LOSSAN RAIL CORRIDOR AGENCY
TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, October 2, 2025
12:45 P.M. – 2:15 P.M.

NCTD General Administrative Office
GAO Board Room
810 Mission Avenue
Oceanside, CA 92054

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Written Comment

Written public comments may also be submitted by emailing them to lossantac@octa.net and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the TAC Committee.

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

Teleconference Sites

The main location for this meeting is the NCTD General Administrative Offices, GAO Board Room. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

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

San Luis Obispo Council of Governments
1114 Marsh St
San Luis Obispo, CA 93401

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

Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Los Angeles Country Metropolitan Transportation Authority
Henry Huntington Room – 3rd Floor
One Gateway Plaza,
Los Angeles, CA 90012

Riverside County Transportation Commission
County Administrative Center
3rd Floor, Conference Room B
4080 Lemon St
Riverside, Ca 92501

California Department of Transportation
3390 Lanatt Street
Sacramento, CA 95819

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

2025 TECHNICAL ADVISORY COMMITTEE

Technical Advisory Committee - Membership Roster

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

Call to Order

1. Public Comments

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

Consent Calendar

All items on the Consent Calendar are to be approved in one motion unless a committee member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes
James D. Campbell

3. Fiscal Year 2024-25 Fourth Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
Russell Henry

4. Fiscal Year 2024-25 Fourth Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
Russell Henry

5. Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28
James D. Campbell

Discussion Calendar

6. Pacific Surfliner Equipment & Service Update
James D. Campbell

7. Upcoming Draft Board Agenda Items
James D. Campbell

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

9. Technical Advisory Committee Members' Report

10. Adjournment

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

Thursday, November 6, 2025
Los Angeles County Metropolitan Transportation Authority
Henry Huntington Room, Third Floor
One Gateway Plaza,
Los Angeles, CA 90012
1:15pm

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

TECHNICAL ADVISORY COMMITTEE

JULY 10, 2025, Technical Advisory Committee (TAC) MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) TAC met on July 10, 2025, at the Orange County Transportation Authority headquarters, Conference Room 7.

Committee Members in attendance:

Lance Okuno, SLOCOG
Aubrey Smith, VCTC
Jay Fuhrman, Metro
Megan Taylor, OCTA
Sheldon Peterson, RCTC
Katie Persons, NCTD
Jennifer Williamson, SANDAG
Christopher Duddy, SDMTS

Welcome and Introductions

Mr. James Campbell, LOSSAN Operations Officer, opened the July 10, 2025, LOSSAN Agency TAC meeting and welcomed the TAC members to the Orange County Transportation Authority headquarters, Conference Room 7.

1. Public Comments

Mr. Dave Simpson from Herzog gave a comment on an opportunity for LOSSAN and its member agencies on a crossing protection system.

CONSENT CALENDAR

2. Approval of Minutes

Motion by Ms. Megan Taylor (OCTA), second by Mr. Aubrey Smith (VCTC). The Committee approved the Consent items.

DISCUSSION CALENDAR

3. Pacific Surfliner Service Update

Mr. Campbell (LOSSAN) gave a verbal update on the Pacific Surfliner service, which included an update on the restored 11th roundtrip and the 12th roundtrip and looking to restore the 13th roundtrip, with additional service to Santa Barbara and Goleta later this year in a temporary partnership with Metrolink.

Clarifying questions were asked on the roundtrips and schedule changes. There was no further discussion.

4. Update on San Clemente Emergency Track Stabilization Efforts

Mr. Campbell (LOSSAN) introduced Mr. Jim Beil (OCTA) who gave a PowerPoint presentation on the latest update on the stabilization for the railroad tracks in San Clemente. The presentation included the proposed solutions to the priority projects, sand replenishment, a catchment wall, and additional recommendations.

A few questions ensued regarding the wall. There was no further discussion.

5. Upcoming Draft Board Agenda Ítems

Mr. Campbell provided a brief overview of the agenda items for the October 20, 2025, LOSSAN Agency Board of Directors' meeting.

There was no further discussion.

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

Mr. Campbell provided an update on the summer peak travel season, upcoming Comic Con, and Del Mar races. Also mentioned the rail-2-rail program will be suspended for two weekends of July.

There was no further discussion.

7. Technical Advisory Committee Members' Report

SANDAG mentioned the regional plan out for public comments and completed the consultant selection on the LOSSAN to the border study which will begin in the fall.

Metro mentioned the Union Station Train Festival weekend in September.

RCTC mentioned the continued coordination with FRA on the Corridor ID program for the Coachella Valley Rail Project.

SLOCOG mentioned the buy-down program that was coordinated with LOSSAN between San Luis Obispo and Guadalupe had more use than expected. Also, SLOCOG will be attending the ARROW maintenance facility and their hydrogen hybrid train.

8. Adjournment

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

Thursday, October 2, 2025
NCTD General Administrative Office
810 Mission Avenue
Oceanside, CA 92054
12:45pm

October 2, 2025

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director

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

Overview

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

Recommendation

Receive and file as an information item.

Background

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor) travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and currently hosts 145 daily passenger trains. The Pacific Surfliner currently serves 29 stations and operates 24 daily one-way trains (twelve round trips). The eleventh-round trip between Los Angeles and San Diego was added in the end of March 2025 and the twelfth-round trip was added in mid-June 2025. In fiscal year (FY) 2025 there were nearly 2.1 million passenger trips on Pacific Surfliner trips alone, and an additional 3.1 million passenger trips were taken on the two commuter rail services (Metrolink and COASTER) on the LOSSAN Corridor.

Discussion

The report provides an update on the performance trends of the passenger rail services operating on the LOSSAN Corridor, focusing on three specific performance areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance (OTP) and customer satisfaction). The

report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the fourth quarter of FY 2024-25, covering the months of April, May, and June 2025.

Usage

For the fourth quarter of FY 2024-25, total LOSSAN corridor **ridership for the three services combined was 1,353,418**, representing a 9.1 percent increase when compared to the same period of the previous year. A 24-month chart for the LOSSAN corridor, with the specific performance of each service, is shown in Figure 1.

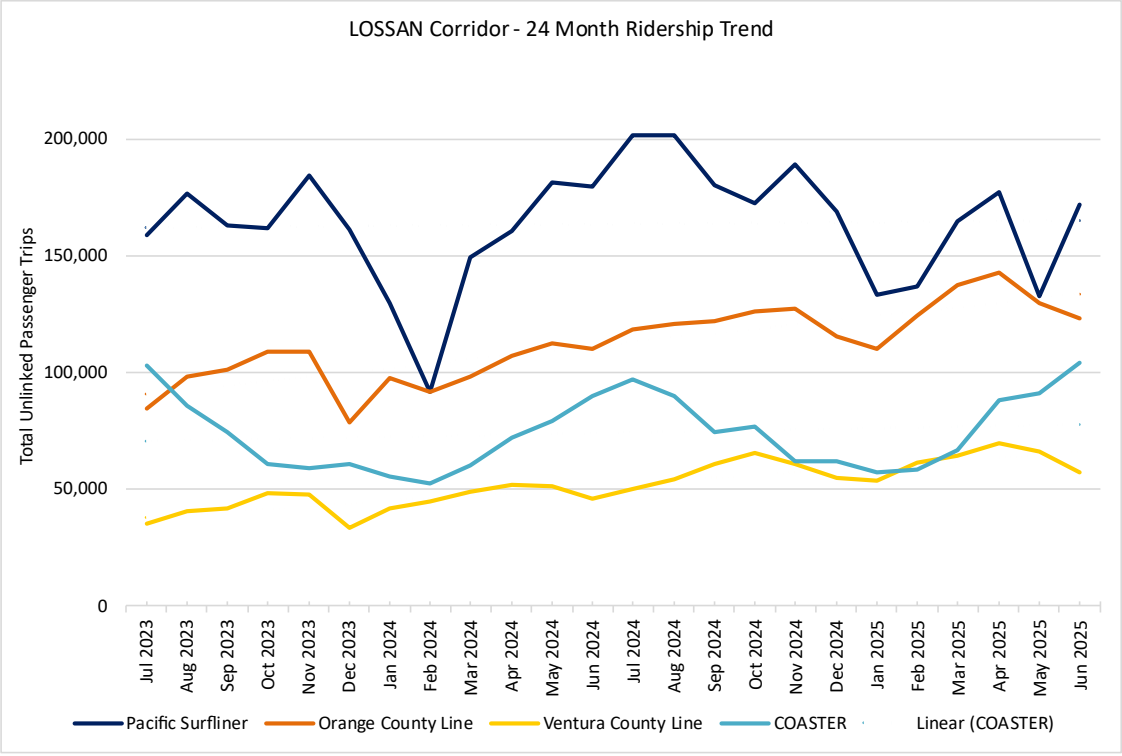


Figure 1

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

Pacific Surfliner

Overall LOSSAN corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the fourth quarter of FY 2024-25 was 481,647, representing a decrease of 7.7 percent when compared to the same period last year, as is illustrated in Figure 2.

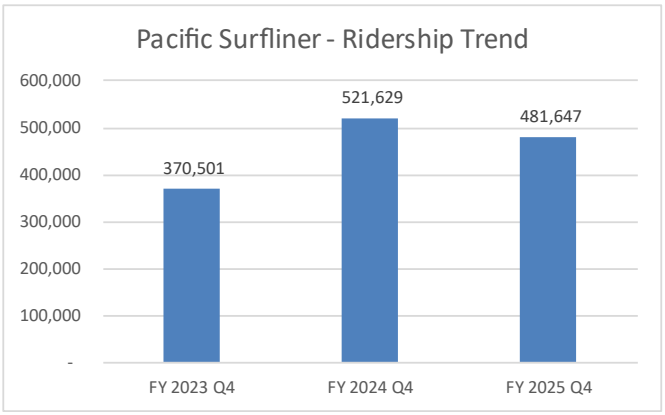


Figure 2

The Q4 year over year decrease in ridership is primarily attributed to suspended passenger rail service through San Clemente. This suspension was enacted to allow crews to safely conduct emergency work to reinforce sections of track at immediate risk from landslides and coastal erosion. The suspension of service was in effect between April 28 and June 7, 2025.

Metrolink

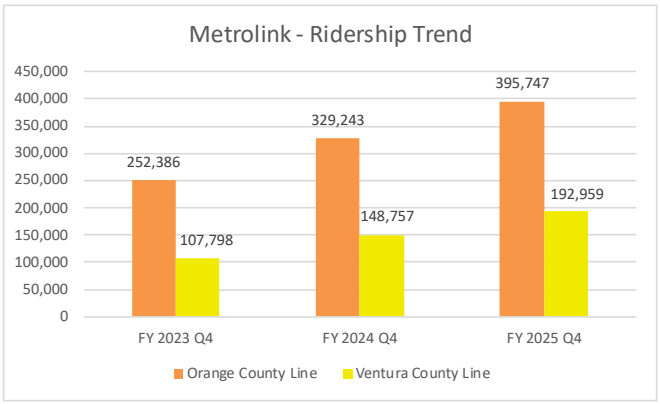
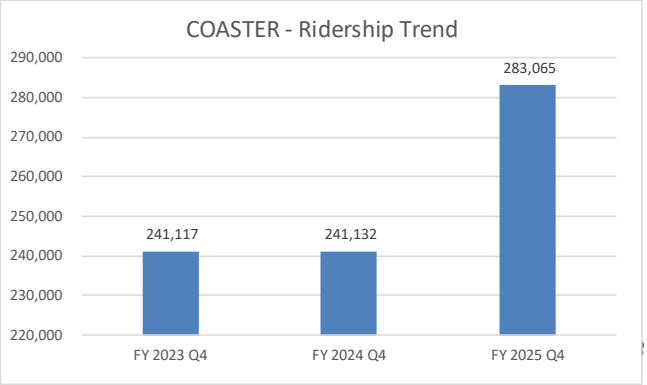


Figure 2

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership increase of 29.7 percent when compared to the fourth quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 20.2 percent increase in ridership over the same report period in the prior year. During the fourth quarter of FY 2024-25, there were an average of 11,250 Metrolink pass holders per month who utilized the Rail 2 Rail (R2R) Program to ride Pacific Surfliner trains[1].

[1] Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.

COASTER



NCTD's COASTER commuter rail service operating between Oceanside and San Diego experienced a sizable increase in ridership during the fourth quarter of FY 2024-25 when compared to the same period in the prior year, as shown in Figure 4. During the fourth quarter of FY 2024-25, there were an average of 484 COASTER pass holders per month utilizing the R2R Program to ride Pacific Surfliner trains[2].

Amtrak System

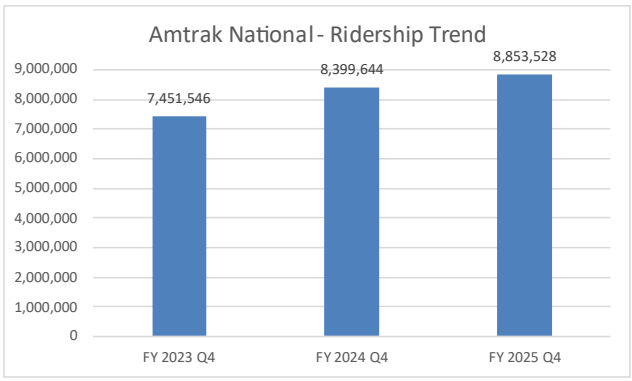


Figure 4

Amtrak service nationwide experienced a cumulative ridership increase of 5.4 percent for the fourth quarter of FY 2024-25 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak's Coast Starlight, which operates between Seattle and Los Angeles, saw ridership increase by 13 percent in the fourth quarter compared with the same period last year. The Capitol Corridor (operating between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento to Stockton and Bakersfield) are the two other California state-supported intercity passenger rail services operated by Amtrak and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 16.2 percent on the Capitol Corridor and decreased by 0.1 percent on the San Joaquins Corridor during the fourth quarter when compared to the same period last year.

[2] COASTER R2R values are based on preliminary, unaudited data provided by Amtrak.

Passenger Miles

A passenger mile is defined as one passenger traveling one mile. For example, 10 passengers who each travel 100 miles would generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 41 million passenger miles during the fourth quarter of FY 2024-25, which is an 18.6 percent decrease compared to the same period in the prior year. This decrease in passenger miles is largely due to the suspension of passenger rail service through San Clemente between April 28, 2025, and June 7, 2025. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of about 14,682 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,672,331 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

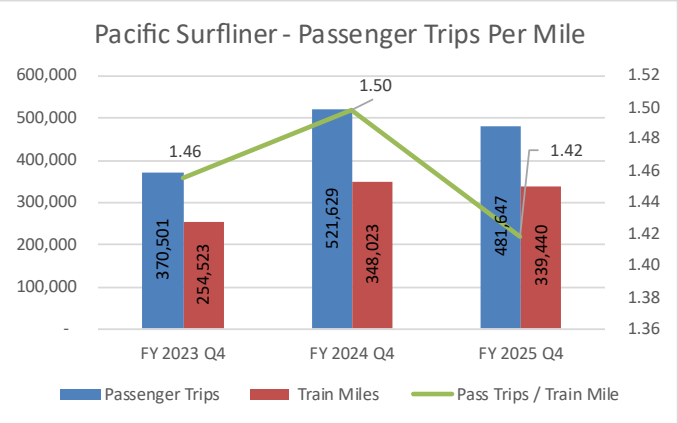


Figure 5

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

This metric focuses on service efficiency, as it is the ratio of usage (passenger trips) over service provided (train miles). The higher the ratio value, the more efficient the service, and vice versa. For the fourth quarter of FY 2024-25, the ratio of passenger trips per train mile decreased by 5.3 percent when compared with the same period in the prior year, as illustrated in Figure 6.

[3] Total train miles include deadhead mileage to and from rail yard facilities.

Revenue

In line with the temporary decrease in Pacific Surfliner ridership, which was driven by the suspension of service in San Clemente, total revenue also decreased. For the fourth quarter of FY 2024-25, total revenue decreased by 15.3 percent when compared with the same period in the prior year, as shown in Figure 7.

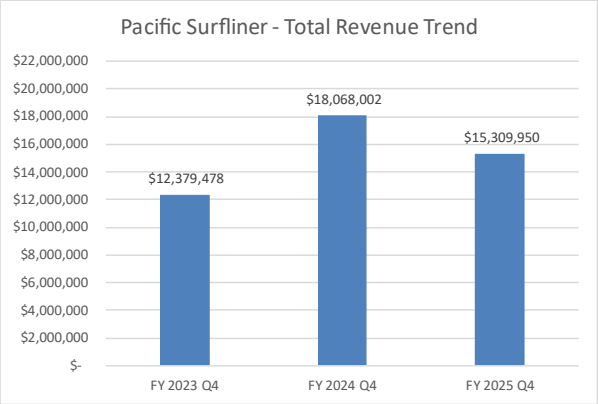


Figure 6

Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses as defined in the Intercity Passenger Rail Act of 2012 Establishment of Uniform Performance Standards by the California State Transportation Agency. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending June 30, 2025, was 57.7 percent.

Quality

OTP

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

For the three months in the fourth quarter of FY 2024-25, endpoint OTP for the Pacific Surfliner averaged 86.4 percent, which was a 4.3 percent increase over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

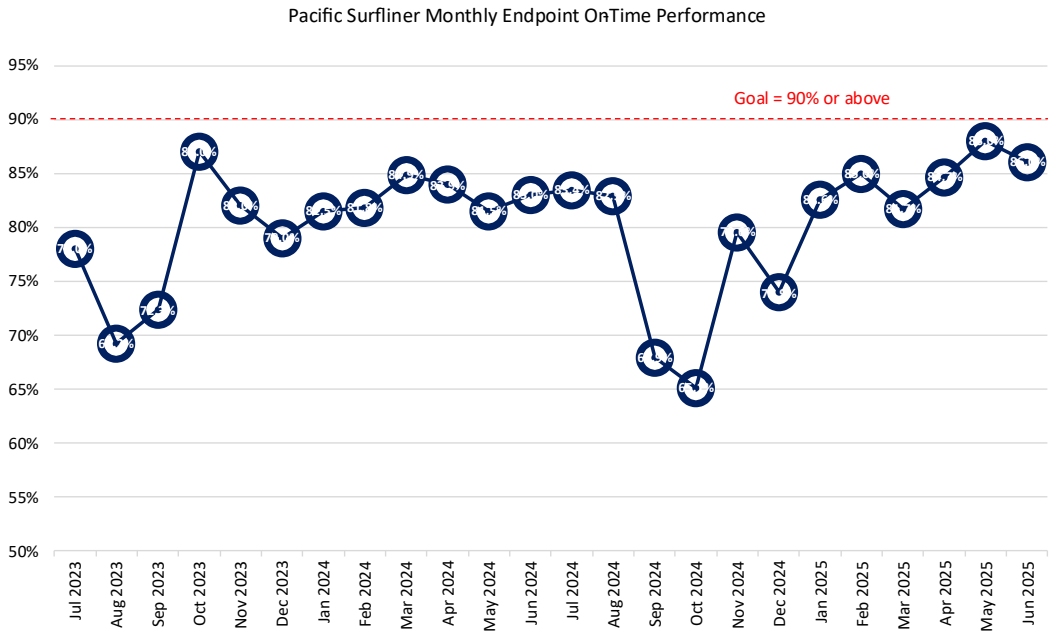


Figure 7

Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a "very satisfied" percentage is calculated per 100 passengers via electronic surveys. For the fourth quarter of FY 2024-25, the Pacific Surfliner scored an average eCSI of 81.9 percent, representing a 2.1 percent increase from the average eCSI of 83.7 percent achieved during the same period last year.

Additional Performance Indicators

Food and Beverage Sales

The LOSSAN Agency's focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café Car. Continual effort is made to ensure that menu items meet passenger expectations. As part of that effort, LOSSAN Agency staff closely monitor food and beverage sales to gauge the success of what is being offered and identify items that need to be adjusted.

Sales Category	FY 2024 Q4 (Apr–Jun 2024)	FY 2025 Q4 (Apr–Jun 2025)	% Change
Baked Goods	$ 76,410	$ 64,804	-15.2%
Beer	$ 201,426	$ 189,515	-5.9%
Beverages	$ 280,608	$ 241,451	-14.0%
Dairy Products	$ 1,255	$ 1,476	17.6%
Fresh Prepared Foods	$ 178,878	$ 159,016	-11.1%
Liquor	$ 115,718	$ 108,272	-6.4%
Miscellaneous Merchandise	$ 174	$ -	-100.0%
Packaged Snack Foods	$ 403,062	$ 384,719	-4.6%
Wine	$ 239,201	$ 222,870	-6.8%
Total Revenue	**$ 1,496,730**	**$ 1,372,121**	**-8.3%**

Figure 8

For the fourth quarter of FY 2024-25, food and beverage sales decreased by 8.3 percent compared to the same quarter in the prior year. This decrease in food

and beverage sales mirrors the decrease in ridership due to the previously mentioned suspended passenger train services through San Clemente.

Amtrak Thruway Bus Service

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN corridor. The bus routes function as part of the Pacific Surfliner service and as of June 30, 2025, included:

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

For the fourth quarter of FY 2024-25, combined ridership on these two routes totaled 23,839, representing an increase of 7.5 percent when compared to the ridership of 22,179 for the same period in the prior year.

Summary

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor, including the Pacific Surfliner, Metrolink, and COASTER, for the fourth quarter of FY 2024-25. During the fourth quarter, total combined passenger rail ridership along the corridor increased by 9.1 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone decreased by 7.7 percent, accompanied by a 15.3 percent decrease in total revenue relative to the same period in the previous year.

Attachment

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

Approved by:

Russ Henry
Program Manager, Financial Planning and Analysis/Project Controls
(714) 560-5990

ATTACHMENT A

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

Service	Ridership (total)	Ridership – Growth Over Same Quarter Previous Year	Revenue (total)	Revenue – Growth Over Same Quarter Previous Year	Endpoint OTP (3 mo. avg.)
Pacific Surfliner	481,647	-7.7%	$15,309,950	-15.3%	86.4%
Metrolink Orange County Line	395,747	20.2%	---	---	81.2%
Metrolink Ventura County Line	192,959	29.7%	---	---	91.5%
COASTER	283,065	17.4%	---	---	94.3%
LOSSAN Total	**1,353,418**	**9.1%**	---	---	---
Amtrak Nationwide	8,853,528	5.4%	---	---	73.4%
Coast Starlight	98,708	5.8%	---	---	72.5%
Capitol Corridor	307,737	16.2%	---	---	89.2%
San Joaquins	228,637	-0.1%	---	---	69.9%

October 2, 2025

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director

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

Overview

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the fourth quarter of fiscal year 2024-25, covering the months of April, May, and June 2025.

Recommendation

Receive and file as an information item.

Background

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

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

Figure 1: Pacific Surfliner Route

Before the COVID-19 pandemic necessitated service reductions in late March 2020, the LOSSAN Corridor held over 150 daily one-way trains, spanning 41 stations. Within this activity, the Pacific Surfliner service alone accounted for 27 trains and served 27 stations. Today, the Pacific Surfliner has expanded its reach to 29 stations, maintaining a schedule of 22 daily one-way trains, equating to twelve round trips. The eleventh-round trip between Los Angeles and San Diego was added in the end of March 2025 and the twelfth-round trip was added in mid-June 2025. Reflecting on the fiscal year 2018-19, the last complete fiscal year before the pandemic's impact, the Pacific Surfliner boasted nearly 2.8 million passenger trips, with an additional 5.4 million trips taken on the combined commuter rail services of Metrolink and COASTER.

Discussion

This report provides an update on the average systemwide on-time performance (OTP) of the Amtrak Pacific Surfliner for the fourth quarter (Q4) of FY 2024-25. The following metrics give an overview of the Pacific Surfliner train OTP scores for the reporting quarter, as well as information about delay causes:

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

Endpoint OTP

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

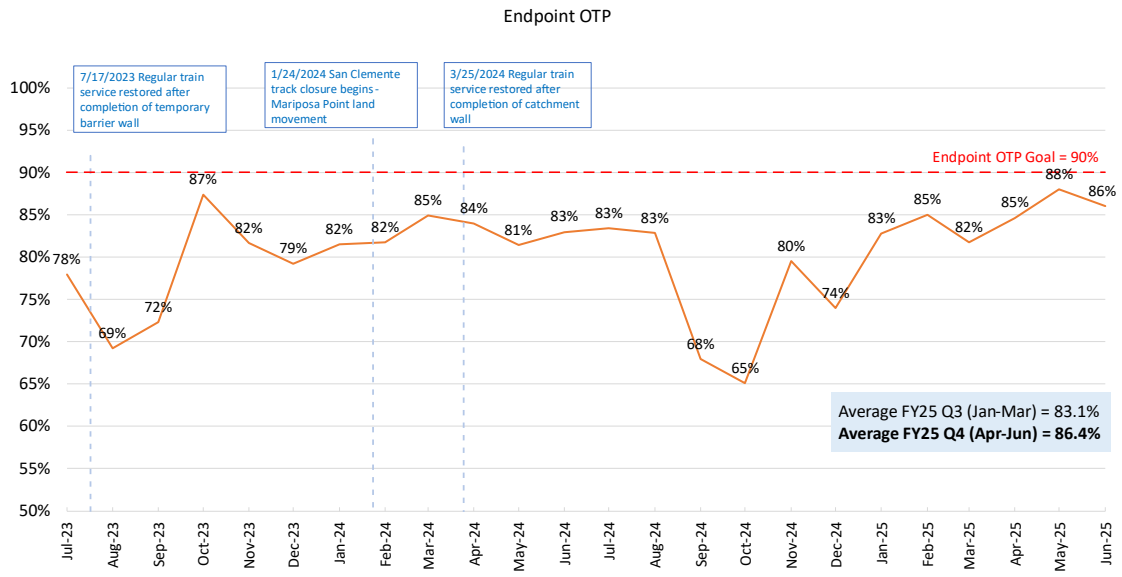
Figure 2: Endpoint OTP by Total Trains Operated

Values	FY 2025 Q3	FY 2025 Q4	% Change
Late	286	308	7.7%
On-Time	1,408	1,950	38.5%
Operated	1,694	2,258	33.3%
Endpoint OTP	**83.1%**	**86.4%**	**3.9%**

As shown in Figure 2, for Q4 FY 2024-25, 1,950 of 2,258 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 308 trains arrived late. This results in a systemwide endpoint OTP of 86.4 percent for Q4 FY 2024-25, representing a 3.9 percent increase from 83.1 percent endpoint OTP for the previous quarter.

Figure 3 shows historical monthly systemwide endpoint OTP from July 2023 to the present. Notes within the chart highlight the events that have had significant impacts on OTP.

Figure 3: Endpoint OTP



On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are reflected in endpoint and customer OTP calculations, but suspended trains are not included. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 4 shows that for Q4 FY 2024-25, 38 trains were cancelled, and 5 trains were suspended, representing a 46.3 percent decrease from the previous quarter. Of the 67 suspended trains in the prior quarter, 39 were the result of planned trackwork and infrastructure projects. These suspensions were necessary to accommodate full and partial corridor closures across multiple territories, including areas managed by BNSF, Union Pacific, and NCTD. The remaining 26 suspended trains were due to unplanned service disruptions, including an incident involving downed power lines that required a temporary shutdown for safety and repairs. The increase in cancelled trains from the prior quarter is associated with an increased number of trespasser strikes and engine failures.

Figure 4: Total Trains Cancelled or Suspended

Status	FY 2025 Q3	FY 2025 Q4	% Change
Cancelled	13	38	192.3%
Suspended	67	5	-92.5%
Total	**80**	**43**	**-46.3%**

Endpoint OTP by Train

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

Figure 7 shows individual endpoint OTP for each train that operated during Q4 FY 2024-25. During this period, 11 trains reached the endpoint OTP goal of 90 percent or above. The regular service train with the lowest endpoint OTP average for the quarter was Train 779, which experienced increased delays due to commuter train interference, passenger train interference, passenger-related delays, slow orders and freight train interference.

Figure 7: Endpoint OTP by Train

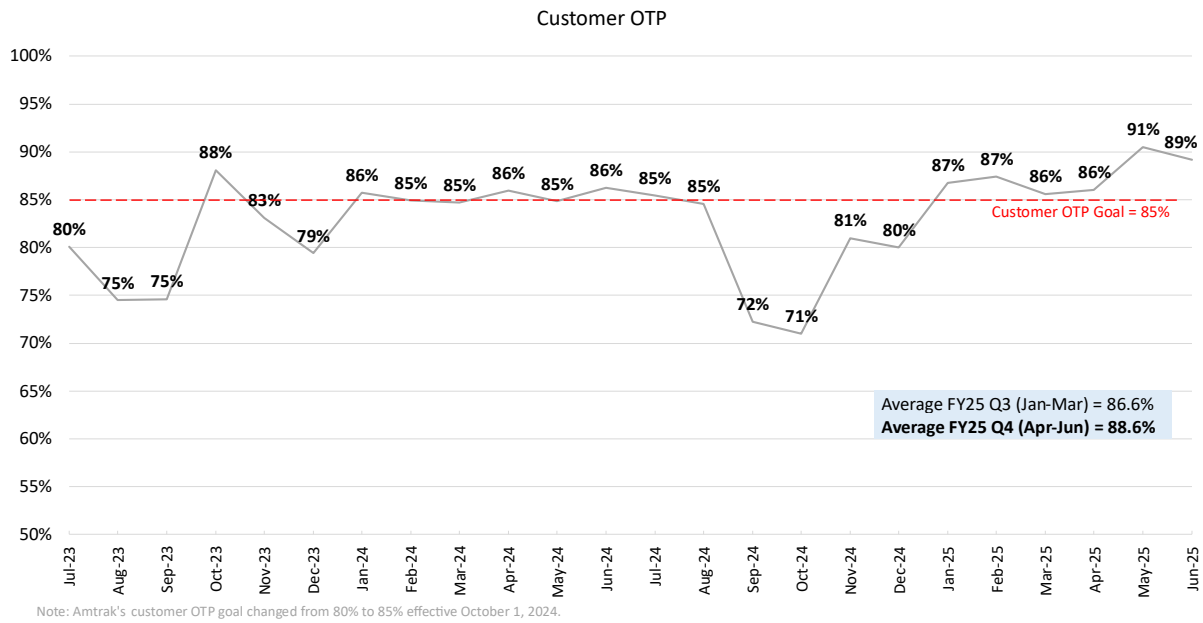
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
1765	SAN-GTA	100.0%	40	40
1777	SAN-SLO	100.0%	40	40
577	SAN-LAX	100.0%	15	15
761	SAN-SLO	97.8%	89	91
1562	LAX-SAN	97.5%	39	40
1591	SAN-LAX	97.5%	39	40
1769	SAN-GTA	97.5%	39	40
1785	SAN-GTA	97.4%	38	39
564	LAX-SAN	94.5%	86	91
582	LAX-SAN	93.3%	14	15
562	LAX-SAN	90.1%	82	91
765	SAN-GTA	89.0%	81	91
566	LAX-SAN	87.9%	80	91
573	SAN-LAX	87.8%	79	90
769	SAN-GTA	86.8%	79	91
770	GTA-SAN	86.8%	79	91
580	LAX-SAN	85.7%	78	91
581	SAN-LAX	85.7%	78	91
774	SLO-SAN	85.7%	78	91
1770	GTA-SAN	85.0%	34	40
785	SAN-GTA	84.6%	77	91
572	LAX-SAN	84.3%	43	51
595	SAN-LAX	84.3%	75	89
1790	GTA-SAN	82.8%	24	29
591	SAN-LAX	82.4%	75	91
790	GTA-SAN	82.4%	75	91
794	SLO-SAN	81.3%	74	91
587	SAN-LAX	80.4%	41	51
593	SAN-LAX	80.0%	12	15
784	GTA-SAN	78.0%	71	91
579	SAN-LAX	77.8%	28	36
777	SAN-SLO	77.6%	59	76
586	LAX-SAN	76.5%	39	51
1784	GTA-SAN	74.4%	29	39
779	SAN-SLO	73.3%	11	15
1774	SLO-SAN	72.5%	29	40
1595	SAN-LAX	50.0%	1	2
System		**86.4%**	**1,950**	**2,258**

Customer OTP

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

The 85 percent goal shown in red in Figure 5 is set by Amtrak. For Q4 FY 2024-25, customer OTP averaged 88.6 percent, representing a 2.3 percent increase from 86.6 percent in the previous quarter.

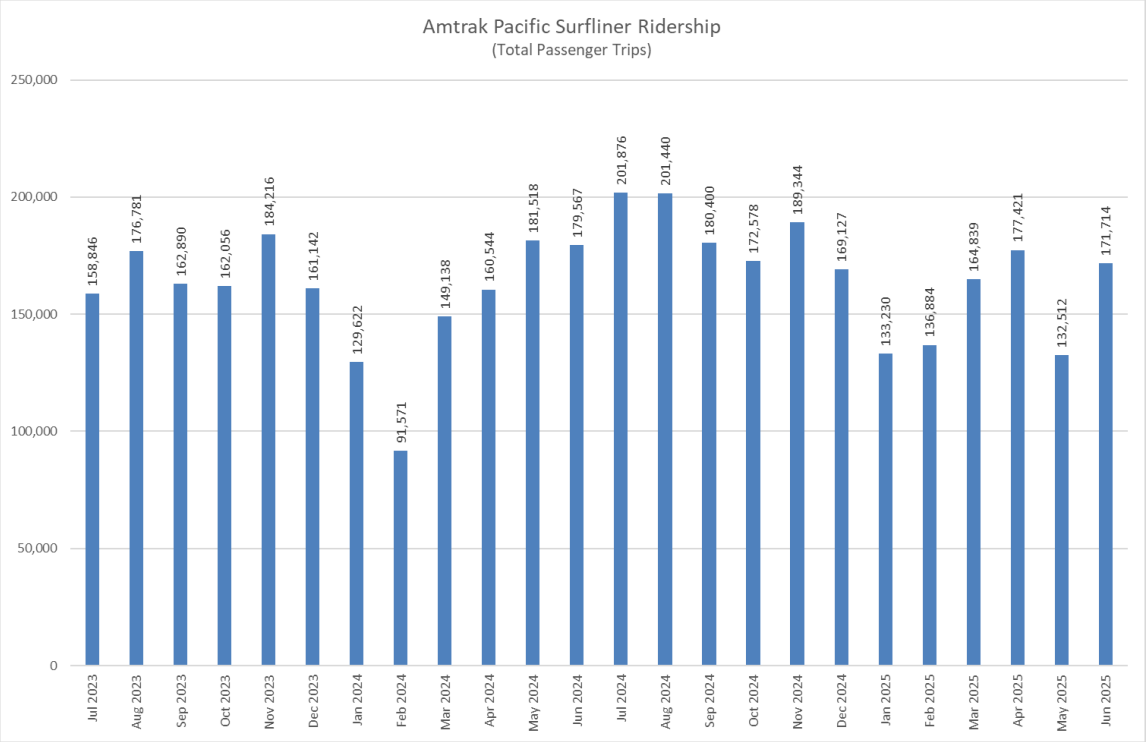
Figure 5: Customer OTP



Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q4 FY 2024-25, there were 481,647 passenger trips on the Pacific Surfliner, representing a roughly 10.7 percent increase from 434,953, passenger trips in the previous quarter. The increase in ridership is primarily attributed to the seasonal trend for Pacific Surfliner service.

Figure 6: Total Monthly Ridership



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

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

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

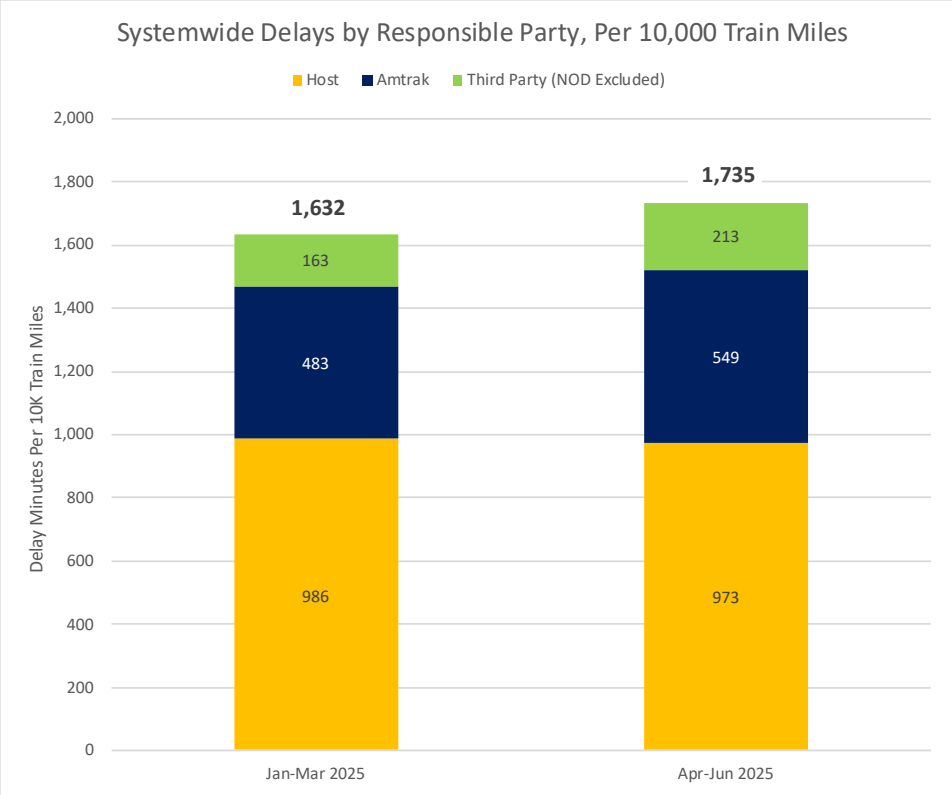
In the fourth quarter of FY 2024-25, the Pacific Surfliner operated a total of 339,440 train miles, representing a 0.15 percent increase from the 338,917 train miles operated in the previous quarter.

Host-responsible delay types (shown in yellow in Figure 8) continue to be the largest category of delay types for the entire Pacific Surfliner, followed by Amtrak-related delays (shown in blue), then third party (shown in green). While minutes of unused recovery time (coded as NOD) are included in the raw data set used for delay analyses, they are excluded from delay analyses, since NOD is not actually

a delay, and just represents the minutes a train spends waiting to avoid operating ahead of schedule.

Overall, for Q4 FY 2024-25, there were 1,735 minutes of delay per 10,000 train miles, representing a 6.3 percent increase in the overall delay rate compared to Q3 FY 2024-25. The rate of host-responsible delays decreased by 1.4 percent, the rate of Amtrak-responsible delays increased by 13.6 percent, and the rate of third party-responsible delays increased by 30.9 percent. The increase in delays is attributed to an increase in passenger-related and passenger train interference delays.

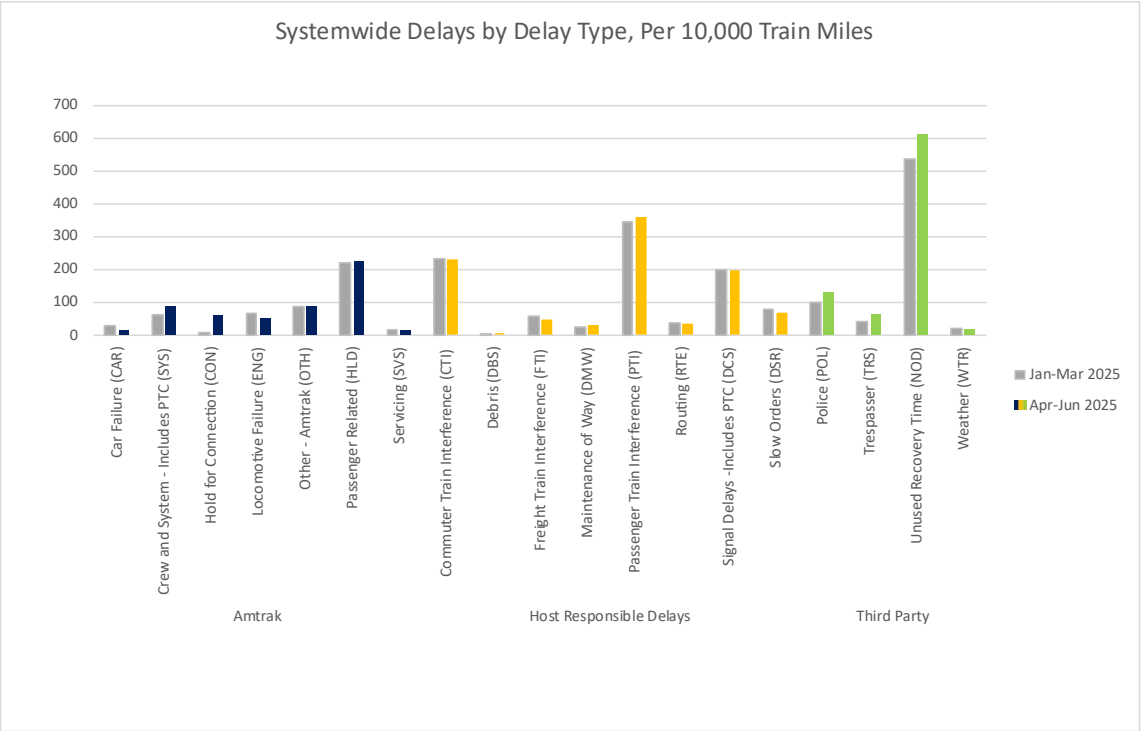
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

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

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



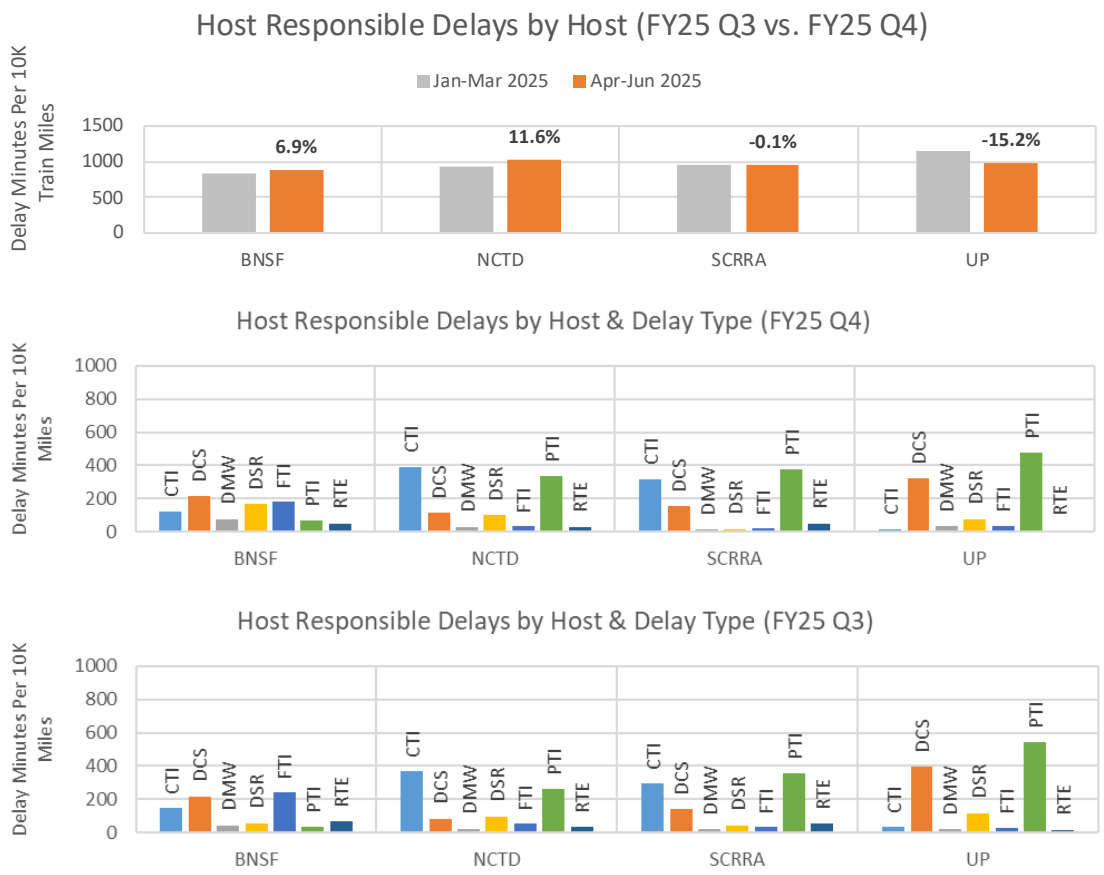
Host-Responsible Delays, Per 10,000 Train Miles

Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q4 FY 2024-25, the host-responsible delay rate within BNSF territory increased by 6.9 percent, in NCTD territory increased by 11.6 percent, in SCRRA territory decreased by 0.1 percent. and in UPRR territory decreased by 15.2 percent.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors[1] were within each host territory in Q4 FY 2024-25. In BNSF territory, the top delay types were signal delays and freight train interference. In NCTD and SCRRA territory, the top delay types were commuter train interference and passenger train interference. In UP territory, the top delay types were signal delays and passenger train interference.

[1] Refer to Figure 9 for definitions of three-letter delay codes.

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

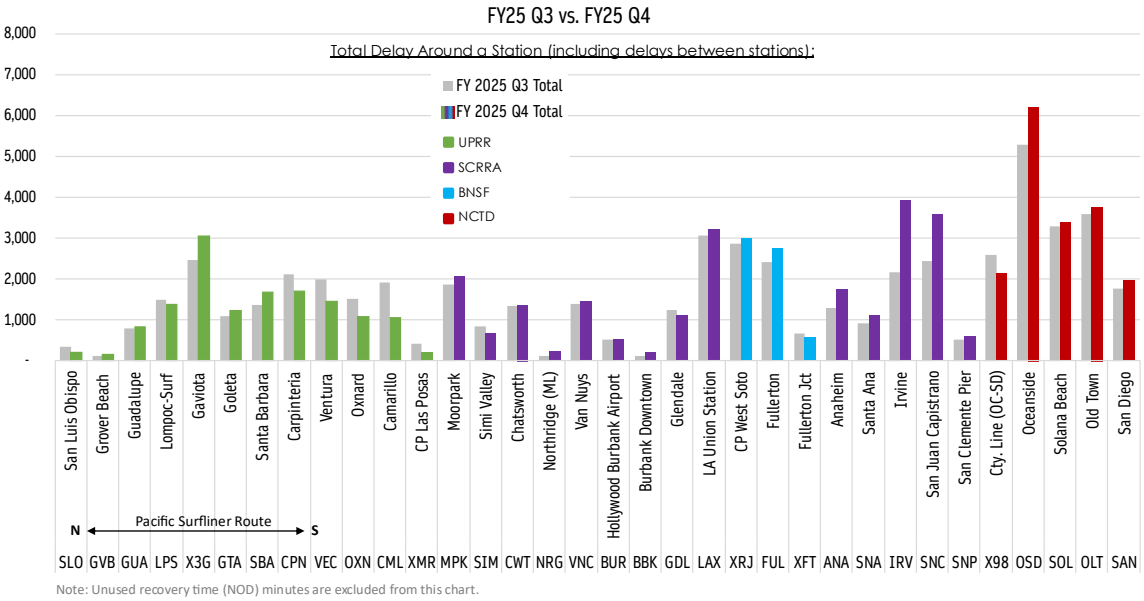


Total Delays Around Stations (or Other Specific Locations)

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars include colors that represent the total minutes of delay around a station for Q4 FY 2024-25, and the gray bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, total minutes of systemwide delay increase by 6.5 percent, from 56,052 in Q3 of FY 2024-25, to 59,707 in Q4 of FY 2024-25. The top three delay station locations were Oceanside, Irvine, and Old Town.

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



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

Summary

Within the fourth quarter of FY 2024-25, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 86.4 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were passenger train interference, commuter train interference, and passenger-related delays.

Attachment

None.

Approved by:

Russ Henry
Program Manager, Financial Planning and Analysis/Project Controls
(714) 560-5990

October 2, 2025

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director

Subject: Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency by April 1 of each year. The business plan provides the basis for the Agency's annual budget request and outlines any proposed changes to the Pacific Surfliner service. A list of key assumptions used in developing the business plan and budget for fiscal years 2026-27 and 2027-28 are presented.

Recommendation

Direct staff to incorporate the key assumptions into the development of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency annual business plan for fiscal years 2026-27 and 2027-28.

Background

Per the interagency transfer agreement (ITA) between the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and the California Department of Transportation, as well as the LOSSAN Joint Powers Agreement, the Agency must develop an annual business plan (ABP) to be approved by the Board of Directors (Board). The ABP must be submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1 of each year, and CalSTA is required to review and approve it by September 1. The ABP is a two-year planning, operations, and budget document that serves as the Agency's formal plan and funding request to CalSTA. It must be consistent with the most recently adopted State Rail Plan and the California High-Speed Rail Authority business plan.

The ABP is required to include a performance report for the Pacific Surfliner passenger rail service; an overall operating plan with proposed service enhancements to increase ridership and accommodate travel demand; a

marketing plan; short-term and long-term capital improvement programs; funding requirements for the upcoming fiscal year (FY); and an action plan with specific performance goals and objectives. The ABP must also document any planned operational changes necessary to provide the service, including operating plans to serve peak-period trips and consideration of future service expansions and enhancements.

In addition, the ABP must clearly delineate how funding and accounting for state-sponsored intercity passenger rail service will be maintained separately from locally sponsored services in the rail corridor. Proposals to expand or modify passenger services must be accompanied by estimated costs, as well as revenue and ridership projections. The ABP also establishes fares, operating strategies, and other initiatives designed to meet performance standards established in the ITA.

Discussion

The LOSSAN Agency's FY 2025-26 and 2026-27 Annual Business Plan was focused on efforts to fully restore passenger service in a cost effective and efficient manner. The ABP for FY 2026-27 and 2027-28 will build on those efforts and enhance Pacific Surfliner service in the following areas:

- Improving customer information and rider experience
- Integrating with transportation partners and corridor destinations and improving regional connectivity
- Maintaining a sustainable fare structure and advancing innovative fare products and platforms, including demand pricing
- Supporting strong performance, ensuring fleet capacity and reliability and growing ridership

Draft budget projections will also be included in the ABP as a placeholder and may be revised and resubmitted for final approval by June 30, 2025, contingent on the receipt of an operating forecast from Amtrak. The operating forecast is expected to be received from Amtrak by May 15, 2025. In preparing these estimates, LOSSAN Agency staff will also coordinate with the California Department of Transportation Division of Rail and the other two California Joint Powers Authorities on operating forecast assumptions.

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

- Additional service or capacity for holidays and special events.
- Ridership and revenue proportionate to the proposed service levels.

- Annual marketing budget consistent with planned level of service and state funding availability.
- An ongoing capital improvement program that uses existing funding sources while identifying new ones.
- 18 full-time staff positions consistent with the current staffing levels.
- A performance-based merit increase and special award pool for administrative employees consistent with the Orange County Transportation Authority budget proposal for FY 2026-27. These percentages are unknown at this point.
- Continued coordination with Metrolink and the North County Transit District on the existing Rail 2 Rail Programs.

Next Steps

Staff will prepare the draft ABP and budget for FY 2026-27 and 2027-28 using these assumptions. The draft chapters will be provided to the Technical Advisory Committee (TAC) for review and comment in November 2025. A redline version that incorporates TAC feedback, as appropriate, will be returned to the TAC before the document is presented to the Board for initial review and approval in February 2026.

Summary

Staff has developed key assumptions for use in the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency budget and business plan for Fiscal Years 2026-27 and 2027-28. Staff will finalize the draft business plan and budget and submit to the Board of Directors for initial review and approval in February 2026.

Attachment

None.

Pacific Surfliner Equipment & Service Update

LOSSAN Technical Advisory Committee | October 2, 2025

Pacific Surfliner Planned Service Levels

Target is to restore Pre-COVID service levels in Q2 of Fiscal Year 2026.

Planned expansion of service with an additional roundtrip to Goleta and San Luis Obispo in 2026.

Route	FY 2025 Q1-Q3	FY 2025 Q4 (Today)	FY 2026 Q3 (Full-Service Restoration)	FY 2026 / 2027 (Planned Service Expansion)
San Diego – Los Angeles	20	24	26[1]	26
Los Angeles – Goleta	10	10	10	12[2]
Goleta – San Luis Obispo	4	4	4	6[2]

[1] Restoration of 13th roundtrip included in FRA Restoration and Enhancement Grant Award
[2] Contingent on funding availability

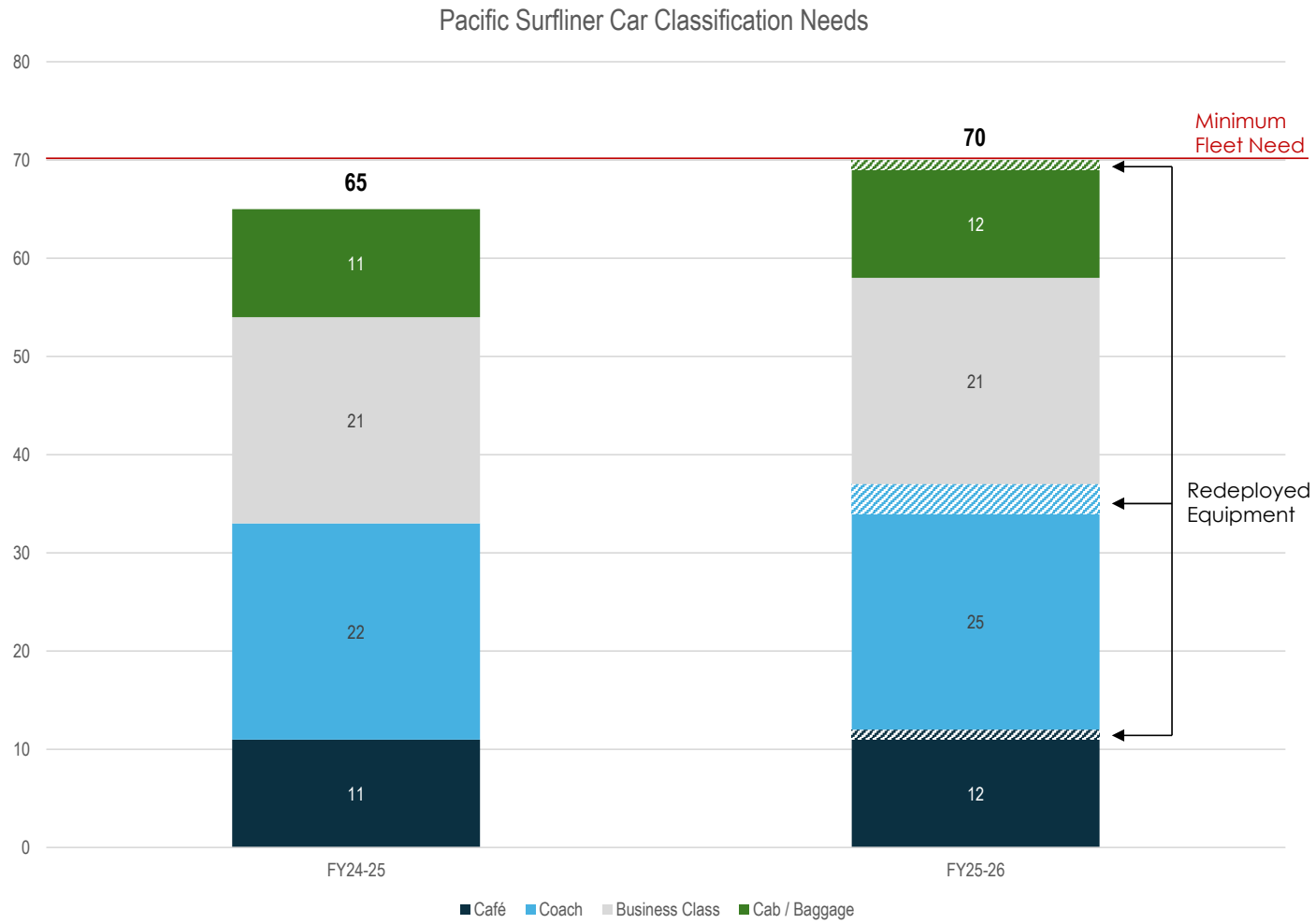
LOS SAN

Pacific Surfliner Equipment Needs

Minimum Fleet Need is inclusive of spare cars

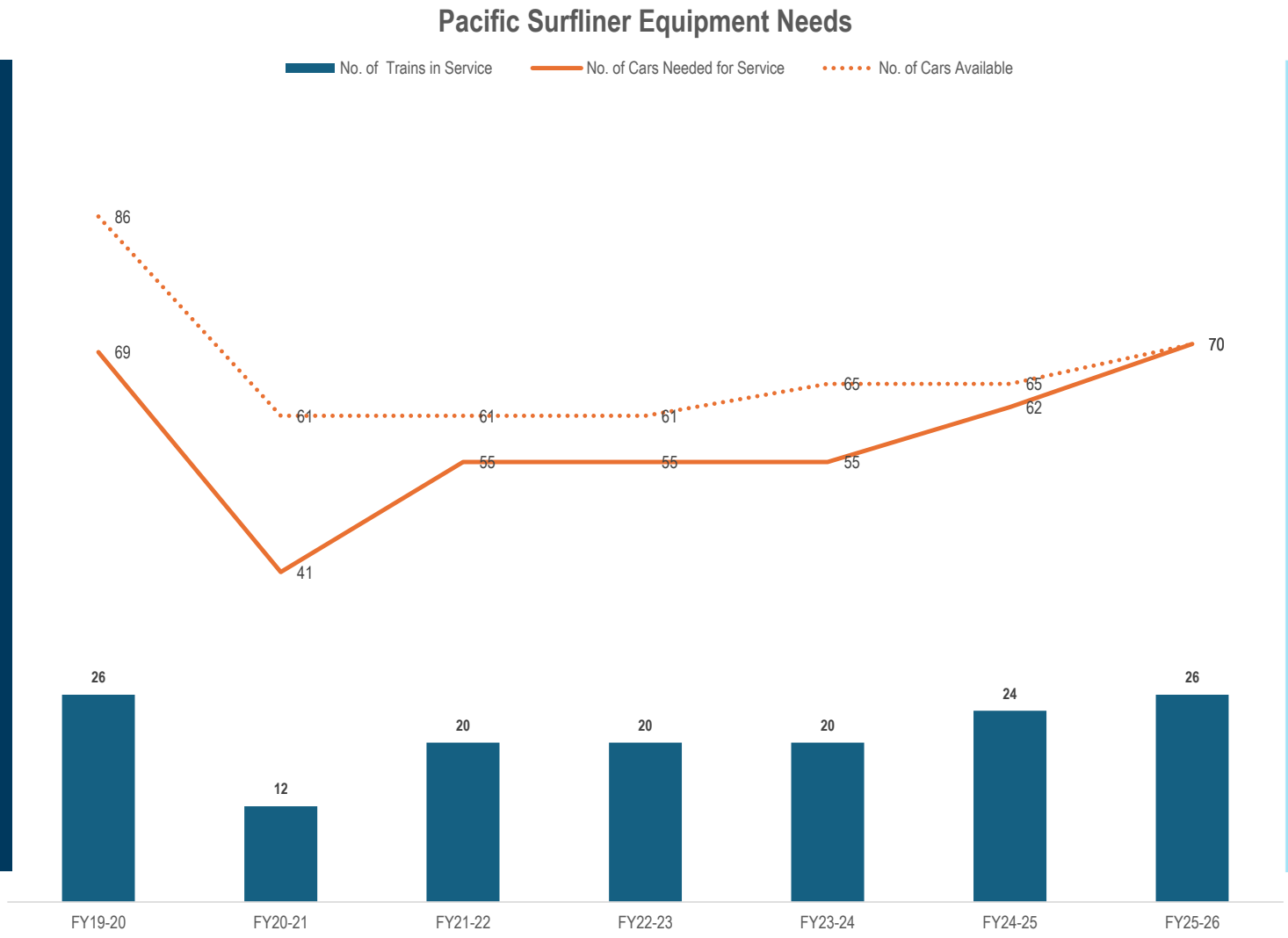
Restoration of 13th roundtrip requires 5 additional cars

- 1 additional control car
- 3 additional coach cars
- 1 additional café car



LOS SAN

Pacific Surfliner Equipment Needs



LOS SAN

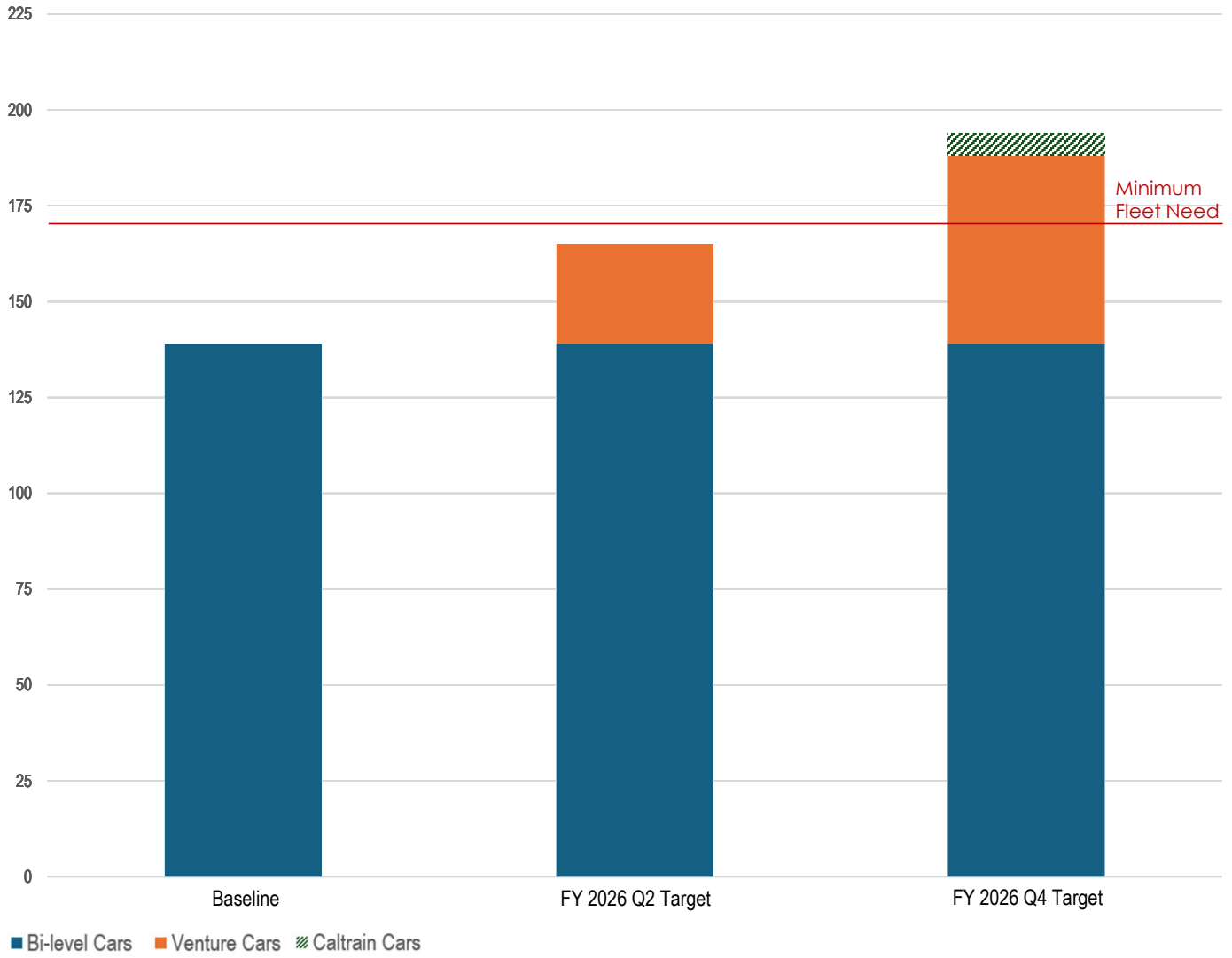
Statewide Equipment Needs

Minimum Fleet Need is inclusive of spare cars

Restoration of Pre-COVID service levels requires 31 additional cars above the available bi-levels

Current plans identify several additional cars over next year.

- 49 additional Venture cars
- Estimated Caltrain cars.



LOS SAN

Looking to the Future

Options for future fleet expansions to support additional service growth:

- **Fleet Modernization**: Refresh and overhaul of existing bi-level cars
- **H^2 Testing & Pilot**: Identify segments of corridor where procured zero emission multiple units can be tested and potentially fill service gaps
- **Additional Procurement**: Develop specifications for a new bi-level procurement that can support state's zero emission goals

LOS || SAN

QUESTIONS?

LOS SAN

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

DRAFT

Upcoming Agenda Items
Board of Directors Meeting
October 20, 2025

- Fiscal Year 2024-25 Fourth Quarter Budget Status Report
- Fiscal Year 2024-25 Fourth Quarter Grant Reimbursement Status Report
- Fiscal Year 2024-25 Fourth Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
- Fiscal Year 2024-25 Fourth Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
- Fiscal Year 2024-25 Fourth Quarter System Safety and Incident Report
- Annual Business Plan and Budget Assumptions for Fiscal Years 2026-27 and 2027-28
- PMC Agreement
- Fiscal Year 2026-27 Board of Directors Goals and Objectives
- Pacific Surfliner Equipment and Service Update