



# **LOSSAN Rail Corridor Agency**

## **Board Meeting**

### **Agenda**

**Monday, March 18, 2024 at 1:15 p.m.**

OCTA Headquarters, 550 South Main Street, Orange, California

#### **Board Members**

Bryan MacDonald, VCTC, Chair

Fred Jung, OCTA, Vice Chair

Fernando Dutra, Metro

Jewel Edson, NCTD

Katrina Foley, OCTA

Caylin Frank, SDMTS

Joy Lyndes, SANDAG

Dana Reed, RCTC

Fred Strong, SLOCOG

Jess Talamantes, Metro

Das Williams, SBCAG

Art Brown, SCAG, Ex-Officio

Jeanne Cantu, Amtrak, Ex-Officio

LaDonna DiCamillo, CHSRA, Ex-Officio

Kyle Gradinger, Caltrans, Ex-Officio

#### **Teleconference Locations:**

California Department of Transportation

3390 Lanatt Street, Room B

Sacramento, California

First District Office

105 East Anapamu Street

Santa Barbara, California

Fullerton City Hall

303 West Commonwealth Avenue

Fullerton, California

Indian Wells City Hall

44950 Eldorado Drive

Indian Wells, California

McCambridge Park Community Center

1515 North Glenoaks Boulevard

Burbank, California



## **BOARD MEETING AGENDA**

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### **Teleconference Locations:**

Poway City Hall  
13325 Civic Center Drive  
Poway, California

Ventura County Transportation Commission  
751 East Daily Drive, Suite 420  
Camarillo, California

### **Accessibility**

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency 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.

### **Agenda Descriptions**

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](http://www.lossan.net) or through the LOSSAN Clerk of the Board's office at: Orange County Transportation Authority Headquarters (OCTA), 600 South Main Street, Orange, California.

### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking the below link:

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



## BOARD MEETING AGENDA

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### **In-Person Comment**

Members of the public may attend in-person and address the Board of Directors regarding any item within the subject matter jurisdiction of the LOSSAN Rail Corridor Agency. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

### **Written Comment**

Written public comments may also be submitted by emailing them to [lossanclerk@octa.net](mailto:lossanclerk@octa.net), and must be sent by 5:00 p.m. the day prior to 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.

### **Call to Order**

### **Roll Call**

### **Pledge of Allegiance**

### **Closed Session**

A Closed Session is not scheduled.

### **Special Calendar**

1. **Salute to Outgoing Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board Member**

#### ***Overview***

Present Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Resolution of Appreciation to Board Member Priya Bhat-Patel for her service.

### **Consent Calendar (Items 2 through 11)**

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

2. **Approval of Minutes**

#### ***Recommendation***

Approve the minutes of the February 20, 2024 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Director's Meeting.



## BOARD MEETING AGENDA

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### ***Attachments:***

[Minutes](#)

### **3. Fiscal Year 2023-24 First Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends**

#### ***Overview***

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the first quarter of state fiscal year 2023-24.

#### ***Recommendation***

Receive and file as and information item.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

### **4. Fiscal Year 2023-24 First Quarter Amtrak Pacific Surfliner On-Time Performance Analysis**

#### ***Overview***

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of state fiscal year 2023-24, covering the months of July, August, and September 2023.

#### ***Recommendation***

Receive and file as an information item.

### ***Attachments:***

[Staff Report](#)

### **5. Fiscal Year 2023-24 Second 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 October through December 2023.

#### ***Recommendation***

Receive and file as an information item.



## BOARD MEETING AGENDA

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### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

### **6. Fiscal Year 2023-24 Second Quarter Budget Status Report**

#### ***Overview***

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Fiscal Year 2023-24 budget was approved by the Board of Directors on March 20, 2023. The California State Transportation Agency approved the Fiscal Year 2023-24 budget and funding on September 13, 2023. This report summarizes financial activities and performance through the second quarter of fiscal year 2023-24, covering the months of July through December 2023.

#### ***Recommendation***

Receive and file as an information item.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### **7. Fiscal Year 2023-24 Second Quarter Amtrak Pacific Surfliner System Safety and Incident Report**

#### ***Overview***

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the second quarter of fiscal year 2023-24, covering the months of October, November, and December 2023.

#### ***Recommendation***

Receive and file as an information item.



## BOARD MEETING AGENDA

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### ***Attachments:***

[Staff Report](#)

### **8. Amendment to Cooperative Agreements with Orange County Transportation Authority and Anaheim Transportation Network for the Transit Transfer Program**

#### ***Overview***

On November 16, 2015, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors authorized the Managing Director to accept \$1.675 million in Transit and Intercity Rail Capital Program funding to support the Pacific Surfliner Transit Transfer Program, which allows Pacific Surfliner passengers to transfer more seamlessly to connecting public transit services. The Board of Directors also authorized the Managing Director to negotiate and execute agreements with participating local transit agencies. The program continued with state operating funding in July 2022 after the expiration of Transit and Intercity Rail Capital Program funding. At this time, ten agreements with local transit agencies were extended through June 30, 2027, utilizing state operating funds. Two of these agreements now require funding amendments to allow for the continuance of the Pacific Surfliner Transit Transfer Program.

#### ***Recommendations***

- A. Authorize the Managing Director to negotiate and execute Amendment No. 9 to Cooperative Agreement No. L-6-0009 Orange County Transportation Authority in the amount of \$85,468 to provide ongoing reimbursement for transit transfers by Pacific Surfliner passengers. This will increase the maximum obligation of the cooperative agreement to a total value of \$194,623.
- B. Authorize the Managing Director to negotiate and execute Amendment No. 6 to Cooperative Agreement No. L-6-0010 with Anaheim Transportation Network in the amount of \$41,052 to provide ongoing reimbursement for transit transfers by Pacific Surfliner passengers. This will increase the maximum obligation of the cooperative agreement to a total value of \$165,052.

### ***Attachments:***

[Staff Report](#)

### **9. Reimbursement Agreement with Union Pacific Railroad for Corridor Hardening and Coastal Resiliency Improvements**

#### ***Overview***

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency has programmed \$10,406,000 in funding to long-term corridor hardening and coastal resiliency improvements along the Santa Barbara Subdivision in partnership with the Union Pacific Railroad. Staff have worked with the Union Pacific Railroad to identify the most critical and



## BOARD MEETING AGENDA

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urgent locations where there is the need to stabilize the track and adjacent bluffs. To advance work at these critical locations, staff are seeking Board of Directors approval to negotiate and execute an agreement with the Union Pacific Railroad to deliver the improvements.

### ***Recommendation***

Authorize the Managing Director to negotiate and execute an agreement between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Union Pacific Railroad for a not-to-exceed amount of \$10,406,000, to construct the long-term improvements necessary to stabilize the track and adjacent bluffs at Mileposts 324.4 and 328.2 along the Santa Barbara Subdivision.

### ***Attachments:***

[Staff Report](#)

## **10. Approval to Release Request for Proposals for Pacific Surfliner Marketing Services**

### ***Overview***

Consultant services are needed to provide field marketing and community outreach services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency, including program management and fulfillment, community outreach and education, promotional marketing, and strategic marketing consultation. Staff has developed a request for proposals to initiate a competitive procurement to select a firm to provide field marketing services.

### ***Recommendations***

- A. Approve the release of Request for Proposals 4-2080 to select a firm to provide field marketing services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for a one-year initial term with two, two-year option terms.
- B. Approve the proposed evaluation criteria and weightings for Request for Proposals 4-2080 for selection of a consultant to provide field marketing services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)



## BOARD MEETING AGENDA

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### 11. Amendment to Agreement for Videography and Photography Services

#### **Overview**

On March 31, 2023, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with JPG, Inc., doing business as Oak Leaf Productions, to provide videography and photography services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for a one-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective May 1, 2024, through April 30, 2026.

#### **Recommendation**

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Agreement No. L-2-0010 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and JPG, Inc., doing business as Oak Leaf Productions, to exercise the first option term of the agreement, effective May 1, 2024 through April 30, 2026, in the amount of \$300,000, to provide continued videography and photography services to the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$600,000.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

### Regular Calendar

### 12. State Legislative Update

#### **Overview**

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues, which may directly impact its overall functions, as necessary. This legislative session, Senator Catherine Blakespear (D-Encinitas) has introduced Senate Bill 1098, known as the Southern California Revitalization Act, which creates several new reporting and long-term planning requirements for the California State Transportation Agency Secretary and the metropolitan planning organizations located within the Los Angeles - San Diego - San Luis Obispo Rail Corridor. A summary is provided of the main components of the legislation. After receiving feedback and direction from the Board of Directors, staff will work with the author's office and coordinate with member agencies to help inform and identify any areas for potential improvement.

#### **Recommendation**

Direct staff to engage with the author's office and work with Los Angeles - San Diego - San Luis Obispo Rail Corridor member agency staff to help inform and identify any



## BOARD MEETING AGENDA

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potential improvements to Senate Bill 1098 (Blakespear, D-Encinitas).

***Attachments:***

[Staff Report](#)

[Attachment A](#)

**13. Final Approval of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Business Plan Submittal for Fiscal Years 2024-25 and 2025-26**

***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 1st of each year that provides the basis for its annual budget request, outlines operations and service goals, and discusses any proposed changes to the Pacific Surfliner intercity passenger rail service. Staff has prepared a draft of the annual business plan for fiscal years 2024-25 and 2025-26 for the Board of Directors' review.

***Recommendation***

- A. Direct Adopt the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2024-25 and 2025-26.
- B. Direct staff to submit the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2024-25 and 2025-26 to the Secretary of the California State Transportation Agency by April 1, 2024.
- C. Direct staff to return to the Board of Directors in June 2024, as needed, with an updated business plan that includes any revised budget assumptions consistent with the revenue and expense estimates provided by Amtrak for federal fiscal year 2024-25.
- D. Authorize the Managing Director to approve total advertising expenditures to exceed \$100,000 in Fiscal Year 2024-25 with Facebook and Google for digital ad placements.

***Attachments:***

[Staff Report](#)

[Attachment A](#)



## BOARD MEETING AGENDA

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### Discussion Items

#### 14. Pacific Surfliner Marketing Update

##### ***Overview***

Staff will provide a summary of marketing activities and performance for the second quarter of 2023-24.

##### ***Attachments:***

[Presentation](#)

#### 15. Update on San Clemente Track Closure

##### ***Overview***

LOSSAN Staff will provide an update on Pacific Surfliner service in relation to the emergency work at Mariposa Point in San Clemente.

#### 16. Public Comments

#### 17. Managing Director's Report

#### 18. Board Members' Report

#### 19. Adjournment

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

**1:15 p.m. on Monday, May 20, 2024**

Gold Coast Transit  
201 East 4th Street  
Oxnard, California



# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

### **Call to Order**

The February 20, 2024, regular meeting of the Board of Directors (Board) of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency was called to order by Chair Edson at 1:15 p.m. at the Orange County Transportation Authority (OCTA) Headquarters, 550 South Main Street, Orange, California.

### **Roll Call**

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

Directors Present: Fred Jung, OCTA, Vice Chair  
Fernando Dutra, Metro  
Jewel Edson, NCTD  
Katrina Foley, OCTA  
Dana Reed, RCTC  
Fred Strong, SLOCOG  
Art Brown, SCAG, Ex-Officio  
Jeanne Cantu, Amtrak, Ex-Officio

Via Teleconference: Bryan MacDonald, VCTC, Chair  
Caylin Frank, SDMTS  
Jess Talamantes, Metro  
Das Williams, SBCAG  
Kyle Gradinger, Caltrans, Ex-Officio

Directors Absent: LaDonna DiCamillo, CHSRA, Ex-Officio

Staff Present: Jason Jewell, Managing Director  
Allison Cheshire, LOSSAN Clerk of the Board  
Gina Ramirez, Assistant Clerk of the Board  
James Donich, General Counsel  
LOSSAN Staff

### **Special Calendar**

#### **1. Election of Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Chair**

A motion was made by Chair Edson, seconded by Director Foley, and following a roll call vote, declared passed 10-0, to elect Bryan MacDonald as the 2024 Chair of the LOSSAN Agency Board of Directors.



# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

### **2. Election of Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Vice Chair**

A motion was made by Chair Edson, seconded by Director Foley, and following a roll call vote, declared passed 10-0, to elect Fred Jung as the 2024 Vice Chair of the LOSSAN Agency Board of Directors.

### **3. Selection of Executive Committee Members for Calendar Year 2024**

A motion was made by Director Reed, seconded by Director Talamantes, and following a roll call vote, declared passed 10-0, to select Fernando Dutra, along with the Chair, Vice Chair, and immediate past Chair of the Board of Directors, to serve on the Executive Committee for Calendar Year 2024.

## **Consent Calendar (Items 4 through 8)**

### **4. Approval of Minutes**

A motion was made by Director Strong, seconded by Director Edson, and following a roll call vote, declared passed 10-0, to approve the minutes of the November 20, 2023, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors' meeting.

### **5. Fiscal Year 2022-23 Annual Financial Statement Audit**

A motion was made by Director Strong, seconded by Director Edson, and following a roll call vote, declared passed 10-0, to receive and file the fiscal year 2022-23 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency audited annual financial statements and accompanying independent auditor's report.

### **6. Agreement for Independent Annual Financial Auditing Services**

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

- A. Approve the selection of Eide Bailly LLP as the firm to provide independent annual financial auditing services.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L-3-0006 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Eide Bailly LLP, in the amount of \$69,457, to provide independent annual financial auditing services for a three-year initial term with one, two-year option term.



**7. Funding Agreement for the Environmental Phase of the Camarillo Station Pedestrian Underpass Project**

A motion was made by Director Strong, seconded by Director Edson, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute an agreement with the City of Camarillo not to exceed \$1.9 million for the use of Proposition 1B funds for the Camarillo Station Pedestrian Underpass Project.

**8. Amendment to Reimbursement Agreement with Union Pacific Railroad for Preliminary Engineering Services for the Leesdale Siding Extension Project**

A motion was made by Director Strong, seconded by Director Edson, and following a roll call vote, declared passed 10-0, to authorize the Managing Director to negotiate and execute Amendment No. 1 to Reimbursement Agreement No. L-3-0009 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Union Pacific Railroad, in the amount of \$101,000, for a period of up to three years, to prepare all necessary and related signal and communication designs for the Leesdale Siding Extension project.

### **Regular Calendar**

**9. Approval of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2024 Work Plan**

Roger Lopez, Administrative Officer, provided a report in this item.

A motion was made by Director Strong, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to Approve the Los Angeles – San Diego - San Luis Obispo Rail Corridor Agency 2024 Work Plan

**10. Final Draft Business Plan for Fiscal Years 2024-25 and 2025-26**

Jason Jewell, Managing Director, provided a report on this item.

A motion was made by Director Dutra, seconded by Director Strong, and following a roll call vote, declared passed 10-0, to direct staff to incorporate comments received from the Board of Directors into the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's annual business plan for fiscal years 2024-25 and 2025-26 and return to the Board of Directors on March 18, 2024, for final approval.



## **Discussion Items**

### **11. Corridor Identification and Development Program**

Kyle Gradinger, Assistant Deputy Director of Rail Transportation, Caltrans, provided a presentation on this item.

A discussion ensued among the Members and staff regarding the following:

- Identifying resiliency and restoration projects
- Identifying shovel ready and long-term planning projects

No action was taken on this item.

### **12. Update on San Clemente Track Closure**

Jason Lee, Manager, Rail Capital Programs, OCTA, provided a report on this item.

A discussion ensued among the Members and staff regarding the following:

- Coastal Rail Resiliency study underway by OCTA
- Challenges of obtaining permits to work in the coastal rail area

No action was taken on this item.

### **13. Public Comments**

There were no public comments received.

### **14. Managing Director's Report**

Jason Jewell, Managing Director, reported on the following:

- Ridership update
- SB 1098 (Blakespear) – Southern California Rail Revitalization Act

### **15. Board Members' Report**

Director Edson reported \$53.9 million grant was awarded from the US Department of Transportation's Infrastructure for Rebuilding America program to replace the 108-year old San Dieguito River Railway Bridge in Del Mar which will improve the LOSSAN rail corridor, enhancing safety and accessibility for commuters, and support various projects aimed at modernizing infrastructure and promoting sustainable transportation along the coastal rail corridor.



# **MINUTES**

## ***LOSSAN Agency Board of Directors Meeting***

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### **16. Adjournment**

The meeting was adjourned at 2:48 p.m.

The next regularly scheduled Board meeting will be held:


**1:15 p.m. on Monday, March 18, 2024**

OCTA Headquarters  
550 South Main Street  
Orange, California



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2023-24 First Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

### **Overview**

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the first quarter of state fiscal year 2023-24.

### **Recommendation**

Receive and file as an information item.

### **Background**

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (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. Prior to the Coronavirus pandemic, 27 daily trains and 27 stations comprised the Pacific Surfliner service. The Pacific Surfliner currently serves 29 stations and normally operates 20 daily one-way trains (or ten round trips). In fiscal year (FY) 2019 (the last full fiscal year prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips on Pacific Surfliner trips alone, and an additional 5.4 million passenger trips were taken on the two commuter rail services combined (Metrolink and COASTER).

### **Discussion**

This report provides an update on the performance trends of the passenger rail services operating on the LOSSAN corridor, focusing on three specific performance 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 (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the first quarter of FY 2023-24, covering the months of July, August, and September 2023.

### 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 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 that was effective on March 15, 2020. Shortly thereafter, the Pacific Surfliner, COASTER, and Metrolink implemented temporary service reductions on its 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 corridor began to restore service starting on Memorial Day weekend in 2021. COASTER returned to full service on May 29, 2021, while on the same day Metrolink launched new Saturday service on its Ventura County Line. On June 28, 2021, the Pacific Surfliner increased its service from 12 daily one-way trips (six round trips) to 18 daily one-way trips (nine round trips). On October 24, 2021, the Pacific Surfliner increased its service further, to 21 daily one-way trips (10 round trips). On April 4, 2022, Metrolink made the most significant service restoration since the beginning of the pandemic, adding a total of 26 trains to its commuter rail system.

### Impacts of Temporary Track Closures in San Clemente Due to Falling Debris from an Adjacent Slope

On April 27, 2023, Pacific Surfliner service was suspended between San Juan Capistrano and Oceanside due to active debris movement on the slope adjacent to the Casa Romantica Cultural Centers and Gardens in San Clemente, located just north of the San Clemente Pier. The location of the falling debris was two miles north of the location where the Orange County Transportation Authority (OCTA) was completing track stabilization work near the Cyprus Shore Homeowners Association, with the instance of falling debris being unrelated to that track stabilization effort. The following service was operated during the track closure, similar to the service approach used during OCTA's track stabilization work:

- Limited train service between San Diego and Oceanside,
- Bus connections between Oceanside and Irvine,
- Modified train service between San Juan Capistrano and Irvine, and
- Regular train service from Los Angeles to San Luis Obispo.

On Saturday, May 27, 2023, regular Pacific Surfliner service resumed after emergency work stabilized the affected hillside which had scattered debris into the rail right-of-way. The rail line reopened in time for the start of the Memorial Day Weekend, which typically is a period of high travel demand for the Pacific Surfliner service. However, due to continued falling debris from the same slope adjacent to the Casa Romantica Cultural Center and Gardens, Pacific Surfliner service was again suspended between San Juan Capistrano and Oceanside on Monday, June 5, 2023. On Friday, June 23, 2023, the Metrolink Board of Directors approved a contract with geotechnical firm Condon-Johnson & Associates, Inc., to begin the design and installation of a temporary barrier wall to protect the right-of-way from falling debris. This second closure remained in effect through the end of the fourth quarter of FY 2023 and continued into the first quarter of FY 2024. On Monday, July 17, 2023, regular Pacific Surfliner service once again resumed after construction of the temporary barrier wall was completed.

Special Considerations for Ridership Data for the Pacific Surfliner Service During Temporary Track Closures in San Clemente

Under normal operating conditions, Pacific Surfliner trains are identified using three-digit numbers, with the 500's series used to identify trains operating only on the southern segment between San Diego and Los Angeles, while the 700's series is used to identify trains which include service north of Los Angeles. During times when a temporary track closure was in effect in San Clemente, trains operating between San Diego and Oceanside were identified using four-digit train numbers in the 1000's series, while trains operating along the portion of the route north of Irvine or San Juan Capistrano followed the existing three-digit numbering format.

Due to technical limitations of Amtrak's fare collection system, each passenger completing a one-way trip that involved a train operating between San Diego and Oceanside, the bus bridge between Oceanside and Irvine, and a train operating north of Irvine or San Juan Capistrano, was counted as two passengers for ridership purposes. Passengers were counted for both the 1000's series train taken south of Oceanside and the 500's series or 700's series train taken north of Irvine or San Juan Capistrano. Under normal circumstances, passengers requiring the use of more than one Amtrak route to complete a one-way trip are counted for each route traveled on, and this procedure was applied for passengers connecting between Pacific Surfliner trains at Irvine and Oceanside

via the bus connections. Because Amtrak's fare collection system is designed to track ridership based on this operating procedure involving individual train numbers, manual review of all ticket transactions is required to provide adjusted ridership statistics. Due to the resource commitment required from Amtrak to perform such an extensive manual review, there is currently no timeframe on when such adjusted figures may become available for all months when a temporary track closure was in effect.

For its own reporting purposes, Amtrak has adhered to normal procedures for reporting ridership by individual train number as it relates to performance of the Pacific Surfliner route and its national system. This includes retaining counts for each train service a passenger used to complete a one-way trip along the Pacific Surfliner route involving a bus connection while a temporary track closure in San Clemente was in effect. To ensure consistency, all performance data presented by the LOSSAN Agency for the Pacific Surfliner for the first quarter reflects Amtrak's reporting procedures as described above.

Special Considerations for On-Time Performance Data for the Pacific Surfliner Service During Temporary Track Closures in San Clemente

The LOSSAN Agency sources OTP data for the Pacific Surfliner through Amtrak's On-Time Performance Monitoring and Reporting System (OTP MRS), which includes detailed reports for individual delays experienced by Pacific Surfliner trains as well as delays incurred per 10,000 train miles for each of the four host railroads. LOSSAN Agency staff discovered that starting during FY 2023 Q4, and continuing into FY 2024 Q1, the OTP MRS began excluding data from trains operating along the segment between San Diego and Oceanside during periods when a temporary track closure was in effect in San Clemente. Following this discovery, the LOSSAN Agency staff engaged in discussions with Amtrak to address and rectify the absence of detailed OTP data for the affected trains, identifying a programming issue as the root cause. However, due to the constraints of the reporting timelines by Amtrak, incorporating the previously omitted trains' data within the OTP MRS proved to be unachievable. As a result, the on-time performance data provided in this report is based on the information currently available within the OTP MRS, which does not include data for some trains operating between San Diego and Oceanside during temporary track closures. Moving forward, the approach to reporting will continue to utilize the best available data, acknowledging that this methodology is adopted out of necessity rather than as a reflection of standard reporting practices for the Pacific Surfliner.

## Usage

For the first quarter of FY 2023-24, total LOSSAN corridor **ridership for the three services combined was 1,163,554**, representing a 4.5 percent increase when compared to the same period of the previous year. A 24-month chart for the LOSSAN corridor, with the specific performance of each service, is shown in Figure 1.

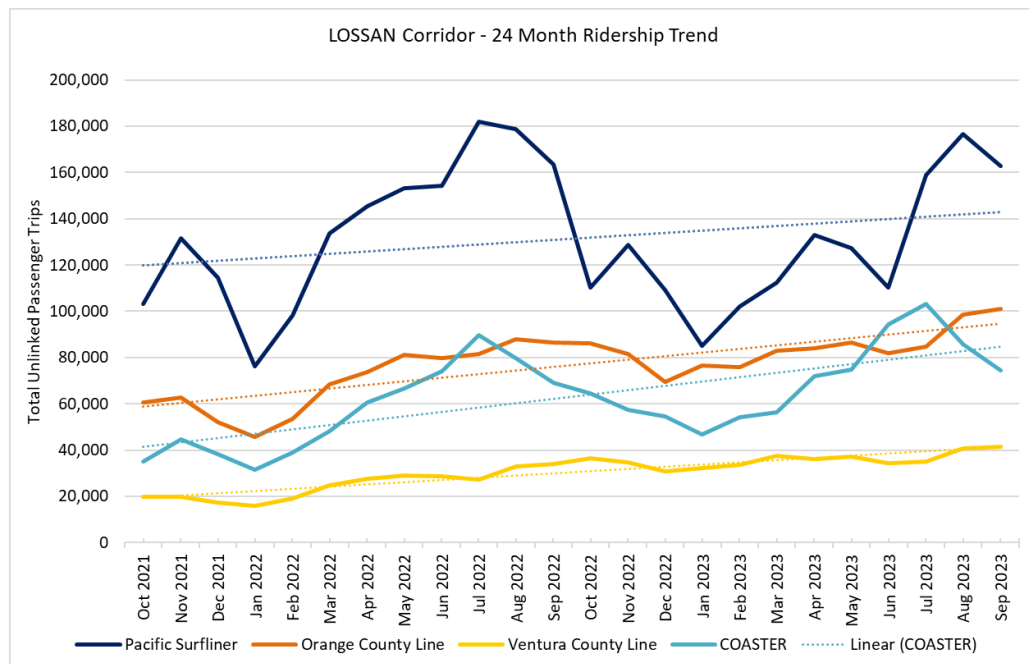
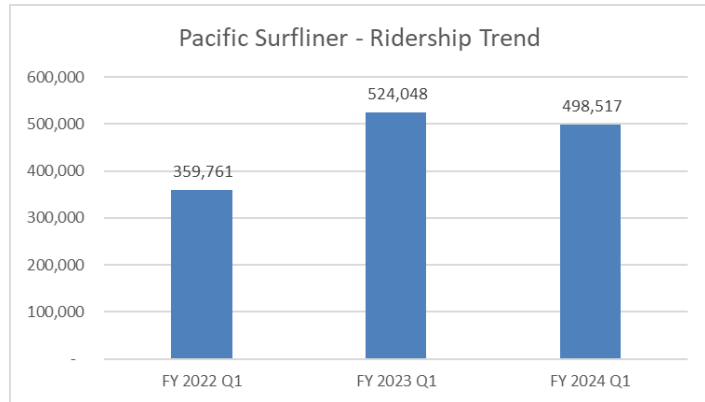


Figure 1

The 24 months of ridership data included in Figure 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 seasonal variations in ridership patterns and provides sufficient information to develop a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN 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

Overall LOSSAN corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the first quarter of FY 2023-24 was 498,517, representing a decrease of



4.9 percent when compared to the

same period last year, as is illustrated in Figure 2. The decrease in ridership is largely attributable to the modified train schedules which were operated from the beginning of the quarter through Sunday, July 16, 2023, while construction of the temporary barrier wall near the Casa Romantica Gardens and Cultural Center in San Clemente was completed. 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

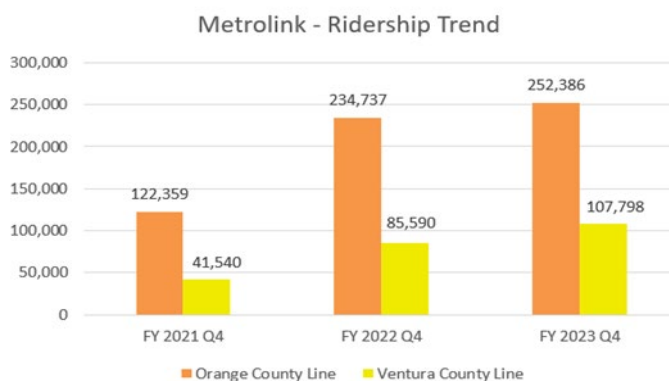


Figure 3

The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 24.2 percent when compared to the first quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw an 11.1 percent increase in ridership over the same report period in the prior year. During the first quarter

of FY 2023-24, there were an average of 6,747 Metrolink pass holders per month who utilized the R2R Program to ride Pacific Surfliner trains<sup>1</sup>.

<sup>1</sup> Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.

## COASTER

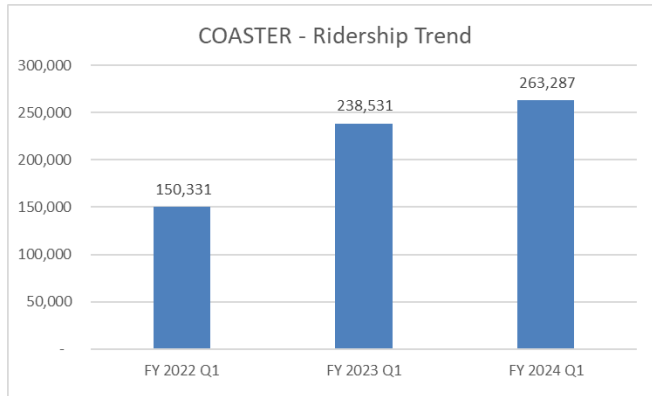


Figure 4

NCTD's COASTER commuter rail service operating between Oceanside and San Diego saw a ridership increase of 10.4 percent during the first quarter of FY 2023-24 when compared to the same period in the prior year, as shown in Figure 4. During the first quarter of FY 2023-24, there were an average of 668 COASTER pass holders per month utilizing

the R2R Program to ride Pacific Surfliner trains<sup>2</sup>.

## Amtrak System

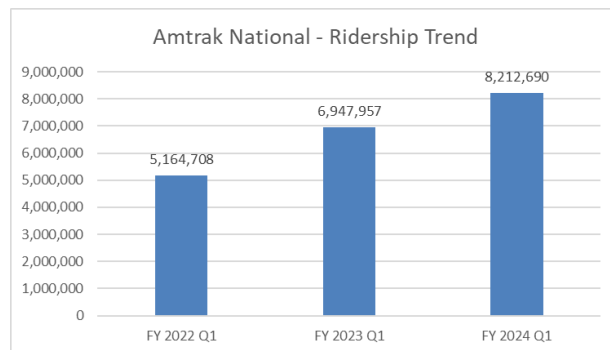


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 18.2 percent for the first quarter of FY 2023-24 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak's Coast Starlight, which operates between Seattle and Los Angeles, saw ridership decrease by 17.1 percent in the first quarter compared with the same period last year. The Capitol Corridor (operating between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento, to Stockton and Bakersfield) are the two other California state-supported intercity passenger rail services operated by Amtrak, and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 19.6 percent on the Capitol Corridor and by 9.6 percent on the San Joaquins Corridor during the first quarter when compared to the same period last year.

<sup>2</sup> COASTER R2R values are based on preliminary, unaudited data provided by Amtrak.

## Passenger Miles

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

The Pacific Surfliner generated over 46 million passenger miles during the first quarter of FY 2023-24, which is a 10.1 percent decrease compared to the same period in the prior year. The decrease in passenger miles aligns with the decrease in ridership. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of about 16,371 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,707,900 gallons of gasoline.

## Efficiency

### Passenger Trips Per Train Mile

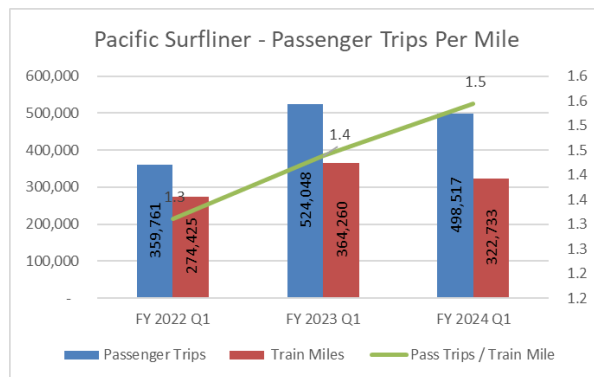


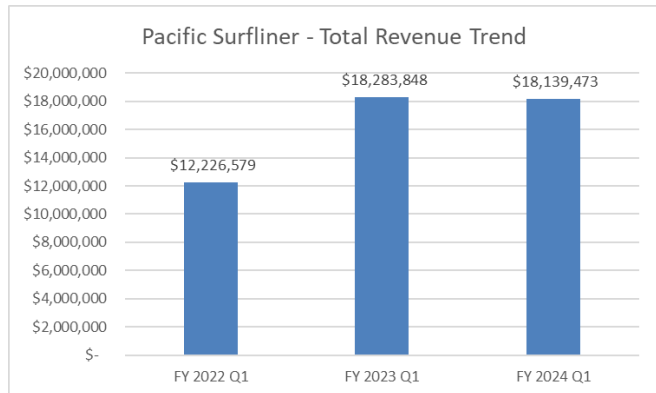
Figure 6

Passenger trips per train mile is calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service<sup>3</sup>. This metric focuses on service efficiency, as it is the ratio of usage (passenger trips) over service provided (train miles). The higher the ratio value, the more efficient the service, and vice versa. For the first quarter of FY 2023-24, the ratio of passenger trips per train mile increased by 7.4 percent when compared with the same period in the prior year, as illustrated in Figure 6.

<sup>3</sup> Total train miles include deadhead mileage to and from rail yard facilities.

## Revenue

In correlation with the Pacific Surfliner ridership decrease resulting from slope stabilization work near the Casa Romantica Cultural Center and Gardens, total revenue<sup>4</sup> for the Pacific Surfliner also decreased. For the first quarter of FY 2023-24, total revenue decreased by 0.8 percent when compared with the same period in the prior year, as shown in Figure 7.



*Figure 7*

## Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending September 30, 2023, was 45.5 percent. For comparison, including only the three months of the first quarter of FY 2023-24 results in a farebox recovery ratio of 64.3 percent.

## Quality

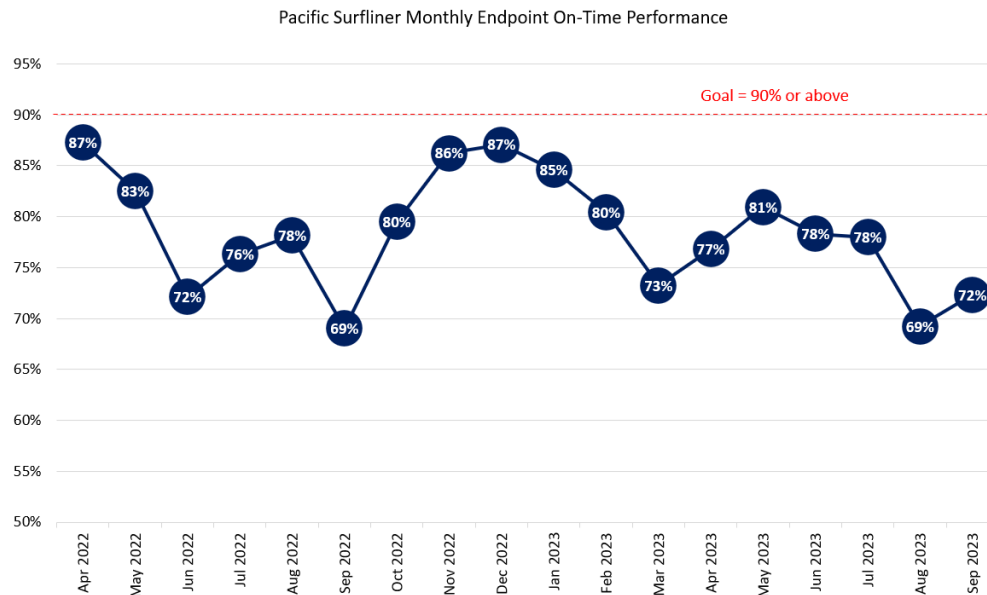
### OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. A commuter train is considered late if it arrives six or more minutes late to its terminal location, while a Pacific Surfliner train is considered late if it arrives more than 15 minutes after its scheduled arrival time. For the Pacific Surfliner service, endpoint OTP is calculated by dividing the total number of trains arriving on time at the end point by the total number of trains operated. The State of California intercity passenger rail Uniform Performance Standards (UPS), which were approved by the Secretary of Transportation in 2014, set an endpoint OTP goal of 90 percent for the Pacific Surfliner service.

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<sup>4</sup> Total Operating Revenue includes the following revenue categories: Ticket Revenue, R2R Revenue, Food and Beverage Revenue, and Other Revenue.

For the three months in the first quarter of FY 2023-24, endpoint OTP for the Pacific Surfliner averaged 73.0 percent, which was a 2.1 percent decrease over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.



*Figure 8*

The LOSSAN Rail Corridor Agency (LOSSAN Agency) will continue to work collaboratively with the Corridor Improvement Team via quarterly meetings to identify and address issues negatively impacting OTP.

### Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a “very satisfied” percentage is calculated per 100 passengers via electronic surveys. For the first quarter of FY 2023-24, the Pacific Surfliner scored an average eCSI of 80.8 percent, representing a 3.1 percent decrease from the average eCSI of 83.4 percent achieved during the same period last year.

### 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 passenger expectations. As part of that effort, LOSSAN Agency staff closely monitor food and beverage sales to gauge the success of what is being offered and identify items that need to be adjusted.

<i>Sales Category</i>	<i>FY23 Q1 (Jul-Sept 2022)</i>	<i>FY24 Q1 (Jul-Sept 2023)</i>	<i>% Change</i>
Baked Goods	\$ 62,376	\$ 44,928	-28.0%
Beer	\$ 263,734	\$ 166,627	-36.8%
Beverages	\$ 303,587	\$ 204,896	-32.5%
Dairy Products	\$ 1,442	\$ 1,159	-19.6%
Fresh Prepared Foods	\$ 160,451	\$ 135,726	-15.4%
Liquor	\$ 150,665	\$ 106,757	-29.1%
Miscellaneous Merchandise	\$ 2,415	\$ 2,450	1.4%
Packaged Snack Foods	\$ 579,151	\$ 429,399	-25.9%
Salads	\$ 10,640	\$ 348	-96.7%
Wine	\$ 280,839	\$ 186,071	-33.7%
<b>Total Revenue</b>	<b>\$ 1,815,297</b>	<b>\$ 1,278,360</b>	<b>-29.6%</b>

*Figure 9*

For the first quarter of FY 2023-24, food and beverage sales decreased by 29.6 percent compared to the same quarter in the prior year, which aligns with the decrease in Pacific Surfliner ridership. Details on the performance of each specific category are included in Figure 9.

#### Amtrak Thruway Bus Service

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN corridor. The bus routes function as part of the Pacific Surfliner service and as of September 30, 2023, included:

- Route 4<sup>5</sup>: One daily round trip between Los Angeles and Santa Barbara.
- Route 17: Two daily round trips between Santa Barbara, San Luis Obispo, and Oakland (where it connects with Capitol Corridor); and one daily round trip between San Luis Obispo and Oakland.
- Route 39: One daily round trip between Fullerton and Indio/Coachella Valley, and one daily round trip between Fullerton and Palm Springs.

<sup>5</sup> Although service on Thruway Bus Route 4 operated throughout FY 2024 Q1, the service was later discontinued during FY 2024 Q2.

For the first quarter of FY 2023-24, combined ridership on these three routes totaled 21,599, representing an increase of 11.5 percent when compared to the ridership of 19,366 for the same period in the prior year.

***Summary***

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, for the first quarter of FY 2023-24. During the first quarter, total combined passenger rail ridership along the corridor increased by 4.5 percent when compared to the same period last year. However, ridership on the Pacific Surfliner decreased by 4.9 percent, along with a 0.8 percent decrease in total revenue when compared to the same period last year.

***Attachment***

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, First Quarter Fiscal Year 2023-24

**Prepared by:**



Kristopher Ryan  
Sr. Finance & Administration Manager  
(714) 560-5409

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary  
First Quarter Fiscal Year 2023-24**

<b><u>Service</u></b>	<b><u>Ridership (total)</u></b>	<b><u>Ridership – Growth Over Same Quarter Previous Year</u></b>	<b><u>Revenue (total)</u></b>	<b><u>Revenue – Growth Over Same Quarter Previous Year</u></b>	<b><u>Endpoint OTP (3 mo. avg.)</u></b>
Pacific Surfliner	498,517 <sup>1</sup>	-4.9%	\$28,208,512	4.8%	73.0%
Metrolink Orange County Line	284,374	11.1%	---	---	89.8%
Metrolink Ventura County Line	117,376	24.2%	---	---	85.7%
COASTER	263,287	10.4%	---	---	90.2%
<b>LOSSAN Total</b>	<b>1,163,554</b>	<b>4.5%</b>	---	---	---

Amtrak Nationwide	8,212,690 <sup>2</sup>	18.2%	---	---	71.0%
Coast Starlight	87,036	-17.1%	---	---	65.3%
Capitol Corridor	238,213	19.6%	---	---	84.0%
San Joaquins	221,146	9.6%	---	---	69.7%


<sup>1</sup> The ridership reported for the Pacific Surfliner is based on official Amtrak ridership data, which counted trips involving a train-bus-train transfer as two trips, due to two different Amtrak train numbers being involved. To ensure consistency, the LOSSAN Agency is reporting Amtrak-provided ridership data for the first quarter of FY 2023-24 without manual adjustments to account for train-bus-train transfers.

<sup>2</sup> FY 2023-24 Q1 Amtrak system ridership includes counting Pacific Surfliner trips involving a train-bus-train transfer as two trips, due to two different Amtrak train numbers being involved.



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2023-24 First Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

### **Overview**

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of state fiscal year 2023-24, covering the months of July, August, and September 2023.

### **Recommendation**

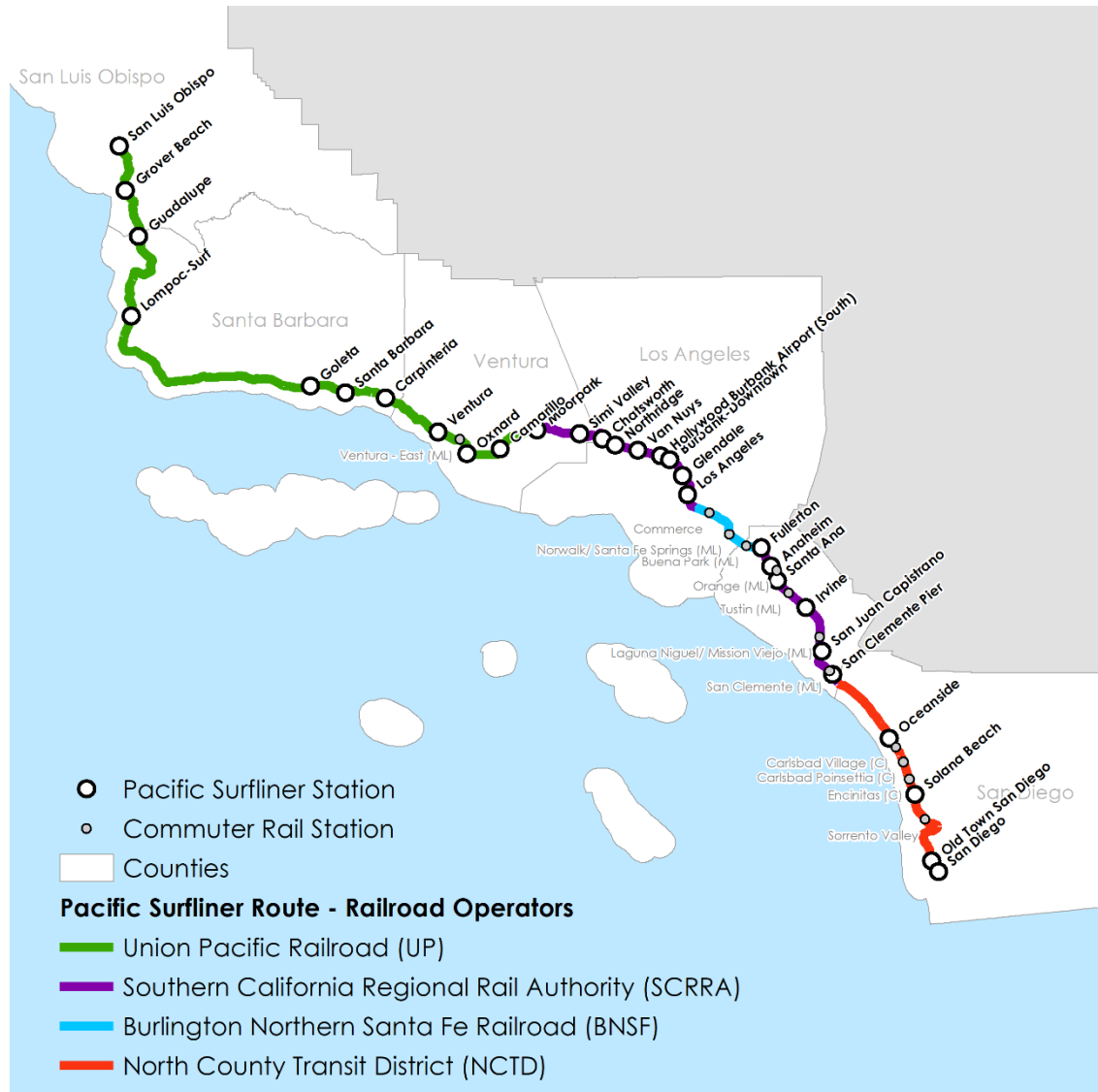
Receive and file as an information item.

### **Background**

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor), which traverses through a six-county coastal region in Southern California. As illustrated in Figure 1 on the next page, the rail right-of-way along the corridor is hosted by four different host railroads, including the Union Pacific Railroad (UP), the Burlington Northern Santa Fe Railway (BNSF), the Southern California Regional Rail Authority (SCRRA), and North County Transit District (NCTD).

In addition to the Amtrak Pacific Surfliner intercity passenger rail service, Amtrak long-distance trains, Metrolink commuter trains, and COASTER commuter trains also operate along the north-south corridor.

Figure 1: Pacific Surfliner Route



Before the COVID-19 pandemic necessitated service reductions in late March 2020, the LOSSAN Corridor was bustling with over 150 daily one-way train operations, spanning 41 stations. Within this bustling activity, the Pacific Surfliner service alone accounted for 27 trains and served 27 stations. Today, the Pacific Surfliner has expanded its reach to 29 stations, maintaining a schedule of 20 daily one-way trains, equating to ten round trips. Reflecting on the fiscal year 2018-19, the last complete fiscal year before the pandemic's impact, the Pacific Surfliner boasted nearly 2.8 million passenger journeys, with an additional 5.4 million rides taken on the combined commuter rail services of Metrolink and COASTER.

### Impact of COVID-19 Pandemic

The COVID-19 pandemic significantly impacted transit operations globally, including the LOSSAN corridor's three rail services. Following Governor Newsom's March 15, 2020, safer-at-home order, the Pacific Surfliner, COASTER, and Metrolink experienced notable declines in ridership and revenue, leading to temporary service reductions starting late March 2020. As conditions improved, rail services gradually resumed. COASTER was the first to return to full service on May 29, 2021, coinciding with Metrolink's new Saturday service on its Ventura County Line. The Pacific Surfliner service restoration began on June 28, 2021, increasing from 12 to 18 daily one-way trips, and further expanded on October 24, 2021, to 21 daily one-way trips. Metrolink's significant service expansion occurred on April 4, 2022, with the addition of 26 trains, marking a pivotal recovery milestone since the pandemic onset.

### Impacts of Temporary Track Closures in San Clemente Due to Falling Debris from an Adjacent Slope

On April 27, 2023, service on the Pacific Surfliner was halted between San Juan Capistrano and Oceanside due to active debris movement on the slope adjacent to the Casa Romantica Cultural Center and Gardens in San Clemente, just north of the San Clemente Pier. This debris fall occurred two miles north of where the Orange County Transportation Authority (OCTA) was finishing track stabilization work near the Cyprus Shore Homeowners Association, noting that the debris fall was not related to the stabilization project. During this track closure, the service operated as follows:

- Limited train service was available between San Diego and Oceanside.
- Bus connections were provided between Oceanside and Irvine.
- Modified train service ran between San Juan Capistrano and Irvine.
- Regular train service continued from Los Angeles to San Luis Obispo.

Service resumed regular operations on Saturday, May 27, 2023, following emergency stabilization of the hillside that had scattered debris onto the rail right-of-way. The reopening was timely for the Memorial Day Weekend, a period of heightened demand for the Pacific Surfliner. However, service was suspended again on Monday, June 5, 2023, due to ongoing debris falls from the same slope near the Casa Romantica Cultural Center and Gardens.

On Friday, June 23, 2023, the Metrolink Board of Directors approved a contract with the geotechnical firm Condon-Johnson & Associates, Inc., initiating the design and installation of a temporary barrier wall to shield the railway from falling debris. This disruption extended through the end of the fourth quarter of

FY 2023 and into the first quarter of FY 2024. Finally, on Monday, July 17, 2023, regular service on the Pacific Surfliner was restored following the completion of the temporary barrier wall.

Special Considerations for Ridership Data for the Pacific Surfliner Service During Temporary Track Closures in San Clemente

Under normal operations, Pacific Surfliner trains utilize a three-digit numbering system. The 500 series denotes trains on the southern segment between San Diego and Los Angeles, and the 700 series for those extending north of Los Angeles. During temporary track closures in San Clemente, trains operating between San Diego and Oceanside adopted a four-digit 1000 series, while service north of Irvine or San Juan Capistrano maintained the three-digit format.

Amtrak's fare collection system, due to its technical limitations, necessitated counting each passenger journey involving a transition from train to bus bridge, and back to train as two separate trips. Thus, passengers were counted twice: once for the 1000 series segment and again for the subsequent 500 or 700 series train. Typically, Amtrak counts passengers for each segment of their journey when multiple routes are used, applying this method during the track closure. However, given the substantial resources Amtrak must allocate for an extensive manual review, a specific timeline for the availability of adjusted ridership figures during months affected by temporary track closures remains undetermined.

Amtrak continues to report ridership by individual train number for the Pacific Surfliner route, adhering to its standard procedure even during the track closure. This report reflects Amtrak's practice ensuring consistency in performance data presented by the LOSSAN Agency for the affected quarter.

Special Considerations for On-Time Performance Data for the Pacific Surfliner Service During Temporary Track Closures in San Clemente

The LOSSAN Agency collects on-time performance (OTP) data for the Pacific Surfliner from Amtrak's On-Time Performance Monitoring and Reporting System (OTP MRS). This system provides comprehensive reports on delays for individual Pacific Surfliner trains and per 10,000 train miles across the four host railroads. However, from FY 2023 Q4 to FY 2024 Q1, the OTP MRS excluded data for trains on the San Diego-Oceanside segment during temporary closures in San Clemente. After identifying a programming issue as the cause, LOSSAN staff engaged with Amtrak to include this missing data. Due to Amtrak's reporting deadlines, incorporating the omitted train data into the OTP MRS was not

feasible. Therefore, the on-time performance data in this report excludes some trains affected by the closures. Despite this, our reporting methodology will continue using the most accurate data available, recognizing that these adjustments are necessary rather than indicative of the Pacific Surfliner's standard reporting practices.

### ***Discussion***

This report provides an update on the average systemwide on-time performance (OTP) of the Amtrak Pacific Surfliner for the first quarter (Q1) of FY 2023-24. The following metrics give an overview of the Pacific Surfliner train OTP scores for the reporting quarter, as well as information about delay causes:

- Endpoint OTP
- Total Trains Operated
- Total Trains Cancelled or Suspended
- Customer OTP
- Ridership
- Endpoint OTP by Train
- Total Train Miles
- Systemwide Delays by Responsible Party, Per 10,000 Train Miles
- Systemwide Delays by Delay Type, Per 10,000 Train Miles
- Host-Responsible Delays, Per 10,000 Train Miles
- Total Delays Around Stations (or Other Specific Locations)

### **Endpoint OTP**

Endpoint OTP represents the percentage of trains arriving to their final station within 15 minutes of their schedule arrival time. This metric is part of the Uniform Performance Standards that the LOSSAN Agency is required to report to the California State Transportation Agency (CalSTA), which sets a 90 percent endpoint OTP standard.

*Figure 2: Endpoint OTP by Total Trains Operated*

<b>Values</b>	<b>FY 2023 Q4</b>	<b>FY 2024 Q1</b>	<b>% Change</b>
<b>Late</b>	358	480	34.1%
<b>On-Time</b>	1,317	1,301	-1.2%
<b>Operated</b>	1,675	1,781	6.3%
<b>Endpoint OTP</b>	<b>78.6%</b>	<b>73.0%</b>	<b>-7.1%</b>

As shown in Figure 2, for Q1 FY 2023-24, 1,301 of 1,781 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 480 trains

arrived late. This results in a **systemwide endpoint OTP score of 73.0 percent** for Q1 FY 2023-24, representing a 7.1 percent decrease from 78.6 percent endpoint OTP for the previous quarter.

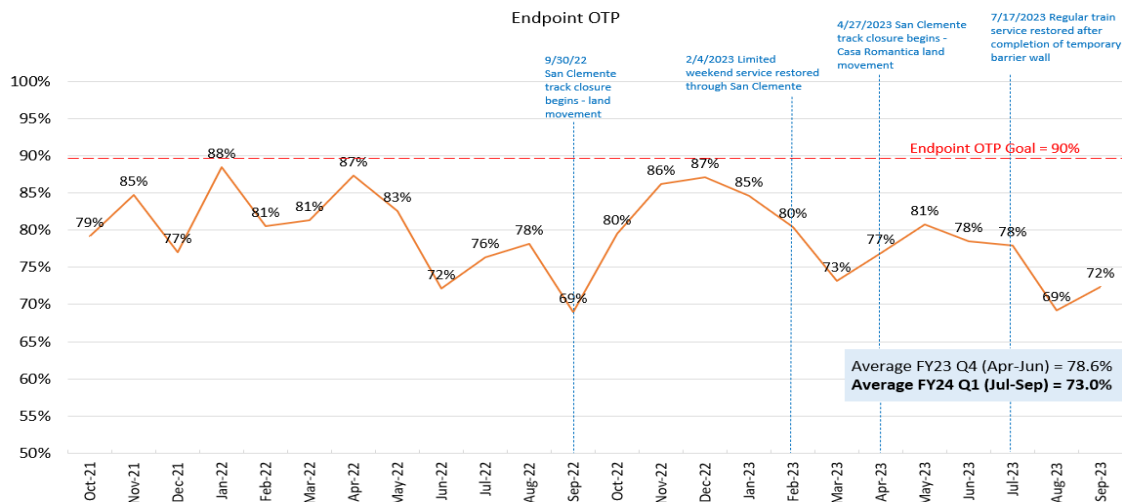
On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are reflected in endpoint and customer OTP calculations, but suspended trains are not included. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q1 FY 2023-24, 60 trains were either cancelled or suspended, representing a 69.5 percent decrease from the previous quarter. The number of suspended trains decreased significantly in the first quarter due to the restoration of regular train service on July 17, 2023, after construction of the temporary barrier wall near the Casa Romantica Cultural Center and Gardens in San Clemente was completed.

*Figure 3: Total Trains Cancelled or Suspended*

Status	FY 2023 Q4	FY 2024 Q1	% Change
Cancelled	26	36	38.5%
Suspended	171	24	-86.0%
<b>Total</b>	<b>197</b>	<b>60</b>	<b>-69.5%</b>

Figure 4 shows historical monthly systemwide endpoint OTP from July 2021 to the present. Notes within the chart highlight the events that have had significant impacts on OTP.

*Figure 4: Endpoint OTP*

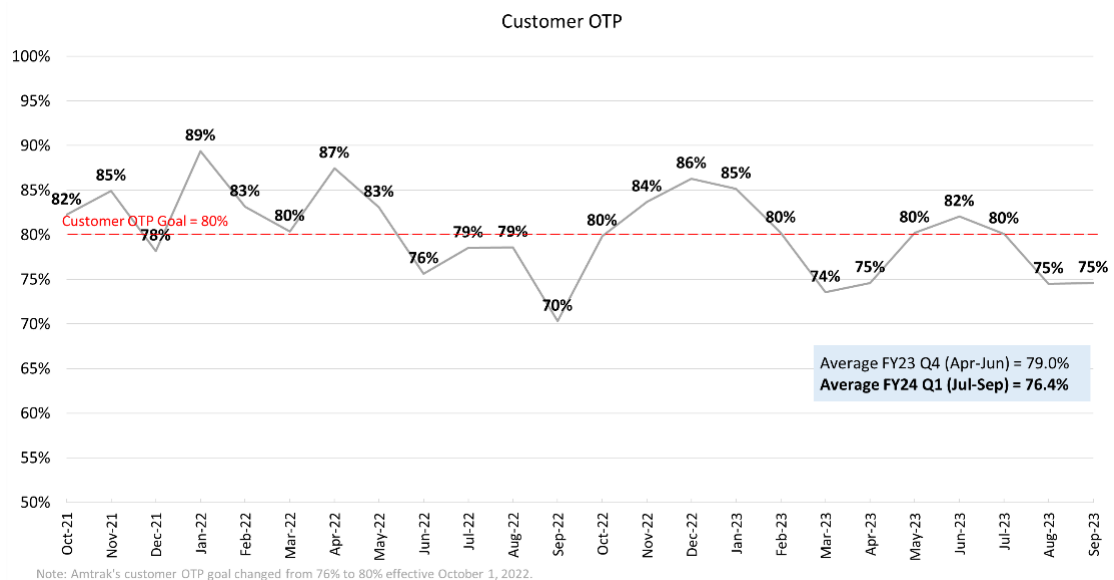


## Customer OTP

Customer OTP measures the on-time arrival of every passenger, including those who detrain at intermediate stops along a route and those who ride the entire route.

The 80 percent goal shown in red in Figure 5 is set by Amtrak. For Q1 FY 2023-24, **customer OTP averaged 76.4 percent, representing a 3.2 percent decrease** from 79.0 percent in the previous quarter.

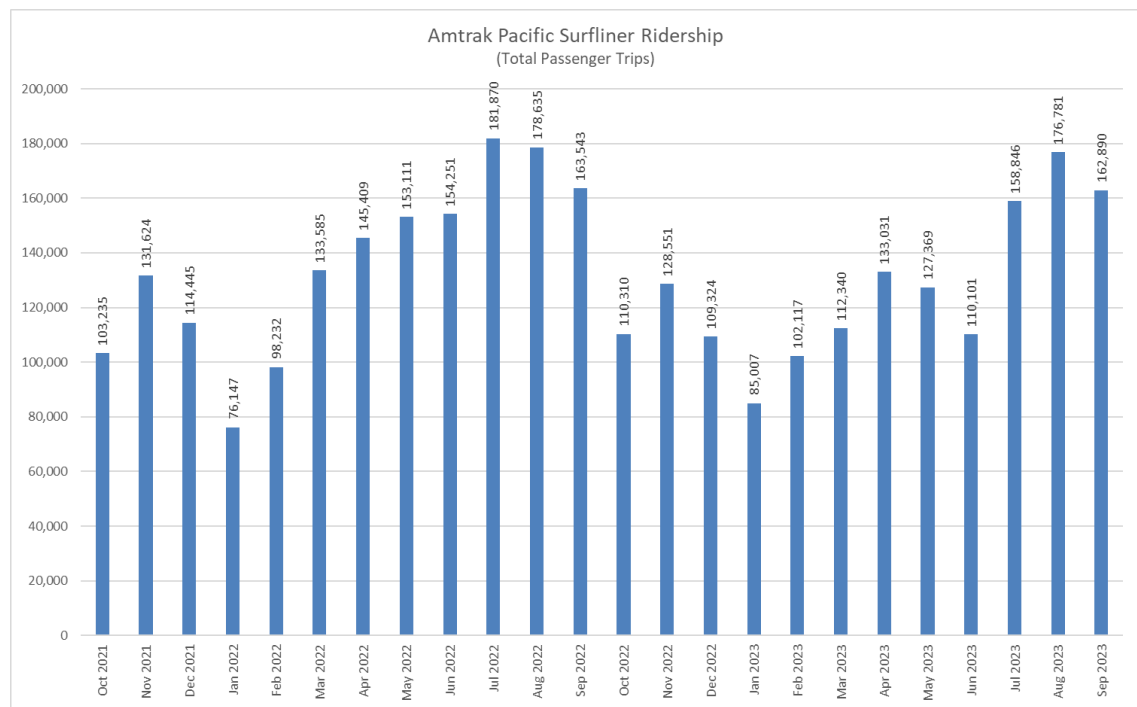
Figure 5: Customer OTP



## Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q1 FY 2023-24, there were **498,517 passenger trips** on the Pacific Surfliner, representing a 34.6 percent increase from 370,501 passenger trips in the previous quarter.

Figure 6: Total Monthly Ridership



## Endpoint OTP by Train

One major delay incident can result in cascading delays that impact multiple trains throughout the day. One factor is that individual train consists are normally used by multiple trains throughout the day. For example, upon its arrival to Santa Fe Depot in San Diego, the same equipment used to operate southbound Train 564 is then used to operate northbound Train 777. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 777, as well as any additional trains operated with the same train consist.

Figure 7<sup>1</sup> shows individual endpoint OTP for each of the trains that operated during Q1 FY 2023-24, during the temporary track work period. For Q1 FY 2023-24, six trains reached the endpoint OTP goal of 90 percent or above. The train with the **lowest endpoint OTP average score for the quarter was Train 777<sup>2</sup>**.

Figure 7: Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
1565	VNC-SBA	100.0%	2	2
1570	GTA-VNC	100.0%	2	2
1574	SLO-VNC	100.0%	2	2
1584	SBA-VNC	100.0%	2	2
799	SAN-SBA	100.0%	3	3
562	LAX-SAN	91.1%	82	90
564	LAX-SAN	87.0%	80	92
580	LAX-SAN	85.6%	77	90
587	SAN-LAX	85.3%	64	75
586	LAX-SAN	82.7%	62	75
573	SAN-LAX	82.4%	61	74
581	SAN-LAX	79.3%	73	92
769	SAN-GTA	78.3%	72	92
572	LAX-SAN	76.3%	58	76
784	GTA-SAN	75.0%	69	92
774	SLO-SAN	72.8%	67	92
790	GTA-SAN	72.8%	67	92
765	SAN-GTA	70.7%	65	92
595	SAN-LAX	70.2%	59	84
591	SAN-LAX	70.0%	63	90
770	GTA-SAN	68.5%	63	92
568	LAX-SAN	66.7%	2	3
761	SAN-SLO	65.2%	60	92
785	SAN-GTA	64.1%	59	92
794	SLO-SAN	57.6%	53	92
1561	VNC-SLO	50.0%	1	2
1569	VNC-SBA	50.0%	1	2
777	SAN-SLO	33.7%	31	92
798	SBA-LAX	33.3%	1	3
1594	SLO-VNC	0.0%	0	2
<b>System</b>		<b>73.0%</b>	<b>1301</b>	<b>1781</b>

<sup>1</sup> During Q1 FY 2023-24, bus connections operated between Irvine and Oceanside from July 1, 2023, to July 16, 2023, while construction of the temporary barrier wall near the Casa Romantica Cultural Center and Gardens in San Clemente was completed. On July 17, 2023, regular Pacific Surfliner service was restored after construction of the temporary barrier wall was completed.

<sup>2</sup> During Q1 FY 2023-24, Train 1594 operated during one weekend only when a track closure occurred between Los Angeles Union Station and Van Nuys Station due to track improvement work. Train 798 also operated during one weekend only in Q1 FY 2023-24 to provide additional train service during the X Games California which occurred in Ventura in July 2023. Therefore, Train 777 is identified as having the lowest endpoint OTP average score for the quarter.

Systemwide Delays by Responsible Party, Per 10,000 Train Miles

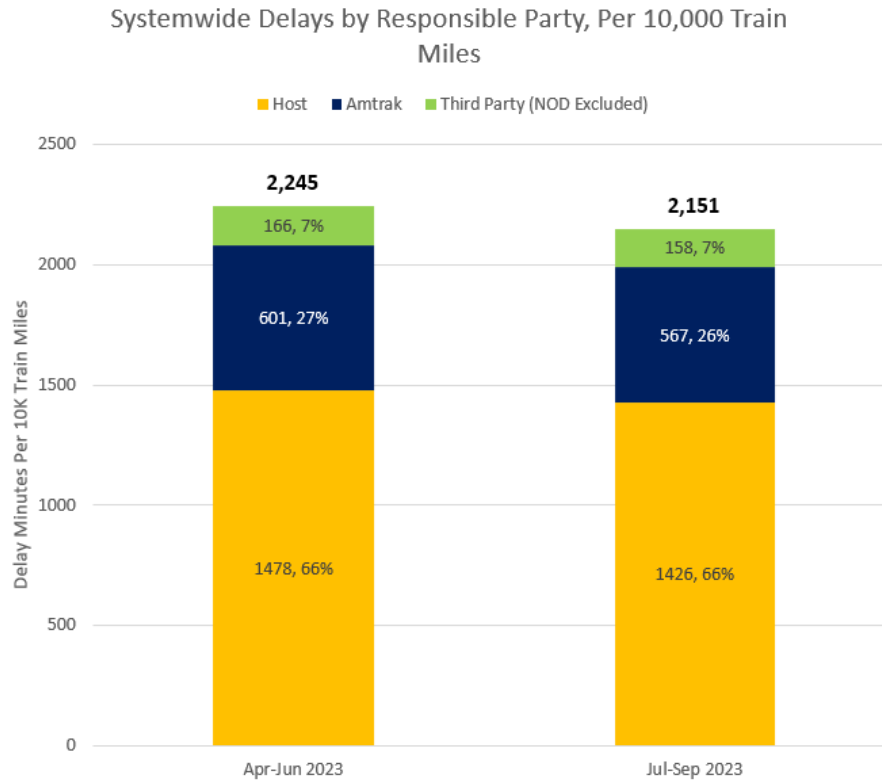
Delay minutes are attributed to a variety of causes, or delay types, using a three-letter coding system. In addition, each delay type is categorized under one of three responsibility groups: Host, Amtrak, or Third Party.

The rate metric of **minutes of delay by responsible party per 10,000 train miles** is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. This measure is normalized by dividing the total minutes of delay for all operated trains by the total number of miles traveled by all trains, then multiplying the decimal result by 10,000.

For Q1 FY 2023-24, the Pacific Surfliner operated a total of **322,733 train miles**, **representing a 26.8 percent increase** from the 254,523 train miles operated in the previous quarter.

**Host-responsible delay types** (shown in yellow in Figure 8) continue to be the **largest category of delay types** for the entire Pacific Surfliner, followed by Amtrak-related delays (shown in blue), then third party (shown in green). While minutes of unused recovery time (coded as NOD) are included in the raw data set used for delay analyses, they are excluded from delay analyses, since NOD is not actually a delay, and just represents the minutes a train spends waiting to avoid operating ahead of schedule.

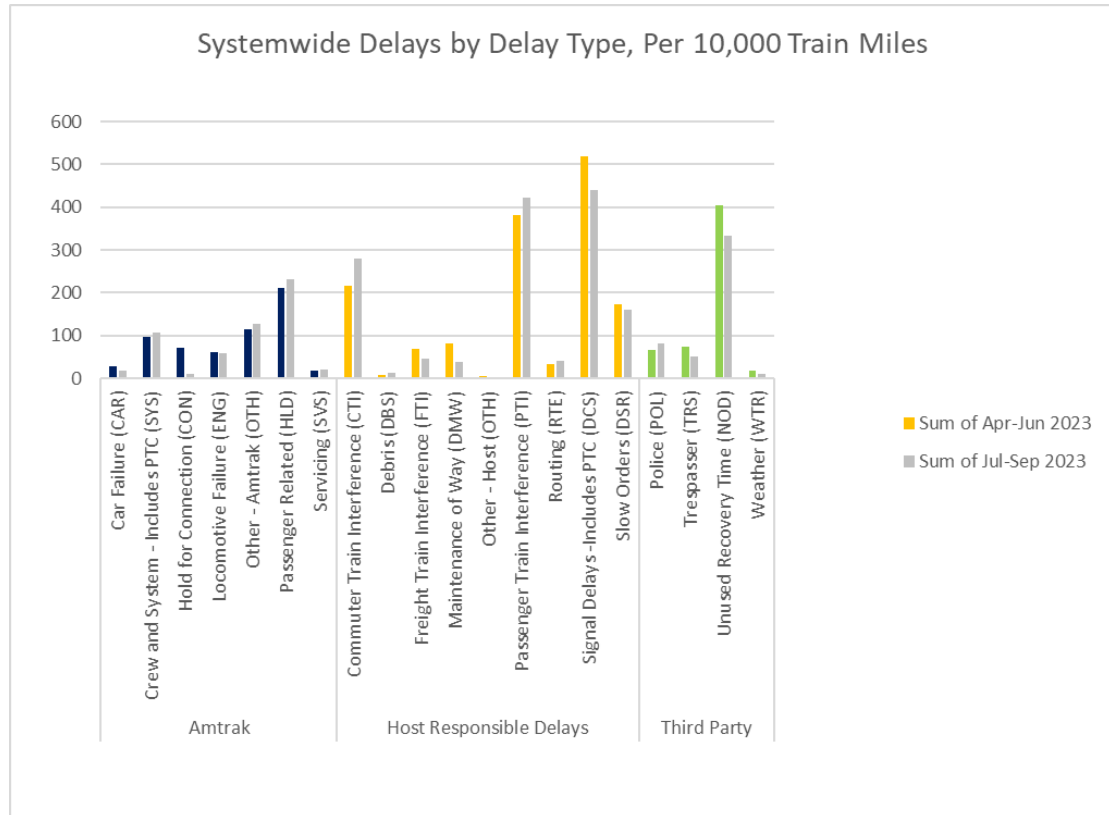
Overall, for Q1 FY 2023-24, there were **2,151 minutes of delay per 10,000 train miles**, **representing a 4.2 percent decrease** in the overall delay rate compared to Q4 FY 2022-23. The rate of host-responsible delays decreased by 3.5 percent, the rate of Amtrak-responsible delays decreased by 5.7 percent, and the rate of third party-responsible delays increased by 4.8 percent.



#### Systemwide Delays by Delay Type, Per 10,000 Train Miles

In Q1 FY 2023-24, the top three individual delay types were all under the host-responsible delay category: signal delays, passenger train interference, and commuter train interference.

*Figure 9: Systemwide Delays by Delay Type, Per 10,000 Train Miles*



### Host-Responsible Delays, Per 10,000 Train Miles

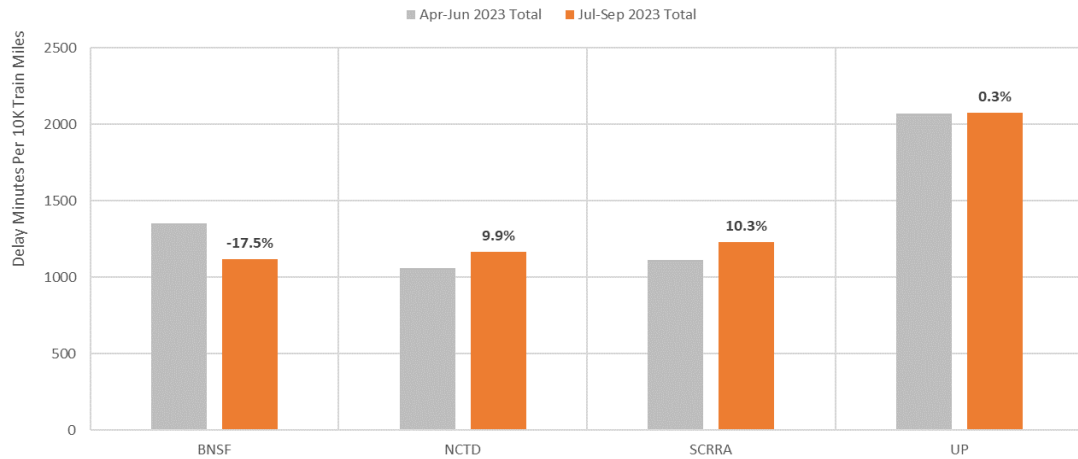
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 11 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q1 FY 2023-24, the host-responsible delay rate decreased by **17.5 percent** within BNSF territory, while there were increases of **9.9 percent** within NCTD territory, **10.3 percent** within SCRRA territory, and **0.3 percent** within UP territory.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors<sup>3</sup> were within each host territory in Q1 FY 2023-24. In BNSF territory, the top delay types were signal delays, slow orders, and freight train interference. In NCTD territory, the top delay types were commuter train interference, passenger train interference, and freight train interference. In SCRRA territory, the top delay types were commuter train interference and passenger train interference. In UP territory, signal issues remained as the top delay type, and continued to result in a significant amount of passenger train interferences.

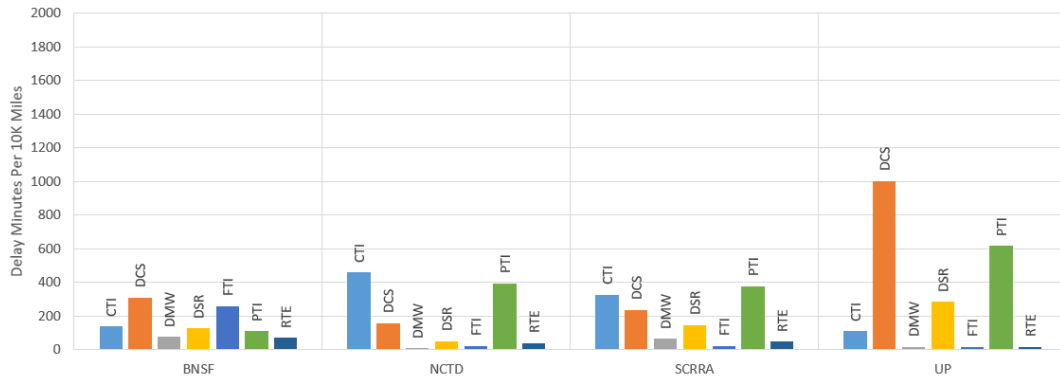
*Figure 10: Host-Responsible Delays, Per 10,000 Train Miles*

<sup>3</sup> Refer to Figure 9 for definitions of three-letter delay codes.

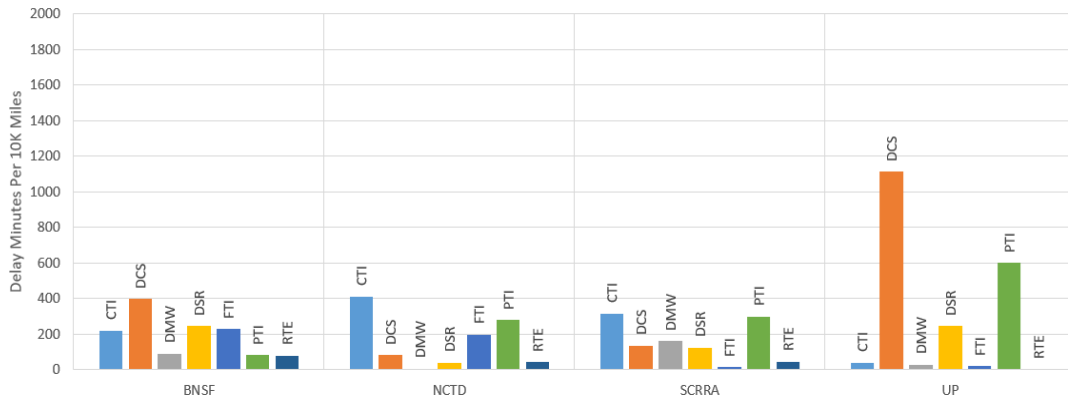
Host Responsible Delays by Host (FY23 Q3 v. FY23 Q4)



Host Responsible Delays by Host & Delay Type (FY24 Q1)



Host Responsible Delays by Host & Delay Type (FY23 Q4)



### Total Delays Around Stations (or Other Specific Locations)

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars in colors represent the total minutes of delay around a station for Q1 FY 2023-24, and the gray bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, **total minutes of delay systemwide increased by 35.7 percent**, from 55,540 in Q4 of FY 2022-23, to **75,237 in Q1 of FY 2023-24**. The top three delay locations were Oceanside, Carpinteria, and Solana Beach stations.

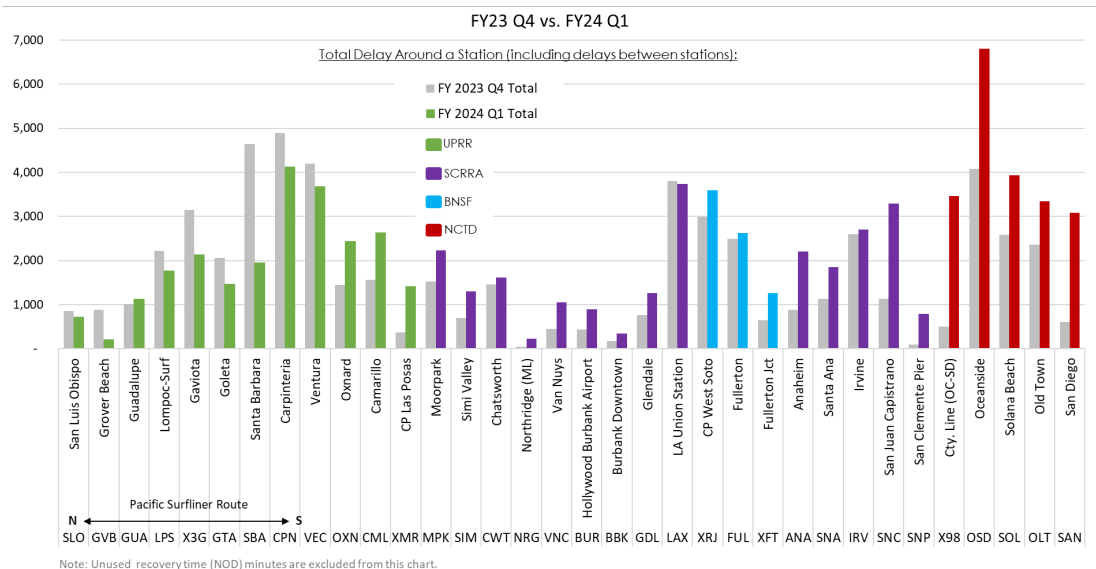


Figure 11: Total Delays Around Stations (or Other Specific Locations)

### **Summary**

For Q1 FY 2023-24, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 73 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were signal delays, passenger train interference, commuter train interference, passenger-related delays, and slow orders.

***Attachment***

None.

**Prepared by:**


A handwritten signature in black ink, appearing to read 'KR Ryan', is positioned above the printed name.

Kristopher Ryan  
Sr. Finance & Administration Manager  
(714) 560-5409



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2023-24 Second 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 October through December 2023.

### **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 \$420.1 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	\$30,382,129	\$2,503,150	\$27,878,980
Transit and Intercity Rail Capital Program	\$342,275,000	\$141,172,022	\$201,102,978
Proposition 1B	\$34,971,000	\$15,826,000	\$19,145,000
State Transportation Improvement Program	\$12,500,000	\$2,449,070	\$10,050,930
Total	\$420,128,129	\$161,950,241	\$258,177,889

*Awarded/Executed Grant Agreements:*

No grants were awarded/executed in the second quarter of fiscal year (FY) 2023-24.

*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 second quarter of FY 2023-24, approximately \$2.1 million of formula funding has been spent, leaving a balance of \$11.7 million. Projects approved by California State Transportation Agency 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
- Grover Beach Station Improvements project
- Central Coast Layover Facility
- Canada Honda Bridge Replacement
- Leesdale Siding Extension
- Operation Lifesaver Campaign

The SRA funded Grover Beach Station Improvement, Viriato Maintenance, Corridor Optimization software and Business Class Refresh projects have been completed. 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. Approximately \$40 thousand of these competitive funds has been spent, leaving a balance of \$678 thousand with completion expected by the fourth quarter of FY 2023-24.

LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover five new projects that include approximately \$15.4 million for Santa Ynez River/Surf Bridge Replacement, \$7.6 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. Of the projected \$29.8 million in total Round 2 funding, LOSSAN has received approximately \$15.8 million through the

second quarter of FY 2023-24. Of the \$15.8 million received, approximately \$356 thousand of formula funding has been spent, leaving a balance of \$15.5 million.

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 four awarded TIRCP grant agreements, which were awarded by CalSTA in 2015, 2016, 2018, and 2020. During the third quarter of FY 2022-23, The LOSSAN Agency was awarded an additional \$31 million in supplemental funding through the 2023 TIRCP for existing TIRCP projects leveraging federal and local funds reserve. Currently, the awarded TIRCP grant agreements including the supplemental funding total \$342.3 million in funding for multiple projects and programs. Of the five agreements, four are still open after the close out of the 2015 award. A total of \$141.2 million has been received to date, leaving a balance of \$201.1 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 Improvements
- Corridor Hardening Improvements
  - Ventura County Rincon Point Slope Repairs
  - Santa Barbara County Hollister Ranch Repairs and Drilled Piers project
- Bridge Replacements
- Capital Access and On-Time Performance Agreements
- Expansion of the Central Coast Layover in San Luis Obispo
- 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 continued to progress. Staff will continue to pay pending invoices as reimbursement funds are received from the California Department of Transportation Division of Rail and Mass Transportation.

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 million in Prop 1B funding. Through the second quarter of FY 2023-24, approximately \$15.8 million of Prop 1B funding has been spent, leaving a balance of \$19.1 million. The majority of the \$15.8 million spent funded the Los Alamos Creek (Narlon) Bridge, which has been completed and is open to train traffic. Moving forward, Prop 1B will

continue to fund the Canada Honda Bridge Replacement, Camarillo Station Improvements, and the Central Coast Layover Facility projects. The Canada Honda Bridge Replacement Project Approval & Environmental Document (PAED) and Plans, specifications, and estimates (PS&E) phases were completed in calendar year 2023 with construction to begin in March 2024. Details of this program are listed in Attachment C.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission 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 PS&E phase. These awarded funds were programmed as part of the 2018 STIP. The STIP funded portion of the PAED phase has been completed.

**Grant Agreements Pending Close-out:**

The SRA cycle 1. which funded a portion of Viriato Maintenance has been completed and is pending close-out.

**Grant Agreements Closed-out:**

No grants were closed out in the second quarter of FY 2023-24.

***Summary***

The report provides an update of the grant agreement funded activities for the second quarter of fiscal year 2023-24, October through December 2023. Staff recommends this report be received and filed as an information item.

***Attachments***

- A. Second Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), October through December 2023
- B. Second Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), October through December 2023
- C. Second Quarter Grant Reimbursement Status Report, Other Discretionary Grants, October through December 2023
- D. Second Quarter Grant Reimbursement Status Report, Grants Pending Closed Out, October through December 2023

**Prepared by:**



Russ Henry  
Program Manager, Finance/Grants  
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**Second Quarter Grant Reimbursement Status Report  
LOSSAN Grant Agreements**

**Formula and Competitive State Rail Assistance (SRA)**

**October through December 2023**

**Fiscal Year 2018 - 2020 Formula**

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility Improvements	\$ 718,353	\$ 242,306	\$ 476,047	June 2024
Business Class Refresh	115,812	115,812	-	Project Completed / Closed Out
Continuity of Operations	371,882	-	371,882	June 2025
Viriato Maintenance	260,000	260,000	-	Pending Close-out
SLO Tactile and Electrical Repair	395,500	-	395,500	June 2024
Corridor Optimization Software	208,000	208,000	-	Project Completed / Closed Out
Grover Beach Station Improvements	400,000	400,000	-	Project Completed / Closed Out
Central Coast Layover Facility	1,210,000	341,095	868,905	March 2024
Canada Honda Bridge	4,000,000	-	4,000,000	June 2024
Leesdale Siding Extension	6,000,000	540,020	5,459,980	June 2026
Operation Lifesaver Campaign	175,000	-	175,000	June 2024
<b>Fiscal Year 2018 - 2020 Formula Sub-Total</b>	<b>\$ 13,854,547</b>	<b>\$ 2,107,233</b>	<b>\$ 11,747,314</b>	

**Fiscal Year 2018 - 2020 Competitive**

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ 40,401	\$ 678,349	June 2024
<b>Fiscal Year 2018 - 2020 Competitive Sub-Total</b>	<b>\$ 718,750</b>	<b>\$ 40,401</b>	<b>\$ 678,349</b>	

<b>Fiscal Year 2018 - 2025 SRA Funding Total</b>	<b>\$ 14,573,297</b>	<b>\$ 2,147,634</b>	<b>\$ 12,425,664</b>	
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**Fiscal Year 2021 - 2025 Formula<sup>(1)</sup>**

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Interregional Connectivity Improvement Project	\$ 550,000	\$ -	\$ 550,000	December 2024
LOSSAN Strategic Plan Update	400,000	355,516	44,484	June 2024
Equipment Replacement / Matching Funds	7,586,120	-	7,586,120	December 2025
Corridor Hardening and Safety Improvements	5,880,000	-	5,880,000	December 2025
Santa Ynez River/Surf Bridge Replacement Project	1,392,712	-	1,392,712	December 2026
<b>Fiscal Year 2021 - 2025 Formula Sub-Total</b>	<b>\$ 15,808,832</b>	<b>\$ 355,516</b>	<b>\$ 15,453,316</b>	

<b>SRA Funding Total</b>	<b>\$ 30,382,129</b>	<b>\$ 2,503,150</b>	<b>\$ 27,878,980</b>	
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**Notes:**

(1) \$15.8 million received to date of expected \$29.8 million in round two funding. Remaining funds to be received over next 2 years for the Santa Ynez River/Surf Bridge Replacement Project.



## Second Quarter Grant Reimbursement Status Report

## Transit and Intercity Rail Capital Program (TIRCP)

October through December 2023

## 2020 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 24,303,500	\$ -	\$ 24,303,500	June 2026
San Diego County Maintenance and Layover Facility (Phase 1)	28,439,500	-	28,439,500	June 2028
<b>2020 TIRCP Grant Sub-Total</b>	<b>\$ 52,743,000</b>	<b>\$ -</b>	<b>\$ 52,743,000</b>	

## 2018 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
UPRR Franchise Access Fee, Cap. Access and Incentive	\$ 37,064,000	\$ -	\$ 37,064,000	June 2028
Ortega Siding	10,677,000	-	10,677,000	June 2028
Upgrade of Non-Powered Switches	5,700,000	3,997,037	1,702,963	December 2024
Install Centralized Traffic Control (Goleta to San Luis Obispo)	16,640,000	15,612,506	1,027,494	December 2024
Camarillo Station Improvements	3,445,000	-	3,445,000	December 2025
Goleta Layover Facility Improvements	13,862,000	180,000	13,682,000	March 2026
Corridor Hardening Improvements (Safety)	8,554,000	-	8,554,000	June 2025
Ventura County Rincon Point Slope Repairs	6,610,000	-	6,610,000	June 2025
Santa Barbara County Hollister Ranch Repairs and Drilled Piers	10,406,000	-	10,406,000	June 2025
Tie Replacement	8,900,000	8,900,000	-	Project Completed / Closed Out
Pre-1949 Rail Replacement	15,188,000	15,100,000	88,000	Project Completed / Closed Out
Canada Honda Creek Bridge Replacement	21,526,000	-	21,526,000	June 2025
Los Alamos Creek Bridge (Narlon) Replacement	6,386,000	6,386,000	-	Project Completed / Closed Out
Safety Improvement Funds	487,000	487,000	-	Project Completed / Closed Out
North San Diego County Fencing Project	1,300,000	1,247,053	52,947	June 2025
Signal Respacing and Optimization Project	15,900,000	4,253,387	11,646,613	June 2025
On-Time Performance Incentive Program (NCTD)	22,962,000	10,825,622	12,136,378	September 2025
Network Integration Funds	250,000	-	250,000	June 2024
<b>2018 TIRCP Grant Sub-Total</b>	<b>\$ 205,857,000</b>	<b>\$ 66,988,604</b>	<b>\$ 138,868,396</b>	

## 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	-	Project Completed / Closed Out
Install Centralized Traffic Control (Goleta to San Luis Obispo)	5,860,000	5,860,000	-	Project Completed / Closed Out
Timetable and Corridor-Wide Network Integration	1,000,000	1,000,000	-	Project Completed / Closed Out
SANDAG Projects <sup>(2)</sup>	66,000,000	66,000,000	-	Project Completed / Closed Out
<b>2016 TIRCP Grant Sub-Total</b>	<b>\$ 82,000,000</b>	<b>\$ 73,860,000</b>	<b>\$ 8,140,000</b>	

## 2015 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Transit Transfer Program	\$ 1,675,000	\$ 323,417	\$ 1,351,583	Project Completed / Closed Out
<b>2015 TIRCP Grant Sub-Total</b>	<b>\$ 1,675,000</b>	<b>\$ 323,417</b>	<b>\$ 1,351,583</b>	

<b>TIRCP Grants Total</b>	<b>\$ 342,275,000</b>	<b>\$ 141,172,022</b>	<b>\$ 201,102,979</b>	
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## Notes:

(1) These projects are led by NCTD.

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



## Second Quarter Grant Reimbursement Status Report

### Other Discretionary Grants

October through December 2023

#### 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	4,745,000	-	4,745,000	June 2024
Canada Honda Creek Bridge Replacement	11,000,000	-	11,000,000	June 2025
Los Alamos Creek Bridge (Narlon) Replacement	15,526,000	15,526,000	-	Project Completed / Closed Out
Interim SLO Facility	300,000	300,000	-	Project Completed / Closed Out
<b>Proposition 1B Grant Sub-Total</b>	<b>\$ 34,971,000</b>	<b>\$ 15,826,000</b>	<b>\$ 19,145,000</b>	

#### 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	\$ 2,449,070	\$ 10,050,930	June 2026
<b>STIP Grant Sub-Total</b>	<b>\$ 12,500,000</b>	<b>\$ 2,449,070</b>	<b>\$ 10,050,930</b>	

<b>Discretionary Grants Total</b>	<b>\$ 47,471,000</b>	<b>\$ 18,275,070</b>	<b>\$ 29,195,930</b>	
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Notes:



## Second Quarter Grant Reimbursement Status Report

## Grants Pending Close-out


October through December 2023

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Viriato Maintenance	Fiscal Year 2018 - 2020 SRA	\$ 260,000	\$ 260,000	\$ -
Grants Pending Close-out Sub-Total		\$ 260,000	\$ 260,000	\$ -

Notes:



**March 18, 2024**

**To:** Members of the Board of Directors  
**From:** Jason Jewell, Managing Director   
**Subject:** Fiscal Year 2023-24 Second Quarter Budget Status Report

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's Fiscal Year 2023-24 budget was approved by the Board of Directors on March 20, 2023. The California State Transportation Agency approved the Fiscal Year 2023-24 budget and funding on September 13, 2023. This report summarizes financial activities and performance through the second quarter of fiscal year 2023-24, covering the months of July through December 2023.

### **Recommendation**

Receive and file as an information item.

### **Background**

On March 20, 2023, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the LOSSAN Agency Annual Business Plan for Fiscal Year (FY) 2023-24 and FY 2024-25 (Business Plan), as well as the FY 2023-24 budget. Included in both the adopted budget and the Business Plan is funding for FY 2023-24 administrative and marketing services, in the amount of \$9,383,378 and \$53,641,496, for net train operations (including \$40,000 for the continuation of the transit transfer program), \$833,000 for minor capital projects, and \$58,540,420 for grant programs bringing the total adopted budget to \$122,398,294. The adopted budget for operations was based on preliminary cost estimates available at the time of adoption and assumed 85 percent of pre-pandemic operating service levels.

### **Discussion**

The quarterly budget status report provides an overview of all financial activity, including a comparison of budget to actuals, and explanations for variances

throughout the report period. While the details can be found in Attachment A, a summary is below.

### Revenues

As shown in Table 1, budgeted revenues through the second quarter of FY 2023-24 totaled \$42,132,478, whereas actual revenues totaled \$30,918,534. This results in year-to-date (YTD) revenues under-running the budget by \$11,213,943.

The variance is largely due to delays in Other State Funding, attributed to the timing of invoicing and receipt of operating grants and reimbursements

TABLE 1: REVENUES	FY 2023-24	FY 2023-24	
	Working Budget	Actuals	\$ Variance
	Year-To-Date	Year-To-Date	Year-To-Date
State Administrative Funding	\$ 3,891,689	\$ 1,604,877	\$ (2,286,812)
State Marketing Funding	\$ 1,600,000	\$ -	\$ (1,600,000)
State Operating Funding	\$ 26,820,748	\$ 28,304,577	\$ 1,483,829
Other State Funding	\$ 9,800,041	\$ 79,102	\$ (9,720,938)
State Capital Funding	\$ -	\$ -	\$ -
Interest Revenue	\$ -	\$ 929,978	\$ 929,978
<b>Total Revenues</b>	<b>\$ 42,132,478</b>	<b>\$ 30,918,534</b>	<b>\$ (11,213,943)</b>

from the state. In addition, State administrative funding is currently \$2,286,812 below budget, and State marketing funding is \$1,600,000 below budget, due to delays in the state funding request process. We expect to receive the first-half state administrative payment and the full state marketing payment during the third quarter of FY23-24.

The budget versus actual variances is further detailed in Attachment A.

### Expenses

As shown in Table 2, budgeted expenses through the second quarter of FY 2023-24 totaled \$58,703,499, whereas actual expenses totaled \$12,584,922, resulting in year-to-date expenses under-running the budget by \$46,118,577.

The majority of the expense variance is linked to grant programs, stemming from delays in project invoicing and completion. This is further compounded by necessary design and environmental work that must be completed before construction can begin on UP capital improvement projects. The primary reason for variance in net train operating expenses is related to the delay in finalizing the operating agreement with Amtrak, which has postponed payments from October to the present. Details on this and the other areas experiencing budget variances can be found in Attachment A.

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.

TABLE 2: EXPENSES			
	FY 2023-24 Working Budget	FY 2023-24 Actuals	\$ Variance
Administrative Budget Line	Year-To-Date	Year-To-Date	Year-To-Date
Administration - Staffing	\$ 2,196,193	\$ 254,669	\$ 1,941,524
Legal Services	\$ 25,000	\$ 13,343	\$ 11,657
Travel	\$ 28,900	\$ 11,647	\$ 17,253
Marketing	\$ 803,482	\$ 607,555	\$ 195,927
Insurance	\$ 60,000	\$ 1,000	\$ 59,000
Contracted services	\$ 346,467	\$ 6,573	\$ 339,894
Dues & Memberships	\$ -	\$ 499	\$ (499)
Banking Services	\$ -	\$ 1	\$ (1)
<b>Total Admin Services</b>	<b>\$ 3,460,041</b>	<b>\$ 895,286</b>	<b>\$ 2,564,755</b>
Operating/Capital Budget Line Items			
Net Train Operating Expenses	\$ 26,820,748	\$ 10,210,063	\$ 16,610,685
Minor Projects	\$ 250,000	\$ 93,185	\$ 156,815
Grant Programs	\$ 28,172,710	\$ 1,383,195	\$ 26,789,515
<b>Total Budget</b>	<b>\$ 58,703,499</b>	<b>\$ 12,584,922</b>	<b>\$ 46,118,577</b>

The LOSSAN 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. The report is provided as Attachment C.

### Summary

Through the second quarter of Fiscal Year 2023-24, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues and expenses are below budget. Most of the revenue and expense variance is due to timing of invoicing, receipt of administrative funds from the state, and project interruptions.

### Attachments

- A. Quarterly Budget Status Report, Second Quarter of Fiscal Year 2023-24
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Second Quarter Financial Activity Report, Fiscal Year 2023-24
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of December 30, 2023

### Prepared by:



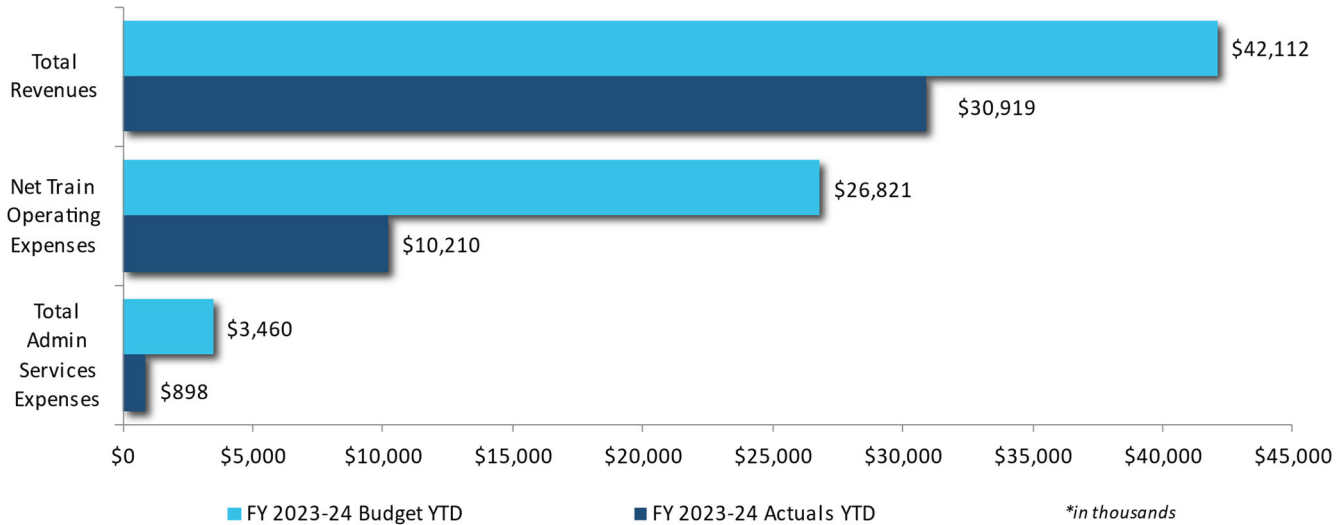
Kristopher Ryan  
Chief Finance Officer  
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# Quarterly Budget Status Report

## Second Quarter of Fiscal Year 2023-24

### FY 2023-24 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) 2023-24 and FY 2024-25 (Business Plan), and the FY 2023-24 budget were approved at the March 20, 2023 Board of Directors (Board) meeting. The business plan was submitted to the Secretary of the California State Transportation Agency on April 1, 2023, as required by the interagency transfer agreement and LOSSAN joint powers agreement.

The Board-approved FY 2023-24 Business Plan and budget is \$122,398,294. This includes funding for administrative and marketing services in the amount of \$9,383,378, and \$53,641,496 for net train operations (which includes \$40,000 for the continuation of the transit transfer program), \$833,000 for minor capital projects, and \$58,540,420 for grant programs. The adopted budget was based on preliminary estimates available at the time and assumed 85 percent of pre-pandemic operating service levels.

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 2023-24 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 second quarter (July 2023 through December 2023) of FY 2023-24.

## REVENUES

Budgeted revenues through the second quarter of FY 2023-24 total \$42,112,478, as presented in **Table 1: Revenues** under “FY 2023-24 Working Budget Year-To-Date”. Actual Year-To-Date revenues through the second quarter totaled \$30,918,534. This is a variance of (\$11,193,943).

Other state funding (grant revenue) is underrunning by \$9,720,938. The variance is primarily attributed to the invoicing of Union Pacific on-time performance payments and the reimbursements for those payments (\$5,196,952).

TABLE 1: REVENUES

	FY 2023-24 Adopted Budget	FY 2023-24 Working Budget	FY 2023-24 Working Budget Year-To-Date	FY 2023-24 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2023-24 Percent of Budget Used-to-Date
State Administrative Funding	\$ 7,783,378	\$ 7,783,378	\$ 3,891,689	\$ 1,604,877	\$ (2,286,812)	0.0%	20.6%
State Marketing Funding	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ -	\$ (1,600,000)	0.0%	0.0%
State Operating Funding	\$ 53,641,496	\$ 53,641,496	\$ 26,820,748	\$ 28,304,577	\$ 1,483,829	5.5%	52.8%
Other State Funding <sup>1</sup>	\$ 58,540,420	\$ 58,540,420	\$ 9,800,041	\$ 79,102	\$ (9,720,938)	-99.2%	0.1%
State Capital Funding <sup>2</sup>	\$ 833,000	\$ 833,000	\$ -	\$ -	\$ -	0.0%	0.0%
<b>Net State/Other Agency Funded</b>	<b>\$122,398,294</b>	<b>\$122,398,294</b>	<b>\$ 42,112,478</b>	<b>\$ 29,988,556</b>	<b>\$ (12,123,921)</b>	<b>-28.8%</b>	<b>24.5%</b>
Interest Revenue	\$ -	\$ -	\$ -	\$ 929,978	\$ 929,978	N/A	N/A
<b>Total Revenues</b>	<b>\$122,398,294</b>	<b>\$122,398,294</b>	<b>\$ 42,112,478</b>	<b>\$ 30,918,534</b>	<b>\$ (11,193,943)</b>	<b>-26.6%</b>	<b>25.3%</b>

<sup>1</sup> Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant programs

<sup>2</sup> Includes State Minor projects funding

Working budget is the adopted budget plus any amendments approved during the year. Adjusted for prior year accruals.

State administrative funding is underrunning the budget by \$2,268,812, and State marketing funding is underrunning by \$1,600,000. These variances stem from delays in the state funding request process. We anticipate receiving the first-half state administrative payment and the entirety of the state marketing payment during the third quarter of FY23-24.

Total Passenger revenue for the second quarter reached \$18,120,672, marking a 74% increase over the same period last year (\$10,435,234), largely due to service disruptions in San Clemente that began back in Fall 2022. However, this figure is still 17% lower than the pre-pandemic revenue of October-December 2019. Despite revenue and ridership not fully recovering to pre-pandemic levels, the reopening of the San Clemente tracks in Q2 of FY 2023-24 positively impacted ridership and net operating costs.

## OPERATING EXPENSES

Budgeted expenses through the second quarter of FY 2023-24 total \$58,703,499, as presented in **Table 2: Expenses** under "FY 2023-24 Working Budget Year-To-Date". Actual Year-To-Date expenses through the second quarter totaled \$12,584,922. This is a variance of \$46,118,577.

Projects within grant programs are underrunning by \$26,789,515. The variance is primarily attributed to the timing of the Canada Honda Bridge (\$11 million). The Canada Honda Bridge has been delayed due to a longer than expected environmental and design period. Artifacts related to indigenous persons were recovered, significantly slowing the process. It's anticipated that the project will likely start in March 2024.

Net train operating expenses are underrunning by 16,610,685 which is due to delays in finalizing the operating agreement with Amtrak, resulting in the postponement of payments from October 2023 to present. We anticipate the operating agreement to be executed in March along with outstanding invoices be paid.

The Administrative Staffing budget variance of \$1,941,524 is due to delayed billing from OCTA for those costs. OCTA anticipates catching up on their staffing cost billing and is expected to invoice LOSSAN by the third quarter.

The Marketing budget variance of \$195,927 is due to the timing of invoicing and payments. The LOSSAN Agency marketing team plans on scaling up advertising, promotions, and partnerships in the coming months.

Contracted Services is underrunning by \$339,894 primarily due to lower-than-anticipated use of on-call project management services. This is because the LOSSAN Agency has recently employed a Capital Project Manager who has assumed some of these responsibilities. However, we anticipate continued use of contract services for ongoing capital projects.

It's also important to note that the LOSSAN Agency received direction from CalSTA as part of its approval letter received on September 13, 2023, to develop potential cost reduction measures and submit a plan of action back to the state by November 30, 2023. In response, LOSSAN submitted a comprehensive plan identifying key initiatives such as the implementation of a demand pricing model expected to increase revenue by \$4.5 to \$5.5 million annually, the elimination of the underutilized Amtrak Thruway bus route No. 04 to decrease costs by \$530K annually, and adjustments

TABLE 2: EXPENSES

Administrative Budget Line Items	FY 2023-24 Adopted Budget	FY 2023-24 Working Budget	FY 2023-24 Working Budget Year-To-Date	FY 2023-24 Actuals Year-To-Date	\$ Variance Year- To-Date	% Variance Year-To-Date	FY 2023-24 Percent of Budget Used-to- Date
Administration - Staffing	\$ 6,588,578	\$ 6,588,578	\$ 2,196,193	\$ 254,669	\$ 1,941,524	88.4%	3.9%
Legal Services	\$ 75,000	\$ 75,000	\$ 25,000	\$ 13,343	\$ 11,657	46.6%	17.8%
Travel	\$ 60,000	\$ 60,000	\$ 28,900	\$ 11,647	\$ 17,253	59.7%	19.4%
Marketing	\$ 1,600,000	\$ 1,600,000	\$ 803,482	\$ 607,555	\$ 195,927	24.4%	38.0%
Insurance	\$ 60,000	\$ 60,000	\$ 60,000	\$ 1,000	\$ 59,000	98.3%	1.7%
Contracted Services (Audit, Planning, On-Call)	\$ 985,800	\$ 985,800	\$ 346,467	\$ 6,573	\$ 339,894	98.1%	0.7%
Dues & Memberships	\$ 14,000	\$ 14,000	\$ -	\$ 499	\$ (499)	N/A	3.6%
<b>Net State Funded Services</b>	<b>\$ 9,383,378</b>	<b>\$ 9,383,378</b>	<b>\$ 3,460,041</b>	<b>\$ 895,285</b>	<b>\$ 2,564,756</b>	<b>74.1%</b>	<b>9.5%</b>
Banking Services	\$ -	\$ -	\$ -	\$ 1	\$ (1)	N/A	N/A
<b>Total Admin Services</b>	<b>\$ 9,383,378</b>	<b>\$ 9,383,378</b>	<b>\$ 3,460,041</b>	<b>\$ 895,286</b>	<b>\$ 2,564,755</b>	<b>74.1%</b>	<b>9.5%</b>
Non Budgeted Expenses							
Other Business Expenses	\$ -	\$ -	\$ -	\$ 3,193	\$ (3,193)	N/A	N/A
<b>Non Budgeted Admin Services</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,193</b>	<b>\$ (3,193)</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Administrative Services</b>	<b>\$ 9,383,378</b>	<b>\$ 9,383,378</b>	<b>\$ 3,460,041</b>	<b>\$ 898,479</b>	<b>\$ 2,561,562</b>	<b>74.0%</b>	<b>9.6%</b>

Operating/Capital Budget Line Items	FY 2023-24 Adopted Budget	FY 2023-24 Working Budget	FY 2023-24 Working Budget Year-To-Date	FY 2023-24 Actuals Year-To-Date	\$ Variance Year- To-Date	% Variance Year-To-Date	FY 2023-24 Percent of Budget Used-to- Date
Net Train Operating Expenses	\$ 53,641,496	\$ 53,641,496	\$ 26,820,748	\$ 10,210,063	\$ 16,610,685	61.9%	19.0%
Minor Projects	\$ 833,000	\$ 833,000	\$ 250,000	\$ 93,185	\$ 156,815	N/A	11.2%
Grant Programs <sup>1</sup>	\$ 58,540,420	\$ 58,540,420	\$ 28,172,710	\$ 1,383,195	\$ 26,789,515	95.1%	2.4%
<b>Total Operating/Capital Budget</b>	<b>\$ 113,014,916</b>	<b>\$ 113,014,916</b>	<b>\$ 55,243,458</b>	<b>\$ 11,686,443</b>	<b>\$ 43,557,015</b>	<b>78.8%</b>	<b>10.3%</b>
<b>Total Budget</b>	<b>\$ 122,398,294</b>	<b>\$ 122,398,294</b>	<b>\$ 58,703,499</b>	<b>\$ 12,584,922</b>	<b>\$ 46,118,577</b>	<b>78.6%</b>	<b>10.3%</b>

<sup>1</sup> Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant programs

Working budget is the adopted budget plus any amendments approved during the year. Actuals year to date include encumbrances. Adjusted for prior year accruals.

to other Thruway bus services and station staffing strategies to further reduce expenses and enhance revenue. The elimination of Thruway bus route No. 04 has been implemented and the other initiatives are currently moving forward with implementation.



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Second Quarter Financial Activity Report  
Fiscal Year 2023-24**

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
<b>October</b>						
10/1/2023	N/A	Bank Account Balance Forward			33,922,644.53	10/1/2023
10/3/2023	00001444	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	230,397.76		33,692,246.77	10/10/2023
10/3/2023	00001445	Monarch Sport LLC - Pacific Surfliner Marketing	1,500.00		33,690,746.77	10/23/2023
10/3/2023	00001446	Amtrak - Station Upgrades (Grant Funded)	15,809.22		33,674,937.55	10/12/2023
10/3/2023	00001447	Railpros - Project Management Consulting Services	30,429.94		33,644,507.61	10/19/2023
10/3/2023	00001448	Sparkloft Media - Marketing Production Services	15,508.25		33,628,999.36	11/7/2023
10/3/2023	00001449	Union Pacific Railroad Projects (Grant Funded)	5,908.24		33,623,091.12	10/10/2023
10/5/2023	N/A	Bank of the West - Credit Card Charges Various	504.07		33,622,587.05	10/5/2023
10/11/2023	00001450	ACE Agency - Professional Services	7,338.80		33,615,248.25	10/25/2023
10/11/2023	00001451	Google - Advertising	51,262.79		33,563,985.46	10/16/2023
10/11/2023		HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	278,826.30		33,285,159.16	10/17/2023
10/11/2023	00001452	Funded)				
10/11/2023	00001453	Managing Director - Travel	277.31		33,284,881.85	10/18/2023
10/12/2023	00001454	WSP USA Inc. - San Diego Layover & Maintenance Facility	7,556.70		33,277,325.15	10/17/2023
10/17/2023	00001455	Equipment and Mechanical Manager – Travel	131.26		33,277,193.89	11/13/2023
10/17/2023	00001456	Senior Marketing Specialist - Travel	-		33,277,193.89	N/A
10/17/2023	00001457	Nansen - Web Marketing Services	48,656.25		33,228,537.64	11/1/2023
10/18/2023	00001458	Oak Leaf - Digital Videos and Photos for marketing	61,425.00		33,167,112.64	10/24/2023
10/24/2023	N/A	Deposit - FY 2022-23 Second-Half Administrative Funds		1,604,876.61	34,771,989.25	10/24/2023
10/25/2023	00001459	Executive Administrative Assistant - Travel	119.08		34,771,870.17	11/2/2023
10/25/2023	00001460	Crowe LLP - Professional Audit Services	9,000.00		34,762,870.17	10/31/2023
10/25/2023	00001461	Senior Business Unit Analyst – Travel	27.08		34,762,843.09	10/31/2023
10/25/2023	00001462	Woodruff & Smart - September - Legal Services	4,624.30		34,758,218.79	10/30/2023
10/26/2023	N/A	Deposit - State Operating Advance - September		4,009,008.68	38,767,227.47	10/26/2023
10/31/2023	N/A	BMO - Acct Analysis Serv Chg	1.00		38,767,226.47	
10/31/2023	N/A	BMO - October Interest		104,551.53	38,871,778.00	10/31/2023



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**Second Quarter Financial Activity Report**  
**Fiscal Year 2023-24**

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
<b>November</b>						
11/1/2023	N/A	Bank Account Balance Forward			38,871,778.00	11/1/2023
11/1/2023	00001463	Program Manager - Travel	1,156.60		38,870,621.40	11/8/2023
11/1/2023	00001464	Gold Coast Transit District - Transit Transfer Program	414.96		38,870,206.44	11/14/2023
11/1/2023	00001465	Program Manager, Finance/Grants – Travel	1,077.04		38,869,129.40	11/10/2023
11/1/2023	00001466	Pastilla Inc. - Marketing Strategic Communication	6,533.67		38,862,595.73	11/9/2023
11/6/2023	N/A	Bank of the West - Credit Card Charges Various	4,026.14		38,858,569.59	11/6/2023
11/7/2023	00001467	Operations, Compliance & Safety Manager - Travel	68.71		38,858,500.88	11/21/2023
11/7/2023	00001468	Managing Director - Travel	1,193.35		38,857,307.53	11/13/2023
11/7/2023	00001469	Marsh Risk & Insurance Services - Bond for Managing Director	1,000.00		38,856,307.53	11/13/2023
11/13/2023	N/A	Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		3,798,663.74	42,654,971.27	11/13/2023
11/13/2023	N/A	Deposit - State Operating - Center Aisle Carpet		579,381.60	43,234,352.87	11/13/2023
11/15/2023	00001470	ACE Agency - Professional Services	6,066.25		43,228,286.62	11/29/2023
11/15/2023	00001471	Google - Advertising	34,445.23		43,193,841.39	11/20/2023
11/15/2023	00001472	Program Manager, Finance/Grants – Travel	672.01		43,193,169.38	12/4/2023
11/15/2023	00001473	Managing Director - Travel	360.13		43,192,809.25	11/29/2023
11/15/2023	00001474	Meta - Advertising October 2023	149.94		43,192,659.31	11/22/2023
11/15/2023	00001475	Monarch Sport LLC - Pacific Surfliner Marketing	4,425.00		43,188,234.31	11/24/2023
11/15/2023	00001476	Nansen - Web Marketing Services	22,522.50		43,165,711.81	11/29/2023
11/15/2023	00001477	Oak Leaf - Digital Videos and Photos for marketing	15,225.00		43,150,486.81	11/22/2023
11/15/2023	00001478	Senior Finance & Administration Manager - Travel	812.27		43,149,674.54	11/21/2023
11/15/2023	00001479	Santa Barbara MTD - Transit Transfer Program	1,161.00		43,148,513.54	11/22/2023
11/15/2023	00001480	Senior Marketing Specialist - Travel	98.90		43,148,414.64	
11/21/2023		North County Transit District Increased Service Frequencies & On-			42,361,210.08	12/8/2023
	00001481	Time Performance	787,204.56			
11/28/2023	N/A	Deposit - State Operating Advance - October and November		10,362,500.08	52,723,710.16	11/28/2023
11/30/2023	N/A	BMO - Acct Analysis Serv Chg Refund		1.00	52,723,711.16	11/30/2023
11/30/2023	N/A	BMO - November Interest		110,840.42	52,834,551.58	11/30/2023



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**Second Quarter Financial Activity Report**  
**Fiscal Year 2023-24**

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
<b>December</b>						
12/1/2023	N/A	Bank Account Balance Forward			52,834,551.58	12/1/2023
12/5/2023	N/A	Bank of the West - Credit Card Charges Various	5,102.34		52,829,449.24	12/5/2024
12/5/2023	00001482	Equipment and Mechanical Manager – Travel	360.25		52,829,088.99	12/12/2023
12/5/2023	00001483	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	45,903.99		52,783,185.00	12/15/2023
12/5/2023	00001484	Program Manager, Finance/Grants – Travel	150.00		52,783,035.00	12/18/2023
12/5/2023	00001485	Amtrak - Station Upgrades (Grant Funded)	94,552.83		52,688,482.17	12/18/2023
12/5/2023	00001486	NCTD - Transit Transfer Program	650.92		52,687,831.25	12/12/2023
12/5/2023	00001487	Oak Leaf - Digital Videos and Photos for marketing	23,231.25		52,664,600.00	12/13/2023
12/5/2023	00001488	OCTA - Transit Transfer Program	4,075.94		52,660,524.06	12/18/2023
12/5/2023	00001489	Pastilla Inc. - Marketing Strategic Communication	6,313.77		52,654,210.29	
12/5/2023	00001490	Railpros - Project Management Consulting Services	18,975.30		52,635,234.99	12/13/2023
12/5/2023	00001491	Woodruff & Smart - October - Legal Services	1,694.40		52,633,540.59	12/11/2023
12/14/2023	00001492	Equipment and Mechanical Manager – Travel	572.69		52,632,967.90	12/20/2023
12/20/2023	00001493	Program Manager – Travel	550.80		52,632,417.10	
12/20/2023	00001494	CISION US - Marketing Services	22,463.36		52,609,953.74	12/29/2023
12/19/2023	00001495	Operations, Compliance & Safety Manager - Travel	656.47		52,609,297.27	
12/20/2023	00001496	Google - Advertising	41,925.13		52,567,372.14	12/26/2023
12/20/2023	00001497	Monarch Sport LLC - Pacific Surfliner Marketing	2,175.00		52,565,197.14	
12/20/2023	00001498	Nansen - Web Marketing Services	14,592.50		52,550,604.64	
12/20/2023	00001499	Woodruff & Smart - November - Legal Services	3,918.30		52,546,686.34	
12/20/2023	00001500	Zephyr - Leesdale Siding Extension Project	88,584.97		52,458,101.37	
12/26/2023	00001501	Pacific Products & Services Inc. - Station Signage	1,446.01		52,456,655.36	
12/31/2023	N/A	BMO - December Interest		121,564.38	52,578,219.74	12/31/2023

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Open Agreements Listing as of December 31, 2023**

**ATTACHMENT C**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816 <sup>1</sup>	Woodruff & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract	7/1/15	6/30/2029	\$397,000	\$374,394	\$22,606	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	\$74,820,748	\$33,279,252	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	\$1,664,005	\$635,994	OPEN
L-0-0016	Sparkloft Media	Provide services related to social media marketing and digital communications as needed	6/17/2021	8/31/2023	\$269,984	\$190,403	\$79,581	OPEN
L-1-0001	WSP USA Inc.	Prepare the project report and environmental doc for the San Diego County Layover and Maintenance Facility	12/15/2021	7/31/2023	\$2,058,678	\$75,567	\$1,983,111	OPEN
L-1-0003	Jacobs Project Management Co.	On-call construction management services for capital infrastructure projects	3/20/2023	3/19/2028	\$3,844,230	\$0	\$3,844,230	OPEN
L-1-0005	Cision	PR Newswire Services	9/5/2021	9/4/2024	\$67,390	\$69,738	-\$2,348	OPEN
L-2-0002	The ACE Agency	Public Relations and Media Outreach Services	8/25/2022	8/31/2023	\$86,250	\$49,506	\$36,744	OPEN
L-2-0003	Marsh Risk & Ins Services	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	6/30/2022	6/30/2027	\$50,000	\$10,000	\$40,000	OPEN
L-2-0004	HDR Engineering Inc	Preparation of plans, specs, and estimates for Phase 1 of the Central Coast Layover Facility Project	3/1/2023	2/28/2027	\$3,202,938	\$978,432	\$2,224,506	OPEN
L-2-0005	North County Transit District	Increased service frequencies including on-time performance payment	1/1/2022	6/30/2025	\$13,776,523	\$6,235,634	\$7,540,889	OPEN
L-2-0006	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2022	9/30/2023	\$54,998,329	\$53,859,165	\$1,139,164	OPEN
L-2-0007	Union Pacific Railroad Company	Increased service frequencies including on-time performance payment	12/15/2022	12/31/2027	\$64,703,130	\$0	\$64,703,130	OPEN
L-2-0008	Nansen	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	5/16/2023	5/15/2024	\$325,000	\$161,036	\$163,964	OPEN
L-2-0010	Oak Leaf Product	Provide video and still photography services including production, editorial, animation, and sound design	4/28/2023	4/30/2024	\$300,000	\$99,881	\$200,119	OPEN
L-2-0011	The Abbi Agency	Provide digital marketing services, including content development, strategic planning, and account management of social media platforms	8/22/2023	7/31/2024	\$200,000	\$0	\$200,000	OPEN
L-2-0012	Marsh Risk & Ins Services	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	12/1/2022	12/1/2023	\$58,980	\$58,980	\$0	OPEN
L-3-0001	Zephyr Rail	Prepare the plans, specifications, and estimates for the Leesdale siding extension project.	9/6/2023	10/31/2026	\$3,893,052	\$98,428	\$3,794,624	OPEN
L-3-0003	Optimizely North America Inc.	Provides web content management, digital commerce, and marketing automation for the Pacific Surfliner website	3/31/2023	3/30/2024	\$70,223	\$70,223	\$0	OPEN

<sup>1</sup> Woodruff Smart does not have a contract maximum limit. The contract amount is increased annual based on the adopted budget.

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency**  
**Open Agreements Listing as of December 31, 2023**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-3-0004	Shift Media Holdings Inc	Annual Subscription for digital asset management platform	3/1/2023	2/29/2024	\$8,400	\$8,400	\$0	OPEN
L-3-0005	San Joaquin JPA	Cooperative agreement with SJJPA to reimburse SJJPA for project costs associated with Federal legislative advocacy services	7/1/2023	6/30/2024	\$44,000	\$0	\$44,000	OPEN
L-3-0007	Group Manufacturing Services	Purchase of new Thruway Bus Display Cases for Pacific Surfliner	12/15/2023	12/31/2024	\$78,290	\$0	\$78,290	OPEN
L-3-0010	Union Pacific Railroad Company	Funding amendment to use TIRCP funds for the increased service frequencies including on-time performance payment	12/15/2022	12/31/2027	\$8,140,000	\$0	\$8,140,000	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	6/30/2027	\$211,416	\$92,530	\$118,886	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$10,000	\$123	\$9,877	OPEN
L-6-0007	South County Transit	Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$5,000	\$36	\$4,964	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/2027	\$109,155	\$96,771	\$12,384	OPEN
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement	6/2/16	6/30/2027	\$124,000	\$81,242	\$42,758	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Comission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$99,963	\$57,060	\$42,903	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$20,000	\$9,429	\$10,571	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	6/30/2027	\$18,076	\$91	\$17,984	OPEN
L-6-0016	Glendale Beeline	Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement	6/22/16	6/30/2027	\$37,500	\$11,233	\$26,267	OPEN
L-6-0017	North County Transit District	Cooperative Agreement with North County Transit District for Transit Transfer Agreement	6/6/16	6/30/2027	\$95,000	\$22,839	\$72,161	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	6/30/2024	\$50,000	N/A	N/A	OPEN
L-8-0001	Bank of the West	Commercial Banking Services	9/6/18	8/31/2023	\$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	6/30/2024	N/A	N/A	N/A	OPEN


**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency  
Open Agreements Listing as of December 31, 2023**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/2024	Reimbursable Agreement	\$16,879,170	N/A	OPEN
L-8-0012	Monarch Sport LLC	Field Marketing and Community Outreach Services for Pacific Surfliner	2/21/19	12/31/2023	\$2,800,000	\$1,566,045	\$1,233,955	OPEN
L-9-0001	Amtrak	Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta	12/11/2019	6/30/2023	\$898,353	\$403,393	\$494,960	OPEN
L-9-0005	Southern California Regional Rail Authority (SCRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	7/1/2019	12/31/2023	\$824,000	No Funds Flow Through LOSSAN	N/A	OPEN
L-9-0006	Crowe LLP	Audit Services for fiscal years ending 6/30/2019 through 6/30/2023	4/2/2019	3/31/2024	\$139,000	\$123,200	\$15,800	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	\$536,571	\$403,641	\$132,930	OPEN
L-9-0013	Pastilla, Inc.	Creative Services for Print and Digital Creative Development, Design/Copywriting and Production	1/6/2020	12/31/2024	\$900,000	\$168,217	\$731,783	OPEN
* If an agreement is fully paid during the quarter, it will be shown as an open agreement during that quarter and be taken off the following quarter.								



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2023-24 Second Quarter Amtrak Pacific Surfliner System Safety and Incident Report

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the second quarter of fiscal year 2023-24, covering the months of October, November, and December 2023.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, which traverses through a six-county coastal region in Southern California. The Amtrak Police Department (APD) provides law enforcement officers along the entire corridor to ensure the safety and security of Pacific Surfliner employees, passengers, and infrastructure. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station.

### **Discussion**

This report presents system safety and incident information, covering trespasser strikes by Pacific Surfliner trains, reported crimes on Pacific Surfliner trains and or at stations, response, and mitigation measures to these crimes for the second quarter of fiscal year (FY) 2023-24.

Like the first quarter of this fiscal year, the data in this report was collected using a more in-depth process than previous reports, allowing greater insight into incidents and trends. As such, this report may depict an increase in incidents when compared to previous fiscal years.

### ***Reported Crimes***

#### **Trespass of Real Property – Non collision**

There were **five** incidents of individuals and or vehicles trespassing on tracks, that did not involve a collision.

Of the five incidents, four involved trains entering “emergency braking” to avoid collisions with trespassers or vehicles on the track. The fifth involved a group of trespassers near the community of Chatsworth, inside tunnel 28, along the Metrolink Ventura Subdivision. During this incident, the trespassers moved along the wall of the tunnel, as the engineer blew his horn to warn of the impending collision.

#### **Trespass of Real Property – Collisions**

There were **eleven** reported trespasser or vehicle strikes involving Pacific Surfliner trains. Of these reported strikes, five proved to be non-fatal and six proved to be fatal.

Of the five non-fatal accidents, two were incurred by train 761. One incident occurred in the City of Santa Ana, when the driver of a vehicle stopped his vehicle on the tracks at the 17th Street and Lincoln Ave crossing, in a line of cars, awaiting a community handout. As the train approached, the vehicle failed to move, causing the train to collide with the rear portion of the vehicle, which was blocking the tracks. This incident caused an approximate 1-hour and 50-minute delay. The other occurred near the City of Goleta, when the train struck an unoccupied vehicle, which appeared to be abandoned, near milepost (MP) 342.8 on the Santa Barbara Subdivision (not near a crossing). This incident caused a 2-hour delay.

Another non-fatal collision occurred when train 790 struck a semi-truck near east of the Camarillo station along the Santa Barbara subdivision. In this incident, the vehicle became disabled on the railroad track. As the train approached, the emergency braking system was applied, however, the train was unable to stop in time, and struck the trailer portion of the truck. The impact caused significant damage to several cars on the train. Train 790 was terminated as a result of this collision, and all passengers were transferred to replacement buses.

Of the two remaining non-fatal collision, one involved train 564 in San Diego and involved a subject, who upon being struck, fled the location on foot. This collision caused a 2-hour delay due to the need for local law enforcement to locate the individual and assess their condition. The second occurred near the City of Fullerton, when train 785 clipped a female trespasser, who was attempting to clear the tracks as the train approached. The delay to train 785, because of this incident, was 1-hour and 18-minutes.

Of the six fatal collisions, three appeared to have been intentional. One such incident occurred in the city of Ventura, when train 761 struck a trespasser on the tracks,

causing a 1 hour and 42-minute delay. The second occurred in the City of Santa Barbara, also by train 761, when it struck a trespasser, walking on the tracks, despite several warnings by the engineer. The third incident was incurred by train 794 near the City of Anaheim, when it struck a trespasser on the tracks. This incident caused a 2-hour delay.

Of the remaining three fatal collisions, one involved train 761 near Pismo Beach, when it struck a trespasser walking on the tracks, who appeared to be trying to get out of the path of the train. This collision caused train 761 to be delayed by 1-hour and 42-minutes. Another collision occurred when train 769 struck a trespasser, who at the last minute appeared to be reaching for the leash of a dog that wandered onto the tracks as the train approached. This accident caused a one-hour delay.

Lastly, train 774 was involved in a fatal strike near Santa Barbara. This incident caused a 1-hour and 41-minute delay.

In total, there were approximately 19 hours and 30 minutes in delays due to trespasser strikes.

#### Larceny/Theft

There was a total of **six** reported thefts on board trains during this quarter. Four of these larceny/thefts were of customer property and involved the stolen property being removed from luggage racks on trains 581, 572, 769, and 774. Of the two additional reports of theft, one occurred in the café car of train 581, when the suspect removed property from the location without paying. The final theft occurred on train 591, when an employee's bag was taken.

#### Disorderly Conduct

There were **six** reports of disorderly conduct on board trains. Three of these disorderly conduct incidents were onboard trains 777 and 583 and involved alcohol. Two additional incidents of subjects disturbing the peace were reported on trains 784 and 794, and the two remaining incidents included subjects exhibiting loud and unreasonable noise on train 777.

Of these incidents, one subject was arrested.

#### Assaults

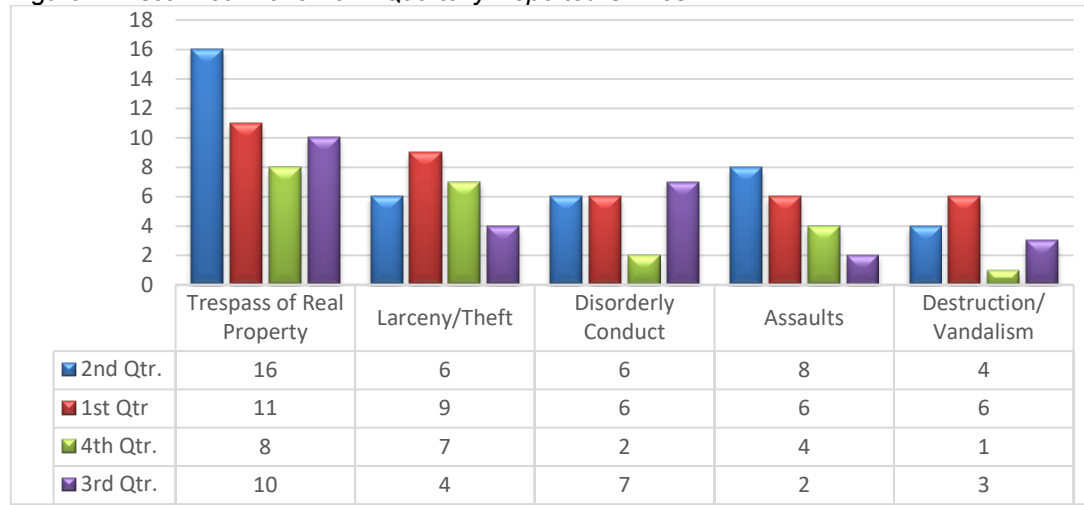
There were **eight** total assaults reported during this quarter on board Pacific Surfliner trains. Four of these incidents involved fare evaders assaulting conductors, two involved Amtrak employees being assaulted by passengers, and two were assaults between passengers.

### Vandalism

There were **four** incidents of Vandalism reported during this quarter. One incident occurred onboard train 761, when an individual removed a window and stepped out of the train as it was stopped at Solano Beach. The additional three incidents of vandalism occurred at three separate stations, Chatsworth, City of Goleta, and the City of Oceanside.

At the Chatsworth and the City of Goleta stations, display cases were shattered using an unknown item by unknown person(s), and at the City of Oceanside, an unknown person(s) damaged an exterior lock to the building.

*Figure 1: Fiscal Year 2023-2024 Quarterly Reported Crimes*



### Response and Mitigation Measures

There was a noticeable rise in trespasser incidents during this quarter, with sixteen reported incidents. Although there was no set pattern or location to these incidents, five of the sixteen, or thirty-one percent, involved train 761.

As a result, during the month of December, officers were therefore directed to increase their presence on board trains. This mission was aided by APD officers from throughout the country, who volunteered to deploy as part of the Western Division group.

A significant part of the LOSSAN Agency's proactive efforts at increasing safety and reducing trespasser incidents is the Board approved Operation Safe Surfs rail safety initiative. The first wave of efforts in Operation Safe Surfs began in earnest with the launch of public service announcements (PSA) on both digital and streaming television services as well as digital radio. So far, the video PSA has been watched 300,000 times, reaching an estimated 2.4 million people. The digital radio ad has been listened to over 145,000 times. The completion rate, or the number of people who watch/listen to the ad in its entirety, is at 97 percent for the video ads, and 96 percent for the radio ads.

Next steps in this Operation Safe Surfs effort revolve around our upcoming geofencing campaign. We are working to finalize the specific locations and will be welcoming member agency input throughout this process. The installation of safety/suicide prevention signage is also an element of Operation Safe Surfs. Staff is developing a sign design that will accomplish the goals of providing both a rail safety message as well as information on the national suicide prevention hotline. Once the design is finalized, staff will work with the right-of-way owners of the identified strike hot spots to determine the installation locations.

Figure 2 below summarizes the total officer self-initiated services provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2,559 self-initiated patrols by officers, showing an increase from 2,239 the previous quarter.

*Figure 2: Officer Self-Initiated Services*

<b>Row Labels</b>	<b>Number of Self-Initiated Patrols</b>
<b>PROPERTY</b>	<b>152</b>
PROPERTY-ROW CHECK	151
PROPERTY-ROW GATE CHECK	1
<b>TACTICAL INTENSE PATROL</b>	<b>2,559</b>
TRAIN BOARDING, PLATFORM INSPECTION	2,310
TRAIN RIDE	249
<b>Grand Total</b>	<b>2,711</b>

### **Summary**

For the first two months of the second quarter of FY 2023-2024, officers focused on high visibility and direct enforcement at Los Angeles Union Station platforms. However, during the final month of this quarter, officers were directed to increase their presence on-board trains. This shift came in response to public requests and information obtained through data analysis, which showed an increase in trespassers and conductor assaults. As a result, there were 249 train rides conducted by Amtrak Police officer on Pacific Surfliner trains this quarter, in comparison with 107 the previous quarter.

### **Attachment**

None.

### **Prepared by:**



James D. Campbell  
Operations Officer  
(714) 560-5390



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Amendment to Cooperative Agreements with Orange County Transportation Authority and Anaheim Transportation Network for the Transit Transfer Program

### **Overview**

On November 16, 2015, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors authorized the Managing Director to accept \$1.675 million in Transit and Intercity Rail Capital Program funding to support the Pacific Surfliner Transit Transfer Program, which allows Pacific Surfliner passengers to transfer more seamlessly to connecting public transit services. The Board of Directors also authorized the Managing Director to negotiate and execute agreements with participating local transit agencies. The program continued with state operating funding in July 2022 after the expiration of Transit and Intercity Rail Capital Program funding. At this time, ten agreements with local transit agencies were extended through June 30, 2027, utilizing state operating funds. Two of these agreements now require funding amendments to allow for the continuance of the Pacific Surfliner Transit Transfer Program.

### **Recommendations**

- A. Authorize the Managing Director to negotiate and execute Amendment No. 9 to Cooperative Agreement No. L-6-0009 Orange County Transportation Authority in the amount of \$85,468 to provide ongoing reimbursement for transit transfers by Pacific Surfliner passengers. This will increase the maximum obligation of the cooperative agreement to a total value of \$194,623.
- B. Authorize the Managing Director to negotiate and execute Amendment No. 6 to Cooperative Agreement No. L-6-0010 with Anaheim Transportation Network in the amount of \$41,052 to provide ongoing reimbursement for transit transfers by Pacific Surfliner passengers. This will increase the maximum obligation of the cooperative agreement to a total value of \$165,052.

***Discussion***

In June 2015, the California State Transportation Agency awarded \$1.675 million of 2015 Transit and Intercity Rail Capital Program (TIRCP) funds to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) to allow the creation of a Pacific Surfliner Transit Transfer Program (Program). The Program allows Pacific Surfliner passengers to transfer to various connecting transit services for free at shared stations by presenting a valid Pacific Surfliner ticket. Each participating transit agency is then reimbursed by the LOSSAN Agency on a quarterly basis for the number of Pacific Surfliner passengers carried subject to a reimbursement agreement and a negotiated average base fare.

On November 16, 2015, the LOSSAN Agency Board of Directors (Board) authorized the Managing Director to accept the \$1.675 million in TIRCP grant funds and to negotiate and execute agreements with all local transit agencies participating in the Program. Cooperative agreements were executed with all participating transit agencies in early 2016, and the Program was launched in July 2016.

LOSSAN Staff utilized every available extension for the TIRCP funding until the final June 30, 2022, deadline. In July 2022, LOSSAN staff received permission from the California Department of Transportation to continue the program by using state operating funds. Cooperative agreements with participating transit agencies were amended at that time to allow for the continuance of the Program which extended the period of performance through June 30, 2027.

Due to the long-term extension of the Program as well as high utilization for connections to the Orange County Transportation Authority and Anaheim Transportation Network services, amendments are necessary to increase the maximum contract obligation.

**Fiscal Impact**

Funding for these amendments is included in LOSSAN's Fiscal Year 2024-25 Proposed Budget through state operating funds.

***Summary***

Staff is requesting Board of Directors approval of Amendment No. 9 to Cooperative Agreement No. L-6-0009 and Amendment No. 6 to Cooperative Agreement No. L-6-0010 with the Orange County Transportation Authority and Anaheim Transportation Network, in the amounts of \$85,468 and \$41,052, respectively to allow for the continuance of the Pacific Surfliner Transit Transfer Program.

***Summary***

None.

***Prepared by:***


A handwritten signature in black ink, appearing to read "Russ Henry", with a stylized, cursive script.

Russ Henry  
Program Manager, Finance/Grants  
(714) 560-5990



**March 18, 2024**

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

**From:** Jason Jewell, Interim Managing Director 

**Subject:** Reimbursement Agreement with Union Pacific Railroad for Corridor Hardening and Coastal Resiliency Improvements

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency has programmed \$10,406,000 in funding to long-term corridor hardening and coastal resiliency improvements along the Santa Barbara Subdivision in partnership with the Union Pacific Railroad. Staff have worked with the Union Pacific Railroad to identify the most critical and urgent locations where there is the need to stabilize the track and adjacent bluffs. To advance work at these critical locations, staff are seeking Board of Directors approval to negotiate and execute an agreement with the Union Pacific Railroad to deliver the improvements.

### **Recommendation**

Authorize the Managing Director to negotiate and execute an agreement between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Union Pacific Railroad for a not-to-exceed amount of \$10,406,000, to construct the long-term improvements necessary to stabilize the track and adjacent bluffs at Mileposts 324.4 and 328.2 along the Santa Barbara Subdivision.

### **Background**

In February 2020, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved an agreement with the Union Pacific Railroad (UPRR) to design and construct the capital improvements necessary to implement two additional roundtrips north of Los Angeles. This agreement included \$9,400,000 committed to Corridor Hardening and Other Safety Improvements, which included small bluff stabilization projects.

In 2023, as part of the efforts to address the accelerating coastal resiliency challenges being faced by the rail corridor from San Diego to San Luis Obispo, the

LOSSAN Agency partnered with Union Pacific Railroad to prepare a Project Study Report (PSR) to identify critical and urgent coastal resiliency areas and define long-term solutions for addressing them.

### ***Discussion***

The PSR identified roughly \$90 million in critical corridor hardening or coastal resiliency improvements. The extent of these improvements goes beyond the scope of the original agreement with UPRR, requiring a new agreement to be executed.

The LOSSAN Agency has been successful over the past two years in working with the State of California to reprogram savings from various projects, as well as receiving funds through the 2022 Supplemental Transit and Intercity Rail Capital Program awards and applying this funding towards the corridor hardening projects along the Santa Barbara Subdivision that were identified in the PSR. Currently, there is roughly \$29.6 million programmed towards coastal resiliency efforts in Ventura and Santa Barbara counties.

LOSSAN Agency staff has been working with UPRR to develop the designs and environmentally clear these resiliency projects as quickly as possible. Two of the locations identified in the PSR, located at mileposts 324.4 and 328.2 are experiencing accelerated erosion due to recent inclement weather and require immediate attention.

The improvements identified to stabilize the railroad at these locations includes:

- Installation of drilled tie-back walls
- Construction and expansion of soldier pile walls
- Replacement and enhancement of drainage

Staff have been working with UPRR to prepare a draft agreement to help fund the work required at these two locations. Following Board approval of the recommendation, the next steps following execution of the reimbursement agreement with UPRR will be for UPRR to execute an agreement with the contractor. The term of this agreement will be for three years, terminating in March 2027.

### **Fiscal Impact**

Funding for this project is included in the Fiscal Year 2023-24 Working and Fiscal Year 2024-25 Proposed Budgets under account code 0085-7831-X2024-D9K. The value of the agreement is a maximum obligation, not to exceed amount.

***Summary***

Staff have been working with the Union Pacific Railroad to draft a reimbursement agreement for the construction of two coastal resiliency projects along the Santa Barbara Subdivision. The projects are consistent with those identified in the PSR prepared by the LOSSAN Agency in 2023. Staff are seeking the Board of Directors' approval to negotiate and execute the agreement with the Union Pacific Railroad.

***Attachment***

None.

**Prepared by:**




James D. Campbell  
Operations Officer  
(714) 560-5390



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Approval to Release Request for Proposals for Pacific Surfliner Marketing Services

### **Overview**

Consultant services are needed to provide field marketing and community outreach services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, including program management and fulfillment, community outreach and education, promotional marketing, and strategic marketing consultation. Staff has developed a request for proposals to initiate a competitive procurement to select a firm to provide field marketing services.

### **Recommendations**

- A. Approve the release of Request for Proposals 4-2080 to select a firm to provide field marketing services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for a one-year initial term with two, two-year option terms.
- B. Approve the proposed evaluation criteria and weightings for Request for Proposals 4-2080 for selection of a consultant to provide field marketing services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

### **Discussion**

Field marketing is an important part of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency's (Agency) marketing and communications toolbox. Field marketing efforts ensure that the Agency develops and maintains robust relationships with partners and communities across the corridor.

The field marketing firm will be responsible for assisting internal Agency staff with promoting the Pacific Surfliner as a viable transportation option for travelers to destinations along the LOSSAN Rail Corridor and beyond. The firm will

oversee cooperative advertising, social media, and promotional opportunities with partners in the travel industry, as well as with relevant sports teams, festivals, special events, and trade shows along the LOSSAN Rail Corridor. The firm will also plan, promote, and implement outreach events that drive brand awareness and strengthen relationships with communities served.

### ***Procurement Approach***

The LOSSAN Agency's Board of Directors (Board)-approved contracting and procurement policy requires that the Board approve Requests for Proposals (RFP) over \$100,000, as well as approve the evaluation criteria and weightings. Staff is submitting for Board approval the draft RFP and evaluation criteria and weightings, which will be used to evaluate the proposals received in response to the RFP.

The proposed evaluation criteria and weights are as follows:

- |                                     |            |
|-------------------------------------|------------|
| • Qualifications of the Firm        | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan                         | 30 percent |
| • Cost and Price                    | 20 percent |

Several factors were considered in developing these weights. Qualifications of the firm is weighted at 25 percent due to the breadth and depth of the requested services, the successful firm must have a proven track record for meeting similar requirements in previous projects. Staffing and project organization is also weighted at 25 percent as the firm's proposed project team must demonstrate familiarity with required marketing specializations in terms of knowledge, skills, and experience. Work plan is weighted at 30 percent to emphasize the importance of the firm demonstrating its ability to provide solutions specific to the LOSSAN Agency's marketing needs and opportunities. Cost and price is weighted at 20 percent to ensure the LOSSAN Agency receives competitive rates for the services provided.

The contract resulting from this procurement will have a one-year initial term with two, two-year option terms. The total cost for the initial term is anticipated to be approximately \$550,000.

This RFP will be released upon Board approval of these recommendations.

**Fiscal Impact**

Marketing services were included in the LOSSAN Agency's Fiscal Year (FY) 2024-25 annual business plan and Board-adopted budget. The LOSSAN Agency has \$1.6 million in state-provided marketing funds for FY 2024-25.

***Summary***

Board of Directors' approval is requested to release Request for Proposals 4-2080 to select a firm for field marketing services and the approval of the proposed evaluation criteria and weightings.

***Attachment***

- A. Draft Request for Proposals (RFP) 4-2080, Pacific Surfliner Marketing Services

**Prepared by:**



Puja Thomas-Patel  
Marketing & Communications Manager  
(714) 560-5948

**DRAFT REQUEST FOR PROPOSALS (RFP) 4-2080**

# **PACIFIC SURFLINER MARKETING SERVICES**



**ORANGE COUNTY TRANSPORTATION AUTHORITY  
ON BEHALF OF:  
LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR  
AGENCY  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
(714) 560-6282**

## **Key RFP Dates**

<b>Issue Date:</b>	<b>March 18, 2024</b>
<b>Pre-Proposal Conference Date:</b>	<b>March 26, 2024</b>
<b>Question Submittal Date:</b>	<b>March 27, 2024</b>
<b>Proposal Submittal Date:</b>	<b>April 9, 2024</b>
<b>Interview Date:</b>	<b>May 7, 2024</b>

## **TABLE OF CONTENTS**

<b>SECTION I: INSTRUCTIONS TO OFFERORS .....</b>	<b>1</b>
<b>SECTION II: PROPOSAL CONTENT .....</b>	<b>9</b>
<b>SECTION III: EVALUATION AND AWARD .....</b>	<b>16</b>
<b>EXHIBIT A: SCOPE OF WORK.....</b>	<b>20</b>
<b>EXHIBIT B: PRICE SUMMARY SHEET .....</b>	<b>21</b>
<b>EXHIBIT C: PROPOSED AGREEMENT .....</b>	<b>26</b>
<b>EXHIBIT D: STATUS OF PAST AND PRESENT CONTRACTS FORM .....</b>	<b>28</b>
<b>EXHIBIT E: CAMPAIGN CONTRIBUTION DISCLOSURE FORM .....</b>	<b>30</b>
<b>EXHIBIT F: SAFETY SPECIFICATIONS .....</b>	<b>35</b>
<b>EXHIBIT G: PROPOSAL EXCEPTIONS AND/OR DEVIATIONS.....</b>	<b>37</b>



March 18, 2024

**NOTICE OF REQUEST FOR PROPOSALS (RFP)**

**RFP 4-2080: "PACIFIC SURFLINER MARKETING SERVICES"**

**TO: ALL OFFERORS**

**FROM: ORANGE COUNTY TRANSPORTATION AUTHORITY**

On behalf of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), the Orange County Transportation Authority (Authority) invites proposals from qualified consultants to provide field marketing services for the Pacific Surfliner. The budget for this project is \$550,000.00 for a one (1)-year initial term.

**Please note that by submitting a Proposal, Offeror certifies that it is not subject to any Ukraine/Russia-related economic sanctions imposed by the State of California or the United States Government including, but not limited to, Presidential Executive Order Nos. 13660, 13661, 13662, 13685, and 14065. Any individual or entity that is the subject of any Ukraine/Russia-related economic sanction is not eligible to submit a Proposal. In submitting a Proposal, all Offerors agree to comply with all economic sanctions imposed by the State or U.S. Government.**

Proposals delivered in person or by a means other than the U.S. Postal Service shall be submitted to the following:

**Orange County Transportation Authority  
Contracts Administration and Materials Management  
600 South Main Street, (Lobby Receptionist)  
Orange, California 92868  
Attention: Gina Torres, Contract Administrator**

Proposals delivered using the U.S. Postal Service shall be addressed as follows:

**Orange County Transportation Authority  
Contracts Administration and Materials Management  
P.O. Box 14184  
Orange, California 92863-1584  
Attention: Gina Torres, Contract Administrator**

Proposals and amendments to proposals received after the date and time specified above will be returned to the Offerors unopened.

**Note: The Authority utilizes a third-party delivery service therefore, Offerors should anticipate a 48-hour delay in delivery of proposals mailed to the P.O. Box listed above. Proposals are considered received once time-stamped at the Authority's physical address.**

Firms interested in obtaining a copy of this RFP may do so by downloading the RFP from CAMM NET at <https://cammnet.octa.net>.

All firms interested in doing business with the LOSSAN Agency are required to register their business on-line at CAMM NET. The website can be found at <https://cammnet.octa.net>. From the site menu, click on CAMM NET to register.

To receive all further information regarding this RFP 4-2080, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

<u>Category:</u>	<u>Commodity:</u>
Marketing, Advertising & Media Services	Advertising Communications Marketing Services

A pre-proposal conference will be held both on-site/in-person and via teleconference on March 26, 2024, at 2:00 p.m.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room 08.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- [Click here to join the meeting](#)
- OR Call-in Number: 916-550-9867
- Conference ID: 653759346#

All prospective Offerors are encouraged to attend the pre-proposal conference.

The Authority has established May 7, 2024, as the date to conduct interviews. All prospective Offerors will be asked to keep this date available.

Offerors are encouraged to subcontract with small businesses to the maximum extent possible.

All Offerors will be required to comply with all applicable equal opportunity laws and regulations.

The award of this contract is subject to receipt of federal, state and/or local funds adequate to carry out the provisions of the proposed agreement including the identified Scope of Work.

**SECTION I: INSTRUCTIONS TO OFFERORS**

## **SECTION I. INSTRUCTIONS TO OFFERORS**

### **A. PRE-PROPOSAL CONFERENCE**

A pre-proposal conference will be held both on-site/in-person and via teleconference on March 26, 2024, at 2:00 p.m.

For prospective Offerors who wish to join on-site/in-person, the pre-proposal conference will be held at the Authority's Administrative Office, 550 South Main Street, Orange, California, in Conference Room 08.

Prospective Offerors not attending in-person may join or call-in using the following credentials:

- [Click here to join the meeting](#)
- OR Call-in Number: 916-550-9867
- Conference ID: 653759346#

All prospective Offerors are encouraged to attend the pre-proposal conference.

### **B. EXAMINATION OF PROPOSAL DOCUMENTS**

By submitting a proposal, Offeror represents that it has thoroughly examined and become familiar with the work required under this RFP and that it is capable of performing quality work to achieve the LOSSAN Agency's objectives.

### **C. ADDENDA**

The Authority reserves the right to revise the RFP documents. Any Authority changes to the requirements will be made by written addendum to this RFP. Any written addenda issued pertaining to this RFP shall be incorporated into the terms and conditions of any resulting Agreement. The Authority will not be bound to any modifications to or deviations from the requirements set forth in this RFP as the result of oral instructions. Offerors shall acknowledge receipt of addenda in their proposals. Failure to acknowledge receipt of Addenda may cause the proposal to be deemed non-responsive to this RFP and be rejected.

**D. AUTHORITY CONTACT**

All communication and/or contacts with Authority staff regarding this RFP are to be directed to the following Contract Administrator:

Gina Torres, Contract Administrator  
Contracts Administration and Materials Management Department  
Phone: 714.560.5566  
Email: gtorres@octa.net

Commencing on the date of the issuance of this RFP and continuing until award of the contract or cancellation of this RFP, no Offeror, subcontractor, lobbyist or agent hired by the Offeror shall have any contact or communications regarding this RFP with any Authority's staff; member of the evaluation committee for this RFP; or any contractor or consultant involved with the procurement, other than the Contract Administrator named above or unless expressly permitted by this RFP. Contact includes face-to-face, telephone, electronic mail (e-mail) or formal written communication. Any Offeror, subcontractor, lobbyist or agent hired by the Offeror that engages in such prohibited communications may result in disqualification of the Offeror at the sole discretion of the Authority.

**E. CLARIFICATIONS**

**1. Examination of Documents**

Should an Offeror require clarifications of this RFP, the Offeror shall notify the Authority in writing in accordance with Section E.2. below. Should it be found that the point in question is not clearly and fully set forth, the Authority will issue a written addendum clarifying the matter which will be sent to all firms registered on CAMM NET under the commodity codes specified in this RFP.

**2. Submitting Requests**

- a. All questions, including questions that could not be specifically answered at the pre-proposal conference, must be put in writing and received via e-mail at gtorres@octa.net no later than 2:00 p.m., on March 27, 2024.
- b. Requests for clarifications, questions, and comments must be clearly labeled, "Written Questions RFP 4-2080," in the subject line of the e-mail. The Authority is not responsible for failure to respond to a request that has not been labeled as such.

### 3. Authority Responses

Responses from the Authority will be posted on CAMM NET no later than April 2, 2024. Offerors may download responses from CAMM NET at <https://cammnet.octa.net>, or request responses be sent via email.

To receive email notification of Authority responses when they are posted on CAMM NET, firms and subconsultants must be registered on CAMM NET with at least one of the following commodity codes for this solicitation selected as part of the vendor's on-line registration profile:

<u>Category:</u>	<u>Commodity:</u>
Marketing, Advertising & Media Services	Advertising Communications Marketing Services

Inquiries received after 2:00 p.m. on March 27, 2024 will not be responded to.

## F. SUBMISSION OF PROPOSALS

### 1. Date and Time

Proposals must be received in the Authority's office at or before 2:00 p.m. on April 9, 2024.

Proposals received after the above-specified date and time will be returned to Offerors unopened.

### 2. Address

Proposals delivered in person or by a means other than the U.S. Postal Service shall be submitted to the following:

**Orange County Transportation Authority  
Contracts Administration and Materials Management (Camm)  
600 South Main Street, (Lobby Receptionist)  
Orange, California 92868  
Attention: Gina Torres, Contract Administrator**

Or proposals delivered using the U.S. Postal Services shall be addressed as follows:

**Orange County Transportation Authority  
Contracts Administration and Materials Management (Camm)  
P.O. Box 14184  
Orange, California 92863-1584  
Attention: Gina Torres, Contract Administrator**

**Note: The Authority utilizes a third-party delivery service therefore, Offerors should anticipate a 48-hour delay in delivery of proposals mailed to the P.O. Box listed above. Proposals are considered received once time-stamped at the Authority's physical address.**

**3. Identification of Proposals**

Offeror shall submit one (1) original hard copy of its proposal in a sealed package, addressed as shown above in F.2. The outer envelope must show the Offeror's name and address and clearly marked as follows:

**"RFP 4-2080 Pacific Surfliner Marketing Services"**

In addition to the above, Offerors shall also include one (1) electronic copy of their entire RFP submittal package in "PDF" format, on a CD, DVD, or flash drive.

**4. Acceptance of Proposals**

- a. The Authority reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals.
- b. The Authority reserves the right to withdraw or cancel this RFP at any time without prior notice and the Authority makes no representations that any contract will be awarded to any Offeror responding to this RFP.
- c. The Authority reserves the right to issue a new RFP for the project.
- d. The Authority reserves the right to postpone proposal openings for its own convenience.
- e. Each proposal will be received with the understanding that acceptance by the Authority of the proposal to provide the services described herein shall constitute a contract between the Offeror and Authority which shall bind the Offeror on its part to furnish and deliver at the prices given and in accordance with conditions of said accepted proposal and specifications.
- f. The Authority reserves the right to investigate the qualifications of any Offeror, and/or require additional evidence of qualifications to perform the work.
- g. Submitted proposals are not to be copyrighted.

**G. PRE-CONTRACTUAL EXPENSES**

The Authority shall not, in any event, be liable for any pre-contractual expenses incurred by Offeror in the preparation of its proposal. Offeror shall not include any such expenses as part of its proposal.

Pre-contractual expenses are defined as expenses incurred by Offeror in:

1. Preparing its proposal in response to this RFP;
2. Submitting that proposal to the Authority;
3. Negotiating with the Authority any matter related to this proposal; or
4. Any other expenses incurred by Offeror prior to date of award, if any, of the Agreement.

**H. JOINT OFFERS**

Where two or more firms desire to submit a single proposal in response to this RFP, they should do so on a prime-subcontractor basis rather than as a joint venture. The Authority intends to contract with a single firm and not with multiple firms doing business as a joint venture.

**I. TAXES**

Offerors' proposals are subject to State and Local sales taxes. However, the Authority is exempt from the payment of Federal Excise and Transportation Taxes. Offeror is responsible for payment of all taxes for any goods, services, processes and operations incidental to or involved in the contract.

**J. PROTEST PROCEDURES**

The Authority has on file a set of written protest procedures applicable to this solicitation that may be obtained by contacting the Contract Administrator responsible for this procurement. Any protests filed by an Offeror in connection with this RFP must be submitted in accordance with the Authority's written procedures.

**K. CONTRACT TYPE**

It is anticipated that the Agreement resulting from this solicitation, if awarded, will be time-and-expense with fully-burdened labor rates and anticipated expenses for work specified in the scope of work, included in the RFP as Exhibit A. The Agreement will have a one (1)-year initial term with two (2), two (2)-year option terms.

**L. CONFLICT OF INTEREST**

All Offerors responding to this RFP must avoid organizational conflicts of interest which would restrict full and open competition in this procurement. An

organizational conflict of interest means that due to other activities, relationships or contracts, an Offeror is unable, or potentially unable to render impartial assistance or advice to the Authority; an Offeror's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or an Offeror has an unfair competitive advantage. Conflict of Interest issues must be fully disclosed in the Offeror's proposal.

All Offerors must disclose in their proposal and immediately throughout the course of the evaluation process if they have hired or retained an advocate to lobby Authority staff or the Board of Directors on their behalf.

Offerors hired to perform services for the Authority are prohibited from concurrently acting as an advocate for another firm who is competing for a contract with the Authority, either as a prime or subcontractor.

**M. CODE OF CONDUCT**

All Offerors agree to comply with the Authority's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. All Offerors agree to include these requirements in all of its subcontracts.

**N. OWNERSHIP OF RECORDS/PUBLIC RECORDS ACT**

All proposals and documents submitted in response to this RFP shall become the property of the Authority and a matter of public record pursuant to the California Public Records Act, Government Code sections 6250 et seq. (the "Act"). Offerors should familiarize themselves with the provisions of the Act requiring disclosure of public information. Offerors are discouraged from marking their proposal documents as "confidential" or "proprietary."

If a Proposal does include "confidential" or "proprietary" markings and the Authority receives a request pursuant to the Act, the Authority will endeavor (but cannot guarantee) to notify the Offeror of such a request. In order to protect any information submitted within a Proposal, the Offeror must pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information. The Authority generally does not consider pricing information, subcontractor lists, or key personnel, including resumes, as being exempt from disclosure under the Act. In no event shall the Authority or any of its officers, directors, employees, agents, representatives, or consultants be liable to a Offeror for the disclosure of any materials or information submitted in response to the RFP or by failing to notify a Offeror of a request seeking its Proposal. The Authority reserves the right to make an independent decision to disclose records and material.

Notwithstanding the above, all information regarding proposal responses will be held as confidential until such time as the evaluation has been completed; an

award has been made by the Board of Directors or Authority Staff, as appropriate; and the contract has been fully negotiated.

**O. STATEMENT OF ECONOMIC INTERESTS**

The awarded Offeror (including designated employees and subconsultants) may be required to file Statements of Economic Interests (Form 700) in accordance with the Political Reform Act (Government Code section 81000 et seq.). This applies to individuals who make, participate in making, or act in a staff capacity for making governmental decisions. The AUTHORITY determines which individuals are required to file a Form 700, and if such determination is made, the individuals must file Form 700s with the AUTHORITY's Clerk of the Board no later than 30 days after the execution of the Agreement, annually thereafter for the duration of the Agreement, and within 30 days of termination of the Agreement.

**SECTION II: PROPOSAL CONTENT**

## **SECTION II. PROPOSAL CONTENT**

### **A. PROPOSAL FORMAT AND CONTENT**

#### **1. Format**

Proposals should be typed with a standard 12-point font, double-spaced and submitted on 8 1/2" x 11" size paper, using a single method of fastening. Charts and schedules may be included in 11" x 17" format. Proposals should not include any unnecessarily elaborate or promotional materials. Proposals should not exceed fifty (50) pages in length, excluding any appendices, cover letters, resumes, or forms.

#### **2. Letter of Transmittal**

The Letter of Transmittal shall be addressed to Gina Torres, Contract Administrator, and must, at a minimum, contain the following:

- a. Identification of Offeror that will have contractual responsibility with the Authority. Identification shall include legal name of company, corporate address, telephone and fax number, and email address. Include name, title, address, email address, and telephone number of the contact person identified during period of proposal evaluation.
- b. Identification of all proposed subcontractors including legal name of company, contact person's name and address, phone number and fax number, and email address; relationship between Offeror and subcontractors, if applicable.
- c. Acknowledgement of receipt of all RFP addenda, if any.
- d. A statement to the effect that the proposal shall remain valid for a period of not less than 120 days from the date of submittal.
- e. Signature of a person authorized to bind Offeror to the terms of the proposal.
- f. Signed statement attesting that all information submitted with the proposal is true and correct.

#### **3. Technical Proposal**

##### **a. Qualifications, Related Experience and References of Offeror**

This section of the proposal should establish the ability of Offeror to satisfactorily perform the required work by reasons of: experience in performing work of a similar nature; demonstrated competence in the

services to be provided; strength and stability of the firm; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references.

Offeror to:

- (1) Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; and number of employees.
- (2) Provide a general description of the firm's financial condition and identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede Offeror's ability to complete the project.
- (3) Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.
- (4) Identify subcontractors by company name, address, contact person, telephone number, email, and project function. Describe Offeror's experience working with each subcontractor.
- (5) Identify all firms hired or retained to provide lobbying or advocating services on behalf of the Offeror by company name, address, contact person, telephone number and email address. This information is required to be provided by the Offeror immediately during the evaluation process, if a lobbyist or advocate is hired or retained.
- (6) Provide as a minimum three (3) references for the projects cited as related experience, and furnish the name, title, address, telephone number, and email address of the person(s) at the client organization who is most knowledgeable about the work performed. Offeror may also supply references from other work not cited in this section as related experience.

**b. Proposed Staffing and Project Organization**

This section of the proposal should establish the method, which will be used by the Offeror to manage the project, as well as identify key personnel assigned.

Offeror to:

- (1) Identify key personnel proposed to perform the work and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment and how long each person has been with the firm.
- (2) Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel that includes education, experience, and applicable professional credentials.
- (3) Include a project organization chart, which clearly delineates communication/reporting relationships among the project staff.
- (4) Include a statement that key personnel will be available to the extent proposed for the duration of the project acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Authority.

**c. Work Plan**

Offeror should provide a narrative, which addresses the Scope of Work, and shows Offeror's understanding of LOSSAN Agency's needs and requirements.

Offeror to:

- (1) Describe the approach to completing the work specified in the Scope of Work. The approach to the work plan shall be of such detail to demonstrate the Offeror's ability to accomplish the project objectives and overall schedule.
- (2) Outline sequentially the activities that would be undertaken in completing the work and specify who would perform them.
- (3) Identify methods that Offeror will use to ensure quality control, as well as budget and schedule control for the project.
- (4) Identify any special issues or problems that are likely to be encountered in this project and how the Offeror would propose to address them.
- (5) Offeror is encouraged to propose enhancements or procedural or technical innovations to the Scope of Work that do not

materially deviate from the objectives or required content of the project.

(6) Provide samples of past collateral for evaluation purposes.

**d. Exceptions/Deviations**

State any technical and/or contractual exceptions and/or deviations from the requirements of this RFP, including the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C), using the form entitled "Proposal Exceptions and/or Deviations" included in this RFP. This Proposal Exceptions and/or Deviations form (Exhibit G) must be included in the original proposal submitted by the Offeror. If no technical or contractual exceptions and/or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted the Authority's technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit the Proposal Exceptions and/or Deviations form (Exhibit G) or any technical and/or contractual exceptions after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

All exceptions and/or deviations will be reviewed by the Authority and will be assigned a "pass" or "fail" status. Exceptions and deviations that "pass" do not mean that the Authority has accepted the change but that it is a potential negotiable issue. Exceptions and deviations that receive a "fail" status means that the requested change is not something that the Authority would consider a potential negotiable issue. Offerors that receive a "fail" status on their exceptions and/or deviations will be notified by the Authority and will be allowed to retract the exception and/or deviation and continue in the evaluation process. Any exceptions and/or deviation that receive a "fail" status and the Offeror cannot or does not retract the requested change may result in the firm being eliminated from further evaluation.

**4. Cost and Price Proposal**

As part of the cost and price proposal, the Offeror shall submit proposed pricing to provide the services described in Exhibit A, Scope of Work.

The Offeror shall complete the "Price Summary Sheet" form included with this RFP (Exhibit B), and furnish any narrative required to explain the prices quoted in the schedules. It is anticipated that the Authority will issue a time-

and-expense price contract specifying fully-burdened labor rates and anticipated expenses to complete the Scope of Work.

## 5. Appendices

Information considered by Offeror to be pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Offerors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials. Appendices should be relevant and brief.

## B. FORMS

### 1. Campaign Contribution Disclosure Form

In conformance with the statutory requirements of the State of California Government Code Section 84308, part of the Political Reform Act and Title 2, California Code of Regulations 18438 through 18438.8, regarding campaign contributions to members of appointed Board of Directors, Offeror is required to complete and sign the Campaign Contribution Disclosure Form provided in this RFP and submit as part of the proposal.

This form **must** be completed regardless of whether a campaign contribution has been made or not and regardless of the amount of the contribution.

The prime contractor, subconsultants, lobbyists and agents are required to report all campaign contributions made from the proposal submittal date up to and until the Board of Directors makes a selection.

Offeror is required to submit only **one** copy of the completed form(s) as part of its proposal.

Offeror is required to report any campaign contributions made by the prime contractor, subconsultants, lobbyists and agents after the proposal submittal date, and up to the anticipated Board of Directors selection. The offeror shall use the campaign contribution form for any additional reporting. The forms must be submitted at least 15 calendar days prior to the Board Board date on June 17, 2024 and sent via e-mail to the Contract Administrator.

### 2. Status of Past and Present Contracts Form

Offeror shall complete and sign the form entitled "Status of Past and Present Contracts" provided in this RFP and submit as part of its proposal. Offeror shall identify the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the

past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract. Offeror shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of Offeror's proposal.

A separate form must be completed for each identified contract. Each form must be signed by the Offeror confirming that the information provided is true and accurate. Offeror is required to submit one copy of the completed form(s) as part of its proposal.

**3. Proposal Exceptions and/or Deviations Form**

Offerors shall complete the form entitled "Proposal Exceptions and/or Deviations" provided in this RFP and submit it as part of the original proposal. For each exception and/or deviation, a new form should be used, identifying the exception and/or deviation and the rationale for requesting the change. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed nor considered by the Authority.

**SECTION III: EVALUATION AND AWARD**

### **SECTION III. EVALUATION AND AWARD**

#### **A. EVALUATION CRITERIA**

The Authority will evaluate the offers received based on the following criteria:

- 1. Qualifications of the Firm 25%**  
 Technical experience in performing work of a closely similar nature; strength and stability of the firm; strength, stability, experience and technical competence of subcontractors; assessment by client references.
- 2. Staffing and Project Organization 25%**  
 Qualifications of project staff, particularly key personnel and especially the Project Manager; key personnel's level of involvement in performing related work cited in "Qualifications of the Firm" section; logic of project organization; adequacy of labor commitment; concurrence in the restrictions on changes in key personnel.
- 3. Work Plan 30%**  
 Depth of Offeror's understanding of LOSSAN Agency's requirements and overall quality of work plan; logic, clarity and specificity of work plan; utility of suggested technical or procedural innovations.
- 4. Cost and Price 20%**  
 Reasonableness of the rates; competitiveness with other offers received; adequacy of data in support of figures quoted.

#### **B. EVALUATION PROCEDURE**

An evaluation committee will be appointed to review all proposals received for this RFP. The committee is comprised of Authority staff and may include outside personnel. The committee members will evaluate the written proposals using criteria identified in Section III A. A list of top-ranked proposals, firms within a competitive range, will be developed based upon the totals of each committee members' score for each proposal.

During the evaluation period, the Authority may interview some or all of the proposing firms. The Authority has established May 7, 2024, as the date to conduct interviews. All prospective Offerors are asked to keep this date available. No other interview dates will be provided, therefore, if an Offeror is unable to attend the interview on this date, its proposal may be eliminated from further discussion. The interview may consist of a short presentation by the Offeror after which the

evaluation committee will ask questions related to the firm's proposal and qualifications.

At the conclusion of the proposal evaluations, the evaluation committee will score the proposals to develop a competitive range. Offerors remaining within the competitive range may be asked to submit a Best and Final Offer (BAFO). In the BAFO request, the firms may be asked to provide additional information, confirm or clarify issues and submit a final cost/price offer. A deadline for submission will be stipulated.

At the conclusion of the evaluation process, the evaluation committee will recommend to the LOSSAN Agency Board of Directors the Offeror with the highest final ranking or a short list of top ranked firms within the competitive range whose proposal(s) is most advantageous to the LOSSAN Agency for final action.

**C. AWARD**

The LOSSAN Agency's Board of Directors will consider the selection of the firm(s) recommended by the evaluation committee.

The LOSSAN Agency may also negotiate contract terms with the selected Offeror prior to award, and expressly reserves the right to negotiate with several Offerors simultaneously and, thereafter, to award a contract to the Offeror offering the most favorable terms to the LOSSAN Agency.

Offeror acknowledges that the LOSSAN Agency's Board of Directors reserves the right to award this contract in its sole and absolute discretion to any Offeror to this RFP regardless of the evaluation committee's recommendation.

The LOSSAN Agency reserves the right to award its total requirements to one Offeror or to apportion those requirements among several Offerors as the LOSSAN Agency may deem to be in its best interest. In addition, negotiations may or may not be conducted with Offerors; therefore, the proposal submitted should contain Offeror's most favorable terms and conditions, since the selection and award may be made without discussion with any Offeror.

The selected Offeror will be required to submit to the Authority's Accounting department a current IRS W-9 form prior to commencing work.

**D. NOTIFICATION OF AWARD AND DEBRIEFING**

Offerors who submit a proposal in response to this RFP shall be notified via CAMM NET of the contract award. Such notification shall be made within three (3) business days of the date the contract is awarded.

Offerors who were not awarded the contract may obtain a debriefing concerning the strengths and weaknesses of their proposal. Unsuccessful Offerors, who wish

to be debriefed, must request the debriefing in writing or electronic mail and the Authority must receive it within three (3) business days of notification of the contract award.

**EXHIBIT A: SCOPE OF WORK**

## **SCOPE OF WORK**

### **PACIFIC SURFLINER FIELD MARKETING SERVICES**

#### **I. INTRODUCTION**

This Scope of Work describes Consultant's essential roles, responsibilities, functions, activities, and deliverables necessary for the successful implementation of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency's (Agency) field marketing program for the Amtrak Pacific Surfliner.

The LOSSAN Agency wishes to contract with a strategic marketing firm to provide field marketing and community outreach services to:

- Increase Pacific Surfliner ridership
- Influence consumer purchase decisions within communities served
- Cultivate awareness, positive brand associations, and visibility of the Pacific Surfliner through experiential marketing, in-person events, and other advertising and marketing efforts
- Uncover opportunities to expand reach and influence in college markets to build awareness in that key demographic
- Promote brand goodwill and partnerships with key convention and visitors bureau partners
- Identify and evaluate existing assets that can be offered to partners as part of a sponsorship package

Through this contract, Consultant shall provide expertise to supplement LOSSAN Agency's in-house marketing and communications staff, as well as work with external vendors when necessary.

#### **II. BACKGROUND**

The 351-mile LOSSAN Rail Corridor travels through a six (6)-county coastal region in southern California and is the second busiest intercity passenger rail corridor in the United States. The LOSSAN Agency manages the Amtrak Pacific Surfliner service, which has an annual ridership of nearly 3 million (pre-pandemic). There are currently twenty (20) daily Pacific Surfliner trains between Los Angeles and San Diego, with ten (10) trains extending to Santa Barbara/Goleta and four to San Luis Obispo. The Pacific Surfliner serves twenty-nine (29) stations between San Diego and San Luis Obispo.

The Pacific Surfliner provides a relaxing and sustainable travel option for destinations along the LOSSAN Rail Corridor and beyond. In addition to rail service, dedicated Amtrak Thruway bus connections supplement the train by extending connections to destinations such as Palm Springs, Solvang, and the Bay Area.

#### **III. GENERAL REQUIREMENTS**

The LOSSAN Agency seeks a qualified consultant experienced in field marketing to assist the agency staff with increasing service ridership. Consultant shall work closely with staff to create a strategy leveraging various field marketing tactics to expand the LOSSAN Agency's brand

awareness, relationships, and community interactions in a data driven and measurable way. Consultant shall be expected to meet the following general qualifications:

- A solid understanding of the Pacific Surfliner brand and market position
- Expertise in targeted, audience specific marketing
- Knowledge of emerging technology, trends, platforms, and messaging opportunities, and demonstrate the ability to leverage them effectively.
- A thorough understanding of marketing best practices in the transportation and/or tourism industry
- 

#### **IV. SERVICES REQUIRED**

This section contains a brief description of the types of services required for this contract. The work plan shall provide a precise and clear description of the firm's ability to meet the requirements of each service category specified below. Those proposing as the prime contractor on this RFP are encouraged to sub-contract tasks that are outside of their expertise. Firms shall provide turnkey marketing programs and be able to act as a prime contractor in **each** of the following areas:

Brand Awareness, Advertising, and Partnership Building

Consultant shall be responsible for:

- Elevating LOSSAN Agency's brand awareness, presence, and engagement across the corridor.
- Developing cooperative advertising and promotional opportunities to amplify the LOSSAN Agency's reach. Foster and expand relationships with partners in the travel industry, as well as with relevant sports teams, festivals, event venues, special events, trade shows, and Universities along the LOSSAN Rail Corridor.
- Serving as LOSSAN Agency's Agency of Record, which will authorize Consultant to act on LOSSAN Agency's behalf to negotiate and to enter into sponsorships, secure memberships, plan advertising programs, seek and execute advertising opportunities, purchase and place media, and manage invoices and payments. If necessary to complete the requirements of the scope of work, Consultant shall license direct with vendors and partners to obtain necessary media placements and utilities. All invoicing pertaining to these agreements shall be managed by the selected Consultant. The LOSSAN Agency shall be listed as a user and/or advertiser on any agreements. At the end of the term (or earlier), the selected Consultant shall assign/transfer all its rights to the agreement to the LOSSAN Agency at no additional charge.

Through these tasks, the aim is to establish a robust and recognizable brand presence, drive community engagement, and optimize the LOSSAN Agency's outreach efforts effectively.

Multi-lingual community outreach and engagement

Consultant shall assist the LOSSAN Agency with establishing and maintaining brand awareness through special events and community education efforts. Consultant shall be responsible for:

- Planning, promoting, and implementing outreach events that enhance brand awareness and strengthen relationships with communities served.
- Identifying strategic opportunities targeting key audiences in key geographical areas for business and community outreach
- Providing event planning services and support
- Staffing in-person community events. Consultant shall be expected to engage audiences in English and Spanish. Community event support in other foreign languages such as Vietnamese, Chinese, Tagalog, Farsi, Armenian, Japanese, and others may occasionally be necessary. Consultant must submit a plan for hiring subcontractors to provide services if necessary. Consultant shall also provide support with follow up activities and create tools for nurturing relationships with referral sources and influencers.

#### Promotional marketing

Consultant shall be responsible for developing and/or supporting new marketing program initiatives for key audiences. Consultant shall support the following:

- Raising awareness of key destinations along the route through events, partnerships, special event partnerships, advertising, and other innovative marketing efforts.
- Design strategic campaigns to target specific markets and audiences to increase ridership and revenue.

In addition to creating campaign deliverables, Consultant shall provide suggestions for enhancements to optimize ongoing campaigns, refine messaging, boost community engagement, and meet other performance metrics.

#### Creative services

Fulfillment of field marketing programs includes coordinating and ensuring timely delivery of all creative assets. The creative services expected include:

- Copywriting and trans-creating of advertising and marketing materials in English and Spanish. Consultant may also be occasionally required to create materials in other foreign languages such as Vietnamese, Chinese, Tagalog, Farsi, Armenian, Japanese, and others may occasionally be necessary. Consultant must submit a plan for hiring subcontractors to provide multi-lingual services if necessary.
- Producing design solutions, messages including copywriting for radio and/or video advertisements and creative assets for print, outreach, broadcast, advertising, or other customer communications channels, that resonate with target audiences and meet both brand standards and business objectives.
- Design solutions and creative assets for print, radio, video, broadcast, digital and social media elements, as well as the development of special promotions and fares discounts to incentivize trial and repeat ridership to support program initiatives.
- Consultant must be able to respond quickly to execute creative development through concept development, execution and production in a timely manner to meet the project deadlines. There may be times when Consultant shall also work with the other LOSSAN

Agency vendors to optimize existing creative assets for the appropriate audiences and channels.

Consultant shall be responsible for monitoring performance of all campaign and managing quality of content for campaigns as determined by engagement metrics, hyper-targeted media placements, content engagement, media impressions, and client feedback.

## **PERFORMANCE, MONITORING, AND EVALUATION**

The success of the Pacific Surfliner field marketing program relies on continuous monitoring, evaluation, and optimization of various performance metrics.

The selected Consultant shall employ a systematic approach to monitor and evaluate the performance of the Pacific Surfliner field marketing program. This includes the continuous tracking and analysis of engagement metrics across various channels, campaigns, and events to ensure the program's alignment with the LOSSAN Agency's objectives and foster ongoing improvement throughout the contract period.

## **PROGRAM MANAGEMENT**

The LOSSAN Marketing and Communications Manager will be the key contact for Consultant and will direct Consultant's work efforts. All jobs performed by Consultant will require a cost estimate within two (2)-days of project requests and prior approval from the LOSSAN Marketing and Communications Manager before commencing work.

Consultant shall designate a project manager within the firm to be the primary liaison with the LOSSAN Agency for day-to-day marketing activities. The project manager shall have the authority to make commitments and decisions that are binding to Consultant. Any changes to Consultant's personnel under this project shall be subject to the LOSSAN Agency's written approval.

The selected Consultant shall invoice the LOSSAN Agency for services rendered on a monthly basis.

1. Deliverables shall include but are not limited to: Job-by-job estimates of time and materials needed to complete each project, approved by the designated LOSSAN Marketing and Communications Manager.
2. Documentation of strategies, tactics, media recommendations, evaluation criteria, timeline, and budget proposal including executive briefs and reporting
3. Implementation of effective design, layout, editorial, and art direction from concept and development through execution and production tailored to strategic objectives.
4. Campaign management and monitoring informed by ridership and revenue reporting, online engagement metrics and client feedback.
5. Pro-active feedback for enhancements to optimize ongoing campaigns, refine messaging, boost online engagement, and search engine visibility, and meet other performance metrics.

**CONTRACT PERIOD**

The contract period will be for a one (1)-year initial term with two (2), two (2)-year option terms awarded at the discretion of the LOSSAN Agency.

**LIMITATION ON GOVERNMENTAL DECISIONS**

Nothing contained in this scope of work permits Consultant's personnel to authorize or direct any actions, votes, appoint any person, obligate, or commit LOSSAN to any course of action or enter into any contractual agreement on behalf of OCTA. In addition, Consultant's personnel shall not provide information, an opinion, or a recommendation for the purpose of affecting a decision without significant intervening substantive review by OCTA personnel, counsel, and management.

**EXHIBIT B: PRICE SUMMARY SHEET**

**PRICE SUMMARY SHEET**

**REQUEST FOR PROPOSALS (RFP) 4-2080**

Enter below the proposed price for the services described in the Scope of Work, Exhibit A. Prices shall include direct costs, indirect costs, tax, and profits. The Authority's intention is to award a time-and-expense price contract for a one (1)-year initial term with two (2), two (2)-year option terms.

***Key Personnel:***

		Fully Burdened Hourly Rate(s)				
		Initial Term	First Option Term		Second Option Term	
Job Function	Name	7/1/2024 – 6/30/2025	7/1/2025 – 6/30/2026	7/1/2026 – 6/30/2027	7/1/2027 – 6/30/2028	7/1/2028 – 6/30/2029
Project Manager		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Graphic Designer		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Copy Writer		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Field Marketing Director		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Field Marketing Support		\$ _____	\$ _____	\$ _____	\$ _____	\$ _____

*For Cost Analysis Purposes:*

- *Provide fully-burdened hourly rates for the above-designated job functions. The fully burdened hourly rates will be included in the resulting agreement should your proposal be selected for contract award.*

**Other Labor Charges:**

	Fully Burdened Hourly Rate(s)				
	Initial Term	First Option Term		Second Option Term	
Job Function:	7/1/2024 – 6/30/2025	7/1/2025 – 6/30/2026	7/1/2026 – 6/30/2027	7/1/2027 – 6/30/2028	7/1/2028 – 6/30/2029
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____

**SCHEDULE II ----- OTHER DIRECT COSTS SCHEDULE**

Type of ODC		Quantity	Unit Rate	Budget Amount
1.				
2.				
3.				
4.				
5.				
<p><b>Additional ODC required and authorized by LOSSAN but not included in this Agreement will be reimbursed either (a) "At Cost" OR (b) up to the applicable Current Rate listed in this Schedule II, whichever is less.</b></p> <p><b>Supporting documentation must accompany invoice.</b></p>				

*\* Please note the following:*

- *LOSSAN will not reimburse Consultant for hours charged to perform activities associated with the preparation and review of invoices submitted to the Authority.*
- *LOSSAN will not reimburse Consultant for local meals and travel time, unless previously approved, or any other expenses not included within this Exhibit B.*

1. I acknowledge receipt of **RFP 4-2080** and Addenda No.(s)\_\_\_\_.
2. This offer shall remain firm for \_\_\_\_\_ days from the date of proposal.  
(Minimum of 120)

COMPANY NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

FACSIMILE # \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

SIGNATURE OF PERSON  
AUTHORIZED TO BIND OFFEROR \_\_\_\_\_

NAME AND TITLE OF PERSON  
AUTHORIZED TO BIND OFFEROR \_\_\_\_\_

DATE SIGNED \_\_\_\_\_

**EXHIBIT C: PROPOSED AGREEMENT**

**PROPOSED AGREEMENT NO. L-4-0001**

**BETWEEN**

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

**AND**

**THIS AGREEMENT** is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2024 ("Effective Date"), by and between the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, 550 South Main Street, P.O. Box 14184, Orange, California 92863-1584, a joint powers authority of the State of California (hereinafter referred to as "AGENCY"), and \_\_\_\_\_ (hereinafter referred to as "CONSULTANT").

**WITNESSETH:**

**WHEREAS**, AGENCY requires assistance from CONSULTANT to provide field marketing and community outreach services; and

**WHEREAS**, said work cannot be performed by the regular employees of AGENCY; and

**WHEREAS**, CONSULTANT has represented that it has the requisite personnel and experience, and is capable of performing such services; and

**WHEREAS**, CONSULTANT wishes to perform these services;

**NOW, THEREFORE**, it is mutually understood and agreed by AGENCY and CONSULTANT as follows:

**ARTICLE 1. COMPLETE AGREEMENT**

A. This Agreement, including all exhibits and documents incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between AGENCY and CONSULTANT and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

B. AGENCY's failure to insist in any one or more instances upon CONSULTANT's performance

1 of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of  
2 AGENCY's right to such performance or to future performance of such terms or conditions and  
3 CONSULTANT's obligation in respect thereto shall continue in full force and effect. Changes to any  
4 portion of this Agreement shall not be binding upon AGENCY except when specifically confirmed in  
5 writing by an authorized representative of AGENCY by way of a written amendment to this Agreement  
6 and issued in accordance with the provisions of this Agreement.

7 **ARTICLE 2. AGENCY DESIGNEE**

8 The Managing Director of AGENCY, or designee, shall have the authority to act for and exercise  
9 any of the rights of AGENCY as set forth in this Agreement.

10 **ARTICLE 3. SCOPE OF WORK**

11 A. CONSULTANT shall perform the work necessary to complete in a manner satisfactory to  
12 AGENCY the services set forth in Exhibit A, entitled "Scope of Work," attached to and, by this reference,  
13 incorporated in and made a part of this Agreement. All services shall be provided at the times and places  
14 designated by AGENCY.

15 B. CONSULTANT shall provide the personnel listed below to perform the above-specified  
16 services, which persons are hereby designated as key personnel under this Agreement.

17 **Names**

**Job Functions**

18  
19  
20  
21  
22  
23 C. No person named in paragraph B of this Article, or his/her successor approved by AGENCY,  
24 shall be removed or replaced by CONSULTANT, nor shall his/her agreed-upon function or level of  
25 commitment hereunder be changed, without the prior written consent of AGENCY. Should the services  
26 of any key person become no longer available to CONSULTANT, the resume and qualifications of the

1 proposed replacement shall be submitted to AGENCY for approval as soon as possible, but in no event  
2 later than seven (7) calendar days prior to the departure of the incumbent key person, unless  
3 CONSULTANT is not provided with such notice by the departing employee. AGENCY shall respond to  
4 CONSULTANT within seven (7) calendar days following receipt of these qualifications concerning  
5 acceptance of the candidate for replacement.

6 **ARTICLE 4. TERM OF AGREEMENT**

7 A. This Agreement shall commence upon execution by both parties, and shall continue in full  
8 force and effect through June 30, 2025 (Initial term), unless earlier terminated or extended as provided in  
9 this Agreement.

10 B. AGENCY, at its sole discretion, may elect to extend the term of this Agreement up to an  
11 additional twenty-four (24) months, and continuing from July 1, 2025 through June 30, 2027 (First Option  
12 Term), and thereupon require CONSULTANT to continue to provide services, and otherwise perform, in  
13 accordance with Exhibit A, entitled "Scope of Work," and at the rates set forth in Article 5, "Payment."

14 C. AGENCY, at its sole discretion, may elect to extend the term of this Agreement up to an  
15 additional twenty-four (24) months, and continuing from July 1, 2027 through June 30, 2029 (Second  
16 Option Term), and thereupon require CONSULTANT to continue to provide services, and otherwise  
17 perform, in accordance with Exhibit A, entitled "Scope of Work," and at the rates set forth in Article 5,  
18 "Payment."

19 D. AGENCY's election to extend the Agreement beyond the Initial Term shall not diminish its  
20 right to terminate the Agreement for AGENCY's convenience or CONSULTANT's default as provided  
21 elsewhere in this Agreement. The "maximum term" of this Agreement shall be the period extending  
22 through June 30, 2029, which period encompasses the Initial Term, First Option Term and Second Option  
23 Term.

24 **ARTICLE 5. PAYMENT**

25 A. For CONSULTANT's full and complete performance of its obligations under this Agreement  
26 and subject to the maximum cumulative payment obligation provisions set forth in Article 6, AGENCY

1 shall pay CONSULTANT on a time-and-expense basis in accordance with the following provisions.

2 B. CONSULTANT shall invoice AGENCY on a monthly basis for payments corresponding to the  
3 work actually completed by CONSULTANT. Percentage of work completed shall be documented in a  
4 monthly progress report prepared by CONSULTANT, which shall accompany each invoice submitted by  
5 CONSULTANT. CONSULTANT shall also furnish such other information as may be requested by  
6 AGENCY to substantiate the validity of an invoice. At its sole discretion, AGENCY may decline to make  
7 full payment until such time as CONSULTANT has documented to AGENCY's satisfaction that  
8 CONSULTANT has fully completed all work required under the task. AGENCY's payment in full for work  
9 completed shall constitute AGENCY's final acceptance of CONSULTANT's work.

10 C. Invoices shall be submitted by CONSULTANT on a monthly basis and shall be submitted in  
11 duplicate to AGENCY's Accounts Payable office. CONSULTANT may also submit invoices electronically  
12 to AGENCY's Accounts Payable Department at [vendorinvoices@octa.net](mailto:vendorinvoices@octa.net). Each invoice shall be  
13 accompanied by the monthly progress report specified in paragraph B of this Article. AGENCY shall remit  
14 payment within thirty (30) calendar days of the receipt and approval of each invoice. Each invoice shall  
15 include the following information:

- 16 1. Agreement No. L-4-0001;
- 17 2. Specify work for which payment is being requested;
- 18 3. The time period covered by the invoice;
- 19 4. Total monthly invoice (including project-to-date cumulative invoice amount);
- 20 5. Monthly Progress Report;
- 21 6. Certification signed by the CONSULTANT or his/her designated alternate that a)  
22 The invoice is a true, complete and correct statement of reimbursable costs and progress; b) The backup  
23 information included with the invoice is true, complete and correct in all material respects; c) All payments  
24 due and owing to subcontractors and suppliers have been made; d) Timely payments will be made to  
25 subcontractors and suppliers from the proceeds of the payments covered by the certification and; e) The  
26 invoice does not include any amount which CONSULTANT intends to withhold or retain from a

subcontractor or supplier unless so identified on the invoice.

7. Any other information as agreed or requested by AGENCY to substantiate the validity of an invoice.

**ARTICLE 6. MAXIMUM OBLIGATION**

Notwithstanding any provisions of this Agreement to the contrary, AGENCY and CONSULTANT mutually agree that AGENCY's maximum cumulative payment obligation (including obligation for CONSULTANT's profit) shall be \_\_\_\_\_ Dollars (\$\_\_\_\_\_.00) which shall include all amounts payable to CONSULTANT for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

**ARTICLE 7. NOTICES**

All notices hereunder and communications regarding the interpretation of the terms of this Agreement, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

To CONSULTANT:

To AGENCY:

Orange County Transportation Authority

550 South Main Street

P.O. Box 14184

Orange, California 92863-1584

ATTENTION:

ATTENTION: Gina Torres

Title:

Title: Contract Administrator

Phone:

Phone: (714) 560-5566

Email:

Email: gtorres@octa.net

**ARTICLE 8. INDEPENDENT CONTRACTOR**

A. CONSULTANT's relationship to AGENCY in the performance of this Agreement is that of an independent contractor. CONSULTANT's personnel performing services under this Agreement shall at

1 all times be under CONSULTANT's exclusive direction and control and shall be employees of  
2 CONSULTANT and not employees of AGENCY. CONSULTANT shall pay all wages, salaries and other  
3 amounts due its employees in connection with this Agreement and shall be responsible for all reports and  
4 obligations respecting them, such as social security, income tax withholding, unemployment  
5 compensation, workers' compensation and similar matters.

6 B. Should CONSULTANT's personnel or a state or federal agency allege claims against  
7 AGENCY involving the status of AGENCY as employer, joint or otherwise, of said personnel, or  
8 allegations involving any other independent contractor misclassification issues, CONSULTANT shall  
9 defend and indemnify AGENCY in relation to any allegations made.

10 **ARTICLE 9. INSURANCE**

11 A. CONSULTANT shall procure and maintain insurance coverage in full force and effect during  
12 the entire term of the Agreement. Coverage shall be full coverage and not subject to self-insurance  
13 provisions. CONSULTANT shall provide the following insurance coverage:

14 1. Commercial General Liability, to include Products/Completed Operations,  
15 Independent Contractors', Contractual Liability, Advertising and Personal Injury Liability, and Property  
16 Damage with a minimum limit of \$1,000,000 per occurrence, \$2,000,000 general aggregate and  
17 \$2,000,000 Products/Completed Operations aggregate;

18 2. Automobile Liability Insurance to include owned, hired and non-owned autos with  
19 a combined single limit of \$1,000,000 for each accident;

20 3. Workers' Compensation with limits as required by the State of California including  
21 a Waiver of Subrogation in favor of AUTHORITY, its officers, directors and employees; and

22 4. Employers' Liability with minimum limits of \$1,000,000 per accident, \$1,000,000  
23 policy limit-disease, and \$1,000,000 policy limit employee-disease.

24 5. Professional Liability with minimum limits of \$1,000,000 only if the CONSULTANT  
25 is required by contract or law to be licensed or specially certified and AUTHORITY is relying on  
26 performance based on that specialty license or certification.

1 B. Proof of such coverage, in the form of a certificate of insurance and an insurance policy  
2 blanket additional insured endorsement, designating the AUTHORITY, its officers, directors and  
3 employees as additional insureds on general liability and automobile liability, as required by Agreement.  
4 Proof of insurance coverage must be received by AUTHORITY within ten (10) calendar days from the  
5 effective date of the Agreement and prior to commencement of any work. Such insurance shall be  
6 primary and non-contributive to any insurance or self-insurance maintained by the AUTHORITY.  
7 Furthermore, AUTHORITY reserves the right to request certified copies or review all related insurance  
8 policies, in response to a related loss.

9 C. CONSULTANT shall include on the face of the certificate of insurance the  
10 Agreement No. L-4-0001 and, the Contract Administrator's Name, Gina Torres.

11 D. CONSULTANT shall also include in each subcontract, the stipulation that subconsultants shall  
12 maintain insurance coverage in the amounts required of CONSULTANT as provided in the Agreement.  
13 Subconsultants will be required to include AUTHORITY as additional insureds on the Commercial  
14 General Liability, and Auto Liability insurance policies.

15 E. Insurer must provide AUTHORITY with at least thirty (30) days' prior notice of cancellation or  
16 material modification of coverage, and ten (10) days' prior notice for non-payment of premium.

17 **ARTICLE 10. ORDER OF PRECEDENCE**

18 Conflicting provisions hereof, if any, shall prevail in the following descending order of precedence:  
19 (1) the provisions of this Agreement, including all exhibits; (2) the provisions of  
20 RFP 4-2080; (3) CONSULTANT's proposal dated \_\_\_\_\_; (4) all other documents, if any, cited  
21 herein or incorporated by reference.

22 **ARTICLE 11. CHANGES**

23 A. By written notice or order, AGENCY may, from time to time, order work suspension and/or  
24 make changes in the general scope of this Agreement, including, but not limited to, the services furnished  
25 to AGENCY by CONSULTANT as described in the Scope of Work. If any such work suspension or  
26 change causes an increase or decrease in the price of this Agreement, or in the time required for its

1 performance, CONSULTANT shall promptly notify AGENCY thereof and assert its claim for adjustment  
2 within ten (10) calendar days after the change or work suspension is ordered, and an equitable  
3 adjustment shall be negotiated. However, nothing in this clause shall excuse CONSULTANT from  
4 proceeding immediately with the Agreement as changed.

5 B. CONSULTANT shall only commence work covered by an amendment after the amendment  
6 is executed by AUTHORITY.

7 **ARTICLE 12. DISPUTES**

8 A. Except as otherwise provided in this Agreement, when a dispute arises between  
9 CONSULTANT and AUTHORITY, the project managers shall meet to resolve the issue. If project  
10 managers do not reach a resolution, the dispute will be decided by AUTHORITY's Director of Contracts  
11 Administration and Materials Management (CAMP), who shall reduce the decision to writing and mail or  
12 otherwise furnish a copy thereof to CONSULTANT. The decision of the Director, CAMP, shall be the  
13 final and conclusive administrative decision.

14 B. Pending final decision of a dispute hereunder, CONSULTANT shall proceed diligently with  
15 the performance of this Agreement and in accordance with the decision of AUTHORITY's Director,  
16 CAMP. Nothing in this Agreement, however, shall be construed as making final the decision of any  
17 AUTHORITY official or representative on a question of law, which questions shall be settled in  
18 accordance with the laws of the State of California.

19 **ARTICLE 13. TERMINATION**

20 A. AGENCY may terminate this Agreement for its convenience at any time, in whole or part, by  
21 giving CONSULTANT written notice thereof. Upon said notice, AGENCY shall pay CONSULTANT its  
22 allowable costs incurred to date of termination and those allowable costs determined by AGENCY to be  
23 reasonably necessary to effect such termination. Thereafter, CONSULTANT shall have no further claims  
24 against AGENCY under this Agreement.

25 B. In the event either Party defaults in the performance of any of their obligations under this  
26 Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the

option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party. Upon receipt of such notice, CONSULTANT shall immediately cease work, unless the notice from AGENCY provides otherwise. Upon receipt of the notice from AGENCY, CONSULTANT shall submit an invoice for work and/or services performed prior to the date of termination. AGENCY shall pay CONSULTANT for work and/or services satisfactorily provided to the date of termination in compliance with this Agreement. Thereafter, CONSULTANT shall have no further claims against AGENCY under this Agreement. AGENCY shall not be liable for any claim of lost profits or damages for such termination.

**ARTICLE 14. INDEMNIFICATION**

A. CONSULTANT shall indemnify, defend and hold harmless AUTHORITY, its officers, directors, employees and agents (indemnities) from and against any and all claims (including attorneys' fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by CONSULTANT, its officers, directors, employees, agents, subconsultants or suppliers in connection with or arising out of the performance of this Agreement.

**ARTICLE 15. ASSIGNMENTS AND SUBCONTRACTS**

A. Neither this Agreement nor any interest herein nor claim hereunder may be assigned by CONSULTANT either voluntarily or by operation of law, nor may all or any part of this Agreement be subcontracted by CONSULTANT, without the prior written consent of AGENCY. Consent by AGENCY shall not be deemed to relieve CONSULTANT of its obligations to comply fully with all terms and conditions of this Agreement.

B. AGENCY hereby consents to CONSULTANT's subcontracting portions of the Scope of Work to the parties identified below for the functions described in CONSULTANT's proposal. CONSULTANT shall include in the subcontract agreement the stipulation that CONSULTANT, not AGENCY, is solely responsible for payment to the subcontractor for the amounts owing and that the subcontractor shall have no claim, and shall take no action, against AGENCY, its officers, directors, employees or sureties for

nonpayment by CONSULTANT.

<u>Subcontractor Name/Addresses</u>	<u>Subcontractor Function</u>

**ARTICLE 16. AUDIT AND INSPECTION OF RECORDS**

CONSULTANT shall provide AGENCY, or other agents of AGENCY, such access to CONSULTANT's accounting books, records, payroll documents and facilities, as AGENCY deems necessary. CONSULTANT shall maintain such books, records, data and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during CONSULTANT's performance hereunder and for a period of four (4) years from the date of final payment by AGENCY. AGENCY's right to audit books and records directly related to this Agreement shall also extend to all first-tier subcontractors identified in 0 of this Agreement. CONSULTANT shall permit any of the foregoing parties to reproduce documents by any means whatsoever or to copy excerpts and transcriptions as reasonably necessary.

**ARTICLE 17. CONFLICT OF INTEREST**

A. CONSULTANT agrees to avoid organizational conflicts of interest. An organizational conflict of interest means that due to other activities, relationships or contracts, CONSULTANT is unable, or potentially unable, to render impartial assistance or advice to AGENCY; CONSULTANT's objectivity in performing the work identified in the Scope of Work is or might be otherwise impaired; or CONSULTANT has an unfair competitive advantage. CONSULTANT is obligated to fully disclose to AGENCY in writing Conflict of Interest issues as soon as they are known to CONSULTANT. All disclosures must be submitted in writing to AGENCY pursuant to the Notice provision herein. This disclosure requirement is for the entire term of this Agreement.

B. If the AUTHORITY determines that CONSULTANT, its employees, or subconsultants are subject to disclosure requirements under the Political Reform Act (Government Code section 81000 et seq.), CONSULTANT and its required employees and subconsultants shall complete and file Statements of Economic Interest (Form 700) with the AUTHORITY's Clerk of the Board disclosing all required

financial interests.

**ARTICLE 18. CODE OF CONDUCT**

CONSULTANT agrees to comply with AGENCY's Code of Conduct as it relates to Third-Party contracts which is hereby referenced and by this reference is incorporated herein. CONSULTANT agrees to include these requirements in all of its subcontracts.

**ARTICLE 19. PROHIBITION ON PROVIDING ADVOCACY SERVICES**

CONSULTANT and all subconsultants performing work under this Agreement, shall be prohibited from concurrently representing or lobbying for any other party competing for a contract with AGENCY, either as a prime consultant or subconsultant. Failure to refrain from such representation may result in termination of this Agreement.

**ARTICLE 20. FEDERAL, STATE AND LOCAL LAWS**

CONSULTANT warrants that in the performance of this Agreement, it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder.

**ARTICLE 21. EQUAL EMPLOYMENT OPPORTUNITY**

In connection with its performance under this Agreement, CONSULTANT shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. CONSULTANT shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

**ARTICLE 22. PROHIBITED INTERESTS**

CONSULTANT covenants that, for the term of this Agreement, no director, member, officer or employee of AGENCY during his/her tenure in office or for one (1) year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

1           **ARTICLE 23. OWNERSHIP OF REPORTS AND DOCUMENTS**

2           A. The originals of all letters, documents, reports and other products and data produced under  
3 this Agreement shall be delivered to, and become the property of AGENCY. Copies may be made for  
4 CONSULTANT's records but shall not be furnished to others without written authorization from AGENCY.  
5 Such deliverables shall be deemed works made for hire and all rights in copyright therein shall be retained  
6 by AGENCY.

7           B. All ideas, memoranda, specifications, plans, manufacturing, procedures, drawings,  
8 descriptions, and all other written information submitted to CONSULTANT in connection with the  
9 performance of this Agreement shall not, without prior written approval of AGENCY, be used for any  
10 purposes other than the performance under this Agreement, nor be disclosed to an entity not connected  
11 with the performance of the project. CONSULTANT shall comply with AGENCY's policies regarding such  
12 material. Nothing furnished to CONSULTANT, which is otherwise known to CONSULTANT or is or  
13 becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not  
14 use AGENCY's name, photographs of the project, or any other publicity pertaining to the project in any  
15 professional publication, magazine, trade paper, newspaper, seminar or other medium without the  
16 express written consent of AGENCY.

17           C. No copies, sketches, computer graphics or graphs, including graphic artwork, are to be  
18 released by CONSULTANT to any other person or agency except after prior written approval by  
19 AGENCY, except as necessary for the performance of services under this Agreement. All press releases,  
20 including graphic display information to be published in newspapers, magazines, etc., are to be handled  
21 only by AGENCY unless otherwise agreed to by CONSULTANT and AGENCY.

22           **ARTICLE 24. PATENT AND COPYRIGHT INFRINGEMENT**

23           A. In lieu of any other warranty by AGENCY or CONSULTANT against patent or copyright  
24 infringement, statutory or otherwise, it is agreed that CONSULTANT shall defend at its expense any claim  
25 or suit against AGENCY on account of any allegation that any item furnished under this Agreement or  
26 the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any

1 presently existing U.S. letters patent or copyright and CONSULTANT shall pay all costs and damages  
2 finally awarded in any such suit or claim, provided that CONSULTANT is promptly notified in writing of  
3 the suit or claim and given authority, information and assistance at CONSULTANT's expense for the  
4 defense of same. However, CONSULTANT will not indemnify AGENCY if the suit or claim results from:  
5 (1) AGENCY's alteration of a deliverable, such that said deliverable in its altered form infringes upon any  
6 presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other  
7 material not provided by CONSULTANT when such use in combination infringes upon an existing U.S.  
8 letters patent or copyright.

9 B. CONSULTANT shall have sole control of the defense of any such claim or suit and all  
10 negotiations for settlement thereof. CONSULTANT shall not be obligated to indemnify AGENCY under  
11 any settlement made without CONSULTANT's consent or in the event AGENCY fails to cooperate fully  
12 in the defense of any suit or claim, provided, however, that said defense shall be at CONSULTANT's  
13 expense. If the use or sale of said item is enjoined as a result of such suit or claim, CONSULTANT, at  
14 no expense to AGENCY, shall obtain for AGENCY the right to use and sell said item, or shall substitute  
15 an equivalent item acceptable to AGENCY and extend this patent and copyright indemnity thereto.

16 **ARTICLE 25. FINISHED AND PRELIMINARY DATA**

17 A. All of CONSULTANT's finished technical data, including but not limited to illustrations,  
18 photographs, tapes, software, software design documents, including without limitation source code,  
19 binary code, all media, technical documentation and user documentation, photoprints and other graphic  
20 information required to be furnished under this Agreement, shall be AGENCY's property upon payment  
21 and shall be furnished with unlimited rights and, as such, shall be free from proprietary restriction except  
22 as elsewhere authorized in this Agreement. CONSULTANT further agrees that it shall have no interest  
23 or claim to such finished, AGENCY-owned, technical data; furthermore, said data is subject to the  
24 provisions of the Freedom of Information Act, 5 USC 552.

25 B. It is expressly understood that any title to preliminary technical data is not passed to AGENCY  
26 but is retained by CONSULTANT. Preliminary data includes roughs, visualizations, software design

documents, layouts and comprehensives prepared by CONSULTANT solely for the purpose of demonstrating an idea or message for AGENCY's acceptance before approval is given for preparation of finished artwork. Preliminary data title and right thereto shall be made available to AGENCY if CONSULTANT causes AGENCY to exercise Article 11, and a price shall be negotiated for all preliminary data.

**ARTICLE 26. FORCE MAJEURE**

Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

**ARTICLE 27. HEALTH AND SAFETY REQUIREMENT**

CONSULTANT shall comply with all the requirements set forth in Exhibit \_\_\_\_, Level 1 Safety Specifications.

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Page 15 of 15

**EXHIBIT D: STATUS OF PAST AND PRESENT CONTRACTS FORM**

**STATUS OF PAST AND PRESENT CONTRACTS FORM**

On the form provided below, Offeror/Bidder shall list the status of past and present contracts where the firm has either provided services as a prime vendor or a subcontractor during the past five (5) years in which the contract has been the subject of or may be involved in litigation with the contracting authority. This includes, but is not limited to, claims, settlement agreements, arbitrations, administrative proceedings, and investigations arising out of the contract.

A separate form must be completed for each contract. Offeror/Bidder shall provide an accurate contact name and telephone number for each contract and indicate the term of the contract and the original contract value. Offeror/Bidder shall also provide a brief summary and the current status of the litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations. If the contract was terminated, list the reason for termination.

Offeror/Bidder shall have an ongoing obligation to update the Authority with any changes to the identified contracts and any new litigation, claims, settlement agreements, arbitrations, administrative proceedings, or investigations that arise subsequent to the submission of the bid. Each form must be signed by an officer of the Offeror/Bidder confirming that the information provided is true and accurate.

<b>Project city/agency/other:</b>	
<b>Contact Name:</b>	<b>Phone:</b>
<b>Project Award Date:</b>	<b>Original Contract Value:</b>
<b>Term of Contract:</b>	
<b>(1) Litigation, claims, settlements, arbitrations, or investigations associated with contract:</b>	
<b>(2) Summary and Status of contract:</b>	
<b>(3) Summary and Status of action identified in (1):</b>	
<b>(4) Reason for termination, if applicable:</b>	

By signing this Form entitled "Status of Past and Present Contracts," I am affirming that all of the information provided is true and accurate.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**EXHIBIT E: CAMPAIGN CONTRIBUTION DISCLOSURE FORM**

**CAMPAIGN CONTRIBUTION DISCLOSURE FORM**

**Information Sheet**

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

The attached Campaign Contribution Disclosure Form must be completed by applicants for, or persons who are the subject of, any proceeding involving a license, permit, or other entitlement for use pending before the Board of Directors of LOSSAN or any of its affiliated agencies. (Please see next page for definitions of these terms.)

**IMPORTANT NOTICE**

**Basic Provisions of Government Code Section 84308**

- A. If you are an applicant for, or the subject of, any proceeding involving a license, permit, or other entitlement for use, you are prohibited from making a campaign contribution of more than \$250 to any board member or his or her alternate. This prohibition begins on the date your application is filed or the proceeding is otherwise initiated, and the prohibition ends three months after a final decision is rendered by the Board of Directors. In addition, no board member or alternate may solicit or accept a campaign contribution of more than \$250 from you during this period.
- B. These prohibitions also apply to your agents, and, if you are a closely held corporation, to your majority shareholder as well. These prohibitions also apply to your subcontractor(s), joint venturer(s), and partner(s) in this proceeding. Also included are parent companies and subsidiary companies directed and controlled by you, and political action committees directed and controlled by you.
- C. You must file the attached disclosure form and disclose whether you or your agent(s) have in the aggregate contributed more than \$250 to any board member or his or her alternate during the 12-month period preceding the filing of the application or the initiation of the proceeding.
- D. If you or your agent have in the aggregate contributed more than \$250 to any individual board member or his/or her alternate during the 12 months preceding the decision on the application or proceeding, that board member or alternate must disqualify himself or herself from the decision. However, disqualification is not required if the board member or alternate returns the campaign contribution within 30 days from the time the director knows, or should have known, about both the contribution and the fact that you are a party in the proceeding. The Campaign Contribution Disclosure Form should be completed and filed with your proposal, or with the first written document you file or submit after the proceeding commences.

1. A proceeding involving "a license, permit, or other entitlement for use" includes all business, professional, trade and land use licenses and permits, and all other entitlements for use, including all entitlements for land use, all contracts (other than competitively bid, labor or personal employment contracts), and all franchises.
2. Your "agent" is someone who represents you in connection with a proceeding involving a license, permit or other entitlement for use. If an individual acting as an agent is also acting in his or her capacity as an employee or member of a law, architectural, engineering, consulting firm, or similar business entity, both the business entity and the individual are "agents."
3. To determine whether a campaign contribution of more than \$250 has been made by you, campaign contributions made by you within the preceding 12 months must be aggregated with those made by your agent within the preceding 12 months or the period of the agency, whichever is shorter. Contributions made by your majority shareholder (if a closely held corporation), your subcontractor(s), your joint venturer(s), and your partner(s) in this proceeding must also be included as part of the aggregation. Campaign contributions made to different directors or their alternates are not aggregated.
4. A list of the members and alternates of the Board of Directors is attached.

This notice summarizes the major requirements of Government Code Section 84308 of the Political Reform Act and California Code of Regulations, Title 2 Sections 18438-18438.8.

LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY  
CAMPAIGN CONTRIBUTION DISCLOSURE FORM

RFP Number: \_\_\_\_\_ RFP Title: \_\_\_\_\_

Was a campaign contribution made to any LOSSAN Board Member within the preceding 12 months, regardless of dollar amount of the contribution by either the proposing firm, proposed subconsultants and/or agent/lobbyist? Yes \_\_\_\_\_ No \_\_\_\_\_

**If no**, please sign and date below.

**If yes**, please provide the following information:

Prime Contractor Firm Name: \_\_\_\_\_

Contributor or Contributor Firm's Name: \_\_\_\_\_

Contributor or Contributor Firm's Address: \_\_\_\_\_

Is Contributor:

- |   |           |          |
|---|-----------|----------|
| <input type="radio"/> The Prime Contractor  | Yes _____ | No _____ |
| <input type="radio"/> Subconsultant   | Yes _____ | No _____ |
| <input type="radio"/> Agent/Lobbyist hired by Prime<br>to represent the Prime in this RFP | Yes _____ | No _____ |

Note: Under the State of California Government Code section 84308 and California Code of Regulations, Title 2, Section 18438, campaign contributions made by the Prime Contractor and the Prime Contractor's agent/lobbyist who is representing the Prime Contractor in this RFP must be aggregated together to determine the total campaign contribution made by the Prime Contractor.

Identify the Board Member(s) to whom you, your subconsultants, and/or agent/lobbyist made campaign contributions, the name of the contributor, the dates of contribution(s) in the preceding 12 months and dollar amount of the contribution. Each date must include the exact month, day, and year of the contribution.

Name of Board Member: \_\_\_\_\_

Name of Contributor: \_\_\_\_\_

Date(s) of Contribution(s): \_\_\_\_\_

Amount(s): \_\_\_\_\_

Name of Board Member: \_\_\_\_\_

Name of Contributor: \_\_\_\_\_

Date(s) of Contribution(s): \_\_\_\_\_

Amount(s): \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature of Contributor

\_\_\_\_\_  
Print Firm Name

\_\_\_\_\_  
Print Name of Contributor

**LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY  
AND AFFILIATED AGENCIES**

**Board of Directors**

**Dana Reed, Chairman**  
**Gregg Hart, Vice Chairman**  
**Priya Bhat-Patel, Director**  
**Mary Lou Echternach, Director**  
**Jewel Edson, Director**  
**Caylin Frank, Director**  
**Raymond Gregory, Director**  
**Michael Hennessey, Director**  
**Kellie Hinze, Director**  
**Bryan MacDonald, Director**  
**Joe Mosca, Director**  
**Joseph L. Muller, Director**  
**Al Murray, Director**  
**Jimmy Paulding, Director**  
**Andy Pease, Director**  
**David Perry, Director**  
**Bill Sandke, Director**  
**Tim Shaw, Director**  
**Fred Strong, Director**  
**Jess Talamantes, Director**  
**Jim White, Director**  
**Das Williams, Director**

**EXHIBIT F: SAFETY SPECIFICATIONS**

## LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

### PART I – GENERAL

#### 1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC) requirements of this safety specification, project site requirements, bus yard safety rules, as well as all federal, state, and local regulations pertaining to scope of work, contracts or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be cause for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. The health, safety, and environmental requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be planned and performed, and safe conditions shall be maintained during this work scope.
- D. The Authority Project Manager shall be responsible to ensure a safety orientation is conducted of known potential hazards and emergency procedures for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to commencement of the project.
- E. The Contractor shall ensure that all Contractor vehicles, including those of its subcontractors, suppliers, vendors and employees are parked in designated parking areas, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots.
- F. California Code of Regulations (CCR) Title 8 Standards are minimum requirements; each Contractor is encouraged to exceed minimum requirements. When the Contractor's safety requirements exceed statutory standards, the more stringent requirements shall be applied for the safeguard of public and employees.

#### 1.2 REGULATORY

- A. Injury/Illness Prevention Program  
The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

## LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

### B. Substance Abuse Prevention Program

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

### C. Heat Illness Prevention Program

Contractor shall comply with CCR Title 8, Section, Section 3395, Heat Illness Prevention. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

### D. Hazard Communication Program

Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable chemical products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

- a. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

### E. Storm Water Pollution Prevention Plan

The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.

## 1.3 INCIDENT NOTIFICATION AND INVESTIGATION

### A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:

1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
2. Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
3. Incidents impacting the environment, i.e. spills or releases on Authority projects or property.
4. Outside Agency Inspections; agencies such as Cal/OSHA, DTSC, SCAQMD, State Water Resources Control Board, FTA, CPUC, EPA, USACE and similar agencies.

### B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public

## LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

that arise from the performance of Authority contract work. An immediate verbal notice followed by an initial written incident investigation report shall be submitted to the Authority's Project Manager within 24 hours of the incident.

- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what happened, Photos of the existing conditions and area of the injury/incident, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.
- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
  - 1. Serious Injury: includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
  - 2. Serious Incident: includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
  - 3. OSHA Recordable Injury / Illness: includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.
  - 4. Significant Near Miss Incident: includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

## **LEVEL 1 HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS**

### **1.4 DESIGNATED HEALTH AND SAFETY REPRESENTATIVE**

- A. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
- B. This person shall be a competent or qualified individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards (Cal/OSHA) and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.

### **1.5 PERSONAL PROTECTIVE EQUIPMENT**

- A. The Contractor, its subcontractors, suppliers, and employees are required to comply with applicable personal protective equipment (PPE) requirements while performing work at any Authority project or property. Generally minimum PPE requirements include eye protection; hearing protection, head protection, class 2 or 3 safety reflective vests, and appropriate footwear.
- B. The Contractor, its subcontractors, suppliers, and employees are required to provide their own PPE, including eye, head, foot, and hand protection, safety vests, or other PPE required to perform their work safely on Authority projects or property. The Authority requires eye protection on construction projects and work areas that meet ANSI Z-87.1 Standards.

### **1.6 REFERENCES**

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. OCTA Yard Safety Rules

**END OF SECTION**

**EXHIBIT G: PROPOSAL EXCEPTIONS AND/OR DEVIATIONS**

**PROPOSAL EXCEPTIONS AND/OR DEVIATIONS**

The following form shall be completed for each technical and/or contractual exception or deviation that is submitted by Offeror for review and consideration by Authority. The exception and/or deviation must be clearly stated along with the rationale for requesting the exception and/or deviation. If no technical or contractual exceptions or deviations are submitted as part of the original proposal, Offerors are deemed to have accepted Authority’s technical requirements and contractual terms and conditions set forth in the Scope of Work (Exhibit A) and Proposed Agreement (Exhibit C). Offerors will not be allowed to submit this form or any contractual exceptions and/or deviation after the proposal submittal date identified in the RFP. Exceptions and/or deviations submitted after the proposal submittal date will not be reviewed by Authority.

Offeror:\_\_\_\_\_

RFP No.:\_\_\_\_\_ RFP Title: \_\_\_\_\_

Deviation or Exception No. : \_\_\_\_\_

Check one:

- Scope of Work (Technical) \_\_\_\_\_
- Proposed Agreement (Contractual) \_\_\_\_\_

Reference Section/Exhibit: \_\_\_\_\_ Page/Article No. \_\_\_\_\_

Complete Description of Deviation or Exception:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Rationale for Requesting Deviation or Exception:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Area Below Reserved for Authority Use Only:

\_\_\_\_\_


\_\_\_\_\_

\_\_\_\_\_



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Amendment to Agreement for Videography and Photography Services

### **Overview**

On March 31, 2023, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved an agreement with JPG, Inc., doing business as Oak Leaf Productions, to provide videography and photography services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for a one-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the first option term effective May 1, 2024, through April 30, 2026.

### **Recommendation**

Authorize the Managing Director to negotiate and execute Amendment No. 2 to Agreement No. L-2-0010 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and JPG, Inc., doing business as Oak Leaf Productions, to exercise the first option term of the agreement, effective May 1, 2024 through April 30, 2026, in the amount of \$300,000, to provide continued videography and photography services to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for the Pacific Surfliner marketing program. This will increase the maximum obligation of the agreement to a total contract value of \$600,000.

### **Discussion**

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

On March 31, 2023, the LOSSAN Agency's Board of Directors (Board) approved an agreement with JPG, Inc., doing business as Oak Leaf Productions (Oak Leaf), to provide videography and photography services to capture photo and video content to market Pacific Surfliner services. These services are essential in creating compelling marketing content to position the Pacific Surfliner as a popular and

convenient transportation option. Visual media such as videos and photos are increasingly critical in maintaining a modern marketing program.

The videography and photography services scope of work includes the following:

- Tell the Pacific Surfliner story by developing highly creative, compelling, and engaging video and photo concepts for production.
- Produce high-quality and cost-effective videos and photography to communicate with selected target audiences across various channels, inspire viewer loyalty, encourage viewer engagement, and attract a large number of video views.
- Capture high-quality photos and video footage in multiple formats and in various settings, and maintain all assets in an organized Digital Asset Management system that makes it simple to search for and use content.
- Produce highly sharable videos that capture attention and leverage trends and effects on social platforms that include Facebook, Twitter, Instagram, and TikTok.

### ***Procurement Approach***

The procurement was originally handled in accordance with LOSSAN Agency's Board-approved policies and procedures for professional services that conform to both federal and state laws. The original agreement was awarded on a competitive basis and includes a one-year initial term for \$300,000 and two, two-year option terms. The initial term of the agreement expires April 30, 2024, as described in Attachment A.

The proposed Amendment No. 2 is to exercise the first option term of the agreement through April 30, 2026. The amendment will also include changes to key positions on the project team. The budget for the amendment is \$300,000, based on current and historic commitments, bringing the total contract value to \$600,000. The hourly rate escalation will remain as originally negotiated. Exercising the first option term will allow Oak Leaf to continue providing videography and photography services for the Pacific Surfliner marketing program.

### **Fiscal Impact**

The \$300,000 anticipated cost for the first option term of this agreement is a not-to-exceed maximum obligation. Funding for this option term will be included in the Fiscal Year (FY) 2024-25 and FY 2025-26 budgets. The actual marketing spend will be adjusted to be in alignment with the funding amounts approved by the California State Transportation Agency for the FY. Future option terms for this agreement will be brought back to the Board for approval in accordance with the LOSSAN Agency procurement policy and included in future FY budget proposals.

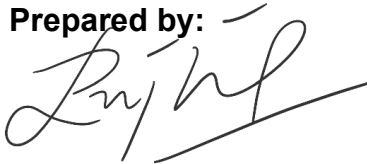
***Summary***

Staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Amendment No. 2 to Agreement No. L-2-0010 with JPG., Inc., doing business as Oak Leaf Production, to exercise the first option term, in the amount of \$300,000, for a total contract value of \$600,000, for continued videography and photography services for the Pacific Surfliner marketing program.

***Attachment***

- A. JPG, Inc., doing business as Oak Leaf Productions, Agreement No. L-2-0010 Fact Sheet

**Prepared by:**



Puja Thomas-Patel  
Marketing & Communications Manager  
(714) 560-5948

**JPG., Inc., doing business as Oak Leaf Productions  
Agreement No. L-2-0010 Fact Sheet**

1. March 31, 2023, Agreement No. L-2-0010, \$300,000, approved by the Board of Directors (Board).
  - To provide videography and photography services for the Pacific Surfliner marketing program.
  - Initial term effective April 28, 2023, through April 30, 2024, with two, two-year option terms.
2. September 29, 2023, Amendment No. 1, Agreement No. L-2-0010, \$0, approved by the Contracts Administration and Materials Management Department.
  - To include additional Other Direct Costs.
3. March 18, 2024, Amendment No. 2, Agreement No. L-0-0016, \$300,000, pending Board approval.
  - To exercise the first two-year option term for continued videography and photography services and extend the term of the agreement through April 30, 2026.
  - Revise key personnel.

Total committed to JPG, Inc., doing business as Oak Leaf Productions, after approval of Amendment No. 2 to Agreement No. L-2-0010: \$600,000.



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director

**Subject:** State Legislative Update

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues, which may directly impact its overall functions, as necessary. This legislative session, Senator Catherine Blakespear (D-Encinitas) has introduced Senate Bill 1098, known as the Southern California Revitalization Act, which creates several new reporting and long-term planning requirements for the California State Transportation Agency Secretary and the metropolitan planning organizations located within the Los Angeles – San Diego – San Luis Obispo Rail Corridor. A summary is provided of the main components of the legislation. After receiving feedback and direction from the Board of Directors, staff will work with the author's office and coordinate with member agencies to help inform and identify any areas for potential improvement.

### **Recommendation**

Direct staff to engage with the author's office and work with Los Angeles – San Diego – San Luis Obispo Rail Corridor member agency staff to help inform and identify any potential improvements to Senate Bill 1098 (Blakespear, D-Encinitas).

### **Discussion**

On February 13, 2024, Senator Blakespear (D-Encinitas) introduced Senate Bill (SB) 1098 (Blakespear, D-Encinitas), known as the Southern California Rail Revitalization Act. A copy of the bill language is contained in Attachment A. Senator Blakespear is the Chair of the Senate Transportation Subcommittee on Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Resiliency, the intent of which is to highlight the need for a long-term shared vision for the corridor to improve service through capital and operations advancements. All members of the subcommittee are co-authors of this bill, including Senator Allen (D-El Segundo), Senator Limón (D-Santa Barbara), Senator Newman (D-Fullerton), and Senator Umberg (D-Santa Ana). In addition, Assembly Member Davies (R-Oceanside),

Assembly Member Dixon (R-Huntington Beach), and Assembly Member Hart (D-Santa Barbara) are listed as co-authors.

The conversations of the subcommittee were particularly elevated during rail service closures that have occurred in the past several years due to hillside instability in San Clemente. Three informational hearings to discuss different elements of the LOSSAN Rail Corridor Agency's planning and operations have been held. The development of SB 1098 has largely been informed by the discussions held during the subcommittee meetings and a subsequent report that had been developed by the California Senate Office of Research.

To that end, SB 1098 would create several new requirements for the California State Transportation Agency (CalSTA) in an effort to align state and local planning. Specifically, SB 1098 requires the CalSTA Secretary, in consultation with the California Department of Transportation (Caltrans) Director, to submit a report to the Legislature, prioritizing resiliency and capacity improvement projects. This report must be completed by January 1, 2026. Included in this report must also be a description of the administrative actions CalSTA has taken to improve the management of the corridor and recommendations made by Caltrans and the California Transportation Commission, in consultation with the Secretary of the California Environmental Protection Agency, for future improvements to planning, funding, and policy documents. These recommendations would include updates or changes to the state transportation improvement program and the interregional transportation improvement program. Additionally, these recommendations must include a review of how state rail planning documents are implemented, managed, and enforced, including the LOSSAN Rail Corridor Optimization Study.

SB 1098 would also require the CalSTA Secretary to submit a report to the Legislature beginning January 1, 2027, and then every two years, regarding the management of the LOSSAN Rail Corridor. The report must contain information related to all of the following:

- Performance, ridership, usage, and quality of intercity, regional rail, and freight services.
- Updates to capital improvement planning.
- Progress in delivering fleet and infrastructure improvement projects.
- Improvements to service and fare coordination.
- Opportunities to increase the quality and frequency of services.

SB 1098 further stipulates that the CalSTA Secretary must provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention, when necessary, between stakeholders. This would include the oversight and development of plans pertaining to service frequencies, equipment and fleet management, infrastructure improvement and state-of-good-repair projects, and resiliency of the corridor.

The final component of SB 1098 pertains to the role of metropolitan planning organizations (MPO) in long-term planning. Specifically, this legislation requires the Southern California Association of Governments, the San Diego Association of Governments, the Santa Barbara County Association of Governments, and the San Luis Obispo Council of Governments to jointly submit a report to the Legislature by January 1, 2026, after adoption by their respective governing boards. The development of this report must include meaningful public engagement led by the MPOs and developed with the support of a steering committee. This steering committee must be composed of representatives of business, community, transportation, environmental, labor, and civic organizations. The report must include recommendations for all of the following to ensure the long-term viability of comprehensive and coordinated passenger and freight rail services in the LOSSAN Rail Corridor:

- Dedicated and formula funding distributions for passenger rail operations, including intercity and regional rail services along the corridor.
- Strategies to increase rail service coordination and reduce disruptions or delays, including, but not limited to, those caused by climate resiliency, track closures, state of good repair, equipment, and staffing.
- Changes to local or regional governance, management structures, and consolidation for intercity and regional rail services.
- Changes to state statutes or policies relating to intercity and regional rail services.
- Changes to enabling state legislation, policies, rules, or funding.
- Opportunities for rail to accelerate and support equity, safety, sustainability, zero-emissions, equipment, and economic development goals.
- Opportunities for these MPOs to analyze, describe, and report progress in operating, maintaining, and improving the corridor consistent with state and local planning documents in their sustainable communities strategies (SCS) or, if applicable, alternative planning strategies.

- Opportunities for these MPOs to adopt multiregional goals relating to passenger and freight rail service, capital improvement projects related to those services, and resiliency of those services along the corridor to include in their respective SCS or, if applicable, alternative planning strategies.

Overall, SB 1098 requires several reports to be produced beginning on January 1, 2026, and defines a more substantial role for the CalSTA Secretary including not only the identification of potential funding opportunities, but also in the performance and management of the LOSSAN Rail Corridor. While this could present new opportunities for funding and improvements along the corridor, some of these new requirements would be a change from the intent underlying SB 1225 (Chapter 802, Statutes of 2012), which transferred many operational decisions to the LOSSAN Agency to afford more local coordination in services.

SB 1098 also creates new responsibilities for the MPOs located within the corridor, which could be challenging to implement due to the varying nature of each MPO's functions and experience with the funding, planning and implementation of capital improvements for rail service. In addition, because of the continued differences of right-of-way ownership along the corridor, it is unclear how any recommendations from the MPOs would intersect with these dynamics.

Additionally, it should be noted that SB 1098 is not limited to intercity rail. As detailed above, the MPO's report must include recommendations pertaining to regional rail, including funding, management structures, consolidation, and potential changes to their policies. SB 1098 would require the CalSTA Secretary, in their biennial reports, to detail the performance, ridership, usage and quality of regional rail. However, in both instances, this could only apply to regional rail services located within the LOSSAN Rail Corridor. SB 1098 also places similar requirements on freight operations, which offers its own complexities given how private railroad owners and operators interact with passenger and commuter service, and any associated federal statutory requirements or agreements in place.

Staff are prepared to receive feedback from the LOSSAN Agency Board of Directors (Board) and communicate to the Legislature and member agencies potential opportunities to improve SB 1098 as it moves through the legislative process.

### ***Summary***

An overview of SB 1098 (Blakespear, D-Encinitas) is provided. This legislation is known as the Southern California Rail Revitalization Act and would create several new reporting requirements regarding the management of the Los Angeles – San Diego – San Luis Obispo Rail Corridor.

***Attachment***

A. SB 1098 (Blakespear, D – Encinitas) Bill Language

**Prepared by:**

A handwritten signature in cursive script, appearing to read "Alexis Leicht".

Alexis Leicht  
Government Relations Representative  
(714) 560-5475

**SENATE BILL****No. 1098**

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**Introduced by Senator Blakespear**  
**(Coauthors: Senators Allen, Limón, Newman, and Umberg)**  
(Coauthors: Assembly Members Davies, Dixon, and Hart)

February 13, 2024

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An act to add Sections 14072.8 and 14072.10 to, and to add and repeal Section 14072.6 of, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1098, as introduced, Blakespear. Passenger and freight rail: LOSSAN Rail Corridor.

Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor.

This bill would require the Secretary of Transportation to provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary between stakeholders, to ensure the performance of the LOSSAN Rail Corridor, as specified.

This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information, including certain recommendations made by the department and the California Transportation Commission, in consultation with the Secretary for Environmental Protection. The bill would also require the Secretary of Transportation to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the management of the LOSSAN Rail Corridor, as provided.

This bill would require the metropolitan planning organizations for the counties located within the LOSSAN Rail Corridor to jointly submit to the Legislature a report on or before January 1, 2026, that provides recommendations on various topics relating to rail service in the corridor. By adding to the duties of local agencies, the bill would impose a state-mandated local program.

This bill would make legislative findings and declarations as to the necessity of a special statute for the LOSSAN Rail Corridor.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 14072.6 is added to the Government
- 2 Code, to read:
- 3 14072.6. (a) (1) The secretary, in consultation with the
- 4 director, shall submit a report to the Legislature on or before
- 5 January 1, 2026, regarding the LOSSAN Rail Corridor that includes
- 6 all of the following information:
- 7 (A) Prioritized capacity improvement projects in the corridor
- 8 necessary to improve current services and accommodate future
- 9 passenger and freight service growth.

1 (B) Prioritized resiliency improvement projects in the corridor  
2 necessary to ensure the safe and continued movement of trains.

3 (C) A description of administrative actions taken by the  
4 Transportation Agency using authority in existence before January  
5 1, 2025, to improve the management of the corridor.

6 (D) Recommendations received pursuant to paragraph (2).

7 (2) The department and commission, in consultation with the  
8 Secretary for Environmental Protection, shall submit  
9 recommendations to the secretary for inclusion in the report  
10 required pursuant to this subdivision regarding updates or changes  
11 to state agencies, policies, planning documents, programs,  
12 including the state transportation improvement program and the  
13 interregional transportation improvement program, and guidelines,  
14 needed to support the LOSSAN Rail Corridor. These  
15 recommendations shall include a review of how state rail planning  
16 documents are implemented, managed, and enforced.

17 (3) In preparing the report pursuant to this subdivision, the  
18 secretary and director shall consult existing plans and studies for  
19 the LOSSAN Rail Corridor, including, but not limited to, the  
20 LOSSAN Rail Corridor Optimization Study adopted by the  
21 LOSSAN Rail Corridor Agency.

22 (b) (1) The metropolitan planning organizations for the Counties  
23 of Los Angeles, Orange, San Diego, San Luis Obispo, and Santa  
24 Barbara shall jointly submit a report to the Legislature on or before  
25 January 1, 2026, that provides recommendations on all of the  
26 following as necessary to ensure the long-term viability of  
27 comprehensive and coordinated passenger and freight rail services  
28 in the LOSSAN Rail Corridor:

29 (A) Dedicated and formula funding distributions for passenger  
30 rail operations, including intercity and regional rail services along  
31 the corridor.

32 (B) Strategies to increase rail service coordination and reduce  
33 disruptions or delays, including, but not limited to, those caused  
34 by climate resiliency, track closures, state of good repair,  
35 equipment, and staffing.

36 (C) Changes to local or regional governance, management  
37 structures, and consolidation for intercity and regional rail services.

38 (D) Changes to state statutes or policies relating to intercity and  
39 regional rail services.

1 (E) Changes to enabling state legislation, policies, rules, or  
2 funding.

3 (F) Opportunities for rail to accelerate and support equity, safety,  
4 sustainability, zero-emissions, equipment, and economic  
5 development goals.

6 (G) Opportunities for these metropolitan planning organizations  
7 to analyze, describe, and report progress in operating, maintaining,  
8 and improving the corridor consistent with state and local planning  
9 documents in their sustainable communities strategies or, if  
10 applicable, alternative planning strategies, adopted pursuant to  
11 Section 65080.

12 (H) Opportunities for these metropolitan planning organizations  
13 to adopt multiregional goals relating to passenger and freight rail  
14 service, capital improvement projects related to those services,  
15 and resiliency of those services along the corridor to include in  
16 their respective sustainable communities strategies or, if applicable,  
17 alternative planning strategies, adopted pursuant to Section 65080.

18 (2) The report required pursuant to this subdivision shall include  
19 meaningful public engagement led by the metropolitan planning  
20 organizations and be developed with the support of a steering  
21 committee composed of representatives of business, community,  
22 transportation, environmental, labor, and civic organizations. The  
23 report shall be adopted by the governing boards of each  
24 metropolitan planning organization before submission to the  
25 Legislature.

26 (c) (1) The reports to be submitted pursuant to this section shall  
27 be submitted in compliance with Section 9795.

28 (2) Pursuant to Section 10231.5, this section is repealed on  
29 January 1, 2030.

30 SEC. 2. Section 14072.8 is added to the Government Code, to  
31 read:

32 14072.8. (a) Notwithstanding Section 10231.5, the secretary  
33 shall submit a report to the Legislature on or before January 1,  
34 2027, and every two years thereafter, on the management of the  
35 LOSSAN Rail Corridor that includes all of the following  
36 information:

37 (1) Performance, ridership, usage, and quality of intercity,  
38 regional rail, and freight services.

39 (2) Updates to capital improvement planning.

1 (3) Progress in delivering fleet and infrastructure improvement  
2 projects.

3 (4) Improvements to service and fare coordination.

4 (5) Opportunities to increase the quality and frequency of  
5 services.

6 (b) A report to be submitted pursuant to subdivision (a) shall  
7 be submitted in compliance with Section 9795.

8 SEC. 3. Section 14072.10 is added to the Government Code,  
9 to read:

10 14072.10. (a) The secretary shall provide strategic guidance,  
11 recommendations, and facilitate all necessary coordination,  
12 collaboration, and intervention when necessary between  
13 stakeholders, to ensure the performance of the LOSSAN Rail  
14 Corridor.

15 (b) The responsibilities set forth in subdivision (a) shall include  
16 oversight and development of plans, as needed, for any of the  
17 following:

18 (1) Service frequencies.

19 (2) Equipment and fleet management.

20 (3) Infrastructure improvement and state-of-good repair projects.

21 (4) Resiliency of the corridor.


22 SEC. 4. The Legislature finds and declares that a special statute  
23 is necessary and that a general statute cannot be made applicable  
24 within the meaning of Section 16 of Article IV of the California  
25 Constitution because of the unique need to address the resiliency  
26 and performance of the LOSSAN Rail Corridor.

27 SEC. 5. If the Commission on State Mandates determines that  
28 this act contains costs mandated by the state, reimbursement to  
29 local agencies and school districts for those costs shall be made  
30 pursuant to Part 7 (commencing with Section 17500) of Division  
31 4 of Title 2 of the Government Code.



**March 18, 2024**

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

**From:** Jason Jewell, Managing Director 

**Subject:** Final Approval of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan Submittal for Fiscal Years 2024-25 and 2025-26

### **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 1st of each year that provides the basis for its annual budget request, outlines operations and service goals, and discusses any proposed changes to the Pacific Surfliner intercity passenger rail service. Staff has prepared a draft of the annual business plan for fiscal years 2024-25 and 2025-26 for the Board of Directors' review.

### **Recommendation**

- A. Adopt the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2024-25 and 2025-26.
- B. Direct staff to submit the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2024-25 and 2025-26 to the Secretary of the California State Transportation Agency by April 1, 2024.
- C. Direct staff to return to the Board of Directors in June 2024, as needed, with an updated business plan that includes any revised budget assumptions consistent with the revenue and expense estimates provided by Amtrak for federal fiscal year 2024-25.
- D. Authorize the Managing Director to approve total advertising expenditures to exceed \$100,000 in Fiscal Year 2024-25 with Facebook and Google for digital ad placements.

### ***Background***

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, and the LOSSAN Joint Powers Agreement, require the LOSSAN Agency to annually develop a business plan to be approved by the LOSSAN Agency Board of Directors (Board) and submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1st of each year. The annual business plan (ABP) is a two-year planning, operations, and budget document that serves as the LOSSAN Agency's formal operations, maintenance, and management plan and funding request to CalSTA. CalSTA is required to review and approve the ABP by September 1st of each year and it must be consistent with the most recently adopted State Rail Plan and California High-Speed Rail Authority business plan.

The elements of the ABP are prescribed by the ITA and include: a report on performance of the Pacific Surfliner intercity 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 service changes, 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 must identify all associated cost estimates, 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.

A draft budget is included as part of the ABP but it can be revised and resubmitted for final approval by June 30, following receipt of annual operating revenue and expense estimates from Amtrak for federal FY 2024-25. The operating revenue and expense estimates are typically received from Amtrak after the April 1, 2024, deadline for submitting the ABP. CalSTA allows for this adjustment to the budget to provide sufficient time for the LOSSAN Agency to update the budget following the receipt of annual operating expense and revenue estimates from Amtrak.

### ***Discussion***

On October 16, 2023, the LOSSAN Agency Board reviewed a list of key assumptions for the LOSSAN Agency ABP for FY 2024-25 and 2025-26 and directed staff to incorporate those assumptions into the draft of the ABP. A draft was then prepared using the Board-approved assumptions. Also considered was direction from CalSTA, specifically as it relates to the development of the new chapter on coastal resiliency and environmental sustainability and the incorporation of cost saving measures.

On January 23, 2024, the draft chapters were forwarded to the Technical Advisory Committee (TAC) for review and comment. Written comments and suggested edits were received from the TAC and incorporated into the draft ABP. A redline version of the draft, indicating the edits that addressed the input provided, was redistributed to the TAC on February 13, 2023, giving the TAC an opportunity for a final review and to ensure their input was accurately reflected in the revised draft.

On February 19, 2024, staff presented the draft business plan to the Board for review and comment. Some additional edits specific to funding sources that could impact coastal resiliency in chapter 5, as well as the overall environmental sustainability/coastal resiliency discussion in chapter 15 were requested as part of the Board discussion. Staff worked with representatives from Director Katrina Foley's office to expand these, specifically as it relates to some of the ongoing efforts to address erosion and sand replenishment. These edits are provided in redline format for easy identification.

The LOSSAN Agency bylaws authorize the Managing Director to make disbursements of funds up to \$100,000 each, or as otherwise directed by Governing Board resolution. The LOSSAN Agency places digital advertisements with Google and Facebook on a monthly basis, and while individual monthly payments are under \$100,000 each, the cumulative payments made in a given fiscal year will likely exceed \$100,000. Moving forward, the LOSSAN Agency will include authorization for the Managing Director to approve total advertising expenditures to exceed \$100,000 for Google and Facebook on an annual basis with the approval of the annual fiscal year budget.

### **Next Steps**

LOSSAN Agency staff will transmit the business plan for FY 2024-25 and FY 2025-26 to CalSTA by the April 1, 2024 deadline. Staff from CalSTA and Caltrans will then review the business plan and provide a business plan approval letter to the LOSSAN Agency.

***Summary***

Consistent with the requirements of the interagency transfer agreement and the joint powers agreement, staff has developed the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan for Fiscal Years 2024-25 and 2025-26. The final business plan will be submitted to the Secretary of the California State Transportation Agency by April 1, 2024.

***Attachment***

- A. LOSSAN Rail Corridor Agency Business Plan, FY 2024-25 / 2025-26

**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



# LOSSAN RAIL CORRIDOR AGENCY BUSINESS PLAN

*Prepared for California State Transportation Agency*

FY 2024-2025 / FY 2025-2026



## Table of Contents

<b>Executive Summary</b>	<b>i</b>
<b>1. Introduction</b>	<b>1</b>
<b>2. Historical Performance of the Pacific Surfliner Service</b>	<b>5</b>
<b>3. Operating Plan and Strategies</b>	<b>9</b>
<b>4. Performance Standards and Metrics</b>	<b>17</b>
<b>5. Capital Improvements</b>	<b>30</b>
<b>6. Fare Policy</b>	<b>42</b>
<b>7. Network Integration, Coordination and High-Speed Rail</b>	<b>49</b>
<b>8. Passenger Amenities</b>	<b>54</b>
<b>9. Equipment</b>	<b>59</b>
<b>10. Marketing</b>	<b>67</b>
<b>11. Annual Funding and Separation of Funding</b>	<b>71</b>
<b>12. Government Relations and Legislative Advocacy</b>	<b>77</b>
<b>13. Safety and Security</b>	<b>79</b>
<b>14. Emerging Corridors</b>	<b>85</b>
<b>15. Environmental Sustainability and Coastal Resiliency</b>	<b>89</b>
<b>Glossary of Terms</b>	<b>93</b>

## EXECUTIVE SUMMARY

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority (JPA) formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo. On September 29, 2012, Governor Jerry Brown signed Senate Bill (SB) 1225 (Chapter 802, Statutes of 2012), which authorized the LOSSAN Agency to oversee the state-supported Pacific Surfliner intercity passenger rail service operating on the LOSSAN rail corridor, subject to approval of an interagency transfer agreement (ITA) with the State of California. The ITA became effective on July 1, 2015 and is currently executed through June 30, 2021. The Orange County Transportation Authority (OCTA) serves as the managing agency for the LOSSAN Agency and provides management and administrative support as outlined in the Administrative Support Agreement (ASA) between the LOSSAN Agency and OCTA.

The Pacific Surfliner service travels along a 351-mile coastal rail corridor through six counties in Southern California: San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo. It is currently the second busiest intercity passenger rail corridor in the United States, and the busiest state-supported Amtrak route. The LOSSAN Agency is governed by a Board of Directors (Board) composed of 11 voting members representing rail owners, operators, and planning agencies along the LOSSAN rail corridor, as well as four non-voting, ex-officio members, as detailed below.

### *Member Agencies*

- San Diego Metropolitan Transit System (SDMTS)
- San Diego Association of Governments (SANDAG)
- North County Transit District (NCTD)
- OCTA
- Riverside County Transportation Commission (RCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Ventura County Transportation Commission (VCTC)
- Santa Barbara County Association of Governments (SBCAG)
- San Luis Obispo Council of Governments (SLOCOG)

### *Ex-Officio Members*

- Amtrak
- California Department of Transportation (Caltrans)
- California High-Speed Rail Authority (CHSRA)
- Southern California Association of Governments (SCAG)

As required by SB 1225, and per the terms of the ITA, the LOSSAN Agency must submit an annual business plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). The primary purpose of the business plan is to identify the major goals and objectives for the LOSSAN Agency's management of the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during the upcoming two-year period. The business plan summarizes operations, service levels, budget, and capital improvements that have contributed to the success of the

Pacific Surfliner service and identifies improvements to sustain and grow its success moving forward.

### **Historical Performance of Pacific Surfliner Service**

Since 1971, service on the Pacific Surfliner route increased from the original six daily trips to 27 daily trips. To accommodate the drastic decline in ridership while maintaining essential lifeline service during the novel coronavirus (COVID-19) pandemic, service was reduced to 12 daily trips (or six round trips) during the second half of FFY 2019-20. In June 2021, the Pacific Surfliner began its COVID-19 service restoration, and increased service from 12 daily trips to 18 daily trips (or nine round trips). Six (6) of these 9 round trips operated between San Diego and Los Angeles, two (2) round trips operated between San Diego and Goleta, and one (1) round trip operated between San Diego and San Luis Obispo. Despite the reduced service levels, the Pacific Surfliner remains the busiest state-supported route in the entire Amtrak national system.

Operating costs for the Pacific Surfliner service are funded through the Public Transportation Account, which is primarily supported through the state sales tax on diesel fuel. The annual operating subsidy for Pacific Surfliner service has fluctuated significantly throughout the years. This fluctuation has never been as significant as was experienced during the COVID-19 pandemic. During the pandemic, the increased costs combined with revenue decline from the significant ridership loss increased the subsidy much more than anticipated. The subsidy for FY 2024-25 is anticipated to normalize somewhat, provided the frequent closures in San Clemente cease. These closures require bus bridge connections to maintain connectivity, with the operational costs of these additional buses being much higher than the standard costs of train operations.



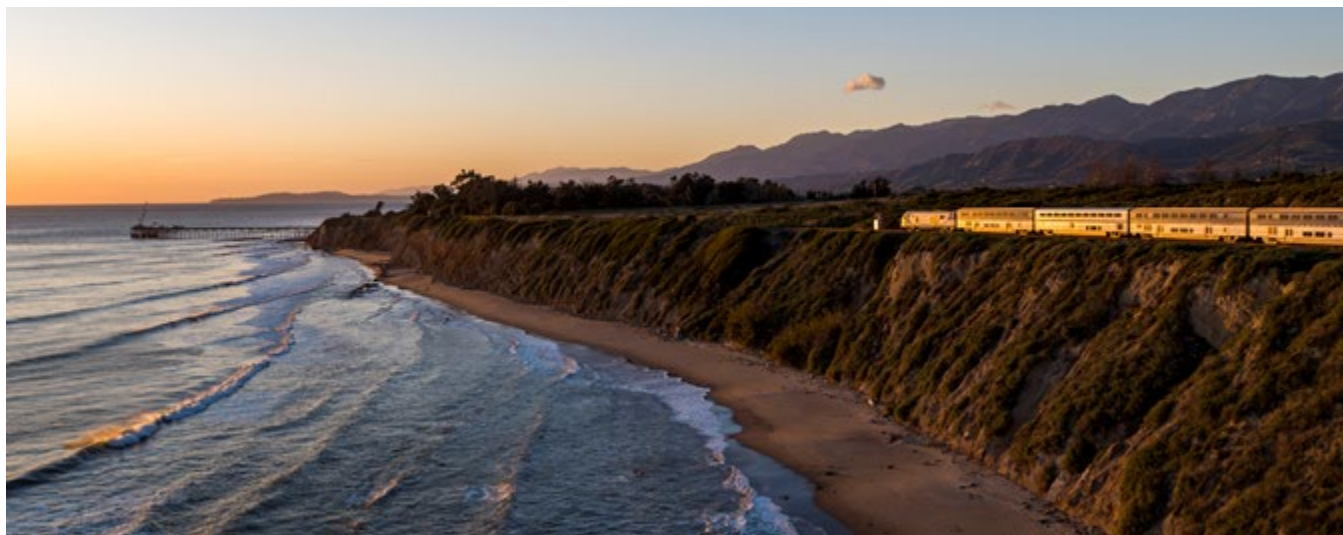
## Operating Plan and Strategies

At the beginning of FY 2019-20, Amtrak operated 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips (the 700-series trains) extended north of Los Angeles to Santa Barbara and Goleta, with two roundtrips extending further north to serve San Luis Obispo. The drastic ridership decline on the Pacific Surfliner as a direct result of the COVID-19 pandemic forced the reduction of Pacific Surfliner and connecting thruway bus service. In March 2020, service was cut from 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles, to six roundtrips. In FY 2020-21, as travel restrictions through the state were relaxed, additional roundtrips were restored. Currently, the Pacific Surfliner is operating 10 roundtrips between San Diego and Los Angeles, with four roundtrips between San Diego and Goleta, and two of these trains extending north to San Luis Obispo.

The ability to expand Pacific Surfliner service has historically been constrained by both equipment availability as well as existing access and shared-use agreements with the host railroads on which the Pacific Surfliner service operates. While this constraint remains along several segments of the rail corridor, the ability to restore Pacific Surfliner service levels is now primarily dependent on equipment availability and the availability of state funding. When funding levels and ridership growth present an opportunity to restore additional service, the LOSSAN Agency will work collaboratively with Caltrans and Amtrak on establishing a business case that lays out the need and potential profitability of the service restoration or expansion. Though ridership demand, equipment and staff availability are important, it is understood that financial performance is the key factor in determining service increases due to the structural deficit that California Intercity Rail Operations is facing in the coming fiscal years.

The business case for service growth will be based on three central considerations:

1. Funding – Does adequate funding exist to support the service? This will include quantifying the net revenue (revenue over operating costs) gained from the additional service,
2. Equipment availability – Is sufficient equipment available? Will additional equipment need to be procured or leased in support of this effort?
3. Amtrak staff availability – Are crews available for the additional service?



## Performance Standards and Metrics

As required by SB 1225, CalSTA has established a set of uniform performance standards (UPS) for the three state-supported intercity passenger rail corridors, including the Pacific Surfliner service, to control cost and improve efficiency. These standards measure the ongoing success of the service in three specific areas: usage (ridership and passenger miles), efficiency (farebox recovery and cost per passenger mile), and service quality (endpoint / all-station on-time performance and operator caused delays).

As a result of the impact of the COVID-19 pandemic on ridership, revenue, and available state funding, on March 30, 2020, the LOSSAN Agency formally requested relief from the Uniform Performance Standards, as dictated by the Interagency transfer Agreement, Appendix G. The need for relief was further exacerbated by the ongoing closures of the rail corridor in the City of San Clemente. For over 270 days total, the southern corridor has been bifurcated and connections maintained through bus bridges. This has seriously impacted both revenue and ridership levels. Relief is requested at least until state funding allows for the restoration of service to pre-pandemic levels and the corridor closures have been reopened.

In FY 2022-23, the Pacific Surfliner service saw a 4.9 percent increase in ridership and a farebox recovery of 46.3 percent. Endpoint on-time performance has improved considerably, but still continues to lag behind the goal of 90 percent, averaging 79.5 percent in FY 2022-23.

## Capital Improvements



Though much progress has been made over the years, many segments of the LOSSAN rail corridor are still limited by the lack of passing sidings or second main tracks. There are currently more than \$16 billion in unfunded capital needs that have been identified on various portions of the LOSSAN rail corridor, including additional track capacity, station improvements, and signal and communications improvements.

The LOSSAN Agency continues to coordinate with member agencies and station owners to pursue funding opportunities that bring benefits to the larger rail corridor. As part of that effort, the

LOSSAN Agency has worked with key stakeholders to update its Capital Improvement Program (CIP). The CIP compiles all identified projects into a comprehensive list. While each member agency or host railroad is responsible for the implementation of its respective capital improvement projects, the LOSSAN Agency takes a lead role in funding and legislative pursuits, with a focus on leveraging existing funds to advance capital projects that have a corridorwide benefit. In addition to the major capital improvements planned for the LOSSAN rail corridor, the state annually allocates approximately \$500,000 to cover minor projects, such as station improvements, signage, and minor safety enhancements.

## Fare Policy

Pacific Surfliner trains currently offer travel in unreserved coach class and reserved business class. Fares are largely static year-round with the exception of slight increases on select holidays during peak travel periods. Amtrak also offers discounted multi-ride tickets, discounts for group travel, as well as a Rail 2 Rail Program that allows Metrolink and COASTER commuter rail pass holders to ride Pacific Surfliner trains at no additional cost, subject to certain restrictions. The last fare increase on the Pacific Surfliner service took place in June 2013, and a fare restructuring was implemented in March 2018, which normalized fares to eliminate inconsistent pricing methodology and application of discounts along the Pacific Surfliner route.



In the coming year, the LOSSAN Agency will implement a demand pricing model for its fare structure, following extensive analysis and thorough development process. Additionally, significant effort will be focused on integration with both Metrolink and NCTD, modifying the Rail2Rail program to achieve that goal. The LOSSAN Agency is also looking into enhanced mobile ticketing through a front-end app based ticketing platform designed and branded specifically for the Pacific Surfliner. This app also has the potential to include fare media for Metrolink and NCTD, along with trip planning and a customer rewards program.

## Network Integration and High-Speed Rail

An integrated passenger rail network is a key initiative included in the 2018 California State Rail Plan, with the goal to plan and implement a statewide passenger rail system that maximizes the performance potential of intercity passenger rail as a time- and cost-competitive travel option for meeting the state's transportation needs.

The LOSSAN Agency works in close coordination with CalSTA, Caltrans, the Coast Rail Coordinating Council (CRCC), transit and rail operators along the LOSSAN rail corridor, and other stakeholders on efforts to expand and improve rail and transit connections. This includes working to create an integrated passenger rail and transit network with coordinated schedules, which will provide additional travel options throughout the state, allowing passengers to seamlessly transfer from service to service to reach their desired destinations. In October 2021 a pulsed or clockface schedule was implemented. This is just the first step in the implementation of the optimization study recommendations. The LOSSAN Agency continues to work our partners at LA Metro, Metrolink, NCTD and SDMTS to align the schedules for the maximum connection and service enhancement opportunities.

The passenger rail services along the LOSSAN rail corridor act as a backbone for transportation throughout the California coastal region. As such, the LOSSAN rail corridor will provide critical connections and feeder/distributor service to support and compliment any future high-speed rail

(HSR) service. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service and must be planned carefully to build upon the existing success of the Pacific Surfliner service.

## Passenger Amenities

The LOSSAN Agency continues to work with Amtrak to implement initiatives designed to enhance amenities and improve the overall passenger experience, effectively positioning the Pacific Surfliner as the premier travel option in Southern California. Amenities are designed to enhance customer perception and support ridership objectives, but also provide the Pacific Surfliner with clear points of differentiation from other regional rail operators. Programs including complimentary upgraded Wi-Fi, food and beverage options, and business class upgrades help incentivize riders to choose train travel while boosting customer satisfaction.

All Pacific Surfliner Business Class seats have been upgraded with new leather upholstery. A new pet reservation program was instituted that allows passengers to travel with their dog or cat (with certain restrictions). The LOSSAN Agency plans to pursue a number of strategies for enhancing passenger amenities in the coming two years, including improved food and beverage offerings, seating availability and train capacity notifications, an upgrade passenger loyalty program, special event service, and passenger information and station improvements.



## Equipment

Before the pandemic related service reductions, the Pacific Surfliner fleet currently consisted of 10 train sets operating 27 daily trains. As a result of the COVID Pandemic, service has been temporarily reduced from 26 daily Pacific Surfliner trips using 10 train sets, to 20 daily Pacific Surfliner trips using 8 train sets.

Equipment availability continues to be one of the key hurdles to future expansion of the Pacific Surfliner service. Currently service levels must remain static until such time as additional consists are available. The LOSSAN Agency, in coordination with Caltrans DRMT, is evaluating the possibility of purchasing the remaining 39 Amtrak owned Surfliner bi-level cars and some additional Superliner bi-level cars currently owned by a private third-party.

In June and December of 2022, a working group comprised of staff representing the LOSSAN Agency, CCJPA, SJJPA, and Caltrans DRMT met to discuss how best to redeploy the bi-level fleet as the Siemens Venture car trainsets were put into revenue service. Once this occurs, the fleet redeployment plan identifies 16 additional bi-level cars to be added to the Pacific Surfliner fleet, which will provide sufficient equipment to restore Pacific Surfliner service to pre-COVID service levels. Amtrak staff is responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating contract with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet, particularly the state-owned railcars and Charger locomotives.



## Marketing

The marketing plan outlined for FY 2024 and 2025 aims to boost ridership and revenue for the Pacific Surfliner. The strategy focuses on enhancing brand awareness among target audiences and influencing their travel choices. The plan is focused on prioritizing measurable and trackable marketing initiatives to maximize return on investment and recover ridership after steep declines due to the COVID-19 pandemic and the San Clemente track closure.



### Annual Funding and Separation of Funding

The primary purpose of the business plan is to guide the allocation of funds necessary for the LOSSAN Agency to administer, operate, maintain equipment, and market the Pacific Surfliner service. The total net State funding request for FY 2024-25 is proposed at \$61,308,725 which includes the net operating subsidy as well as administrative and marketing funding. The estimated net Amtrak operating subsidy is \$51,881,625, based on the assumption of restoring approximately 95-percent of the pre-COVID pandemic service levels. However, reinstating the two round trips between San Diego and Los Angeles is subject to the availability of funding, equipment, and crews.

The business plan assumes that Caltrans will continue to have a separate agreement with Amtrak to directly fund equipment capital charges for Amtrak-owned railcars and locomotives used on the three state-supported rail corridors. Therefore, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency. Additional supplemental funding is requested for minor projects at \$500,000. This amount consists of \$500,000 of new FY 2024-25 funding, consistent with prior year requests.

The FY 2024-25 administrative funding is proposed at \$7,370,100. Included in this amount is \$6,019,200 for managing agency administrative salaries at fully burdened rates. This includes staffing of 18 full-time positions. This amount assumes the managing agency overhead at the current rate, which is calculated on an annual basis based on prior fiscal year actuals. The administrative budget currently assumes administrative employee performance-based salary increases consistent with OCTA's FY 2024-25 budget and personnel and salary resolution.

For FY 2024-25, the proposed administrative funding request encompasses \$190,500 for legal, travel, insurance, membership dues, and banking fees. Additionally, professional services funding is proposed at \$1,083,200. This includes \$1,050,000 allocated for consulting services in planning, engineering, modeling, grant writing, and project and construction management. The remaining \$33,200 is earmarked for audit and insurance brokerage services. Furthermore, the administrative fees include a yearly allocation of \$77,200 for insurance costs. These costs cover the LOSSAN Agency's general liability, errors & omissions, and crime insurance.

The FY 2024-25 marketing funding request is proposed at \$2,000,000, consistent with the operating service assumption of restoring service to pre-pandemic levels.

To ensure state funding for the Pacific Surfliner service is kept separate from funding for OCTA projects and programs, a separation of funding has been established within the LOSSAN managing agency.

### **Government Relations and Advocacy**

One of the benefits gained through local governance of the Pacific Surfliner service by the LOSSAN Agency is added flexibility in advocating for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services..

The annual legislative program adopted by the LOSSAN Board provides overall guidance to LOSSAN Agency advocacy activities, and staff will continue to provide regular legislative updates and bill analyses to the LOSSAN Board consistent with that program. The 2024 LOSSAN Legislative Program provides detail on legislative priorities, including:

- Secure sustainable funding
- Support the implementation of transportation policies that promote the adequate and equitable funding of rail transit and capital improvements, while ensuring transparency in the use of these funds.
- Seek opportunities to support connectivity and integration for the LOSSAN rail corridor, including with emerging rail corridors, services, and high-speed rail.
- Support efforts to fund infrastructure, service, and safety improvements, with a focus on resiliency.

At the local level, LOSSAN Agency staff will continue to work with LOSSAN member agencies, local communities, and stakeholder organizations to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Increased awareness of these services by local officials can then be leveraged to back consensus based operational improvements and policy activities.

### **Safety and Security**

Protecting the safety and security of passenger rail service is key to attracting and retaining riders and ensuring efficient operation of passenger trains on the LOSSAN rail corridor. The goal of the LOSSAN Agency safety program is to instill a comprehensive safety culture that will govern all of the activities associated with the operations and maintenance of the service, while efficiently meeting operational performance goals. The FRA and the CPUC are responsible for overseeing general railroad safety along the LOSSAN rail corridor. The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a detailed program for system safety

and security is in place to protect Pacific Surfliner passengers and crew, as well as the general public. As part of this effort, the LOSSAN Agency will continue to:

- Continue the implementation of Operations Safe Surfs, a rail safety and suicide prevention campaign
- Assess ongoing rail safety and security awareness efforts to identify areas for improvement
- Work with host railroads to identify “hot spots” for trespassing and vehicle strikes
- Develop outreach programs that meet the needs of the public, as well as stakeholders
- Work with Amtrak and stakeholders to ensure a continued safety culture for all who work and travel on Pacific Surfliner trains and utilize Pacific Surfliner stations
- Prioritize rail capital project funding for projects that include a goal of improved safety and security wherever possible
- Work with host railroads and rail operators to coordinate training with local first responders to help expedite emergency response and accident investigation services in the event of an incident
- Support Operation Lifesaver, a national rail safety program with the goal of improving public awareness of safety around railroad tracks
- Seek out and leverage state and federal grant funds for additional safety and security improvements

The LOSSAN Agency will continue to attend regularly scheduled safety meetings hosted by Amtrak for front-line employees to reiterate that safety of our passengers and crew is always the first priority in delivering Pacific Surfliner service. The LOSSAN Agency will also meet monthly with Amtrak Police to facilitate coordination and communication. The LOSSAN Agency will continue to work with right-of-way owners and rail operators to enhance safety and improve the response to incidents along the right-of-way. Public information efforts will include both traditional and social media to build awareness of rail safety.

### Emerging Corridors

In addition to administering the existing Pacific Surfliner rail service, the LOSSAN Agency will continue to work with member agencies to study and pursue expansion opportunities on emerging corridors that provide connectivity within southern California and beyond. Specifically, the LOSSAN Agency expects to focus on connectivity to the eastern communities throughout Riverside County and the Coachella Valley, and coastal communities up to San Luis Obispo and north to the San Francisco Bay Area. These connections will provide seamless travel opportunities by rail throughout the region and state. System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.

## Chapter 1: Introduction



The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is the joint powers authority (JPA) tasked with increasing ridership, revenue, capacity, reliability, coordination, and safety on the rail line between San Diego, Los Angeles, and San Luis Obispo. This includes responsibility for management and administration of the state supported Pacific Surfliner service, subject to negotiation of an Interagency Transfer Agreement (ITA) with the State of California. The LOSSAN Agency's annual business plan for FY 2024-25 and FY 2025-26 identifies the LOSSAN Agency's major goals and objectives for management for the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during that two-year period.

Since 2020, the LOSSAN Agency has continued to work closely with the state, Amtrak, and the LOSSAN member agencies to respond to the coronavirus (COVID-19) pandemic and promote the health and safety of our passengers and crew. This included implementing service adjustments, operational changes, and health and safety improvements on the Pacific Surfliner service. As equipment, personnel, and other resources become available, the LOSSAN Agency continues to work with our partners towards restoring service to pre-pandemic levels. In addition, the LOSSAN Agency and its partners are working together to ensure the Pacific Surfliner remains a safe, reliable, and cost-effective transportation alternative that is integrated with connecting transit services and other two state-supported intercity passenger rail corridors in California.



## Overview of the LOSSAN Rail Corridor

The Pacific Surfliner service travels along the 351-mile LOSSAN Rail Corridor through a six-county region in Southern California, which is comprised of San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties. The Pacific Surfliner is the busiest state-supported, Amtrak-operated intercity passenger rail service in the nation, as well as the second busiest route in Amtrak's entire system. The LOSSAN Corridor is made up of seven different right-of-way (ROW) owners, including both public agencies and freight railroads (See Image 1.1, and is used by three different passenger rail services (Amtrak, COASTER, Southern California Regional Rail Authority (Metrolink)) and two freight rail services (BNSF and UPRR).

## Overview of the LOSSAN Agency and its Responsibilities

The LOSSAN Agency was formed as a joint powers authority in 1989 for the primary purpose of improving passenger rail service along the LOSSAN Rail Corridor. In September 2012, SB 1225 (Chapter 208, Statutes of 2012) authorized the LOSSAN Agency to assume responsibility for management and administration of the state supported Pacific Surfliner service. The initial ITA between the LOSSAN Agency and the State of California took effect on July 1, 2015, for a three-year period ending on June 30, 2018. Most recently, the ITA was renegotiated for an additional four-year term that remains effective through September 25, 2025. Consistent with the requirements of the ITA, the LOSSAN Agency must submit an annual business plan by April 1 of each year to the Secretary of CalSTA. Upon review and approval by the Secretary, the business plan is used to develop an annual appropriation request to the state legislature.

In accordance with the provisions of SB 1225, the ITA requires the LOSSAN Agency to maintain the existing Pacific Surfliner service and facilities, as well as to implement service expansions as warranted by ridership demand and available revenue. Furthermore, the ITA requires that the State will provide the funding necessary for service operations, administration, and marketing of the Pacific Surfliner service. Caltrans DRMT remains responsible for the development of the California State Rail Plan, as well as the coordination and integration between the three state-supported intercity passenger rail services, as outlined in the ITA.



**Image 1.1: LOSSAN Rail Corridor ROW Owners**

## Organizational Structure of the LOSSAN Agency

The LOSSAN Agency is governed by an 11-member Board of Directors (Board) comprised of officials representing rail owners, operators, and planning agencies along the LOSSAN Rail Corridor. The LOSSAN Board includes representatives from nine member agencies (Metro, NCTD, OCTA, RCTC, SANDAG, SDMTS, SLOCOG, SBCAG, and VCTC). Amtrak, Caltrans DRMT, CHSRA, and SCAG are non-voting, ex-officio members of the LOSSAN Board.

In August 2013, following a competitive request for proposals, OCTA was selected as the managing agency of the LOSSAN Agency. As the managing agency, OCTA provides all management and administrative support for the LOSSAN Agency as outlined in the Administrative Support Agreement (ASA) executed between the two agencies. The LOSSAN Agency currently consists of 18 full-time positions.

## Agency Roles and Responsibilities

The following list provides a summary of the agencies involved in providing passenger rail service along the LOSSAN rail corridor, and those that the LOSSAN Agency will continue to coordinate with in managing the Pacific Surfliner service.

**LOSSAN Agency:** JPA legislatively permitted to assume administrative and oversight responsibility of the state supported Pacific Surfliner intercity passenger rail service on the LOSSAN rail corridor effective July 1, 2015.

**LOSSAN Member Agencies:** The LOSSAN Agency is comprised of nine voting member agencies. The member agencies are key partners that provide important technical and policy input at both the Technical Advisory Committee (TAC) and Board level.

**CalSTA:** State office responsible for the funding and oversight of California's three state-supported intercity rail corridors, as well as CHSRA, and oversight of state grant programs such as State Rail Assistance and the Transit and Intercity Rail Capital Program.

**Caltrans DRMT:** The department within Caltrans that is responsible for development of the State Rail Plan, development of a fleet management plan for the state-owned rail equipment, and overall funding for and coordination with the three state-supported intercity rail corridors.

**Amtrak:** The contracted operator and maintainer of the state supported Pacific Surfliner service and owner of most of the rail cars currently utilized in providing Pacific Surfliner service.

**Capitol Corridor JPA (CCJPA):** Responsible for the administration and oversight of the state-supported Capitol Corridor intercity passenger rail service between San Jose, Oakland, Sacramento, and Auburn. It was the first non-state agency to assume administrative responsibility and oversight for state supported passenger rail service in California in 1998. Bay Area Rapid Transit was selected as the managing agency for this rail corridor to act on behalf of the CCJPA, like OCTA's role on behalf of the LOSSAN Agency.

**San Joaquin JPA (SJJPA):** Administers the state supported San Joaquins intercity passenger rail service between Bakersfield, Stockton, Oakland, and Sacramento. The San Joaquin Regional Rail Commission was selected as the managing agency for this rail corridor to act on behalf of the SJJPA, like OCTA's role on behalf of the LOSSAN Agency.

**OCTA:** Selected by the LOSSAN Agency Board as the managing agency for the LOSSAN Agency, responsible for providing administrative services and daily management of the Pacific Surfliner service, marketing, and capital programs.

In addition to the agencies listed above, there are several stakeholders who are engaged with the LOSSAN Agency on an ongoing basis. These stakeholders include rail operators such as SCRRA, NCTD, and the freight railroads, as well as ROW owners along the rail corridor and the CHSRA. A list of those additional stakeholders is provided below:

*Rail Operators*

Amtrak  
BNSF  
NCTD (operator of COASTER)  
SCRRA (operator of Metrolink)  
UPRR

*ROW Owners*

BNSF  
Metro  
NCTD  
OCTA  
SDMTS  
VCTC  
UPRR

*Regional Planning Agencies*

SANDAG  
SBCAG  
SCAG  
SLOCOG

*Others Key Stakeholders/Partners*

CHSRA  
Coachella Valley Technical Advisory Committee  
Coast Rail Coordinating Council (CRCC)  
FRA  
Members of the California State Legislature  
Members of the United States Congress  
Pacific Surfliner station cities and local elected officials  
Rail Passenger Association of California and other transit/rail advocacy groups  
Current and prospective rail passengers

## Chapter 2: Historical Performance of the Pacific Surfliner Service

### Overview

In 1976, the State of California began to provide financial assistance for Amtrak to operate intercity passenger rail service. The three state-supported intercity passenger rail services are the Pacific Surfliner, Capitol Corridor, and San Joaquins. In FFY 2022-23, these three routes combined carried nearly 3.3 million passengers (See Figure 2.1). These routes continue to represent three of the five busiest state-supported rail services in the entire Amtrak national system: Pacific Surfliner at No. 1 with about 1.5 million<sup>1</sup> passengers, the Capitol Corridor at No. 4 with 921 thousand passengers, and the San Joaquins Corridor at No. 5 with about 847 thousand passengers in FFY 2022-23.<sup>2</sup> California's investment in intercity passenger rail service operations and capital projects over the past nearly five decades has led the state to boast the highest Amtrak ridership of any state in the country, with the three state-supported corridors being responsible for over 11 percent of the ridership of the entire Amtrak national system.

**Figure 2.1: California Passenger Rail Routes**



Source: LOSSAN. 2024

Pacific Surfliner train service is complemented by state-funded Amtrak Thruway buses, which provide scheduled connections to the Central Coast, Bay Area, Coachella Valley, and to the San Joaquins intercity rail corridor via Bakersfield. Two Amtrak long-distance trains (the Coast Starlight and Southwest Chief) also traverse portions of the LOSSAN rail corridor.

<sup>1</sup> During FY 2022-23, two long-term track closures occurred in San Clemente which resulted in modified train service operating between Los Angeles and San Diego. These two track closures consisted of track stabilization work near the Cyprus Shore Homeowners Association and construction of a temporary barrier wall after falling debris from an adjacent hillside near the Casa Romantica Cultural Center and Gardens. During these track closures, modified train service operated in segments from Los Angeles to San Juan Capistrano and from Oceanside to San Diego, with a bus connection operated between Irvine and Oceanside to connect the two segments. Passengers completing one-way travel that included both rail segments and the bus connection had two different train numbers appear on their itinerary to represent the two rail segments. Due to limitations with Amtrak's fare collection system, passengers completing a train-bus-train trip were counted for ridership purposes once for each train number appearing on their itinerary, or a total of twice for completing one-way travel. The ridership reported for FY 2022-23 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

<sup>2</sup> Amtrak Route Ridership and Gross Ticket Revenue, October 2022-September 2023

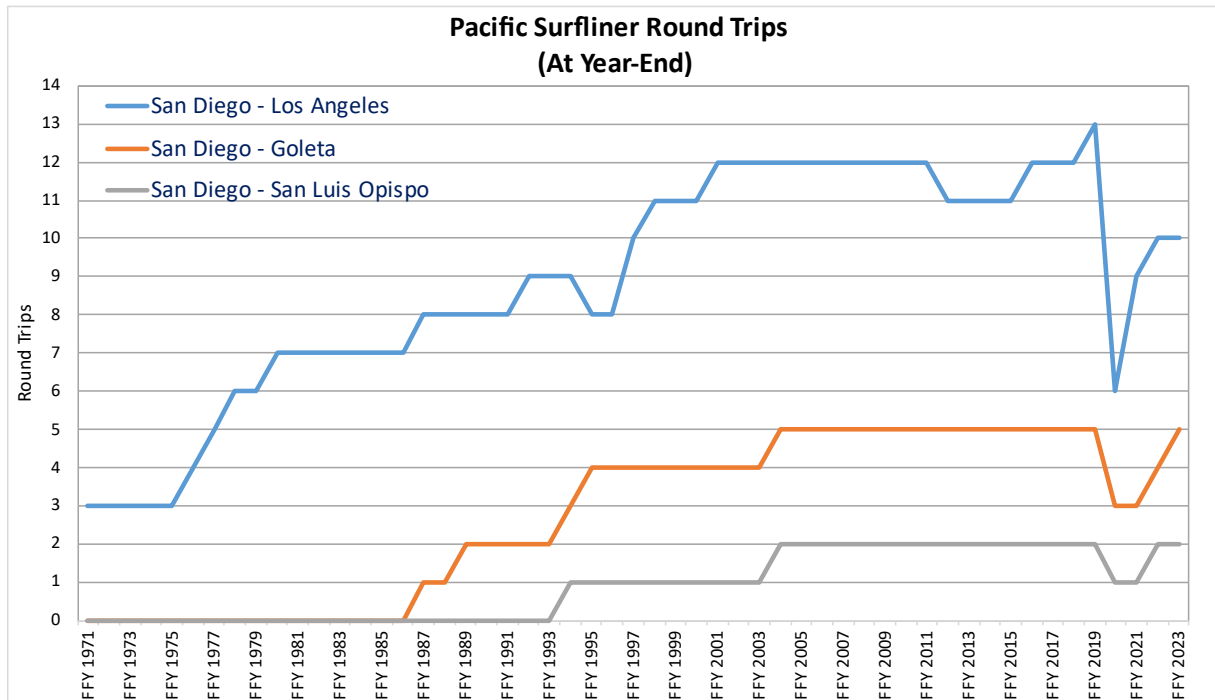
## History of Pacific Surfliner Service

In May 1971, Amtrak assumed operation of the *San Diegan* passenger rail service along the corridor, which then comprised of two round trips between Los Angeles and San Diego. The *San Diegan* service was extended to Santa Barbara in 1988, and then to San Luis Obispo in 1995. In 2000, the *San Diegan* serviced was renamed the Pacific Surfliner. By then, 11 round trips operated along the main portion of the corridor, between Los Angeles and San Diego. Before the COVID-19 global pandemic hit in early 2020, Pacific Surfliner service had been increasing steadily in alignment with ridership demand. Effective October 14, 2019 (the last pre-pandemic schedule change date), the Pacific Surfliner operated 13 round trips between Los Angeles and San Diego. In total, this schedule included 27 one-way trains, with 17 operating between San Diego and Los Angeles, five between San Diego and Santa Barbara/Goleta, four between San Diego and San Luis Obispo, and one from Los Angeles to Goleta.



As all transit services across the nation, the Pacific Surfliner experienced drastic declines in ridership and revenue in early 2020, attributable to the COVID-19 pandemic. Following Governor Newsom's safer-at-home order implemented on March 15, 2020, service reduced to six round trips (or 12 one-way trains). Four of these six round trips operated between San Diego and Los Angeles, one round trip operated between San Diego to Goleta, and one round trip operated between San Diego and San Luis Obispo. In June 2021, the Pacific Surfliner began its COVID-19 service restoration, and increased service from six to nine round trips (or 18 one-way trains). On October 25, 2021, more service was restored, and the new schedule comprised of 10 round trips between San Diego and Los Angeles. Four of these 10 round trips extended north to Goleta, and of those, two extended further north to San Luis Obispo. During FY 2022-23, a round trip previously operating between San Diego and Los Angeles was extended north to Goleta, increasing the number of round trips to Goleta to five. Figure 2.2 illustrates the growth and geographic limits of Pacific Surfliner train round trips since Amtrak assumed operation in 1971.

**Figure 2.2: Pacific Surfliner Service Growth**



### Historical Ridership and Revenue Performance

Table 2.1 shows annual ridership and financial performance data from when the State of California began to fund the service in 1976. Values presented in this table are not adjusted for inflation.

Total ridership on the Pacific Surfliner for FY 2022-23 was 1,542,198<sup>3</sup>, a 4.9 percent increase over the prior year (1,469,800) and is shown in Figure 4.1. During FY 2022-23, the service achieved a farebox recovery of 46.3 percent.

Details on ridership, farebox recovery, and other service performance metrics are discussed in Chapter 4.

<sup>3</sup> The ridership reported for FY 2022-23 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

**Table 2.1: Pacific Surfliner Historical Performance**

Year	Ridership	Total Revenue	Total Operating Cost	State Subsidy (Cost - Revenue)	Farebox Recovery
FFY 1976-77	607,976	\$ 598,140	\$ 1,662,714	\$ 1,064,574	36.0%
FFY 1977-78	753,246	\$ 1,446,036	\$ 3,768,065	\$ 2,322,029	38.4%
FFY 1978-79	967,316	\$ 2,203,403	\$ 4,333,602	\$ 2,130,199	50.8%
FFY 1979-80	1,218,196	\$ 3,341,561	\$ 5,536,840	\$ 2,195,279	60.4%
FFY 1980-81	1,238,135	\$ 4,032,480	\$ 6,572,539	\$ 2,540,059	61.4%
FFY 1981-82	1,167,718	\$ 4,097,254	\$ 6,607,395	\$ 2,510,141	62.0%
FFY 1982-83	1,131,146	\$ 4,094,750	\$ 6,928,334	\$ 2,833,584	59.1%
FFY 1983-84	1,221,256	\$ 4,842,400	\$ 6,337,083	\$ 1,494,683	76.4%
FFY 1984-85	1,240,003	\$ 5,410,502	\$ 6,411,308	\$ 1,000,806	84.4%
FFY 1985-86	1,394,320	\$ 5,658,915	\$ 6,424,634	\$ 765,719	88.1%
FFY 1986-87	1,461,003	\$ 6,072,523	\$ 6,510,113	\$ 437,590	93.3%
FFY 1987-88	1,661,512	\$ 8,223,462	\$ 7,859,783	\$ (363,679)	104.6%
FFY 1988-89	1,717,539	\$ 11,458,084	\$ 10,563,459	\$ (894,625)	108.5%
FFY 1989-90	1,746,673	\$ 12,189,942	\$ 11,808,251	\$ (381,691)	103.2%
FFY 1990-91	1,791,781	\$ 13,306,307	\$ 13,364,150	\$ 57,843	99.6%
FFY 1991-92	1,673,107	\$ 13,152,063	\$ 13,245,924	\$ 93,861	99.3%
FFY 1992-93	1,810,572	\$ 13,692,612	\$ 13,254,709	\$ (437,903)	103.3%
FFY 1993-94	1,699,882	\$ 12,725,094	\$ 14,017,591	\$ 1,292,497	90.8%
FFY 1994-95	1,464,577	\$ 11,805,859	\$ 16,061,849	\$ 4,255,990	73.5%
FFY 1995-96	1,480,674	\$ 13,553,553	\$ 23,983,026	\$ 10,429,473	56.5%
FFY 1996-97	1,617,641	\$ 14,804,355	\$ 39,563,546	\$ 24,759,191	37.4%
FFY 1997-98	1,624,693	\$ 15,194,498	\$ 44,769,723	\$ 29,575,225	33.9%
FFY 1998-99	1,563,275	\$ 16,401,625	\$ 40,391,845	\$ 23,990,220	33.9%
FFY 1999-00	1,567,318	\$ 17,883,725	\$ 37,497,489	\$ 19,613,764	47.7%
FFY 2000-01	1,661,704	\$ 20,430,153	\$ 38,215,732	\$ 17,785,579	53.5%
FFY 2001-02	1,742,768	\$ 20,922,453	\$ 39,374,190	\$ 18,451,737	53.1%
FFY 2002-03	2,030,491	\$ 22,247,564	\$ 42,331,531	\$ 20,083,967	52.6%
FFY 2003-04	2,307,010	\$ 24,559,183	\$ 45,300,782	\$ 20,741,599	54.2%
FFY 2004-05	2,484,768	\$ 26,660,048	\$ 48,105,899	\$ 21,445,851	55.4%
FFY 2005-06	2,657,773	\$ 31,604,715	\$ 55,570,797	\$ 23,966,082	56.9%
FFY 2006-07	2,707,188	\$ 34,753,372	\$ 58,389,864	\$ 23,636,492	59.5%
FFY 2007-08	2,898,859	\$ 37,266,009	\$ 60,444,082	\$ 23,178,073	61.7%
FFY 2008-09	2,592,996	\$ 34,857,678	\$ 61,635,574	\$ 26,777,896	56.6%
FFY 2009-10	2,613,604	\$ 35,822,186	\$ 67,012,735	\$ 31,190,549	53.5%
FFY 2010-11	2,786,972	\$ 38,739,760	\$ 69,156,690	\$ 30,416,930	56.0%
FFY 2011-12	2,640,342	\$ 42,884,431	\$ 74,494,543	\$ 31,610,112	57.6%
FFY 2012-13	2,705,823	\$ 64,446,130	\$ 104,521,098	\$ 40,074,968	61.7%
FY 2013-14	2,673,170	\$ 69,013,724	\$ 102,066,682	\$ 33,052,958	67.6%
FY 2014-15	2,796,591	\$ 75,244,336	\$ 105,431,402	\$ 30,187,066	71.4%
FY 2015-16	2,889,067	\$ 77,797,080	\$ 101,431,356	\$ 23,634,276	76.7%
FY 2016-17	2,972,807	\$ 82,177,246	\$ 103,071,841	\$ 20,894,595	79.7%
FY 2017-18	2,998,296	\$ 85,909,320	\$ 110,629,740	\$ 24,720,419	77.7%
FY 2018-19	2,777,822	\$ 85,690,569	\$ 117,766,350	\$ 32,075,782	72.8%
FY 2019-20	2,075,229	\$ 62,599,044	\$ 114,636,207	\$ 52,037,163	54.6%
FY 2020-21	596,251	\$ 20,922,069	\$ 76,613,613	\$ 55,691,544	27.3%
FY 2021-22	1,469,800	\$ 51,142,786	\$ 94,994,511	\$ 43,851,726	53.8%
FY 2022-23	1,542,198	\$ 49,787,649	\$ 107,598,616	\$ 57,810,967	46.3%

Notes: Historic data is reported by federal fiscal year, since that is Amtrak's reporting period. Recent data is reported in state fiscal year to align with Uniform Performance Standards set by CalSTA.

Ridership data source: Amtrak BOBJ Portal. The LOSSAN Agency has record of ridership data from September 2004 to present.

Financial data source: Amtrak Billing Packages. The LOSSAN Agency has record of financial data from July 2014 to present. Financial values are not adjusted for inflation.

The ridership reported for FY 2022-23 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

## Chapter 3: Operating Plan and Strategies

### Service Levels

At the beginning of fiscal year 2019-20, Amtrak operated 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips (the 700-series trains) extended north of Los Angeles to serve Santa Barbara and Goleta, with two of those roundtrips extending further north to serve San Luis Obispo. Dedicated Amtrak Thruway bus connections supplemented Pacific Surfliner service by providing transportation to and from Santa Barbara and San Luis Obispo and points north along the Central Coast to Oakland to connect with the Capitol Corridor, as well as transportation between Fullerton and points east to the Coachella Valley. Additional thruway bus service, managed by the San Joaquin Joint Powers Authority provided connections between the Pacific Surfliner and the San Joaquins in Bakersfield.



### COVID-19 Related Reductions and On-Going Restoration Efforts

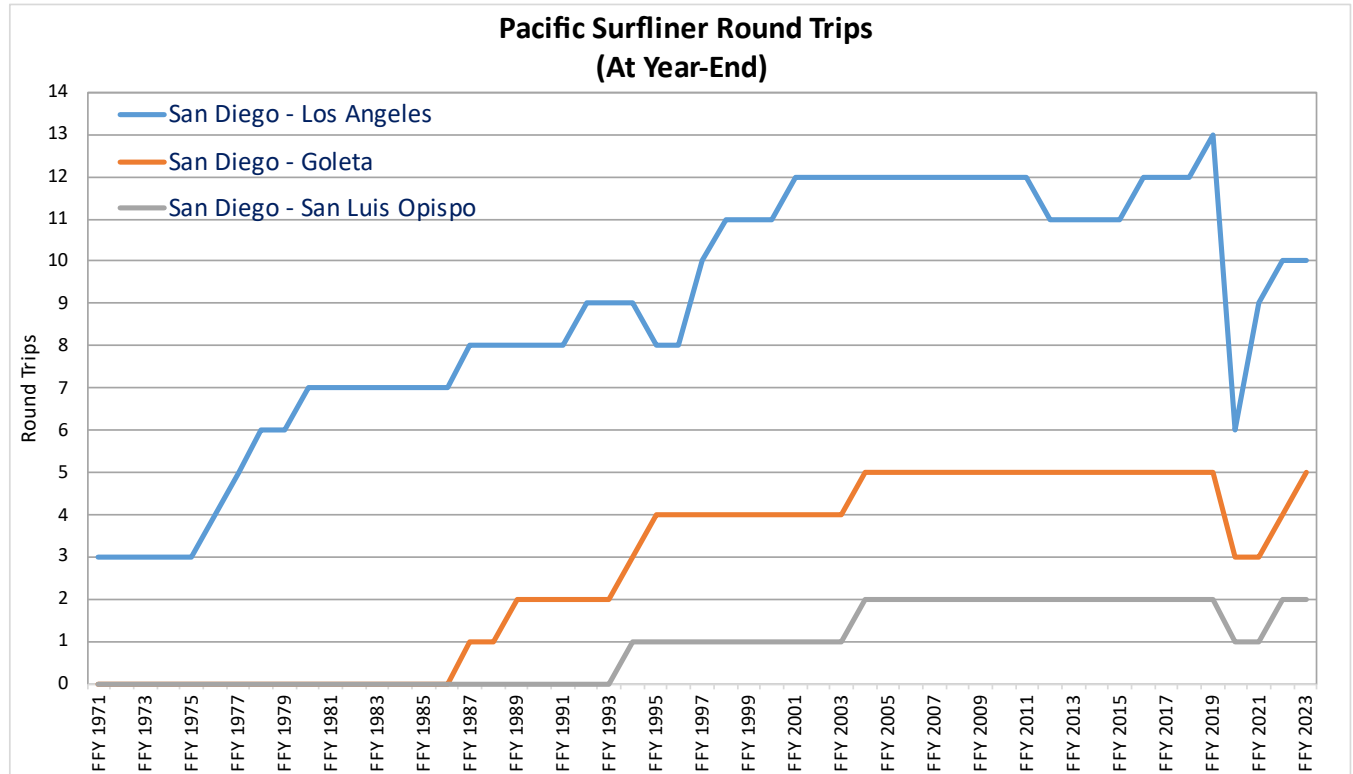
In March 2020, ridership dropped significantly as a result of the COVID-19 pandemic, forcing the reduction of Pacific Surfliner and connecting thruway bus service. As can be seen in Figure 3.1<sup>1</sup>, on March 22, 2020, service was cut from 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles, to six roundtrips. Of these, two daily roundtrips remained between Los Angeles and Goleta and Pacific Surfliner service to San Luis Obispo was suspended. To maintain a vital lifeline connection to the north end of the corridor, one roundtrip to San Luis Obispo along with a third roundtrip between Los Angeles and Goleta was reinstated on June 1, 2020.

As travel restrictions through the state were relaxed, three additional roundtrips between San Diego and Los Angeles were restored on June 28, 2021. As travel demand increased, the October 25, 2021 schedule change, which introduced a pulsed schedule pattern for the service, as well as restored the 10<sup>th</sup> roundtrip between San Diego and Los Angeles and 4<sup>th</sup> between Los Angeles and Goleta, with two of



<sup>1</sup> Does not capture temporary service reductions associated with absolute work windows or other temporary track closures

these trains extending north to San Luis Obispo. Despite the extended rail closure in south Orange County between October 2022 and July 2023, demand necessitated the restoration of the 5<sup>th</sup> roundtrip north of Los Angeles to Goleta. With the restoration of this 5<sup>th</sup> roundtrip, full pre-COVID service north of Los Angeles was restored.



**Figure 3.1**

### Future Service Restoration

The ability to expand Pacific Surfliner service has historically been constrained due to both equipment availability, and to a lesser extent the shared-use agreements with the host railroads on which the Pacific Surfliner operates. While the latter constraint remains along several segments of the rail corridor, the ongoing restoration of the Pacific Surfliner service is currently dependent on both equipment availability and availability of state funding. This, combined with crew availability and ridership demand present a complicated process for future service expansion. The LOSSAN Agency is regularly reviewing ridership and revenue trends on the Pacific Surfliner and coordinating with both the California Department of Transportation (Caltrans) and the California State Transportation Agency (CalSTA) on current and projected funding levels. When ridership growth presents an opportunity to restore additional service, the LOSSAN Agency will work collaboratively with Caltrans and Amtrak on establishing a business case that lays out the need and potential profitability of the service restoration or expansion. Though ridership demand, equipment and staff availability are important, it is understood that financial performance is the key factor in determining service increases due to the ongoing possibility of a structural deficit for California Intercity Rail Operations in the coming fiscal years.

In general, the business case for traditional service growth for the Pacific Surfliner will be based on three central considerations:

1. Funding – Does adequate funding exist to support the service? This will include quantifying the net revenue (revenue over operating costs) gained from the additional service,
2. Equipment availability – Is sufficient equipment available? Will additional equipment need to be procured or leased in support of this effort?
3. Amtrak staff availability – Are crews available for the additional service?

The one exception to this approach is the proposed restoration of the Ventura-Santa Barbara peak period commuter service. In 2023, the Santa Barbara County Association of Governments and the Ventura County Transportation Commission approached the LOSSAN Agency about restoring the early morning northbound train to Goleta to help mitigate the traffic impacts associated with the work being performed on US Highway 101. The intent of this service will be to focus on commuter travelers. The funding for this service as currently planned will be sources other than the intercity funding provided by the State of California through the Public Transportation Account.

The TIRCP grant funds previously awarded to the LOSSAN Agency, along with State Rail Assistance, State Transportation Improvement Program, and reprogrammed Proposition 1B funds, has also allowed efforts to continue moving forward with implementing layover facility expansions in San Luis Obispo, Goleta and San Diego, as well as necessary capacity enhancements north of Los Angeles on the UPRR to allow for additional roundtrips to be extended north to Santa Barbara and San Luis Obispo in the future, which are key short term development goals articulated in the 2023 State Rail Plan. (see chapter 5 for additional discussion of these capital improvements) The restoration of the commuter service to Goleta would utilize one of the additional slots on the UPRR now available thanks to the previous investments made to the capacity of the corridor by the LOSSAN Agency.

## Stations

The Pacific Surfliner services 29 stations (Figure 3.2), 19 of which are between San Luis Obispo and Los Angeles, with the remaining 10 located south of Los Angeles in Orange and San Diego Counties (for station specific information,



please refer to the “LOSSAN Corridorwide Facilities, Equipment and Operations Inventory”<sup>2</sup> report prepared April 2013). The San Clemente Pier station has limited service (not all trains stop at this station).

### **Amtrak Thruway Bus Service and Transit Connections**

Pacific Surfliner rail service is supplemented by a network of state-funded Thruway buses that connect passengers throughout the LOSSAN rail corridor and beyond. At the request of the LOSSAN Agency, Amtrak contracts with private bus operators to provide this service, including both operating staff and vehicles. The bus routes function as part of the Pacific Surfliner service, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak’s central information and reservation system in the same manner as trains.

The Amtrak Thruway bus routes currently managed by the LOSSAN Agency are summarized below:

- **Route 17:** Santa Barbara to San Luis Obispo to Oakland (where it connects with Capitol Corridor). Three daily trips in each direction.
- **Route 39:** Fullerton to Palm Springs and Coachella Valley. Two daily trips in each direction.

In December 2023, the LOSSAN Agency discontinued Route 4, operating between Los Angeles, Santa Barbara, and Goleta due to high cost and consistently low ridership. This route provided only 1 daily roundtrip between these destinations and supplemented existing Pacific Surfliner train service.

In addition, the LOSSAN Agency partners with local transit agencies to offer expanded options for transit connections throughout the LOSSAN rail corridor. The LOSSAN Agency continues to manage the Pacific Surfliner Transit Transfer Program, which was launched in July 2016, and provides free connections between the Pacific Surfliner and 11 local transit services.

Additionally, there are Amtrak Thruway bus routes managed by the CCJPA and SJJPA that provide even more connectivity between the Pacific Surfliner and the Capitol Corridor and San Joaquins services.

### **Current Fiscal Year Operating Plan and Accomplishments**

The LOSSAN Agency’s current operating plan is based on the December 30, 2023 reduced service schedule, which reflects the limited equipment and crew resources available following the decision by Caltrans to release 11 leased Superliner bi-level cars back to Amtrak as a result of service reductions necessary in response to the COVID-19 pandemic. The current Operating Plan can be seen in table 3.1.

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<sup>2</sup> [http://www.octa.net/pdf/publicationid\\_1748\\_15821.pdf](http://www.octa.net/pdf/publicationid_1748_15821.pdf)

**Table 3.1: Pacific Surfliner Service Levels**

Route Segments	FY 2023-24
San Diego – Los Angeles	20 trains – 10 RTs
San Diego – Goleta	10 trains – 5 RTs
San Diego – San Luis Obispo	4 trains – 2 RTs

Beginning on September 30, 2022, the rail corridor was closed between Orange and San Diego County's in response to land movement from an ancient landslide adjacent to the rail corridor. This closure of the rail corridor required modifying the schedule to include a bus bridge providing connections between trains serving the Irvine and Oceanside stations. Various iterations of this modified schedule were implemented throughout the closure period to address work window requirements and reflect restoration of weekend service. Restoration of 10 roundtrips between Los Angeles and San Diego occurred on July 17, 2023.



The LOSSAN Agency continues coordination efforts with all freight and passenger rail operators along the LOSSAN rail corridor through joint scheduling meetings and absolute work window planning meetings to improve connectivity and customer service and minimize passenger inconvenience. However, with the Olympics coming to Los Angeles in 2028, Metrolink is pushing extensive capital improvements along the Ventura and Orange Subdivisions, as well as at Los Angeles Union Station. With these improvements, the number of work windows that require weekend shutdowns of the railroad has significantly increased. In calendar year 2024, eleven work windows are planned, not including additional overnight work windows by NCTD and SANDAG to implement repairs to the Del Mar Bluffs. The LOSSAN Agency is continuing to coordinate with Metrolink and NCTD to minimize the overall impact to passenger rail services along the corridor as a result of these weekend shutdowns.

### FY 2024-25 and FY 2025-26 Operating Plan

In FY 2024-25 and 2025-26, the LOSSAN Agency will continue to work cooperatively with Caltrans to ensure sufficient state funding is available to operate the Pacific Surfliner and Amtrak Thruway bus services, while also exploring opportunities to fully restore and expand service, as well as enhance ridership, revenue, and OTP. Included in this will be concerted efforts to ensure our ability to safely and consistently operate the Pacific Surfliner is not impinged by bluff instability or the impacts of extreme weather events and climate change.

OTP on the Pacific Surfliner improved significantly following the pandemic service reductions. As the service is restored to pre-COVID levels, the LOSSAN Agency will continue to monitor OTP and work with Amtrak and host railroads to evaluate and pursue cost-effective opportunities to maintain the current OTP on the Pacific Surfliner service. This will no doubt be enhanced by the TIRCP funded capitalized access and incentive agreements. An incentive agreement has been in place with NCTD since July 2019 and a franchise access fee and service improvement agreement was executed with UPRR in December 2022. These agreements allow for financial incentives to the host railroads to help maintain and improve the current infrastructure and level of OTP. Additional details on the efforts currently being undertaken to maintain OTP are included in Chapter 4.



In late FY 2024-25, the LOSSAN Agency, Caltrans and Amtrak anticipate restoring approximately 95-percent of the pre-COVID pandemic Pacific Surfliner service levels on the LOSSAN rail corridor (Table 3.2). Full restoration of pre-COVID service levels is currently anticipated in FY2025-26, pending the availability of equipment. Two options have been identified for restoring a level of service equal to pre-pandemic. Option 1 would preserve the equipment and slot for introducing a third roundtrip between San Diego and San Luis Obispo once the Central Coast Layover Facility is complete. Option 2 would restore pre-pandemic service, including the 13<sup>th</sup> roundtrip between San Diego and Los Angeles, but would not introduce the third roundtrip to San Luis Obispo.

**Table 3.2**

Route Segments	FY 2024-25	FY 2025-26 (Option 1)	FY 2025-26 (Option 2)
San Diego – Los Angeles	24 trains – 12 <sup>3</sup> RTs	24 trains – 12 RTs	26 trains – 13 RTs
San Diego – Goleta <sup>4</sup>	12 trains – 6 RTs	12 trains – 6 RTs	12 trains – 6 RTs
San Diego – San Luis Obispo	4 trains – 2 RTs	6 trains – 3 <sup>5</sup> RTs	4 trains – 2 RTs

<sup>3</sup> Expansion to 12 RTs contingent on equipment and funding availability as well as State approval

<sup>4</sup> Assumes the Los Angeles – Ventura – Santa Barbara commuter service roundtrip.

<sup>5</sup> Preserve equipment and slot for 3rd roundtrip to San Luis Obispo following completion of Central Coast Layover Facility.

In addition, the LOSSAN Agency will continue pursuing the restoration and expansion of the successful seasonal and special event services, including the Del Mar Races, Oxnard Strawberry Festival, San Diego Comic-Con International, and sporting events along the Pacific Surfliner route. The Del Mar Races and San Diego Comic-Con always result in a significant boost in ridership for the Pacific Surfliner. The LOSSAN Agency will continue to work with its member agencies and host railroads to help identify opportunities to extend special services to other regional events.

To enhance the Pacific Surfliner service, the LOSSAN Agency remains committed to working with Caltrans, SJJPA, Metrolink, NCTD, Amtrak, and regional and local transit providers to improve transit and rail connections to the Pacific Surfliner. To help achieve this, the LOSSAN Agency will continue moving forward with integrated ticketing concepts in collaboration with Caltrans, NCTD, and Metrolink. Ongoing efforts include a regional ticketing application (app) in cooperation with Metrolink and NCTD. This app will create a user friendly and standard interface for passengers to purchase tickets and transfer between services along the LOSSAN rail corridor. Efforts are currently underway to engage with rideshare companies such as Uber or Lyft to assist passengers who need more flexibility in their first and last mile connections.

The LOSSAN Agency will continue working with local transit agencies to explore the feasibility of direct shuttle connections from Pacific Surfliner stations to John Wayne Airport in Orange County, the Los Angeles International Airport, and the San Diego International Airport. The Pacific Surfliner already directly serves the Hollywood Burbank Airport.

Amtrak Thruway bus service has also been affected by the COVID-19 pandemic. Coinciding with the reduced train service, the thruway bus service was also reduced in response to lower ridership demand. No additional changes are currently planned to Amtrak Thruway bus service during this period. However, with the passage of Senate Bill 742 in 2019, which allows passengers to purchase a ticket for a bus only trip without a connecting ticket on the Pacific Surfliner, the LOSSAN Agency is reviewing potential opportunities for adjusting or expanding thruway bus services through our strategic planning process and will coordinate with CCJPA and SJJPA in developing potential schedules for improving the service. Currently, when looked at separately from the Pacific Surfliner intercity rail service, the Amtrak Thruway bus service under the management of the LOSSAN Agency exceeds a 100 percent farebox recovery rate.



### Service Optimization

Though it already has the distinction of being the second-busiest intercity passenger rail corridor in the United States, the Pacific Surfliner service has great potential for increased ridership, revenue, enhanced service coordination, and improved on-time performance. Through the implementation of the recommendations in the LOSSAN Corridor Optimization study, the LOSSAN Agency looks to a full build out of up to 18 roundtrips for the Pacific Surfliner between Los Angeles and San Diego, eight roundtrips between San Diego and Goleta and three roundtrips between San Diego and San Luis Obispo. This will achieve the implementation of many of the early infrastructure and service objectives outlined in Metrolink's Southern California Optimized Rail Expansion (SCORE) program and the LOSSAN Agency's 2018 TIRCP Building Up program.

The optimization study was completed in December 2021 and the near-term recommendations of the study were partially implemented as part of the October 25, 2021 schedule change. The service strategies and infrastructure recommendations presented in the optimization study align with both regional service needs and objectives as well as the goals presented in the 2022 California State Rail Plan and allow frequency and reliability increases for services operating along the LOSSAN rail corridor. The recommendations presented in the optimization study will be further enhanced through the coordination the LOSSAN Agency will continue to perform related to identifying and evaluating root causes for major delays, crew and equipment utilization, and improvements to service disruption responses and recovery.

## Chapter 4: Performance Standards and Metrics



### Background

The LOSSAN Agency strives for continuous improvement of the Pacific Surfliner passenger rail service. Pursuant to SB 1225, the Secretary of CalSTA was required to establish a set of Uniform Performance Standards (UPS) for the state's three intercity passenger rail corridors to control costs and improve efficiency. These standards measure the ongoing success of the service in three specific areas: **usage** (ridership and passenger miles), **efficiency** (farebox recovery and cost per passenger mile), and **service quality** (endpoint / all-station on-time performance and operator caused delays). These standards also provide the basis for service changes and help guide the planning efforts for the LOSSAN Agency.

### Required Metrics

For reporting performance metrics, the state fiscal year (FY) will be used. This chapter presents the performance of the Pacific Surfliner against the established UPS for FY 2022-23, as well as additional metrics that help track the performance of the service. Table 4.1 summarizes the status of all required UPS metrics. A colored box illustrates whether or not the standard is being met (green: standard met or exceeded; red: standard not met).

Table 4.1: UPS Metrics

Category	Metric	Description / Required Performance Standard	Usage Baseline		Cost Efficiency Baseline		Prior Year	Latest Reporting Year	Status of Required Performance Standards					
			FY 2014	FY 2015	FY 2016	FY 2017			% Change from Baseline (Yes / No)	Growth in Usage v. Standard Met? (Yes / No)	% Change from Prior Year (Yes / No)	50% Farebox Recovery Standard Met?	90% OTP Standard Met?	Operator Delays Standard Met?
Reference Metric	Corridor Population	Total population combined for six counties served by the Pacific Surfliner	18,050,546	18,154,292	18,369,028	17,735,470			-1.7%					
	Rail Passenger Miles*	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	230,263,155	243,480,015	142,279,508	124,591,049			-45.9%	No	-12.4%	No		
Usage	Bus Passenger Miles*	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	Bus NA	Bus NA	12,288,589	15,015,634					22.2%	Yes		
	Rail Ridership**	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline												
	Bus Ridership	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	2,673,170	2,796,591	1,469,800	1,542,198			-42.3%	No	4.9%	Yes		
Reference Metric	CA Consumer Price Index (CPI)*	Calculated by the CA Department of Finance	Bus NA	Bus NA	71,029	83,766					17.9%	Yes		
	Farebox Recovery	50 percent or above inclusive of bus and rail services; calculated by dividing Total Revenue by Total Operating Cost			308,452	327,020								
Cost Efficiency	Cost per Passenger Mile (CPI-Adjusted)	Improvement relative to previous year and to FY 2015 baseline; measured in constant baseline year dollars		\$ 0.43	\$ 0.54	\$ 0.65						No		
	Endpoint OTP	90 percent or more of endpoint station arrivals are within 15 minutes of schedule	77.6%	77.6%	82.2%	79.5%							No	
Service Quality	All-Station OTP*	90 percent or more of arrivals at all station stops are within 15 minutes of schedule	85.2%	87.2%	85.3%	79.5%							No	
	Operator Responsible Delays per 10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles	360	468	469	613							No	No

Raw Data Source: Amtrak  
 Note: Required UPS metrics are highlighted in blue. Cells highlighted in grey indicate that the missing values are not available or not required UPS metrics.  
 \* One passenger traveling one mile = one passenger mile  
 \* California Department of Finance, CA CPI report (used May 2022 version of "Fiscal Year averages: from 1950-51")  
 \* Bus NA = Amtrak confirmed that historic FY 2013-FY 2016 bus ridership and bus passenger miles data are not available.  
 \* Note: FY2014 All-Station OTP is only based on data for May-June 2014. Amtrak has no historic All-Station OTP data prior to May 2014.  
 \*\* Ridership for FY 2022-23 is sourced from official Amtrak ridership figures, including during periods when temporary track closures were in effect in San Clemente.

## Usage and Environmental Performance Metrics

In addition to the required usage metrics, there are additional performance indicators that, while not required to be reported to the state, are helpful in analyzing the value of the service. Some of these indicators fall under the environmental performance category. Tables 4.2 lists reported metrics that fall under the usage and environmental performance category.

**Table 4.2: Usage and Environmental Performance Metrics**

Category	Metric	Description / Required Performance Standard
<b>Reference Metric</b>	<b>Corridor Population</b>	Total population combined for six counties served by the Pacific Surfliner
<b>Usage</b>	<b>Rail Passenger Miles*</b>	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	<b>Bus Passenger Miles*</b>	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	<b>Rail Ridership**</b>	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	<b>Bus Ridership</b>	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
<b>Environment</b>	<b>Greenhouse Gas Reduction^^</b>	Tons of carbon dioxide (CO2) emissions avoided, calculated using corridor passenger miles, factors average pounds of carbon dioxide (CO2) emissions per passenger mile in a private automobile versus emissions per passenger mile in a train
	<b>Gallons of Gasoline Avoided^^</b>	Calculated as equivalent of the tons of carbon dioxide (CO2) emissions avoided

Note: Required UPS metrics are highlighted in blue.

\* One passenger traveling one mile = one passenger mile

\*\* Ridership for FY 2022-23 is sourced from official Amtrak ridership figures, including during periods when temporary track closures were in effect in San Clemente.

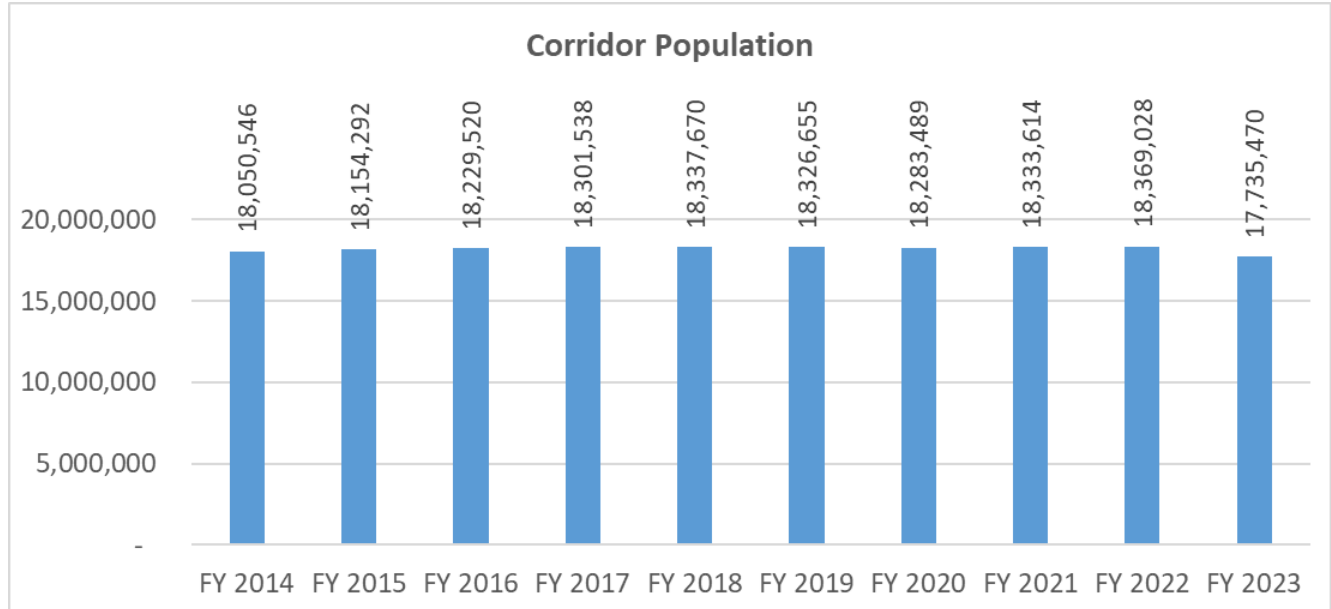
^^Source: Public Transportation's Role in Responding to Climate Change, Federal Transit Administration, 2010.

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>.

Emissions calculator: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

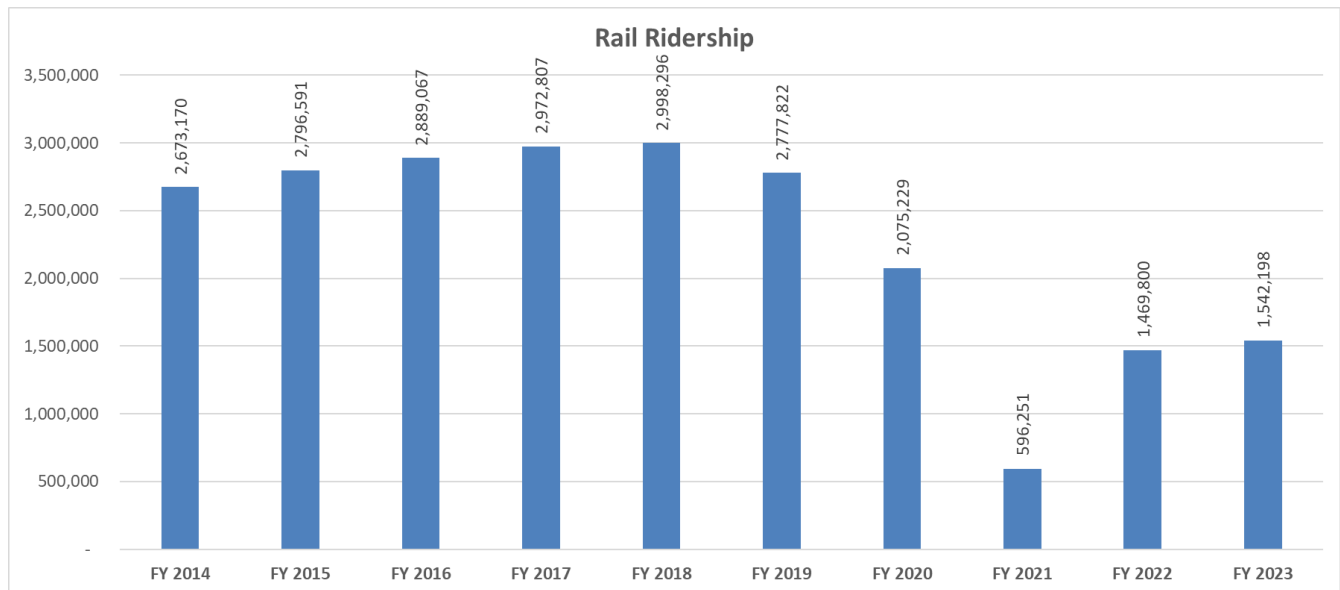
Total corridor population, including the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Diego, has remained relatively stable since baseline FY 2013-14. Overall, **the population decreased by 1.8 percent from FY 2013-14 to FY 2022-23**. Figure 4.1 shows Pacific Surfliner corridor population over time.

**Figure 4.1: Pacific Surfliner Corridor Population**



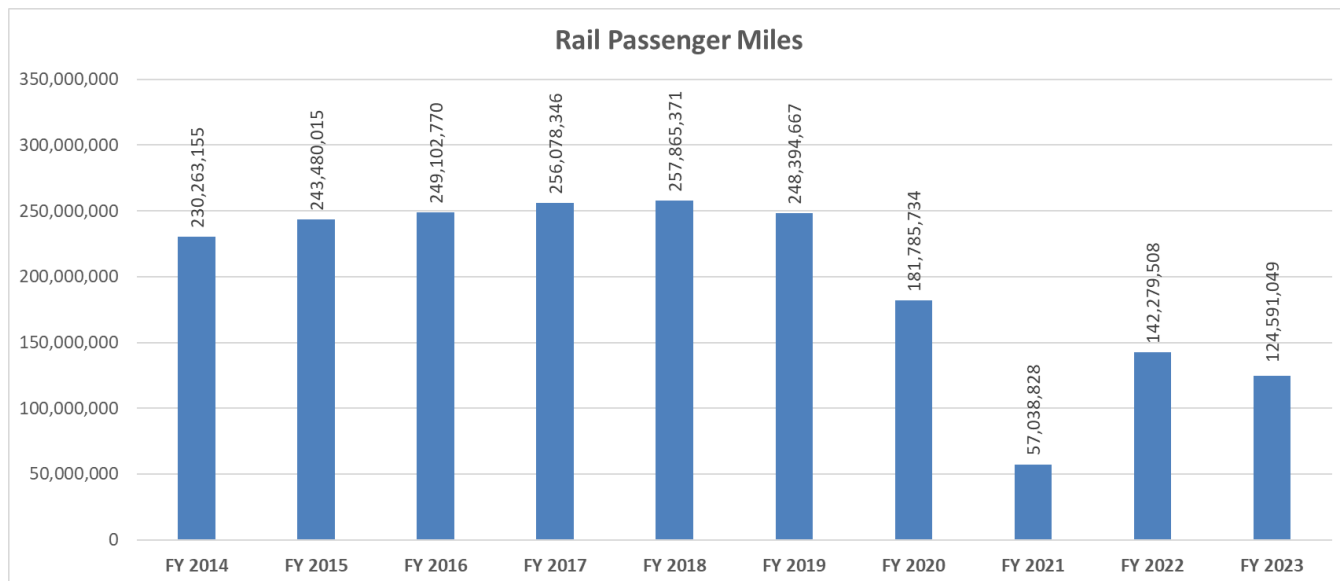
Total ridership on the Pacific Surfliner for FY 2022-23 was 1,542,198<sup>1</sup>, a 4.9 percent increase over the prior year (1,469,800) and is shown in Figure 4.2.

**Figure 4.2: Pacific Surfliner Corridor Ridership**



<sup>1</sup> The ridership reported for FY 2022-23 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

**Figure 4.3: Pacific Surfliner Passenger Miles**



Factoring in the average pounds of carbon dioxide (CO<sub>2</sub>) emissions per passenger mile in a private automobile versus riding on passenger rail<sup>2</sup>, the 124 million rail passenger miles for the Pacific Surfliner resulted in a **reduction of nearly 45,000 tons of greenhouse gases (GHG)**. The impact that this has on the environment cannot be understated. The CO<sub>2</sub> emissions saved is the equivalent of burning nearly 4 million gallons of gasoline.

### Cost Efficiency Metrics

In addition to the required cost efficiency metrics, there are additional performance indicators that are helpful in analyzing the financial performance of the service. Both required and additional cost efficiency metrics are summarized in Table 4.3 below.

<sup>2</sup> Source: *Public Transportation's Role in Responding to Climate Change*, Federal Transit Administration, 2010. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>

**Table 4.3: Cost Efficiency Metrics**

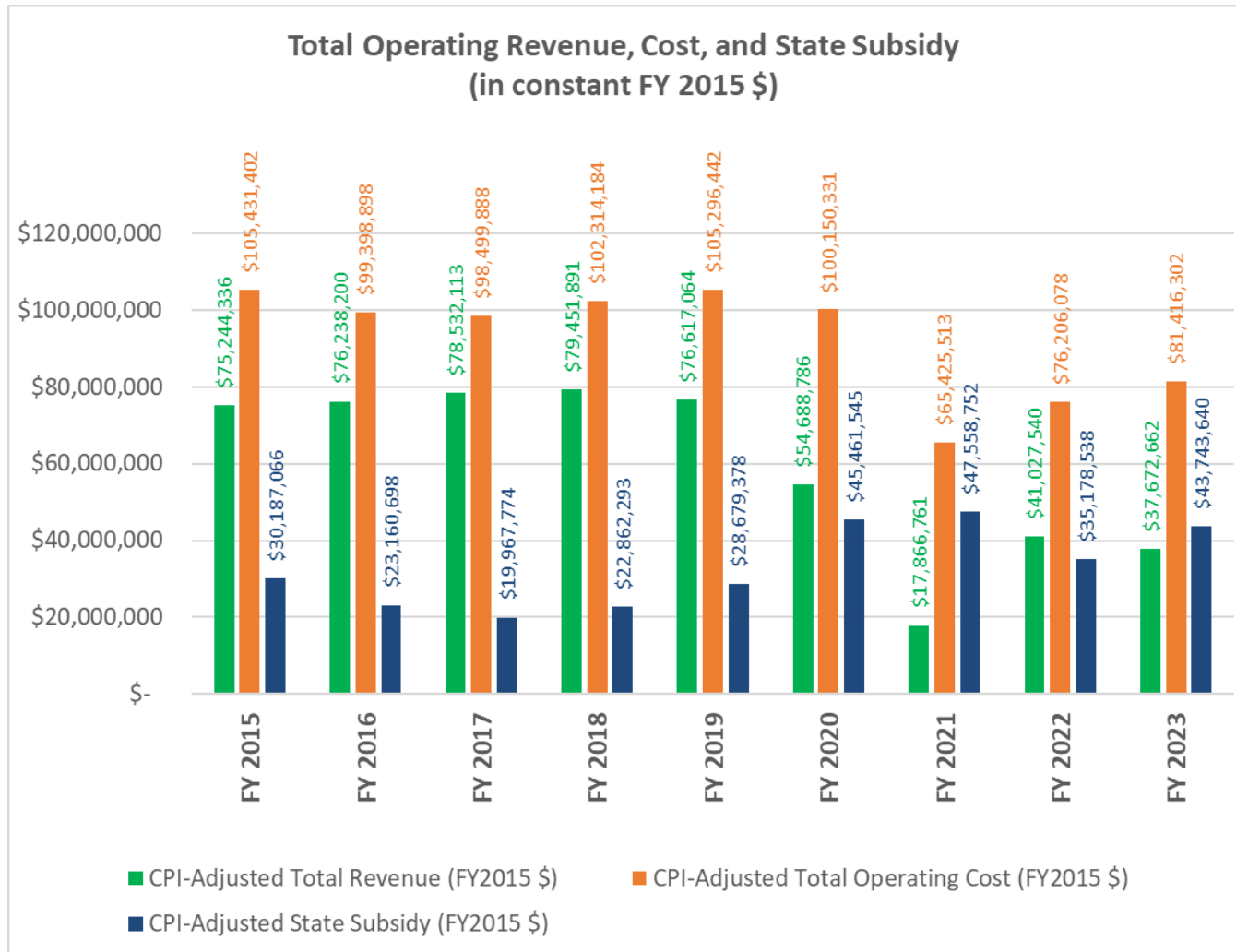
Category	Metric	Description / Required Performance Standard
Reference Metric	CA Consumer Price Index (CPI) <sup>†</sup>	Calculated by the CA Department of Finance
Cost Efficiency	Total Revenue (CPI-Adjusted)	Total combined ticket, food and beverage, and other ancillary revenue as reported by the corridor operator
	Total Operating Cost (CPI-Adjusted)	Total costs associated with the operations of the corridor, including third party costs, route costs, additives, and other costs
	State Subsidy (CPI-Adjusted)	Calculated by subtracting Total Revenue from Total Operating Cost
	Farebox Recovery	50 percent or above inclusive of bus and rail services; calculated by dividing Total Revenue by Total Operating Cost
	Cost per Passenger Mile (CPI-Adjusted)	Improvement relative to previous year and to FY 2015 baseline; measured in constant baseline year dollars

Note: Required UPS metrics are highlighted in blue.

<sup>†</sup>California Department of Finance, CA CPI report (used May 2022 version of "Fiscal Year averages: from 1950-51")

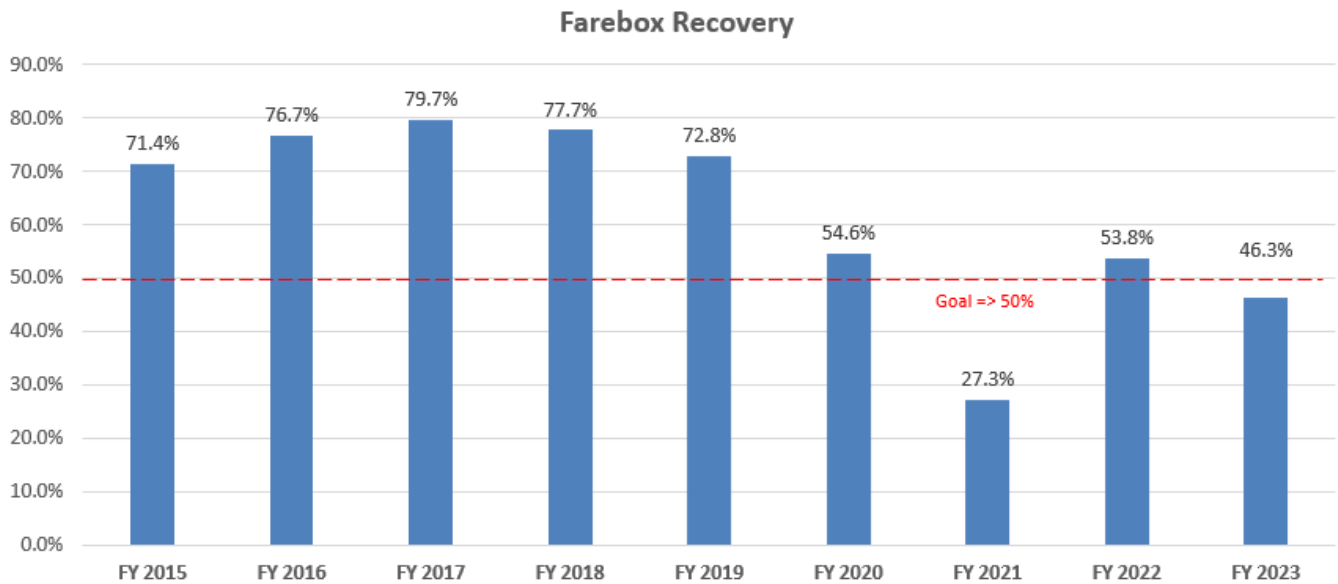
The massive decline in ridership due to the COVID-19 pandemic significantly lowered both ticket and café car sales. Unfortunately, the reduction in service has not been commensurate with a reduction in costs and overall state subsidy need. While the Pacific Surfliner has been operating on a reduced service schedule since March 2020, some costs, such as station staffing, remain constant. Figure 4.4 shows Pacific Surfliner passenger **total revenue, total operating cost, and state subsidy over time.**

**Figure 4.4: Pacific Surfliner Revenue, Cost, and State Subsidy**



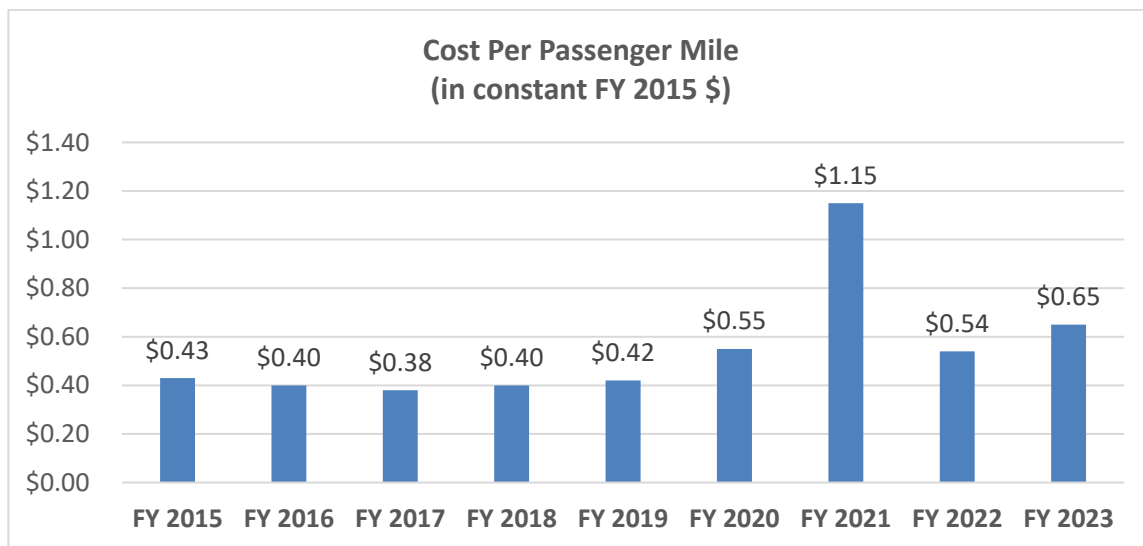
In FY 2021-22, total revenue and total operating cost were \$38 million and \$81 million, respectively (in constant FY 2014-15 dollars). This resulted in a state subsidy of approximately \$44 million (in constant FY 2014-15 dollars), and a farebox recovery percentage of 46.3 percent, which is below the 50 percent standard. With the completion of the temporary barrier wall near the Casa Romantica Cultural Center and Gardens and the resulting restoration of regular train service through San Clemente on July 17, 2023, it is anticipated that farebox recovery will increase as passengers are able to travel without requiring the use of limited bus connections. Figure 4.5 shows Pacific Surfliner farebox recovery over time.

**Figure 4.5: Pacific Surfliner Farebox Recovery**



Cost per passenger mile for FY 2023-24 was \$0.65 (in constant FY 2014-15 dollars), representing a 20.4 percent increase from the prior year (\$0.54 per passenger mile). Figure 4.6 illustrates Pacific Surfliner cost per passenger mile over time.

**Figure 4.6: Pacific Surfliner Cost per Passenger Mile**



## Service Quality Metrics

Pacific Surfliner service quality metrics are summarized in table 4.4 below.

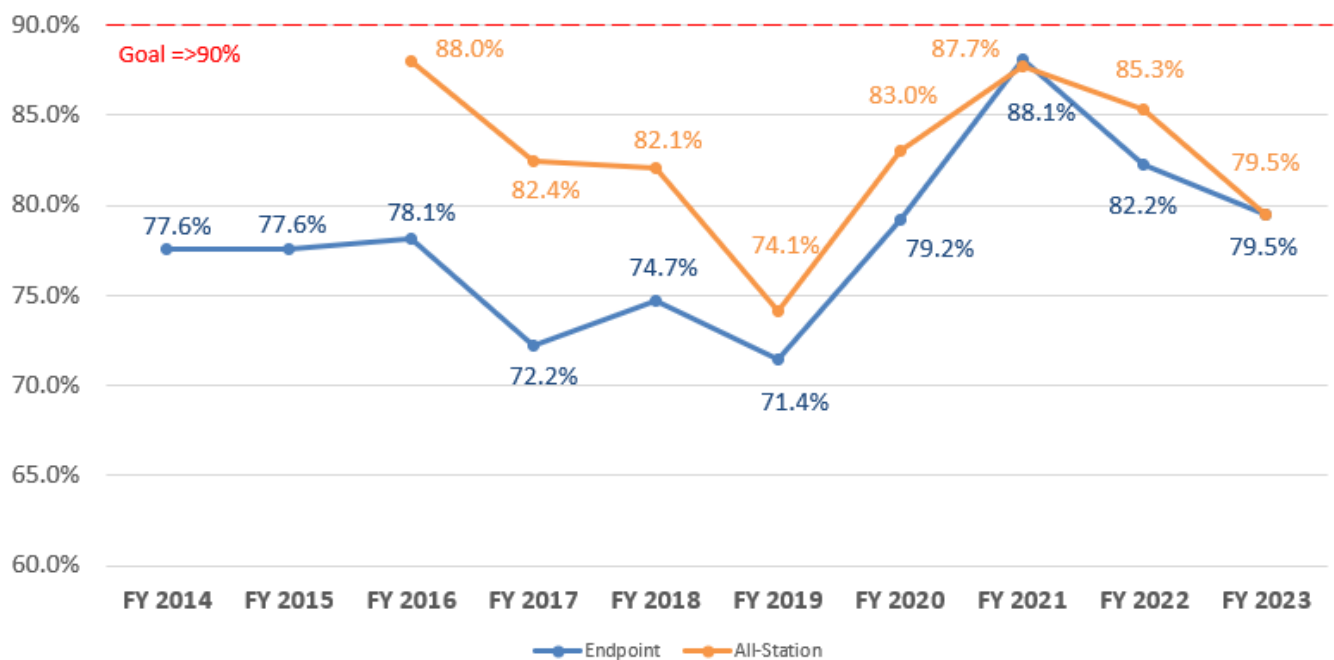
**Table 4.4: Service Quality Metrics**

Category	Metric	Description / Required Performance Standard
Service Quality	Train Miles	Total number of miles operated on all Pacific Surfliner trains
	Trains On-Time	Total trains arriving to endpoint station within 15 minutes of schedule
	Trains Operated	Total number of Pacific Surfliner trains operated
	Endpoint OTP	90 percent or more of endpoint station arrivals are within 15 minutes of schedule
	All-Station OTP	90 percent or more of arrivals at all station stops are within 15 minutes of schedule
	Operator Responsible Delays per 10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles

Note: Required UPS metrics are highlighted in blue.

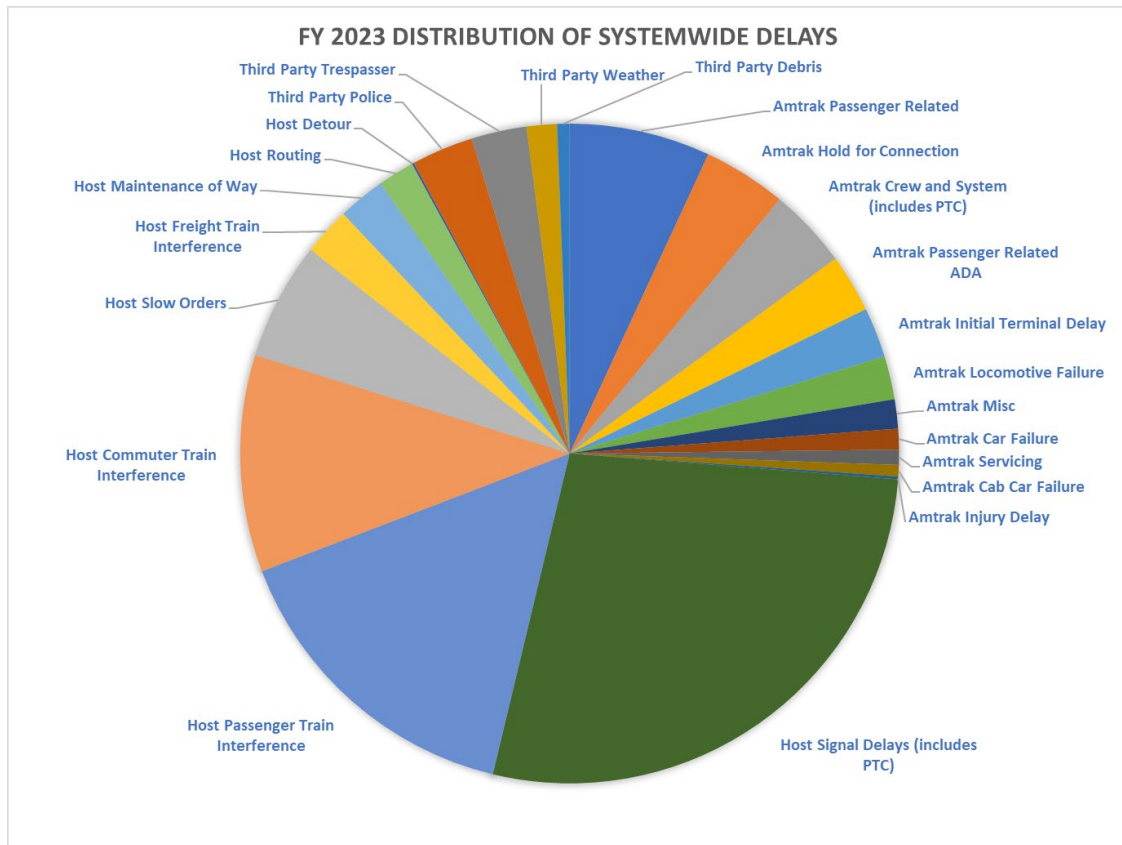
In FY 2022-23, 6,366 out of a total of 8,005 operated trains arrived to their endpoint station within 15 minutes of their scheduled arrival time. This represents an **endpoint OTP score of 79.5 percent for FY 2022-23, which is below the 90 percent standard**. Similarly, **all-station OTP for FY 2021-22 was 79.5 percent**, also below the 90 percent standard. Figure 4.7 illustrates endpoint and all-station OTP over time.

**Figure 4.7: Pacific Surfliner Endpoint and All-Station OTP (Add Goal Line)**



About 66 percent of all FY 2022-23 delays fell under host railroads' responsibility. The origins of these delays vary by individual train but can often be traced back to signal system failure and slow orders. These delays can then cascade and cause trains to meet at non-planned locations, resulting in further delay, and are reflected as passenger train and commuter train interference. The LOSSAN Agency continues to work with the hosts to determine the root cause of delays and come up with operational solutions that improve schedule reliability. Details on train delays incurred during FY 2022-23 are shown in Figures 4.8 through 4.11.

**Figure 4.8: Distribution of Systemwide Delays**



**Figure 4.9: Rate of Delay by Responsible Party**

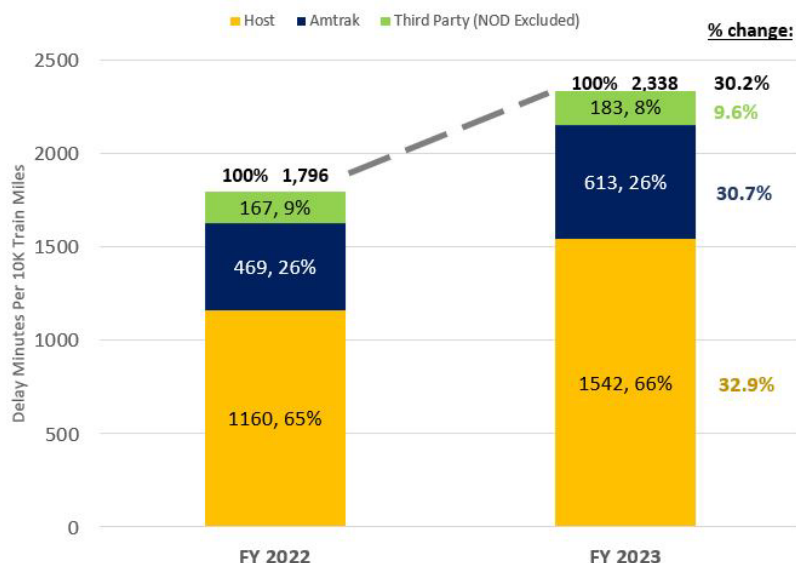
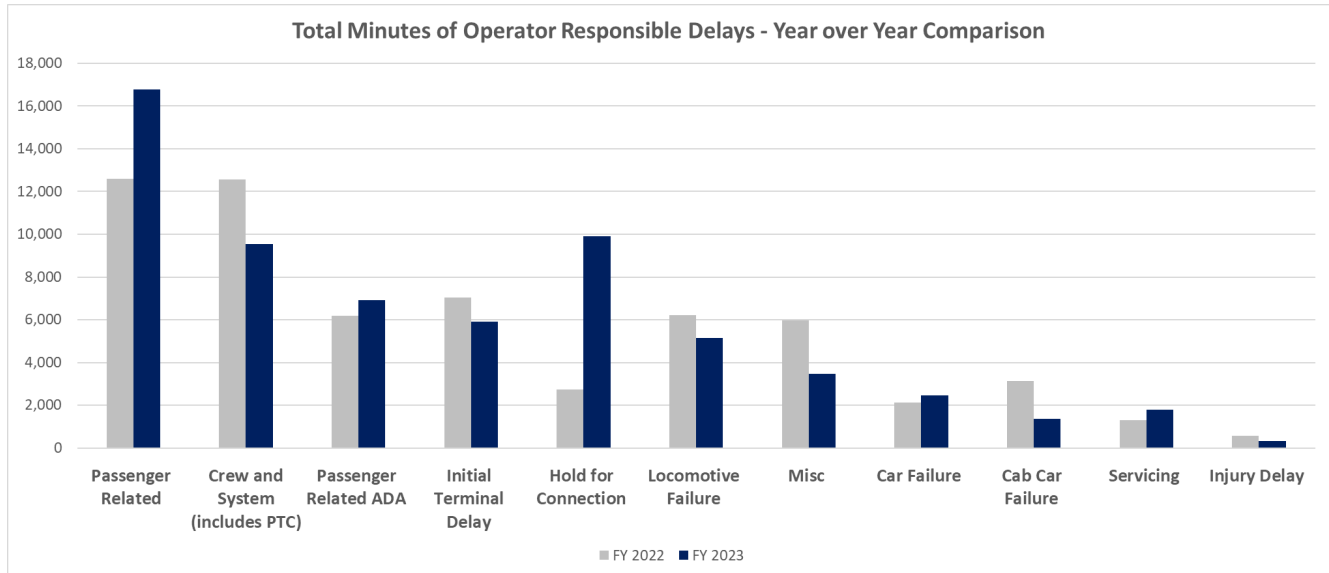


Figure 4.9 shows the rate of delay by responsible party. The rate of delay is calculated by dividing the total minutes of delay by the total number of miles traveled by all operated trains, then multiplying the value by 10,000. **In FY 2022-23, there were approximately 2,338 minutes of delay per 10,000 train miles, representing a 30 percent increase from the previous year.** As noted previously, Host responsible delays make up most of the overall delays experienced by the Pacific Surfliner service.

Host responsible delays increased by 32.9 percent compared to the prior year. Of the total host responsible delays in FY 2022-23, 39 percent resulted from commuter or passenger train interference. In many cases, these delay types tie back to cascading delays from signal failure issues, but in others, dispatching priority is involved. In response to this, the LOSSAN Agency is working with both NCTD and the UPRR to maintain OTP incentive programs. Funded via a 2018 TIRCP grant, these programs provide incentive performance payments for meeting Pacific Surfliner OTP goals. The LOSSAN Agency executed the OTP incentive program with UPRR on December 15, 2022. The first OTP incentive program agreement was executed with NCTD, and was effective from July 1, 2019 through December 31, 2021. A revised agreement continues the NCTD program from January 1, 2022 through June 30, 2025.

In FY 2022-23, the rate of Operator responsible delays increased by 30.7 percent when compared to the prior year. Passenger-related delays were the top operator delay, followed by holding for connections with other trains. Combined, these two delay types represented about 53 percent of all Operator delays in FY 2022-23. Details on the year over year comparison for Operator delay types can be found in Figure 4.10.

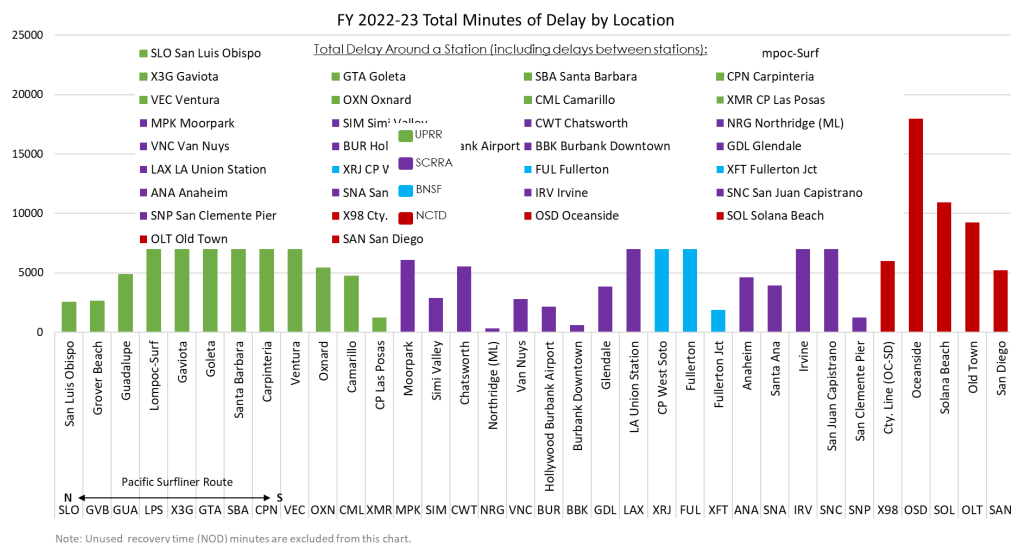
**Figure 4.10: Operator Responsible Delays**



For FY 2022-23, the **Pacific Surfliner averaged 613 minutes of Operator delays per 10,000 train miles**. This continues to be an area wherein the Pacific Surfliner service does not meet the required standard, and the LOSSAN Agency will continue to work with Amtrak and our host railroads to ensure that this performance standard improves.

Effort was made to locate specific “delay hot spots” along the corridor, as illustrated in Figure 4.11. Total delay around a station or other specific location along the corridor is calculated by combining delays approaching, dwelling, and leaving each location. This has helped to isolate specific areas that need infrastructure improvements, such as signal upgrades or siding improvements, or need schedule adjustments due to ongoing construction activities.

**Figure 4.11: Total Minutes of Delay by Location**



## Customer Service Metric

Table 4.5 below describes the metric used to measure and track how satisfied riders are with the Pacific Surfliner service.

**Table 4.5: Customer Service Metric**

Category	Metric	Description / Required Performance Standard
Customer Service	Customer Satisfaction Score	Score representing an 'average overall satisfied' percentage of Pacific Surfliner passengers surveyed via the Amtrak electronic Customer Satisfaction Index survey (eCSI)

*Note: Required UPS metrics are highlighted in blue.*

Amtrak reports monthly customer service scores in which an 'average overall satisfied' percentage is calculated out of 100 passengers surveyed. The Pacific Surfliner scored an average of **79.1 percent for FY 2022-23**.

## FY 2023-24 and FY 2024-25 Action Plan

The LOSSAN Agency will continue to monitor system performance on a monthly basis and report to the Board via the quarterly LOSSAN rail corridor trends report. Ridership and revenue is forecast to increase steadily as it restores service reductions that arose during the COVID-19 pandemic, and from the operational impact of the emergency track closures around San Clemente. The impact to ridership and revenue has prompted LOSSAN Agency staff to work with CalSTA and Amtrak on cost cutting measures and operational efficiencies that will facilitate improvement to farebox recovery. Additionally, LOSSAN Agency staff is working with NCTD and UPRR to continue OTP improvements resulting from both the OTP incentive programs and capital improvements along the corridor. The LOSSAN Agency will continue to develop and implement schedule adjustments as problem areas are identified and as the pandemic subsides and service restoration continues. Ongoing discussions continue with the hosts regarding chronic signal failure issues, as well as dispatching policies associated with PTC malfunction related delays. Other identified issues will be addressed with the Corridor Improvement Team, which includes all rail operators and host railroads.

## Modification of Performance Standards

The UPS document identifies several factors that may lead to the need to modify the adopted UPS. Currently, no basis for modifications of the standards exist. However, on March 30, 2020, the LOSSAN Agency formally requested relief from the Uniform Performance Standards, as dictated by the Interagency transfer Agreement, Appendix G. Relief has been requested at least until such time as pre-COVID-19 service levels have been restored and the current coastal erosion related closures have been remedied.

## Chapter 5: Capital Improvement Program

Since 1990, the State of California has made a significant investment to fund capital improvements on the state's three intercity passenger rail corridors. During that time, LOSSAN Agency member agencies have also been successful in securing state and federal grants for preliminary engineering, environmental documentation, final design, and construction of capital projects along the LOSSAN rail corridor, in addition to local investments by self-help counties using countywide sales-tax measures. These improvements have allowed for significant enhancements in safety, improvements in operational efficiency, and increases in capacity. Despite these investments, more than half of the rail corridor remains single track, most of which is along the corridor north of Los Angeles. This remaining single track will continue to hinder the expansion of service and overall efficiency. An extensive capital improvement program of over \$5 billion in additional capacity, station improvements, signal and communications improvements, and other capital projects remains unfunded.

There are seven different ROW owners along the LOSSAN rail corridor and each has made investments within their territory; however, the capital needs of the corridor well outweigh the available funding resources. A significant hurdle for the intercity passenger rail services in California has been the lack of a long-term sustainable capital funding source. The approval of SB 1 by the California legislature in April 2017 has helped provide a more reliable funding source for these major (and minor) capital needs but is still insufficient by itself to fully fund the identified capital improvements along the LOSSAN rail corridor. The LOSSAN Agency will continue to coordinate with its partners and member agencies to pursue additional funding opportunities that bring benefits to the larger corridor.



*Surf Station Improvements*

Since 2022, the LOSSAN Agency has worked actively with the State and various stakeholders, to update the capital projects list for the LOSSAN rail corridor. This was done to compile a comprehensive list of all identified capital projects, including the status of each project as well as any programmed funding. The list serves as a resource to aid in the future service expansion plans of SCRRA, NCTD, and the Pacific Surfliner. The updated capital projects list can be found in tables 5.1 through 5.3. The project list is split into projects that are in implementation and/or have a funding commitment, and those in the planning process and/or without funding currently committed.

While each member agency or host railroad is responsible for the implementation of their own respective capital improvement programs, the LOSSAN Agency will use the updated Capital Projects list in both funding and legislative pursuits, with a focus on leveraging any existing funds to advance capital projects that benefit the entire LOSSAN rail corridor. This unified voice

advocating for capital funding and key projects makes the LOSSAN Agency's requests more compelling and competitive.

### Capital Improvement Plan Funding

In addition to a list of all capital improvements planned by various stakeholders throughout the corridor, the LOSSAN Agency also maintains a Capital Improvement Program (CIP) that consists of projects that the LOSSAN Agency funds and has direct management of. On January 30, 2019, the LOSSAN Board approved a comprehensive CIP that programmed all project funding available to the LOSSAN Agency for the next two years. The approved CIP focused on projects that addressed safety and/or security needs and included some projects that improve the passenger experience. On June 15, 2020, with the reduction in ridership and subsequent loss in revenue that have resulted from the global COVID-19 pandemic, the LOSSAN Board approved the reprogramming of \$12,031,047 in SRA funding to a reserve fund that could be used if necessary to cover the costs of ongoing operations of the Pacific Surfliner intercity rail service if funding were reduced. Fortunately, the utilization of these funds was not necessary to maintain service and a significant portion of these funds were reprogrammed to capital projects in FY 2023-24. The remaining portion of these funds will be reprogrammed in FY 2024-25.

Since the approval of the CIP, the LOSSAN Agency has initiated several additional projects with LOSSAN Board approval, which include the planning and design efforts associated with the expansion of layover and maintenance facilities for the Pacific Surfliner in San Luis Obispo, Goleta and San Diego. Below are the funding programs currently being used as part of these efforts, as well as other programs that can be pursued in the future.



*Canada Honda Bridge*

**State Rail Assistance Program:** California Senate Bill 1 (SB 1) includes approximately \$454 million directed specifically to commuter and intercity rail services through the SRA program. SRA is intended to fund both operational and capital improvements through a combination of formula and competitive distribution. SRA was created to provide intercity rail agencies with a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements. The SRA program formula distribution process began with state FY 2017-18, and the LOSSAN Agency has been allocated the complete first round of available SRA formula funds (\$13.9 million) to projects vital to the preservation of Pacific Surfliner passenger service. In addition, LOSSAN has received an additional \$719 thousand in competitive SRA funding for an Integrated Wayfinding Signage Upgrade project. Round two of SRA funding is projected to be \$29.8 million over a five-year period. Of this \$29.8 million, approximately \$15.8 million has been received for five projects. This funding is expected to include additions and improvements to the Pacific Surfliner passenger fleet. Future allocation estimates will be updated annually and can fluctuate with the current price of diesel fuel.

**CalSTA TIRCP:** 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 GHG emissions and vehicle miles travelled. In April 2016, the LOSSAN Agency submitted a TIRCP grant application in partnership with SANDAG, NCTD and OCTA. In total, CalSTA awarded \$82 million in TIRCP grant funds to the LOSSAN Agency, representing the single largest award to any agency at the time. On January 12, 2018, the LOSSAN Agency coordinated the submittal of three separate applications requesting over \$700 million in capital and operational improvement CalSTA awarding \$188.3 million in TIRCP funds, including \$147.9 million for projects in Ventura, Santa Barbara, and San Luis Obispo Counties, and \$40.4 million for projects in San Diego County. In 2020, LOSSAN was awarded \$10.3 million for the Central Coast Layover Project in San Luis Obispo and \$28.4 million for the first phase of the San Diego Maintenance and Layover Facility. Additionally, in 2023, the LOSSAN Agency received supplemental funding totaling \$31.0 million. \$17.0 million was awarded to assist in the stabilization of slope and bluffs in Ventura and Santa Barbara Counties. The remaining \$14.0 million was awarded for the completion of the Central Coast Layover Facility.



*San Luis Obispo Station*

**California Transportation Commission SCCP:** The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program was created by the Road Repair and Accountability Act of 2017 (SB 1).

The SCCP makes \$250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

In 2023, the LOSSAN Agency (through coordination with VCTC), was awarded \$43.5 million in funding for the Leesdale Passing Siding project. This brought the total amount of funding to \$69.5 million for all of the phases of the project. This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.7 miles to accommodate freight trains and eliminate the need for passenger trains to wait as much as 10 minutes on a regular basis at the Oxnard Station.

**State Minor Capital Project Funding:** In addition to the major capital improvements funded by various sources as discussed above, the state annually sets aside an allocation of approximately \$500,000 to cover minor projects related to the Pacific Surfliner service. Projects funded under this program include station improvements, signage, and minor safety and security

enhancements. A project to upgrade amenities and make safety improvements at Grover Beach and Guadalupe Stations is scheduled to be complete by May 2024.

**US Department of Transportation's Multimodal Project Discretionary Grant Opportunity:**

The Multimodal Project Discretionary Grant (MPDG) program contains three distinct elements: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The grants are awarded on a competitive basis for surface transportation infrastructure projects. These include capital improvement projects for intercity passenger rail, as well as railway-highway grade crossings or separations. Applications for the MPDG grants are evaluated based on criteria that includes safety improvements; beneficial impacts to climate resilience and environment sustainability; equity, multimodal options and quality of life; and innovation areas such as technology, project delivery, and financing.

**Other Capital Funding:** In addition to the funding sources discussed above, the LOSSAN Agency and its member agencies have and will continue to utilize a variety of other federal, state and local funding sources to advance capital improvements and other programs along the LOSSAN rail corridor. LOSSAN has been accepted into the FRA's Corridor Identification and Development Program. Once a service development plan is completed, LOSSAN will be well placed to compete for federal grant opportunities including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, Federal-State Partnership for State of Good Repair (SOGR) grants, Consolidated Rail Infrastructure and Safety Improvement grants (CRISI), and local transportation sales-tax measures. The LOSSAN Agency will continue to explore all local, state, and federal funding opportunities.

**Current and Programmed Capital Projects**

The LOSSAN Agency updates the CIP each year consistent with the development of the annual business plan. The needs identified in the CIP often exceed the available funding, and projects are prioritized with safety-related projects given the highest priority. The CIP can be adjusted mid-cycle to account for project savings or projects that may need to be advanced, delayed, added, or deleted. As these needs arise, the LOSSAN Agency will work with the LOSSAN TAC to prioritize additional projects for inclusion in the approved CIP. The list of projects included in the CIP is supplemented by additional capital projects along the rail corridor that have been identified or programmed by member agencies. A summary of the LOSSAN Agency programmed projects are listed in Table 5.1, including programmed funding sources and estimated costs. A list of member or partner agency-led (third party) capital projects along the LOSSAN corridor that are funded and/or in progress is provided in Table 5.2. A list of member or partner agency-led capital projects that are planned and/or unfunded is provided in Table 5.3.

As of this cycle, included in the capital projects list is a column to denote whether the benefits of the project support the strategic goals of environmental sustainability and coastal resiliency. For additional discussion, see chapter 15 of this document.

## Table 5.1: Capital Improvement Projects List – LOSSAN Lead

No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
1	Central Coast Layover Facility Expansion (Phase 1)	Layover Facility	Y	This project is located in the City of San Luis Obispo at adjacent to the Santa Luis Obispo Amtrak station. This would be an expansion and relocation of the existing layover track and facility in San Luis Obispo at the northern end of the corridor.	UP	Planning	Santa Barbara Subdivision	\$ 43,895,593	\$ 40,514,000	The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will improve intercity passenger rail service. The Pacific Surfliner would be able to provide the ride, revenue, and expand service through additional layover capacity. This additional capacity would allow additional passenger trains to be added to the schedule. The project would be located in San Luis Obispo, and the opportunity to add and service additional train sets used for further expansion of the service. The project will facilitate the maintenance of equipment mid-route and at route termini.	Environmental complete. Final design underway.	Late 2026
2	Initial Centralized Traffic Control (Goleta to San Luis Obispo)	CTC	Y	The scope of this project is to provide equipment to enable the installation of Centralized Traffic Control at locations along a 129-mile section of track in San Luis Obispo and Santa Barbara counties in order to allow for more efficient and safe train operations. The project will be constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. This project goes hand in hand with the upgrade of non-powered switches and detail. This project encompasses the signal work associated with installation of CTC and corresponds with the 3 phases of switch installation.	UP	Construction	Santa Barbara Subdivision	\$ 22,500,000	\$ 22,500,000	The 129-mile section of track in San Luis Obispo and Santa Barbara counties currently operates under Track Warrant Control which limits operational flexibility and reliability. The project improves operational flexibility and reliability and allows for service expansion which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE	
3	Goleta Layover Facility Improvements	Layover Facility	N	The scope of this project is to expand Amtrak's Goleta storage facility by providing additional layover tracks by as much as 500 feet to allow an additional seven-car Pacific Surfliner trains to lay over and receive turnaround servicing in Santa Barbara County.	UP	Design	Santa Barbara Subdivision	\$ 12,945,183	\$ 14,400,000	The benefits of this project include doubling the size of the servicing area, providing new track, a powered switch, a new repair roadway, ground power, maintenance area lighting, as well as new equipment storage and maintenance building and security fencing.	Final design in process.	Late 2025
4	Omega Siding Project	Track	Y	The scope of this project is the design and construction of an approximately 3,100 foot passing siding, two powered switches and a new bridge over Franklin Creek to allow for bi-directional train operation and meets. The project includes expanding the highway-rail at-grade crossing of Linden Avenue in support of the second track and the design and construction of a pedestrian grade separated crossing under the existing track.	UP	Planning	Santa Barbara Subdivision	\$ 33,048,080	\$ 10,677,970	The project improves operational flexibility and allows for reduced travel time, increased ridership and reliability, GHG emission reduction, and also improves safety, including a Safe Route to School serving a nearby elementary school. It facilitates construction of a second platform at the Carpinteria station, further expanding the reliability and service of the Pacific Surfliner service.	A Project Study Report was prepared in FY22-23. The next phase is anticipated to begin in 2024.	Mid 2026
5	Leedsdale Siding Extension	Siding	Y	The scope of this project is to extend the existing 3,330 foot (0.6 mi) Leedsdale Siding approximately 16,170 feet on the west end of the existing siding. This will create a roughly 19,500 foot siding (3.7 miles) that allow greater operational flexibility in Ventura County for both Pacific Surfliner and Metrolink trains in Ventura County on the LOSSAN Rail Corridor. This project will equip the siding with CTC-powered remote controlled switching equipment and modify nearby grade crossing signal systems to accommodate the siding extension.	UP	Design	Santa Barbara Subdivision	\$ 68,500,000	\$ 68,500,000	The project extends the existing Leedsdale siding to a 19,500 foot length. Benefits of this project include operational flexibility, increased ridership and reliability, improved infrastructure, and reduced GHG emission.	A PSR was completed for the project in 2021. Project is currently in design.	Mid 2026
6	Camarillo Station Improvements	Station	N	This project will enhance operation use of the Camarillo station platforms and UPRR tracks in the station area, by improving pedestrian access, allowing ADA compliance between station platforms and parking areas, allowing for improved optimization of train operations on both tracks and platforms.	UP	Design	Santa Barbara Subdivision	\$ 18,000,000	\$ 18,000,000	The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used due to the poor pedestrian access between platforms.	The City of Camarillo is the lead on this project in coordination with Union Pacific.	Late 2025
7	Seacliff Siding Extension	Siding	Y	The Seacliff Siding Extension Project is located on UPRR Santa Barbara Sub. Project corridor is generally 100 feet wide. The existing siding is located adjacent to and east of the main line, with the northern switch located at the intersection of the main line and the siding. The siding is approximately 5,900 feet in length. The proposed project would begin at the existing southern switch (MP 386.38) and continue southerly to MP 387.45 in unincorporated Ventura County, which would add an estimated 5,650-foot extension and provide a total siding length of approximately 11,550 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit, approximately 0.7 miles south of the siding.	UP	On Hold	Santa Barbara Subdivision	\$ 20,500,000	\$ -	No progress is being made on this project. No funding programmed at this time. PAED was completed for the project was on hold.	TBD	
8	Signal Respecting and Optimization Project	Signalling	N	This project will construct immediate and absolute signals at two key locations along the corridor – along Mianmar Hill where existing signals have the longest passenger-to-passenger headways and near the Santa Fe Depot terminus. Add new signals, both railroad eastbound and westbound, in several locations along Mianmar Hill and between the Old Town Transit Center and Santa Fe Depot and construct associated improvements including track work and retaining walls.	NCTD	Construction	San Diego Subdivision	\$ 17,800,000	\$ 17,800,000	The project will improve speed and safety in the south portion of the LOSSAN corridor.		Late 2024
9	North San Diego County Fencing Project	Safety	N	This project will construct a new fencing along the corridor, from the City of Oceanside, Encinitas, and Del Mar. It will be providing various types of trespassing solutions to reduce right-of-way encroachment. The focus will be at three of the highest trespassing locations on the San Diego Subdivision, Oceanside Mile Post (MP) 227.6-228 (east side of tracks) and MP 228-228.4 (west side of tracks), Encinitas, MP 236.9-236.5 (east and west side of tracks), Del Mar, MP 244.1-245.5 (east and west side of tracks).	NCTD	Open to Public	San Diego Subdivision	\$ 1,300,000	\$ 1,300,000	Completion of this project will reduce delays caused from the trespasser strikes and as a result increase on time performance on the corridor and improve the safety of the railroad and general public.		COMPLETE
10	San Diego County Maintenance and Layover Facility (Phase 1)	Maintenance and Layover Facility	Y	This project will design and construct a dedicated maintenance, support, and storage location for the Pacific Surfliner service at the southern end of the LOSSAN rail corridor. The original site location that was identified is no longer available due to changing economics and based on final changes to local plans. A new site is in the process of being identified.	BNST, NCTD	Planning	N/A	\$ 28,739,660	\$ 28,739,660	Provides a dedicated maintenance and storage facility for the Pacific Surfliner fleet, which improves fleet utilization and helps to support LOSSAN's service expansion and enhancement goals with support from the UPRR and NCTD. It also provides an opportunity for integration and connectivity to the regional transit network.	Project is currently in the Planning phase.	Late 2026
11	Los Alamos Creek Bridge (Nation) Replacement	Bridge	Y	The scope of this project is a replacement of a bridge dating from 1896, and new track infrastructure across San Antonio Creek in Santa Barbara County. The reconstruction will be with the same or similar materials and design to the existing 720 foot long bridge.	UP	Open to Public	Santa Barbara Subdivision	\$ 22,000,000	\$ 22,000,000	This is a track improvement project that will protect services on Amtrak long-distance, Pacific Surfliner and other freight service on the LOSSAN rail corridor. The project will improve the existing operational flexibility and reliability by providing additional track and safety improvements and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	The project has been completed. Environmental monitoring is ongoing.	COMPLETE

Table 5.1: Capital Improvement Projects List – LOSSAN Lead

No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
12	Canada Honda Creek Bridge Replacement	Bridge	Y	This is a track improvement project that will include the replacement of the existing 124-year old steel truss open-deck across Canada Honda Creek in Santa Barbara County.	UP	Construction	Santa Barbara Subdivision \$	47,300,000	\$ 40,300,000	The replacement of the Canada Honda Bridge crossing will be with the same or similar materials and design, and will serve to improve the safety and reliability of the crossing. The project benefits include improved operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	Project is in the early construction phase.	Late 2025
13	Santa Ynez River Bridge Replacement	Bridge	N	This is a track improvement project that will include the replacement of the existing century old concrete, brick and steel open-deck bridge across the Santa Ynez River in Santa Barbara County.	UP	Planning	Santa Barbara Subdivision	TBD	\$ 15,383,900	Project is in early planning. Environmental and design will be lead by UPRR.	Project is in early planning. Environmental and design will be lead by UPRR.	Late 2029
14	Corridor Handing Improvements (Safety)	Safety	N	The project will provide Corridor Handing Improvements along the Santa Barbara Subdivision including slope stabilization, security fencing, and signage. The project will include the replacement of the existing 124-year old steel truss open-deck across Canada Honda Creek in Santa Barbara County.	UP	Construction	Santa Barbara Subdivision \$	90,000,000	\$ 34,571,000	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	Sensitive bluff areas along the corridor are being identified and plan put in place to address.	Mid 2025
15	Franchise Access Fee, Cap. Access and Incentive (UPRR)		N	The project provides a capitalized track access fee payment to UPRR to allow two additional slots for Pacific Surfliner trains to operate between Los Angeles and Santa Barbara/San Luis Obispo (one additional slot for the UPRR train and one for the LOSSAN train) on the line between the 174-mile station of the LOSSAN rail corridor used by Pacific Surfliner trains that is dispatched by UPRR.	UP	NA	Santa Barbara Subdivision \$	45,204,000	\$ 45,204,000	These payments will allow for additional Pacific Surfliner trips on the Union Pacific Railroad and improved on-time performance.	Executed	NA
16	On-Time Performance Incentive Program (NCTD)		N	The project provides incentive payments to NCTD, which dispatches trains on the San Diego Subdivision for meeting Pacific Surfliner on-time performance levels.	NCTD	NA	San Diego Subdivision \$	22,982,000	\$ 22,982,000	This project will provide a related shared use and operating agreement between the NCTD and the LOSSAN corridor. The project will allow the Pacific Surfliner has on the corridor. These payments will allow for the future expansion of service, by allowing one additional Pacific Surfliner roundtrip to be run in NCTD territory, and provide performance-based payments to NCTD based on the on-line performance (OTP) goals realized within NCTD territory, with maximum incentive payment requiring OTP goals of at least 85 percent, and incentive payment being reduced to 50 percent if OTP goals are not met. The project will also provide OTP guarantees, based on an agreed upon graduated scale.	Original agreement executed in 2019. Amended agreement being negotiated for being negotiated for execution in 2024.	NA
17	Pre-1949 Rail Replacement	Track	Y	The project will improve the overall track infrastructure by replacing approximately 20-30 miles of rail that was laid prior to 1949 between mileposts 249 and 358 along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UP	Construction	Santa Barbara Subdivision \$	15,100,000	\$ 15,100,000	The rail are deteriorating and if not replaced, slow orders may need to be implemented along the LOSSAN rail corridor and the project will improve the overall track infrastructure and reliability. The project will also provide OTP guarantees, based on an agreed upon graduated scale.	Project is being identified and plan put in place to address.	COMPLETE
18	Safety Improvement Funds	Safety		The Safety Improvement Program is to provide for as needed safety enhancements along the corridor and could include dealing with homeless encampments, tree removal, improving crossings or pedestrian access, etc.	UP	Planning	Santa Barbara Subdivision \$	2,500,000	\$ 2,500,000	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	Projects are being identified to improve corridor safety.	Mid 2025
19	Track Replacement	Track	Y	The project will improve the overall track infrastructure by replacing approximately 125 miles of old railroad ties between mileposts 274.72 and 335.4, to be completed in 2021, and also between 358 and 423.1, scheduled for 2023, along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UP	Construction	Santa Barbara Subdivision \$	8,900,000	\$ 8,900,000	The ties are deteriorating and if not replaced, may result in the implementation of slow orders along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project improves operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	Project is being identified to improve corridor safety.	COMPLETE
20	Upgrade of Non-Powered Switches	Track	Y	The project will replace 16 hand operated switches with power switches and 1 hand operated derailer for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	UP	Construction	Santa Barbara Subdivision \$	6,700,000	\$ 6,700,000	The 104-mile section of track in San Luis Obispo and Santa Barbara counties currently has 16 hand operated switches and 1 hand operated derailer for power. The project will replace these switches with power switches and 1 hand operated derailer for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	Project is being identified to improve corridor safety.	COMPLETE
21	Station Wayfinding Signage	Station	N	New information signage to upgrade and improve static passenger information and wayfinding signage at the 41 passenger rail stations along the 351-mile LOSSAN rail corridor between San Diego, Los Angeles and San Luis Obispo. This project will provide an updated, integrated set of wayfinding signage that will facilitate regional rail and transit connectivity, and address cluttered and unclear directions.	NA	Construction	Corridorwide	TBD	\$ 718,750	Signs are being made and installed in coordination with Amtrak.	Signs are being made and installed in coordination with Amtrak.	Mid 2024
22	Bi-Level Equipment Procurement	Equipment	N	The scope of this project is to procure passenger vehicles to replace current vehicles and accommodate for increased service.	NA	Planning	NA	TBD	\$ 7,586,120	Purchasing or overhauling the cars along with the state-wide fleet management plan objectives, allows for improved oversight of maintenance and rehabilitation programs and will extend the useful life of the equipment at least another 20 - 30 years. As vehicles are procured, consideration will be given to zero emission vehicles.	Negotiations for purchase of equipment is ongoing.	NA

Table 5.2: Capital Improvement Projects List – In Implementation/Funded

No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
<b>LOSSAN NORTH</b>													
1	Goleta Station Project	Layover Facility	N	The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Goleta Station. The project will improve the station's accessibility, provide connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California, Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs.	UP	UP	Planning / Design	UPRR Santa Barbara 358.2	\$ 10,000,000	Yes	Improvements will make the station more accessible and inviting. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.	PS&E	2024
2	Carnell Station Pedestrian Undercrossing Project	Station, Grade Separation	N	This project will construct an undercrossing to improve pedestrian access between station platforms and parking areas, train operations via utilization of both platforms, and ADA accessibility.	UP	UP	Planning / Design	UPRR Santa Barbara 412.44	\$ 18,000,000	Programmed; Funded by FTA and SBCTA TBDA	The new undercrossing will create a safer and more convenient grade-separated path between the two platforms at the station. Improvements will increase pedestrian safety, reduce travel time, and accommodate future service growth.	N/A	TBD
3	Rice Avenue Grade Separation	Grade Separation	N	Grade Separation to Improve Safety	UP	UP	Planning / Design	UPRR Santa Barbara 436.230	\$ 132,500,000	Yes	Reduce conflicts between vehicles and trains.	Design	TBD
4	Simi Valley Double Track	Track	N	Addition of 2.15 miles of track, improvement at three at grade crossings, creating a quiet zone. New pedestrian crossing and Simi Valley Station Improvements	SCRRA	VCCTC	Planning / Design	Ventura Sub Multiple MPs	\$ 69,501,000	Yes	The project will provide more service and improve safety, reliability, safer roadway for pedestrians.	Design	2025
5	Arroyo Simi Bridge Scour Design	Bridge	N	Environmental clearance and superstructure concrete deck replacement for double track bridge over the LA river	SCRRA	VCCTC	Planning / Design	Ventura Sub Multiple MPs	\$ 13,000,000	Yes	The new bridge will improve the load and storm capacity, increase safety, and reduce maintenance needs.	Early Design	2024
6	Devonshire St Safety Improvements	Safety Improvements	N	Grade crossing and safety improvements	SCRRA	LA Metro	Planning / Design	Ventura Sub MP 445.17		Yes	Improve pedestrian safety		TBD
7	Chatsworth Station Improvements	Station	N	The Project includes a street relocation of the platform, as well as a new pedestrian crossing at Chatsworth Station. In the project area, there is one at-grade crossing in the station that will be replaced with a new Metrolink standard pedestrian crossing that includes delineations, active warning devices, pedestrian gates and channelization which allows safer passenger movements between side platforms and improved operations resulting in quicker and safer transfers.	SCRRA	LA Metro	Planning / Design	Ventura Sub MP 445.5	\$ 25,198,000	yes	The project will enhance safety by new pedestrian crossing, replacing of an at grade crossing	Final Design	2024
8	Burbank Corridor Safety Improvements- Burbank Airport	Safety Improvements	N	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls between Metrolink's Burbank Airport-South and Glendale stations would reduce train congestion and increase on-line performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW	SCRRA	LA Metro	Planning / Design	Ventura Sub MP 460.61	Included in Burbank Corridor Safety Improvement- Glendale	Yes	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	Design	TBD
9	Burbank Junction Speed Improvements	Safety Improvements	N	The project would replace the existing Brighton Siding, right-hand track, with a larger siding track. This would realign a small portion of existing main line track, to accommodate the proposed siding track. The project would improve safety and efficiency by allowing the junction to service trains more efficiently while providing smaller headways between trains	SCRRA	LA Metro	Planning / Design	Valley Sub MP 11.4	\$ 17,960,000	Yes	The project will create a safer and more reliable service, reduce the commute time for passengers and will be reduce emission by having less idling time	Construction	2023
10	Burbank Corridor Safety Improvements- Burbank Downtown	Safety Improvements	N	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls between Metrolink's Burbank Airport-South and Glendale stations would reduce train congestion and increase on-line performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW	SCRRA	LA Metro	Planning / Design	Valley Sub MP 10.81	Included in Burbank Corridor Safety Improvement- Glendale	Yes	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	Design	TBD
11	Doran St Grade Crossing	Grade Crossing	N	Includes signal modifications, automatic warning devices, a new pedestrian crossing and temporary two-way road configuration with "Quiet Zone Ready" improvements.	SCRRA	LA Metro	Planning / Design	Valley Sub MP 7.99	Included in the Grade Separation	Yes	The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	Final Design	2022
12	Doran St Grade Separation	Grade Separation	N	The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas	SCRRA	LA Metro	Planning / Design	Valley Sub MP 7.99	\$ 58,300,000	Yes	The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	Final Design	Interim 2022
13	Signal Improvements Burbank to LA	Signal	N	Signal programming and timing improvements	SCRRA	LA Metro	Construction	Valley Sub MP 3.5 to MP 11.4	\$ 800,000	Thru Construction	The project will provide roadway safety lighting	Final Design	2021
14	Burbank Corridor Safety Improvements Glendale-	Safety Improvements	N	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls between Metrolink's Burbank Airport-South and Glendale stations would reduce train congestion and increase on-line performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW	SCRRA	LA Metro	Planning / Design	Valley Sub MP 5.79	\$ 21,400,000	Yes	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	Design	TBD

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No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
LOS AN GELES SOUTH													
15	OMF North End Connection and Tail Track	Track	N	The project would reconfigure the existing connection track at the north end of CMF to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF.	SCORRA	LA Metro	Planning / Design	River 4.8		Yes	Improve safety, and accommodate redevelopment of the surrounding area, including a pedestrian/bicycle connection to the Los Angeles River, which is currently under construction by the City of Los Angeles.	Final Design	TBD
16	Link US Phase A: Track and Signal Modernization	Bridges, Track, Signal, Station	N	Phase A of Link US includes two new run-through tracks on a new viaduct, which accommodates up to a total of nine run-through tracks in the future, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station south to the mainline tracks on the west bank of the Los Angeles River near First Street; new rail bridges over Center St and Arroyo Blvd; the BNSF and Union Pacific Railroad and north of 1st St, signal and communication improvements in the front area north of First St, track, signal and station improvements; and new signal houses at CP Mission and CP Terminal, right of way acquisition, utility relocation and street improvements including active transportation improvements.	SCORRA	LA Metro	Planning / Design	River 0.2	\$ 960,398,000	Proposition 1A, TRCP, Metro, SCORRA and other	Completed FEIR in July 2019. Allowance to change ends and reverse, currently in 35% Preliminary Engineering Design. Signalization of track and signals will be included.	2026	
17	16th St Bridge Replacement	Bridge	N	A new viaduct to replace an existing aged bridge. Upon completion of the new viaduct, the bridge will be demolished and the existing right of way will be returned to the public and will provide access to the Los Angeles River, public art, recreational programming.	SCORRA	LA Metro	Construction	MP 141.7	\$ 588,000,000	Yes	The project will build a safer bridge and will be the basis for future improvements to access to LA river and public art.	Construction	2024
18	Commerce Station Relocation	Station, Track	N	Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodelled with extended tracks. Enables passenger and freight traffic separation.	BNSF	BNSF	Planning / Design	BNSF SB SUB 148.5	\$ 30,000,000	Yes	Increase ability to serve passenger at commerce station	Environmental Phase	2026
19	Rosecrans/Marquardt Grade Separation	Grade Separation	Y	The project will grade separate this intersection from the existing diagonal at-grade crossing. It will also improve the efficiency of train movements along the rail corridor; permit the completion of a third mainline track.	BNSF	BNSF	Construction	BNSF SB SUB 157.8	\$ 106,400,000	Yes	Substantially enhance the capacity of regional and national passenger and freight movements; reduce greenhouse gas emissions by reducing vehicle idling and improve safety by separating passenger and freight rail grade separation.	Construction	2025
20	Third Track CP Soto to Fullerton	Track	N	Completion of third track construction between CP Soto and Fullerton	BNSF	BNSF	Construction	BNSF SB SUB 148.5		Yes	Increase rail capacity through corridor	In construction	TBD
21	Fullerton Interlocking Plan	Track	N	Construction of a new Fullerton interlocking at Fullerton Jct	BNSF	BNSF	Planning / Design	BNSF SB SUB 165.3		Funded through EMS \$3M(CRIS) grant awarded for CON.	Allows for operation flexibility to accommodate ultimate Fullerton station bulbout	Environmental Clearance	2026
22	Lincoln Ave Bridge Retaining Wall	Retaining Wall	N	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCORRA	OCTA	Construction	Orange 174.86	\$ 565,000,000	Yes	The project is part of the I5 freeway project	Construction	2025
23	Orange County Maintenance Facility - Phase 1	Facility	N	New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	SCORRA	OCTA	Planning / Design	Orange 183.3 - 184.2	\$ 100,000,000	Yes (only funded for Phase 1 at the time and not the entire Phase 1 estimate)	Line Capacity	30% Design and Preliminary Environment Assessment	2023-2025 (possibly coordinate with Link US coming online. Phasing estimate) 2025/26
24	Irvine Station Improvements - Phase 1	Track, Station	N	Phase 1 which includes signal respacing and a pedestrian underpass	SCORRA	OCTA	Planning / Design	Orange 184.0 - 186.9		For Phase 1 only	Enable cross platform transfers between different rail lines and optimize train operations between MP 184.0 and MP 186.9	5% Design and Preliminary Environment Assessment	2026
25	La Paz Rd OH Widening	Widening	N	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCORRA	OCTA	Planning / Design	Orange 190.3	\$ 595,000,000	yes	Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road (SR-205) El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	Construction	2025
26	El Toro Bridge Widening	Bridge	N	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCORRA	OCTA	Construction	Orange 190.5	\$ 595,000,000	Yes	Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road (SR-205) El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	Construction	2025
27	Crown Valley OH Widening	Widening	Y	The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.	SCORRA	OCTA	Planning / Design	Orange 193.3	\$ 922,000	thru design	The project will provide an acceptable level of service to match with the ongoing development	Design	TBD
28	San Juan Creek Bridge replacement	Track, Structures	Y	This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.	SCORRA	OCTA	Construction	Orange 197.67	\$ 38,333,000	Yes	The new bridge will improve the load and storm capacity, increase safety and reduce maintenance needs.	Design and Environmental Assessment	2026

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No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
<b>LOSSAN SOUTH</b>													
29	Serra Siding Extension - South	Track	Y	The project will extend the existing siding track from CP Serra, MP 199.5, for 1.14 miles to west of Beach Road, MP 201.0. Existing CP Serra with one #20 turnout will be replaced by a new control point with universal #20 crossovers. A new control point will be added west of Beach Road where siding track is merged to existing Main Track.	SCRRA	OCTA	Planning / Design	Orange 199.5 - 201.0	\$ 36,918,000	Yes	The siding extension will provide additional capacity for train operations between CP Serra and Beach Road. This siding extension configuration will improve the safety and reliability of the corridor, and minimize the risk of operations shut-down.	5% Design and Preliminary Environment Assessment	2026
30	Signal Respacing CP Avery to CP Songs	Signal	N	Alternative 1: (PREFERRED) • Remove 2 intermediate signals. • Add 6 new intermediate signals. Alternative 2: • Remove 2 intermediate signals. • Add 7 new intermediate signals. • Additional intermediate signal is located at West of San Juan Capistrano Station.	SCRRA	OCTA	Planning / Design	Orange 199.5 - 209.18	\$ 14,836,000	Yes	Replacing the intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph. The signal improvements ultimately reduce travel time and increase on time performance.	5% Design and Preliminary Environment Assessment	TBD
31	Songs Siding Extension	Track	Y	The project provides 1.55 miles of new siding track and includes two new bridges. PDR evaluates two alternatives for providing a new siding track from MP 207.7 to CP Songs at MP 209.3. Alternative 1 includes a new siding track, a new double track bridge at MP 207.8, and a new single track bridge over San Onofre Creek at MP 208.6. The existing main line track between MP 207.8 and MP 208.6 will be replaced by a new double track bridge. A new double track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be removed and replaced.	SCRRA	OCTA	Planning / Design	Orange 207.7 - 209.25	\$ 53,322,000	Yes	The siding extension will provide additional capacity for train operations between MP 207.7 and CP Songs (MP 209.3). This siding extension configuration will improve the safety and reliability of the commuter rail system as well as increase capacity for the corridor and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on single track.	Construction	12/20/2024
32	San Onofre to Pulgas Double Track Phase 2	Track	Y	Phase 2 of this project includes the construction of a 1.6-mile segment of second main track (MP 216.5 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	NCTD	NCTD	Planning / Design	San Diego 216.5 - 218.1	\$ 35,537,000	Funding (not programmed by year) and replacement of CTO thru construction.	1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	Final Design	2026
33	San Dieguito Double Track and Platform - Phase 1	Track	Y	Provide a second main track from CP Valley (MP 242.2) to the north end of the proposed future San Dieguito River Bridge and Platform (MP 243.0).	NCTD	NCTD	Planning / Design	San Diego 242.2 - 243.0	\$ 74,658,814	Funded through construction	8 mi of additional double track	Final Design	2026
34	Del Mar Bluffs Stabilization - 5	SOGF	Y	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will construct the following improvements at locations between MP 244.1 and MP 245.7: deep driven piles to provide seismic stability to portions of the bluff, retaining walls, drainage improvements, and erosion control measures.	NCTD	NCTD	Planning / Design	San Diego 244.1 - 245.7	\$ 87,814,470	Funded through construction	Safety, State of good repair	Final Design	2026
35	Batiquitos Lagoon Double Track	Track	Y	Adds 6 miles of second main track from CP Point (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge 234.8	NCTD	NCTD	Planning / Design	San Diego 234.5 - 237.2	\$ 117,786,429	Funded thru final design	0.6 mi of additional double track and Batiquitos Lagoon Bridge replacement.	Final Design	2026
36	San Diego Convention Center Station	Track, Station	N	Design and construction of a new siding and station platform between 1st and 5th Avenue in San Diego Convention Center, Paseo Park, and the Gaslamp Quarter. Includes 0.8 mile stretch of BNSF track and three new control points.	NCTD / BNSF	BNSF	Planning / Design	San Diego 268.77 - 268.78	\$ 38,200,000	Funded through construction	New station at San Diego Convention Center. Associated track and signal improvements south of Broadway to allow revenue service.	Design	2026
37	Bridge 287.2 Replacement	Bridge	Y	The project replaces the aging traffic double track bridge 287.2 with new double track bridge at a higher elevation, requiring additional track replacement on both sides to maintain track profile.	NCTD	SDMTS	Planning / Design	San Diego 287.2	\$ 15,607,298	Funded through construction	Safety, State of good repair	Final Design	2026
38	San Dieguito to Sorrento Valley Double Track (SDSVT) - PEEN/ROW/Final Design	Track	Y	Phase 1: EC4 Legacy Replacements Phase 2: Callesbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	NCTD	NCTD/SDMTS	Planning / Design	San Diego 244 - 248	\$ 300,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2025
39	Signal Respacing and Optimization Improvements	Signal	Y	Modernize existing signal/crossing equipment throughout San Diego Subdivision. Project has been divided into five phases as follows: Phase 1: EC4 Legacy Replacements Phase 2: Callesbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	NCTD	NCTD/SDMTS	Construction	San Diego 249.8 - 268.9	\$ 40,000,000	Funded through Phase 4	Operational flexibility	Design for all phases is complete and construction of Phase 1 is complete. Construction of Phases 2 thru 4 have been awarded to BNSF.	2025

No.	Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
LOS ANGELES NORTH													
1	Ventura County Seaciff Siding Upgrade and Extension	Siding	Y	This project would add an estimated 5,650-foot extension and provide a total siding of 11,350 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit.	UP	UP		UPRR Santa Barbara 386.38 - 387.45	\$ 20,500,000	No	Allow freight trains to wait on the siding while shorter passenger trains pass through, thus making the station and siding more efficient and less time consuming.		TBD
2	Moopark to Sim Valley Double Track	Track	N	The 3.7 miles between CP Madera and CP Colma will be double tracked. A new control point will be installed with universal crossovers east of Moopark Station. Five new bridges will need to be built to cross the Arroyo Simi Channel waterway in the City of Moopark.	SCRRA	VCTC/UP	Conceptual	Ventura, MP 427.4-431.1	\$ 200,000,000	No	Necessary B extended 15 mile trackways to Moopark.	Conceptual	TBD
3	CP Las Posas to MP 423 Second Main Track	Track	N	Double track on UP main line between Oxnard and Camarillo	SCRRA	VCTC/UP	Conceptual	CP Las Posas to MP 423					TBD
4	Oxnard Station Second Platform	Station	N	Install a second platform at the Oxnard Station.	UP	VCTC/UP	Conceptual	Oxnard	\$ 80,000,000				TBD
5	Moopark Area Maintenance Facility Buildout	Facility	N	A new maintenance facility in Moopark, CA that would service vehicles with fueling, cleaning, and dump facilities. Overhead feed cables are required for storage tracks.	SCRRA	VCTC/UP	Conceptual	Ventura, MP 427.428	\$ 153,965,000	No	Facility would support service patterns that include 15 min roundtrips and 15 min trackways between LA Union Station and Moopark. Would support the effort in merging the Ventura County Line and Orange County Line services		TBD
6	CMF Modernization Phase 1	Facility	N	Priority set of improvements to modernize the operation of CMF	SCRRA		Conceptual		TBD	No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	Conceptual, functional studies completed	TBD
7	CMF Modernization Phase 2	Facility	N	Intermediate set of improvements to modernize the operation of CMF and prepare for alternative fueling	SCRRA		Conceptual		TBD	No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	Conceptual, functional studies completed	TBD
8	North CMF Connection and Tail Track	Facility	N	Connects CMF to the north to allow a through running operation and reduce deadhead movements on the track between LAUS and CMF	SCRRA		Conceptual		TBD	No	Supports operational efficiency in the Burbank to Los Angeles corridor		TBD
9	Burbank to Los Angeles Third Track	Track	N	Dedication of one new track for freight	SCRRA, Antitak, UP, HSR		Conceptual		TBD	No			TBD
10	Sonoma Avenue, Grandview Avenue and Power Street Grade Separations Project	Grade Separation	N	Existing and proposed tracks are partially raised and existing roadway crossings are partially lowered in Glendale to eliminate grade-separated crossings for the future HSR projects.	SCRRA, Antitak, UP, HSR	LA Metro	Conceptual	Valley Sub, 8.8	\$ 230,000,000	No	Safety	ROD/NOD completed (2020)	TBD
11	Arroyo Simi Bridges Rehabilitation	Track, Bridge	N	Rehabilitation of a series of four bridges in the vicinity of Moopark	UP	VCTC	Planning / Design	UPRR Ventura Sub 427.8, 428.18, 428.63, 429.26	\$ 13,000,000	No		Pending Funding	TBD
12	Link US Phase B	Bridges, Track, Signal, Station	N	Phase B includes the raising of all the tracks and platforms at LAUS, a new and expanded passageway with enhanced transit and retail amenities including new outdoor plazas, a new lead track in the throat area north of Los Angeles Union Station, new rail bridges over Cesar Chavez Ave and Vignes St, and a total of up to nine run-through tracks including six for regional and intercity rail service and up to four for future high speed rail service, with 2 tracks that are interoperable.	SCRRA	LA Metro	Planning / Design	River 0.2	\$ 2,587,000,000	No	Improve connectivity, increase rail service capacity, reduce train idling times, future development, improve pedestrian access, enhance passenger experience and provide US-101 and local roadways	Completed FERR July 2019	2031
13	Southside Turn Facility	Station	N	New platforms to function as a supplemental terminal for LAUS during construction of Phase 2 of Link US. Near BNSF 1st street yard, south of LinkUS. North of 6th Street bridge being constructed over the River.	SCRRA	LA Metro	Planning / Design	River 141.7	TBD	No	Long-term support of HSR service goals, requiring more than two tracks. To support Phase 2 of Link US - necessary for completion of Link US	Enveloped of site to be cleared with HSR environmental clearance	Prior to LinkUS Phase B
14	Fourth Track 1-SH-710 to CP Soto	Track	N	Construction of a fourth track from the west end of the IGH-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF	BNSF	Planning / Design	BNSF SB SUB 146	TBD	No	It allows for the corridor to be built for the ultimate configuration	Not environmentally cleared	2028
15	Upgraded Signal System	Signal	N	Construction of a new signal system with 1.25-mile spacing	BNSF	BNSF	Planning / Design	BNSF SB SUB 146	TBD	No	Signal system would be prepared to accommodate construction and ultimate configuration	Not environmentally cleared	2028
16	28th Street ROW Acquisition/West Bank Yard Relocation	Track	N	Acquisition of the northern half of 28th Street to allow BNSF to construct new tracks at Hobart Yard, allowing BNSF to relocate the West Bank Yard. Relocating BNSF's West Bank Yard activity is a prerequisite to enable full utilization of the first run-through tracks at Los Angeles Union Station, which are to be operational by 2026	BNSF	BNSF	Planning / Design	BNSF SB SUB 146	\$ 296,913,000		Potential funding through SBT, SCCP and/or Trade Corridor Enhancement Program	allows for needed capacity to accommodate rail operation in ultimate configuration	2028
17	LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation	Track, Signal, Station	N	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	BNSF	Planning / Design	BNSF SB SUB 146	\$ 422,100,000	No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	Metrolink planning for funding	2032
18	LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route	Track, Signal	N	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	BNSF	Planning / Design	BNSF SB SUB 144-165.5	\$ 684,700,000	No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	Metrolink planning for funding	2032

## Table 5.3: Capital Improvement Projects List – Planned/Unfunded

No. Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
<b>LOSSAN NORTH</b>												
19 LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart Through Commerce	Track, Signal, Station	N	Design and construct 20 miles of mainline and structures between CP Solo and the new Commerce Station, including necessary land acquisition and relocation of parking for intermodal operations for Hobart Yard, construct 8 miles of lead tracks at Hobart Yard, relocate old Commerce Station to new location, including property costs; design and construct new Commerce Station; design and construct 20 miles of staging tracks at Commerce Yard; complete design of Hobart staging area and storage tracks. All signal and crossover work is included.	BNSF	BNSF	Planning / Design	BNSF SB SUB 144-149	\$ 777,100,000	No	Provides early benefit with the relocation of the Commerce Station and helps lay the foundation for future development which separates freight and passenger rail and enables 5 minute passenger train headways from LA to Fullerton	Metrolink planning for funding	TBD
20 LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton	Track, Signal, Station	N	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	BNSF	Planning / Design	BNSF SB SUB 144-165.5	\$ 886,800,000	No	Completion enables 5-minute passenger train headways from LA to Fullerton	Metrolink planning for funding	2028
21 I-6710 Flyover	Track	N	Construct a two-track, passenger-only elevated structure to carry passenger trains over freight tracks to the south side of BNSF ROW, eliminating passenger-versus-freight conflicts	BNSF	BNSF	Planning / Design	BNSF SB SUB 146.3	\$ 469,510,500	Potential funding through SB1 SCOP and/or Trade Development Enhancement Program	It allows for the corridor to be built for the ultimate configuration	Environmental Phase	2028
22 New Commerce Intermodal Facility	Intermodal Facility	N	Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce MP, including purchase of additional right of way and relocation of freight tracks to the north side of the I-710 to I-5 Rail Pylon Project as part of BNSF investment plans for the facility.	BNSF	BNSF	Planning / Design	BNSF SB SUB 148.5	\$ 184,250,000	Potential funding through SB1 SCOP and/or Trade Development Enhancement Program	It allows for the corridor to be built for the ultimate while maintaining passenger rail traffic	Environmental Phase	2026
23 Norwalk Blvd/Los Nietos Road Grade Separations	Grade Separation	N	Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	BNSF	Planning / Design	BNSF SB SUB 153.2	\$ 280,000,000	No	Safety	Metrolink planning for funding	2028
24 Pioneer Blvd Grade Separation	Grade Separation	N	New grade crossing that was part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	BNSF	Planning / Design	BNSF SB SUB 154.3	\$ 160,000,000	No	Safety	Metrolink planning for funding	2022
25 Fourth Track: Buena Park to Fullerton	Track	N	Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF	BNSF	Planning / Design	BNSF SB SUB 160.2-165.5	TBD	No	It allows for the corridor to be built for the ultimate configuration while maintaining passenger rail traffic	Not environmentally cleared	2026
26 Norwalk & Fullerton rail over rail crossing rail under rail crossing	Track	N	Construction of the over/under at Norwalk and Fullerton	BNSF	BNSF	Planning / Design	BNSF SB SUB 156-165.5	TBD	No	It allows for the corridor to be built for the ultimate configuration while maintaining passenger rail traffic	Not environmentally cleared	2026
<b>LOSSAN SOUTH</b>												
27 Signal Respacing: La Palma to College	Signal	Y	Respacing of intermediate signals	SCRRA	OCTA	Planning / Design	Orange 167.3 - 169.8	\$ 4,900,000	No	The respacing of intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph, reducing travel time.	Metrolink planning for funding	2022
28 Commerce Station Relocation	Station	N	Relocation of Commerce Station to facilitate freight movements and provide more frequent service to Commerce Station	BNSF (SCRRA and HSR)		Planning / Preliminary Design	San Bernardino Subdivision	TBD	No	Improve operational efficiency; freight capacity and frequency of passenger service		TBD
29 Norwalk, Buena Park (Orange County) and Fullerton (Orange County)	Track, Station	N	Reconfigures station track and platform faces to create a separate freight and passenger tracks along the Los Angeles to Fullerton segment of the San Bernardino Subdivision	BNSF (SCRRA and HSR)		Planning / Preliminary Design	San Bernardino Subdivision	TBD	No	Improve operational efficiency; freight capacity and frequency of passenger service	Currently under environmental review as part of the Los Angeles to Fullerton segment of the San Bernardino HSR program	TBD
30 Orange/Olive Junction and Wye	Track, Signal	N	New crossover and faster turnouts	SCRRA	OCTA	Planning / Design	Orange 172.2	\$ 3,900,000	No	Line Capacity	Metrolink planning for funding	2023
31 Orange - Olive Junction Improvements and Wye - Full Buildout	Track, Signal	Y	The existing wye consists of a single, uncontrolled track and will require modifications to provide PTC-ready track and signal systems. A new crossover will need to be constructed west of the existing wye. Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet state zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.	SCRRA	OCTA	Planning / Design	Orange 172.2	\$ 42,600,000	No	Improve mobility in the corridor	Metrolink planning for funding	2022
32 Signal Respacing: Maple to Solow	Signal	N	Respacing existing intermediate signals	SCRRA	OCTA	Planning / Design	Orange 172.4 - 192.2	\$ 4,900,000	No	The respacing of intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph, reducing travel time.	Metrolink planning for funding	2023
33 Orange County Maintenance Facility - Full Buildout	Facility	N	New maintenance facility in Irvine, required prior to increasing services on OC and E-OC Lines	SCRRA	OCTA	Planning / Design	Orange 183.3 - 184.2	\$ 153,200,000	No	Line Capacity	Not started	2022
34 Serra Siding Extension - North	Track	N	Project was driven by OTP and incorporated into the OCTA Development of Rail Capital Improvement Program in 2018. It will extend the Serra siding on the north end.	SCRRA	OCTA	Planning / Design	Orange 197.4 - 198.1	\$ 36,915,000	No	Improve the safety and reliability of the commuter rail system as well as increase the capacity of the system and reduce the risk of operations shut-down due to maintenance issues or emergency incidents on a single track.	No progress	TBD

**Table 5.3: Capital Improvement Projects List – Planned/Unfunded**

No. Project Name	Type of Project	Climate Resiliency	Project Description	Host	Project Lead	Project Phase	Project Location (Subdivision, MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
<b>LOSSAN SOUTH</b>												
35 SONGS Double Track (formerly San Onofre Creek DT)	Track	Y	This project includes rehabilitation of approximately 1.5 miles of second main track from new CP Songs (MP207.7) to Existing CP Songs (MP209.2). This project includes replacement of a timber span of Bridge 207.7, replacement of aging timber bridge 207.8 with a double track bridge, and installation of a second rail bridge adjacent to existing bridge 208.6.	NCTD	NCTD	Planning / Design	San Diego 207.7 To MP 209.2	\$ 40,130,000	No	1.5 mile of second track, replace timber span bridge, and aging timber bridge, and installation of second rail bridge	Planning	2035
36 San Onofre Bridges Replacements (Bridge 209.9)	Bridge	Y	Replacement of three timber trestle railway bridges at MP 209.9.	NCTD	NCTD	Planning / Design	San Diego 209.9	\$ 1,818,279	No	Safety, State of good repair	Planning	2025
37 Stuart Mesa Maintenance Facility Capacity Enhancement	Layover Facility	N	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	NCTD	Planning / Design	San Diego 222	\$ 49,300,000	No	7000 feet of additional track with new service line for fueling, washing and handling.	Planning	2035
38 Eastbrook to Shell Double Track (San Luis Rey River Bridge)	Track	Y	Second main track between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) and replacement of San Luis Rey River Bridge (MP 225.4).	NCTD	NCTD	Planning / Design	San Diego 225.3 - 225.9	\$ 111,278,673	Partial construction funding (\$27.3M) through SOGR grant	0.6 mi of additional double track and Bridge 225.4 replacement.	Design	2025
39 Carlsbad Village Trench	Grade Separation	Y	Grade separation of the railroad tracks in Carlsbad Village Area. Includes Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Car (MP 229.5) in Carlsbad and a new bridge over Buena Vista Lagoon.	NCTD	NCTD	Planning / Design	San Diego 228.0 - 230.6	\$ 560,776,832	No	Safety	Planning	2035
40 Encinitas Pedestrian Crossings	Grade Separation	N	New pedestrian undercrossings within the City of Encinitas.	NCTD	NCTD	Planning / Design	San Diego 237.7 - 238.6	\$ 24,200,000	No	Safety	Planning	2035
41 San Dieguito Double Track and Platform - Phase 2	Track Station	Y	Replacement of the San Dieguito over bridge (built in 1916), a new special events platform, and additional double track, signal, and communications improvements to complete the new passing track for the LOSSAN corridor.	NCTD	NCTD	Planning / Design	San Diego 243.0 - 243.9	\$ 233,328,406	Funded thru final design	Double tracking, new station	Design	2035
42 Del Mar Bluffs Stabilization - 6	SOGR	Y	This phase of the project will construct the following improvements at locations between MP 244.1 and MP 246.7: built box protection, retaining walls, drainage improvements, and erosion control measures.	NCTD	NCTD	Planning / Design	San Diego 244.1 - 246.7	\$ 8,700,000	Funded through design	Safety, State of good repair	Environmental	2025
43 SDSVOT - Construction	Track	Y	Relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	NCTD/SDMTS	Planning / Design	San Diego 244.1 - 248	\$ 3,413,732,081	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2035
44 Sorrento to Miramar Phase 2	Track	Y	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 251.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	NCTD	SDMTS	Planning / Design	San Diego 251.0 - 253.0	\$ 249,548,000	Funded thru final design	Curve realignment / straightening on Miramar Hill	In final design	2028
45 Miramar Tunnel	Track	Y	Relocation of the rail alignment to a double track tunnel alignment that bypasses Miramar Hill and replaces the Sorrento Valley Station with a new station.	NCTD	SDMTS	Planning / Design	San Diego 250 - 257	\$ 5,000,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2050
46 Rose Canyon Bridge Replacements	Bridge	Y	Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3 that were built in the 1940s.	NCTD	SDMTS	Planning / Design	San Diego 254.7, 255.1, 255.3	\$ 14,790,000	Funded through Environmental	Safety, State of good repair	Planning	2027
47 Quiet Zones	Signal	N	To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, LOSSAN will install quiet zones along the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chatsworth Drive).	NCTD	NCTD/SDMTS	Planning / Design	San Diego 267 - 207	\$ 16,800,000	No	Safety, State of good repair	Planning	2025
48 San Diego MTS Yard Improvements	Layover Facility	N	Construction of layover yard track at MTS yard located adjacent to 12th & Imperial trolley s	NCTD	BNSF/SDMTS	Planning / Design	San Diego 269	\$ 15,854,700	No	Operational flexibility	Planning	2035

## Chapter 6: Fare Policy

Two classes of service are currently offered for travel on the Pacific Surfliner, consisting of unreserved coach class and reserved business class. If traveling in unreserved coach class, passengers normally are not required to make an advanced reservation for a specific train and may choose to ride a different train up to one year after the date indicated on their ticket. Exceptions apply during designated peak travel periods for holidays and special events, when advanced reservations are required to travel in coach class as a means of managing capacity onboard trains. Meanwhile, business class requires an advanced reservation for a specific train and is offered at a 50 percent upgrade fee, with a minimum upgrade fee of \$10. In addition to a guaranteed seat, passengers traveling in business class enjoy additional benefits such as additional legroom, refreshed seat upholstery and carpeting, complimentary snacks and beverages, and a dedicated business class attendant on most trains.



Pacific Surfliner fares are largely static year-round and do not vary by day of the week, with nominal increases only during select peak travel periods. Ticket types available on the Pacific Surfliner include one-way and round-trip options, as well as 10-trip and monthly pass options for unreserved coach. Roundtrip tickets are priced at twice the one-way fare between a station pair. The 10-trip ticket is valid for ten one-way trips between a specific station pair within a 60-day period from date of first use and can be used by more than one passenger. Ten-trip tickets are discounted below one-way and roundtrip tickets, with all station pairs priced at a consistent 40 percent off the equivalent total of single ride fares for the station pair. Monthly tickets are valid for unlimited travel for an entire month for the passenger named on the ticket.



The last fare adjustment the LOSSAN Agency implemented was a fare restructuring in March 2018, which is the only fare adjustment to take place since the ITA was executed in 2015. Currently, the LOSSAN Agency is developing the fare tables necessary for the implementation of a demand pricing model. The schedule for this is tentatively set for April 1, 2024. The history of fare adjustments for the Pacific Surfliner is provided in Table 6.1.

**Table 6.1: Historic Pacific Surfliner Fare Adjustments**

Date	Increase
June 2003	3 percent
June 2004	3 percent
June 2005	5 percent
December 2005	5 percent
June 2006	5 percent
October 2006	5 percent
February 2009	N/A -- fare restructuring
February 2010	2 percent
June 2010	3 percent
June 2011	2 percent
September 2011	Seasonal fare change eliminated
August 2012	2 percent
June 2013	2 percent
March 2018	N/A – fare restructuring
April 2024 ( <i>Planned</i> )	Demand Pricing Implementation

### Demand Pricing Model

In the July 2022, the LOSSAN Agency conducted a passenger survey that focused on travel patterns and the various factors that impacted the day and time individuals traveled. The goal of the survey was to determine a way to encourage use of off-peak and midweek Pacific Surfliner trains that are currently underutilized. One series of questions sought to determine the role that ticket price played in the time that passengers chose to travel. As the bulk of passengers on the Pacific Surfliner are traveling for leisure purposes, approximately 80 percent of respondents indicated that they had flexibility in their travel plans and would change the day and/or time that they travel to take advantage of lower ticket fares.

Concurrent with our internal effort, Amtrak national was beginning an effort to implement a demand pricing model on many of their state supported routes. Discussions with Amtrak on the potential for adjusting the Pacific Surfliner fare policy began in May 2023. After considerable analysis and modeling, a preliminary 15-tier demand pricing model was developed. The adjustment to fares can range from a 10 percent increase on the most heavily utilized peak period trains down to a 40 percent decrease for trains traveling midday and midweek. The high side of the projections developed through the process gave up 12 percent increase in ridership and a nearly 20 percent increase in revenue. Initial discussions on the potential implementation of this began in early 2023. November 2023, the LOSSAN Agency Board approved the implementation of a demand pricing model for a 12 month pilot period to determine its effectiveness.

### Impacts of Demand Pricing Model

The implementation of the demand pricing pilot will have operational impacts on the Pacific Surfliner. Currently, unreserved coach fares, although purchased for a specific train, can be used on any train traveling between the same station pairs. However, under a demand pricing model, tickets would be train specific as departure time is a factor in fare determination. If a passenger purchases a ticket for a lower fare train and attempts to take a higher fare train, they would be responsible for paying the delta. This same limitation would apply to both multi-ride and monthly passes.

### California Everyday Discounts Program

The Pacific Surfliner, along with the Capitol Corridor and San Joaquins, offers the California Everyday Discounts Program in addition to discounted multi-ride tickets. Under the program, seniors aged 62 and older, passengers with disabilities, active U.S. military personnel, and U.S. military veterans are eligible to receive a 15 percent discount off fares. The 15 percent discount provided through the program offers increased savings compared to Amtrak's national 10 percent discount programs for each of the passenger types. Through the program, the Pacific Surfliner also expanded the eligible age range of the student discount from 13 to 25 years old, compared to the age range of 17 to 24 years old for Amtrak's national student discount of 15 percent.



### Discounts for Children and Infants

The Pacific Surfliner offers Amtrak's national discount of 50 percent off the fare of children ages 2 to 12 who are accompanied by a fare-paying adult aged 18 and older. In addition, the Pacific Surfliner also offers Amtrak's national "Infants Ride Free" program, where infants under the age of two, not occupying a seat, may ride free with a fare-paying adult aged 18 and older.

### Other Discount Programs

The LOSSAN Agency and Amtrak occasionally partner with local destinations and/or convention and visitors bureaus to offer special discounts for travel to a specific location. For example, the Santa Barbara and San Luis Obispo Car Free programs offer a 20 percent discount off Pacific Surfliner tickets for travel to stations in those counties. For one-time events or other promotional needs, the LOSSAN Agency has the ability to request for Amtrak to create special promotional codes which customers can redeem during the checkout process for discounted fares.

Groups of at least 15 passengers traveling together on the Pacific Surfliner can be eligible for a discount of 20 percent off regular fares. The group discount program is offered on select trains based on projected seat inventory and season of travel. For school and youth groups, the Kids 'n' Trains Program provides reduced fares for travel on select mid-week trains between October and June.

An additional option offered by Amtrak is the California Rail Pass, which offers travel for up to seven days over a period of 21 consecutive days on all three state-supported intercity routes in California, as well as on the Coast Starlight within California. Travel on most connecting Thruway bus services associated with these rail services is also eligible with the California Rail Pass. The pass is offered at flat rates for both adults and children, requires an advanced reservation before use on a train, and entitles the passholder to travel in regular coach. Passengers have the ability to upgrade to business class or sleeping accommodations by paying the applicable accommodation fees.

### Rail 2 Rail Programs

The Rail 2 Rail programs are joint efforts between the Pacific Surfliner and Southern California commuter rail operators Metrolink and NCTD to expand the departure options for traveling by train along the LOSSAN Rail Corridor. Rail 2 Rail programs allow for designated Metrolink and NCTD passholders to travel on Pacific Surfliner trains, within the station pairs of their pass, at no additional charge. Similarly, Pacific Surfliner monthly passholders may also ride Metrolink or COASTER trains, within the station pairs of their pass, at no additional charge. Rail 2 Rail programs are subject to blackout dates to manage capacity during peak travel periods due to holidays and special events. Additional details of the Rail 2 Rail Program with each commuter rail operator are as follows:

**Metrolink:** This Rail 2 Rail program allows Metrolink monthly pass holders who travel on Metrolink's Orange and Ventura County lines to travel on Pacific Surfliner trains within the limits of the station pairs of their pass at no additional charge, including on Saturday and Sunday. The Rail 2 Rail program does not apply to Metrolink one-way, roundtrip, and seven-day passes, except on Pacific Surfliner trains between Los Angeles and Burbank Airport and select "code share" or shared use trains operating between Los Angeles and Oxnard. Pacific Surfliner monthly pass holders may also ride any Metrolink train within the station pairs on their Amtrak monthly pass. Amtrak conductors scan the Metrolink passes and Metrolink is billed for each Rail 2 Rail boarding at a reimbursement rate of \$7.00 per boarding.

Under the Rail 2 Rail agreement with Metrolink, four trains (trains 761, 770, 777, 784) are designated as codeshare between Los Angeles Union Station and Ventura Station (in the Amtrak system, also known as "Ventura-Downtown/Beach Station" in the Metrolink system). For these trains and between the designated station pairs, all Metrolink fare media is honored and Metrolink is billed a reimbursement rate of \$10.00 per passenger boarding.

**COASTER:** NCTD currently has a modified Rail 2 Rail program agreement whereby COASTER passengers may travel on any Pacific Surfliner trains using a valid COASTER Regional day or monthly pass. As of the current FY, NCTD reimburses Amtrak \$4.03 per Rail 2 Rail rider, which

is the approximate average fare collected per passenger boarding on the COASTER service. Pacific Surfliner monthly pass holders and one-way and roundtrip ticket holders may also ride any COASTER train within the station pairs on their Amtrak ticket at no additional charge.



### Expanded Codeshare Pilot Program

Throughout 2023, the LOSSAN Agency worked with Metrolink to develop and implement an expanded codeshare pilot program on the north end of the LOSSAN rail corridor. Starting October 23, 2023, and extending through April 31, 2024, **all** Pacific Surfliner trains between Los Angeles Union Station and Ventura station will honor all Metrolink fare media. Upon conclusion of the pilot period, the program may be extended by mutual agreement. Without an extension, after the pilot period ends, only Metrolink monthly passes will be honored for any trains beyond the four identified in the original code share program.

### Future of Rail 2 Rail

As the LOSSAN Agency continues working with Metrolink and NCTD to plan for the future of the Rail 2 Rail programs, opportunities for integration between the different fare systems used by each operator continue to be explored. Integration has the potential to offer new opportunities such as a regional pass on fare media that can be validated by all three rail operators, additional expansion of existing codeshare arrangements, or even implementing another mutually agreed upon and beneficial program in place of Rail 2 Rail.

Over the course of the next fiscal year, the LOSSAN Agency will continue working with Metrolink and NCTD to revise the Rail 2 Rail programs to achieve a more equitable distribution of both revenue and expenses.

### Opportunities for Enhanced Mobile Ticketing Solutions

Per the operating and maintenance agreement for the Pacific Surfliner, Amtrak currently is responsible for all ticket sales and fare collection activities. This includes offering mobile ticketing for the Pacific Surfliner through the Amtrak mobile application used throughout its national system. As Amtrak has exclusive rights over its mobile application, the LOSSAN Agency does not have the ability to control available features or user experience for passengers who use the mobile application to travel on the Pacific Surfliner. Passengers requiring route-specific information such as multimodal connections, destination information, or promotions outside of Amtrak's national discount programs must rely on a secondary source for information in addition to the Amtrak mobile application. Furthermore, the LOSSAN Agency receives only limited passenger demographic and travel behavior data from Amtrak, making it challenging to segment the Pacific Surfliner passenger base for creating targeted marketing campaigns to encourage ridership.



In FY 2022-23, the LOSSAN Agency developed a draft scope of work and released a Request for Information for a project concept to provide a front-end mobile ticketing platform designed and branded specifically for the Pacific Surfliner. Based on the responses received, the current state budget situation has led to this effort was put on hold as it will require a significant outlay of limited capital dollars.

Also during FY 2022-23 the LOSSAN Agency also began participating in discussions with Metrolink and NCTD regarding a potential regional rail mobile ticketing application concept. This concept proposes for passengers to have the ability to get information about and purchase mobile tickets for each of the three passenger rail operators within a single mobile application. Through those discussions, NCTD determined that participation for them would be problematic as they had just recently introduced new fare media. The LOSSAN Agency is continuing discussions with Metrolink to determine if a combined app is feasible.

### Additional Fare Enhancement Opportunities

In FY 2024-25, as the LOSSAN Agency works with Amtrak to restore service and rebuild ridership, appropriate opportunities will be explored that increase fare revenue, while encouraging new riders and retaining existing ones. These include:

- Implement marketing campaigns as appropriate to ensure riders confidence in the safety and cleanliness of the Pacific Surfliner.



- Increasing public awareness of existing everyday discount programs, especially student and group discounts.
- Continue partnerships with sports, concert, and other venues as these locations begin holding events once the ongoing pandemic makes it safe to do so. These include partnerships with the San Diego Padres, Del Mar Racetrack, Anaheim Ducks, Disneyland, the San Diego Zoo, and other event organizers. Attempts will be made to promote taking the Pacific Surfliner to sporting events, concerts, and other special events as appropriate for passenger safety.
- Enhance existing customer loyalty and referral programs, including the Amtrak Guest Rewards program, while developing a potential standalone rewards program specifically for the Pacific Surfliner and its passengers.

## Chapter 7: Network Integration, Coordination and High-Speed Rail

An integrated passenger rail network is a key initiative included in the 2023 California State Rail Plan, with the goal to plan and implement a statewide passenger rail system that maximizes the performance potential of intercity passenger rail as a time- and cost-competitive travel option for meeting the state's transportation needs. Several opportunities exist for better integrating the Pacific Surfliner service with the existing, planned and proposed transit and rail network along the 351-mile LOSSAN rail corridor.

### Statewide and Regional Coordination

The LOSSAN Agency works in close coordination with CalSTA, Caltrans, transit and rail operators along the LOSSAN rail corridor, as well as other stakeholders on efforts to improve rail and transit connections. This includes working to create an integrated passenger rail and transit network with coordinated schedules, which will provide additional travel options throughout the state, allowing passengers to seamlessly transfer from service to service to reach their desired destinations.

Specifically, the LOSSAN Agency has worked with rail operators and stakeholders along the LOSSAN rail corridor to identify and address on-time performance and operating issues that impact the ability to better integrate the services. The group includes participation from the LOSSAN Agency, NCTD, Metrolink, BNSF, SJJPA, Amtrak and UPRR. Together the members are working collaboratively to improve rail service through service optimization efforts and coordinated analysis of the root causes of delay.



The LOSSAN corridor optimization study has identified a number of integrated operating strategies that can help define optimized service concepts for existing and planned services that provide repeatable hourly “anywhere to anywhere” connectivity between rail and transit providers throughout southern California. The operating strategies identified as part of the study can be especially beneficial now as we continue the phased restoration of, not only the Pacific Surfliner, but all of the collective services along the rail corridor that were reduced during the COVID-19 pandemic.

In October 2021 a pulsed or clockface schedule was implemented. This is just the first step in the implementation of the optimization study recommendations. The LOSSAN Agency continues to work our partners at LA Metro, Metrolink, NCTD and SDMTS to align the schedules for the maximum connection and service enhancement opportunities.

## Transit Connections

The LOSSAN Agency continues to work well with the regional transit operators along the rail corridor. The LOSSAN Agency implemented the Pacific Surfliner Transit Transfer Program, which continues to provide seamless transfers to 11 local public transit services along the LOSSAN rail corridor. This is just one element of the LOSSAN Agency's efforts to improve first- and last-mile connections.

In the fall of 2022, the LOSSAN Agency began pursuing relationships with Uber and Lyft, the locally available rideshare services, to investigate the feasibility of including a discounted ride program for use in areas that have no access the Transit Transfer program. An RFI was released and vendor participation was good. However, the implementation of the program was paused as questions arose regarding the availability of wheelchair accessible vehicles. The program will need to be separated, with the wheelchair accessible vehicles handled under a separate service. With the state budget crisis, this proved to be temporarily cost prohibitive. However, this may be pursued for implementation in future fiscal years.



The LOSSAN Agency managed Amtrak Thruway bus service is a key element to the overall statewide integration efforts. is coordinated with the San Joaquin and Capitol Corridor intercity rail services, providing connectivity to the statewide rail system. The passage of Senate Bill 742 in 2019 allows greater flexibility in the planning and scheduling of thruway bus routes. The LOSSAN Agency continues to work with Amtrak, CCJPA, SJJPA and Caltrans to review operations of the Thruway bus service and look for opportunities to improve connectivity and efficiency as part of the service restoration effort. Pacific Surfliner trains also provide timed connections in Los Angeles to three Amtrak long-distance trains serving destinations including Chicago, New Orleans, Portland, and Seattle.

## Integrated Fare Structure and Ticketing

There are several efforts being evaluated or undertaken by the State to introduce a more integrated and seamless ticketing system for passenger rail and connecting transit services. The California Integrated Travel Project (Cal-ITP) is one such effort. Supported by CalSTA and Caltrans) through a grant from the TIRCP, the Cal-ITP is a statewide solution to make travel simpler and cost-effective for everyone through the implementation of technology solutions that would make using the entire California transit network a seamless experience. In addition to the ongoing state efforts, the LOSSAN Agency is continuing to pursue a number of efforts to increase the integration of the various LOSSAN service providers. The LOSSAN Agency manages the Rail 2 Rail programs with both Metrolink and NCTD. When first implemented, the Rail 2 Rail Program was intended to leverage available capacity on the Pacific Surfliner trains for the mutual

benefit of Metrolink, NCTD and Pacific Surfliner passengers. However, as ridership has grown on the Pacific Surfliner, the intent of the program has had to be reevaluated, now primarily focusing on providing flexibility and additional transit options for passengers traveling along the corridor.

LOSSAN Agency staff, with the assistance of the State, has been working with Metrolink, Amtrak, NCTD, as well as Metro and MTS, on solutions that provide easier integration for passengers between services. In October 2023, an expanded codeshare pilot program was initiated that opened up all Pacific Surfliner trains operating north of Los Angeles to the codeshare program. A codeshare expansion south of Los Angeles would potentially begin with “off peak” trains that routinely have capacity. A number of elements still remain to be addressed for any codeshare expansion south, such as the rate of reimbursement and a potential additional subsidy from the State. Some discussion has also centered around a possible regional fare media that would be good on any service. Discussions will continue with the goal of incorporating any additional adjustments into the schedule in FY 2024-25.

LOSSAN Agency staff will also continue to coordinate with our partners and member agencies to work toward the goal of expanded passenger rail services on the north end of the LOSSAN corridor, including the potential restoration of peak period service through Ventura and Santa Barbara counties.

#### Regional and Sub-Regional Transit and Rail Integration Studies

Beyond the corridorwide and statewide efforts and strategies noted above, several LOSSAN member agencies have studied more localized passenger rail service alternatives along the LOSSAN rail corridor. These local efforts are listed below and will join the Optimization study in being the groundwork for future network integration.

- *Freight Pathing Study between Atwood-San Diego and Passenger Service extensions south of San Diego*
- *San Bernardino Pathing Study*
- *SBCAG Regional Transit and Rail Planning and Integration Study*
- *Coast Rail Corridor Service Implementation Plan*
- *Transportation Agency of Monterey County (TAMC) Rail Network Integration Study*
- *San Diego Regional Rail Higher Speed and Enhanced Safety Alternatives Advanced Planning Study*
- *Coachella Valley Rail Corridor Service Development Plan*

### Link Union Station

The Link Union Station (Link US) project, which is being managed by Metro, will transform LAUS from a “stub-end” station, to a “run-through” station by extending tracks south over the US 101 freeway, resulting in reduced travel times, particularly for Pacific Surfliner passengers traveling through Los Angeles. Link US will also reconfigure station entry tracks and station boarding platforms to improve efficiency, and create a new passenger concourse with improved retail, food and passenger waiting areas. Metro is also working with CHSRA to explore options to incorporate future HSR service at LAUS.

### SCORE Program

The SCORE program is a multi-year, \$10 billion program managed by Metrolink to upgrade the regional rail system in Ventura, Los Angeles, Orange, San Bernardino, and Riverside Counties to meet the current and future needs of the traveling public. The SCORE program is more than just adding tracks, grade separations and upgrading signal systems across the Metrolink system. The vision is to provide the infrastructure necessary to operate more trains with greater frequency and reliability, making regional rail travel easier and more convenient. The LOSSAN Agency is an important partner in this program, working with Metrolink, BNSF, Caltrans, CHSRA, and CalSTA in the development of a phased implementation strategy for the program that begins the integration of the regional passenger rail services, aligning with the operating strategies identified as part of the LOSSAN optimization study, and allows for the eventual introduction of high-speed rail as part of the regional rail network.

### High-Speed Rail Connection

The HSR system is planned to be an integral component of the statewide passenger rail system, and key to the statewide network integration effort. The passenger rail services along the LOSSAN rail corridor serve as a backbone for transportation throughout the central and southern California coastal regions. As such, the LOSSAN rail corridor will provide critical connections to support and compliment the HSR system in whatever form it eventually takes. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service.

**Figure 7.1: California High-Speed Rail Statewide System**



Source: CHSRA, 2019

The CHSRA's most recent Business Plan continues to recognize the interregional importance of the Burbank to Anaheim segment of the HSR system and the need to make strategic investments that will help link rail systems together over time. As originally planned, Phase 2 of the CHSRA project will extend HSR from Los Angeles to San Diego via an inland route. This would change the role of the Pacific Surfliner into more of a feeder route to HSR, particularly for coastal communities in Orange and San Diego counties.

## Chapter 8: Passenger Amenities

The LOSSAN Agency has worked with Amtrak to implement initiatives designed to improve the overall passenger experience. This chapter focuses specifically on enhancements to passenger services and amenities that have been prioritized by the LOSSAN Agency for the Pacific Surfliner service in FY 2024-25 and FY 2025-26.

### Onboard Amenities

**Bicycle Storage:** Each Pacific Surfliner train has storage space for seven bicycles in the cab car. Passengers can reserve a spot for their bicycle free of charge when they book a train ticket. The LOSSAN Agency is leading efforts to expand onboard bicycle storage by creating space for three additional bicycles. The expansion would make it possible to accommodate larger bicycles, such as tandem bikes, which have not been previously allowed onboard. The modifications to allow for the larger bicycles are currently ongoing, with one car already completed. The LOSSAN Agency continues to work with Amtrak to evaluate ways to improve the bicycle reservation process for Amtrak multi-ride ticket holders. Efforts at expanded bicycle reservations to Metrolink Rail 2 Rail passengers have thus far not been successful as reservations are tied to passenger reservations, which does not exist with Rail 2 Rail passengers.



**Business Class:** Business Class is a popular amenity on the Pacific Surfliner. The reserved service provides a guaranteed seat for passengers, onboard assistance from a dedicated attendant, and bonus Amtrak Guest Rewards points. The Business Class cars have recently been refreshed to improve the passenger experience for those who choose to upgrade to this service. The refresh included leather upholstery for the seats, new carpeting and curtains. Self-serve coffee, tea, and pastries are offered in the morning, and at-seat snack and beverage service are provided in the

afternoon. Passengers also receive priority boarding at the Santa Fe Depot in San Diego. The LOSSAN Agency will explore updates to the Business Class food and beverage offerings, which may include the addition of new items, a broadened selection, and at-seat ordering.

**Checked Baggage:** Pacific Surfliner trains do not currently offer checked baggage service at stations. Checked baggage was suspended at the height of the COVID-19 pandemic due to Amtrak ticket window closures and reduced travel demand and has continued due to cost and staffing constraints. LOSSAN Agency staff continues to work with Amtrak in developing a

sustainable staffing plan to allow for the reopening of some stations and the restoration of checked baggage at these stations.

**Comfortable Seating:** All Pacific Surfliner trains offer reclining seats in both Business Class and Unreserved Coach. The LOSSAN Agency continues to work closely with Amtrak to upgrade the seat cushions in a majority of Unreserved Coach cars as well, utilizing repurposed equipment from Amtrak's Acela service. Most seats have a leg rest and drop-down tray table, as well as overhead lights and access to power outlets. Power outlets are available at each seat to allow for the charging of mobile devices or other electronics. Group seating is available for parties of three or four.



**Food and Beverage:** Packaged snacks, light meals, soft drinks, and alcoholic beverages are available for sale in the onboard Market Café. The LOSSAN Agency, in partnership with Amtrak, regularly introduces new food items and local craft beers through menu “refreshes”. The seasonal menu updates have led to a net increase in food and beverage revenue, as well as overall customer satisfaction. Prior data collected on food and drink preferences indicate a strong preference for menu items to accommodate a range of dietary restrictions, as well as items that are locally sourced

and organic. Previous plans to refresh the menu were put on hold during the corridor closures and the cost saving measure needed during the state budget crisis. Throughout FY 2024-2025, the LOSSAN Agency will continue work to update and expand the Market Café menu in response to the needs and wants of our passengers, as well as explore sustainable packaging for fresh food products.

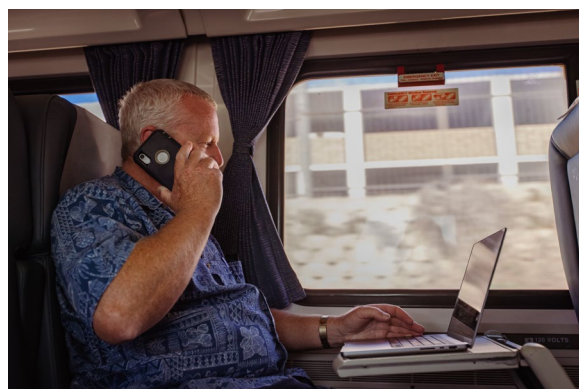
**Pet Reservations:** Passengers may include a paid reservation for their small dog or cat when booking a ticket. There is a limit of five pet reservations per train (coach seating only), not counting service animals. In addition, pets must be in a carrier and weigh less than 20 pounds. The program continues to be well utilized. A number of positive comments have been received from customers, many indicating that the ability to bring a pet with them has increased their mobility as they are transit dependent.



**Restrooms:** Pacific Surfliner train cars have restrooms that feature electric hand dryers, soap dispensers, handrails, flushing toilets, running water, and infant diaper changing tables. There is a large, handicap-accessible restroom on the lower level as well as smaller restrooms on the upper level.

**Sanitizer and Wipes:** At the height of the pandemic, the LOSSAN Agency worked with Amtrak to install sanitizing stations onboard all Pacific Surfliner trains. At key locations throughout the train, passengers have access to a variety of protective products including alcohol-based hand sanitizer and antibacterial surface wipes. Packaged cleansing towelettes, which were available previously, are also stocked in the café car. These items will continue to be available onboard.

**Wi-Fi:** All Pacific Surfliner trains offer complimentary Wi-Fi service, which is a popular passenger amenity that distinguishes the Pacific Surfliner from other train services that operate along the corridor. The LOSSAN Agency worked with Amtrak and Caltrans to install new hardware on Pacific Surfliner trains that made the onboard Wi-Fi faster, more reliable, and capable of handling higher-bandwidth activities. Additional options are being explored to further improve the quality of onboard Wi-Fi service, such as offering paid upgraded Wi-Fi service that would allow for streaming of entertainment.



## Service Amenities

**Accessibility:** Pacific Surfliner trains are accessible to passengers with disabilities. The lower level of each train car is reserved for passengers with disabilities, as this level has space for wheelchairs and a wheelchair-accessible restroom. Passengers can specify during the booking process if they will need assistance in boarding or detraining. Service animals that are trained to perform a specific task for the benefit of a person with a disability are permitted in all areas where passengers are allowed.



**Customer Communication:** The LOSSAN Agency continues to have an active presence on social media and has seen a consistent growth in followers on all Pacific Surfliner social media pages. Through these channels, LOSSAN Agency staff highlights service adjustment details, travel tips, safety updates, and inspiration for travel using the Pacific Surfliner. Through an ongoing collaboration between the LOSSAN Agency and Amtrak, real-time service alerts are shared on the @PacSurfliners X (formerly Twitter) channel to inform customers of delays, cancellations, and

other issues that may affect their trip. This complements other channels used by Amtrak to provide train status information, including announcements at staffed stations, Passenger

Information Display System signs on station platforms, and online through the “train status” feature on Amtrak.com and the Amtrak mobile app. The LOSSAN Agency will continue to collaborate with Amtrak to enhance the availability of information to passengers through push notifications, emails, and other channels. The LOSSAN Agency will also explore options to use passenger data retained by Amtrak to send follow-up correspondence to passengers after major delays that explains the cause of the delay and acknowledges the inconvenience they experienced.

**Flexible Fares:** To give passengers more options in managing their travel plans, Pacific Surfliner fares fall under the “Flexible Fares” category in the Amtrak booking system. As “Flexible Fares”, Pacific Surfliner tickets can be cancelled with a full refund to original form of payment with no fees if canceled before departure. There are also no change fees. Under the previous “Value Fares” category, there was a 25 percent fee charged if a trip was cancelled more than one hour after purchase. Amtrak has been waiving cancellation fees on a temporary basis during the ongoing pandemic, but this change will ensure that the flexibility will remain into the future. These options will remain even with the implementation of the Demand Pricing Model pilot.

**Joint Promotions:** The LOSSAN Agency continues to foster relationships with partners across Southern California to provide additional incentives to ride the Pacific Surfliner. Special ticket offers are available to Pacific Surfliner riders at attractions such as the Disneyland Resort and the San Diego Zoo. There are also regional discounts in Santa Barbara and San Luis Obispo Counties for visitors who arrive by train. The LOSSAN Agency continues to look for opportunities to grow existing partnerships and identify new ones with relevant destinations and organizations along the rail corridor.



**Loyalty Program:** Amtrak currently offers the Amtrak Guest Rewards (AGR) program that provides a mechanism for customers to earn points on travel that can be redeemed for reward train travel, hotels, car rentals, gift cards, and more. Over the course of 2023, the LOSSAN Agency has been working with Amtrak to improve the passenger experience as it relates to the AGR program. Positive results have come from these efforts. The points necessary to redeem for travel rewards has been lowered significantly, and the LOSSAN Agency is working with Amtrak to simplify the reward redemption process. In addition, the LOSSAN Agency intends to continue to explore the feasibility and practicality of implementing a directly managed customer loyalty program that complements the AGR program. Enhanced incentives would encourage first-time passengers to continue riding the Pacific Surfliner and promote the train as a viable transportation option to key destinations throughout Southern California. A directly managed program would also improve the quality of data collected by the LOSSAN Agency related to passenger demographics and travel behavior.

**Rail 2 Rail Program:** The LOSSAN Agency will continue to work with Amtrak, Metrolink, and NCTD to offer a Rail 2 Rail program benefit to customers that provides an equitable reimbursement rate to the Pacific Surfliner for carrying Metrolink and COASTER pass holders

on state-funded intercity trains. The program provides more departure options for customers traveling along the rail corridor. The shared use or “codeshare” arrangement under Rail 2 Rail allows all Metrolink ticketholders, regardless of ticket type, to utilize four specific Pacific Surfliner trains traveling between Los Angeles and Ventura. In October 2023, the codeshare arrangement with Metrolink was modified for a pilot program that now includes all trains between those stations. The pilot will extend through April 2024 and can be extended by mutual agreement. This provides more opportunities for ridership north of Los Angeles and increases options for travelers in Los Angeles and Ventura Counties.

**Special Event Service:** The LOSSAN Agency will work with Amtrak to expand Pacific Surfliner service to special events that draw large crowds including the Del Mar Racing Season, San Diego Comic-Con, and major sporting events and festivals. To accommodate anticipated demand, the LOSSAN Agency will also ensure that appropriate resources (rolling stock, staffing, etc.) are available.

**Transit Transfer Program:** The Pacific Surfliner Transit Transfer Program was implemented in 2016 as a result of a successful Transit and Intercity Rail Capital Program (TIRCP) grant, and offers seamless connectivity to local public transit services along the LOSSAN rail corridor. Originally intended as a one-year pilot program, this program was extended using remaining TIRCP funds. Although the grant funds have now expired, the LOSSAN Agency has continued the program using annual operating funds. The LOSSAN Agency is working with local transit providers to refine and possibly expand the program as well as increase marketing efforts.



## Station Amenities

**Station Host Program:** The LOSSAN Agency will investigate the feasibility of launching a pilot program to provide station ambassadors at select Pacific Surfliner stations, including best practices from other state-supported Amtrak routes with similar programs. The station host program would assign trained volunteers to provide service-related information at select Pacific Surfliner stations.

**Station Improvements:** Using previous studies and input from member agencies and station owners, the LOSSAN Agency prepared a Capital Improvements Program (CIP) that includes several station-related improvements that are candidates for minor capital program funds, as well as state and federal safety and security funds, State Rail Assistance (SRA) Program funds, and future Transit and Intercity Rail Capital Program (TIRCP) funds. The CIP (as detailed in Chapter 5) prioritizes funding for station and platform improvements, including enhanced wayfinding signage at Pacific Surfliner stations and safety upgrades.

## Chapter 9: Equipment

The cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were purchased by the State of California in 2002 to supplement the Amtrak owned fleet by adding seating capacity and additional Pacific Surfliner service. To further support service growth and demand, several Superliner cars from Amtrak's long-distance fleet have also been leased over the years.

As a result initially of the COVID Pandemic, service has been reduced from 26 daily Pacific Surfliner trips using 10 train sets, to 20 daily Pacific Surfliner trips using 8 train sets. A typical train set consists of one locomotive and six passenger cars, including one business class car, one Superliner flex car for additional business class or coach seating, one Café car with coach seating, two coach cars, and one cab/baggage car with additional coach seating. This typical train set provides approximately 487 passenger seats. Additional passenger cars are added when available to accommodate anticipated increases in demand associated with holidays and special events.

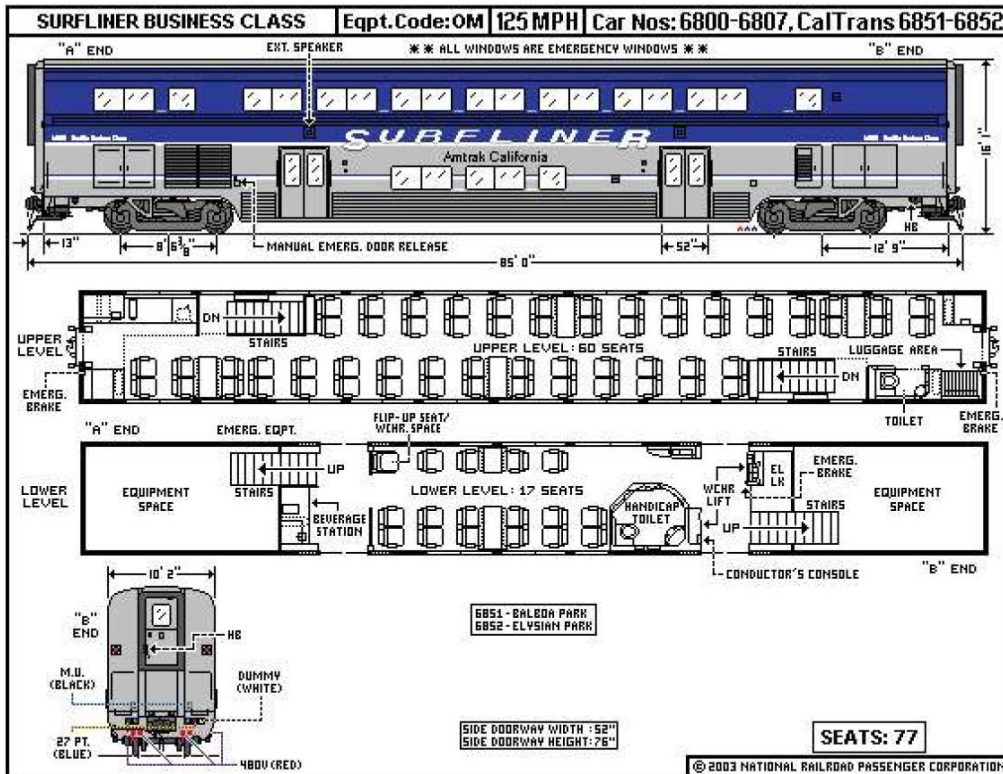
A description and schematic layout of the types of bi-level cars that are used most often in Pacific Surfliner service are provided in Table 9.1 and associated Exhibits.

**Table 9.1: Pacific Surfliner Fleet Description**

Type	Car Description	Seating Capacity <sup>1</sup>
Surfliner Business Class	Reserved seating on upper and lower levels with dedicated attendant; complimentary at-seat snack and beverage service	74
Superliner Flex Business Class or Coach	Upper level used for business class or coach seating. Additional seating on the lower level that can also be used for business class or coach ADA	74 to 96
Superliner Sightseer Café	Lounge and booth seating on upper level and Café area with food and beverage service on lower level	70
Surfliner Café	Unreserved coach seating on upper level; booth seating and Café area with food and beverage service on lower level	83
Surfliner Coach	Unreserved seating on upper level with limited seating for seniors/disabled on lower level	90
Surfliner Cab/Baggage	Unreserved seating on upper level and cab area for engineer to operate train; limited senior/disabled seating, bike rack accommodating seven bikes, and secured area for storage of checked baggage on lower level	76

<sup>1</sup> Some Superliner cars used as either the second business class car or coach have 96 seats.

### Exhibit 9.1: Pacific Surfliner Business Class Car



Note: Business class cars have been reconfigured to add a lower level luggage rack and improved lower-level seating, resulting in a net reduction of five seats, for a total of 72.

### Exhibit 9.2: Pacific Surfliner Café Car

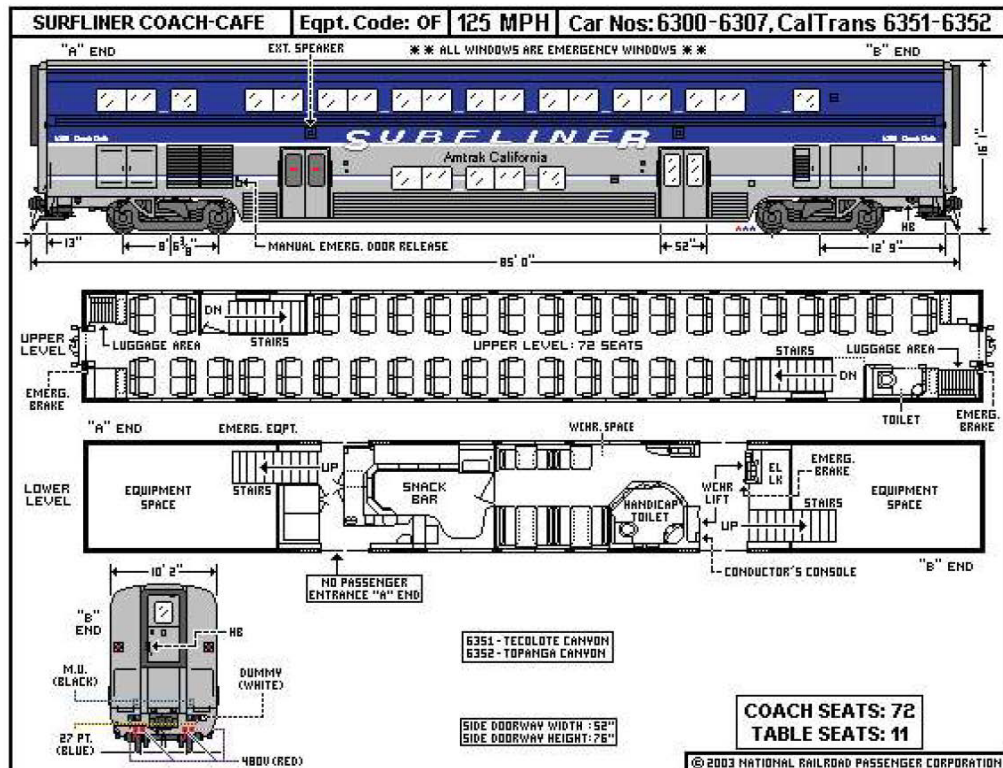


Exhibit 9.3: Pacific Surfliner Coach Car

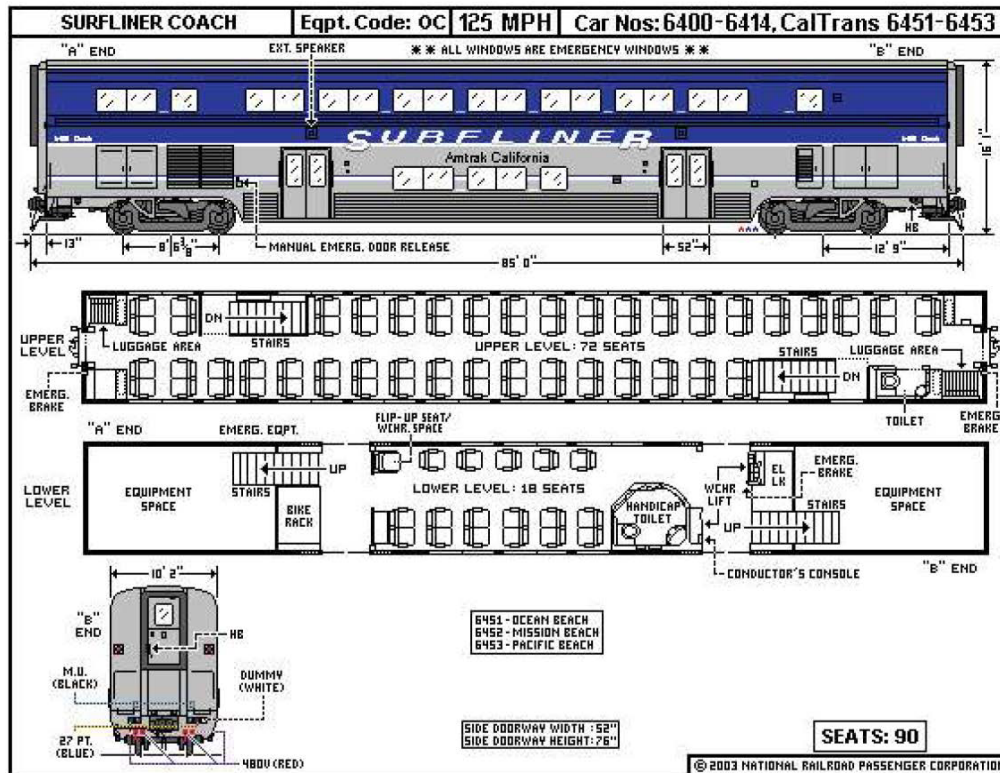
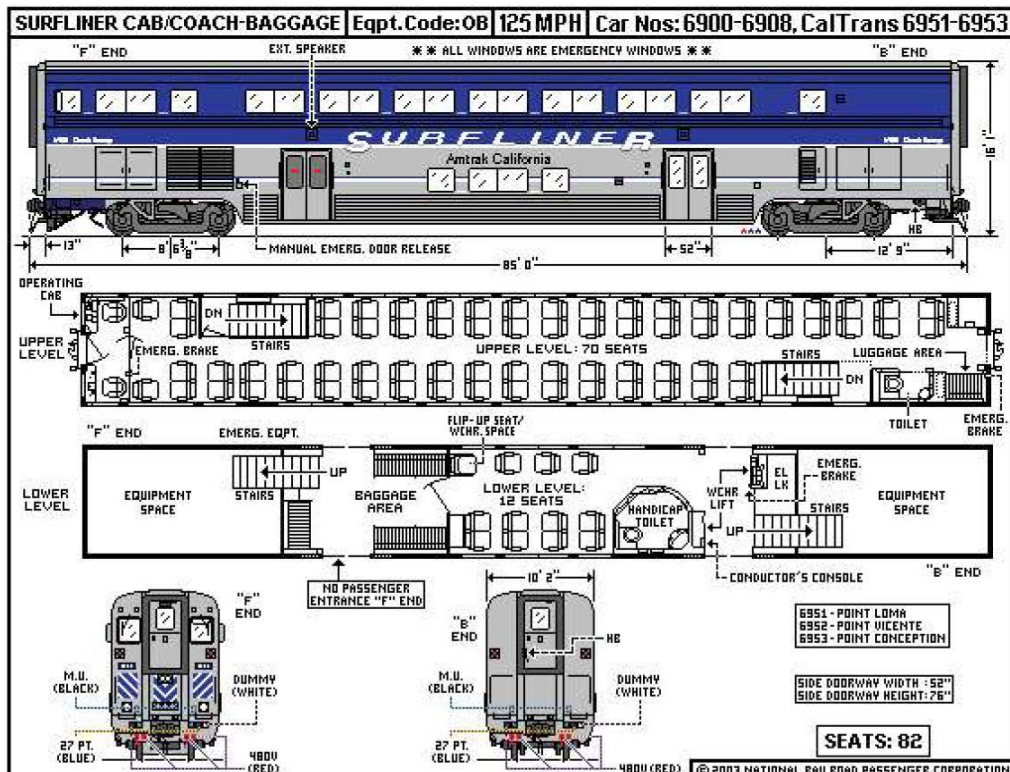
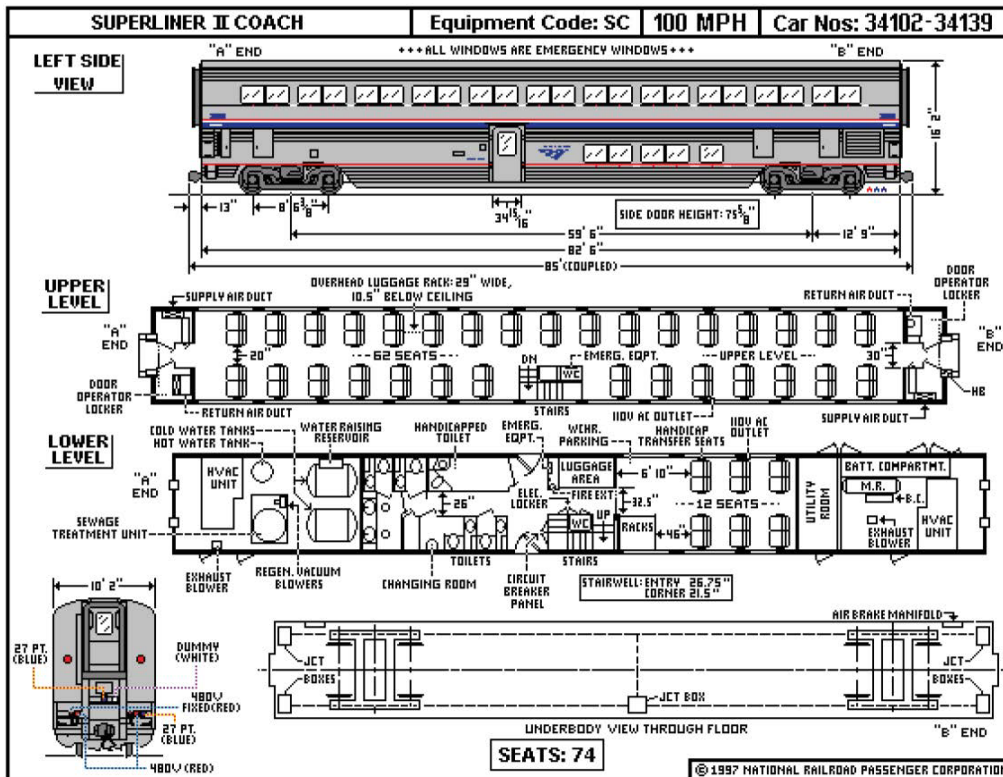


Exhibit 9.4: Pacific Surfliner Cab/Baggage Car



### Exhibit 9.5: Pacific Surfliner Superliner Coach Car



The locomotives and passenger cars used to provide the Pacific Surfliner service have historically been primarily owned by Amtrak and leased by Caltrans for use on the service. The lease fees and capital equipment charges associated with the Amtrak-owned equipment are included in a separate agreement between Caltrans and Amtrak.

Included in the Pacific Surfliner fleet are 52 bi-level Surfliner passenger cars, 13 of which are owned by the State of California and the remaining 39 by Amtrak. In addition to the 52 Pacific Surfliner or California-branded bi-level cars, the State of California, through Caltrans, leases (11) eleven Amtrak-owned bi-level Superliner coach cars, and one Superliner Sightseer Café car for the California State Supported Services. Currently nine of the bi-level Superliner coach cars and the Superliner Sightseer Café car are utilized for Pacific Surfliner service. These cars are typically used on Amtrak's long-distance trains but have been modified to run in "push-pull" operation and have also been equipped to support the Wi-Fi service offered on Pacific Surfliner trains. Eight of these



Siemens Charger Locomotive, Source: LOSSAN

Superliner cars are regularly used on the Pacific Surfliner service as a flex car for additional business class or coach seating with the remaining two being used to rotate the eight regular cars out for maintenance.

In 2021, all legacy locomotives that provided power to the Pacific Surfliner service were fully replaced with state-owned Siemens Charger SC-44 locomotives. These locomotives meet EPA Tier-4 emissions levels, significantly reducing the greenhouse gas and diesel particulate emissions along the entire route. Beginning in 2023, these locomotives now operate exclusively on renewable diesel fuel, further benefiting the environment. Amtrak also routinely positions a spare “protect” locomotive in San Diego and Los Angeles that is available to assist in the event a train encounters a mechanical issue. A summary of the equipment currently used to provide daily Pacific Surfliner service, and its ownership, is provided in Table 9.2.

**Table 9.2: Pacific Surfliner Equipment Breakdown for FY2023-24**

	FY2023-24	
	State-Owned	Leased from Amtrak
Surfliner Cab Car	3*	8
Surfliner Coach	6	15
Surfliner Business Class	2	8
Surfliner Café Car	2	8
Superliner Coach	0	9
Superliner Sightseer Café Car	0	1
<b>Total Rolling Stock</b>	<b>13</b>	<b>49</b>
Siemens Charger SC-44	14	0
<b>Total Locomotives</b>	<b>14</b>	<b>0</b>

Source: Caltrans and LOSSAN, 2021

\* One cab car incurred significant damage in a vehicle strike in December 2023 and is not currently available for use in service.

### Overhaul of Equipment

Nearly 80 percent of the bi-level passenger cars used on the Pacific Surfliner are owned by Amtrak. This makes it difficult at times to implement in an expeditious manner any improvements or overhaul programs to the passenger cars desired and expected of our passengers (such as installation of more current and informative passenger information systems). By comparison, the fleets used on the Capital Corridor and San Joaquins are more than 90 percent owned by the State of California already. The LOSSAN Agency, in coordination with Caltrans, are continuing to evaluate the possibility of purchasing the remaining 39 Surfliner bi-level cars and some additional Superliner bi-level cars currently owned by a private third-party. Purchasing the equipment, will allow for the cars being used on the Pacific Surfliner to better integrate into the statewide fleet management plan and allow for the sharing of resources more easily and efficiently with the other two state-supported corridors.

In 2023, SJJPA, under agreement with Caltrans, the LOSSAN Agency and CCJPA, began overseeing the contract to overhaul and rebuild the wheel trucks of all state-owned bi-level cars. With the equipment over 20 years old, this overhaul of the wheel trucks is necessary to continue ensuring a positive passenger experience by maintaining a smooth ride and safe operation. This project is anticipated to take several years to complete, performing the work on only two cars at a time to limit service disruptions for the three state-supported services.

### New Equipment

Caltrans, along with the Illinois Department of Transportation, received federal funds through the High-Speed Intercity and Passenger Rail competitive grant program to procure new rolling stock for California's three state-supported intercity rail services. In December 2011, the California Transportation Commission approved the allocation of \$42 million of Prop 1B funds as a local match to \$168 million in federal funds for both railcars and locomotives. In November 2012, Caltrans awarded a \$352 million contract to Sumitomo Corporation of America to build new railcars that meet the federal standards required of the Next Generation Equipment Committee. Design and testing issues led to delays in the production of the new railcars and ultimately Siemens was chosen as a subcontractor to provide a total of 137 single-level Venture passenger railcars, including 49 for use on the San Joaquins route in California. The first trainset was put into revenue service in December 2023. These railcars meet Buy America provisions and are being manufactured in Sacramento and will be operated on the San Joaquins route, freeing up the existing bi-level passenger car equipment used on the San Joaquins for use to further restore and hopefully expand service on the Capitol Corridor and Pacific Surfliner routes.

### Fleet Redeployment Plan

In June and December of 2022, a working group comprised of staff representing the LOSSAN Agency, CCJPA, SJJPA, and Caltrans met to discuss how best to redeploy the bi-level fleet as the Siemens Venture car trainsets were put into revenue service on the San Joaquins. The fleet redeployment plan developed by the working group identifies the number and classification of bi-level cars to be redeployed from northern California to southern California as each single-level Venture car set is put into revenue service on the San Joaquins.

Once all the Venture car trainsets are placed into revenue service, the fleet redeployment plan currently identifies 16 additional bi-level cars to be added to the Pacific Surfliner fleet, for a new total of 29 state-owned and 49 Amtrak-owned cars. These additional cars are sufficient to restore Pacific Surfliner service to pre-COVID service levels.

In addition, use of the Venture car trainsets on the San Joaquins may also allow for additional equipment to be deployed to southern California. With the request from Santa Barbara and Ventura for the restoration of peak period commuter service to help to mitigate the traffic impacts associated with the multi-year construction planned for US Highway 101, additional equipment will be necessary.

## Equipment Maintenance

The primary maintenance facility for all Pacific Surfliner rolling stock is currently Amtrak's Los Angeles Maintenance Facility located adjacent to the LOSSAN rail corridor near downtown Los Angeles. This facility includes locomotive and vehicle repair shops that perform safety inspections, servicing, and maintenance of all Amtrak locomotives and rolling stock. Amtrak utilizes smaller servicing facilities in Goleta and San Luis Obispo for fueling, cleaning, and overnight train inspections. In San Diego, these services are performed at the Santa Fe Depot, while in San Luis Obispo and Goleta, the Pacific Surfliner trainset is stored on a designated layover and servicing track separate from the station. The Los Angeles maintenance facility is owned by Amtrak, while the San Diego, Goleta and San Luis Obispo facilities are through long-term lease agreements with the right-of-way owners.



Expansion of the facilities in San Diego, Goleta and San Luis Obispo is currently under the planning or design phase. The expansion or relocation of these facilities is necessary to support additional service growth on the Pacific Surfliner and allow for a more flexible and robust maintenance program that does not require all trainsets to rotate into the Los Angeles Maintenance Facility once every four days, which limits the flexibility of how the existing equipment can be utilized.

Amtrak is currently responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating agreement with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet, particularly the 13 state-owned railcars and 14 Siemens Charger Locomotives. This relationship is further defined in the Equipment Lease Agreement between Caltrans and the LOSSAN Agency, which is included as an appendix to the ITA.

The LOSSAN Agency is also responsible for ensuring the Pacific Surfliner fleet is operated and maintained to the high standards of reliability, cleanliness, and safety set by Amtrak and the state on a day-to-day basis. LOSSAN Agency staff continue to participate in weekly meetings with Amtrak, Caltrans and the other JPA's on improving the overall performance and availability of the fleet. The LOSSAN Agency will continue to work closely with Caltrans and Amtrak into FY 2024-25 to refine the maintenance and operations programs to further improve the reliability, safety, and the cost-effectiveness of the fleet.

Caltrans is responsible for overseeing wreck repair and also participating in the oversight of modifications to state-owned equipment. Additionally, Caltrans is responsible for statewide fleet planning and deployment of equipment between the three state-supported intercity rail corridors (Pacific Surfliner, Capitol Corridor, San Joaquins) in consultation with each agency.

### Amtrak Thruway Bus Service

At the request of the LOSSAN Agency, Amtrak manages the contracts with private bus companies to provide the state-funded Amtrak Thruway bus services connecting to the Pacific Surfliner route, and the private bus operators provide the vehicles used in the service, which must comply with specified requirements, including Wi-Fi accessibility, electronic destination signs, a restroom, and power outlets.



## Chapter 10: Marketing



The marketing plan outlined for FY 2024 and 2025 aims to boost ridership and revenue for the Pacific Surfliner. The strategy focuses on enhancing brand awareness among target audiences and influencing their travel choices. The plan is focused on prioritizing measurable and trackable marketing initiatives to maximize return on investment and recover ridership after steep declines due to the COVID-19 pandemic and the San Clemente track closure.

In FY 2024-25, the LOSSAN Agency marketing program will advance established objectives while introducing new initiatives. The approach involves continuous measurement and optimization of strategies introduced in FY 23-24 to increase ridership and build brand awareness.

Emphasizing data-driven initiatives, the LOSSAN Agency will implement processes for ongoing data collection and evaluation. This will refine target audiences and increase awareness of the Pacific Surfliner brand. The focus will be on specific segments:

- Individuals between the ages of 18 to 45, interested in domestic leisure travel
- Families near Pacific Surfliner stations
- Children and students
- Seniors
- Spanish-speaking households
- Business travelers attending conferences at key destinations accessible by the Pacific Surfliner
- Individuals traveling to key destinations and events near Pacific Surfliner stations
- Customers who have ridden the train in the past 12 months

For each marketing campaign, the LOSSAN Agency will conduct monthly reviews, adjusting programs for continuous improvement for return on investment, trip bookings, and other key performance indicators.

The marketing goals for FY 2024-25 and FY 2025-26, along with planned tactics, are outlined below:

### Marketing Goals and Tactics

**Increase ridership among new and returning riders:** Grow the number of new riders through targeted advertising to key audiences with high ridership potential. Incentivize existing customers to ride more often.

#### *Tactics:*

- Develop integrated advertising and outreach campaigns for potential new customers within target audiences.
- Pilot incentive programs to increase student and child ridership.
- Expand targeted email campaigns and social media advertising to encourage repeat ridership and frequency of travel.
- Maintain a focus on equity and identify opportunities to expand accessibility of the Pacific Surfliner service to all members of the community.
- Explore the development of a loyalty and rewards program for Pacific Surfliner to encourage repeat ridership.
- Partner with events and venues to create integrated marketing efforts similar to the successful X Games and Visit Ventura partnership in FY 23-24.



**Increase awareness of the Pacific Surfliner brand:** Rebuild and expand awareness of the Pacific Surfliner brand to regain ridership that was lost during the prolonged pandemic and months-long track closure in San Clemente.

#### *Tactics:*

- Generate media interest through targeted public relations campaigns.
- Maintain a robust media contacts list and distribute press releases regularly.
- Explore and test new marketing channels and work with bloggers, podcasters, and online influencers to promote visibility and awareness of Pacific Surfliner to new and younger audiences.
- Expand brand awareness through partnerships with Convention and Visitors Bureaus, cities, sports teams, attractions, event venues, and others.
- Refine digital marketing and social media channels for creative content and increased engagement.

**Grow paid and owned marketing efforts:** Maximize digital platforms for paid and owned media by focusing on measurable marketing efforts that lead to increased sales and referrals to Amtrak.com.

*Tactics:*

- Maximize digital platforms for measurable marketing efforts. Expand pay-per-click (PPC) advertising to increase ridership as well as the percentage of ticket sales that initiate at PacificSurfliner.com.
- Enhance website content for improved reach and search engine optimization.
- Refine email marketing efforts to build direct relationships with customers, increase return ridership, and improve customer retention.
- Expand reach though social media channels such as Instagram, TikTok, Facebook, YouTube, and Twitter.



**Grow statewide rail ridership:** Continue to collaborate with the other joint powers authorities (JPAs) in California to develop coordinated marketing efforts that promote rail travel throughout the state.

*Tactics:*

- Collaborate with the other JPAs on building out the AmtrakCalifornia.com website. The three JPAs collectively purchased the domain in FY 23-24 as this branding is prominent on existing equipment.
- Remain engaged with the State Amtrak Intercity Passenger Rail Committee (SAIPRC) Marketing Working Group to collaborate with other managing agencies for state-supported Amtrak routes across the country.

**Enhance passenger communications:** Continue to communicate service updates with customers in a timely manner.

*Tactics:*

- Regularly share informational messages and critical passenger updates regarding service impacts to both customers planning trips and passengers in transit via the Pacific Surfliner website, social media accounts, and other relevant channels.
- Work with Amtrak to explore ways to build on these efforts through integrations with other channels such as texting and the Amtrak app. Clear, timely, and transparent notifications help improve customer satisfaction.

## Chapter 11: Annual Funding and Separation of Funding

The annual funding process for the three state-supported intercity passenger rail corridors starts with Caltrans DRMT's initial funding request in the State's FY budget. Once the State's budget is approved and funds have been included for the service, CalSTA is responsible for allocating the funds to each of the three intercity passenger rail corridors through the approval of the annual business plans. Simultaneously with this process, the LOSSAN Agency negotiates with Amtrak regarding the operating and maintenance contract, which is managed on a FFY basis (October – September). The current Amtrak agreement was executed on an annual basis covering FFY 2023-24. A new Amtrak operating agreement is anticipated to be executed for FFY 2024-25.



Every year, the LOSSAN Agency will present a proposed budget to the LOSSAN Board for approval, covering the administration, marketing, and operations of the Pacific Surfliner. Consistent with this budget, a funding request will be included in the annual business plan for submittal to the Secretary of CalSTA by April 1 of each year. The LOSSAN Agency will submit its annual business plan, including a draft funding request, by April 1, 2024. An updated funding request may follow by June 30, 2024, incorporating final operating revenue and expense estimates from Amtrak and forecast modeling jointly developed with Caltrans DRMT and the two other California JPAs.

State funding for operations of all three intercity rail corridors is provided through the Public Transportation Account, which is funded primarily through the state sales tax on diesel fuel.

### FFY 2024-25 and FFY 2025-26 Operating Funding Request

The total net State funding proposal for FY 2024-25 is \$62,687,260, encompassing both the net operating subsidy and funding for administrative and marketing activities. The estimated net Amtrak operating subsidy is \$53,260,160, based on the assumption of restoring approximately 95-percent of the pre-COVID pandemic service levels. However, reinstating the two round trips between San Diego and Los Angeles is subject to the availability of funding, equipment, and crews. Additional information on restoring services levels is provided in Chapter 3.

The total net State operating funding request encompasses \$57,000 for transit connectivity and integration. This figure includes projections for the ongoing Transit Transfer Program.

The business plan anticipates that Caltrans DRMT will maintain a separate contract with Amtrak, directly funding equipment capital charges for Amtrak-owned railcars and locomotives on the three

state-supported rail corridors. Consequently, these equipment capital charges are not part of the operating agreement between Amtrak and the LOSSAN Agency.

Furthermore, an additional request for supplemental funding of \$500,000 is proposed for minor projects. This amount is in line with new FY 2024-25 funding and aligns with requests from previous years.

For FY 2025-26, the total net State funding proposal is set at \$64,772,835, including an anticipated net Amtrak operating subsidy of \$55,053,935. This subsidy estimate is based on the goal of fully restoring service levels to pre-pandemic standards, aiming for a total of thirteen round trips between San Diego and Los Angeles, thereby enhancing regional connectivity and transit efficiency.

#### FY 2024-25 and FY 2025-26 Administrative and Marketing Funding Request

In addition to Amtrak's contract costs for operating and maintaining the Pacific Surfliner service, there is an administrative component that is filled by OCTA as the LOSSAN managing agency. The LOSSAN Agency employs a select number of essential staff roles, supplemented by OCTA staff as required. This approach ensures that both the LOSSAN Agency and the state derive maximum value at minimal cost, funding only the necessary services and support essential for administering the Pacific Surfliner service.

OCTA continues to provide a host of services through the support function including:

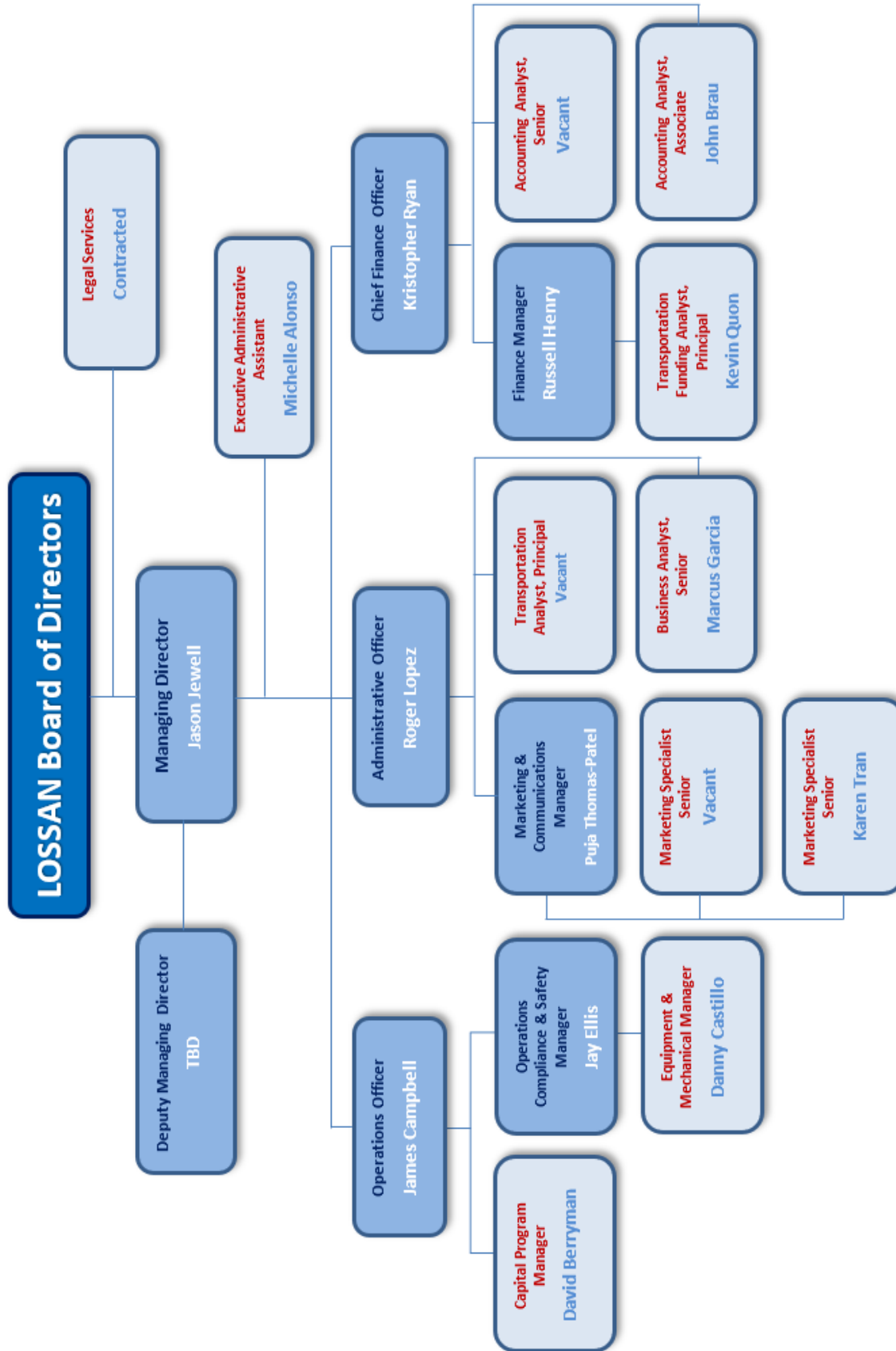
- |   |                        |
|---|------------------------|
| • Contracting and Procurement                   | • Marketing            |
| • Financial Management and Budget               | • Operations           |
| • General Administrative Services               | • Planning             |
| • Human Resources                               | • Risk Management      |
| • Legal   | • Stakeholder Outreach |
| • Legislative Advocacy and Government Relations |                        |

The proposed administrative funding for FY 2024-25 is set at \$7,370,100. This includes \$6,019,200 allocated for managing agency administrative salaries at fully burdened rates, covering 18 full-time positions. Additionally, this funding incorporates an overhead rate as per the Managing Agency's Cost Allocation Plan (CAP). The administrative budget currently factors in employee performance-based salary increases, aligning with OCTA's FY 2023-24 standards and salary resolutions. However, this may be subject to revision during the OCTA's FY 2024-25 budget development, with potential updates to be reflected in the June 2024 funding request.

Furthermore, the LOSSAN Agency expects to offset direct administrative staff costs and other grant-related administrative expenses through grant funding reimbursements. It is proposed that any reductions in administrative fund usage due to these reimbursements will be reconciled bi-annually, subsequently decreasing the upcoming administrative fund payments to the LOSSAN Agency.

The dedicated staff positions necessary to support the LOSSAN Agency are included in the organizational chart in Figure 11.1 on the following page.

Figure 11.1: LOSSAN Rail Corridor Agency Organization Chart



Shared services provided by OCTA include: Contracts & Procurement, Human Resources, State & Federal Programming, Clerk of the Board, Risk Management, Information Technology, Government Relations and Finance.



For FY 2024-25, the proposed administrative funding request encompasses \$190,500 for legal, travel, membership dues, advocacy fees, and banking fees. Additionally, professional services funding is proposed at \$1,083,200. This includes \$1,050,000 allocated for consulting services in planning, engineering, modeling, grant writing, and project and construction management. The remaining \$33,200 is earmarked for audit and insurance brokerage services. Furthermore, the administrative fees include a yearly allocation of \$77,200 for insurance costs. These costs cover the LOSSAN Agency's general liability, errors & omissions, and crime insurance.

The FY 2024-25 marketing funding request is proposed at \$2,000,000, consistent with the operating service assumption of restoring service to pre-pandemic levels.

The LOSSAN Agency's funding request for net Amtrak operating costs, as well as administrative and marketing expenses for FY 2024-25 and FY 2025-26, is outlined in Table 11.2. For a detailed breakdown of the administrative funding request for these fiscal years, refer to Table 11.3 on the following page.

**Table 11.2: LOSSAN Rail Corridor Agency Net Operating, Administrative & Marketing State Funding Requests: FY 2023-24 Approved, FY 2024-25 and FY 2025-26 Proposed**

	FY 2023-24 Approved Funding	FY 2024-25 Proposed Funding	FY 2025-26 Proposed Funding
<b>Amtrak Operating</b>			
Total Amtrak Operating Costs	\$ 130,248,073	\$ 136,832,434	\$ 143,240,782
Total Amtrak Operating Revenue	\$ (79,221,062)	\$ (83,572,274)	\$ (88,186,847)
Net Amtrak Operating Costs (Expenses less Revenues)	\$ 51,027,011	\$ 53,260,160	\$ 55,053,935
<b>LOSSAN Funding Requirement</b>			
Net Amtrak Operating Costs <sup>1</sup>	\$ 51,027,011	\$ 53,260,160	\$ 55,053,935
Transit Connectivity and Integration <sup>2</sup>	\$ 40,000	\$ 57,000	\$ 57,000
LOSSAN Net Operating Funding Request	\$ 51,067,011	\$ 53,317,160	\$ 55,110,935
Administrative Funding Request	\$ 7,781,378	\$ 7,370,100	\$ 7,661,900
Marketing Funding Request	\$ 1,600,000	\$ 2,000,000	\$ 2,000,000
<b>Total LOSSAN Funding Request</b>	<b>\$ 60,448,389</b>	<b>\$ 62,687,260</b>	<b>\$ 64,772,835</b>
<b>Supplemental Allocations</b>			
Minor Projects Funding Request	\$ 500,000	\$ 500,000	\$ 500,000

<sup>1</sup> Additional service levels and available funding in FY 2024-25 will be evaluated in coordination with the State and JPA working group.

<sup>2</sup> Transit Connectivity and Integration includes funding for the continuation of the Transit Transfer Program.

**Table 11.3: LOSSAN Rail Corridor Agency Administrative Funding Request Detail: FY 2023-24 Approved, FY 2024-25 and FY 2025-26 Proposed**

LOSSAN Rail Corridor Agency Administrative Budget Detail (FY 2023-24 Approved, FY 2024-25 Proposed, FY 2025-26 Proposed)			
Expense Category	FY 2023-24 Approved Funding	FY 2024-25 Proposed Funding	FY 2025-26 Proposed Funding
Administrative Fees to Managing Agency	\$ 6,588,578	\$ 6,019,200	\$ 6,299,200
Professional Services - Legal	\$ 75,000	\$ 75,000	\$ 75,000
Professional Services - On Call Program Management	\$ 950,000	\$ 1,050,000	\$ 1,050,000
Professional Services - Audit	\$ 23,800	\$ 23,200	\$ 23,800
Professional Services - Insurance Brokerage	\$ 10,000	\$ 10,000	\$ 10,000
Insurance Premiums	\$ 60,000	\$ 77,200	\$ 88,400
Dues and Memberships	\$ 14,000	\$ 9,000	\$ 9,000
Federal Advocacy Fee	\$ -	\$ 44,000	\$ 44,000
Misc Expense	\$ -	\$ 2,500	\$ 2,500
Travel	\$ 60,000	\$ 60,000	\$ 60,000
<b>Total LOSSAN Funding Request</b>	<b>\$ 7,781,378</b>	<b>\$ 7,370,100</b>	<b>\$ 7,661,900</b>

### Grant Programs

Apart from the FY 2024-25 State funding request, the LOSSAN Agency's annual budget for the same fiscal year includes various grant revenues and expenses for operational programs and capital projects. From 2015 to 2023, the agency received \$342.3 million in Transit and Intercity Rail Capital Program (TIRCP) grants for multiple operating and capital improvements. Of this amount, approximately \$46.9 million in TIRCP funded projects is budgeted in FY 2024-25. These projects include capitalized track maintenance and incentives programs with North County Transit District (NCTD) and Union Pacific Railroad (UPRR), the environmental phase of the Ortega Passing Siding, and construction of both the Goleta Layover Facility and Canada Honda Bridge.

Additionally, the LOSSAN Agency has secured two rounds of State Rail Assistance (SRA) formula and competitive funds for corridor improvements. The first round includes \$13.9 million in formula funding and \$719,000 in competitive funding. On November 16, 2020, the LOSSAN Board approved a second round of formula funding totaling \$29.8 million, allocated over five years to four key projects that are expected to greatly benefit the entire corridor. For FY 2024-25, the agency anticipates using \$6.2 million of these funds, budgeting project expenses as required.

The FY 2024-25 budget also sets aside \$16.9 million in Prop 1B grant funds for the Canada Honda Bridge construction on UPRR territory and design and construction for the Camarillo station improvements.

Budget amendments for grant-funded projects will be presented to the LOSSAN Agency Board as needed, based on project timelines and new funding opportunities.

### Ventura-Santa Barbara Peak Period Commuter Service

As highlighted in Chapter 3, the initiative to restore the Ventura-Santa Barbara peak period commuter service is crucial for mitigating the traffic disruptions caused by construction on US Highway 101. Primarily aimed at serving commuters, this initiative is a joint venture spearheaded by the Santa Barbara County Association of Governments (SBCAG) and the Ventura County Transportation Commission (VCTC) to add one roundtrip between Goleta and Los Angeles. Diverging from the usual funding model reliant on the State of California's Public Transportation Account (CalSTA), this project will instead draw on a diversified pool of financial resources accessible to SBCAG and VCTC. Among these is the potential for securing Federal Transit Administration (FTA) formula grant funds, along with other funding mechanisms. Such grants are pivotal in bolstering public transportation systems that not only improve commuter mobility but also contribute to environmental conservation.

### California Passenger Information Display System (CA PIDS)

In alignment with the statewide efforts to enhance passenger rail services, the LOSSAN Agency acknowledges and appreciates the role of the Capital Corridor JPA (CCJPA) in managing the California Passenger Information Display System (CA PIDS). As detailed in the CCJPA's annual business plan, since October 2022, CCJPA has taken over the management responsibilities of the CA PIDS from Amtrak, ensuring continued high-quality information services for rail passengers across California. Importantly for the LOSSAN Agency, the financial arrangements for the management and operation & maintenance (O&M) of the CA PIDS are structured in a manner that does not impose direct costs on our agency. The CCJPA has secured additional annual supplemental allocations from Caltrans for special projects, including the CA PIDS, that benefit all California Intercity Passenger Rails (IPRs) but are primarily managed by CCJPA. For the fiscal year 2024-25, CCJPA is requesting funds to cover the vendor costs associated with the oversight, operations, and maintenance of the CA PIDS, as well as their labor costs for administrative management. This arrangement ensures that the LOSSAN corridor continues to benefit from the CA PIDS without incurring direct financial obligations.

### Separation of Funding

To ensure state funding for the Pacific Surfliner service is kept separate from funding for OCTA projects and programs, a separation of funding has been established within the LOSSAN managing agency. The funding received from the state is managed through the treasurer and controller of OCTA, as the managing agency. The JPA specifically calls for the treasurer to be the depository of funds and to have custody of all funds of the LOSSAN Agency. The LOSSAN Agency follows OCTA-established policies and procedures that fully comply with the generally accepted accounting principles. The LOSSAN Agency utilizes OCTA's existing accounting system, which is built on a robust platform, and has established a completely segregated accounting system for LOSSAN Agency-related business. This system and established policies/procedures, overseen by the treasurer and controller, as well as the LOSSAN Manager of Finance and Administration, will ensure the preservation of the state's investment and a completely accurate accounting for administration of the Pacific Surfliner service, as well as provide for an accurate and timely reconciliation and return of any surplus funds.

## Chapter 12: Government Relations and Legislative Advocacy

One of the benefits gained through local governance of the Pacific Surfliner service by the LOSSAN Agency is added flexibility in advocating for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services. In addition, the LOSSAN Agency can conduct targeted outreach to local governments and community organizations to help expand awareness of the services provided on the LOSSAN rail corridor and more directly respond to local needs. As the pandemic subsides, the LOSSAN Agency will continue work to ensure safety and rebuild ridership.

The key to successful advocacy is the ability to partner with stakeholders to jointly advocate for mutually beneficial policies. The LOSSAN Agency has worked closely with CCJPA, SJJPA, the CRCC, and RCTC, to jointly advocate for common policy positions. Additionally, the LOSSAN Agency remains active with CCJPA and SJJPA in California's Intercity Rail Corridors Linking Everyone (CIRCLE), a California intercity passenger rail coalition. This advocacy coalition seeks to educate federal policymakers on the unique nature of Amtrak state-supported services, raise awareness of California's growing passenger rail system and proposed investments, and build stronger relationships with intercity rail stakeholders.

The LOSSAN Agency will, as practical, participate in advocacy trips, either virtual or in-person, to Sacramento and Washington, D.C. to attend any select committees formed to discuss passenger rail issues and also participate in the State's and Amtrak Intercity Passenger Rail groups. The LOSSAN Agency and Board members will continue participating in meetings with key legislators representing the LOSSAN rail corridor delegation and Administration officials, allowing for the specific objectives of the LOSSAN Agency to be discussed in detail. These meetings are vital to generating a greater understanding of policy impacts on intercity rail and the need for greater recognition of the importance of the LOSSAN rail corridor in the overall Amtrak system. The annual legislative program adopted by the LOSSAN Agency Board provides overall guidance to LOSSAN Agency advocacy activities, and staff will continue to provide regular legislative updates and bill analyses to the LOSSAN Agency Board consistent with that program.

From both a national and state perspective, the LOSSAN rail corridor is underinvested, but could greatly enhance mobility in Southern California with additional funding for capital and operational improvements. Efforts will be made to pursue resources and funding that will provide for much needed investments in infrastructure. Specifically, it will be important to evaluate which new and existing programs may be the most beneficial to the LOSSAN Agency and allow for proactive planning to deliver rail improvements. Alongside maximizing funding available to benefit the LOSSAN rail corridor in the federal infrastructure package, the LOSSAN Agency will also be engaged in the continued implementation of California's transportation funding package, SB 1.

Staff will continue to provide legislative updates to the LOSSAN Agency Board on policy and regulatory issues of importance, including those related to implementation of the IIJA, state budget, and other federal funding or financing opportunities, and intercity rail policy matters. It is anticipated that the LOSSAN Agency will be focused on numerous policy issues at the state, federal, and local levels. These efforts fall under these primary categories:

- Secure sustainable funding
- Support the implementation of transportation policies that promote the adequate and equitable funding of rail transit and capital improvements, while ensuring transparency in the use of these funds.
- Seek opportunities to support connectivity and integration for the LOSSAN rail corridor, including with emerging rail corridors, services, and high-speed rail.
- Support efforts to fund infrastructure, service, and safety improvements, with a focus on resiliency.

The 2024 LOSSAN Legislative Program provides further detail on the LOSSAN Agency's legislative priorities, and includes four top priorities for 2024:

- Support efforts to pursue dedicated funding and long-term solutions for resiliency planning and infrastructure needs along the LOSSAN Corridor, including funding opportunities to address immediate impacts of sea level rise and coastal erosion.
- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects on the LOSSAN rail corridor, including the continued eligibility for the LOSSAN Agency to compete for state and federal funding.
- Support policies and programs that encourage efforts to rebuild intercity rail service to pre-pandemic levels and enable future expansion.
- Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.

At the local level, staff will continue to work with LOSSAN member agencies and local stakeholders to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Regular communication and outreach on service improvements and priority projects will foster a better understanding of issues faced along the LOSSAN rail corridor. Increased awareness of these services by local officials can then be leveraged to support consensus-based operational improvements and policy activities.

In addition to the specific priorities identified by the LOSSAN Agency Board, the LOSSAN Agency will continue to monitor policies impacting Amtrak service, including the development of the California High-Speed Rail project, and commuter rail services in the LOSSAN rail corridor. The need for cohesive policies to allow for integration of rail services within the state, and improved access from other transportation modes, has never been more evident as the state works toward achieving goals related to improved mobility, environmental sustainability, and safety.

## Chapter 13: Safety and Security



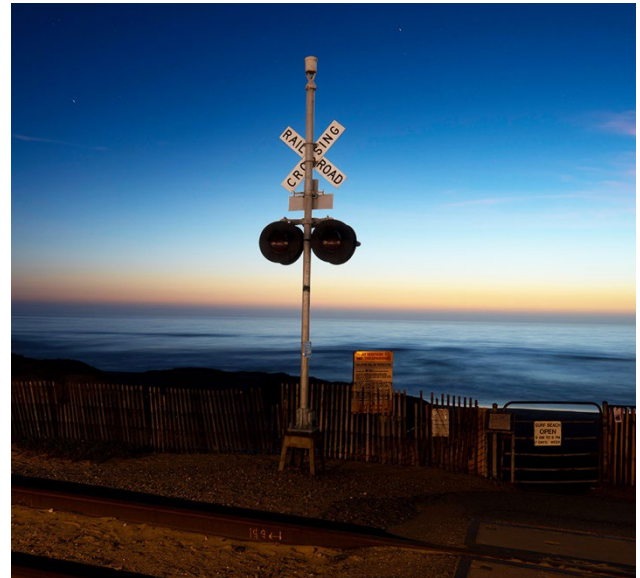
Protecting the safety and security of our passengers and passenger rail service on the LOSSAN Rail Corridor is key to attracting and retaining riders, as well as for ensuring the efficient operation of the Pacific Surfliner service. A key objective of the LOSSAN Agency’s safety program is to instill a comprehensive safety culture that governs all the activities associated with the operations and maintenance of the Pacific Surfliner service, while also efficiently meeting operational performance goals. The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a detailed program for system safety and security is in place to protect Pacific Surfliner passengers and crew, as well as the general public.

As part of this effort, the LOSSAN Agency will continue to:

- In addition to ongoing rail safety and security awareness efforts, continue the implementation of Operation Safe Surfs, expanded the reach of the program based on its efficacy
- Work to implement technology solutions that can address “hot spots” for trespassing and vehicle strikes
- Develop outreach programs that meet the needs of the public, as well as stakeholders
- Work with Amtrak and stakeholders to ensure a continued safety culture for all who work and travel on Pacific Surfliner trains and utilize Pacific Surfliner stations
- Prioritize rail capital project funding for projects that include a goal of improved safety and security wherever possible
- Work with host railroads and rail operators to coordinate training with local first responders to help expedite emergency response and accident investigation services in the event of an incident
- Continue our partnership and support of Operation Lifesaver, a national rail safety program with the goal of improving public awareness of safety around railroad tracks
- Seek out and leverage state and federal grant funds for additional safety and security improvements

## Regulatory Requirements and Reporting for the Pacific Surfliner

The Pacific Surfliner intercity passenger rail service is operated by Amtrak and is subject to federal safety standards and regulations in accordance with the U.S. Code of Federal Regulations (Title 49, Subtitle B, Chapter 11). Responsible regulatory agencies overseeing general railroad safety along the LOSSAN Rail Corridor include the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC). The FRA Office of Railroad Safety promotes and regulates safety throughout the nation's railroad industry by issuing, implementing, and enforcing railroad safety regulations. The CPUC is the state agency responsible for ensuring the safety of freight, intercity, and commuter railroads, as well as highway-railroad crossings throughout the state.



The CPUC performs these railroad responsibilities through the Railroad Operations and Safety Branch of the Safety & Enforcement Division. The Transportation Security Administration (TSA) also plays a role in the security of passenger rail service through the TSA-sponsored Visible Intermodal Prevention and Response Program.

Amtrak is responsible for all required reporting of Pacific Surfliner safety data to federal, state, and local agencies, including the FRA and CPUC. Operational, track, and other safety inspections are completed through coordination between the ROW owners, rail operators, and regulatory agencies, which include Amtrak, Metrolink, NCTD, UPRR, BNSF, CPUS, and FRA. The LOSSAN Agency coordinates with these stakeholders to ensure that all reporting requirements are fulfilled at the federal and state levels.

## LOSSAN Rail Corridor Safety Coordination and Emergency Response

The LOSSAN Agency coordinates safety and security activities with various stakeholders and ROW owners along the corridor, including the State of California, LOSSAN member agencies, Amtrak, UPRR, BNSF, Metrolink, NCTD, Operation Lifesaver, U.S. Department of Homeland Security, and first responder agencies along the LOSSAN rail corridor. In addition, the LOSSAN Agency is continuing to pursue new agreements with local transit providers to provide emergency bus bridge service during major incidents along the LOSSAN Rail Corridor, such as the agreement implemented with OCTA. This model is similar to the emergency bus bridge programs used by Metrolink and NCTD that allows for coordinating with local transit agencies for bus bridges when an emergency incident occurs in their respective territories. In addition, Amtrak, Metrolink, and NCTD often transport each other's passengers in the event of service disruptions along the LOSSAN Rail Corridor.

### Safety and Security Onboard Trains

The LOSSAN Agency primarily serves in an oversight and coordination role regarding safety and security onboard trains, relying on the extensive onboard safety and security practices already put in place by Amtrak. LOSSAN Agency staff will continue to attend regularly scheduled safety meetings hosted by Amtrak for front-line employees, reiterating that safety is the first priority in delivering Pacific Surfliner service.

### Positive Train Control

In accordance with a federal mandate, Positive Train Control (PTC) is fully operational on all Pacific Surfliner trains. PTC is a predictive collision avoidance technology designed to stop a train in motion when its continued movement may result in an accident. The safety-enhancing goals of PTC include preventing train-to-train collisions, speeding and over-speed derailments, incursions into track work zones, and the movement of a train through a switch left in the wrong position. The primary benefits of PTC include saving the lives of train crews, passengers, and railroads, improving passenger and freight train operational efficiency, and providing real-time train location information.

### Camera System

All Pacific Surfliner cab cars and locomotives are currently equipped with a “forward-facing” camera system to assist with accident investigations. This system provides crews and first responders with a valuable tool to assist with post-accident investigation and can help clear an incident scene more quickly so that trains can proceed. In addition, Amtrak is currently in the process of installing “inward-facing” cameras on locomotives and cab cars throughout its nationwide fleet, similar to those currently used for the Metrolink fleet. The Charger locomotives in use for the Pacific Surfliner are already equipped with inward-facing cameras. In addition, the Charger locomotives in use for the Pacific Surfliner meet or exceed the latest federal rail safety regulations, including enhanced carbody structure safety with crash energy management components like a locomotive cab safety cage and push-back couplers.

### Amtrak Police Department

One part of Amtrak’s existing security program which Pacific Surfliner passengers benefit from is the Amtrak Police Department, where positions exclusively assigned to the Pacific Surfliner include nine officers, one detective, one sergeant, and one captain. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station. Of the nine officer positions, six are assigned in the patrol capacity, while three serve with K-9 units. In addition, there are five positions from the Amtrak Special Operations Unit (SOU) that can be called upon. The functions of each of the three units are as follows:

- **Patrol Units:** Officers serving in a patrol capacity fulfill traditional policing functions and act as a deterrent to crime in stations, on trains, in and around Amtrak facilities, and out on the railroad ROW. Patrol Officers enforce the law, perform checked baggage screening and onboard security checks, conduct follow-up investigations on any crimes involving Amtrak facilities or its passengers, and provide support during special events.

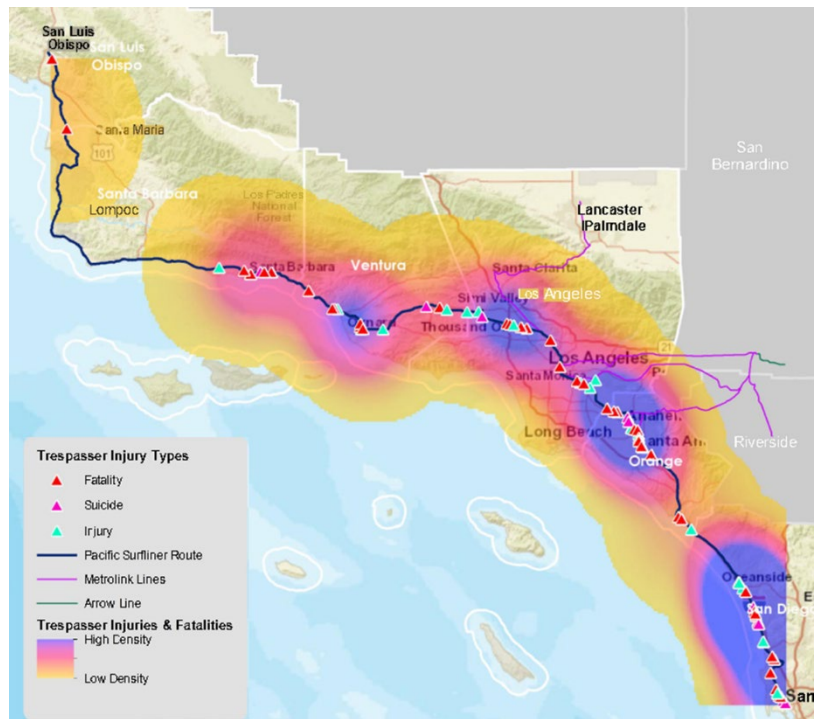
- **K-9 Units:** The K-9 units provide a psychological and physical deterrent to potential threats from explosives. The teams undergo intensive training that includes vapor wake training, which allows the K-9 units to be alert not only to the scents of explosives found in stationary baggage, but also left in the wake of passing individuals.
- **SOU:** Members of the SOU support patrol operations by providing rapid response and enhanced capabilities to assist in keeping Amtrak passengers and employees safe. Although SOU members are not exclusively assigned to the Pacific Surfliner, the SOU is prepared at any time to deploy personnel and equipment for tactical response, conduct low-visibility surveillance, investigations, and provide enhanced support for special events. The SOU also conducts training on railroad-specific tactical response and procedures for fellow Amtrak Police Department members and external law enforcement partner agencies.

### Amtrak Police Department and LOSSAN Agency Coordination

The LOSSAN Agency has instituted an increased focus on communication and coordination with Amtrak Police. Quarterly meetings with Amtrak police leadership have been implemented. This allows for the discussion of any safety hotspots and a discussion of policing priorities along corridor. In an effort to keep the LOSSAN Board better informed, Amtrak police leadership have assisted staff in the preparation of a system safety and incident report. This report is prepared for the Board quarterly and presents system safety and incident information covering reported crimes on Pacific Surfliner trains or at stations, as well as the response and mitigation measures to these crimes.

### Operation Safe Surfs – A Rail Safety Initiative

Along the LOSSAN Corridor that the Safety incidents along the railroad ROW can include injuries and fatalities associated with incidents at grade crossings and trespassing on railroad property. The situations not only impact the service operationally, but have a profound impact on our communities. In 2022, the LOSSAN Agency began a detailed analysis of over 3 years' worth of detailed trespasser strike data. The analysis was intended to identify the specific locations that saw the highest incidence of trespasser strikes. As can be seen in Image 13.1, a heat map was then developed to visually represent where efforts should be focused.



**Image 13.1**

This analysis was the catalyst for the development of Operation Safe Surfs, the LOSSAN Agency's ongoing rail safety initiative. Operation Safe Surfs uses a four pronged approach to address the route causes of trespasser strikes. These include:

- Rail safety ads on connected televisions, streaming television, and digital radio.
- Geofenced safety messaging around hot spot sections of the tracks, selected educational facilities, and problematic at-grade railroad crossings.
- Installation of combination railroad safety and suicide prevention signage (sample show in image 13.2).
- Outreach to the homeless encampments that are adjacent or in the vicinity of the railroad right of way.



**Image 13.2**

Additionally, a pilot implementation of the RailSentry safety technology is being explored. This system, installed at at-grade crossings, uses traditional cameras, Lidar, and artificial intelligence to immediately identify any persons or vehicles that are actively obstructing a crossing. The system then notifies train personnel to allow for sufficient time and distance to bring the train safely to a stop before a strike occurs.

The LOSSAN Agency will continue to support and assist in the coordination of projects undertaken by host railroads, LOSSAN member agencies, and other stakeholders that improve safety at both grade crossings and along the railroad ROW. Examples of projects to improve safety include track and signal upgrades, fencing along the ROW to prevent unauthorized access, gate and warning systems, and grade separations that eliminate at-grade crossings.

### Track Safety and Public Outreach

In addition, the LOSSAN Agency will continue to support public awareness campaigns designed to educate the public about the risks of trespassing on railroad property and the importance of using caution around railroad tracks and trains. One campaign which the LOSSAN Agency supports is Operation Lifesaver, a national rail safety coalition committed to preventing collisions, injuries, and fatalities on and around railroad tracks and grade crossings. The coalition is a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public, with several LOSSAN member agencies and partners participating in Operation Lifesaver. The LOSSAN Agency will continue seeking new opportunities to further its participation in the program, as well as continue working with Operation Lifesaver to implement rail safety marketing and outreach campaigns that promote safe behavior around the tracks used by the Pacific Surfliner.

### Safety at Stations

The LOSSAN Agency primarily serves in an oversight, coordination, and funding role regarding the safety and security of the various station facilities that exist along the LOSSAN Rail Corridor. Many of the stations served by the Pacific Surfliner are city-owned and operated, with some station owners electing to contract directly for security guards and long-term parking security services, while other station owners do not provide such services. Meanwhile, Amtrak currently only contracts directly for security services for Santa Fe Depot in San Diego, due to this station housing equipment overnight.



Although only some Pacific Surfliner stations have security services contracted directly by the station owner, most stations are outfitted with security cameras that feed directly to a local sheriff's office or operations center that can dispatch emergency services. Beginning in 2017, the LOSSAN Agency as a recipient of CalOES CTSGP funds began constructing improvements to upgrade existing video surveillance systems (VSS) at six Pacific Surfliner stations, add new VSS at six additional stations, and establish a central monitoring location in Los Angeles, which is now complete. Local law enforcement will be provided remote access to the security cameras at the stations within their jurisdiction.

### Ongoing Health and Safety Practices Onboard Trains

Several measures implemented in the early days of the COVID-19 pandemic continue in place to promote the health and safety of both passengers and crew while onboard Pacific Surfliner trains. These efforts help to ensure that our passengers have confidence in riding the Pacific Surfliner service as the pandemic continues and health guidelines evolve over time. Measures taken specifically to address public health and safety are as follows:



- Sanitizing stations with alcohol-based hand sanitizer and antibacterial surface wipes are provided in every train car
- Plexiglass barriers are installed in the Café Car on all Pacific Surfliner trains to separate the Café Car attendant from customers
- Complimentary face coverings are available for customers who forget their own, regardless of whether or not Pacific Surfliner passengers are subject to a public health mandate requiring use of face coverings

## Chapter 14: Emerging Corridors



In addition to managing the Pacific Surfliner rail service, the LOSSAN Agency works with member agencies to study corridor enhancements and expansion opportunities that provide connectivity within Southern California and beyond. In addition to the ongoing coordination with the development of the California HSR system (see Chapter 7), the LOSSAN Agency's focus has been on continuing to coordinate connectivity with two developing or emerging corridors and one corridor enhancement or expansion; 1) the Coast Corridor, connecting the coastal communities north of San Luis Obispo and the San Francisco Bay Area with the Pacific Surfliner service area, 2) the Coachella Valley Rail Service, connecting the eastern communities throughout Riverside County and Coachella Valley, and 3) enhancements and expansion of service along the Antelope Valley Line between Los Angeles, Santa Clarita and Palmdale. These connections will provide seamless travel opportunities by rail throughout the region and state. System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.

### The Coast Corridor ("Coast Route" Service)

The 474-mile Coast Corridor, which runs from San Francisco to Los Angeles, shown in Figure 14.1, currently serves a full complement of urban commuters, as well as regional, intercity, and interstate travelers. Constructed by the Southern Pacific Railroad between the late 19th and early 20th centuries, the Coast Corridor was originally built as a one-seat ride that moved passengers between San Francisco and Los Angeles. While the present adaptation has service in every region of the Coast Rail Corridor, there is currently no one-seat ride option that serves the entire length of the corridor.

Current passenger rail services that operate on segments of the Coast Corridor include Caltrain, CCJPA, Amtrak Pacific Surfliner, Amtrak Coast Starlight, and Metrolink. Freight rail services are operated by UPRR, which currently operates infrequent service north of Oxnard and limited service of one or two trains south of Oxnard, with more regular service operated in the San Fernando

Valley. For the UPRR, the Coast Rail Line is considered a “secondary” or “relief” line to the much busier Central Valley Line to the east, which connects Northern and Southern California via the Central Valley.

Implementing State-supported rail service between San Luis Obispo and San Jose to connect the State’s two Megaregions by 2027 is a goal in the State Rail Plan, with service every 4 hours between San Luis Obispo and Salinas, and bi-hourly service between Salinas and Gilroy. This proposed service would fill a gap in passenger rail services between Northern and Southern California. One option for filling this gap in the State rail network is to extend Pacific Surfliner service north of San Luis Obispo.

The Coast Rail Coordinating Council (CRCC) consists of a technical and policy committee made up of staff and elected officials representing coastal agencies focused on improving passenger rail service along the Coast Route. In October 2018, SLOCOG, SBCAG, VCTC, Santa Cruz County Regional Transportation Commission (SCCRTC), and Transportation Agency for Monterey County (TAMC) formalized their relationship through a Memorandum of Understanding establishing themselves as the CRCC, with SLOCOG acting as the managing/administering agency for meeting coordination, grant submission, and other administrative responsibilities. The LOSSAN Agency is a participating agency of the CRCC and works with the CRCC member agencies and the State to help evaluate the options for developing and operating state-supported intercity rail service between San Luis Obispo and San Jose.

The Amtrak Coast Starlight is a daily long-distance train operating through the Coast Corridor that serves the needs of long-distance travelers between Seattle, the San Francisco Bay Area, Los Angeles, and points in between. New Coast Route rail service would operate between Los Angeles and San Jose and complement the Coast Starlight schedule with a reliable intercity service to meet the needs of communities between the San Francisco Bay Area and Los Angeles.

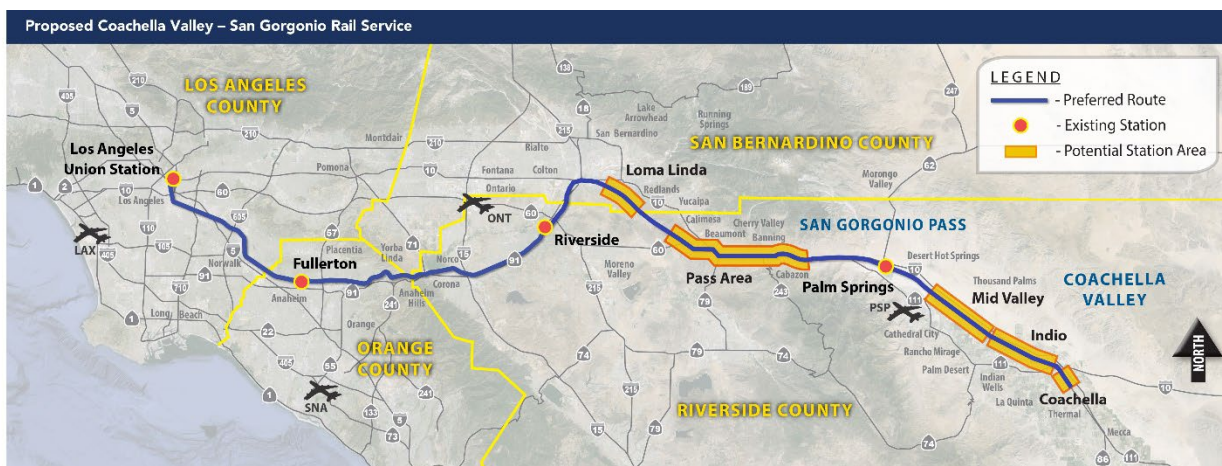
The LOSSAN Agency has been participating as a stakeholder in three separate but related studies that recently concluded to evaluate options on the feasibility of implementing new or expanded intercity passenger rail or transit services along the Coast Corridor. These included the Rail Network Integration Study that is being led by TAMC, the Coast Rail Corridor Study led by SLOCOG on behalf of the CRCC, and SBCAG’s Regional Transit and Rail Planning and Integration Study.

Several actions are needed to advance any new or expanded Coast Route rail service, in priority order:

1. Secure track access from host railroads
2. Secure state operating support
3. Secure equipment
4. Secure legislative authority to administer the service (regardless of who the managing agency will be)

5. Deliver critical infrastructure improvements, such as the completion of the Central Coast Layover facility, and other improvements such as sidings, powering of switches, and stations, to deliver the integrated service plan

With respect to Coast Route service, the LOSSAN Agency business plan includes adequate staff resources to monitor and participate in continued planning efforts led by CRCC staff or other partner agencies.



### Coachella Valley Rail Service

The Coachella Valley Rail Project is a proposed 144-mile-long intercity passenger rail corridor between Los Angeles Union Station and the Coachella Valley, with the terminus located in the City of Coachella. This intercity passenger rail service would run similar to the Pacific Surfliner service through a wide variety of densely populated areas in Los Angeles and Orange Counties to rapidly growing areas of the Inland Empire, including the City of Riverside and the Coachella Valley.

As envisioned, the service would operate on the BNSF Railway through Los Angeles, Orange counties, western Riverside County, and Union Pacific Railroad from Riverside through Palm Springs to the City of Coachella. The proposed service would have from two to five daily round trips and serve up to nine proposed stations along the route. Currently, Amtrak's long-distance Sunset Limited is the only passenger rail service between Los Angeles and Palm Springs on its way to New Orleans. Unfortunately, it only operates three times per week with overnight stops. This is why a more frequent daily service is desperately needed.

The proposed service would connect jobs and education, transforming how Southern California residents travel and creating a car and stress-free option between major destinations along the route. Significant travel demand is based on current travel patterns along parallel highways, including Interstate 5, State Routes 91 and 60, and Interstate 10. The Coachella Valley portion of the corridor is one of the fastest-growing areas of Southern California due to increasing residential development and exponential population growth. In addition, the Coachella Valley

has many tourist destination events such as mega music festivals, resorts, gaming, and sporting events that attract regional trips from Los Angeles and Orange counties and national and international visitors.

The RCTC certified the Tier 1 program-level environmental document in 2022. RCTC and Caltrans are now actively working to start work on the Tier 2 project-level environmental studies, which will outline detailed engineering and environmental topics, including station locations. Cities along the route in the Coachella Valley have also shown interest in the service and have started planning for potential station areas. The project was also awarded funding in the FRA Corridor ID program to advance the project development.

### Antelope Valley Line Capacity and Service Improvements Program

The Antelope Valley Line (AVL) is a 76.6-mile rail corridor that connects downtown Los Angeles and the Antelope Valley cities of Palmdale and Lancaster, serving intermediate cities that include Glendale, Burbank, San Fernando, Newhall and Santa Clarita. It is owned by LA Metro and used by Metrolink commuter rail service and Union Pacific freight trains. The AVL Capacity and Service Improvements Program is intended to enable improved service along the AVL by constructing capital improvements at key locations strategically selected along the AVL corridor that were previously identified as part of the AVL Study, which was completed in 2019.

The Pacific Surfliner currently operates over 11.4 miles of the AVL between Los Angeles and Burbank Junction, through the Cities of Glendale and Burbank. At Burbank Junction, the Pacific Surfliner follows the LOSSAN rail corridor towards Ventura County. In addition, the San Joaquin Joint Powers Authority provides 12 connecting thruway bus routes between Los Angeles and Bakersfield, linking the Pacific Surfliner and San Joaquin intercity passenger rail services, while also serving some of the communities along the AVL.

The 2023 California State Rail Plan identifies as a service goal and improvement the integration of rail services that connect communities along the North LOSSAN region with the rest of southern California, including communities along the Antelope Valley Line and in the Central Valley. The LOSSAN Agency will continue to participate in the process with LA Metro on potential next steps with implementing the improvements to the AVL to ensure connectivity with the Pacific Surfliner.

### Summary

Moving forward, the LOSSAN Agency will continue to work with member agencies to participate in planning efforts for passenger rail service in these emerging and expanding corridors, with a focus on creating seamless connections between the Pacific Surfliner and future passenger rail services on the Coast, Antelope Valley and Coachella Valley corridors.

## Chapter 15: Environmental Sustainability and Coastal Resiliency

### Sustainability Defined

One definition of environmental sustainability is “meeting the needs of the present without compromising the ability of future generations to meet their own needs”<sup>1</sup>. More simply, it is maintaining an ecological balance, ensuring that what we take from the finite resources of our planet does not exceed what we can put back or what can be regenerated naturally.

As with environmental sustainability, coastal resiliency can be defined in a number of different ways. For the purposes of this discussion, coastal resiliency is the capacity of the socioeconomic and natural systems in a coastal environment to cope with disturbances, induced by factors such as extreme weather events, sea level rise, or direct human impacts, while maintaining their essential functions.

### The Impacts on Southern California

Over the last two years, the impacts of climate change have been felt across the entire LOSSAN rail corridor. Repeated closures of the tracks resulted in nearly 10 months of bifurcation on our busiest stretch of corridor, between Orange and San Diego counties. These closures have come as a direct result of coastal erosion and landslides that have been spurred by extreme weather events.



As an example of the service impacts these events cause, landslides in San Clemente in two main areas shutdown rail service for 251 days out of FFY 2022-23. This resulted in a significant increase in operational costs as bus bridges were required to maintain lifeline service through this area of South Orange County. The cost of just the physical repairs associated with these two closures exceeded \$19 million. Not as easily quantified is the overall impact these closures have on public perception of the Pacific Surfliner service. If these climate change related impacts continue, the unreliability of the service could have significant impacts on ridership recovery and future growth.

### Senate Bill 677

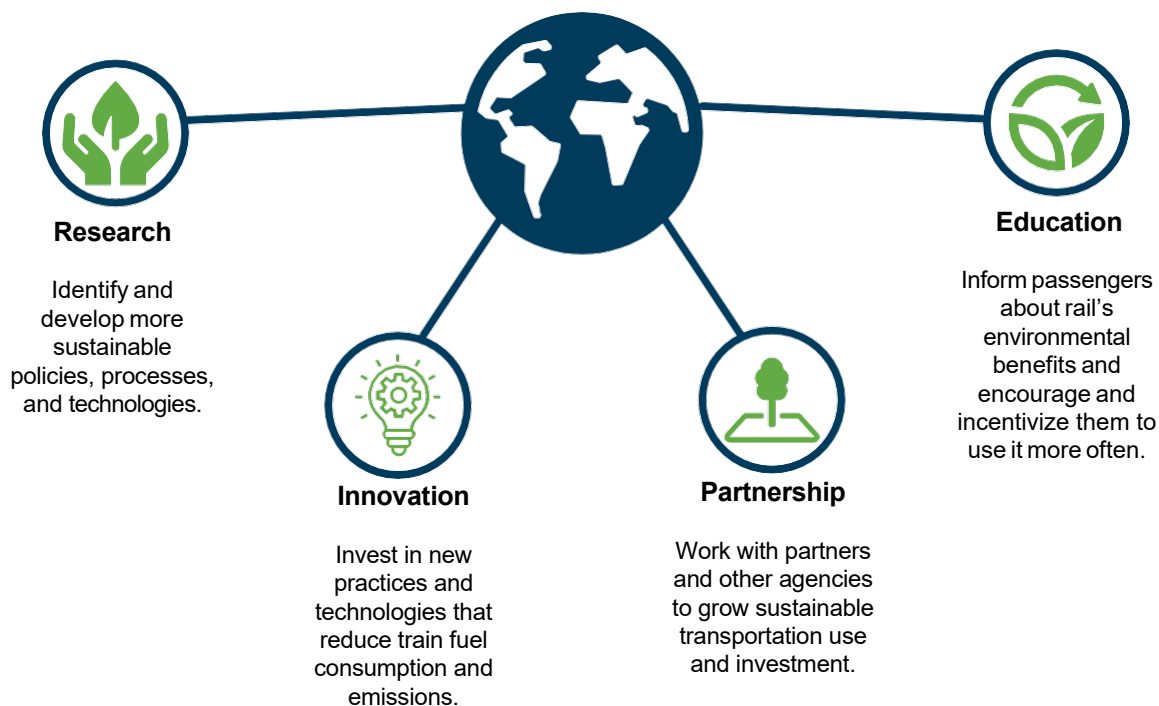
On Saturday, October 7, 2023, Governor Gavin Newsom signed into law Senate Bill (SB) 677 (Blakespear, D-Encinitas). SB 677 seeks to provide increased transparency about the impacts associated with climate change along the LOSSAN rail corridor. It required a new chapter (chapter 15) in the LOSSAN Agency’s annual business plan to provide an opportunity to identify climate change related challenges to the corridor and assist in identifying solutions to address these challenges. These new requirements to the LOSSAN Agency business plan aligns with the goals laid out in the LOSSAN Agency 2023 Strategic Plan and helps address the mitigation of climate-related impacts on rail within the State.

<sup>1</sup> <https://www.un.org/en/academic-impact/sustainability>

## The Role of the LOSSAN Agency

The LOSSAN Agency aspires to be environmentally conscious and to be known for effective, consistent efforts to:

- Operate in a sustainable manner, encourage environmental resiliency, and use renewable resources where possible;
- Champion capital improvement projects that are transformative and directly contribute to a corridor that is sustainable and resilient; and
- Regularly analyze our services and operations to identify new policies or actions to eliminate or minimize negative environmental impacts.



The role of the LOSSAN Agency, especially as it relates to capital improvement projects, is primarily one of coordination. However, even in this capacity, much can be done to increase the viability of projects that promote the afore-mentioned environmental goals. Chapter 5 of this business plan includes an exhaustive listing of all capital improvement projects that are both planned and in process along the length of the entire LOSSAN rail corridor. As of this business plan cycle, any projects that incorporate sustainability or resiliency elements will be highlighted on that list.

This identification process allows a more coordinated effort in seeking funding for planned projects that incorporate these types of elements. As both federal and state funding programs that support environmental sustainability are identified, the information in the capital projects list can facilitate the grant submittal process.

## Current and Future Efforts

There are several ongoing efforts that are aimed at addressing the coastal resiliency challenges being experienced on the LOSSAN rail corridor. These fall into two categories, short-term repairs and stabilization, and long-term plans for either track relocation or other solutions to address future resiliency issues.

The LOSSAN Agency is working with the UP on long-term stabilization efforts at 5 key areas on the north end of the LOSSAN corridor. Extreme weather events and sea level rise have contributed to the coast erosion on the hillsides immediately adjacent to the tracks. Several key bridge structures have likewise been impacted by weather related erosion. A funding plan to address the project costs is being developed.



OCTA recently began the Coastal Rail Resiliency Study (CRRS), which is the first step towards exploring solutions that will protect in place approximately seven miles of the LOSSAN rail corridor for up to 30 years. This effort was funded with a \$1.77 million federal Surface Transportation Block Grant and over \$230,000 of local measure funds. Key milestones of this 24-month study include conducting a vulnerability assessment to identify and evaluate locations at immediate risk; establishing evaluation criteria to vet potential alternative concepts; and ultimately presenting draft and final feasibility study reports. In December 2023, the California Transportation Commission awarded \$12 million in Local Transportation Climate Adaptation Program funds to OCTA to support environmental studies for the CRRS.

A separate long-term study will look at potential rail line relocation away from the Pacific Ocean. Given the potential magnitude of this effort, it will require significant involvement of state and federal agencies. Discussions are underway with the state to determine which agency is best positioned to lead the long-term effort.

The City of San Clemente is currently engaged in a nature-based Coastal Resiliency Project Feasibility Study that seeks to develop project concepts that will address coastal erosion through sand retention and replenishment. These projects would complement existing and planned beach restoration projects, such as those being undertaken by the US Army Corps of Engineers and SANDAG. The concepts in development include the installation of breakwaters to retain existing sand and the establishment of living shorelines to increase sand reserves and natural sand nourishment.

SANDAG is also leading a series of efforts to address coastal resiliency for the LOSSAN Corridor in San Diego County. This year, they will begin Phase 5 of their bluff stabilization efforts in Del Mar to continue addressing immediate coastal needs. For the long term, they are working on the



environmental document for a planned track relocation, which would move the tracks away from the eroding bluffs and into an inland tunnel running through or around the Del Mar community. Additionally, the San Dieguito Double Track and Batiquitos Lagoon Double Track projects have been fully funded and will replace century old trestle bridges, contributing to the resiliency of the Corridor.

## Glossary of Terms

ADA	Americans with Disabilities Act
Agency	Rail Corridor Agency
ASA	Administrative Support Agreement
Board	Board of Directors
BNSF	BNSF Railway
CalOES	California Governor's Office of Emergency Services
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CCJPA	Capitol Corridor Joint Powers Authority
CHSRA	California High Speed Rail Authority
CIP	Capital Improvement Program
CP	Control Point
CPUC	California Public Utilities Commission
CRCC	Coast Rail Coordinating Council
CTSGP	California Transit Security Grant Program
DRMT	Division of Rail and Mass Transportation
FAST Act	Fixing America's Surface Transportation Act
FY	Fiscal Year
FFY	Federal Fiscal Year
FRA	Federal Railroad Administration
FY	Fiscal Year
GHG	Greenhouse Gas
HP	Horsepower
HSR	High-speed rail
ITA	Interagency Transfer Agreement
JPA	Joint Powers Authority/Agreement
LAUS	Los Angeles Union Station
Link US	Link Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo
Metro	Los Angeles County Metropolitan Transportation Authority
Metrolink	Southern California Regional Rail Authority
MP	Mile Post
NCTD	North County Transit District
OBIS	On Board Information System
OCTA	Orange County Transportation Authority
OTP	On-time performance
Plan	California State Rail Plan
PTC	Positive Train Control
Prop 1B	Proposition 1B
RCTC	Riverside County Transportation Commission
ROW	Right-of-way
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments



SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDMTS	San Diego Metropolitan Transit System
SDP	Service Development Plan
SJJPA	San Joaquin Joint Powers Authority
SLOCOG	San Luis Obispo Council of Governments
SOU	Special Operations Unit
SRA	State Rail Assistance
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TIRCP	Transit and Intercity Rail Capital Program
UPRR	Union Pacific Railroad
UPS	Uniform Performance Standards
TSA	Transportation Security Administration
VCTC	Ventura County Transportation Commission
VSS	Video Surveillance System





# Pacific Surfliner Marketing Update

LOSSAN Board of Directors Meeting | March 18, 2024



# Results

# Performance Summary (PacificSurfliner.com)

- Quarter 2 (Q2) of Fiscal Year (FY) 2023-24 saw a decrease in revenue derived from PacificSurfliner.com compared to the prior quarter. This is due to a big decrease in advertising spending on Google.
- Over 200K qualified sales leads were delivered to Amtrak.com from the booking widget between October to December, resulting in more than \$1.27 million in revenue



Users to  
PacificSurfliner.com



Referral traffic to  
Amtrak.com



Bookings on  
Amtrak.com



Riders



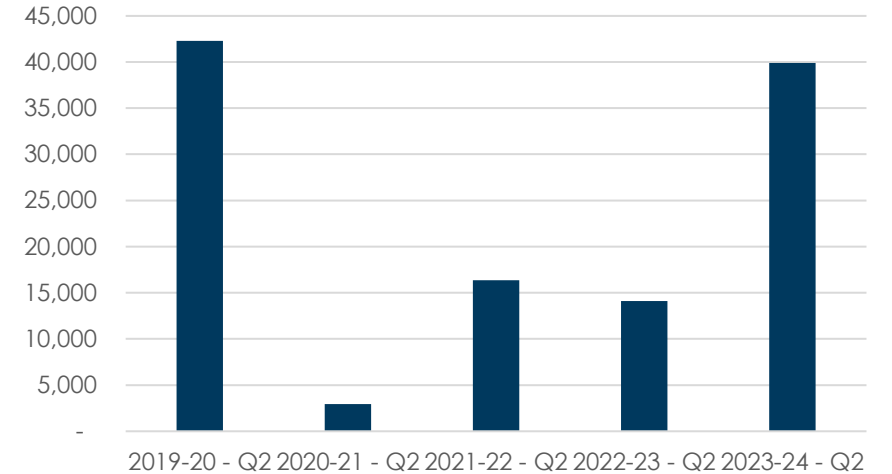
Revenue

	Users to PacificSurfliner.com	Referral traffic to Amtrak.com	Bookings on Amtrak.com	Riders	Revenue
<b>Q2 – FY 24</b> (Oct-Dec)	643,970	201,038	20,719	39,905	\$1,272,519
<b>Q1 – FY 24</b> (Jul-Sep)	501,000	273,964	25,464	57,007	\$1,753,742

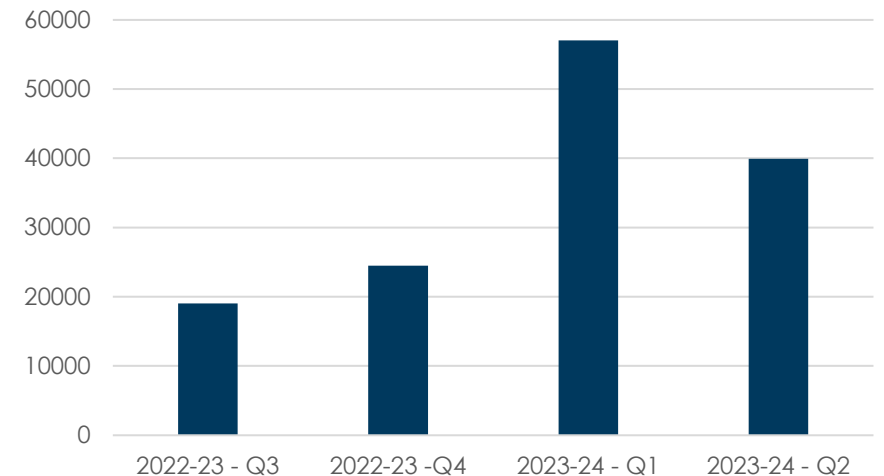
# Performance Over Time (from online bookings)

October to December	Referral to Amtrak.com	Bookings	Ridership (from online Bookings)	Revenue (from online Bookings)
2019-20 - Q2	187,721	22,691	42,288	1,436,023
2020-21 - Q2	21,824	1,859	2,955	97,285
2021-22 - Q2	79,410	8,740	16,341	535,052
2022-23 - Q2	98,538	7,707	14,098	453,053
2023-24 - Q2	201,038	20,719	39,905	1,272,519

Q2 Ridership Over Time



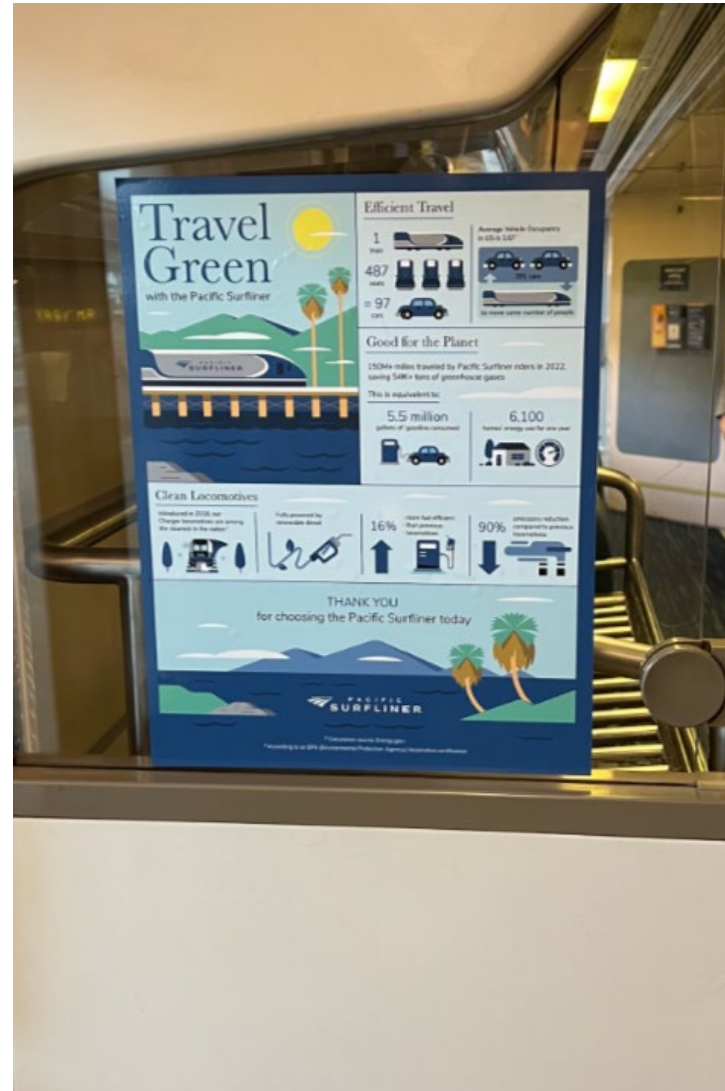
Past Year Ridership



# Marketing

# Marketing

- Holiday Photoshoot
- Spanish Campaigns Photoshoot
- Completed installation of the Sustainability Infographic



# Community Partners

- Convention and Visitor Bureau Partnerships
  - San Luis Obispo
  - Anaheim
  - Oxnard
  - Oceanside
- Visitor's Guides 2024 (Print ads)
- Digital ads

**AMTRAK PACIFIC SURFLINER**

Treat yourself to an unforgettable journey.

Take Amtrak® Pacific Surfliner® to 29 stations between San Diego to San Luis Obispo along the Southern California coast. There is a power outlet for every seat, free Wi-Fi, and a Café Car on board that serves food and drinks including wine, beer, and cocktails.

Sporting events, concerts, theme parks – where will the train take you? Plan your trip and view travel discounts at [PacificSurfliner.com/VisitAnaheim](https://PacificSurfliner.com/VisitAnaheim).

**CRUISE ALONG THE COAST BY TRAIN**

Take the Pacific Surfliner to Oxnard for a memorable journey across Southern California. Stay connected with complimentary Wi-Fi and power outlets while enjoying iconic views. Visit the onboard Market Café for a selection of local food and drinks, including wine, beer and cocktails. The Pacific Surfliner serves 29 stations in San Diego, Orange, Los Angeles, Ventura, Santa Barbara and San Luis Obispo counties. Sporting events, concerts, beach towns – where will the train take you? Plan your trip at [pacificsurfliner.com/visitoxnard](https://pacificsurfliner.com/visitoxnard).

#PACIFICSURFLINER #PACSURFLINERS

Enjoy the comforts of home while you travel.

Take the Amtrak® Pacific Surfliner® to 29 stations between San Diego to San Luis Obispo along the Southern California coast. There is a power outlet for every seat, free Wi-Fi, and a Café Car on board that serves food and drinks including wine, beer, and cocktails.

Book your trip now at [PacificSurfliner.com/SLOMap](https://PacificSurfliner.com/SLOMap).

**AMTRAK PACIFIC SURFLINER**

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# Marketing Campaigns

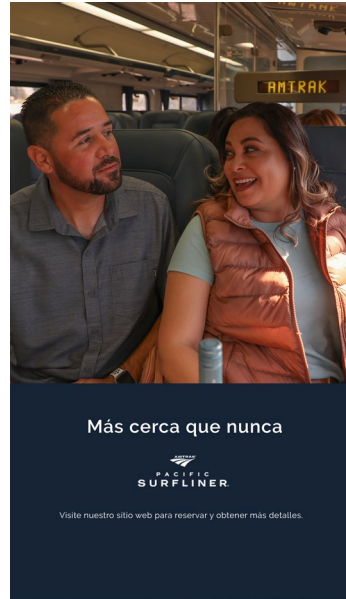
## Digital:

- Ongoing Destination and Brand Campaigns
- Holiday Spanish Language Campaign Launch
  - **Impressions:** 985K
  - **Clicks:** 304K
  - **ROAS:** 16:1
  - **Conversions:** 27.4K

## Radio:

- LAist
  - **Dates:** 11/13 to 12/24
  - **Impressions:** 190K

LOS||SAN



### Viaje sin estres ni trafico

Pocos comprenden la magnitud del desafío que implica estar lejos de nuestros seres queridos. A pesar de que la tecnología nos permite mantenernos conectados, a veces la distancia se hace sentir. Sin embargo, en esta mágica época, el Amtrak® Pacific Surfliner® se convierte en nuestro mejor aliado, acortando las distancias y acercándonos cómodamente a nuestro México lindo y querido.

Su fascinante viaje por la pintoresca costa del sur de California y su oferta de beneficios a bordo hacen que cada viaje sea una experiencia relajante e inigualable.

Reservar viaje



Además, gracias a la ubicación estratégica de sus estaciones de tren, encontrará los cruces fronterizos de San Ysidro y Otay Mesa a tan solo 30 minutos en auto desde la estación Santa Fe Depot en San Diego. Inclusive, puede llegar directamente al cruce fronterizo de San Ysidro desde la estación de Santa Fe Depot utilizando la línea azul del Tranvía, sin necesidad de hacer transbordos.

Otro de los mayores beneficios de estar tan cerca de la frontera con

# Influencer: The Points Guy

YouTube: [The Points Guy](#) (Departures)

- **Travel Dates:** October 24
- **Subscribers:** 473,000
- **Video Views:** 70,000
- **Engagements:** 277 comments



# Influencer: The Knot

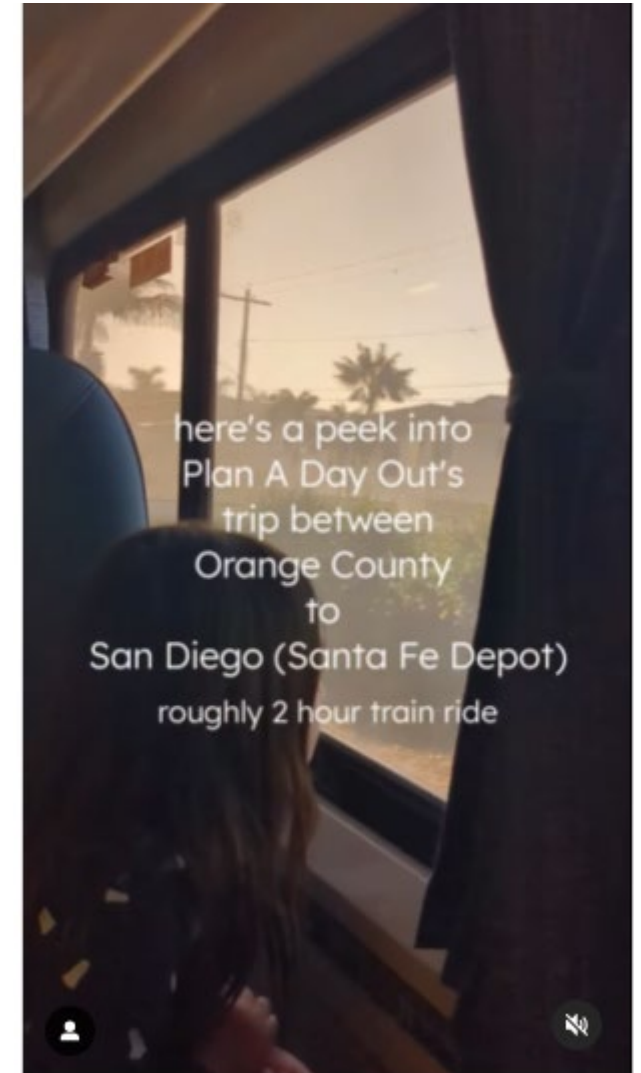
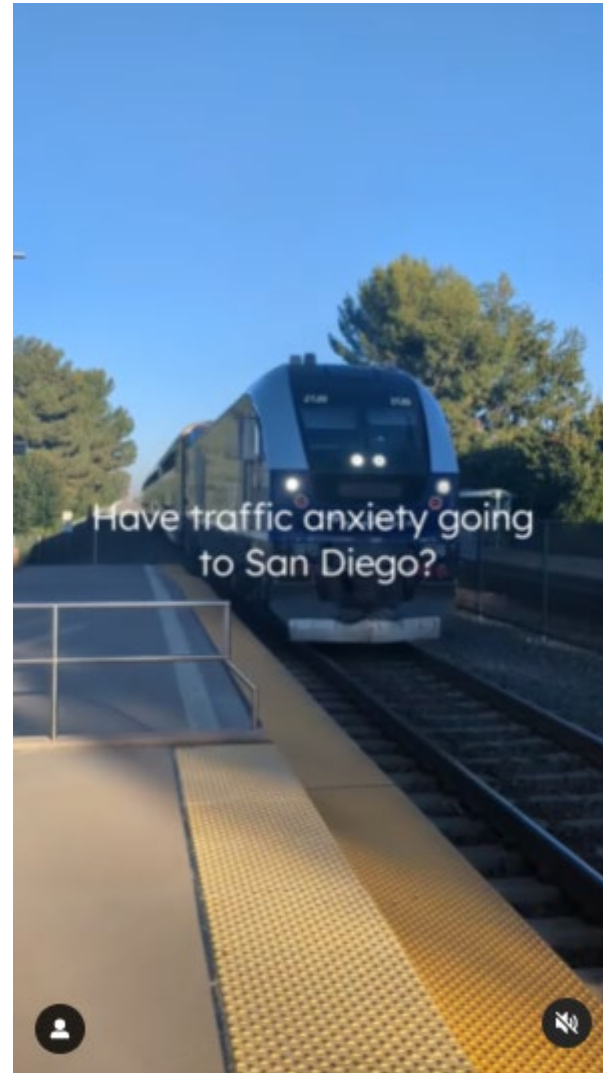
## The Knot: Couples ride to Santa Barbara

- **Travel Date:** Nov. 28
- **Followers:** 1 million
- **Impressions:** 49,777
- **Video Views:** 462,345
- **Engagements:** 40,000
- **Photo credit:** Patrick Quezada Photography



# Influencer: Plan a Day Out

- Instagram: [@Planadayout](#)
  - **Travel Dates:** October 21-22
  - **Followers:** 32,400
  - **Impressions:** 1,152
  - **Video Views:** 10,700
  - **Engagements:** 1,686



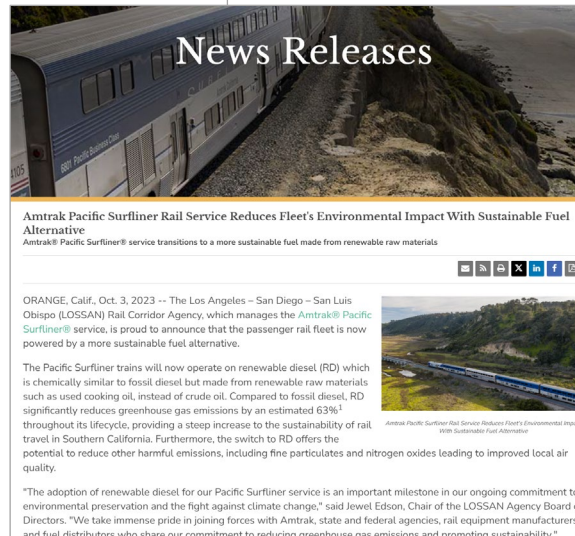
# Communications

# Communications

- **Passenger:**
  - Thanksgiving Reservations
  - December Track Closure
  - Transition to Renewable Diesel
- **Media:**
  - Holiday Travel Press Release
  - Sustainable Fuel Press Release



November 22 – 27, 2023



## NOTICE: Pacific Surfliner will not stop at LA Union Station December 26-29

Bus connections with a prior reservation are available to connect passengers to the train at the next station.



**December 26-29, 2023: Bus Connection to Amtrak Pacific Surfliner  
BOARD IN FRONT OF UNION STATION WEST OFF ALAMEDA ST.**

### Bus to Glendale Station:

- Take the bus connection to Glendale for all 700 series trains (770, 774, 784, 790, 794, 761, 765, 769, 777, and 785)

### Bus to Fullerton Station:

- Take the bus connection to Fullerton for 500 series trains (562, 564, 572, 586, 573, 581, 589, and 595)
- Trains 580 and 591 are cancelled.
- Train 587 has been replaced by a special train 589, operating one hour later.

### Reservations Required:

Reservations are required for bus connections and passengers must ride the bus they are ticketed for.

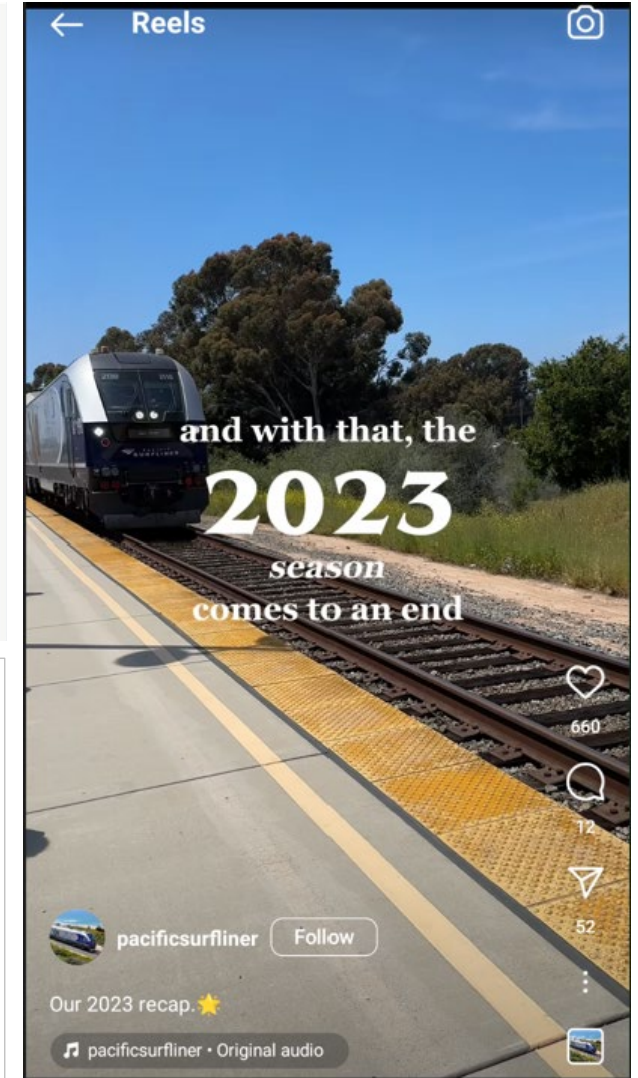
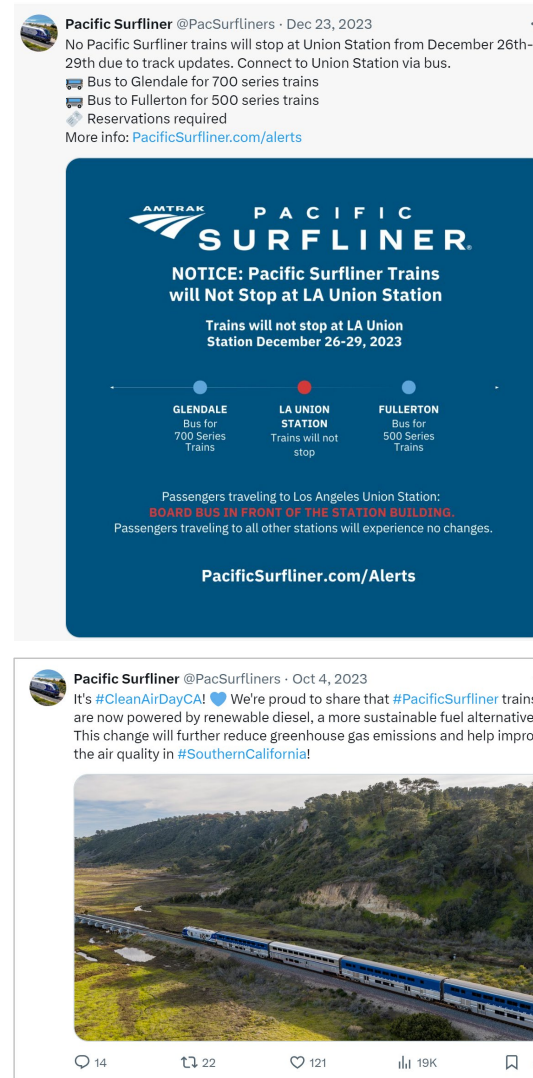
- Reserve or Modify: Amtrak.com, Amtrak App, or 800-USA-RAIL
- Monthly Pass: Use Amtrak's RideReserve system to reserve bus
- No Rail 2 Rail or Code Share tickets to/from Los Angeles

[PacificSurfliner.com/Alerts](https://PacificSurfliner.com/Alerts)




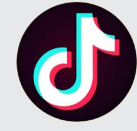


# Social Media

- Holidays
- Reposting content from our riders
- Fun Recap Reel
- December track closures



# Social Media Metrics

Platform	Total Followers	New Followers	Engagement*	Web Visits
	48,710	281	7,200	406
	19,221	1,691	14,100	617
	17,103	121	N/A	N/A
	1,313	19	98	N/A

\*Engagement: Shares, comments/replies, likes, video views, etc.

# Looking Ahead

# What's Next

- Spring Promo (ongoing until March 28)
- Track Reopening
- X Games Partnership
- Powered by Sustainable Fuel signs

Questions?