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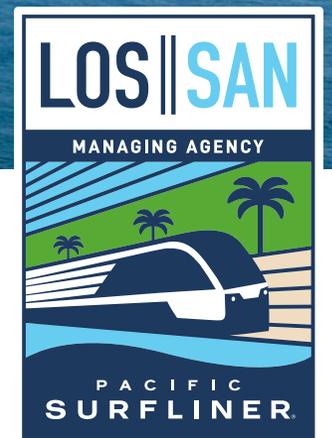## Second Quarter – Fiscal Year 2023-24

Technical Advisory Committee Meeting | June 6, 2024

Pacific Surfliner Route by Host Railroads

Legend:
- ○ Pacific Surfliner Station
- ○ Commuter Rail Station
- ☐ Counties

Pacific Surfliner Route - Railroad Operators
- — Union Pacific Railroad (UP)
- — Southern California Regional Rail Authority (SCRRA)
- — Burlington Northern Santa Fe Railroad (BNSF)
- — North County Transit District (NCTD)

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Data Considerations for Temporary Track Closure Periods

- **Service Level Adjustments and Track Closures**
  - **April 27, 2023:** Suspended Pacific Surfliner service between San Juan Capistrano and Oceanside due to debris movement near Casa Romantica.
  - **May 27, 2023:** Resumed service post-emergency stabilization, aligning with Memorial Day Weekend.
  - **June 5, 2023:** Re-suspended service due to further debris falls, initiating the design and installation of a temporary barrier wall.
  - **July 1-16, 2023:** Operated a modified train schedule with bus connections between Irvine and Oceanside to accommodate temporary track closures.
  - **July 17, 2023:** Restored full train service through San Clemente, following the resolution of track issues.

- **Ridership Data Considerations**
  - Pacific Surfliner ridership data, influenced by temporary track closures in San Clemente, counted train-bus-train transfers as two separate trips due to different Amtrak train numbers being involved. While this method increased apparent ridership figures during disruptions, the current quarter is unaffected by these past issues.

- **On-Time Performance (OTP) Data Considerations**
  - Initial omissions in OTP data due to programming errors affected historical data in prior quarters when temporary track closures existed; current quarter is unaffected by these past issues.

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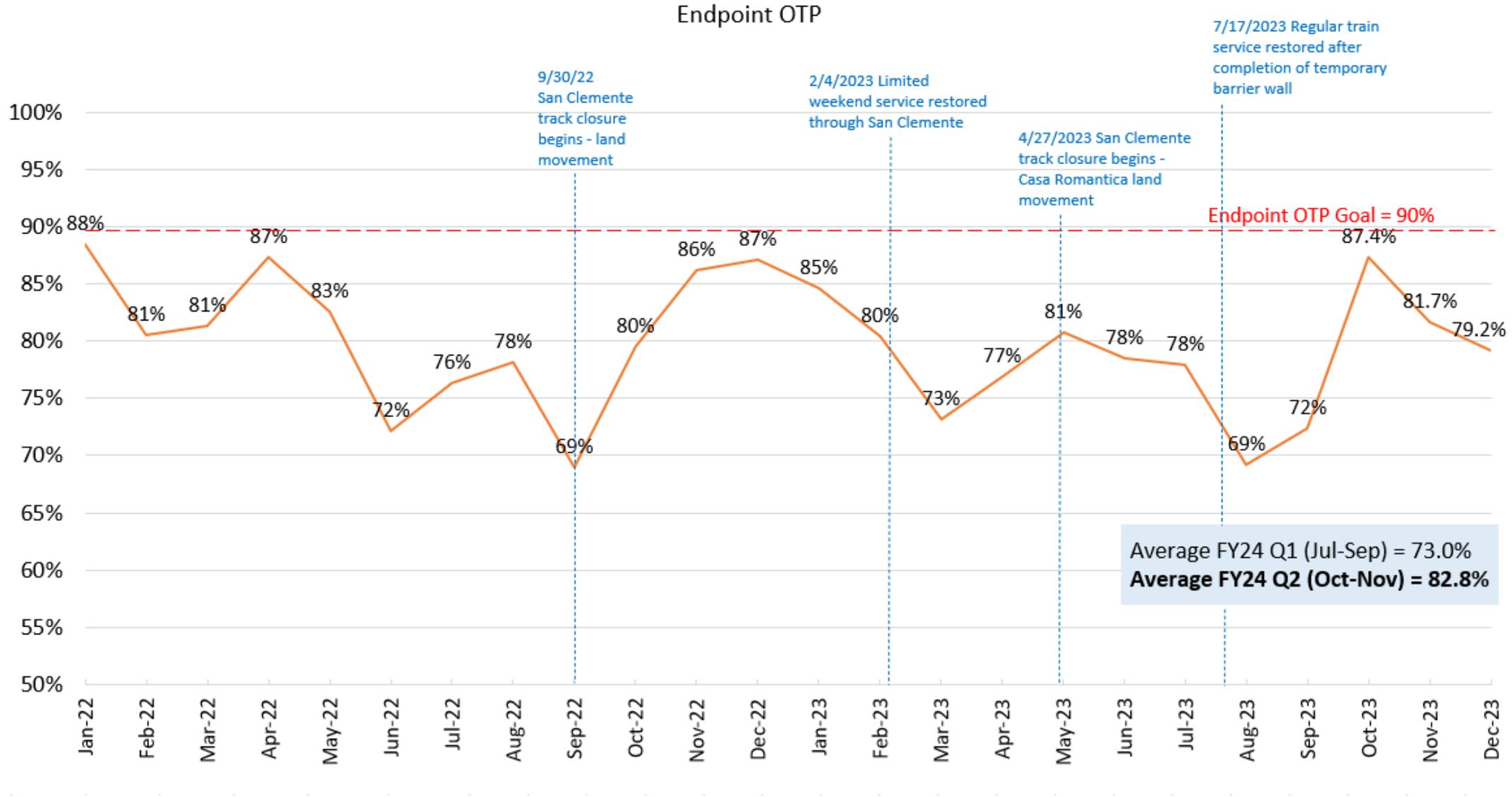
Endpoint OTP

FY = Fiscal Year

Total Trains Operated

Values	FY 2024 Q1	FY 2024 Q2	% Change
Late	480	311	-35.2%
On-Time	1,301	1,492	14.7%
Operated	1,781	1,803	1.2%
Endpoint OTP	**73.0%**	**82.8%**	**13.3%**

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Customer OTP

Customer OTP

Customer OTP Goal = 80%
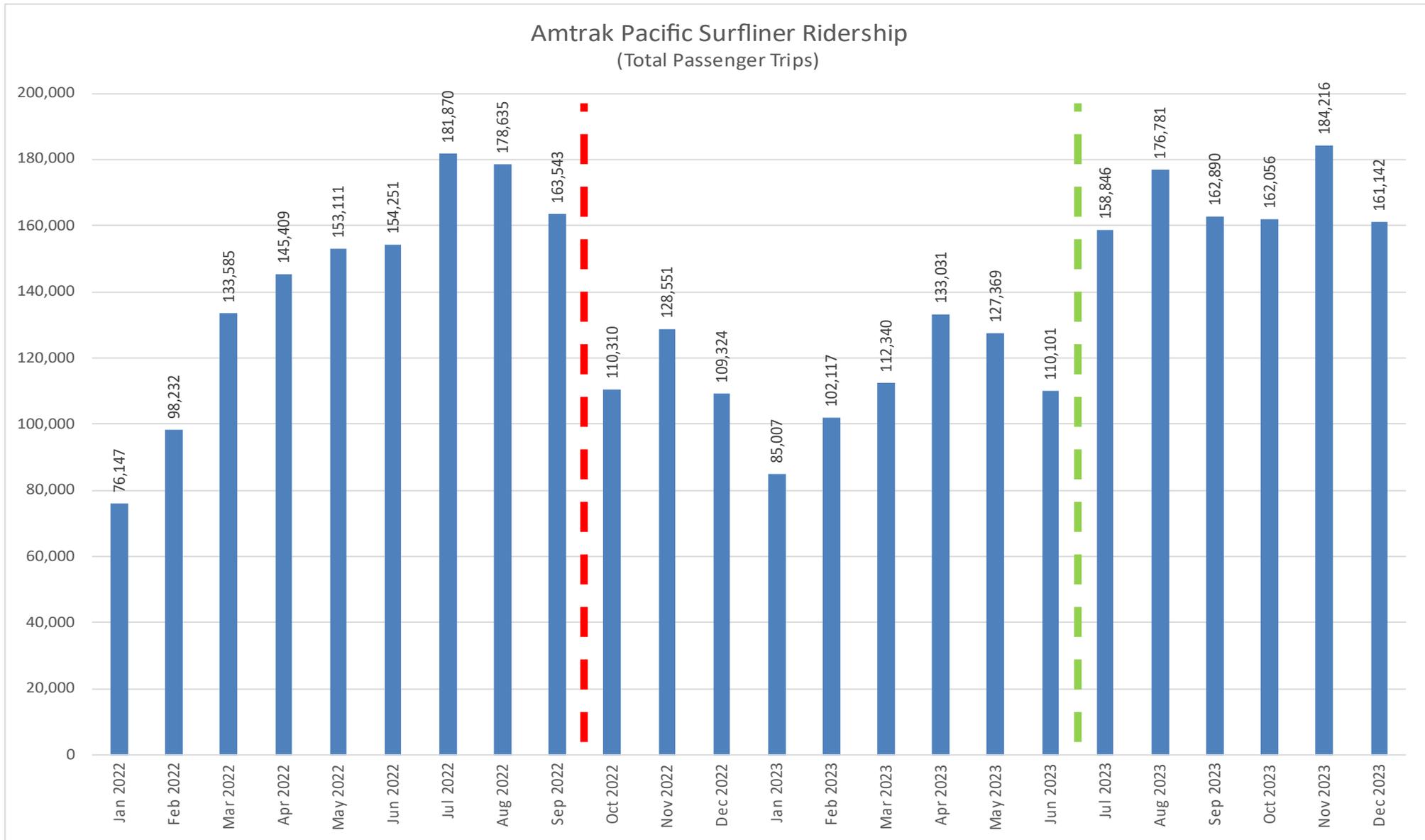
Average FY24 Q1 (Jul-Sep) = 76.4%
Average FY24 Q2 (Oct-Dec) = 83.5%
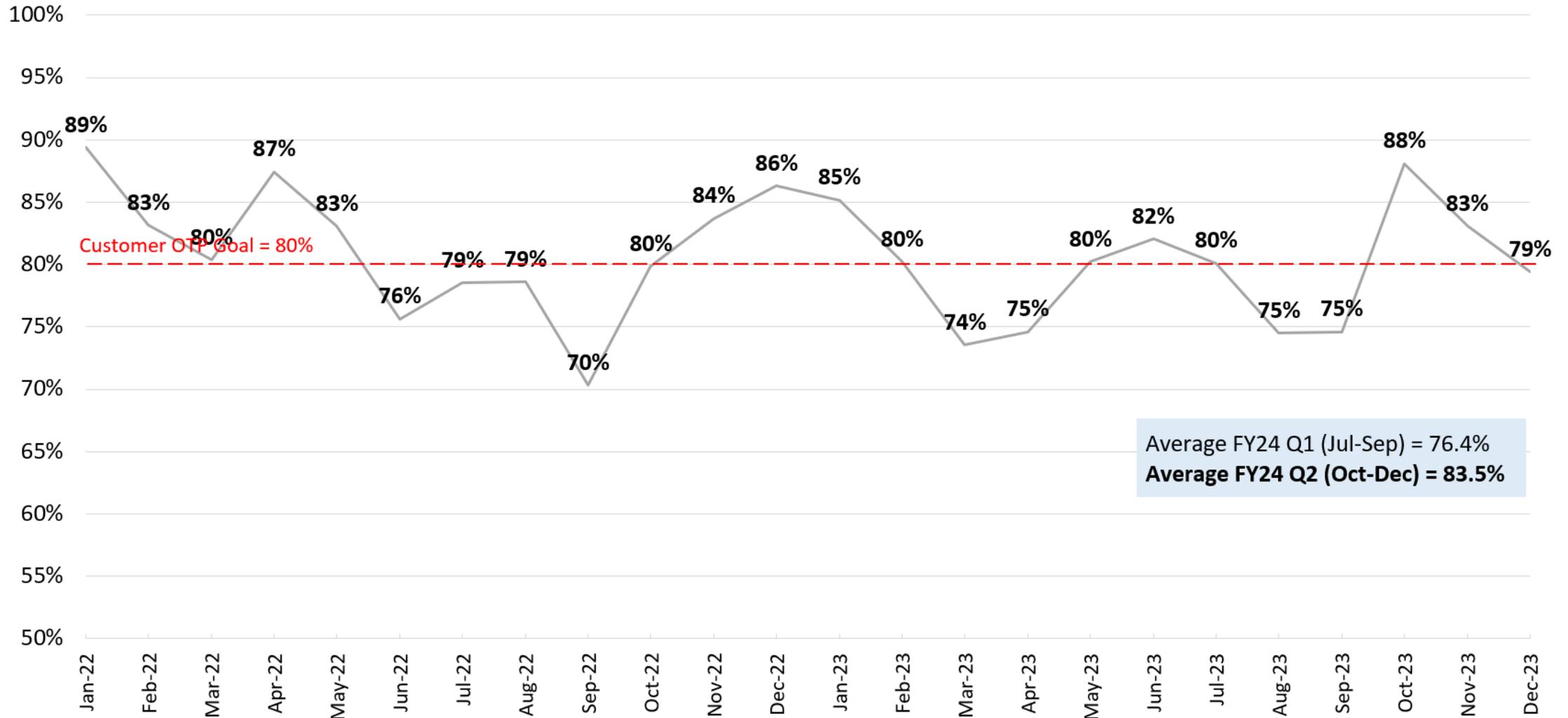
Note: Amtrak's customer OTP goal changed from 76% to 80% effective October 1, 2022.

Ridership

Amtrak Pacific Surfliner Ridership
(Total Passenger Trips)

Month	Total Passenger Trips
Jan 2022	76,147
Feb 2022	98,232
Mar 2022	133,585
Apr 2022	145,409
May 2022	153,111
Jun 2022	154,251
Jul 2022	181,870
Aug 2022	178,635
Sep 2022	163,543
Oct 2022	110,310
Nov 2022	128,551
Dec 2022	109,324
Jan 2023	85,007
Feb 2023	102,117
Mar 2023	112,340
Apr 2023	133,031
May 2023	127,369
Jun 2023	110,101
Jul 2023	158,846
Aug 2023	176,781
Sep 2023	162,890
Oct 2023	162,056
Nov 2023	184,216
Dec 2023	161,142

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

■ Host ■ Amtrak ■ Third Party (NOD Excluded)

Jul-Sep 2023
- Third Party: 158, 7%
- Amtrak: 567, 27%
- Host: 1426, 66%

Oct-Dec 2023
- Third Party: 191, 7%
- Amtrak: 481, 26%
- Host: 1134, 66%

Y-axis: Delay Minutes Per 10K Train Miles (0 – 2500)

NOD - Unused Recovery Time (Excluded from Third Party)

- FY 24 Q1: 334
- FY 24 Q2: 437

Y-axis: 0 – 450

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Systemwide Delays by Delay Type, Per 10,000 Train Miles
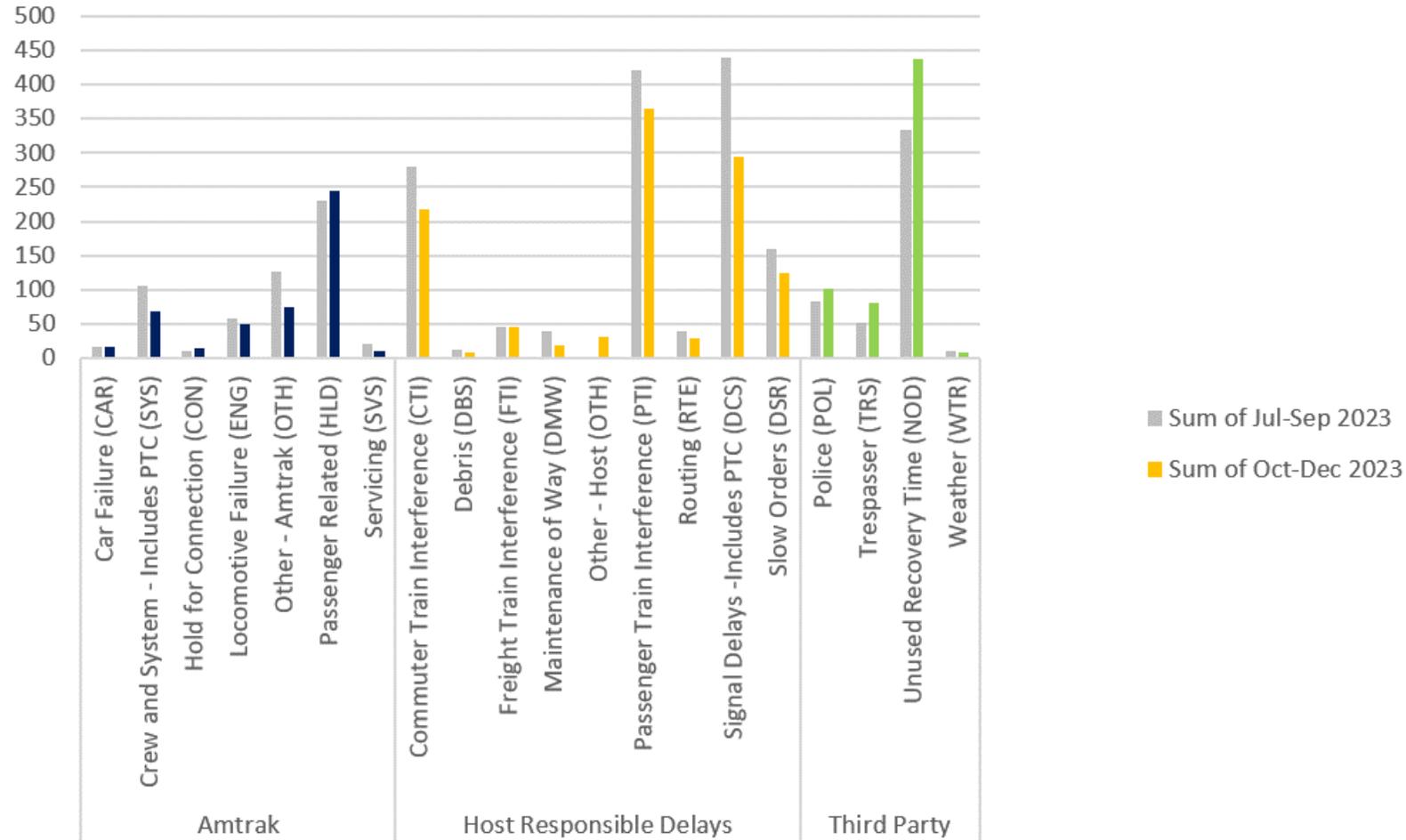
Host Responsible Delays per 10K Train Miles

Host Responsible Delays by Host (FY23 Q4 v. FY24 Q1)

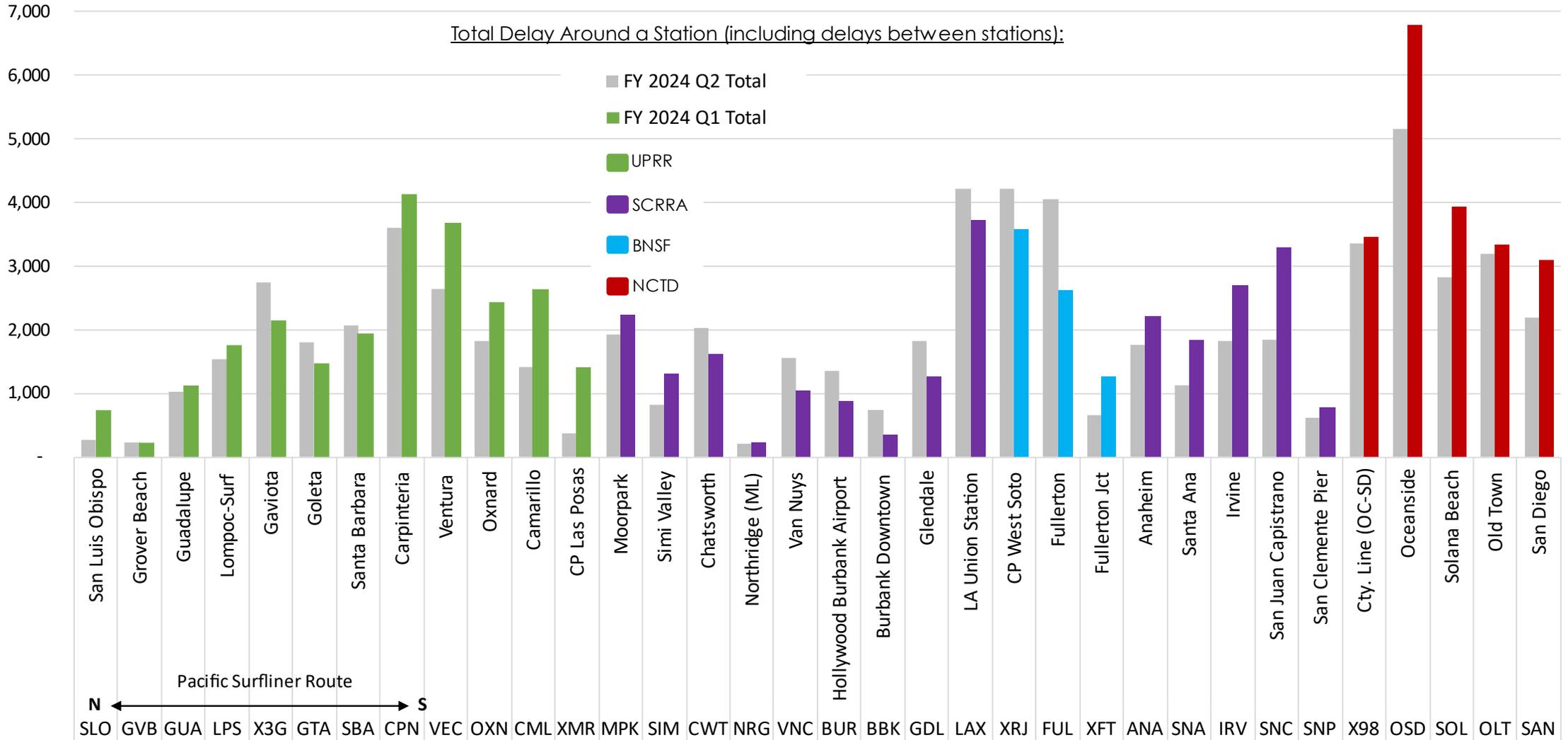Host Responsible Delays by Host & Delay Type (FY24 Q1)

Host Responsible Delays by Host & Delay Type (FY24 Q2)

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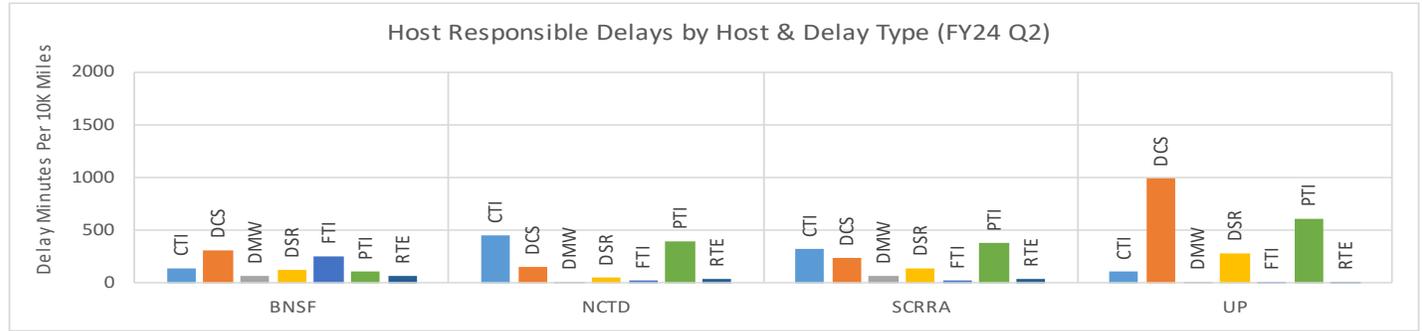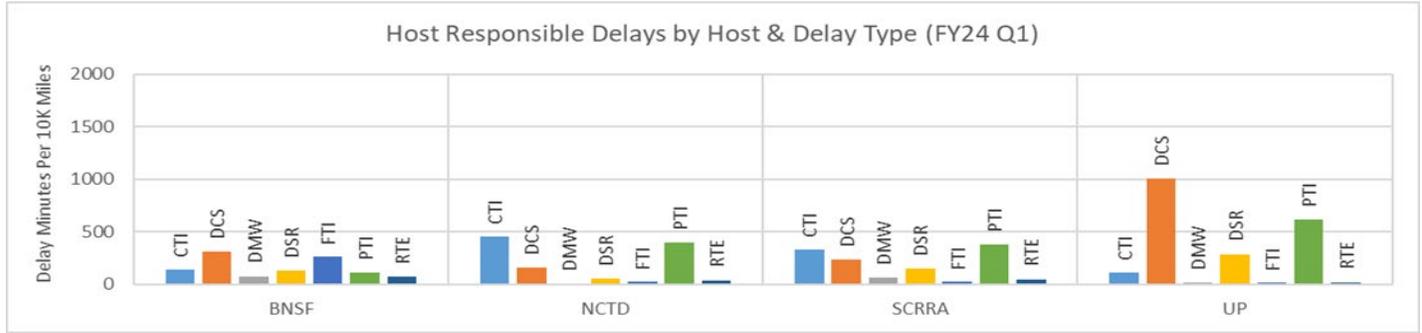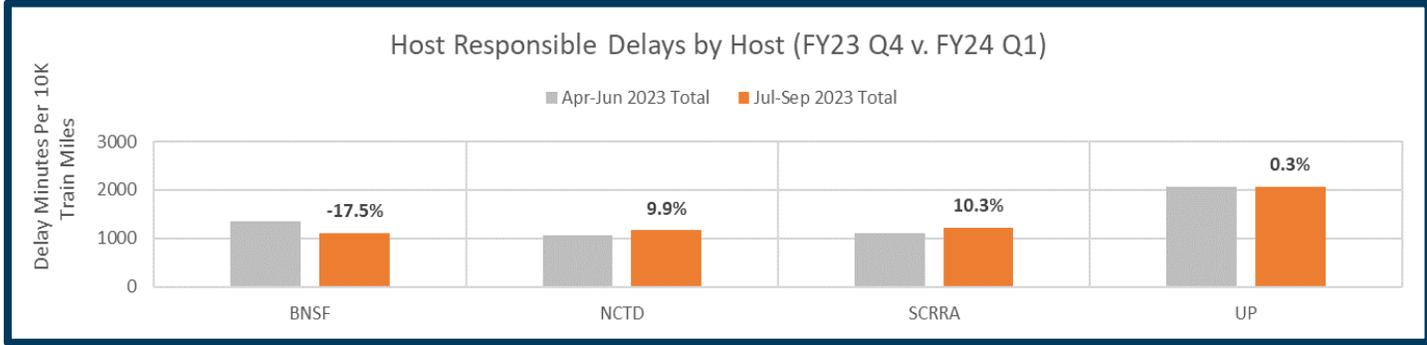
Total Minutes by Delay Location

FY24 Q1 vs. FY24 Q2

Total Delay Around a Station (including delays between stations):

Legend:
- FY 2024 Q2 Total
- FY 2024 Q1 Total
- UPRR
- SCRRA
- BNSF
- NCTD

Pacific Surfliner Route

N ← → S

| Station	Code
San Luis Obispo	SLO
Grover Beach	GVB
Guadalupe	GUA
Lompoc-Surf	LPS
Gaviota	X3G
Goleta	GTA
Santa Barbara	SBA
Carpinteria	CPN
Ventura	VEC
Oxnard	OXN
Camarillo	CML
CP Las Posas	XMR
Moorpark	MPK
Simi Valley	SIM
Chatsworth	CWT
Northridge (ML)	NRG
Van Nuys	VNC
Hollywood Burbank Airport	BUR
Burbank Downtown	BBK
Glendale	GDL
LA Union Station	LAX
CP West Soto	XRJ
Fullerton	FUL
Fullerton Jct	XFT
Anaheim	ANA
Santa Ana	SNA
Irvine	IRV
San Juan Capistrano	SNC
San Clemente Pier	SNP
Cty. Line (OC-SD)	X98
Oceanside	OSD
Solana Beach	SOL
Old Town	OLT
San Diego	SAN

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

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Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
573	SAN-LAX	94.3%	83	88
562	LAX-SAN	93.5%	86	92
564	LAX-SAN	93.5%	86	92
591	SAN-LAX	93.2%	82	88
580	LAX-SAN	89.8%	79	88
572	LAX-SAN	88.5%	77	87
581	SAN-LAX	87.0%	80	92
586	LAX-SAN	86.2%	75	87
587	SAN-LAX	85.2%	69	81
770	GTA-SAN	84.8%	78	92
790	GTA-SAN	83.7%	77	92
769	SAN-GTA	82.6%	76	92
774	SLO-SAN	80.4%	74	92
765	SAN-GTA	79.3%	73	92
785	SAN-GTA	79.3%	73	92
595	SAN-LAX	77.5%	69	89
761	SAN-SLO	77.2%	71	92
784	GTA-SAN	76.9%	70	91
794	SLO-SAN	73.9%	68	92
777	SAN-SLO	50.0%	46	92
System		**82.8%**	**1492**	**1803**

Total Minutes of Delay by Train (FY2024 Q2)
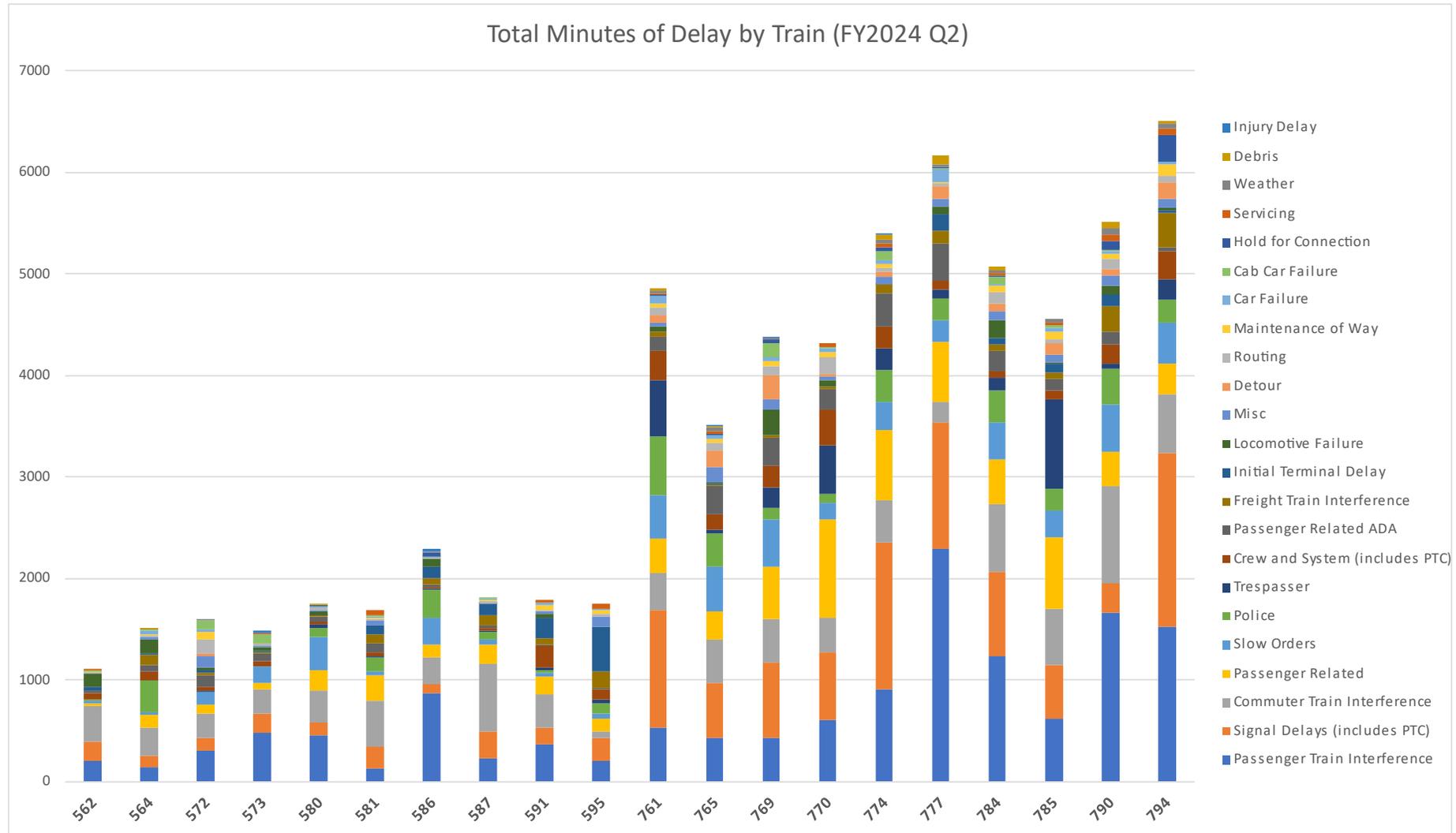
Conclusions

- Systemwide endpoint OTP averaged 82.8% in Q2, below the 90% endpoint OTP goal.

- Most delays per 10K train miles were host-related delays (66%), followed by Amtrak-related delays (27%), then third-party related delays (7%).

- Overall, total minutes of delay per 10K train miles decreased by 16.0% in Q2 compared to the previous quarter.

- In Q2, the top delay types were signal delays, passenger train interference, commuter train interference, passenger-related delays, and slow orders.

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QUESTIONS?

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