



ITEM ID: 2026-248-0

TRANSMITTAL DATE: June 18, 2026

MEETING DATE: June 26, 2026

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Rail-2-Rail Agreement - Time Extension No. 9

Issue

The current Rail-2-Rail (R2R) Agreement with the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency (LOSSAN) and the National Passenger Railroad Corporation (Amtrak) was last extended to June 30, 2026. An amendment to the agreement is needed to continue the program past June 30, 2026.

Usage of the R2R program has also increased significantly in the last year. Since the program is paid for on a per-passenger basis, the cost of the program has also increased. This requires an amendment to increase contract authority.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute an amendment which extends Agreement No. L-9-0005 between LOSSAN, the Southern California Regional Rail Authority (Authority), and Amtrak to continue the Rail-2-Rail (R2R) program for up to a six-month term through December 31, 2026, and increase the total maximum contract value to \$6,708,887.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving. This agreement advances a partnership between the Authority, LOSSAN, and Amtrak which creates opportunities for reciprocal travel that is greater than each of their separate services.

Background

The R2R program was initiated in 2003 through a cooperative agreement between the California Department of Transportation (Caltrans), the Authority, and Amtrak. The R2R program was intended to leverage available capacity on the Pacific Surfliner for the mutual benefit of both the Authority and the Pacific Surfliner by providing additional capacity for Metrolink passengers at a time when the Authority needed capacity and had no options to provide it. The program also intended to help increase ridership and fare revenue on the Pacific Surfliner by carrying Metrolink passengers. The more prominent expression of R2R is a mutual pass acceptance between the Pacific Surfliner and Metrolink on the lines that follow the LOSSAN Corridor – the Orange County Line, the Ventura County Line, and portions of the Antelope Valley Line, 91/Perris Valley Line, and IEOC Line that share stations with those lines. R2R allows Pacific Surfliner and Metrolink monthly passholders to utilize either service within the limits of their valid ticket at no additional charge and provides for a reciprocal use for Pacific Surfliner passengers.

Currently, the R2R program allows the Authority to offer up to 24 additional daily trips to its monthly passholders at a fraction of the cost to provide that service independently. A secondary expression of the R2R Program is the concept of shared services or "codeshare." With the codeshare concept, certain trips of the Pacific Surfliner operate as if they are also Metrolink trains. They are included on the Metrolink schedule and accept all Metrolink fare media to ride. This type of arrangement was initiated in 2005 and applied to one trip in each direction on the portion of the LOSSAN corridor between Los Angeles Union Station and Ventura County (parallel to the Ventura County Line), under the name "Shared Services." In October 2021, this was extended to a second roundtrip and renamed "Codeshare" to improve passenger understanding because codeshare trains are effectively treated as part of the Metrolink schedule. In both cases, shared services or codeshare was implemented because Metrolink relinquished schedule slots it operated in so that the Pacific Surfliner could schedule trains in those slots. Codeshare allowed Metrolink and its passengers to be kept whole while still accommodating Amtrak's desire to implement their new schedules.

On March 18, 2019, the LOSSAN Board of Directors approved Cooperative Agreement L-9-0005, which extended the R2R Program between the Authority and Amtrak for a term of one year through June 30, 2020, at \$7 per boarding. It has since been extended by amendment eight times, now ending June 30, 2026.

On November 1, 2023, a pilot program to expand code share to apply to all Surfliner trains between Los Angeles and Ventura-Downtown/Beach Station was implemented to be in effect until June 30, 2025, and the reimbursement rate, for codeshare boardings only, was increased to \$10. This has also been extended by amendments and now also ends June 30, 2026.

Discussion

The Authority and LOSSAN have continued to discuss the code share pilot program and R2R

program and recommend the continuation of the program with a 6-month extension ending December 31, 2026. The total contract value would increase to \$6,708,887, the FY26 cap would increase to \$1,500,000, and the cap for the first six months of FY27 would be \$675,000.

A six-month extension will allow the program to continue uninterrupted while the parties discuss the future of the program. Issues include continued program growth, capacity concerns, and the reliability of the customer experience. LOSSAN also is pursuing a new fare structure which may require changes to the program.

The proposed amendment extending the agreement (Attachment A) does not change the other terms of the agreement.

Budget Impact

An increase in total contract authority is requested of \$1,487,208, for a new total of \$6,708,887. The total authority in FY26 for FY26 R2R and codeshare usage is \$1,500,000. The total authority for the first six months of FY27 is \$675,000. These amounts are included within the FY26 budget and drafts of the FY27 budget. Expenditure of funds is contingent upon adoption of the FY27 budget.

Next Steps

The draft amendment to the amendment will be executed to carry the R2R program until the end of December 2026.

Prepared by: Rory Vaughn, Director of Railroad & Real Estate Services

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Attachment A - R2R Extension - L-9-0005 Amendment 9 Presentation - Rail-2-Rail Extension](#)