

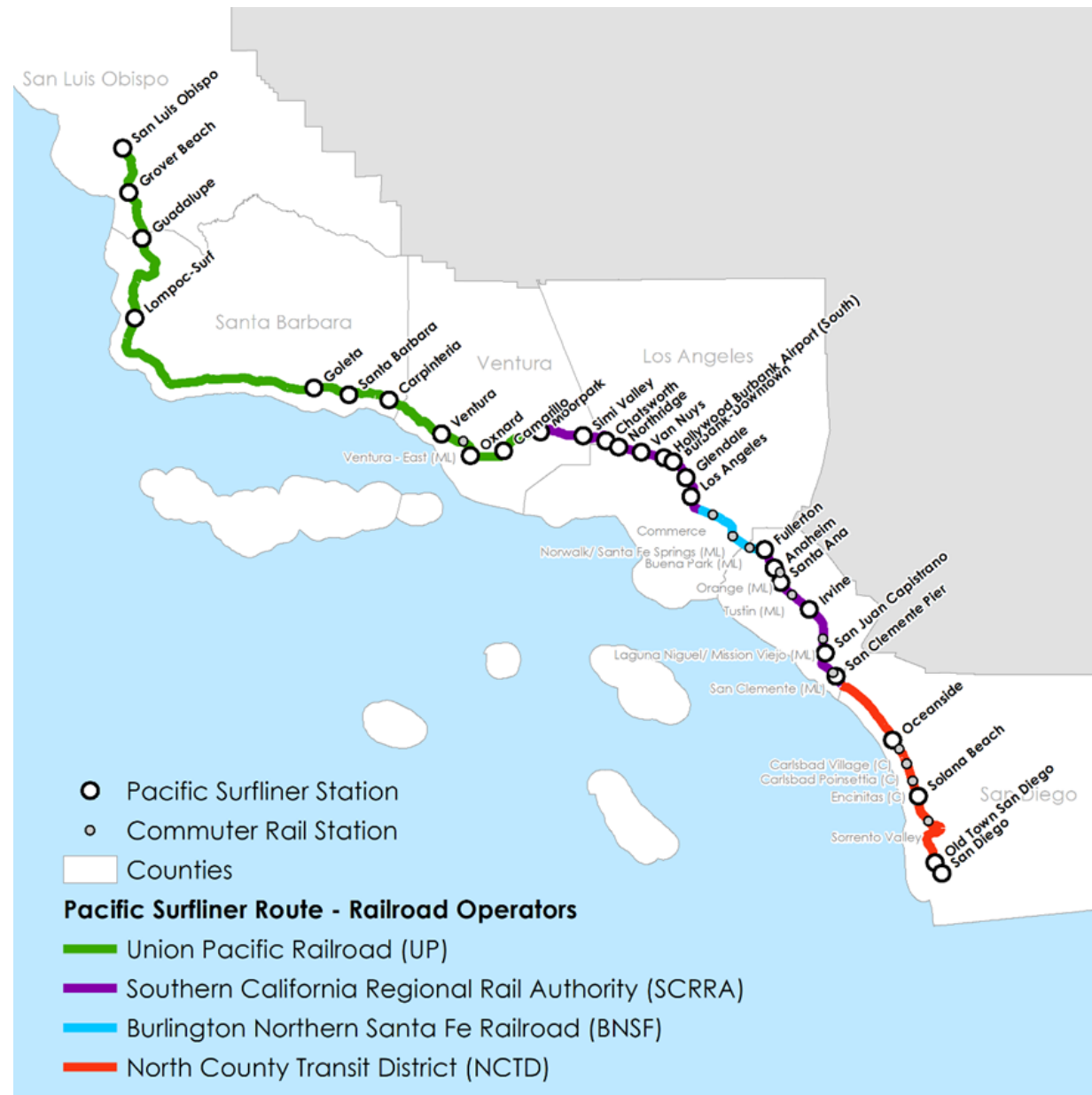


Pacific Surfliner On-Time Performance Analysis Third Quarter – Fiscal Year 2023-24

Technical Advisory Committee Meeting | June 6, 2024



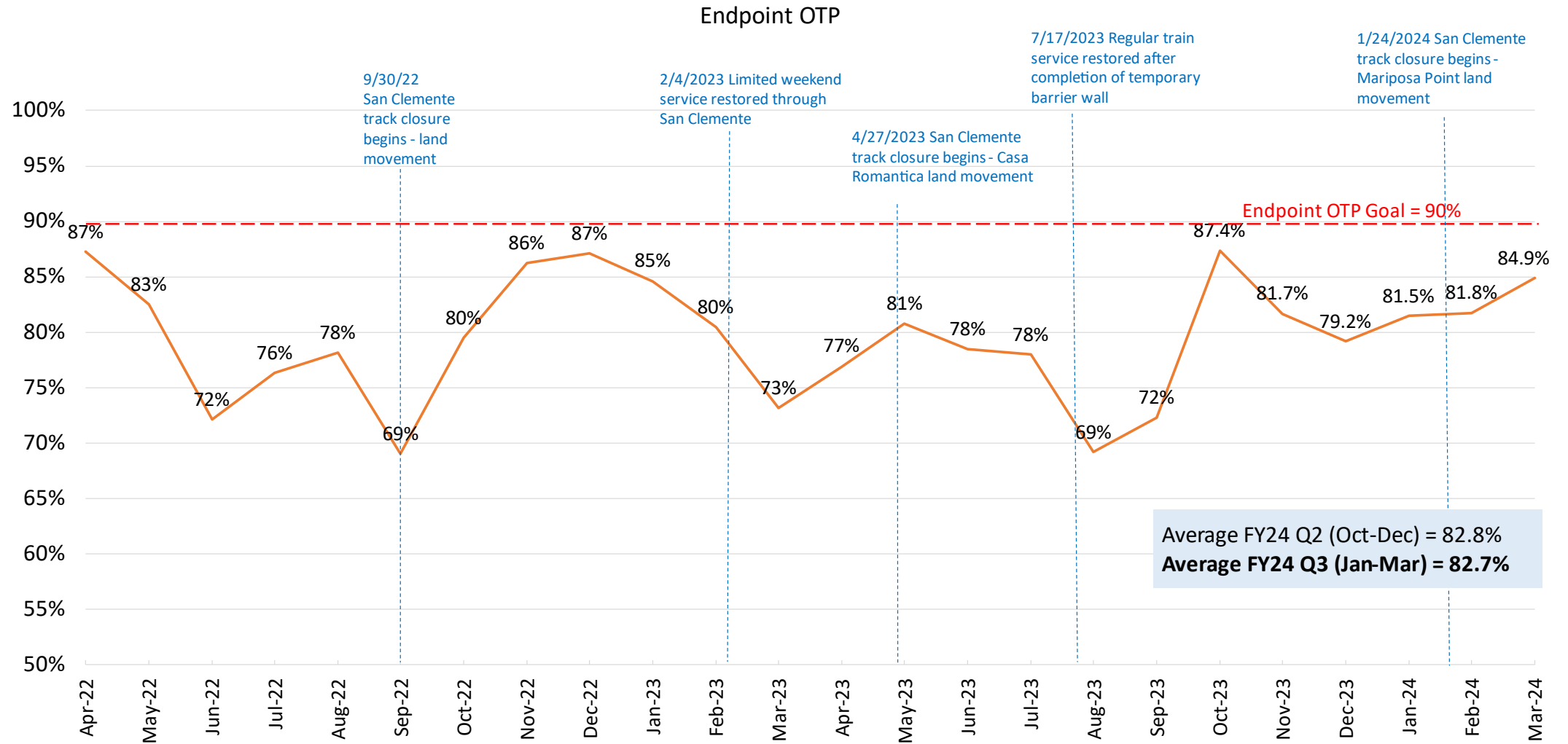
Pacific Surfliner Route by Host Railroads



Data Considerations for Temporary Track Closure Periods

- **Service Level Adjustments and Track Closures**
 - **January 24, 2024:** Suspended Pacific Surfliner service between San Juan Capistrano and Oceanside due to a landslide from private property scattering debris onto the track near the Mariposa Trail Pedestrian Bridge.
 - **March 6, 2024:** Resumed limited service with specific morning and evening trains operating through San Clemente, allowing ongoing construction during mid-day.
 - **March 25, 2024:** Restored full passenger service through San Clemente, ahead of schedule due to expedited work and cooperation among transportation agencies.
- **Ridership Data Considerations**
 - Pacific Surfliner ridership data, influenced by temporary track closures in San Clemente, counted train-bus-train transfers as two separate trips due to different Amtrak train numbers being involved. While this method increased apparent ridership figures during disruptions, the current quarter is similarly affected by these ongoing issues.
- **On-Time Performance (OTP) Data Considerations**
 - Initial omissions in OTP data during temporary track closures in San Clemente affected historical data which were due to programming errors; Recent data omissions were also noted in Q3 but did not significantly impact results.

Endpoint OTP



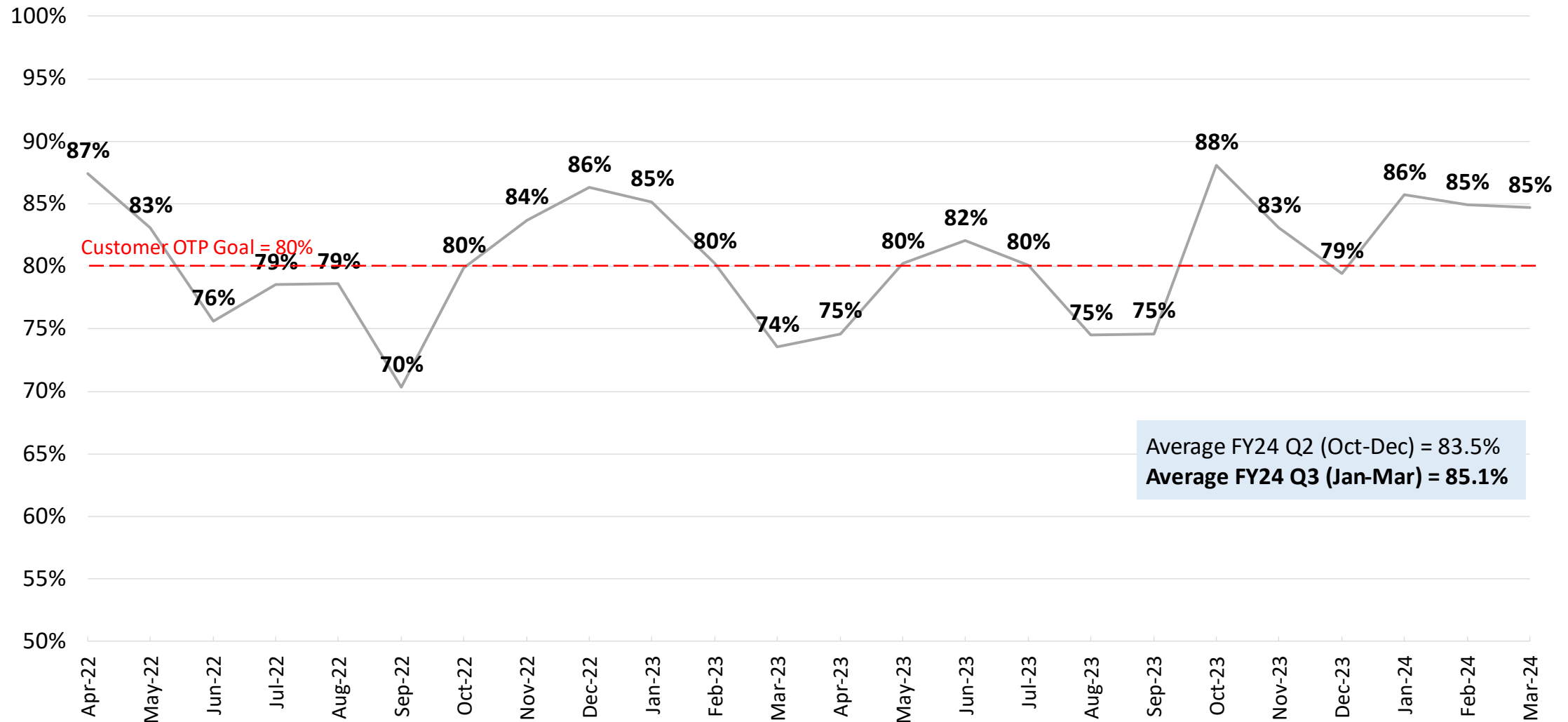
FY = Fiscal Year

Total Trains Operated

Values	FY 2024 Q2	FY 2024 Q3	% Change
Late	311	331	6.4%
On-Time	1,492	1,586	6.3%
Operated	1,803	1,917	6.3%
Endpoint OTP	82.8%	82.7%	-0.01%

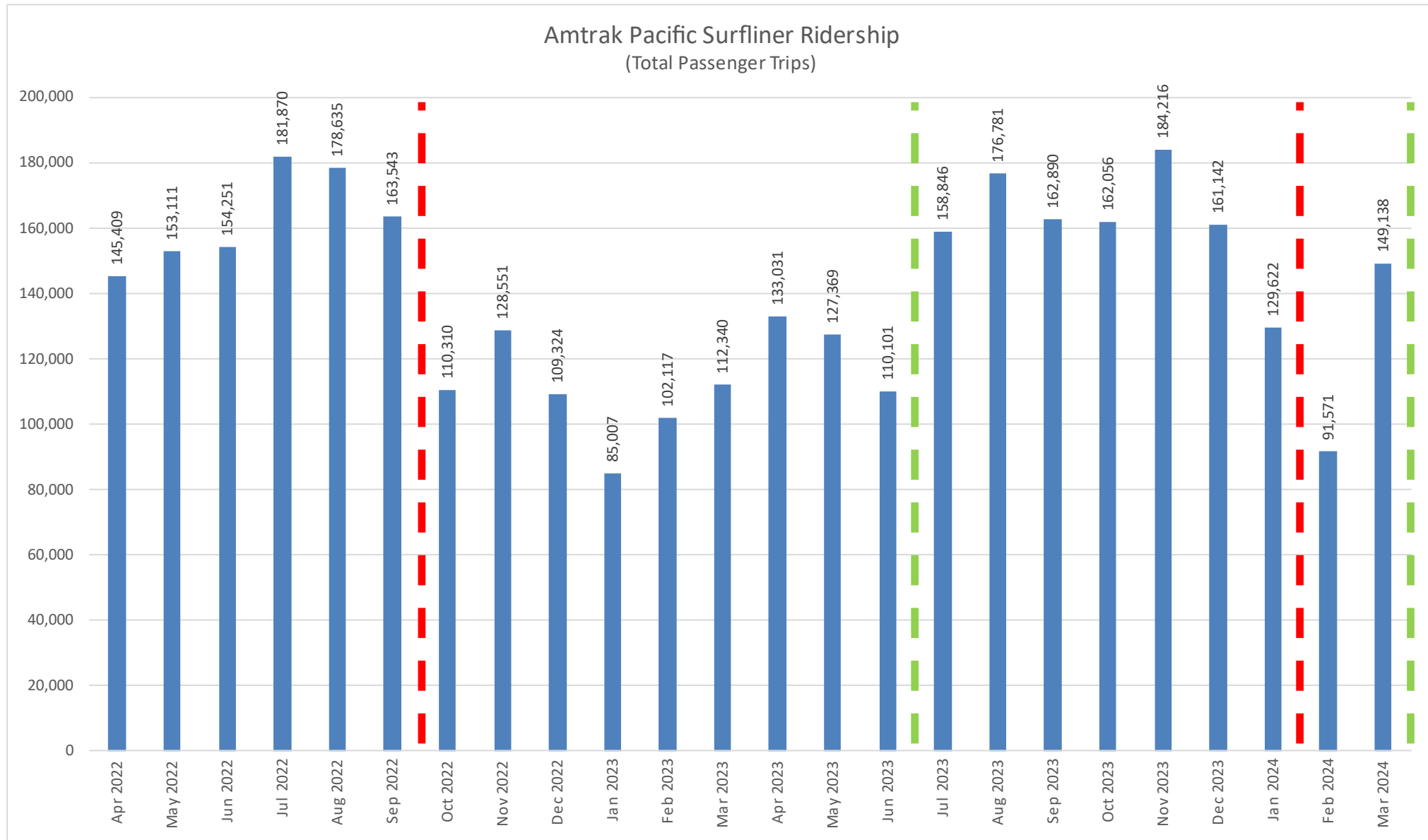
Customer OTP

Customer OTP

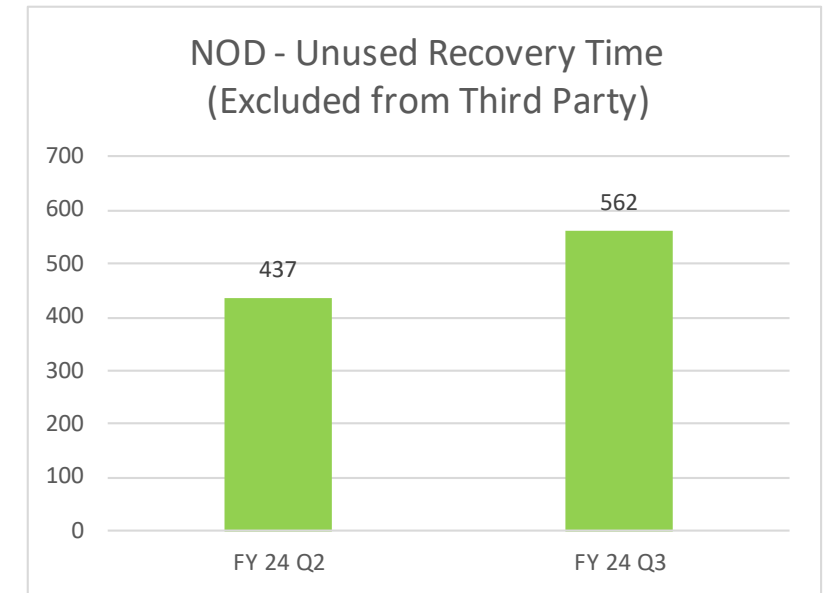
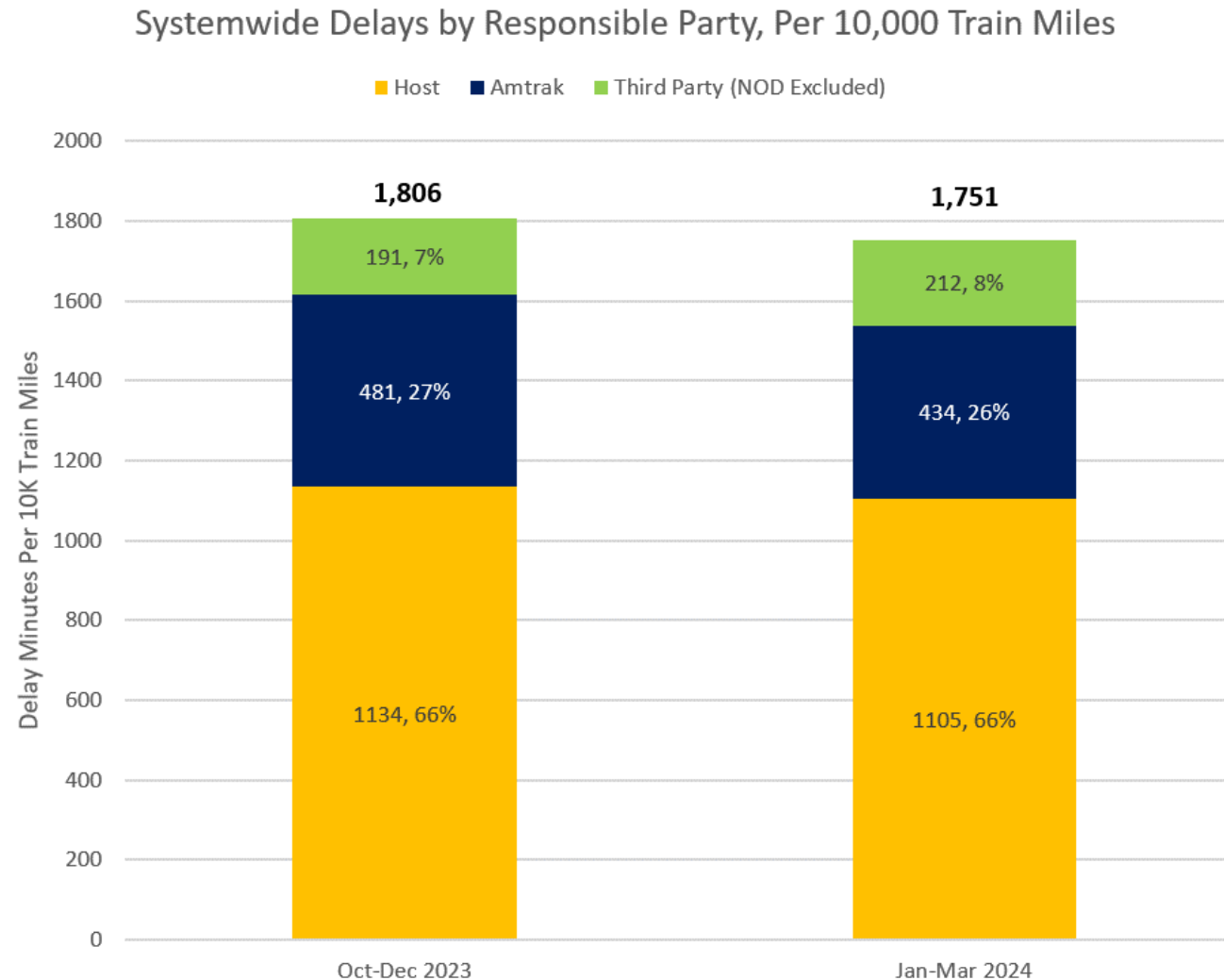


Note: Amtrak's customer OTP goal changed from 76% to 80% effective October 1, 2022.

Ridership

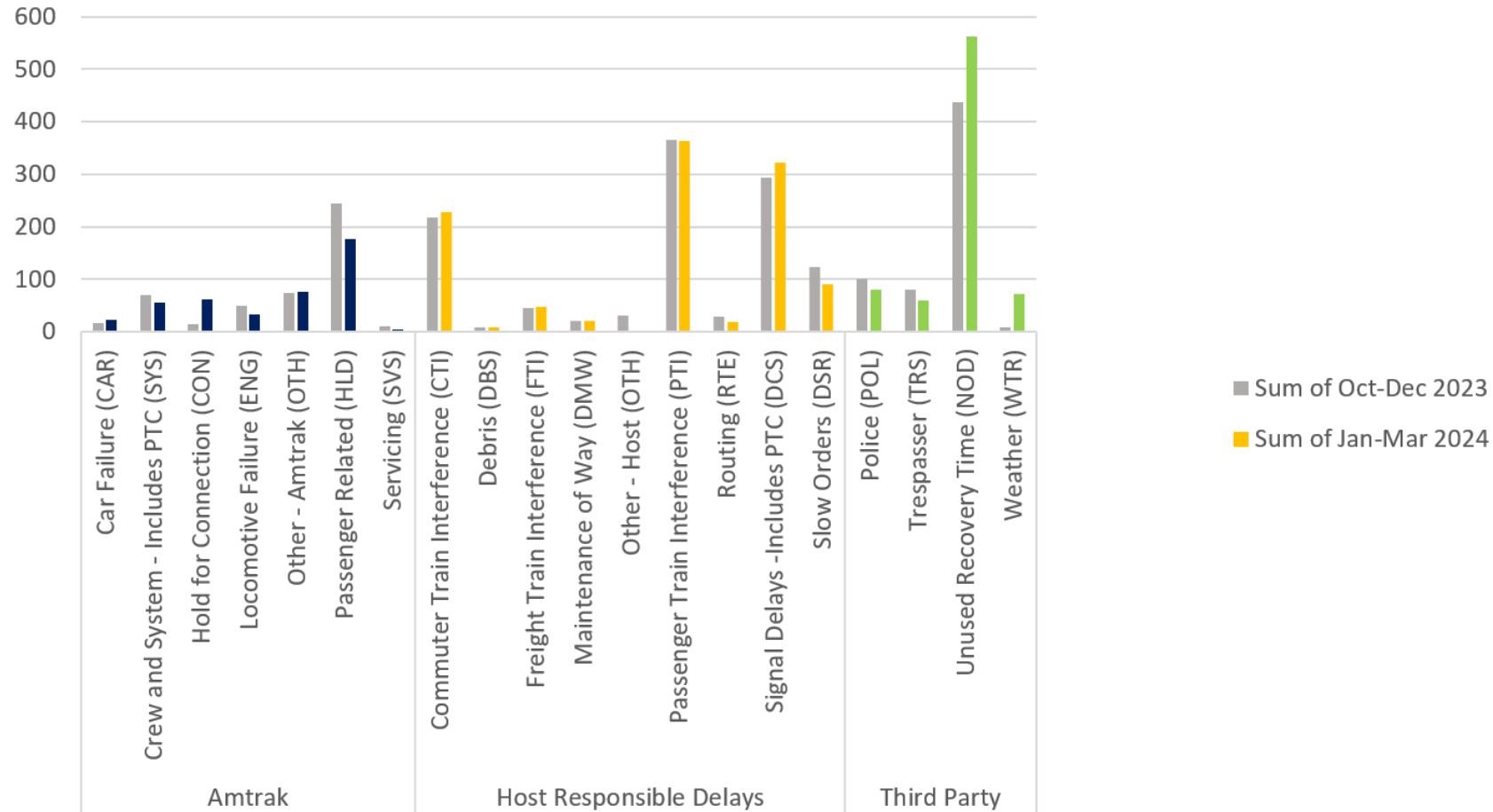


Rate of Delays by Responsible Party (Per 10K Train Miles)

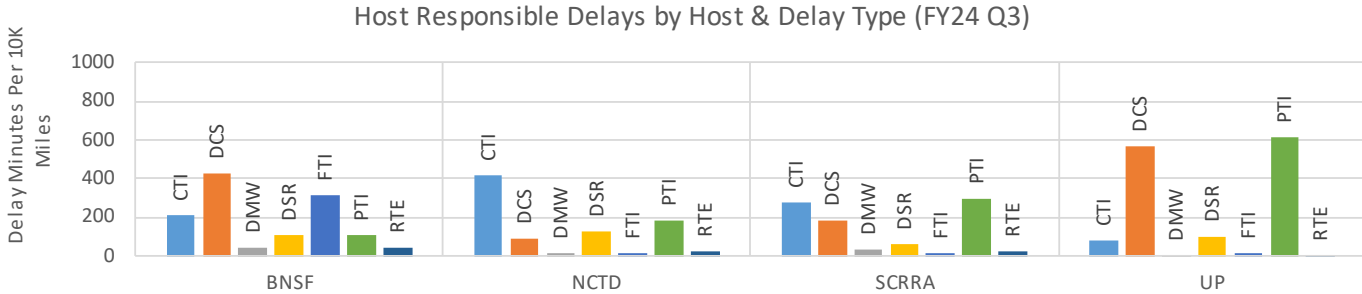
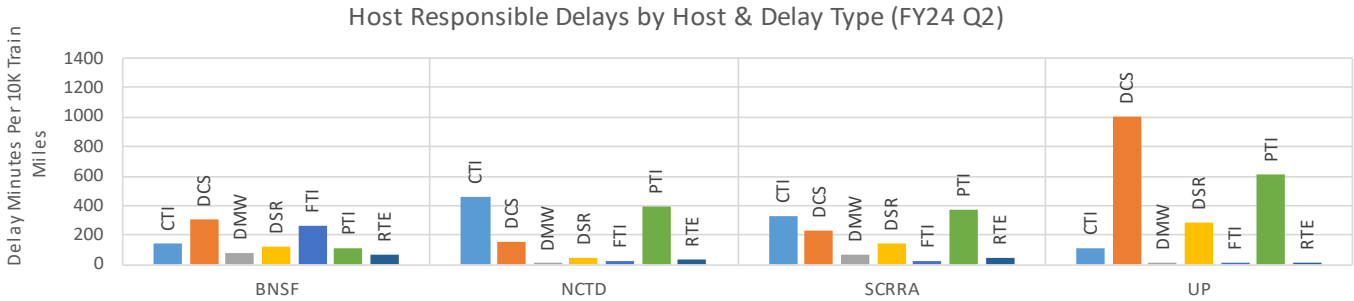
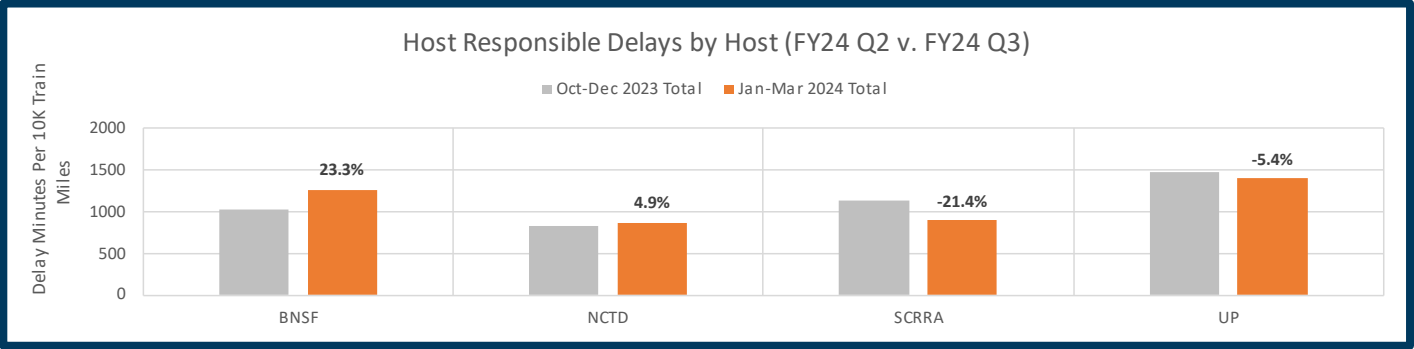


Delays by Responsible Party & Delay Type (Per 10K Train Miles)

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

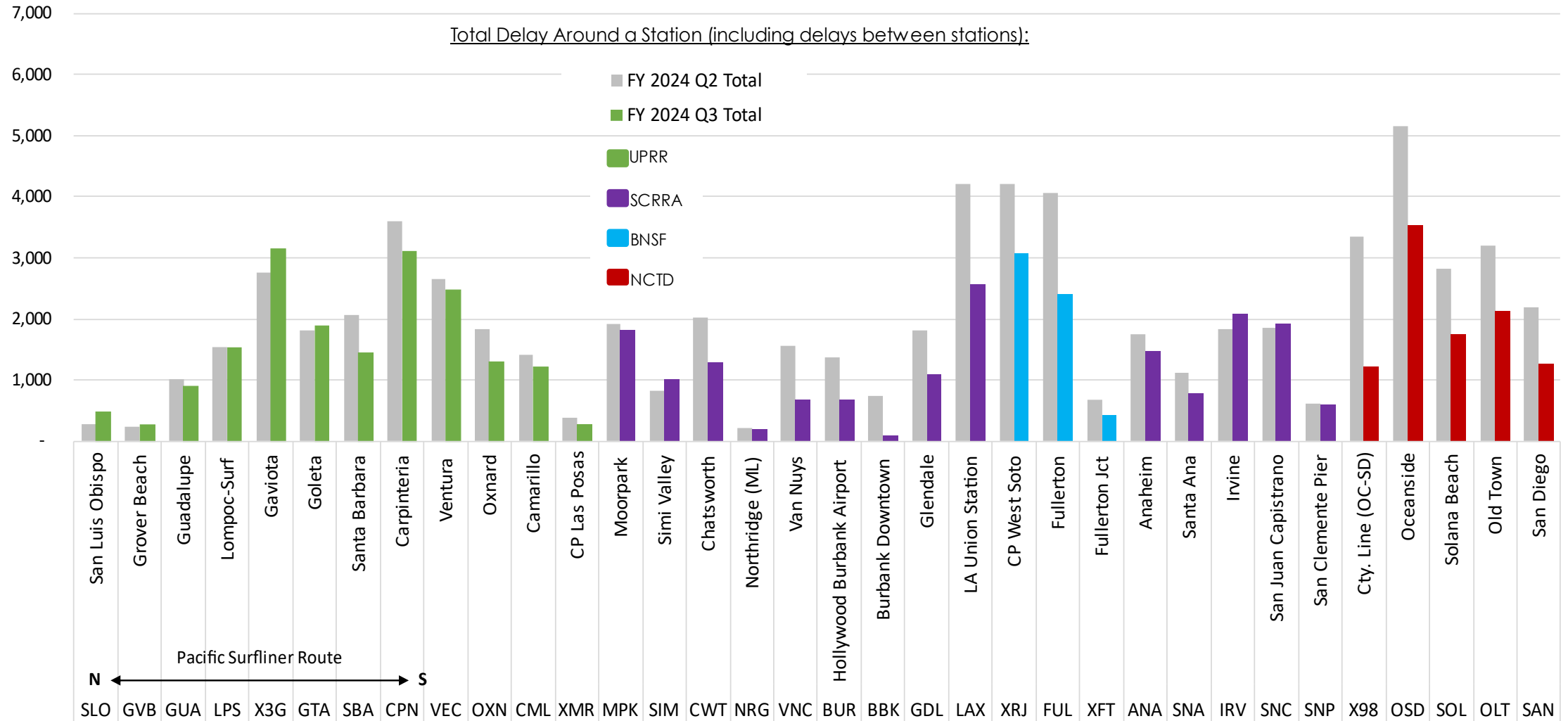


Host Responsible Delays per 10K Train Miles



Total Minutes by Delay Location

FY24 Q2 vs. FY24 Q3

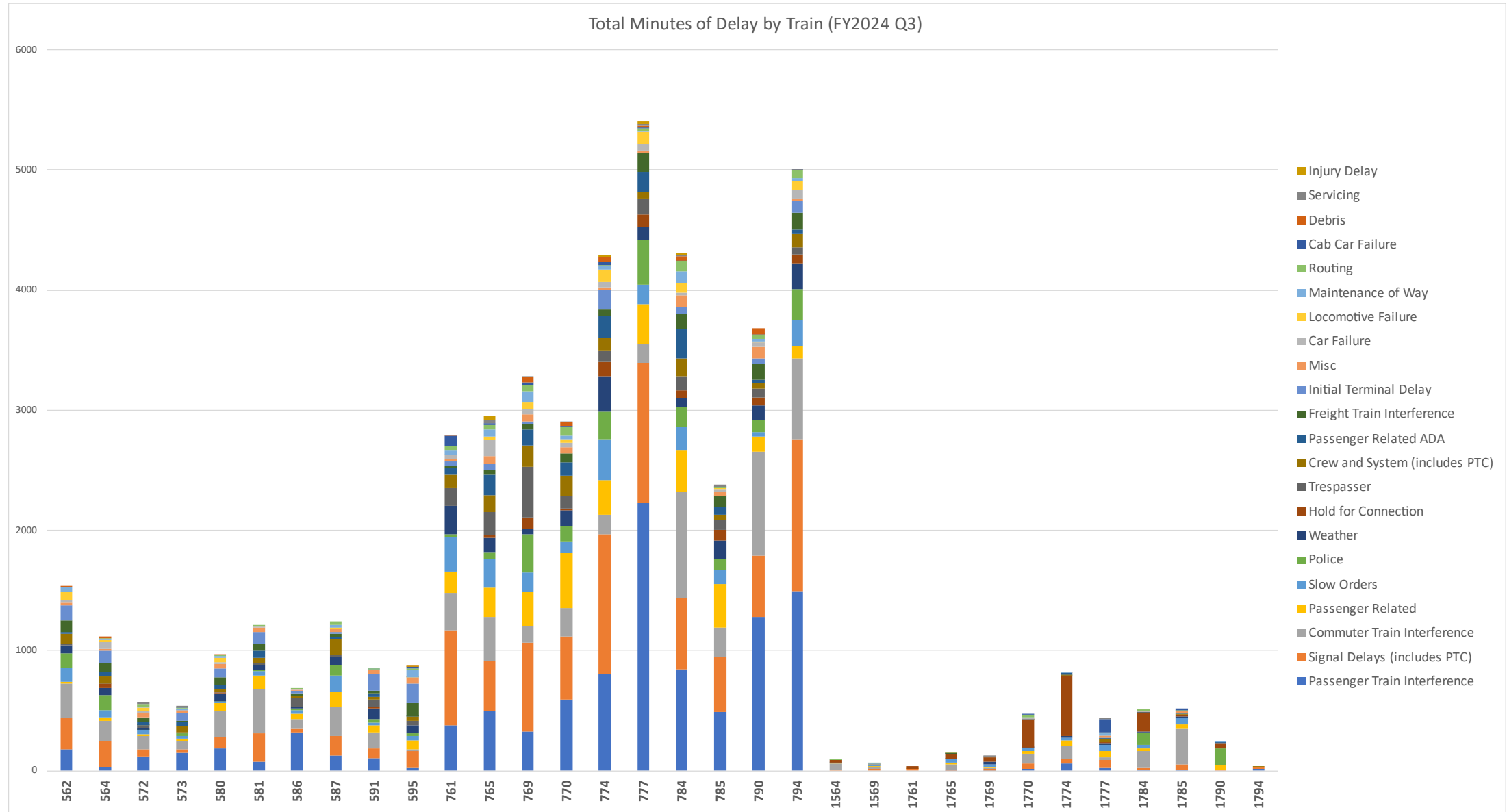


Note: Unused recovery time (NOD) minutes are excluded from this chart.

Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
1564	LAX-SAN	100.0%	14	14
1761	SAN-SLO	100.0%	2	2
1765	SAN-GTA	100.0%	18	18
1785	SAN-GTA	96.5%	55	57
1777	SAN-SLO	94.7%	54	57
1790	GTA-SAN	94.7%	18	19
1569	SAN-LAX	94.1%	16	17
785	SAN-GTA	91.2%	83	91
581	SAN-LAX	91.1%	82	90
595	SAN-LAX	91.1%	82	90
572	LAX-SAN	89.7%	26	29
790	GTA-SAN	89.0%	81	91
580	LAX-SAN	87.9%	80	91
761	SAN-SLO	87.8%	79	90
769	SAN-GTA	86.8%	79	91
564	LAX-SAN	85.7%	78	91
586	LAX-SAN	85.7%	24	28
587	SAN-LAX	84.8%	39	46
774	SLO-SAN	84.6%	77	91
765	SAN-GTA	83.5%	76	91
1769	SAN-GTA	83.3%	20	24
573	SAN-LAX	82.8%	24	29
770	GTA-SAN	82.4%	75	91
562	LAX-SAN	79.1%	72	91
1770	GTA-SAN	79.1%	34	43
794	SLO-SAN	77.8%	70	90
1784	GTA-SAN	72.5%	29	40
784	GTA-SAN	70.3%	64	91
591	SAN-LAX	70.3%	52	74
1774	SLO-SAN	68.4%	39	57
777	SAN-SLO	48.4%	44	91
1794	SLO-SAN	0.0%	0	2
System		82.7%	1586	1917

Total Minutes of Delay by Train



Conclusions

- Systemwide endpoint OTP averaged 82.7% in Q3, below the 90% endpoint OTP goal.
- Most delays per 10K train miles were host-related delays (66%), followed by Amtrak-related delays (26%), then third-party related delays (8%).
- Overall, total minutes of delay per 10K train miles decreased by 3.0% in Q3 compared to the previous quarter.
- In Q3, the top delay types were signal delays, passenger train interference, commuter train interference, passenger-related delays, and slow orders.



QUESTIONS?

