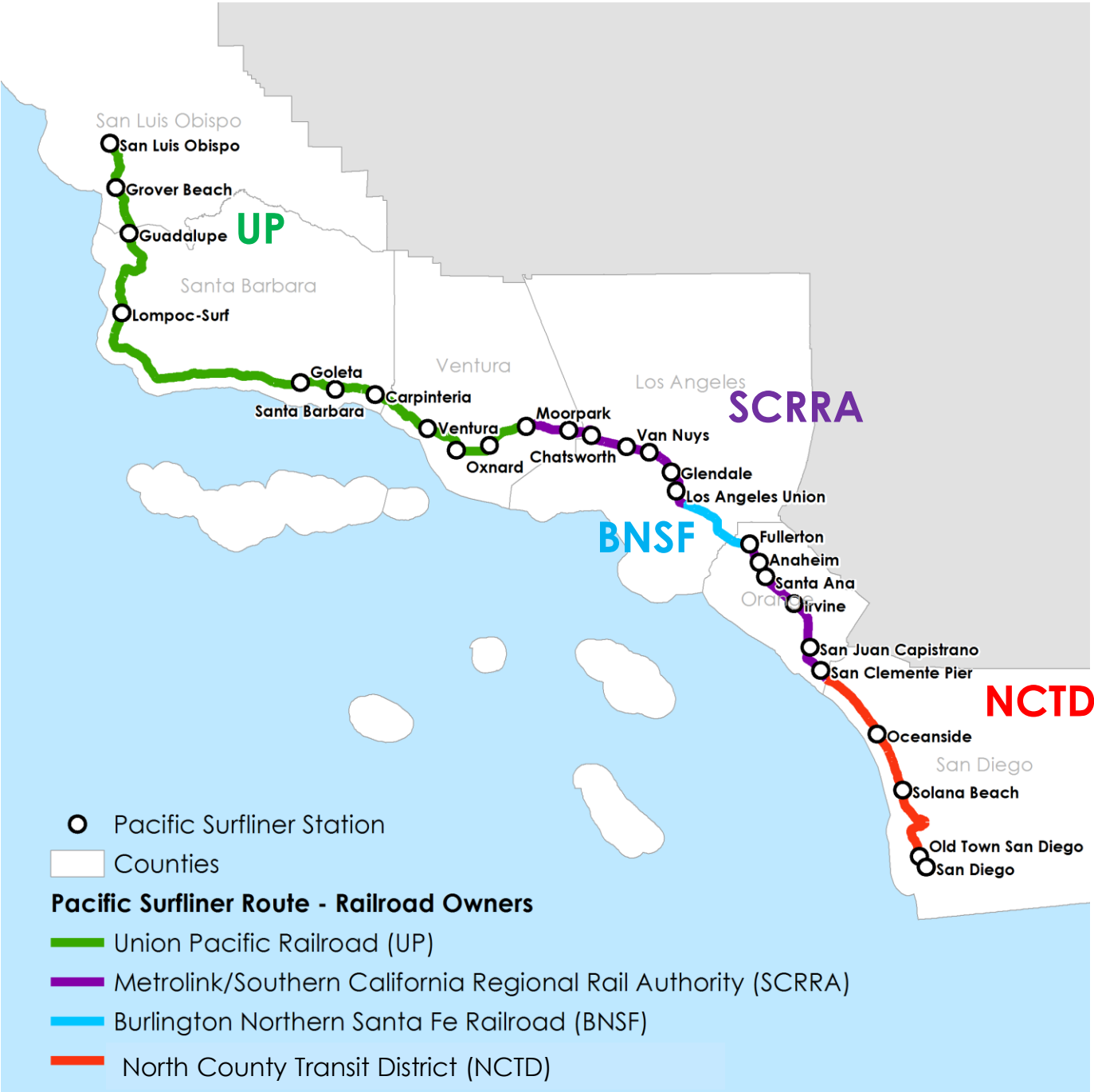


Pacific Surfliner On-Time Performance Analysis Third Quarter – Federal Fiscal year 2020-21

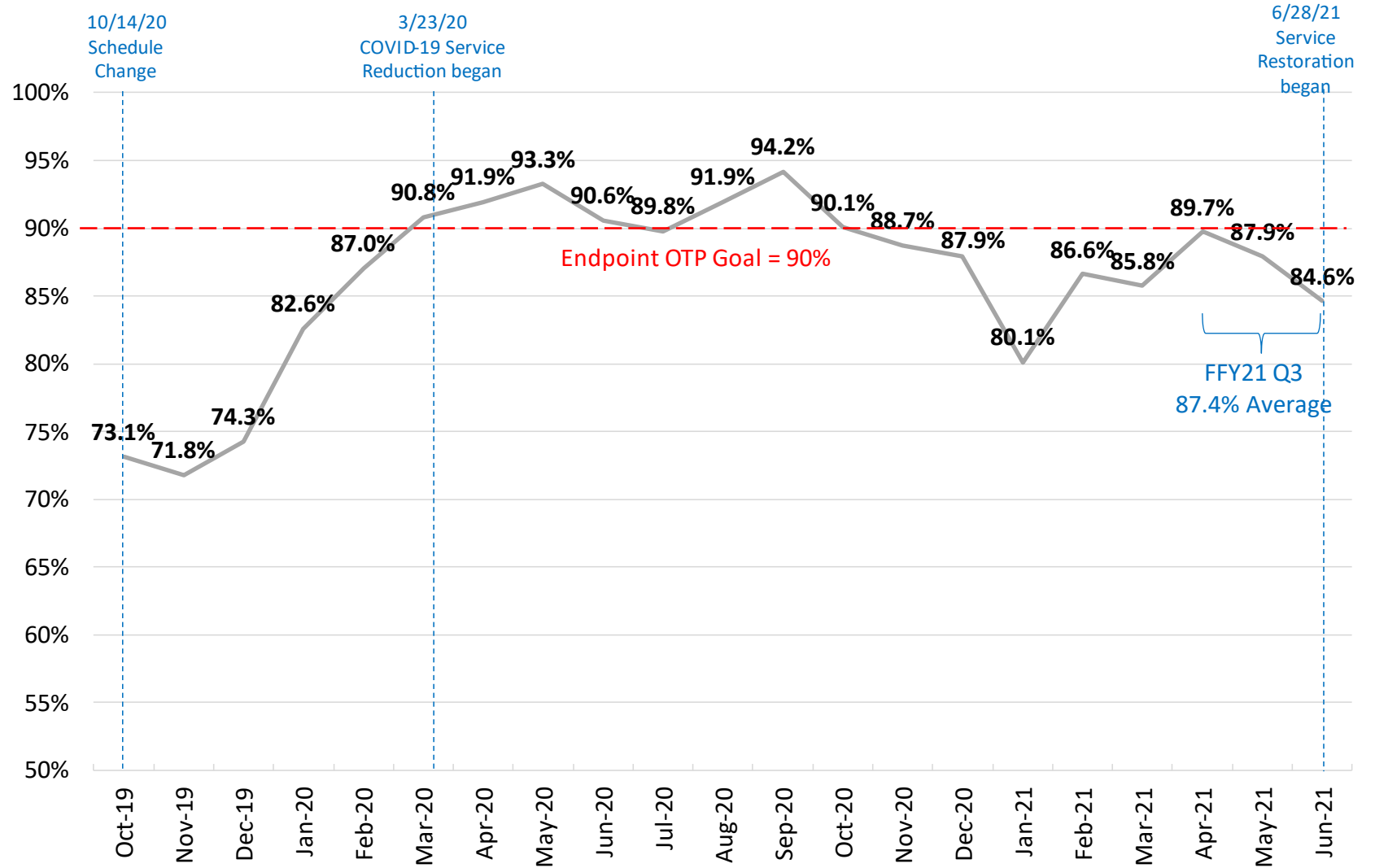
Technical Advisory Committee Meeting | November 4, 2021



Pacific Surfliner Route by Host Railroads



Monthly Average Endpoint OTP



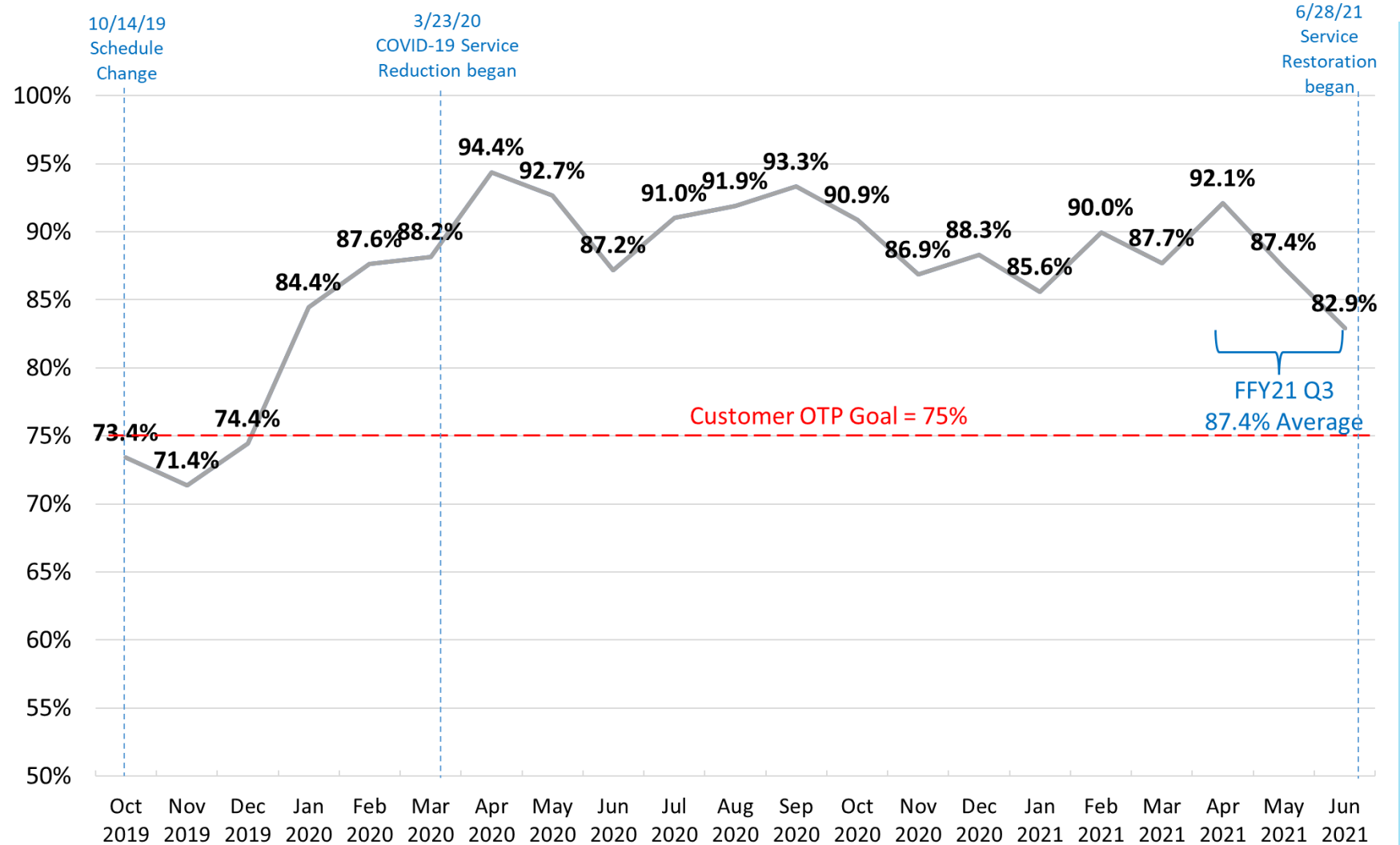
OTP: On-Time Performance
FFY: Federal Fiscal Year

FFY21 Q3 Average Endpoint OTP by Train

LOS||SAN

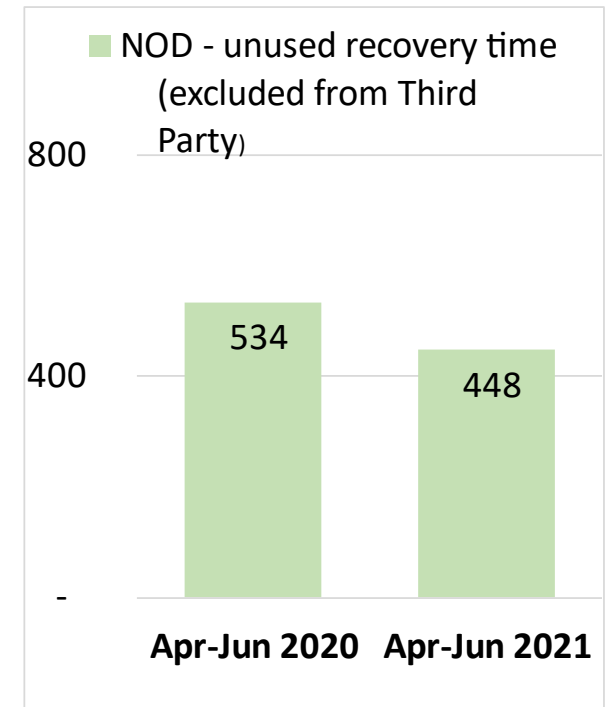
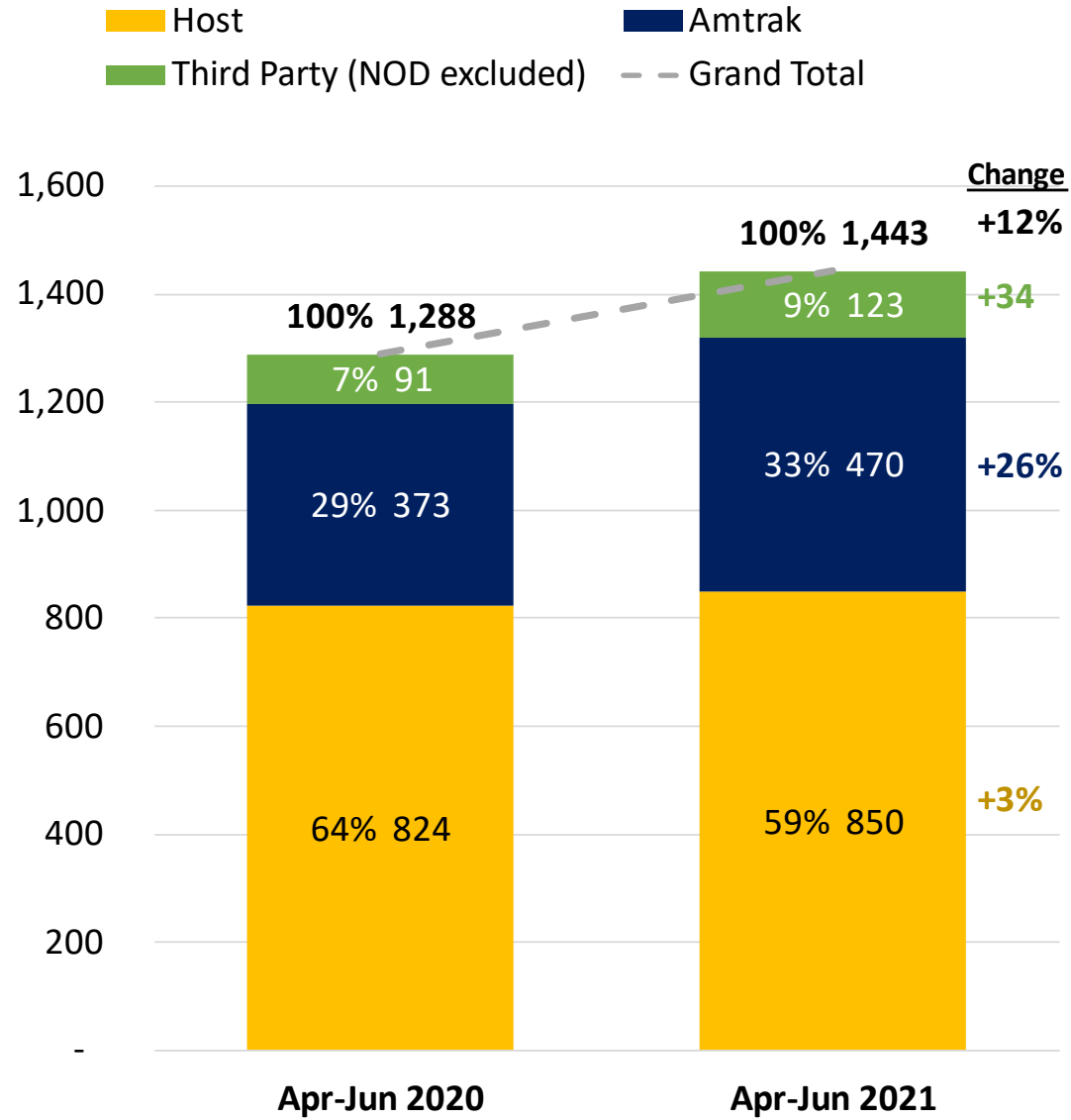
Train	Dep Stn	Arr Stn	Apr-21	May-21	Jun-21	3-Month Avg
562	LAX	SAN	NA	NA	100.0%	100.0%
567	SAN	LAX	NA	NA	100.0%	100.0%
572	LAX	SAN	NA	NA	100.0%	100.0%
583	SAN	LAX	NA	NA	100.0%	100.0%
595	SAN	LAX	NA	NA	100.0%	100.0%
590	LAX	SAN	NA	NA	100.0%	100.0%
1767	SAN	LAX	100.0%	100.0%	100.0%	100.0%
767	SAN	LAX	100.0%	90.0%	100.0%	96.7%
564	LAX	SAN	95.5%	95.0%	95.5%	95.3%
1584	LAX	SAN	75.0%	100.0%	100.0%	91.7%
1564	LAX	SAN	100.0%	81.8%	87.5%	89.8%
584	LAX	SAN	86.4%	90.0%	90.9%	89.1%
593	SAN	LAX	83.3%	87.1%	96.7%	89.0%
796	GTL	SAN	80.0%	100.0%	86.7%	88.9%
768	GTL	SAN	96.7%	80.6%	86.7%	88.0%
579	SAN	LAX	83.3%	83.9%	96.7%	88.0%
763	SAN	GTL	96.7%	96.8%	63.3%	85.6%
580	LAX	SAN	90.0%	87.1%	79.3%	85.5%
774	SLO	SAN	96.7%	77.4%	80.0%	84.7%
777	SAN	SLO	93.3%	87.1%	63.3%	81.3%
785	SAN	GTL	86.7%	77.4%	70.0%	78.0%
569	SAN	LAX	NA	NA	66.7%	66.7%
System Average			89.7%	87.9%	84.6%	87.4%

Monthly Average Customer OTP



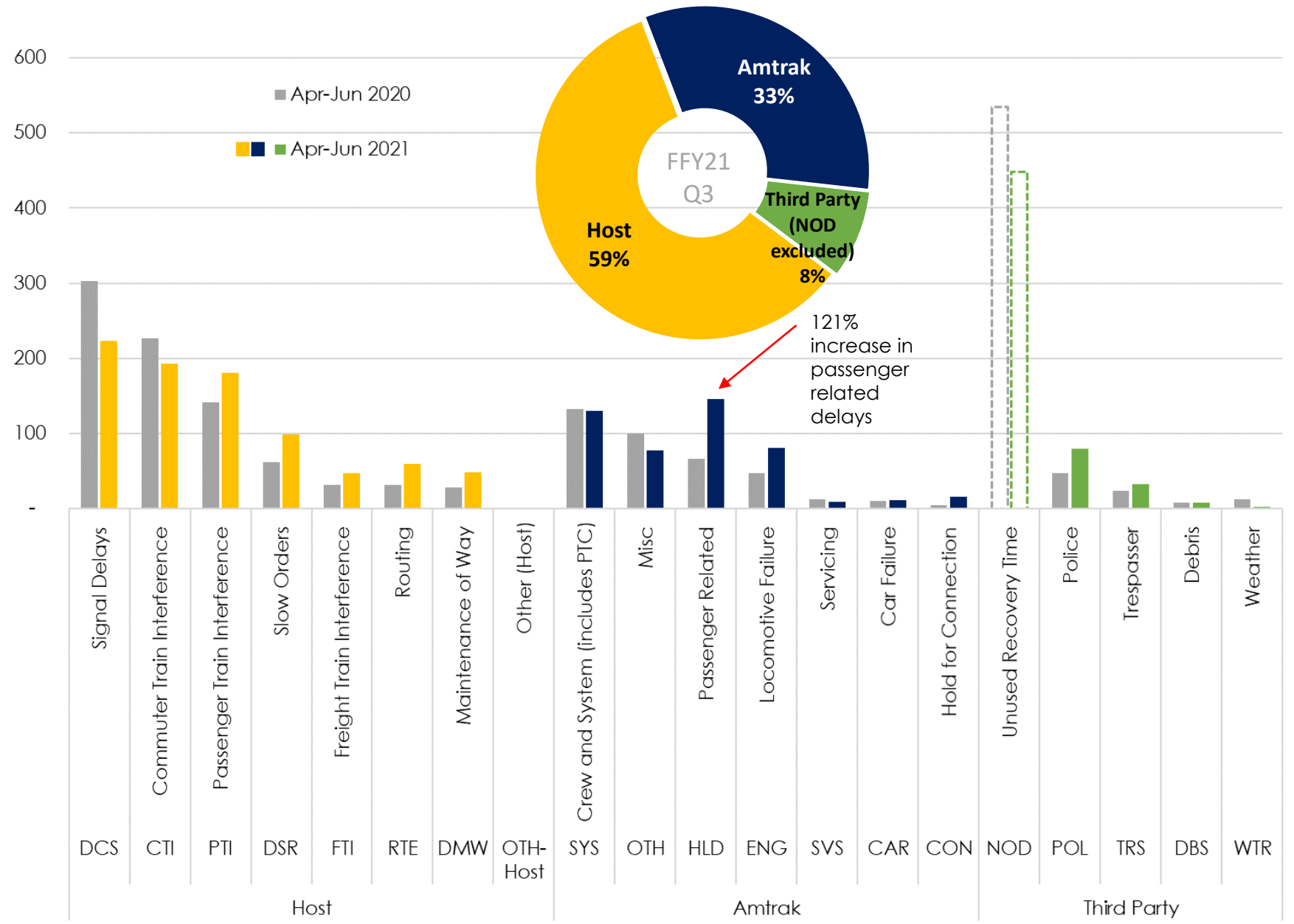
Delays by Responsible Party

(Per 10K Train Miles)
FFY20 Q3 v. FFY21 Q3

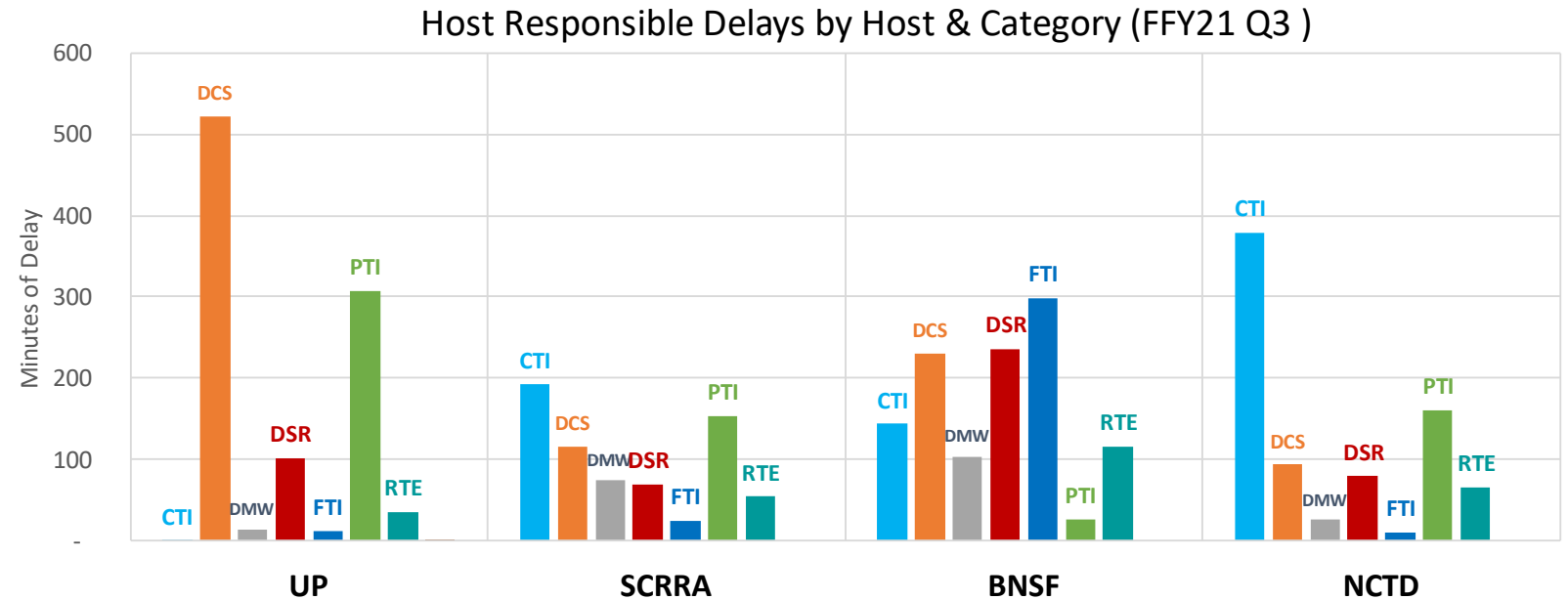
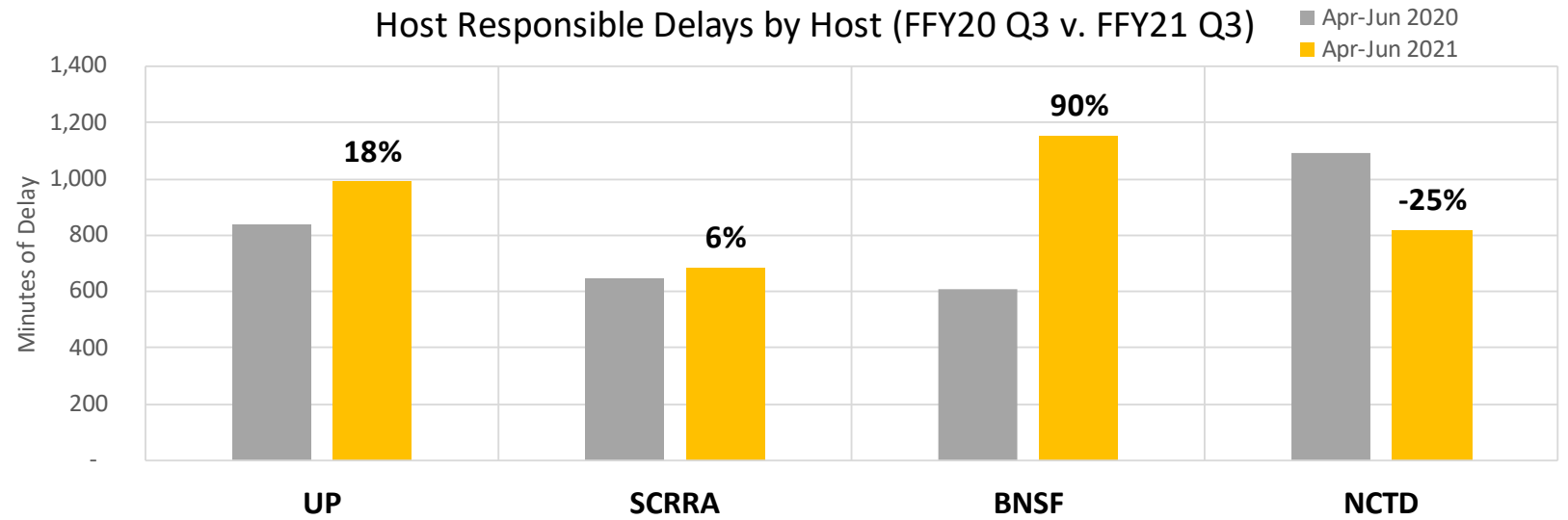


Delays by Category & Responsible Party

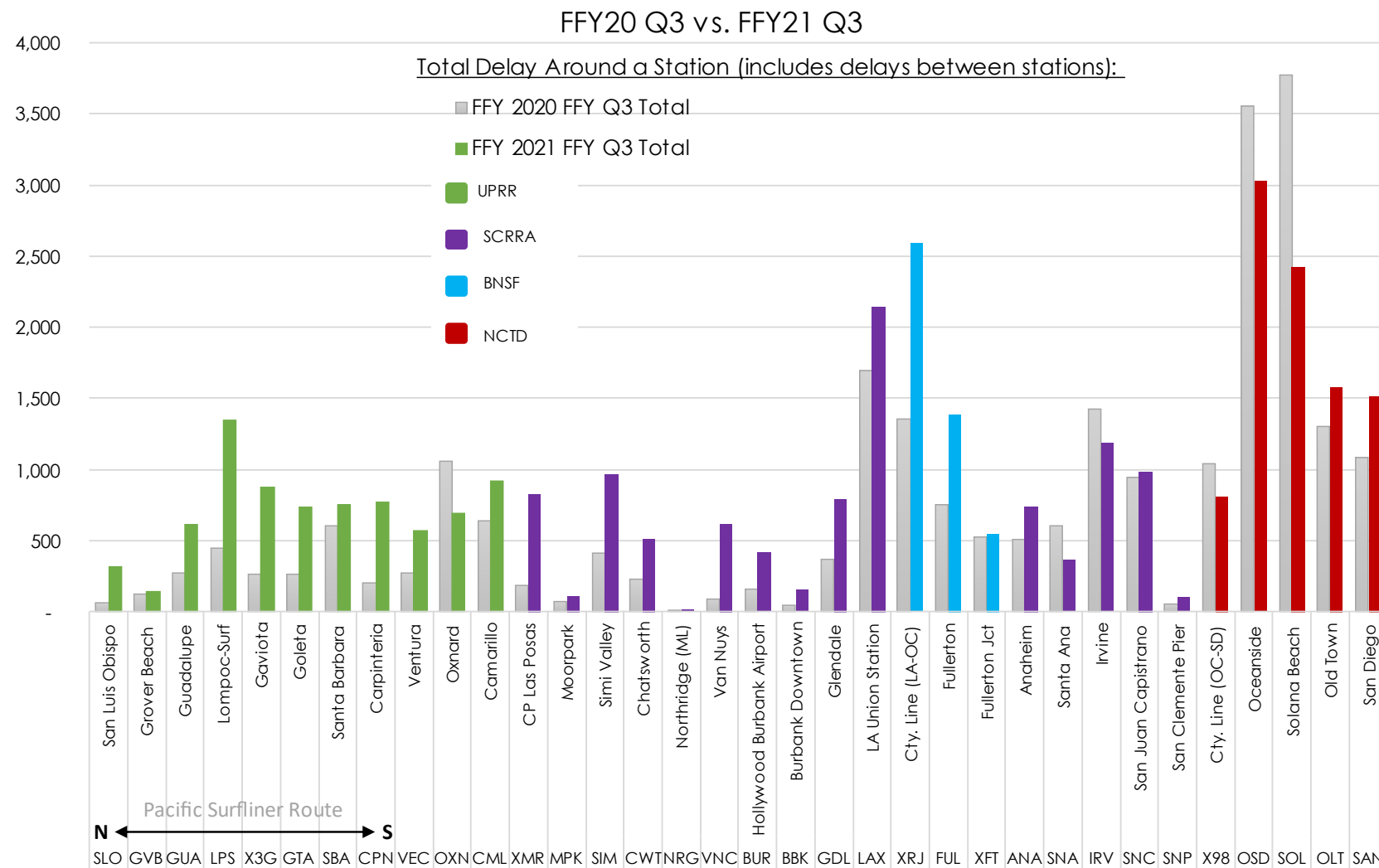
(Per 10K Train Miles)
FFY20 Q3 v. FFY21 Q3



Host Responsible Delays per 10K Train Miles



Total Delay Minutes By Location FFY20 Q3 v. FFY21 Q3



Note: Unused recovery time (NOD) minutes are excluded from this chart.

Conclusions FFY21 Q3

- Systemwide endpoint OTP averaged 87.4% in Q3, slightly below the 90% endpoint OTP goal.
- Most delays per 10K train miles were host-related delays (59%), followed by Amtrak-related delays (33%), then third-party related delays (9%).
- Host, Amtrak, and Third Party delay minutes per 10K train miles increased by 3%, 26% and 34% (excluding NOD), respectively, year over year.
- Overall, total minutes of delay per 10K train miles increased by 12% in FFY21 Q3 versus the same quarter last year.

QUESTIONS?



LOSSAN RAIL CORRIDOR AGENCY

Upcoming Agenda Items

Supplemental Information



**Los Angeles – San Diego – San Luis Obispo
Rail Corridor Agency**

**DRAFT
Upcoming Agenda Items
Board of Directors Meeting
November 15, 2021**

- Pacific Surfliner On-Time Performance (OTP) Analysis for the Third Quarter of Federal Fiscal Year (FFY) 2020-21
- Los Angeles – San Diego – San Luis Obispo Corridor Trends for the Third Quarter of FFY 2020-21
- Fourth Quarter Budget Status Report
- Fourth Quarter Grant Status Report
- 2022 Transit and Intercity Rail Capital Program Call for Projects
- Approval to Release Request for Proposals for Plans, Specifications, and Estimate Services for the Central Coast Layover Facility Project
- Cooperative Agreement with North County Transit District for OTP Incentives
- Cooperative Agreement with the Orange County Transportation Authority for Railroad Track Stabilization City of San Clemente
- Rail2Rail History and Update
- Fiscal Year 2022-23 and 2023-24 Annual Business Plan - Key Assumptions
- Proposed 2022 Board of Directors and Committee Meetings Schedule