



# **MEETING NOTICE AND AGENDA**

**MEMBER AGENCIES:**

California Department of  
Transportation

Los Angeles County Metropolitan  
Transportation Authority

North San Diego County  
Transit District

Orange County  
Transportation Authority

San Diego  
Association of Governments

San Diego Metropolitan  
Transit System

San Luis Obispo  
Council of Governments

Santa Barbara County  
Association of Governments

Ventura County  
Transportation Commission

**EX-OFFICIO MEMBERS:**

Amtrak

California High-Speed Rail Authority

Riverside County  
Transportation Commission

Southern California  
Association of Governments

**ADDITIONAL TECHNICAL ADVISORY  
COMMITTEE MEMBERS:**

BNSF Railway

California Public Utilities Commission

Southern California  
Regional Rail Authority

Union Pacific

## **LOSSAN RAIL CORRIDOR AGENCY JOINT POWERS BOARD**

The Board may take action on any item appearing on this agenda.

Monday, March 5, 2012

### **NOTE: DATE CHANGE**

12:30 to 2:30 p.m.

William Mulholland Room, 15th Floor  
LA Metro

One Gateway Center  
Los Angeles, CA

Lunch Provided

SANDAG Staff Contact: Linda Culp  
(619) 699-6957  
Linda.Culp@sandag.org

### **AGENDA HIGHLIGHTS**

- **LOSSAN CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN REVISED DRAFT REPORT**
- **UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE AND CONSIDERATION OF AUTHORIZING LEGISLATION**
- **LOSSAN CORRIDORWIDE STATION INFORMATION ASSESSMENT REVISED DRAFT REPORT**

**STAFFED BY:**

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# LOSSAN RAIL CORRIDOR AGENCY JOINT POWERS BOARD

Monday, March 5, 2012

ITEM #	RECOMMENDATION
1. CHAIR'S REPORT	
Welcome and Introductions	
2. PUBLIC COMMENT AND COMMUNICATIONS	
Speakers are limited to three minutes each.	
3. RECOGNITION OF OUTGOING BOARD MEMBER ART BROWN	
<b>CONSENT (4 through 5)</b>	
+4. JANUARY 25, 2012, MEETING minutes (Danny Veeh, SANDAG) (pp. 6-10)	APPROVE
The meeting minutes are included for approval.	
+5. CORRIDOR TRENDS (Danny Veeh, SANDAG) (pp. 11-17)	INFORMATION
The latest corridor statistics, including ridership and revenue statistics, and customer satisfaction indices are attached.	
<b>CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN REPORTS (6 through 8)</b>	
+6. UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE AND CONSIDERATION OF AUTHORIZING LEGISLATION (Corridor CEOs)	DISCUSSION
The Chief Executive Officers continue to discuss the details of local authority for state-supported intercity passenger rail services in the corridor. Additional details on the overall management plan for the local authority and an update on the draft legislative work will be provided.	
<i>This item was not ready at time of mail-out and will be available under separate cover when completed.</i>	

<b>ITEM #</b>	<b>RECOMMENDATION</b>
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- |  |         |
|--|---------|
| +7. LOSSAN CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN REVISED DRAFT REPORT (Linda Culp, SANDAG; Linda Bohlinger, HNTB) (pp. 18-40) | APPROVE |
|--|---------|

The LOSSAN Corridorwide Strategic Implementation Plan was outlined in an interagency memorandum of understanding approved by LOSSAN member agencies in 2009 and has been underway since August 2010. The Technical Advisory Committee (TAC) reviewed an initial draft report at their February 9, 2012, meeting, which provided an initial round of comments, and recommends that the Board of Directors review the revised draft and approve as final.

- |  |         |
|--|---------|
| +8. LOSSAN CORRIDORWIDE STATION INFORMATION ASSESSMENT REVISED DRAFT REPORT (Gabriela Fernandez, SANDAG) | APPROVE |
|--|---------|

One of the LOSSAN short-term improvements is improved customer information at stations and as a first step, staff completed an assessment of current station information along the entire LOSSAN corridor as well as stations in Riverside County. The TAC also reviewed an initial draft of this report at their February 9, 2012, meeting, which provided an initial round of comments, and recommends that the Board of Directors review the revised draft and approve as final.

**REMAINING REPORTS**

- |   |         |
|---|---------|
| +9. FISCAL YEAR 2013 LOSSAN OVERALL WORK PROGRAM (Linda Culp, SANDAG) (pp. 41-44) | APPROVE |
|---|---------|

The Board of Directors annually approves an overall work plan for the coming fiscal year. The TAC reviewed the proposed FY 2013 work plan at their February 9, 2012, meeting and recommends Board approval.

- |                          |             |
|--------------------------|-------------|
| 10. BOARD MEMBER UPDATES | INFORMATION |
|--------------------------|-------------|

- |                  |             |
|------------------|-------------|
| 11. NEXT MEETING | INFORMATION |
|------------------|-------------|

The next Board of Directors meeting is scheduled for Friday, March 30, 2012, in Santa Barbara beginning at **10:45 a.m.** (Note this is a time change from 10:30 to 10:45 a.m.)

+ next to an item indicates an attachment



**LOSSAN**

Los Angeles - San Diego - San Luis Obispo  
Rail Corridor Agency

## 2012 BOARD OF DIRECTORS

County	Members	Alternates
<p><b>San Luis Obispo:</b> 1 vote</p>	<p>Fred Strong Council Member, City of Paso Robles Member, San Luis Obispo Council of Governments</p>	<p>Jan Howell Marx Mayor, City of San Luis Obispo Member, San Luis Obispo Council of Governments</p>
<p><b>Santa Barbara:</b> 1 vote</p>	<p>Salud Carbajal Supervisor, County of Santa Barbara Member, Santa Barbara County Association of Governments</p>	<p>Helene Schneider Mayor, City of Santa Barbara Member, Santa Barbara County Association of Governments</p>
<p><b>Ventura:</b> 1 vote</p>	<p>Keith Millhouse Mayor Pro Tem, City of Moorpark Member, Ventura County Transportation Commission</p>	<p>Brian Humphrey Member, Ventura County Transportation Commission</p>
<p><b>Los Angeles:</b> 2 votes</p>	<p>Jacki Bacharach (Vice Chair) Representative, Los Angeles County Metropolitan Transportation Authority</p> <p>Diane DuBois Vice Mayor, City of Lakewood Member, Los Angeles County Metropolitan Transportation Authority</p>	<p>Karen Heit Representative, Los Angeles County Metropolitan Transportation Authority</p> <p>Beatrice Proo Representative, Los Angeles County Metropolitan Transportation Authority</p>
<p><b>Orange:</b> 2 votes</p>	<p>Bill Campbell Supervisor, County of Orange Member, Orange County Transportation Authority</p> <p>Jerry Amante Mayor, City of Tustin Member, Orange County Transportation Authority</p>	

County	Members	Alternates
<b>San Diego:</b> 2 votes	Chris Orlando Council Member, City of San Marcos Chair, North County Transit District   Jerry Rindone Member, San Diego County Board of Education Representative, San Diego Metropolitan Transit System   Joe Kellejian (Chair) Mayor, City of Solana Beach Representative, San Diego Association of Governments	Jerome Stocks Deputy Mayor, City of Encinitas Member, North County Transit District   Julianne Nygaard Advisory Representative, North County Transit District   Harry Mathis Chair, Metropolitan Transit System Member, San Diego Metropolitan Transit System
<b>Caltrans:</b> 1 vote	Bill Bronte Chief, Division of Rail California Department of Transportation	Martin Tuttle Deputy Director, Planning and Modal Programs California Department of Transportation
<b>Ex-Officio Members:</b>		
<b>Amtrak</b>	Jonathan Hutchison Amtrak	
<b>California High-Speed Rail Authority</b>	Vacant California High-Speed Rail Authority	
<b>Riverside County Transportation Commission</b>	Greg Pettis Council Member, City of Cathedral City Member, Riverside County Transportation Commission	Karen Spiegel Council Member, City of Corona Member, Riverside County Transportation Commission
<b>Southern California Association of Governments</b>	Paul Glaab Mayor Pro Tem, City of Laguna Niguel Member, Southern California Association of Governments	

# JOINT POWERS BOARD

March 5, 2012

AGENDA ITEM NO.: **4**

**Action Requested: APPROVE**

JANUARY 25, 2012, MEETING MINUTES

File Number 3400600

The LOSSAN Rail Corridor Agency Joint Powers Board met on January 25, 2012, in Orange, CA. In attendance were:

Joe Kellejian, SANDAG, Chair  
Jacki Bacharach, Metro, Vice Chair  
Bill Bronte, Caltrans  
Bill Campbell, OCTA  
Salud Carbajal, SBCAG (via-teleconference)  
Karen Heit, Metro  
Jonathan Hutchison, Amtrak  
Julianne Nygaard, NCTD  
Chris Orlando, NCTD  
Greg Pettis, RCTC

Jerry Rindone, MTS  
Fred Strong, SLOCOG  
Linda Culp, LOSSAN Staff  
Hasan Ikhata, SCAG  
Jim Kemp, SBCAG  
Will Kempton, OCTA  
Art Leahy, Metro  
Tom Margro, TCA  
Gene Skoropowski, HNTB

## **CHAIR'S REPORT**

Chair Joe Kellejian, San Diego Association of Governments (SANDAG) welcomed all members and began the meeting.

Will Kempton, Orange County Transit Authority (OCTA), announced that the OCTA Board of Directors approved the appointment of Supervisor Bill Campbell to serve as an OCTA representative on the LOSSAN Board. Chair Kellejian welcomed Board Member Campbell to the LOSSAN Board. Chair Kellejian welcomed Board Member Jonathan Hutchison, Amtrak, representing Amtrak.

## **PUBLIC COMMENTS AND COMMUNICATIONS**

Paul Dyson, RailPAC, commented that RailPAC strongly supports the creation of a LOSSAN Joint Powers Authority (JPA) ; however, RailPAC has called for a single regional agency to operate passenger trains in Southern California. RailPAC supports the current proposal with the caveat that this has to be an interim step on the way to a unified authority.

Board Member Fred Strong, San Luis Obispo Council of Governments (SLOCOG) is a member of the League of California Cities' Revenue and Taxation Policy committee. Board Member Strong encourages a new policy for cities as they address transportation and particularly rail and that they address it as a unified system integrating high-speed intercity rail and commuter rail considering the interaction of and connectivity of all rail modes as they move forward with possible legislation.

## **REAPPOINTMENT OF THE CHAIR AND VICE CHAIR FOR 2012**

Chair Kellejian and Vice Chair Jacki Bacharach (Metro) were reappointed to their respective positions for 2012. Vice Chair Bacharach suggested the item heading be changed to appoint at future meetings.

## **CONSENT**

### **DECEMBER 14, 2011, MEETING MINUTES**

The December 14, 2011, meeting minutes were approved.

### **CORRIDOR MARKETING UPDATE**

The Corridor Marketing Update was received.

### **CORRIDOR TRENDS**

Vice Chair Bacharach expressed concern that ridership has gone down while fares are going up. Board Member Bill Bronte, Caltrans, noted this downturn in ridership is due to periodic weekend closures due to track work. Board Member Strong noted customer service is our number one concern and said that the Customer Satisfaction Index shows that the food service is an area that needs attention.

### **STATUS REPORT ON SHORT-TERM IMPROVEMENTS**

The Status Report on Short-Term Improvements was received.

## **LOSSAN CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN REPORTS**

### **LESSONS LEARNED FROM START-UP OF THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY**

Tom Margro, Chief Executive Officer, Transportation Corridor Agencies provided background and lessons learned from the start-up of the Capitol Corridor Joint Powers Authority (CCJPA) from his time as General Manager of the Bay Area Rapid Transit District (BART), which currently manages the Capitol Corridor intercity service between Sacramento and the Bay Area. Local agencies were somewhat frustrated with the low level of service being provided and saw the creation of a local authority as a way to increase train service. Legislation was passed that was "permissive" that would allow management of the service via a JPA. After some discussion among the counties, it was decided to contract with BART to serve as the "managing agency". BART was then assigned the task of forming the JPA and negotiating the Interagency Transfer Agreement (ITA) with the Caltrans to transfer control of the operation to the CCJPA.

Mr. Margro summarized the major issues and lessons learned:

- Caltrans Division of Rail did not want to give up their role so the JPA needed a well thought out and credible justification to assume management of the corridor.
- There was concern that the state would stop funding the service over time and none of the counties wanted to be involved with locally funding the service. They negotiated the takeover of the service in a way to protect themselves if the state pulled funding.
- There was no public ownership of rail and insurance and liability became major concerns, which were alleviated by contracting with Amtrak.
- There was concern with start-up costs involved with the negotiation. The \$700,000 cost was covered by BART but they were selected to serve as the managing agency for three years. The negotiation was very difficult especially since they were starting from scratch and learning as they went.
- One component of the ITA was that the funding for the managing agency was to be paid for by the state. It was important that the service be branded on its own merit. The Capitol Corridor is not a BART service so the unique Capitol Corridor brand develops unity among all JPA members.
- The CCJPA started with a small five member staff but worked very closely with the staff at the transportation agencies in each county. Poor on time performance (OTP) was a major issue on the Capitol Corridor since it runs primarily on freight owned tracks. The CCJPA worked with Union Pacific Railroad to develop a solution. CCJPA paid for a dedicated maintenance of way gang to remove slow orders on the corridor which improved OTP.
- The CCJPA also renegotiated the Amtrak operating agreement with incentives for Amtrak to improve service.

Board Member Bill Campbell, OCTA, asked if rolling stock was an issue and if so, how did the CCJPA deal with it. Mr. Margro noted that the rolling stock was provided by Caltrans. Mr. Hutchison noted that the history of rail service growth was made possible from state bond funds. The development of the state rail corridors prospered with this infusion of public funds. Mr. Kempton noted that when working as the Director of Caltrans, the service succeeded because of Caltrans's great relationship with CCJPA and Union Pacific Railroad.

#### **UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE AND CONSIDERATION OF AUTHORIZING LEGISLATION**

Mr. Kempton provided an update on the possible local authority for intercity service and consideration of authorizing legislation. The LOSSAN member agency Chief Executive Officers (CEOs) have met twice since the last board meeting with good participation. The CEOs considered three LOSSAN JPA voting structure alternatives but the majority of CEOs recommended a voting structure similar to the existing voting structure with ten total votes but swapping Riverside County Transportation Commission (RCTC) and Caltrans as voting members. Alternative Board members will still be permitted. San Diego County would continue to have two votes.

The CEOs recommended that the Board of Directors consider two alternatives related to authorizing legislation: (1) direct agency staff to submit a spot bill to the Legislative Counsel by January 27, 2012, and continue development of full bill language for Board approval or (2) direct



agency staff to submit draft legislative bill language to the Legislative Counsel by January 27, 2012, and continue refinements to that language consistent with LOSSAN Board direction and author staff.

The majority of the CEOs recommended the LOSSAN Board to submit a spot bill for legislation and direct staff to pursue refinements to the legislative language. The CEOs received further legislative language refinements from North County Transit District (NCTD); however, this new language has not been reviewed. Mr. Kempton noted that there are three more LOSSAN board meetings to decide on final language before the deadline. Vice Chair Bacharach moved approval of spot bill and Board Member Strong seconded the motion. Vice Chair Bacharach suggested to bid out the administrative agency and to not list SANDAG in the legislation specifically, especially since they may not be supportive. Board Member Campbell asked if SANDAG was interested in being the administrative agency. Chair Kellejian noted that he does not know if SANDAG has an interest at this point.

Board Member Chris Orlando, NCTD, noted that NCTD is supportive of the idea in concept but the previous legislative language did not include all of the NCTD principles. Any legislative language needs to include principles for NCTD participation and there has been some concern that the other member agency's boards have not taken specific actions. Board Member Orlando abstained from the vote but looks to continue working and coordinating. Board Member Strong recognized NCTD's decision but the issue is substance versus process. Moving forward with a spot bill ensures that this process continues.

Chair Kellejian mentioned that the SANDAG Board supported the idea in concept back in September but at their January 6, 2012, meeting, the SANDAG Transportation Committee made a recommendation to the full board to not support seeking legislation at this time. The SANDAG Board will be meeting on January 27, 2012, to review this recommendation. Chair Kellejian announced that he will vote no based on the Transportation Committee's recommendation.

Jim Kemp, Santa Barbara County Association of Governments (SBCAG), said that if the Board decides to move forward with a spot bill or a full bill it's important to note that the language is permissive. If we fail to act then we will lose a legislative year by losing the option to move forward. Vice Chair Bacharach noted that she reviewed all of the documents and noted that it is permissive but there is some binding language that prevents flexibility. We should be careful what we put in legislative statute so that we don't have to make legislative changes down the line. Chair Kellejian noted the motion is to move forward with the spot bill and not move forward with the full language. Board Member Jerry Rindone, Metropolitan Transit System (MTS) noted that all concerns need to be addressed so he will abstain from the vote but he urged us to keep that vision to move forward by addressing each agency's concerns.

Hasan Ikhata, Southern California Association of Governments (SCAG) stated that it is disheartening to be in favor of the principle but not move forward with spot bill. It is the time as leaders to take bold actions. There is no reason to say no to move forward with a spot bill. We all owe it to the next generation to be ambitious.

Board Member Strong commented that the proposed state budget eliminates employees at Division of Rail and noted if we want to make any progress we need to move this spot bill forward.

The motion to submit a spot bill passed with abstentions by Board Member Orlando, Board Member Rindone, and Board Member Bronte. Chair Kellejian did not vote since the San Diego County votes were not split. There were no opposing votes.

Mr. Kempton noted that there is an opportunity to take a group to meet with the CCJPA board members and managing director and that all LOSSAN Board Members will have the opportunity to attend.

#### **STATUS OF DRAFT REPORT**

Gene Skoropowski, HNTB, provided a brief review of the Strategic Implementation Plan report that is in draft form. A lot has been accomplished over the past 18 months and the report will provide the Board with the tools and information needed to accomplish its objectives. The draft report will be reviewed by the Technical Advisory Committee and be presented to the board in February. Chair Kellejian thanked Mr. Skoropowski for his tremendous work on the LOSSAN Strategic Implementation Plan.

#### **BOARD MEMBER UPDATES**

This item was suspended due to time constraints.

#### **NEXT MEETING**

The next Board of Directors meeting is scheduled for Wednesday, February 29, 2012, at Metro beginning at 12:30 p.m. [Subsequently rescheduled for Monday, March 5, 2012, at Metro beginning at 12:30 p.m.]

Key Staff Contact: Danny Veeh, 619-699-7317, [Danny.Veeh@sandag.org](mailto:Danny.Veeh@sandag.org)

# JOINT POWERS BOARD

March 5, 2012

AGENDA ITEM NO.: **5**

**Action Requested: INFORMATION**

CORRIDOR TRENDS

File Number 3400600

## Introduction

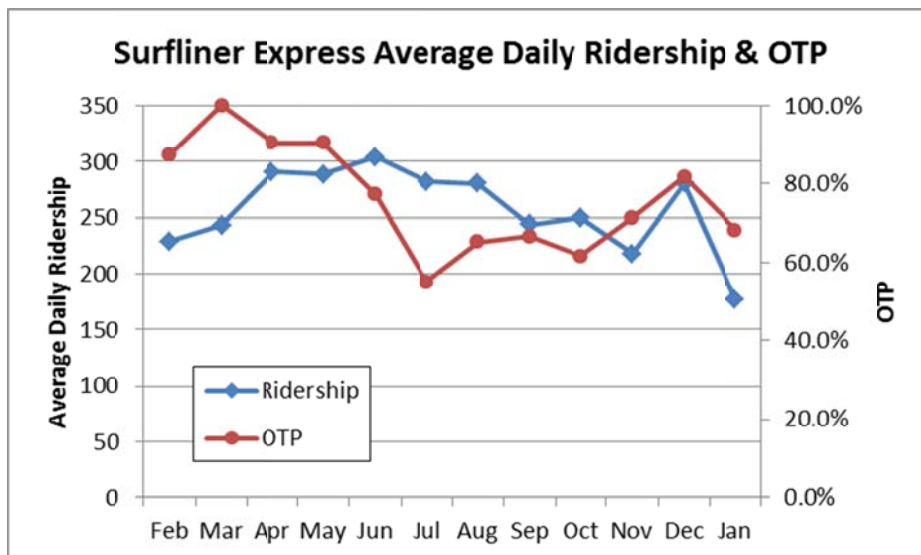
This report includes statistics that measure ridership, revenue, on time performance (OTP), and Customer Satisfaction Index (CSI) for the passenger rail services on the LOSSAN Corridor, including the Pacific Surfliner, Coast Starlight, Metrolink, and COASTER. The Capitol Corridor, San Joaquin, and Amtrak overall figures are included for comparison purposes.

Staff intends to discuss these trends with the Technical Advisory Committee at their March 8, 2012, meeting in terms of developing a more detailed report on causes and solutions.

## Surfliner Express

Amtrak and Caltrans launched the Pacific Surfliner Express Service on February 15, 2011, converting Train 565 between San Diego and Los Angeles to an express train with intermediate stops at Solana Beach, Oceanside, Irvine, and Anaheim. LOSSAN continues to monitor the Express and determine if there are any impacts to adjacent Amtrak and Metrolink trains.

In January 2012, Surfliner Express ridership was down to an average of 177 passengers per train which is the lowest on record. OTP also dropped to 68.2 percent which was lower than the overall Surfliner average. The January 9, 2012, schedule change was supposed to improve the performance of the express train but the preliminary results show that OTP was down to 64.7 percent after the schedule change. Amtrak staff is investigating this downward trend in ridership and OTP.

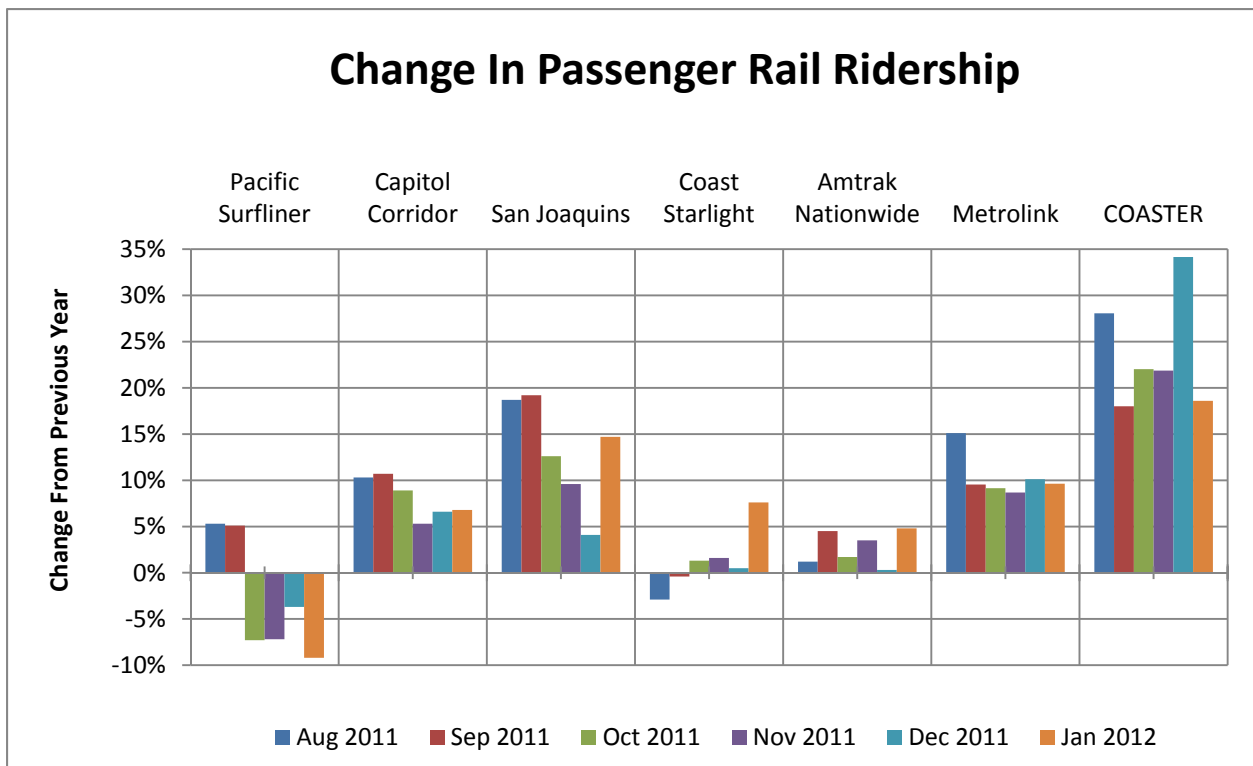


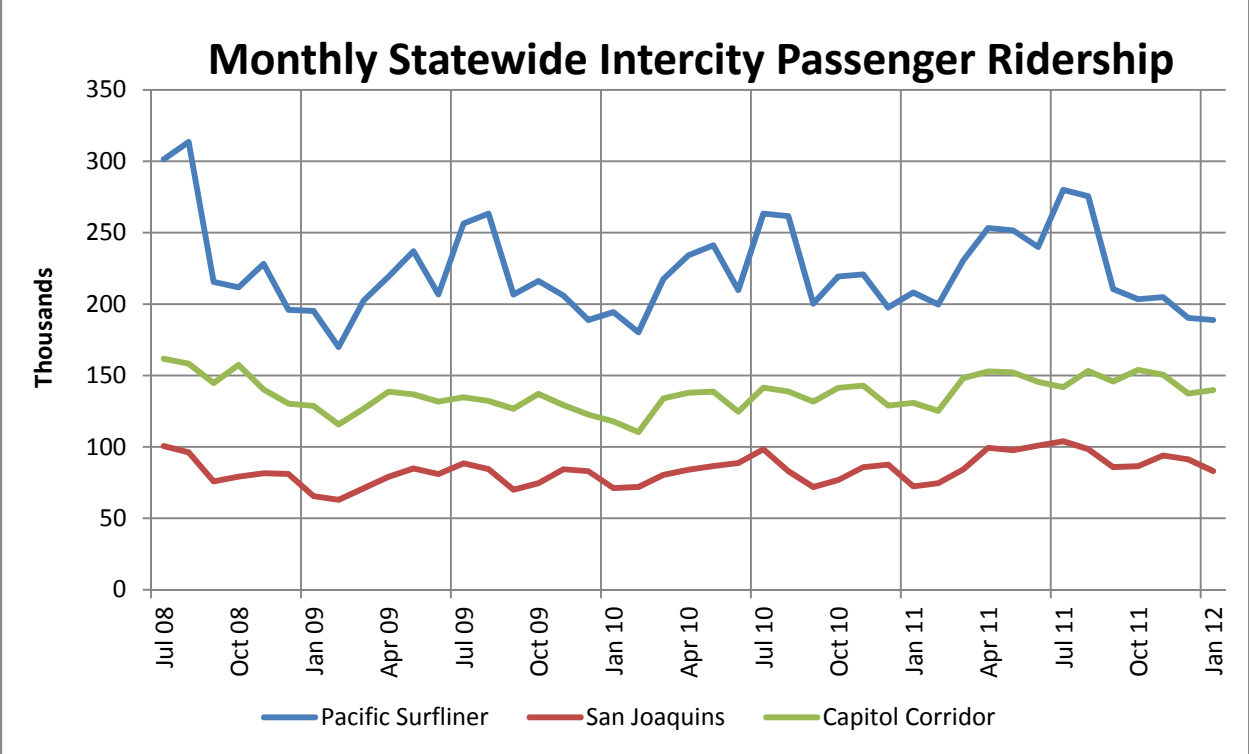
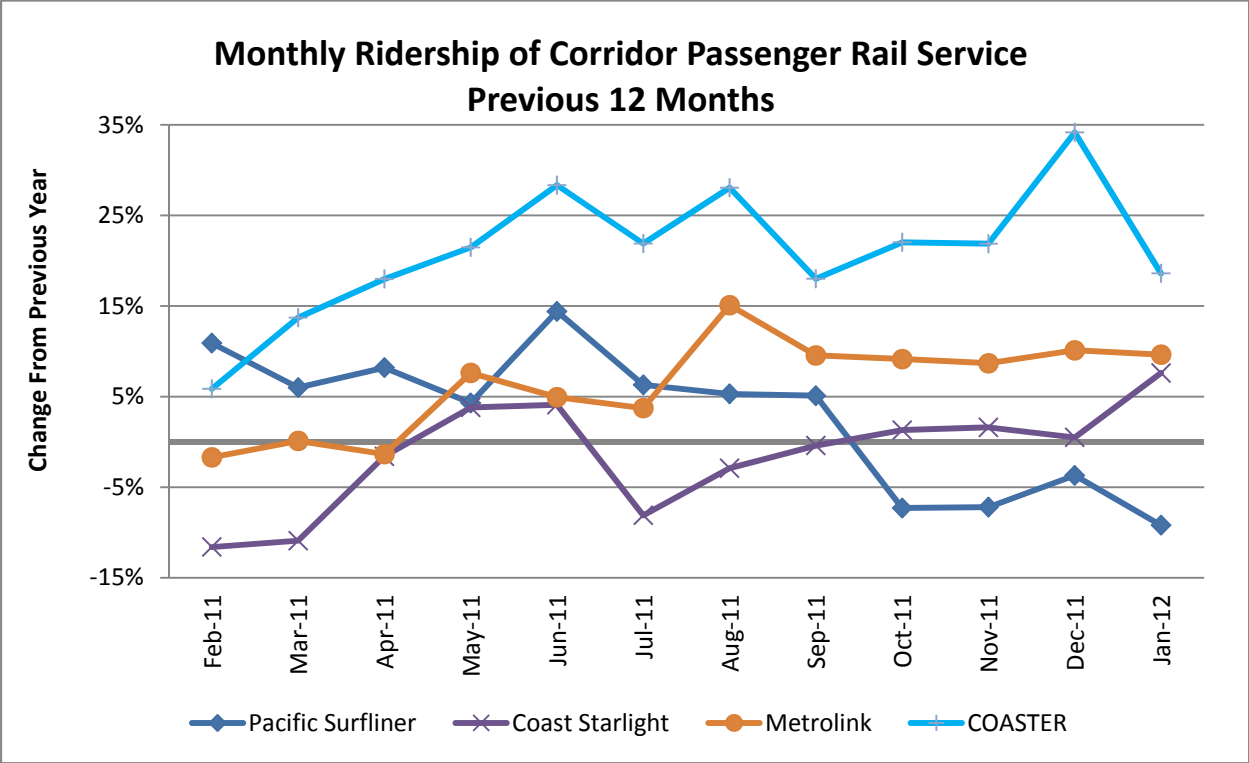
## Ridership

When compared to the previous year, the Pacific Surfliner now has had four consecutive months of declining ridership, which comes after a full year of positive growth. Pacific Surfliner ridership fell 9.2 percent in January compared to January 2011 which is the largest drop in ridership since November 2009. The reversing trend in ridership on the Pacific Surfliner can be attributed to the weekend track work that affected service between San Diego and Los Angeles and the tie replacement project on LOSSAN North. Amtrak staff is investigating the causes of the continue downturn in ridership.

All of the other Amtrak California trains have had positive increases for over 12 months. The Coast Starlight ridership has improved for three consecutive months maintaining an increase of 7.6 percent. The Capitol Corridor has now experienced 21 consecutive months of increased ridership with a 6.8 percent gain in January 2012. The San Joaquins have experienced positive ridership growth in 26 of the past 27 months, including a 14.7 percent increase in January. Nationwide Amtrak ridership had a positive growth in ridership with a 4.8 percent increase in January 2012.

For the commuter rail services on the LOSSAN corridor, the COASTER has now experienced ten months with substantial increases in ridership including a 34.2 percent increase in December 2011 over December 2010. This large increase reflects the fact that there were several days of non-operation due to damage from the winter storms in December 2010. Overall, COASTER ridership is up 23 percent year to date. The December Metrolink ridership was up 10.1 percent. The surge in Metrolink ridership over the past five months can be attributed to the new services on the Orange County Line and the Inland Empire/Orange County Line as well as the initiation of special weekend fares.

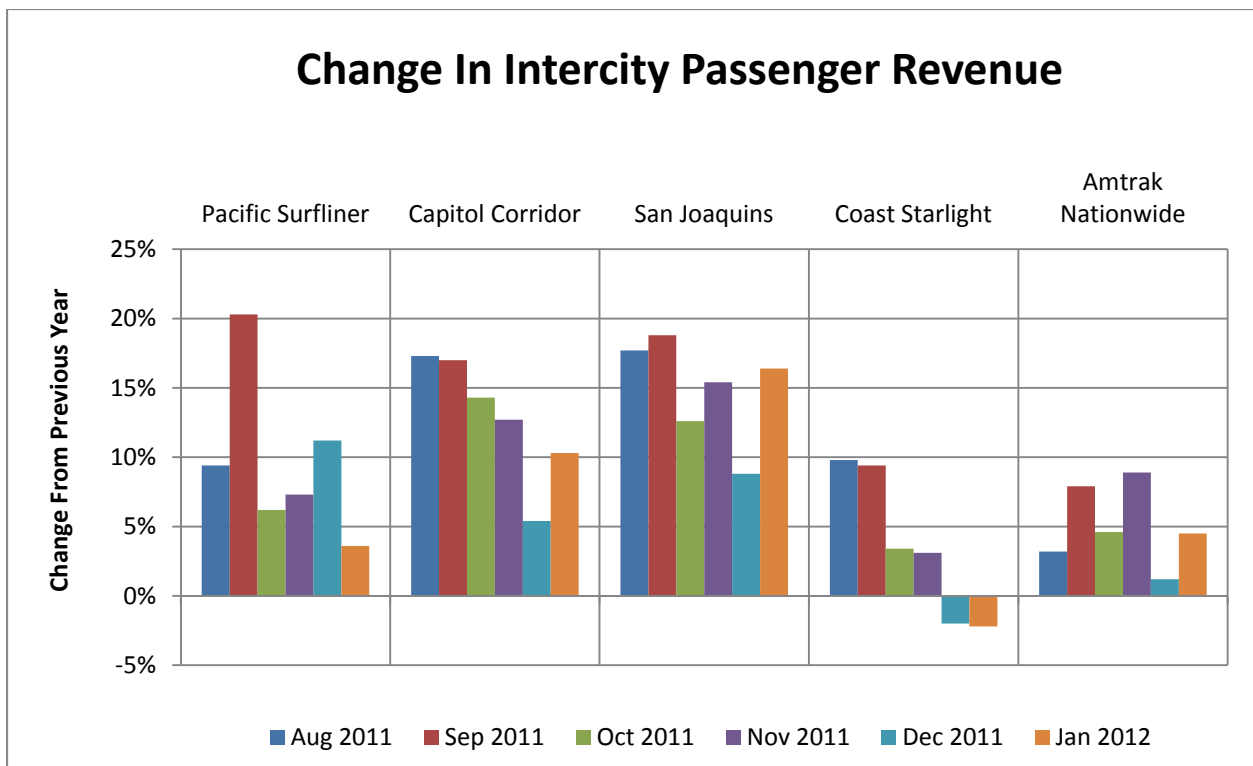




## Revenue

The Pacific Surfliner continues to have positive increases in revenue each month since December 2009, including a 3.6 percent increase in January 2012 compared to the same month last year despite four months with a downturn in ridership. Revenue on the Capitol Corridor had a 10.3 percent increase in January. The San Joaquins continue growth in revenue with a 16.4 percent increase in January. The Coast Starlight recorded a slight decrease in revenue with a 2.2 percent drop. Nationwide Amtrak continued to have growth in revenue with a 4.5 percent increase. Amtrak has not had a monthly downturn in revenue since November 2009.

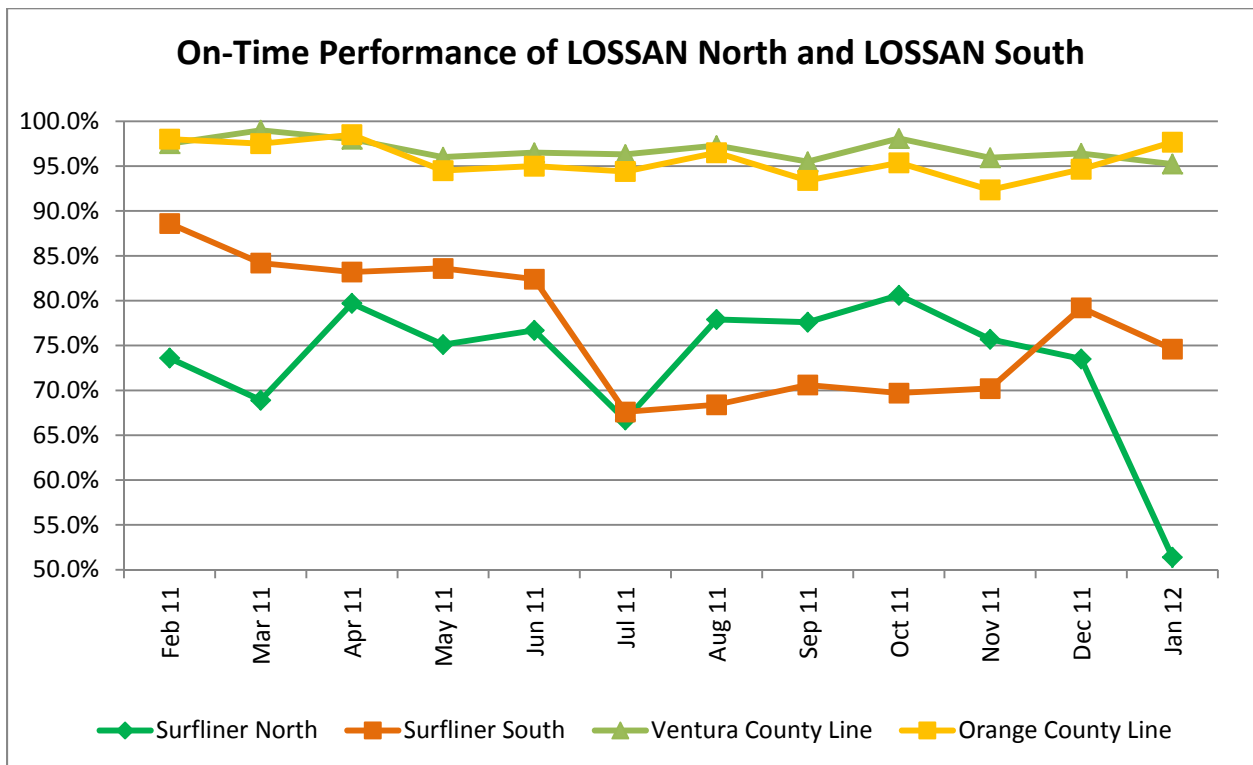
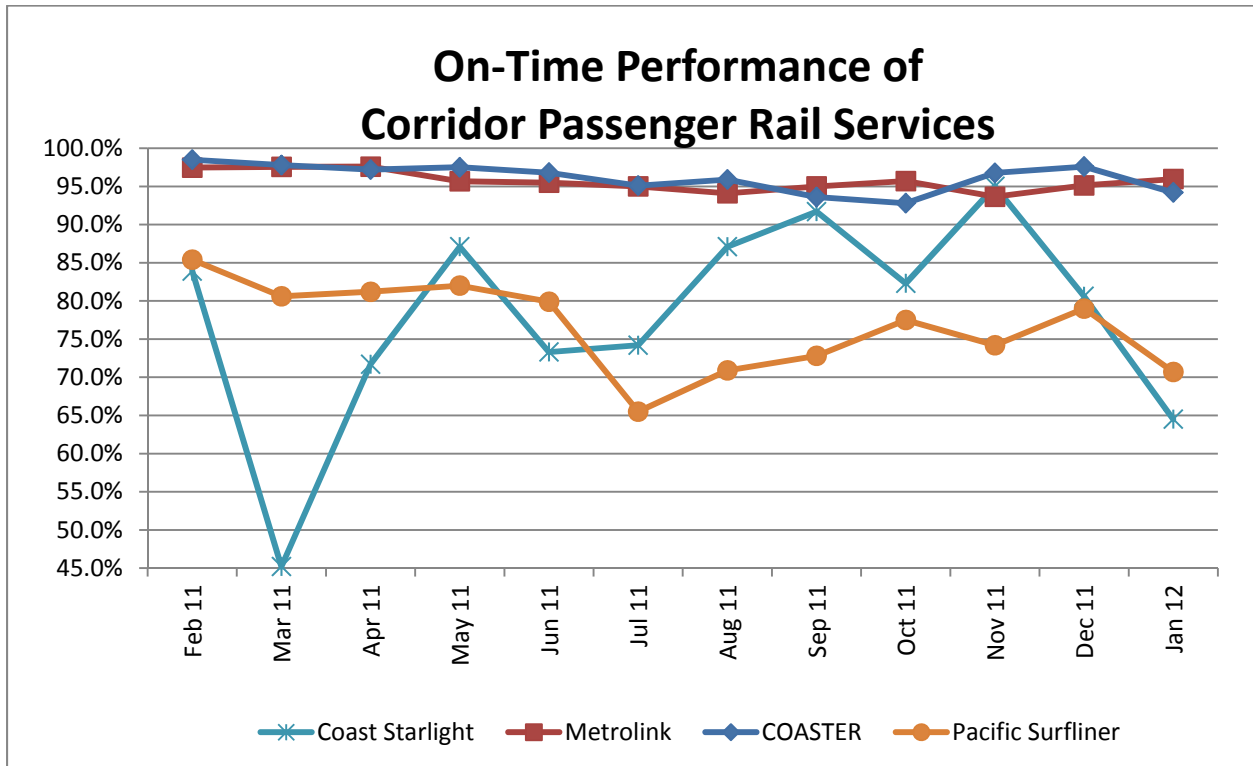
Some of the increased revenue on the Surfliner can be attributed to the elimination of “peak” and “off-peak” fares, which raised fares during the busy summer travel season. Now the “peak” pricing is in effect throughout the year.



## OTP

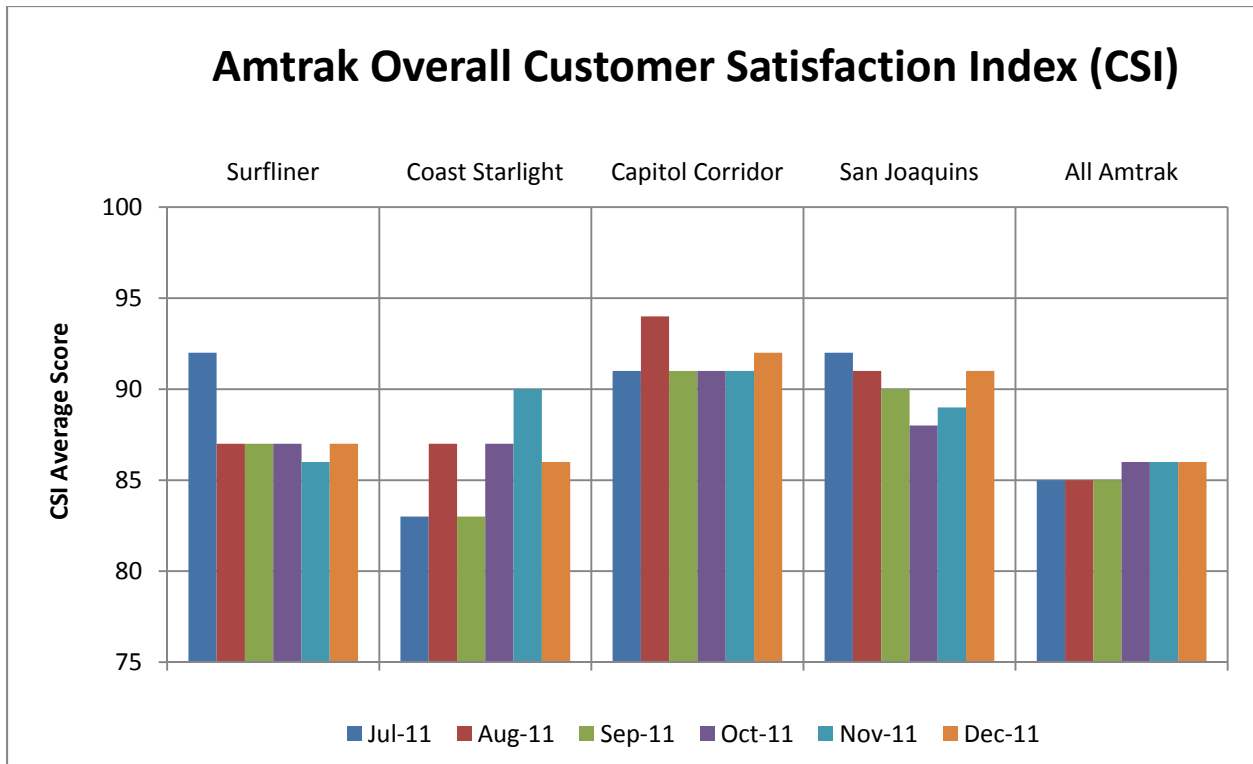
The Pacific Surfliner OTP has not been above 80 percent since May 2011 including OTP in January 2012 of 70.7 percent. LOSSAN South performed better than the north but dropped to 74.6 percent OTP while LOSSAN North dropped to 51.4 percent OTP. The Coast Starlight OTP was down as well with 64.5 percent. Many of the problems with OTP are related to the ongoing track work and corresponding slow orders and the heavy train traffic throughout the corridor. The January 9, 2012, schedule change was thought to resolve some common conflicts of train interference. Staff is investigating the downturn in OTP.

The COASTER OTP was down slightly to 94.2 percent in January. Metrolink achieved the best OTP in the corridor with 96.0 percent for all lines. The Ventura County Line OTP was 95.2 percent in January, which was just less than the Orange County Line at 97.7 percent.



## CSI

The Pacific Surfliner stayed well below the other Amtrak California routes in overall CSI with average score of 87 for December 2011. The Coast Starlight average CSI fell to 86. The Capitol Corridor received an average score of 92 for which only had one month below 90 in all of 2011. The San Joaquins received a 91. The nationwide Amtrak average is just below the Surfliner at 86. The January CSI will not be available until the next meeting. Attachment 1 is the Pacific Surfliner CSI summary sheet for December 2011.



Attachments: 1. Pacific Surfliner CSI Summary Sheet – November 2011



## Pacific Surfliner FY12 Customer Satisfaction Scores (with change vs year ago)

**FY12 Goal\*: 89%**  
**FY11 Year-End Score\*: 86%**

	December 2011						3 Month Average						Fiscal Year-to-Date					
	% Very Satisfied (80, 90, 100)		% Very Dissatisfied** (0, 10, 20)		Average Score		% Very Satisfied (80, 90, 100)		% Very Dissatisfied** (0, 10, 20)		Average Score		% Very Satisfied (80, 90, 100)		% Very Dissatisfied** (0, 10, 20)		Average Score	
	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.	CSI	Chg.
Overall CSI	83%	-6	2%	+1	87	-4	81%	-4	2%	0	87	-2	81%	-4	2%	0	87	-2
Value of Amtrak Service for Price Paid	81%	-2	4%	+2	85	-2	80%	-1	4%	+2	85	-1	80%	-1	4%	+2	85	-1
Trip Info Prior to Boarding Train	90%	-1	5%	+2	90	-1	88%	+1	4%	+2	89	-1	88%	+1	4%	+2	89	-1
Comfort of Seat	84%	-1	1%	+1	88	+1	83%	+2	2%	+1	86	0	83%	+2	2%	+1	86	0
Smooth/Comfortable Ride	85%	0	0%	0	89	-1	86%	+3	1%	-1	88	0	86%	+3	1%	-1	88	0
Air Temperature	89%	+1	0%	0	90	+1	86%	+4	2%	+1	88	+1	86%	+4	2%	+1	88	+1
Overall Cleanliness of Train	82%	0	1%	0	86	-1	84%	+4	2%	+1	86	0	84%	+4	2%	+1	86	0
Cleanliness of Train Windows	66%	+9	5%	0	78	+3	64%	+6	5%	-1	77	+2	64%	+6	5%	-1	77	+2
Restroom Cleanliness	67%	+5	6%	+3	75	0	64%	+3	6%	+3	76	0	64%	+3	6%	+3	76	0
Restroom Odor	63%	+3	9%	+2	74	0	61%	+2	10%	+3	73	-1	61%	+2	10%	+3	73	-1
Info Given on Services/Safety	74%	-4	3%	-1	82	0	72%	0	4%	+1	82	+1	72%	0	4%	+1	82	+1
Info Given on Problems/Delays	79%	+3	3%	-2	85	+1	79%	0	4%	+1	85	0	79%	0	4%	+1	85	0
Clarity of Announcements	76%	+8	5%	-1	82	+3	75%	+6	4%	0	83	+3	75%	+6	4%	0	83	+3
On-Time Performance	78%	-9	5%	+2	84	-5	79%	-3	6%	+3	84	-3	79%	-3	6%	+3	84	-3
Personal Security on the Train	88%		0%		91		88%		0%		91		88%		0%		91	
Friendliness/Helpfulness of Train Conductors	85%	-1	2%	-1	89	0	86%	+3	2%	-1	89	+1	86%	+3	2%	-1	89	+1
Availability of Food in Café Car	80%	+4	3%	-5	80	+2	67%	+2	3%	-2	77	+1	67%	+2	3%	-2	77	+1
Friendliness/Helpfulness of Café Car Personnel	83%	-6	0%	-3	88	0	85%	-4	1%	0	88	-1	85%	-4	1%	0	88	-1
Quality/Freshness of Food in Café Car	62%	-3	5%	+2	78	0	64%	-5	4%	+1	78	-1	64%	-5	4%	+1	78	-1
Variety of Food Items in Café Car	54%	-8	5%	0	72	-1	53%	+1	12%	+4	69	0	53%	+1	12%	+4	69	0
Overall Experience in Café Car	72%	+2	3%	0	81	0	72%	-1	3%	+1	81	0	72%	-1	3%	+1	81	0
Number of Responses in Current Period	123						320						320					
Number of Responses Year Ago	103						329						329					

\* Overall CSI score, % very satisfied

\*\* For % Very Dissatisfied, a negative change in the year-over-year score shows an improvement; a positive change shows the score has worsened.

# JOINT POWERS BOARD

March 5, 2012

AGENDA ITEM NO.: **7**

**Action Requested: APPROVE**

LOSSAN CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN  
REVISED DRAFT REPORT

File Number 3400600

## Introduction

Since August 2010, SANDAG has contracted with HNTB to develop the corridorwide strategic implementation plan and serve as the overall task order manager for the 18 month study. The major components of the plan are:

- Stakeholder outreach
- Data gathering
- Short-term service improvements
- Business case
- Preferred service plan
- Implementation/governance
- Reports

The Technical Advisory Committee reviewed the initial draft report at their February 9, 2012, meeting and provided comments both at the meeting and as follow-up (See Table 1).

There are two components of the plan that remain in draft form:

1. Prioritized Capital Improvement Plan. This component provides a prioritized list of capital improvements needed in order to implement the 2030 long-term service plan. The TAC continues to develop this list and staff will provide an update at the Board of Directors meeting as to its progress.
2. Final 2030 Long-Term Operations Modeling Report. Currently, the draft report is included in Appendix D. PB, project consultants, is currently reviewing a number of comments made by TAC members and expects to have a final report by the Board of Directors meeting.

## Recommendation

The TAC recommends the Board of Directors review the enclosed revised draft report and approve as final.

Enclosure: 1. LOSSAN Corridorwide Strategic Implementation Plan Revised Draft Report

Key Staff Contacts: Linda Culp, [linda.culp@sandag.org](mailto:linda.culp@sandag.org); 619-699-6957  
Linda Bohlinger, [lbohlinger@hntb.com](mailto:lbohlinger@hntb.com); 714-460-1612

Table 1:  
LOSSAN Corridorwide Strategic Implementation Plan: Technical Advisory Committee Comments

<i>Comment No.</i>	<i>Draft Version Page #</i>	<i>TAC Version Page Number</i>	<i>Reviewer Agency</i>	<i>Comment</i>	<i>Date Received</i>	<i>Response</i>
1	Def.	16	SCAG	The language in the glossary section implies that Amtrak's long distance services are not "Intercity Rail" by virtue of defining "intercity Rail" as Amtrak corridor service. Both services are "Intercity Rail;" the title or definition of the second term in the glossary needs to be changed.	02/21/2012	Will clarify that distinction in Glossary.
2	i	17	SCAG	The final sentence in the paragraph above the "existing conditions" header appears to be misplaced.	02/21/2012	Agree - moved sentence up in paragraph.
3	iii	19	OCTA	Second bullet should read, By 2030 ... Surfliner trains ... shorter travel times due to limited stop operation DURING PEAK HOURS. Ops plan does not assume limited-stop operation throughout the day.	02/17/2012	Agree - will so state.
4	iii	19	SCAG	The meaning of the text in the first bullet on this page is unclear. Avoid the terms in parentheses and spell out what is intended to be communicated.	02/21/2012	Have edited bullet to make clearer.
5	iv	20	OCTA	(Table ES-1) Total service levels in 2014 and 2030 not consistent with what is presented in PB report in appendix: 178 vs. 177 in 2014 and 280 vs. 274 in 2030.	02/17/2012	These numbers have been fixed.
6	iv	20	SCAG	Table ES-1 uses the word "2011 baseline" in the title row, where "existing 2011" would be more precise.	02/21/2012	Agreed, will change.
7	iv	20	SCAG	Add "annual " to the header for Tables ES-2 and ES-3	02/21/2012	Agreed, will change.
8	v	21	SCAG	The first paragraph under the header "Funding Status of Intercity Service" refers to the "current budget year" but does not indicate what that year is.	02/21/2012	Will indicate year.
9	vii	23	Amtrak	Post PRIIA Section 209 implementation, corridor trains will still benefit from partial Amtrak contribution, thus statement that Caltrans will pay 100% of Surfliner's costs is factually incorrect. Value of Amtrak contribution post 209 implementation will be ~15%, so Caltrans becomes responsible for ~85% of route's total costs. Please correct this in all statements indicating 100% Caltrans responsibility for all of Surfliner's costs.	02/15/2012	Will indicate current and post PRIAs Amtrak federal contributions.

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10	ix	25	Amtrak	Another risk is the inability to reach an agreement with Amtrak to transfer ownership/control/allocation of Amtrak-owned rolling stock to newly formed JPA.	02/15/2012	We are adding this as an additional risk.
11	ix	25	OCTA	May want to rephrase three risk areas as they don't sound like risks, but goals.	02/17/2012	Will rephrase.
12	ix	25	OCTA	Reformat to make footnote superscript.	02/17/2012	Will correct.
13	ix	25	OCTA	Typo in second to last paragraph: should say "strengthened local JPA role" or just omit strengthened to avoid duplication.	02/17/2012	Will correct.
14	ix	25	OCTA	Should give one sentence definition of maintenance of effort here, even though it is explained in detail in body of report.	02/17/2012	Will add.
15	xi	27	OCTA	Last paragraph - Is it certain that SANDAG is recommended as Administrative Agency for first three years. Later in the report, it says decision is still pending.	02/17/2012	Will clarify - recommendations, no decision.
16	2	29	Amtrak	In third paragraph, Amtrak's significant capital contributions should also be cited as key investments contributing to corridor's success in addition to voter-approved bonds and local funding. Amtrak owns bulk of rolling stock, LA repair facility, and has invested capital in track/signal/bridge projects along corridor.	02/15/2012	Will add text to reflect this comment.
17	2	29	OCTA	Under constrained capital infrastructure: is Fullerton - Los Angeles really an area of limited track capacity after completion of 3rd main track?	02/17/2012	Statement refers to current situation; will add in text that future projects such as triple track between LA and Fullerton will help reduce congestion.
18	2	29	OCTA	Last sentence under constrained capital infrastructure should read "Orange County has already initiated an aggressive grade-crossing safety enhancement program, and is pursuing grade separations at several key locations".	02/17/2012	Will add.
19	4	31	SCAG	The title for Figure 1 should be changed to "Southern California Passenger Rail Network"; consider adding Amtrak long distance layer.	02/21/2012	Will correct Figure 1 name.

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20	5	32	OCTA	Second paragraph: Sunset Limited doesn't currently travel on LOSSAN corridor, though it may be rerouted onto LOSSAN via Fullerton in the future.	02/17/2012	Will clarify in text.
21	7	34	SCAG	The third sentence on the page provides a statewide investment total, but does not explicitly say what the timeframe is; if it is from 1990, include that in this sentence.	02/21/2012	Will specify.
22	11	38	Amtrak	Capitol Corridor's growth is impressive, but pages fail to acknowledge the role state bond funds played in service's growth due to ability to make capital investments in tracks, rolling stock, stations, etc. Section suggests the change in management structure is the reason for route's success, as opposed to success resulting from a variety of causes, including the state's ability to reach a favorable access agreement with UPRR's predecessor, Southern Pacific, which would never have been possible if SP hadn't been bankrupt and desperate for cash.	02/15/2012	Will clarify that CCJPA was able to take advantage of the state Prop. 1B funds for rolling stock procurements as well as successful negotiation with the Southern Pacific, now UPRR.
23	11	38	SCAG	In figure 4, it is completely unclear whether this graph is displaying operating revenues or expenses. That needs to be clarified.	02/21/2012	The blue bars represent expenses; the red line represents revenue. Will clarify in report.
24	16	43	OCTA	Double period after first sentence on SDMTS	02/17/2012	Will correct.
25	17	44	OCTA	SBCAG, first sentence should say Santa Barbara, not San.	02/17/2012	Will correct.
26	18	45	OCTA	Second paragraph, should say complementary, not complimentary.	02/17/2012	Will correct.
27	18	45	SCAG	The text here implies that the LOSSAN TAC members have played very little role in working on the quick improvements, and that the "LOSSAN Project Manager" has worked with member agencies and stakeholders to move projects forward; one would assume this was in conjunction with relevant TAC members. The wording regarding the role of the TAC and the project member is not supported by any evidence in this document, and should be deleted.	02/21/2012	Will reword. Although the Project manager focused the effort, the effort including significant work by TAC members.
28	20	47	OCTA	Under rail connections, please double check train numbers -- there is no Metrolink train #656.	02/17/2012	Will check train number that connects to COASTER.

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29	22	49	SCAG	The Text under the header Ventura to Santa Barbara Service refers to the "Ventura County Transit Center" where it looks like the Author means "Ventura County Transportation Commission"	02/21/2012	Will correct
30	23	50	Amtrak	Amtrak is chartered as an intercity rail provider. While Rail 2 Rail is fine for other transit agencies long term, Amtrak is hesitant to commit long-term to providing cross-honored commuter rail trips. While Amtrak has worked with commuter rail agencies across the U.S. to establish and help mature commuter rail programs (by cross-honoring commuter agency tickets), it has also withdrawn from offering commuter services as those agencies mature. Metrolink is clearly a rapidly maturing agency.	02/15/2012	Comment noted
31	24	51	Amtrak	To clarify, Amtrak agrees that commuter and intercity rail payment systems should be coordinated and ideally similar, but pricing should not be the same - Amtrak is working with these agencies and has generally agreed that a common contactless stored value card, for example, is not workable. Fortunately, the advent of cell phone payments should make it possible for one payment device (but not one price).	02/15/2012	Will clarify that coordination of fares does not mean the same ticket price, due to different markets/passenger types.
32	25	52	OCTA	Last sentence of third paragraph should begin "PWG members" not "TWG".	02/17/2012	Will correct
33	25	52	SCAG	The word "commuter" is misused in the bullets on this page. Commuter Rail in this corridor includes COASTER or Metrolink. Amtrak Pacific Surfliner service is "intercity passenger rail". If the service under discussion is a peak period Surfliner train, it is best labeled as such.	02/21/2012	Will clarify
34	29	56	SCAG	The first paragraph states that "improvements are recommended" but does not state which ones. This should be clarified, or the process by which these improvements will be identified should be discussed.	02/21/2012	Will clarify

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35	30-32, 38	57-59, 65	SCAG	Table 7-9 and table 15 are labeled "business cases". A business case is a reason for doing something; these are operating scenarios. Please change the titles accordingly.	02/21/2012	Will clarify and reword labels
36	33	60	Amtrak	Amtrak's level of service is impacted by many externalities beyond the company's control (national/state politics, gas prices, public opinion, etc.). For a vision 18 years into the future, the baseline assumptions for new intercity services touching LOSSAN corridor should include in addition to Coast Daylight, daily Sunset Limited, new service to Las Vegas, and service to Coachella Valley/ Palm Springs/Arizona, plus the potential for some conventional intercity access between the LA Basin and Bakersfield in some form, perhaps on future HSR alignment.	02/15/2012	Will mention these other externalities in report.
37	33	60	SCAG	The text in the first paragraph about consistency with RTPs throughout the corridor is imprecise and needs to be deleted.	02/21/2012	Will clarify that the 30 year exercise is to be able to submit these improvements for inclusion in the appropriate RTPs within the region.
38	34	61	Amtrak	The growth of round trip trains in chart is assumed to be Coast Daylight. Technically, Coast Daylight will not be long distance train, as route is under 750 miles. The Daylight is no different than Surfliners, Capitols or S. Joaquins--it'll be a corridor train, not long distance.	02/15/2012	Will clarify that the Coast Daylight will be one weekday roundtrip and would become one of the intercity rail Pacific Surfliners. On Chart 10, a footnote will be added to explain that the Coast Daylight will be one of the intercity rail services, not long distance service.
39	34	61	SCAG	The text is unclear as to whether the projects in table 11 are funded, unfunded, or partially funded. This needs to be clarified.	02/21/2012	These are reasonably expected to be funded by 2030 and are generally listed in each member agency's fiscally constrained long range plan.

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40	35	62	OCTA	Project costs for OC projects should be updated: Anaheim Canyon Double Track: \$30 million (track, signal and platform work); Serra Siding Extension: \$15 million.	02/17/2012	Will update
41	37	64	OCTA	First sentence under 2030 business case analysis should state ...limited stop operation during peak hours.	02/17/2012	Will so state
42	37	64	SCAG	Second paragraph, final sentence should reference Table 13 (i.e. as displayed in table 130).	02/21/2012	Will correct
43	40	67	NCTD	The Strategic Implementation Plan states, "A more efficient and effective allocation of resources and decision-making related to service expansion, frequencies, extensions, connectivity, and schedules" is a benefit derived from assuming local control from the state. However, the current draft of the Plan does not provide any information to support this claim. The Plan does not address the financial impacts and cost-sharing agreement that would be associated with expanding services or frequencies, nor does the Plan address the concern that local jurisdictions may take a more parochial approach in service design.	02/16/2012	Comment noted; agree that future policy decisions will include these issues when considering system expansion.
44	40	67	NCTD	The Strategic Implementation Plan states, "A unified voice at the state and federal level when advocating on passenger rail issues" is a benefit that supports local control. However, the current draft of the Plan does not provide any information to support that claim. Moreover, LOSSAN currently does advocate as a unified body to advance passenger rail priorities on the corridor. Each year, LOSSAN leadership attends federal and state meetings to advocate passenger rail priorities.	02/16/2012	The report recognizes the existing state and federal legislative outreach. The report states that there would be a stronger role as a local operating entity than the current structure.



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45	40	67	NCTD	The Strategic Implementation Plan states, "Consolidated passenger services such as fares, ticketing, marketing/advertising, and information systems" are a benefit derived from assuming local control. However, the current draft of the Plan does not provide any information to support this claim. Moreover, the draft Plan does not address the fact that Amtrak, as the federally designated intercity operator, already provides consolidated passenger services such as fares, ticketing, marketing/advertising, and information systems. It may be inferred that the LOSSAN consultant's comment in the Plan related to consolidated services may be associated with intercity rail operations, but this is not clear. Further, the Plan clearly acknowledges that the proposed legislation is related to intercity rail operations only—not commuter rail services like COASTER and Metrolink.	02/16/2012	Will clarify that the report refers only to intercity rail service regarding these passenger services.
46	40	67	NCTD	The Strategic Implementation Plan states that local control will result in "coordinated capital improvements that benefit the entire corridor". However, the current draft of the Plan does not provide any information to support this claim. The draft Plan does not discuss 1) the way in which capital projects are currently developed on the corridor, 2) the fact that under the current LOSSAN governance structure, a strategic document identifying capital needs has already been developed, and 3) the fact that that elements of that capital plan are the current basis for the projects that SANDAG is constructing on tracks owned by NCTD and MTS.	02/16/2012	Will clarify in report the track ownership of the member agencies and how intercity rail capital projects are developed in cooperation with Caltrans and Amtrak. Other capital improvements that may benefit intercity rail but are done for Metrolink or COASTER purposes are developed by those member agencies in coordination with the commuter rail system.
47	41	68	Amtrak	Another risk should be the inability to reach an agreement with Amtrak to transfer ownership/control/allocation of Amtrak-owned rolling stock to newly formed JPA.	02/15/2012	Will add as another risk factor and discuss.

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48	41	68	Amtrak	Comparisons to CCJPA are helpful, but analysis also has to articulate the critical differences between the two routes, which include-infrastructure condition, complexity of track ownership, degree (and mileage) of commuter rail interaction, intercity rail asset ownership/control.	02/15/2012	Will clarify that for the CCJPA, the state owns all of the fleet (rail cars) and locomotives as well as a majority of the Oakland Maintenance Yard. For the Pacific Surfliner, of the total fleet of 50 rail cars, the state owns 10 cars and Amtrak owns 40 cars, as well as the 10 locomotives. Amtrak also owns the LA Maintenance Yard. For the Pacific Surfliner, the 10 state-owned rail cars are dedicated to intercity rail service but can be deployed on any of the three state owned corridors.
49	41	68	OCTA	First sentence of second paragraph missing "the" between "making" and "decision".	02/17/2012	Will correct
50	41	68	NCTD	The Strategic Implementation Plan states, "More focused oversight and management of on-time performance, schedule integration, mechanical issues, and customer service by local staff" are benefits derived from assuming local control. However, the current draft of the Plan does not provide any information to support this claim. Moreover, it is doubtful that LOSSAN in the near term could provide a commensurate level of experience and technical capacity as Caltrans Division of Rail, given that the Plan recommends creating an administrative agency that would share resources from other member agencies.	02/16/2012	The report reflects the importance of hiring competent railroad staff and risks if that is not done. Assuming that Amtrak continues to be the contract operator, Amtrak's technical expertise will still be in existence.

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51	41	68	NCTD	[RISK1] Continued funding from State for intercity rail service: One area of risk is the reliability of the State to continue funding the cost of Amtrak intercity rail service. The Plan clearly states that the current \$24 million annual state funding requirement will increase by \$25 million to approximately \$49 million in FY 2013. The Plan includes proposed language that would allow but not require the Boards from jurisdictions that receive service to provide funding from local sources to “offset the redirection, elimination, reduction, or reclassification of state resources”. The key question for local policy makers is where this funding comes from to support LOSSAN intercity rail operations. Moreover, no federal funding source currently supports local or state governments’ costs of operating intercity service. In short, the region would likely need to identify a new funding source to address service expansion or the loss of state funds.	02/16/2012	The report reflects the risk of continued state funding. Current projections (Figure ES-1) show that there are adequate funds, even with a doubling of the operating subsidy due to the effects of PRIIA. The report shows the current projection of funds is adequate for the planned improvements of the Pacific Surfliner service. It is true that a significant increase in service level above what is planned would require an increase of funding. That would be a risk to be factored into such a decision to significantly expand service.
52	41	68	NCTD	[RISK2] Actual benefits of local assumption: While not discussed in the Plan, the second area of risk relates directly to one of the benefits identified by LOSSAN staff and consultants: “integrated regional fare policy and development of common fare media.” A simplified fare structure is undoubtedly better than a complicated fare structure. However, the Amtrak intercity service business model is dramatically different from the commuter rail business model. Specifically, the average revenue from an Amtrak customer south of Los Angeles is \$15.92, compared to the \$4.52 in revenue NCTD receives for a COASTER customer. An integrated fare structure would likely require Amtrak to lower its prices and result in increased subsidy from local sources.	02/16/2012	An integrated fare service would have to take into consideration the various fare structures of the commuter rail versus the intercity rail service. It is not the intention in this section of the report to imply that the fares of all services would be the same. The report does recognize the different markets of intercity vs. commuter rail service. With electronic fare media, sharing a similar fare card/method while having the flexibility to charge a fare differential and/or premium for higher level service is possible and probable.

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53	41	68	NCTD	[RISK5] Additional costs allocations among member agencies: The final area of risk not discussed in the Plan is how member agencies would allocate administrative and additional operating costs in the event that additional local funding is required. All agencies must understand the costs involved in taking local control of intercity rail.	02/16/2012	The report recognizes the risk of funding. Although local funding is not assumed under any scenario in the report, if the Administrative Agency were to require such support, that would be a future decision of the LOSSAN board and its member agencies.
54	42	69	SCAG	The second paragraph from bottom argues that Amtrak California is popular with voters and unlikely to be cut by the state legislature. Popular programs are cut every year, and these are the worst economic conditions since the great depression. This is a very, very weak argument.	02/21/2012	Will reword that argument.
55	42-44	69-71	SCAG	The corridor is losing federal funding at a time when the state budget is highly volatile. Nowhere does the text recommend that the board commission any work to explore the long term financial stability of the Surfliner, nor does the text recommend the board even consider it. Instead, the text argues that the Surfliner will be funded by the state in perpetuity. The text needs to address this in a fuller way.	02/21/2012	Currently, the funding projection shows that there is adequate funding for the Surfliner in the near future. Certainly a strategic plan showing the options for significant service expansion and the funding needed for that would be a future study by the LOSSAN board.
56	43-49	70-76	SCAG	The discussion of risk mitigation strategies is very brief; given that the author of the report is arguing for the creation of a locally controlled JPA. This is a huge change in the level of responsibility of the Board, and they are owed a fuller discussion of the risks involved and possible mitigations.	02/21/2012	Comment noted. The report will add two more risk factors: rolling stock and connections to other statewide services.
57	44	71	SCAG	The author references the Division of Mass Transit in the quotation at the top of the page. Is this correct, or does the author mean the Division of Rail?	02/21/2012	Should be DOR; will correct.

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58	45	72	Amtrak	In analyzing the potential JPA benefits, the document should detail how/whether creating a JPA will resolve the fundamental challenges retarding the route's growth/success-limited capital and operating funds, constrained infrastructure, and heavy train traffic. There are solutions to each of these problems, but successfully addressing them will not automatically result from changing the intercity management structure.	02/15/2012	Agree with statement that a change in an institutional arrangement alone will not solve the challenges of this route; the resolution of these challenges would fall to the efforts of a locally-controlled board, if a Local JPA is implemented.
59	46	73	SCAG	Insert discussion of rolling stock ownership issues.	02/21/2012	Will add rolling stock discussion.
60	47	74	Amtrak	According to the most recent California State Rail Plan ( <a href="http://www.dot.ca.gov/rail/go/dor/california-state-rail-plan/index.cfm">http://www.dot.ca.gov/rail/go/dor/california-state-rail-plan/index.cfm</a> ), average farebox recovery for the Pacific Surfliner during 2007-08 was either 67.1% (page 27 of 328) or 61.9% (page 137 of 328).	02/15/2012	Will make sure statistic is accurate and consistent in report.
61	47	74	SCAG	The text mentions hiring maintenance staff as mitigation strategy, but does not explicitly spell out what their role would be or how they would mitigate risk. The general reader should be able to understand this, in a more specific manner than discussions of collegial relationships between staff members.	02/21/2012	Comment noted. It is not in the scope of this report to detail the maintenance functions of the service. That is certainly something that would need to be done in the implementation phase of this effort, if a Local JPA were to be enacted. The report references the Metrolink Safety Peer Review Report as an example of the attention needed for maintenance and oversight staff.
62	50-51	77-78	SCAG	Figure 6 and the text outline a series of positions, but do not discuss their actual roles. The Board should have a fuller understanding of the duties of its future staff, if it is to make an informed decision.	02/21/2012	The report outlines the basic number and type of staff needed for a start-up organization. It is not in the purview of this report to detail those roles and responsibilities but that would have to be done in the implementation phase of this effort, were a local JPA to be formed.

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63	50	77	SCAG	Figure 6 displays two reporting relationships for the "marketing assistant".	02/21/2012	Yes, the marketing assistant reports to the marketing manager and is part of the team under the director of finance
64	50-51	77-78	SCAG	The JPA Org chart displays only one planning position. Given that a coalition of regional agencies is negotiating a sizeable transfer of capital funds from the CA HSRA, this seems to be an area where you would want more staff. Does an intercity rail service with only 3-4 million boardings a year really need two marketing staff?	02/21/2012	The actual composition of the staff would be determined in the implementation phase if a local JPA were to be formed. This representational organizational chart is based on a recommendation of the minimum needed for a start-up Administrative agency. Future planning or other staff may need to be hired in the future, depending on an organization assessment that could be undertaken.
65	50	77	NCTD	The Strategic Implementation Plan also states that "integrated regional fare policy and development of common fare media" is a benefit derived from assumption of local control from the State. However, the Plan acknowledges that this benefit has not been quantified at this time. The Plan also fails to state that this identified benefit does not require assumption of local control and that there is an existing, on-going dispute between certain jurisdictions and Amtrak regarding compensation for Rail2Rail benefit.	02/16/2012	Comment noted. Any consideration of an integrated fare policy would be a future policy issue and would have to consider the benefits and costs of the Rail 2 Rail program.
66	51	78	NCTD	The Strategic Implementation Plan also states that "improved coordination/collaboration on service changes and ability for public to comment on service changes" is a benefit derived from assumption of local control from the State. However, the Plan acknowledges that this benefit has not been quantified. The Plan fails to explain why this benefit cannot be accomplished by simply requesting the State to host public meeting along the corridor when making changes to the service.	02/16/2012	Comment noted. It is generally thought that a public hearing by a local entity would be more responsive to local constituent needs than a state-run public hearing, but that has not been quantified.

Table 1:  
LOSSAN Corridorwide Strategic Implementation Plan: Technical Advisory Committee Comments

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67	51	78	NCTD	The Strategic Implementation Plan states that “joint marketing and partnerships with Local Member Agencies and taking advantage of local relationships with chambers of commerce, media outlets, etc.,” is a benefit derived from assuming local control from the state. Again, the Plan acknowledges that this benefit has not been quantified. Moreover, the Plan does not address the basic question of why assumption of local control is the only method to achieve this identified benefit. Finally, NCTD and other operators along the corridor already engage in joint marketing activities with Amtrak.	02/16/2012	Comment noted. The statement is based on experience by the CCJPA and other local entities that have shown an increase in marketing and partnerships with local control. That benefit has not been quantified for the Pacific Surfliner corridor.
68	51	78	NCTD	The Strategic Implementation Plan states that a “joint timetable” is a benefit derived from assuming local control from the state. Again, the Plan states that this benefit has not been quantified. The Plan does not address the fact that NCTD is currently leading the effort to develop a joint timetable that captures all operations on the corridor.	02/16/2012	Comment noted. Report will recognize that a joint timetable is currently being developed. Based on CCJPA experience and others, there was more success in implementing a joint timetable with intercity rail service when that service was locally controlled.
69	51	78	NCTD	The Strategic Implementation Plan states that a “consolidated website” is a benefit derived from assuming local control from the state. Again, the Plan states that this benefit has not been quantified. The Plan lacks detail that would define the attributes of a consolidated website. At present, Amtrak has a consolidated website that provides information regarding intercity rail and NCTD has developed a search based on Google technology that has consolidated all Amtrak, Metrolink, and COASTER schedules.	02/16/2012	Comment noted. Report posits that a consolidated Web site under a locally-controlled JPA would be more responsive to other local transportation efforts. This benefit has not been quantified.
70	52	79	SCAG	Insert the word "and" between "allocated" and "flow" in figure 7	02/21/2012	Will correct.

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71	53	80	Amtrak	Amtrak has not been formally approached about the terms under which it would entertain transferring ownership/control of Surfliner rolling stock to JPA. Document should not assume such an arrangement could be developed, as intercity rolling stock shortages exist nationwide, and Amtrak has the right to deploy its assets anywhere on its system it deems appropriate.	02/15/2012	Comment noted. Report will include another risk regarding the rolling stock. It is currently <u>not</u> the recommendation of the report for a local JPA, if formed, to immediately purchase the rolling stock.
72	53	80	OCTA	Under "rolling stock", and elsewhere in this section, may want to reconsider statement that "For a LOSSAN JPA to be efficient and cost-effective, it must control the fleet of rolling stock". Purchase of existing rolling stock may not be possible -- other alternatives such as long-term lease should be noted as well.	02/17/2012	Comment noted. Report will include section on rolling stock as a risk. Will add statement with caveat that it may not be possible, in the short term, to accomplish that goal.
73	53	80	SCAG	The text refers to the "LOSSAN fleet". This should be changed to "Surfliner fleet" as BN, UP, SCRAA and NCTD all also operate within the LOSSAN Corridor.	02/21/2012	Will correct.
74	53	80	SCAG	The paragraph under rolling stock refers to Amtrak moving the equipment from the Surfliner to other corridors. Has this happened? Is this occurring now? If not, the argument needs to be explained more and included in potential risks section on page 73.	02/21/2012	Will include clarification of rolling stock ownership and control and where it can be deployed.
75	54	81	SCAG	In the second corridor, replace "corridor" with "JPA" or "rail corridor agency". The corridor itself does not have a budget.	02/21/2012	Will correct.
76	54	81	SCAG	Why does five years "seem to be a reasonable term?" What are the advantages of five years? The disadvantages? This seems very casual.	02/21/2012	Five years has precedence in other legislative programs/authorities, such as the five year federal authorization bill, five year capital improvement plans, TIPs, or five year budget cycles. This is just a suggestion that may be further considered in the legislative process for a local JPA bill.



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77	54	81	NCTD	[RISK4] Potential revenue loss: The fourth area of risk is a potential revenue loss to NCTD. Today, NCTD receives approximately \$1.8 million annually from Amtrak as partial compensation for its operation on tracks that NCTD is 100% responsible for maintaining. Creation of new governance structure risks that funding if intercity service would be replaced with commuter rail service.	02/16/2012	Comment noted. It is not the intent of this study to consider commuter rail service. The purview is only for intercity rail service. Any changes to commuter rail service would be a local decision in the future.
78	56	83	SCAG	The final sentence in the paragraph below "member agency staff participation" has no meaning as written.	02/21/2012	Agreed. Will delete sentence.
79	56	83	SCAG	The MPOs are all already members of the TAC, and are listed as member agencies or ex-officio member agencies in the proposed org. structure. The reference to the MPOs in the third paragraph from bottom just confuses the issue.	02/21/2012	Will clarify which MPOs would be members and which would be ex-officio.
80	57	84	SCAG	The punctuation and use of the word "and" in the numbered bullets is unnecessary.	02/21/2012	Will edit.
81	57	84	SCAG	The discussion of the travel markets being served by the Surfliner in the first paragraph makes board assertions with no supporting evidence. If there is supporting evidence, please provide. If not, delete the text.	02/21/2012	In July 2011, Caltrans conducted an extensive on-board survey with more than 4,000 Pacific Surfliner passengers. Caltrans asked about demographics, overall travel behaviors and satisfaction levels regarding their Pacific Surfliner experience. Regarding demographics, the survey showed that 78% were leisure passengers, 14% were business passengers and 8% were commuting passengers. The full survey as well as the presentation is available upon request to Caltrans DOR.
82	58	85	SCAG	The final bullet in the capabilities box says "sate" instead of "state"	02/21/2012	Will correct.

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83	59	86	SCAG	The discussion of ridership demographics at the top of page 86 provides numbers for other rail corridors, but not LOSSAN. Is this data not available? Doesn't Division of Rail conduct on-board surveys?	02/21/2012	Yes, data is available (see comment #81) and will be included in report (and any incorrect references corrected).
84	59	86	SCAG	The text in the second paragraph implies that commuter rail services target fares to appeal to transit dependent riders as a primary market. This is an overgeneralization and really needs to be clarified; fares on commuter services are obviously set for policy reasons, but they are radically different from fares on actual bus and LRT transit, and the issue of whether they are affordable to transit dependent populations is debatable.	02/21/2012	Will clarify distinction being made here between intercity rail and commuter rail. Commuter rail fares are set for the commuter with, depending on the local transit agency, policy fares set for the transit dependent, students, the elderly and disabled, etc.
85	63	90	NCTD	[RISK3] New governance structure: The third area of risk is the creation of a new governance structure that would dilute or diminish San Diego County's vote.	02/16/2012	Comment noted. The new governance structure option keeps the San Diego vote the same. It swaps out Caltrans as a voting member for RCTC as a voting member.
86	64	91	Amtrak	Amtrak contends that it has met four of the qualities needed for an agency to be a voting member of a proposed JPA: Rail owner, passenger rail operator, financial investment in corridor, and holding contractual rights.	02/15/2012	Comment noted. There would appear to be a conflict of interest if Amtrak were to serve on a board for which it is a contract operator.
87	64	91	SANDAG	Table 21 - under the proposed LOSSAN JPA structure, move SANDAG back to voting member (we'd like to continue the current voting arrangement where 3 San Diego agencies (SANDAG, NCTD, MTS) share 2 votes.)	02/21/2012	Will change as noted.
88	71	98	Amtrak	Given the value of Amtrak's investment in the rolling stock used in Surfliner service, combined with the nationwide need for intercity cars/locomotives, it is highly unlikely Amtrak would agree to transferring ownership of these assets.	02/15/2012	Comment noted. Report will add risk factor regarding the rolling stock.
89		25, 26, 49, 51	SBCAG	SBCAG initially recommends minor changes to the draft and will provide a detailed comment letter prior to the Board of Directors meeting.	02/23/2012	Comment noted. Typos will be corrected.

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90	N/A	N/A	SCRRA	No comments, the report is very thorough.	02/23/2012	Comment noted.
91	N/A	N/A	VCTC	The Strategic Plan is a thorough and thoughtful assessment of future plans for passenger rail service in the Pacific Surfliner corridor – now all we need is the money to implement.	02/23/2012	Comment noted.
92	N/A	N/A	SLOCOG	We support the SIP. We support the 4 projects in San Luis Obispo County identified in the Long-term Operations Analysis. We support the concept of the Coast night train.	02/23/2012	Comment noted.
93	vii	Page 27: Last paragraph	LACMTA	When the two sentences in this closing structured the way they are one could read this as the proposed governance administration will be paid for by the member agencies.	02/24/2012	Will delete last phrase in Exec Summary and explain more clearly in report that, although the current administration of the LOSSAN Board requires some dues paying, the proposed local JPA would require no local funds for the administration or operation of the service.
94	3	Page 30: Paragraph beginning with "Multiple Services..."	LACMTA	Suggest addressing track rights over the corridor. This is important with the varying ownerships. Also, suggest adding "passenger rail" after long-distance in the first sentence. This distinction gets lost with the freight rail reference in the same sentence.	02/24/2012	Will clarify ownership rights (have map on ownership rights and will better explain that map), will make passenger rail edit to distinguish it from freight rail
95	4, 6	Page 31 and 33 Maps	LACMTA	In both maps the reference is made to "Burbank Airport". The proper name should be used for this.	02/24/2012	Will use proper names as appropriate. "Bob Hope Airport" and "Burbank-Glendale-Pasadena Airport Authority".
96	5	Page 32	LACMTA	In two different references it is stated that the local commuter service is "sponsored" by NCTD and Metrolink. Suggest a different word. The service outside of San Diego County is actually operated by Metrolink and sponsored by the member agencies. If "sponsored" is to be used in this context it should be defined.	02/24/2012	Will clarify text.

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97	5	Page 32	LACMTA	Third paragraph references SDMTS for the first time and should be defined.	02/24/2012	Will define.
98	8	Page 35: Figure 3	LACMTA	I believe Amtrak provides operating funding for all three services in California. Suggest continuing the line connecting this with the three services and shading the other boxes accordingly.	02/24/2012	Figure 3 is correct. The San Joaquins and the Capitol Corridor are 100% state funded. Only the Pacific Surfliner currently has federal funds. Although, as Amtrak clarifies, it has dedicated some of its federal corporate resources to these three corridors.
99	13	Page 40	LACMTA	There should be a discussion as to how safety and FRA compliance issues are managed. What entity is responsible for rules compliance? What is the check and balance for this? According to the structure shown here there is no compliance officer or safety oversight manager.	02/24/2012	Will include that issue in management and technical risks as well as reference the need for those functions in the organization discussion.
100	13	Page 40: Second paragraph	LACMTA	Not sure what the relevance is of the statement "...costs in Oakland...." in the last sentence in this paragraph. The addition clouds the meaning.	02/24/2012	Will clarify. "Oakland" refers to the Oakland Maintenance Yard that the state owns and Amtrak uses.
101	15	Page 42, Stakeholders	LACMTA	Replace LACMTA stakeholder summary with: "LACMTA's objectives have been to create synergy and balance in the corridor. Rail 2 Rail is a step in that direction. This corridor should be referred to as the I-5/101 LOSSAN Corridor as it provides significant relief to the I-5 freeway; it carries 1-1/2-lanes' worth of traffic between Orange and Los Angeles Counties. The work that is being done for governance will create that synergy and develop a more balanced service that will blend with the other service in the corridor. In addition, local governance provides a stronger voice for the customers who use the services."	02/24/2012	Will replace as suggested.

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102	23	Page 50: Airport Connections Section	LACMTA	There should be discussion of the Bob Hope/Burbank Airport connection. The development of their Regional Intermodal Transportation Center should be discussed.	02/24/2012	Will mention this improvement.
103	27	Page 54: Bullets	LACMTA	The two projects that are discussed in these bullets are in the PE/NEPA phase right now through an ARRA grant.	02/24/2012	Will add that they are in PE/ NEPA phase through an ARRA grant.
104	NA	Overall	LACMTA	The acronym for Metro is used as LACMTA or LA Metro in different locations. There should be one acronym used consistently. Double check the superscript notation throughout the document.	02/24/2012	Will use LACMTA throughout. Will correct superscripts.
105	38	Page 65	LACMTA	This section refers to LACMTA doing operations modeling as part of the Union Station Master Planning effort. This is not in the plans for the rail service outside of Union Station. This will be a separate effort that will be necessary with the strategic planning work forecasted by LACMTA.	02/24/2012	Will so note.
106	40	Page 67: Overall Structure and Jurisdiction section	LACMTA	The last sentence in this paragraph seems to leave the reader hanging. This statement should be backed up with a reason. It would be helpful to discuss why the Capitol Corridor is the model and the similarities and differences with LOSSAN.	02/24/2012	Sentence refers to the discussion previously stated in report. Will expand here and refer reader to reasons.
107	40	Page 67 Structural Benefits Section	LACMTA	Another advantage is that the local JPA can advocate at the state level whereas this cannot be done under the existing governance.	02/24/2012	Will so note.
108	41	Page 68: First full paragraph.	LACMTA	The word "decision" is used twice in the same sentence. Suggest modifying.	02/24/2012	Will edit.

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109	44	Page 71: First bullet	LACMTA	The start-up costs need to be identified and discussed. This was not apparent in the document. If it is, then it should be referenced in this area.	02/24/2012	Will reference start-up costs here (those costs [\$500K] are included in Table 20 on p. 88 and explained in a footnote. Will discuss in text).
110			Caltrans	Re-label sections on public involvement and detailed business plan components to more closely match the scope of work approved by the Federal Railroad Administration for the project.	02/24/2012	Will make these sections consistent.

February 24, 2012

**Board of Directors**

**Joe Armendariz**  
*Chair*  
*City of Carpinteria*

**Joni Gray**  
*Vice-Chair*  
*Santa Barbara County*  
*4th District*

**Salud Carbajal**  
*Santa Barbara County*  
*1st District*

**Janet Wolf**  
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*2nd District*

**Doreen Farr**  
*Santa Barbara County*  
*3rd District*

**Steve Lavagnino**  
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**Holly Sierra**  
*City of Buellton*

**Roger Aceves**  
*City of Goleta*

**Lupe Alvarez**  
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*City of Santa Maria*

**Jim Richardson**  
*City of Solvang*

**Ex-Officio Member**

**Rich Krumholz**  
*Director*  
*Caltrans District 5*

Ms. Linda Culp  
Principal Planner  
SANDAG  
401 B St., Suite 800  
San Diego, CA 92101-4231

Ms. Culp,

Thank you for the opportunity to provide comments on the draft LOSSAN Strategic Implementation Plan. As you are aware, US 101 is the only vehicular transportation corridor between Ventura County and San Luis Obispo, resulting in frequent chronic freeway congestion, long delays, and lost productivity. Although the current level of Pacific Surfliner service offers some choice to those who prefer to travel without a car, more service is needed in order to expand those choices, reduce greenhouse gas emissions, and lower the impact of the traveling public on the effectiveness of both goods movement and individuals for whom a vehicle is more critical. In order to be able to provide more attractive Pacific Surfliner service, infrastructure improvements are necessary north of Los Angeles and should be pursued aggressively.

Please see our comments on the draft LOSSAN SIP below:

1. SBCAG's highest priority with respect to assuming local control of the Pacific Surfliner intercity rail service is to enhance peak hour service between Ventura and Santa Barbara counties, similar to how peak hour Surfliner service is currently operated between Los Angeles, Orange, and San Diego counties. We are pleased to see this goal included in the Preferred Service Business Plan.
2. While there may be cost advantages for housing the new Pacific Surfliner rail staff within an existing agency, it is crucially important that the new Pacific Surfliner agency create and maintain a fully independent identity from any individual member agency or organization, as is pointed out on page 82 and elsewhere in the draft SIP. Full time Pacific Surfliner agency staff should consider their sole mission to support, enhance, and improve Pacific Surfliner service, even if they work in a SANDAG (or other member agency) building and contact SANDAG (or other member agency) staff for HR or IT support. Simple but effective ways to accomplish this are to devote separate and cohesive office space to Pacific Surfliner staff, develop and promote Surfliner branding with a logo and other marketing material, and actively cultivate a distinct organizational identity among Pacific Surfliner staff. SBCAG has extensive experience promoting a separate institutional culture while maintaining very close financial and administrative relationships with both Santa Barbara County and the local Air Pollution Control District.
3. The Capital Corridor JPA is frequently referred to as a model for organizational structure for the Surfliner Corridor JPA. It would be helpful to include in the SIP a

**Member Agencies**

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

detailed annual budget and organization chart for the Capital Corridor as a reference. Such information may help explain how the proposed Surfliner Agency is anticipated to manage a larger, more complex corridor with significantly higher ridership than the Capital Corridor with a smaller administrative budget and 25% fewer employees.

4. The estimate of \$1.2 million in “support” costs to be provided to the proposed host agency lacks a firm basis in actual costs, and at the recommended FTE equivalent of 12, amounts to \$100,000 per employee annually over and above the fully loaded staffing cost (p. 76). To increase transparency and reduce costs to the taxpayer, the host agency should be compensated for costs *actually incurred* by the agency for providing support services. It should not be overly difficult to determine actual costs on a time and material basis—i.e., office space used, IT/HR/AP-AR and other service/labor costs expended by host agency staff, allocations based on occupied square footage for infrastructure costs, etc. An alternative would be to ask for proposals by qualified member agencies to act as the host agency and request that the proposals include a detailed description of the services to be provided and their associated annual cost.
5. In order to avoid a potential conflict of interest, it is recommended the Managing Director of the Pacific Surfliner Agency report directly to the Pacific Surfliner board. Figure 6 on page 77 of the draft SIP shows a proposed organizational structure that places the host agency between the Managing Director and the Surfliner board. Rather than have Pacific Surfliner staff subjugated to the host agency, it is recommended that the host agency role be limited to providing support for the Surfliner Managing Director, which would result in the colored “Administrative Agency” box in the organization chart on page 77 being shifted so that it is parallel to the Managing Director.
6. Finally, the Strategic Implementation Plan offers an opportunity to establish a more appropriate name for the second busiest rail corridor in the country. Very few people are aware of “LOSSAN”, yet nearly three million customers board the Pacific Surfliner every year. Following the example of the Capital Corridor, and to properly reflect the entire length of the corridor (LOSSAN is an acronym for “Los Angeles-San Diego”), it is strongly recommended to rename the JPA and the region served by state-supported rail service the *Pacific Surfliner Corridor*.

SBCAG appreciates the extensive amount of work that has been devoted to developing and finalizing the Strategic Implementation Plan on the part of both HNTB and SANDAG staff, in particular the efforts of Linda Culp. SBCAG looks forward to a future Pacific Surfliner rail service that not only achieves heightened use and awareness by the traveling public, but that is also widely recognized as the premiere state supported rail service in the county.

*Jim Kemp*

Jim Kemp  
Executive Director



# JOINT POWERS BOARD

March 5, 2012

AGENDA ITEM NO.: **9**

**Action Requested: APPROVE**

FISCAL YEAR 2013 LOSSAN OVERALL WORK PROGRAM

File Number 3400600

For the past several years, LOSSAN staff work has focused on continued administrative support for the Board of Directors and Technical Advisory Committee (TAC) and joint coordination and advocacy efforts with the Capitol Corridor, San Joaquin, and Coast Rail Coordinating Council. In Fiscal Year (FY) 2012, the major focus was completion of the Strategic Implementation Plan.

For more than 12 years, administrative support for LOSSAN has been provided by SANDAG and since 2004, voting member agencies have provided financial assistance. In each of the last eight years, the LOSSAN Board of Directors has approved the TAC's recommendation to support this funding structure with the understanding that the structure would be revisited annually. Since FY 2007, this funding structure has been based on the number of votes on the Board.

At the February 9, 2012, meeting, staff recommended to the TAC an increase of 11 percent to the dues structure in FY 2013, as shown in Table 1. In FY 2011, the San Luis Obispo Council of Governments (SLOCOG) agreed to provide legal services to LOSSAN at a cost not to exceed \$3,200. Table 1 assumes this arrangement for FY 2013, which was also the case in FY 2012. For several years, Metro has hosted a majority of Board of Directors and TAC meetings. Metro staff has requested that this in-kind amount increase from \$2,000 to \$3,600 due to the increase in meeting frequency and costs.

The TAC also discussed the possibility of additional costs in FY 2013 to be shared among the agencies. For example, a joint passenger rail timetable is under development by the corridor agencies through the marketing staffs. As a detailed cost and schedule for production are determined, members will develop a recommendation to the Board.

## **Recommendation**

The TAC recommends the Board of Directors approve the FY 2013 LOSSAN Overall Work Program and budget as shown in Table 1.

## **Discussion**

### *FY 2012 Accomplishments*

The major focus for LOSSAN staff in FY 2012 was completion of the Corridorwide Strategic Implementation Plan, which included seven key components. Serving as the Task Order managers, staff held weekly conference calls with the LOSSAN Project Manager on planning details. In terms of the Business Case for the Preferred Service Plans task, staff coordinated the Project Working Group and developed agendas and materials for more than a dozen meetings, working closely with the three consultant teams working on the details. For the short-term improvements tasks, staff and consultants worked closely on completing several of the improvements. For example, staff initiated and coordinated bimonthly meetings of the member agency planning, marketing, and communications staffs. For the Implementation/Governance task, staff coordinated regular meetings with the member agency legislative staffs to prepare materials for the CEO review.

Staff continued to participate in biweekly conference calls with senior staff from the Capitol Corridor Joint Powers Authority, San Joaquin Valley Rail Committee, Coast Rail Coordinating Council, Amtrak, and Caltrans on joint areas of interest including joint advocacy trips to Sacramento and Washington, DC, funding issues, Section 209, and rolling stock procurement.

Staff completed several administrative items in FY 2012, including final signatures of the updates to the agency joint exercise of powers agreement and conflict of interest code. The Web site continued to be maintained, as well as a number of fact sheets and other information on LOSSAN efforts.

### *FY 2013 Overall Work Program*

The FY 2013 LOSSAN Overall Work Program will continue to include three main areas:

#### 1. LOSSAN Administration and Support

Specific responsibilities include conference calls, agenda preparation, staffing for the TAC and Board of Directors, staff and Board member travel, and advocacy.

#### 2. LOSSAN Advocacy and Joint Agency Coordination

Past efforts on the state and federal side to advocate for increased passenger rail funding have been successful (e.g., Assembly Joint Resolution 18, Joint Rail Boards of Directors meetings, and Intercity Rail Days), and, in particular, the work in coordination with the other intercity rail corridors should be highlighted. A focus in FY 2013 will continue to be preservation of state operations and capital funds to be used as a match for federal grants and federal reauthorization.

#### 3. Corridorwide Strategic Implementation Plan and Potential Local Authority for Intercity Service

SANDAG served as staff project/task order manager for the Corridorwide Strategic Implementation Plan. However, depending upon Board action on both the overall report and specifically, the potential for a local authority to manage intercity service in the corridor, there may be additional expenses in FY 2013.

Furthermore, member agencies may want to share the costs of implementing key quick improvements identified in the study, including production of a joint timetable. For example, for the Strategic Implementation Plan, the following county shares were used in order to determine the level of funding from each member agency:

<b>County</b>	<b>Funding Share</b>
San Diego	28%
Orange	27%
Los Angeles	36%
Ventura	5%
Santa Barbara	3%
San Luis Obispo	1%

The TAC should consider a similar funding strategy and if Amtrak and Caltrans would want to share in these costs. This would be in addition to the administrative costs shown in Table 1.

Staff discussed these options with the TAC at their February 9, 2012, meeting and was asked to continue to refine the cost estimate and bring that back to the TAC for further discussion. A potential amendment to the FY 2013 budget may be needed in the future.

**Table 1  
LOSSAN MEMBER ASSESSMENTS FOR ADMINISTRATION – HISTORICAL (FY09-FY12) AND PROPOSED FOR FY 2013**

<b>Voting Member</b>	<b>Votes on Board</b>	<b>FY 09</b>	<b>FY 10</b>	<b>FY 11</b>	<b>FY 12</b>	<b>FY 2013 PROPOSED</b>	<b>FY 2013 Notes:</b>
SLOCOG	1	\$6,000	\$6,000	*	\$4,000	<b>\$4,800</b>	Assumes not to exceed \$3,200 in legal services
SBCAG	1	\$6,000	\$6,000	\$7,200	\$7,200	<b>\$8,000</b>	
VCTC	1	\$6,000	\$6,000	\$7,200	\$7,200	<b>\$8,000</b>	
Metro	2	\$10,000	\$10,000	\$12,200	\$12,200	<b>\$12,400</b>	\$3,600 in-kind meeting support
OCTA	2	\$12,000	\$12,000	\$14,400	\$14,400	<b>\$16,000</b>	
Caltrans Rail	1	\$9,600	\$9,600	\$11,600	\$11,600	<b>\$12,900</b>	
SANDAG	2	\$12,000	\$12,000	\$14,400	\$14,400	<b>\$16,000</b>	SANDAG in-kind
NCTD							
MTS							
<i>Total From Voting Members:</i>		<i>\$61,600</i>	<i>\$61,600</i>	<i>\$67,000</i>	<i>\$71,000</i>	<b><i>\$78,100</i></b>	

\* SLOCOG provided legal services to LOSSAN in FY 2011.