



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, May 21, 2012

12:30 to 2:30 p.m.

L.A. Metro
Gateway Cities Room, Third Floor
One Gateway Center
Los Angeles, CA

Lunch Provided

SANDAG Staff Contact: Linda Culp
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Linda.Culp@sandag.org

AGENDA HIGHLIGHTS

- **STATUS OF SENATE BILL 1225 AND UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE**
- **UPDATES TO JOINT POWERS AUTHORITY DOCUMENTS**
- **REPORT FROM THE TECHNICAL ADVISORY COMMITTEE CORRIDOR TRENDS SUBCOMMITTEE**

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LOSSAN RAIL CORRIDOR AGENCY JOINT POWERS BOARD

Monday, May 21, 2012

ITEM #	RECOMMENDATION
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- | | |
|-------------------|--|
| 1. CHAIR'S REPORT | |
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Welcome and Introductions

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|--------------------------------------|--|
| 2. PUBLIC COMMENT AND COMMUNICATIONS | |
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Speakers are limited to three minutes each.

CONSENT (Items 3 and 4)

- | | |
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| +3. APRIL 16, 2012, MEETING MINUTES (Linda Culp, SANDAG) (pp. 6-8) | APPROVE |
|--|---------|

The meeting minutes are included for approval.

- | | |
|---|-------------|
| +4. CORRIDOR MARKETING UPDATE (Danny Veeh, SANDAG) (pp. 9-10) | INFORMATION |
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The summary from the member agency joint marketing staff May 3, 2012, meeting is attached.

**CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN REPORTS
(Items 5 and 6)**

- | | |
|---|--------------------------------|
| +5. STATUS OF SENATE BILL 1225 AND UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE (Corridor CEOs; Corridor Legislative Staff) (pp. 11-23) | DISCUSSION/
POSSIBLE ACTION |
|---|--------------------------------|

Senate Bill 1225 to authorize local management of the Pacific Surfliner intercity service continues to move through the state Senate. The bill was approved by the Senate Transportation and Housing Committee on April 24, 2012, with some amendments, and referred to the Senate Appropriations Committee. In addition, the Chief Executive Officers continue to meet regarding possible voting structures and will provide an update at the meeting.

- | | |
|---|------------|
| +6. UPDATES TO JOINT POWERS AUTHORITY DOCUMENTS (Linda Bohlinger, HNTB; Linda Culp, SANDAG) (pp. 24-26) | DISCUSSION |
|---|------------|

Should SB 1225 be signed into law, there are a number of changes necessary to the Joint Exercise of Powers Agreement, Bylaws, and other documents related to local governance. These include identifying voting and ex-officio members, voting structures, and specific governance principles. A matrix has been developed and reviewed by the corridor CEOs in terms of the specific provisions as well as a timeline for their development.

ITEM #

RECOMMENDATION

REMAINING REPORTS

- +7. REPORT FROM THE TECHNICAL ADVISORY COMMITTEE (TAC)
CORRIDOR TRENDS SUBCOMMITTEE
(Danny Veeh, SANDAG) (pp. 27-37)

Per the Board of Directors' request at its March 5, 2012, meeting, the TAC has formed a corridor trends subcommittee to identify detailed issues related to recent trends in ridership and on-time performance, and develop recommendations for the Board's consideration. The subcommittee has met twice and last reported back to the Board on March 30, 2012. At its May 10, 2012, meeting, the subcommittee discussed the most recent trends.
- 8. STATE BUDGET UPDATE (Bill Bronte, Caltrans)

The Governor released the May revised draft budget for FY 2012/2013 on May 14, 2012. Caltrans will provide an update on how these revisions will potentially impact the state's intercity rail program.
- +9. AMTRAK CALIFORNIA THRUWAY BUS PROGRAM
(Rick Peterson, Amtrak) (pp. 38-46)

Amtrak Thruway bus routes were designed exclusively for train passengers by enabling them to connect to Amtrak California trains from more than 175 destinations throughout California and Nevada. Amtrak Thruway buses also allow San Joaquin passengers to connect to the Pacific Surfliner and other Amtrak long-distance trains in Los Angeles. Amtrak staff will provide an overview presentation on the Amtrak Thruway bus program.
- 10. BOARD MEMBER UPDATES
- 11. NEXT MEETING

The next Board of Directors meeting is scheduled for Monday, June 18, 2012, at SANDAG beginning at 9:30 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
San Luis Obispo: 1 vote	Fred Strong Council Member, City of Paso Robles Member, San Luis Obispo Council of Governments	Jan Howell Marx Mayor, City of San Luis Obispo Member, San Luis Obispo Council of Governments
Santa Barbara: 1 vote	Salud Carbajal Supervisor, County of Santa Barbara Member, Santa Barbara County Association of Governments	Helene Schneider Mayor, City of Santa Barbara Member, Santa Barbara County Association of Governments
Ventura: 1 vote	Keith Millhouse Mayor Pro Tem, City of Moorpark Member, Ventura County Transportation Commission	Brian Humphrey Member, Ventura County Transportation Commission
Los Angeles: 2 votes	Jacki Bacharach (Vice Chair) Representative, Los Angeles County Metropolitan Transportation Authority Diane DuBois Vice Mayor, City of Lakewood Member, Los Angeles County Metropolitan Transportation Authority	Karen Heit Representative, Los Angeles County Metropolitan Transportation Authority Beatrice Proo Representative, Los Angeles County Metropolitan Transportation Authority
Orange: 2 votes	Bill Campbell Supervisor, County of Orange Member, Orange County Transportation Authority Jerry Amante Mayor, City of Tustin Member, Orange County Transportation Authority	Christine Compton Representative Orange County Transportation Authority

County	Members	Alternates
San Diego: 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
Caltrans: 1 vote	Bill Bronte Chief, Division of Rail California Department of Transportation	Martin Tuttle Deputy Director, Planning and Modal Programs California Department of Transportation
Ex-Officio Members:		
Amtrak	Jonathan Hutchison Amtrak	
California High-Speed Rail Authority	Vacant California High-Speed Rail Authority	
Riverside County Transportation Commission	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
Southern California Association of Governments	Paul Glaab Mayor Pro Tem, City of Laguna Niguel Member, Southern California Association of Governments	

JOINT POWERS BOARD

May 21, 2012

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

APRIL 16, 2012, MEETING MINUTES

File Number 3400600

The LOSSAN Rail Corridor Agency Joint Powers Board met on April 16, 2012, in Orange, CA. In attendance were:

Joe Kellejian, SANDAG, Chair
Jacki Bacharach, Metro, Vice Chair
Helene Schneider, SBCAG Alt.
Chris Orlando, NCTD
Diane DuBois, Metro
Beatrice Proo, Metro Alt.
Fred Strong, SLOCOG
Jerry Amante, OCTA
Bill Campbell, OCTA
Christine Compton, OCTA Alt.

Jerry Rindone, SDMTS
Brian Humphrey, VCTC
Greg Pettis, RCTC
Peter Garipey, Amtrak
Bill Bronte, Caltrans

CEOs/Staff:
Will Kempton, OCTA
Hasan Ikhata, SCAG
Linda Culp, LOSSAN Staff

CHAIR'S REPORT

Chair Joe Kellejian (SANDAG) welcomed everyone and began the meeting.

PUBLIC COMMENTS AND COMMUNICATIONS

Alex Barloewen commented that the capacity for bicycles on Amtrak Surfliner trains is very limited. Chair Kellejian referred to the March 30, 2012, meeting minutes and noted that Board Member Campbell previously brought up this issue. Vice Chair Jackie Bacharach (Metro) noted an option would be to have train reservations for bikes. Jay Fountain (Amtrak) noted that Amtrak is in the process of modifying Surfliner train cars to increase bike capacity.

MARCH 30, 2012, MEETING MINUTES

This item was accepted on consent with Vice Chair Bacharach abstaining.

UPDATE ON POSSIBLE LOCAL AUTHORITY FOR INTERCITY SERVICE AND CONSIDERATION OF SUPPORT FOR ASSEMBLY BILL 1779

Will Kempton (OCTA Executive Director) provided an update on the possible local authority for intercity service on behalf of the corridor Chief Executive Officers (CEOs). Mr. Kempton noted that at the March 5, 2012, meeting the Board provided two potential voting options to the CEOs, who had a subsequent discussion but no recommendation. The CEO group expects to continue discussions at their next meetings, currently scheduled for April 20 and May 18, 2012.

The CEOs and legislative staff continue to work with the author's staff on the major provisions of Senate Bill 1225 (SB 1225). A fact sheet describing the major provisions of SB 1225 was developed (included as Attachment 2 of the staff report). Also, letters of support have also been provided by LOSSAN and member agencies in time for the bill's first hearing at the Senate Transportation and Housing Committee meeting on April 24, 2012. Board Member Greg Pettis (RCTC) asked for the schedule of member agency discussion. Mr. Kempton noted they will have a schedule as quickly as possible and are aiming to bring information back to the board in May. Vice Chair Bacharach noted that the fiscal bill deadline is approaching soon and asked if there has been any opposition. CEO Kempton noted none at this point. Vice Chair Bacharach said there seems to be an issue with equipment because the San Joaquin and Surfliner have differences in rolling stock ownership. Also, she asked how this will affect bus connections. Mr. Kempton noted that the goal is not to impact statewide connectivity.

Linda Culp (SANDAG) noted the speakers at the April 24 hearing will be Mr. Kempton and Chair Kellejian, who will also be meeting with legislators while in Sacramento. She also noted that two agencies in the San Joaquin corridor have submitted letters of support for SB 1225 and asked LOSSAN to support AB 1779. Mr. Kempton noted there is a comparison of SB 1225 with a similar bill related to the San Joaquin Corridor, AB 1779, included in the staff report per the Board's request. Vice Chair Bacharach provided a motion to support AB 1779 that was seconded by Board Member Strong. The motion passed.

Board Member Rindone (SDMTS) asked about the timeframe for legislation gaining support from co-authors. Mr. Kempton noted there has been discussion on getting co-authors after the hearing. Board Member Schneider (SBCAG) asked if the Board might consider changing the corridor name from LOSSAN to the Pacific Surfliner Corridor. She noted the public knows Surfliner and does not know LOSSAN. Mr. Kempton responded that the CEOS could discuss since the current statute specifically calls out LOSSAN. Board Member Bronte noted Amtrak owns the copyright of the Pacific Surfliner brand. Vice Chair Bacharach noted it was not unlike the Southern California Regional Rail Authority (SCRRA), which operates Metrolink as the brand for commuter service. In addition, she noted that potentially the federal definition would need to be changed from LOSSAN, which took at least two years for the last update. Board Member Rindone noted his support for discussing rebranding options.

PRIORITIZED CAPITAL PLAN FOR THE LOSSAN CORRIDORWIDE STRATEGIC IMPLEMENTATION PLAN FINAL REPORT

Ms. Culp noted the remaining section of the LOSSAN Corridorwide Strategic Implementation Plan to be developed is a prioritized capital improvement plan for the entire corridor. The LOSSAN member agencies staffs have agreed upon evaluation criteria, the master list of capital projects, and the

resulting prioritized projects list. She noted the list will be updated periodically and will be key for considering projects for future state and federal funding opportunities. The prioritization work builds upon both the 2014 and 2030 service planning work and criteria includes both quantitative factors provided by the detailed operations modeling analysis and qualitative factors evaluated by member agency technical staff. Ms. Culp also noted two additional criteria, geographic equity and source of future funding, as also important but not included in the specific evaluation. Ms. Culp noted that 15 corridor bottleneck segments making up the entire 351-mile corridor were evaluated and ranked. She noted that four of the top five bottleneck segments are in the LOSSAN North corridor, north of Los Angeles. Ms. Culp concluded the staff presentation by noting that individual projects were not ranked but are included for each ranked bottleneck segment.

Chair Kellejian noted the strategic implementation plan was approved last meeting with the exception of this prioritized capital plan, which is provided for the Board's approval today. Board Member Strong thanked staff for its tremendous effort. Vice Chair Bacharach asked how the ranking of Los Angeles Union Station Run-Through Track Project was developed. Ms. Culp first noted that cost was not a factor in the analysis but staff has some reservations about the level of community support for the project, which had an impact on its overall ranking. Board Member Schneider noted she likes keeping the flexibility in the plan as new funding sources become available. Upon a motion by Board Member Strong and second by Board Member Diane Dubois (Metro), the Board approved the prioritized capital improvement plan for inclusion in the overall strategic implementation plan.

REPORT FROM THE TECHNICAL ADVISORY COMMITTEE CORRIDOR TRENDS SUBCOMMITTEE

Danny Veeh (SANDAG) provided a brief overview on recent work by the Subcommittee to identify detailed issues related to recent trends in ridership and on-time performance. Mr. Veeh noted that because of the short timeframe since the last report to the Board on March 30, there has not been any new data to report. Board Member Bronte noted there has been a 2 percent drop in ridership but an increase in revenue. Vice Chair Bacharach asked how we measure ridership declines due specifically to fare increases. She also asked how this information was being communicated to passengers. Mr. Bronte noted there is a need to meet with the marketing group staffs at Caltrans and Amtrak. Board Member Dubois asked how Amtrak communicates with passengers electronically. Mr. Bronte noted this includes twitter and seat drops.

BOARD MEMBER UPDATES

None.

NEXT MEETING

The next Board of Directors meeting is scheduled for Monday, May 21, 2012, at L.A. Metro beginning at 12:30 p.m.

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

JOINT POWERS BOARD

May 21, 2012

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION

CORRIDOR MARKETING UPDATE

File Number 3400600

Introduction

Joint meetings of the LOSSAN member agency marketing and communications staff were identified as one of the improvements in the LOSSAN Corridor Quick Improvements Study. The eighth bimonthly marketing/communications/planning staff meeting was held on May 3, 2012, with staff from Amtrak, Metro, Metrolink, OCTA, SANDAG, SBCAG, SLOCOG, and VCTC to discuss current marketing efforts and future joint marketing opportunities. The following is the meeting summary.

Joint Corridor Timetable

NCTD staff continues to take the lead in designing the LOSSAN corridorwide joint timetable. The LOSSAN TAC reviewed a draft joint timetable at its April 5, 2012, meeting and provided comments. Discussion focused on the various formats including station posters, a handheld printed pocket schedule, and an electronic version.

Station Posters – It was discussed that weatherproof poster frames would cost about \$25,000 for all 41 LOSSAN stations and roughly \$3,000 to print schedules. This cost does not include installation costs or ongoing maintenance costs. It was noted that installing large poster frames at most stations will be challenging do to the various entities that own and operate stations and the historical status of many stations. Metrolink stations already have timetables posted with both Amtrak and Metrolink information so there would be duplicative information. Concerns were raised about who would be installing the poster frames, posting new schedules, and maintenance. All of the LOSSAN operators have made efforts to coordinate schedule changes; however, there is no formal agreement. An agreement should be in place to coordinate schedules and identify responsibilities before agencies commit to ongoing installation, printing, and maintenance costs. It was also noted that the large size (48" x 60"), and the fact that there are over 160 trains and 41 stations, would make it difficult for the passengers to follow.

Handheld Printed Pocket Schedule – Many of the same challenges exist for the printed handheld pocket schedule. An agreement on schedule change coordination, printing costs, and distribution should be in place before a handheld printed schedule is developed. It was noted that the handheld printed schedule would be the most expensive option and would be the most challenging to ensure that out-of-date materials are removed from circulation. It was noted that Metrolink has a \$200,000 annual budget on printed materials.

Electronic Timetable – There are a few options that exist for the electronic joint timetable ranging from a basic pdf file that can be posted on-line to an interactive mobile application. The basic pdf can be completed most quickly and with minimal cost. The idea would be to create a pdf document that can be posted to each LOSSAN agency's Web site that can be downloaded and printed by the consumer. This option would be relatively easy to update for each schedule change. Another option would be an interactive Web site that allows users to select origin and destination stations, and only the appropriate trains would be displayed. The interactive Web site could be made into a mobile-friendly version so that users can access it with their smart phones. The interactive Web site will require some initial start-up costs but most LOSSAN agencies have the expertise to develop a Web site in-house. A stand-alone mobile application for iPhone and Android would be much more expensive with initial start-up costs.

Next Steps – There is consensus to move forward with the electronic timetable and to hold off on the station posters and handheld printed pocket schedules until some of the major issues are resolved. In place of the station posters it was suggested that we post information directing passengers to go to the mobile Web site to view the joint timetable. NCTD staff will continue to develop the pdf file.

Agency Initiatives

Pacific Surfliner/National Train Day – May 12, 2012, was National Train Day, a free event that is hosted by Amtrak. The Los Angeles event featured Dora the Explorer and other kid-friendly performances, over 30 exhibitors, and 12,000 people were expected to attend. There are also over 150 other National Train Day events throughout the country, including at events at several LOSSAN stations. More information is available at <http://www.nationaltrainday.com/>.

Metrolink – Starting on April 30, 2012, Metrolink Monthly Pass holders with a flight boarding pass for that day were eligible to board a Union Station FlyAway bus to/from LAX at no additional cost. Metrolink is considering a fare increase and potential elimination of the 10-trip ticket. New weekend service on the Orange County and Inland Empire Orange County lines will launch on July 2, 2012.

Orange – The Angels Express Metrolink train is available for all weekday evening Angels games for the whole season. So far there has been amazing ridership, with over 5,000 boardings.

Los Angeles – The Expo Line light rail connection between Metro Center and Culver City is now open. In three years, plans are to extend it to Santa Monica. An extension of the Orange Line to Chatsworth is expected to open this summer.

San Diego – San Diego Metropolitan Transit System has been receiving complaints from passengers about a lack of Amtrak information at Old Town.

Caltrans – A groundbreaking event took place on May 1, 2012, to mark the start of construction on Segment 7 of the Commerce to Fullerton triple-track project. Segment 7 will have 3.8 miles of triple track and it is funded through the American Recovery and Reinvestment Act.

Corridor Communications Coordination

There will be a weekend track closure on June 8, 2012, to facilitate work on the Encinitas pedestrian grade separation project.

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

JOINT POWERS BOARD

May 21, 2012

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION/POSSIBLE ACTION

STATUS OF SENATE BILL 1225 AND UPDATE ON POSSIBLE
LOCAL AUTHORITY FOR INTERCITY SERVICE

File Number 3400600

Introduction

The LOSSAN Member Agency Interagency Memorandum of Understanding (MOU) approved in 2009 intends to collectively work towards improvements in the LOSSAN Corridor through enhanced and increased service, better coordinate and integrate passenger rail operations, and decide on the appropriate institutional and organizational structure for the future success of the corridor. Since that time, the Board has approved moving forward with legislation authorizing a local authority to manage the Pacific Surfliner intercity passenger rail service.

At their January 25, 2012, meeting, the Board directed staff to submit a spot bill to the state's Legislative Counsel for review by their January 27, 2012, deadline and to introduce the bill into the current legislative session by the February 24, 2012, deadline. On February 23, 2012, Senator Alex Padilla (D-20th, Pacioma) introduced Senate Bill 1225 (SB 1225) as the spot bill. At their March 30, 2012, meeting, the Board unanimously approved detailed language and directed staff to work with Senator Padilla on amending SB 1225. The Senate Transportation and Housing Committee approved SB 1225 on a 9-0 vote on April 24, 2012, and sent the bill next to the Senate Appropriations Committee, which is scheduled to consider the bill on May 14, 2012. Attachment 1 shows the current version of the bill, including amendments made by the Transportation and Housing Committee.

The member agency Chief Executive Officers (CEOs) continue to meet regularly and have a meeting scheduled for May 18, 2012. Major discussions items from that meeting will be discussed with the Board on May 21.

The Central Valley Rail Working Group, a group of 20 public agencies and local jurisdictions between Sacramento and Merced, is working on a similar local governance effort for the San Joaquin intercity service (Assembly Bill 1779, Galgiani). Staffs are currently discussing the details of both SB 1225 and AB 1779 as a way to coordinate and potentially consolidate legislative efforts in the future. AB 1779 is currently in the Assembly Appropriations Committee.

Discussion

Senate Bill 1225

Attachment 1 is the current version of Senate Bill 1225 (SB 1225). The major amendments to the bill made at the Senate Transportation and Housing Committee level and since the last Board of Directors meeting are (*staff analysis is also provided*):

<i>Bill Page #</i>	<i>Line #</i>	<i>Major Amendment</i>
2 5	- 27	Updated dates for the interagency transfer agreement (ITA). (<i>Staff analysis: Support.</i>)
3	36	Updated language from funding <i>should</i> be available for the five-year period consistent with the initial ITA to it being <i>desirable</i> to maintain funding. (<i>Staff analysis: Request amendment</i>)
4	3	Addition of intent language that LOSSAN corridor service maintain farebox recovery ratio of at least 58 percent (currently the rate is 58%) (<i>Staff analysis: For further discussion.</i>)
4	7	Addition of intent language that Managing Director have previous rail operating experience (<i>Staff analysis: Support</i>)
8	16	Addition of statute language that feeder bus service between the corridor and San Joaquin service shall not be terminated unless it no longer meets cost effectiveness standards. (<i>Staff analysis: For further discussion.</i>)
8	30	Addition of statute language that equipment should be same type of equipment regularly used on the other intercity corridors. (<i>Staff analysis: For further discussion.</i>)

The legislative staffs discussed these changes at their May 14th meeting as well as the appropriate timing for these amendments (e.g., whether amendments should be made in the Senate or in the Assembly). Furthermore, staff is discussing potential co-authors for SB 1225.

Governance

The CEOs continue to discuss potential voting structures, which are not part of SB 1225 but will be included in the amended JPA documents (related to Board agenda item #6).

Legislation

The following are key dates for the 2012 legislative calendar:

January 27, 2012	Last day to submit bill requests to the Office of Legislative Counsel
February 24, 2012	Last day for bills to be introduced
April 27, 2012	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house
May 11, 2012	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house
May 25, 2012	Last day for fiscal committees to hear and report to the floor bills introduced in their house
June 1, 2012	Last day for bills to be passed out of the house of origin
August 24, 2012	Last day to amend bills on the floor
August 31, 2012	Last day for each house to pass bills
September 30, 2012	Last day for Governor to sign or veto bills passed by Legislature before September 1, 2012

SB 1225 needs to pass out of the Senate Appropriations Committee by the May 25, 2012, deadline.

Assembly Bill 1779

AB 1779 (Galgiana) authorizes a similar authority for local management of the San Joaquin intercity passenger rail service, which runs from Bakersfield to Oakland and Sacramento and also is operated by Amtrak with oversight from Caltrans Division of Rail. AB 1779 was approved by both the Assembly Transportation and Local Governments Committees in April 2012 and is currently on the suspense file for the Assembly Appropriations Committee, meaning a fiscal impact to the state has been identified.

Attachment: 1. SB 1225 as amended May 1, 2012

AMENDED IN SENATE MAY 1, 2012
 AMENDED IN SENATE APRIL 9, 2012

SENATE BILL

No. 1225

Introduced by Senator Padilla

February 23, 2012

An act to amend Sections 14031.8, 14070.2, 14070.4, and 14070.6 of, and to repeal and add Article 5.2 (commencing with Section 14072) of Chapter 1 of Part 5 of Division 3 of Title 2 of, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1225, as amended, Padilla. Intercity rail agreements.

Existing law authorizes the Department of Transportation to contract with Amtrak for intercity-rail passenger *rail* services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of the Business, Transportation and Housing Agency, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.

This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by

the governing boards of its members to enable that agency to enter into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor.

This bill would require an interagency transfer agreement for the LOSSAN Corridor to cover the initial 5-year period after the transfer. The bill would require the secretary, if an agreement is not entered into by ~~December 31, 2013~~ *June 30, 2014*, to report to the Governor and the Legislature by ~~January~~ *July* 31, 2014, as specified.

Existing law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on the annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law states that the interagency transfer agreement may provide that any additional funds required to operate the passenger rail service during a fiscal year shall be provided by the joint powers board from jurisdictions that receive service.

This bill would delete the provision requiring additional funds to be provided by the board, and would instead provide that those funds may be provided by the board. The bill, with respect to the LOSSAN Corridor, would provide that local resources shall not be available to offset any redirection, elimination, reduction, or reclassification of state resources for operating intercity rail services. *In addition, with regard to that corridor, the bill would require the passenger rail equipment used for intercity passenger rail services to be the same type of equipment used on other state-funded intercity passenger rail services. The bill would prohibit termination of feeder bus services connecting the LOSSAN and San Joaquin Corridors except for specified reasons.*

This bill would authorize the secretary to adopt new performance standards by December 31, 2014, for intercity rail services.

This bill would repeal now-obsolete provisions authorizing the Southern California Regional Rail Authority to be a party to an interagency transfer agreement for intercity rail services in specified counties.

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

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

- 1 SECTION 1. This act shall be known and may be cited as the
- 2 Intercity Passenger Rail Act of 2012.

1 SEC. 2. (a) The Legislature finds and declares all of the
2 following:

3 (1) An intercity ~~rail~~ passenger *rail* system, linking major urban
4 centers and complemented by feeder bus services that provide
5 access to outlying areas and destinations, is an important element
6 of the state's transportation system, and shall remain a state-funded
7 program.

8 (2) The state has a continuing interest in the provision of
9 cost-effective intercity ~~rail~~ passenger *rail* services and has a
10 responsibility to coordinate intercity ~~rail~~ passenger *rail* services
11 statewide.

12 (3) Since 1976, the state has invested over one billion eight
13 hundred million dollars (\$1,800,000,000) in capital improvements
14 and operating support for intercity ~~rail~~ passenger *rail* service and
15 must ensure the protection of that investment.

16 (b) The Legislature, through the enactment of this act, intends
17 all of the following:

18 (1) The Secretary of Business, Transportation and Housing ~~shall~~
19 *to* be responsible for the overall planning, coordination, and
20 budgeting of the intercity passenger rail service *consistent with*
21 *this act*.

22 (2) If the secretary determines that transferring responsibility
23 for intercity *passenger* rail service in a particular corridor or
24 corridors to a statutorily created joint powers agency would result
25 in administrative or operating cost reductions, the secretary may
26 authorize the Department of Transportation to enter into an
27 interagency transfer agreement to effect a transfer of those
28 administrative functions, *consistent with this act*.

29 (3) Any intercity *passenger* rail corridor for which administrative
30 responsibility has been transferred to a joint powers board through
31 an interagency transfer agreement ~~shall to remain as~~ a component
32 of the statewide system of intercity *passenger* rail corridors.

33 (4) The public interest requires expansion of the state intercity
34 *passenger* rail program in order to keep pace with the needs of an
35 expanding population.

36 (5) ~~For not less than a five-year period,~~ *It is desirable that* the
37 level of state funding for intercity *passenger* rail service in each
38 corridor ~~should~~ be maintained at a level equal to at least the current
39 level of service in the corridor *for not less than a five-year period,*

1 thus providing fiscal stability that will allow appropriate planning
2 and operation of these services.

3 (6) *It is in the public interest to ensure fiscal accountability that*
4 *the intercity passenger rail service operating in the LOSSAN*
5 *Corridor maintain a ratio of fare revenue to operating cost of no*
6 *less than 58 percent.*

7 (7) *It is in the public interest that the LOSSAN Corridor Joint*
8 *Powers Agency retain an individual to manage the contract with*
9 *the state who has previous experience operating or managing*
10 *intercity or commuter passenger rail services.*

11 SEC. 3. Section 14031.8 of the Government Code is amended
12 to read:

13 14031.8. (a) The Secretary of Business, Transportation and
14 Housing shall establish, through an annual budget process, the
15 level of state funding available for the operation of intercity
16 passenger rail service in each corridor.

17 (b) Where applicable, operating funds shall be allocated by the
18 secretary to the joint powers board in accordance with an
19 interagency transfer agreement that includes mutually agreed-upon
20 rail services. Funds for the administration and marketing of
21 services, as appropriate, shall also be transferred by the secretary
22 to the joint powers board, subject to the terms of the interagency
23 transfer agreement.

24 (c) The joint powers board or local or regional entities may, but
25 shall not be required to, augment state-provided resources to
26 expand intercity passenger rail services using local resources, or
27 to address funding shortfalls in achieving agreed-upon performance
28 standards.

29 (d) The department may provide any support services as may
30 be mutually agreed upon by the board and the department.

31 (e) Operating costs shall be controlled by dealing with, at a
32 minimum, the current Amtrak cost allocation formula, which,
33 beginning in federal fiscal year 2013–14, will be subject to Section
34 209 of the federal Passenger Rail Investment and Improvement
35 Act, and the ability to contract out to Amtrak or other rail operators
36 as a part of federal legislation dealing with Amtrak reauthorization.

37 (f) Not later than December 31, 1997, the secretary shall
38 establish a set of uniform performance standards for all corridors
39 and operators to control cost and improve efficiency. To the extent
40 necessary, as determined by the secretary, performance standards

1 may be modified not later than December 31, 2014, relative to
2 including the ~~LOSSAN~~ *San Diego-Los Angeles-San Luis Obispo*
3 (*LOSSAN*) Corridor among the corridors subject to an interagency
4 transfer agreement.

5 (g) Notwithstanding any other provision of this section, with
6 regard to the LOSSAN Corridor, local resources described in
7 subdivision (c) shall not be available for expenditure to offset any
8 redirection, elimination, reduction, or reclassification of state
9 resources for operating intercity *passenger* rail services *as*
10 *identified in subdivision (b)*.

11 SEC. 4. Section 14070.2 of the Government Code is amended
12 to read:

13 14070.2. (a) If authorized by the secretary, the department
14 may, through an interagency transfer agreement, transfer to a joint
15 powers board, and the board may assume, all responsibility for
16 administering state-funded intercity passenger rail service in the
17 corridor. Upon the date specified in the agreement, the board shall
18 succeed to the department's powers and duties relative to that
19 service, except that the department shall retain responsibility for
20 developing budget requests for the service through the state budget
21 process, which shall be developed in consultation with the board,
22 and for coordinating service in the corridor with other intercity
23 passenger rail services in the state.

24 (b) (1) Except as otherwise provided in paragraph (2), the
25 interagency transfer agreement shall be executed on or before
26 December 31, 1996.

27 (2) With respect to the LOSSAN Corridor, if an interagency
28 transfer agreement for that corridor is not entered into on or before
29 ~~December 31, 2013~~ *June 30, 2014*, the secretary shall provide a
30 report to the Governor and the Legislature on or before ~~January~~
31 *July 31, 2014*, explaining why an acceptable agreement has not
32 been developed, with specific recommendations for developing
33 an acceptable agreement.

34 (c) The secretary shall require the board to demonstrate the
35 ability to meet the performance standards established by the
36 secretary pursuant to subdivision (f) of Section 14031.8.

37 SEC. 5. Section 14070.4 of the Government Code is amended
38 to read:

1 14070.4. (a) An interagency transfer agreement between the
2 department and a joint powers board, when approved by the
3 secretary, shall do all of the following:

4 (1) Specify the date and conditions for the transfer of
5 responsibilities and identify the annual level of funding and ensure
6 that the level of funding is consistent with and sufficient for the
7 planned service improvements within the corridor. For purposes
8 of the LOSSAN Corridor, the interagency transfer agreement shall
9 cover the initial five-year period after the transfer, but may be
10 extended thereafter by mutual agreement.

11 (2) Identify, for the initial year and subsequent years, the funds
12 to be transferred to the board including state operating subsidies
13 made available for intercity rail services in the corridor, and funds
14 currently used by the department for administration and marketing
15 of the corridor, with the amounts adjusted annually for inflation
16 and in accordance with the business plan.

17 (3) Specify the level of service to be provided, the respective
18 responsibilities of the board and the department, the methods that
19 the department will use to ~~assure~~ *ensure* the coordination of
20 services with other rail passenger services in the state, and the
21 methods that the department will use for the annual review of the
22 business plan and annual proposals on funding and appropriations.

23 (4) Describe the terms for transferring to the joint exercise of
24 powers agency car and locomotive train sets, and other equipment
25 and property owned by the department and required for the intercity
26 *passenger rail* service in the corridor, including, but not limited to,
27 the number of units to be provided, liability coverage,
28 maintenance and warranty responsibilities, and indemnification
29 issues.

30 (5) Describe auditing responsibilities and process requirements,
31 reimbursement and billing procedures, the responsibility for
32 funding shortfalls, if any, during the course of each fiscal year, an
33 operating contract oversight review process, performance standards
34 and reporting procedures, the level of rail infrastructure
35 maintenance, and other relevant monitoring procedures. The
36 description shall contain an evaluation of the impact of any transfer
37 of equipment on other intercity corridors. The agreement shall
38 endeavor to minimize the impact and maximize the efficient use
39 of the equipment, including continued joint use of equipment that
40 is currently shared by one or more corridors.

1 (b) Use of the annual state funding allocation, as set forth in the
2 interagency transfer agreement, shall be described in an annual
3 business plan submitted by the board to the secretary for review
4 and recommendation by April 1 of each year. The business plan,
5 when approved by the secretary, shall be deemed accepted by the
6 state. The budget proposal developed by the department for the
7 subsequent year shall be based upon the business plan approved
8 by the secretary. The business plan shall be consistent with the
9 interagency transfer agreement and shall include a report on the
10 recent as well as historical performance of the corridor service, an
11 overall operating plan including proposed service enhancement to
12 increase ridership and provide for increased traveler demands in
13 the corridor for the upcoming year, short-term and long-term capital
14 improvement programs, funding requirements for the upcoming
15 fiscal year, and an action plan with specific performance goals and
16 objectives. The business plan shall document service improvements
17 to provide the planned level of service, inclusion of operating plans
18 to serve peak period work trips, and consideration of other service
19 expansions and enhancements. With respect to the LOSSAN
20 Corridor, the initial business plan shall be consistent with the
21 immediately previous State Rail Plan developed by the department
22 pursuant to Section 14036. The business plan shall clearly delineate
23 how funding and accounting for state-sponsored ~~rail~~ *intercity*
24 passenger *rail* services shall be separate from locally sponsored
25 services in the corridor. Proposals to expand or modify *intercity*
26 passenger *rail* services shall be accompanied by the identification
27 of all associated costs and ridership projections. The business plan
28 shall establish, among other things: fares, operating strategies,
29 capital improvements needed, and marketing and operational
30 strategies designed to meet performance standards established in
31 the interagency transfer agreement.

32 (c) Based on the annual business plan and the subsequent
33 appropriation by the Legislature, the secretary shall allocate state
34 funds on an annual basis to the board. As provided in the
35 interagency transfer agreement, any additional funds that are
36 needed to operate the passenger rail service during a fiscal year
37 may be provided by the board from jurisdictions that receive
38 service. In addition, the board may use any cost savings or farebox
39 revenues to provide service improvements related to intercity

1 service. In any event, the board shall report the fiscal results of the
2 previous year's operations as part of the annual business plan.

3 (d) The level of service funded by the state shall in no case be
4 less than the current number of intercity round trips operated in a
5 corridor and serving the end points currently served by the intercity
6 rail corridor. For purposes of the LOSSAN Corridor, the level of
7 service funded by the state shall be no less than the level of service
8 funded as of January 1, 2013. Subject to Section 14035.2, the level
9 of service funded by the state shall also include feeder bus service
10 with substantially the same number of route miles as the current
11 feeder system, to be operated in conjunction with the trains.
12 However, the interagency transfer agreement shall not prohibit the
13 joint powers board from reducing the number of feeder bus route
14 miles if the joint powers board determines that a feeder bus route
15 is not cost effective as provided in Section 14035.2.

16 (e) *Feeder bus services that provide connections for intercity*
17 *rail passengers from the LOSSAN Corridor to the state-supported*
18 *San Joaquin passenger rail service shall not be terminated unless*
19 *the bus services fail to meet the cost-effectiveness standard*
20 *described in paragraph (3) of subdivision (a) of Section 14035.2.*

21 (e)

22 (f) Nothing in this article shall be construed to preclude
23 expansion of state-approved intercity rail service.

24 (f)

25 (g) Notwithstanding any other provision of this section, with
26 regard to the LOSSAN Corridor, local resources described in
27 subdivision (c) shall not be available for expenditure to offset any
28 redirection, elimination, reduction, or reclassification of state
29 resources for operating intercity *passenger* rail services.

30 (h) *The passenger rail equipment regularly used for intercity*
31 *passenger rail service on the LOSSAN Corridor shall be the same*
32 *type of equipment regularly used on other intercity corridors*
33 *funded by the state. The purpose of this requirement is to ensure*
34 *that there is a statewide pool of common intercity passenger rail*
35 *equipment for purposes of interoperability among the state-funded*
36 *corridors and for vehicle fleet management.*

37 SEC. 6. Section 14070.6 of the Government Code is amended
38 to read:

39 14070.6. The department and any entity that assumes
40 administrative responsibility for intercity passenger rail services

1 through an interagency transfer agreement, may, through a
 2 competitive solicitation process, contract with the National Railroad
 3 Passenger Corporation (Amtrak) or with organizations—~~not~~
 4 ~~precluded~~ *authorized* by state or federal law to provide intercity
 5 passenger rail services, and may contract with rail corporations
 6 and other rail operators for the use of tracks and other facilities
 7 and for the provision of intercity passenger *rail* services on terms
 8 and conditions as the parties may agree. The department is deemed
 9 to be a third-party beneficiary of the contract, and the contract
 10 shall not contain any provision or condition that would negatively
 11 impact on or conflict with any other contracts the department has
 12 regarding intercity passenger rail services. Any entity that succeeds
 13 the department as sponsor of state-supported intercity passenger
 14 rail services through an interagency transfer agreement, is deemed
 15 an agency of the state for all purposes related to intercity passenger
 16 rail services, including Section 5311 of Title 49 of the United
 17 States Code.

18 SEC. 7. Article 5.2 (commencing with Section 14072) of
 19 Chapter 1 of Part 5 of Division 3 of Title 2 of the Government
 20 Code is repealed.

21 SEC. 8. Article 5.2 (commencing with Section 14072) is added
 22 to Chapter 1 of Part 5 of Division 3 of Title 2 of the Government
 23 Code, to read:

24
 25 Article 5.2. LOSSAN Corridor

26
 27 14072. (a) ~~The Los Angeles-San Diego-San Luis Obispo~~
 28 *LOSSAN* Rail Corridor Agency, also known as the *LOSSAN*
 29 Agency, is an existing joint powers authority established to provide
 30 an organization capable of implementing the recommendations
 31 contained in the State Rail Corridor Study Group’s June 1987
 32 report entitled “Los Angeles-San Diego State Rail Corridor Study”
 33 and undertaking related efforts to improve intercity services and
 34 facilities in the corridor and to coordinate subcorridor commuter
 35 rail services with intercity services. The *LOSSAN* Agency is
 36 ~~comprised~~ *composed* of voting members, as specified in the joint
 37 powers agreement.

38 (b) “*LOSSAN Corridor*” or “*LOSSAN Rail Corridor*” means
 39 the San Diego-Los Angeles-San Luis Obispo intercity passenger
 40 rail corridor.

1 14072.2. This article shall be applicable only if the members
2 of the LOSSAN Agency enter into an amended joint powers
3 agreement to expand the authority of the agency to permit the
4 administration of state-funded intercity passenger rail services on
5 the LOSSAN ~~corridor~~ *Corridor*, and the LOSSAN Agency
6 thereafter elects to become a party to an interagency transfer
7 agreement pursuant to Article 5 (commencing with Section 14070).
8 The amended joint powers agreement shall establish the terms and
9 conditions for the joint powers agency and is subject to the
10 approval of the governing board of each member agency of the
11 LOSSAN Agency. Only the LOSSAN Agency operating under
12 the amended joint powers agreement, and not the LOSSAN Agency
13 existing on January 1, 2013, may exercise jurisdiction over intercity
14 rail services on the LOSSAN Corridor under an interagency transfer
15 agreement.

JOINT POWERS BOARD

May 21, 2012

AGENDA ITEM NO.: **6**

Action Requested: DISCUSSION

UPDATES TO JOINT POWERS AUTHORITY DOCUMENTS

File Number 3400600

Passage of Senate Bill 1225 will necessitate extensive changes to the LOSSAN Joint Powers Authority (JPA) governing documents as well as the development of new agreements such as the Interagency Transfer Agreement (ITA) between the state and the JPA. The member agency Chief Executive Officers (CEOs) and legislative staffs have been discussing these potential changes during several recent meetings and have developed a draft matrix detailing the main governing documents and the major provisions to be included in each (Attachment 1). The draft matrix also shows the necessary approvals for each document as well as a timeline.

A small working group of member agency staff, assisted by the HNTB LOSSAN Project Management Team, continues to develop this matrix; initial drafts to the joint exercise of powers agreement and bylaws amendments; and outlines for the ITA, business plan, and administrative services agreement. The Working Group has developed a schedule for this work (shown in Table 1). In addition, staff has provided the draft matrix to LOSSAN legal counsel for their initial review and will provide any comments received at the Board meeting. The CEOs may provide additional comment at their May 18, 2012, meeting, which also will be provided at the Board meeting.

Table 1 SCHEDULE FOR UPDATING JOINT POWERS AUTHORITY DOCUMENTS		
<i>Document</i>	<i>Schedule for Board of Directors Action</i>	
	<i>Draft</i>	<i>Final</i>
Detailed Matrix	May	
Joint Exercise of Powers Agreement	June	August
Bylaws	June	August
Interagency Transfer Agreement (outline only)	August	
Business Plan (outline only)	September	
Administrative Services Agreement (outline only)	September	

Recommendation

The Board of Directors is asked to review the draft matrix in Attachment 1 and schedule and provide comments to staff.

Attachment: 1. Major Provisions In Main LOSSAN Joint Powers Authority Documents

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

MAJOR PROVISIONS IN MAIN LOSSAN JOINT POWERS AUTHORITY DOCUMENTS						
Provision	Legislation	Joint Exercise of Powers Agreement	Bylaws	Inter-Agency Transfer Agreement	Business Plan	Administrative Services Agreement
	Provide mechanism to establish the authority of the JPA	Provides the governance for the administration of the service.	Provide the specific details for the administration of the service	Govern the transition of service and funding from the state to the JPA	Detail the past performance of the service and goals for future services	Describe relationship between JPA and member agency serving as managing agency, shared staff, etc.
Required Approvals	State	Unanimous Approval by Member Agencies	Majority Vote of JPA Board	State and JPA Board	3/4ths vote of JPA Board; State	Majority Vote of JPA Board and Member Agency Board
Tentative Schedule	January 2012-September 2012	April 2012-August 2012	April 2012-August 2012	June 2012-June 2014	Ongoing	September 2012-June 2014
Membership	X	X	X			
Voting structure		X	X			
Administration (officers, managing director, duties)		X	X	X		
Funding Sources	X			X		
Corridor Definition/Limits	X			X		
Role/Responsibilities of the state	X			X		
Required State Funding	X			X		
Timeframe for Transition	X			X		
Business Plan	X	X		X		
Define the JPBoard vs the JPA		X				
Annual Budget Process		X		X		
Governance Framework (Voting members/Ex-Officio/Alternates)		X				
Voting (simple majority vs. 3/4 majority)		X				
Assumption of Existing Agreements		X				
Define existing ownership		X				
Existing service		X				
Host railroad compensation and liability		X				
Liability/Indemnification		X				
Filing with Secretary of State		X				
Conflict of Interest Code		X				
Withdrawal by Agency		X				
Termination		X				
Arbitration		X				
Successor State		X				
Amendments Process		X				
Ownership of equipment				X		
Staffing/Operations staff				X		
Facilities				X		
Liability/Indemnification Terms (for equipment)				X		

MAJOR PROVISIONS IN MAIN LOSSAN JOINT POWERS AUTHORITY DOCUMENTS						
Provision	Legislation	Joint Exercise of Powers Agreement	Bylaws	Inter-Agency Transfer Agreement	Business Plan	Administrative Services Agreement
	Provide mechanism to establish the authority of the JPA	Provides the governance for the administration of the service.	Provide the specific details for the administration of the service	Govern the transition of service and funding from the state to the JPA	Detail the past performance of the service and goals for future services	Describe relationship between JPA and member agency serving as managing agency, shared staff, etc.
Required Approvals	State	Unanimous Approval by Member Agencies	Majority Vote of JPA Board	State and JPA Board	3/4ths vote of JPA Board; State	Majority Vote of JPA Board and Member Agency Board
Tentative Schedule	January 2012-September 2012	April 2012-August 2012	April 2012-August 2012	June 2012-June 2014	Ongoing	September 2012-June 2014
Warranty Responsibilities (for equipment)				X		
Maintenance				X		
Dispatching				X		
Ticketing				X		
Revenue and expense transition				X		
Annual allocation of funds				X		
Level of service/schedule	X			X	X	
Term of the agreement				X		
Performance measures/criteria				X	X	
Annual Business Case Requirements				X		
Criteria for Voting Member Selection			X			
Criteria for Managing Agency Selection			X			
Managing Agency (duties)		X				
How the operating entity is selected		X	X			
How service is administered (changes to schedule, fares)		X	X			
Composition of the Board of directors and BOD protocol (meetings, quorum, alternates, etc)		X	X			
Brown Act		X	X			

JOINT POWERS BOARD

May 21, 2012

AGENDA ITEM NO.: **7**

Action Requested: DISCUSSION

REPORT FROM THE TECHNICAL ADVISORY COMMITTEE (TAC)
CORRIDOR TRENDS SUBCOMMITTEE

File Number 3400600

Introduction

Per the Board of Director's request at its March 5, 2012, meeting, the TAC has formed a corridor trends subcommittee to identify detailed issues related to the recent trends in corridor ridership and on-time performance and develop recommendations for the Board's consideration. The TAC Corridor Trends Subcommittee met on May 10, 2012, with participation from Amtrak, Caltrans, Metrolink, SBCAG, VCTC, Metro, OCTA, and SANDAG. Upon request, Amtrak and Caltrans developed a number of detailed reports that focus on the recent LOSSAN corridor trends specifically looking at the issues of the downturn in ridership and on-time performance (OTP) on the Pacific Surfliner. These reports are available upon request. The standard monthly corridor trends report is attached (Attachment 1).

Ridership

Ridership on the Pacific Surfliner has declined year over year each month from October 2011 through February 2012. Ridership increased slightly in March but preliminary numbers for April show a 10 percent drop. It should be noted that despite the drop in ridership, revenue has maintained positive growth.

Prior to April, one of the key contributing factors to the drop in ridership is directly related to the track work throughout the corridor. Caltrans was able to pinpoint the drop in ridership during construction windows when service was disrupted, although that correlation did not appear as strong in February and March. It was found that passengers opted to find other means of transportation when forced to complete their train trip by bus.

Another factor that caused a reduction in ridership was the elimination of off-peak fares, which went into effect after Labor Day. Typically, fares were set higher during the peak summer season but Caltrans opted to keep the fares at the peak level year-round. This fare decision was made to put the state in a better financial situation once the Section 209 federal mandates take effect in 2013. Caltrans was able to determine that the elimination of off-peak fares resulted in a 2 percent loss in ridership but an 8 percent gain in revenue.

Caltrans reported that the 10 percent drop in ridership in April was potentially a result of several factors since they were only anticipating a 3 percent loss due to the increase in fares. One issue that was identified is related to the January 9, 2012, schedule change when the new Train 790, which

runs all the way between San Luis Obispo and San Diego, replaced two trains that previously required a transfer at Union Station. Prior to January 9, 2012, passengers were counted twice due to the forced transfer. However, this impact should not be unique to the April figures. Additionally April 2011 had one more peak day (Friday, Saturday, and Sunday) than April 2012. There was also speculation that there may be residual effects of people not taking the train due to all of the track work service disruptions that occurred in December and January.

Metrolink and OCTA reported they have seen fewer Rail2Rail passengers, a decrease of 6.5 percent in January, February, and March. Caltrans agreed that a drop in Rail2Rail passengers may explain how ridership has been declining to a greater degree than expected revenue.

OTP

On a positive note, April OTP for the Pacific Surfliner was 83 percent, which marks the first month above 80 percent since May 2011. Amtrak and Caltrans credit a meeting that took place between Caltrans, Amtrak, NCTD, and Metrolink to develop a schedule change on April 2, 2012, that eliminated many of the common conflicts that delayed trains. Additionally, the frequency and severity of track work service disruptions have tapered off compared to December and January, while the mechanical crews have improved reliability of the equipment and the train crews are doing a better job of keeping the train on schedule.

Amtrak provided documentation on detailed service disruptions for two typical days that document an initial cause of delay and the subsequent cascading delays. April 8, 2012, shows how one trespasser incident on a COASTER train caused cascading delays to four other Amtrak trains, which resulted in over four hours of total delay. On April 30, 2012, there was a mechanical issue with an Amtrak locomotive, which resulted in delays to four Amtrak trains with over 2.5 hours of total delay. It's worth noting that in these cascading delay situations the reported cause of delay is typically passenger or commuter train interference. The cause of delay is reported by what the conductor experiences, and many times the crew onboard is not aware of the initial root cause of delay. A detailed OTP analysis is a resource intensive process and it is not realistic to produce these detailed reports regularly.

Amtrak also mentioned that it is looking into increasing some of the short dwell times at stations with heavy boardings as a measure to help improve OTP. Additionally, Amtrak has increased staffing on the single-level train set that is currently operating on the Surfliner.

Amtrak also began discussions with SCRRA, NCTD, BNSF, and UP to set up a quarterly meeting with all LOSSAN dispatchers and operators. This meeting would focus on issues related to OTP and dispatching, and help coordinate efforts to improve OTP for all services. The joint dispatchers meeting would build off the success of the joint schedulers meeting.

Surfliner Fares

Caltrans announced that Amtrak and Caltrans are planning a fare increase in June in order to improve revenues on the Pacific Surfliner to meet Section 209 budget requirements. There are options for both a 2 percent across-the-board fare increase and a 5-10 percent increase for Friday, Saturday, and Sunday trains. There is a huge demand for travel on weekends so a fare increase would provide an opportunity to increase revenues. The Subcommittee also discussed the decision-

making process for fares, which is a joint decision between Caltrans and Amtrak. Typically, there is minimal outreach to passengers regarding fares as there is no requirement for a public hearing or Title VI analysis for intercity rail fare increases.

Next Steps

Amtrak and Caltrans are continuing their efforts to document the reasons for declining Surfliner ridership. Specifically, they will be analyzing the Train 790 double-counting issue to quantify the actual number of passengers before and after the through service was initiated. Caltrans has also requested that Amtrak provide an in-depth analysis of the Surfliner express train. Amtrak and Caltrans are also determining the best way to provide a message to passengers to apologize for the delays and service disruptions due to the extraordinary amount of track work while also explaining the long-term benefits of increased track capacity.

It was noted that Amtrak e-Ticketing is set to be implemented this summer and this new system will provide greater access and detail into the ridership and revenue trends.

Amtrak will be providing an update to LOSSAN on the long-term fare policy for the Pacific Surfliner in August.

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

Attachment: 1. March 2012 Corridor Trends

MARCH CORRIDOR TRENDS

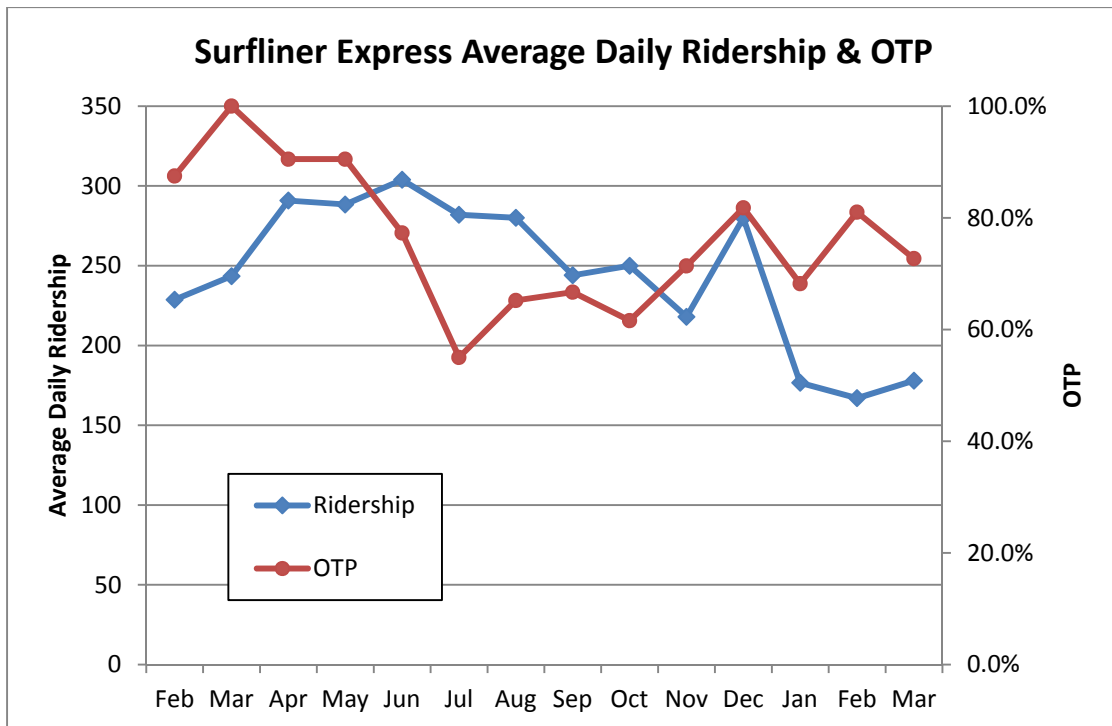
Introduction

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.

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.

In March 2012, Surfliner Express ridership remained low for the third consecutive month with an average of 178 passengers per train which is well below the 12 month average of 246. This represents a 26.9 percent drop in ridership compared to March 2011. March OTP was down to 72.7 percent which was lower than the overall Surfliner average.

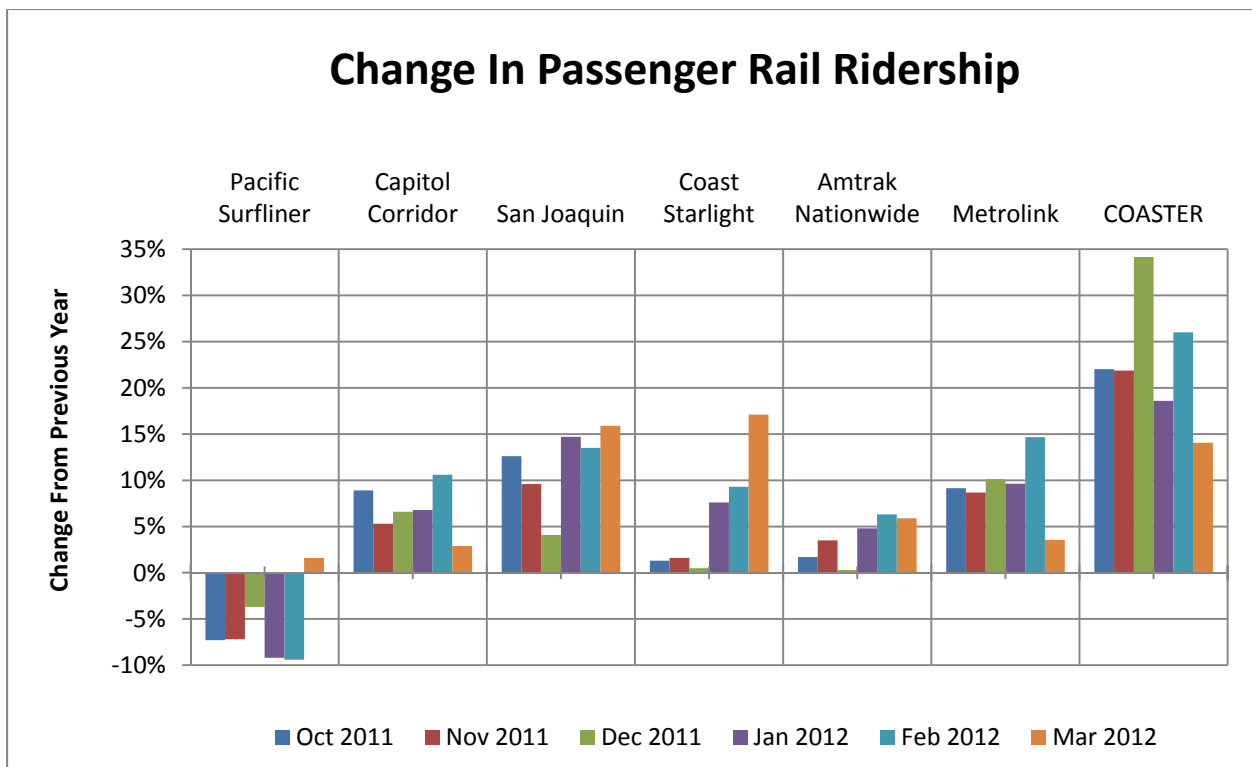


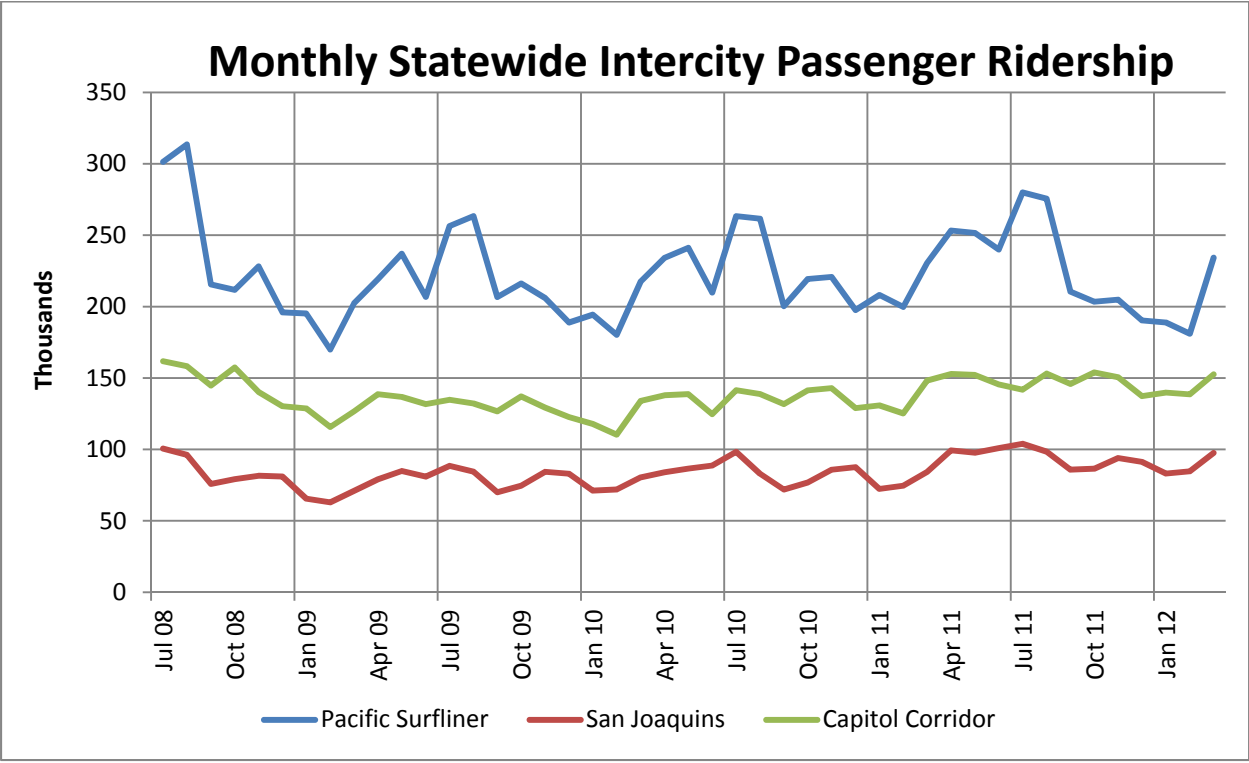
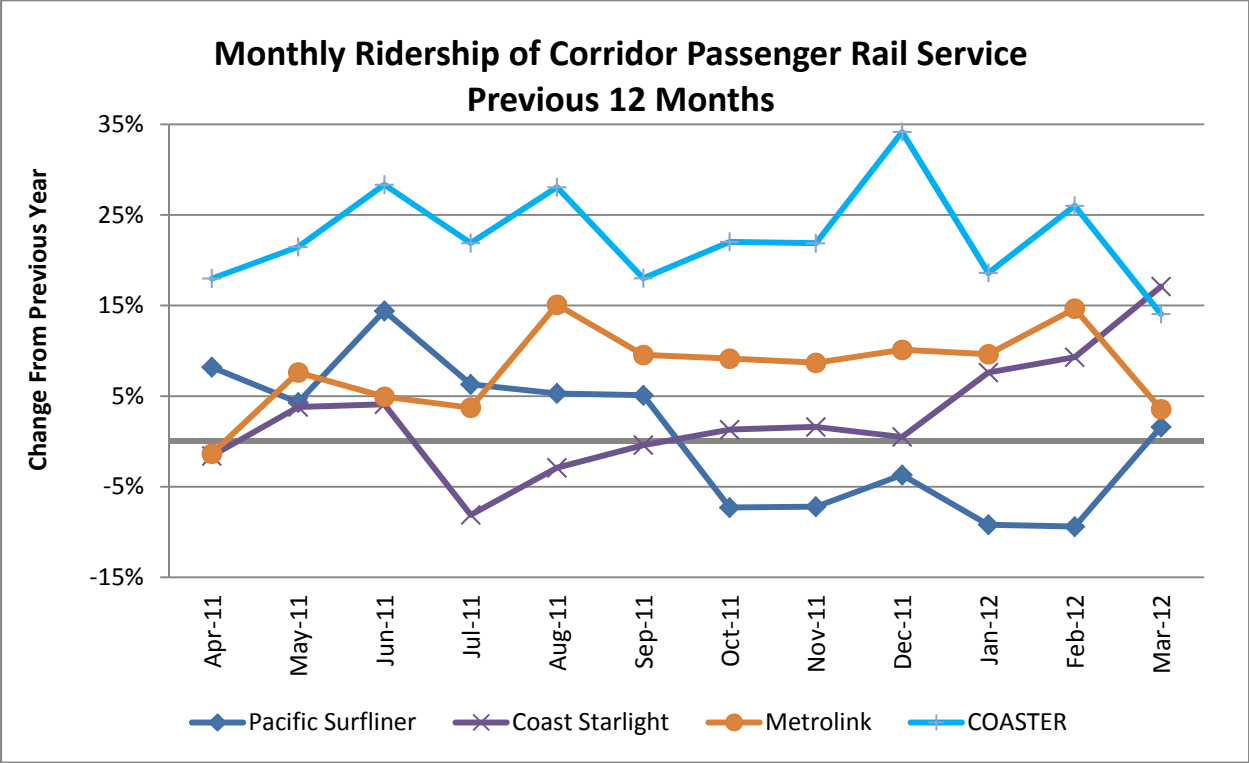
Ridership

When compared to the previous year, the Pacific Surfliner had five consecutive months of declining ridership between October 2011 and February 2012 but March 2012 reverses this trend with a 1.6% increase in ridership. As mentioned in previous reports, the drop in ridership was caused by an extraordinary amount of track work and service disruptions along the corridor, the elimination of off-peak fares, and a slight increase in mechanical delays.

All Amtrak California and commuter trains have had positive gains in ridership. The Coast Starlight ridership has improved for six consecutive months with an increase of 17.1 percent. The Capital Corridor has now experienced 23 consecutive months of increased ridership with a 2.9 percent gain in March which resulted in the best March performance in the history of the service. The San Joaquin experienced positive ridership growth in 28 of the past 29 months, including a 15.9 percent increase in March. Nationwide Amtrak ridership had a positive growth in ridership with a 5.9 percent increase in March 2012.

For the commuter rail services on the LOSSAN corridor, the COASTER has now experienced more than full year of substantial double digit increases in ridership including a 14.1 percent increase in March 2012 over March 2011. Much of the increase in ridership was attributed to the lowered COASTER fares in January 2011 but ridership continues to increase compared to last year. The February Metrolink ridership was up 3.6 percent. Metrolink has not had a drop in ridership since April 2011. The surge in Metrolink ridership over the past few months can be attributed to the new services on the Orange County Line and the Inland Empire/Orange County Line, new express service on the San Bernardino and Antelope Valley Line, as well as the initiation of special weekend fares.



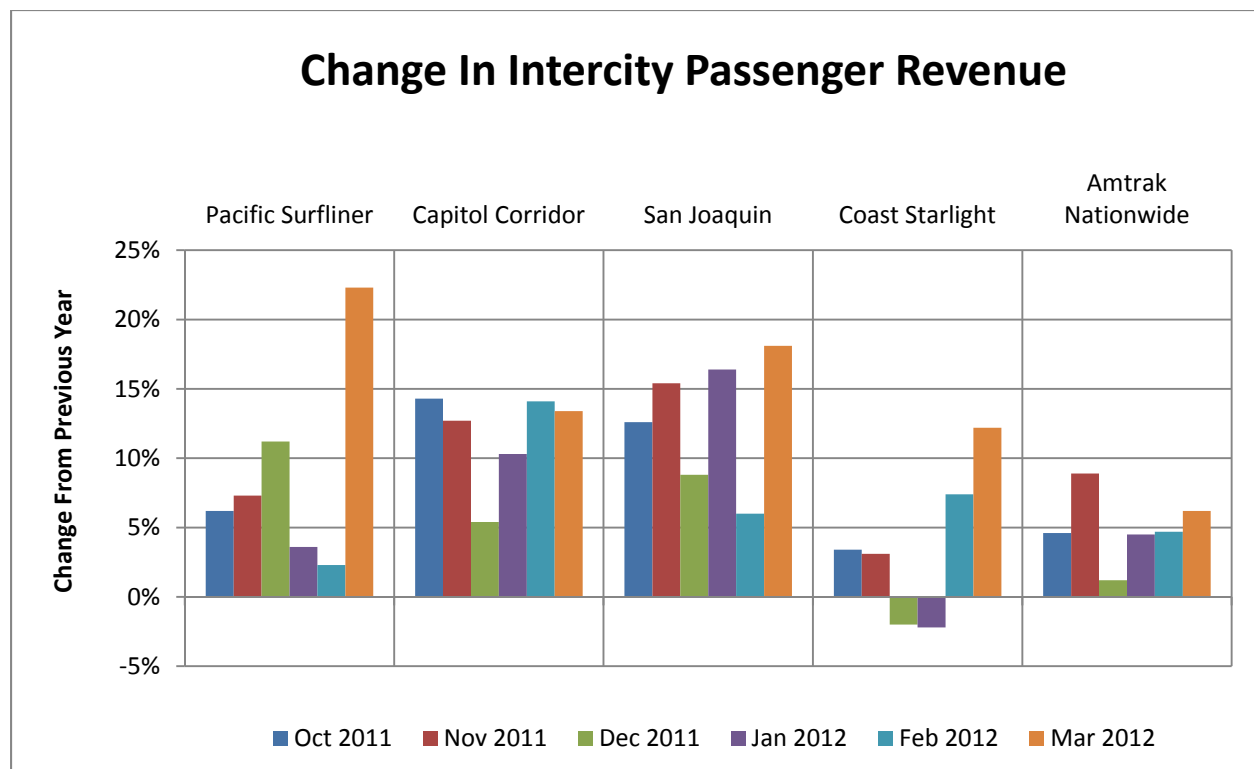


Revenue

Despite the downward trend in ridership from October to February, the Pacific Surfliner has maintained positive increases in revenue each month since December 2009. In March, with the increase in ridership, the Surfliner achieved a 22.3 percent increase compared to March last year. This big increase in revenue is most likely the result of a number of factors which are listed below.

- 1) The elimination of off-peak fares.
- 2) The 2 percent price increase in June 2011 that is in addition to the elimination of off-peak fares.
- 3) Trip lengths have increased 7 percent year over year so each ticket by city pair had a higher value as reported by Amtrak.
- 4) Increased demand due to increased gasoline prices year over year.
- 5) The benefits that the intercity rail model predicted in instituting the 154-train schedule may be showing up in the ridership/revenue numbers in March now that the massive track work project has calmed.

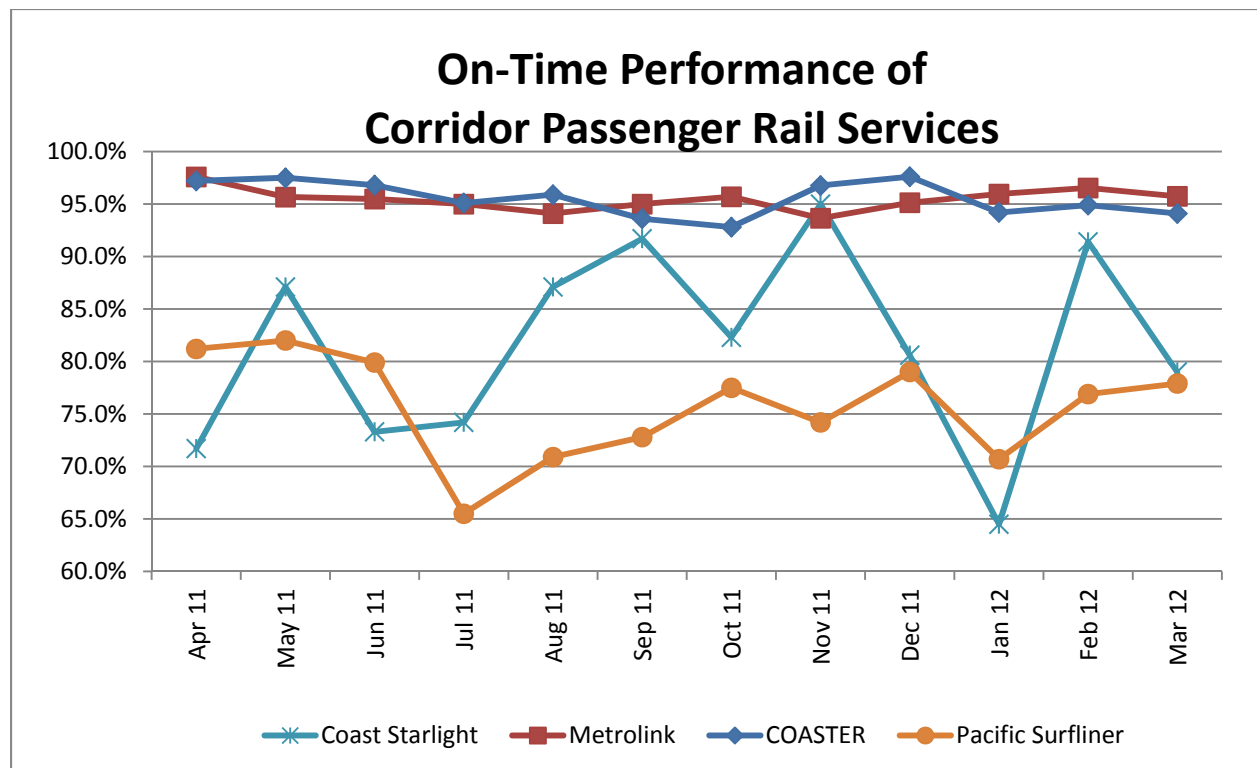
Revenue on the Capitol Corridor was up 13.4 percent in March while the San Joaquin was up 18.1 percent. The Coast Starlight recorded an increase in revenue with a 12.2 percent gain. Nationwide Amtrak continued to have growth in revenue with a 6.2 percent increase. Amtrak has not had a monthly downturn in revenue since November 2009.



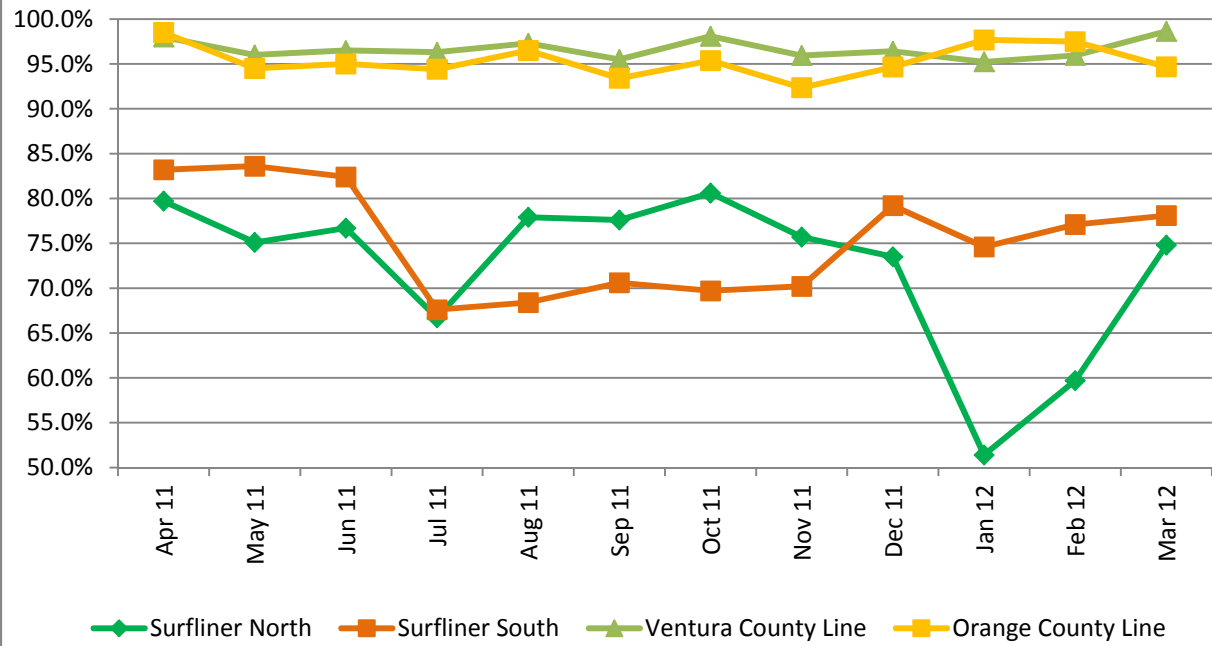
OTP

The Pacific Surfliner OTP has not been above 80 percent since May 2011 including OTP in March 2012 of 77.9 percent. LOSSAN south had 78.1 percent OTP which is slightly better than LOSSAN north with 74.8 percent OTP. The Coast Starlight OTP was down to 79.0 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 especially the tie replacement program in LOSSAN north. The January 9, 2012 schedule change was thought to resolve some common conflicts of train interference but the construction along the corridor has not yet allowed the effects of the new schedule to be realized. There was also a schedule change in April that built on the January schedule change by adjusting a few train schedules by a few minutes to allow improved train flow. More time is needed to measure the true benefit of the schedule change.

The COASTER OTP was nearly the same as last month at 94.1 percent in March. For the third consecutive month, Metrolink achieved the best OTP in the corridor with 95.7 percent for all lines. The Ventura County Line OTP was 98.6 percent in March while the Orange County Line was at 94.7 percent.

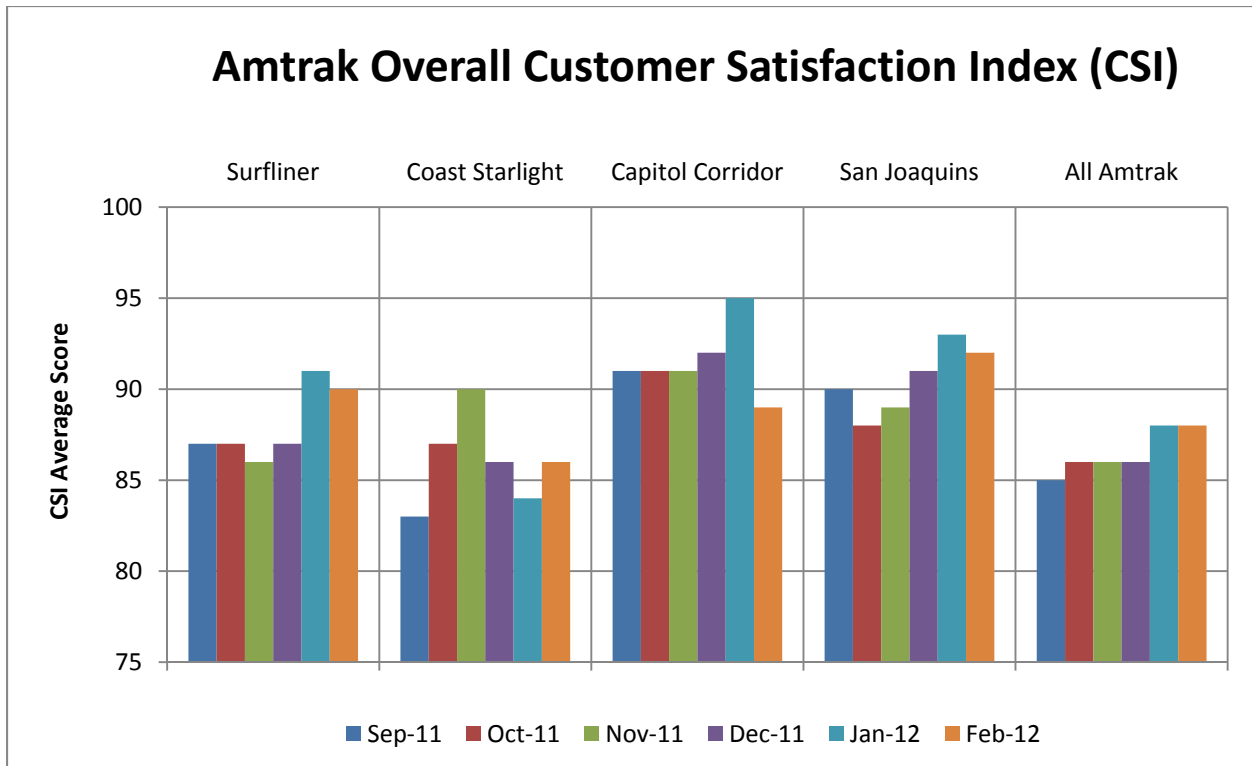


On-Time Performance of LOSSAN North and LOSSAN South



CSI

The Pacific Surfliner showed maintained a high overall CSI with average score of 90 for February 2012. The Coast Starlight average CSI was low at 86. The Capitol Corridor dropped down from an all-time high average score of 95 in January to 89 in February. The San Joaquins received a 92. The nationwide Amtrak average was 88. The March CSI will not be available until the next meeting. Attachment 1 is the Pacific Surfliner CSI summary sheet for February 2012.



Attachment: 1. Pacific Surfliner CSI Summary Sheet – February 2012

Pacific Surfliner

FY12 Customer Satisfaction Scores (with change vs year ago)

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

	February 2012						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	88%	0	1%	-1	90	0	87%	-1	1%	-1	89	0	84%	-2	2%	0	88	-1
Value of Amtrak Service for Price Paid	84%	+4	2%	0	87	0	83%	0	3%	+1	86	0	81%	-1	4%	+2	85	-1
Trip Info Prior to Boarding Train	98%	+9	1%	0	94	+1	91%	+2	3%	0	91	0	89%	+1	3%	+1	90	-1
Comfort of Seat	89%	+6	1%	0	89	+2	86%	+1	1%	0	89	+1	85%	+2	2%	+1	87	0
Smooth/Comfortable Ride	89%	-1	0%	0	91	0	88%	0	0%	0	90	-1	87%	+1	1%	0	89	0
Air Temperature	83%	-5	1%	0	88	-1	86%	-2	1%	0	89	0	85%	0	2%	+1	88	0
Overall Cleanliness of Train	84%	+2	0%	-2	89	+3	82%	+1	1%	0	87	+1	83%	+3	1%	0	86	0
Cleanliness of Train Windows	65%	0	4%	-1	78	0	64%	+4	5%	0	77	+2	63%	+4	5%	-1	77	+2
Restroom Cleanliness	58%	-13	3%	-1	74	-5	63%	-3	4%	+1	76	-1	63%	-1	5%	+2	76	-1
Restroom Odor	67%	-1	9%	+4	76	-1	64%	-2	8%	+2	75	0	62%	-1	9%	+3	74	-1
Info Given on Services/Safety	77%	+3	1%	-1	86	+5	72%	-3	3%	-1	83	+2	72%	-1	3%	0	82	+1
Info Given on Problems/Delays	81%	+1	5%	+3	84	-3	80%	0	4%	0	85	0	79%	-1	4%	+1	85	0
Clarity of Announcements	74%	-4	2%	0	82	-1	73%	0	5%	0	81	0	74%	+3	4%	0	82	+1
On-Time Performance	80%	-6	7%	+3	84	-4	81%	-4	4%	0	86	-1	80%	-3	5%	+2	85	-2
Personal Security on the Train	90%		0%		92		90%		0%		92		90%		0%		92	
Friendliness/Helpfulness of Train Conductors	87%	+1	1%	-1	91	+2	86%	+2	2%	-1	89	+1	86%	+3	2%	-1	89	+1
Availability of Food in Café Car	72%	+3	4%	+4	81	-1	72%	0	4%	+1	79	-2	67%	-1	4%	+1	78	-1
Friendliness/Helpfulness of Café Car Personnel	85%	-9	2%	+2	88	-2	83%	-7	2%	+1	88	-1	85%	-4	2%	+2	88	-1
Quality/Freshness of Food in Café Car	88%	+17	2%	0	88	+5	70%	+3	4%	+2	80	+1	68%	0	4%	+2	79	0
Variety of Food Items in Café Car	60%	+4	6%	+2	75	+1	54%	0	6%	+1	71	0	53%	+2	9%	+2	70	0
Overall Experience in Café Car	79%	-5	2%	+2	85	-1	74%	-4	3%	+2	82	-1	73%	-3	3%	+2	82	0
Number of Responses in Current Period	96						327						524					
Number of Responses Year Ago	134						356						582					

* 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.

Amtrak Thruway Services

LOSSAN Board of Directors Meeting
Los Angeles, CA

May 21, 2012



Amtrak Thruway Services

1 in 22 national train riders

1 in 6 California train riders

What do these Amtrak passengers
experience every day?



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Amtrak Thruway Services

Martinez Station



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Amtrak Thruway Services

An Amtrak
Intermodal Rail and Bus Trip

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Amtrak Thruway Services

What's a Thruway?

- Amtrak's market name for an integrated bus and rail connection
- Offers Amtrak customers a WAY to travel THRU between cities on two different forms of transportation
- Provides customers convenient access to and from cities without Amtrak rail service
- It may add extra frequencies in a rail corridor
- Fills empty train seats with customers who would not normally ride without connecting transportation
- Highly developed by Caltrans to build corridor ridership

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Amtrak Thruway Services

Key Links in a National Transportation System

- It carried over 1.5 million people in FY11
- It is the fourth-busiest service on the Amtrak system, after the *Northeast, Pacific Surfliner and Capitol Corridors*
- Amtrak partners with states, agencies and private carriers to create a seamless, coordinated transportation network which brings customers to/from Amtrak trains
- In California, the Division of Rail Bus Coordinator is the primary source of initiatives and schedules

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Amtrak Thruway Services

Pacific Surfliner Connections – 5+% of Riders

Route 17: Santa Barbara–San Luis Obispo–Oakland (PSL)

- 11 Schedules
- 107,000 annual riders

Route 4: Los Angeles – Santa Barbara (PSL)

- 2 Schedules
- 9,000 annual riders

Route 39: Fullerton – Palm Springs - Coachella Valley (PSL)

- 4 Schedules
- 10,000 estimated annual riders (started 12/11)

Route 1: Los Angeles – Bakersfield (San Joaquin)

- 14 Schedules
- 212,000 annual riders (not included in PSL pct.)

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Amtrak Thruway Services

Amtrak California



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Amtrak Thruway Services

Thruway Concept

Features for Market Success

- One-stop shopping is critical
- The Amtrak brand has meaning
- Coordinated schedules and fares
- Easy ticketing (eTickets 2012)
- Guaranteed connections at Amtrak stations
- ADA accessible service
- 24/7 active system management (A hold policy, misconnection plan and communication)



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Amtrak Thruway Services

Thruway Concept

Amtrak markets and sells Thruway services through the same media as trains:

- www.Amtrak.com
- Amtrak Call Centers (800-USA-RAIL)
- "Julie" (voice response unit)
- Amtrak stations
- Travel agencies
- eTicketing (coming in late Summer 2012)

"The Aunt Martha Rule"

Is the service reliable? Can you confidently send your Aunt Martha on this trip?



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Amtrak Thruway Services

Bakersfield Station



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Amtrak Thruway Services

FY12 California Operations Plan

- Amtrak, Caltrans and the CCJPA jointly set schedules, specifications and service standards
- California standards for new buses:
 - Intercity coaches with restrooms
 - WiFi/110v plugs
 - 2-4 tables in seating groups
 - More legroom
 - Seatbelts
 - CARB Compliant diesel engines

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Amtrak Thruway Services

FY12 California Operations Plan

Caltrans and CCJPA contract with Amtrak to provide Thruway services

Amtrak Procurement contracts competitively

Amtrak contracts with charter operators, transit agencies or partners with independent intercity operators

Contractors/Carriers provide industry standard equipment, state/federal certification, maintenance, training, drivers and daily transportation

Amtrak Bus Operations is responsible for the delivery of service and contract compliance



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Amtrak Thruway Services

FY12 California Operations Plan

- 12 Amtrak staff manages state bus services 24/7
- Emphasize safety with vendors and their drivers
 - One Door Policy for loading and unloading
 - Safety briefings on the bus
 - Bus clerks support safe operations/compliance
- Customer Service Focus
 - Drivers trained on Amtrak procedures
 - Emphasis on OTP and ADA boarding
 - Standardized Amtrak procedures
 - Professional announcements on the bus
- Manage seat inventory for ridership growth



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Amtrak Thruway Services

A well-connected system provides statewide mobility options



The health of bus and train routes are tied together

Quality service, close guaranteed connections, system marketing, one-stop sales source, mutually build ridership

**Thank you for riding
Amtrak Thruway Service!**

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Amtrak Thruway Services



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