



## **LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE MEETING**

**Thursday, March 6, 2025  
2:00 P.M. – 3:30 P.M.**

**San Luis Obispo Council of Governments  
Large Conference Room  
1114 Marsh Street  
San Luis Obispo, CA 93401**

Any person with a disability who requires a modification, accommodation, or agenda materials in an alternative format in order to participate in the meeting should contact the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Clerk of the Board, telephone 714-560-5676, no less than two (2) business days prior to this meeting to enable LOSSAN to make reasonable arrangements to assure accessibility to this meeting.

### **Agenda Descriptions**

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

All documents related to the items referenced in this agenda are available for public inspection at [www.lossan.org](http://www.lossan.org).

### **Public Comments on Agenda Items**

Members of the public may address the Board of Directors regarding any item. Please complete a speaker's card and submit or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three (3) minutes.

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.lossan.org](http://www.lossan.org) or through the LOSSAN Clerk of the Board's office at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California.



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## Written Comments

Written public comments may also be submitted by emailing them to [lossantac@octa.net](mailto:lossantac@octa.net), and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the TAC Committee. Public comments will be made available to the public upon request.

If you have any questions regarding this new format or any upcoming meeting plans, please contact Michelle Alonso, LOSSAN Executive Assistant, at 714-560-5415, or at [malonso@octa.net](mailto:malonso@octa.net).

## Teleconference Sites

The main location for this meeting is the San Luis Obispo Council of Governments, Large Conference Room. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

*Orange County Transportation Authority  
600 S Main Street  
Conference Room 1012  
Orange, CA 92868*

*San Diego Metropolitan Transit System  
Executive Conference Room  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101*

*Riverside County Transportation Commission  
Conference Room C  
4080 Lemon Street  
Riverside, CA 92501*

*North County Transit District  
GAO First Floor Conference Room  
810 Mission Avenue  
Oceanside, CA 92054*

*Ventura County Transportation Commission  
751 E. Daily Drive, Suite 420  
Camarillo, CA 93010*

*Los Angeles County Metropolitan Transportation Authority  
Henry Huntington Room – 3<sup>rd</sup> Floor  
One Gateway Plaza,  
Los Angeles, CA 90012*

The public is welcome to attend and testify at any of the LOSSAN member agency locations listed above, all of which are accessible to the public. For more information, please contact LOSSAN Rail Corridor Agency staff, at (714) 560-5598 or e-mail [malonso@octa.net](mailto:malonso@octa.net), for specific meeting room locations at least 72 hours in advance of the meeting.

## 2025 TECHNICAL ADVISORY COMMITTEE Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
North	San Luis Obispo Council of Governments	Lance Okuno	Tim Gillham
	Santa Barbara County Association of Governments	Aaron Bonfilio	Whitney Rush
	Ventura County Transportation Commission	Aubrey Smith	Claire Grasty
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Michael Cano
South Central	Orange County Transportation Authority	Megan Taylor	Kelly Hart
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Christopher Duddy	Brent Boyd
	North County Transit District	Katie Persons	Ricky Cervantes
	San Diego Association of Governments	Keri Robinson	Jennifer Williamson

## Call to Order

### 1. Public Comments

At this time, members of the public may address the Technical Advisory Committee regarding any items within the subject matter jurisdiction of the Technical Advisory Committee, but no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per speaker unless different time limits are set by the Chairman subject to the approval of the Technical Advisory Committee.

## Consent Calendar (Items 2 through 4)

### 2. Approval of Minutes

*James Campbell*

#### Overview

Approval of the minutes of the LOSSAN Technical Advisory Committee meeting on February 6, 2025.

### 3. Fiscal Year 2024-25 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

*Russell Henry*

#### Overview

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the second quarter of fiscal year 2024-25, covering the months of October, November, and December 2024.

### 4. Fiscal Year 2024-25 Second Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends

*Kristopher Ryan*

#### Overview

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the second quarter of state fiscal year 2024-25.

## Discussion Calendar

**5. Service Restoration Update**

*James Campbell*

**Overview**

Staff will provide an update on the Pacific Surfliner service restoration efforts.

**6. Pacific Surfliner Marketing Update**

*Chris Orlando*

**Overview**

Staff will provide an update on marketing efforts for fiscal year 2025.

**7. Update of Coastal Resilience Efforts**

*James Campbell*

**Overview**

Staff will provide an update on the Pacific Surfliner equipment and service.

**8. Upcoming Draft Board Agenda Items**

*James D. Campbell*

**Overview**

Overview of upcoming draft agenda items for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors' March meeting.

**9. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**

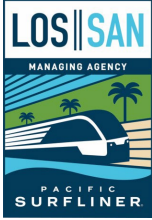
**10. Technical Advisory Committee Members' Report**

**11. Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**Thursday, May 1, 2025**

*Los Angeles County Metropolitan Transportation Authority  
Henry Huntington Room, Third Floor  
One Gateway Plaza,  
Los Angeles, CA 90012*



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

# TECHNICAL ADVISORY COMMITTEE

**FEBRUARY 6, 2025, Technical Advisory Committee (TAC) MEETING MINUTES**

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) TAC met on February 6, 2025, at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

## **Committee members in attendance:**

Jay Fuhrman, Metro  
Katie Persons, NCTD  
Keri Robinson, SANDAG  
Jennifer Williamson, SANDAG  
Sheldon Peterson, RCTC  
Tim Gillham, SLOCOG  
Whitney Rush, SBCAG  
Aaron Bonfilio, SBCAG  
Lance Okuno, SLOCOG  
Alexis Murillo Felix, OCTA  
Ricky Cervantes, SDMTS  
Claire Grasty, VCATC

## **Welcome and Introductions**

Mr. James Campbell, LOSSAN Operations Officer, opened the February 6, 2025, LOSSAN Agency TAC meeting and welcomed the TAC members to Los Angeles County Metropolitan Transportation Authority, in the Henry Huntington Room.

### **1. Public Comments**

## **CONSENT CALENDAR**

### **2. Approval of Minutes**

### **3. Fiscal Year 2024-25 First Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends**

*Motion by Alexis Murillo-Felix, Second by Jay Fuhrman. The Committee approved the Consent items, with the confirmation of the date correction on the previous meeting minutes.*

## **DISCUSSION CALENDAR**

### **4. Update on Draft Business Plan for Fiscal Year 2025-26**

Mr. James Campbell (LOSSAN) provided a brief update on the business plan chapters, the submitted chapters and preparing for any comments the Board of Directors may have.

*There was no further discussion.*

### **5. Fiscal Year 2045-25 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis**

Mr. Kristopher Ryan (LOSSAN) provided a presentation of the Pacific Surfliner On-Time performance analysis for the second quarter of fiscal year 2024-25, which included the monthly average customer on-time performance, delays, and improvements.

*There was no further discussion.*

### **6. Pacific Surfliner Equipment & Service Update**

Mr. James Campbell (LOSSAN) provided a presentation of the Pacific Surfliner equipment, which included equipment reduction, passenger car history, and equipment redeployment plan.

*Questions ensued regarding equipment and schedules. There was no further discussion.*

### **7. Capital Program Update**

Mr. David Berryman (LOSSAN) provided an overview presentation on the rail corridor, which included the Central Coast and Goleta Layover Facility, siding and bluff stabilization, and bridge projects.

*A funding question ensued in regard to the presentation. There was no further discussion.*



**8. Upcoming Draft Board Agenda Items**

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the February 18, 2025, LOSSAN Agency Board of Directors' meeting.

*A clarifying question was presented regarding one of the items listed. There was no further discussion.*

**9. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**

Mr. Campbell (LOSSAN) provided an update was given on the current ridership that shows three percent increase since January 2024. There will also be an upcoming work window for the end of February.

*There was no further discussion.*

**10. Technical Advisory Committee Members' Report**

*OCTA mentioned the operations plan for Angels Express for the upcoming season.*

*SANDAG mentioned the successful capital projects in San Diego County, as well as the San Diego realignment project and will provide an update to the SANDAG Board on 2/28/25.*

*MTS mentioned the implementation of increased weekend services on the trolley with connections at Old Town on the Green Line, as well as the COA, which will be reviewing the entire system to determine if there will be an increase or decrease in service.*

*Metrolink mentioned the Board approved a third-party agreement with VCTC/Santa Barbara to have some coordination efforts. Also mentioned the enhanced overlay pilot project.*

**11. Adjournment**


The next regularly scheduled meeting of this Committee is scheduled to be held on:

**Thursday, March 6, 2025**  
*San Luis Obispo Council of Governments  
Large Conference Room  
1114 Marsh Street  
San Luis Obispo, CA 93401  
2pm*



**March 6, 2025**

**To:** Members of the Technical Advisory Committee

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2024-25 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

### **Overview**

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the second quarter of fiscal year 2024-25, covering the months of October, November, and December 2024.

### **Recommendation**

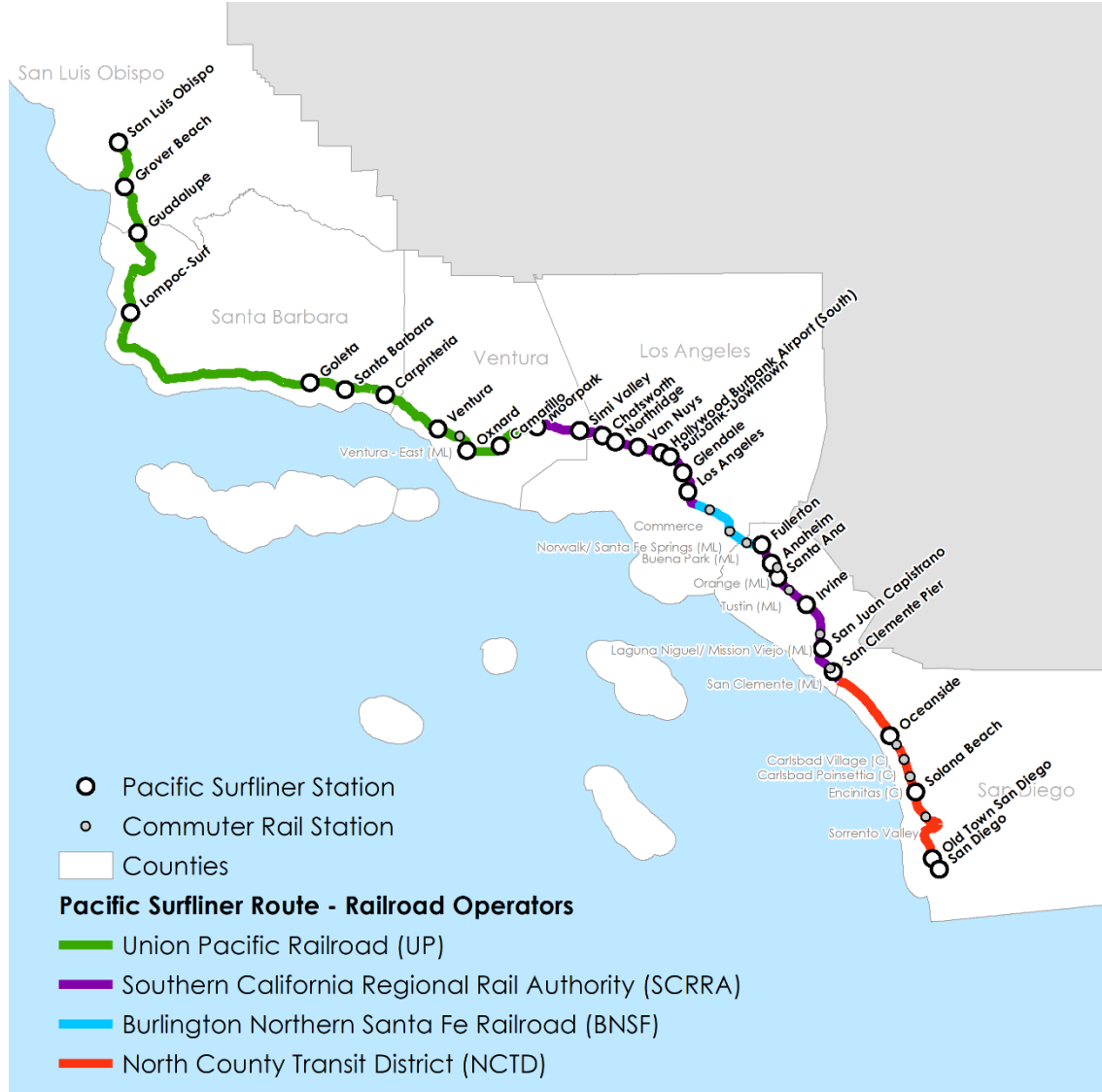
Receive and file as an information item.

### **Background**

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor), which traverses through a six-county coastal region in Southern California. As illustrated in Figure 1 on the next page, the rail right-of-way along the corridor is hosted by four different host railroads, including the Union Pacific Railroad (UPRR), the Burlington Northern Santa Fe Railway (BNSF), the Southern California Regional Rail Authority (SCRRA), and North County Transit District (NCTD).

In addition to the Amtrak Pacific Surfliner intercity passenger rail service, Amtrak long-distance trains, Metrolink commuter trains, and COASTER commuter trains also operate along the north-south corridor.

Figure 1: Pacific Surfliner Route



Before the COVID-19 pandemic necessitated service reductions in late March 2020, the LOSSAN Corridor held over 150 daily one-way trains, spanning 41 stations. Within this activity, the Pacific Surfliner service alone accounted for 27 trains and served 27 stations. Today, the Pacific Surfliner has expanded its reach to 29 stations, maintaining a schedule of 20 daily one-way trains, equating to ten round trips. Reflecting on the fiscal year 2018-19, the last complete fiscal year before the pandemic's impact, the Pacific Surfliner boasted nearly 2.8 million passenger trips, with an additional 5.4 million trips taken on the combined commuter rail services of Metrolink and COASTER.

***Discussion***

This report provides an update on the average systemwide on-time performance (OTP) of the Amtrak Pacific Surfliner for the second quarter (Q2) of FY 2024-25. The following metrics give an overview of the Pacific Surfliner train OTP scores for the reporting quarter, as well as information about delay causes:

- Endpoint OTP
- Total Trains Operated
- Total Trains Cancelled or Suspended
- Customer OTP
- Ridership
- Endpoint OTP by Train
- Total Train Miles
- Systemwide Delays by Responsible Party, Per 10,000 Train Miles
- Systemwide Delays by Delay Type, Per 10,000 Train Miles
- Host-Responsible Delays, Per 10,000 Train Miles
- Total Delays Around Stations (or Other Specific Locations)

Endpoint OTP

Endpoint OTP represents the percentage of trains arriving to their final station within 15 minutes of their schedule arrival time. This metric is part of the Uniform Performance Standards that the LOSSAN Agency is required to report to the California State Transportation Agency (CalSTA), which sets a 90 percent endpoint OTP standard.

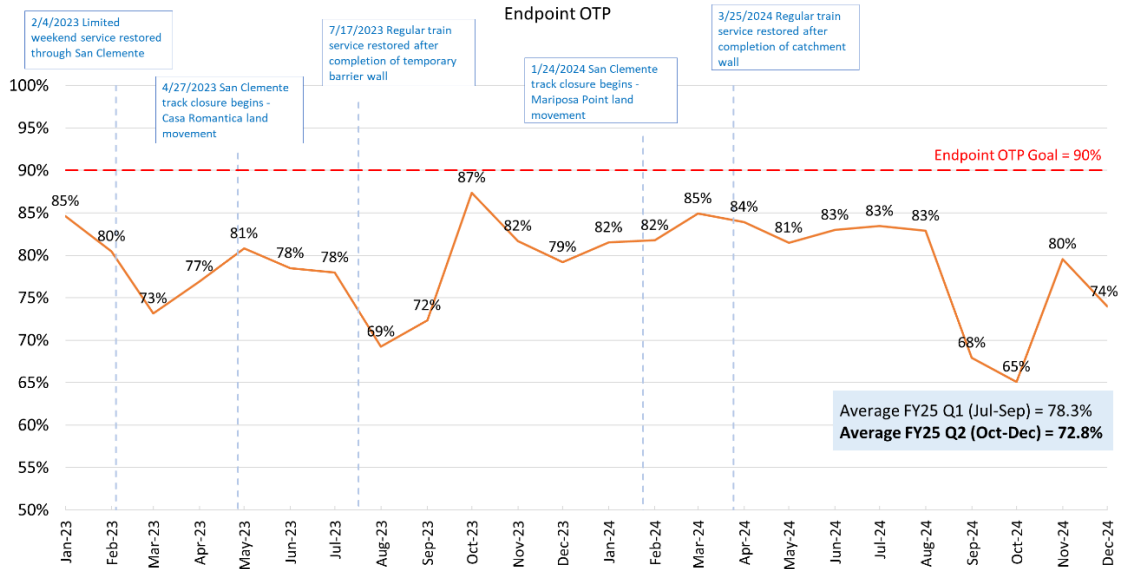
*Figure 2: Endpoint OTP by Total Trains Operated*

<b>Values</b>	<b>FY 2025 Q1</b>	<b>FY 2025 Q2</b>	<b>% Change</b>
<b>Late</b>	413	497	20.3%
<b>On-Time</b>	1,486	1,329	-10.6%
<b>Operated</b>	1,899	1,826	-3.8%
<b>Endpoint OTP</b>	<b>78.3%</b>	<b>72.8%</b>	<b>-7.0%</b>

As shown in Figure 2, for Q2 FY 2024-25, 1,329 of 1,826 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 497 trains arrived late. This results in a systemwide endpoint OTP score of 72.8 percent for Q2 FY 2024-25, representing a 7.0 percent decrease from 78.3 percent endpoint OTP for the previous quarter.

Figure 4 shows historical monthly systemwide endpoint OTP from January 2023 to the present. Notes within the chart highlight the events that have had significant impacts on OTP.

Figure 4: Endpoint OTP



The sharp decline in OTP that began in September 2024 and continued into October 2024 was primarily due to operational challenges on the BNSF Railway between Los Angeles and Fullerton. In early 2024, BNSF relocated its Southern California dispatching functions from San Bernardino, California to Fort Worth, Texas, leading to disruptions as newly assigned dispatchers were less familiar with the territory. BNSF has since assigned a senior manager to oversee dispatching, which is expected to improve OTP. Additionally, widespread vandalism along the corridor caused extended service delays for both passenger and freight trains. BNSF is evaluating measures to enhance corridor security and prevent future disruptions.

Further compounding OTP challenges, multiple locomotives experienced engine-related issues in October 2024, rendering them inoperable. There have been issues on hydraulic, coolant, and DEF hoses, which are failing much earlier than expected by the manufacturer. LOSSAN is working with Amtrak and Caltrans to procure repair kits to address these failing parts, while working to create updated replacement cycles to proactively address these issues moving forward.

On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are

reflected in endpoint and customer OTP calculations, but suspended trains are not included. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q2 FY 2024-25, 37 trains were cancelled, and 4 trains were suspended, representing an 17.1 percent increase from the previous quarter. The variance is caused by an increase in engine failures from the previous quarter.

<b>Status</b>	<b>FY 2025 Q1</b>	<b>FY 2025 Q2</b>	<b>% Change</b>
<b>Cancelled</b>	20	37	85.0%
<b>Suspended</b>	15	4	-73.3%
<b>Total</b>	<b>35</b>	<b>41</b>	<b>17.1%</b>

*Figure 3: Total Trains Cancelled or Suspended*

Endpoint OTP by Train

One major delay incident can result in cascading delays that impact multiple trains throughout the day. One factor is that individual train consists are normally used by multiple trains throughout the day. For example, upon its arrival to Santa Fe Depot in San Diego, the same equipment used to operate southbound Train 564 is then used to operate northbound Train 777. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 777, as well as any additional trains operated with the same train consist.

Figure 7: Endpoint OTP by Train

<b>Train</b>	<b>Orig-Dest</b>	<b>3-Month Average</b>	<b># Trains On Time</b>	<b># Trains Operated</b>
770	GTA-SAN	85.9%	79	92
564	LAX-SAN	83.7%	77	92
790	GTA-SAN	83.7%	77	92
562	LAX-SAN	80.4%	74	92
591	SAN-LAX	80.4%	74	92
785	SAN-GTA	80.4%	74	92
761	SAN-SLO	78.3%	72	92
572	LAX-SAN	77.5%	69	89
586	LAX-SAN	77.5%	69	89
765	SAN-GTA	75.0%	69	92
580	LAX-SAN	72.8%	67	92
769	SAN-GTA	72.8%	67	92
573	SAN-LAX	71.9%	64	89
581	SAN-LAX	71.7%	66	92
587	SAN-LAX	69.7%	62	89
794	SLO-SAN	69.6%	64	92
595	SAN-LAX	66.7%	60	90
774	SLO-SAN	59.8%	55	92
777	SAN-SLO	57.6%	53	92
784	GTA-SAN	40.2%	37	92
<b>System</b>		<b>72.8%</b>	<b>1329</b>	<b>1826</b>

Figure 7 shows individual endpoint OTP for each train that operated during Q2 FY 2024-25. During this period, no trains reached the endpoint OTP goal of 90 percent or above. The train with the lowest endpoint OTP average for the quarter was Train 784, which increased delays due to commuter train and passenger train interference. As previously mentioned, delays can be attributed to various factors, but for FY25 Q2, they were primarily caused by vandalism and theft of protective crossing equipment within the Southern California region, along with dispatching challenges on the BNSF Railway and mechanical failures affecting multiple locomotives.

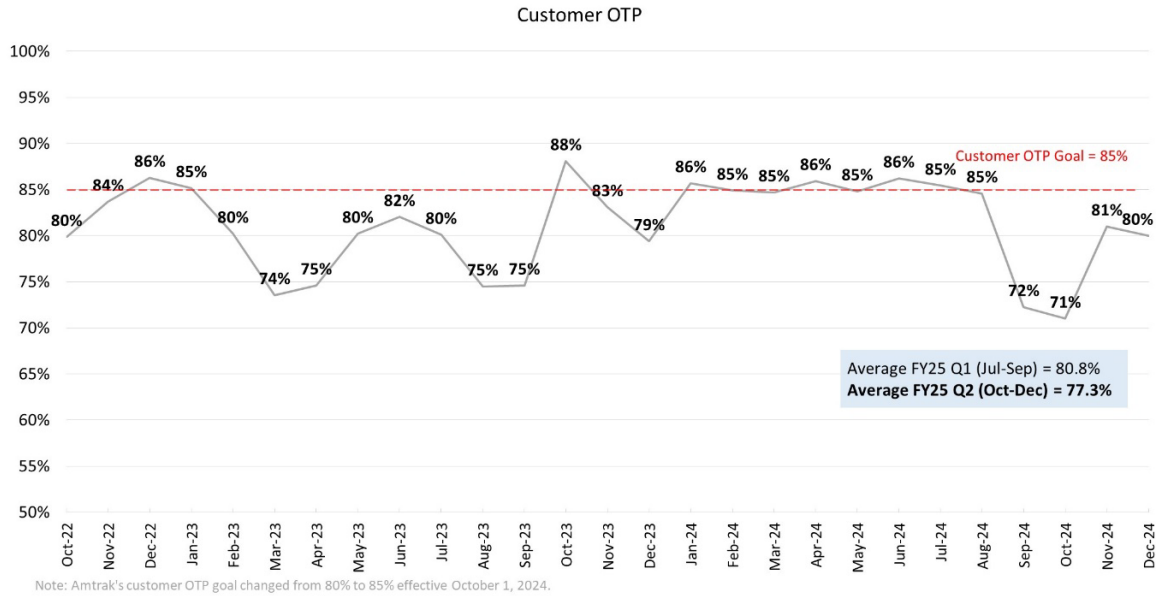
Customer OTP

Customer OTP measures the on-time arrival of every passenger, including those who detrain at intermediate stops along a route and those who ride the entire route.

The 85 percent goal shown in red in Figure 5 is set by Amtrak. For Q2 FY 2024-25, customer OTP averaged 77.3 percent, representing a 3.5 percent decrease from 80.8 percent in the previous quarter. As mentioned, the decline was driven by a sharp drop in September 2024 that continued into

October 2024 due to dispatching issues following BNSF's relocation of Southern California dispatching functions and increased vandalism along the corridor, which led to slow orders and crossing protection measures.

Figure 5: Customer OTP

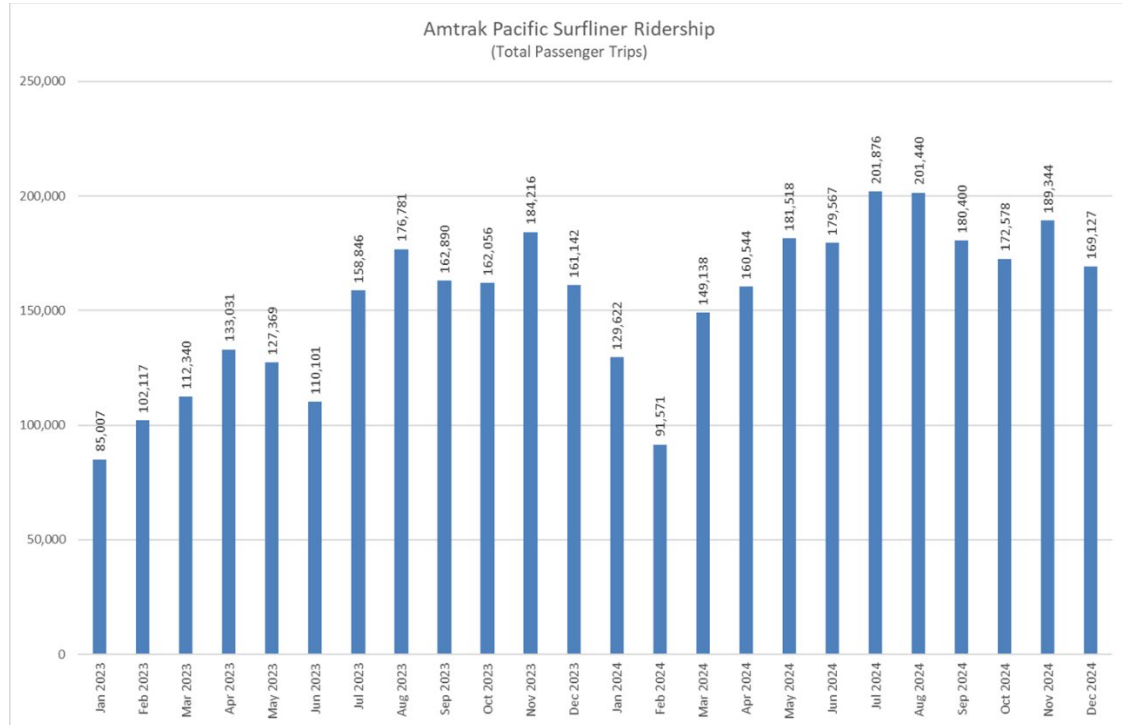


**Ridership**

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q2 FY 2024-25, there were 531,049 passenger trips on the Pacific Surfliner, representing a roughly 9.0 percent decrease from 583,716 passenger trips in the previous quarter. The decrease in ridership is primarily attributed to the conclusion of the weekend promotional summer service schedule, which ended in mid-September.



Figure 6: Total Monthly Ridership



Systemwide Delays by Responsible Party, Per 10,000 Train Miles

Delay minutes are attributed to a variety of causes, or delay types, using a three-letter coding system. In addition, each delay type is categorized under one of three responsibility groups: Host, Amtrak, or Third Party.

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

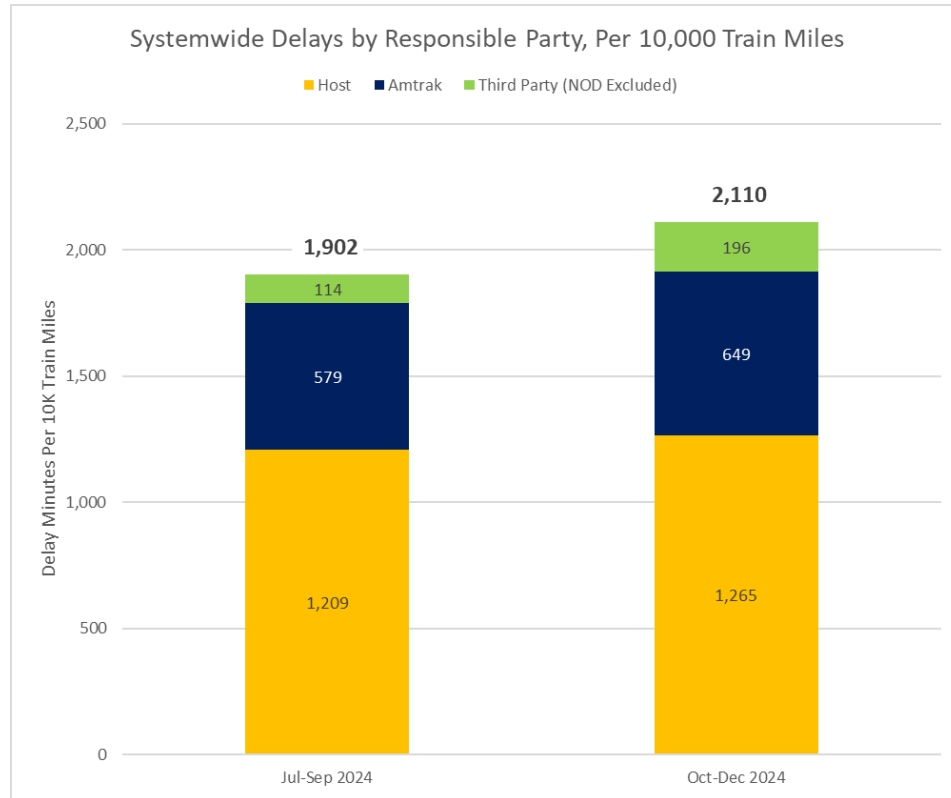
For Q2 FY 2024-25, the Pacific Surfliner operated a total of 370,333 train miles, representing a 3.8 percent decrease from the 384,864 train miles operated in the previous quarter.

Host-responsible delay types (shown in yellow in Figure 8) continue to be the largest category of delay types for the entire Pacific Surfliner, followed by Amtrak-related delays (shown in blue), then third party (shown in green). While minutes of unused recovery time (coded as NOD) are included in the raw data set used for delay analyses, they are excluded from delay analyses, since NOD

is not actually a delay, and just represents the minutes a train spends waiting to avoid operating ahead of schedule.

Overall, for Q2 FY 2024-25, there were 2,110 minutes of delay per 10,000 train miles, representing a 10.9 percent increase in the overall delay rate compared to Q1 FY 2024-25. The rate of host-responsible delays increased by 4.6 percent, the rate of Amtrak-responsible delays increased by 12.1 percent, and the rate of third party-responsible delays increased by 71.8 percent. The increase in third party-responsible delays is primarily attributed to trespasser-related delays.

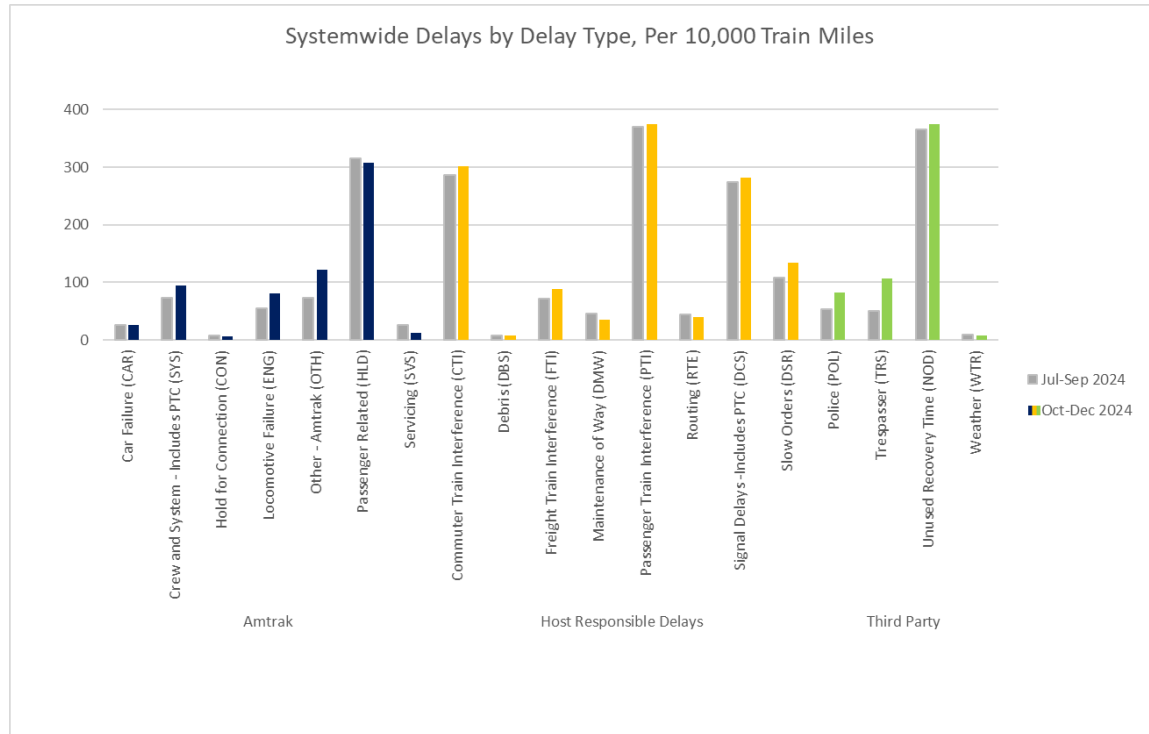
*Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles*



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

During Q2 FY 2024-25, the most significant individual delays were categorized as host-responsible and Amtrak delays, specifically passenger train interference, commuter train interference, and passenger-related delays.

Figure 9: Systemwide Delays by Delay Type, Per 10,000 Train Miles



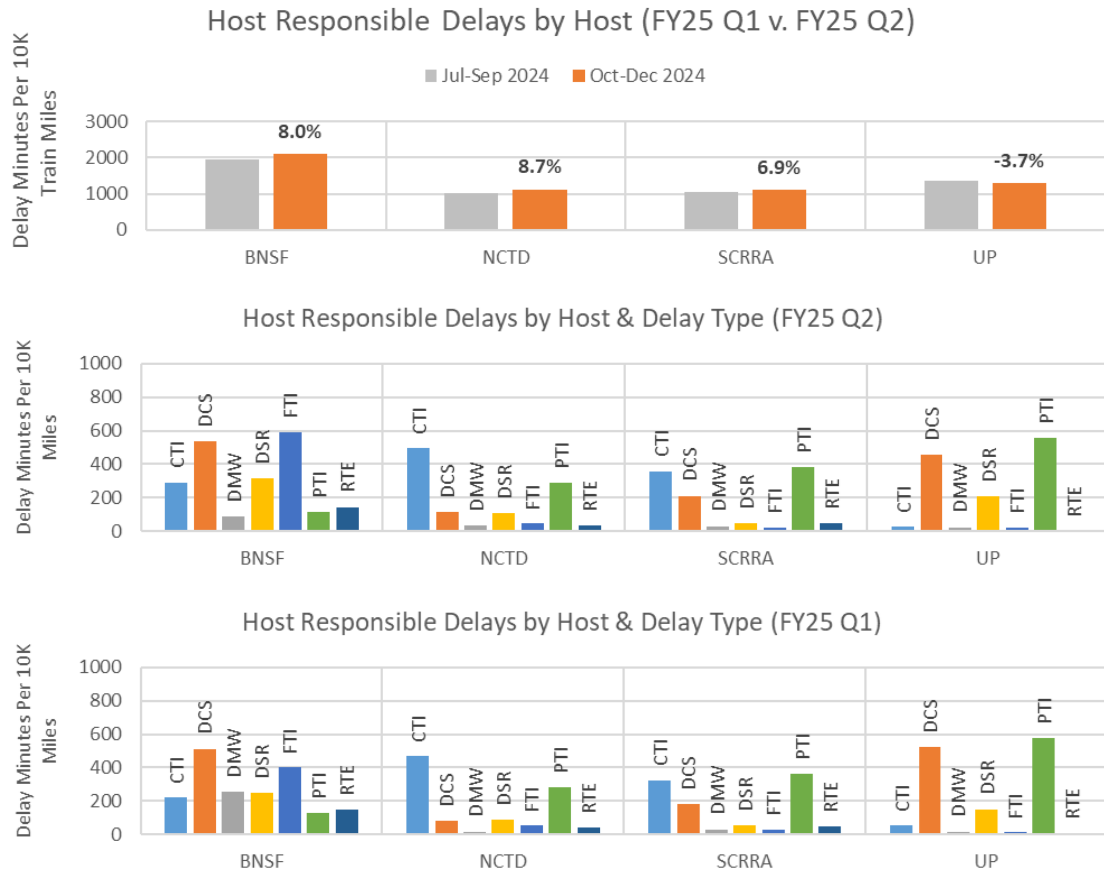
**Host-Responsible Delays, Per 10,000 Train Miles**

Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q2 FY 2024-25, the host-responsible delay rate within BNSF territory increased by eight percent, in NCTD territory increased by 8.7 percent, in SCRRA territory increased by 6.9 percent, and in UPRR territory decreased by 3.3 percent.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors<sup>1</sup> were within each host territory in Q2 FY 2024-25. In BNSF territory, the top delay types were signal delays and freight train interference. In NCTD and SCRRA territory, the top delay types were commuter train interference and passenger train interference. In UP territory, the top delay types were signal delays and passenger train interference.

<sup>1</sup> Refer to Figure 9 for definitions of three-letter delay codes.

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

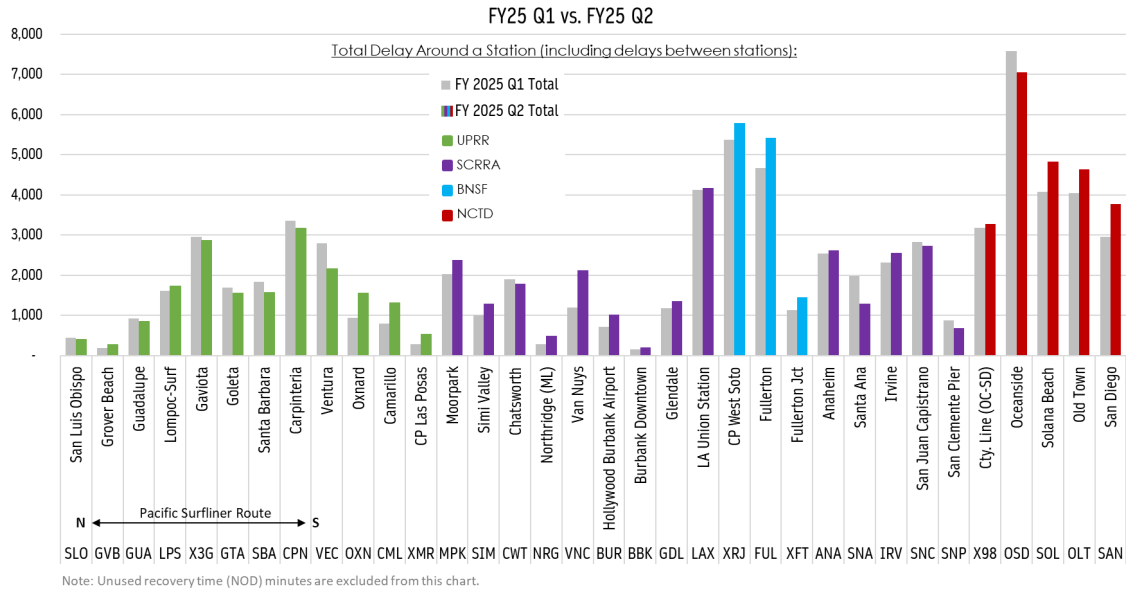


**Total Delays Around Stations (or Other Specific Locations)**

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars include colors that represent the total minutes of delay around a station for Q2 FY 2024-25, and the gray bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, total minutes of systemwide delay increased by 6.7 percent, from 74,094 in Q1 of FY 2024-25, to 79,068 in Q2 of FY 2024-25. The top three delay station locations were Oceanside, Fullerton, and Solana Beach.

Figure 11: Total Delays Around Stations (or Other Specific Locations)



**Summary**

For Q2 FY 2024-25, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 72.8 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were passenger train interference, commuter train interference, and passenger-related delays.

**Attachment**

None.


**Approved by:**

Russ Henry  
 Program Manager, FP&A and Project Controls  
 (714) 560-5990



**March 6, 2025**

**To:** Members of the Technical Advisory Committee

**From:** Jason Jewell, Managing Director 

**Subject:** Fiscal Year 2024-25 Second Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

### **Overview**

A report on ridership, revenue, and on-time performance for passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the second quarter of state fiscal year 2024-25.

### **Recommendation**

Receive and file as an information item.

### **Background**

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor) travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and typically hosts more than 150 daily passenger trains. The Pacific Surfliner currently serves 29 stations and operates 20 daily one-way trains (ten round trips). In fiscal year (FY) 2024 there were nearly 1.9 million passenger trips on Pacific Surfliner trips alone, and an additional 2.8 million passenger trips were taken on the two commuter rail services (Metrolink and COASTER) on the LOSSAN Corridor.

### **Discussion**

The report provides an update on the performance trends of the passenger rail services operating on the LOSSAN Corridor, focusing on three specific performance areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance (OTP) and customer satisfaction). The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL)

and Orange County Line (OCL), and the North County Transit District’s (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the second quarter of FY 2024-25, covering the months of October, November, and December 2025.

Usage

For the second quarter of FY 2024-25, total LOSSAN corridor **ridership for the three services combined was 1,282,259**, representing a 15.1 percent increase when compared to the same period of the previous year. A 24-month chart for the LOSSAN corridor, with the specific performance of each service, is shown in Figure 1.

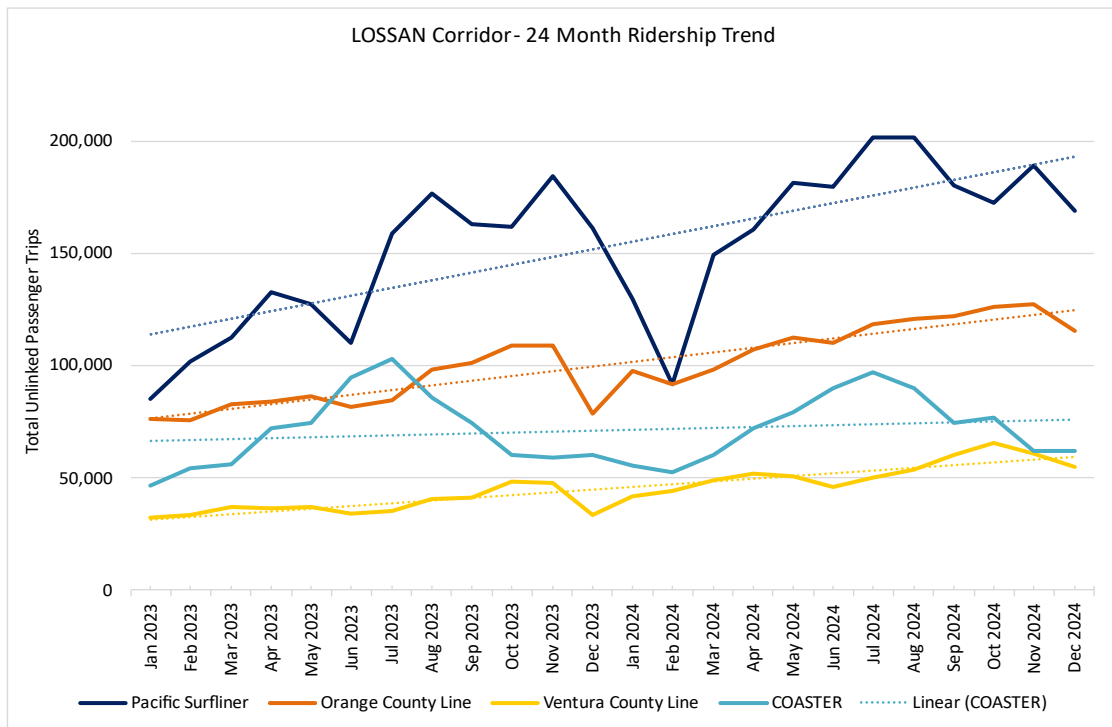


Figure 1

The 24 months of ridership data included in Figure 1 provide a more accurate indicator of the overall change in ridership along the corridor. Due to seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for seasonal variations in ridership patterns and provides sufficient information to develop a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN corridor can be found in Attachment A. In addition to this overall corridor data, details on the performance of each service are provided below.

Pacific Surfliner

Overall LOSSAN corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the second quarter of FY 2024-25 was 531,049, representing an increase of 4.7 percent when compared to the same period last year, as is illustrated in Figure 2.

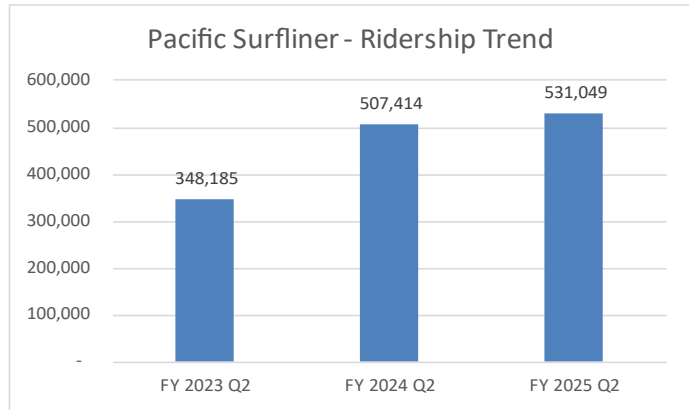


Figure 2

The increase in ridership during FY2025 Q2 can be attributed to a combination of growing demand and the holiday season. Additionally, the reported Pacific Surfliner ridership includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions.

Metrolink

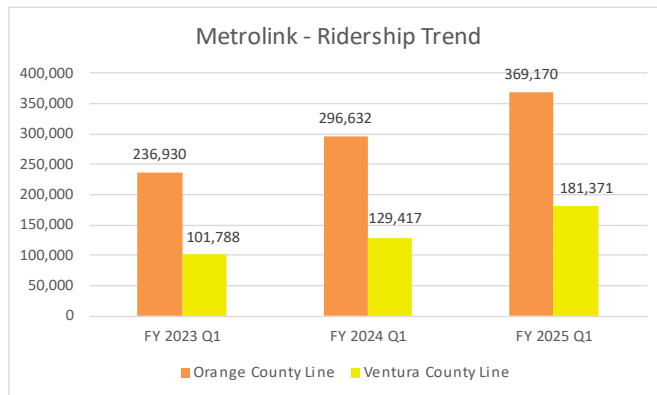


Figure 3

The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 40.1 percent when compared to the second quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 24.5 percent increase in ridership over the same report period in the prior year. During the second quarter of FY 2024-25, there

were an average of 10,956 Metrolink pass holders per month who utilized the R2R Program to ride Pacific Surfliner trains<sup>1</sup>.

<sup>1</sup> Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.



**COASTER**

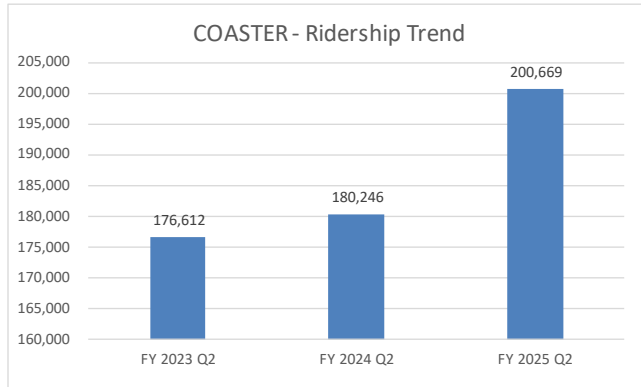


Figure 4

NCTD’s COASTER commuter rail service operating between Oceanside and San Diego experienced a sizable increase in ridership during the second quarter of FY 2024-25 when compared to the same period in the prior year, as shown in Figure 4. During the second quarter of FY 2024-25, there were an average of 419 COASTER pass holders per month utilizing the

R2R Program to ride Pacific Surfliner trains<sup>2</sup>.

**Amtrak System**

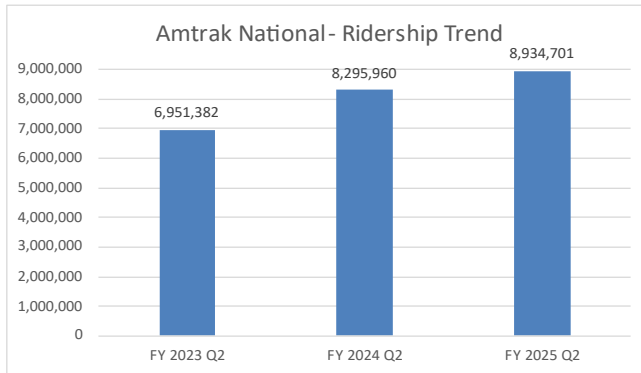


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 7.7 percent for the second quarter of FY 2024-25 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak’s Coast Starlight, which operates between Seattle and Los Angeles, saw ridership increase by 3.6 percent in the second quarter compared with the same period last year. The Capitol Corridor (operating between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento to Stockton and Bakersfield) are the two other California state-supported intercity passenger rail services operated by Amtrak and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 4.4 percent on the Capitol Corridor and decreased by 0.9 percent on the San Joaquins Corridor during the second quarter when compared to the same period last year.

<sup>2</sup> COASTER R2R values are based on preliminary, unaudited data provided by Amtrak.

Passenger Miles

A passenger mile is defined as one passenger traveling one mile. For example, ten passengers who each travel 100 miles would generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 52 million passenger miles during the second quarter of FY 2024-25, which is a 3.3 percent increase compared to the same period in the prior year. This increase in passenger miles corresponds with the growth in ridership and the holiday season. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of about 19,067 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,946,371 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

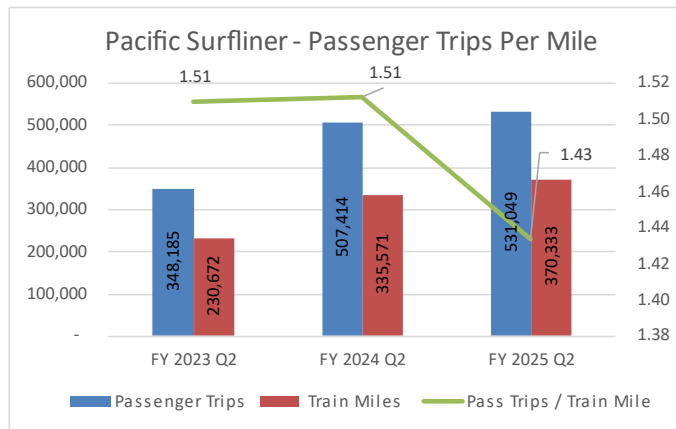


Figure 6

Passenger trips per train mile is calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service<sup>3</sup>.

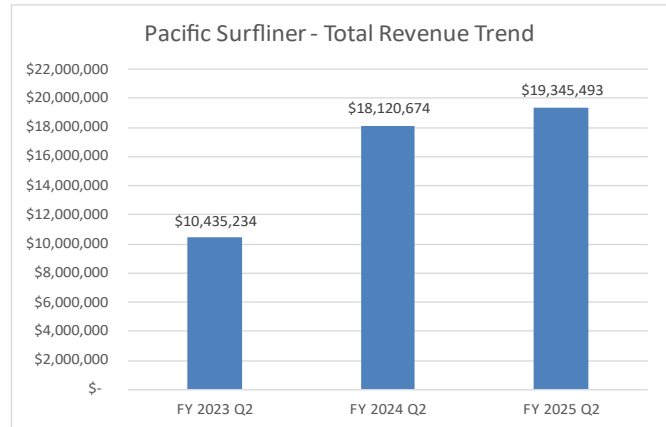
This metric focuses on service efficiency, as it is the ratio of usage (passenger trips) over service provided (train miles). The higher the ratio value, the more efficient

the service, and vice versa. For the second quarter of FY 2024-25, the ratio of passenger trips per train mile decreased by 5.2 percent when compared with the same period in the prior year, as illustrated in Figure 6.

<sup>3</sup> Total train miles include deadhead mileage to and from rail yard facilities.

### Revenue

In line with the increase in Pacific Surfliner ridership, driven primarily by growing demand and the holiday season, total revenue also increased. For the second quarter of FY 2024-25, total revenue increased by 6.8 percent when compared with the same period in the prior year, as shown in Figure 7.



*Figure 7*

### Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending December 31, 2024, was 58.6 percent. For comparison, including only the three months of the second quarter of FY 2024-25 results in a farebox recovery ratio of 62.6 percent.

### Quality

#### OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. A commuter train is considered late if it arrives six or more minutes late to its terminal location, while a Pacific Surfliner train is considered late if it arrives more than 15 minutes after its scheduled arrival time. For the Pacific Surfliner service, endpoint OTP is calculated by dividing the total number of trains arriving on time at the end point by the total number of trains operated. The State of California intercity passenger rail Uniform Performance Standards (UPS), which were approved by the Secretary of Transportation in 2014, set an endpoint OTP goal of 90 percent for the Pacific Surfliner service.

For the three months in the second quarter of FY 2024-25, endpoint OTP for the Pacific Surfliner averaged 72.8 percent, which was a seven percent decrease

over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

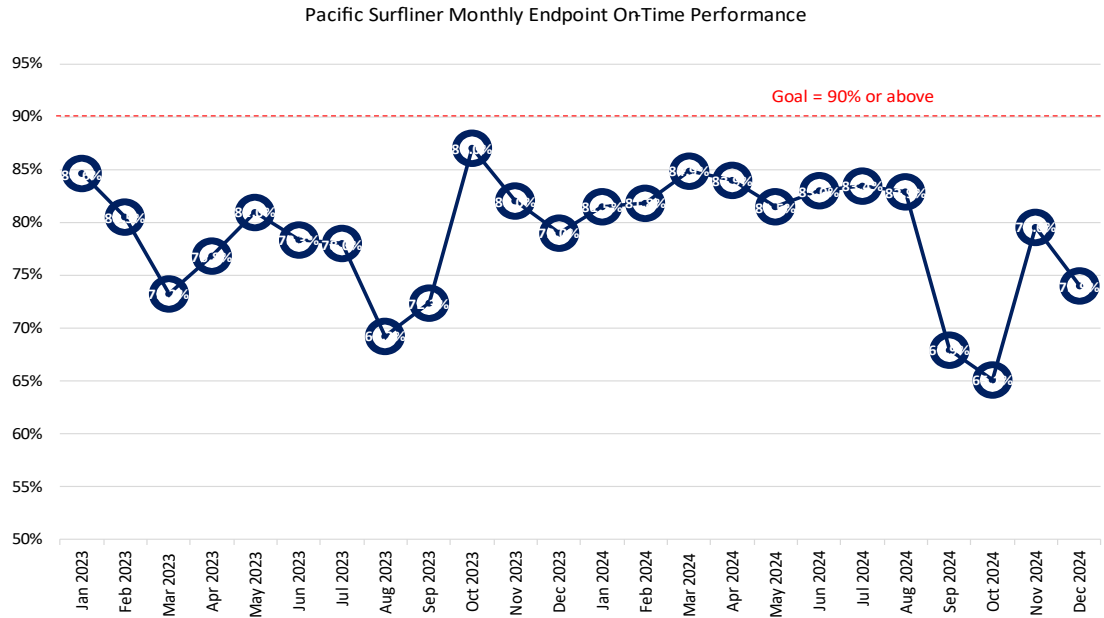


Figure 8

The sharp decline in OTP in October 2024 continues to be due to operational challenges on the BNSF Railway between Los Angeles and Fullerton. In early 2024, BNSF relocated its Southern California dispatching functions from San Bernardino to Fort Worth, Texas, leading to disruptions as newly assigned dispatchers were less familiar with the territory. BNSF has since assigned a senior manager to oversee dispatching, which is expected to improve OTP. Additionally, widespread vandalism along the corridor caused extended service delays for passengers and freight trains. BNSF is evaluating measures to enhance corridor security and prevent future disruptions.

The LOSSAN Agency will continue to work collaboratively with the Corridor Improvement Team via quarterly meetings to identify and address issues negatively impacting OTP.

### Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a “very satisfied” percentage is calculated per 100 passengers via electronic surveys. For the second quarter of FY 2024-25, the Pacific Surfliner scored an average eCSI of 82.4 percent, representing a one percent decrease from the average eCSI of 83.2 percent achieved during the same period last year.

Additional Performance Indicators

Food and Beverage Sales

The LOSSAN Agency’s focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café Car. Continual effort is made to ensure that menu items are meeting passenger expectations.

As part of that effort, LOSSAN Agency staff closely monitor food and beverage sales to gauge the success of what is being offered and identify items that need to be adjusted.

<i>Sales Category</i>	<i>FY24 Q2</i> <i>(Oct-Dec 2023)</i>	<i>FY25 Q2</i> <i>(Oct-Dec 2024)</i>	<i>% Change</i>
Baked Goods	\$ 114,619	\$ 70,061	-38.9%
Beer	\$ 172,064	\$ 195,853	13.8%
Beverages	\$ 348,617	\$ 246,564	-29.3%
Dairy Products	\$ 1,070	\$ 1,471	37.5%
Fresh Prepared Foods	\$ 183,918	\$ 191,908	4.3%
Liquor	\$ 100,094	\$ 111,453	11.3%
Miscellaneous Merchandise	\$ 1,468	\$ -	-100.0%
Packaged Snack Foods	\$ 460,090	\$ 362,603	-21.2%
Salads	\$ 49	\$ -	-100.0%
Wine	\$ 311,655	\$ 233,802	-25.0%

*Figure 9*

For the second quarter of FY 2024-25, food and beverage sales decreased by 16.5 percent compared to the same quarter in the prior year. This decline is primarily attributed to the increased use of Comet Car sets, which do not have Café Cars and therefore eliminate onboard food and beverage sales opportunities during their operation. The Comet Car sets were utilized approximately 22 times during the quarter due to equipment issues requiring their use as protect service or replacements for out-of-service equipment. The absence of Café Cars on these trainsets directly impacted overall sales, contributing to the variance. Additionally, salads were removed from the menu due to high spoilage and low return on investment (ROI), while merchandise items like playing cards and earbuds are being phased out due to minimal ROI. Details on the performance of each specific category are provided in Figure 9.

Amtrak Thruway Bus Service

Pacific Surfliner rail service is supplemented by Amtrak’s network of Thruway buses that connect passengers throughout the LOSSAN corridor. The bus routes function as part of the Pacific Surfliner service and as of December 31, 2024, included:

- Route 17: Two daily round trips between Santa Barbara, San Luis Obispo, and Oakland (where it connects with Capitol Corridor); and one daily round trip between San Luis Obispo and Oakland.
- Route 39: One daily round trip between Fullerton and Indio/Coachella Valley, and one daily round trip between Fullerton and Palm Springs.

For the second quarter of FY 2024-25, combined ridership on these two routes totaled 26,332, representing a marginal decrease when compared to the ridership of 26,345 for the same period in the prior year.

***Summary***

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, for the second quarter of FY 2024-25. During the second quarter, total combined passenger rail ridership along the corridor increased by 15.1 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increased by 4.7 percent, accompanied by a 6.8 percent increase in total revenue relative to the same period in the previous year.

***Attachment***

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Fiscal Year 2024-25

**Prepared by:**



Kristopher Ryan  
Chief Financial Officer  
(714) 560-5409

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary  
Second Quarter Fiscal Year 2024-25**






<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership – Growth Over Same Quarter Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue – Growth Over Same Quarter Previous Year</u>	<u>Endpoint OTP (3 mo. avg.)</u>
Pacific Surfliner	531,049	4.7%	\$19,345,493	6.8%	72.8%
Metrolink Orange County Line	369,170	24.5%	---	---	67.8%
Metrolink Ventura County Line	181,371	40.1%	---	---	86.5%
COASTER	200,669	11.3%	---	---	92.5%
<b>LOSSAN Total</b>	<b>1,282,259</b>	<b>15.1%</b>	---	---	---
Amtrak Nationwide	8,934,701	7.7%	---	---	73.7%
Coast Starlight	101,939	3.6%	---	---	56.3%
Capitol Corridor	274,746	4.4%	---	---	84.3%
San Joaquins	240,386	-0.9%	---	---	79.3%


**11RT-5RT-2RT / 9 Trainsets**  
**Proposed Pacific Surfliner Schedule**

	LAX	LAX	LAX	GTA	LAX	SLO	573	765	579	769	761
<b>Southbound</b>			<b>Restored</b>	<b>4770</b>				<b>4784</b>		<b>4790</b>	<b>4794</b>
<i>Effective March 31, 2025</i>	562	564	566	770	572	774	580	784	586	790	794
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Oakland, CA				10:00 PM				4:45 AM		7:20 AM	9:35 AM
Emeryville, CA				10:15 PM				4:55 AM		7:35 AM	9:50 AM
San Francisco, CA				10:35 PM				5:15 AM		7:55 AM	10:10 AM
San Jose, CA											
Salinas, CA				11:45 PM				6:20 AM		9:25 AM	11:25 AM
				12:45 AM				7:35 AM		10:25 AM	12:40 PM
King City, CA				1:35 AM				8:45 AM		11:55 AM	1:55 PM
Paso Robles, CA				3:15 AM				9:40 AM		12:55 PM	2:55 PM
San Luis Obispo, CA											
* Cal Poly				3:45 AM				10:15 AM		1:25 PM	3:30 PM
* San Luis Obispo Amtrak Station	---	---	---	4:00 AM	---	6:11 AM	---	10:35 AM	---	1:40 PM	3:50 PM
											4:12 PM
Grover Beach, CA	---	---	---	4:25 AM	---	6:31 AM	---	10:55 AM	---	2:05 PM	4:32 PM
Santa Maria, CA	---	---	---	4:40 AM	---	---	---	11:15 AM	---	2:20 PM	---
Guadalupe-Santa Maria, CA	---	---	---	---	---	6:47 AM	---	---	---	---	4:48 PM
Lompoc, CA	---	---	---	---	---	---	---	---	---	---	---
* Lompoc-Surf Amtrak Station	---	---	---	---	---	7:21 AM	---	---	---	---	5:21 PM
Solvang, CA	---	---	---	5:15 AM	---	---	---	11:50 AM	---	2:55 PM	---
Buellton, CA	---	---	---	5:25 AM	---	---	---	12:00 PM	---	3:05 PM	---
Goleta, CA	---	---	---	6:39 AM	---	8:31 AM	---	1:31 PM	---	4:25 PM	6:30 PM
Santa Barbara, CA	---	---	---	---	---	---	---	---	---	---	---
* UCSB	---	---	---	6:00 AM	---	---	---	12:40 PM	---	3:40 PM	---
* Santa Barbara Amtrak Station	---	---	---	6:30 AM	---	8:46 AM	---	1:25 PM	---	4:20 PM	6:47 PM
	---	---	---	6:53 AM	---	8:49 AM	---	1:45 PM	---	4:40 PM	6:50 PM
Carpinteria, CA	---	---	---	7:08 AM	---	9:04 AM	---	2:03 PM	---	4:57 PM	7:08 PM
Ventura, CA	---	---	---	7:39 AM	---	9:38 AM	---	2:34 PM	---	5:28 PM	7:43 PM
Oxnard, CA	---	---	---	7:57 AM	---	9:55 AM	---	2:53 PM	---	5:42 PM	8:03 PM
Camarillo, CA	---	---	---	8:10 AM	---	10:09 AM	---	3:09 PM	---	5:53 PM	8:14 PM
Moorpark, CA	---	---	---	8:24 AM	---	10:23 AM	---	3:23 PM	---	6:05 PM	8:24 PM
Simi Valley, CA	---	---	---	8:41 AM	---	10:39 AM	---	3:39 PM	---	6:21 PM	8:41 PM
Chatsworth, CA	---	---	---	8:53 AM	---	10:52 AM	---	3:52 PM	---	6:37 PM	8:58 PM
Northridge, CA	---	---	---	8:59 AM	---	---	---	4:05 PM	---	---	---
Van Nuys, CA	---	---	---	9:09 AM	---	11:07 AM	---	4:13 PM	---	6:50 PM	9:09 PM
Burbank-Bob Hope Airport, CA	---	---	---	9:17 AM	---	11:15 AM	---	4:21 PM	---	7:05 PM	9:17 PM
Burbank-Downtown, CA	---	---	---	9:22 AM	---	---	---	4:26 PM	---	---	---
Glendale, CA	---	---	---	9:29 AM	---	11:26 AM	---	4:34 PM	---	7:17 PM	9:28 PM
Los Angeles, CA	---	---	---	9:46 AM	---	11:43 AM	---	4:48 PM	---	7:40 PM	9:46 PM
	6:10 AM	7:10 AM	8:10 AM	10:10 AM	11:10 AM	12:10 PM	3:10 PM	5:10 PM	6:10 PM	8:10 PM	10:10 PM
Fullerton, CA	6:41 AM	7:41 AM	8:41 AM	10:41 AM	11:41 AM	12:41 PM	3:41 PM	5:41 PM	6:41 PM	8:41 PM	10:41 PM
Anaheim, CA	6:49 AM	7:49 AM	8:49 AM	10:49 AM	11:49 AM	12:49 PM	3:49 PM	5:49 PM	6:49 PM	8:49 PM	10:49 PM
Santa Ana, CA	7:01 AM	8:01 AM	9:01 AM	11:01 AM	12:01 PM	1:01 PM	4:01 PM	6:01 PM	7:01 PM	9:01 PM	11:01 PM
Irvine, CA	7:12 AM	8:12 AM	9:12 AM	11:12 AM	12:12 PM	1:12 PM	4:12 PM	6:12 PM	7:12 PM	9:12 PM	11:12 PM
San Juan Capistrano, CA	7:26 AM	8:26 AM	9:25 AM	11:25 AM	12:25 PM	1:26 PM	4:26 PM	6:26 PM	7:26 PM	9:26 PM	11:26 PM
San Clemente Pier, CA	---	---	9:38 AM	11:38 AM	12:38 PM	---	---	---	---	---	---
Oceanside, CA	8:05 AM	9:05 AM	10:08 AM	12:08 PM	1:08 PM	2:05 PM	5:05 PM	7:05 PM	8:05 PM	10:02 PM	12:05 AM
Solana Beach, CA	8:20 AM	9:20 AM	10:23 AM	12:23 PM	1:23 PM	2:20 PM	5:20 PM	7:20 PM	8:20 PM	10:20 PM	12:20 AM
San Diego, CA	---	---	---	---	---	---	---	---	---	---	---
* Old Town San Diego Amtrak Station	L 8:51 AM	L 9:51 AM	L 10:54 AM	L 12:54 PM	L 1:54 PM	L 2:51 PM	L 5:51 PM	L 7:51 PM	L 8:51 PM	L 10:49 PM	L 12:51 AM
* Downtown San Diego Amtrak Station	9:04 AM	10:04 AM	11:07 AM	1:07 PM	2:07 PM	3:04 PM	6:04 PM	8:04 PM	9:04 PM	11:04 PM	1:04 AM
	573	777	579	581	785	587	591	595	SAN	SAN	SAN



**11RT-5RT-2RT / 9 Trainsets  
Proposed Pacific Surfliner Schedule**

	SAN	SAN	SAN	562	564	566	770	572	774	580	784
<b>Northbound</b>	761	765	769	573	777	579	581	785	587	591	595
 4761	 4765	 4769				<b>Restored</b>		 4785			
<i>Effective March 31, 2025</i>	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
San Diego, CA											
* Downtown San Diego Amtrak Station	4:01 AM	6:01 AM	8:01 AM	10:01 AM	12:01 PM	1:01 PM	2:01 PM	4:01 PM	5:01 PM	7:01 PM	9:01 PM
* Old Town San Diego Amtrak Station	4:10 AM	6:10 AM	8:10 AM	10:10 AM	12:10 PM	1:10 PM	2:10 PM	4:10 PM	5:10 PM	7:10 PM	9:10 PM
Solana Beach, CA	4:40 AM	6:40 AM	8:40 AM	10:40 AM	12:40 PM	1:40 PM	2:40 PM	4:40 PM	5:40 PM	7:40 PM	9:40 PM
Oceanside, CA	4:57 AM	6:57 AM	8:57 AM	10:57 AM	12:57 PM	1:57 PM	2:57 PM	4:57 PM	5:57 PM	7:57 PM	9:57 PM
San Clemente Pier, CA	---	---	---	---	---	---	3:20 PM	5:20 PM	6:20 PM	---	---
San Juan Capistrano, CA	5:34 AM	7:34 AM	9:34 AM	11:34 AM	1:34 PM	2:34 PM	3:37 PM	5:37 PM	6:37 PM	8:34 PM	10:34 PM
Irvine, CA	5:49 AM	7:49 AM	9:49 AM	11:49 AM	1:49 PM	2:49 PM	3:52 PM	5:52 PM	6:52 PM	8:49 PM	10:49 PM
Santa Ana, CA	6:01 AM	8:01 AM	10:01 AM	12:01 PM	2:01 PM	3:01 PM	4:04 PM	6:04 PM	7:04 PM	9:01 PM	11:01 PM
Anaheim, CA	6:10 AM	8:10 AM	10:10 AM	12:10 PM	2:10 PM	3:10 PM	4:13 PM	6:13 PM	7:13 PM	9:10 PM	11:10 PM
Fullerton, CA	6:18 AM	8:18 AM	10:18 AM	12:18 PM	2:18 PM	3:18 PM	4:21 PM	6:21 PM	7:21 PM	9:18 PM	11:18 PM
Los Angeles, CA	6:57 AM	8:57 AM	10:52 AM	12:57 PM	2:57 PM	3:57 PM	4:57 PM	6:57 PM	7:57 PM	9:57 PM	11:57 PM
	7:13 AM	9:13 AM	11:13 AM	---	3:13 PM	---	---	7:13 PM	---	---	---
Glendale, CA	7:26 AM	9:26 AM	11:26 AM	---	3:26 PM	---	---	7:26 PM	---	---	---
Burbank-Downtown, CA	7:33 AM	---	---	---	3:33 PM	---	---	---	---	---	---
Burbank-Bob Hope Airport, CA	7:39 AM	9:36 AM	11:36 AM	---	3:39 PM	---	---	7:36 PM	---	---	---
Van Nuys, CA	7:47 AM	9:44 AM	11:44 AM	---	3:47 PM	---	---	7:44 PM	---	---	---
Northridge, CA	7:55 AM	---	---	---	3:55 PM	---	---	---	---	---	---
Chatsworth, CA	8:02 AM	9:59 AM	11:59 AM	---	4:01 PM	---	---	7:59 PM	---	---	---
Simi Valley, CA	8:14 AM	10:11 AM	12:11 PM	---	4:13 PM	---	---	8:11 PM	---	---	---
Moorpark, CA	8:27 AM	10:24 AM	12:23 PM	---	4:26 PM	---	---	8:25 PM	---	---	---
Camarillo, CA	8:41 AM	10:36 AM	12:36 PM	---	4:41 PM	---	---	8:47 PM	---	---	---
Oxnard, CA	8:56 AM	10:54 AM	12:51 PM	---	4:52 PM	---	---	8:59 PM	---	---	---
Ventura, CA	9:10 AM	11:08 AM	1:05 PM	---	5:06 PM	---	---	9:13 PM	---	---	---
Carpinteria, CA	9:36 AM	11:34 AM	1:31 PM	---	5:28 PM	---	---	9:35 PM	---	---	---
Santa Barbara, CA											
* Santa Barbara Amtrak Station	L 9:55 AM	L 11:50 AM	L 1:49 PM	---	L 5:46 PM	---	---	L 9:59 PM	---	---	---
	9:58 AM	11:55 AM	2:00 PM	---	5:49 PM	---	---	10:05 PM	---	---	---
* UCSB	---	12:10 PM	2:15 PM	---	---	---	---	10:20 PM	---	---	---
Goleta, CA	10:11 AM	12:03 PM	2:02 PM	---	6:05 PM	---	---	10:12 PM	---	---	---
Solvang, CA	---	12:45 PM	2:45 PM	---	---	---	---	10:50 PM	---	---	---
Buellton, CA	---	12:55 PM	2:50 PM	---	---	---	---	10:55 PM	---	---	---
Lompoc, CA											
* Lompoc-Surf Amtrak Station	11:20 AM	---	---	---	7:22 PM	---	---	---	---	---	---
Guadalupe-Santa Maria, CA	11:54 AM	---	---	---	7:56 PM	---	---	---	---	---	---
Santa Maria, CA	---	1:25 PM	3:30 PM	---	---	---	---	11:35 PM	---	---	---
Grover Beach, CA	12:09 PM	1:45 PM	3:55 PM	---	8:11 PM	---	---	11:59 PM	---	---	---
San Luis Obispo, CA											
* San Luis Obispo Amtrak Station	12:39 PM	---	---	---	8:46 PM	---	---	---	---	---	---
	12:45 PM	2:15 PM	4:25 PM	---	---	---	---	12:30 AM	---	---	---
* Cal Poly	12:55 PM	2:25 PM	4:35 PM	---	---	---	---	12:40 AM	---	---	---
Paso Robles, CA	1:25 PM	2:55 PM	5:05 PM	---	---	---	---	1:10 AM	---	---	---
King City, CA	2:50 PM	4:20 PM	6:30 PM	---	---	---	---	2:35 AM	---	---	---
Salinas, CA											
	3:40 PM	5:10 PM	7:20 PM	---	---	---	---	3:25 AM	---	---	---
San Jose, CA											
	4:50 PM	6:20 PM	8:25 PM	---	---	---	---	4:30 AM	---	---	---
San Francisco, CA	6:00 PM	7:30 PM	9:40 PM	---	---	---	---	5:45 AM	---	---	---
Emeryville, CA	---	---	10:05 PM	---	---	---	---	6:05 AM	---	---	---
Oakland, CA	6:30 PM	8:00 PM	10:15 PM	---	---	---	---	6:15 AM	---	---	---

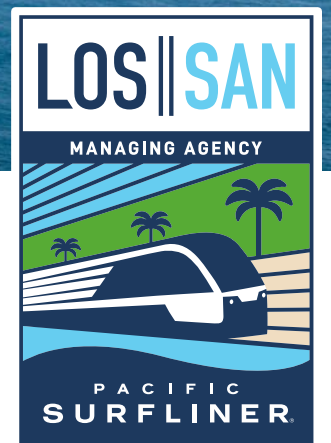
 = On ## train 595 will operate as 1595 and depart San Diego at approximately 10:01 PM after Padre games versus Dodgers

- May 12 versus Los Angeles Angels
- May 13 versus Los Angeles Angels
- May 14 versus Los Angeles Angels
- June 9 versus Los Angeles Dodgers
- June 10 versus Los Angeles Dodgers
- August 22 versus Los Angeles Dodgers



# Marketing Update for the First and Second Quarters of Fiscal Year 2024-25

LOSSAN Technical Advisory Committee Meeting | March 6, 2025



# Performance Summary

## PacificSurfliner.com



Users to  
PacificSurfliner.com



Referral traffic to  
Amtrak.com



Bookings on  
Amtrak.com



Riders

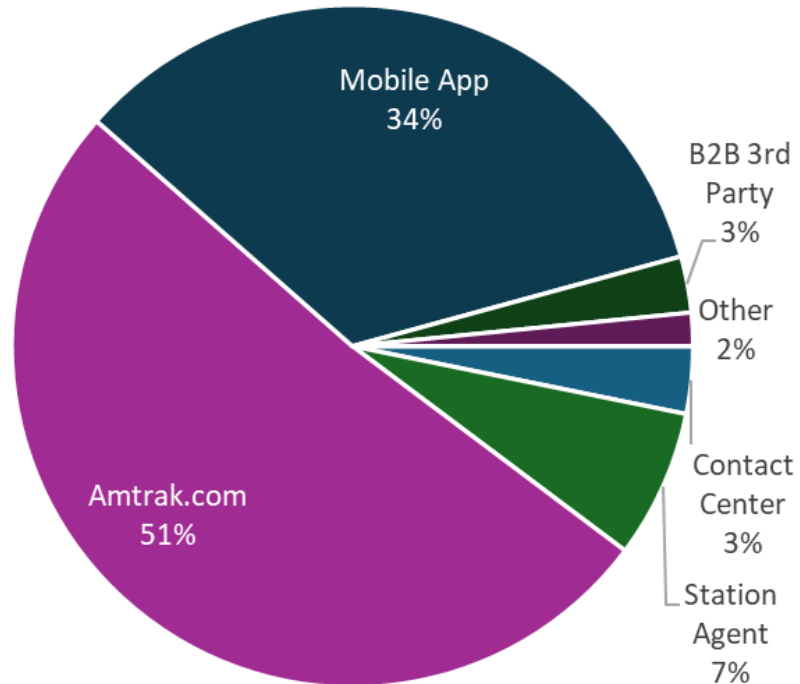


Revenue

<b>Q2 – FY 25</b> (Oct-Dec)	420,000	163,382	16,044	32,077	\$1,069,841
<b>Q1 – FY 25</b> (Jul-Sep)	631,000	274,402	26,734	61,186	\$1,905,473
<b>Q4 – FY 24</b> (Apr-Jun)	612,000	236,292	21,547	47,109	\$1,512,473*

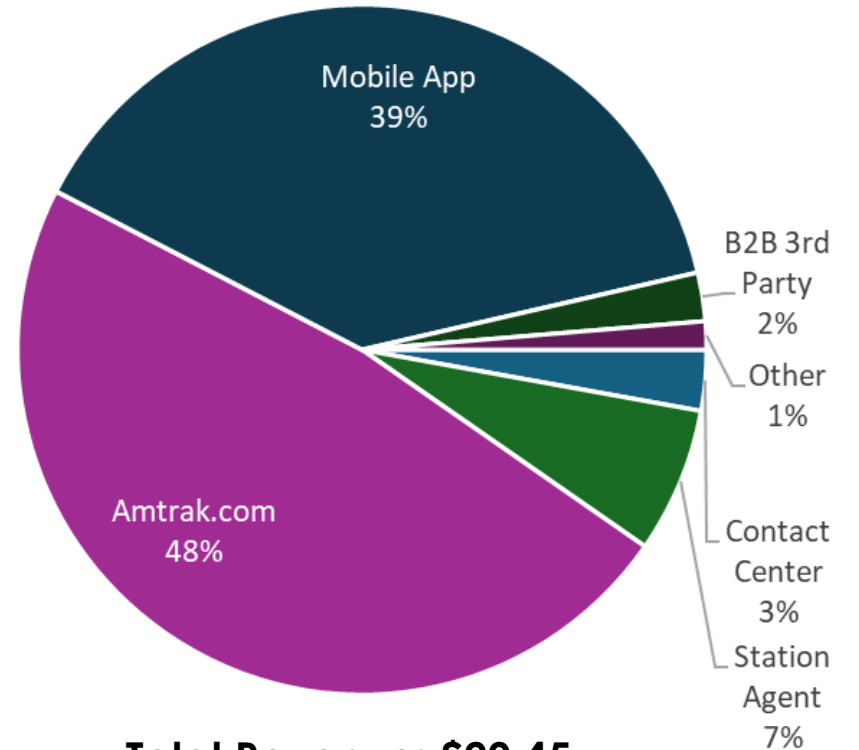
## Revenue by Sales Channel

Q1 FY 2024-25



Total Revenue: \$20.82

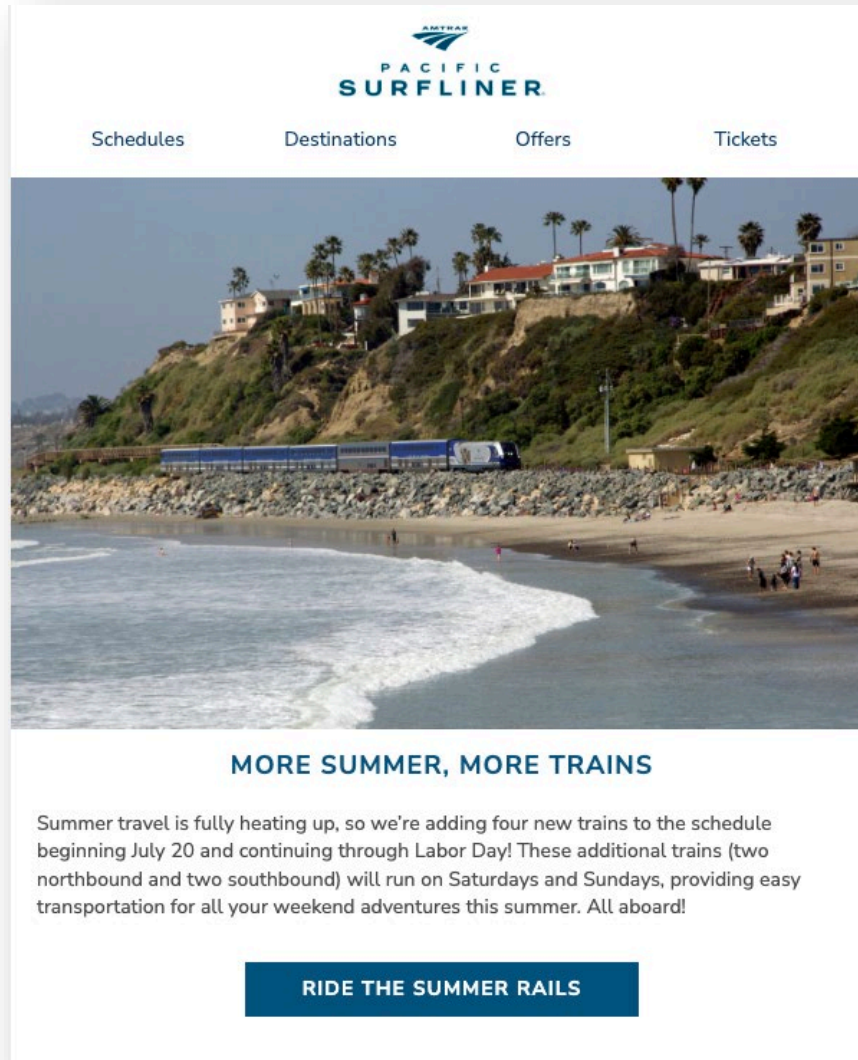
Q2 FY 2024-25



Total Revenue: \$20.45

# Q1 FY2024-25 Highlights: Summer Events

- Enhanced Summer Schedule
- Del Mar Races
- San Diego Comic-Con
- X-Games




The screenshot shows the top portion of the Pacific Surfliner website. At the top center is the AMTRAK logo above the text "PACIFIC SURFLINER". Below this are four navigation links: "Schedules", "Destinations", "Offers", and "Tickets". The main image is a scenic view of a blue and silver train on a track along a beach. In the background, there are houses on a hillside and palm trees. The sky is clear and blue.

**MORE SUMMER, MORE TRAINS**

Summer travel is fully heating up, so we're adding four new trains to the schedule beginning July 20 and continuing through Labor Day! These additional trains (two northbound and two southbound) will run on Saturdays and Sundays, providing easy transportation for all your weekend adventures this summer. All aboard!

[RIDE THE SUMMER RAILS](#)


**CATCH THE DEL MAR HORSE RACES 🐎**



And... they're off! The Del Mar Races are in full swing every Thursday - Sunday until September 10. The club, where "the turf meets the surf," offers thrilling horse races, dining, and an absolutely electric atmosphere. Plus, ride the shuttle from Solana Beach Station (SOL) to the track for FREE with a valid Pacific Surfliner ticket!

[RACE TO THIS DEAL](#)

**GET YOUR COMIC-CON TRAVEL XP ❤️**



Calling all of our fellow nerds! San Diego Comic-Con is the ultimate gathering for pop culture enthusiasts of all kinds — enjoy 4 full days of panels, exhibits, costumes, and so much more, with plenty of exclusive merch to check out and grab in between. Click below to level up your Comic-Con with some of our top travel tips.

[LEVEL UP YOUR COMIC-CON](#)

July Newsletter

# Q1 FY2024-25 Highlights: Rail Safety Month

- California Operation Lifesaver booth at Angels Stadium
- LAUS Rail Safety Month event
- Angels Radio rail safety spots
- [Press release](#)
- September newsletter
- Social posts

PACIFIC SURFLINER

Schedules Destinations Offers Tickets

SEPTEMBER IS RAIL SAFETY MONTH ⚠️

September is Rail Safety Month, and the Pacific Surfliner is all about keeping you safe and sound, year round! This month is the perfect time to brush up on some rail safety tips. Click below to learn more about why rail safety is so important, and how you can do your part in preventing pedestrian and automobile incidents.

CHOOSE SAFETY

CELEBRATE WINE MONTH WITH US 🍷

COLLEGE FOOTBALL, TRAIN STYLE 🏈

Ready to uncork some tasty adventures? Join us on the Pacific Surfliner for a scenic journey through picturesque vineyards for California Wine Month. Cheers to a unique wine-tasting adventure – all from the comfort of your seat! From tours with viticulture visionaries to fun-filled local festivals, it's wine's time to shine.

RAISE YOUR GLASS

Are you a college student who loves football to the end zone and back? Catch all your favorite SoCal teams on the field, from UC San Diego to Cal Poly SLO, with a little help from the Pacific Surfliner. Let us be your quarterback and have a total ball with your besties. Don't forget that we also offer a student discount code!

GET YOUR HEAD IN THE GAME

Newsletter

Instagram Post

View on Instagram Business

pacificsurfliner

Train safety reminder! ⚠️

Walking on or near train tracks but dangerous. 🚫 Always:

- 1 Look both ways at crossings
- 2 Pay attention to all signals
- 3 Keep a safe distance from

Our partnership with @California\_Operation\_Lifesaver promoting smart rail safety habits stay safe.

Read more #RailSafety tips through our bio.

Facebook

Pacific Surfliner

Did you know trains can't see or hear you? Always follow these important tips to stay safe:

- 1 Only cross at designated crossings.
- 2 Pay attention to all signals and signs.
- 3 Never walk on or beside railroad tracks.

Our partnership with California Operation Lifesaver is dedicated to promoting safe rail travel and making every trip a safe one.

Read more rail safety tips here: <https://bit.ly/3MnneOi>

Amtrak California

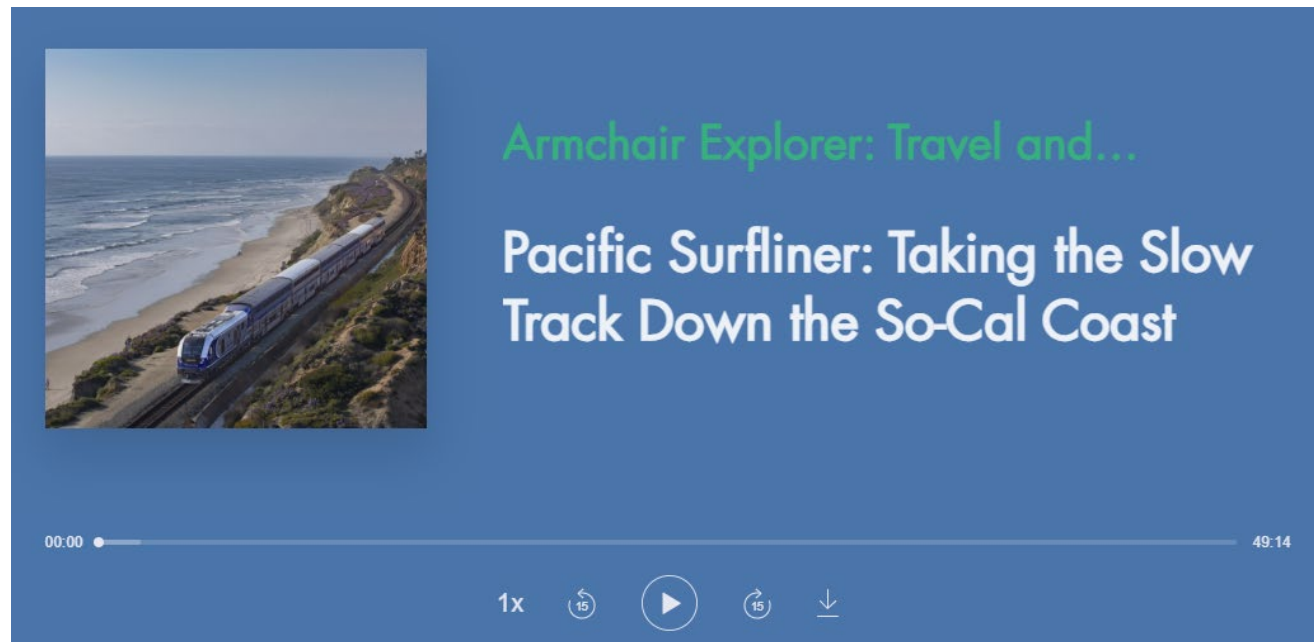
Like Comment Share

Social Media Posts

# Q1 FY2024-25 Highlights: Armchair Explorer Podcast



- Armchair Explorer Podcast – custom episode and advertisements
  - Episode released on August 19, 2024
  - Over 5,200 downloads as of November 2024
  - [48-minute podcast](#)

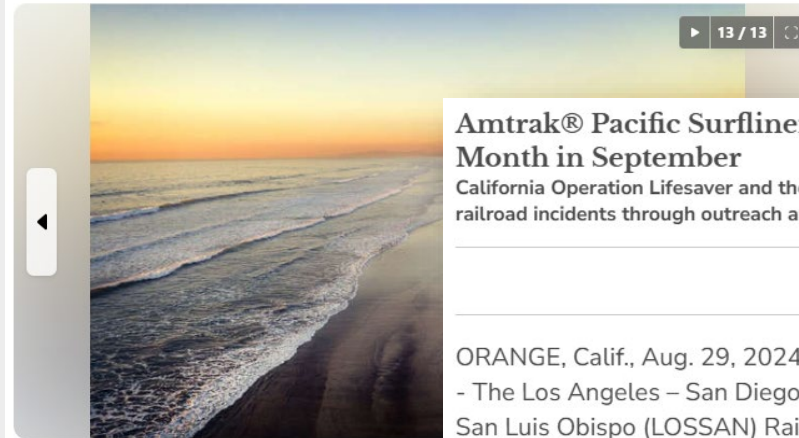


# Q1 FY2024-25: Communications

- **Passenger:**
  - Comic-Con/Del Mar Racetrack schedule announcement
  - Del Mar Phase 5 Project
  - Rail Safety Month (September)
- **Press Releases:**
  - Press releases issued – 2
  - Total pickup by media outlets – 445
  - Views and hits – 30,154
- **In the Media:**
  - 706 mentions
  - Publicity value of \$1.87 million

## 12 Unforgettable Train Trips You Can Take in America

Story by James Barrett • 22h



### 12) The Pacific Surfliner

©Matt Benz / 500px - Getty Images

The Pacific Surfliner stretches along the California coast, from San Diego to San Francisco. You don't need to keep "California Dreamin'" when you travel this nearly 350 miles, this journey offers passengers breathtaking views of the Pacific Ocean and quaint coastal towns.

## Amtrak® Pacific Surfliner® Raises Awareness During Rail Safety Month in September

California Operation Lifesaver and the Los Angeles Angels join rail safety initiatives to prevent railroad incidents through outreach and education



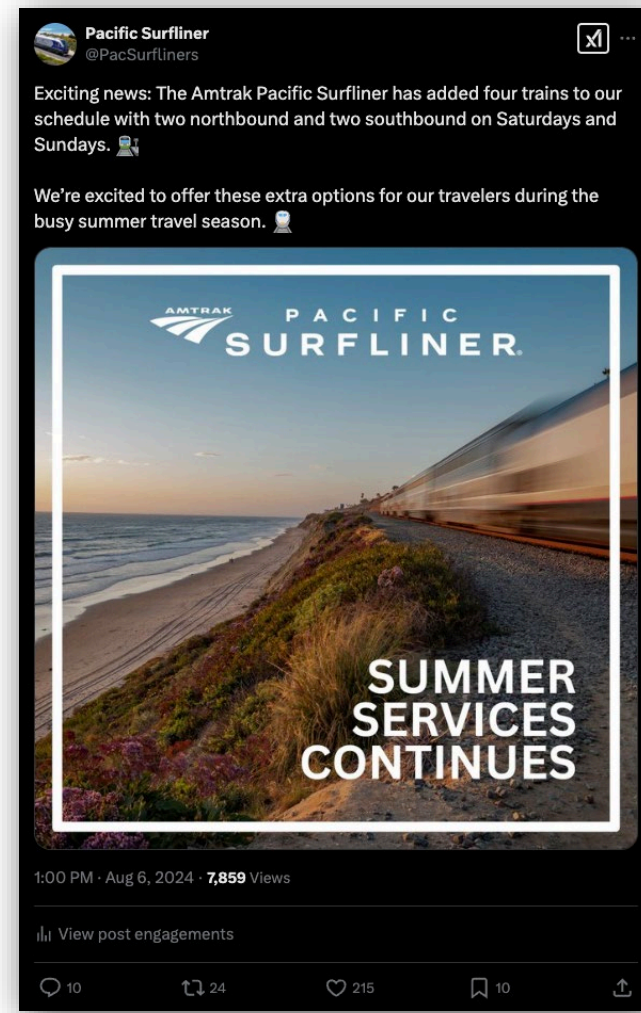
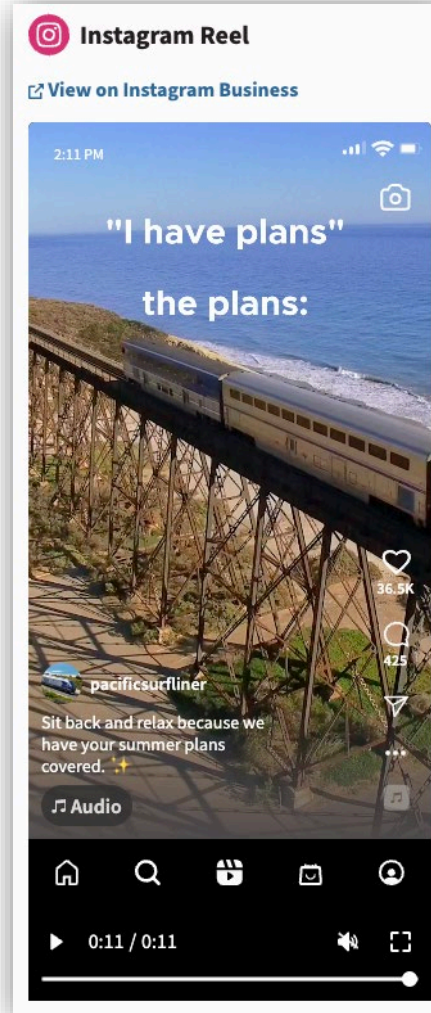
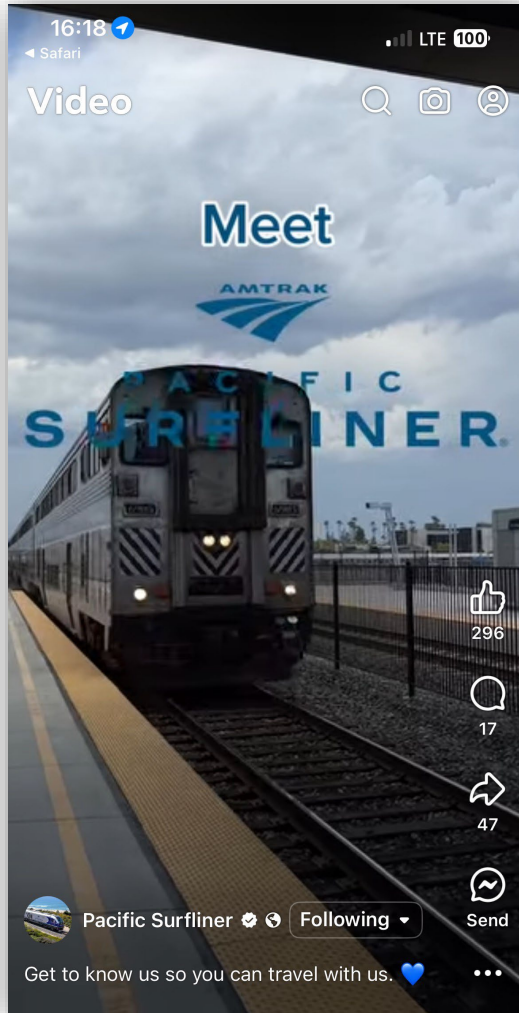
ORANGE, Calif., Aug. 29, 2024 - The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, which manages the [Amtrak® Pacific Surfliner®](#) service, is proud to announce initiatives in collaboration with [California Operation Lifesaver \(CAOL\)](#), a non-profit entity that works year-round to promote rail safety, and the Los Angeles Angels baseball team. Launching this September to coincide with Rail Safety Month, this multi-faceted strategy for enhanced rail safety education and awareness includes communications through streaming, television, digital radio, and focused geofencing.






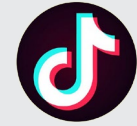
Amtrak® Pacific Surfliner® Raises Awareness During Rail Safety Month in September



# Q1 FY2024-25: Social Media



# Q1 FY2024-25: Social Media Metrics

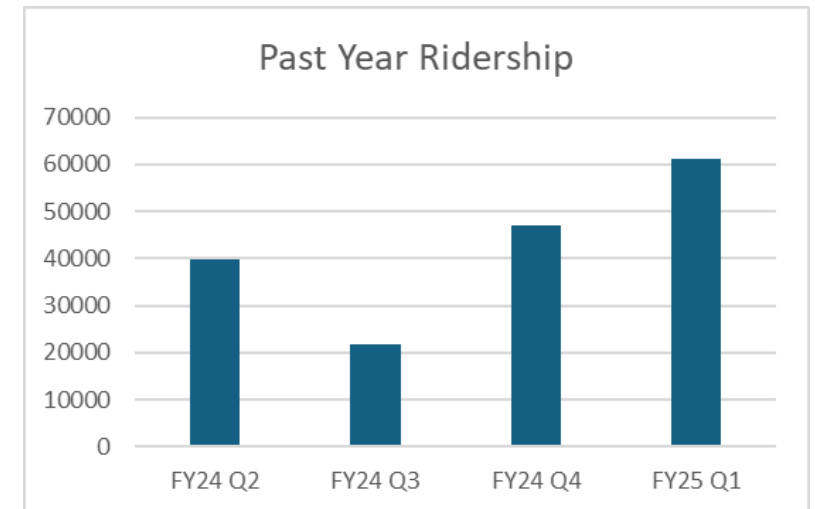
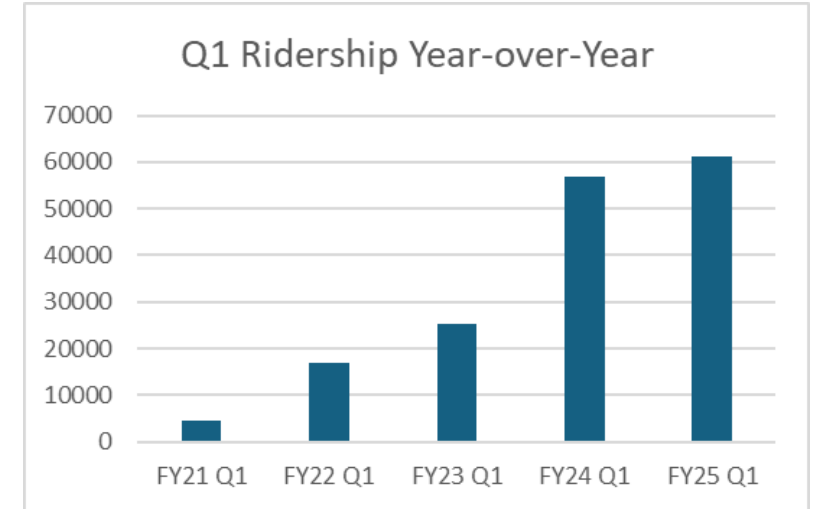
Platform	Total Followers	New Followers	Engagement Rate*	Link Clicks
	52,628	1,736	5.60%	155
	22,887	1,915	12.16%	N/A**
	17,878	219	5.69%	390
	1,492	51	2.14%	N/A**

\*Engagement rate: Shares, comments/replies, likes, video views, etc., out of total followers. Beginning in FY25Q1, this will be measured as a percentage instead of the quantity of engagements.

\*\* Data point not validated.

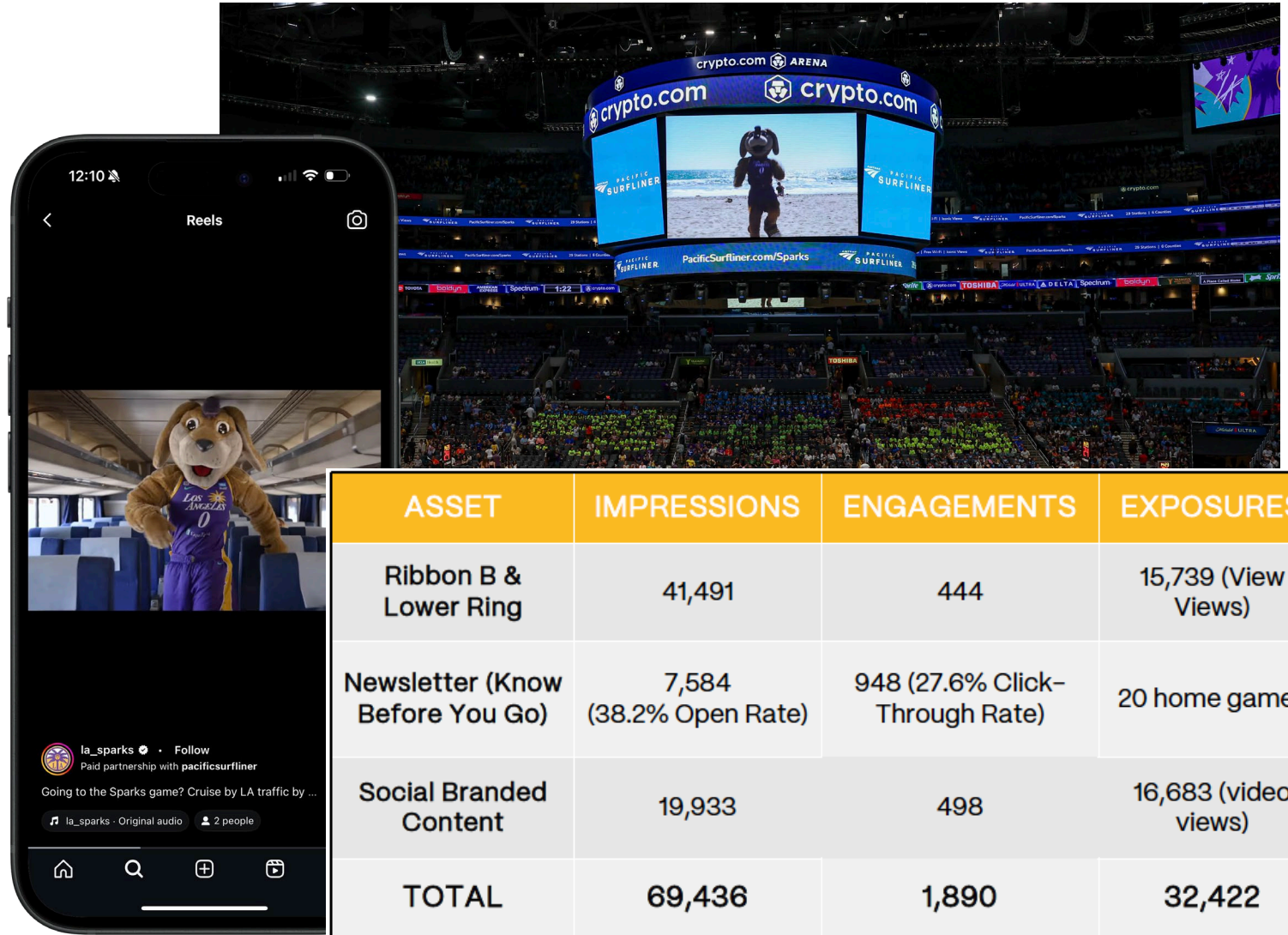
# Q1 FY2024-25: Overall Performance (from online bookings)

July to September	Referral to Amtrak.com	Bookings	Ridership (from online Bookings)	Revenue (from online Bookings)
2020-21 – Q1	26,468	2,497	4,653	143,593
2021-22 – Q1	98,157	8,202	16,911	541,658
2022-23 – Q1	111,378	11,647	25,204	779,437
2023-24 –Q1	273,964	25,464	57,007	1,753,742
<b>2024-25 –Q1</b>	<b>274,402</b>	<b>26,734</b>	<b>61,186</b>	<b>\$1,905,473</b>



# Q2 2024-25 Highlights: LA Sparks Sponsorship

- In-arena assets:
  - LED ribbon boards
  - [Video](#) produced by Sparks featured on jumbotron
- Social & digital assets:
- Social posts
- Ad in Sparks newsletter to game attendees
- [Press release](#) (July 9)



ASSET	IMPRESSIONS	ENGAGEMENTS	EXPOSURES
Ribbon B & Lower Ring	41,491	444	15,739 (View Views)
Newsletter (Know Before You Go)	7,584 (38.2% Open Rate)	948 (27.6% Click-Through Rate)	20 home games
Social Branded Content	19,933	498	16,683 (video views)
<b>TOTAL</b>	<b>69,436</b>	<b>1,890</b>	<b>32,422</b>

# Q2 2024-25 Highlights: Print Ads – Visitors' Guides



**AMTRAK PACIFIC SURFLINER**

Enjoy the comforts of home while you travel.

Take Amtrak® Pacific Surfliner® to 29 stations between San Diego to San Luis Obispo along the Southern California coast. There is a power outlet for every seat, free Wi-Fi, and a Café Car on board that serves food and drinks including wine, beer, and cocktails.

Book your trip now at [PacificSurfliner.com/OceansideGuide](https://PacificSurfliner.com/OceansideGuide).

Fares, routes, schedules, and services are subject to change without notice. Amtrak and Pacific Surfliner are registered service marks of the National Railroad Passenger Corporation and used with permission.

Visit Oceanside Visitors Guide



**AMTRAK PACIFIC SURFLINER**

**Next Stop: Magic**

Take Amtrak® Pacific Surfliner® to Anaheim's world-class attractions, including the *Disneyland*® Resort and entertainment venues such as the Honda Center, Angel Stadium, and the Anaheim Convention Center. The train station is centrally located, making the train your ticket to a family-friendly getaway.

Use code V712 and save 20% on Pacific Surfliner® train travel to and from Anaheim. To save 5% on *Disneyland*® Resort Theme Park admission, visit:

**[PacificSurfliner.com/Disney](https://PacificSurfliner.com/Disney)**

Please visit [PacificSurfliner.com/Disney](https://PacificSurfliner.com/Disney) for complete details. Fares, routes, schedules and services are subject to change without notice. Amtrak and Pacific Surfliner are registered service marks of the National Railroad Passenger Corporation and used with permission. As to Disney properties: ©Disney. To enter a park, both a theme park reservation and a valid ticket for the same park on the same date is required. Theme park reservations and ticket and park fees are subject to capacity. Certain parks, attractions, restaurants, experiences and offerings may be modified or unavailable. Limited in capacity, and subject to limited availability or even closure. Park admission and offerings are not guaranteed. Visit [www.disneyworld.com](https://www.disneyworld.com) for important information about park admission requirements and other restrictions that you need to know before visiting the Disneyland Resort. #TSLR1000000

Visit Anaheim Destination Guide





SAN LUIS OBISPO COUNTY

**Amtrak Pacific Surfliner**

Cruise the coast by train! Take the Pacific Surfliner for a memorable journey across Southern California. Stay connected with complimentary Wi-Fi and power outlets while enjoying iconic views. Visit the onboard Market Café for a selection of local food and drinks including wine, beer, and cocktails. The Pacific Surfliner serves 29 stations in San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties. From sporting events to concerts to beach towns, where will the train take you?

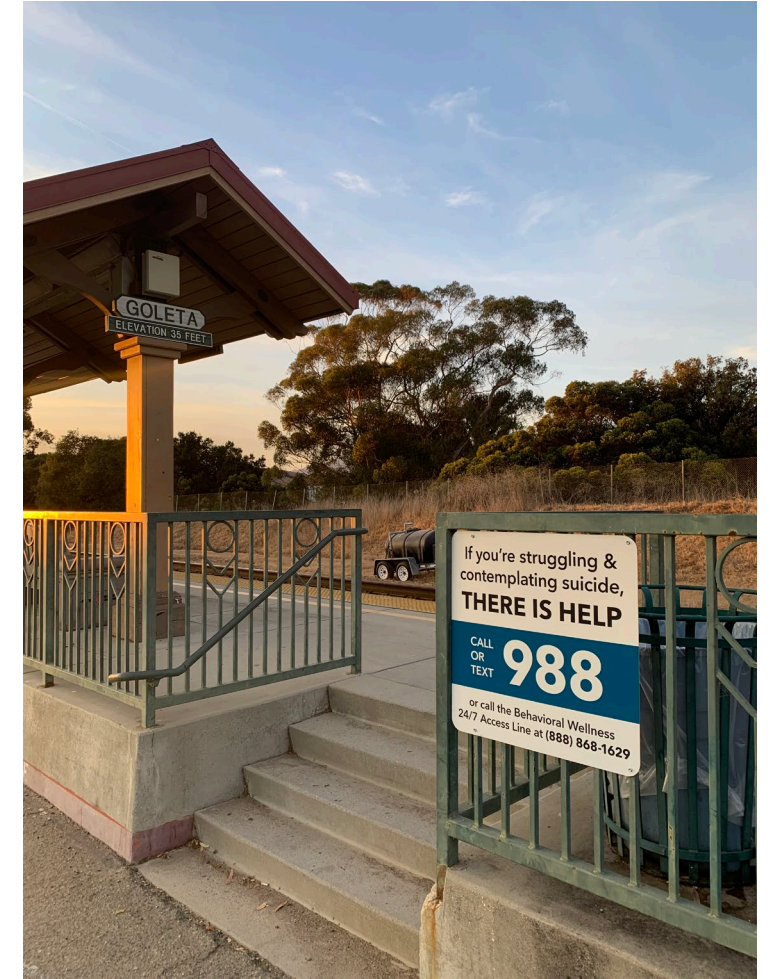
[pacificsurfliner.com/SLO](https://pacificsurfliner.com/SLO) | [Facebook](https://www.facebook.com/pacificsurfliner) | [Instagram](https://www.instagram.com/pacificsurfliner) | [Twitter](https://www.twitter.com/pacificsurfliner) | [YouTube](https://www.youtube.com/pacificsurfliner)


SLO Cal Visitors Guide Magazine


# Q2 2025 Highlights: Signage Updates

- Station monument sign replacements
- Poster case installations
- Suicide prevention signs



# Q2 2024-25 Highlights: Tandem Bikes On Board

**TAKE YOUR TANDEM FOR A SPIN** 



We're excited to announce new tandem bike racks, coming soon to Pacific Surfliner trains. Explore the SoCal coast with your favorite travel buddy and bring your tandem bike along for the ride. That means it's easier than ever to plan the perfect cycling getaway!

**COMING SOON**

Newsletter Inclusion

**Facebook** [View on Facebook Page](#)

**Pacific Surfliner**  
Just now


You can bring a tandem bike on the Pacific Surfliner now!




Here's a great example by the [Blind Stokers Club](#) using this amenity to help their travels:

The new Amtrak Pacific Surfliner access for carry-on and racking Tandem bikes is now available in Cab Cars. The BSC Tandems on Amtrak Demo Adventure (TADA), a train-bike-train model, collected and racked 4 tandem teams (plus 1 single cyclist) from 3 different San Diego stations; all 9 cyclists and 5 bicycles detrained (Train 765) at Anaheim for 34 mile cycling tour via Newport peninsula, Balboa Island, Back Bay, UCI and to Irvine station for boarding afternoon Train 774 back to origin stations.

For more info on bringing your bike along for the ride, click here:  
<https://www.pacificsurfliner.com/onboard/bikes>


[#amtrak](#) [#bikes](#) [#biketavel](#) [#PacificSurfliner](#)  
[#Amtrak](#) [#AmtrakTrain](#) [#CoastalViews](#) [#TrainTravel](#)  
[#PacificBeach](#) [#PacificCoast](#) [#VisitCalifornia](#)  
[#SouthernCalifornia](#)



 Like  Comment  Share

**Instagram Post**  
[View on Instagram Business](#)

**pacificsurfliner**



**pacificsurfliner**  
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Social Media Posts

**Instagram Post**  
[View on Instagram Business](#)

**pacificsurfliner**



**pacificsurfliner**  
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# Q2 2024-25: Communications

- **Passenger:**
  - Del Mar Phase 5 Project
  - Holiday travel tips
  - Installation of tandem bike racks
  - Weekend track maintenance projects
- **Press Releases:**
  - Press releases issued – 2
  - Total pickup by media outlets – 903
  - Views and hits – 30,566
- **In the Media:**
  - 837 mentions
  - Publicity value of \$5.06 million

The screenshot shows a CNN travel article. The header includes the CNN logo, navigation links for Destinations, Food & Drink, News, and More, and icons for Watch and Listen. The main headline is "More people are riding Amtrak than ever before, and improvements are on the way". Below the headline, it says "By Julianna Bragg, CNN" and "3 minute read · Published 2:58 PM EST, Tue December 3, 2024". There are social media sharing icons and a "15 comments" link. The main image shows a busy train platform with passengers and a train. Below the image, there is a section titled "2024 Holiday Travel Updates" with a sub-section "December 2024 Updates". The text reads: "Whether you are heading home for the holidays or off to a winter wonderland, taking the Pacific Surfliner is the perfect way to get to your holiday destination. The holidays are a busy time for train travel. Here are some simple tips for your holiday train trip." There is a "Book Your Ride" button at the bottom.

Passengers at the Santa Ana Regional Transportation Center in post-Thanksgiving travel. Allen J. Schaben/Los Angeles Times/C




# Q2 2024-25: Social Media

**Facebook** [View on Facebook Page](#)

**Pacific Surfliner**  
Just now

A chill December morning in sunny southern California ☀️

#PacificSurfliner #Amtrak #AmtrakTrain #CoastalViews #TrainTravel #SanClemente #PacificCoast #VisitCalifornia #SouthernCalifornia



Like Comment Share

**Instagram Post**  
[View on Instagram Business](#)

**pacificsurfliner**



**VISIT SOUTHERN CALIFORNIA VIA THE AMTRAK® PACIFIC SURFLINERS**

pacificsurfliner  
The Amtrak® Pacific Surfliner travels along a 351-mile route through San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties, with portions hugging the Southern California coastline.

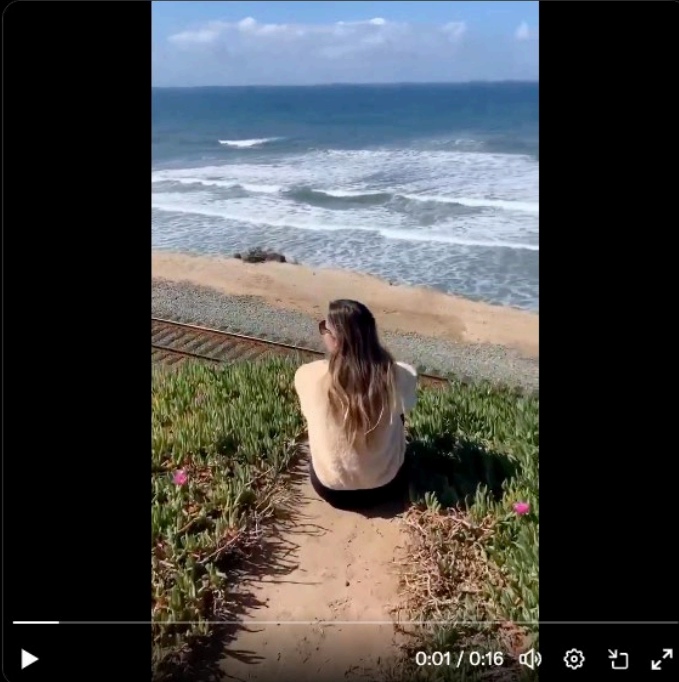
Design by Steve Loco of the United Kingdom

#PacificSurfliner #Retro #RetroPosters #Amtrak #AmtrakTrain #AmtrakGram #CoastalViews #TrainGram #TrainTracks #TrainTravel

**Pacific Surfliner**  
@PacSurfliners

Southern California. There's nothing like it! ☀️🌴

Video by @lifehacksla on Instagram.




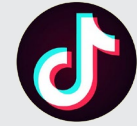


9:00 AM · Oct 13, 2024 · 27.1K Views

View post engagements

15 77 534 34

# Q2 2024-25: Social Media Metrics

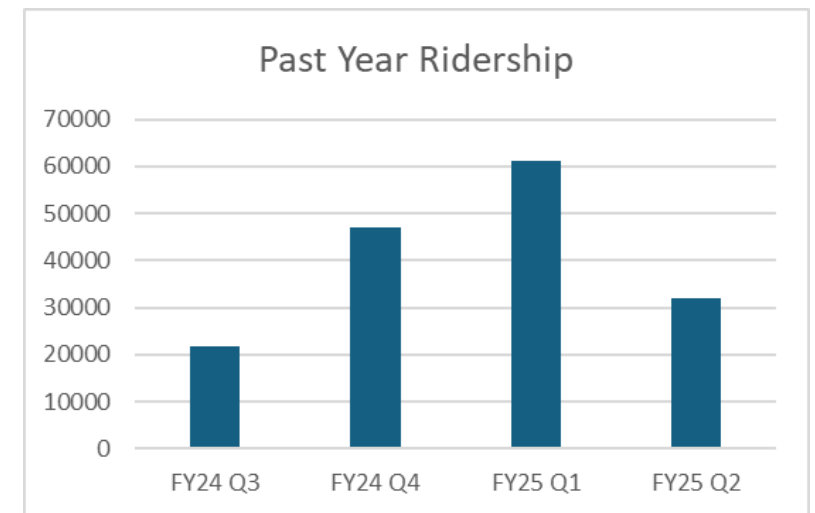
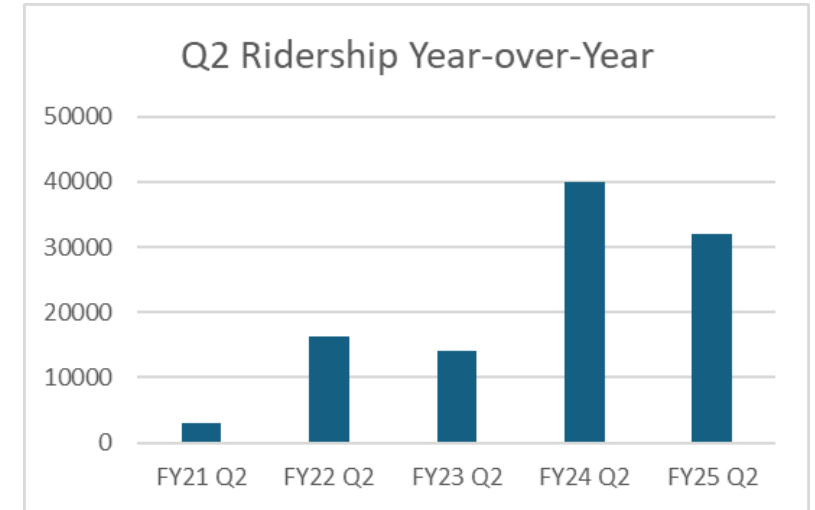
Platform	Total Followers	Net New Followers	Engagement Rate*	Link Clicks
	55,627	3,078	4.77%	132
	54,002	1,892	10.95%	N/A**
	17,603	-271	5.92%	479
	1,554	34	4.85%	N/A**

\*Engagement rate: Shares, comments/replies, likes, video views, etc., out of total followers.

\*\* Data point not validated.

# Q2 2024-25 Highlights: Overall Performance (from online bookings)

July to September	Referral to Amtrak.com	Bookings	Ridership (from online Bookings)	Revenue (from online Bookings)
2020-21 – Q2	21,824	1,859	2,955	97,285
2021-22 – Q2	79,410	8,740	16,341	535,052
2022-23 – Q2	98,538	7,707	14,098	453,053
2023-24 –Q2	201,038	20,719	39,905	1,272,519
<b>2024-25 –Q2</b>	<b>163,382</b>	<b>16,044</b>	<b>32,077</b>	<b>\$1,069,841</b>



# Pacific Surfliner Newsletter

Month	Total Average Recipients	Average Open Rate	Average Click Rate
Q1 FY2024-25	24,772	46.07%	3.16%
Q2 FY2024-25	26,888	51.89%	4.03%

**PACIFIC SURFLINER**

Schedules Destinations Offers Tickets

**DEL MAR'S MANE ATTRACTION 🐎**

Giddy up! The Del Mar Races are here every Thursday - Sunday until September 10, and there's no better way to get there than the Pacific Surfliner. Ride the shuttle from Solana Beach Station (SOL) to the track for FREE with a valid Pacific Surfliner ticket, and enjoy horse races, dining, and more at this incredible coastal setting.

**PONY UP FOR THE RACES**

**PACIFIC SURFLINER**

Schedules Destinations Offers Tickets

**UP YOUR THANKSGIVING TRAVEL GAME 🦃**

Traveling over Thanksgiving? Don't just wing it! Remember that seats are in high demand over holidays—the best way to guarantee your spot (and some comfy bonus amenities) is by booking a Business Class ticket. Check out our blog with more holiday travel tips and updates below!

**GOBBLE UP TRAVEL TIPS**

**PACIFIC SURFLINER**

Schedules Destinations Offers Tickets

**SLEIGH-TACULAR HOLIDAY EVENTS 🎄**

Southern California is absolutely packed with holiday events that will have you feeling festive in no time. Hot tip: use the train to go on the holiday activity/event spree of your wildest sugar plum dreams! Click below to learn more about a few seasonal events along the Pacific Surfliner route.

**DECK THE RAILS**

## Q3 FY2024-25 Initiatives

- Southern California Wildfire Support
- Social Media Influencer Effort
- Spring Mid-Week Sale
- Service Restoration
- Strategic Partnerships
- Ongoing Rail Safety Outreach
- Website Updates
- Summer Event Promotions

QUESTIONS?



# LOSSAN Rail Corridor Coastal Resiliency Update

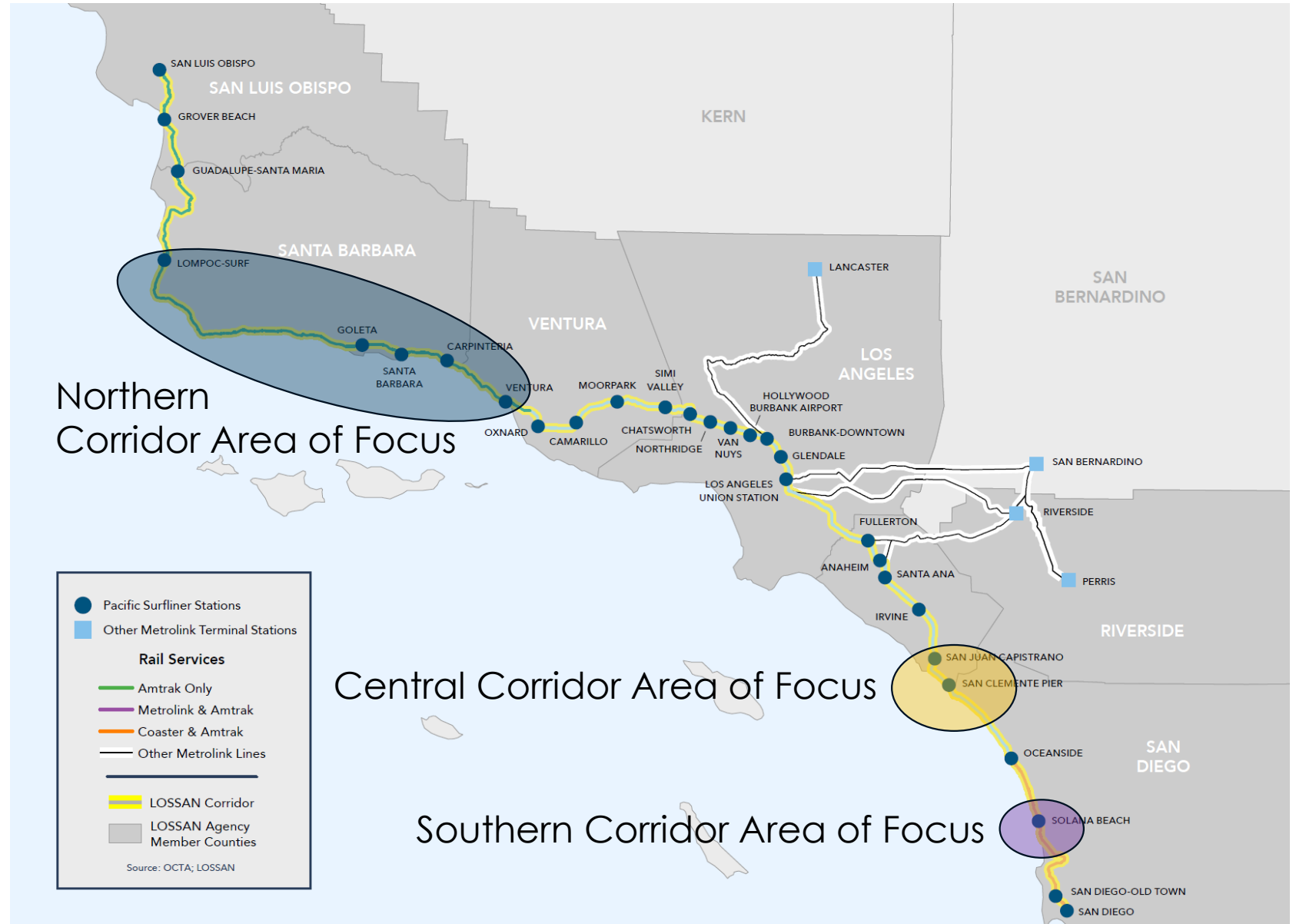
LOSSAN Technical Advisory Committee | March 6, 2025



# Coastal Resiliency

There are Coastal Resiliency challenges along the entire LOSSAN Corridor, broken into 3 key areas of focus.

- **Northern Corridor Area of Focus:** LOSSAN is working with Union Pacific Railroad on a long-term strategy to stabilize the railroad.
- **Central Corridor Area of Focus:** San Clemente – OCTA is continuing study on long term solutions; started prelim design on short-term repairs.
- **Southern Corridor Area of Focus:** SANDAG is continuing short term repairs through Del Mar and refining alignments on a long-term solution to the bluffs.



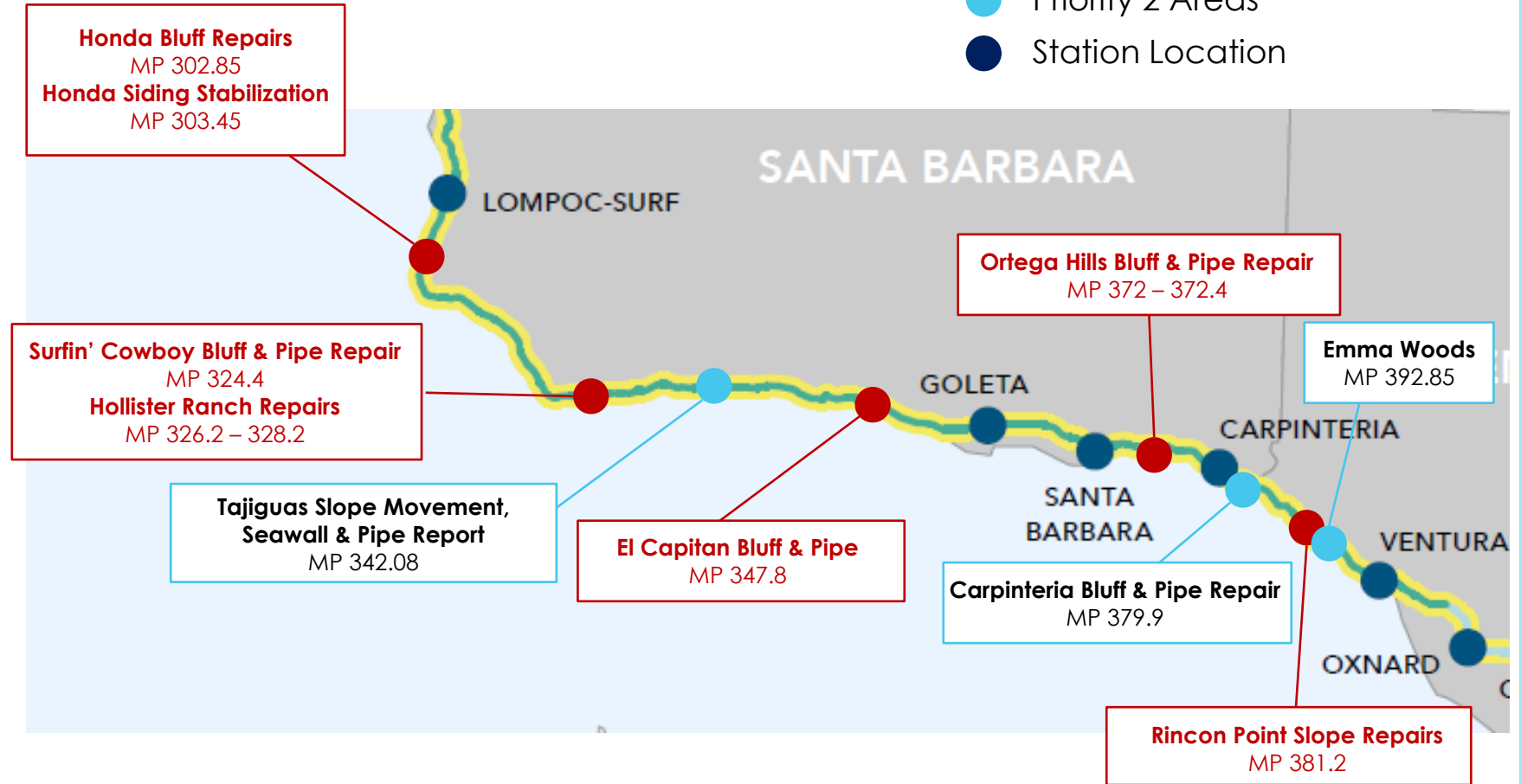


# Coastal Resiliency Northern Corridor

- Corridor was field reviewed with UPRR
- Problem areas were identified and prioritized
- Top 2 areas of priority shown in red and blue.
- UPRR performing preliminary design and developing cost estimates
- Funding allocation is dependent on these cost estimates

## LEGEND

- Priority 1 Areas
- Priority 2 Areas
- Station Location



# Honda Bluff Repairs and Potential Track Relocation (Milepost 302.85-303.45)

## Priority 1 Area: Honda Bluffs

### Existing Conditions

- Shoreline erosion in sandstone formation creating cavities in lower portion of bluffs
- Failure of steep sandy slopes

### Near Term Solution/On going Work

- Install slope failure monitors.
- Daily monitoring

### Longer Term Solution

- Relocate tracks inland
- Protect shoreline ~1500ft of shoreline
- Fill voids in sea caves
- May need VSFB, USACE, CCC, and State Lands permits



# Surfin' Cowboy (Milepost 324.4) & Hollister Ranch Repairs (Milepost 326.2-328.2)

## Priority 1 Area: Surfin' Cowboy & Hollister Ranch

### Existing Conditions

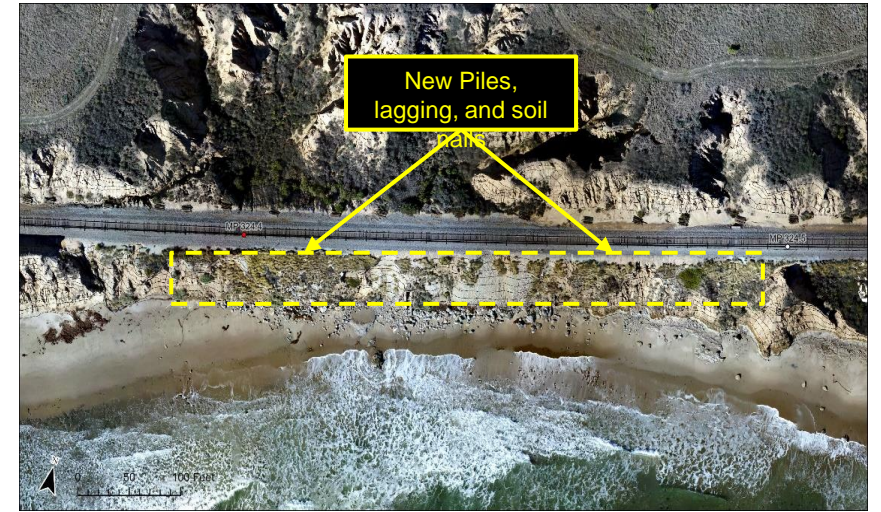
- Significant Bluff Erosion
- Loss of RR ballast
- Erosion Moving Laterally
- Failure of Seawall

### Near Term Solution/On going Work

- Tieback wall high on the bluff face
- **Work is 80% complete at Surfin' Cowboy**
- Hollister to be completed early next yr

### Longer Term Solution

- Replace drainage pipes
- Repair seawalls, where damaged
- Seawall work will need USACE, RWQCB, and CCC permits



# El Capitan Bluff (Milepost 347.8)

## Priority 1 Area: El Capitan

### Existing Conditions

- Scour under wooden soldier pile wall
- Pipe broken at seawall
- Slope erosion within 6' to 8' from track

### Near Term Solution/On going Work

- Fill void with rip-rap

### Longer Term Solution

- Replace old pipe and headwall (built in 1916).
- Replace wood wall with concrete soldier pile wall with tie-back anchors. Fill scour hole with rock, or gabion mattress
- Improve drainage



# Ortega Hill (Milepost 372-372.4)

## Priority 1 Area: Ortega Hill

- Existing Conditions
- Bluff erosion below tracks due to failing storm drains
  - Slope erosion above tracks due to loose soils
  - Trash and debris clogs opening under bridge

- Near Term Solution/  
Ongoing Work
- Stabilize upper slope with jute netting
  - Improve bridge opening to reduce clogging

- Longer Term Solution
- Replacement of corrugated metal pipes with proper headwalls and anchors to toe of slope.
  - Add drilled pier to secure in slope



# Rincon Point (Milepost 381.2)

## Priority 1 Area: Rincon Point

### Existing Conditions

- Significant areas of hill erosion above the track
- Tracks covered in sand after runoff from hills

### Near Term Solution/ Ongoing Work

- Dig drainage trench to better control water flow at base of the slope
- Vacuum track bed to remove sand and sediment

### Proposed Repair Summary

- Install storm water pipes from the farm field at top to bottom of slope
- May need easements to perform work
- Placement of rocks, revetment to shore-up bottom of slope



# Projects Summary

- Items to Note:
  - All costs are subject to change
  - Design and Construction being performed by UPRR
  - Schedules subject to change based on resource availability from UPRR

Project	Funded	Near Term Cost	\$ Funded	Start Construction	End Construction
<b>Priority 1 Projects</b>					
Honda Bluffs	No	\$30 M	--	2028	2029
Surfin' Cowboy Bluffs	Yes	\$5 M	\$5 M	2024	2025
Hollister Ranch Bluffs	Yes	\$5 M	\$5 M	2025	2026
El Capitan	No	\$5 M	--	2028	2029
Ortega Hill	No	\$9 M	--	2028	2029
Rincon Point	No	\$3 M	--	2028	2029
<b>Priority 2 Projects</b>					
Tajiguas Slope Repair	No	Unk.	--	2030	2031
Carpinteria Bluff & Pipe Repair	No	Unk.	--	2030	2031
Emma Woods	No	Unk.	--	2030	2031
<b>Total Expected Cost</b>		<b>\$57 M</b>			
<b>Total Currently Funded</b>			<b>\$10 M</b>		

# Coastal Resiliency Program

Stakeholder Engagement

A corridor the length of LOSSAN requires extensive engagement to coordinate the plans and implement the solutions presented to address coastal resiliency

LOSSAN Agency Staff regularly engage with:

- Member Agency Governmental Relation Staff
- State and National Elected Officials
- Board Members
- Host Railroad and Right-of-Way Owner Technical Staff



# Coastal Resiliency Program

Statewide and Regional Engagement

Coastal Resiliency strategies and solutions have been discussed through a variety of working groups and activities:

- CA Senate Subcommittee on LOSSAN Corridor Resiliency Hearings
- LOSSAN Regional Rail Working Group
- LOSSAN Corridor Executive Leadership Working Group
- LOSSAN Regional Rail Technical Working Group
- San Diego LOSSAN Rail Realignment Project Development Team
- OCTA Coastal Rail Resiliency Study Project Development Team
- Bi-Weekly Coordination Meetings with Union Pacific
- Hi-Rail Inspections with Union Pacific

QUESTIONS?



# Update on Orange County Coastal Resiliency Efforts

LOSSAN Technical Advisory Committee | March 6, 2025





# San Diego County LOSSAN Resiliency Projects

Anna Devers & Keri Robinson, Mega Projects Division  
LOSSAN Technical Advisory Committee  
March 6, 2025

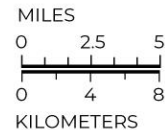
# Projects in Development

## 60-Mile San Diego Segment

### LOSSAN Rail Corridor Project Overview

#### Project Phase

- Planning
- Design and Permitting
- Ready for Construction
- Construction



February 2025



# Batiquitos Lagoon Double Track

# Current Construction Efforts



# San Dieguito Double Track and Special Events Platform



# Existing Single Track Timber Bridge



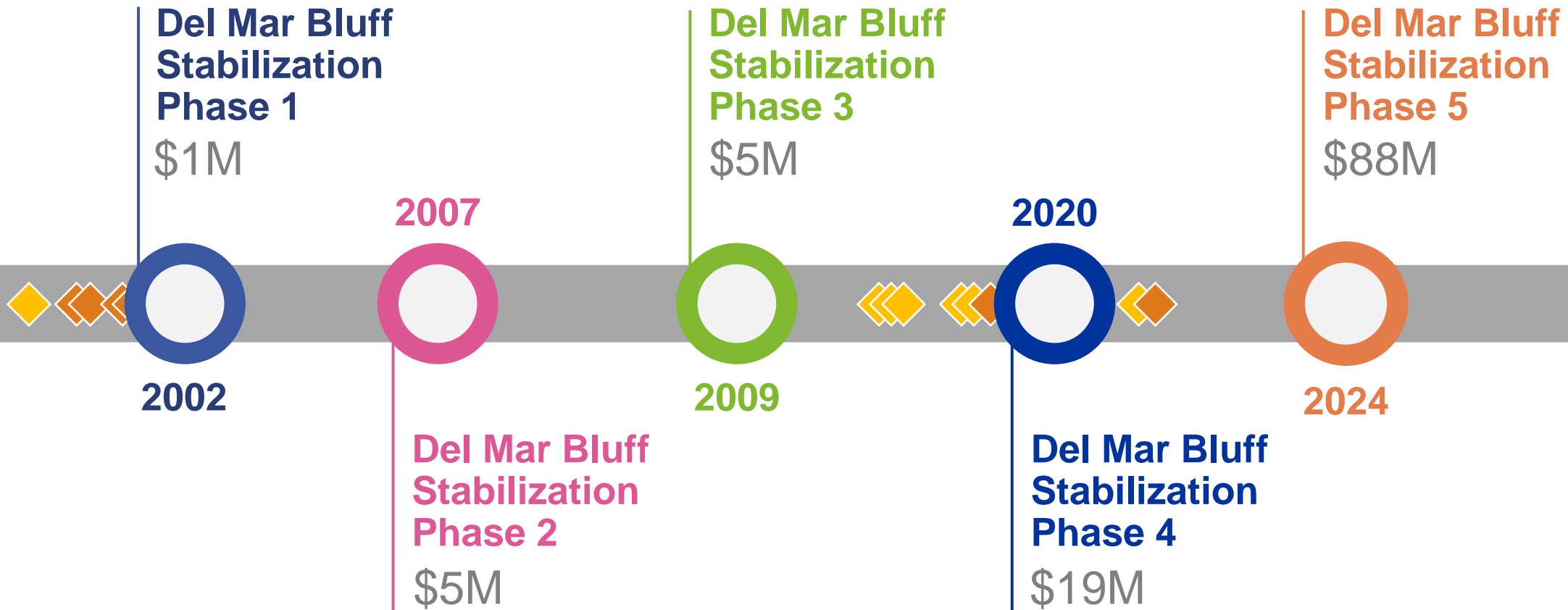
During King Tides

# Del Mar Bluffs Stabilization Phase 5

# Aerial Photo of Del Mar Bluffs



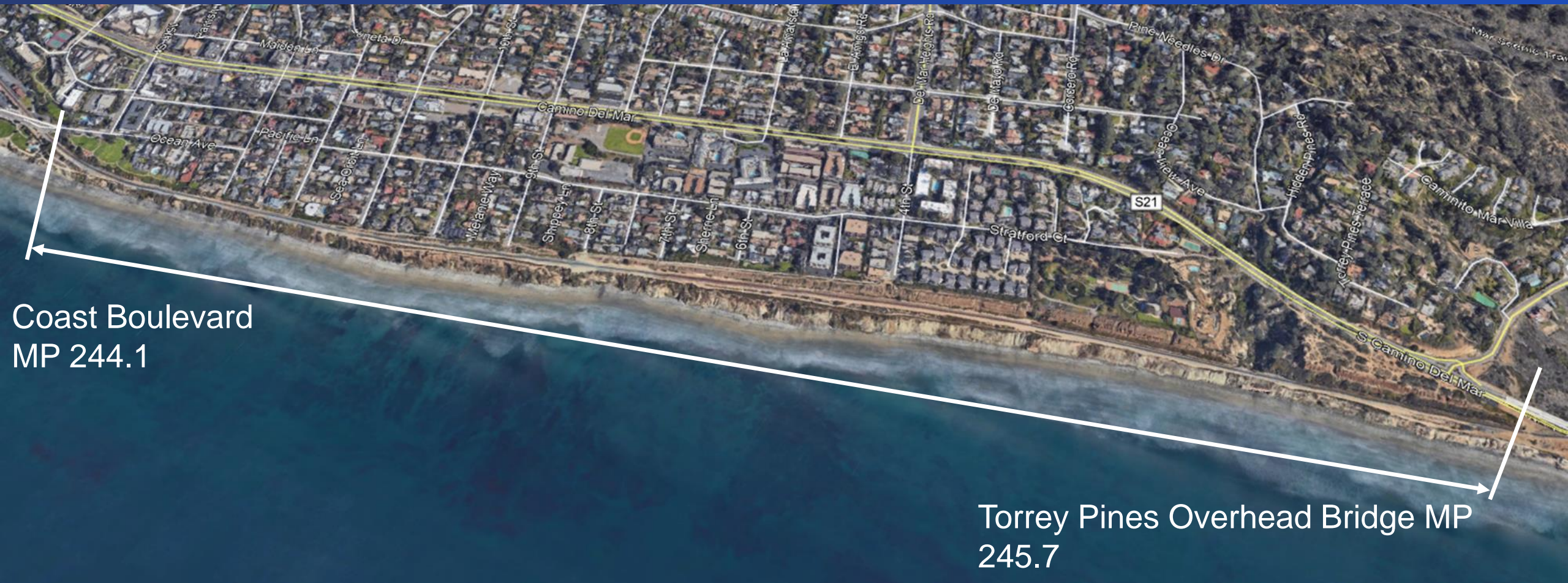
# Bluff Stabilization Projects Over Time



◆ Bluff landslide impacting rail service  
1996, 2018, 2019, 2021

◆ Emergency Repairs  
1998, 2001, 2019, 2021

# Del Mar Bluffs Stabilization Phase 5



Coast Boulevard  
MP 244.1

Torrey Pines Overhead Bridge MP  
245.7

# Current Stabilization Efforts



# San Diego LOSSAN Rail Realignment

# Past Planning Efforts

- **2007** – LOSSAN Programmatic EIR/EIS (Caltrans and FRA)
- **2014** – North Coast Corridor Public Works Plan (CCC)
- **2017** – Conceptual Engineering and Environmental Study (SANDAG)
- **2018** – State Rail Plan (Caltrans)
- **2021** – 2021 Regional Plan (SANDAG)
- **2022** – Del Mar Bluffs V Stabilization Project (CCC)
- **2023** – SDLRR Alternatives Analysis (SANDAG)
- **2024** – SDLRR Notice of Preparation (SANDAG)
- **2025** – Value Analysis Study



# Value Analysis

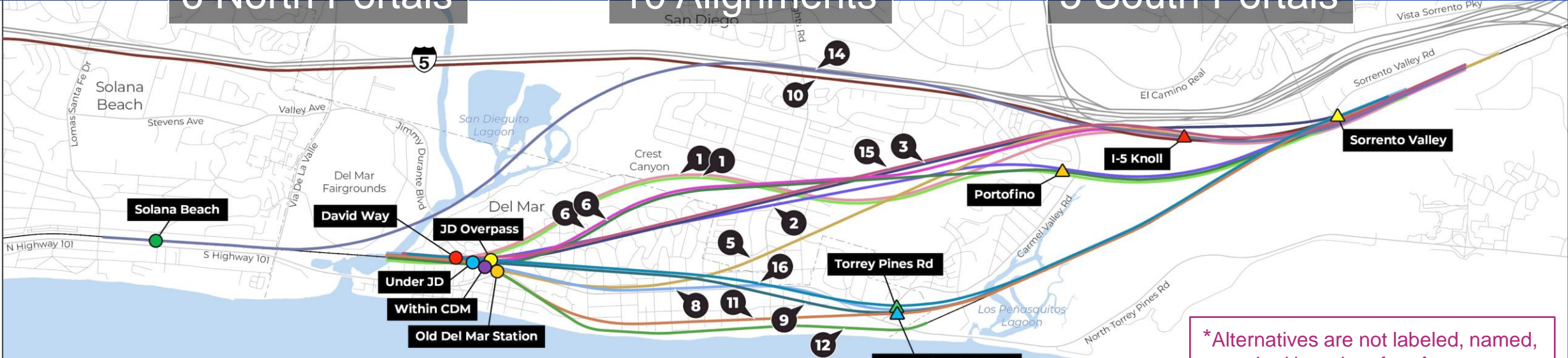
- Value Analysis (VA) is a technical study of project alternatives.
- Study held workshops and meetings in September through December 2024.
- Collaborative and technically driven fresh look at alternative concepts and ideas that could address the challenges of climate change and the eroding Del Mar bluffs to provide reliable passenger and freight service.
- The ideas, suggestions, and alternative concepts developed and evaluated by the VA Study participants are presented in the Final Value Analysis Study Report.

# VA Portals and Alignments

6 North Portals



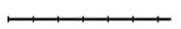

10 Alignments

5 South Portals



\*Alternatives are not labeled, named, or ranked in order of preference

Figure 23. Conceptual Portal and Alignment Options

-  Conceptual Alignments (Slightly Offset for Illustration Purposes)
-  North & South Conceptual Portal Locations
-  Existing LOSSAN Corridor Track Alignment
-  Municipal Boundary

- 1** Crest Canyon 90
- 2** Crest Canyon 110
- 3** Crest Canyon 110
- 4** Realign Jimmy Durante/Camino Del Mar (Not Mapped)
- 5** Crest Canyon 110
- 6** Crest Canyon Improved 90
- 7** Optimize Bridges and Berms (Not Mapped)
- 8** Camino Del Mar 90
- 9** Camino Del Mar 110
- 10** I-5 Oceanside to Sorrento Valley
- 11** Stratford Court 80
- 12** Double Track Bluffs
- 13** Freight to I-15 (Not Mapped)
- 14** I-5 110
- 15** Crest Canyon 110
- 16** Camino Del Mar 110



Reflects preliminary concepts as determined by VA Study participants

# What Did We Learn?

**Key themes and input that were incorporated into the draft revised objectives and alternative concepts developed as part of the VA Study include:**

- Minimize effects to private properties, including subsurface easements
- Minimize disruptions to economic generators, such as the Del Mar Fairgrounds
- Demonstrate public stewardship by minimizing conflicts with prior and ongoing investments

# Preliminary Staff Proposed Alternatives



## Preliminary Staff Proposed Alternatives

February 2025

- San Dieguito Bridge to I-5 Knoll
- Under Crest Canyon
- Under Camino Del Mar
- Del Mar Bluffs Double Track Reinforced
- — — Tunnel Section
- Portal Location
- Existing LOSSAN Corridor Track Alignment
- ⌋ Municipal Boundary

0 2,000 FEET

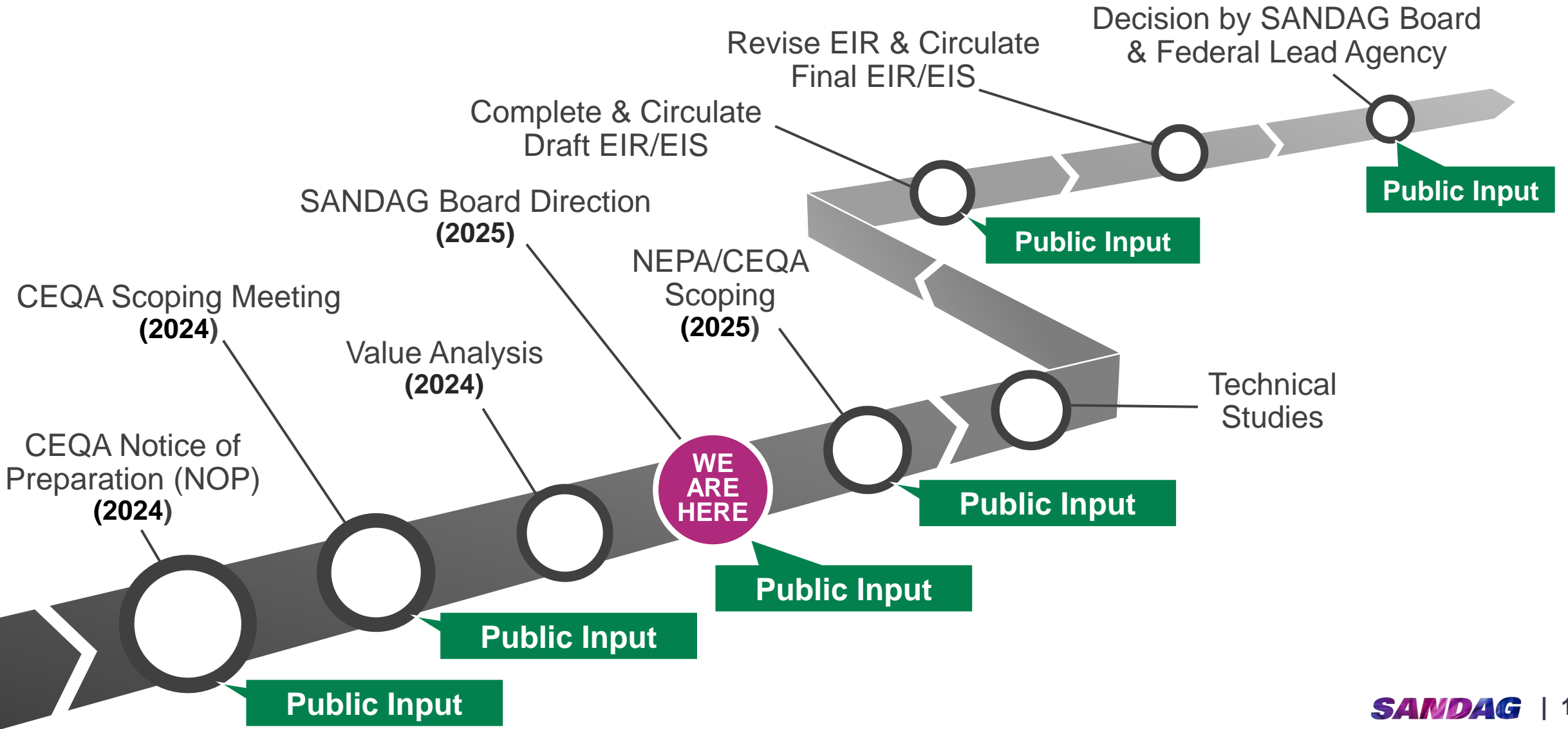


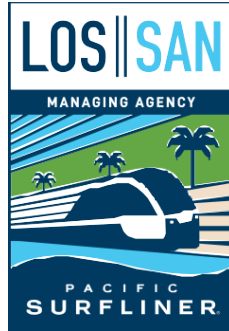
# Preliminary Staff Proposed Alternatives ROM Costs

Color	Title	Estimated Cost (\$B)
—	San Dieguito Bridge to I-5 Knoll	\$3.8 – \$5.1
—	Under Crest Canyon	\$3.7 – \$5.0
—	Under Camino Del Mar	\$3.3 – \$4.4
—	Del Mar Bluffs Double Track Reinforced	\$1.9 – \$2.5

\*Preliminary rough order of magnitude (ROM) cost estimates

# Environmental Process (CEQA/NEPA)





**Los Angeles – San Diego – San Luis Obispo  
Rail Corridor Agency**

**DRAFT**

**Upcoming Agenda Items  
Board of Directors Meeting  
March 17, 2025**

- Fiscal Year 2024-25 First Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
- Fiscal Year 2024-25 Second Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
- Pacific Surfliner Marketing Update
- Update of Coastal Resilience Efforts
- Final Approval of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Business Plan Submittal for Fiscal Years 2025-26 and 2026-27
- Fiscal Year 2024-25 Second Quarter Budget Status Report
- System Safety & Incident Report
- Amendment to Field Marketing Services Agreement
- Amendment to Public Relations and Media Outreach Services Agreement
- Amendment to Social Media Marketing and Passenger Communications Agreement
- Fiscal Year 2024-25 Second Quarter Grant Reimbursement Status Report