LOSSAN RAIL CORRIDOR AGENCY
TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, February 6, 2025
1:15 P.M. – 2:45 P.M.

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

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

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

All documents related to the items referenced in this agenda are available for public inspection at www.lossan.org.

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

Public Availability of Agenda Materials
All documents relative to the items referenced in this agenda are available for public inspection at www.lossan.org or through the LOSSAN Clerk of the Board's office at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California.

Written Comments

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

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

Teleconference Sites

The main location for this meeting is the Los Angeles County Metropolitan Transportation Authority Headquarters, Henry Huntington Room (3rd Floor). Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

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

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

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

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

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	Alexis Murillo-Felix	Megan Taylor
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Brent Boyd	Julia Tuer
	North County Transit District	Katie Persons	Ricky Cervantes
	San Diego Association of Governments	Keri Robinson	Jennifer Williamson

Call to Order

1. Public Comments

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

Consent Calendar (Items 2 and 3)

2. Approval of Minutes
James Campbell

Overview
Approval of the minutes of the LOSSAN Technical Advisory Committee meeting on September 5, 2024.

3. Fiscal Year 2024-25 First Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
Kristopher Ryan

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

Discussion Calendar

4. Update on Draft Business Plan for Fiscal Year 2025-26
Jason Jewell

Overview
Staff will provide an update on the development of the fiscal year 2025-26 Annual Business Plan.

5. Fiscal Year 2023-24 Fourth Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
Kristopher Ryan

Overview
On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of state fiscal year 2024-25, covering the months of July, August, and September 2024.

6. Pacific Surfliner Equipment & Service Update
James Campbell

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

7. Capital Program Update
David Berryman

Overview
Staff will provide an update on the progress of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Capital Program.

8. Upcoming Draft Board Agenda Items
James D. Campbell

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

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

10. Technical Advisory Committee Members' Report

11. Adjournment

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

Thursday, March 6, 2025
Location: To be confirmed by SLOCOG

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

TECHNICAL ADVISORY COMMITTEE

NOVEMBER 7, 2024, Technical Advisory Committee (TAC) MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) TAC met on November 7, 2024, at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

Committee members in attendance:

Tim Gillham, SLOCOG
Whitney Rush, SBCAG
Jay Fuhrman, Metro
Alexis Murillo Felix, OCTA
Katie Persons, NCTD
Peter Casellini, SANDAG
Brent Boyd, MTS

Welcome and Introductions

Mr. James Campbell, LOSSAN Operations Officer, opened the November 7, 2024, LOSSAN Agency TAC meeting and welcomed the TAC members to Los Angeles County Metropolitan Transportation Authority, in the Henry Huntington Room.

1. Public Comments

SPECIAL CALENDAR

2. Proposed 2025 Technical Advisory Committee Meeting Schedule

Motion by Alexis Muillo-Felix, Second by Peter Casellini. The Committee approved the 2025 Committee Meeting Schedule

CONSENT CALENDAR

3. Approval of Minutes

4. Fiscal Year 2023-24 Fourth Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

5. Annual Business Plan and Budget Assumptions for Fiscal Years 2025-26 and 2026-27

6. Approval of Minutes

Motion by Alexis Muillo-Felix, Second by Jay Fuhrman. The Committee approved the Consent items.

DISCUSSION CALENDAR

7. Marketing Update

Mr. Jason Jewell (LOSSAN) provided a presentation on marketing updates, which included performance summary, events, social media statistics, and partnerships/sponsorships.

A brief conversation ensued on the ridership and delays. There was no further discussion.

8. Upcoming Draft Board Agenda Ítems

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the November 18, 2024, LOSSAN Agency Board of Directors' meeting.

A clarifying question was presented in regard to one of the items listed. There was no further discussion.

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

Mr. Campbell (LOSSAN) provided an update was given on the current ridership and that ridership for the World Series victory parade exceeded capacity on some trains. It was stated that LOSSAN is adding capacity for the Thanksgiving schedule by lengthening several key trains and that the Oceanside will be open temporarily for the holiday travelers.

Mr. Jewell (LOSSAN) introduced LOSSAN's new Deputy Managing Director, Christopher Orlando.

A question was presented on the dates of the expanded holiday capacity and reopening of the Oceanside station. There was no further discussion.

10. Technical Advisory Committee Members' Report

SANDAG thanked everyone for attending the California Passenger Rail Summit and mentioned construction has started on the Batiquitos Lagoon and double tracking project.

Metro mentioned that successful event for the Dodgers World Series victory parade. Tens of thousands used both Metro and Metrolink to and from the parade.

Caltrans mentioned the state rail plan to be finalized soon.

Amtrak mentioned new schedules for Metrolink that started in October. The new schedule is having some issues with OTP on certain lines. Efforts are underway to help improve performance.

Metrolink also mentioned the new schedule and OTP challenges, particularly on the San Bernardino subdivision.

11. Adjournment

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

Thursday, February 6, 2025
Los Angeles County Metropolitan Transportation Authority
Henry Huntington Room, Third Floor
One Gateway Plaza,
Los Angeles, CA 90012

February 6, 2025

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2024-25 First 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 first quarter of state fiscal year 2024-25.

Recommendation

Receive and file as an information item.

Background

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor (Corridor) travels through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail corridor in the United States. The LOSSAN rail corridor includes 41 stations and typically hosts more than 150 daily passenger trains. Prior to the Coronavirus pandemic, 27 daily trains and 27 stations comprised the Pacific Surfliner service. The Pacific Surfliner currently serves 29 stations and normally operates 20 daily one-way trains (or ten round trips). In fiscal year (FY) 2019 (the last full fiscal year prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips on Pacific Surfliner trips alone, and an additional 5.4 million passenger trips were taken on the two commuter rail services combined (Metrolink and COASTER).

Discussion

This 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 first quarter of FY 2024-25, covering the months of July, August, and September 2025.

Usage

For the first quarter of FY 2024-25, total LOSSAN corridor **ridership for the three services combined was 1,371,160**, representing a 17.8 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.

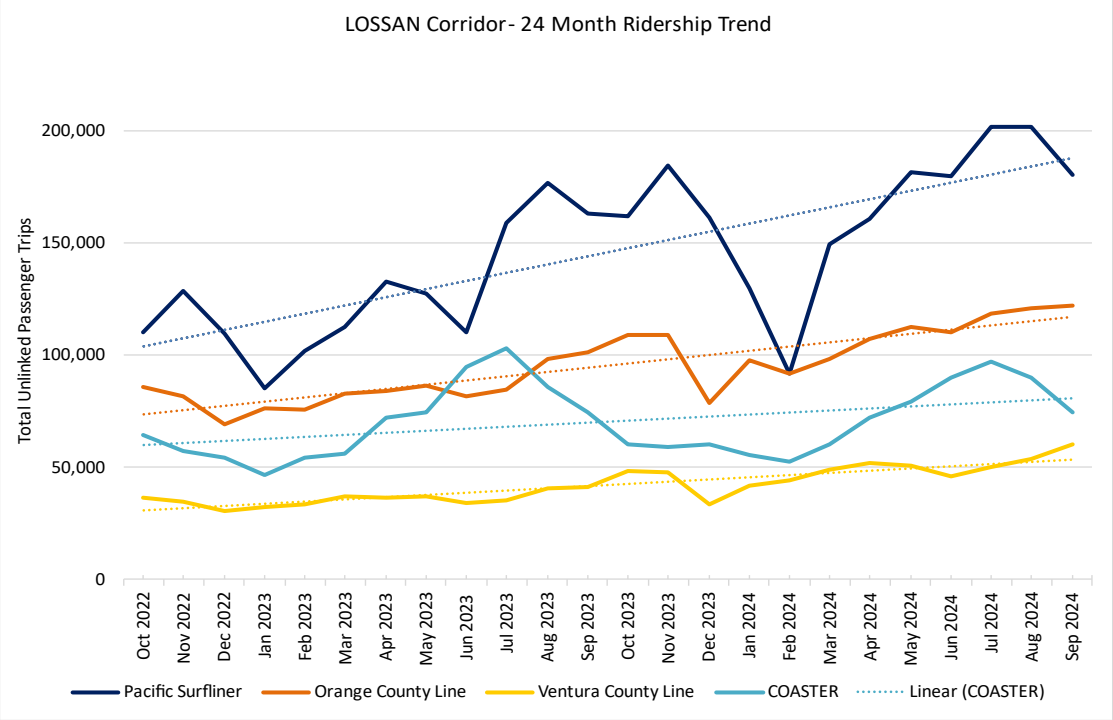


Figure 1

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 first quarter of FY 2024-25 was 583,716, representing an increase of 17.1 percent when compared to the same period last year, as is illustrated in Figure 2. The increase in ridership during FY2024 Q4 can be attributed to a combination of growing demand and the summer season. Additionally, the reported Pacific Surfliner ridership includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions.

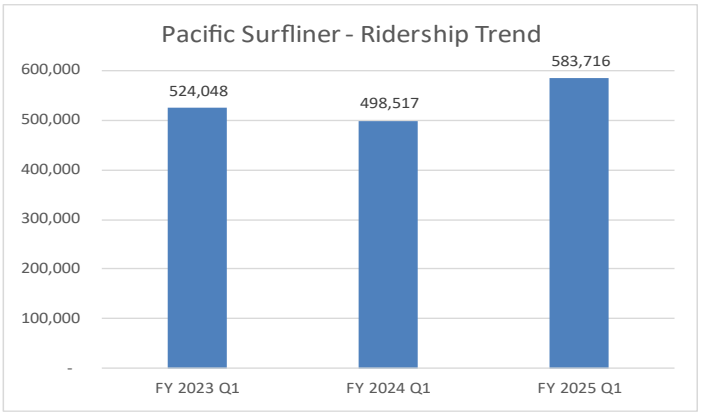


Figure 2

Metrolink

The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 40.2 percent when compared to the first quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 27.2 percent increase in ridership over the same report period in the prior year. During the first quarter of FY 2024-25, there were an average of 10,187 Metrolink pass holders per month who utilized the R2R Program to ride Pacific Surfliner trains[1].

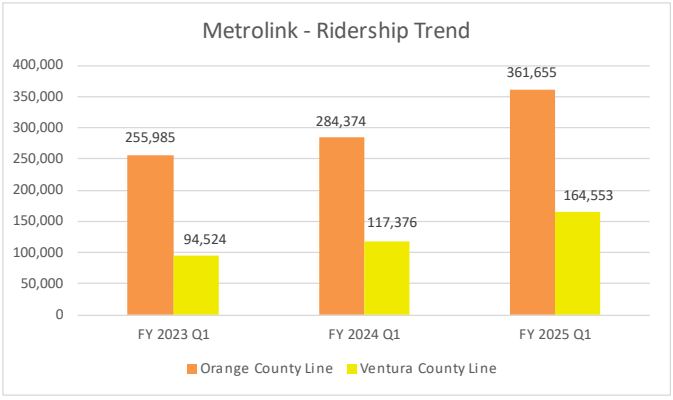


Figure 3

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

COASTER

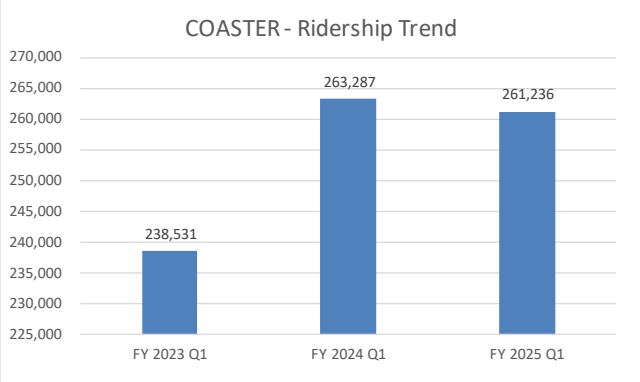


Figure 4

NCTD's COASTER commuter rail service operating between Oceanside and San Diego experienced a slight decrease in ridership during the first quarter of FY 2024-25 when compared to the same period in the prior year, as shown in Figure 4. During the first quarter of FY 2024-25, there were an average of 456 COASTER pass holders per month utilizing the R2R Program to ride Pacific Surfliner trains[2].

Amtrak System

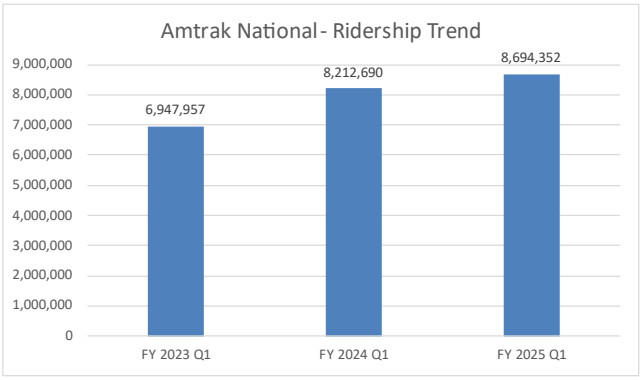


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 5.9 percent for the first 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 7.1 percent in the first 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 9.2 percent on the Capitol Corridor and increased by 3.4 percent on the San Joaquins Corridor during the first 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, ten passengers who each travel 100 miles would generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 56 million passenger miles during the first quarter of FY 2024-25, which is a 21.2 percent increase compared to the same period in the prior year. This increase in passenger miles corresponds with the significant growth in ridership and the summer season. Factoring in the average pounds of carbon dioxide emissions generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of about 20,273 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 2,069,569 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

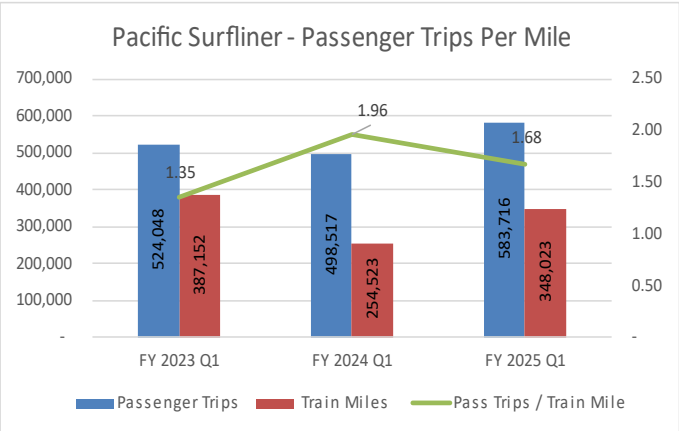


Figure 6

Passenger trips per train mile is calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service[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 first quarter of FY 2024-25, the ratio of passenger trips per train mile decreased slightly by 1.8 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 correlation with the Pacific Surfliner ridership increase, primarily due to the absence of service disruptions that were present in the previous fiscal year, total revenue for the Pacific Surfliner also increased. For the first quarter of FY 2024-25, total revenue increased by 14.6 percent when compared with the same period in the prior year, as shown in Figure 7.

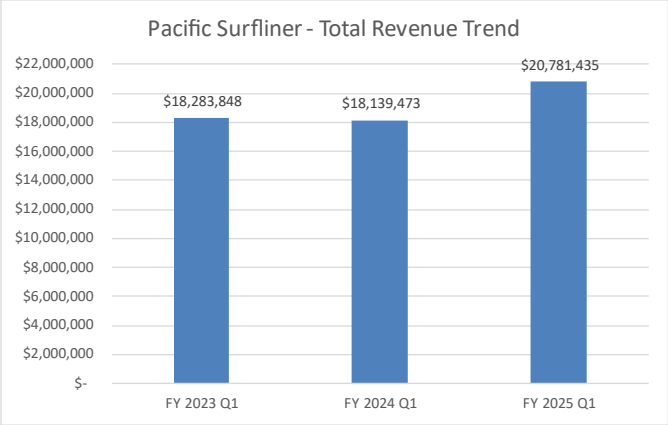


Figure 7

Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending September 30, 2024, was 58.6 percent. For comparison, including only the three months of the first quarter of FY 2024-25 results in a farebox recovery ratio of 66.8 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 first quarter of FY 2024-25, endpoint OTP for the Pacific Surfliner averaged 78.3 percent, which was a 7.2 percent increase over

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

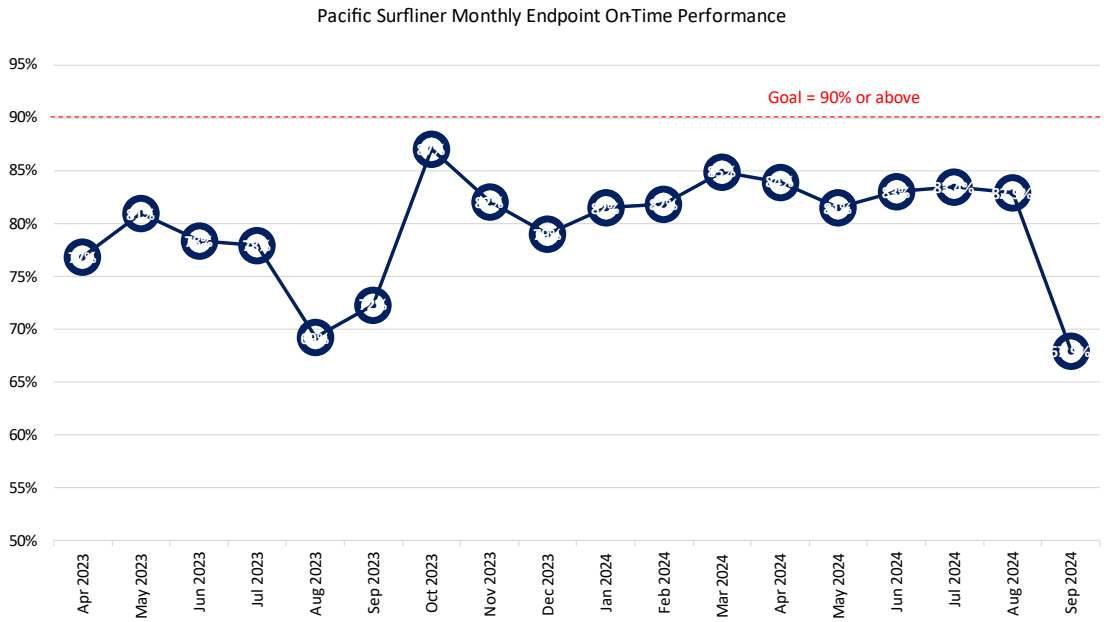


Figure 8

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

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

Customer Satisfaction

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a “very satisfied” percentage is calculated per 100 passengers via electronic surveys. For the first quarter of FY 2024-25, the Pacific Surfliner scored an average eCSI of 81.7 percent, representing a 1.1 percent increase from the average eCSI of 80.8 percent achieved during the same period last year.

Additional Performance Indicators

Food and Beverage Sales

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

Sales Category	*FY24 Q1 (July-Sept 2023)*	*FY25 Q1 (July-Sept 2024)*	*% Change*
Baked Goods	$ 44,928	$ 94,807	111.0%
Beer	$ 166,627	$ 266,106	59.7%
Beverages	$ 204,896	$ 340,857	66.4%
Dairy Products	$ 1,159	$ 1,653	42.7%
Fresh Prepared Foods	$ 135,726	$ 212,354	56.5%
Liquor	$ 106,757	$ 150,466	40.9%
Miscellaneous Merchandise	$ 2,450	$ 37	-98.5%
Packaged Snack Foods	$ 429,399	$ 478,061	11.3%
Salads	$ 348	$ -	-100.0%
Wine	$ 186,071	$ 305,883	64.4%
Total Revenue	**$ 1,278,360**	**$ 1,850,224**	**44.7%**

Figure 9

For the first quarter of FY 2024-25, food and beverage sales increased by 44.7 percent compared to the same quarter in the prior year, driven by increased ridership and the absence of service disruptions. This growth highlights the successful collaboration between LOSSAN and Amtrak in assessing and refining food and beverage offerings, using customer survey feedback to make strategic menu adjustments and optimize pricing. For instance, salads were removed from the menu due to their high spoilage rate and low return on investment (ROI). Similarly, merchandise items such as playing cards and earbuds are being phased out due to minimal ROI. Details on the performance of each specific category are provided in Figure 9.

Amtrak Thruway Bus Service

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN corridor. The bus routes function as part of the Pacific Surfliner service and as of September 30, 2024, included:

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

For the first quarter of FY 2024-25, combined ridership on these two routes totaled 21,730, representing an increase of 0.6 percent when compared to the ridership of 21,599 for the same period in the prior year. This increase can be attributed to higher overall ridership, supported by the absence of service disruptions and growing passenger demand.

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 first quarter of FY 2024-25. During the first quarter, total combined passenger rail ridership along the corridor increased by 17.8 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increased by 17.1 percent, accompanied by a significant 14.6 percent increase in total revenue relative to the same period in the previous year.

Attachment

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

Prepared by:

Kristopher Ryan
Chief Financial Officer
(714) 560-5409

ATTACHMENT A

Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
First 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	583,716	17.1%	$20,781,435	14.6%	78.3%
Metrolink Orange County Line	361,655	27.2%	---	---	76.2%
Metrolink Ventura County Line	164,553	40.2%	---	---	90.7%
COASTER	261,236	-0.8%	---	---	94.6%
LOSSAN Total	**1,371,160**	**17.8%**	---	---	---
Amtrak Nationwide	8,694,352	5.9%	---	---	72.0%
Coast Starlight	93,256	7.1%	---	---	60.8%
Capitol Corridor	260,123	9.2%	---	---	88.5%
San Joaquins	228,568	3.4%	---	---	76.9%

February 6, 2025

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2024-25 First 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 the customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the first quarter of state fiscal year 2024-25, covering the months of July, August, and September 2024.

Recommendation

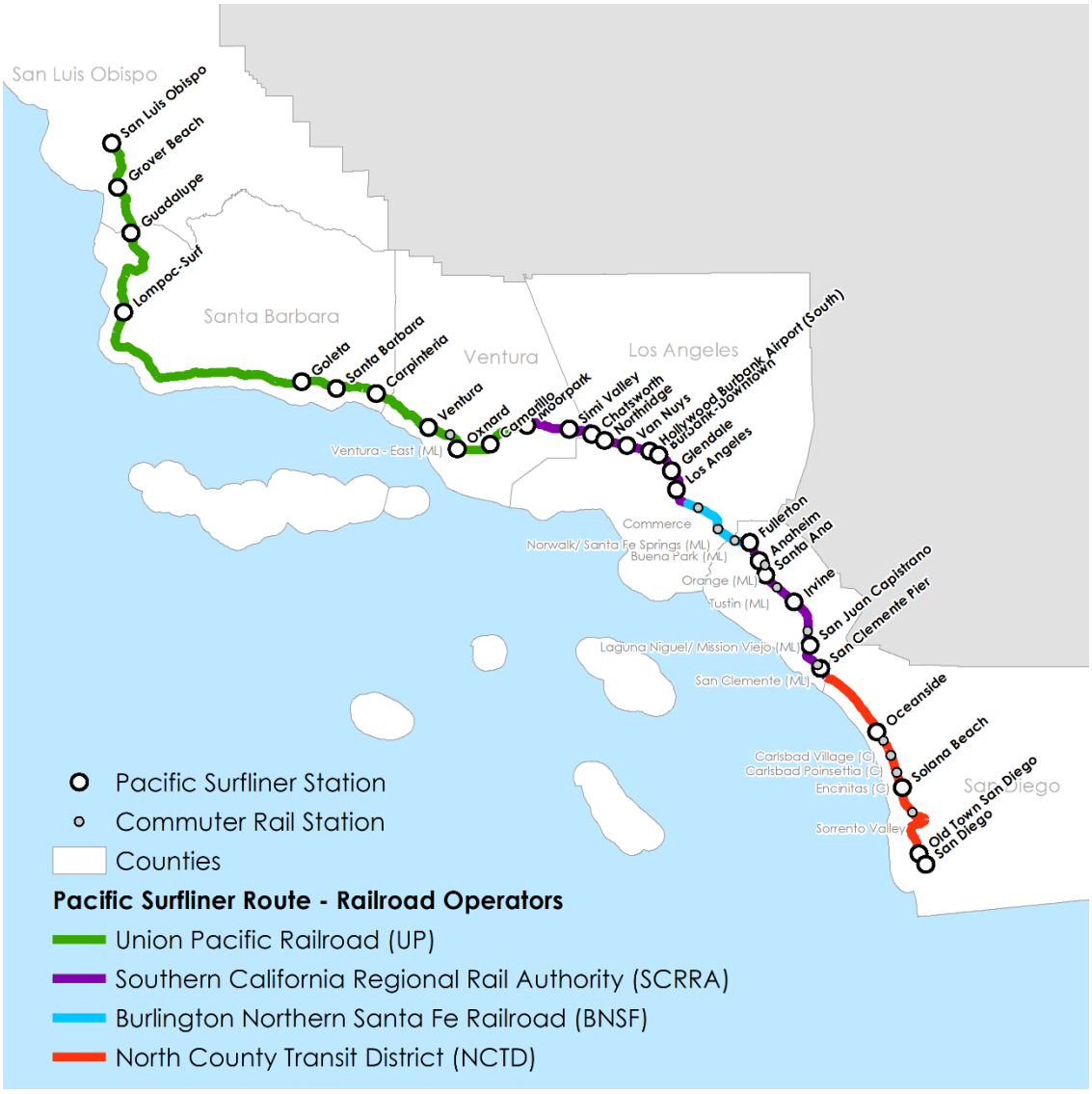
Receive and file as an information item.

Background

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

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

Figure 1: Pacific Surfliner Route



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

Discussion

This report provides an update on the average systemwide OTP of the Amtrak Pacific Surfliner for the first quarter (Q1) of FY 2024-25. The following metrics give an overview of the Pacific Surfliner train OTP scores for the reporting quarter, as well as information about delay causes:

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

Endpoint OTP

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

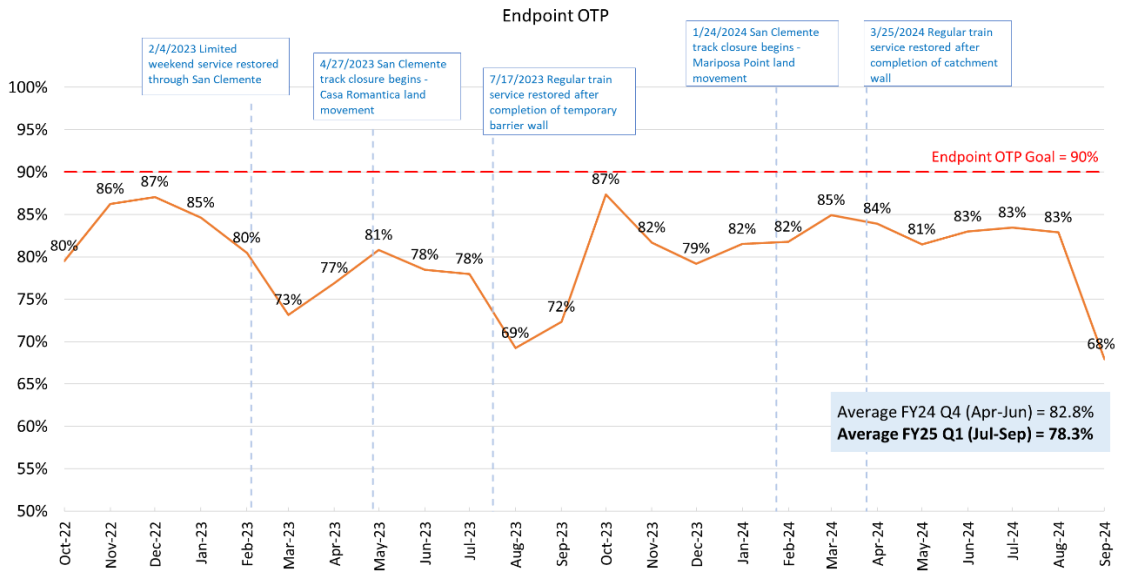
Figure 2: Endpoint OTP by Total Trains Operated

Values	FY 2024 Q4	FY 2025 Q1	% Change
Late	315	413	31.1%
On-Time	1,515	1,486	-1.9%
Operated	1,830	1,899	3.8%
Endpoint OTP	**82.8%**	**78.3%**	**-5.5%**

As shown in Figure 2, for Q1 FY 2024-25, 1,486 of 1,899 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 413 trains arrived late. This results in a **systemwide endpoint OTP score of 78.3 percent** for Q1 FY 2024-25, representing a 5.5 percent decrease from 82.8 percent endpoint OTP for the previous quarter.

Figure 4 shows historical monthly systemwide endpoint OTP from October 2022 to the present. Notes within the chart highlight the events that have had significant impacts on OTP.

Figure 4: Endpoint OTP



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

On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are reflected in endpoint and customer OTP calculations, but suspended trains are not included. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q1 FY 2024-25, 20 trains were cancelled, and 15 trains were suspended, representing a 34 percent decrease from the previous quarter. The variance is caused by a decrease in trespasser/vehicle strikes and freight interference from the previous quarter.

Figure 3: Total Trains Cancelled or Suspended

Status	FY 2024 Q4	FY 2025 Q1	% Change
Cancelled	47	20	-57.4%
Suspended	6	15	150.0%
Total	**53**	**35**	**-34.0%**

Endpoint OTP by Train

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

Figure 7: Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
564	LAX-SAN	93.5%	86	92
573	SAN-LAX	90.1%	82	91
566	LAX-SAN	88.2%	15	17
562	LAX-SAN	86.8%	79	91
591	SAN-LAX	84.8%	78	92
761	SAN-SLO	83.7%	77	92
765	SAN-GTA	82.6%	76	92
769	SAN-GTA	82.6%	76	92
580	LAX-SAN	81.5%	75	92
586	LAX-SAN	81.5%	75	92
790	GTA-SAN	80.4%	74	92
587	SAN-LAX	78.9%	71	90
785	SAN-GTA	77.2%	71	92
572	LAX-SAN	76.9%	70	91
597	SAN-LAX	75.0%	12	16
581	SAN-LAX	73.9%	68	92
794	SLO-SAN	73.9%	68	92
770	GTA-SAN	72.8%	67	92
595	SAN-LAX	72.2%	65	90
774	SLO-SAN	70.7%	65	92
575	SAN-LAX	64.7%	11	17
784	GTA-SAN	64.1%	59	92
777	SAN-SLO	62.0%	57	92
582	LAX-SAN	56.3%	9	16
System		**78.3%**	**1486**	**1899**

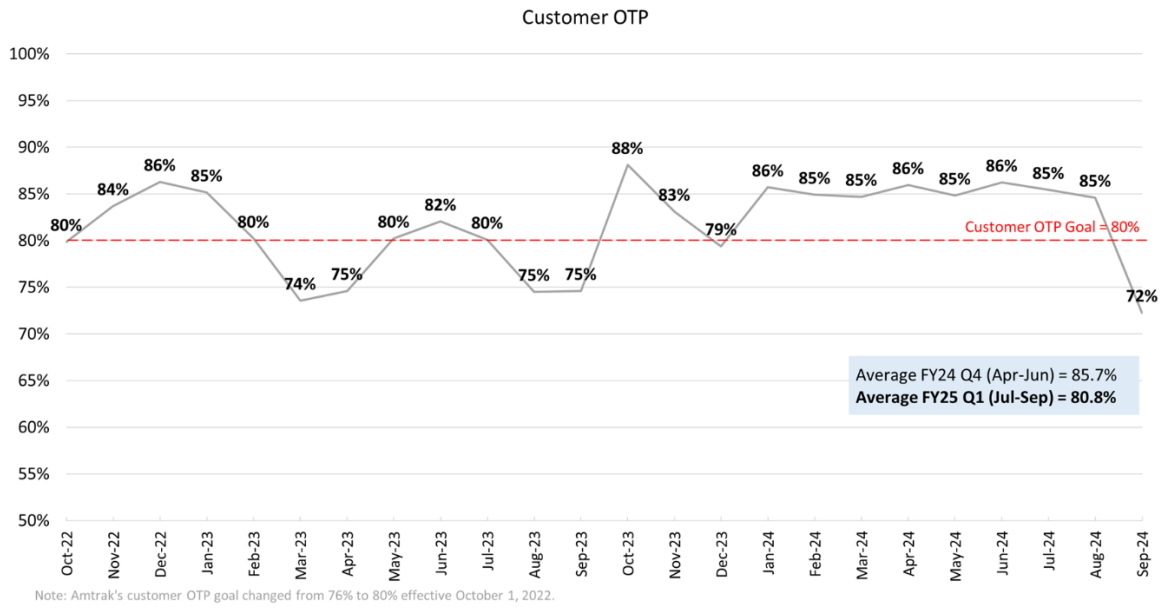
Figure 7 shows individual endpoint OTP for each of the trains that operated during Q1 FY 2024-25. For Q1 FY 2024-25, two trains reached the endpoint OTP goal of 90 percent or above. The train with the **lowest endpoint OTP average score for the quarter was Train 582.** Train 582 was part of the summer weekend service and operated less frequently than other trains. As a result, any delays had a greater impact on its OTP, as there were fewer operating days to offset the delays.

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 80 percent goal shown in red in Figure 5 is set by Amtrak. For Q1 FY 2024-25, **customer OTP averaged 80.8 percent, representing a 5.7 percent decrease** from 85.7 percent in the previous quarter. As mentioned, the decline was driven by a sharp drop in September 2024 due to dispatching issues following BNSF's relocation of Southern California dispatching functions and increased vandalism along the corridor, which led to slow orders and crossing protection measures.

Figure 5: Customer OTP

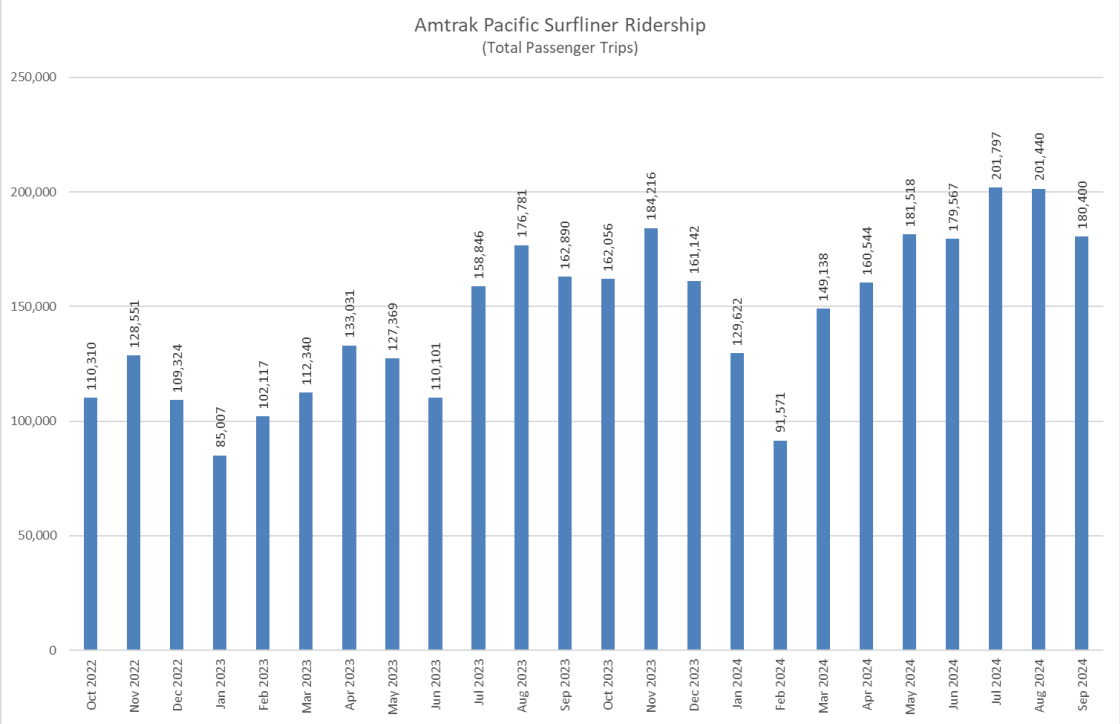


Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart

in Figure 6 shows historical monthly ridership. As shown in Figure 6, for Q1 FY 2024-25, there were **583,637 passenger trips** on the Pacific Surfliner, representing a 11.9 percent increase from 521,639 passenger trips in the previous quarter. The increase in ridership can be attributed to a combination of growing demand and the addition of weekend Summer Service schedules.

Figure 6: Total Monthly Ridership



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

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

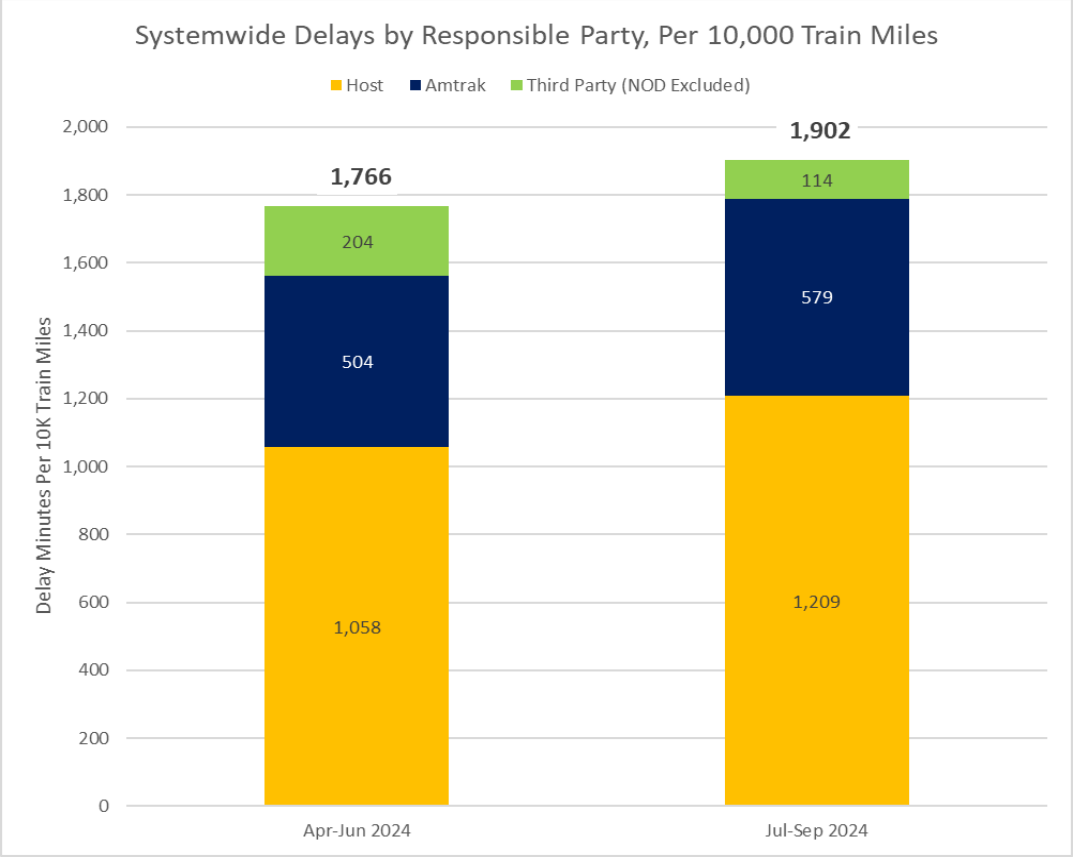
The rate metric of **minutes of delay by responsible party per 10,000 train miles** is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. This measure is normalized by dividing the total minutes of delay for all operated trains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

For Q1 FY 2024-25, the Pacific Surfliner operated a total of **384,864 train miles, representing a 10.6 percent increase** from the 348,023 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 Q1 FY 2024-25, there were **1,902 minutes of delay per 10,000 train miles, representing a 7.7 percent increase** in the overall delay rate compared to Q4 FY 2023-24. The rate of host-responsible delays increased by 14.3 percent, the rate of Amtrak-responsible delays increased by 14.9 percent, and the rate of third party-responsible delays decreased by 44.3 percent.

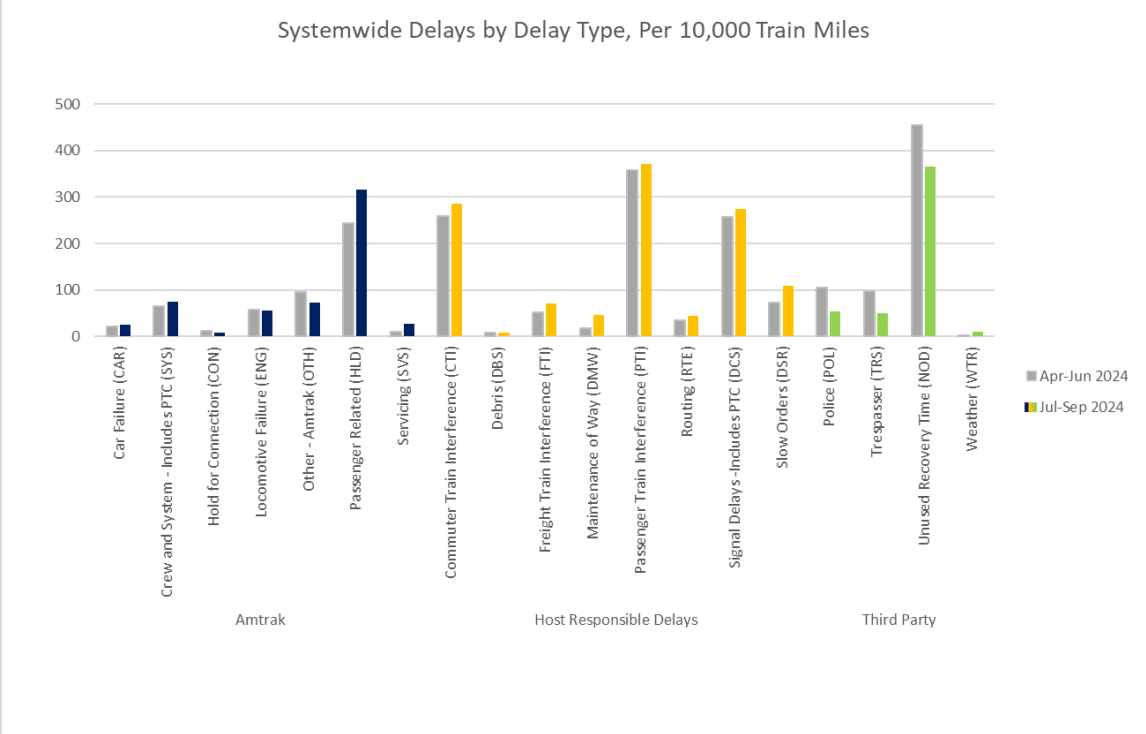
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

During Q1 FY 2024-25, the most significant individual delays were categorized under 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



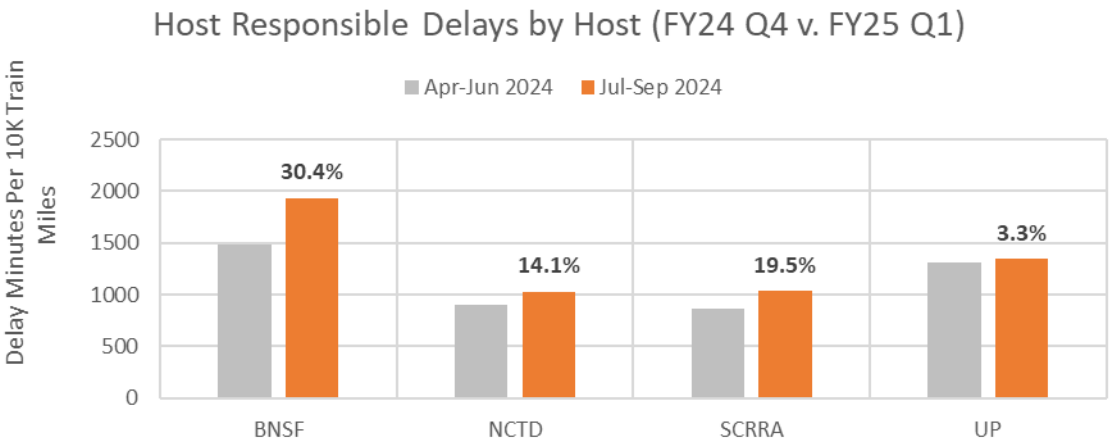
Host-Responsible Delays, Per 10,000 Train Miles

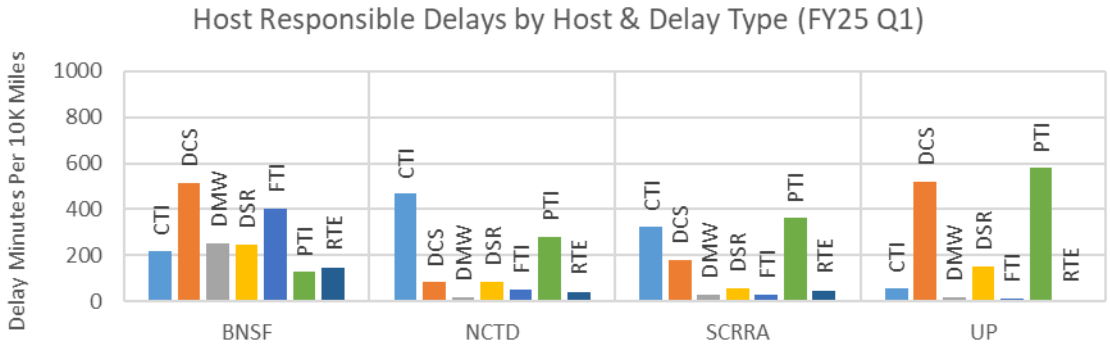
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q1 FY 2024-25, the host-responsible delay rate within BNSF territory increased by **30.4 percent**, in NCTD territory by **14.1 percent**, in SCRRA territory **19.5 percent,** and in UPRR territory **3.3 percent**.

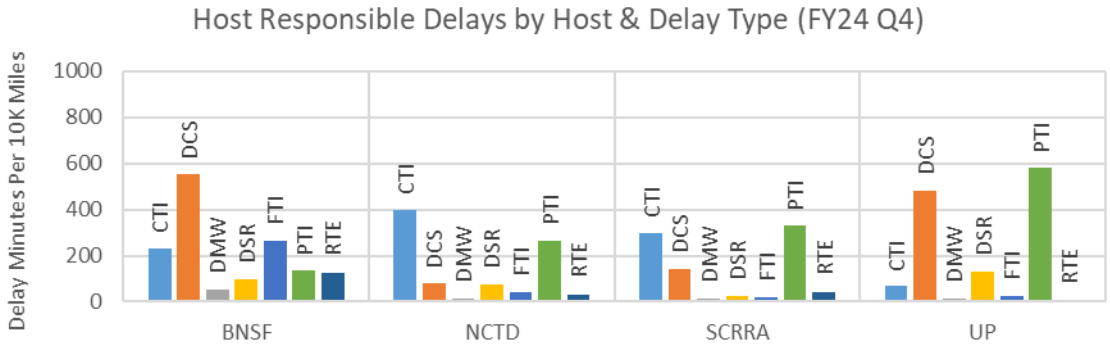
The second chart in Figure 10 clearly illustrates what the prominent delay contributors[1] were within each host territory in Q1 FY 2024-25. In BNSF territory, the top delay types were signal delays, freight train interference, and maintenance of way interference. In NCTD and SCRRA territory, the top delay types were commuter train interference and passenger train interference. In UP territory, the top delay types were signal issues and passenger train interference.

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

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





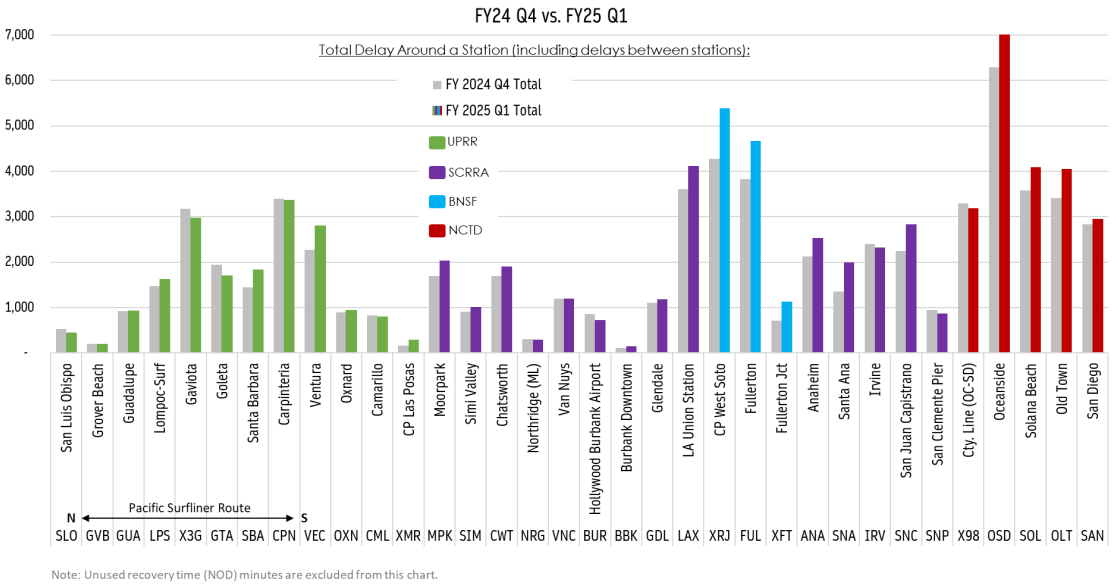


Total Delays Around Stations (or Other Specific Locations)

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars in colors represent the total minutes of delay around a station for Q1 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 delay systemwide increased by 12.3 percent**, from 65,990 in Q4 of FY 2023-24, to **74,094 in Q1 of FY 2024-25**. The top three delay locations were Oceanside, Fullerton, and LA Union stations.

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



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

Summary

For Q1 FY 2024-25, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 78.3 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.

Prepared by:

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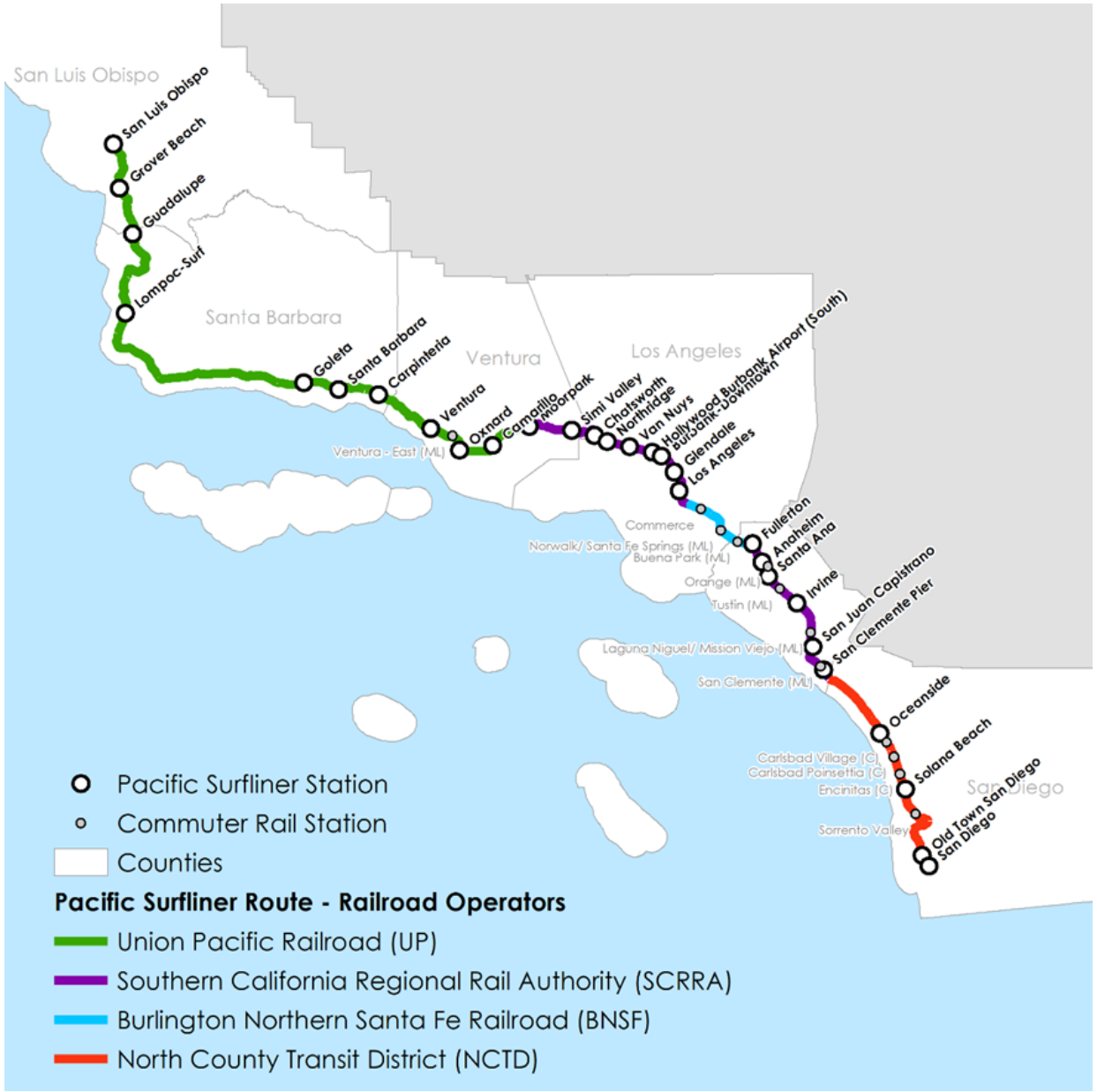
Pacific Surfliner On-Time Performance Analysis
First Quarter – Fiscal Year 2024-25

Technical Advisory Committee Meeting | February 6, 2025

Pacific Surfliner Route by Host Railroads



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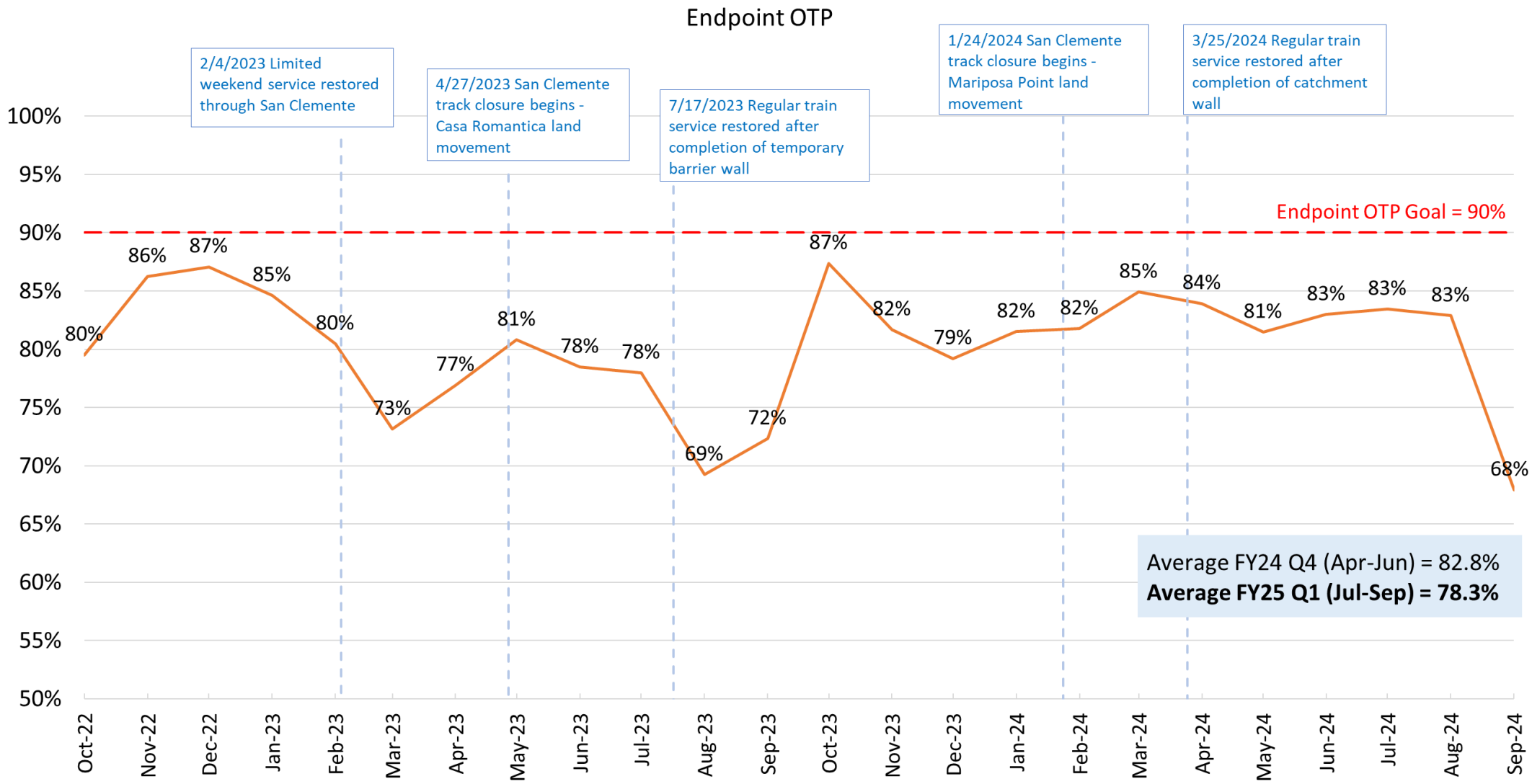
Endpoint OTP



FY = Fiscal Year

Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
564	LAX-SAN	93.5%	86	92
573	SAN-LAX	90.1%	82	91
566	LAX-SAN	88.2%	15	17
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777	SAN-SLO	62.0%	57	92
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System		**78.3%**	**1486**	**1899**

Total Trains Operated

Values	FY 2024 Q4	FY 2025 Q1	% Change
Late	315	413	31.1%
On-Time	1,515	1,486	-1.9%
Operated	1,830	1,899	3.8%
Endpoint OTP	**82.8%**	**78.3%**	**-5.5%**

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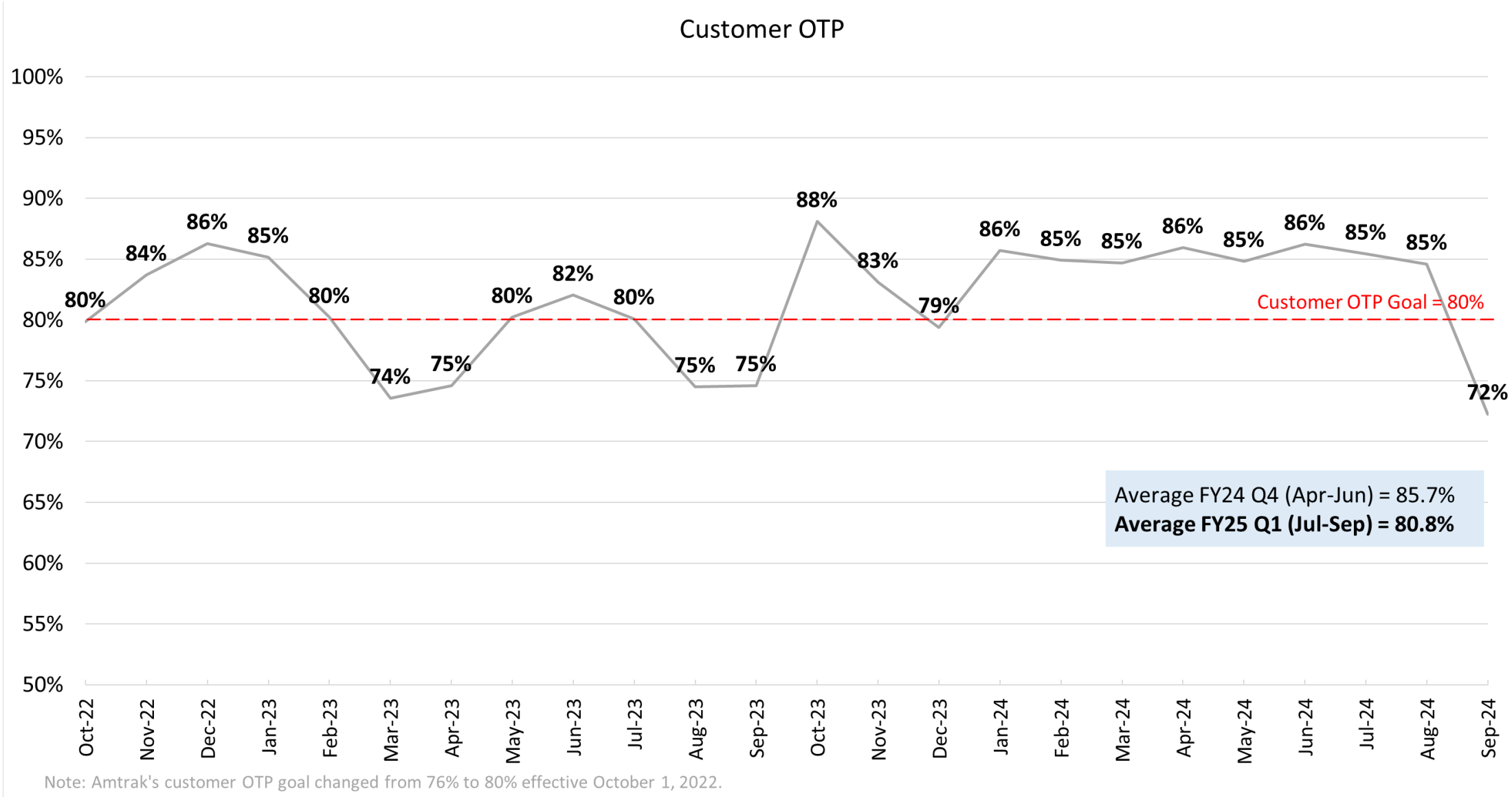
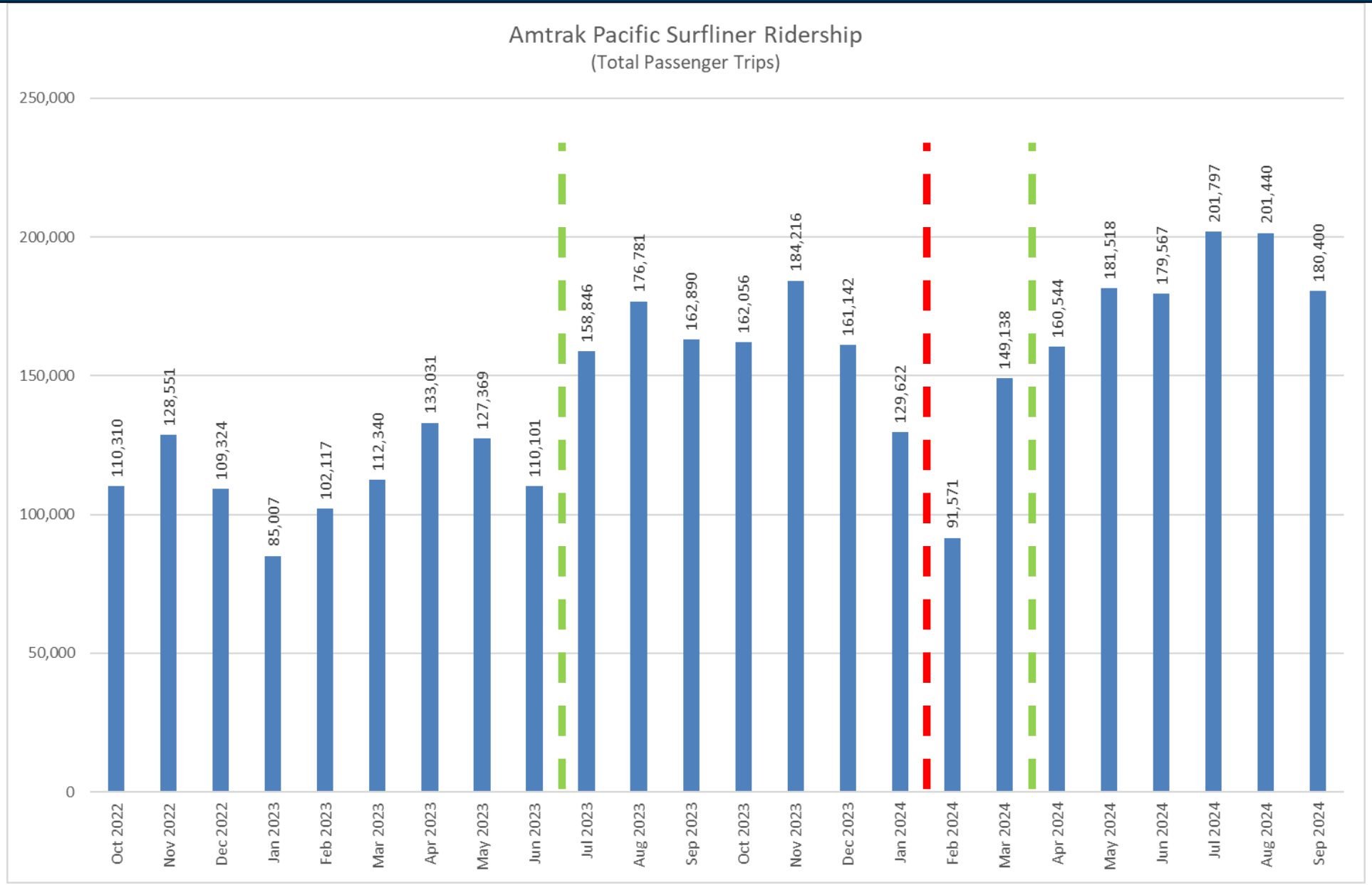
Customer OTP



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

Ridership


Amtrak Pacific Surfliner Ridership
(Total Passenger Trips)
250,000
200,000
150,000
100,000
50,000
0
110,310
128,551
109,324
85,007
102,117
112,340
133,031
127,369
110,101
158,846
176,781
162,890
162,056
184,216
161,142
129,622
91,571
149,138
160,544
181,518
179,567
201,797
201,440
180,400
Oct 2022
Nov 2022
Dec 2022
Jan 2023
Feb 2023
Mar 2023
Apr 2023
May 2023
Jun 2023
Jul 2023
Aug 2023
Sep 2023
Oct 2023
Nov 2023
Dec 2023
Jan 2024
Feb 2024
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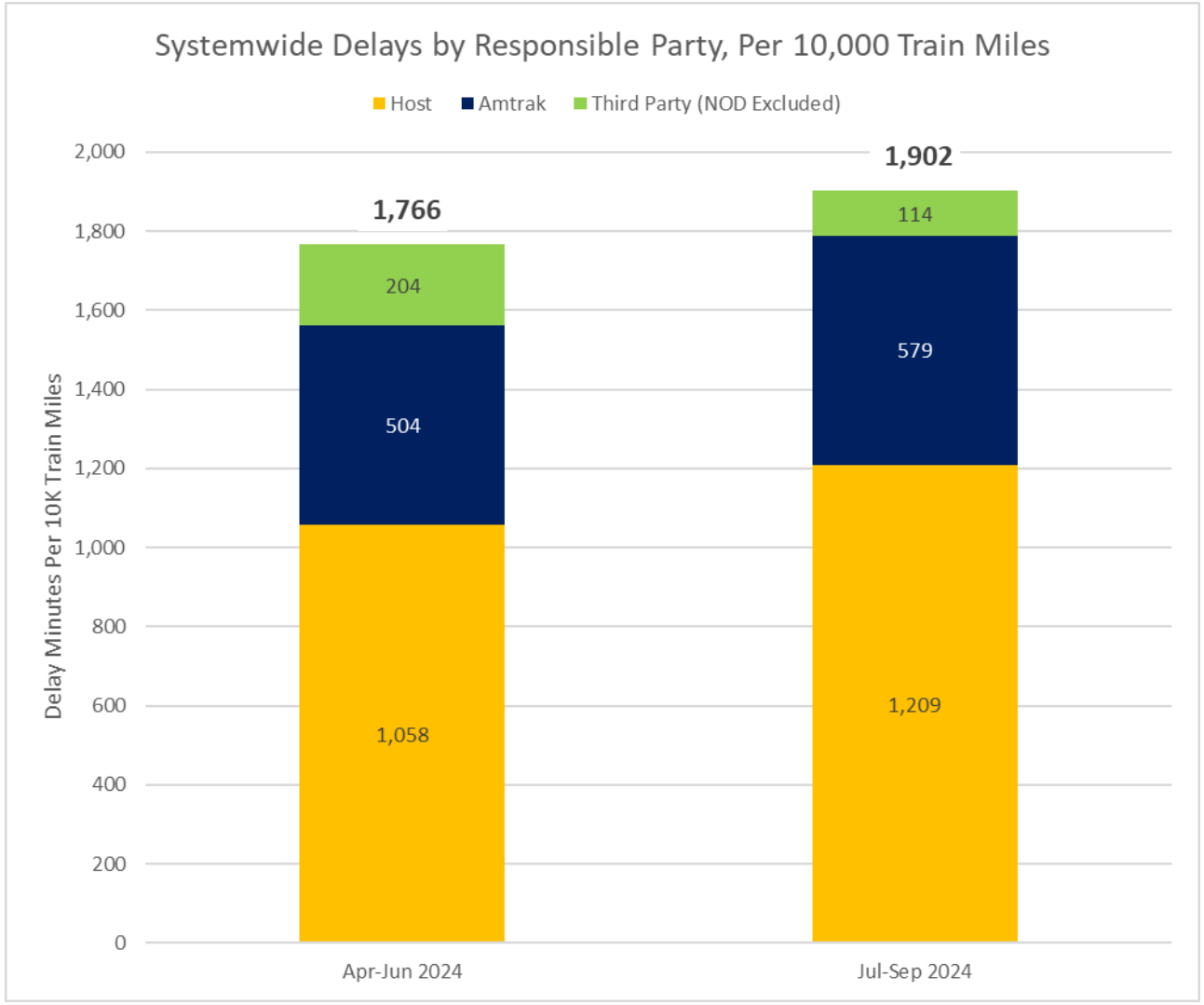
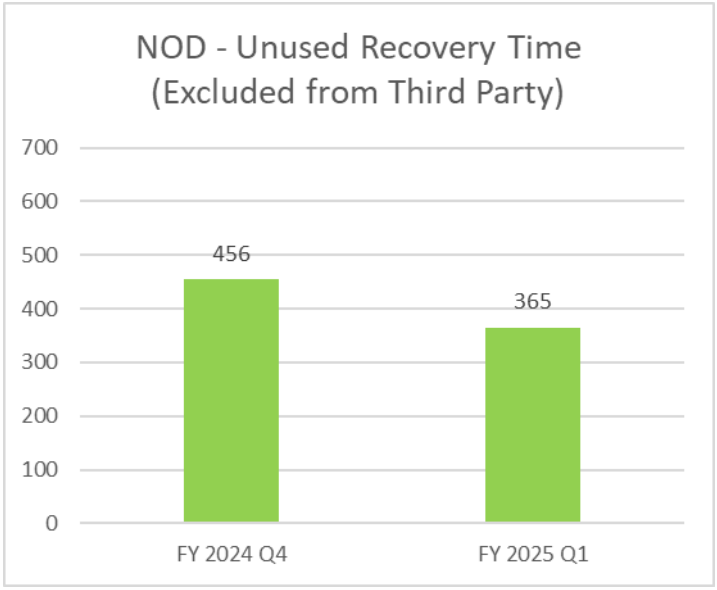
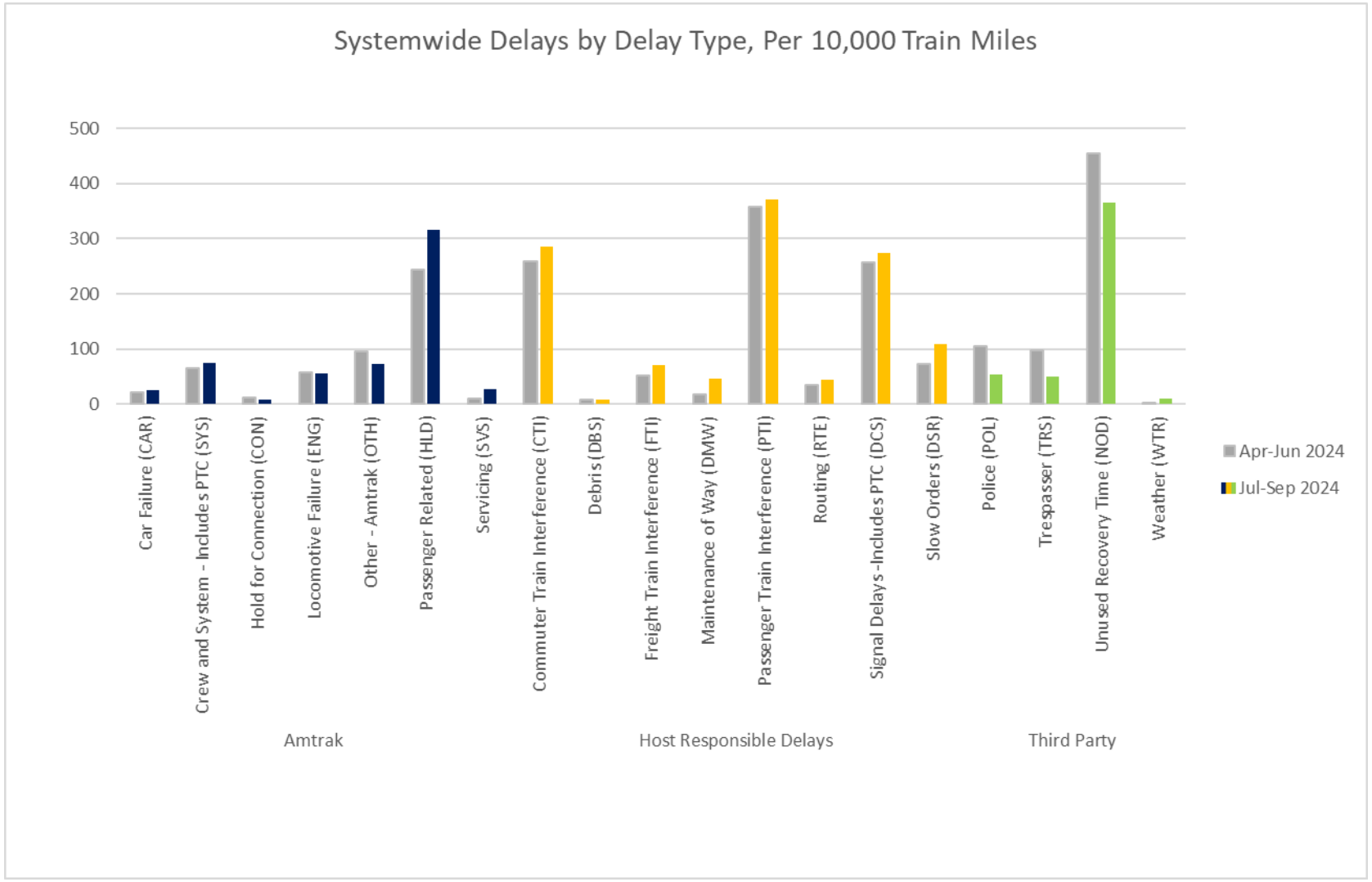
May 2024
Jun 2024
Jul 2024
Aug 2024
Sep 2024

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

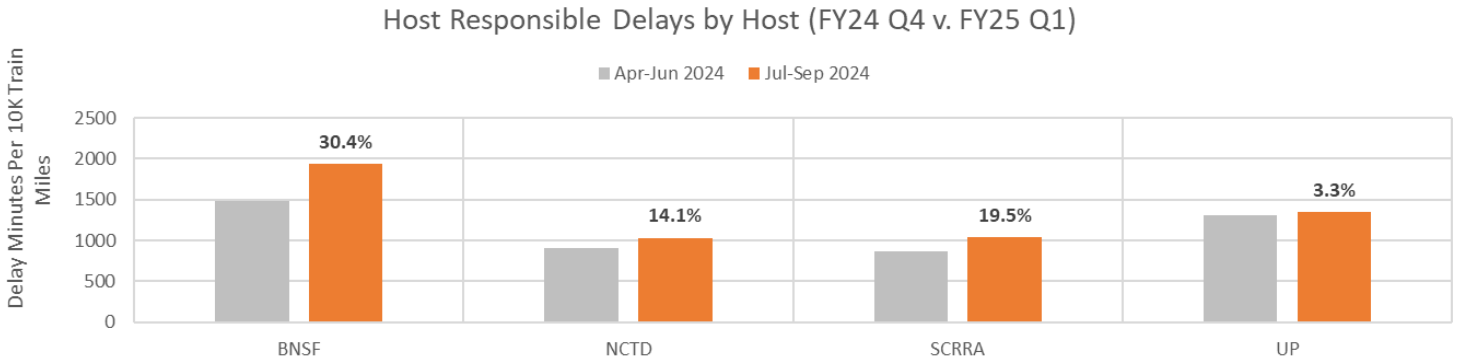


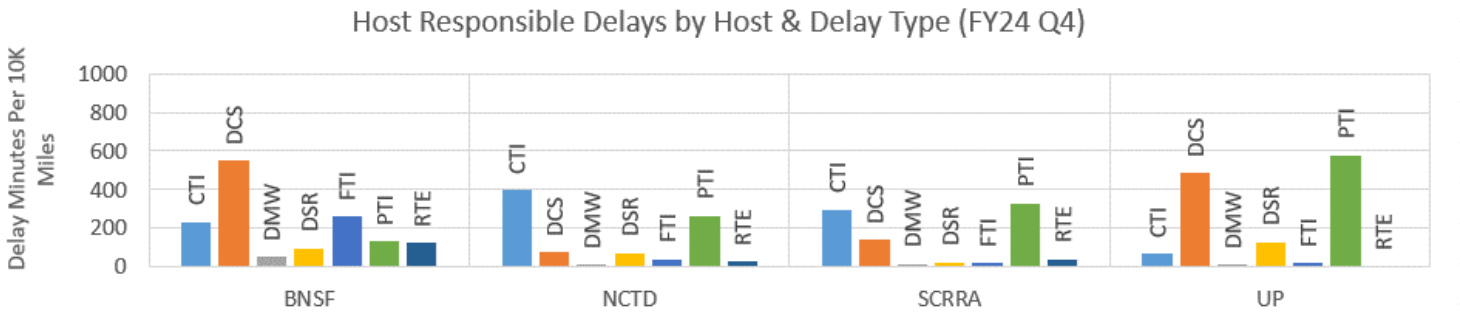


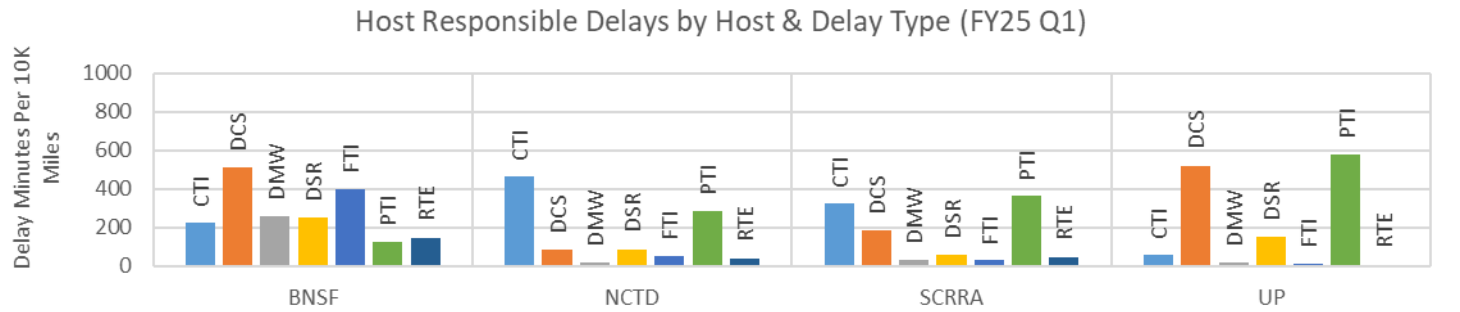
Delays by Responsible Party & Delay Type (Per 10K Train Miles)



Host Responsible Delays per 10K Train Miles







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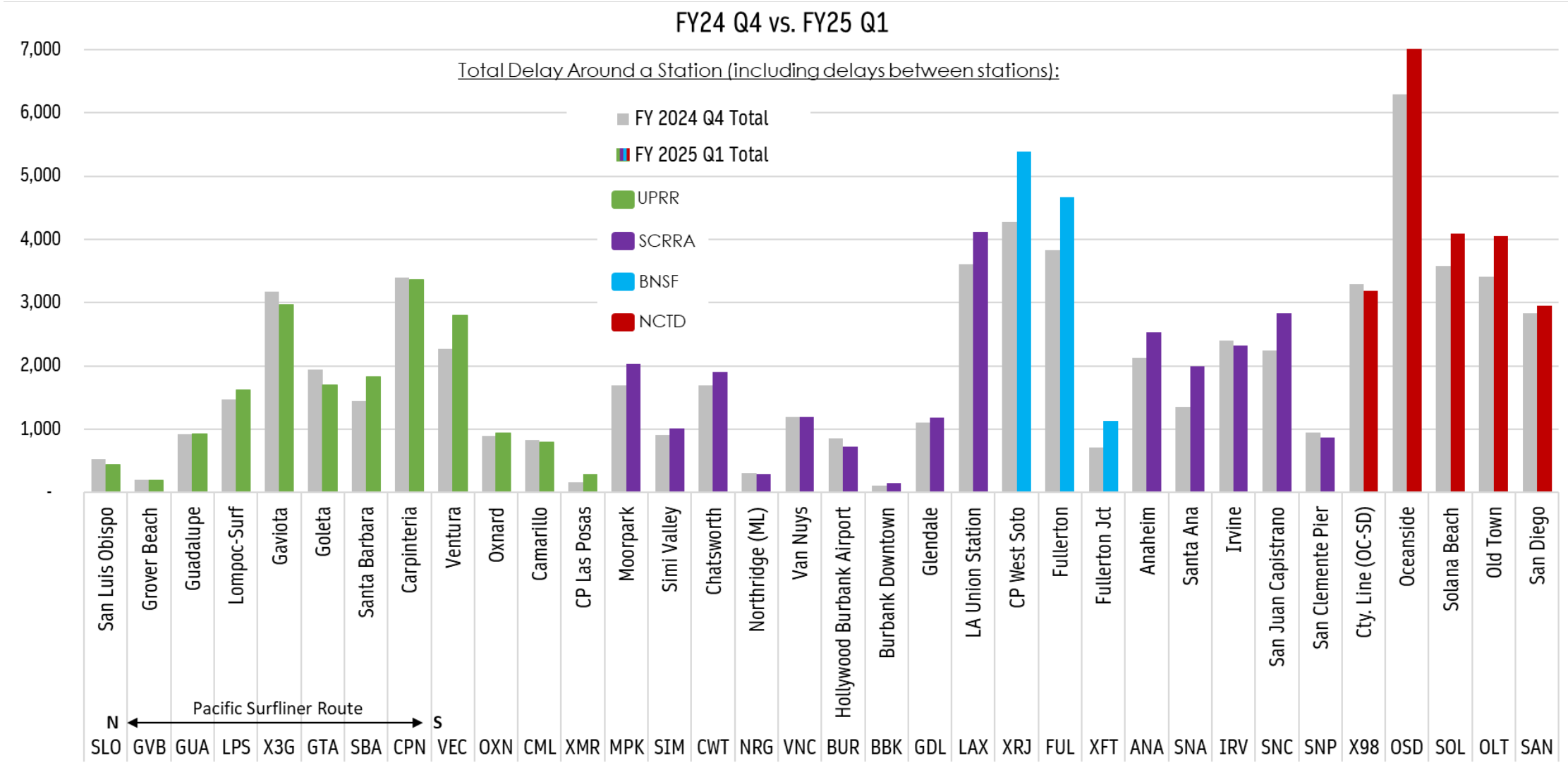
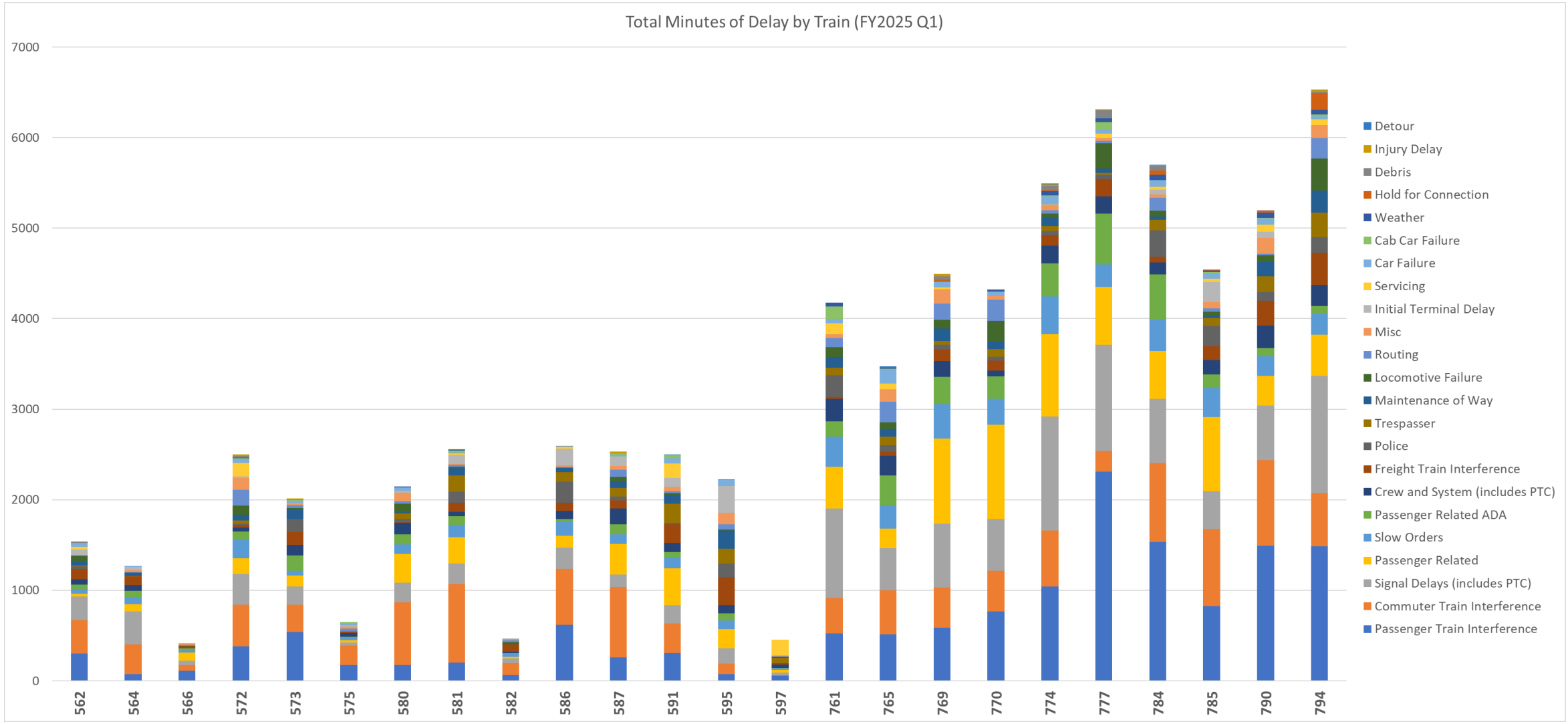
Total Minutes by Delay Location



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

Total Minutes of Delay by Train



Conclusions

- Systemwide endpoint OTP averaged 78.3% in Q1, below the 90% endpoint OTP goal.
- Most delays per 10K train miles were host-related delays (64%), followed by Amtrak-related delays (30%), then third-party related delays (6%).
- Overall, total minutes of delay per 10K train miles increased by 7.7% in Q1 compared to the previous quarter.
- In Q1, the top delay types were signal delays, passenger train interference, commuter train interference, and passenger-related delays.

QUESTIONS?

Pacific Surfliner Equipment & Service Update

LOSSAN Technical Advisory Committee | February 6, 2025

Pacific Surfliner Equipment

- The Pacific Surfliner service has been utilizing bi-level cars since 2000.
- 39 custom Surfliner cars were purchased new by Amtrak and 10 cars by the California Department of Transportation (Caltrans) between 1998-2001 for specific use on the Pacific Surfliner service.
- Over the years, as ridership grew, additional cars were needed to lengthen trainsets and add more service.
- The additional cars were leased from Amtrak's long-distance bi-level Superliner and regional single-level Horizon fleets.

Pacific Surfliner Equipment Reduction

March 2020 - ridership dropped significantly due to the COVID-19 pandemic.

Level of service was reduced 50-percent

Fleet size was reduced 29-percent

Equipment Type		Feb 2020	May 2021	May 2024	Jan 2025
Locomotives	SC-44 Charger	14	14	14	14
	GE P-40 / P-42 Genesis	4	-	-	-
Amtrak Long-Distance Bi-Levels	Superliner Coach	15	8	9	9
	Superliner Coach / Baggage	4	-	-	-
	Superliner Sightseer Lounge	1	1	1	1
Single-Level	Horizon	16	-	-	-
	Amfleet	1	-	-	
	Comet 1B	-	-	-	7
Surfliner Bi-Levels	Surfliner Coach / Baggage	11	11	11*	11*
	Surfliner Coach	18	21	21*	21*
	Surfliner Café	10	10	10	10
	Surfliner Business Class	10	10	10	10
TOTALS	**Total Locomotives**	**18**	**14**	**14**	**14**
	Total Cars	**86**	**61**	**62**	**69**

* 1 coach / baggage and 2 coaches are currently out of service due to a vehicle strike in December 2023.

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Pacific Surfliner Service Restoration Efforts

Phased Restoration (Roundtrips)

Service Segment	Feb 2020	Mar 2020	Jun 2020	Jun 2021	Oct 2021	May 2023
San Diego – Los Angeles	13	6	6	9	10	10
Los Angeles – Goleta	5	2	3	3	4	5
Goleta – San Luis Obispo	2	0	1	1	2	2

- Service was reduced by roughly 50% in March of 2020 in response to the pandemic.
- Restoration efforts began in June of 2020, with restoration of one roundtrip to San Luis Obispo.
- Last schedule change to restore service was in May 2023, with the restoration of the 5th roundtrip to Goleta.

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California Intercity Passenger Car History

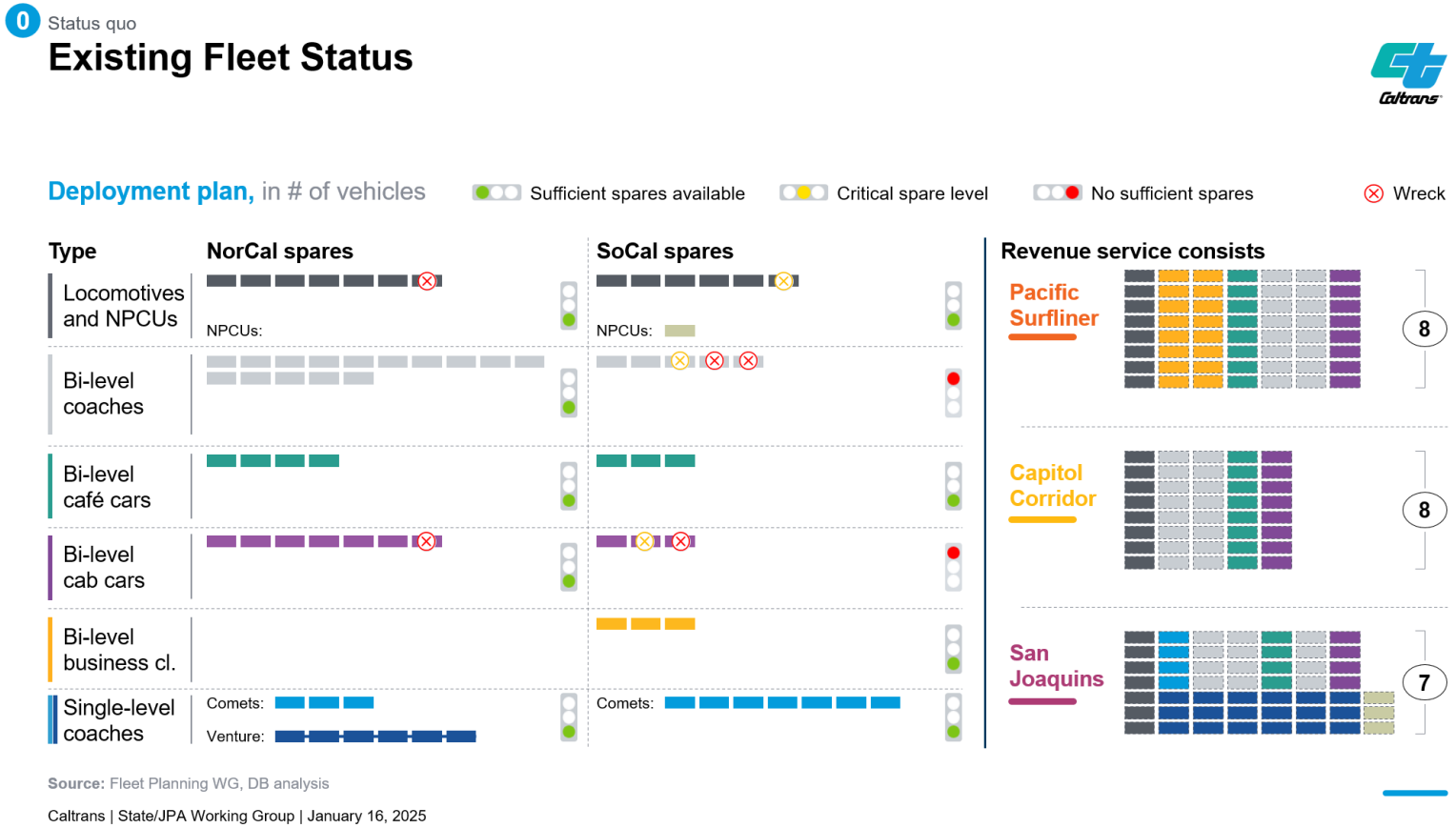
There has been a need for additional equipment since before to the COVID pandemic

In 2017, Caltrans placed an order for seven 7-car trainsets of the new Siemens, single-level Venture cars.

- Various issues have delayed deployment by several years.
- First coach cars began going into revenue service in December 2023.
- Cab cars are not anticipated to be in service until early 2026.
- Food service cars are not expected to be in service until July 2025.

California Equipment Redeployment Plan

A fleet redeployment plan for the existing California bi-level equipment was developed in originally in 2022, updated in 2024 and will be refined again in 2025.



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California Equipment Redeployment Plan

The updates underway in 2025 are to account for additional delays, as well as several overhaul projects and equipment work that were not included in the original plan prepared in 2022.

This included:

- Adjustment to reflect further delay in Venture car deployment
- Truck and door overhaul programs necessary for the state-owned bi-level cars to remain in SOGR
- Extensive rebuilding of some bi-level cars due to incidents that have occurred over the past two years, which have taken some cars out of service

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Full Service Restoration

- In January 2025, the LOSSAN Agency was awarded $27.1 million under the FRA Restoration and Enhancement Program.
- Funding is for six years and will support restoration of the 11th, 12th and 13th roundtrips.
- Restoration of 11th and 12th roundtrip is scheduled for March 10, 2025 and aligns with State budget approval letter to LOSSAN received in September 2024.
- Restoration of 13th roundtrip is scheduled for fall of 2025 pending availability of equipment.

California Equipment Redeployment Plan

As Venture trainsets enter service, equipment will be redeployed to the Pacific Surfliner

No. of Venture Sets in Revenue Service		3	4	5	6	7
Equipment Type		**Today** *(Jan 2025)*	**Phase 1** *(Mar 2025)*	**Phase 2** *(Apr 2025)*	**Phase 3**[3] *(Dec 2025)*	**Phase 4** *(Feb 2026)*
Locomotives	SC-44 Charger	14	14	14	14	14
	GE P-40 / P-42 Genesis	-	-	-	-	-
	NPCU[2]	1	2	2	2	2
Amtrak Long-Distance Bi-Levels	Superliner Coach	9	11	11	11	11
	Superliner Coach / Baggage	-	-	-	-	-
	Superliner Sightseer Lounge	1	1	1	1	1
Single-Level	Horizon	-	-	-	-	-
	Amfleet	-	-	-	-	-
	Comet Coach	7	7	7	7	7
California Bi-Levels	California 1 Coach	-	-	-	1	3
	Surfliner Coach / Baggage	11[1]	12[1]	12[1]	14[1]	14[1]
	Surfliner Coach	21[1]	22[1]	22[1]	23[1]	23[1]
	Surfliner Café	10	10	10	11	12
	Surfliner Business Class	10	10	10	10	10
TOTALS	**Total Locomotives**	**15**	**16**	**16**	**16**	**16**
	Total Cars	**69**	**73**	**73**	**78**	**81**

[1] One cab and two coaches are out of service for an extended period due to wreck damage
[2] Non-Powered Control Unit
[3] Equipment deployment for Phase 3 is subject to change pending update to deployment plan scheduled for later in spring 2025.

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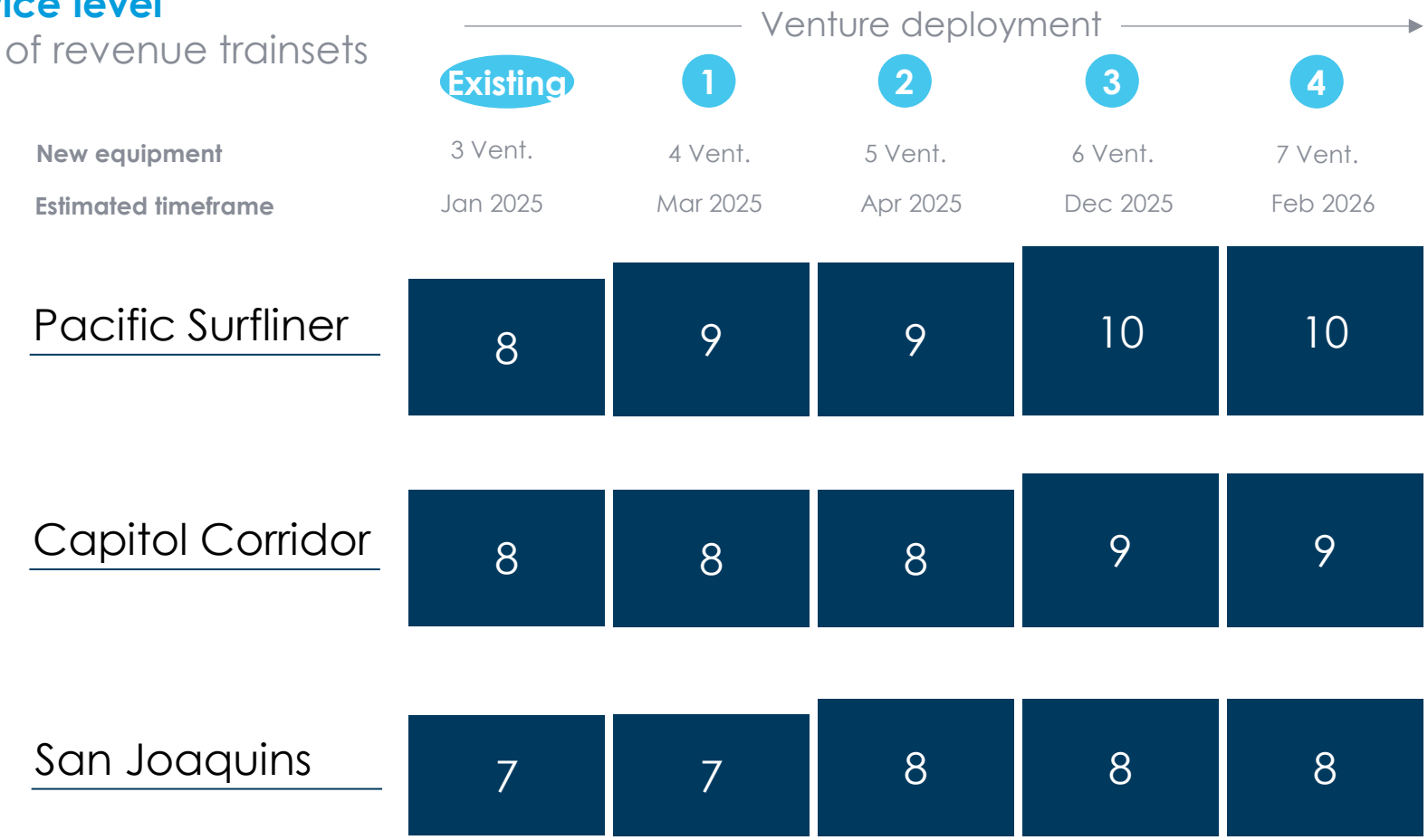
California Equipment Redeployment Plan

Deployment of Venture cars enables an increase of four trainsets – enough to restore pre-pandemic service levels.

Service level
in # of revenue trainsets



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California Fleet Plan

- In 2025, LOSSAN will be collaborating with Caltrans and the other JPA's in the development of a statewide Fleet Plan to guide the growth of the fleet in support of future service needs.

- This Fleet Plan will evaluate and consider fleet options for both the near-term (2026-2030) and longer-term (2030+)

California Fleet Plan

Options that will be considered for expanding service and capacity beyond pre-pandemic service in the near-term:

- Evaluate the feasibility of procuring additional trainsets of the new Siemens, single-level Venture cars
- Lease Amtrak equipment again as cars become available
- Utilize available state-owned single-level Comet cars

California Fleet Plan

Some options that will be considered for expanding service and capacity beyond pre-pandemic service in the longer-term:

- Develop specifications for a new bi-level procurement that can support state's zero emission goals
- Identify segments of corridor where procured ZEMU's can operate to meet demand

LOS||SAN

QUESTIONS?

Capital Program Update

LOSSAN Technical Advisory Committee | February 6, 2025

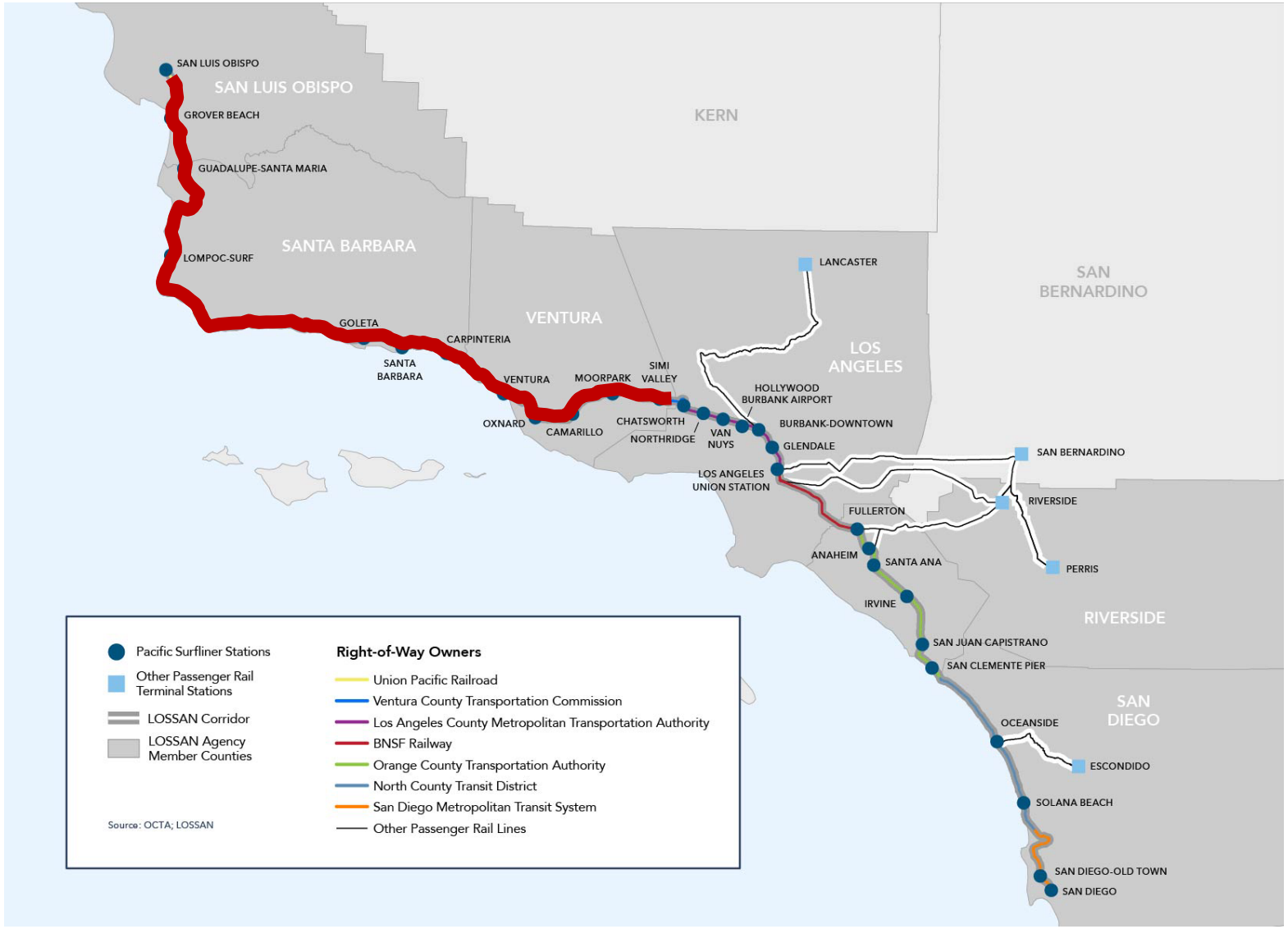
LOSSAN Rail Corridor Overview

351-mile rail corridor through 6 counties

7 Right-of-Way Owners (55% freight owned)

29 Pacific Surfliner Stations

Hosts busiest state-supported Amtrak route in United States – Pacific Surfliner



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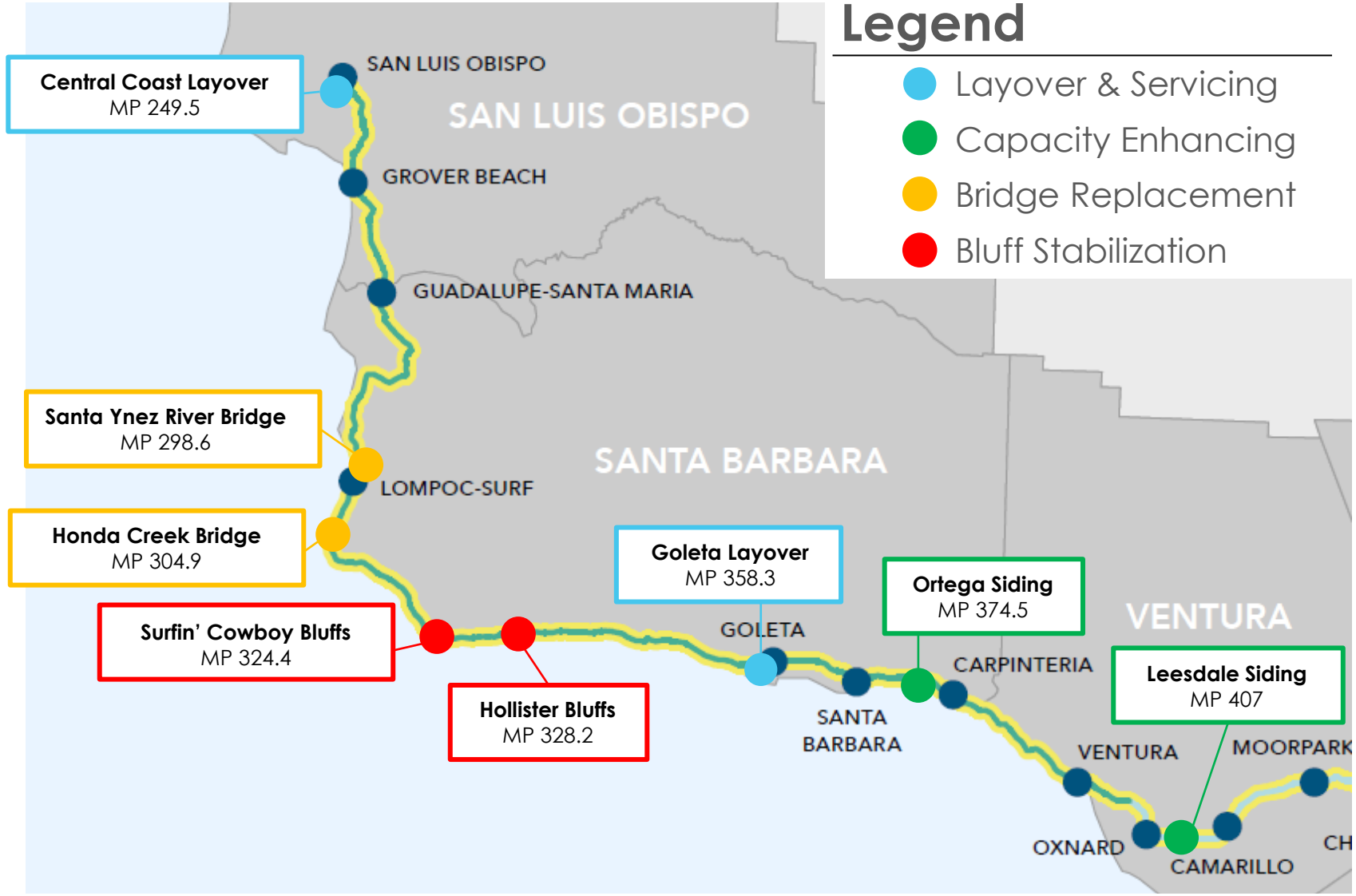
Capital Projects

Currently Active Projects



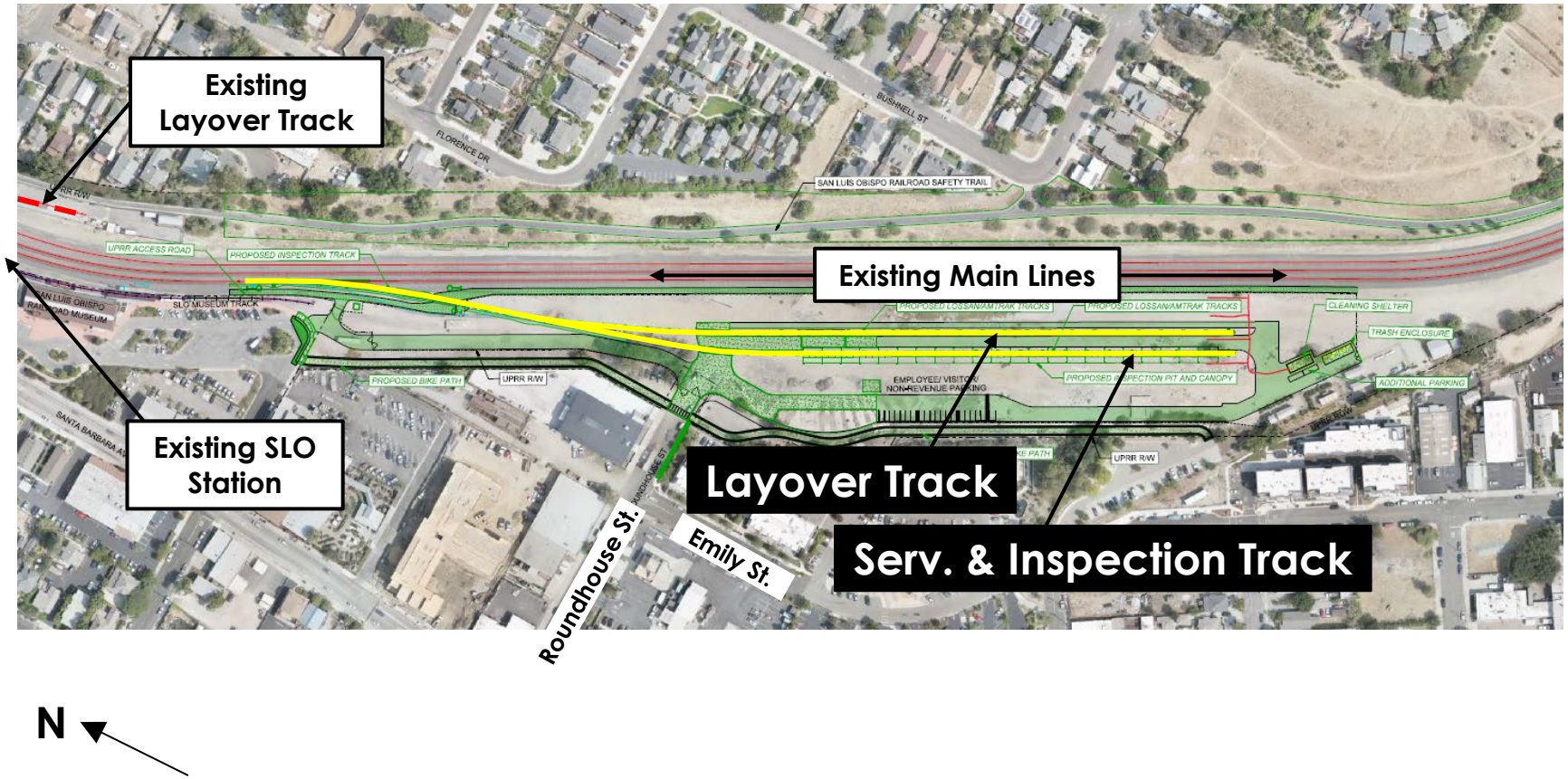
Layover & Servicing Projects

- Central Coast Layover Facility
- Goleta Layover Expansion

LOS SAN

Central Coast Layover Facility

- Expansion and relocation of existing layover facility.
- Improves layover and storage capacity to support rail service goals.
- Ongoing coordination with Caltrans and UPRR on property acquisition
- Currently at **95% Design**
- Projected Construction start:
  - **February 2026**
- Current project estimate:
  - **$44 million**



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Central Coast Layover Facility

- Renderings highlight:
  - View from East of Main Line tracks across existing Bike Trail
  - View from West of Site along New Bike Path

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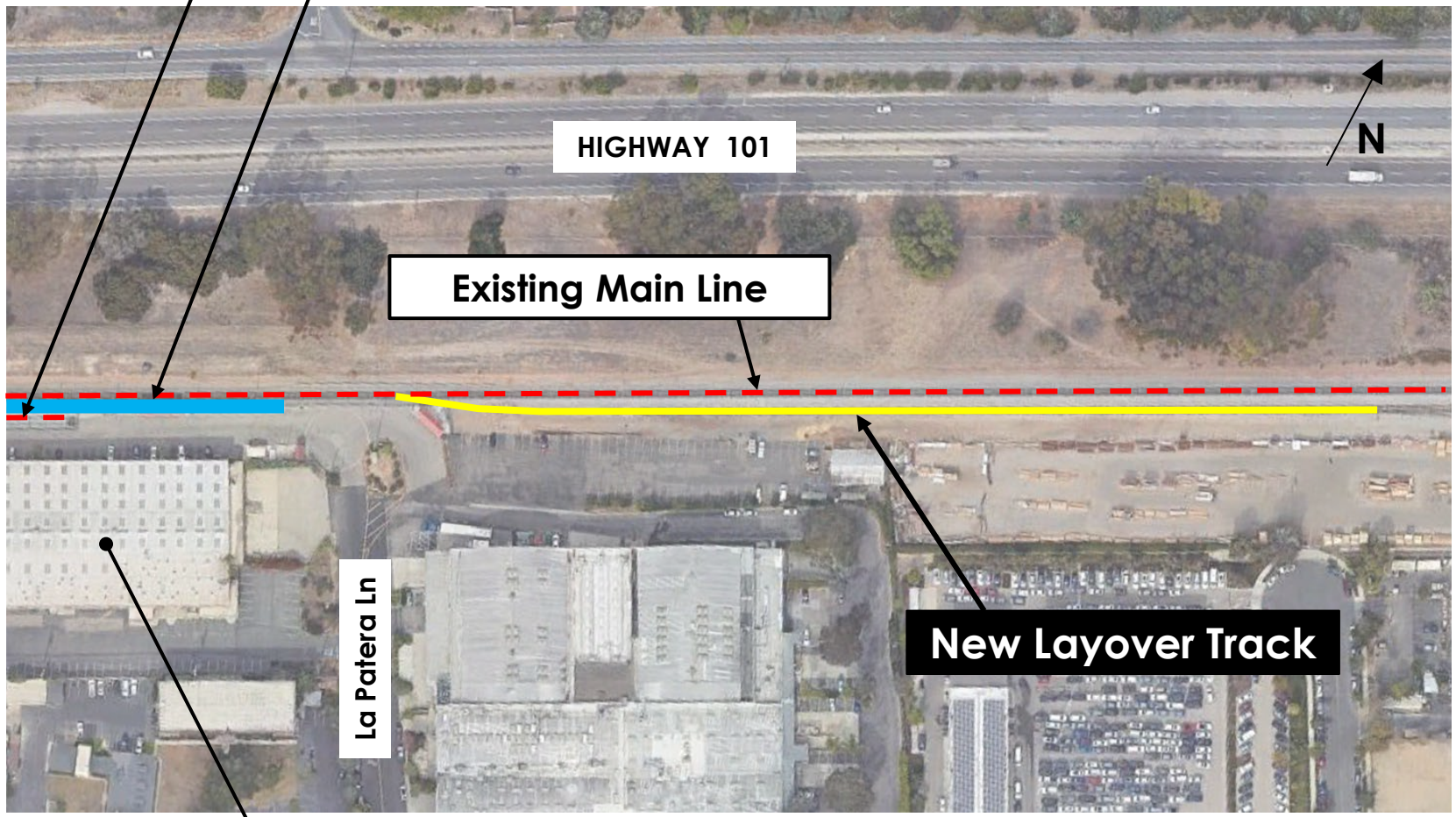
Layover & Servicing Projects

- Central Coast Layover Facility
- Goleta Layover Expansion

LOS SAN

Goleta Layover Facility Expansion

- Doubles the capacity of existing facility by adding a 2nd layover track
- Coordinating with City on their new Station building and parking lot
- Currently at **30% Design**
- Evaluating challenges through the UPRR review
- Projected Construction start:
  - **Late 2026**
- Current project estimate:
  - **$14.4 million**



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Capacity Enhancing Projects

- Leesdale Siding Extension & Upgrade
- Ortega Siding

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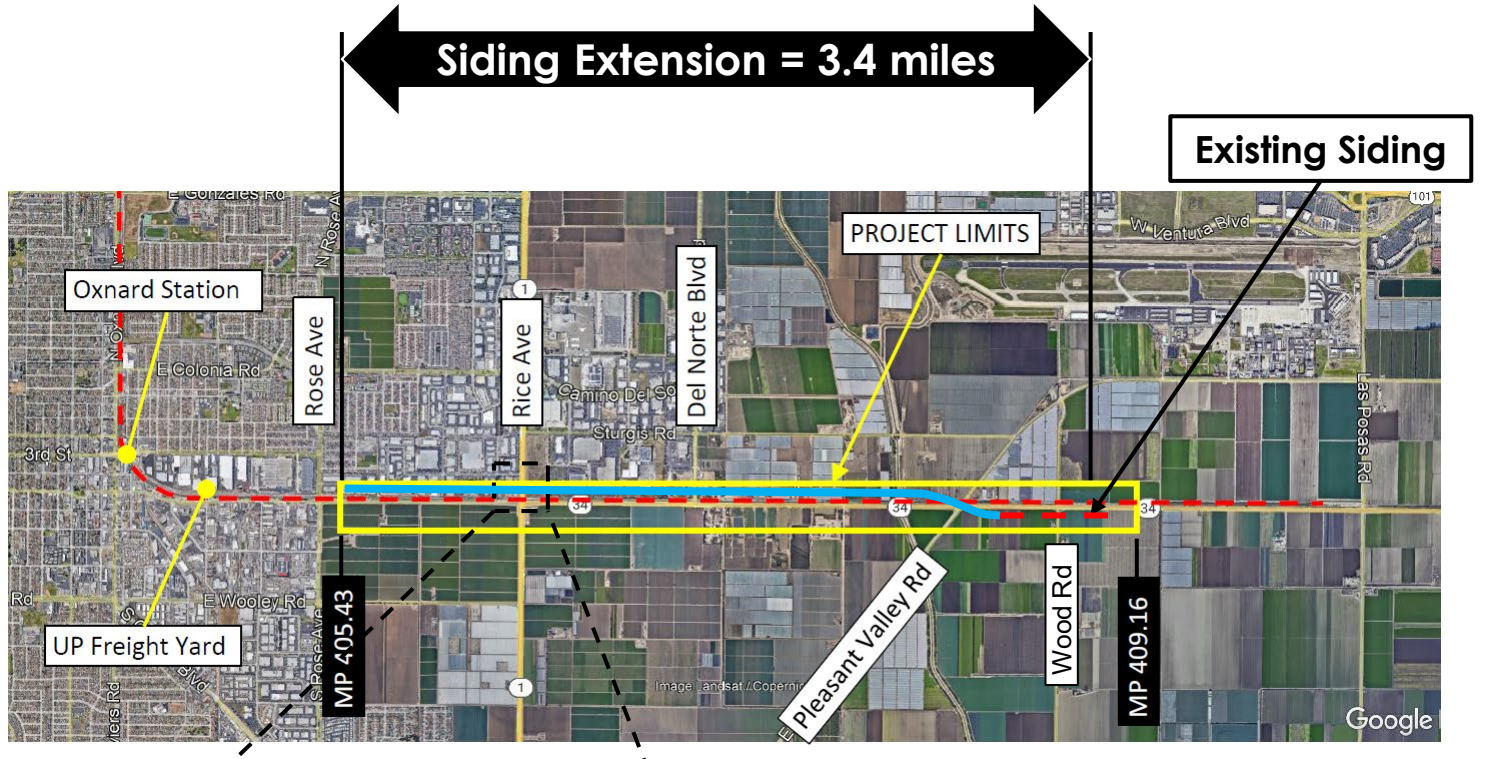
Leesdale Siding Extension and Upgrade

- Includes replacement of the existing Leesdale siding with a siding that is approximately 4.5x longer.
- Reduces wait times for train meets by up to 10 minutes.
- Allows for greater operational flexibility for Pacific Surfliner and Metrolink service.



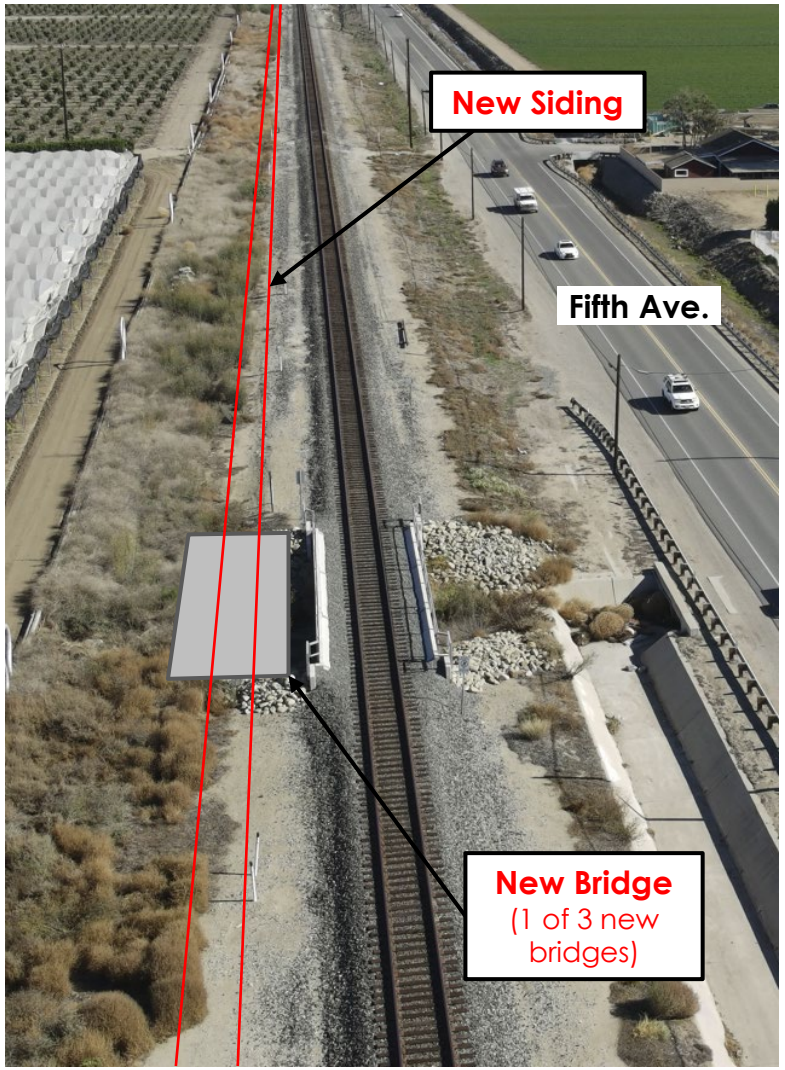
Rice Ave Grade Separation

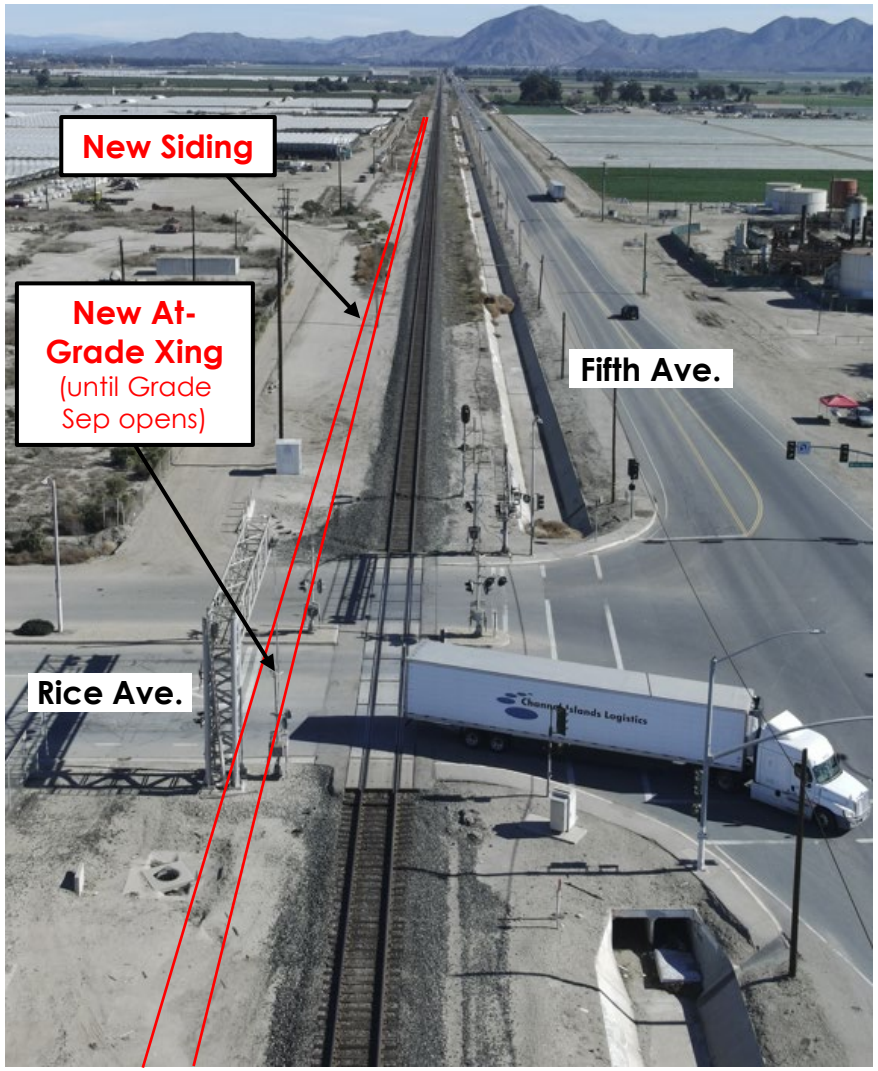
- Led by City of Oxnard
- Start Construction – Spring 2025

LOS SAN

Leesdale Siding Extension and Upgrade

- Currently at **30% Design**
- Projected Construction start:
  - **May 2026**
- Current Project Estimate:
  - **$69.5 million**





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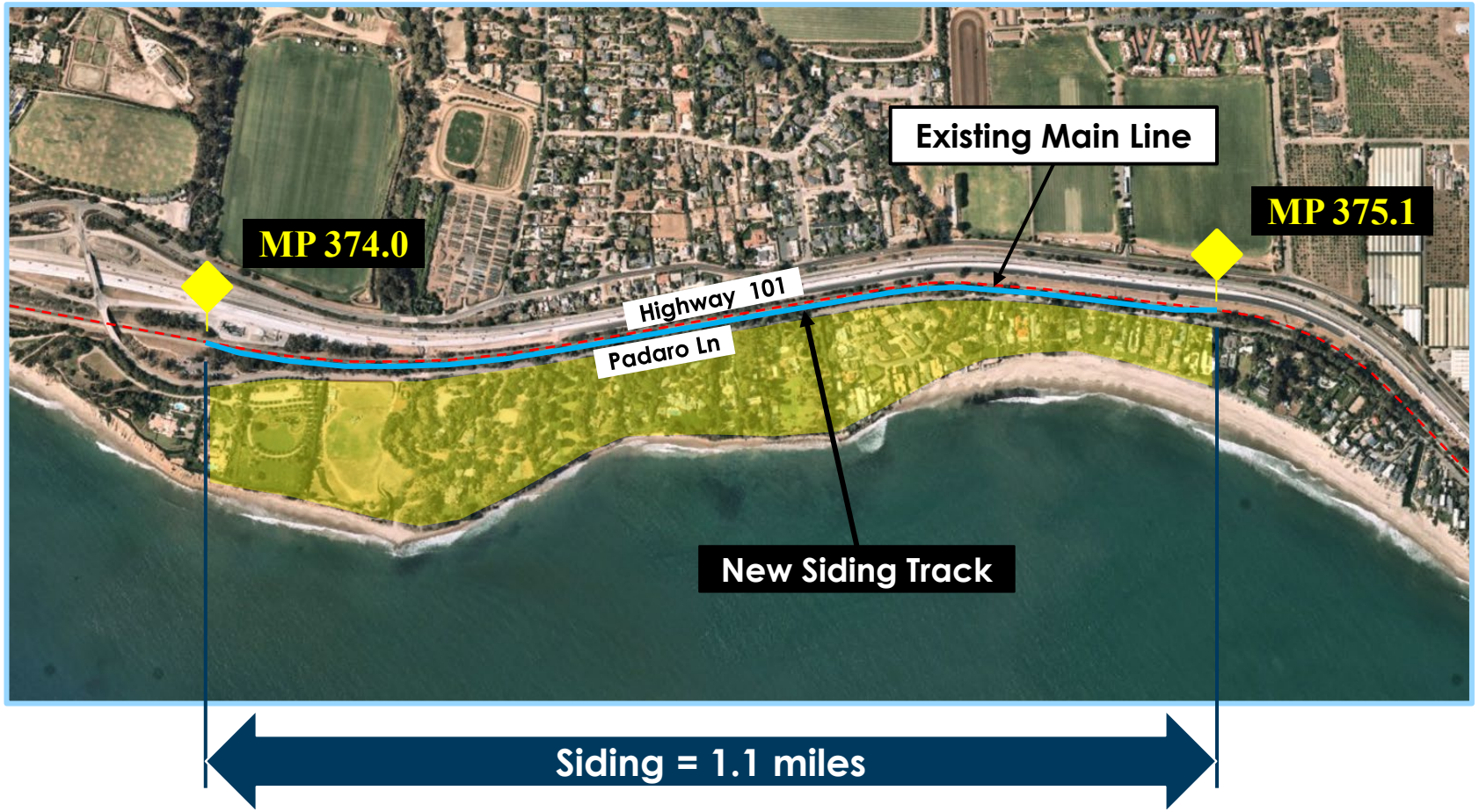
Ortega Siding

- Located in Santa Barbara County, north of Carpinteria.
- Includes a siding track, improved drainage, and two new bridges for the siding.
- Allows for a **7th roundtrip** to Goleta
- Highly engaged beach community
- Design Consultant has been selected. Anticipated NTP:
  - **March 2025**
- Current rough order of magnitude total project estimate:
  - **$33.1 million**



Bridge Replacement Projects

- Honda Creek Bridge
- Santa Ynez River Bridge

Honda Creek Bridge

- Construction began:
  - **April 2024**
- Track alignment remains the same
- New bridge supports are built under existing deck
- 10-day shutdown is planned for August ‘25 to replace the bridge deck
- Bridge Completion:
  - **September 2025**

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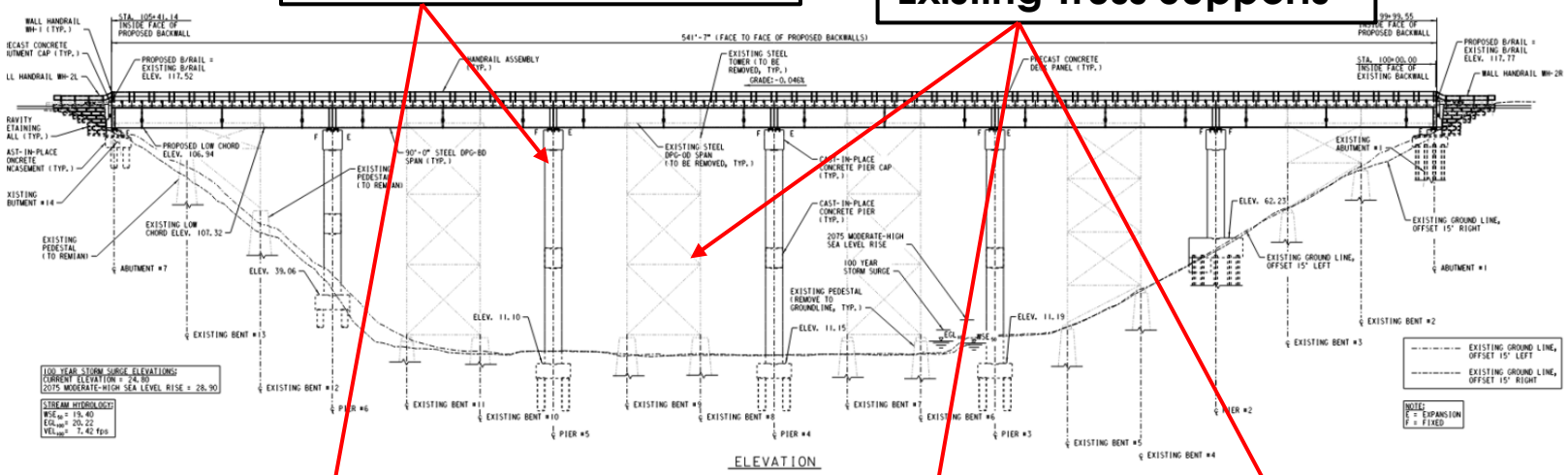
Honda Creek Bridge (cont.)

- Dual circular columns being constructed in between the existing steel trusses
- Due to 100-foot-tall columns, a connecting brace will be poured between the columns at the half-way point

New Concrete Supports

Existing Truss Supports

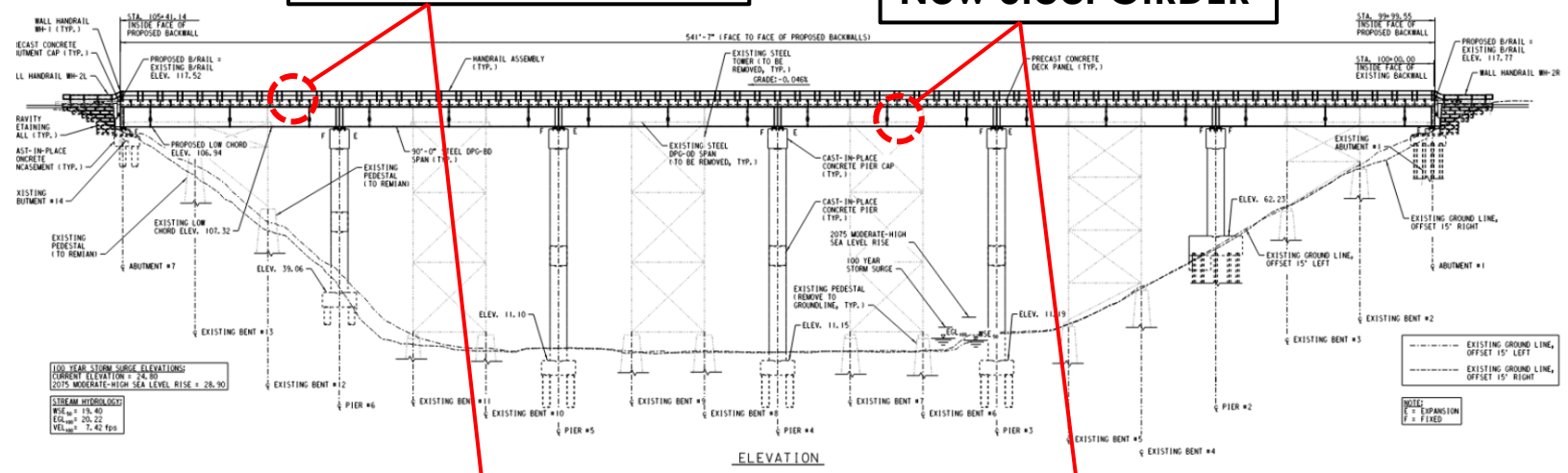


Honda Creek Bridge (cont.)

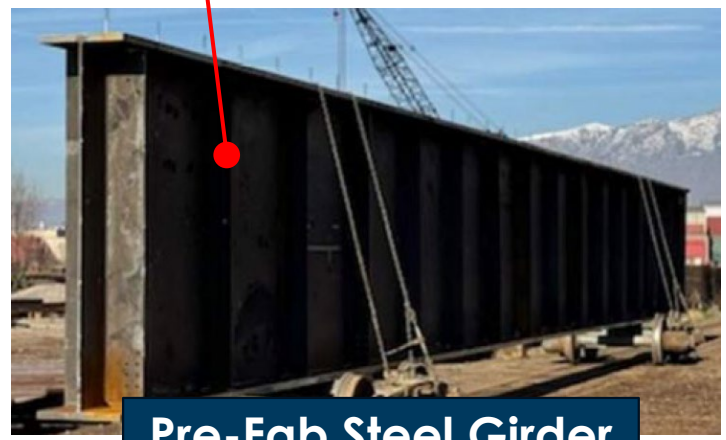
- Pre-Cast Concrete Deck Sections
- Pre-fabricated Steel Girders

New Concrete DECK

New Steel GIRDER



Pre-Cast Concrete Deck



Pre-Fab Steel Girder

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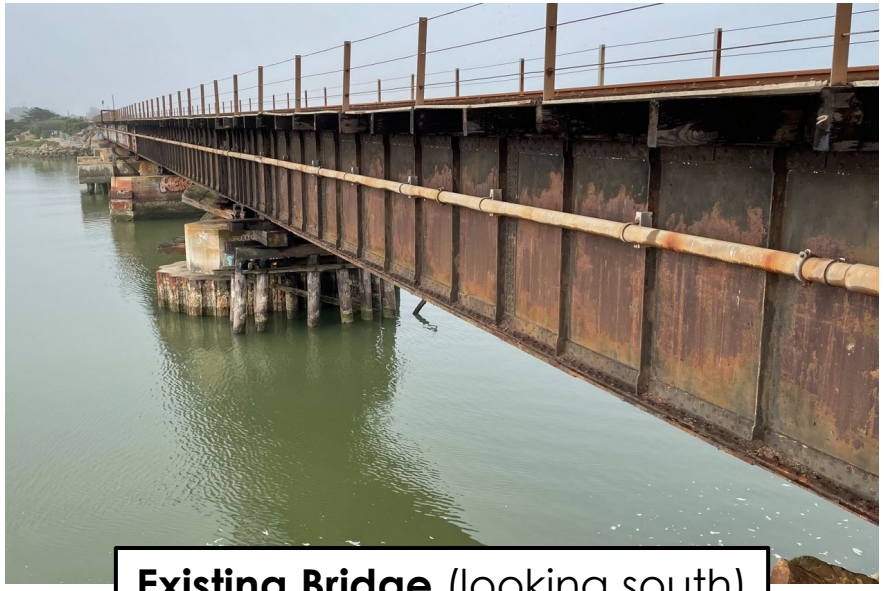
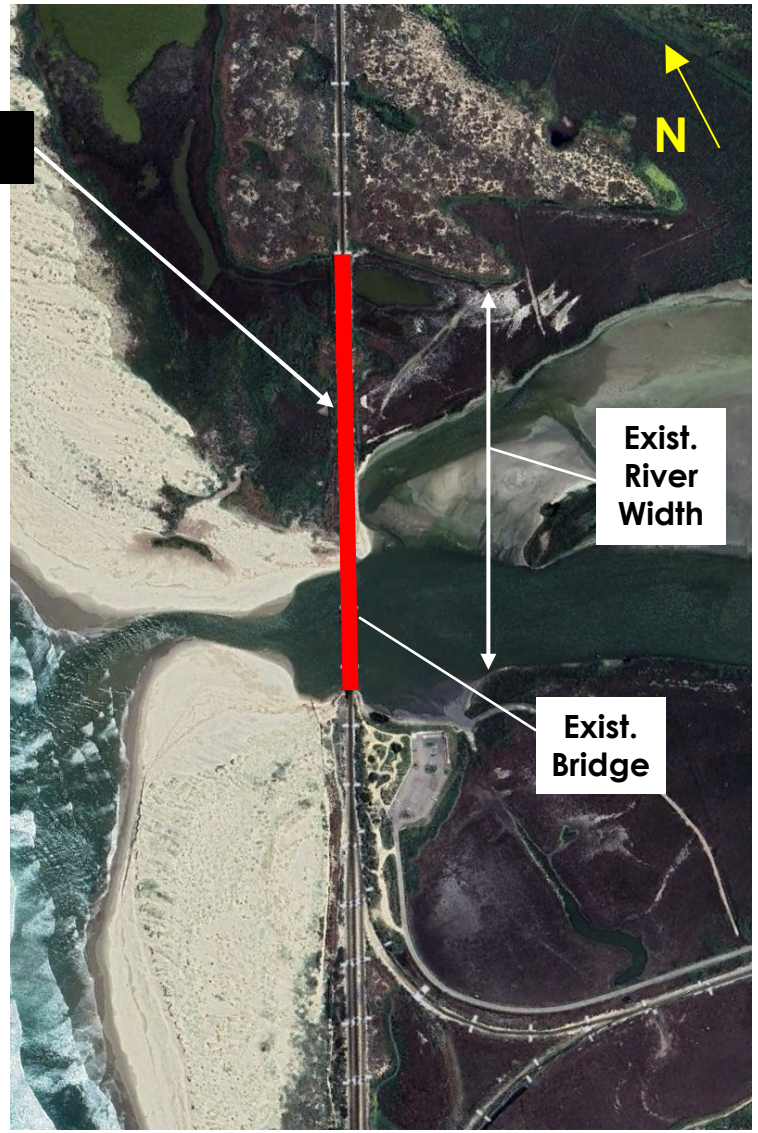
Santa Ynez River (Surf) Bridge

- 100 years old
- Constricts river flow
- Not to current sea level rise height standards
- Proposed bridge to be triple the length; remove constriction; revitalize estuary
- **UPRR awarded Fish & Wildlife grant to begin initial environmental study**



Existing Bridge (looking south)



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Bluff Stabilization

- Surfin' Cowboy Bluffs
- Hollister Bluffs

Bluff Stabilization Projects

- 2 locations being constructed separately
- Both utilizing Soldier Pile / Tieback walls
- Anticipated Completion
  - **2026**
- Construction Cost
  - **$10 million**

Surfin' Cowboy
Install soldier piles, concrete lagging and tie-backs

Hollister Ranch
Install soldier piles, concrete lagging and tie-backs

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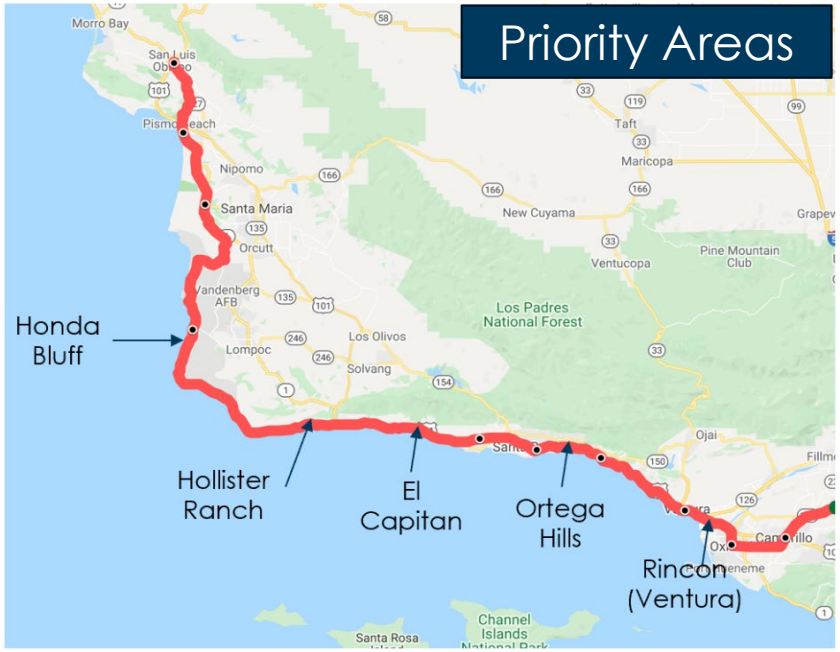
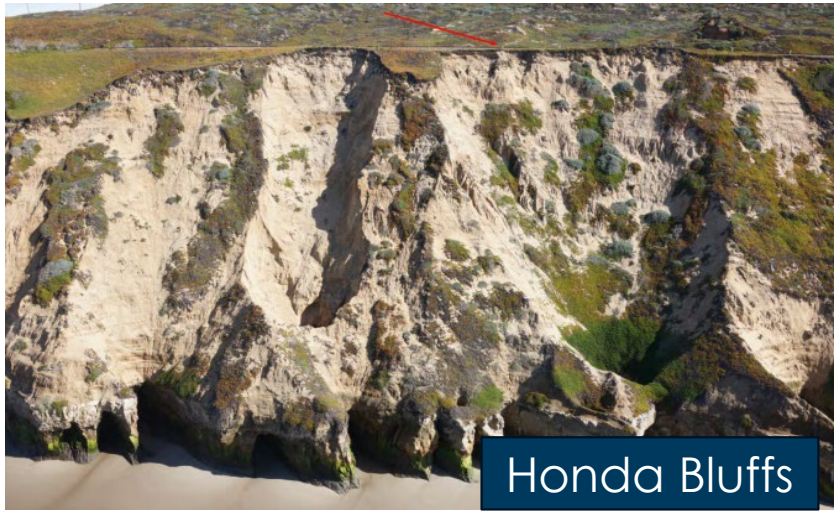
Coastal Resiliency

- LOSSAN is working with Union Pacific Railroad on short term stabilization repairs at 5 key areas on the north end of the corridor.
- SANDAG is performing short term repairs on the southern end of the corridor and beginning design on long term track relocation.
- Orange County has developed a list of four hotspots to focus preventative measures with the hope of stemming future long-term closures and has initiated a study to define short- and mid-term solutions to address resiliency issues along the corridor in south Orange County.





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Projects Summary

Total Projects = 8

- **5** in Design / Planning
- **3** in Construction

Project	Design %	Constr. %	$ Est.	$ Funded
DESIGN / PLANNING				
Central Coast Layover Facility Expansion (Phase 1)	95%	--	$41.5 M	$41.5 M
Leesdale Siding Upgrade and Extension	30%		$69.5 M	$69.5 M
Goleta Layover Facility Expansion	30%		$12.0 M	$12.0 M
Ortega Siding	Starts March '25		$33.1 M	$33.1 M
Santa Ynez River Bridge Replacement	Planning		$160.5 M	$15.4 M
CONSTRUCTION				
Honda Creek Bridge Replacement		60%	$49.4M	$49.4 M
Bluff Stabilization Projects		15%	$90.0 M	$28.6 M
Other Projects			$81.4 M	$47.6 M
Total Expected Cost			**$537 M**	
Total Currently Funded				**$297 M**

Note: All above costs are estimated and subject to change

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QUESTIONS?

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

DRAFT

Upcoming Agenda Items
Board of Directors Meeting
February 18, 2025

- 2025 LOSSAN Board Goals and Initiatives
- Bi-annual Work Plan Status Report
- Capital Program Update
- Draft Business Plan for Fiscal Year 2025-26
- Fiscal Year 2023-24 Fourth Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
- Fiscal Year 2024-25 First Quarter Budget Status Report
- Fiscal Year 2024-25 First Quarter Grant Reimbursement Status Report
- Fiscal Year 2024-25 First Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
- Fiscal Year 2024-25 First Quarter System Safety & Incident Report
- Pacific Surfliner Equipment & Service Restoration Update
- Reimbursement Agreement with Union Pacific Railroad for Preliminary Engineering Services
- Update on the Fiscal Year 2023-24 Annual Financial Statement Audit