



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## **LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE MEETING**

**Thursday, March 5, 2026  
1:30 P.M. – 3:30 P.M.**

**San Diego Association of Governments  
Conference Room 413/414  
1011 Union Street  
San Diego, CA 92101**

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](http://www.lossan.net) or through the LOSSAN Clerk of the Board's office at: Orange County Transportation 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](mailto: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](mailto:malonso@octa.net).



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## Teleconference Sites

The main location for this meeting is the San Diego Association of Governments Headquarters, Conference Room 413/414. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

*Orange County Transportation Authority  
Conference Room 1012  
600 South Main Street  
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 County Metropolitan Transportation Authority  
Henry Huntington Room – 3<sup>rd</sup> Floor  
One Gateway Plaza,  
Los Angeles, CA 90012*

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](mailto:malonso@octa.net), for specific meeting room locations at least 72 hours in advance of the meeting.



# TECHNICAL ADVISORY COMMITTEE AGENDA

## 2026 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	Tina McDermott	Khiem Trinh
	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 (Items 2 through 5)

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

*Kristopher Ryan*

### 3. Fiscal Year 2025-26 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

*Russell Henry*

### 4. Fiscal Year 2025-26 Second Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends

*Russell Henry*

### 5. Fiscal Year 2025-26 Second Quarter Amtrak Pacific Surfliner System Safety and Incident Report

*Daniel Castillo*

## Discussion Calendar

### 6. Capital Program Update

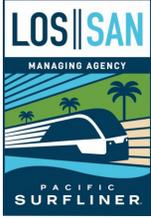
*David Berryman*



# TECHNICAL ADVISORY COMMITTEE AGENDA

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7. **Final Business Plan for Fiscal Years 2026-27 and 2027-28**  
*Kristopher Ryan*
  
8. **Upcoming Draft Board Agenda Items**  
*Kristopher Ryan*
  
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, May 7, 2026**  
*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

## FEBRUARY 5, 2026, Technical Advisory Committee (TAC) MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) TAC met on February 5, 2026, at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

### Committee Members in attendance:

Lance Okuno, SLOCOG  
Aaron Bonfilio, SBCAG  
Aubrey Smith, VCTC  
Jay Fuhrman, Metro  
Megan Taylor, OCTA  
Andy Meger, OCTA  
Sheldon Peterson, RCTC  
Tina McDermott, NCTD  
Christopher Duddy, SDMTS  
Anna Devers, SANDAG

### Welcome and Introductions

Mr. Kristopher Ryan, LOSSAN Chief Financial Operations Officer, opened the February 5, 2026, LOSSAN Agency TAC meeting and welcomed the TAC members to the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

### CONSENT CALENDAR

#### 2. Approval of Minutes

*Motion by Mr. Aubrey Smith (VCTC), Second by Mr. Jay Fuhrman (Metro). The Committee approved the Consent items.*

## **DISCUSSION CALENDAR**

### **3. Draft Annual Business Plan for Fiscal Year 2026-27**

Mr. Ryan introduced Mr. Marcus Garcia (LOSSAN), who gave an overview of the draft annual business plan. This included the feedback on the written content and when we plan to complete the final version and present it to the Board of Directors.

*Questions ensued regarding revisions. There was no further discussion.*

### **4. Pacific Surfliner Expanded Service Pilot**

Mr. Jason Jewell, Managing Director (LOSSAN), provided a verbal presentation on the service pilot, which included the six round-trip to Goleta and the third round-trip to San Luis Obispo. Also mentioned was the continued reduced fare. The service itself will help with the financial viability throughout the 12-month term and the benefits to this pilot include the fulfillment of the intent of our transit inner city capital rail program.

*Questions ensued regarding the schedule, funding, fare discounts, and equipment pertaining to the pilot program. There was no further discussion.*

### **5. Pacific Surfliner Service Update**

Mr. Jason Jewell, Managing Director (LOSSAN), provided a verbal presentation that included the 13<sup>th</sup> roundtrip, showing positive increased ridership.

*Minor clarification questions ensued regarding ridership percentage. There was no further discussion.*

### **6. Pacific Surfliner Marketing Update**

Ms. Alyssa Dowdalls, Marketing Manager (LOSSAN) provided a PowerPoint presentation on the first half of the Fiscal Year 2025-26, which included digital marketing, media coverage, and current campaigns.

*There was no further discussion.*

### **7. Upcoming Draft Board Agenda Items**

Mr. Ryan provided a brief overview of the agenda items for the February 17, 2026, LOSSAN Agency Board of Directors' meeting.

*Minor clarification questions ensued regarding some agenda items. There was no further discussion.*

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

Mr. Ryan provided a minor update on an upcoming corridor closure which our Marketing team will be send out notifications on bus bridges and updates.

*There was no further discussion.*

**9. Technical Advisory Committee Members' Report**

*Metro mentioned the upcoming World Cup in June, and a committee is meeting for the bus shuttle service operations that will have 11-14 locations providing service around the county. Also mentioned the fan fests all over Los Angeles.*

*SANDAG mentioned the application for a federal state partnership grant for a double-track project. Also, SANDAG mentioned work on the border rail planning study.*

*RCTC mentioned an engineering and consulting firm to work on our Tier 2 environmental document for Coachella Valley Rail with an \$80 million contract to help keep the project moving.*

*OCTA mentioned the Golden Dragon Parade is taking place in Los Angeles on February 21<sup>st</sup> to celebrate Lunar New Year.*

**10. Adjournment**

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

**Thursday, May 7, 2026**

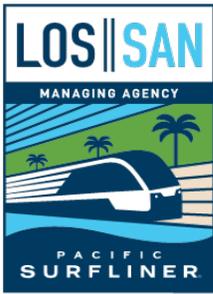
*Los Angeles County Metropolitan Transportation Authority*

*Henry Huntington Room, Third Floor*

*One Gateway Plaza,*

*Los Angeles, CA 90012*

*1:15pm*



**March 5, 2026**

**To:** Members of Technical Advisory Committee

**From:** Jason Jewell, Managing Director

**Subject:** Fiscal Year 2025-26 Second 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 second quarter of fiscal year 2025-26, covering the months of October, November, and December 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



Pacific Surfliner trains service 29 stations, maintaining a schedule of 24 daily one-way trains, equating to twelve round trips. The eleventh and twelfth round trips between Los Angeles and San Diego were restored near the end of fiscal year 2025, after being suspended for the past five years. Fiscal year 2025 boardings for the Pacific Surfliner reached over 2.0 million, with an additional 3.2 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 second quarter (Q2) of FY 2025-26. 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.

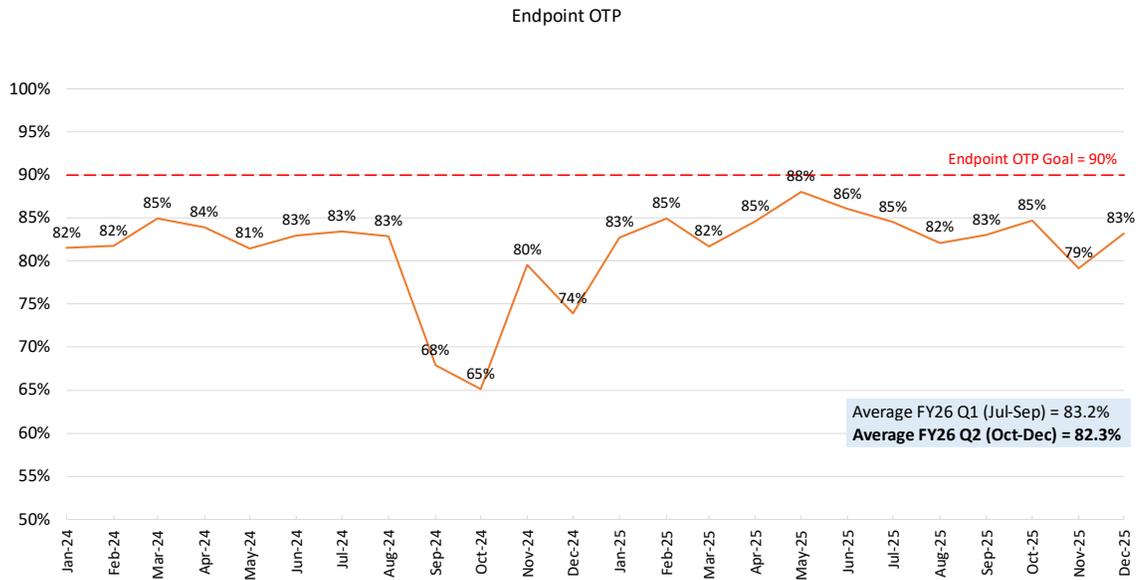
*Figure 2: Endpoint OTP by Total Trains Operated*

<b>Values</b>	<b>FY 2026 Q1</b>	<b>FY 2026 Q2</b>	<b>% Change</b>
<b>Late</b>	369	381	3.3%
<b>On-Time</b>	1,831	1,775	-3.1%
<b>Operated</b>	2,200	2,156	-2.0%
<b>Endpoint OTP</b>	<b>83.2%</b>	<b>82.3%</b>	<b>-1.1%</b>

As shown in Figure 2, for Q2 FY 2025-26, 1,775 of 2,156 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 381 trains arrived late. This results in a systemwide endpoint OTP of 82.3 percent for Q2 FY 2025-26, representing a 1.1 percent decrease from 83.2 percent endpoint OTP for the previous quarter.

Figure 3 shows historical monthly systemwide endpoint OTP from January 2024 to the present.

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.

Figure 4 shows that for Q2 FY 2025-26, 54 trains were cancelled, and 55 trains were suspended, representing a 240.6 percent increase from the previous quarter. Of the 55 suspended trains 48 are due to planned trackwork that occurred on October 25<sup>th</sup>, 2025, through October 26<sup>th</sup>, 2025. In addition, the increase in cancelled trains is primarily due to 17 trains having locomotive failures during the months of October and November. These locomotive failures are primarily due to coolant and hydraulic hose issues and faulty gas sensors in the engine compartment.

Figure 4: Total Trains Cancelled or Suspended

Status	FY 2026 Q1	FY 2026 Q2	% Change
Cancelled	32	54	68.8%
Suspended	0	55	N/A
<b>Total</b>	<b>32</b>	<b>109</b>	<b>240.6%</b>

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 779. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 779, as well as any additional trains operated with the same train consist.

Figure 7 shows individual endpoint OTP for each train that operated during Q2 FY 2025-26. During this period, 3 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 784, which experienced increased delays due to commuter train interference, passenger train interference, passenger-related delays, slow orders and trespasser-related delays.

*Figure 7: Endpoint OTP by Train*

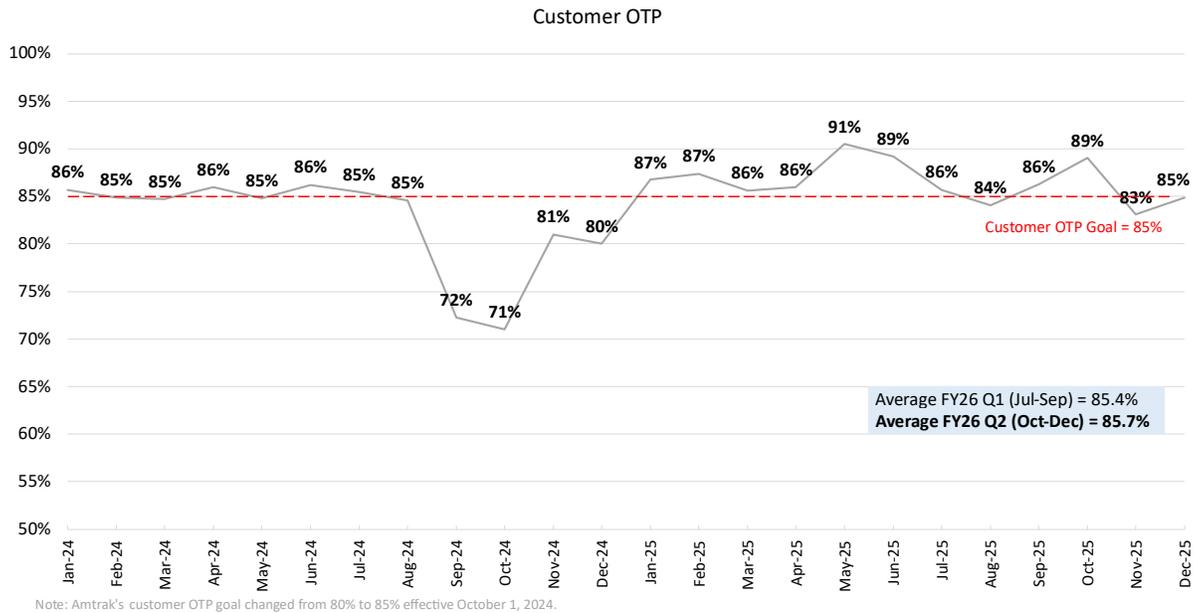
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
580	LAX-SAN	90.0%	81	90
582	LAX-SAN	90.0%	81	90
591	SAN-LAX	90.0%	81	90
562	LAX-SAN	88.9%	80	90
566	LAX-SAN	87.8%	79	90
790	GTA-SAN	87.8%	79	90
573	SAN-LAX	86.7%	78	90
577	SAN-LAX	86.4%	76	88
761	SAN-SLO	84.4%	76	90
770	GTA-SAN	84.4%	76	90
785	SAN-GTA	84.4%	76	90
587	SAN-LAX	83.3%	75	90
595	SAN-LAX	83.1%	74	89
564	LAX-SAN	82.2%	74	90
581	SAN-LAX	82.2%	74	90
586	LAX-SAN	82.2%	74	90
593	SAN-LAX	81.1%	73	90
765	SAN-GTA	81.1%	73	90
794	SLO-SAN	81.1%	73	90
779	SAN-SLO	78.9%	71	90
769	SAN-GTA	77.8%	70	90
774	SLO-SAN	77.8%	70	90
572	LAX-SAN	77.5%	69	89
784	GTA-SAN	46.7%	42	90
<b>System</b>		<b>82.3%</b>	<b>1,775</b>	<b>2,156</b>

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 Q2 FY 2025-26, customer OTP averaged 85.7 percent, representing a 0.4 percent increase from 85.4 percent in the previous quarter.

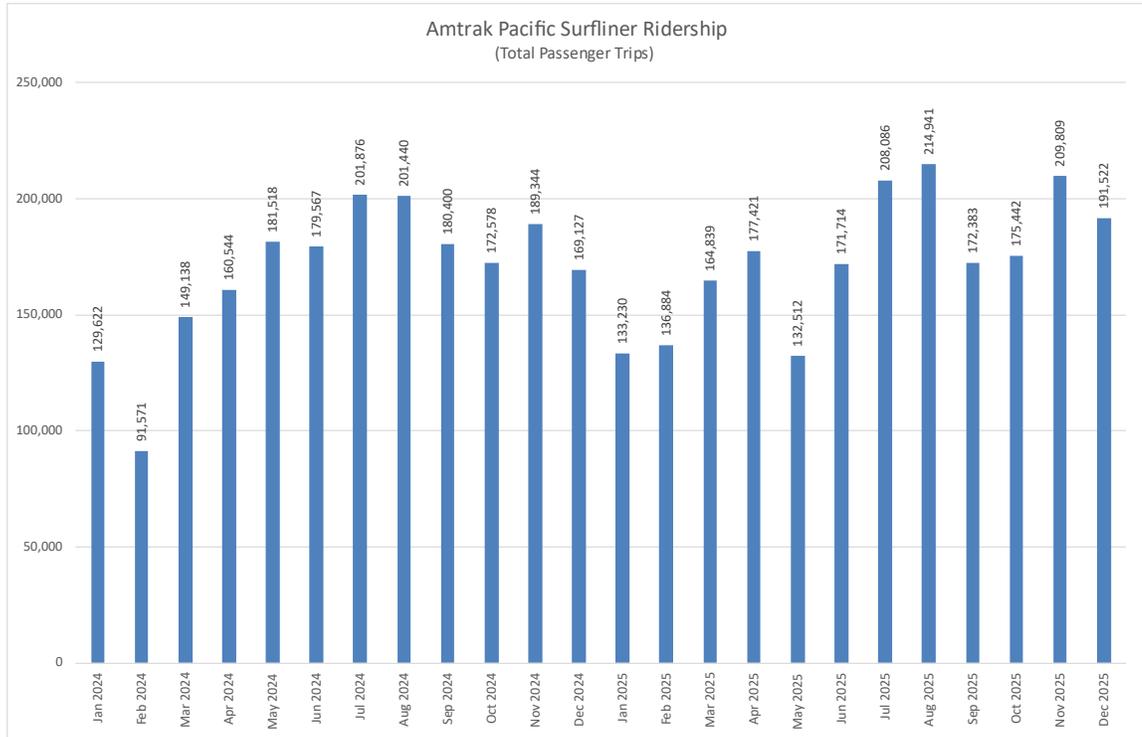
Figure 5: Customer OTP



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 Q2 FY 2025-26, there were 576,773 passenger trips on the Pacific Surfliner, representing a roughly 3.1 percent decrease from 595,410 passenger trips in the previous quarter. The decrease in ridership is primarily attributed to increased suspended and cancelled trains due to trackwork, locomotive issues and weather-related delays.

*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.

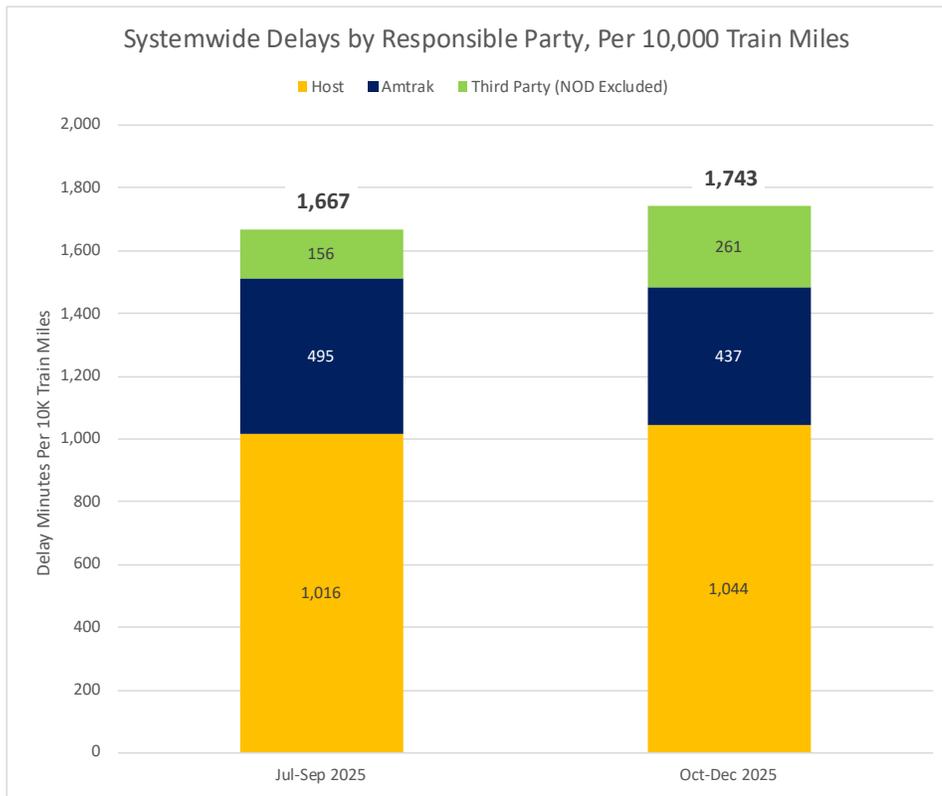
In the second quarter of FY 2025-26, the Pacific Surfliner operated a total of 412,365 train miles, representing a 0.4 percent decrease from the 414,025 train miles operated in the previous quarter.

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 Q2 FY 2025-26, there were 1,743 minutes of delay per 10,000 train miles, representing a 4.5 percent increase in the overall delay rate compared to Q1 FY 2025-26. The rate of host-responsible delays increased by 2.8 percent, the rate of Amtrak-responsible delays decreased by 11.8 percent, and the rate of third party-responsible delays decreased by 67.1 percent. The increase in delays is attributed to an increase in slow orders, weather, and police associated delays.

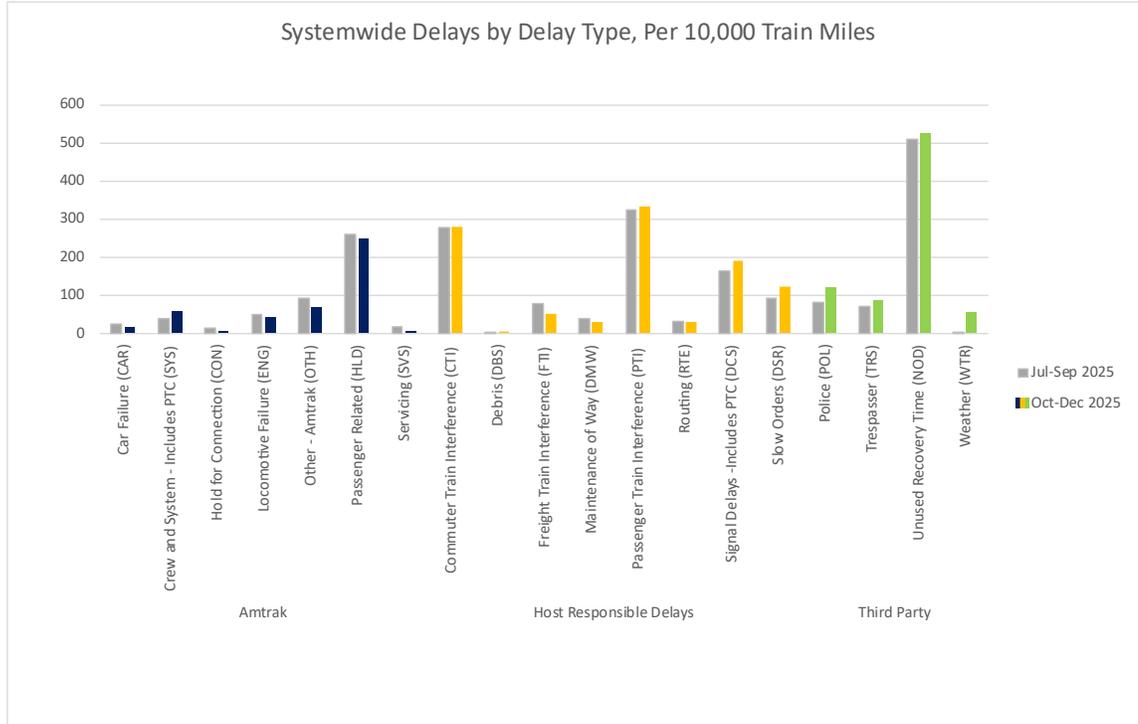
*Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles*



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

During the second quarter of FY 2025-26, 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

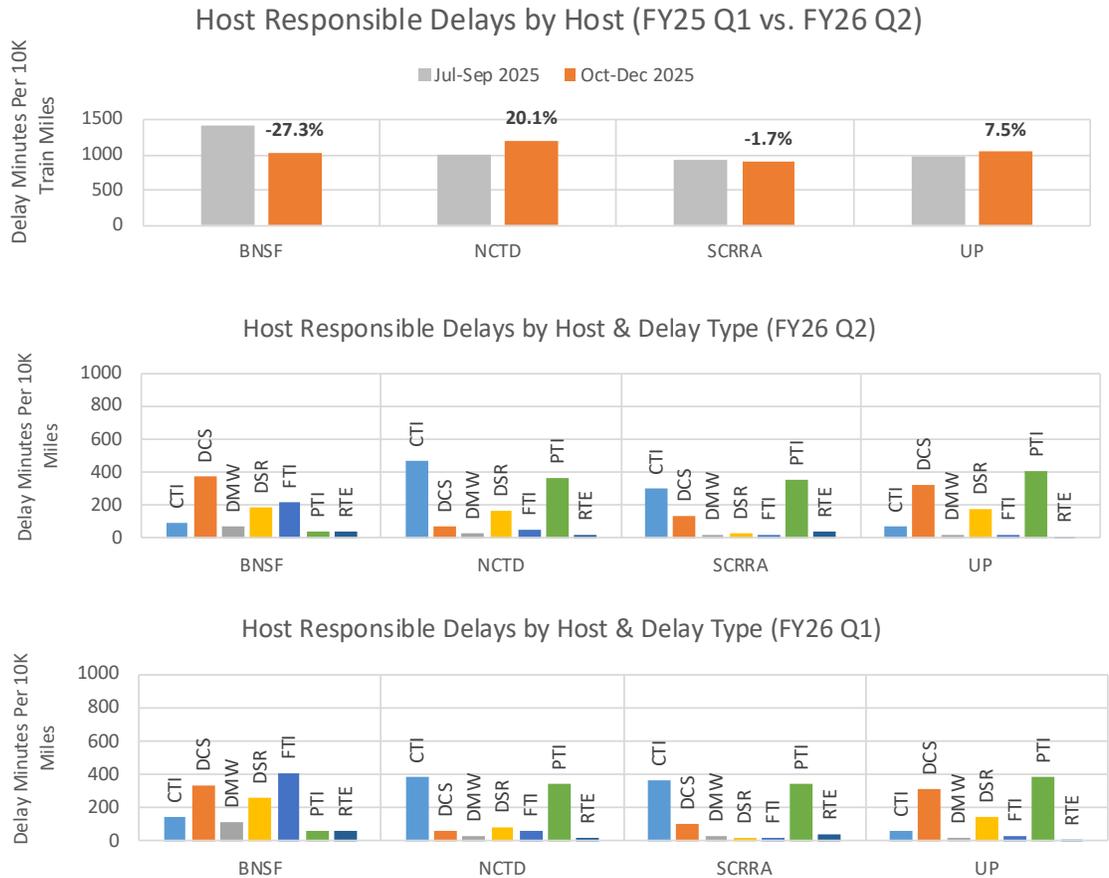
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q2 FY 2025-26, the host-responsible delay rate within BNSF territory decreased by 27.3 percent, in NCTD territory increased by 20.1 percent, in SCRRA territory decreased by 1.7 percent. and in UPRR territory increased by 7.5 percent.

The primary factor behind the 27.3 percent decrease in the BNSF delay rate was due to the sustained high level of freight train interference during the previous two quarters for BNSF. The increase in delays in the NCTD territory is primarily associated with increased slow orders and commuter train interference.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors<sup>1</sup> were within each host territory in Q2 FY 2025-26. 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.

<sup>1</sup> Refer to Figure 9 for definitions of three-letter delay codes.

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

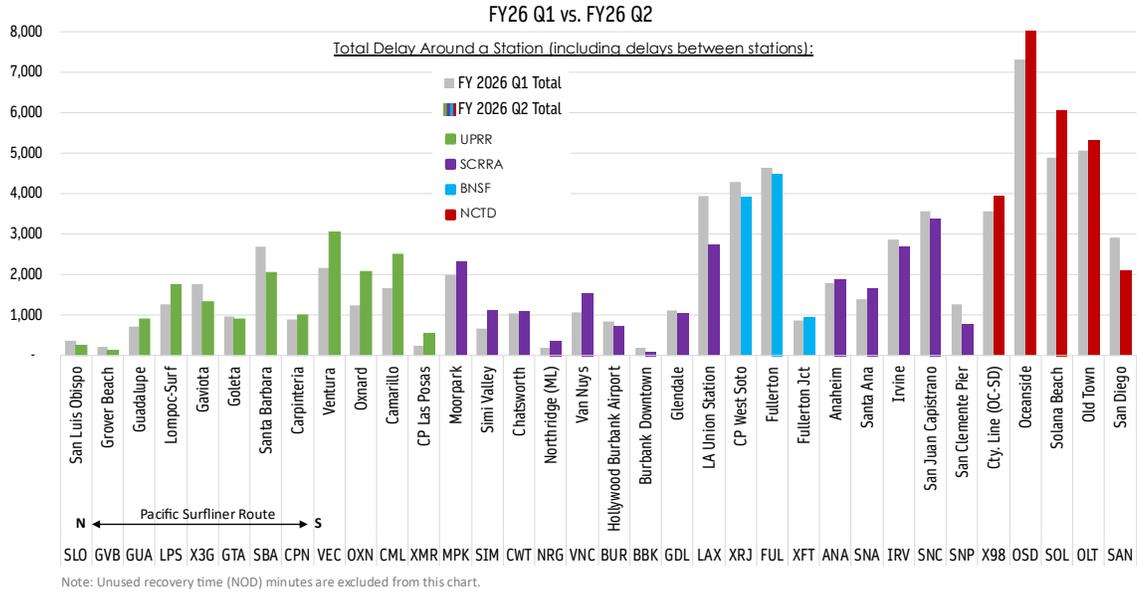


**Total Delays Around Stations (or Other Specific Locations)**

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 Q2 FY 2025-26, 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 increased by 4.4 percent, from 69,782 in Q1 of FY 2025-26, to 72,882 in Q2 of FY 2025-26. The top three delay station locations were Oceanside, Solana Beach, and Old Town.

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



**Summary**

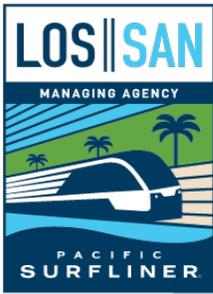
Within the second quarter of FY 2025-26, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 82.3 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were passenger train interference, commuter train interference, and passenger-related delays.

**Attachment**

None.

**Approved by:**

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



**March 5, 2026**

**To:** Members of the Technical Advisory Committee

**From:** Jason Jewell, Managing Director

**Subject:** Fiscal Year 2025-26 Second 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 second quarter of state fiscal year 2025-26.

### **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 second quarter of FY 2025-26, covering the months of October, November, and December 2025.

Usage

For the second quarter of FY 2025-26, total LOSSAN corridor **ridership for the three services combined was 1,342,316**, representing a 4.7 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.

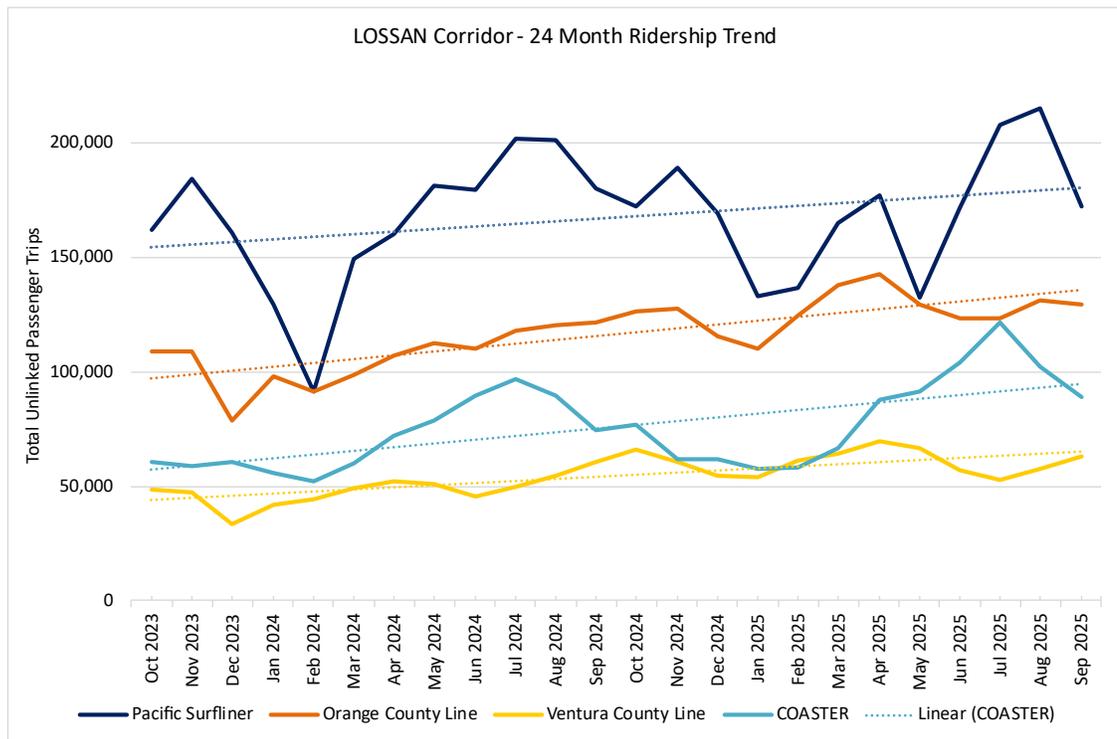


Figure 1

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 second quarter of FY 2025-26 was 576,773, representing an increase of 8.6 percent when compared to the same period last year, as is illustrated in Figure 2.

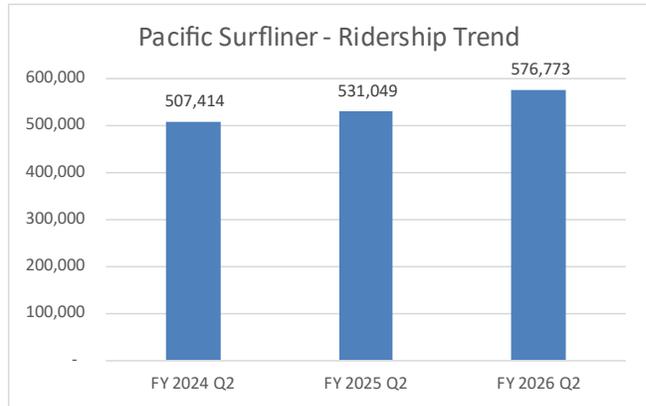


Figure 2

**Metrolink**

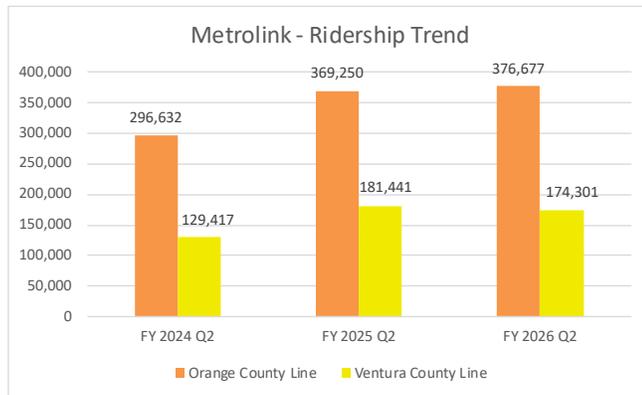


Figure 3

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership decrease of 3.9 percent when compared to the second quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 2 percent increase in ridership over the same report period in the prior year. During the second quarter of

FY 2025-26, there were an average of 14,282 Metrolink pass holders per month who utilized the Rail 2 Rail (R2R) Program to ride Pacific Surfliner trains<sup>1</sup>.

**COASTER**

<sup>1</sup> Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.

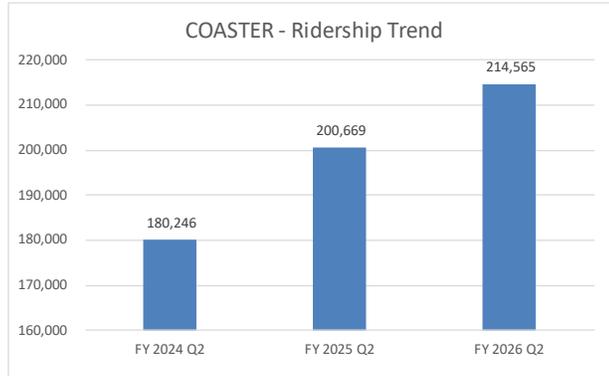


Figure 4

NCTD’s COASTER commuter rail service operating between Oceanside and San Diego experienced a 6.9 percent increase in ridership during the second quarter of FY 2025-26 when compared to the same period in the prior year, as shown in Figure 4. During the second quarter of FY 2025-26, there were an average of 475 COASTER pass holders per month utilizing the R2R Program to ride Pacific Surfliner trains<sup>2</sup>.

### Amtrak System

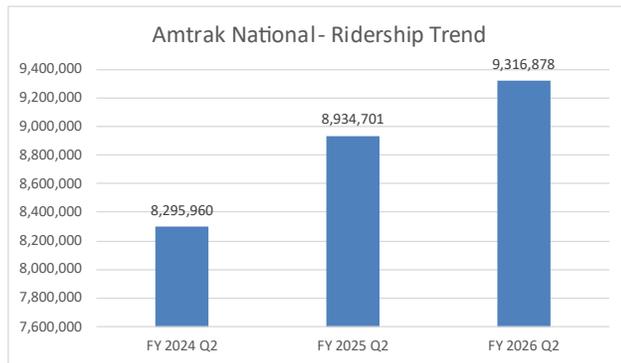


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 4.3 percent for the second quarter of FY 2025-26 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 7.7 percent in the second 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 15.3 percent on the Capitol Corridor and increased by 0.2 percent on the San Joaquins Corridor during the second quarter when compared to the same period last year.

### Passenger Miles

<sup>2</sup> COASTER R2R values are based on preliminary, unaudited data provided by Amtrak.

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 61.8 million passenger miles during the second quarter of FY 2025-26, which is a 16.7 percent increase compared to the same period in the prior year. 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 22,244 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 2,502,982 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

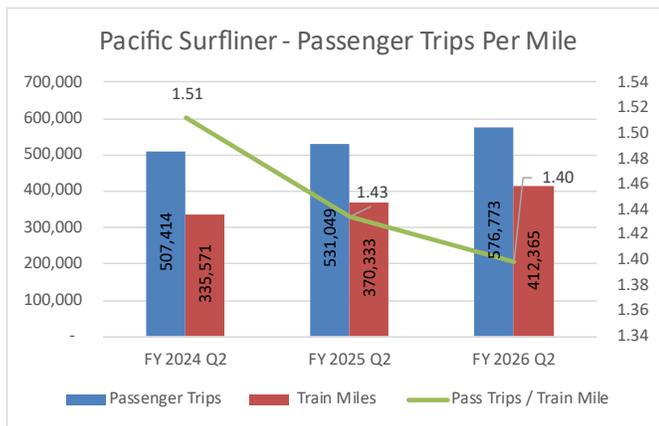


Figure 6

Passenger trips per train mile are calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service<sup>3</sup>.

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 second quarter of FY 2025-26, the ratio of passenger trips per train mile decreased by 2.5 percent when compared with the same period in the prior year, as illustrated in Figure 6.

Revenue

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<sup>3</sup> Total train miles include deadhead mileage to and from rail yard facilities.

In line with the increase in Pacific Surfliner ridership, driven primarily by growing demand and increased operation, total revenue also increased. For the second quarter of FY 2025-26, total revenue increased by 9.5 percent when compared with the same period in the prior year, as shown in Figure 7.

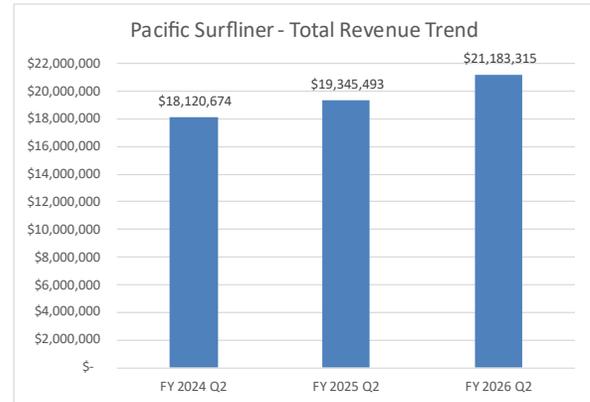


Figure 7

### Farebox Recovery

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses as 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 55 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending December 31, 2025, was 61 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 second quarter of FY 2025-26, endpoint OTP for the Pacific Surfliner averaged 82.3 percent, which was a 13.1 percent increase over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

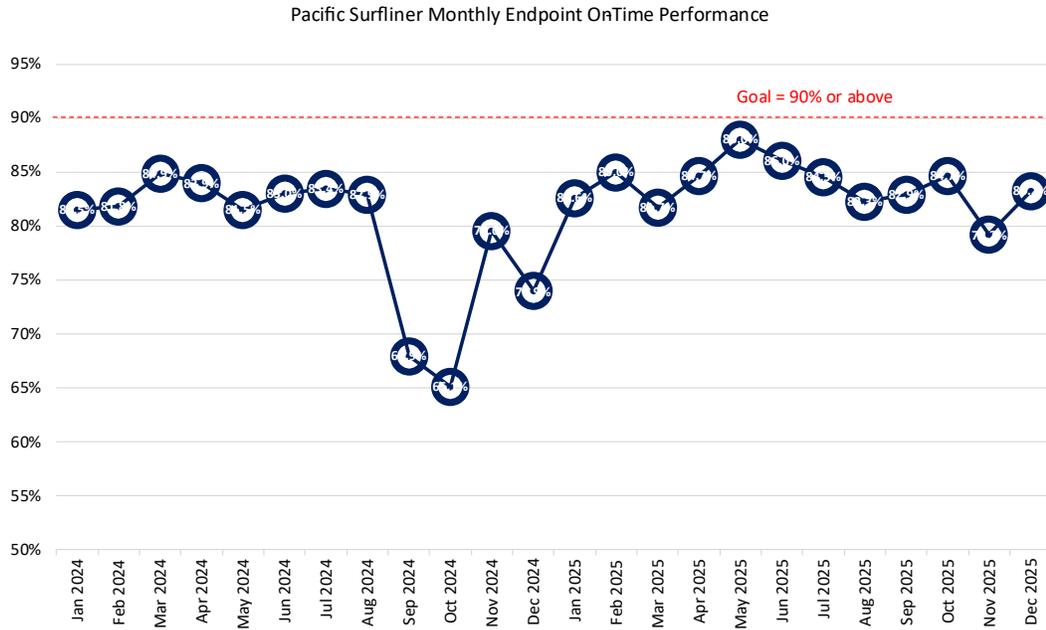


Figure 8

### 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 second quarter of FY 2025-26, the Pacific Surfliner scored an average eCSI of 84 percent, representing a two percent increase from the average eCSI of 82.4 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

Sales Category	FY 2025 Q2 (Oct-Dec 2024)	FY 2026 Q2 (Oct-Dec 2025)	% Change
Baked Goods	\$ 70,061	\$ 69,546	-0.7%
Beer	\$ 195,853	\$ 259,539	32.5%
Beverages	\$ 246,564	\$ 283,958	15.2%
Dairy Products	\$ 1,471	\$ 2,653	80.4%
Fresh Prepared Foods	\$ 191,908	\$ 190,410	-0.8%
Liquor	\$ 111,453	\$ 111,047	-0.4%
Miscellaneous Merchandise	\$ -	\$ -	
Packaged Snack Foods	\$ 362,603	\$ 479,452	32.2%
Wine	\$ 233,802	\$ 257,969	10.3%
Desserts	\$ -	\$ 3,891	
<b>Total Revenue</b>	<b>\$ 1,413,714</b>	<b>\$ 1,654,574</b>	<b>17.0%</b>

Figure 9

beverage sales to gauge the success of what is being offered and identify items that need to be adjusted. For the second quarter of FY 2025-26, food and beverage sales increased by 17 percent compared to the same quarter in the prior year.

### 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 December 31, 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 second quarter of FY 2025-26, combined ridership on these two routes totaled 30,674, representing an increase of 16.5 percent when compared to the ridership of 26,332 for the same period in the prior year. This increase can be attributed to a temporary expansion of service to route 17 between San Luis Obispo and Santa Barbara during a brief closure period for construction of the Honda Bridge Replacement.

### **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 second quarter of FY 2025-26. During the second quarter, total combined passenger rail ridership along the corridor increased by 4.7 percent when compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increase by 8.6 percent, accompanied by a 9.5 percent increase in total revenue relative to the same period in the previous year.

### **Attachment**

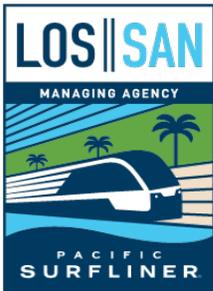
- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Fiscal Year 2025-26

### **Approved by:**

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

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary  
Second Quarter Fiscal Year 2025-26**

<u>Service</u>	<u>Ridership (total)</u>	<u>Ridership – Growth Over Same Quarter Previous Year</u>	<u>Revenue (total)</u>	<u>Revenue – Growth Over Same Quarter Previous Year</u>	<u>Endpoint OTP (3mo. avg.)</u>
Pacific Surfliner	576,773	8.6%	\$21,183,315	9.5%	82.3%
Metrolink Orange County Line	376,677	2.0%	---	---	78.8%
Metrolink Ventura County Line	174,301	-3.9%	---	---	84.2%
COASTER	214,565	6.9%	---	---	89.9%
<b>LOSSAN Total</b>	<b>1,342,316</b>	<b>4.7%</b>	---	---	---
Amtrak Nationwide	9,316,878	4.3%	---	---	78.2%
Coast Starlight	109,766	7.7%	---	---	78.6%
Capitol Corridor	316,675	15.3%	---	---	85.8%
Gold Runner	240,840	0.2%	---	---	63.4%



**March 5, 2026**

**To:** Members of the Technical Advisory Committee 

**From:** Jason Jewell, Managing Director

**Subject:** Fiscal Year 2025-26 Second Quarter Amtrak Pacific Surfliner System Safety and Incident Report

### **Overview**

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the second quarter of fiscal year 2025-26, covering the months of October, November, December 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, which traverses through a six-county coastal region in Southern California. The Amtrak Police Department (PD) provides law enforcement officers along the entire corridor to ensure the safety and security of Pacific Surfliner employees, passengers, and infrastructure. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station.

### **Discussion**

This report presents system safety and incident information, covering trespasser strikes by Pacific Surfliner trains, reported crimes on Pacific Surfliner trains and or at stations, response, and mitigation measures to these crimes for the second quarter of fiscal year (FY) 2025-26.

### ***Reported Crimes***

#### **Trespass of Real Property – Non collision**

On 10/11/25 at 2100 hours Amtrak train 785 (11) was in the area of Simi Valley, when it was placed into “emergency braking”, in response to a trespasser was believed to have been seen crossing the tracks directly in front of the moving train. After stopping and an extensive search, no evidence of a strike was found. Train 785(11) resumed regular operation after a 44-minute delay.

#### **Trespass of Real Property – Collisions**

On November 2, 2025, at approximately 0823 hours, Amtrak Train 761(2) was involved in a fatal collision on the SCCRA Ventura Subdivision at Milepost (MP) 448.75 located in the City of Northridge, when the engineer noticed what was believed to be debris on the track west of the crossing at Tampa Ave. and placed the train into “emergency braking”. The train slowed, to approximately 45 mph, but struck the debris. During a check of the area, an injured trespasser was located alongside the tracks, who succumbed to his injuries. Train 761(2) experienced a 2’22” delay due to this incident.

On December 7, 2025, at approximately 1940 hours, Amtrak Train #790(8) was involved in a fatal collision at (approximately) MP 457.11 of the Southern California Regional Railroad Authority’s (SCRRA) Ventura Subdivision in the City of Los Angeles. At the time of the incident, the train was approaching the Coldwater Grade Crossing, a person was seen on the ground, partially on top of the railhead, not moving. The train struck the individual, at which time the engineer activated the “emergency braking” system. Upon further inspection, a deceased person was located adjacent to the tracks. Train 790 sustained 3’30” delay.

#### **Larceny/Theft**

There were four reports of larceny/theft that occurred onboard Surfliner trains during this quarter. Of these four incidents, one occurred onboard train 582, as the train approached Old Town Station, and the victim visited the restroom within the train. Upon returning to her seat, she noticed her sweater was missing.

The remaining three thefts, each involved luggage being taken from the luggage racks onboard trains 774, 784, and 769. The investigation into these thefts did not yield any suspect information or workable leads/information.

### Assaults

There were eight assaults reported during this quarter related to Surfliner train operations.

Train #784 (Northridge): On October 2, 2025, at about 1610 hours, the conductor onboard train 784 was assaulted when a passenger/suspect requested the train be stopped, as it prepared to depart the Northridge station. The suspect pushed and punched the conductor, who stood at the door, and fled the location on foot. The suspect has not been identified.

Train #794 (Ventura): On October 4, 2025, a group of subjects were involved in a dispute regarding a subject wearing a mask. During the dispute, the suspect threw water on the victim. The suspect(s) were removed from the train by officers from the Ventura Police Department.

Train #581 (San Diego Old Town): On October 13, 2025, at about 1418 hours, train #581 stopped at the San Diego Old Town station, at which time the victim/conductor stood on the platform checking tickets as subject boarded. As the suspect approached, the conductor asked for his ticket, to which he stated that he did not have one, and for unknown reason, violently shoved the victim/conductor into an opposing wall, causing her to lose consciousness and fall to the ground. The suspect fled the location after being confronted by other Amtrak personnel but has since been positively identified. The investigation is ongoing.

Train #761 (Glendale): On October 15, 2025, at about 745 hours, the victim/conductor of train #761 asked the suspect for a ticket, before boarding the train. The suspect could not produce one but boarded anyways. The conductor/victim then asked the suspect to step off of the train, and once off, she turned and struck the victim in the face with a "Hydra Flask" container. The suspect then left the location in vehicle. This case is being investigated by Glendale PD.

Train #765 (San Diego): On October 18, 2025, a subject with a dog was attempting to board train #765, when the victim/conductor explained that he needed a ticket to be a passenger on the train. Based on this response, the suspect became angry and spat in the victim's face, then walked from the area. The suspect has not been identified.

Train #572 (Irvine): On November 12, 2025, the conductor onboard train #572 confronted the suspect as he remained on the train passed his ticketed destination. During the confrontation, the suspect grabbed the conductor, causing all involved to fall onto the platform, at which time the suspect brandished a knife and made

stabbing motions towards the victim. The suspect was taken into custody by Irvine PD at the location.

Train #595 (San Diego) On December 26, 2025, at approximately 2100 hours, the conductor/victim was assaulted by an Amtrak Passenger as he pushed past/body bumped the victim while boarding train 595 in an aggressive manner. Based on the suspect’s actions, he was asked to exit the train. The suspect was detained and released, as the victim did not desire prosecution.

Disorderly Conduct

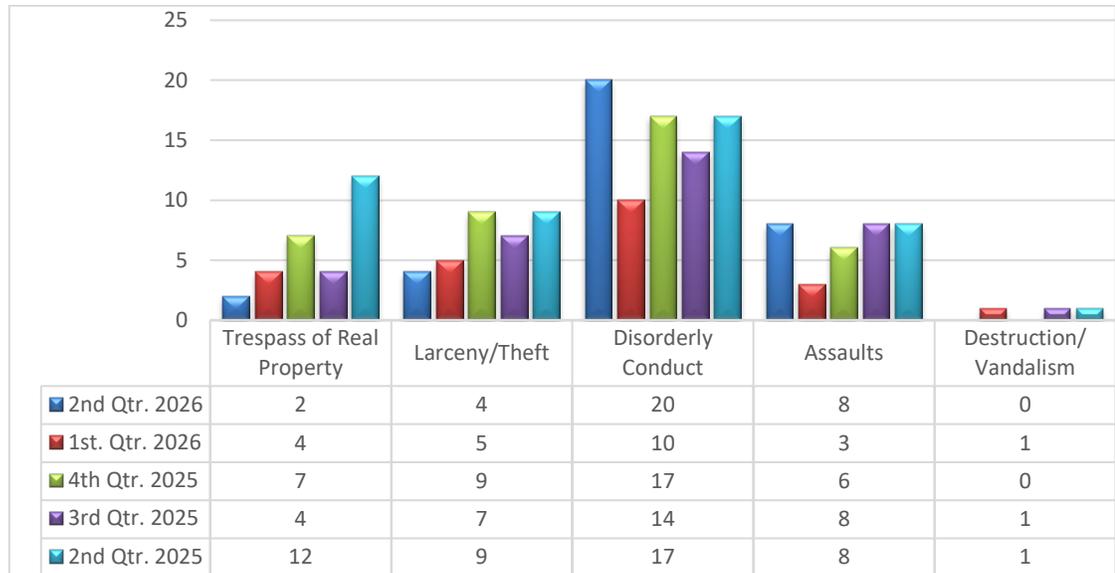
There were 20 reports of disorderly conduct across ten trains during this reporting period. Train 790 accounted for three incidents, along with train 785. Trains 794, 774, 580, and 573 each accounted for two incidents each. Of these incidents, nine involved loud or unreasonable noise, and five involved alcohol.

Most incidents were resolved by conductors or Amtrak personnel without law enforcement intervention, or prior to law enforcement arrival.

Vandalism

There were no incidents of vandalism reported during this quarter.

*Figure 1: Fiscal Year 2025-2026 Quarterly Reported Crimes*



**Response and Mitigation Measures**

During the second quarter of FY 2025–2026, officers increased their presence at stations in response to rising number of disturbances related to fare evaders and disorderly conduct during boardings. In the upcoming quarter, Amtrak PD will maintain strong station presence at priority platforms while adding high-visibility train rides on our highest-incident lines.

Figure 2 below summarizes the total officer self-initiated activity provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2203 self-initiated patrols by officers, and 32 train rides.

*Figure 2: Officer Self-Initiated Services*

Self-Initiated Calls for Service (CFS) relating to Property and Tactical Intense Patrols in the LOSSAN AOR from October 1 to December 31, 2025	
<b>PROPERTY</b>	<b>1802</b>
PROPERTY-FOUND	35
PROPERTY-LOST	19
PROPERTY-PROTECTION	1577
PROPERTY-ROW CHECK	160
PROPERTY-ROW GATE CHECK	9
PROPERTY-UNATTENDED	2
<b>TACTICAL INTENSE PATROL</b>	<b>2203</b>
TRAIN BOARDING, PLATFORM INSPECTION	2171
TRAIN RIDE	32

**Summary**

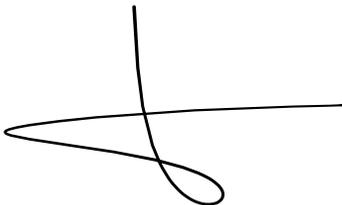
During this quarter, reported crimes on Surfliner operations were driven primarily by trespass-related incidents—including two fatal collisions—and a rise in disorderly conduct across multiple trains. Trespass events resulted in significant delays and highlighted the need for right-of-way patrols. In addition, there were eight assaults, many stemming from fare disputes at time of boarding. Disorderly conduct remained the most frequent category, with 20 incidents, predominantly involving loud noise or alcohol.

In the upcoming quarter, officers will maintain a station presence while expanding onboard visibility to directly address these patterns. Focused strategies will include targeted train rides on trains with repeated disorderly conducts, which at time have led to assaults.

***Attachment***

*None.*

***Prepared by:***

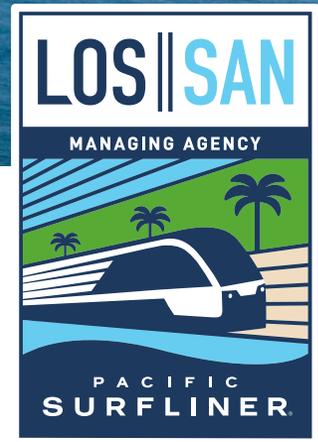
A handwritten signature in black ink, consisting of a vertical line that curves into a horizontal line, with a loop at the end.

***Daniel Castillo  
Interim Operations Manager  
562-326-2455***



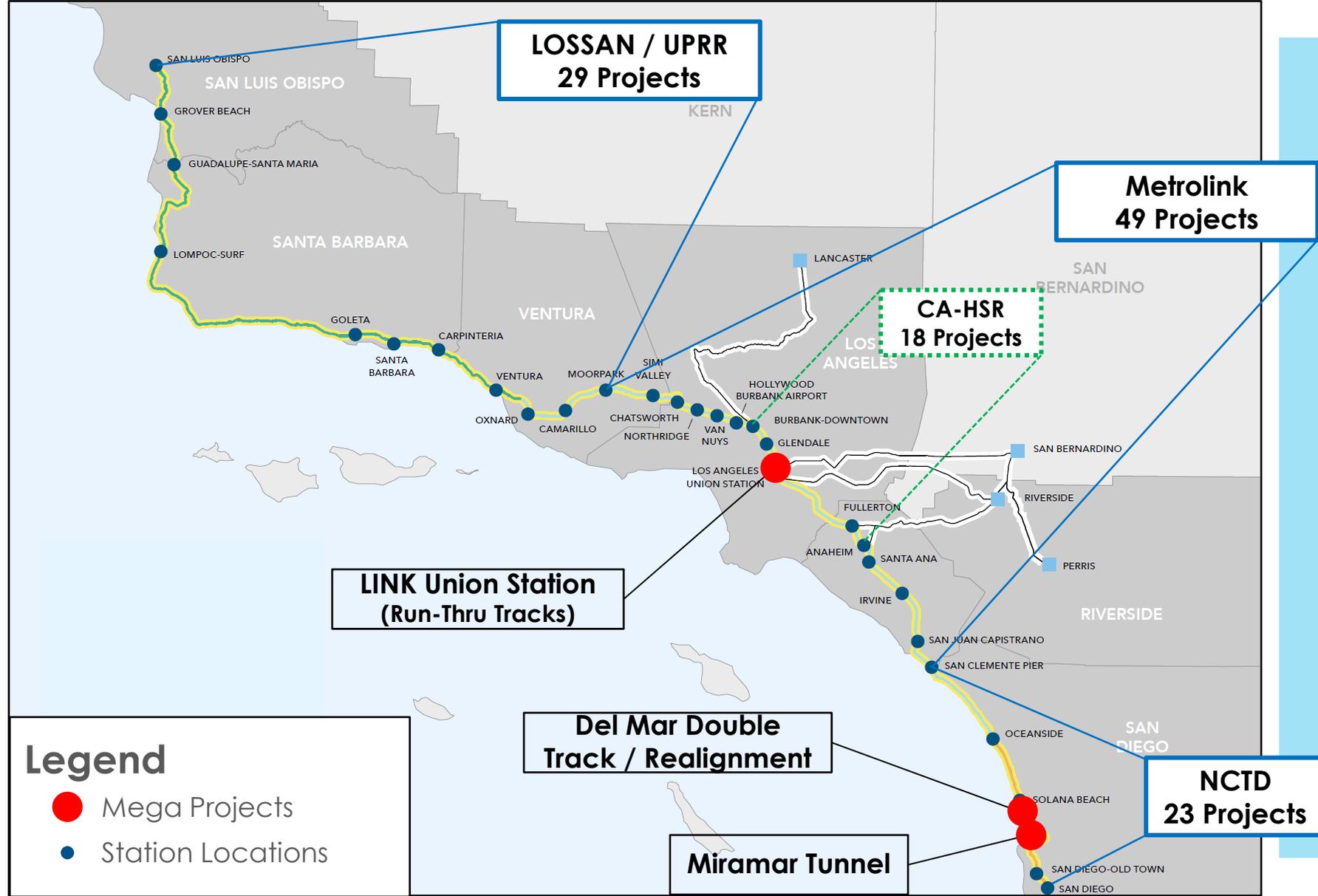
# LOSSAN Capital Program Update

Technical Advisory Committee (TAC) | March 5, 2026



# LOSSAN Corridor ABP Projects List -- 119 Total Projects

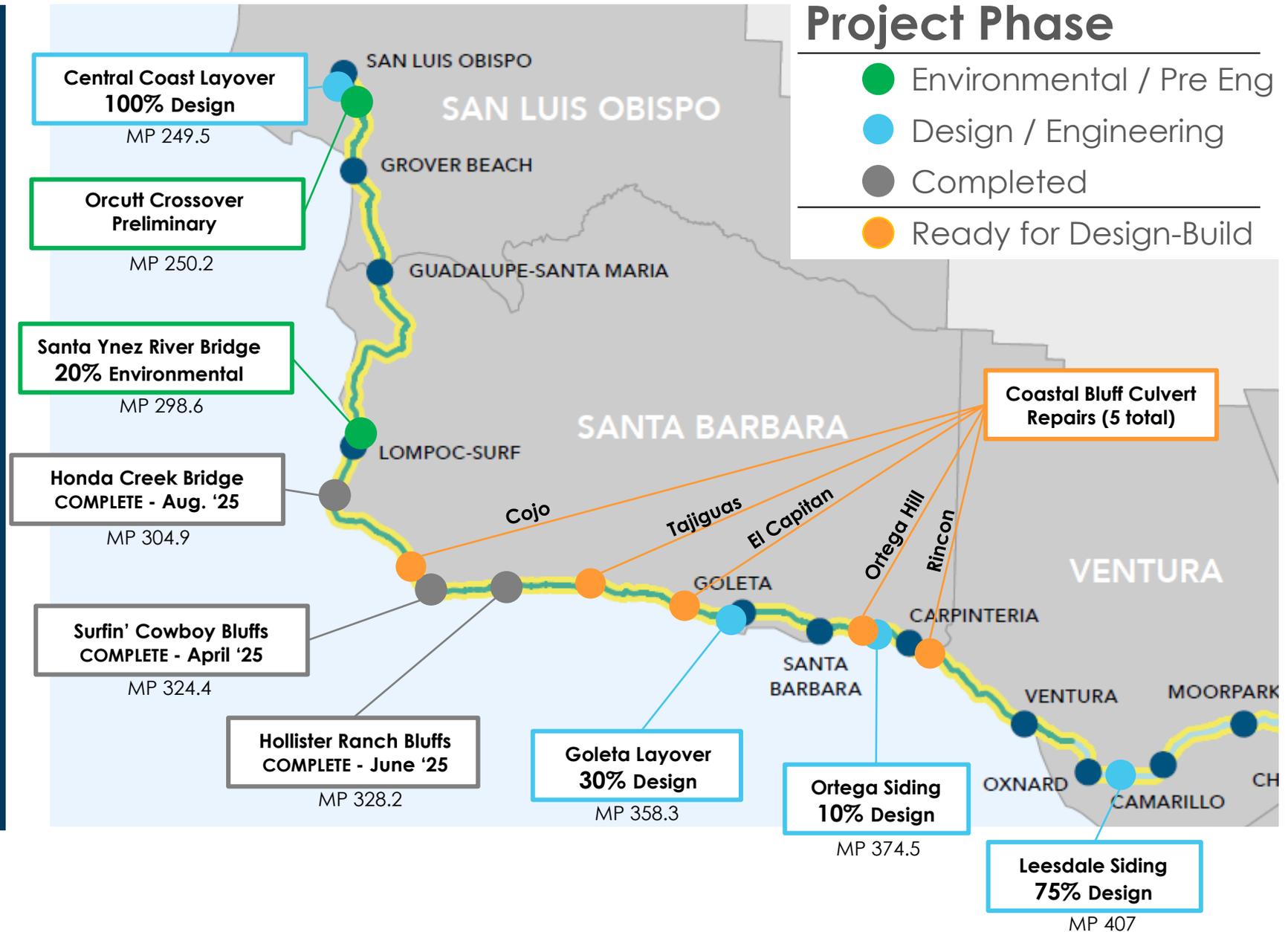
- 15 Completed in the last year
- 43 Support Climate Resiliency
- 24 Support Coastal Resiliency
- 18 Related to CA-HSR
- 3 "Mega" Projects (>\$1B)



# UPRR Subdivision Active Projects

Includes UPRR, LOSSAN,  
and 3<sup>rd</sup> party projects

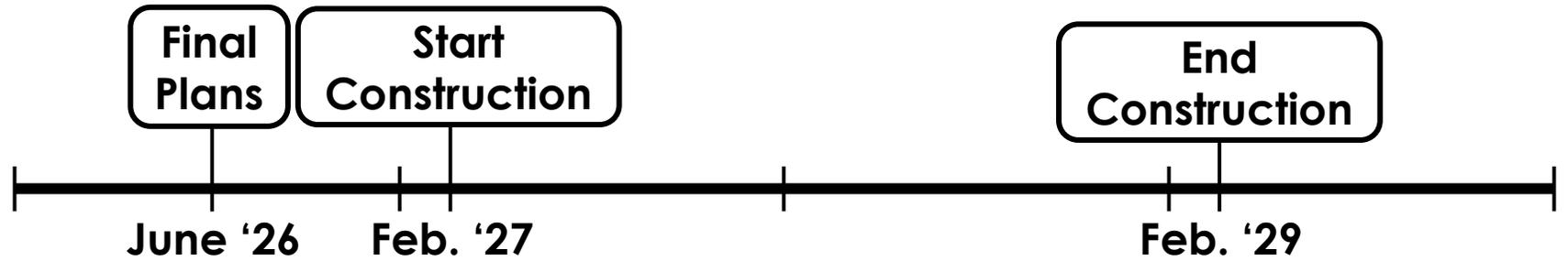
- **29** Total Projects from ABP (9 completed, 6 concept, 14 active)
- **11** UP/LOSSAN Active Proj.
- Other Non-UP/LOSSAN Led Active Projects:
  - Goleta Train Depot
  - Camarillo Ped Underpass
  - Rice Ave Grade Sep





# Leesdale Siding Extension

- Replaces existing Leesdale siding with a siding that is approximately 5.5x longer.
- Reduces wait times for train meets by up to 10 minutes.
- Allows for greater operational flexibility for Pacific Surfliner and Metrolink service.
- Currently at:
  - **90% Design**
- Evaluating challenges through the UPRR review
- Projected Construction start:
  - **Early 2027**
- Current project estimate:
  - **\$83 million**  
(\$59M Construction – includes Utility Relo Costs)



## Rice Ave Grade Separation

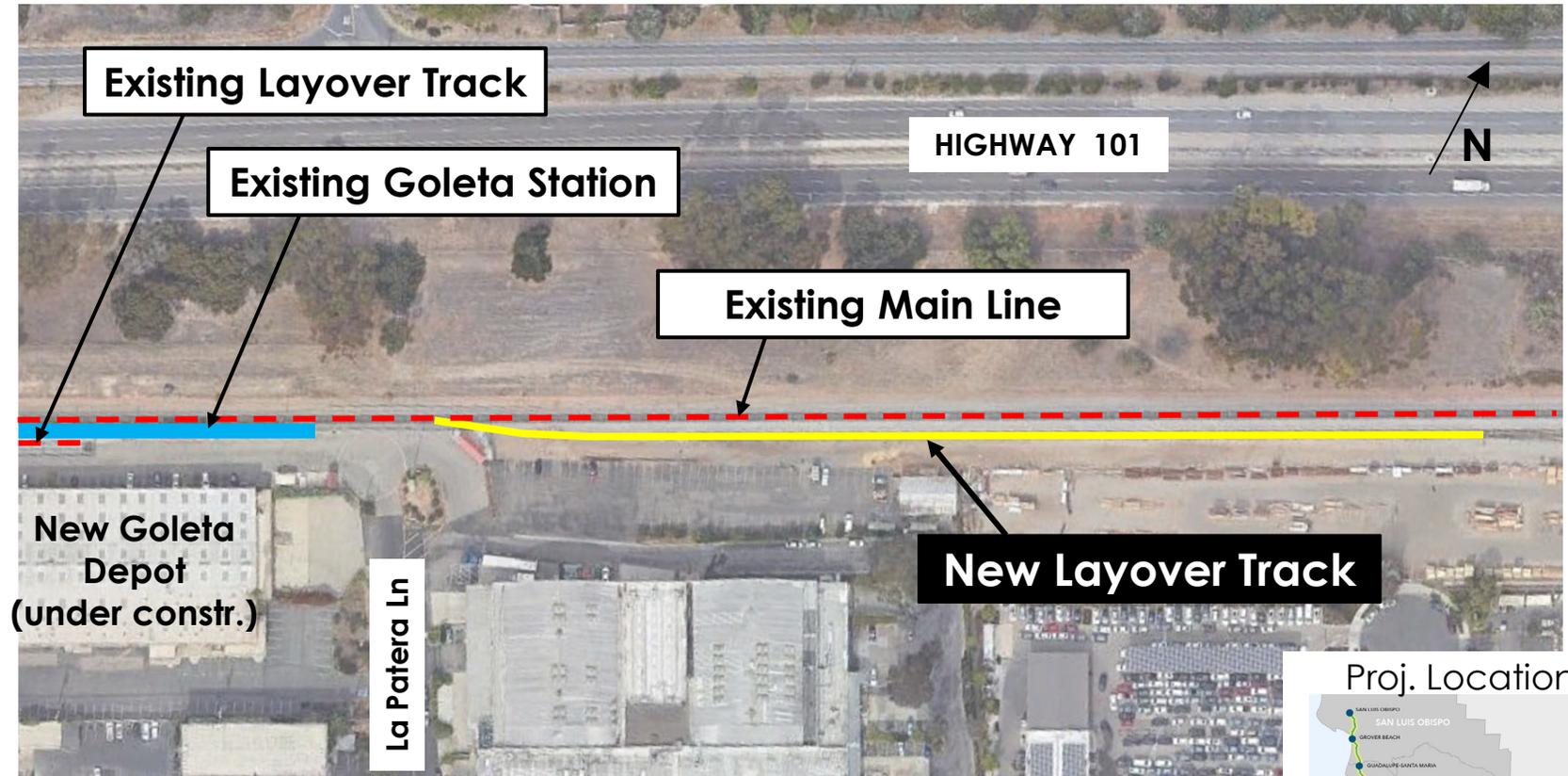
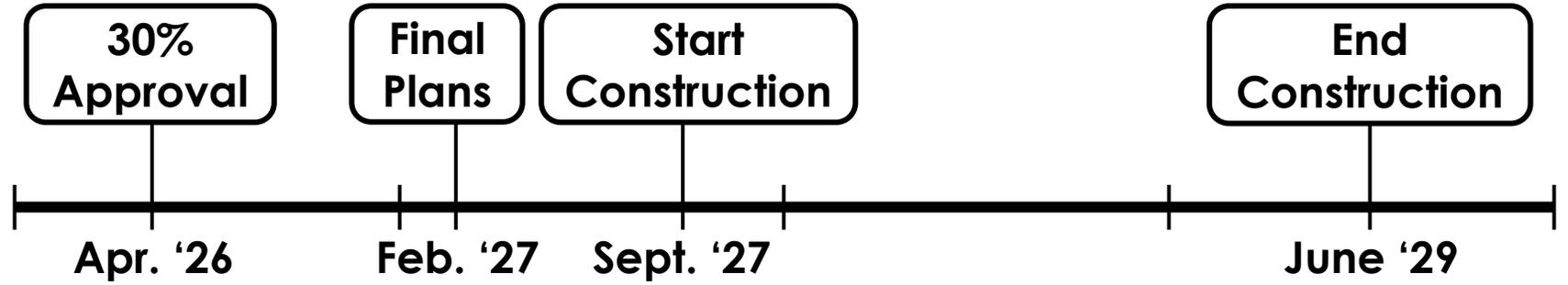
- Led by City of Oxnard
- Start Construction – Spring 2025

## Proj. Location



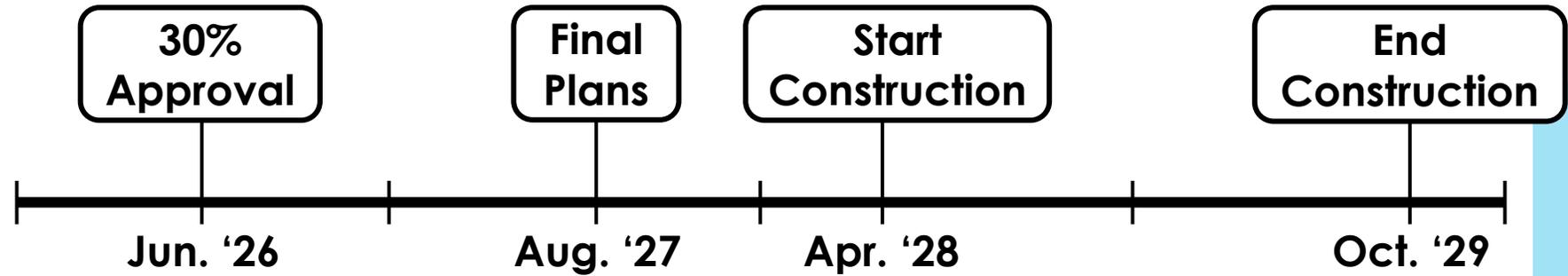
# Goleta Layover Facility Expansion

- Doubles the capacity of existing facility by adding a 2<sup>nd</sup> layover track
- Coordinating with City on their new Train Depot and parking lot
- Currently at:
  - **30% Design**
- Evaluating challenges through the UPRR review
- Projected Construction start:
  - **Mid 2027**
- Current project estimate:
  - **\$14.4 million**  
(**\$9.5M Construction**)



# 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 7<sup>th</sup> roundtrip to Goleta
- Currently at:
  - **25% Design**
- Current project estimate:
  - **\$33 million**  
(\$19M Construction)

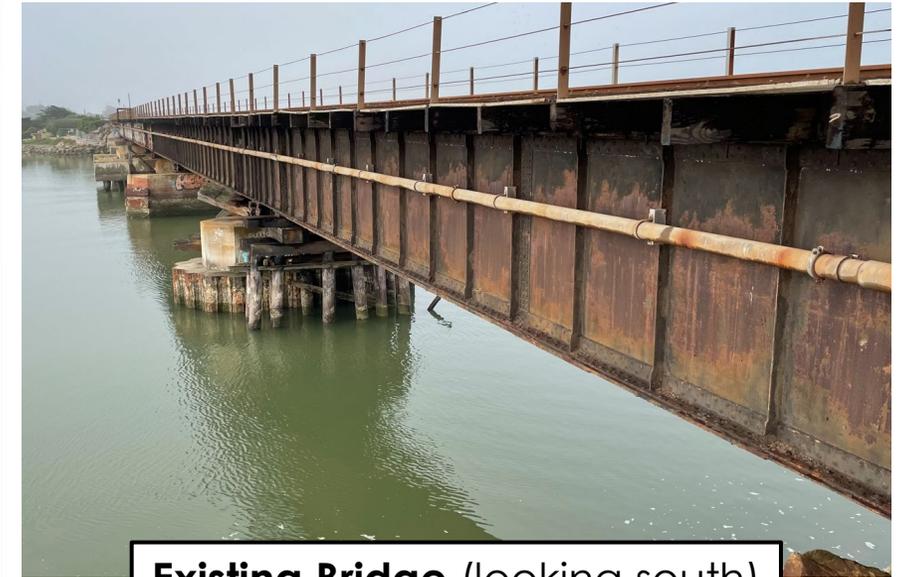


Proj. Location



# Santa Ynez River (Surf) Bridge

- Replaces 100-year-old bridge
- New Bridge - longer and higher to allow for better tidal flows and 100-year flood passage
- Currently at:
  - **10% Design**
  - UPRR procuring CMGC Contractor
- Current project estimate:
  - **\$150M to \$200M**

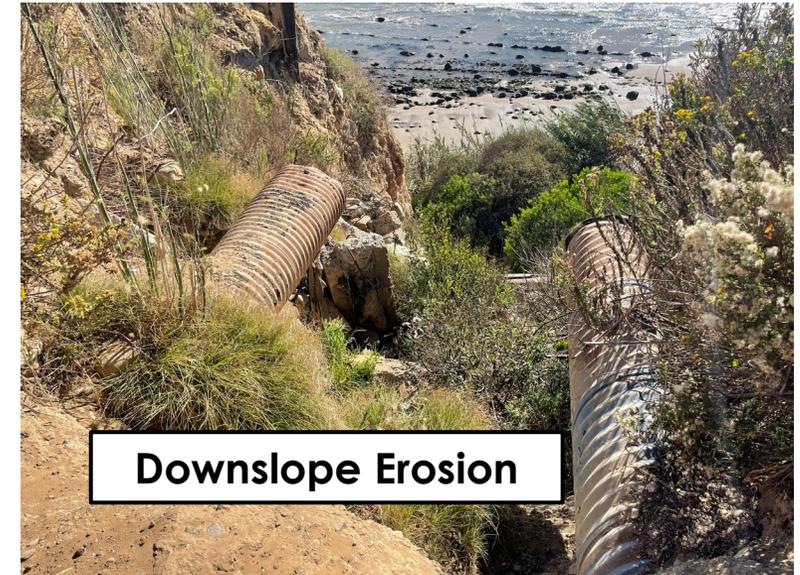
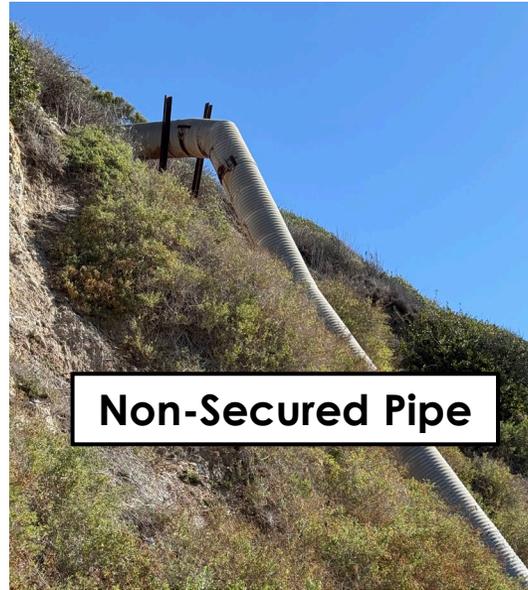


Proj. Location



# Coastal Bluff Culvert Repairs

- Replaces damaged and aging culverts, including wall repairs at:
  - Rincon (SB)
  - Ortega Hill
  - El Capitan
  - Tajiguas
  - Cojo
- Currently at:
  - **Design-Build Ready**
- Projected Construction start:
  - **Mid 2026**
- Current project estimate:
  - **\$19 million**



# Tajiguas Washout and Repair

- Date of Incident:  
**Tues, Jan. 6, 2026**
- Time of Incident:  
**7:45am**
- Milepost = **342.25**
- Track rebuild complete & ready for inspection:  
**Mon. Jan. 12, 2026**
- Track open for Service:  
**Tues. Jan. 13, 2026**

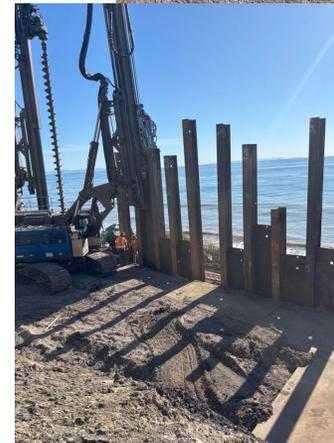
## Jan. 6, 2026

- 1/5/26 – Heavy rains
- 1/6/26 at 7:45am (Tues.)  
– UP Safety Crews discovered washout
- All trains ordered to stop



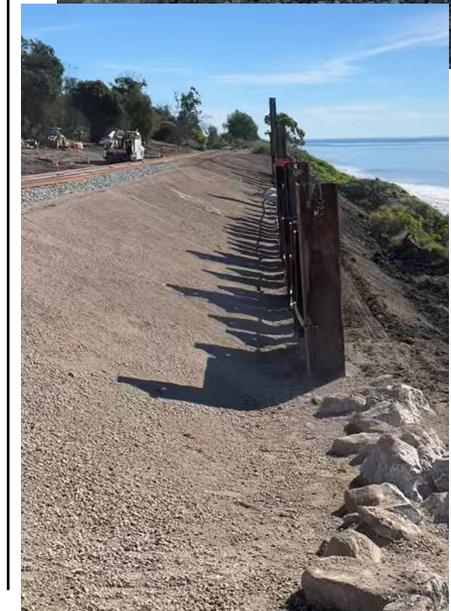
## Jan. 7-12, 2026

- UP worked around the clock to repair track
- 5,000 yards of dirt was moved; trackbed restored
- Reinforcement Pile wall installed



## Jan. 13, 2026

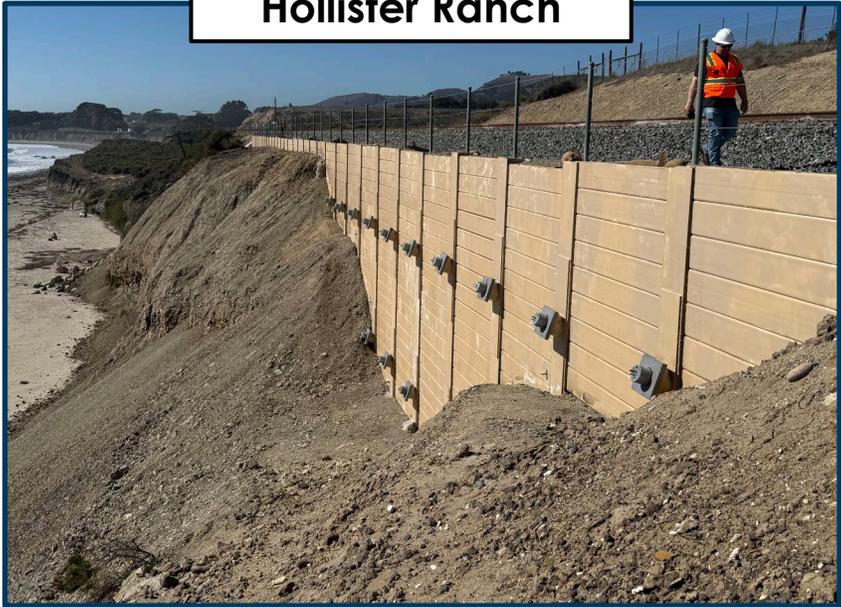
- Tracks back in service!
- Final inspection performed night before



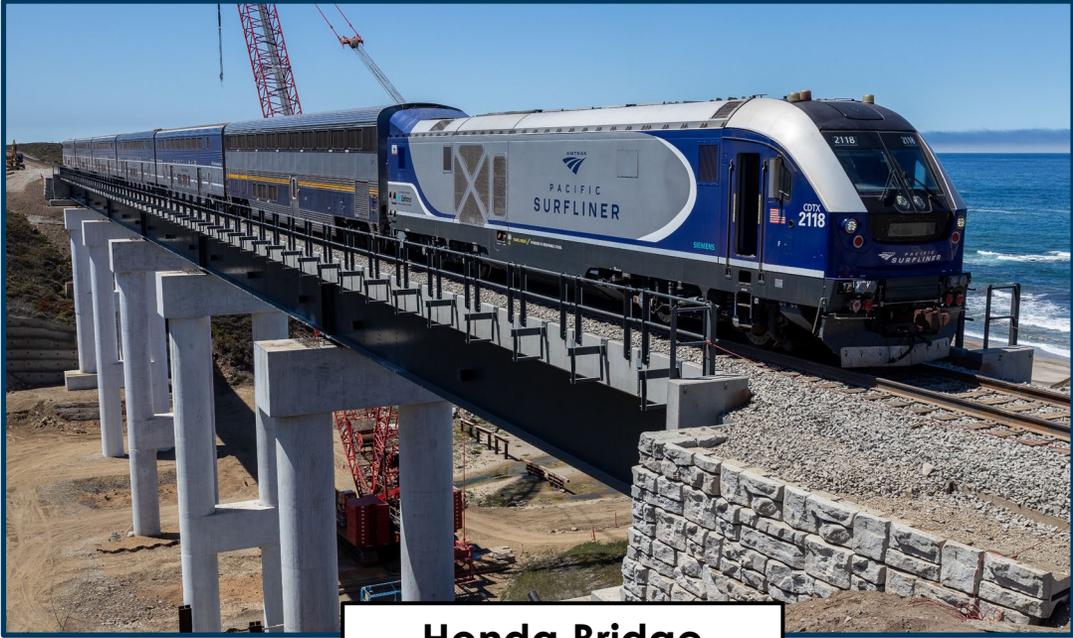
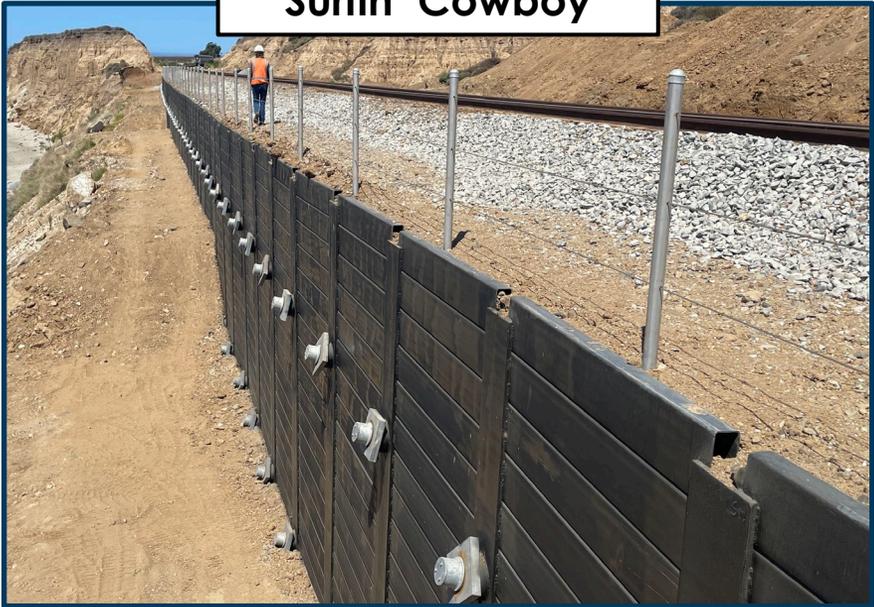
# Completed Projects - 2025

- Honda Creek Bridge
- Surfin' Cowboy Bluffs
- Hollister Ranch Bluffs

Hollister Ranch



Surfin' Cowboy



Honda Bridge

Proj. Locations



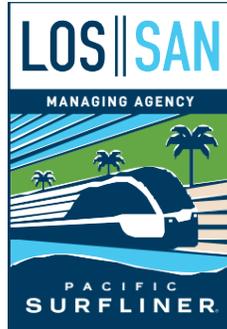
# UPRR Subdivision Projects Summary

Total Projects = **14**

- **11** in Design / Planning
  - See chart on right
- **3** completed in 2025

Project	Design %	Constr. %	Est. Constr. START	Est. Constr. COMPLETE	Constr. Est. \$
<b>DESIGN / PLANNING</b>					
Central Coast Layover Facility Expansion (Phase 1)	100%	--	Early 2028	Late 2029	\$37 M
Leesdale Siding Upgrade and Extension	75%	--	Early 2027	Early 2029	\$59 M
Goleta Layover Facility Expansion	30%	--	Mid 2027	Mid 2029	\$9.5 M
Ortega Siding	10%	--	Early 2028	Mid 2029	\$19 M
Santa Ynez River Bridge Replacement	10%	--	TBD	TBD	\$160 M
Coastal Bluff Culvert Repairs (5 proj's in 1)	30%	--	Mid 2026	Late 2027	\$19 M
Orcutt Crossover	10%	--	Late 2026	Early 2027	\$5 M
Goleta Train Depot	100%	90%	Early 2024	Mid 2026	N/A
Camarillo Pedestrian Undercrossing	30%	--	Late 2027	Mid 2028	N/A
<b>Subtotal:</b>					<b>~ \$250 M</b>

*Note: All above costs and dates are estimated and subject to change*



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

**DRAFT**

**Upcoming Agenda Items  
Board of Directors Meeting  
March 16, 2026**

- Fiscal Year 2025-26 Second Quarter Amtrak Pacific Surfliner System Safety and Incident Report
- Fiscal Year 2025-26 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis
- Fiscal Year 2025-26 Second Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends
- Fiscal Year 2025-26 Second Quarter Grant Reimbursement Status Report
- Fiscal Year 2025-26 Second Quarter Budget Status Report
- Approval of RFP for Social Media
- Exercise Second Option Term for Website Vendor
- Capital Program Update
- Final Business Plan for Fiscal Years 2026-27 and 2027-28
- Pacific Surfliner Expansion Service Update
- Legislative Update SB 677