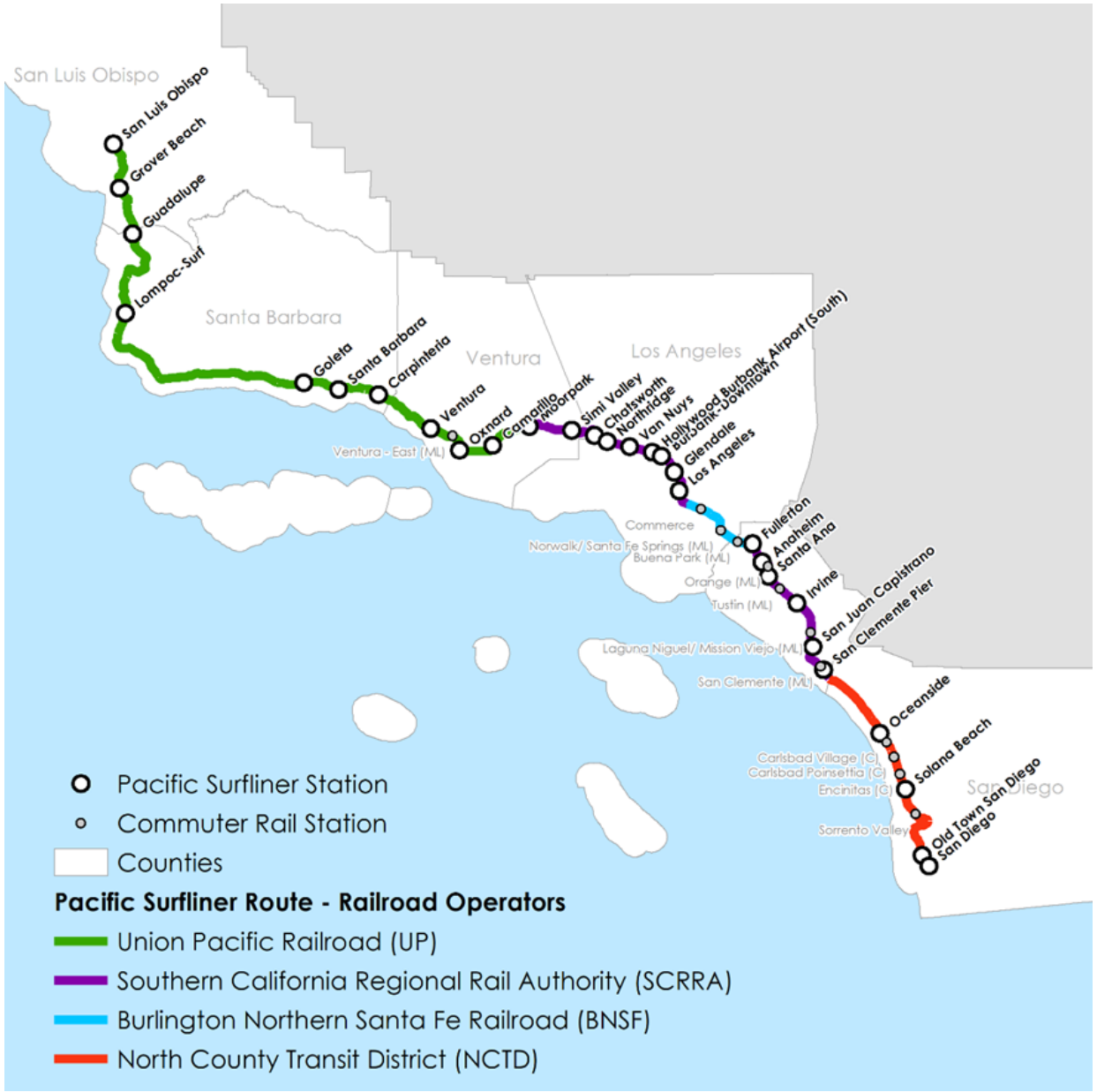
Pacific Surfliner On-Time Performance Analysis
First Quarter – Fiscal Year 2023-24

Technical Advisory Committee Meeting | March 7, 2024

Pacific Surfliner Route by Host Railroads



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Data Considerations for Temporary Track Closure Periods

- **Service Level Adjustments During FY 2024 Q1**
  - **July 1-16:** Operated a modified train schedule with bus connections between Irvine and Oceanside to accommodate temporary track closures.
  - **July 17:** Restored full train service through San Clemente, following the resolution of track issues.
- **Ridership Data Considerations**
  - Due to the modified schedule, one-way itineraries might include two train numbers when utilizing both rail and bus segments, leading to passengers potentially being counted twice – once for each segment of their journey.

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Data Considerations for Temporary Track Closure Periods (cont.)

- **On-Time Performance (OTP) Data Considerations**
  - **Background:** The On-Time Performance Monitoring and Reporting System (OTP MRS) used by the LOSSAN Agency did not report data for trains operating between San Diego and Oceanside starting from the fourth quarter of FY 2023 through the first quarter of FY 2024, due to a programming issue coinciding with temporary track closures.
  - **Efforts for Data Inclusion:** Despite ongoing discussions with Amtrak aimed at integrating this missing data, constraints related to system programming issues prevented the modification of the existing dataset within OTP MRS.
  - **Impact:** Consequently, the on-time performance data for trains operating between San Diego and Oceanside during the specified periods is not reflected in the FY 2024 Q1 report.
  - **Moving Forward:** The approach to reporting will continue to utilize the best available data, acknowledging that this methodology is adopted out of necessity rather than as a reflection of standard reporting practices for the Pacific Surfliner.

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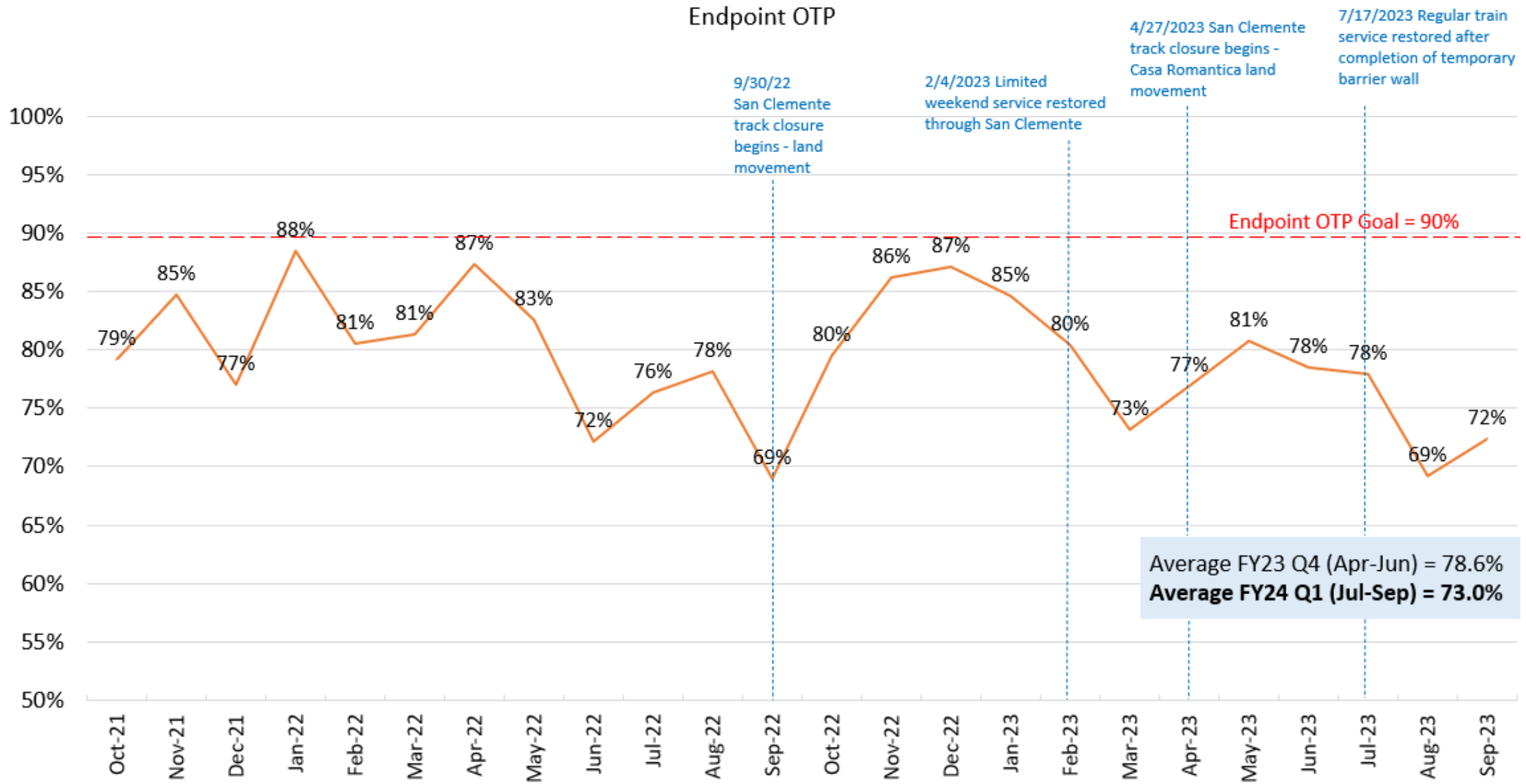
Endpoint OTP



FY = Fiscal Year

Total Trains Operated

Values	FY 2023 Q4	FY 2024 Q1	% Change
Late	358	480	34.1%
On-Time	1,317	1,301	-1.2%
Operated	1,675	1,781	6.3%
Endpoint OTP	**78.6%**	**73.0%**	**-7.1%**

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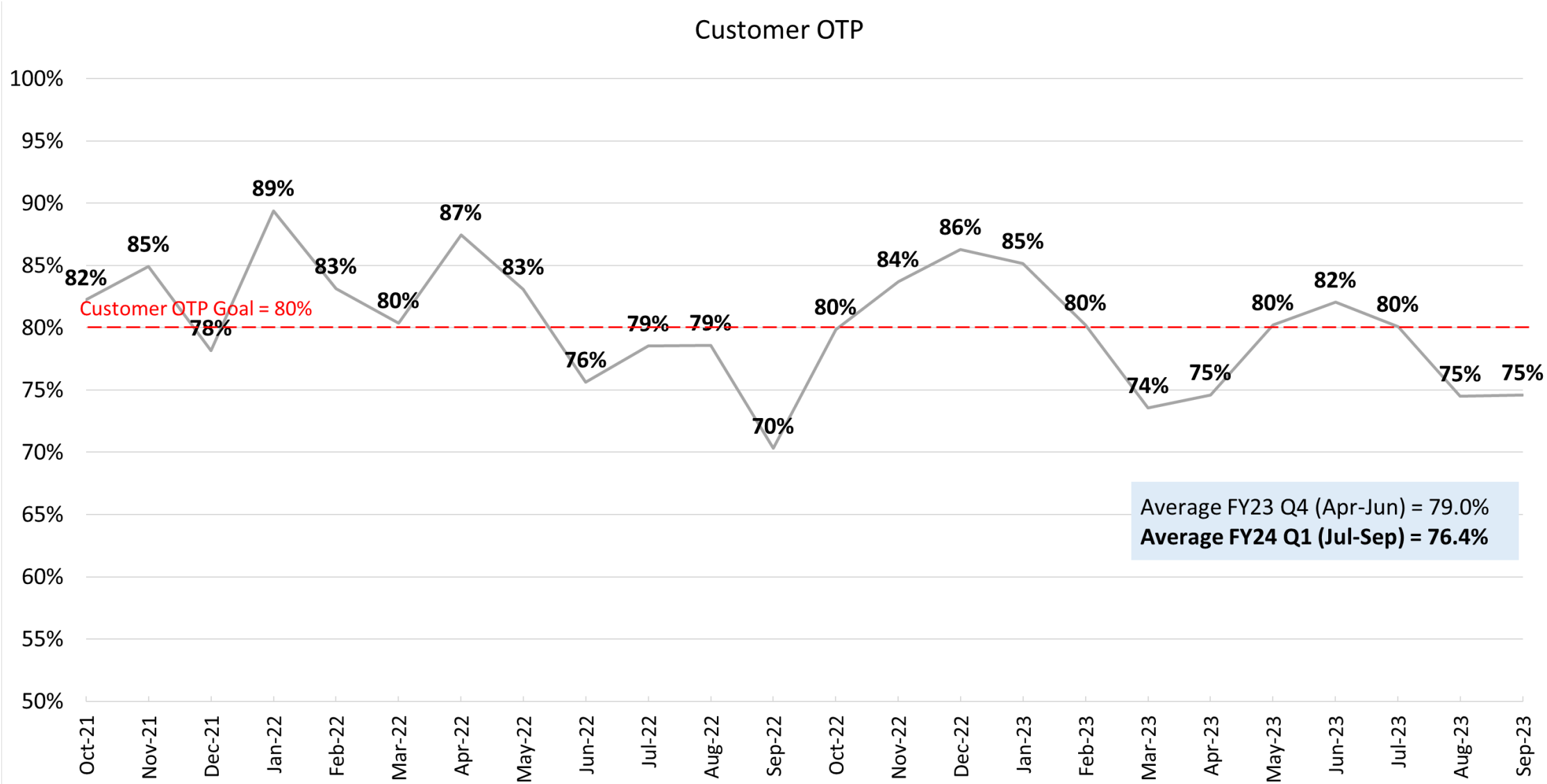
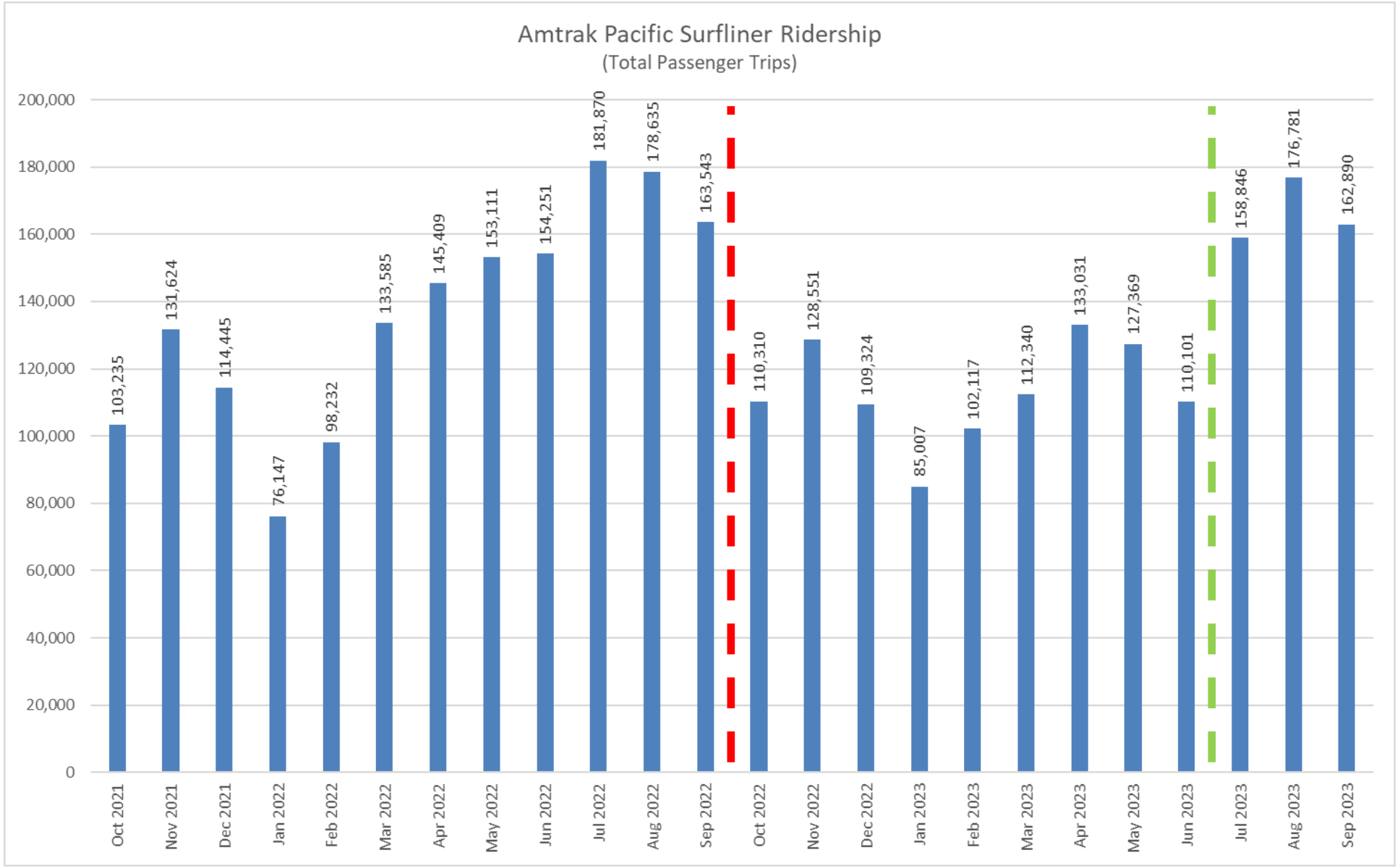
Customer OTP

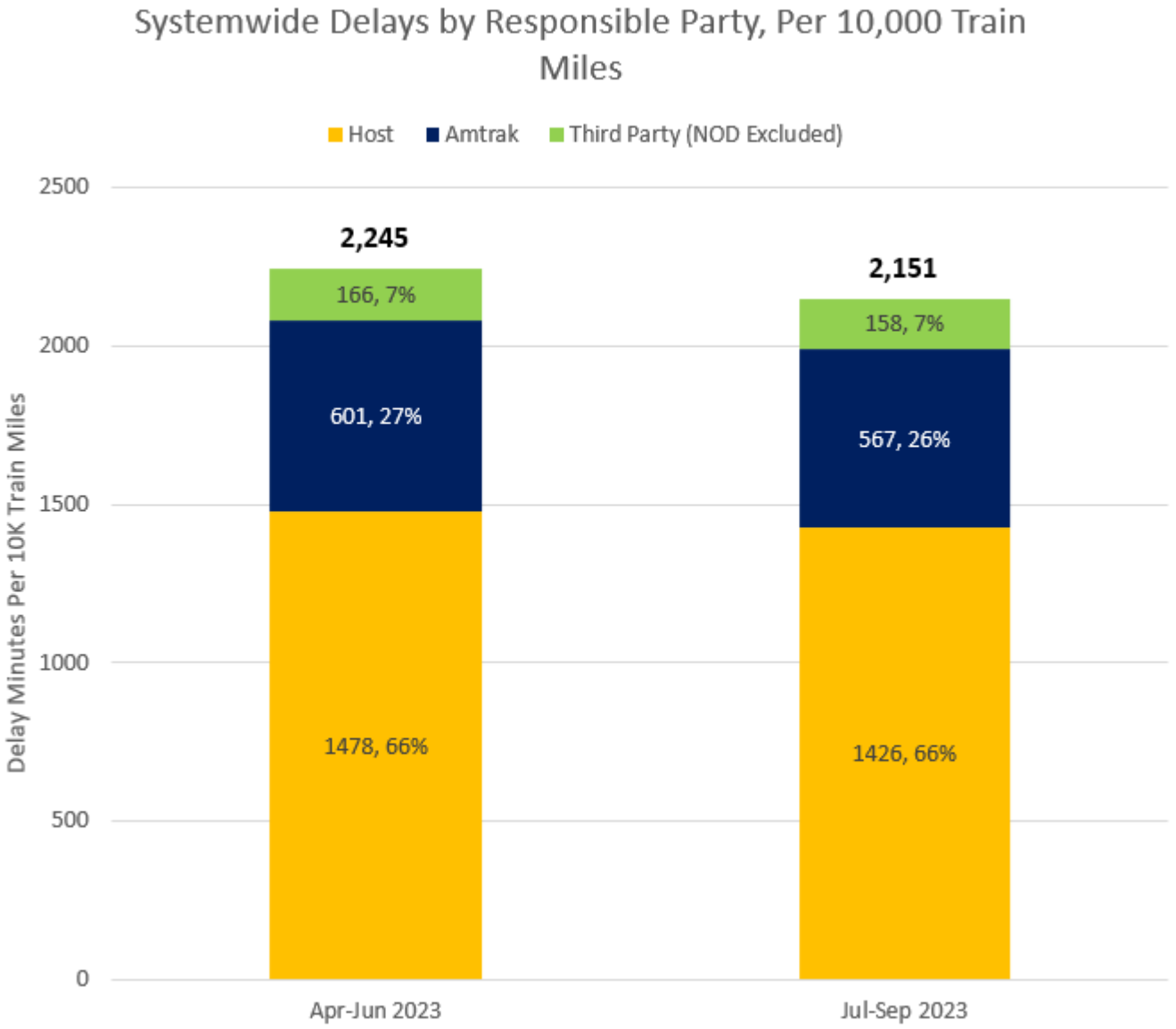


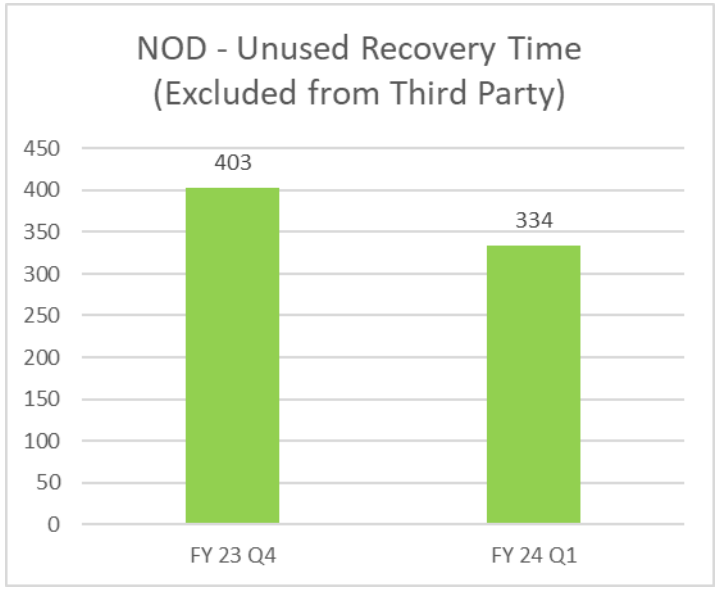
Note: Amtrak's customer OTP goal changed from 76% to 80% effective October 1, 2022.

Ridership

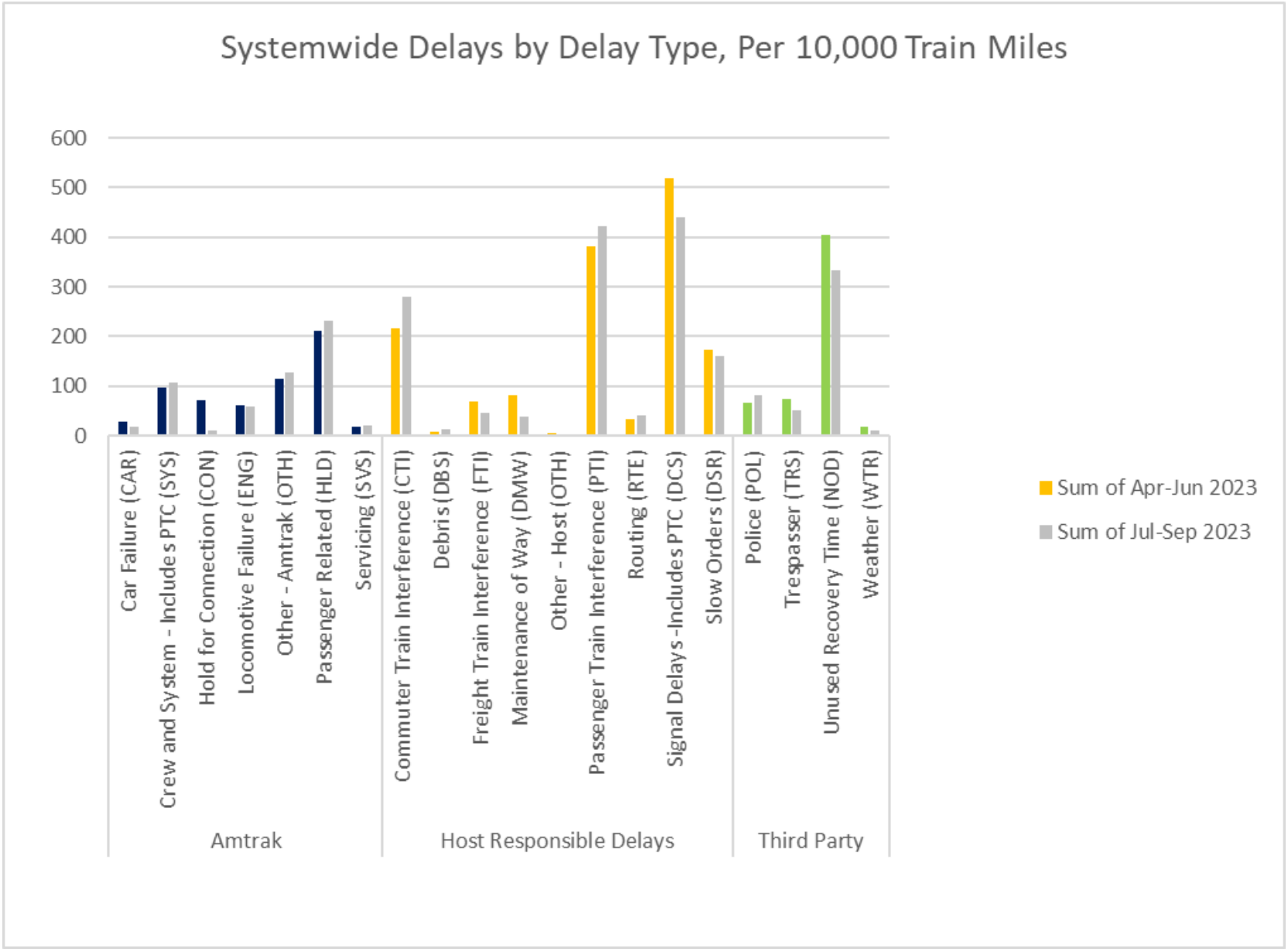

Amtrak Pacific Surfliner Ridership
(Total Passenger Trips)
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
103,235
131,624
114,445
76,147
98,232
133,585
145,409
153,111
154,251
181,870
178,635
163,543
110,310
128,551
109,324
85,007
102,117
112,340
133,031
127,369
110,101
158,846
176,781
162,890
Oct 2021
Nov 2021
Dec 2021
Jan 2022
Feb 2022
Mar 2022
Apr 2022
May 2022
Jun 2022
Jul 2022
Aug 2022
Sep 2022
Oct 2022
Nov 2022
Dec 2022
Jan 2023
Feb 2023
Mar 2023
Apr 2023
May 2023
Jun 2023
Jul 2023
Aug 2023
Sep 2023

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

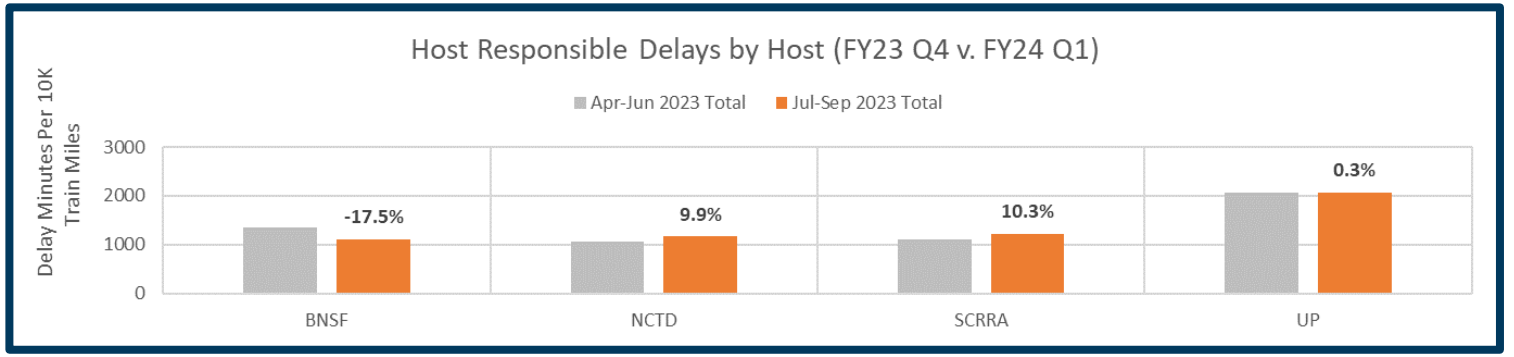


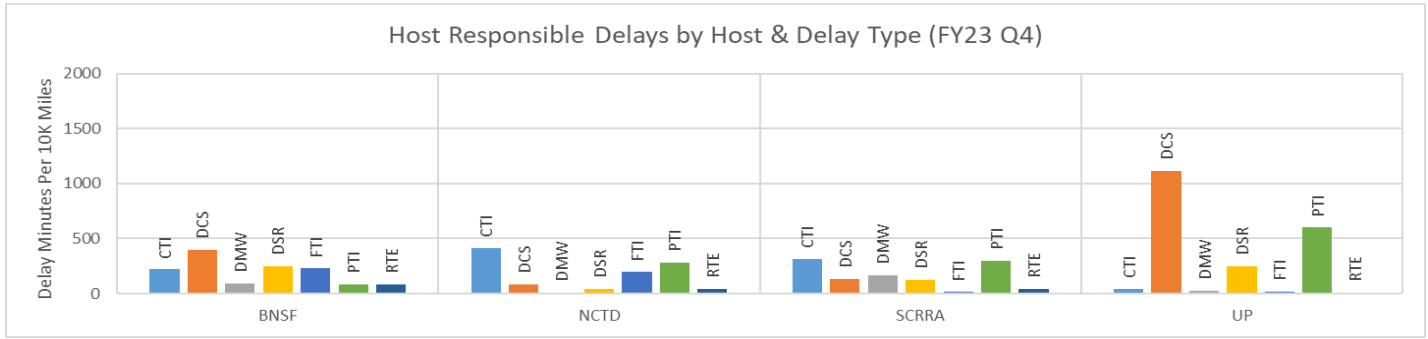


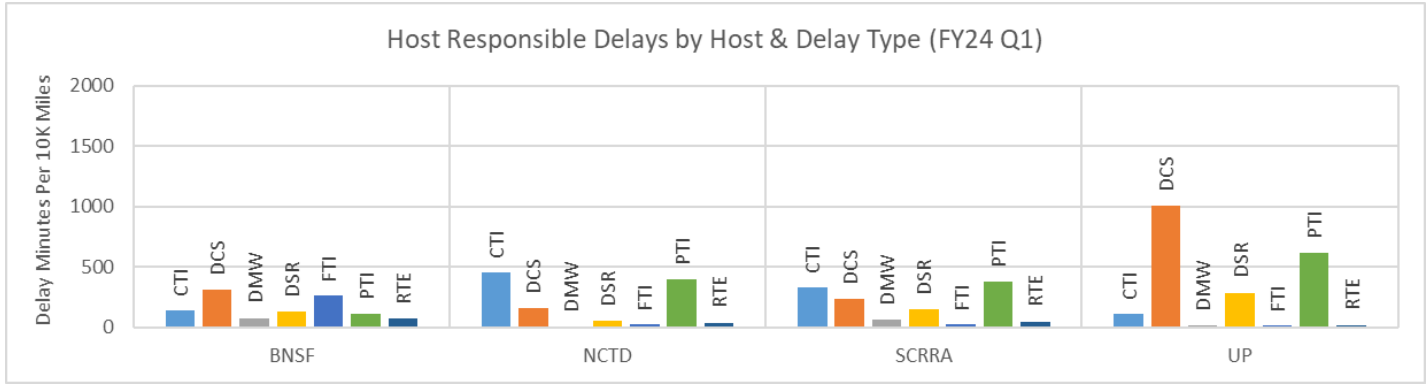
Delays by Responsible Party & Delay Type (Per 10K Train Miles)



Host Responsible Delays per 10K Train Miles







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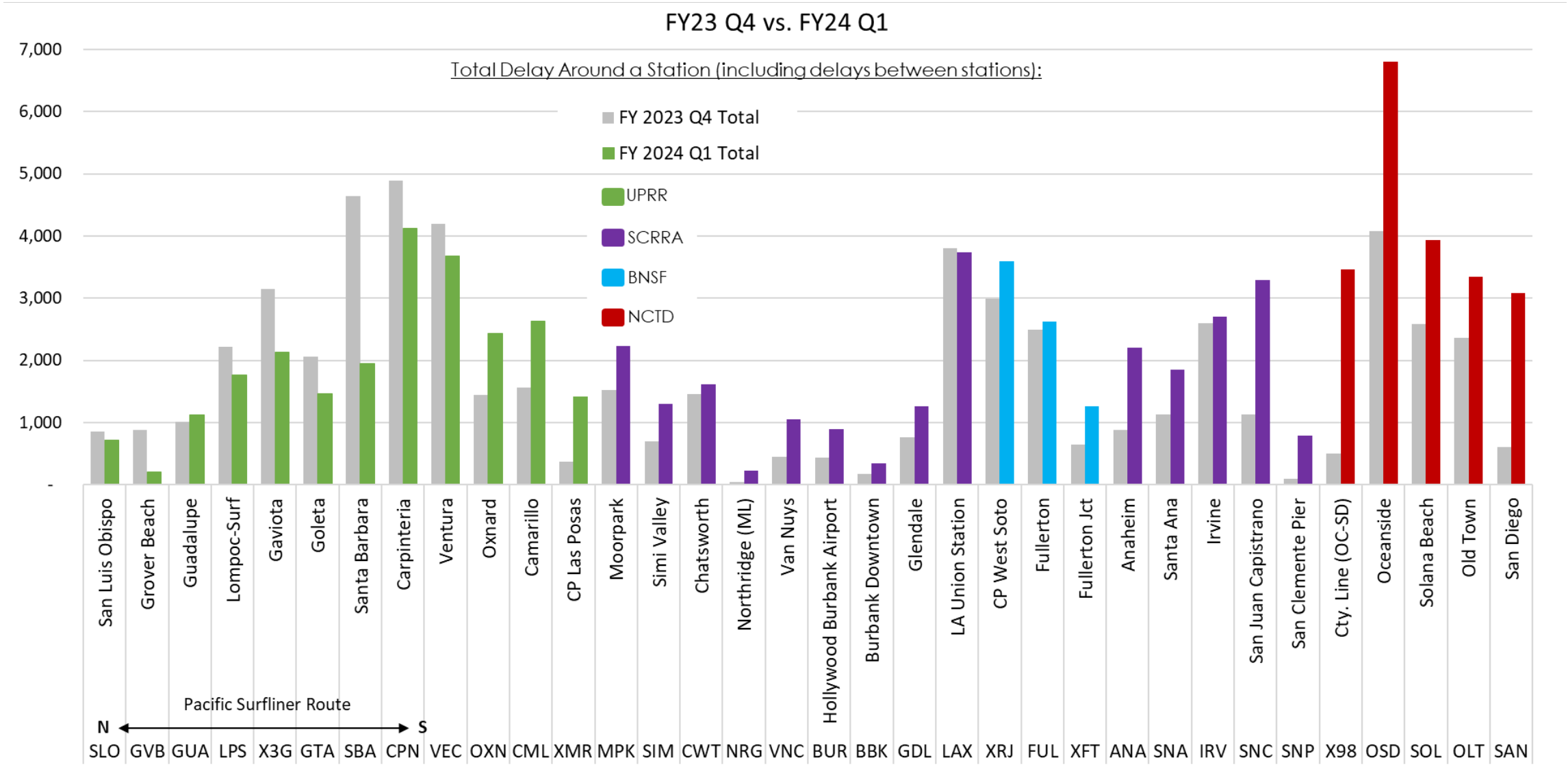
Total Minutes by Delay Location

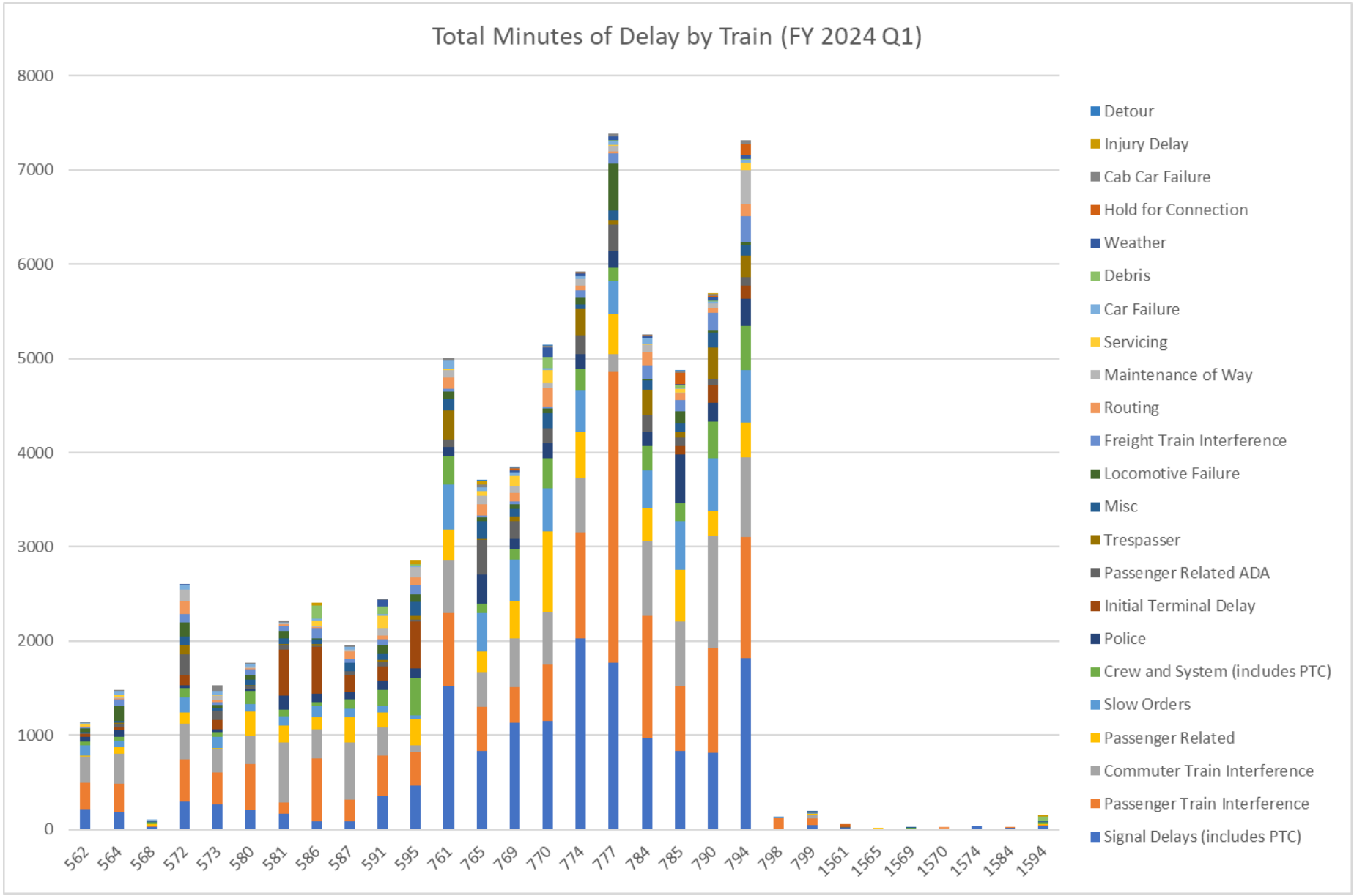


Note: Unused recovery time (NOD) minutes are excluded from this chart.

Endpoint OTP by Train

Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
1565	VNC-SBA	100.0%	2	2
1570	GTA-VNC	100.0%	2	2
1574	SLO-VNC	100.0%	2	2
1584	SBA-VNC	100.0%	2	2
799	SAN-SBA	100.0%	3	3
562	LAX-SAN	91.1%	82	90
564	LAX-SAN	87.0%	80	92
580	LAX-SAN	85.6%	77	90
587	SAN-LAX	85.3%	64	75
586	LAX-SAN	82.7%	62	75
573	SAN-LAX	82.4%	61	74
581	SAN-LAX	79.3%	73	92
769	SAN-GTA	78.3%	72	92
572	LAX-SAN	76.3%	58	76
784	GTA-SAN	75.0%	69	92
774	SLO-SAN	72.8%	67	92
790	GTA-SAN	72.8%	67	92
765	SAN-GTA	70.7%	65	92
595	SAN-LAX	70.2%	59	84
591	SAN-LAX	70.0%	63	90
770	GTA-SAN	68.5%	63	92
568	LAX-SAN	66.7%	2	3
761	SAN-SLO	65.2%	60	92
785	SAN-GTA	64.1%	59	92
794	SLO-SAN	57.6%	53	92
1561	VNC-SLO	50.0%	1	2
1569	VNC-SBA	50.0%	1	2
777	SAN-SLO	33.7%	31	92
798	SBA-LAX	33.3%	1	3
1594	SLO-VNC	0.0%	0	2
System		**73.0%**	**1301**	**1781**

Total Minutes of Delay by Train



Conclusions

- Systemwide endpoint OTP averaged 73.0% in Q1, below the 90% endpoint OTP goal.
- Most delays per 10K train miles were host-related delays (66%), followed by Amtrak-related delays (26%), then third-party related delays (7%).
- Overall, total minutes of delay per 10K train miles decreased by 4.2% in Q1 compared to the previous quarter.
- In Q1, the top delay types were signal delays, passenger train interference, commuter train interference, passenger-related delays, and slow orders.

QUESTIONS?