



LOSSAN Rail Corridor Agency

Board Meeting

Agenda

Tuesday, June 21, 2022 at 10:00 a.m.

550 S. Main Street, Orange, CA

Board Members

Gregg Hart, SBCAG, Chairman
Jewel Edson, NCTD, Vice Chair
Mary Lou Echternach, Metro, Alternate
Caylin Frank, SDMTS
Bryan MacDonald, VCTC
Joe Mosca, SANDAG
Joe Muller, OCTA
Al Murray, OCTA
Dana Reed, RCTC
Fred Strong, SLOCOG
Jess Talamantes, Metro
Art Brown, SCAG, Ex-Officio
Jeanne Cantu, Amtrak, Ex-Officio
LaDonna DiCamillo, CHSRA, Ex-Officio
Kyle Gradinger, Caltrans, Ex-Officio

Agenda Descriptions

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at <http://www.octa.net/LOSSAN-Rail-Corridor-Agency/Overview/> or through the Los Angeles San Diego San Luis Obispo (LOSSAN) Clerk of the Board's office at: Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California.

Any person with a disability who requires a modification or accommodation to participate in this meeting should contact the LOSSAN Clerk of the Board, telephone (714) 560-5676, no less than two business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.



BOARD MEETING AGENDA

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

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

Members of the public can listen to live audio streaming of the Board and Committee meetings by clicking the below link:

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

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

Real-Time Comment

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

<https://us02web.zoom.us/j/89300627765>

Dial-In: (669) 900 6833

Webinar ID: 893 0062 7765

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

Written Comment

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

Call to Order

Roll Call

Pledge of Allegiance - Director Strong

Special Calendar

There are no Special Calendar Matters.



BOARD MEETING AGENDA

Consent Calendar (Items 1 through 7)

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

1. Approval of Minutes - Special Meeting - June 2, 2022

Approval of the minutes of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Special meeting of June 2, 2022.

Attachments:

[Minutes](#)

2. Approval of Minutes - May 16, 2022

Approval of the minutes of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors meeting of May 16, 2022.

Attachments:

[Minutes](#)

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

Jason Jewell

Overview

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

Recommendation

Adopt Board of Directors Resolution 2022-L010.

Attachments:

[Staff Report](#)

[Attachment A](#)



BOARD MEETING AGENDA

4. Fiscal Year 2021-22 Third Quarter Budget Status Report

Jason Jewell

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal year 2021-22 budget was approved by the Board of Directors on March 15, 2021. The Board of Directors approved a budget amendment on June 21, 2021, in order to incorporate a revised Amtrak operating forecast and revised administrative and grants programs budgets. The California State Transportation Agency approved the fiscal year 2021-22 budget and funding on July 30, 2021. This report summarizes financial activities and performance through the third quarter of fiscal year 2021-22, covering the months of January through March 2022.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)



BOARD MEETING AGENDA

5. Fiscal Year 2021-22 Third Quarter Grant Reimbursement Status Report

Russell Henry

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of January through March 2022.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)



BOARD MEETING AGENDA

6. Fiscal Year 2021-22 Second Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends

Rosa Guillen-Sanchez

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 second quarter of state fiscal year 2021-22.

This report and future quarterly reports will be based on the state fiscal year (July through June) instead of the Amtrak federal fiscal year (October through September).

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)



BOARD MEETING AGENDA

7. **Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis**

Rosa Guillen-Sanchez

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 second quarter of state fiscal year 2021-22, covering the months of October, November, and December 2021.

Beginning with this report, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency staff will provide the quarterly Amtrak Pacific Surfliner on-time performance analysis in a written staff report format. This report, including future quarterly reports will be based on the state fiscal year (July through June) instead of the Amtrak federal fiscal year (October through September).

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

8. **Public Comments**
9. **Managing Director's Report**
10. **Board Members' Report**
11. **Closed Session**

Pursuant to Government Code Section 54956.9(d)(2) - Conference with General Counsel
- Potential Litigation - One Item.



BOARD MEETING AGENDA

12. Adjournment

The next regularly scheduled meeting of this Board will be held at 10:00 a.m. on Monday, July 18, 2022, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California.



LOSSAN Rail Corridor Agency

550 South Main Street
Orange, California

6/21/2022

Approval of Minutes - Special Meeting - June 2, 2022

Approval of the minutes of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Special meeting of June 2, 2022.



MINUTES

LOSSAN Agency Board of Directors' Special Meeting

Call to Order

The June 2, 2022, Board of Directors (Board) Special meeting of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was called to order by Vice Chair Edson at 8:30 a.m. at the Orange County Transportation Authority, 550 South Main Street, Board Room, Orange, California.

Roll Call

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

Directors Present

Via Teleconference: Jewel Edson, Vice Chair, NCTD
Mary Lou Echternach, Metro, Alternate
Caylin Frank, SDMTS
Bryan MacDonald, VCTC
Joe Mosca, SANDAG
Joe Muller, OCTA
Al Murray, OCTA
Dana Reed, RCTC
Fred Strong, SLOCOG
LaDonna DiCamillo, CHSRA, Ex-Officio

Directors Absent:

Gregg Hart, Chairman, SBCAG
Jess Talamantes, Metro
Art Brown, SCAG, Ex-Officio
Jeanne Cantu, Amtrak, Ex-Officio
Kyle Grading, Caltrans, Ex-Officio

Staff Present:

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

Via teleconference:

Jason Jewell, Interim Managing Director
James Donich, General Counsel
LOSSAN Staff



MINUTES

LOSSAN Agency Board of Directors' Special Meeting

Pledge of Allegiance

The Pledge of Allegiance was led by Director Murray.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Item 1)

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

A motion was made by Director Reed, seconded by Director Strong, and following a roll call vote, declared passed 9-0, to adopt Board of Directors Resolution 2022-L009.

Regular Calendar

There were no Regular Calendar matters

Discussion Items

2. Public Comments

There were no public comments received.

3. Managing Director's Report

Jason Jewell, Interim Managing Director, provided updates on pet reservations, ridership, and upcoming special event trains for events in San Diego.

4. Board Members' Report

There were no Board Members' reports.

5. Closed Session

There was no Closed Session scheduled.



MINUTES

LOSSAN Agency Board of Directors' Special Meeting

6. Adjournment

The meeting adjourned at 8:39 a.m.

The next regularly scheduled meeting of this Board will be held at **10:00 a.m. on Tuesday, June 21, 2022**, at the Orange County Transportation Authority Headquarters, Board Room, 550 South Main Street, Orange, California

ATTEST:

Allison Cheshire
Clerk of the Board



LOSSAN Rail Corridor Agency

550 South Main Street
Orange, California

6/21/2022

Approval of Minutes - May 16, 2022

Approval of the minutes of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors meeting of May 16, 2022.



MINUTES

LOSSAN Agency Board of Directors' Meeting

Call to Order

The May 16, 2022, Board of Directors (Board) meeting of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was called to order by Chairman Hart at 10:01 a.m. at the Orange County Transportation Authority, 550 South Main Street, Board Room, Orange, California.

Roll Call

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

Directors Present

Via Teleconference: Gregg Hart, Chairman, SBCAG
Jewel Edson, Vice Chair, NCTD
Mary Lou Echternach, Metro, Alternate
Bryan MacDonald, VCTC
Joe Mosca, SANDAG
Joe Muller, OCTA
Al Murray, OCTA
Dana Reed, RCTC
Fred Strong, SLOCOG
Jess Talamantes, Metro
Art Brown, SCAG, Ex-Officio
Jeanne Cantu, Amtrak, Ex-Officio
LaDonna DiCamillo, CHSRA, Ex-Officio

Directors Absent: Caylin Frank, SDMTS
Kyle Gradinger, Caltrans, Ex-Officio

Staff Present: Jason Jewell, Interim Managing Director
Sahara Meisenheimer, Clerk of the Board Specialist

Via teleconference: Gina Ramirez, Clerk of the Board Specialist, Senior
James Donich, General Counsel
LOSSAN Staff



MINUTES

LOSSAN Agency Board of Directors' Meeting

Pledge of Allegiance

The Pledge of Allegiance was led by Director Reed.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 1 through 3)

1. Approval of Minutes

A motion was made by Director Reed, seconded by Director Talamantes, and following a roll call vote, declared passed 9-0, to approve the minutes of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors meeting of April 18, 2022.

Director Muller was not present to vote on this item.

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

A motion was made by Director Reed, seconded by Director Talamantes, and following a roll call vote, declared passed 9-0, to adopt Board of Directors Resolution 2022-L007.

Director Muller was not present to vote on this item.

3. Amendment to Agreement for Digital Marketing Services

A motion was made by Director Reed, seconded by Director Talamantes, and following a roll call vote, declared passed 9-0, to authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement No. L-0-0016 between the Los Angeles – San Diego – San Luis Obispo Rail Corrido Agency and GoSeeTell Network, doing business as SparkLoft Media, to exercise the first option term of the agreement, for digital marketing services, effective June 1, 2022 through May 31, 2023, and increase the contract amount by \$70,000, for a new total contract value of \$269,984.

Director Muller was not present to vote on this item.



MINUTES

LOSSAN Agency Board of Directors' Meeting

Regular Calendar

4. Certification of the Final Environmental Impact Report, California Environmental Quality Act Findings of Fact, and Mitigation Monitoring Reporting Program for the Central Coast Layover Facility Project

Jason Jewell, Interim Managing Director, reported that public comments were received via email as follows:

- Andy Mutziger, Division Manager, San Luis Obispo County Air Pollution Control District on Friday, May 13, 2022, at 5:27 p.m.
- Brian Leveille, Senior Planner, City of San Luis Obispo on Monday, May 16, 2022, at 8:31 a.m.

Public comment was received via teleconference from Michael Codron, Director of Community Development, City of San Luis Obispo.

A motion was made by Vice Chair Edson, seconded by Director Strong, and following a roll call vote, declared passed 10-0, to defer this item to the next regularly scheduled Board of Directors' meeting in June.

Discussion Items

5. Interim Managing Director 100-Day Action Plan

Jason Jewell, Interim Managing Director, provided a presentation on this item.

Director Echternach requested the inclusion of Amtrak monthly incidents in the quarterly reports to the Board.

Following a discussion, no action was taken on this item.

6. Public Comments

There were no public comments received.



MINUTES

LOSSAN Agency Board of Directors' Meeting

7. Managing Director's Report

Jason Jewell, Interim Managing Director, reported on the following:

- Ridership update.
- Coordination with Amtrak to plan for summer events season, including Comic-Con and the Del Mar racetrack in San Diego.
- Update on obtaining independent legal counsel to review the LOSSAN governing documents. A report will be provided in the upcoming weeks.

8. Board Members' Report

Vice Chair Edson reported on the following:

- North County Transit District (NCTD) launched the Padres Special COASTER service to offer additional service for Padres home games from April to September.
- From May 1 to June 23, youth 18 years of age and under can ride NCTD COASTER, Sprinter, and Breeze services and San Diego Metropolitan Transit Service trolley and bus services for free under the Youth Opportunity Pass pilot program.
- COASTER boardings for March 2022 experienced an increase of 330 percent over March 2021.

Director Brown reported that he will be travelling by train to San Diego to attend the American Public Transportation Association Rail Conference and Expo scheduled June 5 to June 8.

Director Strong reported on the following:

- Suggested staff look into special train service for upcoming events in San Luis Obispo County, including the Mid-State Fair.
- He and Director Reed recently attended a special session of the California Joint Powers Insurance Authority regarding risk management.

Director Muller reiterated that LOSSAN should work with partner agencies to coordinate special event service and suggested staff look into connecting Metrolink with COASTER to serve Orange County and incentivize ridership.

Director Murray requested an update on the Angels Express service and suggested staff look into opportunities to increase the ridership.

Vice Chair Edson commented that NCTD and Metrolink have been discussing opportunities for a special youth program.



MINUTES

LOSSAN Agency Board of Directors' Meeting

9. Closed Session

There was no Closed Session scheduled.

10. Adjournment

The meeting adjourned at 11:03 a.m.

The next regularly scheduled meeting of this Board will be held at **10:00 a.m. on Tuesday, June 21, 2022**, at the Orange County Transportation Authority, 550 South Main Street, Board Room. Orange, California

ATTEST

Allison Cheshire
Clerk of the Board



6/21/2022

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

Overview

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


Recommendation

Adopt Board of Directors Resolution 2022-L010.



June 21, 2022

To: Members of the Board of Directors

From: Jason Jewell, Interim Managing Director 

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

Overview

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

Recommendation

Adopt Board of Directors Resolution 2022-L010.

Discussion

AB 361 (Chapter 165, Statutes of 2021) was approved by the Legislature and signed by Governor Newsom on September 16, 2021. This legislation makes changes to the Ralph M. Brown Act to allow local legislative bodies to meet by teleconference during states of emergency. Under this legislation, if a legislative body wishes to conduct meetings virtually, it must make certain findings by resolution to meet by teleconference so long as there is a declared state of emergency. Board of Directors (Board) Resolution 2022-L010 (Attachment A), if adopted, would allow the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board and its committees to meet by teleconference for 30 days upon approval of this item.

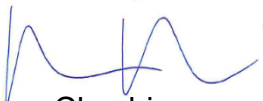
Summary

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

Attachment

A. Resolution No. 2022-L010

Prepared by:



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

RESOLUTION NO. 2022-L010

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

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

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

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

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

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

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

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

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

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

Section 6. This Resolution shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED on this _____ day of _____, 2022.

GREGG HART, CHAIRMAN
LOS ANGELES – SAN DIEGO –
SAN LUIS OBISPO RAIL CORRIDOR AGENCY

APPROVED AS TO FORM:

JAMES M. DONICH
GENERAL COUNSEL

ATTEST:

I, Allison Cheshire, Clerk of the Board, of the Directors of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, do hereby certify that the foregoing Resolution No. 2022-L010, by the following votes:

AYES:

NOES:

ABSENT:

ALLISON CHESHIRE
CLERK OF THE BOARD



LOSSAN Rail Corridor Agency

550 South Main Street
Orange, California

6/21/2022

Fiscal Year 2021-22 Third Quarter Budget Status Report

Overview

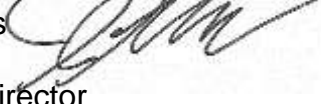
The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal year 2021-22 budget was approved by the Board of Directors on March 15, 2021. The Board of Directors approved a budget amendment on June 21, 2021, in order to incorporate a revised Amtrak operating forecast and revised administrative and grants programs budgets. The California State Transportation Agency approved the fiscal year 2021-22 budget and funding on July 30, 2021. This report summarizes financial activities and performance through the third quarter of fiscal year 2021-22, covering the months of January through March 2022.

Recommendation

Receive and file as an information item.



June 21, 2022

To: Members of the Board of Directors 
From: Jason Jewell, Interim Managing Director
Subject: Fiscal Year 2021-22 Third Quarter Budget Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's fiscal year 2021-22 budget was approved by the Board of Directors on March 15, 2021. The Board of Directors approved a budget amendment on June 21, 2021, in order to incorporate a revised Amtrak operating forecast and revised administrative and grants programs budgets. The California State Transportation Agency approved the fiscal year 2021-22 budget and funding on July 30, 2021. This report summarizes financial activities and performance through the third quarter of fiscal year 2021-22, covering the months of January through March 2022.

Recommendation

Receive and file as an information item.

Background

On March 15, 2021, 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) 2021-22 and FY 2022-23 (Business Plan), as well as the FY 2021-22 budget. Included in both the adopted budget and the Business Plan is funding for FY 2021-22 administrative and marketing services, in the amount of \$8,215,547 and \$30,807,380, for net train operations (including \$500,000 for minor capital projects and \$941,820, for reimbursement from other agencies), and \$74,022,000, for grant programs bringing the total adopted budget to \$113,544,927. The adopted budget for operations was based on preliminary cost estimates available at the time of adoption and assumed 80 percent of pre-pandemic operating service levels.

On June 21, 2021, the LOSSAN Board approved a budget amendment in order to incorporate revised Amtrak operating revenue and expense forecasts as well as

revised administrative and grant programs budgets. The amendment increased the net Amtrak operating budget by \$4,700,800. The administrative budget increased by \$413,860, to incorporate employee performance-based salary increases consistent with the managing agency, the Orange County Transportation Authority's (OCTA) adopted personnel and salary resolution. Grant program revenues and expenses increased by \$7,844,000, associated with Transit and Intercity Rail Capital Program (TIRCP) and Proposition 1B grant programs (Prop 1B) for the completion of timetable and corridor-wide network integration and strategic investment projects, host railroad access fees to support increased frequencies on the northern end of the corridor, and station security and safety projects.

Discussion

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

Revenues

As shown in Table 1, budgeted revenues through the third quarter of FY 2021-22 totaled \$60,035,617, whereas actual revenues totaled \$9,889,177. This results in year-to-date (YTD) revenues under-running the budget by \$50,146,440.

The majority of the revenue variance fell within State Operating Funding. The variance is primarily due to lower than anticipated state operating funding for train operations due to Federal Funding relief

TABLE 1: REVENUES		FY 2021-22	FY 2021-22	
		Working Budget	Actuals	\$ Variance
		Year-To-Date	Year-To-Date	Year-To-Date
State Administrative Funding	\$	6,615,547	\$ 3,514,704	\$ (3,100,844)
State Marketing Funding	\$	1,600,000	\$ 1,600,000	\$ -
State Operating Funding	\$	25,554,090	\$ 824,526	\$ (24,729,564)
Reimbursements from other Agencies	\$	-	\$ (26,531)	\$ (26,531)
Other State Funding	\$	26,015,980	\$ 3,958,236	\$ (22,057,745)
State Capital Funding	\$	250,000	\$ -	\$ (250,000)
Interest Revenue	\$	-	\$ 18,244	\$ 18,244
Total Revenues		\$ 60,035,617	\$ 9,889,177	\$ (50,146,440)

provided directly to Amtrak. Other areas experiencing budget variances are within other state funding due to timing of receiving reimbursements. The budget versus actual variances is further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the third quarter of FY 2021-22 totaled \$86,623,358, whereas actual expenses totaled \$5,801,671, resulting in YTD expenses under-running the budget by \$80,821,687.

The majority of the expense variance fell within grant programs due to prior year expense accruals and the timing of payments to Union Pacific Rail Road for capital improvement projects on the northern end of the corridor. Invoice reimbursements have taken longer than anticipated, which due to the large dollar amount, are needed in order to pay additional invoices. Details on the other areas experiencing budget variances can be found in Attachment A.

TABLE 2: EXPENSES			
	FY 2021-22	FY 2021-22	
	Working Budget	Actuals	\$ Variance
Administrative Budget Line	Year-To-Date	Year-To-Date	Year-To-Date
Administration - Staffing	\$ 4,499,147	\$ 2,999,994	\$ 1,499,153
Legal Services	\$ 34,840	\$ 29,692	\$ 5,148
Travel	\$ 38,909	\$ 11,505	\$ 27,404
Marketing	\$ 1,144,556	\$ 281,431	\$ 863,125
Contracted services	\$ 604,822	\$ 396,073	\$ 208,749
Dues & Memberships	\$ 5,000	\$ 14,287	\$ (9,287)
Banking Services	\$ 1,005	\$ (60)	\$ 1,065
Total Admin Services	\$ 6,383,279	\$ 3,799,788	\$ 2,583,491
Operating/Capital Budget Line Items			
Net Train Operating Expenses	\$ 26,269,401	\$ 971,888	\$ 25,297,513
Minor Projects	\$ 250,000	\$ -	\$ 250,000
Grant Programs	\$ 53,720,678	\$ 1,029,994	\$ 52,690,684
Total Budget	\$ 86,623,358	\$ 5,801,671	\$ 80,821,687

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

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

Summary

Through the third quarter of fiscal year 2021-22, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's actual revenues and expenses are below budget. The majority of the revenue variance is due lower than anticipated state operating funding for train operations due to Federal Funding relief provided directly to Amtrak, and the majority of the expense variance is due to prior year expense accruals and the timing of payments to Union Pacific Railroad.

Attachments

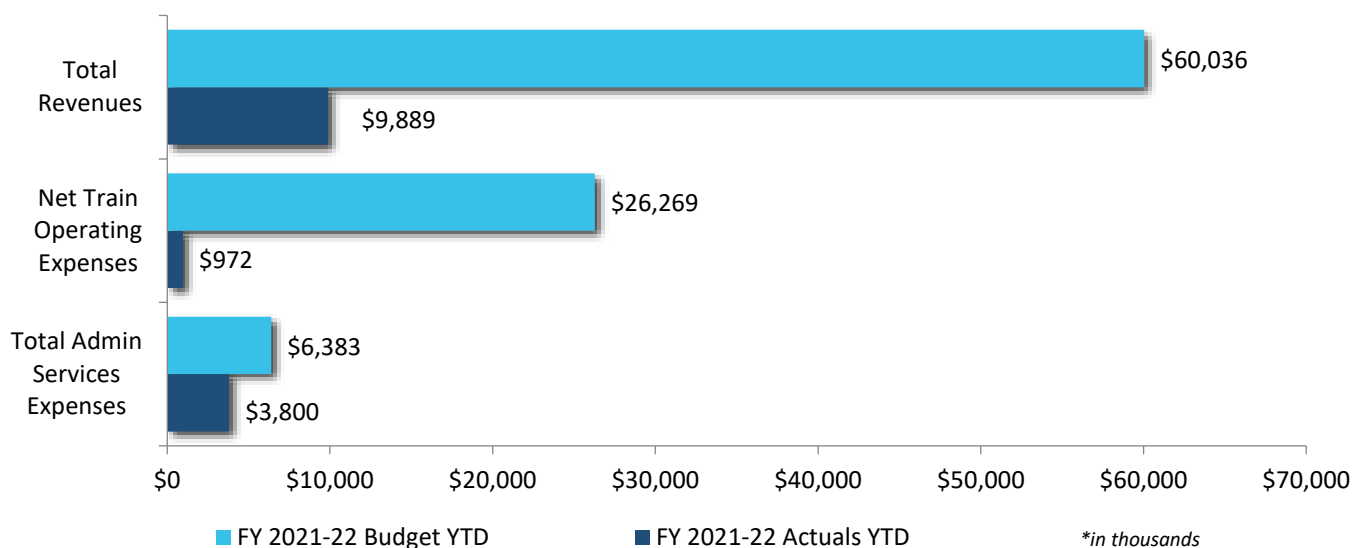
- A. Quarterly Budget Status Report, Third Quarter of Fiscal Year 2021-22
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Third Quarter Financial Activity Report, Fiscal Year 2021-22
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Quarterly Budget Status Report

Third Quarter of Fiscal Year 2021-22

FY 2021-22 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) 2021-22 and FY 2022-23 (Business Plan), and the FY 2021-22 budget were approved at the March 15, 2021 Board of Directors (Board) meeting. The business plan was submitted to the Secretary of the California State Transportation Agency on April 1, 2021, as required by the interagency transfer agreement and LOSSAN joint powers agreement.

The Board-approved FY 2021-22 Business Plan and budget is \$113,544,927. This includes funding for administrative and marketing services in the amount of \$8,215,547, and \$30,807,380 for net train operations (which includes \$50,000 for emergency bus bridge services and the continuation of the transit transfer program, and \$941,820 reimbursement from other agencies), \$500,000 for minor capital projects, and \$74,022,000 for grant programs. The adopted budget was based on preliminary estimates available at the time and assumed 80 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 2021-22 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 third quarter (January 2022 through March 2022) of FY 2021-22.

AMENDMENTS

On June 21, 2021, the Board approved an amendment to the LOSSAN Agency's FY 2021-22 revenue and expense budget to reflect revised Amtrak operating revenue and expense forecasts, reduced service levels, and revised administrative and grants programs budgets. The amendment increased the net operating revenue and expenses by \$4,700,800. It also assumed that Amtrak would have remaining American Rescue Plan Act federal funds to apply to the net costs of the Pacific Surfliner. The revised operating estimate assumed a more conservative return of ridership and revenue of approximately 55 percent of prior year revenue. The administrative revenue and expenses increased by \$413,860 to incorporate employee

performance-based salary increases which are consistent with the managing agency, the Orange County Transportation Authority's (OCTA), adopted FY 2021-22 personnel and salary resolution. Grant program revenues and expenses increased by \$7,844,000 associated with Transit and Intercity Rail Capital Program (TIRCP) and Proposition 1B grant programs (Prop 1B) for the completion of a timetable and corridor-wide network integration and strategic investment projects, host railroad access fees to support increased frequencies on the northern end of the corridor, and station security and safety projects.

Table 1: Budget Amendment, provides a summary of the net impact to the revenue and expense budget.

TABLE 1: BUDGET AMENDMENT

Revenues	FY 2021-22 Adopted Budget (3/15/21)	June 21, 2021 Budget Amendment	FY 2021-22 Working Budget
Total Revenues Available for Amtrak Operating Expenses	\$ 30,807,380	\$ 4,700,800	\$ 35,508,180
Total State Minor Projects Revenues	\$ 500,000	\$ -	\$ 500,000
Total State and Grant Administration and Marketing Funding	\$ 8,215,547	\$ 413,860	\$ 8,629,407
Total Grant Programs Revenues	\$ 74,022,000	\$ 7,844,000	\$ 81,866,000
Total Revenue Budget	\$ 113,544,927	\$ 12,958,660	\$ 126,503,587
Expenses	FY 2021-22 Adopted Budget (3/15/21)	June 21, 2021 Budget Amendment	FY 2021-22 Working Budget
Net Amtrak Operating Expenses	\$ 30,807,380	\$ 4,700,800	\$ 35,508,180
Total Minor Projects Expenses	\$ 500,000	\$ -	\$ 500,000
Total State Administration and Marketing Expenses	\$ 8,215,547	\$ 413,860	\$ 8,629,407
Total Grant Programs Expenses	\$ 74,022,000	\$ 7,844,000	\$ 81,866,000
Total Expense Budget	\$ 113,544,927	\$ 12,958,660	\$ 126,503,587

REVENUES

Budgeted revenues through the third quarter of FY 2021-22 total \$60,035,617, as presented in **Table 2: Revenues** under "FY 2021-22 Working Budget Year-To-Date". Actual Year-To-

Date revenues through the third quarter totaled \$9,889,177. This is a variance of (\$50,146,440).

State operating funding is underrunning by \$24,729,564. This is primarily due to an overall lower funding requirement from the State due to Federal relief funding provided directly to Amtrak through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) (signed into law December 27, 2020) and the American Rescue Plan Act (ARPA) (signed into law March 11, 2021). Amtrak will apply the CRRSA and ARPA federal funds in full to each month's net operating expenses until the funds are fully exhausted. Both CRRSA and ARPA will provide \$28,355,073 each to Amtrak to offset net

operating costs for the Pacific Surfliner. It is currently estimated that the federal funds will last through May 2022.

Other state funding (grant revenue) is underrunning by \$22,057,745. The variance is primarily attributed to grant reimbursements from the state for expenses related to Union Pacific Railroad (UPRR) to design and construct capital improvement projects

including Island Central Traffic (\$14,861,000), Non-Powered Switch Upgrades (\$3,433,667), and Safety Improvement Program (\$1,487,000). The state funding source for the UPRR projects include Transit & Intercity Rail Capital Program (TIRCP), State Transportation Improvement Program (STIP), and Proposition 1B (Prop 1B). These projects are on a

TABLE 2: REVENUES

	FY 2021-22 Adopted Budget	FY 2021-22 Working Budget	FY 2021-22 Working Budget Year-To-Date	FY 2021-22 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2021-22 Percent of Budget Used-to-Date
State Administrative Funding	\$ 6,615,547	\$ 7,029,407	\$ 6,615,547	\$ 3,514,704	\$ (3,100,844)	-46.9%	50.0%
State Marketing Funding	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ -	0.0%	100.0%
State Operating Funding	\$ 29,865,560	\$ 34,626,360	\$ 25,554,090	\$ 824,526	\$ (24,729,564)	-96.8%	2.4%
Reimbursements from other Agencies	\$ 941,820	\$ 941,820	\$ -	\$ (26,531)	\$ (26,531)	N/A	-2.8%
Other State Funding ¹	\$ 74,022,000	\$ 81,806,000	\$ 26,015,980	\$ 3,958,236	\$ (22,057,745)	-84.8%	4.8%
State Capital Funding ²	\$ 500,000	\$ 500,000	\$ 250,000	\$ -	\$ (250,000)	-100.0%	0.0%
Net State/Other Agency Funded	\$113,544,927	\$126,503,587	\$ 60,035,617	\$ 9,870,934	\$ (50,164,683)	-83.6%	7.8%
Interest Revenue	\$ -	\$ -	\$ -	\$ 18,244	\$ 18,244	N/A	N/A
Total Revenues	\$113,544,927	\$126,503,587	\$ 60,035,617	\$ 9,889,177	\$ (50,146,440)	-83.5%	7.8%

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

² Includes State Minor projects funding

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

reimbursement basis; as reimbursements are received from Caltrans, the LOSSAN Agency is able to pay additional invoices and seek additional reimbursements. Additional project reimbursement and payments are anticipated in the fourth quarter.

Additionally, TIRCP NCTD Increased Service Frequencies and On-time Performance and California Transit Security Grant Program (CalOES) are underrunning by \$2,359,300, and \$1,719,797 respectively, due to lower revenue recognition directly related to lower than anticipated project expenses.

The state funding (grant revenue) underruns are partially offset by the receipt of FY 2020-21 State Rail Assistance (SRA) revenue of \$3,342,740 million vs. the working budget year-to-date amount of \$0 through the third quarter. This variance is due to timing. The FY 2020-21 SRA funds were originally anticipated to be received in the fourth quarter of FY 2020-21, instead they were received in the first quarter of FY 2021-22.

COVID-19 Impacts to third Quarter Operating Revenues: Total passenger revenue for the third quarter performed very well and saw an increase of approximately 178.3 percent compared to the same period last year, however when compared to pre-pandemic (October – December 2019) passenger revenue it was lower by approximately 43.9 percent. Although revenue and ridership levels remain lower when compared to pre-pandemic levels in 2019, the third quarter of FY 2021-22 saw some easing of Covid-19 related travel restrictions and a positive impact on ridership. This has had a positive impact on the overall net operating costs, which will be addressed in the operating expenses section of this report.

OPERATING EXPENSES

Budgeted expenses through the third quarter of FY 2020-21 total \$86,623,358, as presented in **Table 3: Expenses** under “FY 2021-22 Working Budget Year-To-Date”. Actual Year-To-Date expenses through the third quarter totaled \$5,801,671. This is a variance of \$80,821,687.

Projects within grant programs are underrunning by \$52,690,684. This underrun is primarily attributed to timing of payments for the capital improvement project expenses within the UPRR Master Capital Agreement including: Narlon Bridge Replacement (\$14,975,000), Island Central Traffic Construction (\$14,861,000), Non-Powered Switch Upgrades (\$4,433,852), and Rail Replacement (\$4,000,000). Invoices related to UPRR projects were received earlier in the fiscal year, however due to a longer than anticipated invoice review

process and reimbursement process, some invoices were not processed until the third quarter. Due to the large dollar amount of the invoices, reimbursements must be received prior to additional invoices being paid. A significant amount of invoices are anticipated to be paid prior to the end of the fiscal year. Also contributing to the underrun are delays in the Canada Honda Bridge (\$2,500,000), and Corridor Hardening Improvement (\$1,500,000) projects. These projects are now anticipated to be completed in fiscal year 2022-23 and will be re-budgeted.

Additionally, TIRCP NCTD Increased Service Frequencies and On-Time Performance and CalOES are underrunning by \$2,156,963 and \$1,454,480 respectively, due to lower than anticipated project expenses.

Net train operating expenses variance of \$25,297,513 is due to overall lower net Amtrak operating expenses in the third quarter due to the Federal Funding Amtrak is receiving directly to lower net operating costs.

The administrative staffing budget variance of \$1,499,153 is primarily related to vacant positions through the third quarter. The Equipment and Mechanical Manager was vacant the majority of the first quarter. The Marketing Manager became vacant during the first quarter and remained vacant through the third quarter. The Business Unit Analyst (converted from Marketing Specialist, Principal) and Project Manager, Senior were both vacant until they were filled towards the end of the second quarter. Also, the Deputy Managing Director was vacant through the third quarter.

On July 18, 2016, the Board approved the use of surplus member agency funds (with approval from member agencies) for professional services for lobbying related activities, promotional items which may be ineligible for State funding and general planning activities. Member Agency Surplus funds were utilized in the third quarter for Federal Legislative Advocacy costs for \$20,008, and marketing promotional materials of \$692. Legislative advocacy services are being utilized through a cooperative agreement with the San Joaquin and Capital Corridor Joint Power Authority's. There is a remaining balance of \$176,512 in surplus member agency funds.

COVID-19 Pandemic Impacts to third Quarter Expenses: The LOSSAN Agency has been coordinating with stakeholders through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) on the implementation, accountability, and transparency of the CARES Act funding, as well as the application of the CRRSA Act funding and ARPA Act funding.

Third Quarter of FY 2021-22

TABLE 3: EXPENSES

	FY 2021-22 Adopted Budget	FY 2021-22 Working Budget	FY 2021-22 Working Budget Year-To-Date	FY 2021-22 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2021-22 Percent of Budget Used-to- Date
Operating/Capital Budget Line Items							
Net Train Operating Expenses	\$ 30,807,380	\$ 35,568,180	\$ 26,269,401	\$ 971,888	\$25,297,513	96.3%	2.7%
Minor Projects	\$ 500,000	\$ 500,000	\$ 250,000	\$ -	\$ 250,000	100.0%	0.0%
Grant Programs ¹	\$ 74,022,000	\$ 81,806,000	\$ 53,720,678	\$ 1,029,994	\$52,690,684	98.1%	1.3%
Total Operating/Capital Budget	\$105,329,380	\$117,874,180	\$ 80,240,079	\$ 2,001,883	\$78,238,196	97.5%	1.7%
Total Budget	\$113,544,927	\$126,503,587	\$ 86,623,358	\$ 5,801,671	\$80,821,687	93.3%	4.6%

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



Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Third Quarter Financial Activity Report
Fiscal Year 2021-22

Date	Payee	Debit	Credit	Balance
January				
1/1/2022	Bank Account Balance Forward			17,792,593.19
1/5/2022	Equipment and Mechanical Manager - Travel	168.67		17,792,424.52
1/5/2022	North County Transit District Increased Service Frequencies & On-Time Performance	44,843.39		17,747,581.13
1/11/2022	Bank of the West - Credit Card Charges Various	1,015.94		17,746,565.19
1/12/2022	Equipment and Mechanical Manager - Travel	251.56		17,746,313.63
1/12/2022	Operations, Compliance & Safety Manager - Travel	331.64		17,745,981.99
1/12/2022	Marsh Risk and Insurance - Insurance	55,990.39		17,689,991.60
1/18/2022	Deutsche Bahn Engineering and Consulting - Corridor Optimization (Grant Funded)	50,107.56		17,639,884.04
1/18/2022	Orange County Transportation Authority - Transit Transfer Program	2,029.64		17,637,854.40
1/18/2022	Sparkloft Media - Marketing Production Services	13,668.20		17,624,186.20
1/31/2022	Bank of the West - January Interest		1,407.09	17,626,061.00
February				
2/1/2022	Bank Account Balance Forward			17,626,061.00
2/1/2022	Deposit - State Rail Assistance Funds		1,124,694.75	18,750,755.75
2/9/2020	Bank of the West - Credit Card Charges Various	469.00		18,750,286.75
2/16/2022	ACE Agency - Professional Services	1,100.00		18,749,247.65
2/16/2022	California Transit Association Dues and Membership	7,000.00		18,742,247.65
2/16/2022	Program Manager - Travel	304.00		18,741,943.65
2/16/2022	Monarch Sport LLC - Pacific Surfliner Marketing	1,870.83		18,740,072.82
2/16/2022	Nansen - Web Marketing Services	15,487.50		18,724,585.32
2/16/2022	National Event Publications - Advertising	59,500.00		18,665,085.32
2/16/2022	Amtrak - Station Upgrades (Grant Funded)	48,851.46		18,616,233.86
2/16/2022	OCTA Administrative Services October - November	344,652.54		18,271,581.32
2/16/2022	San Joaquin Joint Powers Authority - Federal Legislative Advocacy	20,008.11		18,251,573.21
2/16/2022	States For Passenger Rail Coalition - Dues and Membership	7,000.00		18,244,573.21

Date	Payee	Debit	Credit	Balance
2/16/2022	Woodruff, Spradlin & Smart - December - Legal Services	1,878.00		18,242,695.21
2/22/2022	Union Pacific Railroad Projects (Grant Funded)	5,771.13		18,236,924.08
2/22/2022	Woodruff, Spradlin & Smart - January - Legal Services	10,785.40		18,226,138.68
2/28/2022	Bank of the West - February Interest		1,271.03	18,227,409.71
March				
3/1/2022	Bank Account Balance Forward			18,227,409.71
3/2/2022	Amtrak - Station Upgrades (Grant Funded)	412.50		18,226,997.21
3/9/2022	ACE Agency - Professional Services	1,000.00		18,225,997.21
3/9/2022	Anaheim Transportation Network - Transit Transfer Program	3,116.00		18,222,881.21
3/9/2022	Crowe LLP - Professional Audit Services	14,800.00		18,208,081.21
3/9/2022	Operations, Compliance & Safety Manager - Travel	619.28		18,207,461.93
3/9/2022	Monarch Sport LLC - Pacific Surfliner Marketing	1,025.00		18,206,436.93
3/9/2022	Nansen - Web Marketing Services	14,261.36		18,192,175.57
3/9/2022	Amtrak - Business Class Refresh	693,409.07		17,498,766.50
3/9/2022	Amtrak - Business Class Refresh	617,441.26		16,881,325.24
3/9/2022	North County Transit District - Transit Transfer Program	1,699.97		16,879,625.27
3/9/2022	Santa Barbara Metropolitan Transit District - Transit Transfer Program	381.00		16,879,244.27
3/9/2022	Sparkloft Media - Marketing Production Services	6,517.00		16,872,727.27
3/14/2022	Bank of the West - Credit Card Charges Various	1,425.37		16,871,301.90
3/16/2022	Equipment and Mechanical Manager - Travel	293.67		16,871,008.23
3/23/2022	Marsh Risk and Insurance - Insurance	875.00		16,870,133.23
3/23/2022	Nansen - Web Marketing Services	101,596.51		16,768,536.72
3/30/2022	ACE Agency - Professional Services	980.00		16,767,556.72
3/30/2022	Equipment and Mechanical Manager - Travel	563.78		16,766,992.94
3/30/2022	Monarch Sport LLC - Pacific Surfliner Marketing	4,049.00		16,762,943.94
3/30/2022	Amtrak - Station Upgrades (Grant Funded)	184,641.69		16,578,302.25
3/30/2022	Sparkloft Media - Marketing Production Services	4,342.00		16,573,960.25
3/30/2022	Woodruff, Spradlin & Smart - February - Legal Services	8,358.30		16,565,601.95
3/31/2022	Bank of the West - March Interest		2,032.57	16,567,634.52

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of March 31, 2022**

ATTACHMENT C

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816	Woodruff Spradlin & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract.	7/1/15	6/30/29	\$262,000	\$248,398	\$13,602	OPEN
L-0-0001	Sparkloft Media	Provide services related to social media marketing and digital communications as needed	6/24/2020	6/15/2022	\$198,000	\$78,835	\$119,165	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	\$16,074,510	\$92,025,490	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	\$809,886	\$1,490,113	OPEN
L-0-0016	Sparkloft Media	Provide services related to social media marketing and digital communications as needed	6/17/2021	5/31/2022	\$199,984	\$37,404	\$162,580	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	\$0	\$2,058,678	OPEN
L-1-0004	San Joaquin JPA	Cooperative agreement with SJJPA to reimburse SJJPA for project costs associated with Federal legislative advocacy services	7/1/2021	6/30/2023	\$92,000	\$20,008	\$71,992	OPEN
L-1-0005	Cision	PR Newswire Services	9/5/2021	9/4/2024	\$67,390	\$0	\$67,390	OPEN
L-1-0007	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2021	9/30/2022	\$27,360,673	\$32,508	\$67,390	OPEN
L-1-0008	Marsh Risk and Insurance Services	General liability, excess liability, crime and errors and omissions insurance policies	12/1/2021	12/1/2022	\$55,990	\$55,990	\$0	OPEN
L-2-0001	SMA	Viriato Maintenance Fees	5/21/2021	4/30/2024	\$97,740	\$0	\$97,740	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	6/30/22	\$184,000	\$87,969	\$96,032	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/22	\$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	6/30/22	\$5,000	\$71,107	-\$66,107	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement.	6/6/16	6/30/22	\$95,000	\$69,078	\$25,922	OPEN

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of March 31, 2022**

ATTACHMENT C

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement.	6/2/16	6/30/27	\$124,000	\$66,170	\$57,830	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/22	\$87,000	\$55,383	\$31,617	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement.	7/1/16	6/30/22	\$20,000	\$5,826	\$14,174	OPEN
L-6-0015	San Luis Obispo Regional Transportation Authority	Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement.	6/1/16	6/30/22	\$18,000	\$75	\$17,925	OPEN
L-6-0016	Glendale Beeline	Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement.	6/22/16	6/30/22	\$37,500	\$10,325	\$27,175	OPEN
L-6-0017	North County Transit District	Cooperative Agreement with North County Transit District for Transit Transfer Agreement	6/6/16	6/30/22	\$95,000	\$17,805	\$77,195	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	6/30/24	\$50,000	N/A	N/A	OPEN
L-7-0013	Amtrak	Security Projects for LOSSAN Corridor with AMTRAK	3/12/18	Project Completion	\$5,284,000	\$2,530,414	\$2,753,586	OPEN
L-7-1917	Making Waves USA, Inc. / Nansen	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	3/28/18	3/15/23	\$1,304,094	\$1,138,162	\$165,932	OPEN
L-8-0001	Bank of the West	Commercial Banking Services	9/6/18	8/31/23	\$25,000	\$2,391	\$22,610	OPEN
L-8-0009	California Department of Transportation	Interagency Transfer Agreement Between State of California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	7/1/18	6/30/24	N/A	N/A	N/A	OPEN
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/24	Reimbursable Agreement	\$11,611,113	N/A	OPEN
L-8-0012	Monarch Sport LLC	Field Marketing and Community Outreach Services for Pacific Surfliner	2/21/19	12/31/23	\$2,800,000	\$962,439	\$1,837,561	OPEN
L-8-0013	North County Transit District, Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	8/1/18	6/30/22	No Funds Flow Through LOSSAN	N/A	N/A	OPEN
L-9-0001	Amtrak	Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta	12/11/2019	6/30/22	\$502,691	\$263,603	\$239,088	OPEN
L-9-0002	North County Transit District	Cooperative Agreement for Increased Service Frequencies and On-Time Performance	2/1/2019	12/31/21	\$8,905,021	\$6,277,789	\$2,627,232	OPEN
L-9-0004	HDR Engineering Inc	Project Report and Environmental Document for the Central Coast Layover Facility	5/29/2019	6/30/2022	\$2,233,653	\$2,086,883	\$146,770	OPEN
L-9-0005	Southern California Regional Rail Authority (SCRRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, NCTD & Amtrak	7/1/2019	6/30/2022	\$2,400,000	No Funds Flow Through LOSSAN	N/A	OPEN

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of March 31, 2022**

ATTACHMENT C

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
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	\$75,600	\$63,400	OPEN
L-9-0008	Amtrak	Construction and/or construction management services in support of non-public works minor capital projects.	3/12/2018	Project Completion	\$499,886	\$169,920	\$329,966	OPEN
L-9-0013	Pastilla, Inc.	Creative Services for Print and Digital Creative Development, Design/Copywriting and Production	1/6/2020	12/31/2022	\$900,000	\$71,368	\$828,632	OPEN
L-9-0014	PGI Pacific Graphics Inc	Specialty Printing Services for the Pacific Surfliner	10/1/2019	9/30/2022	\$50,000	\$19,828	\$30,172	OPEN
L-9-0015	Goal Productions	Video and Photography Services	1/1/2020	12/31/2022	\$900,000	\$94,872	\$805,128	OPEN
L-9-0016	The ACE Agency	Public Relations and Media Outreach Services	1/17/2020	7/15/2022	\$50,000	\$43,762	\$6,238	OPEN



LOSSAN Rail Corridor Agency

550 South Main Street
Orange, California

6/21/2022

Fiscal Year 2021-22 Third 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 January through March 2022.

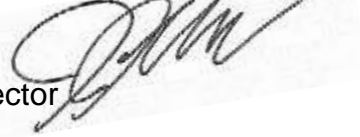
Recommendation

Receive and file as an information item.



June 21, 2022

To: Members of the Board of Directors

From: Jason Jewell, Interim Managing Director 

Subject: Fiscal Year 2021-22 Third 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 January through March 2022.

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 \$384.4 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	\$18,968,129	\$810,912	\$18,157,217
Transit and Intercity Rail Capital Program	\$310,760,000	\$73,746,320	\$237,013,680
Proposition 1B	\$34,971,000	\$0	\$34,971,000
State Transportation Improvement Program	\$12,500,000	\$1,239,658	\$11,260,342
California Office of Emergency Services	\$7,171,080	\$4,274,377	\$2,896,703
Total	\$384,370,209	\$80,071,268	\$304,298,942

Awarded/Executed Grant Agreements:

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

FY 2021-22. The total of this disbursement was approximately \$1.1 million, which covered the first quarter of the current fiscal year.

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 third quarter of FY 2021-22, approximately \$811 thousand of formula funding has been spent, leaving a balance of \$13.0 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, and the Grover Beach Station Improvements project, which was closed out in the FY 2020-21 third quarter. These projects and related funding details are listed in Attachment A.

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

In FY 2020-21, LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover four new projects that include approximately \$23.0 million for Equipment Overhaul and Procurement Matching Funds, \$5.9 million for Corridor Hardening and Safety Improvements, \$550 thousand for an Interregional Connectivity Improvement Project, and \$400 thousand for a LOSSAN Strategic Plan Update. In FY 2020-21, the LOSSAN Agency received approval for three of these projects, with approval from CalSTA expected for Equipment Overhaul and Procurement Matching Funds during the upcoming fiscal year. Of the projected \$29.8 million in total Round 2 funding, LOSSAN has received approximately \$5.5 million through the third quarter of FY 2021-22.

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of greenhouse gas emissions and vehicle miles travelled. There are currently four awarded Transit and Intercity Rail Capital Program (TIRCP) grant agreements, which were awarded by CalSTA in 2015, 2016, 2018, and 2020. The four awarded TIRCP grant agreements total \$310.8 million in funding for multiple projects and programs. A total of \$73.7 million has been received to

date, leaving a balance of \$237 million. The balance of TIRCP grant agreements will fund projects throughout the corridor including: Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, Signal and Fencing Upgrades, Station Improvements, Safety and Corridor Hardening Improvements, Bridge Replacements, Capital Access and On-Time Performance Agreements, Expansion of the Central Coast Layover in San Luis Obispo, and Phase One of a new San Diego County Maintenance and Layover Facility. Several of these projects are funded by multiple sources. Work on many of the 2016 and 2018 TIRCP funded projects has continued to progress. Contract invoicing for TIRCP funded projects has totaled \$40.4 million through the third quarter. LOSSAN has paid \$14.3 million of these invoices. Staff will continue to pay pending invoices as reimbursement funds are received from the California Department of Transportation (Caltrans) 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 \$35.0 million in Prop 1B funding. Reimbursement revenue has not been received for any of the funded projects, leaving the entire balance of \$35.0 million intact. The balance of the Prop 1B grant agreements will primarily fund the Los Alamos Creek (Narlon) and Canada Honda Bridge Replacement projects, with funding also included for the Interim San Luis Obispo Facility, and Camarillo Station Improvements. Contract invoicing for Prop 1B has totaled \$15.7 million with the majority allocated to the Narlon Bridge. Through the third quarter of FY 2022, \$1.7 million of these invoices have been paid. Staff will continue to pay pending invoices as reimbursements from prior payments are received. The Narlon Bridge Replacement opened to train traffic in August of 2021 and is now undergoing final environmental monitoring. The Canada Honda Bridge Replacement Project Approval & Environmental Document (PAED) phase has begun, with construction expected to begin in April 2023.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The Central Coast Layover Expansion project includes \$12.5 million in STIP funding and is currently in the PAED phase. These awarded funds were programmed as part of the 2018 STIP. Through the third quarter of FY 2021-22, approximately \$1.2 million has been received from the state, leaving a balance of \$2.3 million for this phase of the project. The PAED phase of this project is expected to conclude by the end of calendar year 2022, with the design phase to begin by April 2023.

The California Transit Security Grant Program (CTSGP) is an element of Prop 1B that specifically addresses transit system safety, security, and disaster response projects. Approximately \$7.2 million of the California Governor's Office of Emergency Services (CalOES) funding has been awarded for surveillance upgrades at stations throughout the corridor. The total amount of expense invoices paid through the third quarter under these grant agreements is approximately \$4.3 million, leaving a balance of \$2.9 million. The installation of the surveillance equipment was led by Amtrak engineering and was completed in March 2022. Invoices will continue to be received and processed through the fourth quarter of FY 2021-22.

Grant Agreements Pending Close-out:

The TIRCP funded portion of the Transit Transfer Program was completed in June 2021. Participating agencies submitted final program invoices in December 2021. Staff has submitted final reimbursement requests and will begin the closeout process once the remaining funds have been received. This grant agreement is summarized in Attachment D. LOSSAN staff has worked with the State to secure additional operations funding to continue this program.

Closed Grant Agreements:

No grants were closed in the third quarter of FY 2021-22.

Summary

This report provides an update of the grant agreement funded activities for the third quarter of FY 2021-22, January through March 2022. Staff recommends this report be received and filed as an information item.

Attachments

- A. Third Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), January Through March 2022
- B. Third Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), January through March 2022,
- C. Third Quarter Grant Reimbursement Status Report, Other Discretionary Grants, January through March 2022
- D. Third Quarter Grant Reimbursement Status Report, Grants Pending Close-out, January through March 2022

Prepared by:



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**Third Quarter Grant Reimbursement Status Report
LOSSAN Grant Agreements**

Formula and Competitive State Rail Assistance (SRA)

January Through March 2022

Fiscal Year 2018 - 2020 Formula

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility Improvements	\$ 260,000	\$ 106,432	\$ 153,568	June 2024
Business Class Refresh	300,000	-	300,000	June 2022
Continuity of Operations	12,031,047	-	12,031,047	June 2025
Viriato Maintenance	260,000	109,000	151,000	December 2023
SLO Tactile and Electrical Repair	395,500	-	395,500	September 2022
Corridor Optimization Software	208,000	195,480	12,520	June 2021
Grover Beach Station Improvements	400,000	400,000	-	Project Completed / Closed Out
Fiscal Year 2018 - 2020 Formula Sub-Total	\$ 13,854,547	\$ 810,912	\$ 13,043,635	

Fiscal Year 2018 - 2020 Competitive

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ -	\$ 718,750	June 2024
Fiscal Year 2018 - 2020 Competitive Sub-Total	\$ 718,750	\$ -	\$ 718,750	

Fiscal Year 2018 - 2025 SRA Funding Total	\$ 14,573,297	\$ 810,912	\$ 13,762,385	
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Fiscal Year 2021 - 2025 Formula ⁽¹⁾

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Interregional Connectivity Improvement Project	\$ -	\$ -	\$ -	December 2024
LOSSAN Strategic Plan Update	400,000	-	400,000	December 2022
Corridor Hardening and Safety Improvements	3,994,832	-	3,994,832	December 2025
Fiscal Year 2021 - 2025 Formula Sub-Total	\$ 4,394,832	\$ -	\$ 4,394,832	

SRA Funding Total	\$ 18,968,129	\$ 810,912	\$ 18,157,217	
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Notes:

(1) \$5.5 million received to date of expected \$29.8 million in round two funding. Remaining funds to be received over next 4 years. Staff awaiting final approval from CalSTA for equipment overhaul and procurement match project.



Third Quarter Grant Reimbursement Status Report

Transit and Intercity Rail Capital Program (TIRCP)

January Through March 2022

2020 TIRCP

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

2018 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
UPRR Franchise Access Fee, Cap. Access and Incentive	\$ 56,563,130	\$ -	\$ 56,563,130	June 2028
Carpinteria Second Track and Platform / Ped Underpass	10,677,870	-	10,677,870	June 2025
Upgrade of Non-Powered Switches	5,700,000	-	5,700,000	June 2023
Install Centralized Traffic Control (Goleta to San Luis Obispo)	16,640,000	-	16,640,000	June 2023
Camarillo Station Improvements	3,445,000	-	3,445,000	April 2024
Goleta Layover Facility Improvements	9,862,000	-	9,862,000	March 2026
Corridor Hardening Improvements (Safety)	3,055,000	100	3,054,900	December 2023
Tie Replacement	8,900,000	-	8,900,000	June 2023
Pre-1949 Rail Replacement	15,100,000	-	15,100,000	June 2023
Canada Honda Creek Bridge Replacement	11,026,000	-	11,026,000	June 2024
Los Alamos Creek Bridge (Narlon) Replacement	6,474,000	-	6,474,000	December 2022
Safety Improvement Funds	487,000	100	486,900	December 2023
North San Diego County Fencing Project	1,300,000	58,995	1,241,005	June 2025
Signal Respacing and Optimization Project	15,900,000	-	15,900,000	June 2025
On-Time Performance Incentive Program (NCTD)	22,962,000	6,496,647	16,465,353	September 2025
Network Integration Funds	250,000	-	250,000	June 2024
2018 TIRCP Grant Sub-Total	\$ 188,342,000	\$ 6,555,841	\$ 181,786,159	

2016 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Franchise Access Fee, Cap. Access and Incentive (UPRR)	\$ 8,140,000	\$ -	\$ 8,140,000	June 2028
Upgrade of Non-Powered Switches	1,000,000	-	1,000,000	June 2023
Install Centralized Traffic Control (Goleta to San Luis Obispo)	5,860,000	-	5,860,000	June 2023
Timetable and Corridor-Wide Network Integration	1,000,000	880,658	119,342	June 2022
SANDAG Projects ⁽¹⁾	66,000,000	66,000,000	-	Project Completed / Closed Out
2016 TIRCP Grant Sub-Total	\$ 82,000,000	\$ 66,880,658	\$ 15,119,342	

2015 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Transit Transfer Program	\$ 1,675,000	\$ 309,821	\$ 1,365,179	Pending Close-out
2015 TIRCP Grant Sub-Total	\$ 1,675,000	\$ 309,821	\$ 1,365,179	

TIRCP Grants Total	\$ 310,760,000	\$ 73,746,320	\$ 237,013,680	
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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.



Third Quarter Grant Reimbursement Status Report

Other Discretionary Grants

January Through March 2022

Proposition 1B

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

State Transportation Improvement Program (STIP)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 12,500,000	\$ 1,239,658	\$ 11,260,342	June 2026
STIP Grant Sub-Total	\$ 12,500,000	\$ 1,239,658	\$ 11,260,342	

California Governor's Office of Emergency Services (CalOES)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
FY 2013 - 2014	\$ 1,887,000	\$ 1,887,000	\$ -	Project Completed / Closed Out
FY 2014 - 2015	\$ 1,887,000	\$ 1,159,111	\$ 727,889	June 2022
FY 2015 - 2016	\$ 1,887,000	\$ 1,228,266	\$ 658,734	June 2022
FY 2016 - 2017	\$ 1,510,080	\$ -	\$ 1,510,080	June 2022
CalOES Grant Sub-Total	\$ 7,171,080	\$ 4,274,377	\$ 2,896,703	
Discretionary Grants Total	\$ 54,642,080	\$ 5,514,035	\$ 49,128,045	

Notes:



Third Quarter Grant Reimbursement Status Report

Grants Pending Close-out

January Through March 2022

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Transit Transfer Program	\$ 1,675,000	\$ 309,821	\$ 1,365,179	Pending Closeout
Grants Pending Close-out Sub-Total		\$ 309,821	\$ 1,365,179	\$ (1,055,358)

Notes:



6/21/2022

Fiscal Year 2021-22 Second 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 second quarter of state fiscal year 2021-22.

This report and future quarterly reports will be based on the state fiscal year (July through June) instead of the Amtrak federal fiscal year (October through September).


Recommendation

Receive and file as an information item.



June 21, 2022

To: Members of the Board of Directors

From: Jason Jewell, Interim Managing Director 

Subject: Fiscal Year 2021-22 Second 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 second quarter of state fiscal year 2021-22.

This report and future quarterly reports will be based on the state fiscal year (July through June) instead of the Amtrak federal fiscal year (October through September).

Recommendation

Receive and file as an information item.

Background

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and typically hosts more than 150 daily passenger trains. Prior to the Coronavirus pandemic, 27 daily trains and 27 stations comprised the Pacific Surfliner service. The Pacific Surfliner currently serves 29 stations and operates 21 daily one-way trains (or ten round trips). In fiscal year 2019 (the last full fiscal year prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips on Pacific Surfliner trains 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 rail 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 second quarter of fiscal year (FY) 2021-22, covering the months of October, November, and December 2021.

Coronavirus Pandemic

The coronavirus (COVID-19) pandemic has had significant global impacts on transit ridership and operations, including the three rail services operating on the LOSSAN rail corridor. Attributable ridership and revenue declines were observed at the end of February 2020, and drastic declines followed Governor Newsom's safer-at-home order that was effective 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 rail 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 25, 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.

Usage

For the second quarter of FY 2021-22, total LOSSAN rail corridor ridership for the three rail services combined was 699,953, representing a 173.5 percent increase when compared to the same period of the previous year. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, is shown in Figure 1.

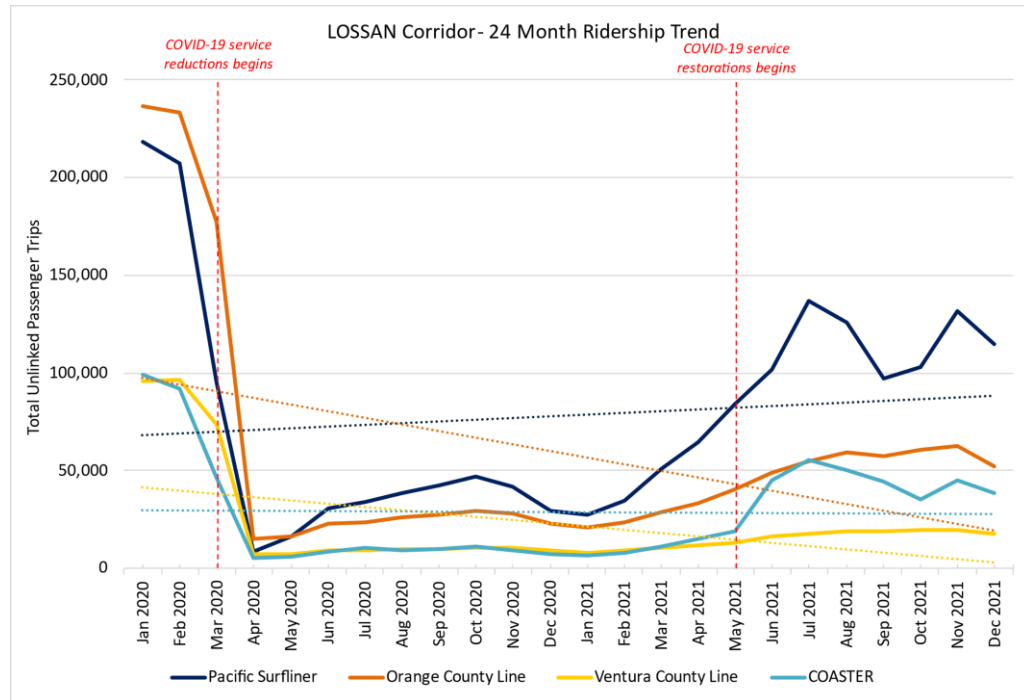


Figure 1

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 rail corridor can be found in Attachment A. In addition to this overall corridor data, details on the performance of each service are provided below.

Pacific Surfliner

The overall increase in LOSSAN rail corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the second quarter of FY 2021-22 was 349,304, representing an increase of 195.9 percent when compared to the same period

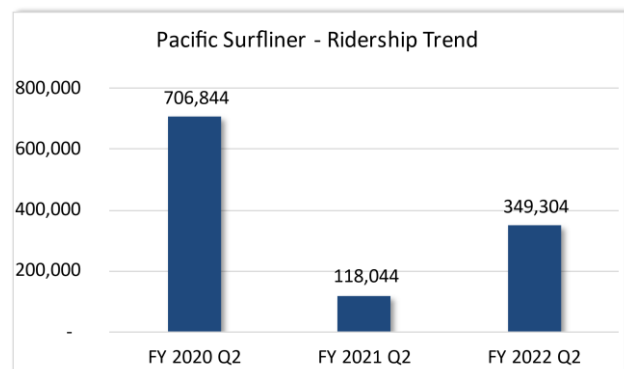


Figure 2

last year, as is illustrated in Figure 2. The increased ridership is attributable to reduced travel restrictions resulting from a statewide reduction in COVID-19 cases. The reported Pacific Surfliner ridership includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions.

Metrolink

Overall LOSSAN rail corridor ridership was also positively impacted by the ridership increase on Metrolink's VCL, as demonstrated in Figure 3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 90.3 percent when compared to the second quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 119.1 percent increase in ridership over the same report period in the prior year. During the second quarter of FY 2021-22, there were an average of 148 Metrolink pass holders per weekday who utilized the R2R Program to ride Pacific Surfliner trains, representing an increase of 321.9 percent compared to the same period last year.¹

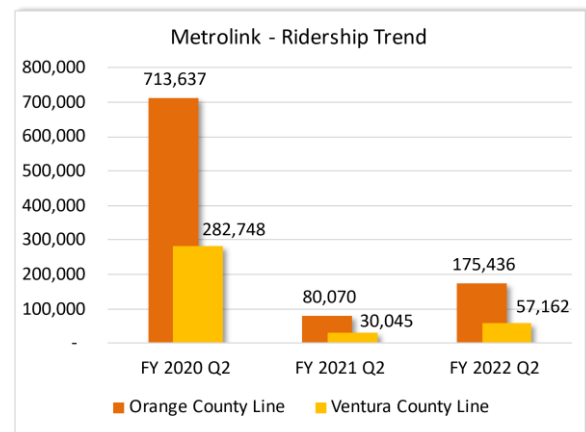
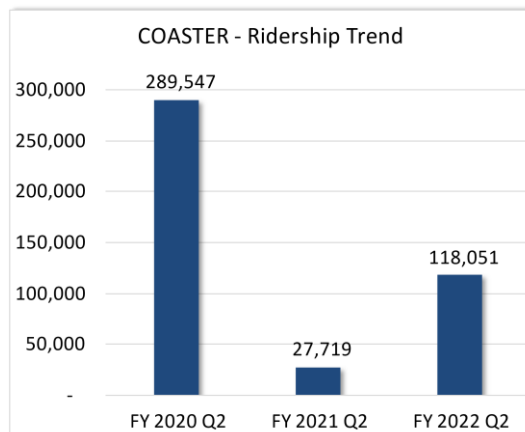


Figure 3

COASTER



NCTD's COASTER commuter rail service operating between Oceanside and San Diego saw a ridership increase of 325.9 percent during the second quarter of FY 2021-22 when compared to the same period in the prior year, as shown in Figure 4. During the second quarter of FY 2021-22, there were an average of 13 COASTER pass holders per day utilizing the R2R Program to ride Pacific Surfliner trains. This was an increase of 935.9 percent when

compared to the same period last year.

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

Amtrak System

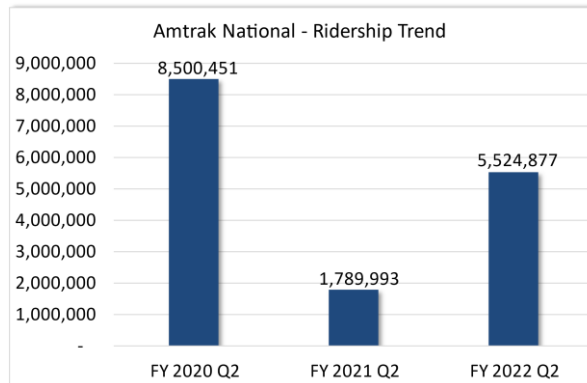


Figure 5

Amtrak service nationwide also experienced a cumulative ridership increase of 208.7 percent for the second quarter of FY 2021-22 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 increase by 165.7 percent in the second 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 174.5 percent on the Capitol Corridor and by 103.1 percent on the San Joaquins Corridor during the second quarter when compared to the same period last year.

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 nearly 35 million passenger miles during the second quarter of FY 2021-22, which is a 205.4 percent increase compared to the same period in the prior year. The increase in passenger miles aligns with the overall increase in ridership. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of over 12,504 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,276,408 gallons of gasoline.

Efficiency

Revenue

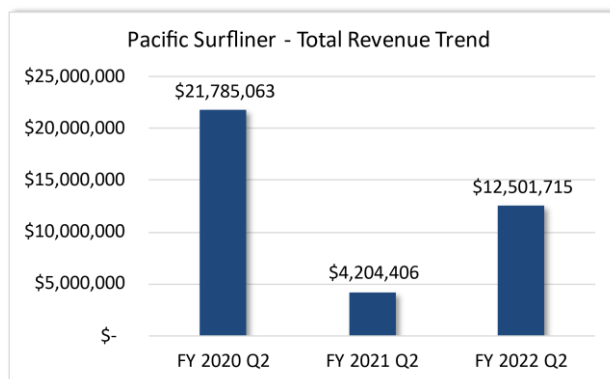


Figure 6

In correlation with the ridership increase resulting from the initial recovery from the COVID-19 pandemic, total revenue² for the Pacific Surfliner also increased. For the second quarter of FY 2021-22, total revenue increased by 197.3 percent when compared with the same period in the prior year, as shown in Figure 6.

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 55 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending December 31, 2021, was 44 percent. For comparison, including only the three months of the second quarter of FY 2021-22 results in a farebox recovery ratio of 56.9 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

² Total Operating Revenue includes the following revenue categories: Ticket Revenue, R2R Revenue, Food and Beverage Revenue, and Other Revenue.

were approved by the Secretary of Transportation in 2014, set an endpoint OTP goal of 90 percent for the Pacific Surfliner service.

In the second quarter of FY 2021-22, average endpoint OTP for the Pacific Surfliner was 80.3 percent, which was a 9.7 percent decline over the prior year, but an improvement when compared to performance in quarters prior to January 2020. Top challenges that impacted OTP in the second quarter of FY 2021-22 were signal delays, passenger train interferences, commuter train interferences, and mechanical failures. Figure 7 illustrates a monthly OTP trend for the Pacific Surfliner.

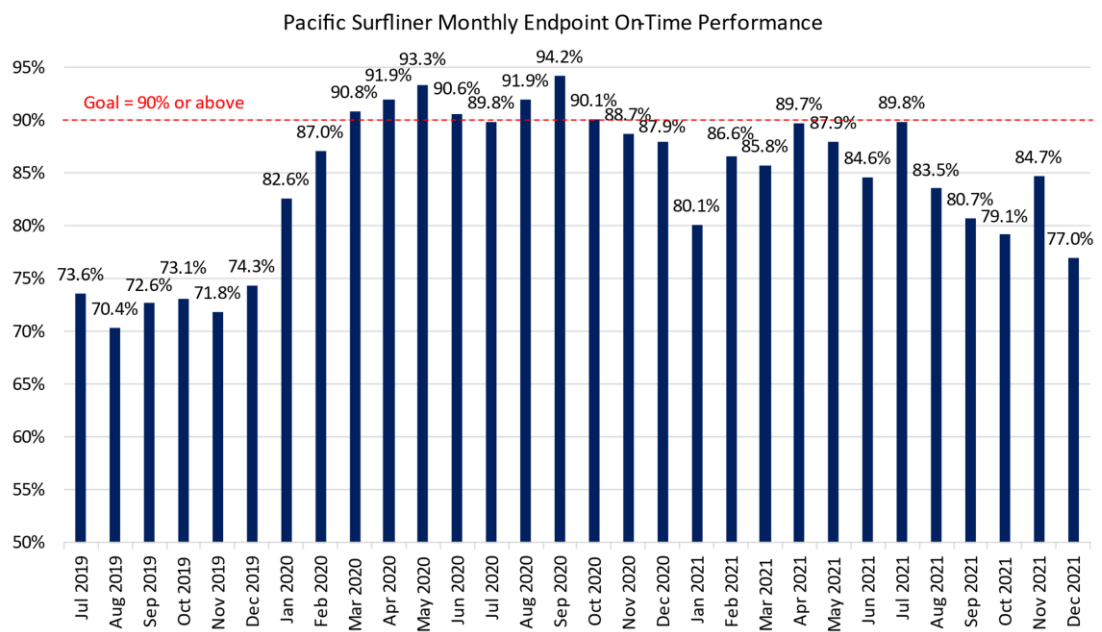


Figure 7

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. Amtrak launched a revamped eCSI survey in April 2020. For the second quarter of FY 2021-22, the Pacific Surfliner scored an average eCSI of 84.4 percent, representing a 4.5 percentage decrease from the eCSI of 88.4 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>FY21 Q2</i>	<i>FY22 Q2</i>	<i>% Change</i>
Baked Goods	\$ 18,942	\$ 34,691	83.1%
Beer	\$ 50,934	\$ 127,390	150.1%
Beverages	\$ 70,710	\$ 159,209	125.2%
Dairy Products	\$ 2,052	\$ 1,007	-50.9%
Fresh Prepared Foods	\$ 32,448	\$ 103,402	218.7%
Liquor	\$ 31,395	\$ 72,535	131.0%
Miscellaneous Merchandise	\$ 2,179	\$ 780	-64.2%
Packaged Snack Foods	\$ 101,111	\$ 305,645	202.3%
Salads	\$ 840	\$ 5,593	565.8%
Wine	\$ 65,469	\$ 164,697	151.6%
Total Revenue	\$ 376,079	\$ 974,949	159.2%

Figure 8

For the second quarter of FY 2021-22, food and beverage sales increased by 159.2 percent over the same quarter in the prior year. In the same quarter of the prior year, Café car sales were significantly impacted by the decrease in ridership and the restrictions associated with indoor dining. In 2020, the sales of some fresh prepared foods and hot items were temporarily suspended to limit interactions between passengers and Café car attendants and to prevent losses associated with spoilage of unsold product due to reduced demand.

Various safety measures, including the installation of plexiglass barriers, have allowed for the return of microwavable food items and fresh prepared foods. As ridership is increasing and additional food offerings are placed on the menu, there has been a corresponding trend with increasing revenue from Café car sales. Details on the performance of each specific sales category are included in Figure 8.

Amtrak Thruway Bus Service

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN rail corridor. The bus routes function as part of the Pacific Surfliner service and as of October 1, 2021, include:

- Route 4: One daily round trip between Los Angeles to Santa Barbara/Goleta.
- 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.

For the second quarter of FY 2021-22, combined ridership on these three routes totaled 18,103, representing an increase of 98.4 percent when compared to the ridership of 9,124 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 second quarter of FY 2021-22. During the second quarter, total ridership along the corridor increased by 173.5 percent when compared to the same period last year. Ridership on the Pacific Surfliner alone increased by 195.9 percent, along with a 197.3 percent increase in total revenue when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Fiscal Year 2021-22

Prepared by:



Rosa G. Guillen-Sanchez
Senior Transportation Analyst, Planning and Analysis
(714) 560-5747

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
Second Quarter Fiscal Year 2021-22**

<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership - Growth Over Same Quarter Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue - Growth Over Same Quarter Previous Year</u>	<u>Endpoint OTP (3 mo. avg)</u>
Pacific Surfliner	349,304	195.9%	\$ 12,501,715	197.3%	80.3%
Metrolink Orange County Line	175,436	119.1%	---	---	85.5%
Metrolink Ventura County Line	57,162	90.3%	---	---	95.7%
COASTER	118,051	325.9%	---	---	90.6%
LOSSAN Total	699,953	173.5%	---	---	---

Amtrak Nationwide	5,524,877	208.7%	---	---	78.2%
Coast Starlight	86,725	165.7%	---	---	57.3%
Capitol Corridor	162,443	174.5%	---	---	81.4%
San Joaquin	168,191	103.1%	---	---	78.1%



6/21/2022

Fiscal Year 2021-22 Second 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 second quarter of state fiscal year 2021-22, covering the months of October, November, and December 2021.

Beginning with this report, Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency staff will provide the quarterly Amtrak Pacific Surfliner on-time performance analysis in a written staff report format. This report, including future quarterly reports will be based on the state fiscal year (July through June) instead of the Amtrak federal fiscal year (October through September).


Recommendation

Receive and file as an information item.



June 21, 2022

To: Members of the Board of Directors

From: Jason Jewell, Interim Managing Director 

Subject: Fiscal Year 2021-22 Second 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 second quarter of state fiscal year 2021-22, covering the months of October, November, and December 2021.

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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. As illustrated in Figure 1 below, 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).

Figure 1: Pacific Surfliner Route



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.

Before rail operators implemented service reductions in late March 2020 due to the COVID-19 pandemic, service along the LOSSAN Rail Corridor included over 150 daily one-way trains and 41 stations. Of those, 27 trains and 27 stations comprised the Pacific Surfliner service. Currently, the Pacific Surfliner serves 29 stations and operates 21 daily one-way trains (or ten round trips). In fiscal year (FY) 2018-2019 (the last full FY prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips on Pacific Surfliner trains alone,

and an additional 5.4 million passenger trips were taken on the two commuter rail services combined (Metrolink and COASTER).

Impacts of COVID-19 Pandemic

Shortly after Governor Newsom's safer-at-home order became effective on March 15, 2020, the Pacific Surfliner, COASTER, and Metrolink implemented temporary service reductions on their respective intercity and commuter passenger rail services. The Pacific Surfliner and COASTER began service reductions on March 23, 2020, and Metrolink reduced its service on March 26, 2020.

After over a year of operating on reduced service schedules, in spring 2020, health and social conditions allowed for an initial transition into recovery from the COVID-19 pandemic, and rail operators along the LOSSAN rail corridor began to restore service. Starting on May 29, 2021 (Memorial Day weekend), COASTER returned to full service, and Metrolink launched new Saturday service on its Ventura County Line. Then, 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). Later, on October 25, 2021, the Pacific Surfliner increased its service further, to its current service level of 21 daily one-way trains (or ten round trips). On April 4, 2022, Metrolink increased its commuter rail service further, by adding 26 trains to its commuter rail system.

Discussion

This report provides an update on the average systemwide OTP of the Amtrak Pacific Surfliner, for the second quarter (Q2) of FY 2021-22. The following metrics give an overview of the Pacific Surfliner route OTP score for the reporting quarter, as well as information about delay causes:

- Endpoint On-Time Performance (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 scheduled 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), who sets a 90 percent endpoint OTP standard.

Figure 2: Endpoint OTP by Total Trains Operated

All Trains	FY 2022 Q1	FY 2022 Q2	% Change
Lost	266	366	37.6%
On-Time	1,455	1,489	2.3%
Operated	1,721	1,855	7.8%
Endpoint OTP	84.5%	80.3%	-5.1%

For Q2 FY 2021-22, **1,489** of **1,855** operated Pacific Surfliner trains arrived at their endpoint station on-time, while **366** trains arrived late. This results in a **systemwide endpoint OTP score of 80.3 percent** for Q2 FY 2021-22, representing a 5.1 percent decrease from 84.5 percent endpoint OTP in 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. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. The top reasons for the increase in train cancellations from Q1 to Q2 FY 2021-22 were trespasser and vehicle strikes, followed by equipment failures.

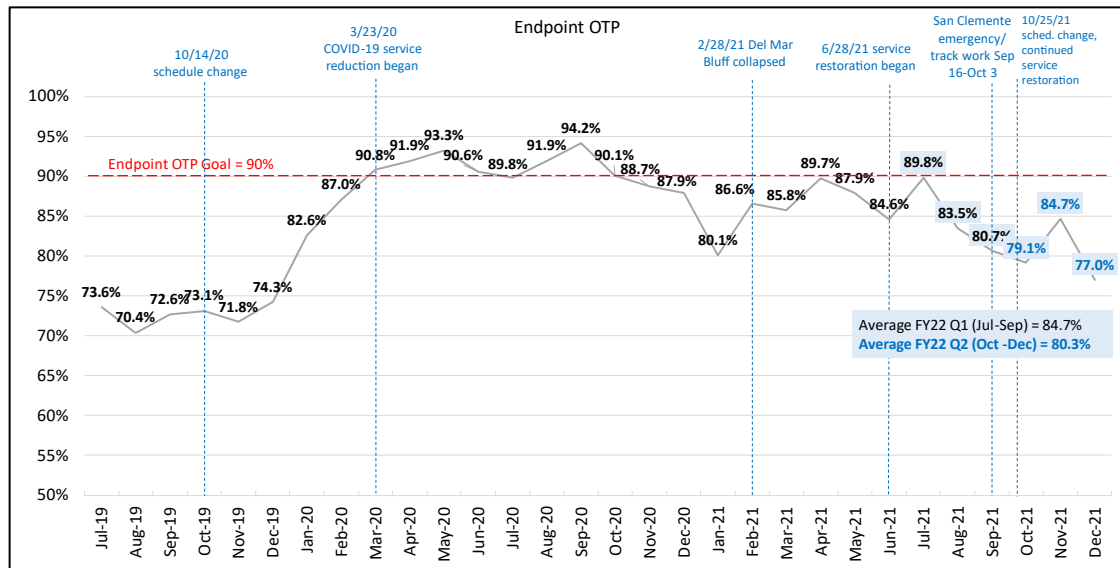
A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q2 FY 2021-22, 32 trains were either cancelled or suspended, representing a 58.4 percent decrease, or improvement, from the previous quarter.

Figure 3: Total Trains Cancelled or Suspended

All Trains	FY 2022 Q1	FY 2022 Q2	% Change
Cancelled	3	19	533.3%
Suspended	74	13	-82.4%
Total	77	32	-58.4%

Figure 4 shows historical monthly systemwide endpoint OTP from July 2019 to present. Notes within the chart highlight the events that have had significant impacts on OTP.

Figure 4: Endpoint OTP

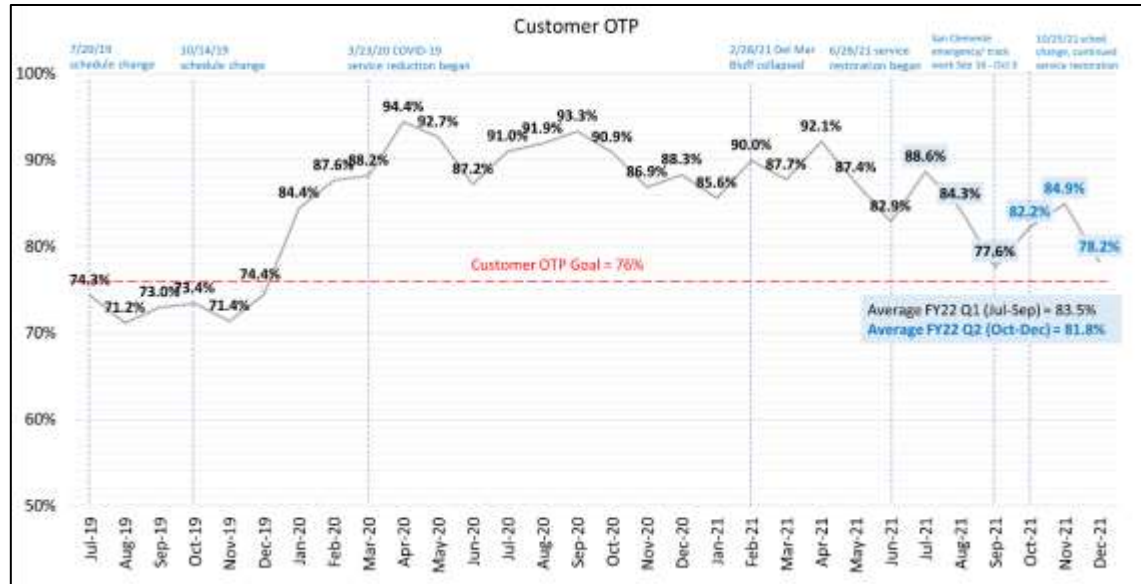


Customer OTP

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 76 percent goal shown in red on Figure 5 is set by Amtrak. The metric has remained above the 76 percent goal for 24 months, from January 2020 through December 2021. For Q2 FY 2021-22, **customer OTP averaged 81.8 percent, representing a 2.1 percent decrease** from 83.5 percent in the previous quarter.

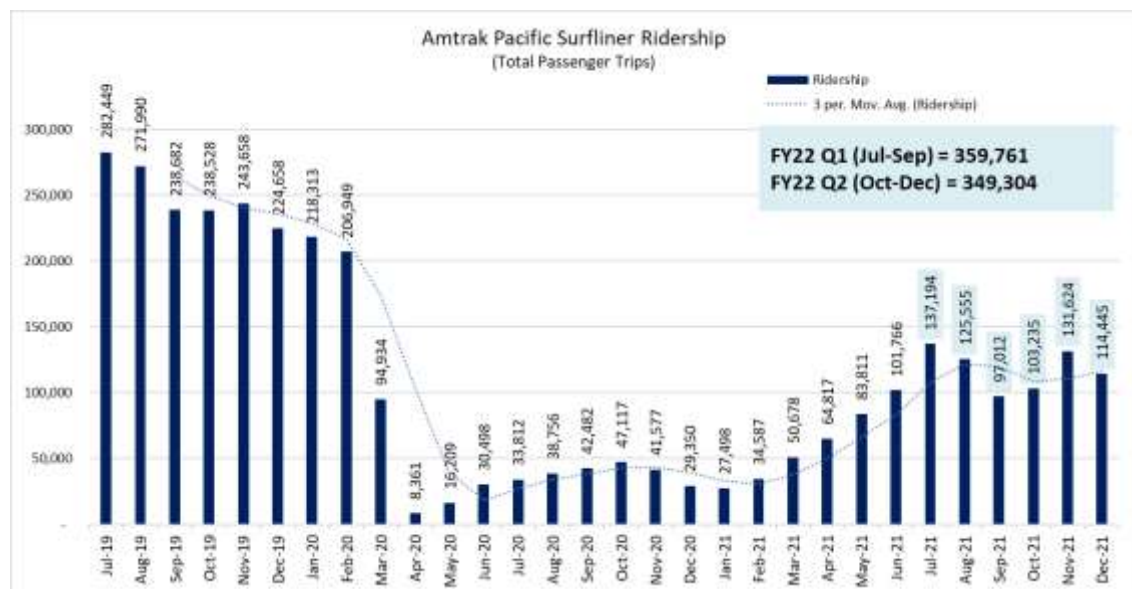
Figure 5: Customer OTP



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. For Q2 FY 2021-22, there were a **total of 349,304 passenger trips** on the Pacific Surfliner, representing a 2.9 percent increase from 359,761 passenger trips for Q1 FY 2021-22.

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 context, the figure below shows how multiple Pacific Surfliner trains operating on the regular service schedule implemented on October 25, 2021, are connected through its planned equipment turn patterns.

Figure 7: Equipment Turn Patterns



For example, train 562 is the first leg of a daily equipment route, and four additional trains (trains 573, 580, 591, and 594) use the same equipment on the same day. Therefore, any delays experienced by train 594 could be caused by delays on previous trains.

The table on the next page shows individual endpoint OTP for each of the 21 trains currently operating as part of the regular Pacific Surfliner service schedule implemented on October 25, 2021. For Q2 FY 2021-22, one regular service train (562) reached the endpoint OTP goal of 90 percent or above. The three regular service trains with the **lowest endpoint OTP average scores for the quarter were trains 594, 588, and 591.**

Figure 8: Endpoint OTP by Train

Train	Origin-Destination	Oct-21	Nov-21	Dec-21	Month Avg	# Trains Operated
1790	Emergency only.	100.0%	NA	NA	100.0%	1
1793	Emergency only.	100.0%	NA	NA	100.0%	1
1784	Emergency only.	100.0%	NA	100.0%	100.0%	2
1796	Emergency only.	100.0%	NA	NA	100.0%	2
1763	Emergency only.	100.0%	NA	NA	100.0%	3
1564	LAX-SAN	100.0%	NA	NA	100.0%	8
1567	SAN-LAX	100.0%	NA	NA	100.0%	8
590	LAX-SAN	91.7%	NA	NA	91.7%	24
1584	LAX-SAN	87.5%	NA	NA	87.5%	8
584	LAX-SAN	81.3%	NA	NA	81.3%	16
579	SAN-LAX	79.2%	NA	NA	79.2%	24
768	GTL-SAN	79.2%	NA	NA	79.2%	24
796	GTL-SAN	79.2%	NA	NA	79.2%	24
1572	LAX-SAN	75.0%	NA	NA	75.0%	4
593	SAN-LAX	75.0%	NA	NA	75.0%	24
569	SAN-LAX	73.7%	NA	NA	73.7%	19
1768	Emergency only.	66.7%	NA	NA	66.7%	3
1774	Emergency only.	66.7%	NA	NA	66.7%	3
763	SAN-GTL	58.3%	NA	NA	58.3%	24
1785	Emergency only.	100.0%	NA	0.0%	50.0%	4
1777	Emergency only.	66.7%	NA	0.0%	33.3%	4
1761	Emergency only.	NA	NA	0.0%	0.0%	1
Regular Service Trains						
562	LAX-SAN	87.1%	93.3%	93.3%	91.3%	91
794	SLO-LAX	85.7%	93.3%	80.6%	86.6%	68
770	GTL-SAN	100.0%	83.3%	74.2%	85.8%	68
573	SAN-LAX	85.7%	82.1%	87.1%	85.0%	66
581	SAN-LAX	85.7%	93.3%	74.2%	84.4%	68
586	LAX-SAN	85.7%	80.0%	86.7%	84.1%	67
761	SAN-SLO	71.4%	100.0%	80.6%	84.0%	68
567	SAN-LAX	78.3%	86.7%	87.1%	84.0%	84
564	LAX-SAN	69.6%	93.3%	87.1%	83.3%	84
784	GTL-SAN	85.7%	86.7%	77.4%	83.3%	68
595	SAN-LAX	82.8%	80.0%	86.7%	83.1%	89
572	LAX-SAN	81.0%	90.0%	76.7%	82.5%	81
583	SAN-LAX	84.0%	93.3%	69.0%	82.1%	84
580	LAX-SAN	90.3%	80.0%	67.7%	79.4%	92
765	SAN-GTL	71.4%	73.3%	90.3%	78.4%	68
774	SLO-SAN	90.3%	76.7%	64.5%	77.2%	92
785	SAN-GTL	64.5%	86.7%	67.7%	73.0%	92
777	SAN-SLO	71.0%	63.3%	77.4%	70.6%	92
594	LAX-SAN	57.1%	80.0%	67.7%	68.3%	68
588	LAX-SAN	28.6%	86.7%	73.3%	62.9%	67
591	SAN-LAX	57.1%	75.9%	54.8%	62.6%	67
System Average		79.1%	84.7%	77.0%	80.3%	1,855
*Emergency service trains operated from September 20th - October 3rd.						
*Schedule change with 21 trains effective October 25, 2021.						

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.

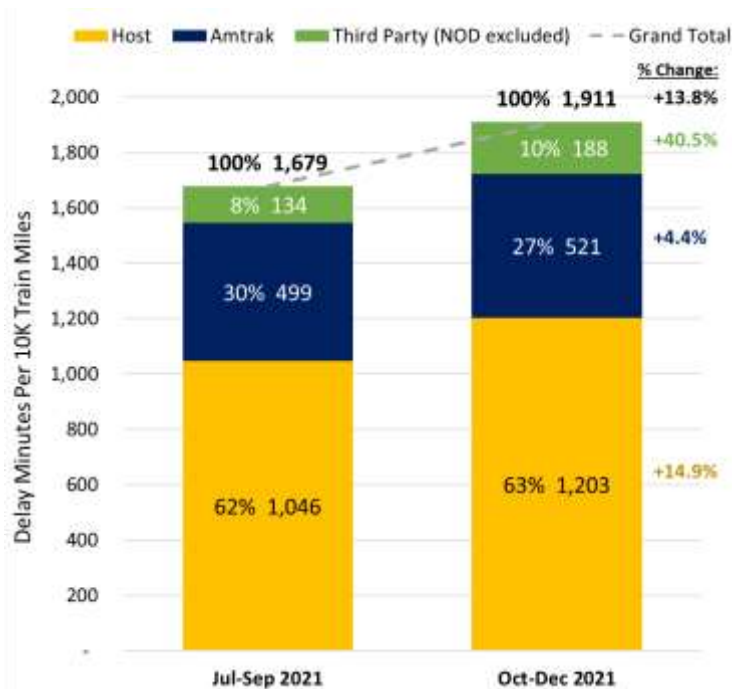
The rate metric of **minutes of delay by responsible party per 10,000 train miles** is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. The measure is normalized by dividing the total minutes of delay for all operated trains,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

For Q2 FY 2021-22, the Pacific Surfliner service operated a total of **382,588 train miles, representing a 39.4 percent** increase from the 274,425 train miles operated in Q1.

Host-responsible delay types (shown in yellow in Figure 9) continue to be the **largest category of delay types** for the entire Pacific Surfliner route, 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 Q2 FY 2021-22, there were **1,911 minutes of delay per 10,000 train miles, representing a 13.8 percent increase** in the overall delay rate compared to Q1 FY 2021-22. The rate of host-responsible delays increased by 14.9 percent, the rate of Amtrak-responsible delays increased by 4.4 percent, and the rate of third party-responsible delays increased by 40.5 percent.

Figure 9: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



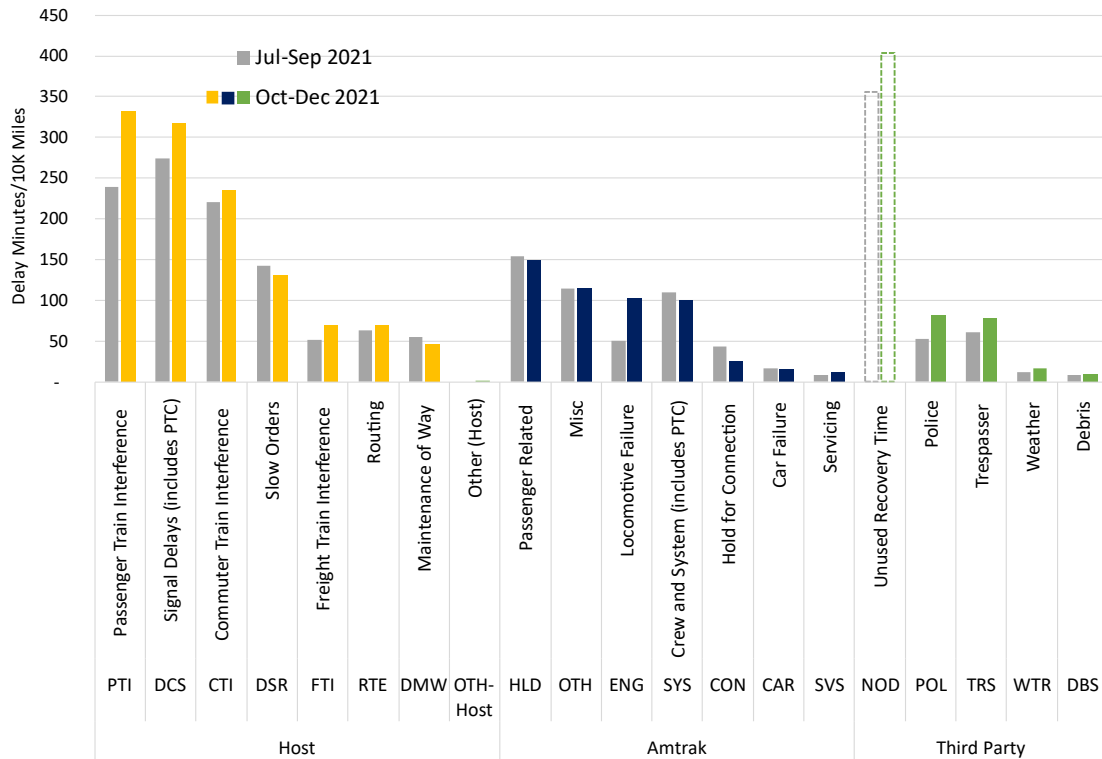
Systemwide Delays by Delay Type, Per 10,000 Train Miles

For Q2 FY 2021-22, under the host-responsible category, the rate of nearly all delay types increased, partly due to more trains operating along the corridor. The top delay type under this category was passenger train interference, closely followed by signal delays. The host-responsible delay type that increased the most was passenger train interference.

Under the Amtrak-responsible category, the top delay type was passenger related delays, and the delay type that increased the most was locomotive failures. The amount of passenger related delays usually aligns with the level of train service and ridership. Regarding locomotive failures, there were 17 instances of locomotive failures in Q2 FY 2021-22, which resulted in 17 delayed trains and 8 cancelled trains. The Amtrak and LOSSAN operations and maintenance teams are continually coordinating to quickly identify and address issues related to locomotive reliability.

Regarding third party-responsible delays, the top delay type was police activity, closely followed by trespassers. The third party-responsible delay type that increased the most was police activity. Unfortunately, these type of incidents tend to result in hours long delays that cascade into many other types of delays systemwide, and can lead to the cancelations of multiple trains.

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



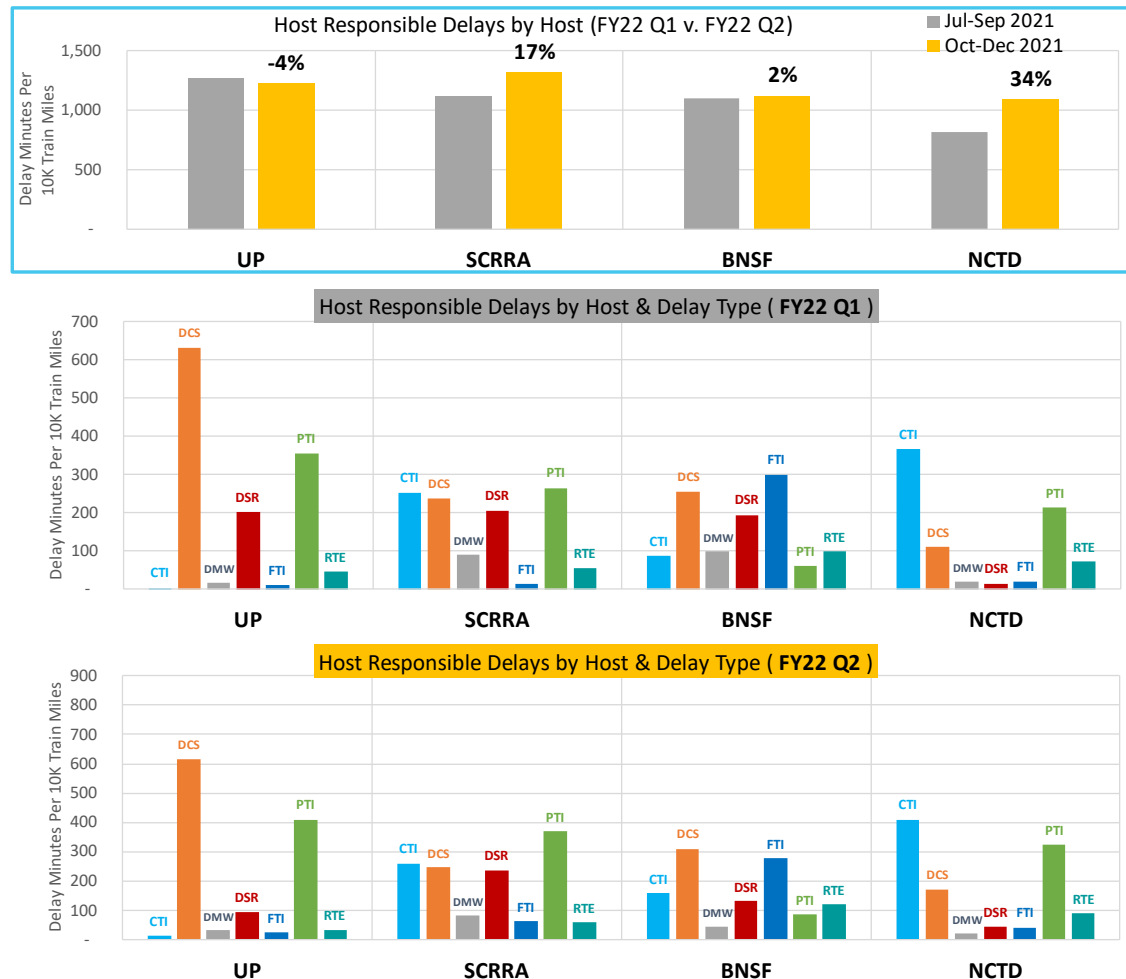
Host-Responsible Delays, Per 10,000 Train Miles

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 Q2 FY 2021-22, the host-responsible delay rate decreased by **4 percent** within UP territory, but increased by **17 percent** within SCRRA territory, increase by **2 percent** within BNSF territory, and increased by **34 percent** within NCTD territory.

Focusing just on the bottom chart showing recent Q2 FY 2021-22 data, you can clearly see what the large delay contributors were within each host territory. Although signal issues remain the top delay type within UP territory, they significantly decreased, or improved, for Q2, compared to Q1. Signal related delays in UP territory also led to a significant amount of passenger train interferences. In SCRRA territory, the top delay type was passenger train interferences. In BNSF territory, there were high rates of signal issues and freight train interferences. Moreover, the top delay type in NCTD territory was commuter train interferences, which frequently occur with COASTER service, and sometimes, with Metrolink trains that serve the Oceanside Station. The increase from the previous quarter is attributable to many more trains operating in

San Diego County, since multiple operators furthered their COVID-19 service restorations in October 2021.

Figure 11: Host-Responsible Delays, Per 10,000 Train Miles

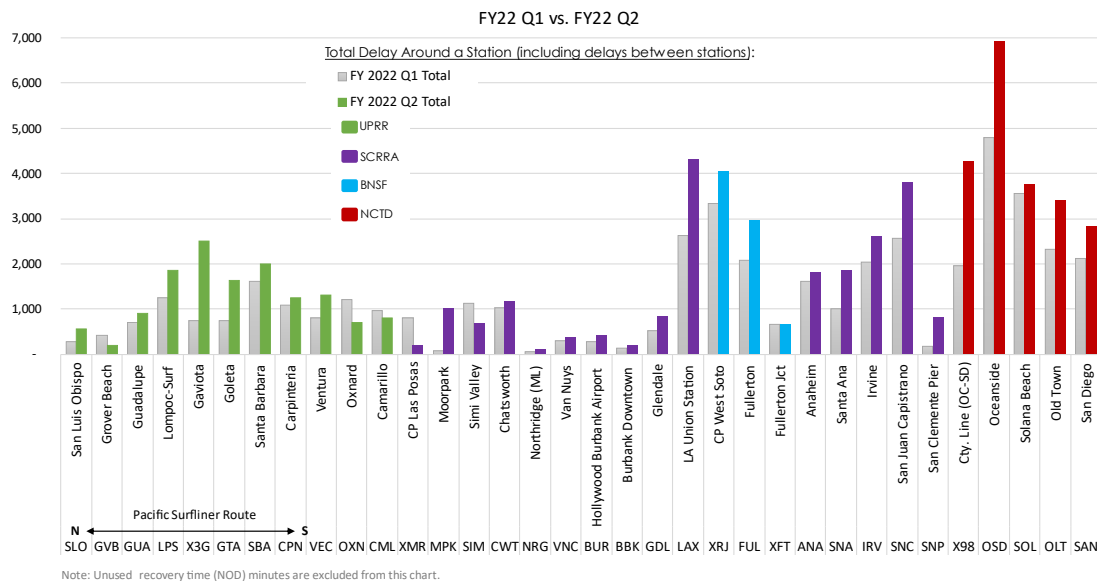


Total Delays Around Stations (or Other Specific Locations)

Figure 12 below shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars in colors represent total minutes of delay around a station for Q2 FY 2021-22, and the grey 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 39.4 percent**, from 45,021 in Q1 FY 2021-22, to **62,779 in Q2 FY 2021-22**. The top three delay locations were Oceanside Station, Los Angeles Union Station, and the Orange County-San Diego County Line.

Figure 12: Total Delays Around Stations (or Other Specific Locations)



Summary

For Q2 FY 2021-22, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 80.3 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top three delay types, regardless of responsibility category, were passenger train interference, signal delays, and commuter rail interference.

Attachments

None.

Prepared by:

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LOSSAN Rail Corridor Agency

550 South Main Street
Orange, California

6/21/2022

Subject

Closed Session

Pursuant to Government Code Section 54956.9(d)(2) - Conference with General Counsel - Potential Litigation - One Item.