



BOARD OF DIRECTORS AGENDA

LOSSAN RAIL CORRIDOR AGENCY BOARD of DIRECTORS MEETING

Monday, November 15, 2021
10:00 a.m. to 12:30 p.m.

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

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.net or through the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Clerk of the Board's office at: Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California.

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the LOSSAN Clerk of the Board, telephone (714) 560-5676, no less than two 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 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).

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/>



BOARD OF DIRECTORS AGENDA

Members of the public may address the Board of Directors 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/89300627765>

Dial In: (669) 900-6833
Webinar ID: 893 0062 7765

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

Written Comment

Written public comments may also be submitted by emailing them to lossanclerk@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 Board. Public comments will be made available to the public upon request.



BOARD OF DIRECTORS AGENDA

2021 BOARD OF DIRECTORS

(revision as of 4/26/21)

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 Jimmy Paulding Mayor Pro Tem, City of Arroyo Grande
Santa Barbara: 1 vote	Gregg Hart (Vice Chairman) Supervisor, 2nd District Santa Barbara County Board of Supervisors Member, Santa Barbara County Association of Governments	Das Williams Supervisor, 1 st District Santa Barbara County Board of Supervisors Member, Santa Barbara County Association of Governments
Ventura: 1 vote	Bryan A. MacDonald Mayor Pro Tem, City of Oxnard Member, Ventura County Transportation Commission	Jim White Representative, Ventura County Transportation Commission
Los Angeles: 2 votes	Jess Talamantes Vice Mayor, City of Burbank Member, Los Angeles County Metropolitan Transportation Authority (Vacant) Representative, 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 Representative, Orange County Transportation Authority Tim Shaw Council Member, City of La Habra Member, Orange County Transportation Authority	Michael Hennessey Member, Orange County Transportation Authority Joseph L. Muller Council Member, City of Dana Point Member, Orange County Transportation Authority



BOARD OF DIRECTORS AGENDA

2021 BOARD OF DIRECTORS

(revision as of 4/26/21)

County	Members	Alternates
Riverside: 1 vote	Dana Reed (Chairman) Mayor Pro Tem, City of Indian Wells Member, Riverside County Transportation Commission	Raymond Gregory Mayor City of Cathedral City Member, Riverside County Transportation Commission
San Diego: 2 votes	Jewel Edson Council Member, City of Solana Beach Member, North County Transit District Caylin Frank Council Member, City of Poway Member, San Diego Metropolitan Transit System Joe Mosca Council Member, City of Encinitas Member, San Diego Association of Governments	Priya Bhat-Patel Council Member, City of Carlsbad Member, North County Transit District Bill Sandke Council Member, City of Coronado Member, San Diego Metropolitan Transit System Kellie Hinze Council Member, City of Encinitas Member, San Diego Association of Governments
Ex-Officio Members:		
Amtrak	(Vacant) 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	LaDonna DiCamillo Representative, California High-Speed Rail Authority	Bruce W. Armistead Representative, California High-Speed Rail Authority
Southern California Association of Governments	Art Brown Representative, Southern California Association of Governments	



BOARD OF DIRECTORS AGENDA

Call to Order

Roll Call

Pledge of Allegiance

Director MacDonald

1. Public Comments

Special Calendar

2. Proposed 2022 Board of Directors and Committee Meetings Schedule

Donna DeMartino

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

Approve the 2022 Board of Directors and Committee meetings schedule for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.

Consent Calendar (Items 3 through 10)

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.

3. Approval of Minutes

Approval of the minutes of the Special Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors meeting of October 26, 2021.



BOARD OF DIRECTORS AGENDA

4. **Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings**
Donna DeMartino

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency holds regular meetings to effect business and act on measures related to its programs, projects, and services. In order to comply with new provisions related to the Ralph M. Brown Act, a resolution must be adopted.

Recommendation

Adopt Board of Directors Resolution 2021-L004.

5. **Conflict of Interest Code and 2021 Annual Statement of Economic Interests Filing**

Overview

Pursuant to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation

Direct the Clerk of the Board to distribute and monitor the 2021 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2022.

6. **Fiscal Year 2020-21 Fourth Quarter Budget Status Report**
Jason Jewell

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal year 2020-21 budget was approved by the Board of Directors on May 18, 2020. The California State Transportation Agency approved the administrative and marketing components of the fiscal year 2020-21 budget on July 9, 2020, and the operations component on September 23, 2020. This report summarizes financial activities and performance through the fourth quarter of fiscal year 2020-21, covering the months of April through June 2021.

Recommendation

Receive and file as an information item.



BOARD OF DIRECTORS AGENDA

7. **Fiscal Year 2020-21 Fourth Quarter Grant Reimbursement Status Report**
Russell Henry

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of April through June 2021.

Recommendation

Receive and file as an information item.

8. **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.

Recommendation

Receive and file as an information item.

9. **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.

10. New Cooperative Agreement for Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentives Programs with North County Transit District

Roger M. Lopez

Overview

As part of the 2018 Transit and Intercity Rail Capital Program grant awarded by the California State Transportation Agency, funding was provided to initiate Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentive Programs between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and the North County Transit District. The Programs, which were approved by the Board of Directors in January 2019, provide supplemental funding to support the on-going railroad right-of-way maintenance on the infrastructure over which the Pacific Surfliner operates in the San Diego Subdivision, and performance-based incentive payments to North County Transit District for meeting Pacific Surfliner on-time performance goals. Staff is seeking Board of Directors' approval to negotiate and execute a new agreement to continue the Programs with the North County Transit District through June 2025.

Recommendation

Authorize the Managing Director to negotiate and execute a new Agreement between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and the North County Transit District with a not-to-exceed contract value of \$13,776,523, to fund Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentives Programs from January 1, 2022, through June 30, 2025.

Regular Calendar

11. 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

Direct staff to incorporate the key assumptions into the development of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2022-23 and 2023-24.



BOARD OF DIRECTORS AGENDA

Discussion Items

12. Update on the Future of the Rail 2 Rail Program

Roger M. Lopez

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

13. Pacific Surfliner On-Time Performance Analysis: Third Quarter – Federal Fiscal Year 2020-21

Rosa Guillen-Sanchez

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

15. Managing Director's Report

16. Board Members' Report

17. Closed Session

There is no Closed Session scheduled.

18. Adjournment

Pending approval by the Board, the next regularly scheduled meeting of this Board will be held:

TUESDAY, January 18, 2022

10:00 a.m. - 12:30 p.m.

Orange County Transportation Authority Headquarters

Board Room - Conference Room 07-08

550 South Main Street

Orange, California.



November 15, 2021

To: Members of the Board of Directors
Donna DeMartino
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

Approve the 2022 Board of Directors and Committee meetings schedule for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

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 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, the June meeting is proposed for the third Tuesday, November is proposed for the third Tuesday, and December for the first 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 – Draft 11.15.21



LOSSAN BOARD OF DIRECTORS CALENDAR

2022 Board and Committee Meetings and Holidays

DRAFT
11.15.21

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



MINUTES

Board of Directors' Meeting

Call to Order

The October 26, 2021, Special 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 Reed at 10:01 a.m. at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum of the Board as follows:

Directors Present: ***Via teleconference:***

Dana Reed, Chairman, RCTC
Gregg Hart, Vice Chairman, SBCAG
Jewel Edson, NCTD
Caylin Frank, SDMTS
Bryan MacDonald, Director, VCTC
Joe Mosca, SANDAG
Al Murray, Immediate Past Chairman, OCTA
Tim Shaw, OCTA
Fred Strong, SLOCOG
Jess Talamantes, Metro
Art Brown, SCAG, Ex-Officio
LaDonna DiCamillo, Ex-Officio

Directors Absent: None

Staff Present: Allison Cheshire, LOSSAN Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist
Gina Ramirez, Clerk of the Board Specialist, Senior

Via teleconference:

Donna DeMartino, Managing Director
James Donich, General Counsel
LOSSAN Staff



Pledge of Allegiance

The Pledge of Allegiance was led by Director Edson.

1. Public Comments

There were no Public Comments received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 8)

2. Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote, declared passed 10-0, to adopt Board of Directors Resolution 2021-L003.

3. Approval of Minutes

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote, declared passed 10-0, to approve the minutes of the LOSSAN Agency Board of Directors meeting of June 21, 2021.

4. Fiscal Year 2020-21 Third Quarter Budget Status Report

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

5. Fiscal Year 2020-21 Third Quarter Grant Reimbursement Status Report

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

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

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote, declared passed 10-0, to receive and file as an information item.

7. Consultant Selection for On-Call Construction Management Services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

Director Shaw pulled this item to request additional information regarding the scoring matrix and asked for the information to be included in future procurement staff reports.

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

- A. Approve the selection of Jacobs Project Management Co. as the firm to provide on-call construction management services to the Los Angeles – San Diego- San Luis Obispo Rail Corridor Agency.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L-1-0003 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Jacobs Project Management Co., for an initial term of five years, with one two-year option term, to provide on-call construction management services to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Authority.

8. Amendment to Cooperative Agreement for On-Time Performance Incentive Program with North County Transit District

A motion was made by Director Strong, seconded by Director MacDonald, and following a roll call vote passed 10-0, to authorize the Managing Director to amend Agreement No. L-9-0002 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and the North County Transit District to add \$2,663,720 to cover costs through the end of calendar year 2021.

Regular Calendar

9. Federal Fiscal Year 2021-22 Operating Agreement with Amtrak for Pacific Surfliner InterCity Passenger Rail Service

Jason Jewell, Finance and Administration Manager, presented a verbal report and a discussion ensued.

A motion was made by Director Murray, seconded by Director Strong, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute an agreement with Amtrak to provide for the continued operation of the Pacific Surfliner intercity passenger rail service for a term of one year, in an amount not-to-exceed \$27,663,012, for federal fiscal year 2021-22.



Discussion Items

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

Roger M. Lopez, Manager of Planning and Analysis, provided a PowerPoint presentation.

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

Rosa Guillen-Sanchez, Senior Transportation Analyst, provided a PowerPoint presentation.

12. Legislative Update

Donna DeMartino, Managing Director, reported on the following:

- Congress continues to negotiate reconciliation bills to provide additional infrastructure funding above and beyond the annual transportation program.
- Highway Trust Fund spending authority was scheduled to expire on September 30, 2021 and Congress passed a short-term extension that expires at the end of October.
- Staff will continue to monitor this and provide updates on significant developments in additional rail funding.

13. Managing Director's Report

Donna DeMartino, Managing Director, provided a PowerPoint presentation and provided updates on the following:

- Narlon Bridge Replacement Project;
- Coastal Bluffs Stabilization Strategies Working Group;
- Track stabilization in the City of San Clemente;
- Service recovery;
- October service change; and
- Acquisition of rail equipment.



14. Board Members' Report

Director Mosca reported that the San Diego Association of Governments was selected as one of five recipients nationwide to receive a grant award of \$1.4 million under the new Regional Infrastructure Accelerators Program, which will help the agency compete for future federal funds for rail projects.

Director Strong commented that local jurisdictions can assist in obtaining emergency funds that have now been authorized for infrastructure to support rail projects.

15. Closed Session

There was no Closed Session scheduled.

16. Adjournment

The meeting adjourned at 11:20 a.m.

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

Monday, November 15, 2021

10:00 a.m. - 12:30 p.m.

Orange County Transportation Authority Headquarters

Board Room – Conference Room 07-08

550 South Main Street

Orange, California

ATTEST

Dana Reed
LOSSAN Agency
Chairman

Allison Cheshire
LOSSAN Agency
Clerk of the Board



November 15, 2021

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: Ralph M. Brown Act Board of Directors Resolution for Teleconference Meetings

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency holds regular meetings to effect business and act on measures related to its programs, projects, and services. In order to comply with new provisions related to the Ralph M. Brown Act, a resolution must be adopted.

Recommendation

Adopt Board of Directors Resolution 2021-L004.

Discussion

AB 361 (Chapter 165, Statutes of 2021) was approved by the Legislature and signed by Governor Newsom on September 16, 2021. This legislation makes changes to the Ralph M. Brown Act to allow local legislative bodies to meet by teleconference during states of emergency. Under this legislation, if a legislative body wishes to conduct meetings virtually, it must make certain findings by resolution to meet by teleconference so long as there is a declared state of emergency. Board of Directors (Board) Resolution 2021-L004 (Attachment A), if adopted, would allow the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board and its committees to meet by teleconference for 30 days beginning on October 1, 2021, when the new law takes effect.

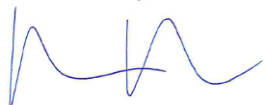
Summary

A recommendation is made to adopt a resolution to allow the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors and its committees to meet via teleconference.

Attachment

A. Resolution No. 2021-L004

Prepared by:



Allison Cheshire
LOSSAN Clerk of the Board
(714) 560-5939

RESOLUTION NO. 2021-L004

A RESOLUTION OF THE LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY BOARD OF DIRECTORS FINDING THAT, DUE TO THE PROCLAIMED STATE OF EMERGENCY ARISING FROM THE NOVEL CORONAVIRUS (COVID-19), MEETING IN PERSON PRESENTS IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES, AND THE EMERGENCY CONTINUES TO DIRECTLY IMPACT THE ABILITY OF THE MEMBERS TO MEET SAFELY IN PERSON.

WHEREAS, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s (“Agency”) Board of Directors holds regular and special public meetings pursuant to the Ralph M. Brown Act (the “Brown Act”), Government Code section 54950, et seq.; and

WHEREAS, the Brown Act, as amended by Assembly Bill 361 (Chapter 165, Statutes of 2021), permits the Agency to use teleconferencing for meetings of the Board of Directors without complying with specified teleconferencing requirements imposed by the Brown Act when the Agency’s Board of Directors holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, to continue to hold teleconferencing meetings during the proclaimed state of emergency, the Brown Act requires the Agency’s Board of Directors to make findings every thirty (30) days, by at least a majority vote, that the Board of Directors has reconsidered the circumstances of the state of emergency and determines that the state of emergency continues to directly impact the ability of the members to meet safely in person.

NOW, THEREFORE, BE IT RESOLVED, by a least a majority vote of the Agency’s Board of Directors, pursuant to Government Code section 54953, the Agency does hereby find and determine as follows:

Section 1. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Governor Gavin Newsom has proclaimed a state of emergency due to the global pandemic caused by the novel coronavirus (COVID-19), which remains active as of the adoption of this Resolution.

Section 3. The Agency’s Board of Directors must continue to hold regular and special meetings, pursuant to the Brown Act, during the proclaimed state of emergency.

Section 4. As a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Section 5. The Agency’s Board of Directors has reconsidered the circumstances of the state of emergency and determines that it continues to directly impact the ability of the members to meet safely in person.

Section 6. This Resolution shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this 15th day of November, 2021.

DANA REED, CHAIRMAN
LOS ANGELES – SAN DIEGO –
SAN LUIS OBISPO RAIL CORRIDOR AGENCY

APPROVED AS TO FORM:

JAMES M. DONICH
GENERAL COUNSEL

ATTEST:

I, Allison Cheshire, Clerk of the Board, of the Directors of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, do hereby certify that the foregoing Resolution No. 2021-L004, by the following votes:

AYES:

NOES:

ABSENT:

ALLISON CHESHIRE
CLERK OF THE BOARD,
LOS ANGELES – SAN DIEGO –
SAN LUIS OBISPO RAIL CORRIDOR AGENCY



November 15, 2021

To: Members of the Board of Directors

From: Donna DeMartino, Managing Director *Donna DeMartino*

Subject: Conflict of Interest Code and 2021 Annual Statement of Economic Interests Filing

Overview

Pursuant to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s Conflict of Interest Code, Members of the Board of Directors and designated positions are required to file a Statement of Economic Interests - Form 700.

Recommendation

Direct the Clerk of the Board to distribute and monitor the 2021 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2022.

Background

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to review designated positions and disclosure categories to determine accuracy to date.

Discussion

Members of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors and designated positions are required to file an annual Statement of Economic Interests - Form 700 (Form 700) with the LOSSAN Agency’s Clerk of the Board (Attachments A and B).

The Human Resources and Organizational Development Division of the managing agency (Orange County Transportation Authority) and LOSSAN Agency’s General Counsel reviewed the disclosure categories (Attachment C) and list of designated positions required to file a Form 700 and made required changes to the disclosure categories and the corresponding positions.

The LOSSAN Agency's Clerk of the Board shall retain the electronic or original Form 700s submitted by the designated positions. The California Fair Political Practices Commission's filing deadline for the 2021 annual Form 700 statement is April 1, 2022.

Summary

The Board of Directors annually reviews and approves the list of designated positions and disclosure categories subject to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Conflict of Interest Code.

Attachments

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Conflict of Interest Code (November 15, 2021)
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, List of Designated Positions, Conflict of Interest Code (November 15, 2021)
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Disclosure Categories (November 15, 2021)

Prepared by:



Allison Cheshire
LOSSAN Clerk of the Board
(714) 560-5939

**LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO
RAIL CORRIDOR AGENCY**

CONFLICT OF INTEREST CODE

(November 15, 2021)

LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY

CONFLICT-OF-INTEREST CODE

The Political Reform Act (Government Code Section 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict-of-interest code of the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN).

Individuals holding designated positions shall file their statements of economic interests with LOSSAN, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by LOSSAN.

**LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO
RAIL CORRIDOR AGENCY**

**LIST OF DESIGNATED POSITIONS
CONFLICT OF INTEREST CODE**

(November 15, 2021)

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY**LIST OF DESIGNATED POSITIONS
CONFLICT OF INTEREST CODE**

Designated Positions	Disclosure Category
LOSSAN ACCOUNTING ANALYST	OC-01
LOSSAN ACCOUNTING ANALYST SENIOR	OC-01
LOSSAN DEPUTY MANAGING DIRECTOR	OC-01
LOSSAN EQUIPMENT & MECHANICAL MANAGER	OC-02
LOSSAN FINANCE & ADMINISTRATION MANAGER	OC-01
LOSSAN MANAGING DIRECTOR	OC-01
LOSSAN MARKETING & COMMUNICATIONS OFFICER	OC-02
LOSSAN OPERATIONS COMPLIANCE & SAFETY MANAGER	OC-02
LOSSAN PLANNING & ANALYSIS MANAGER	OC-01
LOSSAN PLANNING & COMMUNICATIONS MANAGER	OC-01
LOSSAN PROGRAM MANAGER	OC-01
<u>LOSSAN PROGRAMMING & GRANTS MANAGER</u>	<u>OC-01</u>
<u>LOSSAN PROJECT MANAGER SENIOR</u>	<u>OC-01</u>
LOSSAN STRATEGIC PLANNING & CUSTOMER EXPERIENCE MANAGER	OC-01
LOSSAN SENIOR MANAGER, FINANCE & ADMINISTRATION	-
LOSSAN TRANSPORTATION ANALYST PRINCIPAL	OC-02
LOSSAN TRANSPORTATION ANALYST SENIOR	OC-02
<u>LOSSAN TRANSPORTATION FUNDING ANALYST SENIOR</u>	<u>OC-01</u>
CONSULTANTS/NEW POSITIONS	*

Note:

All positions are filled by employees of a member agency but act in a staff capacity for LOSSAN.

Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Managing Director may determine in writing a particular consultant or new position. However, a "designated position" is hired to perform a range of duties that is limited in scope and thus is not required to comply with the disclosure requirements in this section entirely. Such written determination shall include a description of the consultant's or new position's duties and, based upon that description, a statement of the extent of disclosure requirements. The Managing Director's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Government Code Section 81008).

Public Officials Who Manage Public Investments Disclosure Category

The conflict-of-interest code does not cover the following positions because they must file a statement of economic interests pursuant to Government Code Section 87200 and, therefore, are listed for information purposes only:

- MEMBERS AND ALTERNATE MEMBERS OF THE BOARD OF DIRECTORS
- TREASURER

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been miscategorized. The Fair Political Practices Commission will determine whether a position is covered by Government Code Section 87200.

**LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO
RAIL CORRIDOR AGENCY**

DISCLOSURE CATEGORIES

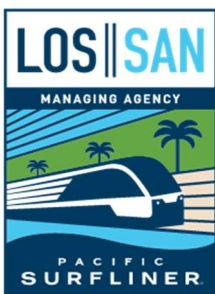
(November 15, 2021)

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY

DISCLOSURE CATEGORIES

Category 1: All investments, business positions in business entities, and sources of income, including gifts, loans, travel payments, from entities that provide services or supplies of the type utilized by LOSSAN. Also, all interests in real property within the jurisdiction of LOSSAN or within two miles of the boundaries of the jurisdiction.

Category 2: All investments, business positions in business entities, and sources of income, including gifts, loans, travel payments, from entities that provide services or supplies of the type utilized by LOSSAN.



November 15, 2021

To: Members of the Board of Directors *Donna DeMartino*
From: Donna DeMartino, Managing Director
Subject: Fiscal Year 2020-21 Fourth Quarter Budget Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's fiscal year 2020-21 budget was approved by the Board of Directors on May 18, 2020. The California State Transportation Agency approved the administrative and marketing components of the fiscal year 2020-21 budget on July 9, 2020, and the operations component on September 23, 2020. This report summarizes financial activities and performance through the fourth quarter of fiscal year 2020-21, covering the months of April through June 2021.

Recommendation

Receive and file as an information item.

Background

The development of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency's (Agency) fiscal year (FY) 2020-21 budget was significantly impacted due to the coronavirus (COVID-19) pandemic. The draft FY 2020-21 budget was anticipated to be approved by the Board of Directors (Board) on March 18, 2020, during the regularly scheduled Board meeting; however, the meeting was canceled as a result of COVID-19 pandemic-related travel restrictions. At that time, it became apparent that the annual budget submittal would need to be adjusted to reflect the pandemic-related reduction in service levels and State-imposed funding constraints. Staff then worked with Amtrak to develop revised operating estimates and coordinated state-wide cost savings measures, along with the State, the California State Transportation Agency (CalSTA), and the two other California state-supported routes. A timeline of budget activities over the last year is provided below.

- May 18, 2020: the Board approved the LOSSAN Agency FY 2020-21 budget submittal and directed staff to return in September 2020 with an updated budget request incorporating revised cost estimates.
- July 10, 2020: CalSTA approved the administrative, marketing, and minor capital programs elements of the FY 2020-21 budget submittal.
- September 21, 2020: the Board directed staff to return in November 2020 with a revised operating budget consistent with revised Amtrak estimates.
- September 23, 2020: CalSTA approved the estimated funding necessary for the first four months of Amtrak's federal FY (FFY) operating expenses (October 2020 through January 2021). This was provided with the understanding that the State and the LOSSAN Agency will closely monitor expenses and revenues and coordinate additional funding requests as the FY progresses.
- November 16, 2020: the Board approved an amendment to the FY 2020-21 budget to reflect revised Amtrak operating forecasts at the reduced service levels, and revised administrative, marketing, and grants program budgets consistent with State-approved funding levels.
- June 21, 2021: the Board approved an amendment to the FY 2020-21 budget to increase revenues and expenses related to grant programs.

Discussion

The quarterly budget status report provides an overview of all financial activity, including a comparison of budget to actuals, and explanations for variances through the report period. While the details can be found in Attachment A, a summary is below.

TABLE 1: REVENUES	FY 2020-21		
	Working Budget Year-To- Date	FY 2020-21 Actuals Year-To-Date	\$ Variance Year-To-Date
State Administrative Funding	\$ 6,363,017	\$ 6,276,175	\$ (86,842)
State Marketing Funding	\$ 1,240,390	\$ -	\$ (1,240,390)
State Operating Funding	\$ 17,020,000	\$ 6,045,979	\$ (10,974,021)
Reimbursements from other Agencies	\$ 25,000	\$ 24,745	\$ (255)
Other State Funding	\$ 68,479,057	\$ 48,756,419	\$ (19,722,638)
State Capital Funding	\$ -	\$ -	\$ -
Revenue	\$ -	\$ (107,100)	\$ (107,100)
Interest Revenue	\$ 75,000	\$ 47,563	\$ (27,437)
Total Revenues	\$ 93,202,464	\$ 61,044,092	\$ (32,158,372)

Revenues

As shown in Table 1, budgeted revenues through the fourth quarter of FY 2020-21 totaled \$93,202,464, whereas actual revenues totaled \$61,044,092. This results in year-to-date (YTD) revenues under-running the budget by \$32,158,372.

The majority of the revenue variance fell within other state funding (grant revenue) primarily due to lower than anticipated reimbursements of grant revenues directly related to Union Pacific Railroad (UPRR) projects. These projects were expected to be completed through the fourth quarter, instead, this work will be largely completed in the first quarter of FY 2021-22. Other areas experiencing budget variances are within state operating and state marketing funding. The budget versus actual variances is further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the fourth quarter of FY 2020-21 totaled \$93,202,464, whereas actual expenses totaled \$57,874,591, resulting in YTD expenses under-running the budget by \$35,327,873.

The majority of the expense variance fell within grant programs due to less than anticipated UPRR project expenses. These projects were expected to be completed through the fourth quarter, instead, this work will be largely completed in the first quarter of FY 2021-22 and has been re-budgeted accordingly. Details on the other areas experiencing budget variances can be found in Attachment A.

TABLE 2: EXPENSES			
Administrative Budget Line Items	Working Budget Year-To-Date	FY 2020-21 Actuals Year-To-Date	\$ Variance Year-To-Date
Administration - Staffing	\$ 5,384,517	\$ 4,534,238	\$ 850,279
Legal Services	\$ 50,000	\$ 49,616	\$ 384
Travel	\$ 52,000	\$ 3,184	\$ 48,816
Marketing	\$ 1,240,390	\$ 652,501	\$ 587,889
Insurance	\$ 80,000	\$ 61,541	\$ 18,459
Contracted services	\$ 790,000	\$ 475,284	\$ 314,716
Dues & Memberships	\$ 5,000	\$ 5,200	\$ (200)
Banking Services	\$ 1,500	\$ 898	\$ 602
Total Admin Services	\$ 7,603,407	\$ 5,782,462	\$ 1,820,945
Operating/Capital Budget Line Items			
Net Train Operating Expenses	\$17,120,000	\$ 13,162,386	\$ 3,957,614
Minor Projects	\$ -	\$ -	\$ -
Grant Programs	\$68,479,057	\$ 38,929,743	\$ 29,549,314
Total Operating/Capital Budget	\$85,599,057	\$ 52,092,129	\$ 33,506,928
Total Budget	\$93,202,464	\$ 57,874,591	\$ 35,327,873

The LOSSAN Agency bylaws require a quarterly report to be filed with the Board reporting the amount of money held, the amount and source of receipts since the last report, the amount and recipient of the amounts paid out since the last report, and a report of all expenditures under \$100,000. This report is included as Attachment B.

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

Summary

Through the fourth quarter of fiscal year 2020-21, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues and expenses are below budget. The majority of the revenue and expense variance is due to lower than anticipated actuals related to the Union Pacific Railroad capital improvement projects.

Attachments

- A. Quarterly Budget Status Report, Fourth Quarter of Fiscal Year 2020-21
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Fourth Quarter Financial Activity Report, Fiscal Year 2020-21
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of June 30, 2021

Prepared by:



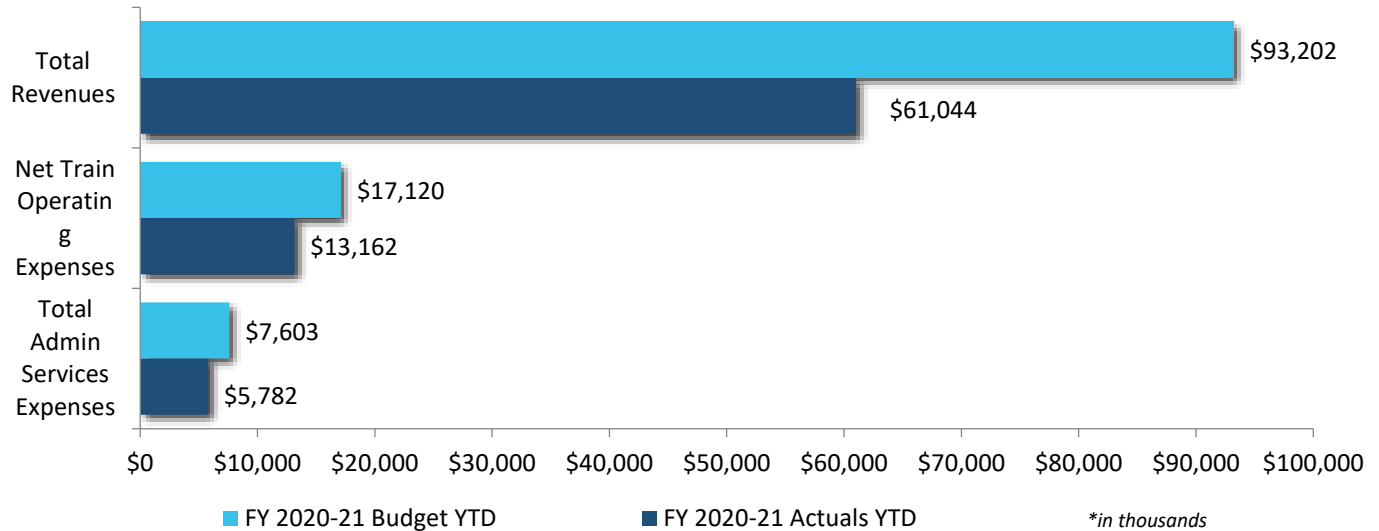
Jason Jewell
Finance and Administration Manager
(714) 560-5086



Quarterly Budget Status Report

Fourth Quarter of Fiscal Year 2020-21

FY 2020-21 Budget to Actuals Year-To-Date



OVERVIEW

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Business Plan for Fiscal Year (FY) 2020-21 and FY 2021-22 (Business Plan), and the FY 2020-21 budget were anticipated to be approved at the March 18, 2020 Board of Directors (Board) meeting. The coronavirus (COVID-19) pandemic-related travel restrictions required the March 2020 Board meeting be canceled and the deadline to submit the annual Business Plan to the California State Transportation Agency (CalSTA) was pushed to May 1, 2020. On May 18, 2020, the LOSSAN Board approved the May 1, 2020 submittal of the LOSSAN Agency Business Plan.

The Board-approved FY 2020-21 Business Plan and budget is \$80,820,677. This includes funding for administrative and marketing services in the amount of \$10,071,172 (which includes interest revenue), and \$51,067,505 for net train operations (which includes \$180,000 for emergency bus bridge services and the continuation of the transit transfer program, \$1,177,275 reimbursement from other agencies, and \$6,378,931 for implementing a 3rd roundtrip between San Diego and San Luis Obispo), \$500,000 for minor capital projects, and \$19,682,000 for grant programs. The adopted budget for operations is based on preliminary cost estimates

available at the time and assumed normal operating service levels (pre-coronavirus (COVID-19) pandemic).

On July 9, 2020, CalSTA approved a lower administrative, marketing, and minor capital programs budget. On September 23, 2020, a short-term operating budget of \$9,959,039, was approved for estimated net Amtrak operating expenses from October through January 2021. The approved operating budget is to support a reduced level of service of no more than sixty percent of the train miles previously approved in the FY 2019-20 business plan.

Amtrak operates on a Federal Fiscal Year (FFY) of October through September and the operating contract is executed on an FFY basis. The LOSSAN Agency operates on a FY between July and June.

The FY 2020-21 adopted budget assumes the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation will directly fund equipment capital charges for the Amtrak-owned railcars and locomotives used on the three state-supported corridors. As a result, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency.

This report highlights the major variances between the budget and actual revenues and expenses through the fourth quarter (April 2021 through June 2021) of FY 2020-21.

AMENDMENTS

On November 16, 2020, the Board approved an amendment to the LOSSAN Agency's FY 2020-21 revenue and expense budget to reflect the revised Amtrak operating revenue and expense forecast, reduced service levels, State-approved estimated operating funding allocation, and revised administrative, marketing and grants programs budget. The amendment decreased the net operating revenue and expenses by \$33,447,505, the state minor projects revenue and expenses decreased by \$500,000, the administrative and marketing revenue and expenses decreased by \$2,467,765, and the grant program revenues and expenses increased by \$23,797,057.

On June 21, 2021 the LOSSAN Board approved a budget amendment to the fiscal year 2020-21 budget for increases in revenues and expenses related to grant programs. The amendment increased grant programs revenues and expenses by \$25,000,000 to support an accelerated implementation schedule by Union Pacific Railroad (UPRR) to design and construct capital improvement projects on the northern end of the corridor. **Table 1: Budget Amendment** provides a summary of the net impact to the revenue and expense budget.

TABLE 1: BUDGET AMENDMENT

Revenues	Fiscal Year (FY) 2020-21 Adopted Budget	November 16, 2021 Budget Amendment	June 21, 2021 Budget Amendment	FY 2020-21 Working Budget
Total Revenues Available for Amtrak Operating Expenses	\$ 50,567,505	\$ (33,447,505)	\$ -	\$ 17,120,000
Total State Minor Projects Revenues	\$ 500,000	\$ (500,000)	\$ -	\$ -
Total State and Grant Administration and Marketing Funding	\$ 10,071,172	\$ (2,467,765)	\$ -	\$ 7,603,407
Total Grant Programs Revenues	\$ 19,682,000	\$ 23,797,057	\$ 25,000,000	\$ 68,479,057
Total Revenue Budget	\$ 80,820,677	\$ (12,618,213)	\$ 25,000,000	\$ 93,202,464
Expenses	Fiscal Year (FY) 2020-21 Adopted Budget	November 16, 2021 Budget Amendment	June 21, 2021 Budget Amendment	FY 2020-21 Working Budget
Net Amtrak Operating Expenses	\$ 50,567,505	\$ (33,447,505)	\$ -	\$ 17,120,000
Total Minor Projects Expenses	\$ 500,000	\$ (500,000)	\$ -	\$ -
Total State Administration and Marketing Expenses	\$ 10,071,172	\$ (2,467,765)	\$ -	\$ 7,603,407
Total Grant Programs Expenses	\$ 19,682,000	\$ 23,797,057	\$ 25,000,000	\$ 68,479,057
Total Expense Budget	\$ 80,820,677	\$ (12,618,213)	\$ 25,000,000	\$ 93,202,464

REVENUES

Budgeted revenues through the fourth quarter of FY 2020-21 total \$93,202,464, as presented in **Table 2: Revenues** under "FY 2020-21 Working Budget Year-To-Date" on page 3. Actual Year-To-Date revenues through the fourth quarter totaled \$61,044,092. This is a variance of \$32,158,372.

The majority of this variance (\$19,722,638) is within other state funding (grant revenue) and is primarily attributed to grant reimbursements from the state for expenses related to UPRR to design and construct capital improvement projects including: Narlon Bridge Replacement (\$13,769,815), Non-Powered Switch Upgrades (\$7,067,231), Island Central Traffic (\$3,318,091), Rail Replacement (\$1,558,047), and Interim San Luis Obispo Facility (\$1,523,276). The state funding source for the UPRR project include Transit & Inter Rail Capital Program (TIRCP), State Transportation Improvement Program (STIP), and Proposition 1B (Prop 1B). These projects were anticipated to have accelerated work completed through the fourth quarter, instead this work will largely be completed in the first quarter of FY 2021-22 and therefore the grant revenues and project expenses have been re-budgeted accordingly. Additionally, the California Office of Emergency Services (CalOES) revenue budget for various corridor wide projects is underrunning by \$2,830,203, due to lower revenue recognition directly related to lower than anticipated project expenses. Lastly, lower than anticipated grant reimbursements directly related to the North County Transit District (NCTD) capital maintenance and incentive agreement (\$1,061,942) is contributing to the revenue budget underrun. Reduced service levels due to Covid-19 impacts on ridership have reduced actual expenses realized for this agreement as well as corresponding grant related revenues.

TABLE 2: REVENUES

	FY 2020-21 Adopted Budget	FY 2020-21 Working Budget	FY 2020-21 Working Budget Year-To-Date	FY 2020-21 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2020-21 Percent of Budget Used-to-Date
State Administrative Funding	\$ 6,830,782	\$ 6,363,017	\$ 6,363,017	\$ 6,276,175	\$ (86,842)	-1.4%	98.6%
State Marketing Funding	\$ 3,240,390	\$ 1,240,390	\$ 1,240,390	\$ -	\$ (1,240,390)	-100%	N/A
State Operating Funding	\$ 49,330,230	\$ 17,020,000	\$ 17,020,000	\$ 6,045,979	\$ (10,974,021)	-64.5%	35.5%
Reimbursements from other Agencies	\$ 1,177,275	\$ 25,000	\$ 25,000	\$ 24,745	\$ (255)	-1.0%	99.0%
Other State Funding ¹	\$ 19,742,000	\$ 68,479,057	\$ 68,479,057	\$ 48,756,419	\$ (19,722,638)	-28.8%	71.2%
State Capital Funding ²	\$ 500,000	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Amtrak Penalty & Assessment Revenue	\$ -	\$ -	\$ -	\$ (107,100)	\$ (107,100)	N/A	N/A
Net State/Other Agency Funded	\$ 80,820,677	\$ 93,127,464	\$ 93,127,464	\$ 60,996,217	\$ (32,131,247)	-34.5%	65.5%
Interest Revenue	\$ -	\$ 75,000	\$ 75,000	\$ 47,563	\$ (27,437)	-36.6%	63.4%
Other Revenue	\$ -	\$ -	\$ -	\$ 312	\$ 312	N/A	N/A
Total Revenues	\$ 80,820,677	\$ 93,202,464	\$ 93,202,464	\$ 61,044,092	\$ (32,158,372)	-34.5%	65.5%

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

² Includes State Minor projects funding

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

The state funding (grant revenue) underruns are partially offset by the receipt of higher than anticipated receipt of State Rail Assistance (SRA) revenue of \$9,418,763 million vs. the working budget year-to-date amount of \$1,105,020 million through the fourth quarter. Any revenue that will not be used to offset current FY expenses will be reclassified to unearned revenue and recognized in future periods when expenses are incurred, consistent with generally accepted accounting principles (GAAP).

State operating funding is underrunning by \$10,974,021. This is primarily due to an overall lower funding requirement from the State due to Federal relief funding provided directly to Amtrak through the Coronavirus Aid, Relief, and Economic Security (CARES) Act (signed into law March 27, 2020), the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) (signed into law December 27, 2020) and the American Rescue Plan Act (ARPA) (signed into law March 11, 2021). Under the CARES Act Amtrak can charge no more than 80 percent of FFY 2018-19 costs for FFY 2019-20 and FFY 2020-21. The CARES Act funding was applied by Amtrak beginning in March 2020 and lasted through mid-February 2021. The total amount of CARES Act funding used by Amtrak to offset Pacific Surfliner costs is \$40,572,075.

Amtrak will apply the CRRSA and ARPA federal funds in full to each month's net operating expenses until the funds are fully exhausted. Both CRRSA and ARPA will provide \$28,355,073 each directly to Amtrak to offset net operating costs for the Pacific Surfliner. It is currently estimated that the federal funds may last through March 2021.

In addition, the year-end close and audit process is under way in which final year-end adjustments will be made that will recognize prior year surplus operations revenues (currently in unearned revenue) in an amount equal to FY21 operating expenses.

The FY 2020-21 marketing budget is comprised of use of prior year marketing surplus funds previously approved by the State, and consistent with the business plan assumptions. The year-end close and audit process is underway in which final year-end adjustments will be made that will recognize prior year surplus revenue (currently in unearned revenue) in an amount equal to marketing expenses. The remaining state marketing funding variance (approximately \$588k) is attributed to intentional cost savings due to the economic impacts of Covid-19, the LOSSAN marketing team scaled down advertising, paused promotions and partnerships, and obtained no cost media from partners for public service announcements.

COVID-19 Impacts to fourth Quarter Operating Revenues:

Total passenger revenue for the fourth quarter performed very well and saw an increase of approximately 375.9 percent compared to the same period last year, however when compared to pre-pandemic (April – June 2019) passenger revenue it was lower by approximately 60.2 percent. Although revenue and ridership levels remain lower when compared to pre-pandemic levels in 2019, the fourth quarter of FY 2020-21 saw some easing of Covid-19 related travel restrictions and a positive impact on ridership when compared to the third quarter of FY 2020-21. The fourth quarter saw an average

increase of ridership of 442 percent over the same period in the previous year. This has had a significant impact on the overall net operating costs, which will be addressed in the operating expenses section of this report.

OPERATING EXPENSES

Budgeted expenses through the fourth quarter of FY 2020-21 total \$93,202,464, as presented in **Table 3: Expenses** under "FY 2020-21 Working Budget Year-To-Date". Actual Year-To-Date expenses through the fourth quarter totaled \$57,874,591. This is a variance of \$35,327,873.

The majority of this budget variance (\$29,549,314) is in grant programs and is primarily attributed to less than anticipated UPRR design and construct capital improvement project expenses including: Narlon Bridge Replacement (\$13,769,815), Non-Powered Switch Upgrades (\$7,067,231), Island Central Traffic (\$3,318,091), Rail Replacement (\$1,558,047), and Interim San Luis Obispo Facility (\$1,523,276). These projects were anticipated to have accelerated work completed through the fourth quarter, instead this work will largely be completed

in the first quarter of FY 2021-22 and has been re-budgeted accordingly.

Additionally, the CalOES expense budget for various corridor wide projects is underrunning by \$2,288,757, due to lower than anticipated project expenses. The NCTD capital maintenance and incentive agreement is running under budget by \$1,002,359 through the fourth quarter due to an overall lower number of trains in service. Also contributing to the overall variance is the \$1,037,983 underrun related to the Project Approval and Environmental Document phase of the Central Coast Layover Facility. This project experienced delays due to expansion in the scope of work, which included additional site investigation and design features not originally included in the 35 percent design for Phase 1. This phase of the project is now expected to be completed by the end of fiscal year 2021-22. Related expenses and revenue have been re-budgeted.

Net train operating expenses variance of \$3,957,614 is due to overall net Amtrak operating expenses coming in lower for the

TABLE 3: EXPENSES

Administrative Budget Line Items	FY 2020-21 Adopted Budget	FY 2020-21 Working Budget	FY 2020-21 Working Budget Year-To-Date	FY 2020-21 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2020-21 Percent of Budget Used-to- Date
Administration - Staffing	\$ 5,852,282	\$ 5,384,517	\$ 5,384,517	\$ 4,534,238	\$ 850,279	15.8%	84.2%
Legal Services	\$ 50,000	\$ 50,000	\$ 50,000	\$ 49,616	\$ 384	0.8%	99.2%
Travel	\$ 52,000	\$ 52,000	\$ 52,000	\$ 3,184	\$ 48,816	93.9%	6.1%
Marketing	\$ 3,240,390	\$ 1,240,390	\$ 1,240,390	\$ 652,501	\$ 587,889	47.4%	52.6%
Insurance	\$ 80,000	\$ 80,000	\$ 80,000	\$ 61,541	\$ 18,459	23.1%	76.9%
Contracted services (Audit, Planning)	\$ 790,000	\$ 790,000	\$ 790,000	\$ 475,284	\$ 314,716	39.8%	60.2%
Dues & Memberships	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,200	\$ (200)	-4.0%	104.0%
Net State Funded Services	\$ 10,069,672	\$ 7,601,907	\$ 7,601,907	\$ 5,781,564	\$ 1,820,343	23.9%	76.1%
Banking Services	\$ 1,500	\$ 1,500	\$ 1,500	\$ 898	\$ 602	40%	59.9%
Total Admin Services	\$ 10,071,172	\$ 7,603,407	\$ 7,603,407	\$ 5,782,462	\$ 1,820,945	23.9%	76.1%
Non Budgeted Expenses							
Other Business Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Non Budgeted Admin Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Administrative Services	\$ 10,071,172	\$ 7,603,407	\$ 7,603,407	\$ 5,782,462	\$ 1,820,945	23.9%	76%

Operating/Capital Budget Line Items	FY 2020-21 Adopted Budget	FY 2020-21 Working Budget	FY 2020-21 Working Budget Year-To-Date	FY 2020-21 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2020-21 Percent of Budget Used-to- Date
Net Train Operating Expenses ¹	\$ 50,567,505	\$ 17,120,000	\$ 17,120,000	\$ 13,162,386	\$ 3,957,614	23.1%	76.9%
Minor Projects	\$ 500,000	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Grant Programs ²	\$ 19,682,000	\$ 68,479,057	\$ 68,479,057	\$ 38,929,743	\$ 29,549,314	43.2%	56.8%
Total Operating/Capital Budget	\$ 70,749,505	\$ 85,599,057	\$ 85,599,057	\$ 52,092,129	\$ 33,506,928	39.1%	60.9%
Total Budget	\$ 80,820,677	\$ 93,202,464	\$ 93,202,464	\$ 57,874,591	\$ 35,327,873	37.9%	62.1%

¹ Net Train Operating actuals include expenses for the business class refresh and Wi-Fi/LOSSAN IV refresh in the amount of \$370,112

² Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance and State Transportation Improvement Program Funds
Working budget is the adopted budget plus any amendments approved during the year. Actuals year to date include encumbrances.

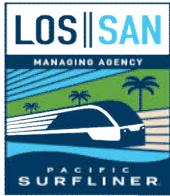
year due to the Federal Funding Amtrak is receiving directly to lower net operating costs.

The administrative staffing budget variance of \$850,279 is primarily related to vacant positions. Three administrative vacancies are contributing to the underrun. The Deputy Managing Director and the Project Manager positions were vacant during the fiscal year. Additionally, the Equipment & Mechanical Manager position became vacant in the fourth quarter.

The Marketing budget variance of \$587,889 is due to intentional cost savings in response to the economic impacts of the COVID-19 pandemic. The LOSSAN Agency marketing team scaled down advertising, paused promotions and partnerships, and obtained no cost media from partners for public service announcements.

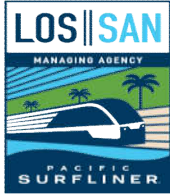
Contracted services (Program Management, Audit) is underrunning the budget by \$314,716. The variance is attributed to lower than anticipated expenses for Environmental and Design Consulting Services. The revenue and expenses for this line item have been re-budgeted in FY 2021-22.

COVID-19 Pandemic Impacts to Fourth Quarter Expenses: The LOSSAN Agency has been coordinating with stakeholders through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) on the implementation, accountability, and transparency of the CARES Act funding, as well as the application of the CRRSA Act funding and ARPA Act funding. The LOSSAN Agency is continuing to coordinate with Amtrak, CalSTA, Caltrans, SAIPRC, and the two other state-supported routes in California to determine operating areas for cost savings and planning for future service increases as we navigate through the COVID-19 pandemic.



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2020-21

Date	Payee	Debit	Credit	Balance	Date Cleared
April					
4/1/2021	Bank Account Balance Forward			26,989,758.51	4/1/2021
3/31/2021	ACE Agency - Professional Services	2,320.00		26,987,438.51	4/6/2021
3/30/2021	Crowe LLC - Professional Audit Services	10,800.00		26,976,638.51	4/5/2021
3/31/2021	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	34,886.64		26,941,751.87	4/19/2021
3/31/2021	Amtrak - Station Upgrades (Grant Funded)	3,864.97		26,937,886.90	4/7/2021
3/30/2021	OCTA Administrative Services January	354,695.55		26,583,191.35	4/6/2021
4/2/2021	Deposit - Transit and Intercity Rail Capital Program (TIRCP) funding for the North County Transit District Incentive		124,206	26,707,397.48	4/2/2021
4/2/2021	Deposit - Transit and Intercity Rail Capital Program (TIRCP) funding for the North County Transit District Incentive		62,831	26,770,228.56	4/2/2021
4/2/2021	Deposit - State Rail Assistance Funds - Q2 FY 2020-21		2,161,708	28,931,936.94	4/2/2021
4/6/2021	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	99,178.01		28,832,758.93	4/12/2021
4/9/2021	Bank of the West - Credit Card Charges Various	718.99		28,832,039.94	4/9/2021
4/14/2021	Anaheim Transportation Network - Transit Transfer Program	1,162.00		28,830,877.94	4/21/2021
4/14/2021	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	50,000.00		28,780,877.94	4/21/2021
4/14/2021	Facebook - Advertising	100.00		28,780,777.94	4/19/2021
4/13/2021	Nansen - Web Marketing Services	4,988.00		28,775,789.94	4/30/2021
4/14/2021	Amtrak - Station Upgrades (Grant Funded)	28,063.18		28,747,726.76	4/19/2021
4/14/2021	OCTA - Transit Transfer Program	981.64		28,746,745.12	4/15/2021
4/13/2021	Sparkloft Media - Marketing Production Services	4,770.08		28,741,975.04	4/27/2021



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2020-21

4/14/2021	Treno Labs - Viriato Software	4,000.00		28,737,975.04	5/3/2021
4/21/2021	Crowe LLC - Professional Audit Services	20,000.00		28,717,975.04	4/26/2021
4/27/2021	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	13,251.28		28,704,723.76	5/4/2021
4/28/2021	Equipment and Mechanical Manager - Travel	294.37		28,704,429.39	5/17/2021
4/27/2021	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	95,480.02		28,608,949.37	5/3/2021
4/27/2021	North County Transit District Increased Service Frequencies & On-Time Performance	369,428.41		28,239,520.96	5/3/2021
4/27/2021	OCTA Administrative Services November & February	699,858.98		27,539,661.98	4/29/2021
4/28/2021	San Luis Obispo Regional Transit Authority - Transit Transfer	1.66		27,539,660.32	5/6/2021
4/28/2021	Woodruff, Spradlin & Smart - March - Legal Services	6,103.50		27,533,556.82	5/5/2021
4/30/2021	Deposit - Central Coast Layover Relocation Study - STIP Funding Reimbursement		171,618	27,705,174.63	4/30/2021
4/30/2021	Bank of the West - April Interest		2,041	27,707,215.68	4/30/2021
<hr/>					
May					
5/1/2021	Bank Account Balance Forward			27,707,215.68	5/1/2021
5/11/2021	Bank of the West - Credit Card Charges Various	742.99		27,706,472.69	5/11/2021
5/12/2021	Programming and Grants Manager Travel	264.55		27,706,208.14	
5/12/2021	Amtrak - Station Upgrades (Grant Funded)	3,244.03		27,702,964.11	5/20/2021
5/12/2021	OCTA Administrative Services February-March	348,227.71		27,354,736.40	5/18/2021
5/19/2021	ACE Agency - Professional Services	3,000.00		27,351,736.40	
5/19/2021	Marsh Risk and Insurance - Insurance	875.00		27,350,861.40	
5/19/2021	Nansen - Web Marketing Services	3,655.00		27,347,206.40	
5/19/2021	Amtrak - Station Upgrades (Grant Funded)	63,682.02		27,283,524.38	5/24/2021
5/19/2021	Sparkloft Media - Marketing Production Services	4,110.08		27,279,414.30	
5/19/2021	Union Pacific Railroad - San Luis Obispo Layover Facility	23,416.43		27,255,997.87	5/24/2021
5/25/2021	Woodruff, Spradlin & Smart - April - Legal Services	2,472.70		27,253,525.17	
5/31/2021	Bank of the West - May Interest		2,225.16	27,255,750.33	5/31/2021



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Fourth Quarter Financial Activity Report
Fiscal Year 2020-21

June				
6/1/2021	Bank Account Balance Forward		27,255,750.33	6/1/2021
6/4/2021	Deposit - Central Coast Layover Relocation Study - STIP Funding Reimbursement	291,373.91	27,547,124.24	6/4/2021
6/8/2021	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	10,276.04	27,536,848.20	6/15/2021
6/8/2021	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	95,331.58	27,441,516.62	6/14/2021
6/8/2021	Amtrak - Station Upgrades (Grant Funded)	1,118.96	27,440,397.66	6/14/2021
6/8/2021	Sparkloft Media - Marketing Production Services	6,689.17	27,433,708.49	6/24/2021
6/8/2021	Union Pacific Railroad - San Luis Obispo Layover Facility	1,504.41	27,432,204.08	6/14/2021
6/9/2021	Bank of the West - Credit Card Charges Various	1,539.00	27,430,665.08	6/9/2021
6/25/2021	Deposit - Transit and Intercity Rail Capital Program (TIRCP) funding for the North County Transit District Incentive	52,877.71	27,483,542.79	6/25/2021
6/25/2021	Deposit - FY 2020-21 2nd Half State Administrative Funding	2,031,095.81	29,514,638.60	6/25/2021
6/30/2021	Bank of the West - June Interest	2,153.56	29,516,792.16	6/30/2021

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of June 30, 2021**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816	Woodruff Spradlin & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract.	7/1/15	6/30/29	\$262,000	\$211,569	\$50,431	OPEN
C-5-3490	Joanna Capelle	Professional services for financial programming, coordination and reporting services relating to grants. Piggyback off of OCTA's contract.	9/4/15	6/30/21	\$44,544	\$15,405	\$29,139	OPEN
L-5-0002	N/A	Joint Powers Agreement Concerning the LOSSAN Agency	N/A	N/A	N/A	N/A	N/A	OPEN
L-6-0005	Santa Barbara Metropolitan Transit District	Cooperative Agreement with Santa Barbara Metropolitan Transit District for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/21	\$184,000	\$87,370	\$96,630	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/21	\$10,000	\$98	\$9,902	OPEN
L-6-0007	South County Transit	Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement.	6/1/16	6/30/21	\$5,000	\$35	\$4,965	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement.	6/6/16	6/30/21	\$95,000	\$67,738	\$27,262	OPEN
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement.	6/2/16	6/30/21	\$124,000	\$62,090	\$61,910	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/21	\$87,000	\$55,383	\$31,617	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/21	\$20,000	\$5,826	\$14,174	OPEN
L-6-0015	San Luis Obispo Regional Transportation Authority	Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement.	6/1/16	6/30/21	\$18,000	\$70	\$17,930	OPEN
L-6-0016	Glendale Beeline	Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement.	6/22/16	6/30/21	\$37,500	\$10,325	\$27,175	OPEN
L-6-0017	North County Transit District	Cooperative Agreement with North County Transit District for Transit Transfer Agreement	6/6/16	6/30/21	\$95,000	\$15,230	\$79,770	OPEN
L-6-0023	Amtrak and OCTA	Cooperative Agreement with OCTA and Amtrak for Emergency bus bridge agreement. Funds flow between Amtrak and OCTA.	7/10/17	5/31/22	\$50,000	N/A	N/A	OPEN

ATTACHMENT C

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of June 30, 2021**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-7-0011	Marsh Risk and Insurance Services	Consultant services to provide Insurance brokerage services	7/1/17	6/30/22	\$50,000	\$40,000	\$10,000	OPEN
L-7-0013	Amtrak	Security Projects for LOSSAN Corridor with AMTRAK	3/12/18	Project Completion	\$5,284,000	\$2,265,097	\$3,018,903	OPEN
L-7-1917	Making Waves USA, Inc.	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	3/28/18	3/15/22	\$1,304,094	\$1,042,046	\$262,048	OPEN
L-8-0001	Bank of the West	Commercial Banking Services	9/6/18	8/31/23	\$25,000	\$2,391	\$22,610	OPEN
L-8-0009	California Department of Transportation	Interagency Transfer Agreement Between State of California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	7/1/18	6/30/24	N/A	N/A	N/A	OPEN
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/24	Reimbursable Agreement	\$10,370,018	N/A	OPEN
L-8-0012	Monarch Sport LLC	Field Marketing and Community Outreach Services for Pacific Surfliner	2/21/19	12/31/21	\$2,800,000	\$946,283	\$1,853,717	OPEN
L-8-0013	North County Transit District, Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	8/1/18	6/30/21	No Funds Flow Through LOSSAN	N/A	N/A	OPEN
L-8-0015	PR Newswire Assn LLC	PR Newswire Services	10/3/18	9/4/21	\$63,080	\$62,872	\$208	OPEN
L-8-0017	Deutsche Bahn Engineering & Consulting	Corridor Optimization consultant services	1/14/19	12/31/21	\$990,238	\$895,895	\$94,343	OPEN
L-8-0017A	Deutsche Bahn Engineering & Consulting	Corridor Optimization consultant services	1/14/19	12/31/21	\$86,027	\$0	\$86,027	OPEN
L-9-0001	Amtrak	Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta	12/11/2019	12/31/2021	\$383,000	\$123,873	\$259,127	OPEN
L-9-0002	North County Transit District	Cooperative Agreement for Increased Service Frequencies and On-Time Performance	2/1/2019	12/31/2021	\$6,241,301	\$6,179,082	\$62,219	OPEN
L-9-0004	HDR Engineering Inc	Project Report and Environmental Document for the Central Coast Layover Facility	5/29/2019	12/31/2021	\$2,005,588	\$1,377,398	\$628,190	OPEN
L-9-0005	Southern California Regional Rail Authority (SCRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	7/1/2019	6/30/2022	\$2,400,000	No Funds Flow Through LOSSAN	N/A	OPEN
L-9-0006	Crowe LLP	Audit Services for fiscal years ending 6/30/2019 through 6/30/2021	4/2/2019	3/31/2022	\$91,400	\$66,600	\$24,800	OPEN
L-9-0008	Amtrak	Construction and/or construction management services in support of non-public works minor capital projects.	3/12/2018	Project Completion	\$499,886	\$169,920	\$329,966	OPEN
L-9-0013	Pastilla, Inc.	Creative Services for Print and Digital Creative Development, Design/Copywriting and Production	1/6/2020	12/31/2022	\$900,000	\$71,368	\$828,632	OPEN

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of June 30, 2021**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-9-0014	PGI Pacific Graphics Inc	Specialty Printing Services for the Pacific Surfliner	10/1/2019	9/30/2021	\$50,000	\$19,828	\$30,172	OPEN
L-9-0015	Goal Productions	Video and Photography Services	1/1/2020	12/31/2022	\$900,000	\$94,872	\$805,128	OPEN
L-9-0016	The ACE Agency	Public Relations and Media Outreach Services	1/17/2020	7/15/2022	\$50,000	\$46,679	\$3,321	OPEN
L-0-0001	Sparkloft Media	Provide services related to social media marketing and digital communications as needed	6/24/2020	6/15/2022	\$198,000	\$60,593	\$137,407	OPEN
L-0-0003	Outfront Media	Outdoor Advertising for Summer Campaign	2/19/2020	N/A	\$99,100	\$0	\$99,100	OPEN
L-0-0004	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2019	11/30/2021	\$33,041,436	\$12,810,941	\$20,230,495	OPEN
L-0-0006	Union Pacific Rail Road Corporation	Capital Improvement Program to Implement Additional Round trips on Northern Corridor	12/1/2019	N/A	\$108,100,000	\$46,116	\$108,053,884	OPEN
L-0-0009	Trenolab	Annual Trenoanalysis Software Licence and Maintenance	5/1/2020	4/30/2021	\$4,000	\$4,000	\$0	OPEN
L-0-0010	DB Engineering and Consulting	Viriato Software Database Maintenance, Server Administration and Support	5/1/2020	4/30/2021	\$50,000	\$50,000	\$0	OPEN
L-0-0015	RailPros Inc.	Provide program management consultant services on an as-needed basis	4/6/2021	3/31/2024	\$2,299,999	\$45,319	\$2,254,680	OPEN
L-0-0016	Sparkloft Media	Provide services related to social media marketing and digital communications as needed	6/17/2021	5/31/2022	\$199,984	\$0	\$199,984	OPEN



November 15, 2021

To: Members of the Board of Directors

From: Donna DeMartino, Managing Director *Donna DeMartino*

Subject: Fiscal Year 2020-21 Fourth Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of April through June 2021.

Recommendation

Receive and file as an information item.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately \$382.1 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN Corridor. The use of these funds is consistent with capital programming policies approved by LOSSAN's Board of Directors (Board). The Quarterly Grant Status Report summarizes awarded/executed, current, and closed grant agreements.

Summary of Grant Funding			
Grant Program	Total Award	Reimbursed to-Date	Remaining Balance
State Rail Assistance	\$16,735,005	\$729,149	\$16,005,856
Transit and Intercity Rail Capital Program	\$310,760,000	\$73,748,408	\$237,011,592
Proposition 1B	\$34,971,000	\$0	\$34,971,000
State Transportation Improvement Program	\$12,500,000	\$1,202,906	\$11,297,094
California Office of Emergency Services	\$7,171,080	\$3,991,533	\$3,179,547
Total	\$382,137,085	\$79,671,996	\$302,465,089

Awarded/Executed Grant Agreements:

The LOSSAN Agency received the first disbursement of fiscal year (FY) 2020-21 to FY 2024-25 (Round 2) State Rail Assistance funding during the fourth quarter

of FY 2020-21. The total of this disbursement was approximately \$2.2 million, which covered the first two quarters of the cycle.

Current Grant Agreements:

The State Rail Assistance (SRA) Program is intended to provide a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements. It is available for both operational and capital improvements through both formula and competitive distribution. LOSSAN's first round of SRA formula funding totaled approximately \$13.9 million. Through the fourth quarter of FY 2020-21, approximately \$729 thousand of formula funding has been spent, leaving a balance of \$13.8 million. Projects approved by California State Transportation Agency (CalSTA) for the first round of SRA funding include: Design of the Goleta Layover Facility, Funds for a Business Class Refresh, Continuity of Operations, Viriato Software Maintenance, Corridor Optimization Software, San Luis Obispo Tactile and Electrical Repair, and the Grover Beach Station Improvements project, which has closed out in the FY 2020-21 third quarter. These projects and related funding details are listed in Attachment A.

In addition to the \$13.9 million in SRA formula funds mentioned previously, the LOSSAN Agency received an additional \$719 thousand in SRA competitive funding for the Integrated Wayfinding Signage Upgrade project. The entire competitive balance remains, with work on the Integrated Wayfinding Signage Upgrade project expected to begin in FY 2021-22.

In the third quarter of FY 2020-21, LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover four new projects that include approximately \$23.0 million for Equipment Overhaul and Procurement Matching Funds, \$5.9 million for Corridor Hardening and Safety Improvements, \$550 thousand for an Interregional Connectivity Improvement Project, and \$400 thousand for a LOSSAN Strategic Plan Update. In the fourth quarter of FY 2020-21, the LOSSAN Agency received approval for three of these projects, with approval from CalSTA expected for Equipment Overhaul and Procurement Matching Funds during the upcoming fiscal year. Of the projected \$29.8 million in total round 2 funding, LOSSAN has received approximately \$2.2 million through the end of the fiscal year.

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of greenhouse gas emissions and vehicle miles travelled. There are currently four awarded Transit and Intercity Rail Capital Program (TIRCP) grant agreements, which were awarded by CalSTA in 2015, 2016, 2018, and 2020. The four awarded TIRCP grant agreements total \$310.8 million in funding for multiple

projects and programs. A total of \$73.7 million has been received to date, leaving a balance of \$237.0 million. The balance of TIRCP grant agreements will fund projects throughout the corridor including: Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, Signal and Fencing Upgrades, Station Improvements, Safety and Corridor Hardening Improvements, Bridge Replacements, Capital Access and On-Time Performance Agreements, Expansion of the Central Coast Layover in San Luis Obispo, and Phase One of a new San Diego County Maintenance and Layover Facility. Several of these projects are funded by multiple sources. Work on many of the 2016 and 2018 TIRCP funded projects has begun, and invoicing has commenced. These invoices are currently in the review process with payment to follow in the subsequent fiscal year. With the increased level of contractor invoicing, an acceleration in the receipt of grant reimbursement is expected in the upcoming fiscal year.

The Proposition 1B (Prop 1B) Program, which was approved by voters in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specified transportation purposes including: congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, safety and security. In May 2020, the LOSSAN Agency was awarded a total of \$35.0 million in Prop 1B funding. Invoicing has not commenced for any of the funded projects, leaving the entire balance of \$35.0 million intact. The balance of the Prop 1B grant agreements will primarily fund the Los Alamos Creek (Narlon) and Canada Honda Bridge Replacement projects, with funding also included for the Interim San Luis Obispo Facility, and Camarillo Station Improvements. Construction of the Narlon Bridge Replacement continued through the fourth quarter with completion currently scheduled for in early FY 2021-22. The Canada Honda Bridge Replacement Project Approval & Environmental Document (PAED) phase has begun, with design expected to begin in late FY 2021-22. Construction of the Camarillo Station Improvements are now expected to be completed in FY 2025-26.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The Central Coast Layover Expansion project includes \$12.5 million in STIP funding and is currently in the PAED phase. These awarded funds were programmed as part of the 2018 STIP. Through the fourth quarter of FY 2020-21, approximately \$1.2 million has been received from the state, leaving a balance of \$2.3 million for this phase of the project. The PAED phase of this project is expected to conclude by the end of FY 2021-22, with the design phase to begin during the first quarter of fiscal year 2022-23.

The California Transit Security Grant Program (CTSGP) is an element of Prop 1B that specifically addresses transit system safety, security, and disaster

response projects. Approximately \$7.2 million of the California Governor's Office of Emergency Services (CalOES) funding has been awarded for surveillance upgrades at stations throughout the corridor. The total amount received through the fourth quarter under these grant agreements is nearly \$4.0 million, leaving a balance of \$3.2 million. The installation of the surveillance equipment is being led by Amtrak engineering, with completion of the project anticipated in March 2022.

Grant Agreements Pending Close-out:

No grants were pending close-out in the fourth quarter of FY 2020-21.

Closed Grant Agreements:

No grants were closed in the fourth quarter of FY 2020-21.

Summary

This report provides an update of the grant agreement funded activities for the fourth quarter of FY 2020-21, April through June 2021. Staff recommends this report be received and filed as an information item.

Attachments

- A. Fourth Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), April Through June 2021
- B. Fourth Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), April through June 2021
- C. Fourth Quarter Grant Reimbursement Status Report, Other Discretionary Grants, April through June 2021
- D. Fourth Quarter Grant Reimbursement Status Report, Grants Closed Out, April through June 2021

Prepared by:



Russ Henry
Manager, Finance
(714) 560-5990



Fourth Quarter Grant Reimbursement Status Report
LOSSAN Grant Agreements

Formula and Competitive State Rail Assistance (SRA)

April Through June 2021

Fiscal Year 2018 - 2020 Formula

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility - Design ⁽¹⁾	\$ 260,000	\$ 24,669	\$ 235,331	December 2022
Business Class Refresh	300,000	-	300,000	December 2021
Continuity of Operations	12,031,047	-	12,031,047	June 2025
Viriato Maintenance	260,000	109,000	151,000	December 2022
SLO Tactile and Electrical Repair	395,500	-	395,500	June 2022
Corridor Optimization Software	208,000	195,480	12,520	December 2022
Grover Beach Station Improvements	400,000	400,000	-	Project Completed / Closed Out
Fiscal Year 2018 - 2020 Formula Sub-Total	\$ 13,854,547	\$ 729,149	\$ 13,125,398	

Fiscal Year 2018 - 2020 Competitive

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ -	\$ 718,750	June 2023
Fiscal Year 2018 - 2020 Competitive Sub-Total	\$ 718,750	\$ -	\$ 718,750	

Fiscal Year 2018 - 2020 SRA Funding Total	\$ 14,573,297	\$ 729,149	\$ 13,844,148	
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Fiscal Year 2021 - 2025 Formula⁽²⁾

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Interregional Connectivity Improvement Project	\$ -	\$ -	\$ -	December 2024
LOSSAN Strategic Plan Update	400,000	-	400,000	June 2022
Corridor Hardening and Safety Improvements	1,761,708	-	1,761,708	December 2025
Fiscal Year 2021 - 2025 Formula Sub-Total	\$ 2,161,708	\$ -	\$ 2,161,708	

SRA Funding Total	\$ 16,735,005	\$ 729,149	\$ 16,005,856	
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- Notes:
- (1) Goleta Layover Facility - Design expenses transferred to utilize TIRCP funds for the design phase prior to SRA funds due to longer expiration date.
- (2) \$2.2 million received to date of expected \$29.8 million in round 2 funding. Remaining funds to be received over next 4 years. Staff awaiting final approval from CalSTA for equipment overhaul and procurement match project.



Fourth Quarter Grant Reimbursement Status Report

Transit and Intercity Rail Capital Program (TIRCP)

April Through June 2021

2020 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 10,303,500	\$ -	\$ 10,303,500	June 2026
San Diego County Maintenance and Layover Facility (Phase 1)	28,439,500	-	28,439,500	June 2026
2020 TIRCP Grant Sub-Total	\$ 38,743,000	\$ -	\$ 38,743,000	

2018 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
UPRR Franchise Access Fee, Cap. Access and Incentive	\$ 56,563,130	\$ -	\$ 56,563,130	June 2028
Carpinteria Second Track and Platform / Ped Underpass	10,677,870	-	10,677,870	June 2025
Upgrade of Non-Powered Switches	5,700,000	-	5,700,000	June 2022
Install Centralized Traffic Control (Goleta to San Luis Obispo)	16,640,000	-	16,640,000	June 2022
Camarillo Station Improvements	3,445,000	-	3,445,000	April 2024
Goleta Layover Facility Improvements	9,862,000	-	9,862,000	March 2023
Corridor Hardening Improvements	3,055,000	100	3,054,900	December 2023
Tie Replacement	8,900,000	-	8,900,000	June 2023
Pre-1949 Rail Replacement	15,100,000	-	15,100,000	June 2022
Canada Honda Creek Bridge Replacement	11,026,000	-	11,026,000	June 2024
Los Alamos Creek Bridge (Narlon) Replacement	6,474,000	-	6,474,000	June 2022
Safety Improvement Program	487,000	100	486,900	December 2023
NCTD On-Time Performance Incentive Program	22,962,000	6,579,435	16,382,565	June 2025
Network Integration Funds	250,000	-	250,000	June 2025
North San Diego County Fencing Project	1,300,000	58,995	1,241,005	June 2022
Signal Respacing and Optimization Project	15,900,000	-	15,900,000	June 2024
2018 TIRCP Grant Sub-Total	\$ 188,342,000	\$ 6,638,629	\$ 181,703,371	

2016 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Franchise Access Fee, Cap. Access and Incentive (UPRR)	\$ 8,140,000	\$ -	\$ 8,140,000	June 2028
Upgrade of Non-Powered Switches	1,000,000	-	1,000,000	June 2022
Install Centralized Traffic Control (Goleta to San Luis Obispo)	5,860,000	-	5,860,000	June 2022
Timetable and Corridor-Wide Network Integration	1,000,000	831,938	168,062	December 2021
SANDAG Projects ⁽¹⁾	66,000,000	66,000,000	-	December 2021
2016 TIRCP Grant Sub-Total	\$ 82,000,000	\$ 66,831,938	\$ 15,168,062	

2015 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Transit Transfer Program	\$ 1,675,000	\$ 277,840	\$ 1,397,160	June 2021
2015 TIRCP Grant Sub-Total	\$ 1,675,000	\$ 277,840	\$ 1,397,160	
TIRCP Grants Total	\$ 310,760,000	\$ 73,748,408	\$ 237,011,592	

Notes:

(1) These projects are led by NCTD.

(2) SANDAG Projects include the Elvira to Morena Double Track project and the Carlsbad Poinsettia project.



Fourth Quarter Grant Reimbursement Status Report

Other Discretionary Grants

April Through June 2021

Proposition 1B

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 3,400,000	\$ -	\$ 3,400,000	June 2026
Camarillo Station Improvements	\$ 3,445,000	\$ -	\$ 3,445,000	June 2024
Canada Honda Creek Bridge Replacement	\$ 11,000,000	\$ -	\$ 11,000,000	June 2023
Los Alamos Creek Bridge (Narlon) Replacement	\$ 15,526,000	\$ -	\$ 15,526,000	December 2021
Interim SLO Facility	\$ 1,600,000	\$ -	\$ 1,600,000	June 2022
Proposition 1B Grant Sub-Total	\$ 34,971,000	\$ -	\$ 34,971,000	

State Transportation Improvement Program (STIP)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 12,500,000	\$ 1,202,906	\$ 11,297,094	June 2026
STIP Grant Sub-Total	\$ 12,500,000	\$ 1,202,906	\$ 11,297,094	

California Governor's Office of Emergency Services (CalOES)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
FY 2013 - 2014	\$ 1,887,000	\$ 1,887,000	\$ -	Project Completed / Closed Out
FY 2014 - 2015	\$ 1,887,000	\$ 1,041,507	\$ 845,493	June 2022
FY 2015 - 2016	\$ 1,887,000	\$ 1,063,027	\$ 823,973	June 2022
FY 2016 - 2017	\$ 1,510,080	\$ -	\$ 1,510,080	June 2022
CalOES Grant Sub-Total	\$ 7,171,080	\$ 3,991,533	\$ 3,179,547	

Discretionary Grants Total	\$ 54,642,080	\$ 5,194,440	\$ 49,447,640	
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Notes:



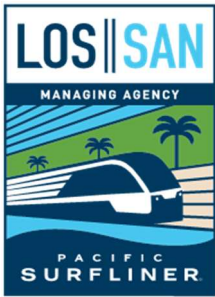
Fourth Quarter Grant Reimbursement Status Report

Grants Closed Out

April Through June 2021

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Grants Closed Out Total		\$ -	\$ -	\$ -

Notes:



November 15, 2021

To: Members of the Board of Directors
Donna DeMartino
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. 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, adopted in July 2021, was developed by CalSTA through a robust stakeholder engagement process. CAPTI puts forth a set of guiding principles which serve as a framework for state discretionary transportation investment. It 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 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 significantly reduce vehicle miles traveled, traffic congestion, and greenhouse gas emissions. These projects will accomplish this 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 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. An initial discussion regarding the 2022 TIRCP program was held at the Technical Advisory Committee (TAC) meeting on November 4, 2021. 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.

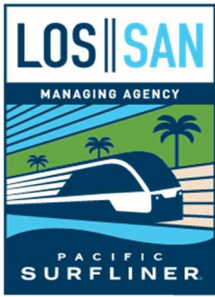
Attachment

None.

Prepared by:



Russ Henry
Manager, Finance
(714) 560-5990



November 15, 2021

To: Members of the Board of Directors
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
 Trends for the 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 VCL. 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.

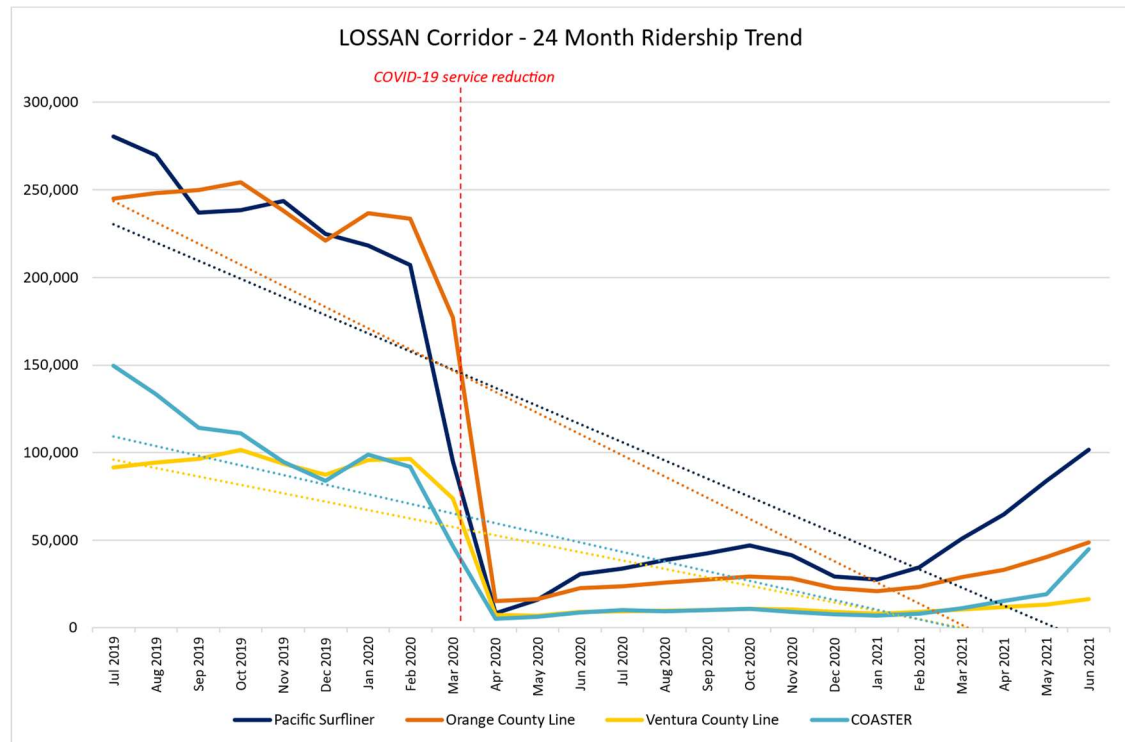


Figure 1.1

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.

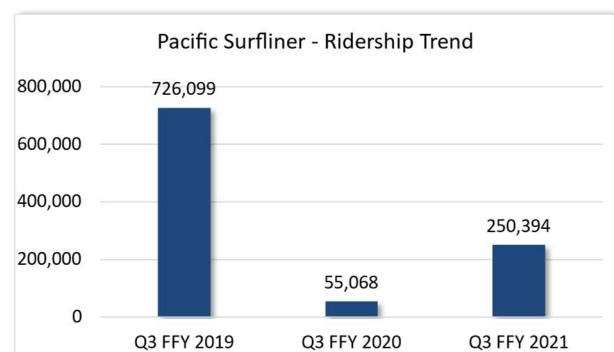


Figure 1.2

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 Orange County Line, which operates between Los Angeles

and Oceanside, saw a 126.9 percent increase in ridership over the same report period in the prior year. The number of Metrolink pass holders riding Pacific Surfliner trains, using 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

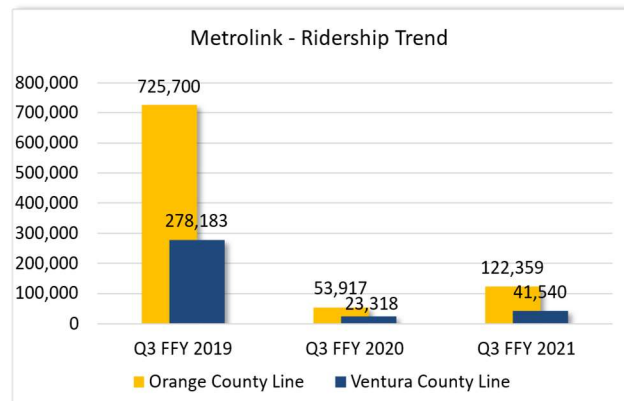


Figure 1.3

COASTER

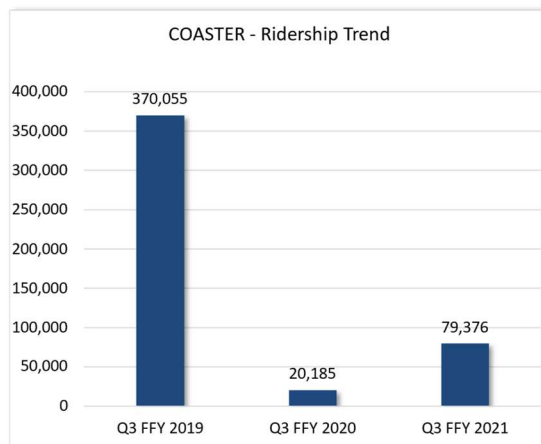


Figure 1.4

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, using 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

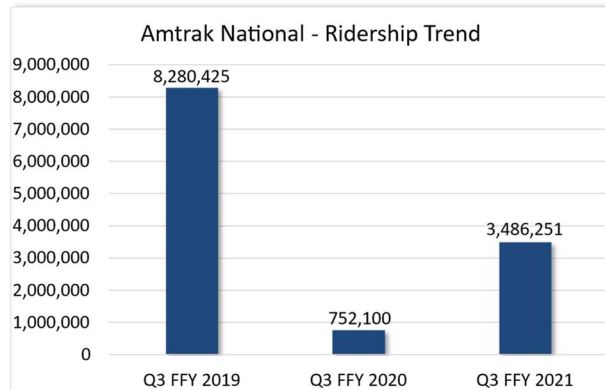


Figure 1.5

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

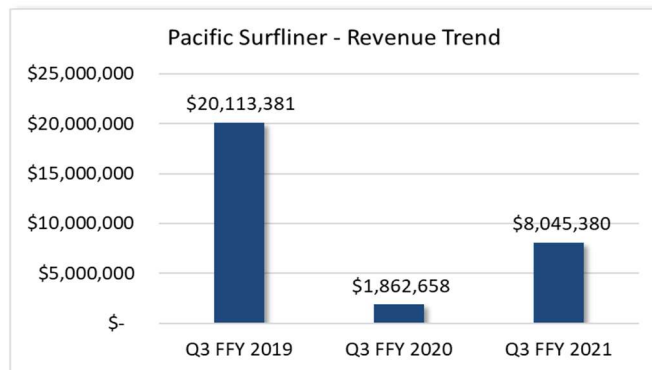


Figure 1.6

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.

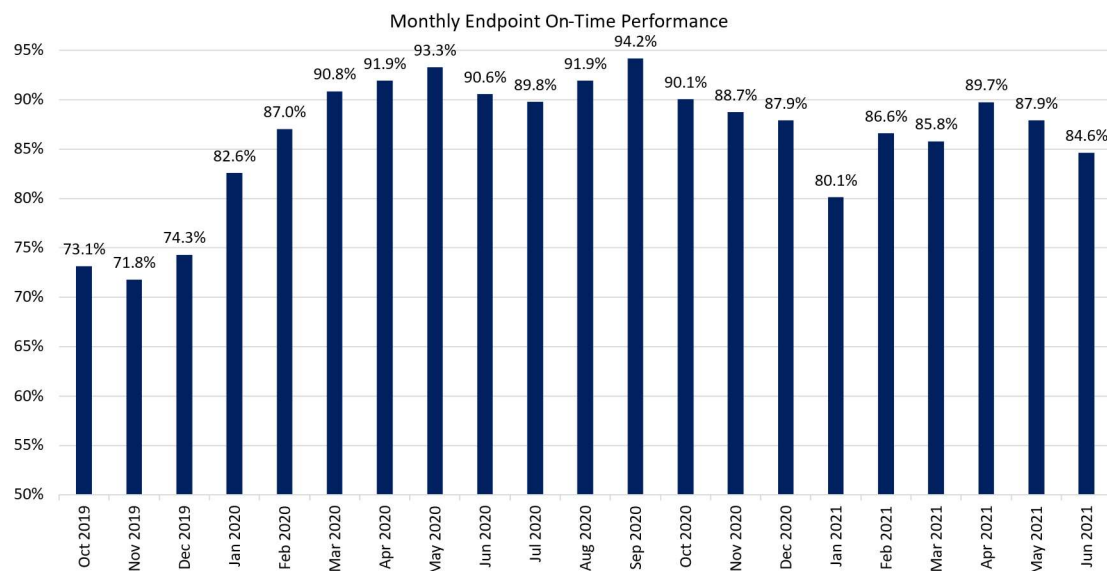


Figure 1.7

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:

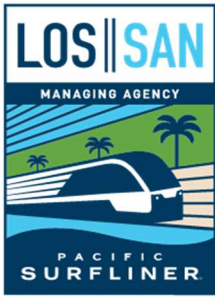


Roger M. Lopez
Manager, Planning and Analysis
(714) 560-5438

**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 15, 2021

To: Members of the Board of Directors *Donna DeMartino*
From: Donna DeMartino, Managing Director
Subject: New Cooperative Agreement for Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentives Programs with North County Transit District

Overview

As part of the 2018 Transit and Intercity Rail Capital Program grant awarded by the California State Transportation Agency, funding was provided to initiate Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentives Programs between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and the North County Transit District. The Programs, which were approved by the Board of Directors in January 2019, provide supplemental funding to support the on-going railroad right-of-way maintenance on the infrastructure over which the Pacific Surfliner operates on the San Diego Subdivision, and performance-based incentive payments to North County Transit District for meeting Pacific Surfliner on-time performance goals. Staff is seeking Board of Directors' approval to negotiate and execute a new agreement to continue the Programs with the North County Transit District through June 2025.

Recommendation

Authorize the Managing Director to negotiate and execute a new Agreement between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and the North County Transit District with a not-to-exceed contract value of \$13,776,523, to fund Railroad Operations and Maintenance Reimbursements and On-Time Performance Incentives Programs from January 1, 2022, through June 30, 2025.

Background

The Pacific Surfliner service operates over four different host railroads (Union Pacific Railroad, Metrolink, BNSF Railway, and North County Transit District (NCTD) along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor. These host railroads are responsible for

dispatching trains and maintaining the right-of-way (ROW) on which the Pacific Surfliner operates.

To help address the high costs for operating and maintaining the railroad, many of the host railroads and ROW owners enter into agreements with the rail services operating on their railroad. These agreements generally cover access fees to contribute to the ongoing operations and maintenance of the railroad, and sometimes incentive payments to help ensure a certain level of on-site performance is maintained. This is a common arrangement across the country for most railroads on which intercity passenger rail service operates (whether State-supported or Amtrak funded).

In April 2018, the Transit and Intercity Rail Capital Program (TIRCP) awarded over \$188 million to the LOSSAN Rail Corridor Agency (Agency), including approximately \$45 million to implement capitalized access and On-Time Performance (OTP) Incentive programs with the Union Pacific Railroad and NCTD. In January 2019, the Board of Directors (Board) authorized the negotiation and execution of an agreement for OTP incentives and capitalized access fees with the NCTD.

Discussion

When the Railroad Operations and Maintenance Reimbursements and OTP Incentives Programs with NCTD were approved by the Board, the initial agreement was planned for a three-year term, ending June 30, 2021. In June 2021, the LOSSAN Agency and NCTD extended the agreement term through December 31, 2021. The LOSSAN Agency and NCTD desire to continue the Programs under a new agreement with refined terms.

Next steps

The TIRCP funding provided for the program runs through 2025. Staff is currently working with NCTD to refine the terms for the next agreement that will cover the remainder of the available funding.

Summary

Approximately \$45 million in Transit and Intercity Rail Capital Program funds was awarded to implement a capitalized access and On-Time Performance Incentive program with the North County Transit District. In January 2019, the Board of Directors authorized the negotiation and execution of an agreement with the North County Transit District to provide supplemental funding to support the operations and maintenance of the right-of-way and incentive payments for meeting on-time performance goals. Staff is seeking Board of Directors' approval to execute a new agreement with refined terms and a not-to-exceed value of \$13,776,523, to cover costs from January 1, 2022, through June 30, 2025.

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
Administrative Officer
(714) 560-5438



November 15, 2021

To: Members of the Board of Directors
Donna DeMartino
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

Direct staff to incorporate the key assumptions into 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.

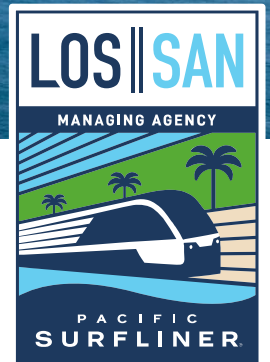
Attachment

None.

Prepared by:



Roger M Lopez
Administrative Officer
(714) 560-5438



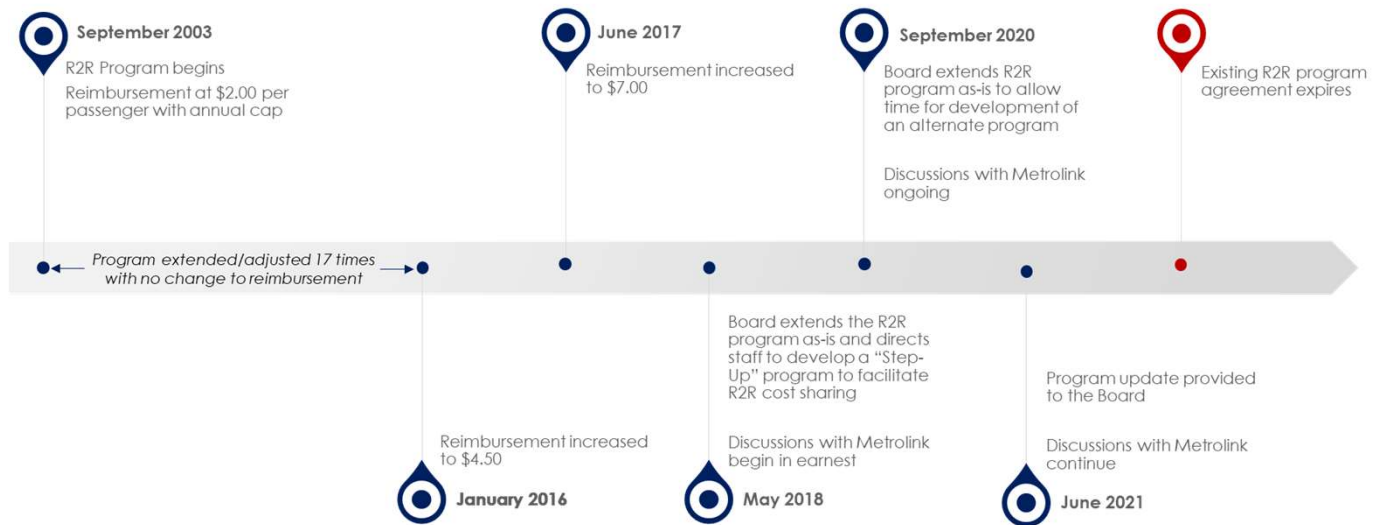
Update on the Future of the Rail2Rail Program

Board of Directors | November 15, 2021

R2R Program

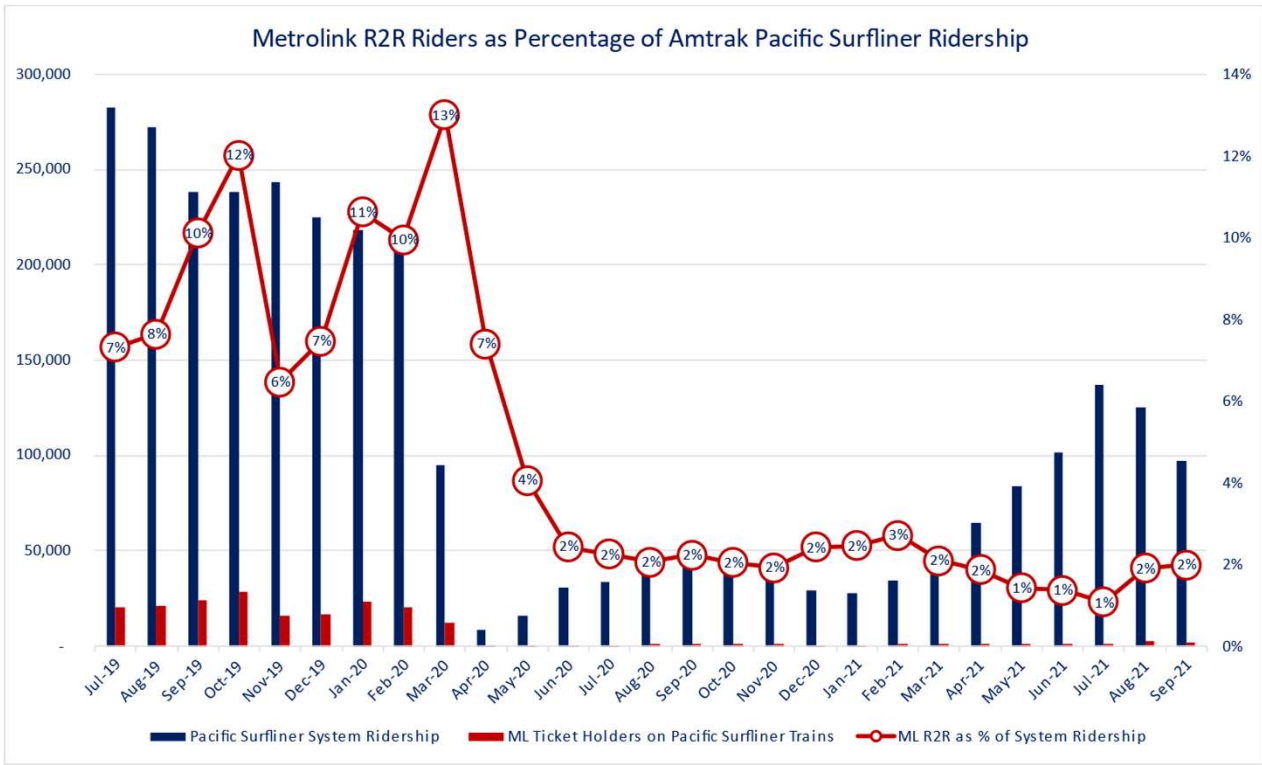
Purpose and History

- 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.



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

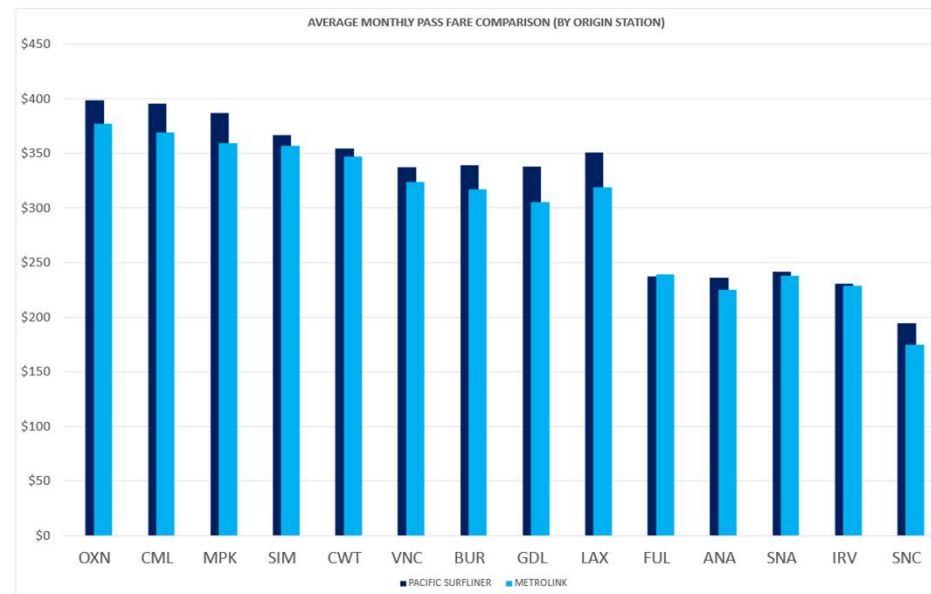
Considerations and Challenges

- 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?



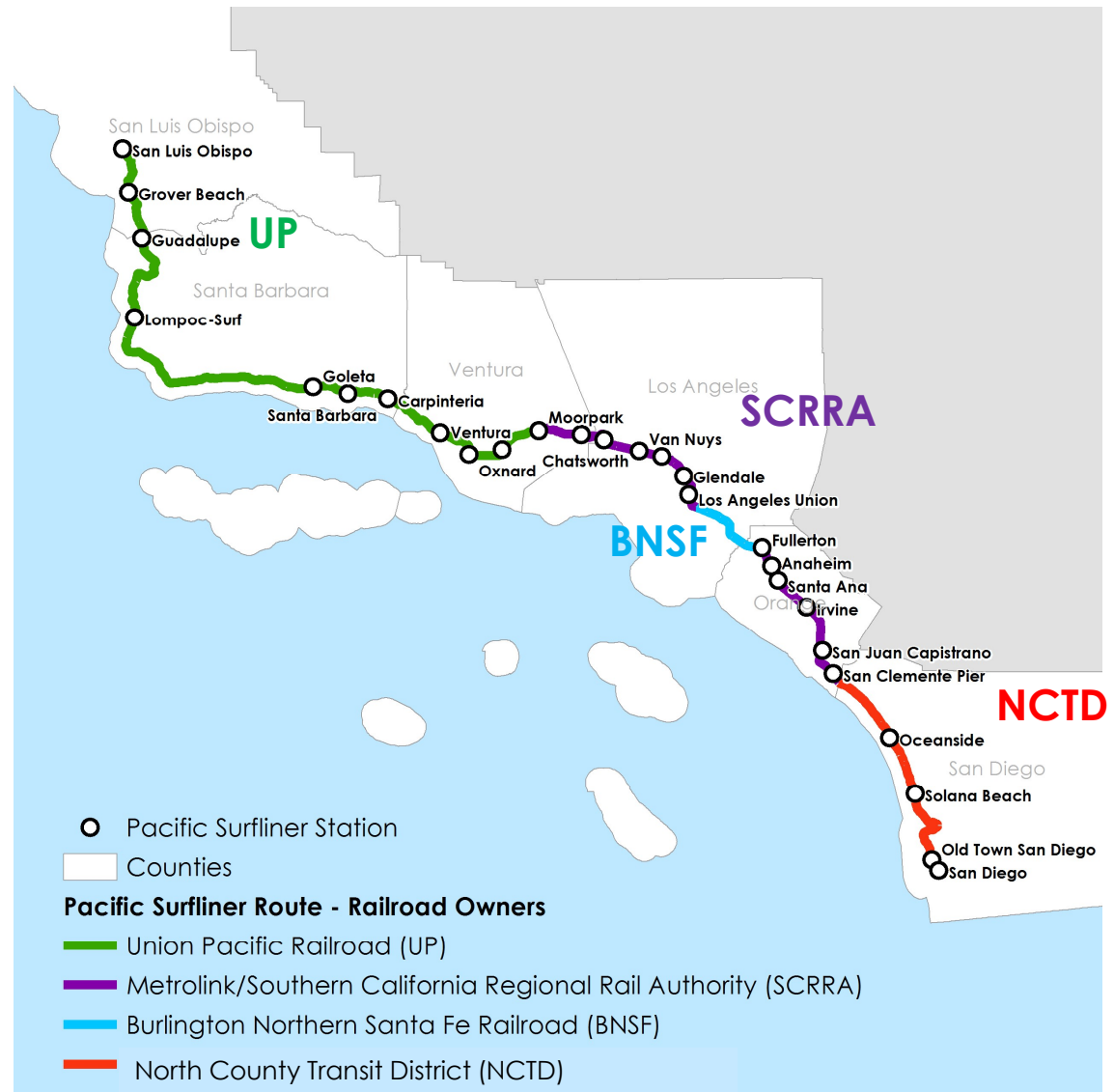
Pacific Surfliner On-Time Performance Analysis Third Quarter – Federal Fiscal year 2020-21

Board of Directors Meeting | November 15, 2021



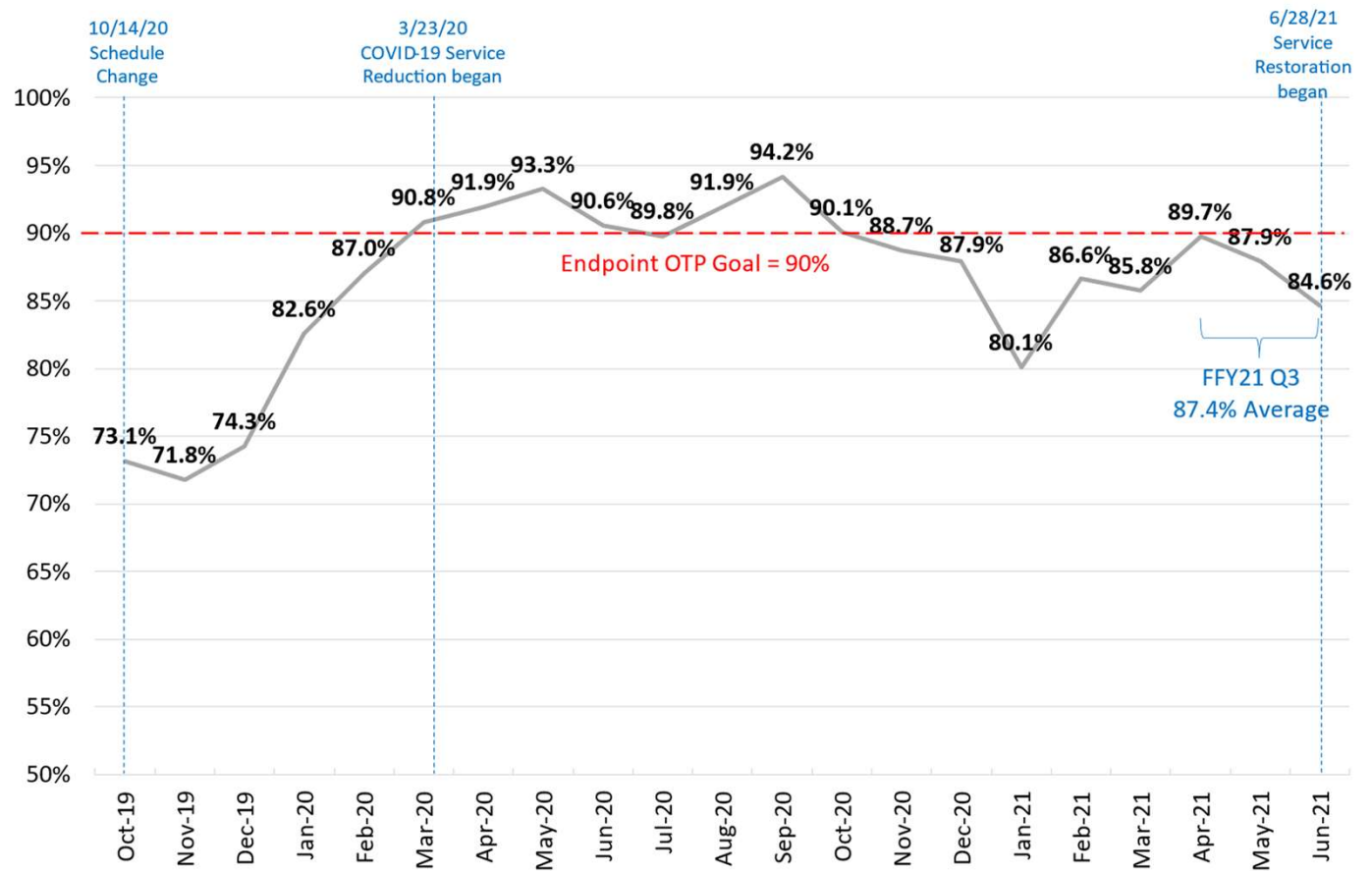
Pacific Surfliner Route by Host Railroads

LOS||SAN



Monthly Average Endpoint OTP

LOS||SAN



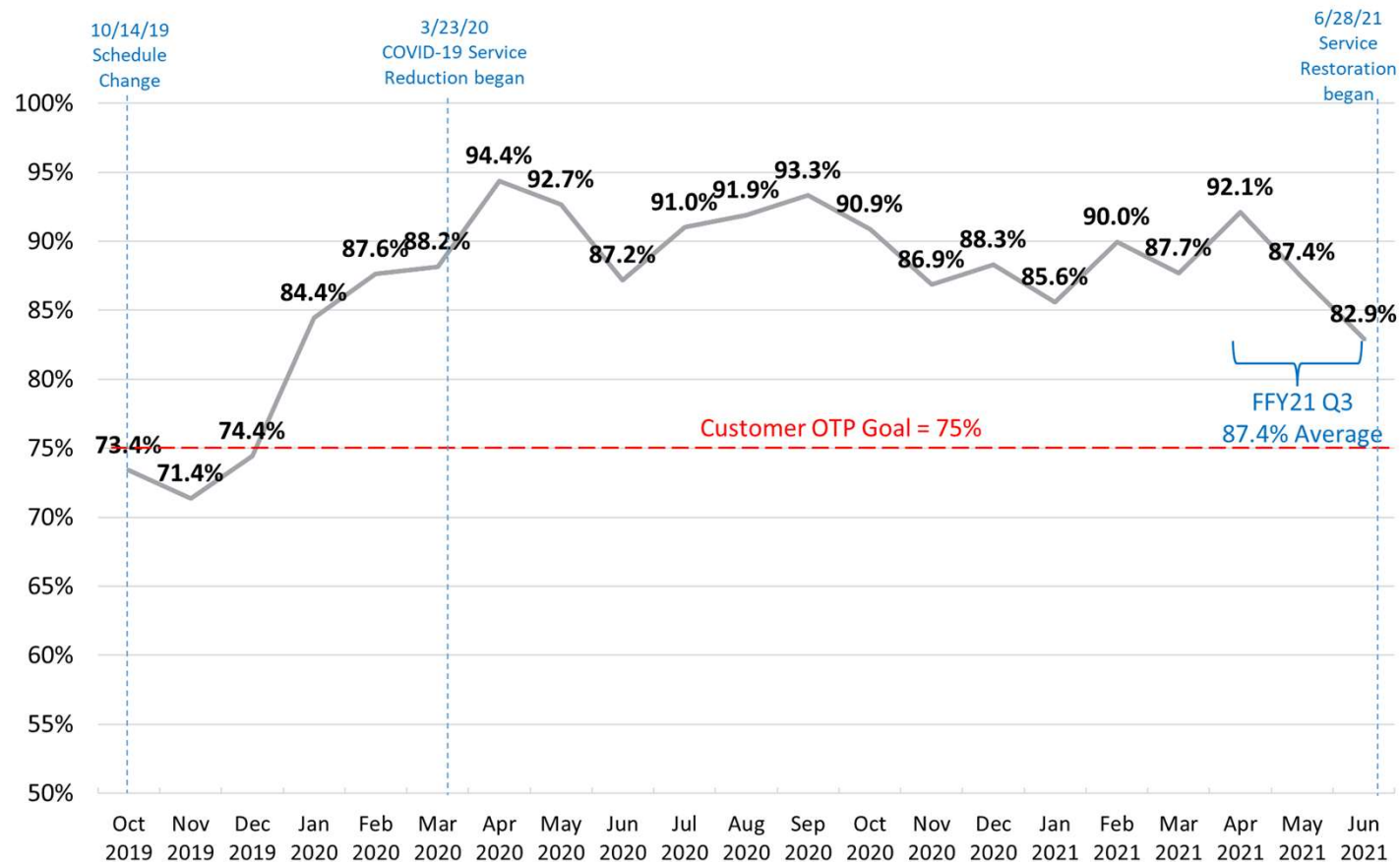
OTP: On-Time Performance
FFY: Federal Fiscal Year

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

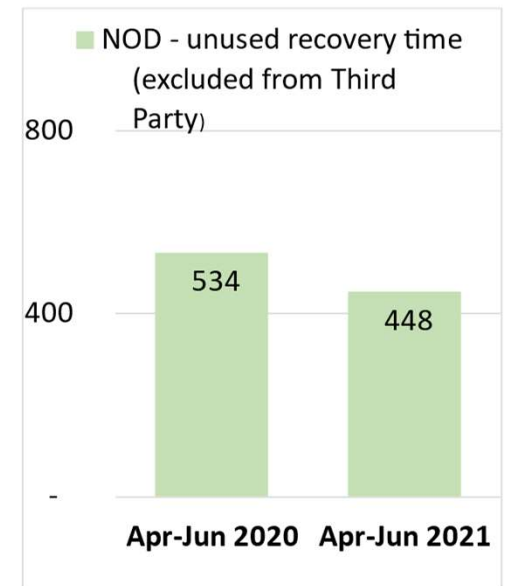
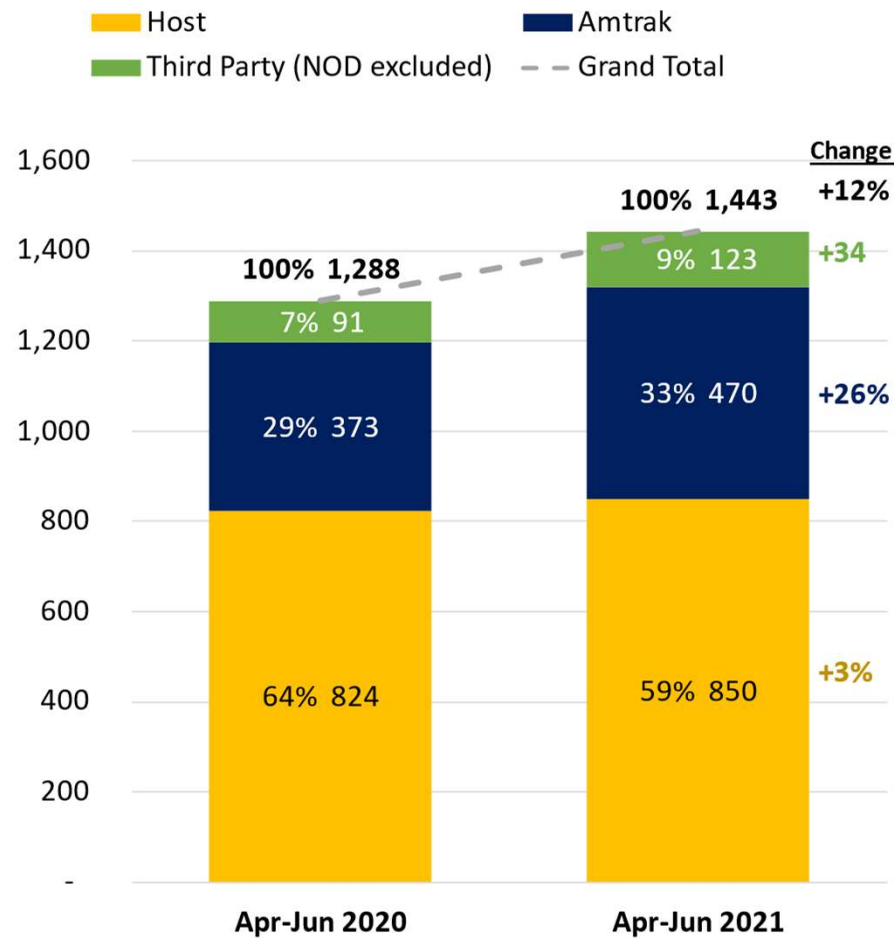


OTP: On-Time Performance
FFY: Federal Fiscal Year

Delays by Responsible Party

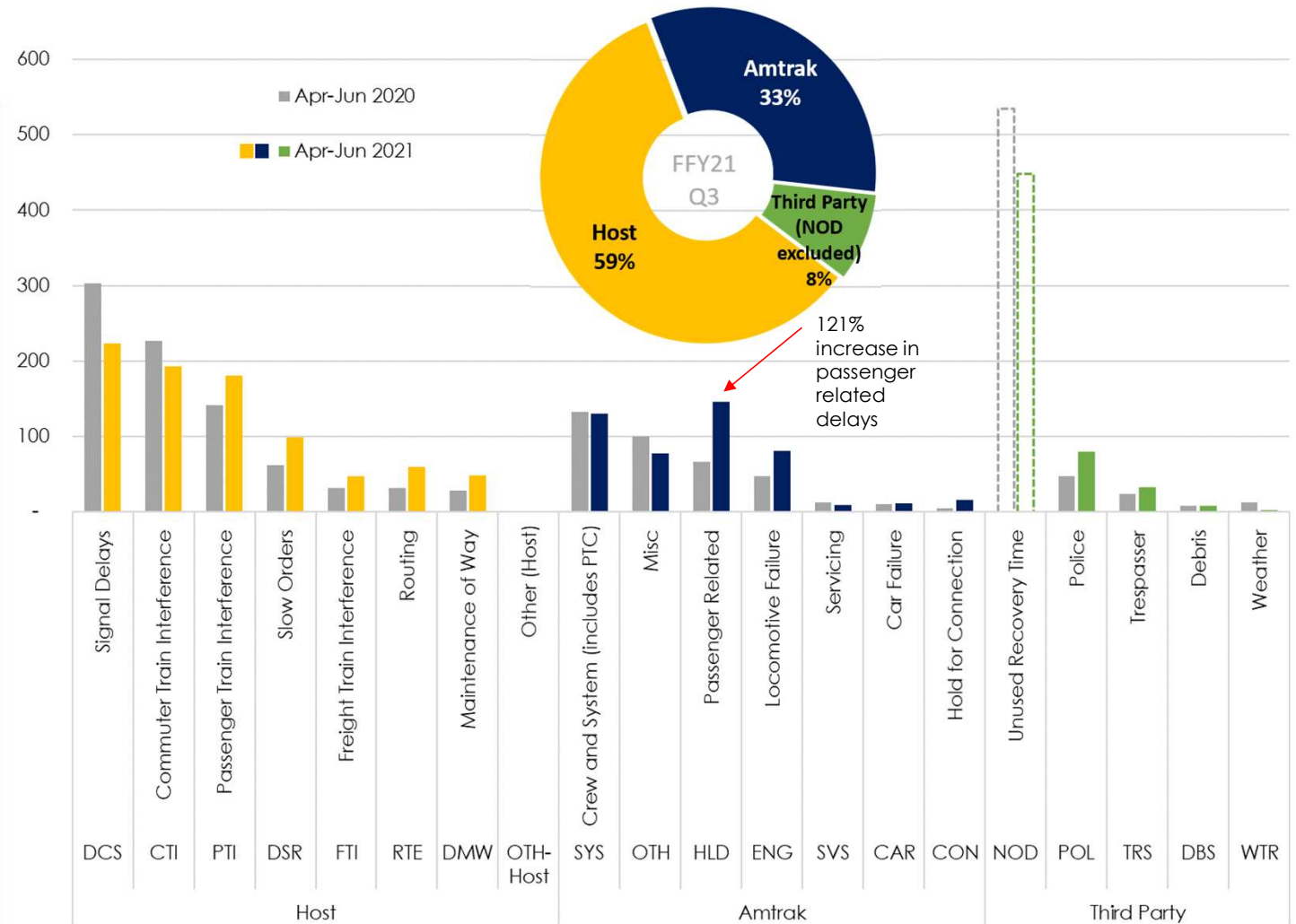
(Per 10K Train Miles)
FFY20 Q3 v. FFY21 Q3

LOS||SAN



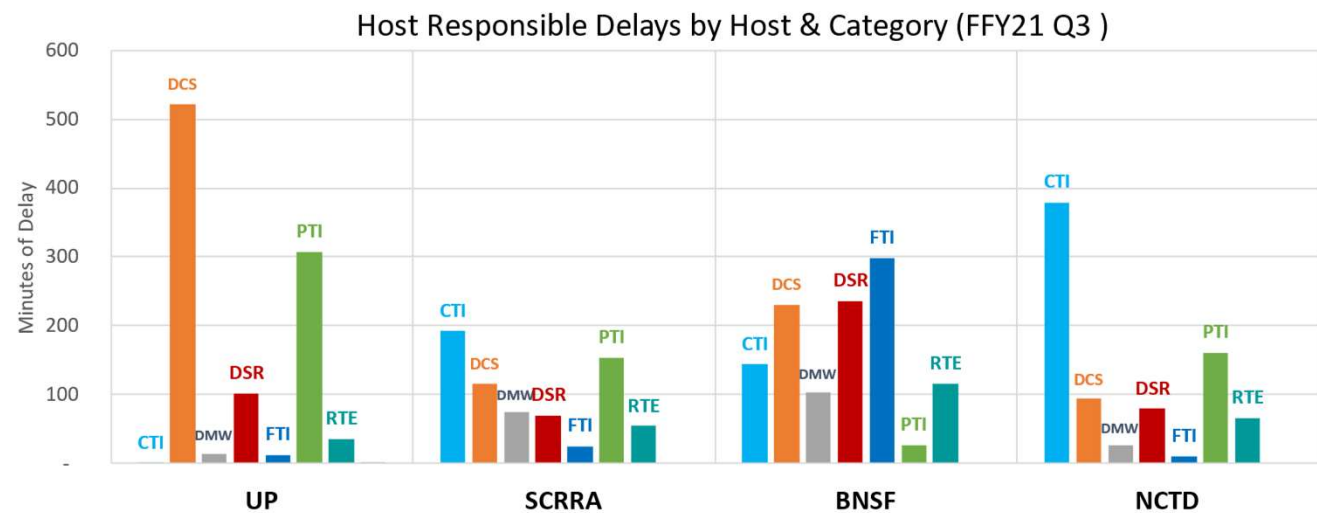
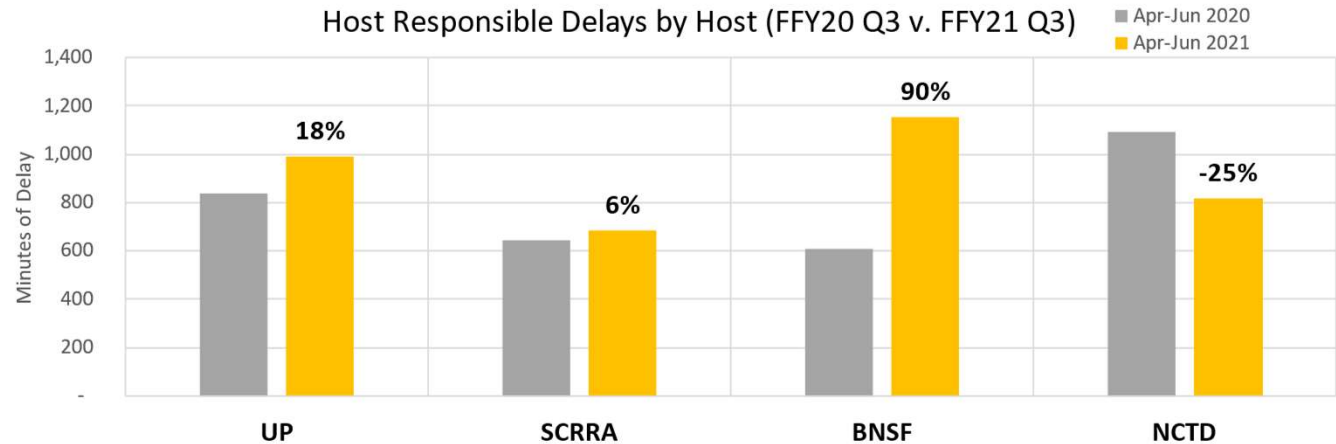
Delays by Category & Responsible Party

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

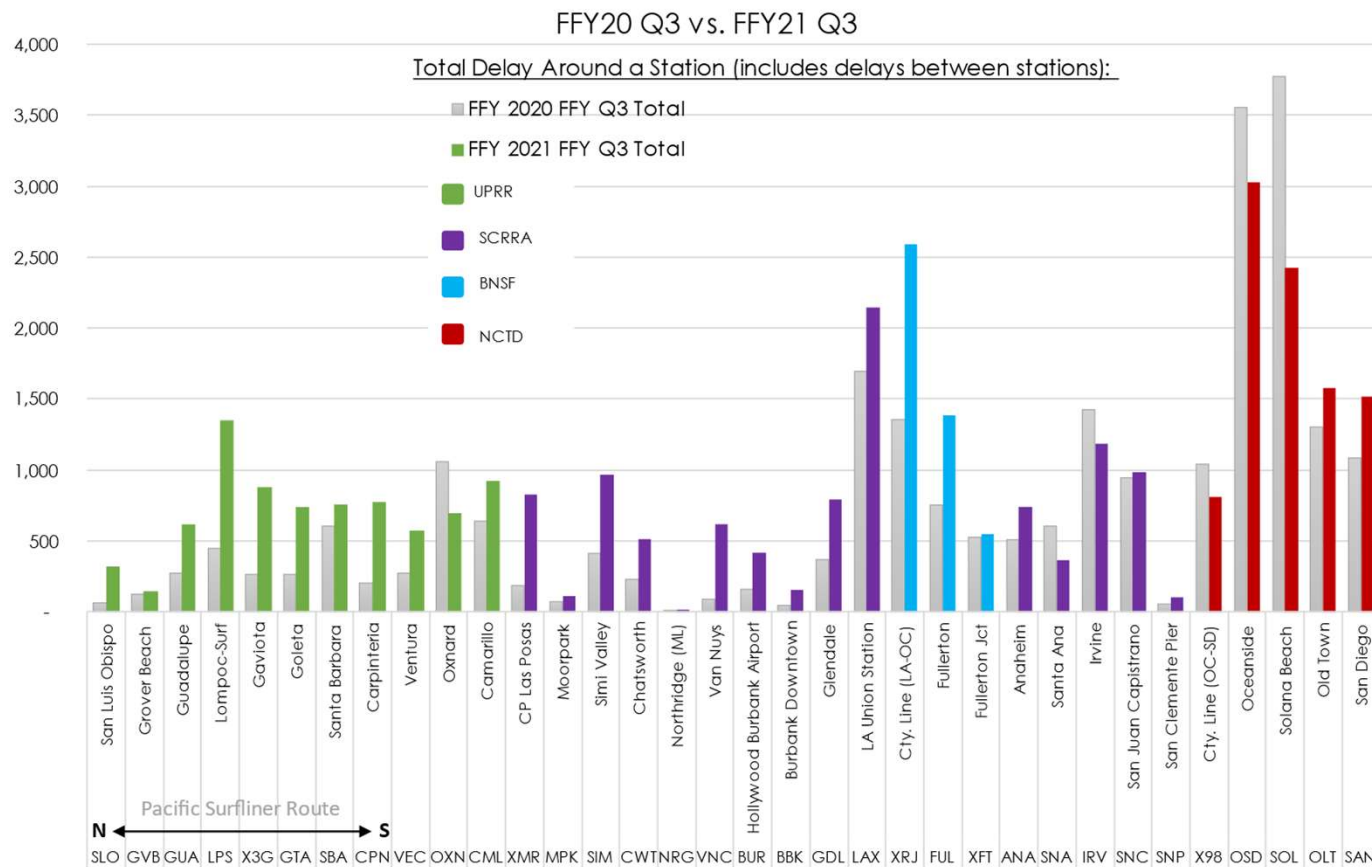


Host Responsible Delays per 10K Train Miles

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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?