

LOSSAN RAIL CORRIDOR AGENCY

BUSINESS PLAN





Table of Contents

Executive Summary	i
[01] Agency Overview and Stakeholders	1
[02] Strategic Direction	6
[03] Operating Plan and Strategies	11
[04] Service Performance	19
[05] Fare Policy	25
[06] Equipment	31
[07] Passenger Experience	35
[08] Marketing	39
[09] Capital Improvements and Coastal Resiliency	45
[10] Network Integration and Service Expansion Opportunities	53
[11] Annual Funding and Separation of Funding**	59
Appendix A – Glossary of Terms	67
Appendix B – Historical Performance Data	68
Appendix C – LOSSAN Corridor Capital Projects List	77
Appendix D – Schematics of Pacific Surfliner Passenger Cars	91

Executive Summary

At-a-Glance Highlights

[01] Funding Request

\$70.5 million for Fiscal Year 2026-27 and \$85.0 million for Fiscal Year 2027-28 to support service operations, expansion, administration, and marketing.

\$70.5m
Funding Request

[02] Ridership Growth Performance

2.03 million riders in Fiscal Year 2024-25, a 7 percent increase over the prior year and the highest level since the pandemic, with farebox recovery reaching 57.7 percent and surpassing the State's 50 percent standard.

7%
Ridership Growth

[03] Service Expansion

13 daily roundtrips between San Diego and Los Angeles in Fiscal Year 2026-27, supported by the Federal Railroad Administration's Restoration and Enhancement Grant, along with an expanded service pilot consisting of a sixth roundtrip to Goleta and a third roundtrip to San Luis Obispo, with continuation of the pilot contingent on identification of ongoing funding in coordination with the State, as included in this Annual Business Plan.

13
Roundtrips
Service Expansion

[04] Capital and Resiliency

Major corridor projects advancing in San Clemente, Del Mar, Ventura, and Santa Barbara to stabilize coastal segments and expand capacity with work continuing on layover facilities in Goleta and San Luis Obispo and on the Leesdale and Ortega siding projects and advancement of Federal Railroad Administration Corridor Identification and Development Program to secure long-term federal funding.

Executive Summary

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) manages the Pacific Surfliner, California's busiest state-supported intercity passenger rail service and the second busiest passenger rail route in the Amtrak system. Stretching 351 miles, the corridor links San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties, serving 29 stations, including the state's two largest cities.

Since assuming oversight of the service in 2015 through the Interagency Transfer Agreement (ITA) with the State of California, the LOSSAN Agency has worked to expand ridership, strengthen reliability, improve fiscal sustainability, and enhance the overall passenger experience. The Pacific Surfliner is a critical component of the state's multimodal transportation network, providing sustainable mobility, connecting communities and employment centers, and supporting California's climate goals.

Strategic Direction

The LOSSAN Agency is guided by its 2023 Strategic Plan, which established three outcomes that shape the Annual Business Plan (ABP) and all operational priorities:

[01] Maximize Customer Focus

by delivering accessible, comfortable, and user-friendly service.

[02] Optimize Operations

by improving on-time performance, streamlining service delivery, and ensuring efficient use of resources.

[03] Prioritize Business Sustainability

by maintaining fiscal responsibility, leveraging diverse funding sources, and building long-term organizational resilience.

The ABP is both a statutory requirement and a strategic planning tool. It aligns with statewide policies such as the California State Rail Plan, California Climate Action Plan for Transportation Infrastructure, and the California Transportation Plan 2050, while also incorporating regional frameworks like the Southern California Association of Government's (SCAG) Regional Transportation Plan. These connections ensure that investments in the Pacific Surfliner complement broader equity, climate, and mobility objectives.



Operating Plan and Service Strategies

The Pacific Surfliner currently operates 13 daily roundtrips between San Diego and Los Angeles, with five extended to Goleta and two to San Luis Obispo, marking a full restoration of pre-pandemic service levels. This achievement was made possible through the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant, which provided critical funding to restore frequencies and support ongoing service reliability improvements.

Connectivity programs enhance passenger mobility. The Amtrak Thruway Bus network supplements the rail service with direct connections to destinations such as Oakland and Palm Springs. The Transit Transfer Program provides free transfers to 10 public transit agencies across the corridor, addressing first and last mile connections. The Rail 2 Rail Program allows Metrolink and COASTER passholders to ride the Pacific Surfliner at no additional cost, and vice versa, expanding options for both commuter and intercity riders.

Seasonal and special event services also contribute to ridership growth, supporting regional attractions such as the Del Mar Racetrack, Oxnard Strawberry Festival, Comic-Con International, and major sporting events.

Service Performance

Pacific Surfliner ridership has continued to rebound. In Fiscal Year (FY) 2024-25, ridership reached 2.03 million, a 7 percent increase over the prior year, with passengers per train mile returning to pre-pandemic levels. Farebox recovery rose to 57.7 percent, surpassing the State's standard and demonstrating sustained financial progress.

On-time performance (OTP) remains below the required 90 percent threshold. In FY 2024-25, endpoint OTP was 80.4 percent and all-station OTP was 84.7 percent. Delays were largely attributable to host railroads, while operator-related delays increased slightly, primarily due to passenger, crew, and system issues. Customer satisfaction remains strong, with an Amtrak electronic Customer Satisfaction Index (eCSI) score of 82.7 percent in FY 2024-25.



Fare Policy

Pacific Surfliner fares remain flexible, with one-way, roundtrip, 10-trip, and monthly passes available. Discounts are offered through the California Everyday Discounts Program, group travel, and destination-based promotions.

Looking forward, the LOSSAN Agency is preparing to pilot a demand-based pricing model that better aligns fares with market demand. A preliminary analysis projected potential gains of up to 12 percent in ridership and 20 percent in revenue. The pilot, while temporarily postponed due to the need for additional coordination with Amtrak, remains a priority initiative. Importantly, the Pacific Surfliner's Flexible Fare policy, which allows no-fee cancellations and changes, will remain in place during the pilot, while introducing a lower-priced Value Fare subject to restrictions and cancellation fees.

Equipment and Fleet Planning

The fleet includes 14 state-owned Siemens Charger locomotives, which meet the Environmental Protection Agency's Tier 4 standards and since 2023 have run exclusively on renewable diesel fuel. The Surfliner fleet includes 54 bilevel passenger cars, with additional leased Superliner and Comet 1B cars to meet service needs.

A fleet redeployment plan will add 12 more bilevel cars to the Pacific Surfliner by FY 2026-27, bringing the total to 25 state-owned and 49 Amtrak-owned cars. This additional capacity supports restored service levels and future expansion. Caltrans has also procured Stadler FLIRT H2 hydrogen multiple-unit trainsets for testing by 2027 and potential pilot operations thereafter.

Passenger Experience

The LOSSAN Agency continues to prioritize enhancements that improve comfort, accessibility, and amenities. Key initiatives include:

- **Expanded onboard bicycle storage and reinstated checked baggage service.**
- **Evaluation of an onboard entertainment platform and development of a General Transit Feed Specification – Realtime (GTFS-rt) feed for third-party applications.**
- **Continued Market Café menu development and local vendor partnerships.**
- **Station safety and accessibility improvements.**

These improvements directly support the Agency's strategic outcome of maximizing customer focus.

Marketing

The Marketing Plan for FY 2026-27 and FY 2027-28 aims to increase ridership and strengthen brand awareness. Target segments include leisure travelers, families, seniors, students, repeat customers, and business travelers.

Key goals include:

- [01] Growing new and returning riders**
through integrated campaigns, equity-driven outreach, and event partnerships.
- [02] Expanding brand awareness**
via public relations, digital engagement, and partnerships with local governments, attractions, and convention bureaus.
- [03] Maximizing digital platforms**
including pay-per-click advertising, search engine optimization improvements, and stronger email and social media strategies.
- [04] Enhancing passenger communications**
with timely service updates across multiple channels.

The LOSSAN Agency also supports loyalty development through Amtrak Guest Rewards while exploring the feasibility of a directly managed customer loyalty program.



Capital Improvements and Coastal Resiliency

Despite decades of investment, more than half of the LOSSAN Rail Corridor remains single track, limiting operational flexibility. Climate change has further amplified risks. Coastal erosion near San Clemente caused nearly 11 months of service disruption between FY 2022-23 and FY 2023-24, with direct infrastructure repair costs exceeding \$37 million.

Key resiliency initiatives include:

- 01** The Orange County Transportation Authority's (OCTA) Coastal Rail Resiliency Study, a 24-month effort to identify strategies to protect the railroad in South Orange County for up to 30 years. A separate long-term study to be led by the State and will look at potential rail line relocation.
- 02** The San Diego Association of Government's (SANDAG) Del Mar Bluff Stabilization and planning for inland realignment.
- 03** City of San Clemente's nature-based shoreline projects.
- 04** Union Pacific Railroad's (UPRR) stabilization projects in Santa Barbara and Ventura counties.

The LOSSAN Corridor's acceptance into FRA's Corridor Identification and Development (ID) Program positions the LOSSAN Agency to compete for major federal funding by supporting the development of a Service Development Plan.

Network Integration and Expansion Opportunities

The LOSSAN Agency is a key partner in the State Rail Plan's vision of a unified, statewide passenger rail network. Integration initiatives include:

- **Clockface scheduling with COASTER for consistent hourly departures.**
- **Seamless transfers through the Transit Transfer and Rail 2 Rail programs.**
- **Participation in the California Rail Payments Alliance to advance seamless ticketing.**

Future network integration opportunities include:

- **The Coachella Valley Rail Project, proposing two to five daily roundtrips between Los Angeles and Coachella Valley.**
- **The Coast Corridor, with new service planned between San Luis Obispo and San Jose by 2027.**
- **Long-term integration with California High-Speed Rail and the potential extension of the Surfliner to San Ysidro.**
- **Metrolink's Antelope Valley Line improvements, which could enable intercity service to Santa Clarita.**

Conclusion

The LOSSAN Agency continues to advance its mission to provide safe, sustainable, and customer-focused intercity rail service for Southern California and beyond. With ridership restored, service reliability improving, and long-term capital and resiliency projects underway, the Pacific Surfliner is well positioned to serve as a backbone of California's multimodal transportation network.

Looking ahead, the LOSSAN Agency will continue pursuing integrated statewide rail connections, expanding service opportunities, and coordinating with stakeholders to address coastal resiliency challenges to ensure reliable and sustainable mobility for future generations.

Annual Funding Request

The LOSSAN Agency's FY 2026-27 State funding request totals \$70.5 million, including \$60.6 million for the Amtrak operating subsidy, \$7.9 million for administrative support, and \$2.0 million for marketing. FRA R&E Grant funds offset \$5.4 million of the operating subsidy.

The FY 2027-28 funding request totals \$85.0 million, supporting a fully restored and expanded service plan with 13 daily roundtrips inclusive of 6 daily roundtrips to Goleta and 3 daily roundtrips to San Luis Obispo.

Additional revenues to support capital projects come from grant programs, including \$17.5 million from the Transit and Intercity Rail Capital Program (TIRCP), \$12.0 million from the Solutions for Congested Corridors Program (SCCP), \$4.4 million from Proposition 1B, and \$6.0 million from the State Transportation Improvement Program (STIP).

Amtrak Operating Subsidy	\$60.6m
Administrative Funds	\$7.9m
Marketing Funds	\$2.0m
Minor Capital Projects Funding	\$1.0m

Chapter 1

Agency Overview and Governance

Key Points

[01]

LOSSAN oversees the Pacific Surfliner service, delivering safe, reliable, high-impact rail service across six counties and the busiest state-supported route in the nation.

[02]

An 11-member Board and OCTA-led administrative team drive coordination, oversight, and strategic management across a complex, multi-agency rail network.

[03]

Strong partnerships and proactive legislative advocacy advance funding, resiliency, and operational improvements that keep the corridor moving.

History of the Pacific Surfliner and the LOSSAN Agency

In May 1971, Amtrak assumed operation of the San Diegan passenger rail service along the corridor, which at that time consisted of two round trips between Los Angeles and San Diego. In 1976, the State of California began providing financial assistance for Amtrak to operate intercity passenger rail service, and the route was extended north to Santa Barbara in 1988, then to San Luis Obispo in 1995. These expansions created the 351-mile route traveled by the Pacific Surfliner today, which passes through San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties. In 2000, the San Diegan was renamed the Pacific Surfliner, which is the name it carries today.

The Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was established in 1989 as a joint powers authority (JPA) to improve coordination and service delivery along what is now the busiest intercity rail corridor in California. The LOSSAN Agency was formed to increase ridership, revenue, capacity, reliability, coordination, and safety along the corridor.

On July 1, 2015, the LOSSAN Agency assumed oversight of the Pacific Surfliner service following the execution of an Interagency Transfer Agreement (ITA) with the State of California. At the time of the ITA, 11 daily round trips operated along the main portion of the corridor between Los Angeles and San Diego. That number was increased to 13 daily round trips effective October 14, 2019, which was the final schedule change before the COVID-19 pandemic. This schedule included a total of 27 one-way trains, with 17 operating between San Diego and Los Angeles, five between San Diego and Goleta, four between San Diego and San Luis Obispo, and one from Los Angeles to Goleta.



In January 2025, the LOSSAN Agency was awarded \$27.1 million in grant funding through the Federal Railroad Administration’s (FRA) Restoration and Enhancement (R&E) Grant Program, supporting efforts to restore Pacific Surfliner service to pre-pandemic levels. The R&E Grant was the Agency’s first federal discretionary grant award. The grant supported the restoration of the 11th and 12th roundtrips between San Diego and Los Angeles during the fourth quarter of Fiscal Year (FY) 2024-25, with the 12th roundtrip implemented on June 16, 2025. The LOSSAN Agency completed the full restoration of its pre-COVID service levels with the restoration of its 13th roundtrip between Los Angeles and San Diego in January 2026.

Historical Performance of the Pacific Surfliner

Total ridership on the Pacific Surfliner for FY 2024-25 was 2,031,365, a 7.0 percent increase over the prior year’s ridership of 1,897,891. This represents strong growth despite ongoing impacts of track closures in San Clemente that began in FY 2021-22 and continued through FY 2024-25. Historically, ridership on the Pacific Surfliner peaked at nearly 3 million passengers annually, underscoring the service’s importance as a vital transportation link in Southern California. The LOSSAN corridor remains the busiest state-supported, Amtrak-operated intercity passenger rail route in the nation and the second busiest route in Amtrak’s entire system.

During FY 2024-25, the service achieved a farebox recovery ratio of 57.7 percent, calculated as total revenue divided by total operating expenses. This marks a continued improvement compared to recent years and reflects ongoing progress toward

stronger financial performance. It also represents a strong rebound from the low of 27.3 percent in FY 2020-21 during the height of the pandemic, while the peak of 79.7 percent achieved in FY 2016-17 highlights the service’s historical ability to achieve strong cost recovery under optimal operating conditions. While farebox recovery declined significantly during the pandemic due to sharp reductions in travel demand, the steady gains in recent years demonstrate continued recovery and growing alignment between ridership and revenues.

Additional information on the historical performance of the Pacific Surfliner is provided in Appendix B. Ridership, farebox recovery, and other performance metrics since the LOSSAN Agency assumed responsibility for the service in FY 2015-16 are presented in Appendix B.1, Historical Performance Data.

Interagency Transfer Agreement and Administrative Authority

In September 2012, Senate Bill (SB) 1225 (Chapter 208, Statutes of 2012) authorized the LOSSAN Agency to assume responsibility for management and administration of the state-supported Pacific Surfliner service. The initial ITA between the State of California and the LOSSAN Agency took effect on July 1, 2015, for a three-year period ending on June 30, 2018, and has been subsequently renewed and amended. Most recently, the ITA was renegotiated for an additional four-year term that remains effective through September 30, 2029.

In accordance with the provisions of SB 1225, the ITA requires the LOSSAN Agency to maintain the existing Pacific Surfliner service and facilities, as well as to implement service expansions as warranted by ridership demand and available revenue. Under the ITA, the State is required to provide the funding necessary for service operations, administration, and marketing of the Pacific Surfliner service. Meanwhile, the California Department of Transportation's (Caltrans) Division of Rail (DOR) remains responsible for development of the California State Rail Plan, as well as the coordination and integration between the three state-supported intercity passenger rail services, as outlined in the ITA.

Governance and Board Composition

The LOSSAN Agency is governed by an 11-member Board of Directors (Board), consisting of officials selected by nine voting member agencies that represent rail owners, operators, and planning agencies along the LOSSAN Rail Corridor. In addition, the Board includes ex-officio members representing four non-voting member agencies. The composition of the voting and non-voting member agencies is as follows:

Voting Members Agencies

- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (SDMTS)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- Ventura County Transportation Commission (VCTC)
- Santa Barbara County Association of Governments (SBCAG)
- San Luis Obispo Council of Governments (SLOCOG)

Non-Voting Member Agencies

- Amtrak
- Caltrans DOR
- California High-Speed Rail Authority (CHSRA)
- Southern California Association of Governments (SCAG)

Managing Agency for Administrative Support

In August 2013, following a competitive request for proposals, the Orange County Transportation Authority (OCTA) was selected as the managing agency of the LOSSAN Agency. In this role, OCTA provides all management and administrative support as outlined in the Administrative Support Agreement (ASA) executed between the two agencies. The LOSSAN Agency currently includes 18 full-time equivalent (FTE) positions.

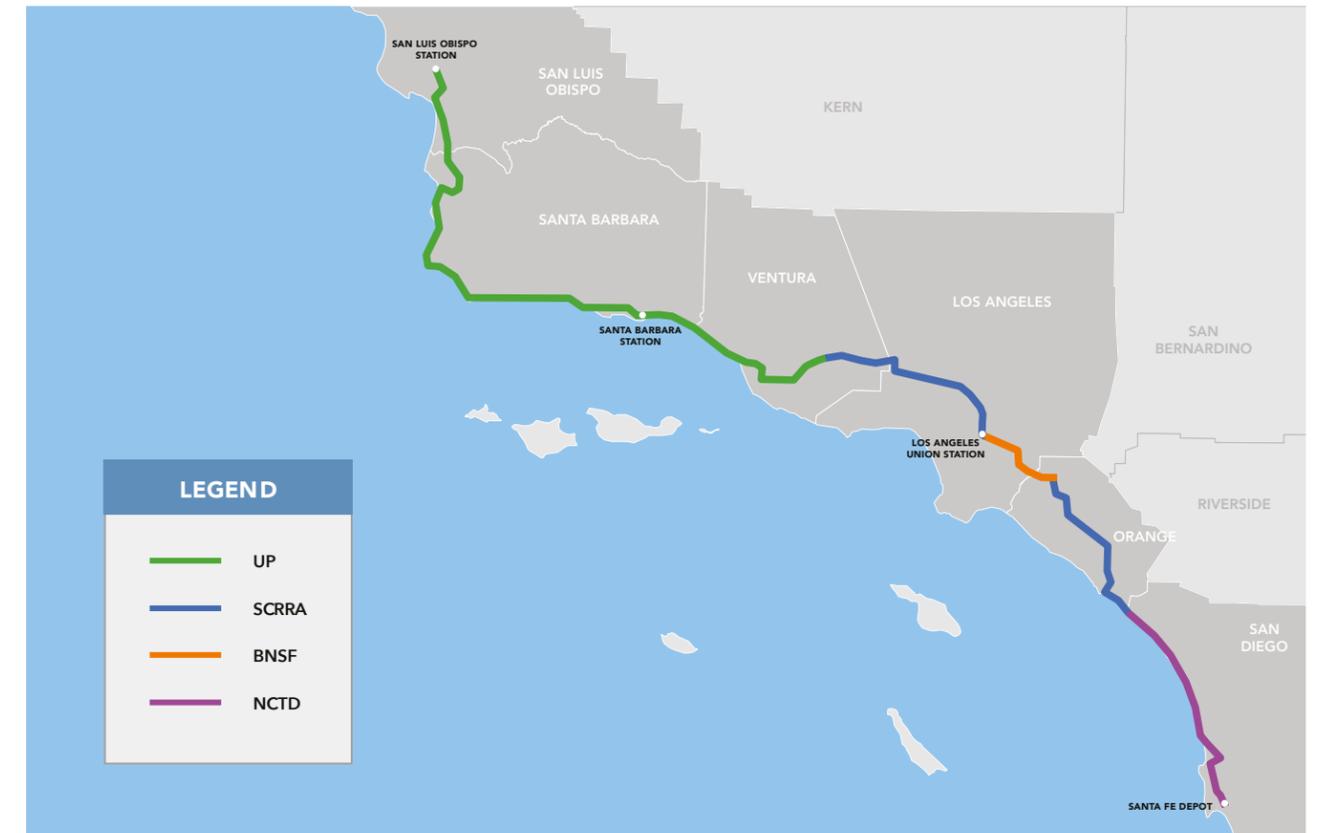


Figure 1.1 - LOSSAN Rail Corridor Composition by Host Railroad

Corridor Partners and Stakeholder Collaboration

LOSSAN Host Railroads

The LOSSAN Corridor operates over four host railroads with track ownership shared among seven right-of-way (ROW) owners, including both public agencies and freight railroads. In addition to the Pacific Surfliner, the corridor is used by several other passenger rail services, including long-distance Amtrak routes (the Coast Starlight and Southwest Chief), Metrolink commuter rail service operated by the Southern California Regional Rail Authority (SCRRA/Metrolink), and the NCTD COASTER commuter rail service. The corridor also supports freight operations by BNSF Railway (BNSF) and Union Pacific Railroad (UPRR). A map showing the corridor by host railroad (BNSF, NCTD, SCRRA, and UPRR) is provided in Figure 1.1.

Collaborative Efforts with Stakeholders and Legislative Advocacy

In addition to working with member agencies and host railroads, the LOSSAN Agency promotes for policies at the local, state, and federal levels to improve rail operations, increase funding for operations and capital needs, and enhance coordination and interoperability with connecting transit and rail services. These efforts include targeted outreach to local governments and community organizations to expand awareness of the services provided along the LOSSAN Rail Corridor and to respond directly to local needs.

Examples of activities that the LOSSAN Agency engages in to educate for passenger rail include:

- Regular collaboration with the Capitol Corridor Joint Powers Authority (CCJPA), San Joaquins Joint Powers Authority (SJJPA), the Coast Rail Coordinating Council (CRCC), and RCTC to jointly advance common policy positions.
- Active participation in California's Intercity Rail Corridors Linking Everyone (CIRCLE) coalition, alongside CCJPA and SJJPA.
- Attendance and participation in legislative hearings in Sacramento and Washington, D.C. on passenger rail issues. This includes participating in hearings of the California Senate Transportation Committee's Subcommittee of LOSSAN Rail Corridor Resiliency, and planned participation in a statewide working group to be formed by the California State Transportation Agency (CalSTA) in accordance with Senate Bill 1098 (Chapter 777, Statutes of 2024, which creates new reporting requirements from CalSTA regarding the LOSSAN Corridor.
- Ongoing membership in the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), a multi-agency body consisting of 21 agencies across 18 states, Amtrak, and the FRA. SAIPRC was directed by Congress to facilitate collaboration among its members and to oversee implementation of a standardized cost-sharing methodology for state-supported intercity passenger rail services across the United States.
- Ongoing membership and participation in the States for Passenger Rail Coalition (SPRC), a multi-agency alliance of state and regional transportation officials who work together to promote the development and growth of intercity passenger rail as part of an integrated national transportation network.

The five Board adopted priority areas that guide the LOSSAN Agency's advocacy efforts are:

- [01] Supporting efforts to advance resilient infrastructure and service improvement projects and programs,** including efforts to streamline permitting in high-risk areas of the corridor.
- [02] Maximizing the share of long-term, sustainable funding sources to support both operations and capital projects,** including the continued eligibility of the LOSSAN Agency to compete for state and federal funding.
- [03] Supporting policies and programs that encourage adjustments to intercity rail service** to meet customer demand and enable future expansion.
- [04] Promoting initiatives that enhance connectivity** between regional and intercity rail and local transit services within the LOSSAN Rail Corridor.
- [05] Support Public Transportation Account funding for intercity rail** at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.

Chapter 2

Strategic Direction

Key Points

- [01]** LOSSAN's long-range strategy centers on building a connected, resilient, customer-focused rail corridor.
- [02]** The FY 2026-27 Board of Directors' Goals and Initiatives are maximizing customer focus, optimizing operations, and ensuring long-term business sustainability.
- [03]** Planned initiatives for FY 2026-27 include service expansion, fare innovation, multimodal integration, and alignment with state climate and mobility goals.

Annual Business Plan Purpose and Planning Framework

The Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) operates as the managing authority for the Amtrak® Pacific Surfliner service, guiding one of the busiest intercity passenger rail corridors in the United States. The Agency's strategic direction is guided by both statutory mandates and a comprehensive planning framework that ensures alignment between long-term goals, annual work programs, and state policy.

At the core of this framework is the Annual Business Plan (ABP), which serves as the formal operating plan and funding request required under the Interagency Transfer Agreement (ITA) with Caltrans. The ABP must be reviewed and approved by the LOSSAN Board and submitted to the California State Transportation Agency (CalSTA) each April 1, with final state approval and confirmation of funding levels due by September. It defines operational goals, performance measures, capital priorities, and the budget needed to sustain and grow the Pacific Surfliner service.

The Board of Directors' Goals and Initiatives, developed annually, compliment the ABP by translating the Agency's Strategic Plan into actionable priorities. These Goals and Initiatives are aligned to the state fiscal year cycle to synchronize planning, funding, and performance evaluation across the Agency's strategic documents.

Beyond its statutory function, the Annual Business Plan serves as a strategic communication tool for stakeholders and funding partners. It articulates the LOSSAN Agency's role as stewards of the Pacific Surfliner service, demonstrating how resources are managed and how decisions align with state transportation policy and community needs.

2023 Strategic Plan Update and Desired Outcomes

The LOSSAN Agency adopted an updated Strategic Plan in 2023 to guide decision-making and organizational priorities through 2028. This plan established three agency-wide outcomes that now shape the Annual Business Plan and guide every aspect of LOSSAN Agency operations:

[01] Maximize Customer Focus

by delivering accessible, comfortable, and user-friendly service.

[02] Optimize Operations

by improving on-time performance, streamlining service delivery, and ensuring efficient use of resources.

[03] Prioritize Business Sustainability

by maintaining fiscal responsibility, leveraging diverse funding sources, and building long-term organizational resilience.

These outcomes form the foundation for how the LOSSAN Agency evaluates performance, sets priorities, and develops initiatives. These outcomes guide all major agency plans and programs, ensuring that each investment, service initiative, and operational decision supports both customer needs and California's broader transportation and climate goals. Throughout this Annual Business Plan, they provide a direct link between program actions and strategic goals.

Alignment With Statewide Transportation Policy

The LOSSAN Agency's planning efforts are closely aligned with the State of California's broader transportation, equity, and climate objectives. Coordination with Caltrans and CalSTA ensures that Pacific Surfliner investments and service changes advance the vision outlined in key statewide planning documents, including:

- The California State Rail Plan
- The California Transportation Plan 2050
- The California Climate Action Plan for Transportation Infrastructure (CAPTI)
- Amtrak's Service Line Plans
- The California High-Speed Rail Authority's long-range implementation strategies

This ABP also reflects coordination with regional frameworks such as the Southern California Association of Governments' Regional Transportation Plan, as well as the priorities of local transportation agencies along the corridor. These efforts ensure that the Pacific Surfliner is part of an integrated, multimodal system that supports the evolving mobility needs of Californians.

Key Assumptions for the ABP

The following key assumptions are incorporated into the FY 2026-27 and FY 2027-28 ABP:

- Operating 13 daily roundtrips, with full restoration of pre-pandemic service levels completed in FY 2025-26.
- Expanding service through an active pilot providing a third roundtrip to San Luis Obispo and a sixth roundtrip to Goleta, with continuation contingent on identification of ongoing funding.
- Providing additional service to meet increased demand during special events and peak holiday travel periods, including planning for the LA28 Olympics.
- Projecting ridership and revenue proportionate to planned service levels.
- Continuing coordination with Metrolink and NCTD to optimize Rail 2 Rail Programs.
- Maintaining the current staffing level of 18 FTE positions.
- Implementing a performance-based merit increase program and a special performance award pool for administrative employees, consistent with the OCTA budget proposal for FY 2026-27.
- Allocating an annual marketing budget aligned with the planned level of service and available state funding.
- Advancing an ongoing capital improvement program that identifies and leverages all available funding sources.



Key Strategic Goals and FY 2026-27 Initiatives

The FY 2026-27 Board of Directors' Goals and Initiatives serve as the operational expression of the Strategic Plan. They highlight high-priority actions designed to strengthen customer experience, optimize service delivery, and ensure fiscal and environmental sustainability. Below summarizes the adopted Board Goals and Initiatives:



Maximize Customer Focus

- **Improve User Experience:** Improve station wayfinding, update on-board amenities and Market Café offerings, and expand access to travel information.
- **Integrate with Destinations:** Partner with local tourism bureaus, venues, and universities to connect travelers with regional events and attractions, including preparations for the LA28 Olympic Games.
- **Integrate with Transportation Partners:** Coordinate with Metrolink, NCTD, and Caltrans to modernize Rail 2 Rail and integrated fare systems, advancing multimodal connectivity.
- **Maintain Sustainable Fares:** Refine fare structures and implement innovations like demand-based pricing and reserved seating to balance affordability and fiscal stability.

Optimize Operations

- **Expand Service:** With the restorations of 13 daily round trips in FY 2025–26, pursue new service extensions to Goleta or San Luis Obispo, and develop a fleet modernization plan in collaboration with Caltrans and JPA partners.
- **Provide Better System Performance:** Advance key capital projects to expand capacity, enhance reliability, and reduce maintenance costs; support adoption of zero-emission train technology and corridor resiliency initiatives; in coordination with stakeholders, implement solutions to increase safety and reduce trespasser incidents.
- **Improve Regional Connectivity:** Advance the Federal Corridor Identification and Development (ID) Program planning process and evaluate new corridors with stakeholders, including Coachella Valley Rail service.

Prioritize Business Sustainability

- **Be Fiscally Responsible:** Maintain a balanced funding strategy through long-term financial planning, expanded marketing efforts, and pursuit of non-farebox revenues.
- **Be Leaders in Business Management:** Adopt new data and performance metrics to inform decision-making and measure outcomes across the LOSSAN Agency's programs.
- **Support Equity and Inclusion:** Expand multilingual outreach and marketing.
- **Be Environmentally Conscious:** Support coastal rail protection efforts and participate in sustainability initiatives such as the SB1098 Corridor Working Group.

Implementation and Accountability

The LOSSAN Agency's Annual Work Plan will operationalize these priorities, linking them to specific actions, timelines, and performance indicators. Progress will be reviewed semiannually, ensuring transparency and alignment with funding and service objectives. The FY 2026–27 planning cycle represents a transition to full integration among the Strategic Plan, Board Goals and Initiatives, and Annual Business Plan, allowing for a more coherent and measurable strategy that supports California's rail vision.

Strategic Outlook

As the LOSSAN Agency continues to grow ridership and expand service, its strategic direction emphasizes customer experience, operational excellence, and sustainability as the pillars of long-term growth. The integration of planning cycles, alignment with statewide goals, and focus on multimodal partnerships position the Pacific Surfliner to remain a cornerstone of California's passenger rail network and a model for interagency collaboration in delivering efficient, equitable, and sustainable mobility.

Chapter 3 Operating Plan and Strategies

Key Points

[01]

The operating plan maintains 13 daily roundtrips and includes an expanded service pilot to Goleta and San Luis Obispo.

[02]

Integrated rail, Thruway bus, and transit transfer programs strengthen corridor connectivity and improve first- and last-mile access.

[03]

Safety, security, and regulatory coordination—supported by APD, PTC, and infrastructure partners—ensure a reliable, passenger-centered operation.



Figure 3.1 - Pacific Surfliner Stations by Host Railroad Territory (Shared Stations with Commuter Rail Services Indicated by Outlined Circles)

Service Modes Offered

Pacific Surfliner Intercity Passenger Rail

There are 29 stations located within the six-county service area which are served by Pacific Surfliner trains, including in the cities of Los Angeles and San Diego as the two most populous cities in California. 19 of the stations are located between San Luis Obispo and Los Angeles, while the remaining 10 stations are located south of Los Angeles in Orange and San Diego Counties. A map of all Pacific Surfliner stations, including indications of those which are shared with COASTER and/or Metrolink commuter rail services, is provided as Figure 3.1.

Amtrak Connection Bus

Pacific Surfliner rail service is supplemented by a network of state-supported Amtrak Connection buses that connect passengers throughout the LOSSAN Rail Corridor and beyond. As a part of its operating agreement with the LOSSAN Agency, Amtrak contracts with private bus operators to provide this service, including operating staff and vehicles. The routes function as part of the Pacific Surfliner service, with coordinated train connections, guaranteed seating, integrated fares and ticketing, and inclusion in Amtrak’s central information and reservation system in the same manner as trains. The Amtrak Connection bus routes currently managed by the LOSSAN Agency are as follows:

- **Route 17:** Santa Barbara to San Luis Obispo to Oakland, with connections to the Capitol Corridor in Oakland. Four daily trips operate in each direction.
- **Route 39:** Fullerton to Palm Springs and the Coachella Valley, with two daily trips in each direction.

In addition to the two Amtrak Connection bus routes managed by the LOSSAN Agency, the Santa Barbara to San Jose or Oakland route managed by CCJPA interfaces with the Pacific Surfliner service at several locations along

the northern segment of the route, while multiple Amtrak Connection bus routes managed by SJJPA interface at stations along both the northern and southern segments, expanding the range of destinations available to intercity rail travelers in California.

No additional changes to Amtrak Connection bus service are planned for FY 2026–27. However, following the passage of SB 742 in 2019, which permits bus-only trips without requiring a connection to a Pacific Surfliner train, the LOSSAN Agency will continue to evaluate opportunities to adjust or expand Amtrak Connection bus service. This includes coordination with public and private bus operators, CCJPA, and SJJPA to explore potential schedule enhancements.

Transit Transfer Program

The Transit Transfer Program allows Pacific Surfliner passengers to seamlessly transfer to 10 connecting public transit services at no additional cost by presenting a valid Pacific Surfliner ticket to the operator at the time of boarding. Participating agencies are reimbursed by the LOSSAN Agency at set rates for each qualified boarding. The program addresses the need for first and last mile connections, ensuring that passengers can conveniently reach their final destinations from Pacific Surfliner stations. The 10 participating agencies in the Transit Transfer Program include:

- NCTD
- OCTA
- Glendale Beeline
- VCTC intercity bus service
- Gold Coast Transit
- Santa Barbara Metropolitan Transit District (MTD)
- South County Transit
- San Luis Obispo Transit (SLO Transit)
- San Luis Obispo Regional Transit Authority (SLORTA)

Service Levels

Current FY Operating Plan

The LOSSAN Agency's current operating plan is based on the schedule effective January 26, 2026, which consists of thirteen daily roundtrips between San Diego and Los Angeles. Of these, five are extended north with three terminating at Goleta, and two are extended to San Luis Obispo.

Route Segment	Existing Service Levels
San Diego – Los Angeles	13 roundtrips
Los Angeles – Goleta	5 roundtrips
Goleta – San Luis Obispo	2 roundtrips

In addition to the train service, the LOSSAN Agency manages two thruway bus routes. Route 17, which operates between Santa Barbara or San Luis Obispo and the Bay Area and Route 39, which operates between Fullerton and the Coachella Valley in Riverside County.

Route	Existing Service Levels
Route 17 (Santa Barbara – Oakland)	3 roundtrips
Route 17 (San Luis Obispo – Oakland)	1 roundtrips
Route 39 (Fullerton – Palm Springs Airport)	1 roundtrips
Route 39 (Fullerton – Indio)	1 roundtrips

The ability to expand Pacific Surfliner train service has historically been constrained by both equipment and funding availability. On the 351-mile LOSSAN rail corridor, the Pacific Surfliner operates over four host railroads that include UPRR, SCRRA, BNSF, and NCTD. Service expansion on UPRR and BNSF territory depends on specific capital investments agreed upon with each host railroad to accommodate increased capacity.



Service Levels:
as of January 26, 2025

Service Restoration Expansion

The LOSSAN Agency regularly reviews ridership and revenue trends on the Pacific Surfliner. Over the last quarter of FY 2024-25 and into the first quarter of FY 2025-26, ridership levels have continued to increase. Passengers per train mile have returned to pre-pandemic levels and trains regularly have been exceeding capacity. In response to this demand, the LOSSAN Agency has been working with Caltrans and Amtrak on the restoration and future expansion of Pacific Surfliner service. While ridership, equipment, and staff availability are critical considerations, additional factors such as state funding and financial performance also influence decisions regarding service increases.

In January 2025, the LOSSAN Agency was awarded \$27.1 million in grant funding through the FRA's Restoration and Enhancement (R&E) Grant Program, supporting efforts to restore Pacific Surfliner service to pre-pandemic levels. Supported by the R&E Grant funding, the 11th and 12th roundtrips between San Diego and Los Angeles were restored in the fourth quarter of FY 2024-25 and the 13th roundtrip was restored in January 2026. These service restorations returned the Pacific Surfliner to its full pre-pandemic service levels and marked a major milestone for the service.

In FY 2026-27 and FY 2027-28, the LOSSAN Agency will continue to work with Caltrans to ensure sufficient equipment is available not only to sustain restored service using the FRA funding, but also to expand service, increase ridership and revenue, and improve OTP.

Fiscal Year 2026-27 includes an expanded service pilot with a third roundtrip to San Luis Obispo and a sixth roundtrip to Goleta, with continuation contingent on identification of ongoing funding in coordination with the State. Funding to support continuation of the pilot beyond the initial operating period is included in the operating funding request.

Route Segment	FY2026-27	FY2027-28
San Diego – Los Angeles	13 roundtrips	13 roundtrips
Los Angeles – Goleta	6 roundtrips	6 roundtrips
Goleta – San Luis Obispo	3 roundtrips	3 roundtrips

Route	Existing Service Levels
Route 17 (Santa Barbara – Oakland)	3 roundtrips
Route 17 (San Luis Obispo – Oakland)	2 roundtrips
Route 39 (Fullerton – Palm Springs Airport)	1 roundtrips
Route 39 (Fullerton – Indio)	1 roundtrips

This planned addition aligns with the 2024 California State Rail Plan and the recommendations of the LOSSAN Corridor Optimization Study, completed in December 2021, which proposed a full buildout of service approximately every four hours to San Luis Obispo.

Seasonal and Special Event Services

The LOSSAN Agency will continue pursuing the expansion of successful seasonal and special event services that generate significant increases in ridership. These include the thoroughbred racing season at Del Mar Racetrack, the Oxnard Strawberry Festival, San Diego Comic-Con International, and major sporting events along the Pacific Surfliner route. The LOSSAN Agency is also actively engaged in service planning for the LA28 Olympics.

Service Implications of Absolute Work Windows

Pacific Surfliner service is periodically impacted by absolute work windows (AWWs), which involve suspending rail operations at one or more locations to allow construction activity to be performed safely. These planned closures, which are generally based on an annual schedule, include extensive capital improvements by ROW owners to address coastal resiliency needs, expand capacity, and maintain rail infrastructure in a state of good repair. The LOSSAN Agency continues to coordinate with ROW owners and other rail operators to minimize impacts to passenger rail service along the LOSSAN rail corridor during these shutdowns.

Safety and Security

The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a program for system safety and security is in place to protect Pacific Surfliner passengers, crew, and the general public. A key objective of the LOSSAN Agency's safety program is to foster a comprehensive safety culture that guides all activities associated with the operation and maintenance of the Pacific Surfliner service, while also supporting the achievement of operational performance goals.

Regulatory Requirements and Reporting for the Pacific Surfliner

The Pacific Surfliner intercity passenger rail service is operated by Amtrak and subject to federal safety standards and regulations in accordance with the U.S. Code of Federal Regulations (Title 49, Subtitle B, Chapter 11). Agencies responsible for overseeing that general railroad safety regulations are followed along the LOSSAN rail corridor include:

- **FRA:** The Office of Railroad Safety issues, implements, and enforces railroad safety regulations across the nation's railroad industry.
- **California Public Utilities Commission (CPUC):** State agency responsible for ensuring the safety of freight, intercity, and commuter railroads, as well as highway-railroad crossings throughout California. These functions are carried out by the Railroad Operations and Safety Branch of the Safety and Enforcement Division.

Amtrak is responsible for all required reporting of Pacific Surfliner safety data to federal, state, and local agencies, including the FRA and CPUC. Operational, track, and other safety inspections are performed through coordination between the ROW owners, rail operators, and regulatory agencies, with the LOSSAN Agency working closely with all stakeholders to ensure that all federal and state reporting requirements are met.

Amtrak Police Department

One part of Amtrak's existing security program that benefits Pacific Surfliner passengers is the Amtrak Police Department (APD), with positions assigned exclusively to the Pacific Surfliner that include 10 officers, one detective, three sergeants, and one captain. Of the 10 officers, five are assigned to patrol, two serve with K-9 units, one serves as an investigator, and two are responsible for training. Patrol units carry out traditional policing functions and act as a deterrent to crime in stations, on trains, around Amtrak facilities, and along the railroad ROW. They enforce the law, conduct checked baggage screening and onboard security checks, and perform follow-up investigations of crimes involving Amtrak facilities, employees, or passengers. K-9 units provide both a psychological and physical deterrent to potential threats from explosives, undergoing intensive explosive detection training that includes vapor wake training to detect explosive residue left in the wake of passing individuals.

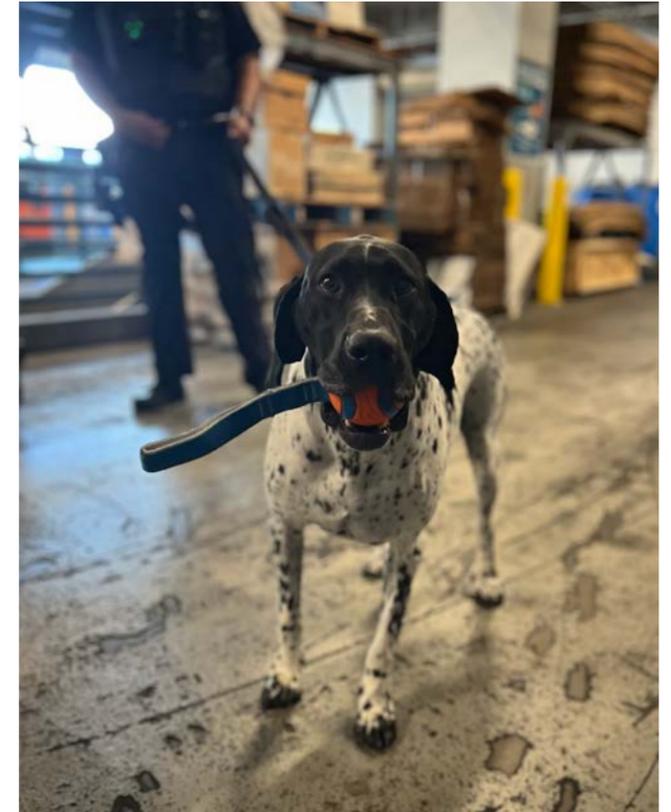
With the LOSSAN Agency's increased focus on communication and coordination with APD, quarterly meetings have been implemented to review safety hotspots and policing priorities along the LOSSAN rail corridor. APD leadership also supports LOSSAN Agency staff in preparing a quarterly system safety and incident report for the Board, which provides information on reported crimes on Pacific Surfliner trains and at stations, along with the responses and mitigation measures for these incidents.

Operational Safety Features

In accordance with a federal mandate, Positive Train Control (PTC) is fully operational on all Pacific Surfliner trains. PTC is a predictive collision avoidance technology designed to stop a train in motion when its continued movement may result in an accident. The safety objectives of PTC include preventing train-to-train collisions, speeding and over-speed derailments, incursions into track work zones, and movement of a train through a hand-thrown switch placed in the wrong position.

All Pacific Surfliner locomotives and cab cars are also equipped with forward-facing camera systems to assist with investigations of incidents, providing valuable tools that allow crews and first responders to clear incidents more quickly and restore service. Amtrak is in the process of installing inward-facing cameras in locomotives and cab cars across its national fleet, and these cameras are already installed on the Charger locomotives used for the Pacific Surfliner and most of the cab cars.

The Charger locomotives in use for the Pacific Surfliner also meet or exceed the latest federal safety regulations, including enhanced car body structure safety with crash energy management components.



Track Safety and Public Outreach

Along the LOSSAN Rail Corridor, safety incidents along the railroad ROW include injuries and fatalities associated with grade crossings and trespassing on railroad property. These incidents not only affect rail operations but also have a profound impact on local communities. In 2022, the LOSSAN Agency began analyzing trespasser strike data, tracking hotspot zones to help focus safety efforts.

This ongoing analysis helps inform the LOSSAN Agency's rail safety strategy, which includes:



Rail safety ads on connected televisions, streaming platforms, and digital radio.



Geofenced safety messaging around hotspot locations, selected educational facilities, and high-risk grade crossings.



Installation of railroad safety signage, including signs displaying the nationwide "988" phone number that connects callers directly to the National Suicide and Crisis Lifeline.

The LOSSAN Agency will continue supporting and coordinating projects undertaken by host railroads, member agencies, and other stakeholders to improve safety at grade crossings and along the ROW. The LOSSAN Agency also supports public awareness campaigns that educate the public about the risks of trespassing on railroad property and the importance of using caution around tracks and trains. For example, the LOSSAN Agency supports California Operation Lifesaver, a national rail safety coalition committed to preventing collisions, injuries, and fatalities on and around railroad tracks and grade crossings. The coalition is a voluntary effort involving railroads, safety experts, law enforcement, public agencies, and the public, with participation from several LOSSAN member agencies and partners.

Safety at Stations

The LOSSAN Agency primarily serves in an oversight, coordination, and funding role for the safety and security of station facilities that support Pacific Surfliner service along the LOSSAN Rail Corridor. Many of the stations served by the Pacific Surfliner are city-owned and operated, with some station owners contracting directly for security guards and parking security services, while others do not. Amtrak currently contracts directly for security services only at Santa Fe Depot in San Diego, as this station houses equipment overnight.

The LOSSAN Agency has also partnered with Amtrak to improve and upgrade existing video surveillance systems (VSS) and other safety measures at Pacific Surfliner stations, including improved and enhanced signage. Many stations already have cameras that feed directly to a local sheriff's office or operations center. With the VSS improvements, local law enforcement will gain remote access to security cameras at stations within their jurisdictions.



Chapter 4 Service Performance

Uniform Performance Standards

Pursuant to SB 1225, the Secretary of CalSTA established Uniform Performance Standards (UPS) for the State's three intercity passenger rail corridors to manage costs and improve operational efficiency. These standards measure the ongoing success of the Pacific Surfliner service in the following three areas:

[01] Usage:

ridership and passenger miles

[02] Efficiency:

farebox recovery and cost per passenger mile

[03] Service Quality:

endpoint and all-station on-time performance (OTP), as well as operator-caused delays

For reporting performance metrics, the state fiscal year is used. Table 4.1, provided at the end of this chapter, summarizes the status of all required UPS metrics. A green box indicates the standard has been met, while a red box indicates the standard has not been met. Metrics that the LOSSAN Agency is responsible for reporting are shown in blue.

Detailed Insights of Performance Trends

This chapter provides an overview of each required performance metric and compares FY 2024-25, the most recent year, with FY 2023-24, the prior year. Graphical representations of the required reporting metrics, showing historical trends as far back as FY 2014-15, the year before the LOSSAN Agency assumed responsibility for managing the Pacific Surfliner service, are provided in Appendix B – Historical Performance Data.

Modification of Performance Standards

The UPS document identifies specific circumstances under which modifications to the adopted performance standards may be considered, including material changes in service levels, funding availability, operating costs, or other external factors affecting corridor performance. These provisions are intended to ensure that the standards remain relevant and appropriately calibrated over time while continuing to promote cost control, efficiency, and service quality.

Key Points

[01]

Key performance metrics include 2.03M annual riders (+7%), 57.7% farebox recovery, \$0.45 cost per passenger mile, and 80.4% endpoint OTP, supported by continued reductions in host-railroad delay minutes.

[02]

Efficiency gains, efforts to improve cost recovery, and decreasing host-responsible delays demonstrate progress toward improved reliability

[03]

Passenger satisfaction remains strong and trending upward, supported by partnerships and targeted strategies to improve on-time performance.

Usage and Environmental Performance Metrics

In addition to the required usage metrics, there are performance indicators that, while not required to be reported to the State, provide valuable insights into the impact and performance of the service, such as greenhouse gas reductions and gallons of gasoline avoided. Highlights of these metrics include:



- 69.5k tons

Ridership
7% Growth

2.03m ^{FY 24-25}
1.90m ^{FY 23-24}

- Total corridor population, which includes the six counties in the Pacific Surfliner service area, has remained relatively stable since the baseline year of FY 2013-14, decreasing by 1.0 percent between FY 2013-14 and FY 2024-25.
- Total ridership on the Pacific Surfliner for FY 2024-25 was 2,031,365, a 7.0 percent increase over the prior year's ridership of 1,897,891, representing the highest ridership level achieved since the COVID-19 pandemic.
- Based on the average pounds of carbon dioxide (CO2) emissions per passenger mile for private automobiles versus passenger rail, the 193 million rail passenger miles on the Pacific Surfliner resulted in a reduction of 69,500 tons of greenhouse gases (GHG). This reduction is equivalent to the emissions from burning 67.2 million gallons of gasoline.

¹ The ridership reported for FY 2024-25 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

² Source: Public Transportation's Role in Responding to Climate Change, Federal Transit Administration, 2010

Cost Efficiency Metrics

All cost efficiency metrics are presented in constant FY 2014-15 dollars, which means monetary values have been adjusted for inflation using FY 2015 as the baseline year. This method removes the effects of inflation and allows for a more accurate comparison of financial performance across different years, ensuring that changes in revenue, costs, and subsidies are evaluated based on real economic value rather than nominal increases or decreases.

- In FY 2024-25, total revenue was \$50.1 million and total operating cost was \$86.8 million (in constant FY 2014-15 dollars). This resulted in a state subsidy of \$36.7 million and a farebox recovery percentage of 57.7 percent, which exceeded the 50 percent standard.
- Cost per passenger mile for FY 2024-25 was \$0.45 (in constant FY 2014-15 dollars), a 2.7 percent decrease from \$0.46 per passenger mile in the prior year. This improvement reflects higher ridership levels, which spread operating costs across a greater number of passengers.



Service Quality Metrics

- In FY 2024-25, 6,173 of 7,677 operated trains arrived at their endpoint station within 15 minutes of schedule, representing an endpoint OTP of 80.4 percent, below the 90 percent standard.
- All-station OTP for FY 2024-25 was 84.7 percent, also below the 90 percent standard.
- About 60 percent of delays in FY 2024-25 were the responsibility of host railroads, often related to signal system failures and slow orders. These delays can cascade, requiring trains to wait for or pass other trains at locations not scheduled for meets, leading to additional delays classified as passenger train and commuter train interference.
- The rate of delay is calculated as delay minutes per 10,000 train miles. In FY 2024-25, the Pacific Surfliner experienced approximately 7,378 minutes of delay per 10,000 train miles, a 1.3 percent decrease from the prior year. Host-responsible delays made up the majority of total delays but decreased by 6.1 percent compared to the prior year, with 56 percent of those delays caused by commuter or passenger train interference.
- The rate of operator-responsible delays, with Amtrak as the operator, increased by 16.4 percent compared to the prior year. The Pacific Surfliner averaged 559 minutes of operator delays per 10,000 train miles, which did not meet the required UPS standard of fewer than 325 minutes of delay per 10,000 train miles. Passenger-related delays were the most frequent operator delay type, followed by crew and system delays, which together accounted for about 38.2 percent of all operator-responsible delays in FY 2024-25.



Incentive Programs and Other Strategies to Improve OTP

The LOSSAN Agency continues to work with NCTD and UPRR to improve overall reliability and minimize delays. One approach is the use of OTP incentive programs, including an agreement with NCTD in place since July 2019 and a franchise access fee and service improvement agreement executed with UPRR in December 2022. These agreements provide financial incentives to host railroads to maintain and improve infrastructure and OTP performance. Alongside these agreements, the LOSSAN Agency collaborates with host railroads to address signal failures, dispatching challenges, and train interference issues.

The LOSSAN Agency also identifies and addresses delay hotspots along the LOSSAN Rail Corridor, prioritizing infrastructure improvements and operational adjustments through the Corridor Improvement Team, which includes rail operators and host railroads.



Passenger Satisfaction

The LOSSAN Agency uses Amtrak's electronic Customer Satisfaction Index (eCSI) to measure and track passenger satisfaction with the Pacific Surfliner service. The eCSI represents the percentage of Pacific Surfliner passengers who report being "overall satisfied" in Amtrak's electronic surveys. In FY 2024-25, the Pacific Surfliner achieved an average score of 82.7 percent, representing a .5 percent increase over the prior year's score of 82.3 percent. The operating agreement with Amtrak establishes a minimum performance target of 85 percent, and results continue to move closer to this benchmark.

Table 4.1: UPS Metrics

Category	Metric	Description / Required Performance Standard	Usage Baseline	Cost Efficiency Baseline	Prior Year	Latest Reporting Year	Status of Required Performance Standards							
			FY 2014	FY 2015	FY 2024	FY 2025	% Change from Baseline	Standard Met? (Yes / No)	Growth in Usage v. Population Standard Met? (Yes / No)	% Change from Prior Year	Standard Met? (Yes / No)	50% Farebox Recovery Standard Met?	90% OTP Standard Met?	Operator Delays Standard Met?
Reference Metric	Corridor Population	Total population combined for six counties served by the Pacific Surfliner	18,050,546	18,154,292	17,789,616	17,861,837	-1.0%							
Usage	Rail Passenger Miles*	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	230,263,155	243,480,015	178,716,077	193,035,407	-16.2%	No	No	8.0%	Yes			
	Bus Passenger Miles*	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	Bus NA	Bus NA	16,901,259	16,677,696				-1.3%	No			
	Rail Ridership**	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	2,673,170	2,796,591	1,897,891	2,031,365	-24.0%	No	No	7.0%	Yes			
	Bus Ridership	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	Bus NA	Bus NA	90,459	93,305				3.1%	Yes			
Reference Metric	CA Consumer Price Index (CPI) ⁺	Calculated by the CA Department of Finance		247.45	337.36	347.58								
Cost Efficiency	Total Revenue (CPI-Adjusted)	Total combined ticket, food and beverage, and other ancillary revenue as reported by the corridor operator		\$ 75,244,336	\$ 48,413,863	\$ 50,086,072								
	Total Operating Cost (CPI-Adjusted)	Total costs associated with the operations of the corridor, including third party costs, route costs, additives, and other costs		\$ 105,431,402	\$ 82,633,930	\$ 86,789,168								
	State Subsidy (CPI-Adjusted)	Calculated by subtracting Total Revenue from Total Operating Cost		\$ 30,187,066	\$ 34,220,067	\$ 36,703,096								
	Farebox Recovery	50 percent or above inclusive of bus and rail services; calculated by dividing Total Revenue by Total Operating Cost		71.4%	58.6%	57.7%						Yes		
	Cost per Passenger Mile (CPI-Adjusted)	Improvement relative to previous year and to FY 2015 baseline; measured in constant baseline year dollars		\$ 0.43	\$ 0.46	\$ 0.45	3.8%	No		-2.8%	Yes			
Service Quality	Endpoint OTP	90 percent or more of endpoint station arrivals are within 15 minutes of schedule	77.6%	77.6%	80.4%	80.4%							No	
	All-Station OTP [^]	90 percent or more of arrivals at all station stops are within 15 minutes of schedule	85.2%	87.2%	82.9%	84.7%							No	
	Operator Responsible Delays per 10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles	360	468	539	559								No

Note - Raw Data is sourced from Amtrak. Required UPS metrics are in blue; grey cells indicate missing or non-required metrics.

* One passenger traveling one mile = one passenger mile

** Ridership for FY 2023-24 is sourced from official Amtrak ridership figures

Bus NA = Amtrak confirmed that historic FY 2013-FY 2016 bus ridership and bus passenger miles data are not available

+California Department of Finance, CA CPI report (used May 2022 version of "Fiscal Year averages: from 1950-51")

[^]FY2014 All-Station OTP is only based on data for May-June 2014. Amtrak has no historic All-Station OTP data prior to May 2014

Chapter 5 Fare Policy

Classes of Service

The Pacific Surfliner offers two classes of service: Unreserved Coach Class and Reserved Business Class.

Unreserved Coach Class	Reserved Business Class
Passengers traveling in Unreserved Coach Class purchase tickets in advance of their travel through Amtrak points of sale (website, mobile app, customer service office, etc.). Passengers may use their ticket to ride a different train up to one year from the original travel date. During peak travel periods, such as holidays and special events, advance reservation may be required to manage onboard capacity.	Business Class requires an advance reservation for a specific train. The Business Class fares include an upgrade premium. Along with a guaranteed seat, Business Class passengers enjoy additional amenities including extra legroom, refreshed seat upholstery and carpeting, complimentary snacks and beverages, and a dedicated attendant on most trains.

Ticket Types

Pacific Surfliner fares generally remain consistent throughout the year and do not vary by day of the week. Modest fare increases are applied during select peak travel periods. Several ticket options are available to passengers:

One-way and Roundtrip	Roundtrip tickets are priced at twice the one-way fare between a station pair.
10-trip Pass	Valid for ten one-way trips between a specific station pair within a 60-day period and can be used by more than one passenger. These passes are consistently discounted at 40 percent off the total equivalent cost of single ride fares for the station pair.
Monthly Pass	Valid for unlimited travel within the station pair for the entire month for the passenger named on the ticket.

Pacific Surfliner fares are classified as "Flexible Fares" within the Amtrak booking system. Tickets may be cancelled before departure for a full refund to the original form of payment, with no cancellation or change fees.

Key Points

[01]

Pacific Surfliner's flexible fare system offers Coach and Business Class options supported by passes, discounts, and customer-friendly refund policies.

[02]

Robust discount programs and destination partnerships expand affordability and attract key market segments across the corridor.

[03]

A demand-based pricing pilot aims to modernize fare structures, optimize revenue, and enhance alignment between pricing and travel patterns.

Fare Structure

The history of fare adjustments for the Pacific Surfliner is provided in Table 5.1 below on the following page. While the table summarizes percentage-based adjustments over time, it is important to note that base Coach fares have remained unchanged since 2013, even as operating costs and other cost pressures have increased. In recent years, fare actions have focused on restructuring rather than across-the-board increases, reflecting an effort to balance affordability, ridership growth, and financial sustainability. As a part of the adopted FY 2026-27 Board Goals and Initiatives, the LOSSAN Agency will evaluate the fare structure, including the use of demand-based pricing, as a means to better respond to variations in travel demand and revenue performance while supporting the continued delivery of Pacific Surfliner service within current funding and operating constraints.

Table 5.1 - Historic Pacific Surfliner Fare Adjustments

Date	Increase
June 2003	3 percent
June 2004	3 percent
June 2005	5 percent
December 2005	5 percent
June 2006	5 percent
October 2006	5 percent
February 2009	No increase – fare restructuring
February 2010	2 percent
June 2010	3 percent
June 2011	2 percent
September 2011	Seasonal fare change eliminated
August 2012	2 percent
June 2013	2 percent
March 2018	No increase – fare restructuring
TBD	Demand pricing pilot implementation

Ticket Sales Outlets

There are several self-service options for passengers to purchase tickets, including:

Online	PacificSurfliner.com includes a ticketing widget that redirects users to Amtrak's online booking system. After purchase, passengers receive an eTicket as a PDF attachment to their email receipt, which may be presented to the conductor on a mobile device or printed as a paper copy.
Mobile	Passengers can purchase and retrieve tickets through the Amtrak mobile application.
Quik-Trak Machines	Select stations feature Quik-Trak ticket vending machines that allow passengers to purchase and print tickets.

In addition, passengers requiring further assistance with the ticket purchasing process can seek in-person support at staffed Pacific Surfliner stations or call the Amtrak Customer Service and Reservations hotline for telephone assistance.

Discount Programs

California Everyday Discounts

The Pacific Surfliner, along with the Capitol Corridor and Gold Runner, participates in the California Everyday Discounts Program, which offers a 15 percent discount for the following groups:



Seniors
(aged 62 or older)



Passengers with Disabilities



Active U.S. Military Personnel



U.S. Military Veterans



Students
(aged 13 to 25)

This program provides greater savings than Amtrak's national 10 percent discount for the same passenger groups. The student discount eligibility has also been expanded to include ages 13 to 25, compared to Amtrak's national range of 17 to 24.

The Pacific Surfliner honors Amtrak's national discount of 50 percent off the fare for children ages 2 to 12 who are accompanied by a fare-paying adult aged 18 or older. The service also participates in Amtrak's national "Infants Ride Free" program, which allows children under the age of 2 who do not occupy a seat to travel free with a fare-paying adult aged 18 or older.



Group Travel

Groups of at least 15 passengers traveling together on the Pacific Surfliner are eligible for a 20 percent discount on regular fares. The group discount program is available on select trains based on projected seat inventory and season of travel. For school and youth groups, the Kids N' Trains Program offers reduced fares for travel on select midweek trains between October and June.



Destination-Based Discounts

The LOSSAN Agency and Amtrak occasionally partner with local destinations and convention and visitors bureaus to offer special discounts for travel to specific locations. The LOSSAN Agency may request that Amtrak create promotional codes that customers can redeem during checkout for discounted fares. The LOSSAN Agency will continue to pursue destination-based discounts when opportunities arise that have the potential to increase fare revenue and encourage both new and returning riders to travel on the Pacific Surfliner service.



California Rail Pass

The California Rail Pass, offered by Amtrak, provides up to seven days of travel within a 21-day period on all three state-supported intercity routes in California, most connecting Thruway bus services associated with these routes, and on the Coast Starlight within California. The pass is sold at flat rates for both adults and children, requires an advance reservation before use, and is valid for travel in regular Coach Class. Passengers may upgrade to Business Class or sleeping accommodations on the Coast Starlight by paying the applicable accommodation fees.



Promotional Discounts

Targeted promotional discount campaigns are also offered through the LOSSAN Agency's Marketing team and in conjunction with Amtrak's national campaigns. These include co-promotions with events or venues, seasonal campaigns, or audience specific discounts.

Development of Demand Pricing Model

In July 2022, the LOSSAN Agency conducted a passenger survey to better understand travel patterns. Results showed that approximately 80 percent of respondents, primarily leisure travelers, had flexibility in their plans and would consider adjusting their travel day or time to take advantage of lower fares. Around the same time, Amtrak began developing a demand-based pricing model designed to align fare structures with travel demand. Discussions on this concept began in 2013, with an initial 15-tier model projecting up to a 12 percent increase in ridership and a 20 percent increase in revenue. In November 2023, the LOSSAN Agency Board approved implementation of a 12-month pilot demand pricing model to evaluate its effectiveness.

Although significant progress has been made in developing this initiative, implementation was temporarily postponed due to staffing changes and the need for additional coordination with Amtrak focusing on ways to handle current rail interoperability programs within a reserved ticketing system. The program remains an active priority for the LOSSAN Agency, and work has resumed to support a successful launch in the near future.

As part of these efforts, the LOSSAN Agency is evaluating the operational impacts of the pilot on the Pacific Surfliner, including the transition from unreserved Coach service to reserved Coach service that is specific to individual trains and schedules, since departure time would influence fare determination. Passengers who purchase a ticket for a lower-fare train and attempt to board a higher-fare train would be required to pay the difference.

The “Flexible Fare” option, which allows changes and cancellations for a full refund prior to departure with no fees, will continue to be available during the pilot. In addition, a new “Value Fare” option will be introduced, offering passengers a lower-priced alternative in which changes are not permitted, and cancellations are subject to a 25 percent fee.

Rail 2 Rail Programs with Commuter Rail Services

The Rail 2 Rail programs are joint efforts between the LOSSAN Agency, Metrolink, and NCTD to expand departure options for train travel along the LOSSAN Rail Corridor. These programs allow designated Metrolink and NCTD COASTER passholders to ride Pacific Surfliner trains within the station pair indicated on their pass at no additional charge. Similarly, Pacific Surfliner monthly passholders may ride Metrolink or COASTER trains within the station pair of their pass at no additional charge. The Rail 2 Rail programs are subject to blackout dates to manage capacity during peak travel periods. Specific travel provisions for each commuter rail service include:

Metrolink Rail 2 Rail Program

Monthly passholders traveling on Metrolink’s Orange County and Ventura County lines may ride Pacific Surfliner trains within their station pair at no additional charge, including on weekends. The Rail 2 Rail program does not apply to Metrolink one-way, roundtrip, or seven-day passes, except on Pacific Surfliner trains operating between Los Angeles and Hollywood Burbank Airport, as well as on select codeshare trains between Los Angeles and Oxnard (described in the following section). Pacific Surfliner Monthly Pass holders may also ride any Metrolink train within the station pair listed on their Amtrak Monthly Pass. Metrolink is billed at a rate of \$7.00 per Rail 2 Rail boarding.

Metrolink Codeshare Program

The standard codeshare program between Los Angeles Union Station and Ventura Station includes Pacific Surfliner Trains 761, 770, 779, and 784, on which all Metrolink fare media are honored. Metrolink is billed at a rate of \$10.00 per passenger boarding.



In addition to the regular codeshare trains, an expanded codeshare pilot program is currently in effect between Los Angeles Union Station and Ventura Station. Under this pilot, which has been extended through June 30, 2026, all existing Metrolink trains on this segment honor Amtrak fare media, and all existing Pacific Surfliner trains honor Metrolink fare media. Following the pilot period, all Metrolink fare media will continue to be accepted on the four designated codeshare trains, unless the parties mutually agree to extend or modify the program.



COASTER Rail to Rail Program

COASTER passengers may ride any Pacific Surfliner train using a valid COASTER Regional Day Pass or Monthly Pass. As of the current agreement, NCTD is billed at a rate of \$4.19 per Rail 2 Rail boarding, which reflects the approximate average fare collected per passenger on the COASTER service. Pacific Surfliner Monthly Pass holders, as well as one-way and roundtrip ticket holders, may also travel on any COASTER train within the station pairs listed on their Amtrak ticket at no additional charge.

Future of Rail 2 Rail Programs

Opportunities for integration among the fare systems used by Metrolink, NCTD, and the Pacific Surfliner remain a key focus for the LOSSAN Agency, particularly in light of the potential transition to reserved seating under the demand pricing pilot. The LOSSAN Agency will continue to coordinate with Metrolink and NCTD to ensure Rail 2 Rail passengers can maintain access to Pacific Surfliner services where capacity exists while accommodating the operational changes required by the new pricing structure. The LOSSAN Agency will also collaborate with both commuter rail operators to identify strategies that preserve the benefits of Rail 2 Rail while equitably addressing revenue impacts and operational capacity. These efforts may include revising fare subsidy structures, improving technological integration, and evaluating potential program modifications to align with a reserved seating model.

Chapter 6 Equipment

Key Points

[01]

A modern fleet of Tier 4 Siemens Chargers and bilevel passenger cars anchors safe, sustainable, high-capacity service along the corridor.

[02]

Coordinated maintenance, fleet redeployment, and planned overhauls support reliability and future service growth.

[03]

Zero-emission hydrogen FLIRT H2 trainsets position the corridor for next-generation clean mobility beginning as early as 2027.

Current Fleet

Locomotives

In 2021, all legacy locomotives regularly assigned to the Pacific Surfliner were replaced with state-owned Siemens Charger SC-44 locomotives. These locomotives meet the Environmental Protection Agency (EPA) Tier 4 emissions standards, significantly reducing greenhouse gas and diesel particulate emissions along the route. Since 2023, the fleet has operated exclusively on renewable diesel fuel, further reducing its environmental impact. Though Amtrak sometimes substitutes a 4,250-HP P-42 locomotive typically used on its long-distance trains, this is done only as needed to support service. There are currently 14 Siemens Charger SC-44 locomotives assigned to the Pacific Surfliner service.

Passenger Cars

The passenger cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were acquired by the State of California in 2002 to supplement the Amtrak-owned fleet. To support service growth and increased demand, several Superliner cars from Amtrak’s long-distance fleet have been leased over the years, and Caltrans transferred several single-level Comet 1B cars from Oakland to Los Angeles to further supplement the existing bilevel fleet.

Of the 54 bilevel passenger cars in the Pacific Surfliner fleet, 15 are owned by the State of California and 39 by Amtrak. In addition to these 54 bilevel cars, Caltrans leases 11 Amtrak-owned Superliner Coach cars and one Superliner Sightseer Café car for use across California’s state-supported intercity services.

A typical Pacific Surfliner trainset consists of one locomotive and six passenger cars, including one Business Class car, one Superliner car used for additional Business Class or Coach seating, one Café car with Coach seating, two Coach cars, and one cab/baggage car

with additional Coach seating. This configuration provides approximately 487 passenger seats. Additional cars may be added, when available, to accommodate higher demand during holidays and special events. The current Pacific Surfliner service level, which includes 24 daily one-way trips, requires nine complete trainsets.

A description of the cars most frequently used in Pacific Surfliner service is provided in Table 6.1, and a detailed breakdown of all equipment used for the service is shown in Table 6.2. Schematic layouts of the bilevel cars currently in operation are included in Appendix D – Schematics of Pacific Surfliner Passenger Cars.

Table 6.2 - Pacific Surfliner Equipment Breakdown for FY 2025-26

Equipment Type	FY 2025-26	
	State-Owned	Leased from Amtrak
Surfliner Cab Car	3*	8
Surfliner Coach	10	15*
Surfliner Business Class	2	8
Surfliner Café Car	2	8
Superliner Coach	0	11
Superliner Sightseer Café Car	0	1
Comet 1B Coach	8	0
Non-Powered Control Unit	0	3
Total Rolling Stock	26	54
Siemens Charger SC-44	14	0
Total Locomotives	14	0

Table 6.1 - Pacific Surfliner Fleet Description

Type	Car Description	Seating Capacity ¹
Surfliner Business Class	Reserved seating on upper and lower levels with dedicated attendant; complimentary at-seat snack and beverage service	74
Superliner Flex Business Class or Coach	Upper level used for business class or coach seating. Additional seating on the lower level that can also be used for business class or coach ADA	74 to 96
Superliner Sightseer Café	Lounge and booth seating on upper level and Café area with food and beverage service on lower level	70
Surfliner Café	Unreserved coach seating on upper level; booth seating and Café area with food and beverage service on lower level	83
Surfliner Coach	Unreserved seating on upper level with limited seating for seniors/disabled on lower level	90
Surfliner Cab/Baggage	Unreserved seating on upper level and cab area for engineer to operate train; limited senior/disabled seating, bike rack accommodating seven bikes, and secured area for storage of checked baggage on lower level	76
Comet 1B Coach	Unreserved seating with limited seating for seniors/disabled	64

¹ Some Superliner cars used as either a Coach or second Business Class car have 96 seats. Source: Amtrak & Caltrans

Amtrak Thruway Bus Fleet

Amtrak contracts with private bus operators on behalf of the LOSSAN Agency to provide state-funded Amtrak Thruway bus services that connect to the Pacific Surfliner route. The contracted operators supply the vehicles, which must meet specific requirements including ADA accessibility, electronic destination signs, Wi-Fi, restrooms, and power outlets.

Equipment Maintenance

Amtrak is responsible for all maintenance activities related to the Pacific Surfliner service under its operating agreement with the LOSSAN Agency. The LOSSAN Agency ensures that the fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety. The LOSSAN Agency also oversees the administration and maintenance supervision of the Pacific Surfliner fleet, including 22 state-owned passenger cars and 14 Siemens Charger locomotives, as defined in the ITA between Caltrans and the LOSSAN Agency. Caltrans retains responsibility for overseeing wreck repairs and modifications to state-owned equipment.

The primary maintenance facility for Pacific Surfliner equipment is Amtrak's Los Angeles Maintenance Facility, located adjacent to the LOSSAN Rail Corridor near Downtown Los Angeles. This facility includes locomotive and car repair shops that perform safety inspections, servicing, and maintenance for all locomotives and rolling stock used on the Pacific Surfliner, as well as Amtrak's long-distance services. Amtrak also operates smaller leased servicing facilities in San Diego, Goleta, and San Luis Obispo for fueling, cleaning, and overnight inspections. Expansion of these outlying facilities is currently being planned or designed to support service growth and enable a more flexible maintenance program that reduces the need for all trainsets to cycle through the Los Angeles Maintenance Facility every four to five days.

Overhaul of Equipment

The LOSSAN Agency continues to coordinate with Caltrans, Amtrak, CCJPA, and SJJPA to define a scope for overhauling and modernizing the existing bilevel fleet. In 2023, for example, SJJPA entered into an agreement with Caltrans, the LOSSAN Agency, and CCJPA to oversee the contract for rebuilding and overhauling the wheel trucks of all state-owned bilevel cars. This coordinated effort leverages shared resources to enhance equipment performance and improve the passenger experience.

However, unlike the Capitol Corridor and San Joaquins services, which operate fleets entirely owned by the State of California, nearly 80 percent of the bilevel passenger cars used on the Pacific Surfliner are owned and maintained by Amtrak. This ownership and maintenance structure presents challenges when implementing improvement or overhaul programs that passengers expect, such as the installation of modern and more informative onboard information systems, since these cars must comply with Amtrak's national procurement and fleet standards. This is an important consideration as the LOSSAN Agency continues to coordinate with Caltrans, Amtrak, CCJPA, and SJJPA to define a scope for overhauling and modernizing the existing bilevel fleet.

New Equipment and Fleet Redeployment Plan

In December 2011, the California Transportation Commission (CTC) approved the allocation of \$42 million in Proposition 1B funds as a local match to \$168 million in federal funds for Caltrans to purchase new railcars and locomotives. In November 2012, Caltrans awarded a \$352 million contract to the Sumitomo Corporation of America to procure new railcars that meet federal standards established by the Next Generation Equipment Committee. Design and testing challenges delayed production, and Siemens was later selected as the subcontractor to supply 49 single-level Venture cars for use in California. The first trainset entered revenue service in December 2023.

As the new Venture railcars are deployed on the San Joaquins route, existing bilevel passenger cars from that service will become available to restore and potentially expand operations on the Capitol Corridor and Pacific Surfliner. A fleet redeployment plan developed jointly by Caltrans, CCJPA, SJJPA, and the LOSSAN Agency indicates that once all Venture trainsets are placed into service on the San Joaquins, 12 additional bilevel cars will be added to the Pacific Surfliner fleet. This expansion will bring the total to 25 state-owned and 49 Amtrak-owned bilevel cars and will provide sufficient capacity to restore Pacific Surfliner service to pre-pandemic levels.

Stadler FLIRT H2 Multiple-Units (FLIRT H2)

Caltrans has entered into an agreement and an option with Stadler Rail USA to procure 10 Multiple-Unit (Flirt H2) hydrogen powered trainsets. The trainsets are powered by hydrogen fuel-cell technology, which allows for zero-emissions operation.

Flirt H2s are planned to begin arriving as soon as 2027 to initiate corridor testing with all trainsets scheduled to arrive by the end of 2029. The LOSSAN Agency is collaborating with Caltrans and the North County Transit District (NCTD) to implement testing, acceptance and initial pilot revenue service on NCTD's San Diego Subdivision. NCTD will perform the initial vehicle testing and acceptance procedures for the new vehicles. Pending successful completion of testing and acceptance process, the vehicles may be placed into revenue operations for the Pacific Surfliner service. The parameters of the potential pilot revenue operations are planned to be developed in FY2026-2027 in collaboration with Caltrans.



Chapter 7

Passenger Experience

The LOSSAN Agency works with Amtrak to implement initiatives that improve the overall passenger experience. The following sections highlight existing enhancements to passenger services and amenities for the Pacific Surfliner, as well as initiatives prioritized to be evaluated for implementation in FY 2026-27 and FY 2027-28.

Station Amenities

Integration with Passenger Information Display Systems of Commuter Rail Services

In December 2024, the LOSSAN Agency partnered with Amtrak and Metrolink to integrate real-time Pacific Surfliner status updates into Metrolink’s Passenger Information Display System (PIDS). This system powers the electronic signs at many Metrolink stations, and the integration now makes it possible for Pacific Surfliner train information to appear alongside Metrolink updates. In FY 2026-27, the LOSSAN Agency plans to work with NCTD to bring the same real-time updates to stations in San Diego County served by the Pacific Surfliner through NCTD’s PIDS.

General Transit Feed Specification – Real-Time Initiative

In addition to integrating real-time status updates into commuter rail PIDS displays, the LOSSAN Agency is evaluating the development of a General Transit Feed Specification – Real-Time (GTFS-rt) feed to make location-based arrival information more accessible to passengers, with potential implementation in FY 2026-27. Currently, Amtrak’s website and mobile app require users to enter a date and either a train number or station pair to access status updates, and do not provide an overview of upcoming trains based on the user’s location. A GTFS-rt feed would allow third-party trip planning apps such as Transit, Moovit, and Google Maps to display real-time Pacific Surfliner information alongside connecting commuter rail and public transit services, all in one convenient place. This initiative follows the example of the Capitol Corridor, where CCJPA manages a GTFS-rt feed, and it directly supports the goals of Cal-ITP and CalSTA to expand GTFS-rt adoption and make public transit more seamless, integrated, and accessible across California.

Key Points

[01]

Proposed projects for real-time information and GTFS-rt integration, plus improved station systems, will make travel more intuitive and connected for passengers.

[02]

Enhanced onboard amenities—from upgraded Wi-Fi to reinstated checked baggage and refreshed Market Café offerings— will elevate comfort and convenience.

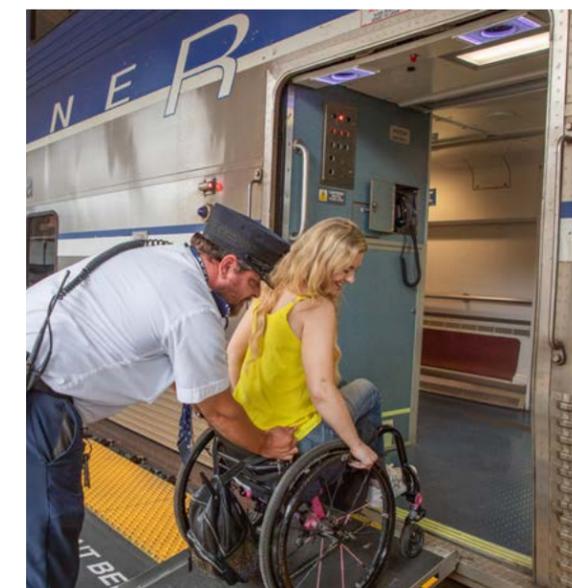
[03]

Accessibility improvements, bicycle capacity expansion, and premium Business Class features will ensure a welcoming experience for all riders.

Onboard Amenities

Accessibility

All Pacific Surfliner trains are fully accessible to passengers with disabilities. The lower level of each car is designated for passengers with disabilities, offering space for mobility devices and a restroom designed for mobility device users. Assistance with boarding or detrainning can be requested during the booking process, and trained service animals are welcome in all areas where passengers are permitted.



Bicycle Storage

Each Pacific Surfliner train provides storage for up to seven bicycles in the cab car. Bicycle space can be reserved at no additional cost when booking a ticket. The LOSSAN Agency has expanded storage to accommodate larger bicycles, including tandems, and is working to add capacity for three more bicycles onboard.

Business Class

Business Class provides passengers with various additional benefits, including:

- **A guaranteed seat with extra legroom**
- **Upgraded leather seat upholstery, carpeting, and curtains**
- **Service from a dedicated attendant**
- **Complimentary snacks and beverages, including options for beer and wine**
- **Priority boarding at the Santa Fe Depot in San Diego**
- **Bonus points earned through the Amtrak Guest Rewards program**



Checked Baggage

In June 2025, the LOSSAN Agency Board of Directors approved coordination with Amtrak to reinstate checked baggage service on the Pacific Surfliner, with a \$10 fee per checked bag to help offset service costs. This decision followed the successful reopening of Anaheim and Oceanside as staffed stations on March 10, 2025, which expanded the number of corridor locations capable of accommodating checked baggage. To implement the service, Amtrak has indicated that its national checked baggage policies must be updated to reflect the policy change approved by the LOSSAN Agency Board of Directors for the Pacific Surfliner. At this time, no timeline has been provided for completing the required policy updates or reinstating the service.

One Personal Item: FREE

i.e. large purse, briefcase,
computer backpacks



Two Carry-On Bags: FREE

28" x 22" x 11" / Up to 50 lbs.



COMING SOON

Checked Bags: \$10 each (up to four)

Up to 75 Linear Inches (L+W+H) /
Up to 50 lbs.



Comfortable Seating

All Pacific Surfliner trains feature reclining seats in both Business Class and Unreserved Coach. Many seats are equipped with leg rests, drop-down tray tables, overhead lights, and power outlets, and group seating is available for parties of three or four.

Market Café

The Market Café offers a variety of snacks, beverages, and light meals for sale. In partnership with Amtrak, the LOSSAN Agency reviews sales performance and passenger survey data to guide semiannual menu updates each April and October. When possible, locally sourced products are incorporated to highlight the diverse culinary landscape of Southern California and the communities served by the Pacific Surfliner. Targeted promotions are also used to drive foot traffic and increase sales revenue, helping to offset the operating costs of the Market Café.

Pet Reservations

Passengers may reserve space for a small dog or cat for an additional fee, with a maximum of five pet reservations allowed per train (excluding service animals). Pets must travel in a carrier, weigh under 20 pounds, and are only permitted in Coach seating.

Restrooms

Pacific Surfliner cars are equipped with restrooms featuring electric hand dryers, soap dispensers, handrails, flushing toilets, running water, and infant diaper-changing tables. Each car includes a larger restroom on the lower level that is accessible to mobility device users, as well as a smaller restroom on the upper level.



Wi-Fi and Onboard Entertainment

Complimentary Wi-Fi is available on all Pacific Surfliner trains. To improve speed, reliability, and bandwidth, the LOSSAN Agency recently partnered with Amtrak and Caltrans to install upgraded hardware. The service supports general web browsing and other low-bandwidth activities on laptops, tablets, smartphones, and other internet-enabled devices.

The LOSSAN Agency is also evaluating the implementation of an onboard entertainment platform in FY 2026-27, which would be accessible to passengers through the Pacific Surfliner Wi-Fi service. Similar to systems offered by airlines and already in use by CCJPA and SJJPA, this platform would enhance the overall travel experience, particularly on longer trips, and help distinguish intercity passenger rail from other modes of transportation. In addition to offering movies, television, music, and other digital content, the platform could provide new opportunities for targeted promotions, food and beverage ordering, and revenue-generating advertising. Because some segments of the Pacific Surfliner route have limited cellular coverage due to terrain and distance from populated areas, the platform would store content locally on the Wi-Fi router rather than stream it in real time, allowing passengers to enjoy uninterrupted access even when traveling through areas with weak or no cellular data service.

Chapter 8 Marketing

The Marketing Plan for FY 2026-27 and FY 2027-28 aligns with the LOSSAN Agency's strategic priorities to maximize customer focus, optimize operations, and prioritize business sustainability. The Plan aims to boost ridership and revenue for Pacific Surfliner by enhancing brand awareness among target audiences and influencing their travel decisions through customer-centric, operationally efficient, and sustainable marketing practices.

As part of this plan, the Marketing team will focus on the following audience segments:



Leisure Travelers

- Individuals between the ages of 18 to 45, including Spanish speakers, who are interested in domestic leisure travel
- Families living or traveling near Pacific Surfliner stations
- Tourists (including international visitors) seeking a scenic and convenient travel experience without cars



Students & Young Adults

- College and university students commuting between home and campus
- Young adults exploring Southern California for events, weekend getaways, and leisure trips



Retirees or Seniors (55+)

- Older adults seeking a comfortable, stress-free way to explore destinations along the coast without a car



Engaged Riders & Past Customers

- Customers who have traveled on the train in the past 12 months
- Riders who value service updates, reliability, and connectivity for repeat trips



Business & Event Travelers

- Professionals traveling for work or commuting between cities
- Conference and event attendees at key destinations such as San Diego, Anaheim, and Los Angeles that are accessible by Pacific Surfliner trains

Key Points

[01]

Marketing's updated goals focus on maximizing customer focus, supercharging brand awareness, optimizing performance through analytics, growing statewide rail ridership, and enhancing passenger communications.

[02]

Marketing is targeting high-value audiences with bilingual, digital-forward campaigns designed to increase ridership and brand visibility.

[03]

Partnerships with destinations, influencers, and transportation providers are positioning Pacific Surfliner as the premier car-free travel choice.

Marketing Goals and Tactics

For each marketing campaign, the Marketing team will review progress regularly and adjust to ensure continual improvement across trip bookings and other key performance indicators, demonstrating fiscal responsibility and leadership in business management.

The marketing goals for FY 2026-27 and FY 2027-28, along with the planned tactics to achieve them, are:

Maximize Customer Focus Through Enhanced Ridership and Experience

GOAL

Increase the number of new riders while improving user experience and growing customer loyalty with existing riders to build trust and encourage repeat ridership. This supports the LOSSAN Agency's commitment to maintaining sustainable fares and integrating with destination and transportation partners. Tactics to achieve this goal include:

- Develop integrated advertising and outreach campaigns aimed at potential new customers within target audiences, with bilingual content to serve Spanish-speaking communities
- Expand targeted email campaigns and social media retargeting efforts to encourage repeat ridership and increase frequency of travel
- Partner with destinations, events, visitor bureaus, venues, and transportation providers to create seamless, integrated marketing efforts that enhance the customer journey
- Promote connections to regional transportation options that improve connectivity throughout the service area

Supercharge Awareness of the Pacific Surfliner Brand

GOAL

Expand awareness of the Pacific Surfliner brand as a car-free, customer-focused transportation option that connects communities in Southern California. Tactics to achieve this goal include:

- Build brand affinity through media campaigns that spotlight car-free travel, community impact, and scenic experiences
- Maintain and engage a robust media contacts list and distributing press releases in English and Spanish
- Grow creator and social media influencer partnerships that authentically showcase the Pacific Surfliner journey in an organic way
- Develop co-branded marketing campaigns with major destinations, hotels, attractions, and events that package rail travel with end-destination experiences
- Partner with first-mile/last-mile transportation providers (rideshare, bike share, local transit) to address connectivity barriers
- Target businesses along the corridor for employee commute and business travel opportunities to position rail as a reliable commuting and travel option
- Increase reach through social media platforms such as Instagram, TikTok, Facebook, and YouTube, using creative content that highlights user experiences, car-free travel, and regional destinations

Optimize Marketing Performance Through Analytics and Automation

GOAL

Maximize marketing efficiency and return on investment through data-driven decision making and marketing automation. Tactics to achieve this goal include:

- Evaluate and measure pay-per-click (PPC) advertising to increase ridership and the percentage of ticket sales initiated at PacificSurfliner.com while maintaining fiscal responsibility
- Improve and optimize website content with Answer Engine Optimization (AEO), Generative Engine Optimization (GEO), and search engine optimization (SEO) best practices to capture intent-driven travelers
- Enhance email automation to personalize journeys, increase engagement, and boost retention. Routinely clean our email list of subscribers to maximize visibility and effectiveness of email campaigns
- Implement paid media campaigns targeting identified markets through a variety of channels, with regular performance analysis to ensure optimal return on investment (ROI)
- Build dashboards to analyze campaign performance and optimize marketing spend in real time





Grow Statewide Rail Ridership

GOAL

Collaborate with the other JPAs in California to develop coordinated marketing efforts that promote rail travel statewide. Tactics to achieve this goal include:

- Expand collaboration with the other JPAs, promoting connections between Pacific Surfliner service and state-run agencies on AmtrakCalifornia.com and other channels
- Remain engaged with the SAIPRC Commercial Performance Working Group to coordinate with other managing agencies for state-supported Amtrak routes nationwide and share best practices in business management

Enhance Passenger Communications

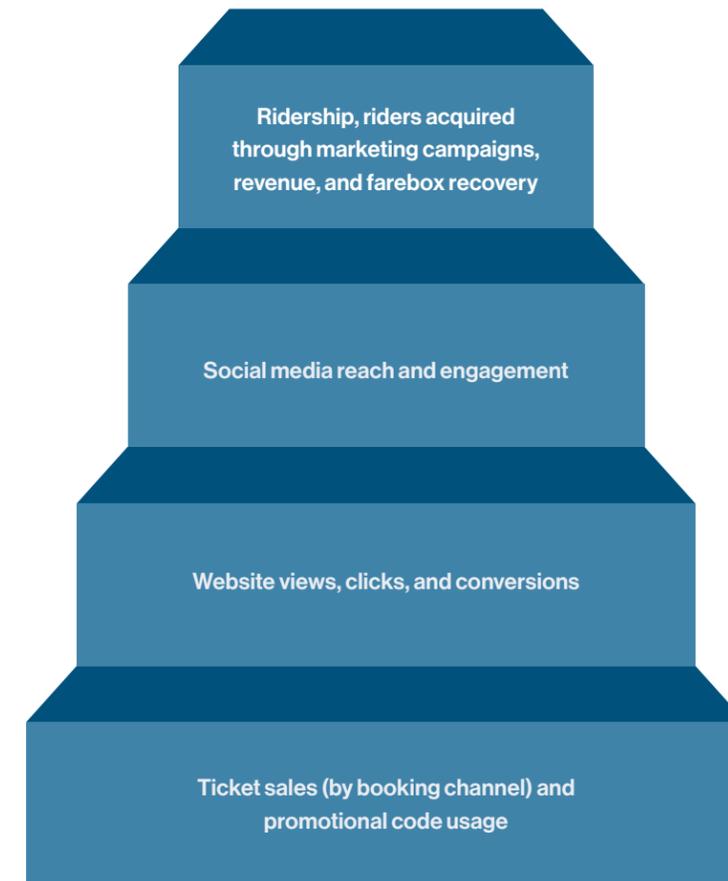
GOAL

Provide timely service updates to customers and demonstrate operational excellence. Tactics to achieve this goal include:

- Regularly share informational messages and critical updates about service impacts with both customers planning trips and passengers already in transit, using the Pacific Surfliner website, social media accounts, and other relevant channels
- Standardize communication protocols for planned vs. unplanned service changes
- Create clear, evergreen content explaining travel logistics (bus bridges, transfers, ticketing, checked baggage, etc.)

Marketing Key Performance Indicators

Marketing efforts will be assessed on a tactical, campaign, and programmatic basis, allowing the marketing plan to be refined throughout the year to meet the goals outlined above. Key performance indicators (KPIs) will be reviewed regularly by staff and presented to the Board on a quarterly basis. Examples of KPIs that will be evaluated include:



Amtrak Guest Rewards Program

Amtrak offers the Amtrak Guest Rewards (AGR) program, which allows customers to earn points on travel that can be redeemed for train trips and other incentives. The LOSSAN Agency continues to work with Amtrak to improve the passenger experience for AGR participants while exploring the feasibility of implementing a directly managed customer loyalty program to complement AGR.

Enhanced initiatives encourage first-time passengers to continue riding Pacific Surfliner and reinforce the train as a viable transportation option to key destinations in Southern California. A directly managed program would also improve the quality of passenger data collected by the LOSSAN Agency, particularly regarding demographics and travel behavior, supporting more targeted and fiscally responsible marketing efforts while advancing equity and inclusion goals through better understanding of diverse customer needs.

Chapter 9

Capital Improvements and Coastal Resiliency

Key Points

[01]

New initiatives prioritize expanding double track, modernizing aging infrastructure, and delivering key capacity projects.

[02]

Coastal resiliency goals center on stabilizing vulnerable bluff segments, upgrading drainage systems, accelerating near-term erosion mitigation, and coordinating long-term relocation or protection strategies with regional partners

[03]

Strategic objectives include strengthening federal and state funding competitiveness, advancing Corridor ID-supported planning, and accelerating delivery of climate-resilient projects that protect service reliability for decades to come.

Since 1990, the State of California has made significant investments in capital improvements on the state's three intercity passenger rail corridors. The LOSSAN Agency member agencies have also secured state and federal grants for preliminary engineering, environmental documentation, final design, and construction of capital projects along the LOSSAN Rail Corridor. Despite these efforts, more than half of the LOSSAN Rail Corridor remains single track with aging infrastructure, which limits service expansion and operational efficiency.

Although each of the seven right-of-way (ROW) owners along the LOSSAN Rail Corridor has made considerable investments within their territories, the overall capital needs of the corridor far exceed available funding resources. Since 2022, the LOSSAN Agency has worked with the State, its member agencies, and various stakeholders to compile a comprehensive list of identified capital projects, including the status of each project and any programmed funding. The project list is organized into three categories: LOSSAN led and funded projects, other stakeholder or agency funded projects, and projects not yet funded. This list is provided in Appendix C, LOSSAN Corridor Capital Projects List.



Key Funding Sources for Capital Improvements

In addition to the capital improvements planned by various stakeholders along the corridor, the LOSSAN Agency maintains a Capital Improvement Program (CIP) consisting of projects that the LOSSAN Agency directly funds and manages. To deliver these projects, the LOSSAN Agency leverages a variety of funding sources, including:

Program	Description
State Rail Assistance (SRA) Program	Provides allocations from SB 1 revenue to support both operational and capital improvements through a combination of formula and competitive distribution, offering a dependable and flexible funding source.
Transit and Intercity Rail Capital Program (TIRCP)	Administered by CalSTA, this program funds efforts to modernize California's intercity, commuter, and urban rail systems, reduce greenhouse gas emissions, and decrease vehicle miles traveled.
Solutions for Congested Corridors Program (SCCP)	Administered by the California Transportation Commission, this program allocates SB 1 revenue to support transportation, environmental, and community access improvements aimed at reducing congestion across California.
State Transportation Improvement Program (STIP)	A five-year plan, updated biennially and adopted by the California Transportation Commission, that allocates future state transportation funds for highway improvements, intercity rail projects, and regional transportation improvements.
California Proposition 1B	Approved by voters in November 2006, Proposition 1B authorized the issuance of \$19.9 billion in general obligation bonds for transportation purposes, including congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, and safety and security projects.
State Minor Capital Project Funding	In addition to major capital improvements, the State allocates at least \$500,000 annually for minor projects related to the service. Beginning in FY 2025-26, the LOSSAN Agency is requesting \$1,000,000 annually in minor capital funding to address the backlog of necessary projects. These funds support improvements such as station upgrades, signage, and minor safety and security enhancements.

Beyond these funding sources, the LOSSAN Agency and its member agencies actively pursue federal, state, and local funding opportunities. The LOSSAN Rail Corridor has been accepted into the FRA's Corridor Identification and Development (ID) Program, positioning the LOSSAN Agency to strengthen its eligibility for major federal grants. Once a service development plan is completed, the LOSSAN Agency will be well prepared to compete for federal funding for rail projects.

CAPITAL PROJECTS

1. Central Coast Layover Facility Expansion (Phase 1)
2. CTC and Switch Upgrades, Safety Improvements, Rail/Tie Replacements
3. Los Alamos Creek Bridge (Narlon) Replacement
4. Santa Ynez River Bridge Replacement
5. Canada Honda Creek Bridge Replacement
6. Bluff Stabilization Projects
7. Goleta Layover Facility Improvements
8. Goleta Station Project
9. Santa Barbara Spur Track
10. Ortega Siding
11. Seacliff Siding Extension
12. Leesdale Siding Extension: Future Phase(s) to Oxnard Station
13. Rice Avenue Grade Separation
14. Leesdale Siding Extension
15. Leesdale Siding Extension in Camarillo
16. Camarillo Station Pedestrian Undercrossing Project
17. Simi Valley Double Track
18. Arroyo Simi Bridge Rehabilitation
19. Devonshire Street Safety Improvements
20. Chatsworth Station Improvements
21. Burbank Corridor Safety Improvements – Burbank Airport
22. Burbank Junction Speed Improvements
23. Burbank Corridor Safety Improvements – Burbank Downtown
24. Doran Street Grade Separation
25. Link Union Station Project
26. Commerce Station Relocation
27. Rosecrans/Marquardt Grade Separation
28. Fullerton Interlocker Project
29. Irvine Station Improvements (Phase 1)
30. San Juan Creek Bridge Replacement
31. Serra Siding Extension
32. SONGS Double Track
33. San Onofre Bridge Replacements (3)
34. San Onofre to Pulgas Double Track (Phase 2)
35. Eastbrook to Shell Double Track
36. Carlsbad Village Double Track
37. Batiquitos Lagoon Double Track
38. Encinitas Pedestrian Crossings
39. San Dieguito Double Track and Special Events Platform
40. San Dieguito to Sorrento Valley Double Track (Del Mar Tunnel)
41. Del Mar Bluffs Stabilization – 5
42. Del Mar Bluffs Stabilization – 6
43. Miramar Tunnel
44. Sorrento to Miramar Double Track (Phase 2)
45. Rose Canyon Bridge Replacements (3)
46. Bridge 257.2 Replacement
47. Signal Respacing and Optimization Project
48. San Diego Convention Center Station
49. San Diego County Maintenance and Layover Facility (Phase 1)



LEGEND

- | | | |
|---|-----------------|----------|
| # | Planning/Design | UP |
| # | Construction | SCRRRA |
| # | Completed | BNSF |
| ■ | Station | NCTD |
| | | Sprinter |

Highlights of LOSSAN Agency Completed Projects Since 2020

Since 2020, several projects have been completed along the LOSSAN Rail Corridor, including:

- Replacement of two critical bridges – Naron Bridge and La Cañada Honda Creek Bridge in the Vandenberg Space Force Base (VSFB) area
- Installation of centralized traffic control in Santa Barbara and San Luis Obispo counties
- Conversion of 9 sidings from hand-thrown to powered switches
- Replacement of ties and rail
- Signal and fencing upgrades
- Track bed and Right of Way safety improvements
- Tieback walls to stabilize approximately 1000 feet of eroded bluffs in the Hollister Ranch and Surfin' Cowboy areas just south of VSFB
- Minor station improvements, such as lighting replacement, equipment upgrades, and camera installations

Highlights of Current Projects in Progress

In addition to completed projects, the LOSSAN Agency is currently advancing several Board-approved projects:

- **Central Coast Layover Facility** – Located just south of the San Luis Obispo Station, this facility will allow an additional train to layover for the northern terminus of the LOSSAN Rail Corridor, allowing for future expansion in the Central Coast area of California.
- **Goleta Layover Facility Expansion** – This project adds an additional layover track at LOSSAN's Santa Barbara terminus allowing for more operational flexibility.
- **Leesdale Siding Extension** – This project creates over 3 miles of siding track just east of the single platform Oxnard station, which will reduce wait times at the station significantly providing more operational flexibility for both the Surfliner and Metrolink.
- **Ortega Siding** – Located between Carpinteria and Montecito, this project provides a siding in the middle of a 16-mile stretch of single track, which will allow for expanded service to the northern section of the Corridor.
- **Bluff Stabilization Prioritization** – Several coastal bluff areas have been identified as needing drainage improvements to minimize bluff erosion as a mid-term (30-year) solution to extending the railroad's Design Service Life along the bluffs. Work is anticipated to begin in 2026 and continue for the next several years.
- **San Diego Layover and Maintenance Facility** – This project constructs a maintenance and layover facility in the Southern end of the corridor, creating significant operational and maintenance efficiencies. Work is focused in 2026 on identifying viable sites for the facility.

A comprehensive list of all in-progress projects led by the LOSSAN Agency is provided in Appendix C – LOSSAN Corridor Capital Projects List.



Coastal Resiliency

Over the last two years, the impacts of climate change have been felt across the entire LOSSAN Rail Corridor, including repeated track closures that resulted in nearly 11 months of bifurcation on the busiest stretch of the corridor between Orange and San Diego counties during FY 2022-23 and FY 2023-24. These closures were the direct result of coastal erosion and landslides caused by extreme weather events. Costs for physical rail infrastructure repairs alone exceeded \$37 million, with additional costs incurred by the LOSSAN Agency to provide bus bridges in order to maintain lifeline service during closures.

Although less extensive, the north end of the corridor in Santa Barbara and Ventura counties experienced similar disruptions, including 24 days of closures at several locations north and south of Santa Barbara due to erosion.

Beyond monetary costs, impacts that are harder to quantify include effects on public perception and ridership recovery. Continued climate-related disruptions threaten the reliability of the service and could prompt passengers to switch to other modes of travel.

SB 677

On October 7, 2023, Governor Gavin Newsom signed into law SB 677 (Blakespear), which requires the LOSSAN Agency's ABP to include:

- A description of the effects of climate change on the corridor
- A description of how to adapt to these impacts
- Identification of projects planned to increase climate resiliency along the corridor
- Possible funding options for the identified projects

Appendix C, LOSSAN Corridor Capital Projects List, provides a comprehensive set of tables covering LOSSAN programmed and third party capital projects along the LOSSAN Rail Corridor. In each of the three sections of Appendix C, the fourth column of the table identifies whether a project supports climate resiliency. Of the 119 capital projects listed across all sections, 43 have been identified as contributing to climate resiliency along the LOSSAN Rail Corridor.

SB 1098

SB 1098 requires CalSTA to produce a report to the Legislature two years after an appropriation is made, including a prioritized list of projects in the corridor "necessary to ensure the resiliency of both natural resources and transportation infrastructure." As referenced in Chapter 1, the LOSSAN Agency plans to participate in a statewide working group to be formed by CalSTA pursuant to SB 1098 to provide information and recommendations to the State in support of this report. Participation in the working group will be an important part of the LOSSAN Agency's role in supporting adaptation and resiliency efforts within the corridor.

Current and Future Efforts to Address Coastal Resiliency

Highlights of ongoing efforts to address coastal resiliency challenges on the LOSSAN Rail Corridor include the following:

Santa Barbara Subdivision Stabilization Efforts

In 2021, the UPRR performed a study on track stability along the coastal areas of the corridor in the Santa Barbara Subdivision and identified locations of accelerated erosion in this UPRR-owned territory. These areas were then prioritized based on the severity of erosion. Later, this list was updated after field investigation of additional erosion due to extreme weather events in the winter of 2023.

It was determined that the three main causes for erosion and trackway destabilization were: 1) malfunctioning storm water conveyance systems, 2) bluff toe erosion at the ocean level, and 3) general geologic instability due to landslide prone coastal areas. The latter two will require a longer-term strategy as this will involve major construction efforts and lengthy permitting processes through the Coastal Commission and other jurisdictions. These areas include Honda Bluff (MP 302.8), Secate (MP 332.0X), and Rincon Ventura (MP 384.2). The LOSSAN Agency is continuing to work with UPRR on this longer-term strategy.

For the shorter term, plans are being developed to improve and repair existing drainage systems and minimize storm water erosion in the following locations: Tajiguas (MP 340.7), Cojo (MP 319.0), El Capitán (MP 347.9), Ortega Hills (MP 372.2), and Rincon Santa Barbara (MP 379.9). The LOSSAN Agency is currently working with UPRR to help fund the construction portions of these projects, and construction could start in 2026.

There were two other projects on the list that were completed in 2025. These were bluff stabilization projects, one at Hollister Ranch and one at Surfin' Cowboy, that included nearly 1000 feet of soldier pile walls with tie-backs.

OCTA Coastal Rail Resiliency Study

In 2024, OCTA launched the Coastal Rail Resiliency Study (CRRS) to explore solutions to protect in place approximately seven miles of the corridor in South Orange County for up to 30 years. The study was initiated with a \$1.77 million federal Surface Transportation Block Grant and more than \$230,000 in local measure funds. The total project is estimated to cost \$310.5 million, of which \$305 million has been secured through a mix of federal, state, and local sources.

This 24-month study includes conducting a vulnerability assessment to identify and evaluate locations at immediate risk, establishing evaluation criteria to assess alternative concepts, and presenting draft and final feasibility study reports. This assessment identified four critical locations – one on the inland side of the tracks and three on the beach side.

To address these locations quickly, OCTA has implemented the Coastal Rail Stabilization Priority Projects in partnership with Metrolink, the LOSSAN Agency, and other stakeholders, with the goal of mitigating these risks within the next one to two years. The remainder of the CRRS will identify mid-term solutions for the broader coastal region in South Orange County. A separate long-term state-led study will assess potential rail line relocation away from the Pacific Ocean.

City of San Clemente Coastal Resiliency Project

The City of San Clemente is developing a nature-based Coastal Resiliency Project to address coastal erosion through sand retention and replenishment. These efforts complement existing and planned beach restoration projects led by the U.S. Army Corps of Engineers and local agencies. Concepts under development include installing breakwaters to retain existing sand and establishing living shorelines to increase reserves and natural sand nourishment. The City released the draft Nature-Based Adaptation Project Feasibility Study in June 2025 for public input.

San Diego Subdivision Projects

SANDAG is advancing multiple efforts to improve coastal resiliency in San Diego County. Phase 5 of its bluff stabilization project in Del Mar began in 2023 to address immediate needs. For the long term, SANDAG is leading the planning and environmental review for a potential track relocation project that would move the rail line inland, either through or around the Del Mar community. Several alternatives have been developed including tunnelling through the Del Mar hill, moving more inland and tunnelling along Interstate 5, and reinforcing the current bluff while staying within existing right of way.

An updated Notice of Preparation was submitted for public comment in May 2025. Geotechnical investigations started in October 2025. These efforts will help pave the way for the next phase of the project – the Draft Environmental Impact Report.

Also in San Diego, the San Dieguito Lagoon Double Track and Special Events Platform project has been fully funded, and the Batiquitos Lagoon Double Track project is more than 50 percent complete in construction as of Fall 2025. These projects will replace century-old trestle bridges, widen the channels beneath them to improve tidal flow, and strengthen overall corridor resiliency.

Chapter 10

Network Integration and Service Expansion

Key Points

[01]

Key initiatives aim to expand regional and statewide rail connectivity, including advancing pulsed scheduling, integrated ticketing, and shared real-time information across rail and transit partners.

[02]

Service expansion goals include developing new corridors to meet emerging travel demand and strengthen statewide mobility.

[03]

Strategic priorities focus on aligning LOSSAN with major regional rail investments to enhance capacity, reduce travel times, and position Pacific Surfliner as a cornerstone of California's future rail network.

California State Rail Plan

A core initiative of the 2024 California State Rail Plan is the development and implementation of an integrated statewide network that positions intercity passenger rail as a competitive and cost-effective transportation option. The LOSSAN Agency collaborates with CalSTA, Caltrans, Amtrak, commuter and freight rail operators, and other corridor stakeholders to strengthen connections along the LOSSAN Rail Corridor. This includes leading the Southern California Collaboration Team, which brings together NCTD, Metrolink, BNSF, SJJPA, Amtrak, and UPRR to identify and address connectivity, on-time performance, and operating challenges through coordinated analysis of the root causes of delay.

Examples of LOSSAN Agency efforts to improve connectivity and facilitate seamless transfers between the Pacific Surfliner and other services include:

- **Implementing a pulsed, or clockface, schedule for both regional and intercity rail services**, providing repeatable hourly service that is more intuitive, predictable, and convenient for passengers.
- **Launching the Transit Transfer Program**, which allows passengers to transfer seamlessly to 10 connecting local public transit providers at no cost, addressing first and last mile connections.
- **Integrating with Metrolink's PIDS system in December 2024**, enabling real-time Pacific Surfliner status information to appear alongside Metrolink train updates. Similar integration was completed with NCTD's system in October 2025.
- **Developing station signage plans**, including consistent templates for corridor stations that can be shared with Metrolink and COASTER.
- **Advancing efforts to introduce integrated and seamless ticketing solutions** for passenger rail and connecting services, as described in the following section.

Integrated Fare Structure and Ticketing

Several statewide efforts are underway to introduce a more integrated and seamless ticketing system for passenger rail and connecting transit services. The California Integrated Travel Project (Cal-ITP) is one such initiative. Supported by CalSTA and Caltrans through TIRCP funding, Cal-ITP seeks to simplify and reduce the cost of travel by implementing technology solutions that create a unified experience across California's transit network.

In addition to these state-led efforts, the LOSSAN Agency is advancing its own initiatives to improve integration among corridor service providers. One example is the Rail 2 Rail program, which originally leveraged available capacity on Pacific Surfliner trains for the mutual benefit of Metrolink, NCTD, and Pacific Surfliner passengers. The program has since evolved to provide greater flexibility and additional options for passengers traveling along the corridor.

The expanded codeshare pilot, described in Chapter 5, represented a major advancement in fare integration by allowing passengers with valid Metrolink or Pacific Surfliner tickets to travel on either service within the limits of their ticket.

The LOSSAN Agency is participating in the State-sponsored California Rail Payments Alliance, which includes rail operators from throughout the state. The Alliance is working toward potential development of an integrated fare and ticketing platform that could be utilized across multiple services, further supporting efforts to provide passengers with a more seamless and convenient travel experience.





Potential Opportunities for Integration and Service Expansion

Several initiatives are currently being studied that would enhance existing Pacific Surfliner service, provide opportunities for expansion, create potential roles for the LOSSAN Agency in broader passenger rail mobility across Southern California, and support the establishment of more localized services along the LOSSAN Rail Corridor by member agencies.

Antelope Valley Line Capacity and Service Improvements Program

Metrolink's Antelope Valley Line (AVL) is a 76.6-mile corridor owned by LACMTA that connects Downtown Los Angeles with the Antelope Valley cities of Palmdale and Lancaster. The Pacific Surfliner operates over 11.4 miles of the AVL between Los Angeles and Burbank Junction via Glendale. The AVL Capacity and Service Improvements Program is designed to improve service by constructing capital improvements at key locations identified in the 2019 AVL Study.

The 2024 California State Rail Plan identifies the integration of rail services that connect communities in the North LOSSAN region with the rest of Southern California as a key service goal. This includes extending intercity service to Santa Clarita every two hours as part of the mid-term vision, extending through 2034. Such a service would enhance connectivity with Metrolink and the Antelope Valley while reducing the need for the Thruway bus connection operated by the San Joaquin Joint Powers Authority (SJJPA) between Bakersfield and Los Angeles. The LOSSAN Agency will continue to collaborate with stakeholders on Antelope Valley Line (AVL) improvements and work with Caltrans to identify the planning efforts and resources necessary to support potential future intercity rail service.

Connection to California High-Speed Rail

California's high-speed rail (HSR) system is designed as an integral part of the statewide passenger rail network, with services along the LOSSAN Rail Corridor serving as a backbone for the coastal regions of Southern California. CHSRA's most recent business plan highlights the interregional importance of the Burbank to Anaheim segment and the need for strategic investments that link rail systems over time.

Phase 2 of the HSR project is planned to extend from Los Angeles to San Diego via an inland route, which would reposition the Pacific Surfliner as primarily a regional service and feeder line, particularly for coastal communities in Orange and San Diego counties.

Link Union Station

The Link Union Station (Link US) project, managed by LACMTA, will transform Los Angeles Union Station from a stub-end facility into a run-through station by extending tracks south over US 101. This project will reconfigure entry tracks and boarding platforms to improve efficiency and add a new passenger concourse to enhance passenger circulation and safety within the station. Reductions in travel times for Pacific Surfliner passengers would occur in combination with the San Diego Layover and Maintenance Facility, which remains in early planning, with 2026 efforts focused on identifying viable sites.

Southern California Optimized Rail Expansion Program

The Southern California Optimized Rail Expansion (SCORE) program is a multi-year, \$10 billion effort managed by Metrolink to upgrade the regional rail system. Beyond adding infrastructure such as tracks, grade separations, and upgraded signal systems, SCORE envisions operating more trains with greater frequency and reliability to make rail travel more convenient. The LOSSAN Agency is working with Metrolink, BNSF, Caltrans, UPRR, CHSRA, and CalSTA on a phased strategy that integrates regional services, aligns with the LOSSAN Rail Corridor Optimization Study, and prepares for eventual high-speed rail integration.

Federal Corridor Identification and Development Program

In addition to the plans for expansion listed above, three corridors in southern California were accepted into the Federal Railroad Administration's Corridor Identification and Development Program (Corridor ID Program). The Corridor ID Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

Coachella Valley Rail Service

The Coachella Valley Rail Project is a proposed 144-mile intercity corridor between Los Angeles Union Station and the Coachella Valley. It would serve densely populated areas of Los Angeles and Orange counties as well as rapidly growing areas of the Inland Empire. The proposed service would operate two to five daily roundtrips, serving up to nine stations, compared to Amtrak's Sunset Limited, which currently operates only three times per week. The service would meet strong travel demand from jobs, education, and tourism, including major music festivals, gaming, and sporting events.

RCTC certified the Tier 1 program-level environmental document in 2022. The Tier 2 project-level studies are anticipated to begin later in 2026, following efforts between RCTC, Caltrans and FRA to align the project with the new Corridor ID Program. In 2024, RCTC requested formal engagement from the LOSSAN Agency in developing this corridor, with the possibility that the LOSSAN Agency could assume management and administrative authority. The LOSSAN Agency has committed to working with stakeholders to define potential roles and responsibilities before bringing a recommendation to the Board.



Coast Corridor (“Coast Route”)

The Coast Corridor is a 474-mile rail line originally constructed by the Southern Pacific Railroad in the late 19th and early 20th centuries to provide one-seat travel between San Francisco and Los Angeles. Today, while service is provided in every region of the corridor, no single service spans the entire length. Instead, segments are operated by Caltrain, Capitol Corridor, the Pacific Surfliner, Amtrak's Coast Starlight, and Metrolink.

The 2024 California State Rail Plan calls for state-supported service between San Luis Obispo and San Jose by 2027, with trains every four hours between San Luis Obispo and Salinas, and bihourly service between Salinas and Gilroy. One option to fill this gap is extending Pacific Surfliner service north of San Luis Obispo. The Coast Rail Coordinating Council (CRCC), managed by SLOCOG, brings together staff and elected officials from coastal agencies to focus on this effort. The LOSSAN Agency participates as a member agency, working with CRCC and the State to evaluate options for state-supported intercity service.

While the Coast Starlight currently provides long-distance service through the corridor, new Coast Rail service between San Luis Obispo and San Jose would complement the Coast Starlight schedule with reliable intercity service for communities between the two megaregions.

The Coast Corridor was also accepted into FRA's Corridor ID Program, which will help fund a Service Development Plan, environmental clearance, and related capital improvement planning. The LOSSAN Agency's business plan includes adequate staffing to monitor and participate in these efforts alongside CRCC and partner agencies.

Southern Corridor Extension to San Ysidro

As part of the LOSSAN Corridor's acceptance into the FRA's Corridor ID Program in 2024, the proposed extension of the Pacific Surfliner to San Ysidro was acknowledged in the program application submitted by Caltrans. This will enable Caltrans and the LOSSAN Agency to collaborate with corridor stakeholders on a Service Development Plan to extend Pacific Surfliner service to the U.S.–Mexico border. Such an extension would enhance intercity connectivity for international travelers while offering additional travel options throughout Southern California and beyond. The Service Development Plan is anticipated to be completed in FY 2027–28. As part of this process, the LOSSAN Agency will collaborate with stakeholders to support the integration of other transportation modes along this segment, including regional rail, rail transit, and fixed-route bus service.

Chapter 11

Annual Funding Request and Separation of Funding

Key Points

[01]

The funding request sustains fully restored Pacific Surfliner service levels while offsetting State operating costs through federal grants, member agency contributions, and other non State resources.

[02]

Administrative and marketing funding supports essential oversight, service delivery, and customer engagement while leveraging OCTA as the managing agency to maximize efficiency and control costs.

[03]

Federal grant participation, including the Restoration and Enhancement Grant, reduces the State's net operating obligation and creates opportunities for corridor reinvestment to support expanded service levels.

The annual funding process for California's three state-supported intercity passenger rail corridors begins with an initial funding request from the California Department of Transportation (Caltrans) Division of Rail (DOR) as part of the State's annual budget process. Once the State budget is approved and funding is included for intercity passenger rail service, the California State Transportation Agency (CalSTA) allocates funding to each of the three intercity passenger rail corridors through approval of their Annual Business Plans (ABPs). Concurrent with this process, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) negotiates with Amtrak on the operating and maintenance agreement, which is managed on a federal fiscal year (FFY) basis (October through September). The current Amtrak agreement covers FFY 2025-26, and a new operating agreement is anticipated for FFY 2026-27.

Each year, the LOSSAN Agency presents a proposed budget to the LOSSAN Agency Board of Directors (Board) for approval, covering administration, marketing, and operations of the Pacific Surfliner. Based on this budget, a funding request is included in the ABP submitted to the Secretary of CalSTA by April 1. For Fiscal Year (FY) 2026-27, the LOSSAN Agency will submit its ABP, including a draft funding request, by April 1, 2026. An updated funding request may follow by June 30, 2026, incorporating final operating revenue and expense estimates from Amtrak and forecast modeling jointly developed with Caltrans DOR and the two other California joint powers authorities (JPAs).

State funding for operations of all three intercity passenger rail corridors is provided through the Public Transportation Account, which is funded primarily by the state sales tax on diesel fuel.

Fiscal Year 2026-27 and Fiscal Year 2027-28 Funding Request

The total net State funding proposal for FY 2026-27 is \$70,514,970, which includes the net Amtrak operating subsidy, funding for administrative and marketing activities, and incorporates an offset of \$5,442,860, from the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant, \$1,031,125, from contributions from member agencies, and \$399,615, from LOSSAN operating surplus funds. The estimated net Amtrak operating subsidy is \$67,370,200, reflecting the continuation of full service levels implemented in FY 2025-26, including thirteen daily roundtrips between San Diego and Los Angeles, six roundtrips between Los Angeles and Goleta, and three roundtrips between Los Angeles and San Luis Obispo. The R&E grant and additional funding contributions reduce the overall net subsidy request from the State. Additional details on current service levels are provided in Chapter 3.

The operating funding request also includes \$99,670, for transit connectivity and integration, reflecting projected costs for the ongoing Transit Transfer Program. In addition, the LOSSAN Agency proposes maintaining supplemental funding for minor capital projects at \$1,000,000, annually to help address the backlog of station-related improvements. The LOSSAN Agency's operating funding request reflects both the cost of maintaining expanded service levels and the Agency's ongoing efforts to actively manage operating costs and leverage non-State resources to reduce the State's net operating subsidy. Through a combination of federal grant reimbursements, member agency contributions, and service-related revenue initiatives, the LOSSAN Agency has taken deliberate steps to offset operating costs that would otherwise be borne by the State, while preserving service quality and reliability across the corridor.

For FY 2027-28, the total net state funding proposal is \$85,026,240, which includes an estimated net Amtrak operating subsidy of \$80,006,500, offset by \$5,075,440 in R&E grant funding. This funding maintains the expanded service levels established in FY 2025-26 and supports continued reliability and connectivity improvements along the corridor. It ensures the LOSSAN Agency can sustain the operational capacity achieved through recent service expansions, meet ongoing passenger demand, and preserve the efficiency gains realized through coordinated investments with State and local partners.

Although the LOSSAN Agency's operating funding request is presented on a state fiscal year basis (July through June), the underlying operating cost estimates are developed on a federal fiscal year basis (October through September) to align with Amtrak's operating and maintenance agreement and associated billing structure. This approach ensures consistency between the LOSSAN Agency's forecasted operating costs, Amtrak's estimates, and the terms of the operating agreement, while the resulting funding request is submitted and approved in accordance with the State's fiscal year budget process administered by Caltrans.

Amtrak Operating Subsidy	\$60.6m
Administrative Funds	\$7.9m
Marketing Funds	\$2.0m
Minor Capital Projects Funding	\$1.0m



Expanded Service Pilot – Third Roundtrip to San Luis Obispo

The LOSSAN Agency is advancing plans to implement an expansion of service to support a third daily roundtrip between Los Angeles and San Luis Obispo, inclusive of a sixth daily roundtrip between Los Angeles and Goleta, anticipated to be implemented during FFY 2025-26. This expanded service is being operated as a 12-month pilot to evaluate ridership demand, cost performance, and long-term sustainability.

Under the pilot structure, the additional service between Los Angeles and Goleta is primarily funded by the Santa Barbara County Association of Governments (SBCAG) and the Ventura County Transportation Commission (VCTC), reflecting regional priorities for commuter-focused and peak-period service. The extension of the same roundtrip north of Goleta to San Luis Obispo is supported through a combination of projected fare revenue, operational cost savings, and the LOSSAN Agency's existing operating surplus, consistent with the Interagency Transfer Agreement (ITA), which allows retained operating surpluses to be used

for cost variability or service enhancements and reinvested in the Pacific Surfliner service. This State approved funding approach allows the LOSSAN Agency to implement the pilot without increasing the State's operating subsidy while fully utilizing available equipment and train time slots.

The pilot is anticipated to operate from approximately April 2026 through March 2027. Funding to continue the service from April 2027 through September 2027 is included in this operating funding request, with estimated costs of approximately \$2.3 million reflected in the FY 2026–27 ABP operating tables. Continued funding for the full FY 2027–28 period, estimated at approximately \$6.6 million, is reflected in the proposed FY 2027–28 operating funding request. The LOSSAN Agency recognizes the State's interest in evaluating pilot performance and intends to work collaboratively with the State during the pilot period to assess results and confirm an appropriate long-term funding approach for continuation of the service.

Fiscal Year 2026-27 and Fiscal Year 2027-28 Administrative and Marketing Funding Request

In addition to Amtrak's contract costs for operating and maintaining the Pacific Surfliner service, the Orange County Transportation Agency (OCTA), as the managing agency, provides administrative support for the LOSSAN Agency. The LOSSAN Agency employs a select number of essential staff roles, supplemented by OCTA staff as needed. This approach ensures that both the LOSSAN Agency and the State receive maximum value at minimal cost, funding only the services and support essential for administering the Pacific Surfliner.

OCTA provides a wide range of support functions, including:

- Contracting and Procurement
- Financial Management and Budget
- General Administrative Services
- Human Resources
- Legal
- Legislative Advocacy and Government Relations
- Marketing
- Operations
- Planning
- Risk Management

The proposed administrative funding for FY 2026-27 is \$7,918,700. This includes \$6,324,320, for managing agency administrative salaries at fully burdened rates, covering 18 full-time positions. The funding also incorporates an overhead rate as defined in the Managing Agency's Cost Allocation Plan. The administrative budget currently includes performance-based salary increases consistent with OCTA's FY 2025-26 standards and salary resolutions. However, this may be revised during OCTA's FY 2026-27 budget development, with updates reflected in the June 2026 funding request.

The LOSSAN Agency also plans to offset direct administrative staff costs and other grant-related administrative expenses through grant reimbursements. Any reductions in administrative fund usage resulting from these reimbursements will be reconciled biannually, reducing future administrative fund payments accordingly.

The dedicated staff positions necessary to support the LOSSAN Agency are shown in the organizational chart in Figure 11.1. The Administrative Officer position, which is currently vacant, is being evaluated as part of an ongoing review of agency resource needs. The LOSSAN Agency intends to strategically realign this role to enhance efficiency and ensure it continues to provide value in support of the organization's long-term objectives.

In contrast to operating costs, administrative and marketing expenses for the LOSSAN Agency are budgeted and managed on a state fiscal year basis (July through June). These costs are independent of the Amtrak operating agreement and do not follow the federal fiscal year structure used for operating cost estimates.

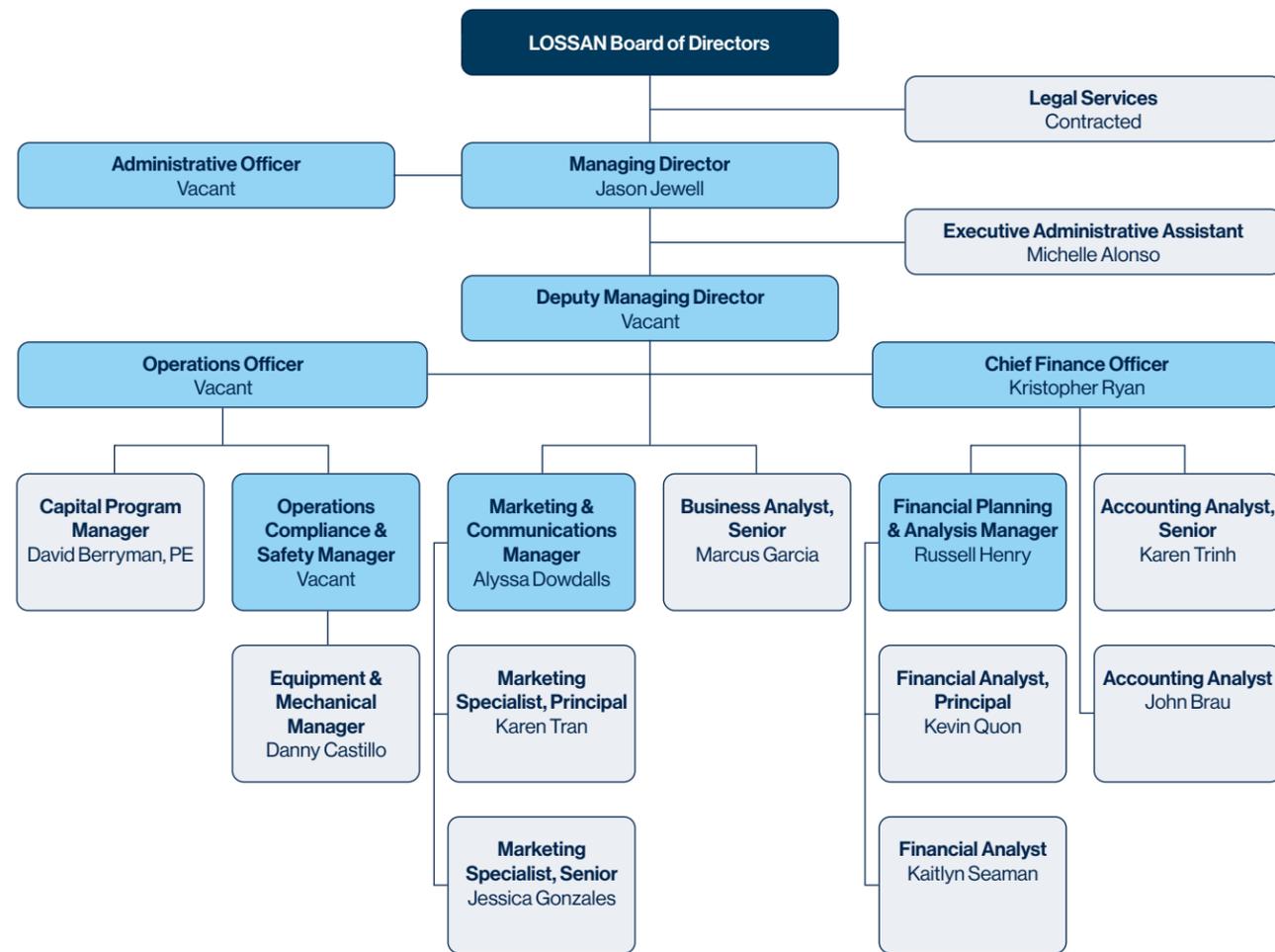
For FY 2026-27, the proposed administrative funding request includes \$210,880, for legal, travel, training, membership dues, advocacy fees, and banking fees. Professional services funding is proposed at \$1,303,700, which includes \$1,250,000, for consulting services in planning, engineering, modeling, grant writing, and project and construction management. The remaining \$53,700, is designated for audit and insurance brokerage services.

The administrative budget also includes an annual allocation of \$79,800, for insurance costs, covering the LOSSAN Agency's general liability, errors and omissions, and crime insurance.

The FY 2026-27 marketing funding request is \$2,000,000, consistent with the operating assumption of restoring service to pre-pandemic levels.

The LOSSAN Agency's funding request for net Amtrak operating costs, along with administrative and marketing expenses for FY 2026-27 and FY 2027-28, is summarized in Table 11.1. A detailed breakdown of the administrative funding request for these fiscal years is provided in Table 11.2.

Figure 11.1 - Organizational Chart of the LOSSAN Agency



Shared services provided by OCTA include: Contracts & Procurement, Human Resources, Clerk of the Board, Risk Management, Information Technology, Government Relations and Finance.

Table 11.1 - LOSSAN Rail Corridor Agency Net Operating, Administrative & Marketing State Funding Requests: FY 2025-26 Approved, FY 2026-27 and FY 2027-28 Proposed

	FY 2025-26 Approved Funding	FY 2026-27 Proposed Funding	FY 2027-28 Proposed Funding
Amtrak Operating			
Total Amtrak Operating Costs	\$ 143,434,300	\$ 155,951,100	\$ 171,161,900
Total Amtrak Operating Revenue	\$ (84,874,900)	\$ (88,580,900)	\$ (91,155,400)
Net Amtrak Operating Costs (Expenses less Revenues)	\$ 58,559,400	\$ 67,370,200	\$ 80,006,500
LOSSAN Funding Requirement			
Net Amtrak Operating Costs ¹	\$ 58,559,400	\$ 67,370,200	\$ 80,006,500
Operating Surplus Drawdown ²	\$ -	\$ (399,615)	\$ -
Contributions from Other Agencies ³	\$ -	\$ (1,031,125)	\$ -
R&E Grant Funding ⁴	\$ (4,859,000)	\$ (5,442,860)	\$ (5,075,440)
Transit Connectivity and Integration ⁵	\$ 74,350	\$ 99,670	\$ 100,000
LOSSAN Net Operating Funding Request	\$ 53,774,750	\$ 60,596,270	\$ 75,031,060
Administrative Funding Request	\$ 7,725,300	\$ 7,918,700	\$ 7,995,180
Marketing Funding Request	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Total LOSSAN Funding Request	\$ 63,500,050	\$ 70,514,970	\$ 85,026,240
Supplemental Allocations			
Minor Projects Funding Request	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

¹ Additional service levels and available funding in FY 2026-27 will be evaluated in coordination with the State and JPA working group.

² Per ITA Agreement, surplus operating funds may be maintained in LOSSAN's Operating Reserve Fund and used to address cost variability or to support service enhancements.

³ Contributions from cost-sharing agreements

⁴ R&E Grant Funding is an estimate based on the anticipated timeline for restoring service levels and is subject to adjustments based on funding availability and implementation progress.

⁵ Transit Connectivity and Integration includes funding for the continuation of the Transit Transfer Program.

Table 11.2 - LOSSAN Rail Corridor Agency Administrative Funding Request Detail: FY 2025-26 Approved, FY 2026-27 and FY 2027-28 Proposed

LOSSAN Rail Corridor Agency Administrative Budget Detail (FY 2024-25 Approved, FY 2025-26 Proposed, FY 2026-27 Proposed)			
Expense Category	FY 2025-26 Approved Funding	FY 2026-27 Proposed Funding	FY 2027-28 Proposed Funding
Administrative Fees to Managing Agency	\$ 6,364,900	\$ 6,324,320	\$ 6,590,600
Professional Services - Legal	\$ 75,000	\$ 75,000	\$ 75,000
Professional Services - On Call Program Management	\$ 1,050,000	\$ 1,250,000	\$ 1,050,000
Professional Services - Audit	\$ 41,400	\$ 43,700	\$ 46,000
Professional Services - Insurance Brokerage	\$ 10,000	\$ 10,000	\$ 10,000
Insurance Premiums	\$ 76,300	\$ 79,800	\$ 87,700
Dues and Memberships	\$ 7,000	\$ 10,530	\$ 10,530
Federal Advocacy Fee	\$ 40,000	\$ 40,000	\$ 40,000
Misc Expense	\$ 2,500	\$ 5,700	\$ 5,700
Travel	\$ 58,200	\$ 67,000	\$ 67,000
Training	\$ -	\$ 12,650	\$ 12,650
Total LOSSAN Funding Request	\$ 7,725,300	\$ 7,918,700	\$ 7,995,180

Grant Programs

In addition to the FY 2026-27 funding request to the State, the LOSSAN Agency's annual budget includes various grant revenues and expenses for operational programs and capital projects. Key grant programs in FY 2026-27 include:

- **\$5.4 million of the FRA R&E Grant Program award** will be utilized to support the restoration of three additional roundtrips between Los Angeles and San Diego, increasing service to 13 daily roundtrips along this segment. FY 2026–27 represents the second year of the six-year operating reimbursement period. Table 11.3 summarizes the annual allocation and reimbursement percentages for the grant.
- **\$12.0 million in Solutions for Congested Corridors Program (SCCP) funding** for the construction phase of the Leesdale passing siding.
- **\$4.4 million in Proposition 1B funding** for the design of the Camarillo Station undercrossing, and construction of the Central Coast Layover Facility.
- **\$17.5 million in Transit and Intercity Rail Capital Program (TIRCP) funds** to support capitalized track maintenance and incentive programs with Union Pacific Railroad, the design and construction phases of the Ortega Passing Siding, construction of the Central Coast Layover Facility, and construction of the Camarillo Station undercrossing.
- **\$6.0 million in State Transportation Improvement Program (STIP) funding** that will support construction of the Central Coast Layover Facility and Leesdale Passing Siding projects.

Table 11.3 - R&E Grant Funding by Year of Service for Restored Service

Project Funding by Year of Service (Round Trips 11, 12, & 13 between Los Angeles and San Diego)					
Year of service	Estimated Operating Costs	Estimated Revenue	Projected Net Subsidy	R&E Grant Funds Awarded	Federal Share Limit
Year 1 (Mar 2025 - Feb 2026)	\$ 15,146,828	\$ 9,200,001	\$ 5,946,827	\$ 5,352,144	90%
Year 2 (Mar 2026 - Feb 2027)	\$ 18,844,270	\$ 12,259,388	\$ 6,584,882	\$ 5,267,906	80%
Year 3 (Mar 2027 - Feb 2028)	\$ 20,694,686	\$ 13,161,929	\$ 7,532,758	\$ 5,272,930	70%
Year 4 (Mar 2028 - Feb 2029)	\$ 21,267,459	\$ 13,161,929	\$ 8,105,530	\$ 4,863,318	60%
Year 5 (Mar 2029 - Feb 2030)	\$ 21,879,794	\$ 13,161,929	\$ 8,717,865	\$ 4,358,933	50%
Year 6 (Mar 2030 - Feb 2031)	\$ 16,813,605	\$ 9,871,447	\$ 6,942,158	\$ 2,005,132	30%
Total	\$ 114,646,642	\$ 70,816,622	\$ 43,830,020	\$ 27,120,363	

Restoration and Enhancement Grant and Corridor Reinvestment Strategy

The R&E Grant provides operating reimbursement that directly offsets costs that are otherwise supported through current State-approved budget levels for service restoration for all three intercity rail corridors for FY25-27. By reducing the State's net operating obligation for equivalent service levels, the R&E grant creates additional fiscal capacity within the LOSSAN Rail Corridor. The LOSSAN Agency is requesting that this capacity be reinvested in the corridor to maintain and support expanded service levels, including continuation of the third roundtrip to San Luis Obispo, consistent with demonstrated performance.

In the event that full reinvestment of the R&E-related operating offsets is not feasible in a given year, the LOSSAN Agency requests that the State acknowledge these offsets as documented cost savings generated through proactive management and federal grant participation. Over the six-year term of the R&E grant, these cost savings are expected to total approximately \$27 million, and should be preserved and considered in future funding decisions to support expanded service levels when funding capacity allows.

California Passenger Information Display System

Since October 2022, the Capitol Corridor Joint Powers Authority (CCJPA) has assumed management responsibilities for the California Passenger Information Display System (CA PIDS) from Amtrak, ensuring continued high-quality information services for rail passengers across California. The financial arrangements for CA PIDS are structured so that the LOSSAN Agency does not incur direct costs. CCJPA has secured supplemental annual allocations from Caltrans for special projects, including CA PIDS, which are primarily managed by CCJPA but benefit all of California's intercity passenger rail services. In FY 2026-27, CCJPA is requesting State funds to cover operations, maintenance, and administration of CA PIDS, allowing the LOSSAN Rail Corridor to continue benefiting from the system without direct financial obligations.

Separation of Funding

To ensure that State funding for the Pacific Surfliner service is fully segregated from other OCTA programs and activities, the LOSSAN Agency maintains a strict separation of funds. State funds are managed by the LOSSAN Agency, with administrative support from OCTA's Treasurer and Controller, who serve as the designated custodians of LOSSAN Agency funds.

The LOSSAN Agency's Chief Finance Officer, supported by the LOSSAN Agency's finance staff, is responsible for the overall financial management of State and other LOSSAN Agency funds. This includes ensuring proper preservation of State funding, timely reconciliation, accurate accounting, and compliance with the Interagency Transfer Agreement (ITA), including the return or retention of surplus funds as required. OCTA's Treasurer assists with the movement of funds between LOSSAN accounts, and OCTA's Controller provides support related to the review and posting of accounting entries within OCTA's financial system.

The LOSSAN Agency utilizes OCTA's accounting system, which complies with Generally Accepted Accounting Principles (GAAP) and provides a fully segregated accounting structure for all LOSSAN-related financial activity. This structure ensures transparency, accountability, and appropriate controls over the administration of State funding.

Appendix A Glossary of Terms

ADA	Americans with Disabilities Act	NCTD	North County Transit District
Agency	Rail Corridor Agency	OBIS	On Board Information System
ASA	Administrative Support Agreement	OCTA	Orange County Transportation Authority
Board	Board of Directors	OTP	On-time performance
BNSF	BNSF Railway	PIDS	Passenger Information Display System
CalOES	California Governor's Office of Emergency Services	Plan	California State Rail Plan
CalSTA	California State Transportation Agency	PTC	Positive Train Control
Caltrans	California Department of Transportation	Prop 1B	Proposition 1B
CCJPA	Capitol Corridor Joint Powers Authority	RCTC	Riverside County Transportation Commission
CHSRA	California High Speed Rail Authority	ROW	Right-of-way
CIP	Capital Improvement Program	SANDAG	San Diego Association of Governments
CP	Control Point	SB	Senate Bill
CPUC	California Public Utilities Commission	SBCAG	Santa Barbara County Association of Governments
CRCC	Coast Rail Coordinating Council	SCAG	Southern California Association of Governments
CTSGP	California Transit Security Grant Program	SCORE	Southern California Optimized Rail Expansion
DOR	Division of Rail	SCRRA	Southern California Regional Rail Authority
FAST Act	Fixing America's Surface Transportation Act	SDMTS	San Diego Metropolitan Transit System
FY	Fiscal Year	SDP	Service Development Plan
FFY	Federal Fiscal Year	SJJPA	San Joaquin Joint Powers Authority
FRA	Federal Railroad Administration	SLOCOG	San Luis Obispo Council of Governments
FY	Fiscal Year	SOU	Special Operations Unit
GHG	Greenhouse Gas	SRA	State Rail Assistance
GTFS-rt	General Transit Feed Specification – Real-Time	STIP	State Transportation Improvement Program
HP	Horsepower	TAC	Technical Advisory Committee
HSR	High-speed rail	TIRCP	Transit and Intercity Rail Capital Program
ITA	Interagency Transfer Agreement	UPRR	Union Pacific Railroad
JPA	Joint Powers Authority/Agreement	UPS	Uniform Performance Standards
LAUS	Los Angeles Union Station	TSA	Transportation Security Administration
Link US	Link Union Station	VCTC	Ventura County Transportation Commission
LOSSAN	Los Angeles – San Diego – San Luis Obispo	VSS	Video Surveillance System
Metro	Los Angeles County Metropolitan Transportation Authority		
Metrolink	Southern California Regional Rail Authority		
MP	Mile Post		

Appendix B Pacific Surfliner Historical Performance

Notes:
 Historic data is reported by federal fiscal year (Amtrak reporting period), while recent data aligns with the state fiscal year per CalSTA's Uniform Performance Standards. Ridership source: Official Amtrak data for the Pacific Surfliner, included in Amtrak's national reporting. Financial source: Amtrak Billing Packages (data from July 2014–present). Financial values are unadjusted for inflation.

Year	Ridership	Total Revenue	Total Operating Cost	State Subsidy (Cost - Revenue)	Farebox Recovery
FFY 1976-77	607,976	\$ 598,140	\$ 1,662,714	\$ 1,064,574	36.0%
FFY 1977-78	753,246	\$ 1,446,036	\$ 3,768,065	\$ 2,322,029	38.4%
FFY 1978-79	967,316	\$ 2,203,403	\$ 4,333,602	\$ 2,130,199	50.8%
FFY 1979-80	1,218,196	\$ 3,341,561	\$ 5,536,840	\$ 2,195,279	60.4%
FFY 1980-81	1,238,135	\$ 4,032,480	\$ 6,572,539	\$ 2,540,059	61.4%
FFY 1981-82	1,167,718	\$ 4,097,254	\$ 6,607,395	\$ 2,510,141	62.0%
FFY 1982-83	1,131,146	\$ 4,094,750	\$ 6,928,334	\$ 2,833,584	59.1%
FFY 1983-84	1,221,256	\$ 4,842,400	\$ 6,337,083	\$ 1,494,683	76.4%
FFY 1984-85	1,240,003	\$ 5,410,502	\$ 6,411,308	\$ 1,000,806	84.4%
FFY 1985-86	1,394,320	\$ 5,658,915	\$ 6,424,634	\$ 765,719	88.1%
FFY 1986-87	1,461,003	\$ 6,072,523	\$ 6,510,113	\$ 437,590	93.3%
FFY 1987-88	1,661,512	\$ 8,223,462	\$ 7,859,783	\$ (363,679)	104.6%
FFY 1988-89	1,717,539	\$ 11,458,084	\$ 10,563,459	\$ (894,625)	108.5%
FFY 1989-90	1,746,673	\$ 12,189,942	\$ 11,808,251	\$ (381,691)	103.2%
FFY 1990-91	1,791,781	\$ 13,306,307	\$ 13,364,150	\$ 57,843	99.6%
FFY 1991-92	1,673,107	\$ 13,152,063	\$ 13,245,924	\$ 93,861	99.3%
FFY 1992-93	1,810,572	\$ 13,692,612	\$ 13,254,709	\$ (437,903)	103.3%
FFY 1993-94	1,699,882	\$ 12,725,094	\$ 14,017,591	\$ 1,292,497	90.8%
FFY 1994-95	1,464,577	\$ 11,805,859	\$ 16,061,849	\$ 4,255,990	73.5%
FFY 1995-96	1,480,674	\$ 13,553,553	\$ 23,983,026	\$ 10,429,473	56.5%
FFY 1996-97	1,617,641	\$ 14,804,355	\$ 39,563,546	\$ 24,759,191	37.4%
FFY 1997-98	1,624,693	\$ 15,194,498	\$ 44,769,723	\$ 29,575,225	33.9%
FFY 1998-99	1,563,275	\$ 16,401,625	\$ 40,391,845	\$ 23,990,220	33.9%
FFY 1999-00	1,567,318	\$ 17,883,725	\$ 37,497,489	\$ 19,613,764	47.7%
FFY 2000-01	1,661,704	\$ 20,430,153	\$ 38,215,732	\$ 17,785,579	53.5%
FFY 2001-02	1,742,768	\$ 20,922,453	\$ 39,374,190	\$ 18,451,737	53.1%
FFY 2002-03	2,030,491	\$ 22,247,564	\$ 42,331,531	\$ 20,083,967	52.6%
FFY 2003-04	2,307,010	\$ 24,559,183	\$ 45,300,782	\$ 20,741,599	54.2%
FFY 2004-05	2,484,768	\$ 26,660,048	\$ 48,105,899	\$ 21,445,851	55.4%
FFY 2005-06	2,657,773	\$ 31,604,715	\$ 55,570,797	\$ 23,966,082	56.9%
FFY 2006-07	2,707,188	\$ 34,753,372	\$ 58,389,864	\$ 23,636,492	59.5%
FFY 2007-08	2,898,859	\$ 37,266,009	\$ 60,444,082	\$ 23,178,073	61.7%
FFY 2008-09	2,592,996	\$ 34,857,678	\$ 61,635,574	\$ 26,777,896	56.6%
FFY 2009-10	2,613,604	\$ 35,822,186	\$ 67,012,735	\$ 31,190,549	53.5%
FFY 2010-11	2,786,972	\$ 38,739,760	\$ 69,156,690	\$ 30,416,930	56.0%
FFY 2011-12	2,640,342	\$ 42,884,431	\$ 74,494,543	\$ 31,610,112	57.6%
FFY 2012-13	2,705,823	\$ 64,446,130	\$ 104,521,098	\$ 40,074,968	61.7%
FY 2013-14	2,673,170	\$ 69,013,724	\$ 102,066,682	\$ 33,052,958	67.6%
FY 2014-15	2,796,591	\$ 75,244,336	\$ 105,431,402	\$ 30,187,066	71.4%
FY 2015-16	2,889,067	\$ 77,797,080	\$ 101,431,356	\$ 23,634,276	76.7%
FY 2016-17	2,972,807	\$ 82,177,246	\$ 103,071,841	\$ 20,894,595	79.7%
FY 2017-18	2,998,296	\$ 85,909,320	\$ 110,629,740	\$ 24,720,419	77.7%
FY 2018-19	2,777,822	\$ 85,690,569	\$ 117,766,350	\$ 32,075,782	72.8%
FY 2019-20	2,075,229	\$ 62,599,044	\$ 114,636,207	\$ 52,037,163	54.6%
FY 2020-21	596,251	\$ 20,922,069	\$ 76,613,613	\$ 55,691,544	27.3%
FY 2021-22	1,469,800	\$ 51,142,786	\$ 94,994,511	\$ 43,851,726	53.8%
FY 2022-23	1,542,198	\$ 49,787,649	\$ 107,598,616	\$ 57,810,967	46.3%
FY 2023-24	1,897,891	\$ 66,005,649	\$ 112,660,009	\$ 46,654,359	58.6%
FY 2024-25	2,031,365	\$ 70,354,615	\$ 121,910,508	\$ 51,555,893	57.7%

Appendix B.1 Pacific Surfliner Historical Performance

Figure B.1: Pacific Surfliner Corridor Population

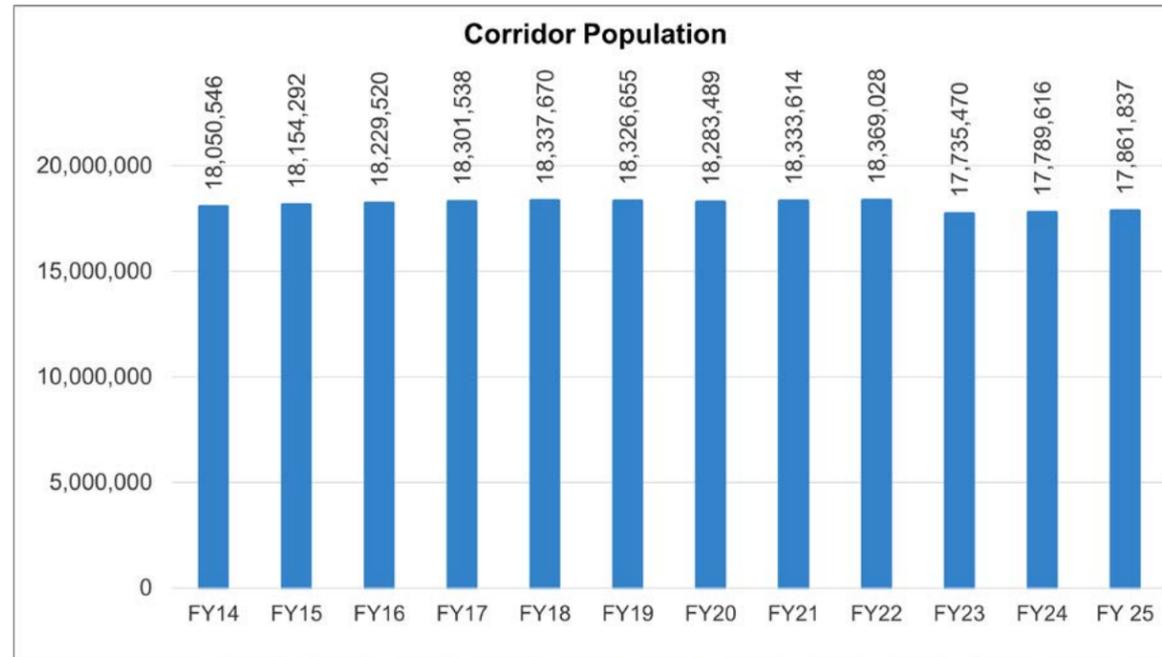


Figure B.2: Pacific Surfliner Corridor Ridership

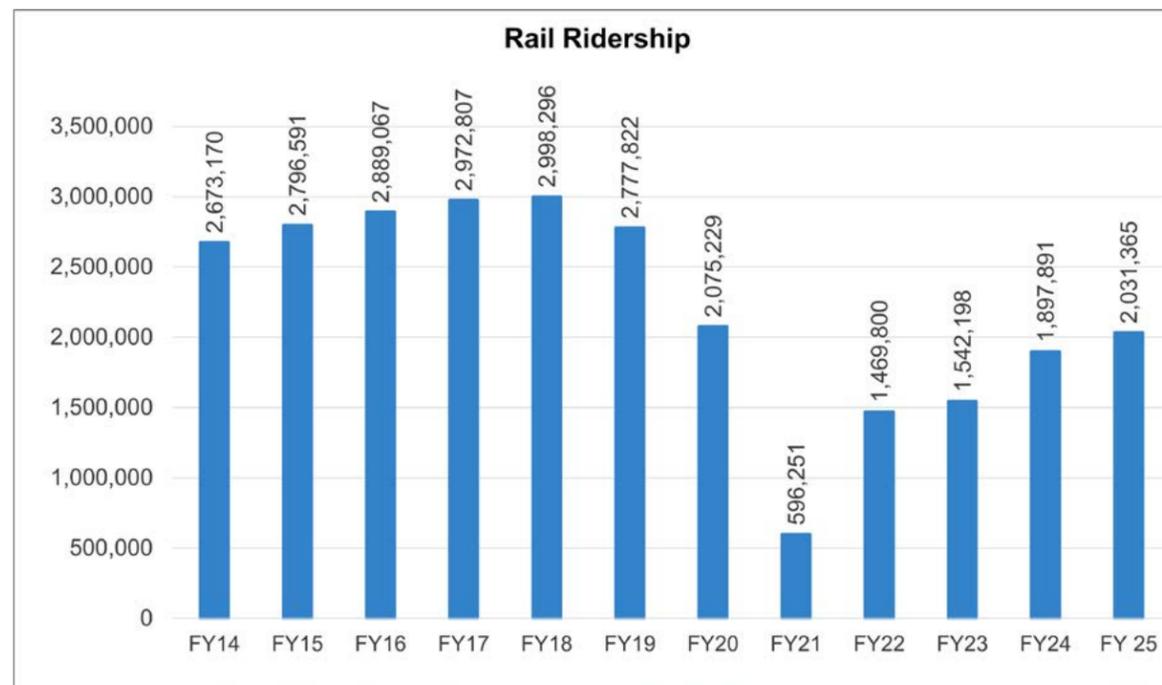
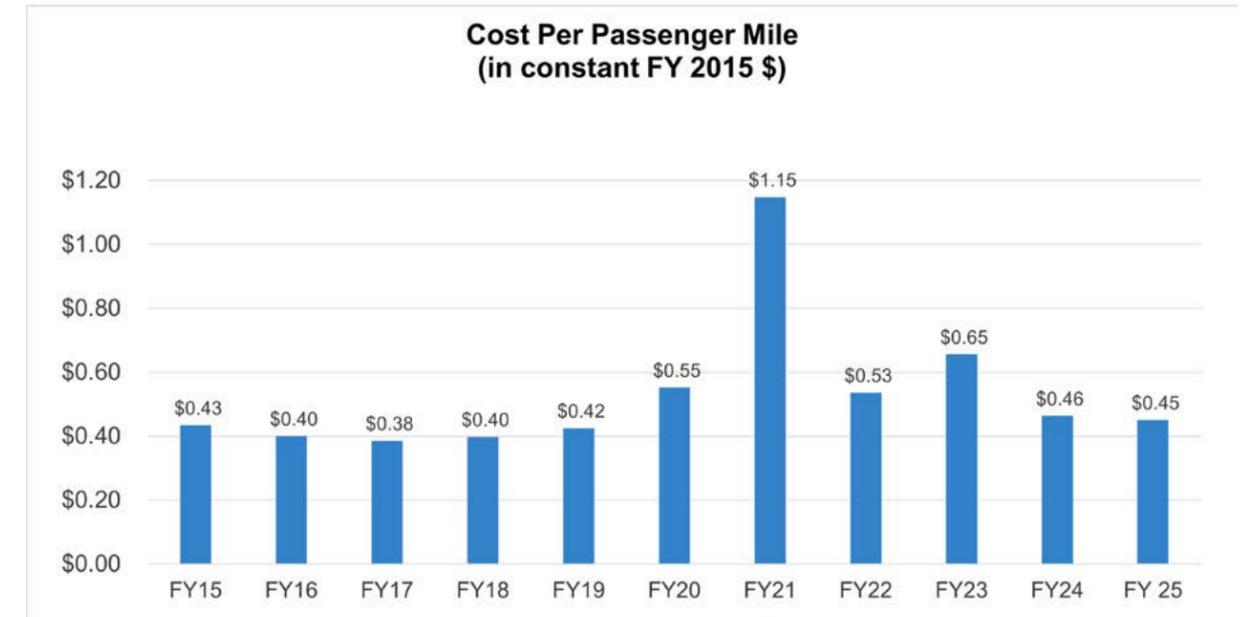


Figure B.3: Pacific Surfliner Passenger Miles



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.4: Pacific Surfliner Revenue, Cost, and State Subsidy

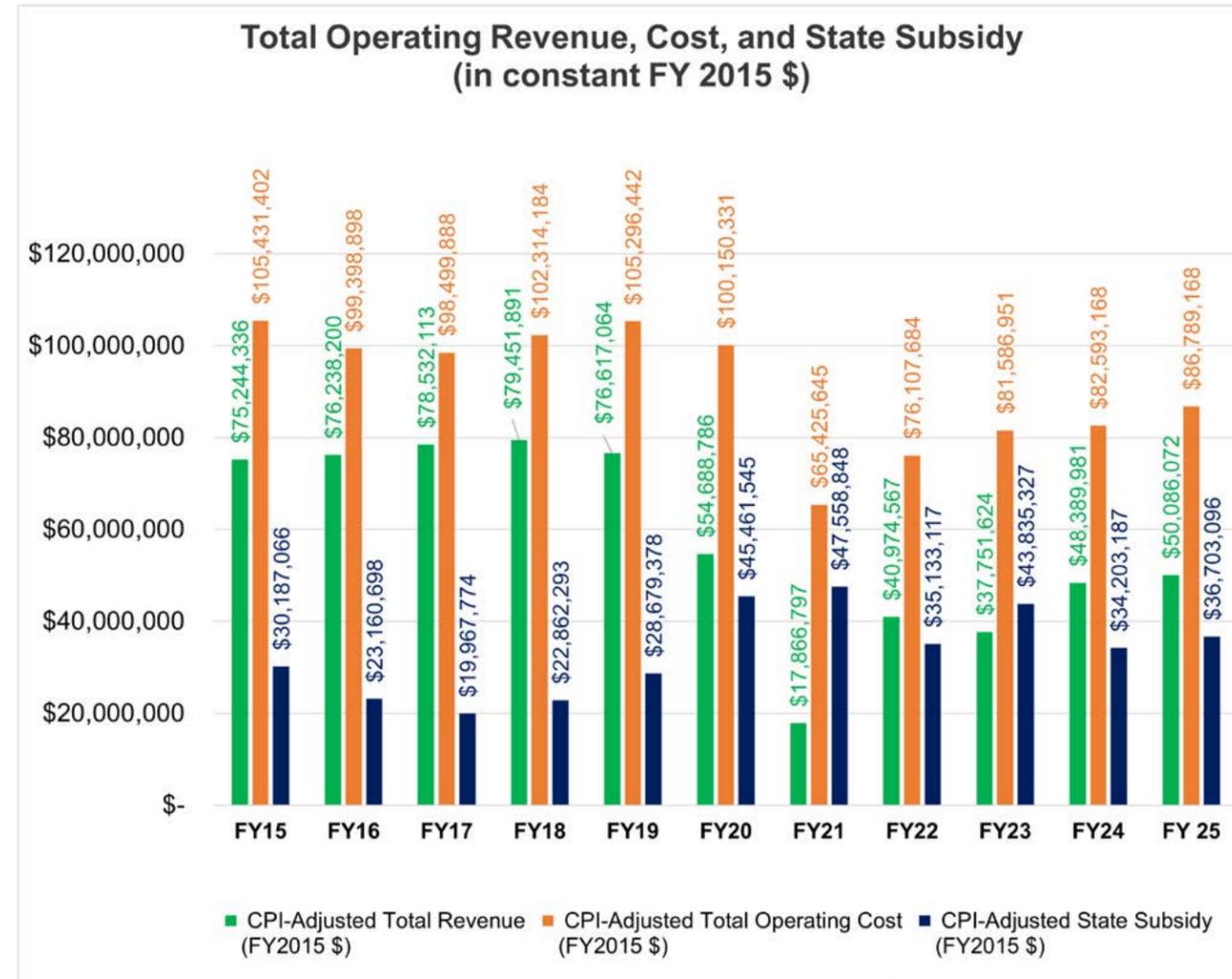


Figure B.5: Pacific Surfliner Farebox Recovery

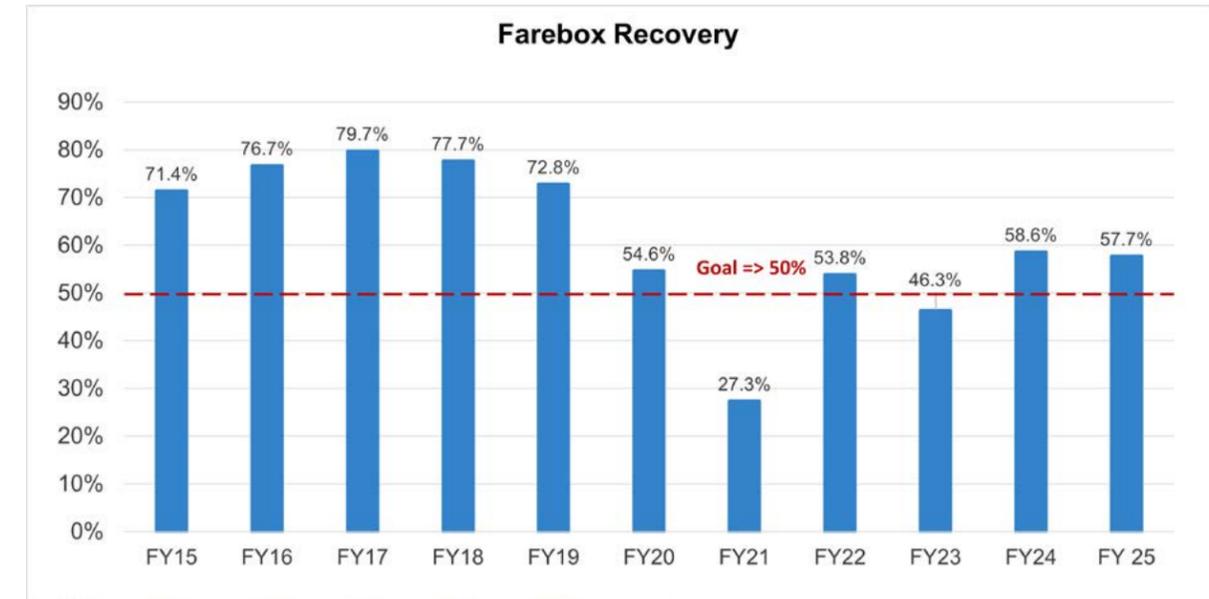
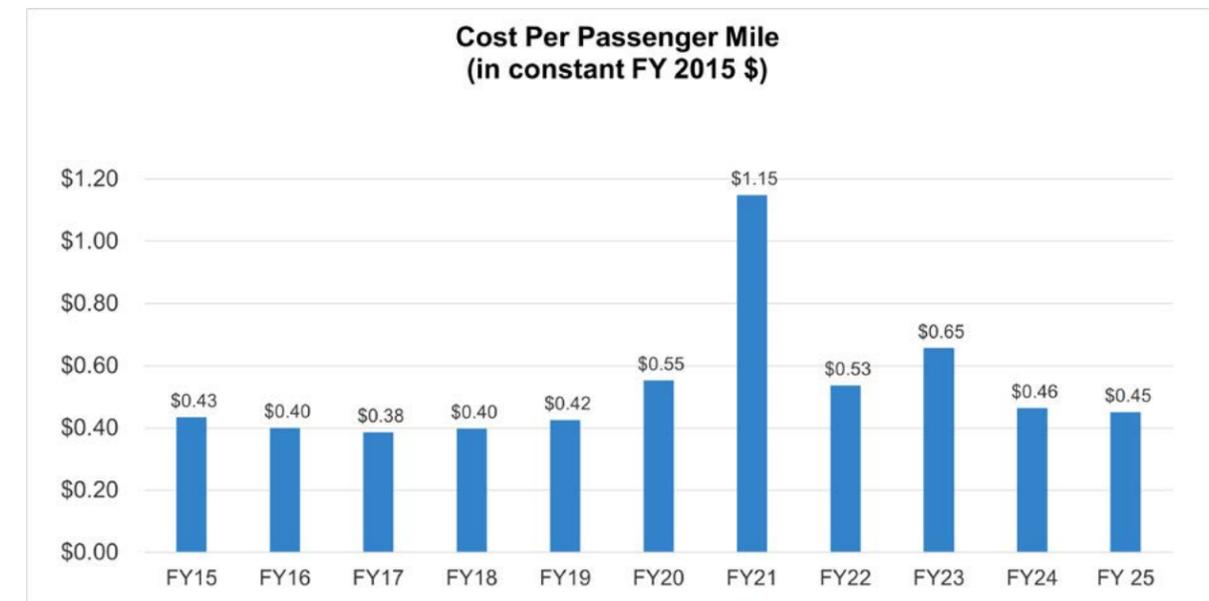


Figure B.6: Pacific Surfliner Cost per Passenger Mile



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.7: Pacific Surfliner Endpoint and All-Station OTP

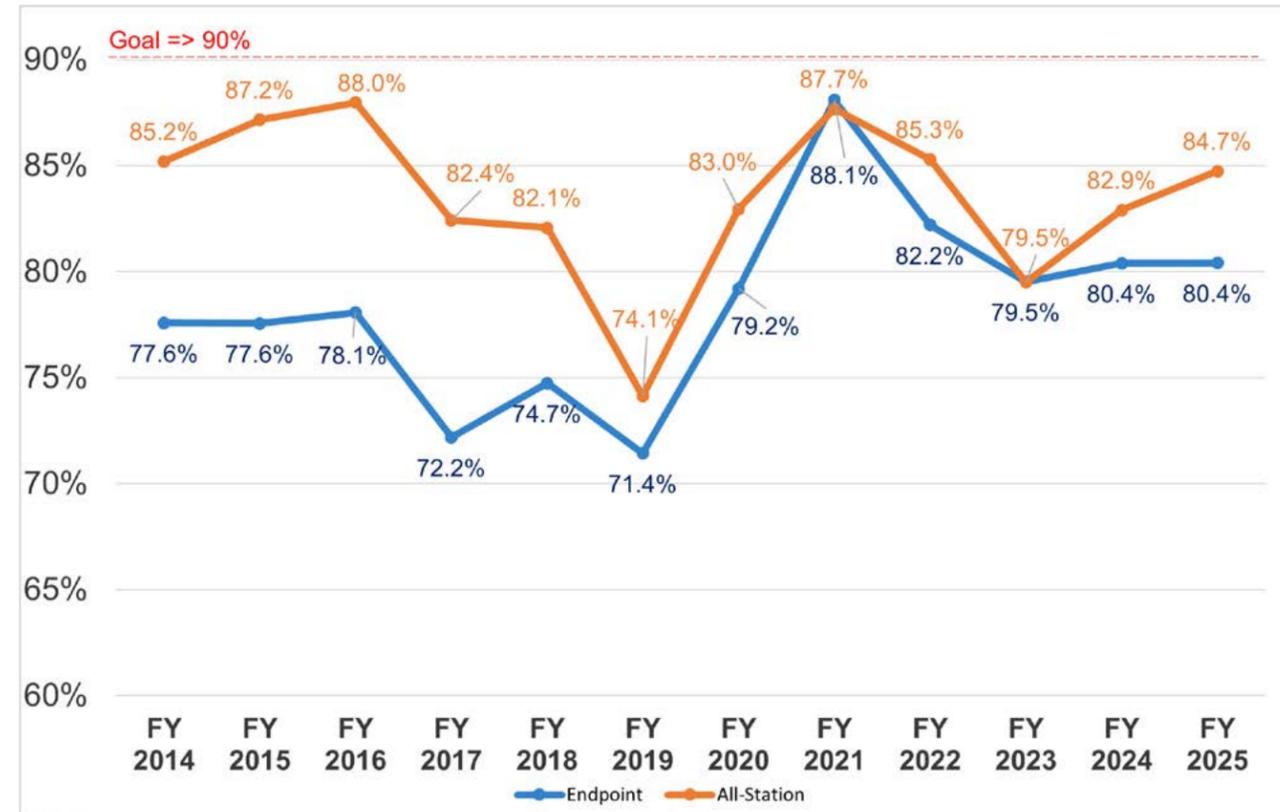
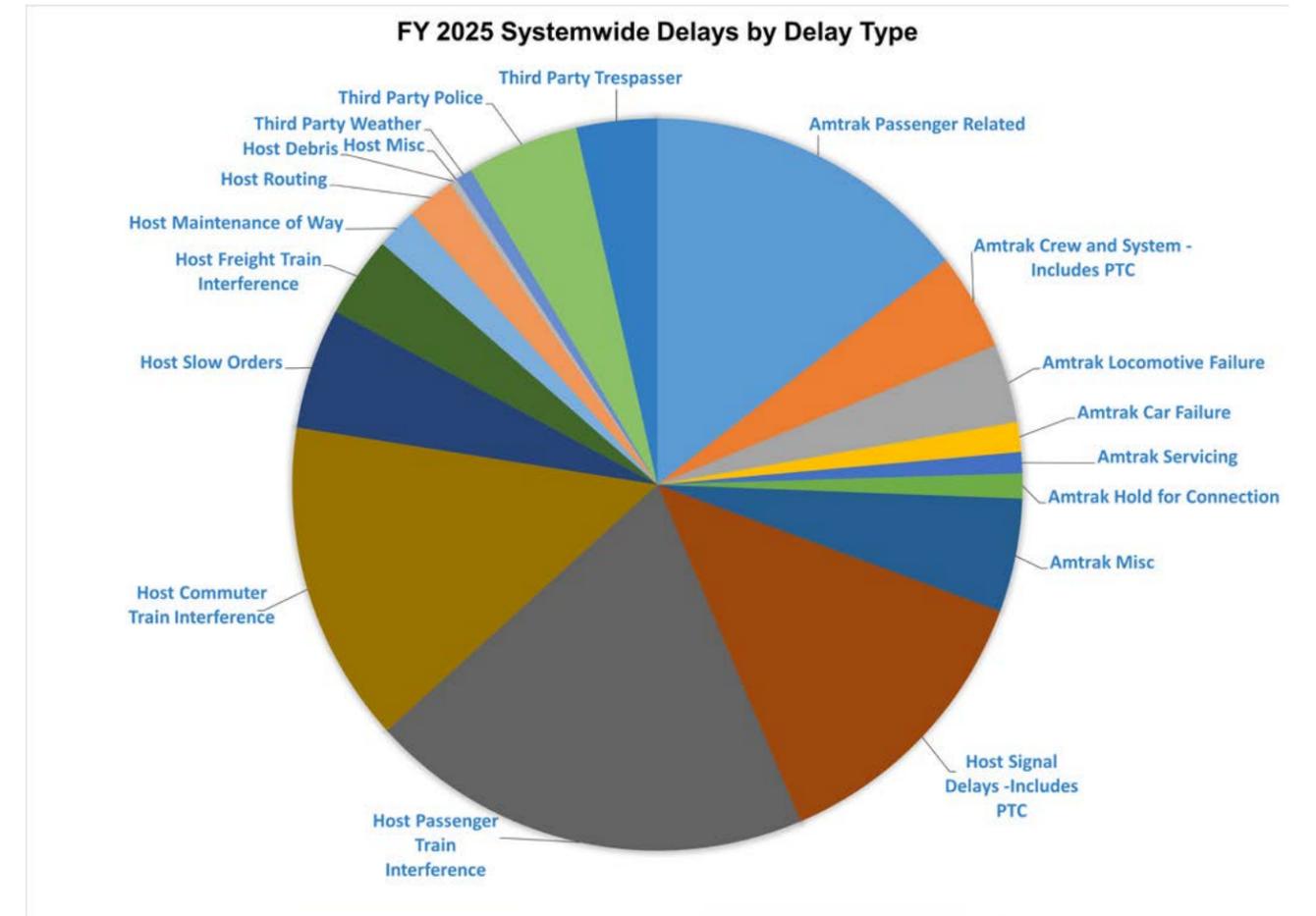
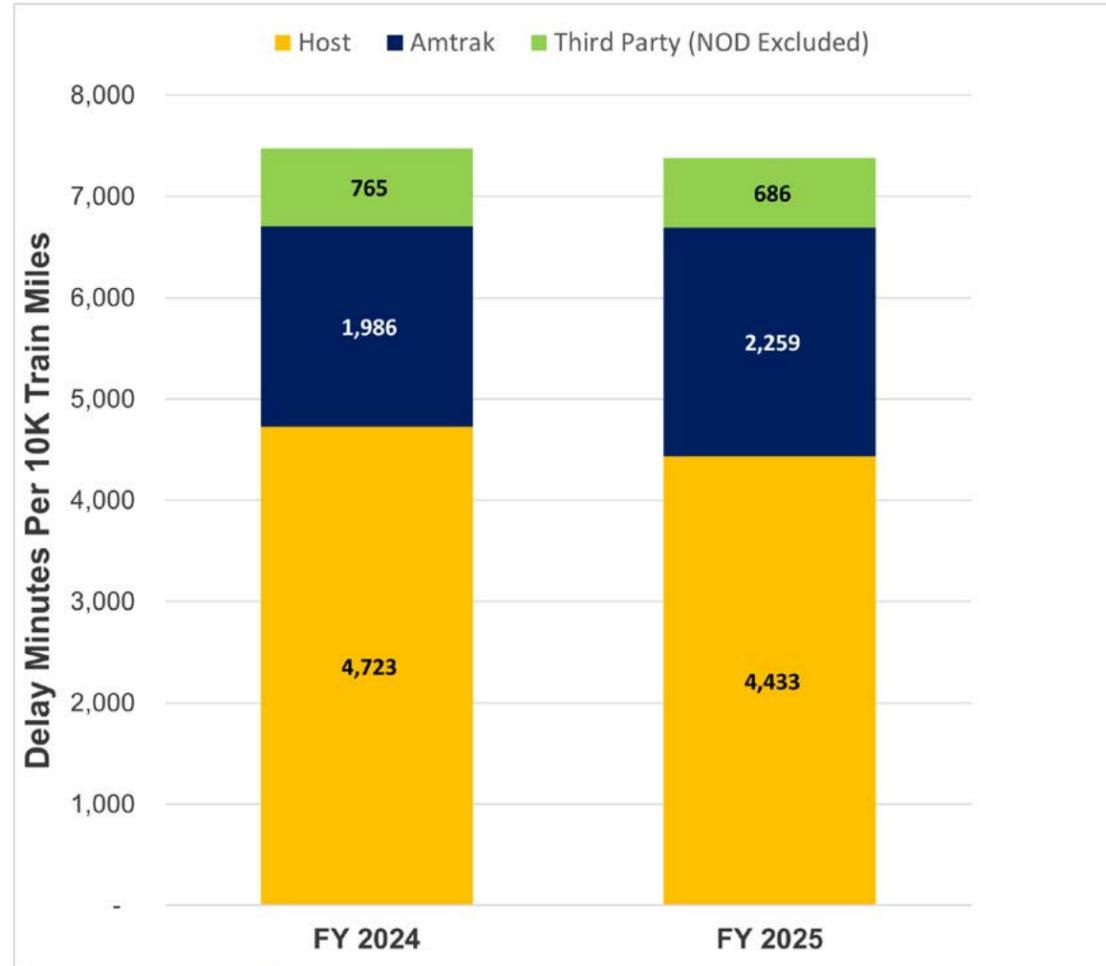


Figure B.8: Distribution of Systemwide Delays



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.9: Rate of Delay by Responsible Party



Note - NOD (Notice of Delay) - Unused Recovery Time

Figure B.10: Operator Responsible Delays

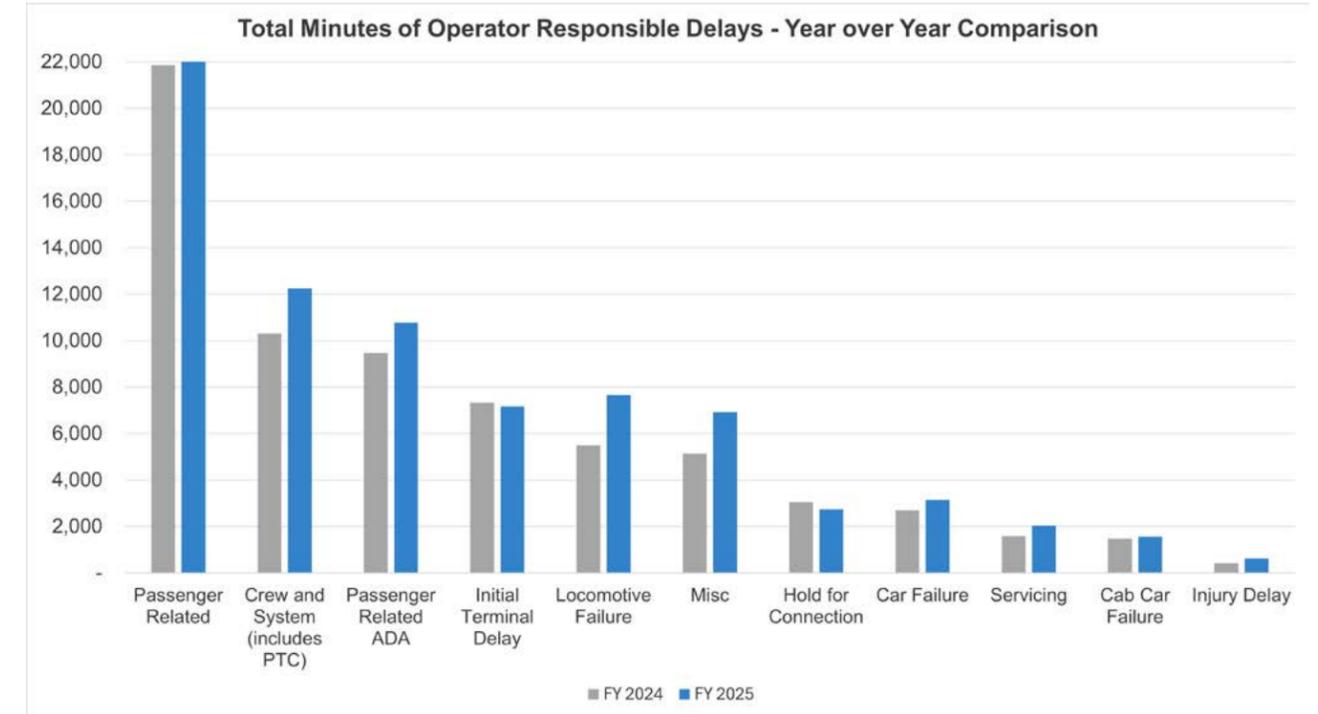
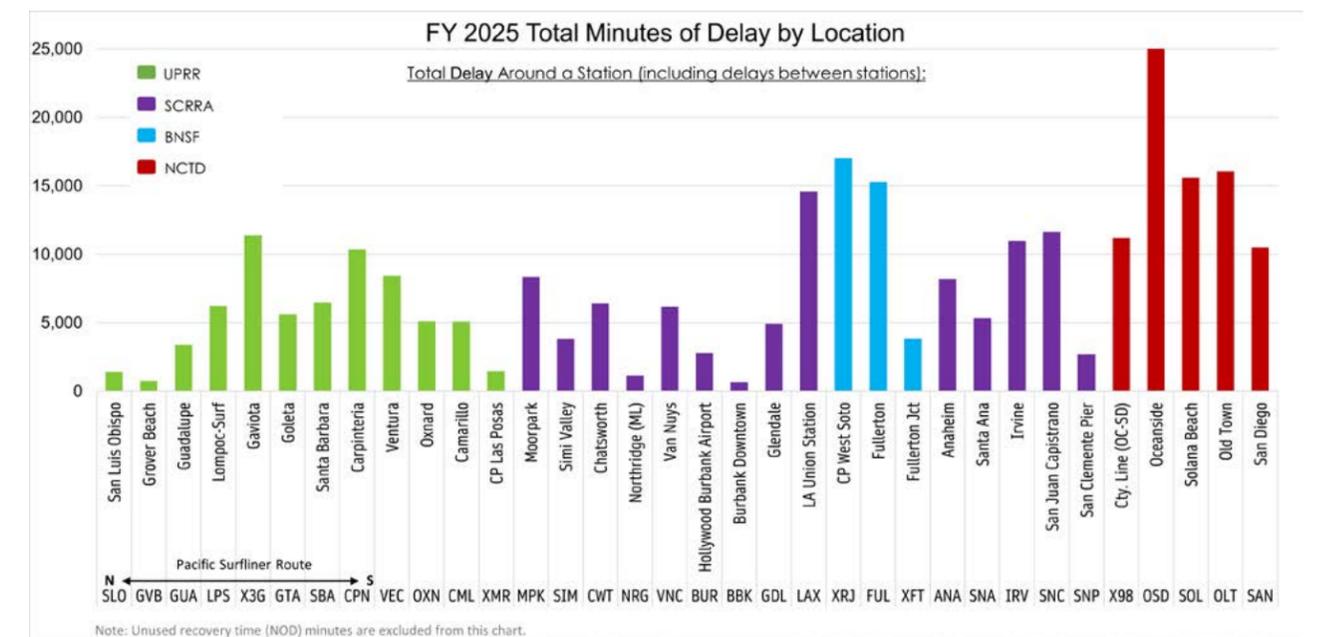


Figure B.11: Total Minutes of Delay by Location



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

Appendix C LOSSAN Corridor Capital Projects List

LOSSAN Led Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
1	Central Coast Layover Facility Expansion (Phase 1)	Layover Facility	N	This project is located in the City of San Luis Obispo approximately 1500 feet south of the San Luis Obispo Amtrak station. This would expand the maintenance capabilities of the existing layover track to include a systems and inspection servicing pit and an additional storage track. The facility can be further expanded in future phases.	UPRR	LOSSAN	PS&E	Santa Barbara	249.6	\$ 40,514,000	\$ 40,514,000	-	EIR	No	N/A	The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. This additional capacity would allow additional passenger trains to hold overnight for a second morning departure from San Luis Obispo, and the opportunity to hold and service additional train sets used for further expansion of the service. The project will facilitate the maintenance of equipment mid-route and at route terminus.	Late 2029
2	Orcutt Left-Hand Crossover	Track	N	This project creates a universal crossover near San Luis Obispo Station, providing the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast.	UPRR	LOSSAN	PS&E	Santa Barbara	249.8-250.2	\$ 5,944,000	\$ 5,944,000	\$ -	SE	No	N/A	The universal crossover will limit operational inefficiencies such as delayed passenger and freight trains, idling emissions, and unreliable travel times.	Late 2027
3	Install Centralized Traffic Control (Goleta to San Luis Obispo)	Signal	N	The scope of this project is to provide equipment to enable the installation of Centralized Traffic Control at locations along a 129-mile section of track in San Luis Obispo and Santa Barbara counties in order to allow increased operational flexibility and improved reliability. The project will be constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. This project goes hand in hand with the upgrade of non-powered switches and derail. This project encompasses the signal work associated with installation of CTC and corresponds with the 3 phases of switch installation.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	\$ 22,156,000	\$ 22,156,000	-	SE	No	N/A	The 129-mile section of track in San Luis Obispo and Santa Barbara counties currently operates under Track Warrant Control which limits operational flexibility and reliability. The project improves operational flexibility and reliability and allows for service expansion which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
4	Goleta Layover Facility Improvements	Layover Facility	N	The scope of this project is to expand Amtrak's Goleta storage facility by providing an additional layover track to accommodate a six-car Pacific Surfliner trainset.	UPRR	LOSSAN	PS&E	Santa Barbara	358.2	\$ 11,982,000	\$ 11,982,000	-	SE	No	N/A	The benefits of this project include doubling the size of the servicing area, providing new track, a powered switch, a new asphalt roadway, ground power, maintenance area lighting, as well as compressed air, and water and provision of a new maintenance storage building and security fencing.	Early 2029
5	Ortega Siding Project	Track	N	The scope of this project is the design and construction of an approximately 1.1-mile passing siding. The project is located approximately 3 miles north of Carpinteria between a small beach community and highway 101. It will feature two powered switches, two new bridges, and several culvert extensions.	UPRR	LOSSAN	PS&E	Santa Barbara	374.0-375.1	\$ 33,178,000	\$ 33,178,000	-	SE	No	N/A	This project will construct a new siding of approximately 5,500 feet in Summerland, between Santa Barbara and Carpinteria. The siding would run east along the south side of the existing mainline track and would end in a left-hand turnout installed in the tangent track approximately 1,600 feet northwest of Arroyo Paredon Creek. Included during the installation of the siding would be two new rail bridges over existing streams, installation of powered switches, replacement and/or extension of culverts, and track shifting. Completion of construction of this siding is expected to allow for an additional time slot for Pacific Surfliner services, creating a 7th slot between Los Angeles and Goleta.	Early 2030
6	Leesdale Siding Extension	Track	N	The scope of this project is to extend the existing 3,330 foot (0.6 mi) Leesdale Siding approximately 14,424 feet on the west-end of the existing siding. This will create a roughly 17,750 foot siding (3.3 miles) that will allow for greater operational flexibility for both Pacific Surfliner and Metrolink trains in Ventura County on the LOSSAN Rail Corridor. This project will equip the siding with CTC powered remote controlled switching equipment and modify nearby grade crossing signal systems to accommodate the siding extension.	UPRR	LOSSAN	PS&E	Santa Barbara	405.4-409.2	\$ 69,500,000	\$ 69,500,000	-	SE	No	N/A	The project extends the existing Leesdale siding to a 19,500 foot length. Benefits of this project include operational flexibility, upgraded passing track that can and facilitate service expansion, improved reliability, rehabilitate infrastructure, and reduce GHG emission.	Early 2029
7	Camarillo Station Improvements	Station	N	This project will enhance operation use of the Camarillo station platforms and UPRR tracks in the station area, by improving pedestrian access and ADA compliance between station platforms and parking areas, allowing for improved optimization of train operations on both tracks and platforms.	UPRR	City of Camarillo/LOSSAN	PS&E	Santa Barbara	412.4	\$ 18,000,000	\$ 18,000,000	-	SE	No	N/A	The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used due to the poor pedestrian access between platforms.	Mid 2029
8	Seacliff Siding Extension	Track	N	The Seacliff Siding Extension Project is located on UPRR Santa Barbara Sub. Project corridor is generally 100 feet wide. The existing siding is located adjacent to and east of the main line, with the northern switch located approximately four miles south of the City of Carpinteria at milepost (MP) 385.26 and the southern switch approximately seven miles north of the City of Ventura at MP 386.38. The existing siding is approximately 5,900 feet in length. The proposed Project would begin at the existing southern switch (MP 386.38) and continue southerly to MP 387.45 in unincorporated Ventura County, which would add an estimated 5,650-foot extension and provide a total siding length of approximately 11,550 feet. The proposed Project would also include wayside signal modifications located south of the proposed siding extension track limit. Project length is 1.07 miles.	UPRR	UPRR	On Hold	Santa Barbara	385.3	\$ 20,500,000	\$ -	\$ 20,500,000	N/A	No	N/A	The project is to allow freight trains to wait on the siding and allow the shorter passenger trains to pass through, thus making the passenger service more efficient and less time consuming.	TBD
11	San Diego County Maintenance and Layover Facility (Phase 1)	Layover Facility	N	This project will design and construct a dedicated maintenance, support, and storage location for the Pacific Surfliner service at the southern end of the LOSSAN rail corridor. The original site location that was identified is no longer available due to changing economics and based on final changes to local plans. A new site is in the process of being identified.	BNSF, NCTD	LOSSAN	Planning	San Diego	TBD	\$ 93,403,895	\$ 28,739,660	\$ 64,664,235	N/A	No	N/A	Provides a dedicated maintenance and storage facility for the Pacific Surfliner fleet, which improves fleet utilization and helps to support LOSSAN's service expansion and enhancement goals. It could also help to support local expansion goals with the NCTD COASTER as well as opportunities for integration and connectivity to the regional transit network.	Mid 2033
12	Los Alamos Creek Bridge (Narlon) Replacement	Structure	Y	The scope of this project is a replacement of a bridge dating from 1896, and new track infrastructure across San Antonio Creek in Santa Barbara County. The reconstruction will be with the same or similar materials and design to the existing 720 foot long bridge.	UPRR	UPRR	Complete	Santa Barbara	291.3	\$ 21,526,000	\$ 21,526,000	-	CE	No	N/A	This is a track improvement project that will protect services on Amtrak long-distance, Pacific Surfliner and other freight service from disruption. The benefits of the project are to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
13	Canada Honda Creek Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing 124-year old steel trestle open-deck across Canada Honda Creek in Santa Barbara County.	UPRR	UPRR	Complete	Santa Barbara	304.9	\$ 49,369,080	\$ 49,369,080	-	CE	No	N/A	The replacement of the Canada Honda Bridge crossing will be with the same or similar materials and design, and will serve to eliminate the risk of the bridge being declared unsafe and disruption to Amtrak, Pacific Surfliner and freight operations. The project benefits include improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
14	Santa Ynez River Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing century old concrete, brick and steel open-deck bridge across the Santa Ynez River in Santa Barbara County. The end result will also work to restore natural outflow to the Santa Ynez River.	UPRR	UPRR	PAED	Santa Barbara	298.6	\$ 160,449,510	\$ 15,383,900	\$ 145,065,610	EIR in progress	No	N/A	New and extended bridge above the Santa Ynez River, north of the Surf station. This will replace a bridge that has experienced significant deterioration and recreate a natural estuary below.	Early 2031

Appendix C LOSSAN Corridor Capital Projects List

LOSSAN Led Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
15	Corridor Hardening Improvements (Safety)	Safety	Y	This project will provide Corridor hardening improvements along the Santa Barbara subdivision including slope / bluff stabilization, security fencing, communication upgrades and improvements. Priority locations for Slope Stabilization include bluffs at-Honda (MP302.85), Cojo (MP 319.01), Sacate (MP 331.93 - MP 332.19), Surfing Cowboy/Hollister(MP 324.4-328), El Capitan (MP 347.8 - MP 348.03), Ortega Hills (MP 372.0 - MP 373), Tajiguas (MP 340.5- MP 343.0) and Rincon (MP 379.0 - 384.0).	UPRR	UPRR	CON	Santa Barbara	272.1-385	\$ 90,000,000	\$ 29,571,000	\$ 60,429,000	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line. Sites at Surfing Cowboy/Hollister have been completed.	Surfing Cowboy / Hollister: COMPLETE Others: TBD
16	Franchise Access Fee, Cap. Access and Incentive (UPRR)	Performance	N	This project provides a capitalized track access fee payment to UPRR to allow two additional slots for Pacific Surfliner trains to operate between Los Angeles and Santa Barbara/San Luis Obispo (one additional roundtrip), as well as increased incentive payments for improved on-time performance on the 174-mile stretch of the LOSSAN rail corridor used by Pacific Surfliner trains that is dispatched by UPRR.	UPRR	LOSSAN	N/A	Santa Barbara	248.6-423.1	\$ 45,204,000	\$ 45,204,000	-	CE	No	N/A	These payments will allow for additional Pacific Surfliner trips on the Union Pacific Railroad and improved on-time performance	N/A
17	On-Time Performance Incentive Program (NCTD)	Performance	N	The project provides incentive payments to NCTD, which dispatches trains on the San Diego Subdivision for meeting Pacific Surfliner on-time performance levels.	NCTD	LOSSAN	N/A	San Diego	216.4-267.5	\$ 22,962,000	\$ 22,962,000	-	CE	No	N/A	This project will provide a revised shared use and operating incentive payment program with the North County Transit District (NCTD) to better reflect the operations and impact that the Pacific Surfliner has on the corridor. These payments will allow for the future expansion of service, by allowing one additional Pacific Surfliner roundtrip to be run in NCTD territory; and provide performance-based payments to NCTD based on the on-time performance (OTP) goals realized within NCTD territory, with maximum incentive payment requiring OTP greater than 95 percent, and incentive payment being reduced as OTP diminishes, based on an agreed upon graduated scale.	N/A
18	Pre-1949 Rail Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 20-30 miles of rail that was laid prior to 1949 between mileposts 249 and 356 along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	249-356	\$ 15,100,000	\$ 15,100,000	-	CE	No	N/A	The rail are deteriorating and if not replaced, slow orders may need to be implemented along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project is necessary to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
19	Safety Improvement Funds	Safety	Y	The Safety Improvement Program is to provide for as needed safety enhancements along the corridor and could include dealing with homeless encampments, tree removal, improving crossings or pedestrian access, etc.	UPRR	UPRR	Complete	Santa Barbara	248.6-423.1	\$ 2,500,000	\$ 2,500,000	-	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	COMPLETE
20	Tie Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 125 miles of old railroad ties between mileposts 274.72 and 335.4, to be completed in 2021, and also between 358 and 423.1, scheduled for 2023, along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	274.7-423.1	\$ 8,900,000	\$ 8,900,000	-	CE	No	N/A	The ties are deteriorating and if not replaced, may result in the implementation of slow orders along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project improves operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
21	Upgrade of Non-Powered Switches	Track	N	The project will replace 16 hand operated switches with power switches and 1 hand operated derail for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	\$ 6,090,000	\$ 6,090,000	-	CE	No	N/A	The 104-mile section of track in San Luis Obispo and Santa Barbara counties currently has multiple sidings with hand operated switches which increases travel time in the corridor by forcing train crews to stop a train, manually realign the switch, and then wait for the train to clear the switch before the signal can be reset. Each of these switches can take between five and 10 minutes to clear, resulting in increased travel time, and increased potential for delay. The project will result in reduced travel time, increased ridership and GHG emission reduction. It is estimated that conversion from a hand-thrown to a powered switch can save 5-10 minutes of travel time per switch movement	COMPLETE
22	Station Wayfinding Signage	Station	N	New information signage to upgrade and improve static passenger information and wayfinding signage at the 41 passenger rail stations along the 351-mile LOSSAN rail corridor between San Diego, Los Angeles and San Luis Obispo. This project will provide an updated, integrated set of wayfinding signage that will facilitate regional rail and transit connectivity, and address outdated and unclear directions.	N/A	LOSSAN	CON	Corridorwide	BNSF 272 - UPRR 249	\$ 718,750	\$ 718,750	-	N/A	No	N/A	Upgraded wayfinding and scheduling signage at stations throughout the corridor. This includes the installation of new cases at the stations and at thruway bus stops.	Mid 2026

Appendix C LOSSAN Corridor Capital Projects List

Funded Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
LOSSAN NORTH																		
1	Goleta Station Project	Station	N		The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs	UPRR	City of Goleta	PS&E	Santa Barbara	358.20	\$ 19,000,000						improvements will make the new facility safer, functional, and inviting. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.	2024
2	Camarillo Station Pedestrian Undercrossing Project	Station	N		This project will construct an undercrossing to improve pedestrian access between station platforms and parking areas, train operations via utilization of both platforms, and ADA accessibility.	UPRR	City of Camarillo	PS&E	Santa Barbara	412.44	\$ 18,000,000	Prop 1B, TIRCP, SCCP	None	SE	N	None	The new undercrossing will create a safer and more convenient grade-separated path between the two platforms at the station. Improve pedestrian access and operational flexibility, reduce travel time, accommodate future service growth	TBD
3	Rice Avenue Grade Separation	Grade Separation	N		Grade Separation to Improve Safety	UPRR	City of Oxnard	PS&E	Santa Barbara	406.23	\$ 132,500,000	TCEP, PFIP, Sec 190	None	EIR	N	FONSI	Reduce conflicts between vehicles and trains	TBD
4	Simi Valley Double Track	Track	N		Addition of 2.20 miles of track, improvement at five at grade crossing, creating a quiet zone. New pedestrian underpass crossing and Simi Valley Station Improvements, new platform.	SCRRA	SCRRA	PS&E / ROW	Ventura	Multiple MPs	\$ 120,000,000	TIRCP, FRA	Y	CEQA EIR (completed)	Y	NEPA CE (completed)	The project will provide more service, improve service reliability and safety, safer crossing for pedestrians	2030
5	Arroyo Simi Bridge Scour Design	Structure	Y		Project includes replacement and extension of existing rock slope protection at both bridge abutments for all 4 bridges, with design to match existing material, concrete encasements around piles, geotextile fabric and continuous riprap installation, backfill native soil over riprap, and vegetation restoration upon construction completion. IFB will be used to cover the work being performed.	SCRRA	SCRRA	PS&E	Ventura	Multiple MPs	\$ 16,600,000	FRA, SB1, Local	\$ 3,100,000		Y	CE	The scour protection will improve the load and storm capacity, increase safety, and reduce maintenance needs.	2027
6	Devonshire St Safety Improvements	Safety	N		Grade crossing and safety improvements	SCRRA	SCRRA	PS&E	Ventura	445.17	\$ 8,000,000	TIRCP, FRA	None		Y	CE	Improve pedestrian safety	TBD
7	Chatsworth Station Improvements	Station	N	N	The Project includes a new pedestrian underpass at Chatsworth Station, replacing the existing, single at-grade crossing with a new pedestrian tunnel which allows safer passenger movements between side platforms and improved operations resulting in quicker and safer transfers.	SCRRA	SCRRA	PS&E / ROW	Ventura	445.50	\$ 21,000,000	TIRCP	None	Complete (CEQA SE)	N	N/A	The project will enhance safety by new pedestrian crossing, replacing at grade crossing	2030
8	Chatsworth Station ADA Improvements	Safety	N	N	The project includes ADA improvements per recommendations from the US DOJ for this facility and parking areas.	SCRRA	METRO	CON	Ventura	445.50	\$ 7,354,650	\$ 7,354,650	\$ -	N/A	N	N/A	Improves ADA access at this facility.	2025
9	Burbank Corridor Safety Improvements- Burbank Airport	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Ventura	460.61	\$ 20,000,000	State (CTS/SGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
10	Burbank Junction Speed Improvements	Safety	N		The project replaced the existing Brighton Siding, right-hand track, with a larger siding track. The existing tracks were reconfigured and lengthened to allow the junction to service trains more efficiently while providing smaller headways between trains	SCRRA	SCRRA	Complete	Valley	11.40	\$ 17,950,000	TIRCP	None	CEQA SE (completed)	N	NEPA CE (completed)	The project creates a safer and more reliable service, reduce the commute time for passengers and emissions by having less idling time	2024 (completed)
11	Burbank Corridor Safety Improvements- Burbank Downtown	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Valley	10.81	\$ 10,000,000	State (CTS/SGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
12	Doran St Grade Crossing	Grade Crossing	N	Y	Includes signal modifications, automatic warning devices, a new pedestrian crossing and temporary two-way road configuration with "Quiet Zone Ready" improvements.	SCRRA	SCRRA	PS&E	Valley	7.99	Included in the Grade Separation						The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	Doran st crossing will be closed when phase A of Doran St. grade separation is complete.
13	Doran St Grade Separation	Grade Separation	N	Y	The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas with the closure of the at-grade crossing.	SCRRA	METRO	PS&E	Valley	7.99	\$ 58,300,000	Measure R 3%, TIRCP, RCE	\$ -	SE	Y	CE	The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	2028
14	Signal Improvements Burbank to LA	Signal	N		Signal programming and timing improvements	SCRRA	SCRRA	Complete	Valley	3.5 to 11.4	\$ 1,500,000	TIRCP	None	Complete (CEQA SE)	N		Increase service, safety, and reliability; the project will also provide walkway safety lighting	2021 (completed)
15	Pacific Surfliner Corridor Rehabilitation and Service Reliability Project	Track/Structures	Y		To maintain a State of Good Repair on the Ventura Subdivision, rehabilitation will need to be completed on the following: (1) highway-rail crossings, (3) turnouts, 4,000 wood ties, 3,000 concrete ties, 4,050 track feet of fastener upgrades, 9,974 feet of rail, and (8) culverts. This work is vital in providing safe and reliable Metrolink service to the outlying communities in Ventura County and preserving the longevity of this key passenger and freight route. Also, in Tunnel 26, replace 33% of ties (1,500 ties); replaces 7,369 feet of ballast (the entire tunnel length); repairs or replaces missing or damaged pumps, guards, and pipes; performs needed electrical upgrades to ensure continued operation of drainage equipment.	SCRRA	SCRRA	PS&E	Ventura	Various (work at various locations across entire Ventura Sub)	\$ 23,800,000	TIRCP, FRA		SE	Y	CE	Project will improve the Ventura line to bring several assets into a State of Good Repair, which will assist in delivering on-time passenger service and prevent emergencies, slow orders, and passenger delays due to infrastructure conditions.	late 2027/ early 2028
16	CMF North End Connection and Tail Track	Track	N		The project would reconfigure the existing connection track at the north end of CMF to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF	SCRRA	SCRRA	PS&E	River	3.1 to 3.5	\$ 11,379,804		Need Construction Funding		Yes	CE	improve safety, and accommodate redevelopment of the surrounding area, including a pedestrian/bicycle connection to the Los Angeles River, which is currently under construction by the City of Los Angeles	TBD
17	Ventura (LA County) SOGR Track	Track	Y		Full Crossing Track Replacement @ Clyborn Ave, Vineland Ave, & Woodley Ave	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 3,176,000	Local	None		N		Improve rail infrastructure to a state of good repair	2026
18	Ventura (Ven County) SOGR Track	Track	Y		Project includes rail replacement at MP 426.47 and fastener upgrades between MP 431 and MP 437	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 1,643,000	FTA	None		N		Improve rail infrastructure to a state of good repair	2026
19	CP Topanga Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	Design	Ventura	444.40	\$ 1,287,000	Local	None		N		Improve signal infrastructure to a state of good repair	2027
20	CP Davis Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	CON	Ventura	440.80	\$ 1,020,000	FTA, SB1	None		N		Improve signal infrastructure to a state of good repair	2026
21	CP Bernson Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	CON	Ventura	446.70	\$ 1,755,000	Local	None		N		Improve signal infrastructure to a state of good repair	2026
22	Quimisa Dr Crossing Signal Improvement	Signal	Y		Project include crossing signal system upgrades	SCRRA	SCRRA	Design	Ventura	430.83	\$ 2,000,000	FTA	None		N		Improve signal infrastructure to a state of good repair	2028
23	CP Strathern & 1st Street Crossing Signal Improvements	Signal	Y		Project include signal and crossing system equipment upgrades	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 3,528,000	FTA	None		N		Improve signal infrastructure to a state of good repair	2026

Appendix C LOSSAN Corridor Capital Projects List

Funded Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
LOSSAN SOUTH																		
24	Link US Phase A: Track and Signal Modernization	Station	N		Phase A of Link US includes two new run-through tracks on a new viaduct, which in future can accommodate up to a total of nine run-through tracks, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station to the mainline tracks on the west bank of the Los Angeles River near First Street. An early start to Phase A of Link US was the track, signal and communication modernization in the throat area north of Los Angeles Union Station, which included new signal houses and track replacement at CP Mission and CP Terminal.	SCRRA	METRO	Full Phase A: PAED / PS&E Early Track and Signal Modernization: Complete	River	0.20	\$950,398,000 (total Phase A)	Proposition 1A, TIRCP, Metro, SCRRA, and other			Y		Reduce dwell times. Will allow trains to run through the station rather than having to change ends and reverse, reducing dwell times. Significant rehabilitation of track and signals will be included.	Early Start Track and Signal Modernization: 2024 (completed) Full Phase A: 2033
25	Commerce Station Relocation	Station, Track	N		Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodelled with extended tracks. Enables passenger and freight traffic separation	BNSF	METRO / CHSRA	PAED	San Bernardino	148.50	\$ 30,000,000	TIRCP			Y		Increase ability to serve passenger at commerce station	2030
26	Rosecrans/Marquardt Grade Separation	Grade Separation	Y	Y	The project will grade separate this intersection from the existing diagonal at-grade crossing. It will also improve the efficiency of train movements along the rail corridor; permit the completion of a third mainline track.	BNSF	METRO	CON	San Bernardino	157.80	\$ 156,400,000	CHSRA, CPUC Section 190, TIGER, BNSF, STIP, TCEP	\$ -	SE	Y	FONSI	Substantially enhance the capacity of regional and national passenger and freight movements; reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.	2025
27	Fullerton Interlocking Plan	Track and Station	N		The Project includes construction of new tracks, modifications to the southern platform at the Fullerton Station, and associated rail infrastructure and pedestrian improvements to enable the separation of freight and passenger trains through the existing Fullerton Station	BNSF	SCRRA	PAED	San Bernardino	165.30	\$ 114,000,000	Funded through ENG			Y		Increased service, safety and reliability via separation of passenger and freight traffic at Fullerton Station and Junction	2030
28	Lincoln Ave Bridge Retaining Wall	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	174.88	\$ 565,000,000				Y		The project is part of the I5 freeway project	2025
29	SR 57 NB Overhead Widening	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	170.80							Improve freeway capacity and reduce traffic congestion	2028
30	I-5 Irvine Overhead Widening	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	183.30							Improve freeway capacity and reduce traffic congestion	2029
31	Orange County Maintenance Facility - Phase 1	Facility	N		Phase 1 consists of developing facilities needed for train storage consisting of the Service and Inspection (S&I) Facility tracks, train wash track, storage tracks, set-out track(s), yard lead tracks, transportation building, and employee parking.	SCRRA	OCTA	PAED	Orange	183.30 to 184.20	\$ 167,000,000			CEQA MND (in-progress)	Yes (only funded for environmental at this time and not the entire Phase 1 estimate)		Line Capacity	TBD
32	Irvine Station Improvements - Phase 1	Station	N		Phase 1 which includes signal respacing and a pedestrian underpass	SCRRA	OCTA	PAED	Orange	184.00 to 186.90					Y		Enable cross platform transfers between different rail lines and optimize train operations between MP 184.0 and MP 186.9.	TBD
33	La Paz Rd OH Widening	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	CALTRANS	CON	Orange	190.30	\$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
34	El Toro Bridge Widening	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	190.50	\$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
35	Crown Valley OH Widening	Structure	Y		The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.	SCRRA	OCTA	PAED	Orange	193.30	\$ 922,000				Y		The project will provide an acceptable level of service to match with the ongoing development	TBD
36	Signal Respacing CP La Palma to CP Avery	Signal	N		Adding 3 new intermediate signal locations and reconfiguring existing locations	SCRRA	SCRRA	Complete	Orange	184.50 to 198.77	\$ 6,440,000	AHSC		CEQA SE (completed)	N		The entire Orange subdivision will benefit by better separation of train traffic, allow for future express trains, allow an increase of passenger operating speeds to 90mph at more locations, and allow for a projected increase in train density, including freight service, without adding expensive infrastructure.	2025
37	San Juan Creek Bridge replacement	Structure	Y		This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.	SCRRA	OCTA	CON	Orange	197.87	\$ 59,374,000	FTA, SB1		SE	Y	CE	The new bridge will improve the load rating and storm capacity, increase safety, and reduce maintenance needs.	2026
38	Serra Siding Extension - South	Track	Y		The Project includes a 1.05-mile southward extension of the existing siding track at Dana Point and includes a new railroad bridge crossing over Coast Highway, as well as track, drainage, structural, utility, and signals/communications improvements to facilitate Project implementation.	SCRRA	OCTA	PAED	Orange	199.50 to 201.00	\$ 44,000,000	TIRCP			N		The siding extension will provide additional capacity for train operations between CP Serra and Beach Road. This siding extension configuration will improve the safety and reliability of the corridor, and minimize the risk of operations shut-down.	TBD
39	Signal Respacing CP Avery to CP Songs	Signal	N		Remove 2 intermediate signals. Add 6 new intermediate signals.	SCRRA	SCRRA	Complete	Orange	199.50 to 209.18	\$ 14,835,000	TIRCP		CEQA SE (completed)	N	N/A	Respacing the intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph. The signal improvements ultimately reduce travel time and increase on time performance.	Completed
40	San Onofre to Pulgas Double Track Phase 2	Track	Y	Y	Phase 2 of this project includes the construction of a 1.6-mile segment of second main track (MP 216.5 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	NCTD	SANDAG	PAED	San Diego	216.50 to 218.10	\$ 35,918,478				Y		1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	2026
41	San Dieguito Double Track and Platform - Phase 1 & 2	Track, Platform, Bridge	Y	Y	Provide a second main track from CP Valley (MP 242.2) to the north end of the proposed future San Dieguito River Bridge and Platform (MP 243.0). Replacement of the San Dieguito river bridge (built in 1916), a new special events platform, and additional double track, signal, and communications improvements to complete the new passing track for the LOSSAN corridor.	NCTD	SANDAG	CON	San Diego	242.20 to 243.00	\$ 347,082,404				Y		.8 mi of additional double track	2026
42	Del Mar Bluffs Stabilization - 5	Track	Y	Y	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will construct the following improvements at locations between MP 244.1 and MP 245.7: deep driven piles to provide seismic stability to portions of the bluff, retaining walls, drainage improvements, and erosion control measures.	NCTD	SANDAG	CON	San Diego	244.10 to 245.70	\$ 99,630,950	FRA SOGR, FTA, TCEP, TIRCP, CA Natural Resource Agency	\$ -	Pre-empted	Y	CE	Safety, State of good repair	2026

Appendix C LOSSAN Corridor Capital Projects List

Funded Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
43	Batiquitos Lagoon Double Track	Track	Y	Y	Adds 6 miles of second main track from CP Ponto (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge 234.8	NCTD	SANDAG	PS&E	San Diego	234.50 to 237.20	\$ 165,524,920				Y		0.6 mi of additional double track and Batiquitos Lagoon Bridge replacement.	2026
44	San Diego Convention Center Station	Station	N		Design and construction of a new siding and station platform between 1st and 5th Avenue to serve the San Diego Convention Center, Petco Park, and the Gaslamp Quarter. Includes 0.8 mile stretch of BNSF track and three new control points.	BNSF	NCTD	PS&E	San Diego	268.77 to 268.78	\$ 38,200,000	TCEP		SE	N	N/A	New station at San Diego Convention Center. Associated track and signal improvements south of Broadway to allow revenue service.	2027
45	Bridge 257.2 Replacement	Bridge	Y	Y	This project replaces the aging trestle double track bridge 257.2 with new double track bridge at a higher elevation, requiring additional track replacement on both sides to transition track profile.	NCTD	SANDAG	Planning / Design	San Diego	257.20	\$ 14,521,210				Y		Safety, State of good repair	2026
46	San Dieguito to Sorrento Valley Double Track (SDSVDT) - PE/ENV/ROW/Final Design	Track	Y	Y	Preliminary Engineering, environmental clearance, right-of-way, final design and public outreach for the relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG	PAED	San Diego	244.00 to 248.00	\$ 300,000,000				N		5 miles of double track, grade separated, higher speed rail tunnel	2025
47	Signal Respacing and Optimization Improvements	Signal	Y		Modernize existing signal/crossing equipment throughout San Diego Subdivision. Project has been divided into five phases as follows: Phase 1: EC4 Legacy Replacements Phase 2: Carlsbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	NCTD	NCTD	CON	San Diego	249.80 to 266.90	\$ 40,000,000				Y		Operational flexibility	2025
48	C3160-26 - Orange Subdivision Track Rehabilitation Project	Track	Y		New installation and replacement of various track elements within the Orange Subdivision including rail and tie replacements, turnout replacements, and track upgrades.	SCRRA	SCRRA	CON	Orange	170.55 to 200.98	\$ 14,880,000	FTA			Y	N/A	Improvements will maintain a state of good repair and maintain the safety and reliability of the existing	2027
49	Calafia Culvert Reestablishment Project	Track/Structures	Y		The Project involves replacing two existing culverts, constructing a new third "self-flushing" culvert, and installing a new concrete U-ditch along the Orange Sub-commuter Rail Line at post mile 206.13	SCRRA	SCRRA	PS&E	Orange	206.1 to 206.2	\$ 7,000,000	FTA	Need Additional Construction Funding		Y	NEPA CE (completed)	The Project's primary goal is to reduce or eliminate track maintenance within the Project area caused	2027
50	Orange Subdivision Culvert Rehabilitation	Track/Structures	Y		Culvert MP 205.8: partial culvert rehabilitation to include concrete repairs to the reinforced concrete arch and replacement of the existing ballast retainer Culvert MP 207.2: full culvert replacement to include precast headwalls and wingwalls	SCRRA	SCRRA	CON	Orange	207.2 to 205.8	\$ 5,000,000	FTA			Y	NEPA CE (completed)	Improvements will maintain a state of good repair and maintain the safety and reliability of the existing	2027
51	Ball Road Crossing	Signal	Y		Rehabilitate grade crossing warning equipment and corrosion mitigation.	SCRRA	SCRRA	CON	Orange	169.12	\$ 1,267,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
52	CP La Palma	Signal	Y		Replace house, cable and switch machines.	SCRRA	SCRRA	CON	Orange	167.30	\$ 2,460,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
53	CP Maple	Signal	Y		Replace house, cable and switch machines.	SCRRA	SCRRA	CON	Orange	172.40	\$ 2,342,916	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
54	Santa Clara Ave Crossing	Signal	Y		Hot Swap existing house with new house and equipment.	SCRRA	SCRRA	CON	Orange	174.15	\$ 2,203,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	

Appendix C LOSSAN Corridor Capital Projects List

Planned Unfunded Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Funding Gap	Federal Funding (Y/N)	Project Benefits	Anticipated Completion
LOSSAN NORTH															
1	Ventura County Seacliff Siding Upgrade and Extension	Track	Y		This project would add an estimated 5,650-foot extension and provide a total siding of 11,550 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit.	UPRR	LOSSAN	Concept	Santa Barbara	386.4 - 387.5	\$ 20,500,000	\$ 20,500,000	No	Allow freight trains to wait on the siding while shorter passenger trains pass through, thus making the passenger service more efficient and less time consuming.	TBD
2	Oxnard Station Second Platform	Station	N		Install a second platform at the Oxnard Station.	UPRR	TBD	Concept	Santa Barbara		\$ 80,000,000	\$ 80,000,000	No		TBD
3	Oxnard to Camarillo Double Track	Track	N		Double track on UP main line between Oxnard and Camarillo	UPRR	TBD	Concept	Santa Barbara	406.0 - 413.0	TBD				TBD
4	Moorpark to Simi Valley Double Track	Track	N		The 3.7 miles between CP Madera and CP Colina will be double tracked. A new control point will be installed with universal crossovers east of Moorpark Station. Five new bridges will need to be built to cross the Arroyo Simi Channel waterway in the City of Moorpark	SCRRA	SCRRA	Concept	Ventura	427.4 - 431.1	\$ 200,000,000		No	Necessary to extend 15 minute headways to Moorpark.	TBD
5	Moorpark Area Maintenance Facility Buildout	Facility	N		A new maintenance facility in Moorpark, CA that would service vehicles with fueling, cleaning, and dump facilities. Overhead feed cables are required for storage tracks.	SCRRA	SCRRA		Ventura	427.4 - 428.0	\$ 153,505,000		No	Facility would support service patterns that include 15 min headways and 15 min electrified headways between LA Union Station and Moorpark. Would support the effort in merging the Ventura County Line and Orange County Line services	TBD
6	CMF Modernization Phase 1	Facility	N		Priority set of improvements to modernize the operation of CMF	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
7	CMF Modernization Phase 2	Facility	N		Intermediate set of improvements to modernize the operation of CMF and prepare for alternative fueling	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
8	North CMF Connection and Tail Track	Facility	N		Connects CMF to the north to allow a through running operation and reduce deadhead movements on the track between LAUS and CMF	SCRRA	SCRRA		Valley		TBD		No	Supports operational efficiency in the Burbank to Los Angeles corridor	TBD
9	Burbank to Los Angeles Third Track	Track	N		Dedication of one new track for freight	SCRRA	CHSRA		Valley		TBD		No		TBD
10	Sonora Avenue, Grandview Avenue and Flower Street Grade Separations Project	Grade Separation	N		Existing and proposed tracks are partially raised and existing roadway crossings are partially lowered in Glendale to eliminate at-grade crossings for the future HSR projects.	SCRRA	LA Metro		Valley	8.8	\$ 230,000,000		No	Safety	TBD
11	Arroyo Simi Bridges Rehabilitation	Structure	N		Rehabilitation of a series of four bridges in the vicinity of Moorpark	SCRRA	SCRRA		Ventura	427.8, 428.18, 428.63, 429.26	\$ 13,000,000		No		TBD
LOSSAN SOUTH															
12	Link US Phase B	Station	N		Phase B includes the raising of all the tracks and platforms at LAUS, a new and expanded passageway with enhanced transit and retail amenities including new outdoor plazas, a new lead track in the throat area north of Los Angeles Union Station, new rail bridges over Cesar Chavez Ave and Vignes St, and a total of up to nine run-through tracks including six for regional and intercity rail service and up to four for future high speed rail service, with 2 tracks that are interoperable.	SCRRA	LA Metro		River	0.0	\$ 2,597,000,000		No	Improve connectivity, increase rail service capacity, reduce train idling times, future development, Improve pedestrian access, enhance passenger experience, improve US-101 and local roadways	2031
13	Southside Turn Facility	Station	N		New platforms to function as a supplemental terminal for LAUS during construction of Phase 2 of Link US. Near BNSF 1st street yard, south of LinkUS. North of 6th Street bridge being constructed over the River.	SCRRA	LA Metro		River	141.7	TBD		No	Long-term support of HSR service goals, requiring more than two tracks. To support Phase 2 of Link US - necessary for completion of Link US	Prior to LinkUS Phase B
14	Fourth Track: I-5/I-710 to CP Soto	Track	N		Construction of a fourth track from the west end of the I-5/I-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
15	Upgraded Signal System	Signal	N		Construction of a new signal system with 1.25-mile spacing	BNSF	CHSRA	Concept	San Bernardino		TBD		No	Signal system would be prepared to accommodate construction and ultimate configuration	2026
16	26th Street ROW Acquisition/West Bank Yard Relocation	Track	N		Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing BNSF to vacate the West Bank Yard. Relocating BNSF's West Bank Yard activity is a prerequisite to enable full utilization of the first run-through tracks at Los Angeles Union Station, which are to be operational by 2026	BNSF	CHSRA / METRO	Concept	San Bernardino		\$ 296,913,000			allows for needed capacity to accommodate rail operation in ultimate configuration	2026
17	LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	Concept	San Bernardino		\$ 422,100,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
18	LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route	Track, Signal	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA / SCRRA	PAED	San Bernardino		\$ 604,700,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
19	LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart through Commerce	Track, Signal, Station	N		Design and construct 20 miles of mainline and structures between CP Soto and the new Commerce Station, including necessary land acquisition and relocation of parking for intermodal operations for Hobart Yard; construct 8 miles of lead tracks at Hobart Yard, relocate old Commerce Station to new location, including property costs; design and construct new Commerce Station; design and construct 20 miles of staging tracks at Commerce Yard; complete design of Hobart staging area and storage tracks. All signal and crossover work is included.	BNSF	CHSRA	PAED	San Bernardino	144.0 - 165.5	\$ 777,100,000		No	Provides early benefit with the relocation of the Commerce Station and helps lay the foundation for the completion of 4th Main, which separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	TBD
20	LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	PAED	San Bernardino	144.0 - 165.5	\$ 886,800,000		No	Completion enables 5-minute passenger train headways from LA to Fullerton	2028
21	I-5/710 Flyover	Track	N		Construct a two-track, passenger-only elevated structure to carry passenger trains over freight tracks to the south side of BNSF ROW, eliminating passenger-versus-freight conflicts	BNSF	CALTRANS / CHSRA	PS&E	San Bernardino		\$ 469,510,500			It allows for the corridor to be built for the ultimate configuration	2028
22	New Commerce Intermodal Facility	Facility	N		Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.	BNSF	CALTRANS / CHSRA	Concept	San Bernardino		\$ 184,250,000			It allows for the corridor to be built for the ultimate while separating passenger rail traffic	2026
23	Norwalk Blvd/Los Nietos Road Grade Separations	Grade Separation	N		Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		\$ 280,000,000		No	Safety	2028

Appendix C LOSSAN Corridor Capital Projects List

Planned Unfunded Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Funding Gap	Federal Funding (Y/N)	Project Benefits	Anticipated Completion
24	Pioneer Blvd Grade Separation	Grade Separation	N		New grade crossing that was part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		\$ 160,000,000		No	Safety	2032
25	Fourth Track: Buena Park to Fullerton	Track	N		Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
26	Norwalk & Fullerton rail over rail crossing/ rail under rail crossing	Track	N		Construction of the over/under at Norwalk and Fullerton	BNSF	CHSRA	PAED	San Bernardino		TBD		No	To accommodate the capacity of the ultimate build of the corridor	2026
27	Commerce Station Relocation	Station	N		Relocation of Commerce Station to facilitate freight movements and provide more frequent service to Commerce Station	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency, freight capacity and frequency of passenger service	TBD
28	Track and Platform Reconfigurations at Norwalk, Buena Park (Orange County) and Fullerton (Orange County)	Track, Station	N		Reconfigures station track and platform faces to create a separate freight and passenger tracks along the Los Angeles to Fullerton segment of the San Bernardino Subdivision	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency, freight and Passenger capacity; reduce safety conflicts between freight and passenger rail traffic	TBD
29	Orange/Olive Junction and Wye	Track, Signal	N		New crossover and faster turnouts	SCRRA	SCRRA	Concept	Orange	172.2	\$ 3,900,000		No	Line Capacity	2023
30	Orange - Olive Junction Improvements and Wye - Full Buildout	Track, Signal	Y		The existing wye consists of a single, uncontrolled track and will require modifications to provide PTC-ready track and signal systems. A new crossover will need to be constructed west of the existing wye. Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet quiet zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.	SCRRA	SCRRA	Concept	Orange	172.2	\$ 42,600,000		No	Improve mobility in the corridor	2032
31	Orange County Maintenance Facility - Full Buildout	Facility	N		New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	SCRRA	OCTA	Concept	Orange	183.3 - 184.2	\$ 153,200,000		No	Line Capacity	2032
32	Serra Siding Extension - North	Track	N		Project was driven by OTP and incorporated into the OCTA Development of Rail Capital Improvement Program in 2018. It will extend the Serra siding on the north end.	SCRRA	OCTA	Concept	Orange	197.4 - 198.1	\$ 36,918,000		No	Improve the safety and reliability of the commuter rail system as well as increase the capacity of the corridor, and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on a single track.	TBD
33	Songs Siding Extension	Track	Y	Y	The project provides 1.55 miles of new siding track and includes two new bridges. PDR evaluates two alternatives for providing a new siding track from MP 207.7 to CP Songs at MP 209.3. • Alternative 1 includes a new siding track, a new double track bridge at MP 207.8, and a new single track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be maintained. • Alternative 2 includes a new siding track, a new double track bridge at MP 207.8, and a new double track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be removed and replaced.	SCRRA	NCTD	PAED	San Diego	207.7 - 209.3	\$ 76,200,000		No	1.5 mile of second track, replaces timber span bridge and aging timber bridge, and installation of second rail bridge	2035
34	San Onofre Bridges Replacements (Bridge 209.9)	Bridge	Y	Y	Replacement of three timber trestle railway bridges at MP 209.9.	NCTD	NCTD	PAED	San Diego	209.9	\$ 1,818,279	\$ 1,700,000	No	Safety, State of good repair	2025
35	Stuart Mesa Maintenance Facility Capacity Enhancement	Layover Facility	N	Y	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	SANDAG	PAED	San Diego	222.0	\$ 52,751,000	\$ 52,751,000	No	7000 feet of additional track with new service line for fueling, washing and handling.	2035
36	Eastbrook to Shell Double Track (San Luis Rey River Bridge)	Track	Y	Y	Second main track between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) and replacement of San Luis Rey River Bridge (MP 225.4) with a new 726' long precast girder double track bridge.	NCTD	SANDAG	PS&E	San Diego	225.3 - 225.9	156,546,174	\$ 92,718,830	Yes	0.6 mi of additional double track and Bridge 225.4 replacement.	TBD
37	Carlsbad Village Trench	Grade Separation	Y	Y	Grade separation of the railroad tracks in Carlsbad Village Area. Includes Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad and a new bridge over Buena Vista Lagoon. •Add 2.2 miles of new track - fills in a 1.2-mile gap of single track •Replace the rail bridge in Buena Vista Lagoon •1.6 mile of Trench including five new bridge crossings •New 2nd platform at Carlsbad Village Station	NCTD	SANDAG	PAED	San Diego	228.0 - 230.6	\$595,580,317	\$ 589,979,651	No	Safety	2035
38	Encinitas Pedestrian Crossings	Grade Separation	N	Y	New pedestrian crossings within the City of Encinitas.	NCTD	TBD	Concept	San Diego	237.7 - 238.6	TBD	TBD	No	Safety	2035
39	SDSVDT - Construction	Track	Y	Y	Relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG	PAED	San Diego	244 - 248	\$3,000,000,000 to \$5,000,000,000	\$3,000,000,000 to \$5,000,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	2035
40	Sorrento to Miramar Phase 2	Track	Y	Y	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	NCTD	SANDAG	PS&E	San Diego	251.0 - 253.0	\$ 298,587,375	\$ 277,090,756	Yes	Curve realignment / straightening on Miramar Hill.	2035
41	Miramar Tunnel	Track	Y	Y	Relocation of the rail alignment to a double track tunnel alignment that bypasses Miramar Hill and replaces the Sorrento Valley Station with a new station.	NCTD	SANDAG	PAED	San Diego	250 - 257	\$ 5,000,000,000	\$ 5,000,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	2050
42	Rose Canyon Bridge Replacements	Bridge	Y		Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3 that were built in the 1940's.	NCTD	NCTD	PAED	San Diego	254.7, 255.1, 255.3	\$ 25,451,916	\$ 25,232,416	Yes	Safety, State of good repair	2030
43	Quiet Zones	Signal	N		To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, quiet zones would need to be established throughout the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chesterfield Drive)	NCTD	NCTD/SDMTS	Concept	San Diego	207 - 267	\$ 16,600,000		No	Safety, State of good repair	2035
44	SOP 3 Double Track / Navy Red Beach Project	Track	N	Y	1.6 miles of 2nd track to fill in single track gap Las Flores 2nd track bridge at 218.0	NCTD	SANDAG/ Navy	PS&E	San Diego	216.50 to 218.10	\$ 33,200,000	\$ 33,200,000	No	Double tracking, new bridge	2030
45	Encinitas Double Track	Track	Y	Y	•Add 2.9 miles of 2nd track •Add a 2nd platform at Encinitas Station •Lengthen the station platforms 1000' •Add a pedestrian undercrossing at D street •Add a bridge over Encinitas Blvd. •Fix the flooding problem along Vulcan Ave. •Revise the bus transit station	NCTD	SANDAG	PAED	San Diego	235.1 0 - 238.0	\$ 238,300,000	\$ 238,300,000	No	Pedestrian improvements, resiliency, double track, state of good repair, safety	2036

Appendix D Schematics of Pacific Surfliner Passenger Cars

Exhibit D.1: Pacific Surfliner Business Class Car

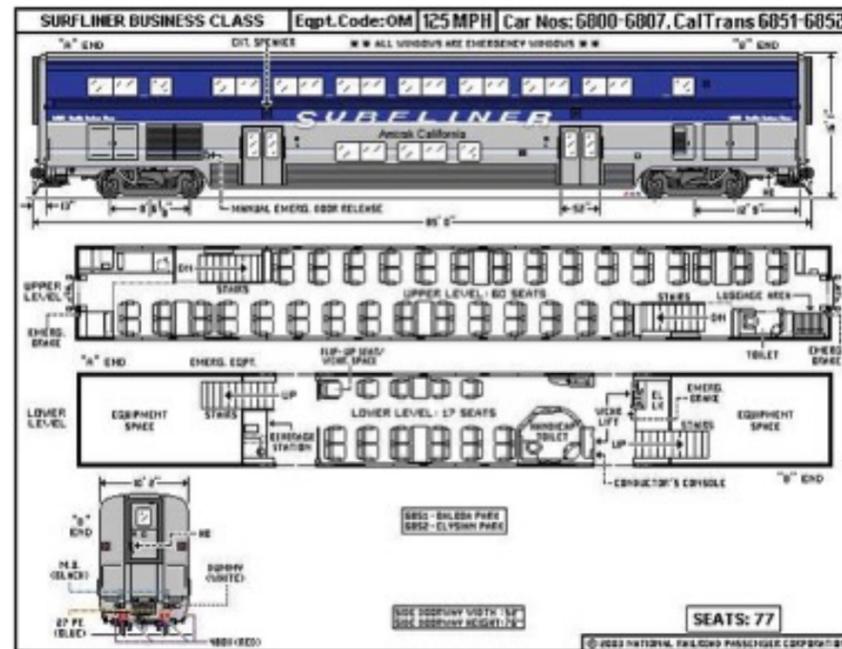


Exhibit D.2: Pacific Surfliner Café Car

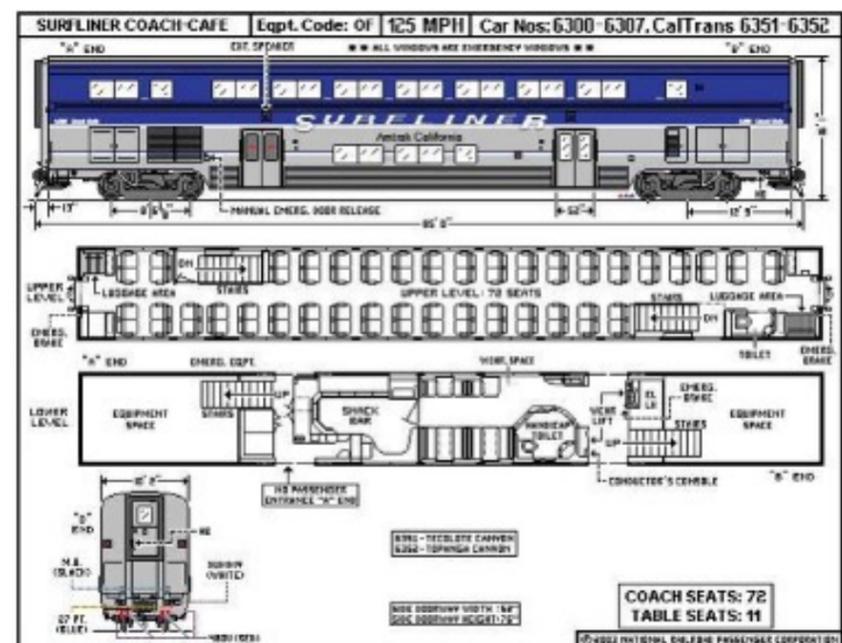


Exhibit D.3: Pacific Surfliner Coach Car

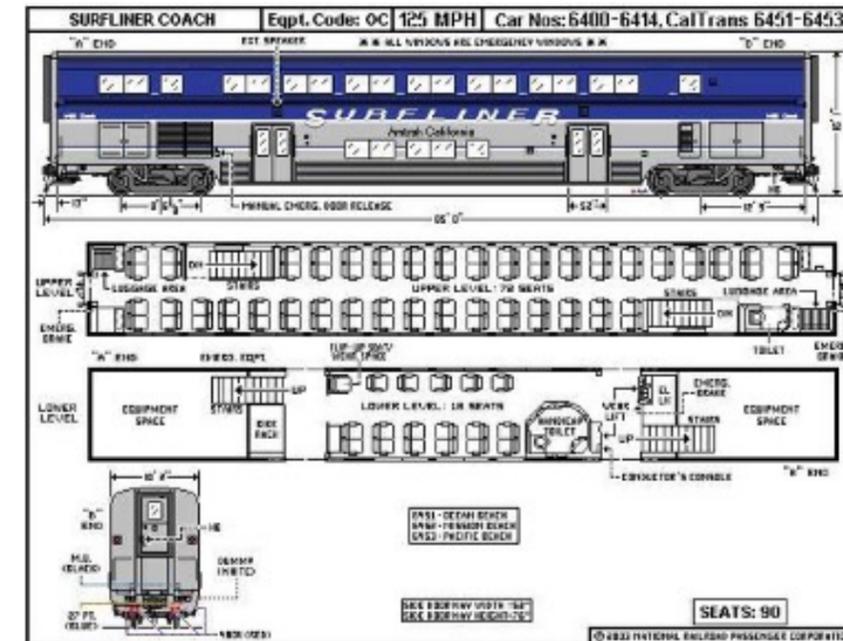
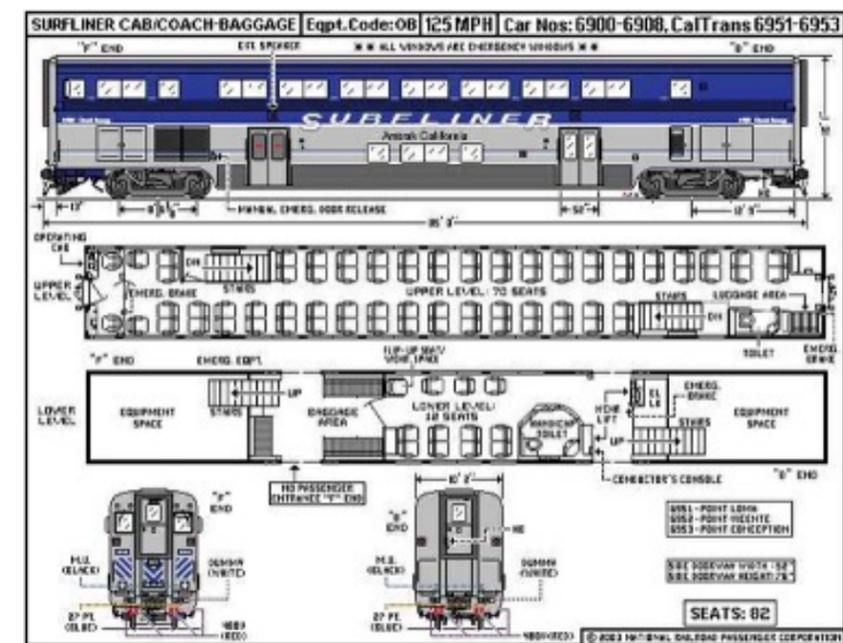
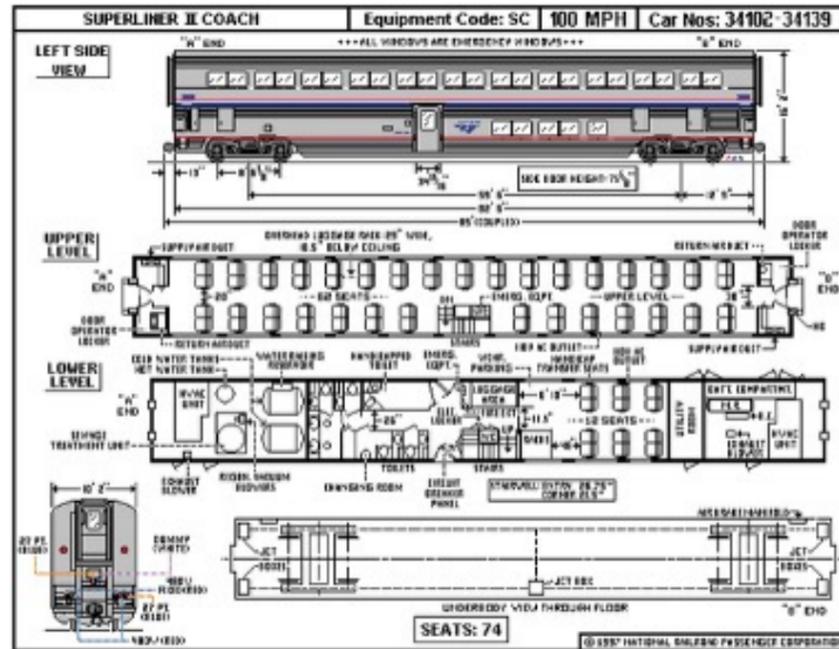


Exhibit D.4: Pacific Surfliner Cab/Baggage Car



Appendix D Schematics of Pacific Surfliner Passenger Cars

Exhibit D.5: Pacific Surfliner Superliner Coach Car



Note - Schematics represent a majority of the Pacific Surfliner revenue vehicles. Fleet includes vehicles not included here.





600 South Main Street
Orange, CA 92868
LOSSAN.org