



**September 16, 2019**

**To:** Members of the Board of Directors

**From:** Jennifer L. Bergener, Managing Director

**Subject:** Corridor Optimization Update and Additional Scope

### **Overview**

On November 28, 2018, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved the selection of Deutsche Bahn Engineering & Consulting USA, Inc., to provide corridor optimization support services. Staff is providing an update on the current status of this effort, as well as providing details on additional scope that is being added to the project. An amendment to the existing agreement is required for additional scope associated with performing corridor optimization services.

### **Recommendations**

- A. Authorize the Managing Director to negotiate and execute an Amendment to Agreement No. L-8-0017 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Deutsche Bahn Engineering & Consulting USA, Inc., in the amount of \$86,026, for additional scope associated with performing corridor optimization services.
- B. Authorize the Managing Director to negotiate and execute an Agreement with North County Transit District for the reimbursement of the costs associated with the additional scope.

### **Background**

On January 23, 2019, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) met with representatives of the consultant team headed by Deutsche Bahn Engineering & Consulting USA, Inc., (DB team) to formally kick off the LOSSAN Corridor Optimization Consultant Services Contract (corridor optimization effort). Among other elements, the corridor optimization effort included the development of specific operating plans to reflect the existing, optimized existing and planned future levels of service for the Pacific Surfliner intercity passenger rail service. This includes a review of existing capital investment

plans, as well as updating near- and long-term capital investment plans that will assist in overcoming barriers to improved and increased service.

### ***Discussion***

#### **Current Project Status**

As part of the initial project kick-off meeting, staff and the members of the DB team established a schedule that would accelerate the project from the originally planned 36 months to approximately 18-20 months. This acceleration is necessary given the role that the deliverables will play in any future expansion of the Pacific Surfliner service. A summary of the current status of each of the five tasks included in the corridor optimization effort are below.

Task One – Document and review current operations. This task is approximately 80 percent complete. Included in task 1 is the detailed review and documentation of the current operations based on all available data sources, as well as in-field observations. This review and documentation is complete, and the detailed network is being programmed into the Viriato Rail Planning software to allow for future planning efforts and the development of additional operating strategies.

Task Two – Stakeholder engagement. This task is currently 20 percent complete. This task includes engaging all stakeholders in the process of establishing goals for the service, and soliciting input and guidance on the conclusions being reached as part of the corridor optimization effort. An initial stakeholder meeting, exclusive to the host railroads, has been held. Regionally based meetings that will include all other stakeholders are planned for October and November 2019. Additional information will be forthcoming as we work to schedule these meetings at a date, time, and location that is beneficial for all who can participate.

Task Three – Development of optimized and integrated service plans and operating scenarios. This task is currently five percent complete and will focus primarily on developing conceptual operating scenarios that can facilitate up to three additional roundtrips for the Pacific Surfliner. As part of this task, a detailed review of the proposed schedule for the implementation of the upcoming 13<sup>th</sup> roundtrip has been completed. The effort associated with future expansion of the service is ongoing.

Task Four – Capital project review and plan development. This task is 15 percent complete. This task functions in concert with task 3. It is intended to identify the capital projects, including equipment, that are necessary for the implementation of the operating scenarios developed under task 3. The DB team has collected information on future infrastructure projects along the corridor.

Task Five – Cost and revenue options. This task is about 80 percent complete. This task is intended to develop options for the sharing of both costs and revenue

associated with the Rail2Rail program. The work associated with this task is essentially complete and staff is in the process of reviewing draft deliverables.

#### **Additional Scope**

The LOSSAN Agency was approached by our partners at North County Transit District (NCTD) about the possibility of incorporating additional elements associated with planned SPRINTER service increases in the corridor optimization effort. These added elements include the development of new service alternatives that would allow improved connectivity between SPRINTER and the wider LOSSAN network; the assessment of a preferred service alternative; and the provision for a rough order of magnitude estimate of the capital and operating costs associated with that preferred alternative.

The scope associated with the NCTD effort was reviewed and aligns with the overall scope for tasks three and four of the ongoing corridor optimization effort. Incorporating this work into the current consultant contract would allow NCTD to have the deliverables in time to utilize the findings in grant submissions for the upcoming Transit and Intercity Rail Capital Program call for projects.

The cost for the additional scope is \$86,026, and would be reimbursed by NCTD. Although this value is within the Manager Director's threshold for approval, the addition of the scope was at the request of a stakeholder, and to ensure full transparency, this amendment is being brought before the Board of Directors for approval.

#### **Fiscal Impact**

Funding for this project was approved in the LOSSAN Agency's Fiscal Year 2019-20 Business Plan and is funded with State Rail Assistance and 2016 TIRCP funds provided by the State of California.

#### **Summary**

Staff has provided an update on the corridor optimization effort currently being undertaken by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff, with Deutsche Bahn Engineering & Consulting USA, Inc. providing consulting support. Additionally, staff recommends the Board of Directors authorize the Managing Director to negotiate and execute an amendment to Agreement No. L-8-0017 with Deutsche Bahn Engineering & Consulting USA, Inc., to provide additional analysis on increased SPRINTER service frequencies, in the amount of \$86,026.

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***Attachments***

None.

**Prepared by:**

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