



LOSSAN Rail Corridor Agency

Board Meeting

Agenda

Monday, March 16, 2026 at 10:30 a.m.

Meeting Location:

OCTA Headquarters (550 S. Main St., Orange)

Board Members

Fred Strong, SLOCOG, Chair

Jewel Edson, NCTD, Vice Chair

Fernando Dutra, Metro

Katrina Foley, OCTA

Fred Jung, OCTA

Joy Lyndes, SANDAG

Jennifer Mendoza, SDMTS

Paula Perotte, SBCAG

Dana Reed, RCTC

Jess Talamantes, Metro

Jim White, VCTC

Jeanne Cantu, Amtrak, Ex-Officio

LaDonna DiCamillo, CHSRA, Ex-Officio

Vacant, SCAG, Ex-Officio

Kyle Gradinger, Caltrans, Ex-Officio

Teleconference Locations:

Whittier City Hall, Admin Committee Room

13230 Penn St.

Whittier, CA

Marriott Marquis

901 Massachusetts Ave. NW

Washington, DC

Encinitas City Hall, Carnation Room

505 S. Vulcan Ave.

Encinitas, CA

Indian Wells City Hall

44950 Eldorado Dr.

Indian Wells, CA



BOARD MEETING AGENDA

Airport Skyroom
2627 N. Hollywood Way
Burbank, CA

VCTC
751 E. Daily Drive, Ste. 420
Camarillo, CA

Goleta City Hall
130 Cremona Dr.
Goleta, CA

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board and Committee meetings by clicking this link: <https://lossan.legistar.com/Calendar.aspx>



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In-Person Comment

Members of the public may attend in-person and address the Board of Directors regarding any item within the subject matter jurisdiction of the LOSSAN Rail Corridor Agency. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to lossanclerk@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 Board. Public comments will be made available to the public upon request.

Call to Order

Roll Call

Pledge of Allegiance

Closed Session

1. Closed Session

Overview

A Closed Session will be held pursuant to Government Code Section 54956.9(d)(4)-Conference with General Counsel - Potential Litigation - One Item.

Special Calendar

There are no Special Calendar Matters.

Consent Calendar (Items 2 through 8)

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

2. Approval of Minutes

Recommendations(s)

Approve the minutes of the February 17, 2026 LOSSAN Rail Corridor Agency Board of Director's meeting.



Attachments:

[Minutes](#)

3. 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(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

4. 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(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. Fiscal Year 2025-26 Second Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Board of Directors. This report focuses on activity for the period of October through December 2025.

Recommendation(s)

Receive and file as an information item.



Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

6. Fiscal Year 2025-26 Second Quarter Budget Status Report

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's fiscal year 2025-26 Budget was approved by the Board of Directors on March 17, 2025. The California State Transportation Agency approved the fiscal year 2025-26 budget and funding on September 25, 2025. This report summarizes financial activities and performance through the second quarter of fiscal year 2025-26, covering the months of October 2025 through December 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

7. Amendment to Agreement for Pacific Surfliner Website Design and Development Services

Overview

On March 31, 2023, the Board of Directors approved an agreement with Nansen LLC, to provide website design and development services for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency for a one-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the second option term effective May 16, 2026, through May 15, 2028.

Recommendation(s)

Authorize the Managing Director to negotiate and execute Amendment No. 5 to Agreement No. L-2-0008 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Nansen LLC, to exercise the second option term of the agreement, effective May 16, 2026, through May 15, 2028, in the amount of \$622,486, to provide website design and development services. This will increase the maximum cumulative



BOARD MEETING AGENDA

payment obligation to a total contract value of \$1,592,536.

Attachments:

[Staff Report](#)

[Attachment A](#)

8. 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, and December 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

Regular Calendar

9. State Legislative Status Report

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues directly impacting its overall functions, as necessary. This report includes a recommended position on legislation that would clean up definitions related to previous transit-oriented development legislation. In addition, information is provided on a bill related to railroad wayside detectors.

Recommendation(s)

Adopt an OPPOSE UNLESS AMENDED position on Senate Bill 677 (Wiener, D-San Francisco), which would clean up definitions related to previous transit-oriented development legislation, SB 79 (Chapter 512, Statutes of 2025).

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)



BOARD MEETING AGENDA

10. Final Approval of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Annual Business Plan for Fiscal Years 2026-27 and 2027-28

Overview

By April 1st of each year, the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency that provides the basis for its annual budget request, outlines operations and service goals, and discusses any proposed changes to the Pacific Surfliner intercity passenger rail service. Staff has prepared a draft of the Annual Business Plan for fiscal years 2026-27 and 2027-28 for the Board of Directors' review.

Recommendation(s)

- A. Adopt the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2026-27 and 2027-28.
- B. Direct staff to submit the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency business plan for fiscal years 2026-27 and 2027-28 to the Secretary of the California State Transportation Agency by April 1, 2026.
- C. Direct staff to return to the Board of Directors in June 2026, as needed, with an updated business plan that includes any revised budget assumptions consistent with revenue and expense estimates developed by Amtrak and the State-Amtrak Intercity Passenger Rail Committee.
- D. Authorize the Managing Director to approve total advertising expenditures to exceed \$100,000, in Fiscal Year 2026-27 with Facebook and Google for digital ad placements.

Attachments:

[Staff Report](#)

[Attachment A](#)

Discussion Items

11. Capital Program Update

Overview

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

Attachments:

[Presentation](#)



BOARD MEETING AGENDA

12. Pacific Surfliner Service Update

Overview

Staff will provide a verbal update on the Pacific Surfliner service.

13. Public Comments

14. Managing Director's Report

15. Board Members' Report

16. Adjournment

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

12:30 p.m. on Monday, May 18, 2026

LA Metro
1 Gateway Plaza
Los Angeles, CA



Call to Order

The February 17, 2026, meeting of the Board of Directors of the LOSSAN Rail Corridor Agency was called to order by Chair Jung at 10:30 a.m. at the OCTA Headquarters, 550 S. Main St., Orange.

Roll Call

The Clerk of the Board conducted an attendance roll call and announced a quorum present as follows:

Directors Present: Fred Jung, OCTA, Chair
Fred Strong, SLOCOG, Vice Chair
Jewel Edson, NCTD
Katrina Foley, OCTA
Dana Reed, RCTC

Via Teleconference: Fernando Dutra, Metro
Joy Lyndes, SANDAG
Jennifer Mendoza, SDMTS
Paula Perotte, SBCAG
Jess Talamantes, Metro
Jim White, VCTC
Jeanne Cantu, Amtrak, Ex-Officio

Directors Absent: LaDonna DiCamillo, CHSRA, Ex-Officio
Kyle Gradinger, Caltrans, Ex-Officio
Vacant, SCAG, Ex-Officio

Staff Present: Jason Jewell, Managing Director
Andrea West, Clerk of the Board
Allison Cheshire, Clerk of the Board, Specialist Sr.
James Donich, General Counsel
LOSSAN Staff

Special Calendar

1. Election of Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Chair

A motion was made by Chair Jung, seconded by Director Reed, and following a roll call vote, declared passed 10-0, to select Vice Chair Stong as Chair.

Director Talamantes was not present to vote on this item.



2. Election of Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors Vice Chair

A motion was made by Director Jung, seconded by Director Reed, and following a roll call vote, declared passed 10-0, to select Director Edson as Vice Chair.

Director Talamantes was not present to vote on this item.

3. Selection of Executive Committee Members for Calendar Year 2026

A motion was made by Director Jung, seconded by Vice Chair Edson, and following a roll call vote, declared passed 10-0, to select Chair Strong, Vice Chair Edson, and Directors Jung and Reed as Executive Committee members.

Director Talamantes was not present to vote on this item.

Consent Calendar

A motion was made by Director Jung, seconded by Director Reed, and following a roll call vote, declared passed 10-0, to approve the Consent Calendar (Items 4 through 6).

Director Talamantes was not present to vote on these items.

4. Approval of Minutes

Approve the minutes of the December 15, 2025 Special LOSSAN Rail Corridor Agency Board of Director's meeting.

5. Amendment to Cooperative Agreement for On-Time Performance Incentive Program with North County Transit District

Authorize the Managing Director to amend Agreement No. L-2-0005 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and the North County Transit District to add \$872,077, increasing the maximum obligation to \$14,648,601, which will allow LOSSAN to utilize the remaining grant funding currently allocated to the program.

6. Semiannual Progress Report of the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2025 Work Plan

Receive and file as an information item.

Regular Calendar

7. Draft Business Plan for Fiscal Years 2026-27 and 2027-28

Jason Jewell, Managing Director, provided a report on this item.



A motion was made by Director Jung, seconded by Director Foley, and following a roll call vote, declared passed 10-0, to direct staff to incorporate comments received from the Board of Directors into the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency's Annual Business Plan for fiscal years 2026-27 and 2027-28 and return to the Board of Directors on March 16, 2026, for approval.

Director Talamantes was not present to vote on this item.

8. **Fiscal Year 2024-25 Annual Financial Statement Audit**

Kristopher Ryan, LOSSAN Staff, provided a report on this item.

No action was taken to receive and file the fiscal year 2024-25 Los Angeles – San Diego - San Luis Obispo Rail Corridor Agency audited annual financial statements and accompanying independent auditor's report.

Director Talamantes was not present on this item.

9. **Approval of Expanded Service Pilot Funding Agreement, Discounted Fare Table, and Amendment to the Amtrak Operating Agreement**

Jason Jewell, Managing Director, provided a report on this item.

A motion was made by Director White, seconded by Director Dutra, and following a roll call vote, declared passed 10-0, to:

- A. Authorize the Managing Director to negotiate and execute a Cooperative Funding Agreement with the Santa Barbara County Association of Governments and the Ventura County Transportation Commission to implement a 12-month pilot for expanded Pacific Surfliner service.
- B. Authorize the Managing Director to negotiate and execute Amendment No. 1 to Agreement L-25-0016 between the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency and Amtrak to increase the maximum obligation by \$1,430,740, for Federal Fiscal Year 2025-26 to support implementation of the Expanded Service Pilot.
- C. Authorize the proposed discounted 10-Ride Ticket and Monthly Pass fares for station pairs between Simi Valley and Goleta, as reflected in Attachment A and subsidized under the Cooperative Funding Agreement, for the 12-month Expanded Service Pilot.

Director Talamantes was not present to vote on this item.

Public Comment via a teleconference site was made by Margie Kern.



Discussion Items

10. Pacific Surfliner Service Update

Jason Jewell, Managing Director, provided a report on this item.

No action was taken on this item.

In-person public comment was heard from Peter Warner.

11. Pacific Surfliner Marketing Update

Alyssa Dowdalls, LOSSAN Staff, provided a presentation on this item.

No action was taken on this item.

In-person public comment was heard from Peter Warner.

Public Comment via a teleconference site was made by Jerry Martin.

12. Update on Senate Bill 677

Jason Jewell, Managing Director, provided a report on this item.

No action was taken on this item.

In-person public comment was heard from Peter Warner and Paul Hyek

13. Public Comments

In-person public comment was heard from Peter Warner and Paul Hyek

14. Managing Director's Report

Jason Jewell, Managing Director, reported on ridership.

15. Board Members' Report

Director Reed congratulated the incoming Chair and Vice Chair on their selection, and thanked Past-Chair Jung for his service.

Director Dutra also thanked Past-Chair Jung for his service.

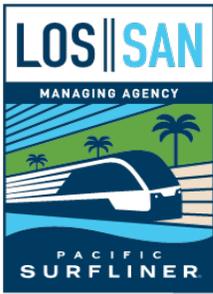


16. Adjournment

The meeting was adjourned at 11:30 a.m. The next regularly scheduled meeting of this Board will be held:

10:30 a.m. on Monday, March 16, 2026

OCTA Headquarters
550 South Main Street
Orange, California



March 16, 2026

To: Members of Board of Directors

From: Jason Jewell, Managing Director

A handwritten signature in black ink, appearing to read "J. Jewell", is placed over the name "Jason Jewell" in the "From:" line.

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 (FY) 2025, after being suspended for the past five years. FY 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.

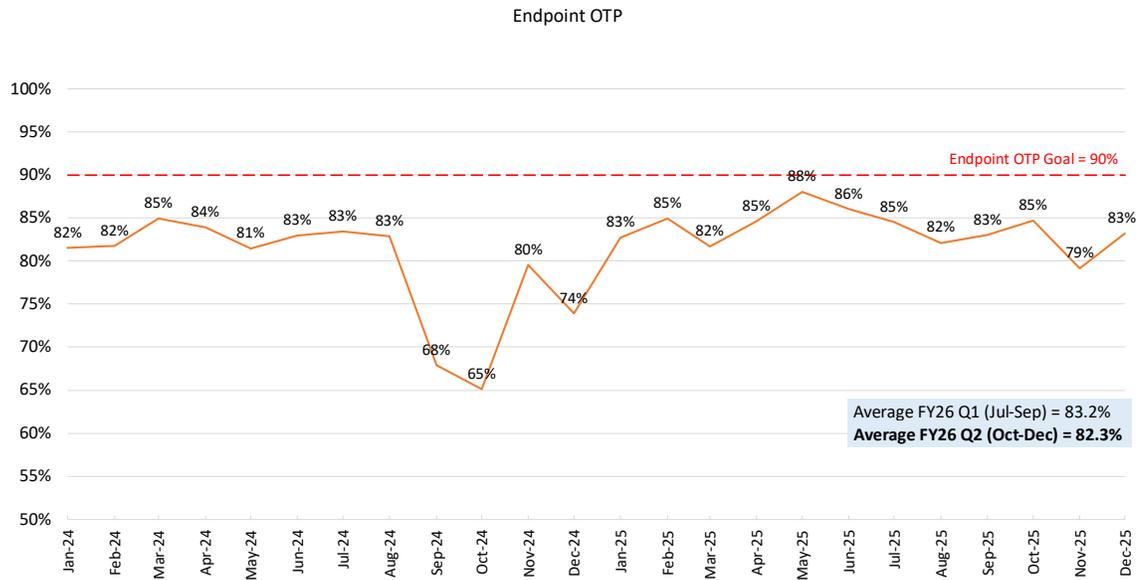
Figure 2: Endpoint OTP by Total Trains Operated

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

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 25th, 2025, through October 26th, 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
Total	32	109	240.6%

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

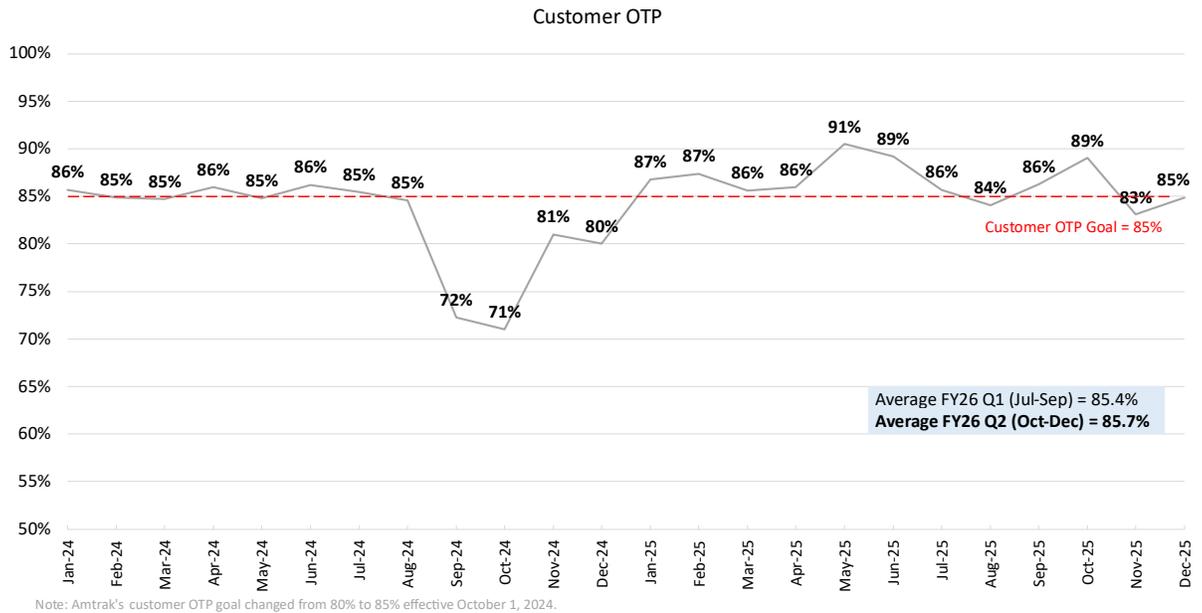
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
580	LAX-SAN	90.0%	81	90
582	LAX-SAN	90.0%	81	90
591	SAN-LAX	90.0%	81	90
562	LAX-SAN	88.9%	80	90
566	LAX-SAN	87.8%	79	90
790	GTA-SAN	87.8%	79	90
573	SAN-LAX	86.7%	78	90
577	SAN-LAX	86.4%	76	88
761	SAN-SLO	84.4%	76	90
770	GTA-SAN	84.4%	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
System		82.3%	1,775	2,156

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.

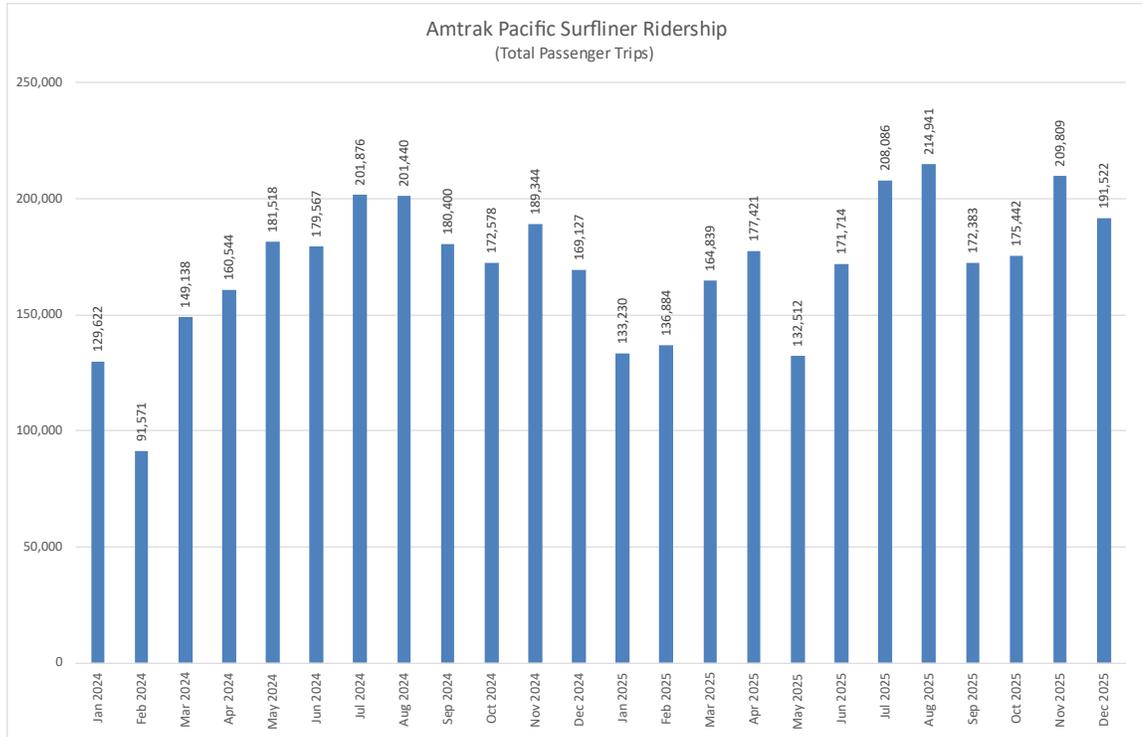
Figure 5: Customer OTP



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.

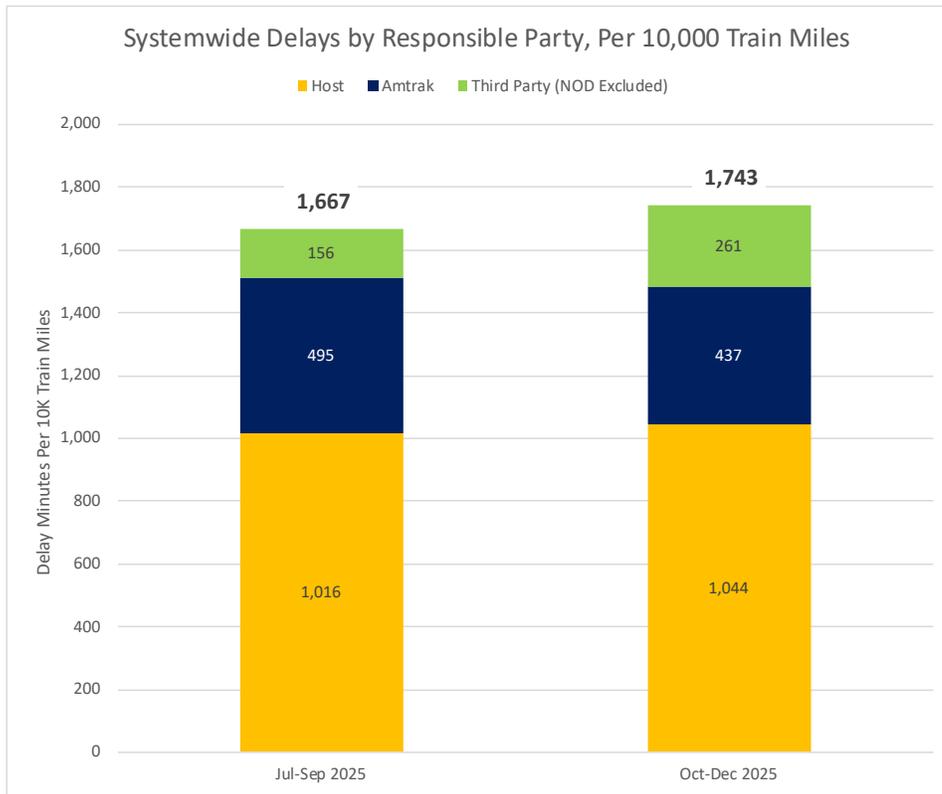
In the second quarter of FY 2025-26, the Pacific Surfliner operated a total of 412,365 train miles, representing a 0.4 percent decrease from the 414,025 train miles operated in the previous quarter.

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 increased by 67.1 percent. The increase in delays is attributed to an increase in slow orders, weather, and police associated delays.

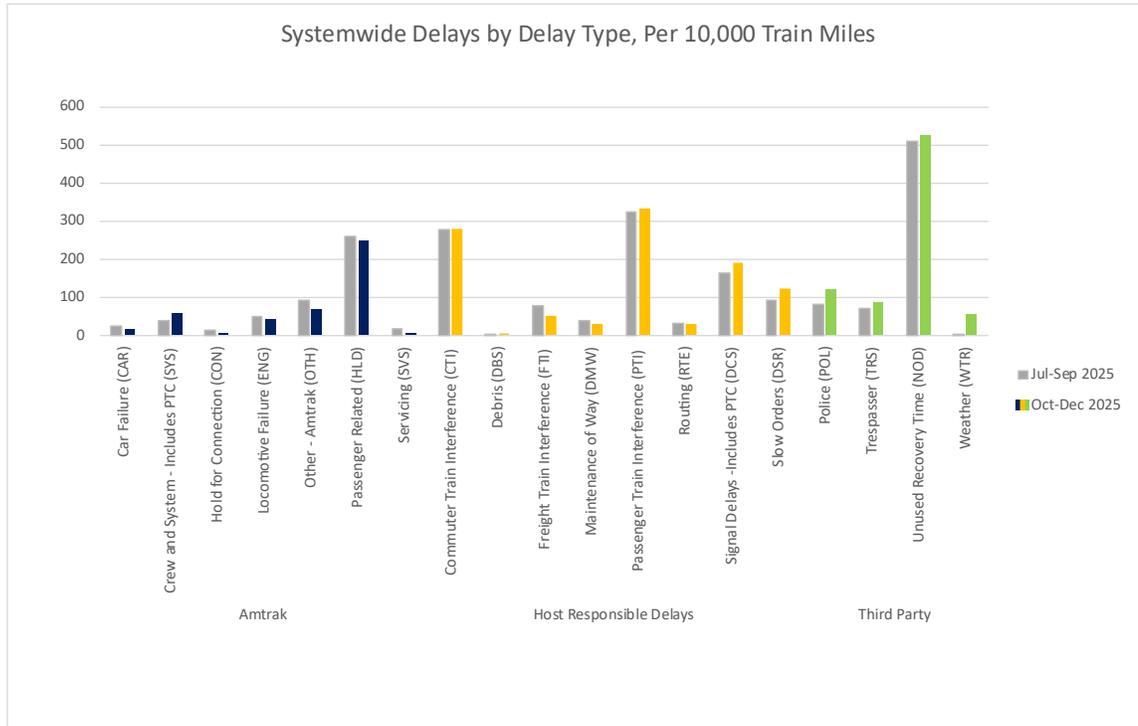
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

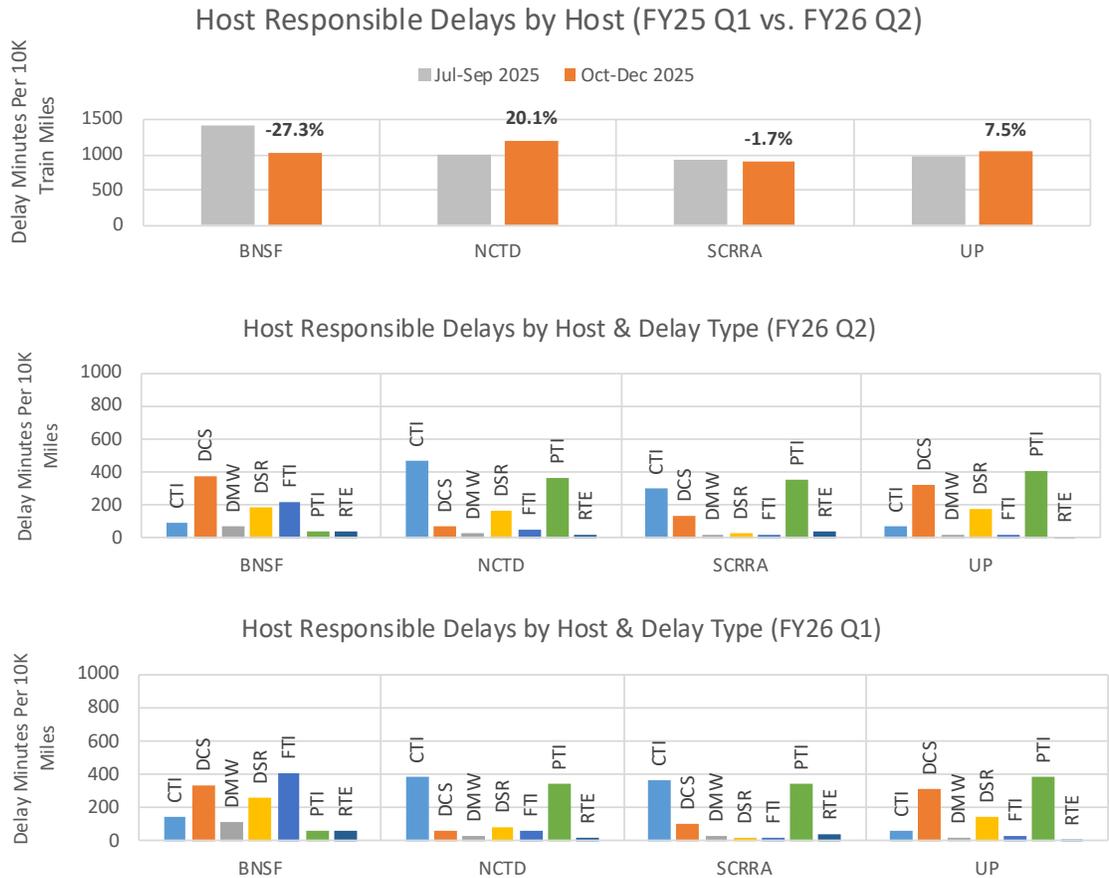
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q2 FY 2025-26, the host-responsible delay rate within BNSF territory decreased by 27.3 percent, 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 contributors¹ 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.

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

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

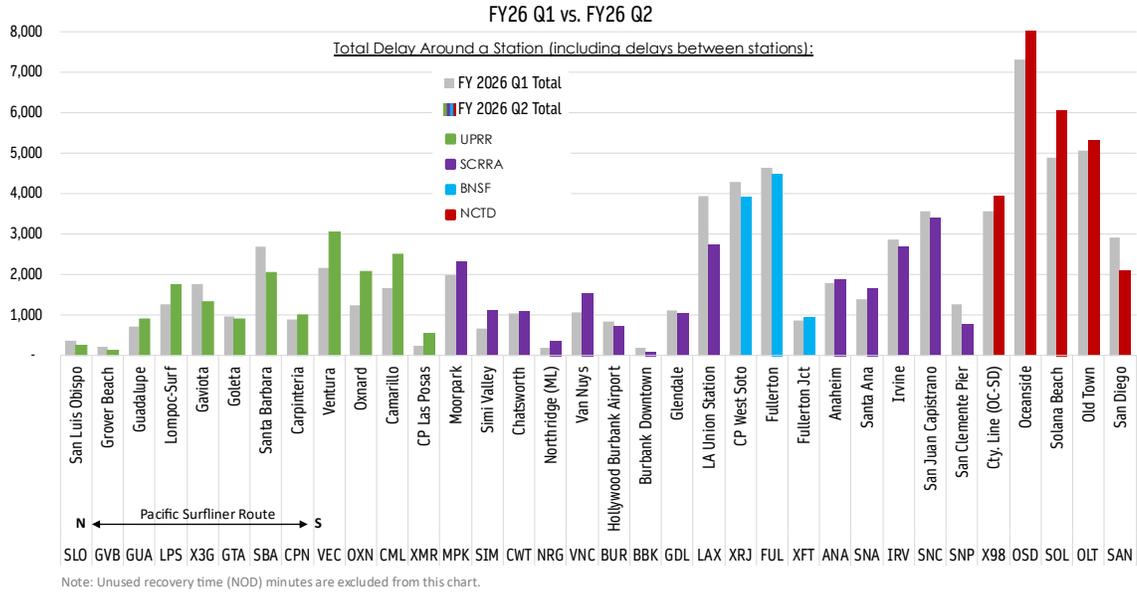


Total Delays Around Stations (or Other Specific Locations)

Figure 11 shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars include colors that represent the total minutes of delay around a station for 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

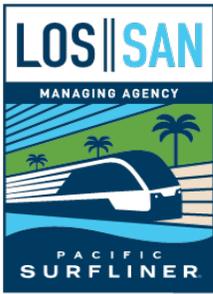
Within the second quarter of FY 2025-26, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 82.3 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of 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 16, 2026

To: Members of Board of Directors

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.

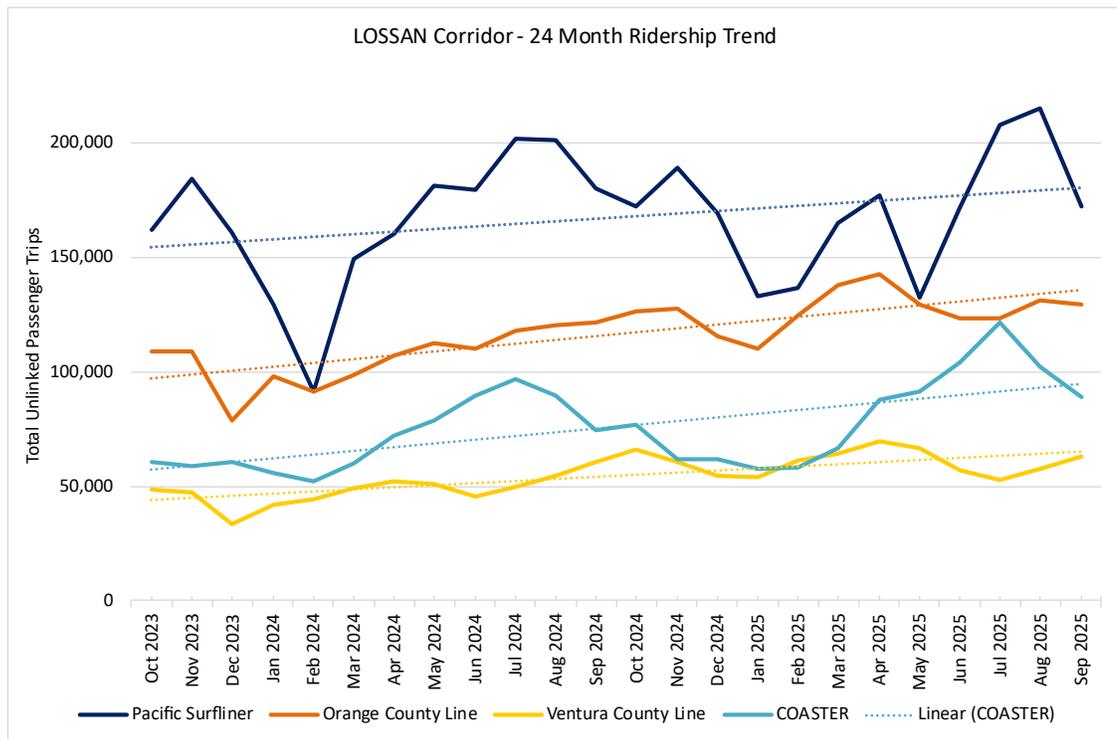


Figure 1

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.

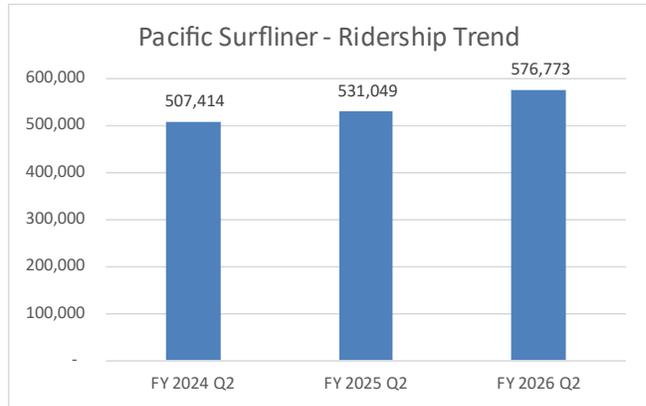


Figure 2

Metrolink

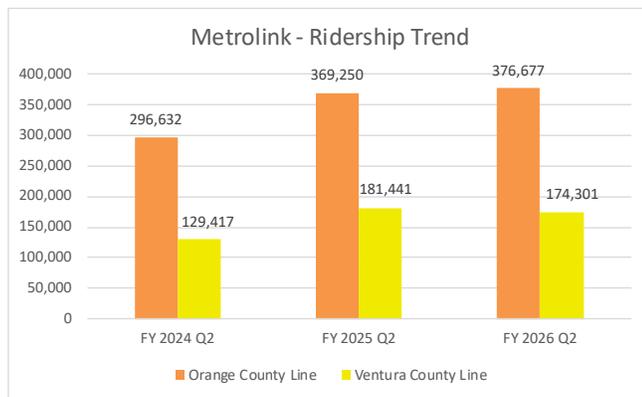


Figure 3

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 trains¹.

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

COASTER

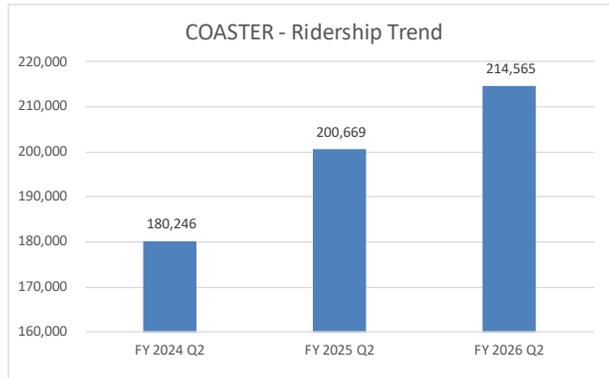


Figure 4

NCTD’s COASTER commuter rail service operating between Oceanside and San Diego experienced a 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 trains².

Amtrak System

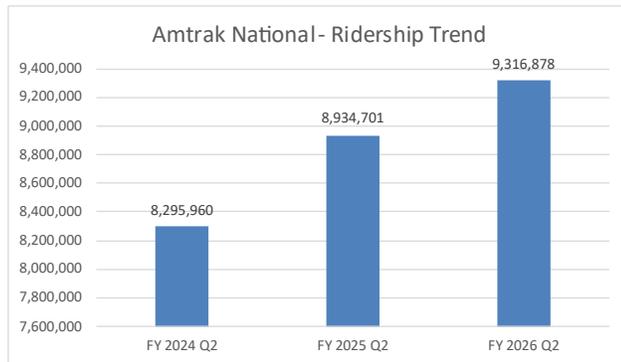


Figure 5

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.

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

Passenger Miles

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

The Pacific Surfliner generated over 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

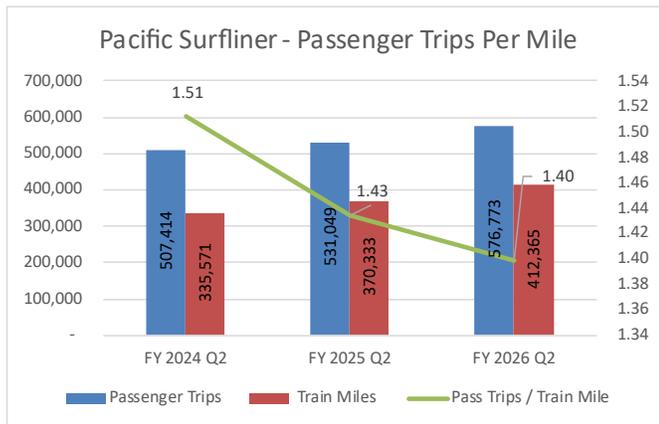


Figure 6

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 service³.

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.

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

Revenue

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.

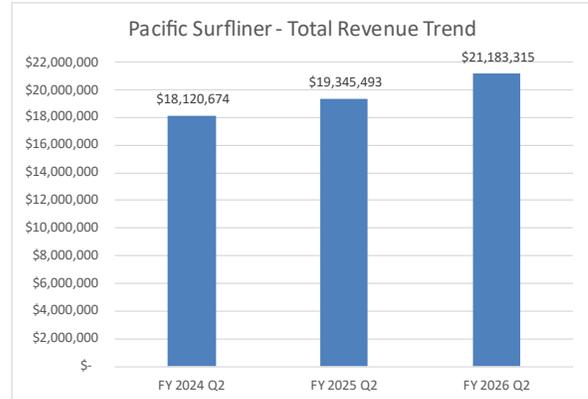


Figure 7

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.

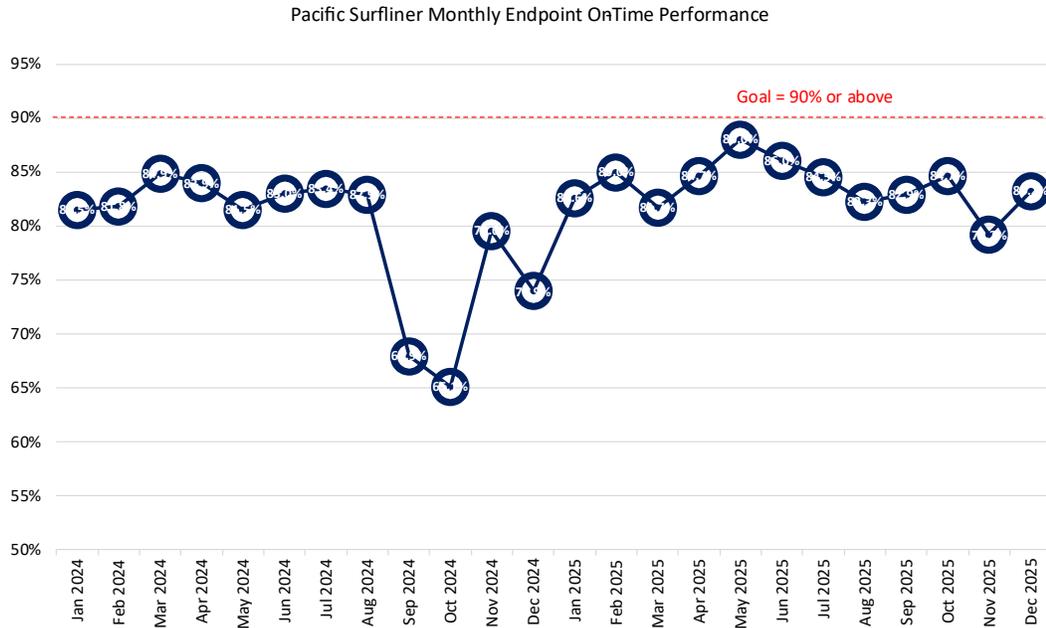


Figure 8

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	
Total Revenue	\$ 1,413,714	\$ 1,654,574	17.0%

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%
LOSSAN Total	1,342,316	4.7%	---	---	---
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 16, 2026

To: Members of the Board of Directors
From: Jason Jewell, Managing Director 
Subject: Fiscal Year 2025-26 Second Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s Board of Directors. This report focuses on activity for the period of October through December 2025.

Recommendation

Receive and file as an information item.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately \$547.7 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN rail corridor. The use of these funds is consistent with capital programming policies approved by LOSSAN’s Board of Directors (Board). The quarterly Grant Status Report summarizes awarded/executed, current, and recently closed grant agreements.

Summary of Grant Funding			
Grant Program	Total Award	Reimbursed to Date	Remaining Balance
State Rail Assistance (SRA)	\$44,373,297	\$12,966,907	\$31,406,390
Transit and Intercity Rail Capital Program	\$366,262,000	\$210,581,208	\$155,680,792
Proposition 1B	\$34,971,000	\$27,104,000	\$7,867,000
State Transportation Improvement Program	\$31,500,000	\$2,449,070	\$29,050,930
Solutions for Congested Corridors Program	\$43,500,000	\$0	\$43,500,000
Restoration & Enhancement Grant Program	\$27,120,363	\$0	\$27,120,363
Total	\$547,726,660	\$253,101,185	\$294,625,475

Awarded/Executed Grant Agreements:

No grants were awarded/executed in the second quarter of fiscal year (FY) 2025-26.

Current Grant Agreements:

The SRA Program is intended to provide a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements.

It is available for both operational and capital improvements through both formula and competitive distribution. LOSSAN's first round of SRA formula funding totaled approximately \$13.9 million. Through the second quarter of FY 2025-26, approximately \$10.1 million of formula funding has been spent, leaving a balance of \$3.8 million. Projects approved by California State Transportation Agency (CalSTA) for the first round of SRA funding include:

- Design of the Goleta Layover Facility
- Business Class Refresh
- Viriato Software Maintenance
- Corridor Optimization Software
- San Luis Obispo Tactile and Electrical Repair
- Grover Beach Station Improvements project
- Central Coast Layover Facility
- Franchise Access Fee, Capital Access and Incentive
- Leesdale Siding Extension
- Operation Lifesaver Campaign

The SRA funded Grover Beach Station Improvement, Viriato Maintenance, Corridor Optimization software and Business Class Refresh projects have been completed. These projects and related funding details are listed in Attachment A. In addition to the \$13.9 million in SRA formula funds, the LOSSAN Agency received an additional \$718,750 in SRA competitive funding for the Integrated Wayfinding Signage Upgrade project. Approximately \$292,737 of these competitive funds have been spent, leaving a balance of \$426,013.

LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover five new projects that include approximately \$15.4 million for Santa Ynez River/Surf Bridge Replacement, \$7.6 million for Equipment Overhaul and Procurement Matching Funds, \$5.9 million for Corridor Hardening and Safety Improvements, \$550,000 for an Interregional Connectivity Improvement project, and \$400,000 for a LOSSAN Strategic Plan update. LOSSAN received the remainder of the \$29.8 million in total Round Two funding in the second quarter of FY 2025-26. Of the \$29.8 million received, approximately \$2.6 million in formula funding has been spent, leaving a balance of \$27.2 million.

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of greenhouse gas emissions and vehicle miles travelled. There are five awarded TIRCP grant agreements, which were awarded by CalSTA in 2016, 2018, 2020, and 2024. During FY 2022-23, The LOSSAN Agency was awarded an additional \$31 million in supplemental funding through the 2023 TIRCP for existing TIRCP projects leveraging federal and local funds reserves. Within the attachments, the supplemental funds are included with the existing projects under the 2018 and 2020 awards. During FY 2025, LOSSAN was awarded \$26.2 million in 2024 TIRCP funds through collaboration with the Coast Rail Coordinating Council (CRCC).

Of the five awards, three remain active after closing out the 2016 award in the first quarter of the fiscal year. The 2015 award was closed out in 2021 and is excluded from the totals within this report. Currently, the awarded TIRCP grant agreements total \$366.3 million in funding for multiple projects and programs. A total of \$210.6 million has been received to date, leaving a balance of \$155.7 million. The balance of TIRCP grant agreements will facilitate the completion of projects throughout the corridor including:

- Installation of Centralized Traffic Control
- Upgrades and Replacement of Ties, Rail, and Non-Powered Switches
- Signal and Fencing Upgrades
- Station Improvements
- Safety Improvements
- Corridor Hardening Improvements
 - Ventura County Rincon Point Slope Repairs
 - Santa Barbara County Hollister Ranch Repairs and Drilled Piers project
- Bridge Replacements
- Capital Access and On-Time Performance Agreements
- Expansion of the Central Coast Layover in San Luis Obispo
- Phase One of a new San Diego County Maintenance and Layover Facility
- Construction of the Orcutt Road Left-Hand Crossover
- Construction of Ortega Siding

Several of the projects listed above are funded by multiple sources. Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, and the Narlon Bridge Replacement have been completed. Work has continued to make progress on many of the other 2018 TIRCP and 2020 TIRCP funded projects. The Canada Honda Bridge Replacement opened to train traffic in the beginning of FY 2025–26, while final construction elements and required environmental monitoring continue.

The Proposition 1B (Prop 1B) Program, which was approved by voters in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specified transportation purposes including: congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, safety and security. In May 2020, the LOSSAN Agency was awarded a total of \$35 million in Prop 1B funding. Through the second quarter of FY 2025-26, approximately \$27.1 million of Prop 1B funding has been spent, leaving a balance of \$7.9 million. Of the total funds spent, \$15.5 million was utilized for the construction of the Los Alamos Creek (Narlon) Bridge and \$11 million supported the Canada Honda Bridge Replacement. The remaining construction costs for the Honda Bridge will be funded through TIRCP funding. The remaining Prop 1B funded projects include the Camarillo Station Undercrossing and the Central Coast Layover Facility (CCLF) projects.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The CCLF project includes \$11.5 million in STIP funding for the environmental and construction phases. The project is nearing the 100 percent milestone of the design phase. Concurrently, staff is working with Union Pacific Railroad on acquisition of the land to construct the facility. In addition, \$20 million of STIP funding was programmed from the Capital Reserve Fund to the Leesdale Passing Siding project.

The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The final approval of a baseline agreement between applicable agencies for the award of SCCP funding was completed in FY 2023-24. The LOSSAN agency was awarded a total amount of \$43.5 million of SCCP funding. Construction of the Leesdale Passing Siding project is expected to begin in late 2026.

The R&E Grant Program from the FRA is a competitive grant program established to initiate, restore, or enhance intercity passenger transportation operation. In the third quarter of FY 2024-25, LOSSAN was awarded a total of \$27 million of R&E Grant funding, marking its first successful federal grant award. The grant is to help fund the operation of three roundtrips between Los Angeles and San Diego, increasing frequency to 13 daily Pacific Surfliner roundtrips along this segment and fully restoring service to levels that existed on the corridor prior to the COVID-19 pandemic. Reimbursement of the expenses related to the restoration of the 11th and 12th round trips are expected once the grant is obligated in FY 2025-26.

Grant Agreements Pending Close-out:

Operation Lifesaver Campaign has been completed. LOSSAN staff will begin the closeout process for this project. This grant agreement is summarized in Attachment D.

Grant Agreements Closed Out:

No grants were closed-out in the second quarter of FY 2025-26.

Summary

The report provides an update of the grant agreement funded activities for the second quarter of fiscal year 2025-26, October through December 2025. Staff recommend this report be received and filed as an information item.

Attachments

- A. Second Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), October through December 2025
- B. Second Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), October through December 2025
- C. Second Quarter Grant Reimbursement Status Report, Other Discretionary Grants, October through December 2025
- D. Second Quarter Grant Reimbursement Status Report, Grants Pending Close-out, October through December 2025

Approved By:



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



**Second Quarter Grant Reimbursement Status Report
LOSSAN Grant Agreements**

Formula and Competitive State Rail Assistance (SRA)

October through December 2025

Fiscal Year 2018 - 2020 Formula

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Goleta Layover Facility Expansion	\$ 600,000	\$ 389,013	\$ 210,987	December 2026
Business Class Refresh	115,812	115,812	-	Project Completed / Closed Out
Viriato Maintenance	260,000	260,000	-	Project Completed / Closed Out
SLO Tactile and Electrical Repair	580,000	-	580,000	March 2027
Corridor Optimization Software	208,000	208,000	-	Project Completed / Closed Out
Grover Beach Station Improvements	400,000	400,000	-	Project Completed / Closed Out
Central Coast Layover Facility Expansion (Phase 1)	1,410,735	1,180,808	229,927	February 2027
On-Time Performance Program for Service Improvements (UPRR)	4,170,000	4,170,000	-	Project Completed / Closed Out
Leesdale Passing Siding	6,000,000	3,264,904	2,735,096	December 2027
Operation Lifesaver Campaign	110,000	110,000	-	Pending Close-out
Fiscal Year 2018 - 2020 Formula Sub-Total	\$ 13,854,547	\$ 10,098,537	\$ 3,756,010	

Fiscal Year 2018 - 2020 Competitive

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Integrated Wayfinding Signage Upgrade	\$ 718,750	\$ 292,737	\$ 426,013	June 2027
Fiscal Year 2018 - 2020 Competitive Sub-Total	\$ 718,750	\$ 292,737	\$ 426,013	
Fiscal Year 2018 - 2025 SRA Funding Total	\$ 14,573,297	\$ 10,391,274	\$ 4,182,023	

Fiscal Year 2021 - 2025 Formula⁽¹⁾

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Interregional Connectivity Improvement Project	\$ 550,000	\$ -	\$ 550,000	June 2027
LOSSAN Strategic Plan Update	400,000	373,621	26,379	Project Completed / Closed Out
Equipment Replacement / Matching Funds	7,586,120	-	7,586,120	December 2026
Corridor Hardening and Safety Improvements	5,880,000	2,202,012	3,677,988	December 2026
Santa Ynez River/Surf Bridge Replacement Project	15,383,880	-	15,383,880	December 2027
Fiscal Year 2021 - 2025 Formula Sub-Total	\$ 29,800,000	\$ 2,575,633	\$ 27,224,367	
SRA Funding Total	\$ 44,373,297	\$ 12,966,907	\$ 31,406,390	



Second Quarter Grant Reimbursement Status Report

Transit and Intercity Rail Capital Program (TIRCP)

October through December 2025

2024 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Orcutt Road Left-Hand Crossover	\$ 4,161,000	\$ -	\$ 4,161,000	June 2027
Ortega Siding	22,000,000	-	22,000,000	June 2029
2024 TIRCP Grant Sub-Total	\$ 26,161,000	\$ -	\$ 26,161,000	

2020 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 24,303,000	\$ 1,714,000	\$ 22,589,000	June 2029
San Diego County Maintenance & Layover Facility	28,440,000	-	28,440,000	June 2029
2020 TIRCP Grant Sub-Total	\$ 52,743,000	\$ 1,714,000	\$ 51,029,000	

2018 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
UPRR Franchise Access Fee, Cap. Access and Incentive	\$ 32,894,000	\$ 13,063,503	\$ 19,830,497	June 2028
Ortega Siding	10,677,000	665,820	10,011,180	June 2028
Upgrade of Non-Powered Switches	5,090,000	5,090,000	-	Project Completed / Closed Out
Install Centralized Traffic Control (Goleta to San Luis Obispo)	16,296,000	16,296,000	-	Project Completed / Closed Out
Camarillo Station Improvements	2,145,000	-	2,145,000	December 2028
Goleta Layover Facility Improvements	12,162,000	180,000	11,982,000	March 2027
Corridor Hardening Improvements (Safety)	8,555,000	-	8,555,000	June 2026
Ventura County Rincon Point Slope Repairs	6,610,000	-	6,610,000	June 2026
Santa Barbara County Hollister Ranch Repairs and Drilled Piers	10,406,000	4,446,853	5,959,147	June 2026
Tie Replacement	8,900,000	8,900,000	-	Project Completed / Closed Out
Pre-1949 Rail Replacement	15,100,000	15,100,000	-	Project Completed / Closed Out
Canada Honda Creek Bridge Replacement	29,238,000	19,732,341	9,505,659	June 2026
Los Alamos Creek Bridge (Narlon) Replacement	6,386,000	6,386,000	-	Project Completed / Closed Out
Safety Improvement Funds	487,000	487,000	-	Project Completed / Closed Out
North San Diego County Fencing Project	1,300,000	1,300,000	-	Project Completed / Closed Out
Signal Respacing and Optimization Project	15,900,000	15,900,000	-	June 2026
On-Time Performance Incentive Program (NCTD)	22,962,000	19,319,691	3,642,309	June 2026
Network Integration Funds	250,000	-	250,000	June 2027
2018 TIRCP Grant Sub-Total	\$ 205,358,000	\$ 126,867,208	\$ 78,490,792	

2016 TIRCP

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Franchise Access Fee, Cap. Access and Incentive (UPRR)	\$ 8,140,000	\$ 8,140,000	\$ -	Project Completed / Closed Out
Upgrade of Non-Powered Switches	1,000,000	1,000,000	-	Project Completed / Closed Out
Install Centralized Traffic Control (Goleta to San Luis Obispo)	5,860,000	5,860,000	-	Project Completed / Closed Out
Timetable and Corridor-Wide Network Integration	1,000,000	1,000,000	-	Project Completed / Closed Out
SANDAG Projects(2)	66,000,000	66,000,000	-	Project Completed / Closed Out
2016 TIRCP Grant Sub-Total	\$ 82,000,000	\$ 82,000,000	\$ -	

TIRCP Grants Total	\$ 366,262,000	\$ 210,581,208	\$ 155,680,792	
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Notes:

(1) These projects are led by NCTD.

(2) SANDAG Projects include the Elvira to Morena Double Track project and the Carlsbad Poinsettia project.



Second Quarter Grant Reimbursement Status Report

Other Discretionary Grants

October through December 2025

Proposition 1B

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 3,400,000	\$ -	\$ 3,400,000	June 2029
Camarillo Station Improvements	3,445,000	278,000	3,167,000	December 2026
Canada Honda Bridge Replacement	11,000,000	11,000,000	-	Project Completed / Closed Out
Narlon Bridge Replacement	15,526,000	15,526,000	-	Project Completed / Closed Out
Interim San Luis Obispo Layover Facility Expansion	1,600,000	300,000	1,300,000	Project Completed / Closed Out
Proposition 1B Grant Sub-Total	\$ 34,971,000	\$ 27,104,000	\$ 7,867,000	

State Transportation Improvement Program (STIP)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Central Coast Layover Facility Expansion (Phase 1)	\$ 11,500,000	\$ 2,449,070	\$ 9,050,930	June 2029
Leesdale Passing Siding	20,000,000	-	20,000,000	June 2028
STIP Grant Sub-Total	\$ 31,500,000	\$ 2,449,070	\$ 29,050,930	

Solutions for Congested Corridors Program (SCCP)

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
Leesdale Passing Siding	\$ 43,500,000	\$ -	\$ 43,500,000	June 2028
SCCP Grant Sub-Total	\$ 43,500,000	\$ -	\$ 43,500,000	

Restoration & Enhancement (R&E) Grant Program

Project	Total Award	Total Reimbursed to Date	Remaining Balance	Anticipated Project Completion
LOSSAN Rail Corridor Service Enhancement Project	\$ 27,120,363	\$ -	\$ 27,120,363	June 2032
R&E Grant Program Grant Sub-Total	\$ 27,120,363	\$ -	\$ 27,120,363	
Discretionary Grants Total	\$ 137,091,363	\$ 29,553,070	\$ 107,538,293	

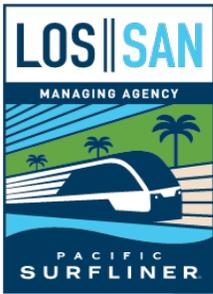


Second Quarter Grant Reimbursement Status Report

Grants Pending Close-out

October through December 2025

Project	Funding Source	Total Award	Total Reimbursed to Date	Remaining Balance
Operation Lifesaver Campaign	Fiscal Year 2018 - 2020 SRA	\$ 110,000	\$ 110,000	\$ -
Grants Pending Close-out Sub-Total		\$ 110,000	\$ 110,000	\$ -



March 16, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 Second Quarter Budget Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's fiscal year 2025-26 Budget was approved by the Board of Directors on March 17, 2025. The California State Transportation Agency approved the fiscal year 2025-26 budget and funding on September 25, 2025. This report summarizes financial activities and performance through the second quarter of fiscal year 2025-26, covering the months of October 2025 through December 2025.

Recommendation

Receive and file as an information item.

Background

On March 17, 2025, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Board of Directors (Board) approved the LOSSAN Agency Annual Business Plan for fiscal year (FY) 2025-26 and FY 2026-27 (Business Plan), as well as the FY 2025-26 budget. Included in both the adopted budget and the Business Plan is funding for FY 2025-26 administrative and marketing services, in the amount of \$9.7 million and \$58.6 million for net train operations (including \$74,350 for the continuation of the transit transfer program), \$1 million for minor capital projects, and \$83.9 million for grant programs bringing the total adopted budget to \$153.2 million.

Discussion

The quarterly budget status report provides an overview of all financial activity, including a comparison of budget to actuals, and explanations for variances throughout the report period. While the details can be found in Attachment A, a summary is below.

Revenues

As shown in Table 1, budgeted revenues through the second quarter of FY 2025-26 totaled \$60.6 million, while actual revenues totaled \$49.5 million. This results in year-to-date (YTD) revenues to underrun the budget by \$11.1 million.

The variance is driven by two primary, offsetting factors. The largest component is a \$24.2 million shortfall in Other State Funding, which includes grant-funded capital projects. The net result of these offsetting variances is the \$11.1 million underrun noted in the table above. The grant revenue underrun is primarily attributable to project delays and the timing of invoice submittals across various programs and project phases, including design, environmental, and construction activities within LOSSAN’s capital program. Capital projects contributing to this timing variance include: Canada Honda Bridge Replacement, Union Pacific (UPRR) Franchise Access Fee, Capital Access & Incentive, North County Transit District (NCTD) Capital & On-time Performance Incentive, Ortega Siding, Camarillo Station Improvements, Leesdale Siding, Central Coast Layover Facility, Integrated Wayfinding Signage, and Goleta Layover Facility.

TABLE 1: REVENUES	FY 2025-26		\$ Variance
	Working Budget	FY 2025-26	
	Year-To-Date	Actuals	
State Administrative Funding	\$ 3,862,650	\$ 3,862,650	\$ -
State Marketing Funding	\$ 2,000,000	\$ 2,000,000	\$ -
State Operating Funding	\$ 26,839,480	\$ 40,284,637	\$ 13,445,157
Federal Grant Funding	\$ 1,166,160	\$ -	\$ (1,166,160)
Other State Funding	\$ 26,710,320	\$ 2,545,893	\$(24,164,427)
State Capital Funding	\$ -	\$ -	\$ -
Interest Revenue	\$ -	\$ 739,055	\$ 739,055
Other Revenue	\$ -	\$ 50,323	\$ 50,323
Total Revenues	\$ 60,578,610	\$ 49,482,557	\$(11,096,053)

In addition, there was an underrun of \$1.2 million in Federal Grant Funding due to the timing of the Federal Railroad Administration (FRA) Restoration and Enhancement (R&E) award execution. Execution of the R&E grant is expected to occur in the third quarter. Reimbursements for the restoration service will be processed once the grant is fully executed.

These revenue shortfalls are partially offset by State operating funds that exceeded the budget by \$13.4 million, primarily due to the receipt of advanced payments from Caltrans for the January and February 2026 Amtrak Advancement Invoices.

The budget variances are further detailed in Attachment A.

Expenses

As shown in Table 2, budgeted expenses through the second quarter of FY 2025-26 totaled \$55.3 million, whereas actual expenses totaled \$36 million, resulting in a year-to-date (YTD) expense underrun of \$19.3 million.

The majority of the expense variance is associated with grant funded capital projects and is largely driven by project delays and the timing of when work is completed and when payments are processed. Key contributors include the Canada Honda Bridge Replacement (\$15.5 million), UPRR Franchise Access Fee, Capital Access and Incentive (\$2.8 million), NCTD Capital and On-time Performance Incentive (\$2 million), Camarillo Station Improvements (\$0.8 million), Leesdale Siding (\$0.7 million), Ortega Siding (\$0.5 million), and Goleta Layover Facility (\$0.4 million). The \$4.9 million overrun in Net Train Operations is associated with the timing of the advance payment to Amtrak for the month of January 2026, which was processed in the second quarter of FY 2025-26. Additionally, Marketing and Contracted Services costs underran due to lower-than-anticipated utilization of services, and Minor Capital costs underran due to delays in project execution by Amtrak.

TABLE 2: EXPENSES			
Administrative Budget Line Items	FY 2025-26	FY 2025-26	\$ Variance
	Working Budget	Actuals	
	Year-To-Date	Year-To-Date	Year-To-Date
Administration - Staffing	\$ -	\$ -	\$ -
Legal Services	\$ 37,485	\$ 14,099	\$ 23,386
Travel	\$ 24,096	\$ 15,490	\$ 8,606
Marketing	\$ 972,928	\$ 496,973	\$ 475,955
Insurance	\$ 1,000	\$ 72,652	\$ (71,652)
Contracted services	\$ 518,802	\$ 252,136	\$ 266,666
Dues & Memberships	\$ -	\$ 3,556	\$ (3,556)
Non Budgeted Expenses	\$ -	\$ -	\$ -
Other Business Expenses	\$ 1,250	\$ 74,306	\$ (73,056)
Total Administrative Services	\$ 1,555,561	\$ 929,211	\$ 626,350
Operating/Capital Budget Line			
Items			
Net Train Operating Expenses	\$ 25,806,438	\$ 30,675,068	\$ (4,868,630)
Transit Transfer Program	\$ 37,175	\$ 6,061	\$ 31,114
Minor Capital Projects	\$ 500,000	\$ 65,098	\$ 434,902
Grant Programs	\$ 27,418,900	\$ 4,331,113	\$ 23,087,787
Total Budget	\$ 55,318,073	\$ 36,006,551	\$ 19,311,523

For detailed information on specific project and expense variances, please refer to Attachment A.

The LOSSAN Agency bylaws also require a quarterly report to be filed with the Board reporting the amount of money held, the amount and source of receipts since the last report, the amount and recipient of the amounts paid out since the last report, and a report of all expenditures under \$100,000. This report is included as Attachment B.

The LOSSAN Board has directed staff to provide a listing of all open agreements, including vendor, description of purchase, contract number, contract amount, amount spent, remaining balance, and expiration date on a quarterly basis. The report is provided as Attachment C.

Summary

Through the second quarter of Fiscal Year 2025-26, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s actual revenues and expenses were below budget. Most of the variance is driven by project delays and the timing of work completion and the processing of invoices for several programs and capital projects. Due to monthly advance payments, a portion of these timing-related underruns was offset by higher-than-budgeted State Operating Assistance on the revenue side and higher Net Train Operations on the expense side.

Attachments

- A. Quarterly Budget Status Report, Second Quarter of Fiscal Year 2025-26
- B. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Second Quarter Financial Activity Report, Fiscal Year 2025-26
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Open Agreements Listing as of December 31, 2025

Approved by:



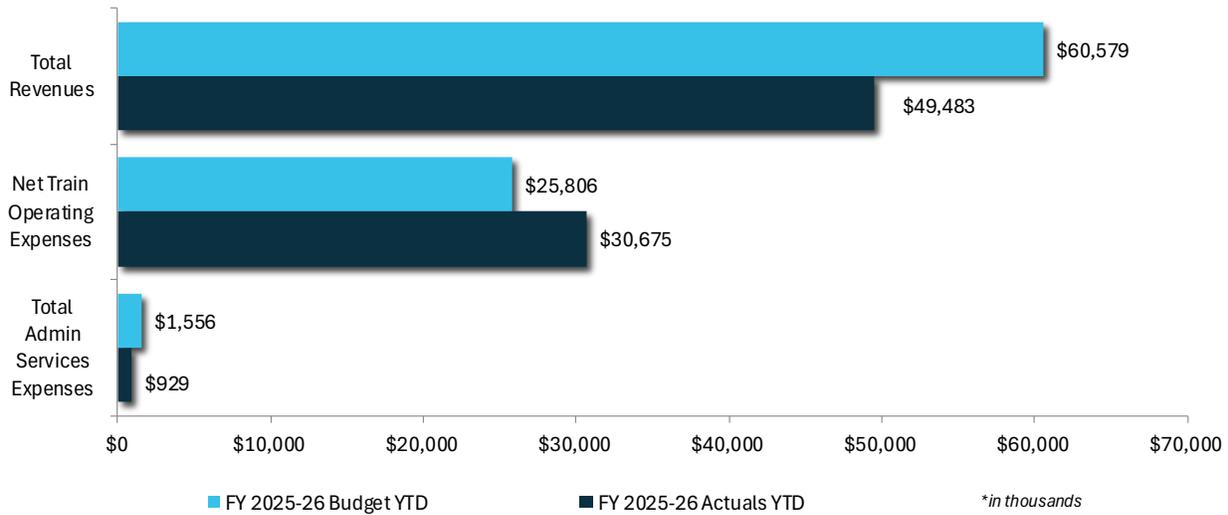
Russ Henry
Program Manager, Financial Planning and Analysis/Project Controls
(714) 560-5990



Quarterly Budget Status Report

Second Quarter of Fiscal Year 2025-26

FY 2025-26 Budget to Actuals Year-To-Date



OVERVIEW

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Business Plan for Fiscal Year (FY) 2025-26 and FY 2026-27 (Business Plan), and the FY 2025-26 budget were approved at the March 17, 2025 Board of Directors (Board) meeting. The business plan was submitted to the Secretary of the California State Transportation Agency prior to the deadline of April 1, 2025, as required by the interagency transfer agreement and LOSSAN joint powers agreement.

The Board-approved FY 2025-26 Business Plan and budget total \$153.2 million. This includes funding for administrative and marketing services in the amount of \$9.7 million, and \$58.6 million for net train operations (which includes \$74,350 for the continuation of the transit transfer program), \$1 million for minor capital projects, and \$83.9 million for grant programs.

The FY 2025-26 adopted budget assumes the California Department of Transportation (Caltrans) Division of Rail will directly fund equipment capital charges for the Amtrak-owned railcars and locomotives used on the three state-supported corridors. As a result, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency.

This report highlights the major variances between the budget and actual revenues and expenses through the second quarter (October 2025 through December 2025) of FY 2025-26. It is important to note that Amtrak operates on a Federal Fiscal Year (FFY) of October through September, while the LOSSAN Agency operates on a Fiscal Year (FY) running from July through June.

REVENUES

TABLE 1: REVENUES							
	FY 2025-26 Adopted Budget	FY 2025-26 Working Budget ¹	FY 2025-26 Working Budget Year-To-Date	FY 2025-26 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2025-26 Percent of Budget Used-to-Date
State Administrative Funding	\$ 7,725,300	\$ 7,725,300	\$ 3,862,650	\$ 3,862,650	\$ -	0.0%	50.0%
State Marketing Funding	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	0.0%	100.0%
State Operating Funding	\$ 53,774,790	\$ 53,774,790	\$ 26,839,480	\$ 40,284,637	\$ 13,445,157	50.1%	74.9%
Federal Grant Funding	\$ 4,859,000	\$ 4,859,000	\$ 1,166,160	\$ -	\$ (1,166,160)	-100.0%	0.0%
Reimbursements from other Agencies	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Other State Funding ¹	\$ 83,878,000	\$ 83,878,000	\$ 26,710,320	\$ 2,545,893	\$ (24,164,427)	-90.5%	3.0%
State Capital Funding ²	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	N/A	0.0%
Amtrak Penalty & Assessment Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Net State/Other Agency Funded	\$ 153,237,090	\$ 153,237,090	\$ 60,578,610	\$ 48,693,180	\$ (11,885,430)	-140.4%	227.9%
Interest Revenue	\$ -	\$ -	\$ -	\$ 739,055	\$ 739,055	N/A	0.0%
Other Revenue	\$ -	\$ -	\$ -	\$ 50,323	\$ 50,323	N/A	N/A
Total Revenues	\$ 153,237,090	\$ 153,237,090	\$ 60,578,610	\$ 49,482,557	\$ (11,096,053)	-18.3%	32.3%

¹ Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant

² Includes State Minor projects funding

³ Working budget is the adopted budget plus any amendments approved during the year. Adjusted for prior year accruals.

⁴ Actuals are subject to change based on year-end accruals and audit adjustments

Budgeted revenues through the second quarter of FY 2025-26 totaled \$60.6 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date revenues through the second quarter totaled \$49.5 million, resulting in an underrun of \$11.1 million.

This underrun is primarily driven by a \$24.2 million underrun in Other State Funding (grant revenue). This is primarily due to delays within the capital projects program and the receipt of invoices. In addition to delays in receiving invoices, many require detailed reviews and reconciliations before payment. Key contributors include the Canada Honda Bridge Replacement (\$15.5 million), Union Pacific (UPRR) Franchise Access Fee, Capital Access and Incentive (\$4.3 million), North County Transit District (NCTD) Capital and On-time Performance Incentive (\$2.3 million), Ortega Siding (\$1.0 million), Leesdale Siding (\$0.8 million), Camarillo Station Improvements (\$0.8 million), Central Coast Layover Facility (\$0.2 million), and Goleta Layover Facility (\$0.2 million). This underrun is partially offset by State Operating Funds of \$13.4 million.

The Canada Honda Bridge Replacement project opened to train traffic at the beginning of FY 2025–26. However, invoices for the work were received late in the second quarter. These invoices will be reviewed and paid in the third quarter of the fiscal year. In addition, Federal Grant Funding finished the second quarter \$1.2 million below budget due to delays in the execution of the Federal Railroad Administration (FRA) Restoration and Enhancement Grant. Reimbursements for the restoration of service will be processed once the award is executed, which is expected in the third quarter. The offsetting overrun in State Operating Funds is associated with the receipt of advanced payments from Caltrans for the January and February 2026 Amtrak Advancement Invoices.

Total passenger revenue for the second quarter reached \$21.2 million, reflecting a 9.5% increase compared to the same period last year (\$19.3 million). This growth is driven by increased demand of service and the addition of the 11th and 12th roundtrips late in fiscal year 2025.

Although passenger revenue is not directly recorded as a revenue source, it is netted as a reduction to monthly Amtrak expenses. This information is included to offer valuable insight into the performance of Pacific Surfliner service.

Operating Expenses

TABLE 2: EXPENSES							
Administrative Budget Line Items	FY 2025-26 Adopted Budget	FY 2025-26 Working Budget	FY 2025-26 Working Budget Year-To-Date	FY 2025-26 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2025-26 Percent of Budget Used-to-Date
Administration - Staffing	\$ 6,364,900	\$ 6,364,900	\$ -	\$ -	\$ -	N/A	0.0%
Legal Services	\$ 75,000	\$ 75,000	\$ 37,485	\$ 14,099	\$ 23,386	62.4%	18.8%
Travel	\$ 58,200	\$ 58,200	\$ 24,096	\$ 15,490	\$ 8,606	35.7%	26.6%
Marketing	\$ 2,000,000	\$ 2,000,000	\$ 972,928	\$ 496,973	\$ 475,955	48.9%	24.8%
Insurance	\$ 76,300	\$ 76,300	\$ 1,000	\$ 72,652	\$ (71,652)	-7165.2%	95.2%
Contracted Services (Audit, Planning, On-Call)	\$ 1,141,400	\$ 1,141,400	\$ 518,802	\$ 252,136	\$ 266,666	51.4%	22.1%
Dues & Memberships	\$ 7,000	\$ 7,000	\$ -	\$ 3,556	\$ (3,556)	N/A	50.8%
Other Business Expenses	\$ 2,500	\$ 2,500	\$ 1,250	\$ 74,306	\$ (73,056)	-5846.3%	2972.2%
Total Admin Services	\$ 9,725,300	\$ 9,725,300	\$ 1,555,561	\$ 929,211	\$ 626,350	40.3%	9.6%
Banking Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Admin Services	\$ 9,725,300	\$ 9,725,300	\$ 1,555,561	\$ 929,211	\$ 626,350	40.3%	9.6%
Non Budgeted Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Non Budgeted Admin Services	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A
Total Administrative Services	\$ 9,725,300	\$ 9,725,300	\$ 1,555,561	\$ 929,211	\$ 626,350	40.3%	9.6%

Operating/Capital Budget Line Items	FY 2025-26 Adopted Budget	FY 2025-26 Working Budget	FY 2025-26 Working Budget Year-To-Date	FY 2025-26 Actuals Year-To-Date	\$ Variance Year-To-Date	% Variance Year-To-Date	FY 2025-26 Percent of Budget Used-to-Date
Net Train Operating Expenses	\$ 58,559,440	\$ 58,559,440	\$ 25,806,438	\$ 30,675,068	\$ (4,868,630)	-18.9%	52.4%
Transit Transfer Program	\$ 74,350	\$ 74,350	\$ 37,175	\$ 6,061	\$ 31,114	83.7%	8.2%
Minor Capital Projects	\$ 1,000,000	\$ 1,000,000	\$ 500,000	\$ 65,098	\$ 434,902	87.0%	6.5%
Grant Programs	\$ 83,878,000	\$ 83,878,000	\$ 27,418,900	\$ 4,331,113	\$ 23,087,787	84.2%	5.2%
Total Operating/Capital Budget	\$ 143,511,790	\$ 143,511,790	\$ 53,762,513	\$ 35,077,340	\$ 18,685,173	34.8%	24.4%
Total Budget	\$ 153,237,090	\$ 153,237,090	\$ 55,318,073	\$ 36,006,551	\$ 19,311,523	34.9%	23.5%

¹ Includes Transit & Intercity Rail Capital Program, California Transit Security Grant Program, State Rail Assistance, State Transportation Improvement Program Funds and Proposition 1B grant programs Working budget is the adopted budget plus any amendments approved during the year. Actuals year to date include encumbrances. Adjusted for prior year accruals.
² Actuals are subject to change based on year-end accruals and audit adjustments.

Budgeted expenses through the second quarter of FY 2025-26 totaled \$55.3 million, as presented in the table above under “FY 2025-26 Working Budget Year-To-Date”. Actual Year-To-Date expenses through the second quarter totaled \$36.0 million, resulting in a variance of \$19.3 million.

This variance can be primarily attributed to grant-funded capital projects. This total includes project underruns of \$15.5 million in Canada Honda Bridge Replacement; \$2.8 million in UPRR Franchise Access Fee, Capital Access and Incentive; \$2.0 million in NCTD Capital and On-Time Performance Incentive; \$0.8 million in Camarillo Station Improvements; \$0.7 million in Leesdale Siding; \$0.5 million in Ortega Siding; and \$0.5 million in Goleta Layover Facility. As mentioned in the revenue section, many of these underruns are due to delays in the capital program and in the receipt of invoices. Several major invoices were received late in the second quarter, with payment expected in early Q3.

Net Train Operations had an overrun of approximately \$4.9 million due to the timing of an advance payment to Amtrak for January 2026 service that was processed late in the second quarter.

The Marketing budget variance reflects a \$476.0 thousand underrun, primarily comprised of \$268.8 thousand in Digital Advertising, \$67.2 thousand in Videography Services, \$35.3 thousand in Strategic Marketing, and \$28.8 thousand in Social Media Management. This underrun is largely attributable to a planned reduction in digital advertising expenses as well as delays in contract execution for videography services.

Contracted Services had an underrun of \$266.7 thousand primarily due to reduced use of on-call project management support for capital projects. This was due to increased in-house expertise. Utilization of these services is expected to increase as the projects progress into the construction phase, which will require the need for construction management services.

The underrun in Minor Capital Projects is due to the longer than expected lead time for the procurement of contractors. This caused a slight delay in the implementation of several projects. This underrun will diminish as the year continues.



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Second Quarter Financial Activity Report
Fiscal Year 2025-26**

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
October						
10/1/2025	Balance	Bank Account Balance Forward			53,364,850.98	10/1/2025
10/6/2025	Wire	Bank of the West - Credit Card Charges Various	2,924.05		53,361,926.93	10/6/2025
10/15/2025	00000106	Facebook - Advertising	4,175.50		53,357,751.43	10/15/2025
9/24/2025	00001947	ACE Agency - Professional Services	2,460.00		53,355,291.43	10/7/2025
9/24/2025	00001948	Cision US Inc. - Marketing Professional Services	27,255.01		53,328,036.42	10/7/2025
10/1/2025	00001949	Amtrak - Del Mar Bluffs	30,278.51		53,297,757.91	10/7/2025
10/1/2025	00001950	Deputy Managing Director - Travel	438.14		53,297,319.77	10/16/2025
10/1/2025	00001951	City of San Luis Obispo Transit - Transit Transfer Program	78.00		53,297,241.77	10/10/2025
10/1/2025	00001952	Abbi Agency - Digital Marketing Services	33,093.50		53,264,148.27	10/8/2025
10/1/2025	00001953	Woodruff, Spradlin & Smart - August - Legal Services	409.20		53,263,739.07	10/7/2025
10/14/2025	Wire	Deposit - Service Charge Refund		3.00	53,263,742.07	10/14/2025
10/14/2025	Wire	Deposit - Reimbursement AASHTO Travel and Marsh refund		1,315.68	53,265,057.75	10/14/2025
10/15/2025	00001954	ACE Agency - Professional Services	3,090.00		53,261,967.75	10/21/2025
10/15/2025	00001955	Executive Administrative Assistant - Travel	74.62		53,261,893.13	10/27/2025
10/15/2025	00001956	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	12,736.48		53,249,156.65	10/20/2025
10/15/2025	00001957	Program Manager, Finance/Grants - Travel	482.80		53,248,673.85	10/31/2025
10/15/2025	00001958	Nansen - Web Marketing Services	18,449.00		53,230,224.85	10/30/2025
10/15/2025	00001959	Deputy Managing Director - Travel	567.48		53,229,657.37	10/17/2025
10/15/2025	00001960	Railpros - Project Management Consulting Services	38,259.98		53,191,397.39	10/27/2025
10/15/2025	00001961	Zephyr - Leesdale Siding Extension Project	119,256.76		53,072,140.63	10/20/2025
10/16/2025	00001962	PG&E - Central Coast Layover Facility PR&ED (Grant Funded)	10,000.00		53,062,140.63	10/20/2025
10/21/2025	Wire	Deposit - State Operating Advance - October and November		7,458,125.00	60,520,265.63	10/21/2025
10/21/2025	00001963	Anaheim Transportation Network - Transit Transfer Program	9,252.00		60,511,013.63	11/24/2025
10/22/2025	00001964	Capital Program Manager - Travel	372.20		60,510,641.43	10/23/2025
10/21/2025	00001965	Amtrak - Minor Cap various projects	53,980.08		60,456,661.35	10/28/2025
10/22/2025	00001966	Senior Finance & Administration Manager - Travel	144.20		60,456,517.15	10/23/2025
10/21/2025	00001967	Union Pacific Railroad Projects (Grant Funded)	70,395.44		60,386,121.71	10/28/2025
10/21/2025	00001968	Zephyr - Leesdale Siding Extension Project	178,385.19		60,207,736.52	10/27/2025
10/29/2025	00001969	Gold Coast Transit District - Transit Transfer Program	733.46		60,207,003.06	11/18/2025
10/28/2025	Wire	Deposit - Caltrans - FY 2025-26 1st Half Admin Funds, FY 2025-26 Marketing Funds, and Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		8,531,479.68	68,738,482.74	10/28/2025
10/28/2025	00001970	Google - Advertising	19,056.73		68,719,426.01	11/3/2025
10/29/2025	00001971	Amtrak - Minor Cap various projects	1,667.96		68,717,758.05	11/3/2025
10/29/2025	00001972	Senior Finance & Administration Manager - Travel	52.10		68,717,705.95	10/30/2025
10/29/2025	00001973	Zephyr - Leesdale Siding Extension Project	257,198.51		68,460,507.44	11/3/2025
10/30/2025	Wire	Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		782,557.98	69,243,065.42	10/30/2025
10/31/2025	Wire	Bank of the West - October Interest		124,098.64	69,367,164.06	10/31/2025
November						
11/1/2025	Balance	Bank Account Balance Forward			69,367,164.06	11/1/2025
11/3/2025	Wire	Deposit - San Luis Obispo Council of Governments reimbursement		2,748.45	69,369,912.51	11/3/2025
11/4/2025	Wire	Bank of the West - Credit Card Charges Various	3,091.10		69,366,821.41	11/4/2025
11/6/2025	Wire	Deposit - State Operating Advance - December and September 2024 Reconciliation		6,978,449.00	76,345,270.41	11/6/2025
11/6/2025	00000109	Amtrak - Del Mar Bluffs	8,837.90		76,336,432.51	11/6/2025
11/5/2025	00001974	Senior Program Manager - Travel	201.27		76,336,231.24	11/12/2025
11/5/2025	00001975	Program Manager, Finance/Grants - Travel	518.86		76,335,712.38	11/26/2025
11/5/2025	00001976	Marsh Risk & Insurance Services - Marsh Brokerage Consulting Fee	10,000.00		76,325,712.38	11/10/2025
11/5/2025	00001977	Oak Leaf - Digital Videos and Photos for marketing	7,740.00		76,317,972.38	11/14/2025
11/5/2025	00001978	Abbi Agency - Digital Marketing Services	28,436.50		76,289,535.88	11/13/2025
11/5/2025	00001979	Woodruff, Spradlin & Smart - September - Legal Services	3,496.80		76,286,039.08	11/10/2025
11/12/2025	00001980	Google - Advertising	18,938.96		76,267,100.12	11/17/2025
11/12/2025	00001981	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	72,871.75		76,194,228.37	11/21/2025
11/12/2025	00001982	Jacobs Project Management Co - Central Coast Layover Facility Project	4,063.93		76,190,164.44	11/19/2025
11/12/2025	00001983	OCTA - Transit Transfer Program	5,312.66		76,184,851.78	11/17/2025
11/12/2025	00001984	Railpros - Project Management Consulting Services	181,509.88		76,003,341.90	11/19/2025
11/12/2025	00001985	Regional Transit Authority - Transit Transfer Program	8.30		76,003,333.60	11/25/2025



**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Second Quarter Financial Activity Report
Fiscal Year 2025-26**

Date	Check #	Payee	Debit	Credit	Balance	Date Cleared
11/12/2025	00001986	South County Area Transit - Transit Transfer Program	7.00		76,003,326.60	11/25/2025
11/12/2025	00001987	Zephyr - Leesdale Siding Extension Project	295,395.80		75,707,930.80	11/17/2025
11/18/2025	00001988	ACE Agency - Professional Services	3,225.00		75,704,705.80	12/2/2025
11/19/2025	00001989	Capital Program Manager - Travel	356.93		75,704,348.87	11/20/2025
11/19/2025	00001990	Senior Program Manager - Travel	213.00		75,704,135.87	Uncashed
11/19/2025	00001991	Equipment and Mechanical Manager - Travel	991.49		75,703,144.38	12/11/2025
11/19/2025	00001992	Program Manager, Finance/Grants - Travel	854.37		75,702,290.01	11/26/2025
11/19/2025	00001993	Managing Director - Travel	1,939.79		75,700,350.22	11/20/2025
11/19/2025	00001994	Nansen - Web Marketing Services	21,282.50		75,679,067.72	12/3/2025
11/18/2025	00001995	Amtrak - Minor Cap various projects	12.33		75,679,055.39	11/25/2025
11/19/2025	00001996	Deputy Managing Director - Travel	1,671.43		75,677,383.96	11/21/2025
11/21/2025	00000108	Facebook - Advertising	4,203.19		75,673,180.77	11/21/2025
11/25/2025	00000107	Amtrak Train Service - September Operating	1,936,967.13		73,736,213.64	11/25/2025
11/25/2025	00001997	Marsh Risk and Insurance - Insurance	1,000.00		73,735,213.64	12/3/2025
11/25/2025	00001998	Amtrak - Minor Cap various projects	7,548.61		73,727,665.03	12/2/2025
11/25/2025	00001999	Woodruff, Spradlin & Smart - October - Legal Services	3,124.80		73,724,540.23	12/2/2025
11/30/2025	Wire	Bank of the West - November Interest		150,772.82	73,875,313.05	11/30/2025
<hr/>						
December						
12/1/2025	Balance	Bank Account Balance Forward			73,875,313.05	12/1/2025
12/4/2026	Wire	Deposit - Reimbursement SPRC Travel, San Diego Association of Governments Reimbursement, San Luis Obispo Council of Governments reimbursement		23,131.32	73,898,444.37	12/4/2026
12/5/2025	Wire	Bank of the West - Credit Card Charges Various	1,676.96		73,896,767.41	12/5/2025
12/11/2025	00000110	Facebook - Advertising	4,150.74		73,892,616.67	12/11/2025
12/11/2025	00000111	Amtrak Train Service - October-December Operating and FY26 October-December true up	12,935,844.00		60,956,772.67	12/11/2025
12/10/2025	00002000	Capital Program Manager - Travel	102.98		60,956,669.69	12/11/2025
12/10/2025	00002001	Equipment and Mechanical Manager - Travel	732.03		60,955,937.66	1/13/2026
12/10/2025	00002002	Senior Business Unit Analyst - Travel	53.40		60,955,884.26	12/16/2025
12/10/2025	00002003	Google - Advertising	19,037.94		60,936,846.32	12/15/2025
12/10/2025	00002004	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	31,819.37		60,905,026.95	12/15/2025
12/10/2025	00002005	Jacobs Project Management Co - Central Coast Layover Facility Project	3,844.19		60,901,182.76	12/29/2025
12/10/2025	00002006	Marsh Risk and Insurance - Insurance	71,652.15		60,829,530.61	12/16/2025
12/10/2025	00002007	Nansen - Web Marketing Services	26,567.50		60,802,963.11	1/7/2026
12/9/2025	00002008	Amtrak - Minor Cap various projects & Del Mar Bluffs	25,894.61		60,777,068.50	1/2/2026
12/10/2025	00002009	Railpros - Project Management Consulting Services	56,251.78		60,720,816.72	12/18/2025
12/10/2025	00002010	Abbi Agency - Digital Marketing Services	36,277.50		60,684,539.22	12/17/2025
12/11/2025	00002011	Union Pacific Railroad Increased Service Frequencies & On-Time Performance	2,238,081.63		58,446,457.59	12/15/2025
12/10/2025	00002012	Zephyr - Leesdale Siding Extension Project	304,330.16		58,142,127.43	12/29/2025
12/17/2026	Wire	Deposit - State Operating Advance - January and October - December Advance True-up		7,640,216.00	65,782,343.43	12/17/2026
12/19/2026	Wire	Deposit - San Diego Association of Governments Reimbursement		273,595.29	66,055,938.72	12/19/2026
12/22/2026	Wire	Deposit - San Diego Association of Governments Reimbursement reversal	273,595.29		65,782,343.43	12/22/2026
12/23/2026	Wire	Deposit - Transit and Intercity Rail Capital Program (TIRCP) Union Pacific Railroad Funded Projects		852,751.44	66,635,094.87	12/23/2026
12/23/2025	00002013	Equipment and Mechanical Manager - Travel	106.40		66,634,988.47	1/13/2026
12/23/2025	00002014	Amtrak - Minor Cap various projects & Del Mar Bluffs	66,537.89		66,568,450.58	1/2/2026
12/23/2025	00002015	North County Transit District Increased Service Frequencies & On-Time Performance	314,697.59		66,253,752.99	12/30/2025
12/23/2025	00002016	Railpros - Project Management Consulting Services	56,420.27		66,197,332.72	1/6/2026
12/23/2025	00002017	Union Pacific Railroad Projects (Grant Funded)	13,174.17		66,184,158.55	1/2/2026
12/23/2025	00002018	Woodruff, Spradlin & Smart - November - Legal Services	4,203.60		66,179,954.95	12/29/2025
12/30/2025	00002019	Crowe LLC - Professional Audit Services	10,350.00		66,169,604.95	1/5/2026
12/30/2025	00002020	HDR Engineering - Central Coast Layover Facility PR&ED (Grant Funded)	38,083.38		66,131,521.57	1/7/2026
12/30/2025	00002021	Amtrak - Del Mar Bluffs	26,343.35		66,105,178.22	1/5/2026
12/30/2025	00002022	San Joaquin JPA Federal Rail Advocacy Services	9,999.99		66,095,178.23	1/9/2026
12/30/2025	00002023	Union Pacific Railroad Projects (Grant Funded)	52,781.07		66,042,397.16	1/5/2026
12/30/2025	00002024	Zephyr - Leesdale Siding Extension Project	143,611.64		65,898,785.52	1/5/2026
12/30/2025	00000112	Amtrak Train Service - January 2026 Operating	6,160,419.00		59,738,366.52	12/30/2025
12/31/2025	00000113	California Operation Lifesaver - Rail Safety	10,000.00		59,728,366.52	12/31/2025
12/31/2025	Wire	Bank of the West - December Interest		118,496.06	59,846,862.58	12/31/2025

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of December 31, 2025**

ATTACHMENT C

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
C-4-1816 ¹	Woodruff & Smart	Professional legal services. Piggyback off of Orange County Transportation Authority's (OCTA) contract	7/1/15	6/30/2029	\$472,000	\$454,178	\$17,822	OPEN
L-0-0006	Union Pacific Rail Road Corporation	Capital Improvement Program to Implement Additional Round trips on Northern Corridor	12/1/2019	12/31/2026	\$120,400,000	\$107,881,690	\$12,518,310	OPEN
L-0-0015	RailPros Inc.	Provide program management consultant services on an as-needed basis	4/6/2021	6/30/2026	\$4,299,999	\$2,616,314	\$1,683,685	OPEN
L-1-0002	Union Pacific Railroad Company	Preliminary engineering services for a short-term and interim expansion of the existing layover facility in San Luis Obispo	3/17/2022	12/31/2027	\$350,000	\$105,585	\$244,415	OPEN
L-1-0003	Jacobs Project Management Co.	On-call construction management services for capital infrastructure projects	3/20/2023	3/19/2028	\$3,844,230	\$38,964	\$3,805,266	OPEN
L-2-0003	Marsh Risk & Ins Services	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	6/30/2022	6/30/2027	\$50,000	\$20,000	\$30,000	OPEN
L-2-0004	HDR Engineering Inc	Preparation of plans, specs, and estimates for Phase 1 of the Central Coast Layover Facility Project	Preparation of plans, specs, and estimates for Phase 1 of the Central	2/28/2027	\$3,499,168	\$2,567,785	\$931,383	OPEN
L-2-0005	North County Transit District	Increased service frequencies including on-time performance payment	1/1/2022	6/30/2026	\$14,648,601	\$13,629,790	\$146,733	OPEN
L-2-0007	Union Pacific Railroad Company	Increased service frequencies including on-time performance payment	12/15/2022	12/31/2027	\$64,703,130	\$26,940,599	\$37,762,531	OPEN
L-2-0008	Nansen	Consultant services for website design and development services for the LOSSAN Agency - Pacific Surfliner	5/16/2023	5/15/2028	\$1,592,536	\$798,525	\$794,011	OPEN
L-2-0010	Oak Leaf Product	Provide video and still photography services including production, editorial, animation, and sound design	4/28/2023	4/30/2026	\$600,000	\$267,382	\$332,618	OPEN
L-2-0011	The Abbi Agency	Provide digital marketing services, including content development, strategic planning, and account management of social media platforms	8/22/2023	7/30/2026	\$661,400	\$438,765	\$222,635	OPEN
L-3-0001	Zephyr Rail	Prepare the plans, specifications, and estimates for the Leesdale siding extension project.	9/6/2023	10/31/2026	\$4,138,052	\$3,087,251	\$1,050,801	OPEN
L-3-0009	Union Pacific Railroad Company	Review designs for the Leesdale Siding Extension Project in Ventura County	1/23/2024	10/31/2026	\$200,000	\$177,602	\$22,398	OPEN
L-3-0010	Union Pacific Railroad Company	Funding amendment to use TIRCP funds for the increased service frequencies including on-time performance payment	12/15/2022	12/31/2027	\$8,140,000	\$0	\$8,140,000	OPEN
L-4-0003	BMO Bank	Commercial Banking Services	7/1/2024	8/31/2028	\$2,500	\$0	\$2,500	OPEN
L-4-0005	City Of Camarillo	Cooperative Agreement with City of Camarillo for Pacific Surfliner Transit Transfer Agreement	5/18/2024	5/17/2028	\$1,900,000	\$435,829	\$1,464,171	OPEN
L-4-0008	Sandag	Stabilize Coastal Bluffs as part of a multi-phase program to address coastal resiliency	5/19/2024	6/30/2027	\$2,890,625	REIMBURSEMENT TO LOSSAN	N/A	OPEN
L-4-0010	Zephyr Rail	Consulting for Preliminary Engineering and Design for the Ortega Siding Project	5/27/2025	9/30/2028	\$2,883,788	\$822,340	\$2,061,448	OPEN
L-4-0014	Crowe LLP	Audit Services for fiscal years ending 3/31/2027	6/28/2024	3/31/2027	\$124,200	\$49,450	\$74,750	OPEN
L-4-0015	Union Pacific Railroad Company	Funding for Stabilization and Resiliency Projects	3/22/2024	3/31/2027	\$10,406,000	\$5,147,380	\$5,258,620	OPEN

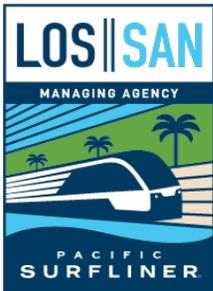
¹ Woodruff Smart does not have a contract maximum limit. The contract amount is increased annual based on the adopted budget.

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of December 31, 2025**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-4-0016	The Abbi Agency	Field Marketing and Community Outreach Services for Pacific Surfliner	8/14/2024	6/30/2027	\$1,150,000	\$179,267	\$970,733	OPEN
L-4-0017	Cision	PR Newswire Services	9/5/2024	9/4/2027	\$81,765	\$54,510	\$27,255	OPEN
L-4-0018	San Joaquin JPA	Cooperative agreement with SJJPA to reimburse SJJPA for project costs associated with Federal legislative advocacy services	8/1/2024	6/30/2026	\$90,000	\$43,333	\$46,667	OPEN
L-4-0019	San Luis Obispo Council of Governments	Subsidized passenger service between Guadalupe and San Luis Obispo	5/1/2025	4/30/2026	\$40,000	\$0	\$40,000	OPEN
L-5-0013	Editshare Inc.	Annual Subscription for digital asset management platform	2/25/2025	1/31/2026	\$8,400	\$8,400	\$0	OPEN
L-5-0015	Union Pacific Railroad Company	Preliminary engineering services for Santa Barbara Sub Milepost 373.9-375.4	8/1/2025	N/A	\$300,000	\$4,353	\$295,647	OPEN
L-6-0005	Santa Barbara Metropolitan Transit District	Cooperative Agreement with Santa Barbara Metropolitan Transit District for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/2027	\$211,416	\$98,104	\$113,313	OPEN
L-6-0006	San Luis Obispo Transit	Cooperative Agreement with San Luis Obispo Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$10,000	\$201	\$9,799	OPEN
L-6-0007	South County Transit	Cooperative Agreement with South County Transit for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$5,000	\$52	\$4,948	OPEN
L-6-0009	OCTA	Cooperative Agreement with OCTA for Pacific Surfliner Transit Transfer Agreement	6/6/16	6/30/2027	\$194,623	\$155,583	\$39,040	OPEN
L-6-0010	Anaheim Resort Transit	Cooperative Agreement with Anaheim Resort Transit for Pacific Surfliner Transit Transfer Agreement	6/2/16	6/30/2027	\$165,052	\$134,092	\$30,960	OPEN
L-6-0012	Ventura County Transportation Commission	Cooperative Agreement with Ventura County Transportation Commission for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$99,963	\$57,899	\$42,064	OPEN
L-6-0013	Gold Coast Transit	Cooperative Agreement with Gold Coast Transit for Pacific Surfliner Transit Transfer Agreement	7/1/16	6/30/2027	\$20,000	\$14,134	\$5,866	OPEN
L-6-0015	San Luis Obispo Regional Transportation Authority	Cooperative Agreement with San Luis Obispo Regional Transportation Authority for Pacific Surfliner Transit Transfer Agreement	6/1/16	6/30/2027	\$18,000	\$196	\$17,804	OPEN
L-6-0016	Glendale Beeline	Cooperative Agreement with Glendale Beeline for Pacific Surfliner Transit Transfer Agreement	6/22/16	6/30/2027	\$37,500	\$12,439	\$25,061	OPEN
L-6-0017	North County Transit District	Cooperative Agreement with North County Transit District for Transit Transfer Agreement	6/6/16	6/30/2027	\$95,000	\$30,098	\$64,902	OPEN
L-6-0023	Amtrak and OCTA	Cooperative Agreement with OCTA and Amtrak for Emergency bus bridge agreement. Funds flow between Amtrak and OCTA	7/10/17	6/30/2027	\$50,000	\$0	\$50,000	OPEN
L-8-0009	California Department of Transportation	Interagency Transfer Agreement Between State of California Department of Transportation and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency	7/1/18	9/30/2029	N/A	N/A	N/A	OPEN
L-8-0010	OCTA	Managing Agency Agreement for OCTA to provide administrative services to LOSSAN	7/1/18	6/30/2027	Reimbursable Agreement	\$32,664,754	N/A	OPEN
L-9-0001	Amtrak	Design services in support of the expansion of the Pacific Surfliner Layover facility in Goleta	12/11/2019	6/30/2027	\$898,353	\$521,831	\$376,522	OPEN

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency
Open Agreements Listing as of December 31, 2025**

Agreement Number	VENDOR	DESCRIPTION	EFFECTIVE	TERMINATES	CONTRACT AMOUNT	AMOUNT PAID TO DATE	CONTRACT BALANCE	CONTRACT STATUS
L-9-0005	Southern California Regional Rail Authority (SCRRA), Amtrak	Rail to Rail Cooperative Agreement with LOSSAN, Metrolink & Amtrak	7/1/2019	6/30/2026	\$5,221,679	No Funds Flow Through LOSSAN	N/A	OPEN
L-25-0001	The Abbi Agency	Public Relations and Media Outreach Services	10/27/2025	9/30/2026	\$60,000	\$0	\$60,000	OPEN
L-25-0016	Amtrak	Agreement with Amtrak for the provision of passenger rail service	10/1/2025	9/30/2026	\$60,990,140	\$19,133,136	\$40,426,264	OPEN
L-25-5023	Marsh Insurance Policy	LOSSAN Insurance Policies for General Liability, Excess Liability, Commercial Crime and Public Entity Liability Insurance	12/1/2025	12/1/2026	\$71,653	\$71,653	\$0	OPEN



March 16, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Amendment to Agreement for Pacific Surfliner Website Design and Development Services

Overview

On March 31, 2023, the Board of Directors approved an agreement with Nansen LLC, to provide website design and development services for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency for a one-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the second option term effective May 16, 2026, through May 15, 2028.

Recommendation

Authorize the Managing Director to negotiate and execute Amendment No. 5 to Agreement No. L-2-0008 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and Nansen LLC, to exercise the second option term of the agreement, effective May 16, 2026, through May 15, 2028, in the amount of \$622,486, to provide website design and development services. This will increase the maximum cumulative payment obligation to a total contract value of \$1,592,536.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is responsible for marketing the Pacific Surfliner service to enhance public awareness of the service and increase ridership and revenue.

On March 31, 2023, the LOSSAN Agency's Board of Directors (Board) approved Agreement No. L-2-0008 with Nansen LLC (Nansen) to provide website design and development services to drive more traffic to PacificSurfliner.com, improve the overall customer experience, and increase ridership and revenue. The PacificSurfliner.com website is the start of the online ticket booking journey for thousands of rail riders and refers millions of dollars in ticket sales to Amtrak.

Under the scope of the agreement, Nansen provides website and digital marketing services as needed for:

- Driving awareness of and consideration for the Pacific Surfliner train service within the online space
- Ongoing maintenance and support for Optimizely, the content management system that powers PacificSurfliner.com
- Increasing ridership, positive brand associations, and visibility of the Pacific Surfliner
- Identifying opportunities and implementing solutions to improve the website user experience and overall customer satisfaction
- Improving the organic visibility of PacificSurfliner.com and enhancing search optimization strategies within key search engine platforms such as Google and Bing
- Referring qualified PacificSurfliner.com visitors to Amtrak for ticket purchase
- Modernizing website management platform through evaluation and potential migration to a new Content Management System and hosting environment

Nansen has performed its obligations, providing services under the scope of work to support the LOSSAN Agency's goals. In order to continue these services, and based on the consultant's performance, staff recommends the Board approve an amendment to exercise the second option term.

Procurement Approach

The procurement was originally handled in accordance with the LOSSAN Agency's Board-approved policies and procedures for professional services. The original agreement was awarded on a competitive basis and includes a one-year initial term in the amount of \$325,000, and two, two-year option terms. This agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 5 is to revise the scope of work to expand services to include website platform modernization, evaluation and potential migration to a new Content Management System and hosting environment, enhanced search optimization strategies, and exercise the second option term through May 15, 2028. The budget for this amendment is \$622,486, which is based on current and anticipated usage for continued website design and development services for the Pacific Surfliner website. In accordance with the current agreement, the hourly rates for the second option term will remain the same as originally negotiated. Exercising the second option term and revising the scope of work will allow Nansen to continue providing website design and development services for the Pacific Surfliner website through May 15, 2028.

Fiscal Impact

Funding for the second option term of the agreement will be included in fiscal years 2025-26, 2026-27, and 2027-28 budgets. However, the actual marketing expenditure will be adjusted in alignment with the funding amounts approved by the California State Transportation Agency for each fiscal year.

Summary

Staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Amendment No. 5 to Agreement No. L-2-0008 with Nansen LLC, to exercise the second option term, in the amount of \$622,486, for a total contract value of \$1,592,536, for continued website design and development services for the Pacific Surfliner marketing program.

Attachment

- A. Nansen LLC Agreement No. L-2-0008, Fact Sheet

Prepared by:

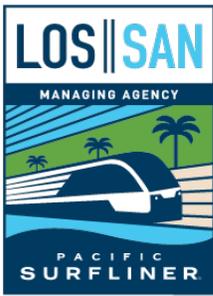


Alyssa Dowdalls
Marketing and Communications Manager
(714) 560-5661

**Nansen LLC
Agreement No. L-2-0008 Fact Sheet**

1. March 31, 2023, Agreement No. L-2-0008, \$325,000, approved by the Board of Directors (Board).
 - To provide web design and development services for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency’s (Agency) Pacific Surfliner marketing program.
 - Initial term effective May 16, 2023, through May 15, 2024, with two, two-year option terms.
2. June 20, 2023, Amendment No. 1, Agreement No. L-2-0008, \$0.00, approved by LOSSAN Agency Managing Director.
 - To revise key personnel.
3. May 9, 2024, Amendment No. 2, Agreement No. L-2-0008, \$48,750, approved by LOSSAN Agency Managing Director.
 - To increase funding and extend the initial term of the agreement through June 30, 2024.
4. June 20, 2024, Amendment No. 3, Agreement No. L-2-0008, \$0.00, approved by LOSSAN Agency Managing Director.
 - To extend the initial term of the agreement through July 31, 2024.
5. July 15, 2024, Amendment No. 4, Agreement No. L-2-0008, \$596,300, approved by the Board.
 - To add the Optimizely subscription license.
 - To exercise the first option term for continued web design and development services and extend the term of the agreement through May 15, 2026.
6. March 16, 2026, Amendment No. 5, Agreement No. L-2-0008, \$622,486, pending approval by the Board.
 - To revise the scope of work.
 - To exercise the second option term for continued web design and development services and extend the term of the agreement through May 15, 2028.

Total committed to Nansen LLC under Agreement No. L-2-0008: \$1,592,536.



March 16, 2026

To: Members of the Board of Directors

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

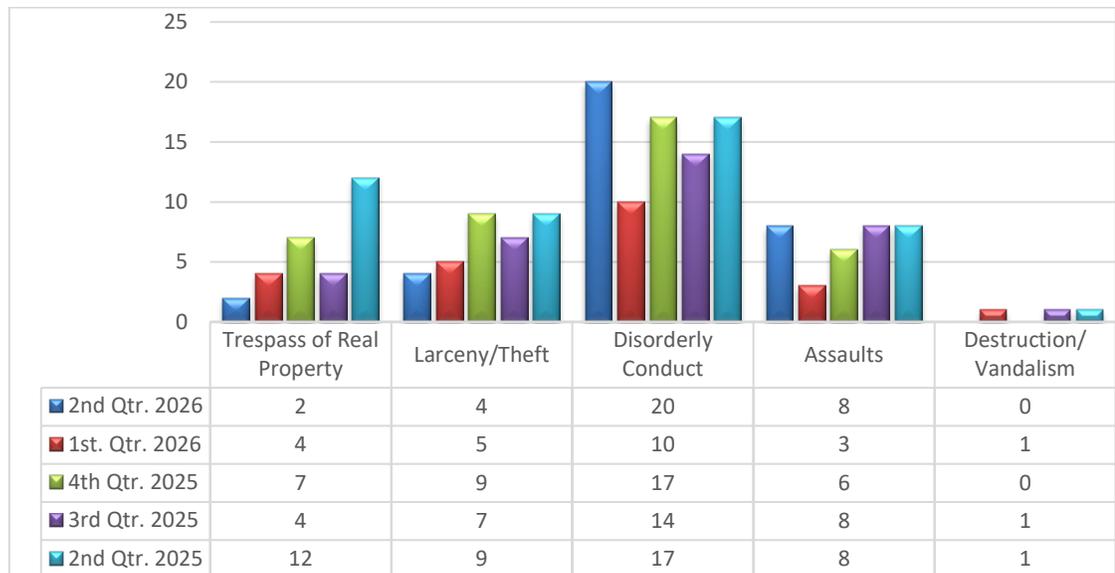
There were 20 reports of disorderly conduct across ten trains during this reporting period. Train 790 accounted for three incidents, along with train 785. Trains 794, 774, 580, and 573 each accounted for two incidents each. Of these incidents, nine involved loud or unreasonable noise, and five involved 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	
PROPERTY	1802
PROPERTY-FOUND	35
PROPERTY-LOST	19
PROPERTY-PROTECTION	1577
PROPERTY-ROW CHECK	160
PROPERTY-ROW GATE CHECK	9
PROPERTY-UNATTENDED	2
TACTICAL INTENSE PATROL	2203
TRAIN BOARDING, PLATFORM INSPECTION	2171
TRAIN RIDE	32

Summary

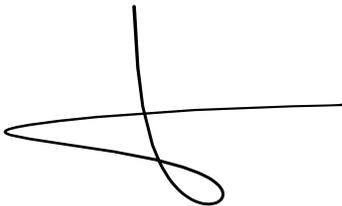
During this quarter, reported crimes on Surfliner operations were driven primarily by trespass-related incidents—including two fatal collisions—and a rise in disorderly conduct across multiple trains. Trespass events resulted in significant delays and highlighted the need for right-of-way patrols. In 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 to the right and loops back down, crossing itself.

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



March 16, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: State Legislative Status Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provides updates to the Board of Directors on policy issues directly impacting its overall functions, as necessary. This report includes a recommended position on legislation that would clean up definitions related to previous transit-oriented development legislation. In addition, information is provided on a bill related to railroad wayside detectors.

Recommendation

Adopt an OPPOSE UNLESS AMENDED position on Senate Bill 677 (Wiener, D-San Francisco), which would clean up definitions related to previous transit-oriented development legislation, Senate Bill 79 (Chapter 512, Statutes of 2025).

Discussion

Senate Bill (SB) 677 (Wiener, D-San Francisco): Housing development: transit-oriented development.

SB 677 is a clean-up bill related to the implementation of SB 79 (Chapter 512, Statutes of 2025), the Abundant and Affordable Homes Near Transit Act, which significantly altered California land-use law by authorizing increased housing density near Transit Oriented Development (TOD) in urban transit counties. SB 79 was enacted to increase housing development near transit by establishing statewide minimum development standards for housing near qualifying transit facilities by making housing a permitted use and limiting local land-use controls in these areas. While SB 79 has not yet been implemented, the majority of its provisions take effect on July 1, 2026, with further enforcement provisions to follow on January 1, 2027. Prior to those dates, metropolitan planning organizations, including the Southern California Association of Governments and the San Diego Association of Governments, must create maps delineating the TOD stops, and the California Department of Housing and Community

Development (HCD) is to develop guidance. As written, both SB 79 and SB 677 lack sufficient clarity regarding critical definitions and implementation standards.

Rather than addressing the broader policy concerns and definitional issues raised under SB 79, SB 677 further expands technical definitions that may affect jurisdictions and passenger rail providers along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. Under SB 79, a county qualifies as an “urban transit county” if it contains at least 15 passenger rail stations; however, the term “passenger rail” remains undefined. Once a county is designated as an urban transit county, TOD stops within that county become subject to the bill’s provisions. For counties within the LOSSAN Rail Corridor that include multiple intercity and commuter rail stations, the absence of a clear definition creates uncertainty regarding how passenger rail stations would be counted and whether those counties would meet the statutory threshold. This ambiguity complicates corridor-wide planning and coordination, as the classification directly determines whether station areas served by intercity passenger rail would be subject to the TOD requirements

Two categories of TOD stops are included:

- “Tier 1 TOD Stop” is a stop served by heavy rail transit or very high-frequency commuter rail, defined as commuter rail service (excluding Amtrak) operating at least 72 passenger trains per day in each direction.
- “Tier 2 TOD Stop” is a stop served by light rail transit, including streetcar service, high-frequency commuter rail, defined as public commuter or intercity rail service averaging at least 48 passenger trains per weekday in both directions at the station, or bus rapid transit service

The changes and clarifications in SB 677 do not address the key concerns related to the implementation of the legislation. Key issues with SB 79 include unclear and evolving definitions related to urban transit counties, commuter and intercity rail service frequency and the types of stops with which the provisions apply, the potential over-application of Tier 1 TOD standards, increased litigation risk for local jurisdictions, and substantial reliance on forthcoming guidance from HCD and metropolitan planning organizations.

For the LOSSAN Agency and its member jurisdictions, statutory ambiguity affecting passenger rail station classifications creates significant operational, legal, and long-term planning risks across a multi-county intercity rail system where consistent statutory interpretation is essential. The LOSSAN Agency oversees intercity passenger rail service along a corridor that spans multiple counties and numerous local jurisdictions, each of which would be responsible for interpreting and implementing SB 79 and SB 677. Unclear definitions of “passenger rail,” “intercity rail,” and applicable frequency thresholds introduce

uncertainty regarding how stations along the corridor would be classified and whether TOD mandates would apply consistently.

Additionally, SB 79 establishes a framework in which higher service frequencies may trigger additional land-use mandates, potentially creating unintended disincentives to expand or enhance intercity passenger rail service. This dynamic could create circumstances in which cities and counties are hesitant to support increased service levels if doing so would subject station areas to expanded state mandates. Tying land-use requirements to frequency thresholds introduces instability into long-range service planning and adds pressure when evaluating service expansions, schedule adjustments, or temporary service modifications. Because intercity rail service levels may fluctuate due to funding availability, construction impacts, or operational disruptions, development decisions could be based on service thresholds that later change, undermining both housing and mobility objectives.

Furthermore, inconsistent interpretation or application across jurisdictions could result in uneven station treatment along the same rail line, complicating coordinated corridor investment strategies and capital planning decisions. Ambiguity in the statute increases exposure to legal challenges and places added pressure on corridor cities and rail partners to implement state law before final guidance is issued by HCD and metropolitan planning organizations. SB 677 does not resolve these underlying ambiguities, leaving the LOSSAN Agency and its member jurisdictions exposed to continued uncertainty that could hinder collaborative station-area planning efforts and undermine the stability necessary to maintain and enhance reliable intercity passenger rail service.

Recommended amendments to SB 677 include:

- Clarifying a narrow application limited to the Bay Area rather than a uniform statewide mandate.
- Delaying SB 79's effective dates for implementation and enforcement to allow additional stakeholder engagement and refinement of definitions affecting passenger rail stations and corridor planning.
- Providing flexibility in implementation, including mechanisms that allow jurisdictions to opt-in to TOD provisions rather than imposing a uniform statewide mandate that may affect intercity rail station areas differently across the corridor.
- Excluding state-supported intercity passenger rail service from commuter rail frequency calculations, so that intercity train service levels are not used to trigger Tier 1 or Tier 2 TOD classifications that are intended to apply to urban commuter or rapid transit systems.

SB 908 (Wiener, D-San Francisco) has been introduced as a related spot bill, which has been referred to committee and remains in early development pending continued stakeholder discussions and potential amendments.

Due to SB 677 not adequately resolving ambiguities or implementation challenges associated with SB 79, an OPPOSE UNLESS AMENDED position is recommended. Other transportation agencies have taken similar positions, including the Los Angeles County Metropolitan Transportation Agency and the Orange County Transportation Authority. The full text of SB 677 is included as an attachment to this report for reference.

SB 667 (Archuleta, D-Norwalk): Railroads: safety: wayside detectors.

SB 667 proposes new state-level requirements intended to enhance rail safety through the expanded use of trackside detection technology. The bill would mandate the installation and operation of wayside detector systems along freight rail lines and establish spacing, operational, and regulatory requirements associated with those systems, including that they be equipped with a hot wheel bearing detector.

The bill defines a “wayside detector system” as an electronic device or series of connected devices that scan passing freight trains and their component equipment for defects, including hot wheel bearings, hot wheels, dragging equipment, shifted loads, excessive height or weight, and other mechanical conditions. Under SB 667, each wayside detector system must include a hot wheel bearing detector and be located no farther than ten miles apart for Class I railroads, 25 miles apart for Class II railroads, and 35 miles apart for Class III railroads on a continuous track. If a freight train operates between detector systems that do not meet the required spacing, the train may not travel faster than ten miles per hour until it passes a compliant detector and receives a message indicating no defects. The bill also requires railroad corporations to submit a wayside detector system response plan to the California Public Utilities Commission (CPUC) and directs the CPUC to adopt rules and processes to implement the section, including establishing a penalty of not less than \$25,000 per violation.

The LOSSAN Rail Corridor is a shared-use rail corridor that supports state-supported intercity passenger rail service, commuter rail, and freight operations. Because freight trains operate on segments of the corridor, SB 667 would apply to freight operators using LOSSAN infrastructure. Compliance with the bill’s spacing requirements may necessitate installation of additional detector systems along segments of the corridor. Such infrastructure changes would require coordination among corridor partners and could involve substantial capital investment and ongoing maintenance responsibilities. Host freight railroads have indicated that costs associated with required installations could

be passed through under existing shared-use arrangements, which would create a direct fiscal implication for the LOSSAN Agency and its member agencies.

The operational provisions in the bill, including the requirement that freight trains operate at no more than ten miles per hour when detector spacing requirements are not met, could significantly slow overall rail throughput on the LOSSAN Corridor. Specifically, on portions of the corridor where freight and passenger trains operate on the same tracks, reduced freight speeds may occupy track segments for longer periods of time, limit dispatching flexibility, and reduce the number of train movements that can be accommodated within a given operating window. In a constrained corridor environment, this could result in delays, reduced schedule reliability, and potential disruptions to passenger rail service, particularly during peak operating periods.

This item is presented to the LOSSAN Board of Directors (Board) for informational purposes to provide awareness of potential operational and fiscal implications for the LOSSAN Rail Corridor. The author's office has indicated openness to amendments, including potential revisions to detector spacing requirements. Staff will continue coordinating with partner agencies to engage the author's office to discuss potential amendments. Staff will monitor amendments and implementation discussions and will return to the Board if future action or a formal position is warranted.

Summary

A recommended position on transit-oriented development legislation is provided. A summary of legislation relating to railroad wayside detector systems is provided.

Attachments

- A. SB 677 (Wiener, D-San Francisco) Bill Language
- B. SB 667 (Archuleta, D-Norwalk) Bill Language

Prepared by:



Sofia Perez
Senior Government Relations Representative
(714) 560-5819

AMENDED IN SENATE JANUARY 8, 2026

AMENDED IN SENATE JANUARY 5, 2026

AMENDED IN SENATE APRIL 9, 2025

AMENDED IN SENATE APRIL 1, 2025

SENATE BILL

No. 677

Introduced by Senator Wiener

February 21, 2025

An act to amend ~~Sections 65912.156, 65912.157, and 65912.158~~ Section 65912.156 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 677, as amended, Wiener. Housing development: transit-oriented development.

Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions

to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.

This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for specified reasons.

~~Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided; prohibits a proposed development under these provisions from being located on sites where the development would require demolition of housing, or that was previously used for housing, that is subject to rent or price controls, as provided; and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined,~~

~~ministerial approval, as provided. Existing law defines, among other terms, the term “transit-oriented development stop” for purposes of these provisions to mean a major transit stop, as defined by specified law, and to additionally include stops on a route for which a preferred alternative has been selected or are identified in a regional transportation improvement program, that is served by specified types of transit services, exclusive of certain new transit routes or extensions not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards.~~

~~This bill would revise the definition of “transit-oriented development stop” to instead mean a major transit stop, as defined, that is served by the above-described types of transit services, exclusive of any newly planned transit route or extension that was not identified in the applicable regional transportation plan on or before January 1, 2026, as specified. The bill would also revise the definitions of “transit-oriented development stop” and “Tier 2 transit-oriented development stop” to include stops served by high-frequency ferry service, as defined. The bill would delete the definition of “rail transit” and, instead, define the term “rail transit station” for purposes of these provisions, as specified. The bill would additionally prohibit a transit-oriented housing development under these provisions from being located on an existing parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.~~

~~Existing law authorizes a transit agency’s board of directors to adopt agency TOD zoning standards for district-owned real property located in a TOD zone, as defined, which establishes minimum zoning requirements for an agency TOD project for, among other things, residential floor area ratio, as provided.~~

~~This bill would remove the specification that the TOD zoning standards for floor area ratio be for residential floor area ratio only, thereby requiring that the ordinance establish floor area ratio standards generally for district-owned real property within the TOD zone.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that no reimbursement is required by this act for specified reasons:~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65912.156 of the Government Code is
2 amended to read:

3 65912.156. For purposes of this chapter, the following
4 definitions apply:

5 (a) “Adjacent” means within 200 feet of any pedestrian access
6 point to a transit-oriented development stop.

7 (b) “Commuter rail” means a public-rail transit *rail* service not
8 meeting the standards for heavy rail or light rail, excluding
9 California High-Speed Rail and Amtrak Long Distance Service.

10 (c) “Department” means the Department of Housing and
11 Community Development.

12 (d) “Heavy rail transit” means a public electric railway line with
13 the capacity for a heavy volume of traffic using high-speed and
14 rapid acceleration passenger rail cars operating singly or in multicar
15 trains on fixed rails, separate rights-of-way from which all other
16 vehicular and foot traffic are excluded, and high platform loading.
17 “Heavy rail transit” does not include California High-Speed Rail.

18 (e) “High-frequency commuter rail” means a *public* commuter
19 or *intercity* rail service operating station with a total of at least 48
20 passenger trains on average per-day weekday across-both all
21 directions, not including temporary service changes of less than
22 one month or unplanned disruptions, and not meeting the standard
23 for very high frequency commuter rail, at any point in the past
24 three years.

25 (f) “High-resource area” means an area designated as highest
26 resource or high resource on the most recently adopted version of
27 the opportunity area maps published by the California Tax Credit
28 Allocation Committee and the department.

29 (g) “Housing development project” has the same meaning as
30 defined in Section 65589.5, but does not include a project of which

1 any portion is designated for use as a hotel, motel, bed and
2 breakfast inn, or other transient lodging. For the purposes of this
3 subdivision, the term “other transient lodging” does not include
4 either of the following:

5 (1) A residential hotel, as defined in Section 50519 of the Health
6 and Safety Code.

7 (2) After the issuance of a certificate of occupancy, a resident’s
8 use or marketing of a unit as short-term lodging, as defined in
9 Section 17568.8 of the Business and Professions Code, in a manner
10 consistent with local law.

11 (h) “Light rail transit” includes streetcar, trolley, and tramway
12 service. “Light rail transit” does not include airport people movers.

13 (i) “Net habitable square footage” means the finished and heated
14 floor area fully enclosed by the inside surface of walls, windows,
15 doors, and partitions, and having a headroom of at least six and
16 one-half feet, including working, living, eating, cooking, sleeping,
17 stair, hall, service, and storage areas, but excluding garages,
18 carports, parking spaces, cellars, half-stories, and unfinished attics
19 and basements.

20 (j) “Low-resource area” means an area designated as low
21 resource on the most recently adopted version of the opportunity
22 area maps published by the California Tax Credit Allocation
23 Committee and the department.

24 (k) “Rail transit” has the same meaning as defined in Section
25 99602 of the Public Utilities Code.

26 (l) “Residential floor area ratio” means the ratio of net habitable
27 square footage dedicated to residential use to the area of the lot.

28 (m) “Transit-oriented development zone” means the area within
29 one-half mile of a transit-oriented development stop.

30 (n) “Tier 1 transit-oriented development stop” means a
31 transit-oriented development stop within an urban transit county
32 served by heavy rail transit or very high frequency commuter rail.

33 (o) “Tier 2 transit-oriented development stop” means a
34 transit-oriented development stop within an urban transit county,
35 excluding a Tier 1 transit-oriented development stop, served by
36 light rail transit, by high-frequency commuter rail, or by bus service
37 meeting the standards of paragraph (1) of subdivision (a) of Section
38 21060.2 of the Public Resources Code.

39 (p) “Transit-oriented development stop” means a major transit
40 stop, as defined by Section 21064.3 of the Public Resources Code,

1 and also including stops on a route for which a preferred alternative
2 has been selected or which are identified in a regional
3 transportation improvement program, that is served by heavy rail
4 transit, very high frequency commuter rail, high frequency
5 commuter rail, light rail transit, or bus service within an urban
6 transit county meeting the standards of paragraph (1) of subdivision
7 (a) of Section 21060.2 of the Public Resources Code. When a new
8 transit route or extension is planned that was not identified in the
9 applicable regional transportation plan on or before January 1,
10 2026, those stops shall not be eligible as transit-oriented
11 development stops unless they would be eligible as Tier 1
12 transit-oriented development stops. If a county becomes an urban
13 transit county subsequent to July 1, 2026, then bus service in that
14 county shall remain ineligible for designation of a transit-oriented
15 development stop.

16 (q) “Urban transit county” means a county with more than 15
17 passenger rail stations.

18 (r) “Very high frequency commuter rail” means a commuter
19 rail service with a total of at least 72 trains per day across both
20 directions, not including temporary service changes of less than
21 one month or unplanned disruptions, at any point in the past three
22 years.

23 *SEC. 2. No reimbursement is required by this act pursuant to*
24 *Section 6 of Article XIII B of the California Constitution because*
25 *a local agency or school district has the authority to levy service*
26 *charges, fees, or assessments sufficient to pay for the program or*
27 *level of service mandated by this act or because costs that may be*
28 *incurred by a local agency or school district will be incurred*
29 *because this act creates a new crime or infraction, eliminates a*
30 *crime or infraction, or changes the penalty for a crime or*
31 *infraction, within the meaning of Section 17556 of the Government*
32 *Code, or changes the definition of a crime within the meaning of*
33 *Section 6 of Article XIII B of the California Constitution.*

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2
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All matter omitted in this version of the bill appears in the bill as amended in the Senate, January 5, 2026. (JR11)

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AMENDED IN SENATE JANUARY 22, 2026

AMENDED IN SENATE JANUARY 5, 2026

AMENDED IN SENATE APRIL 29, 2025

AMENDED IN SENATE APRIL 8, 2025

AMENDED IN SENATE MARCH 24, 2025

SENATE BILL

No. 667

Introduced by Senator Archuleta

February 20, 2025

An act to add Section 7615 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 667, as amended, Archuleta. Railroads: safety: wayside detectors. The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in

force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce.

This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight ~~train with~~ *train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing specified* for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. ~~The bill would require a railroad corporation to submit a wayside detector response plan to the Public Utilities Commission, as provided. The bill would require the commission~~ *Public Utilities Commission* to adopt rules ~~necessary and processes~~ *provisions* to implement these ~~provisions~~ *provisions*, including ~~establishing~~ *establishing* a penalty of not less than ~~\$25,000, \$25,000 for violating these provisions, as provided. The bill would provide that these provisions do not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 7615 is added to the Public Utilities Code,
- 2 to read:
- 3 7615. (a) For purposes of this section, ~~“Wayside~~ *“wayside*
- 4 *detector system”* means an electronic device or a series of
- 5 connected devices that scan passing freight trains and their
- 6 component equipment and parts for defects, which *may* include,
- 7 but are not limited to, hot wheel bearings, hot wheels, defective
- 8 bearings that are detected through acoustics, dragging equipment,

1 excessive height or weight, shifted loads, low hoses, excessive rail
2 temperature, and poor wheel condition.

3 (b) A railroad corporation shall install and operate a network
4 of wayside detector systems on or adjacent to any track that is used
5 by a freight train with each train. Each wayside detector system
6 ~~to~~ shall include a hot wheel bearing detector and be located no
7 farther from the following distances from another wayside detector
8 system on a continuous track:

9 (1) For a class I carrier railroad, no farther than 10 miles.

10 (2) For a class II carrier railroad, no farther than 25 miles.

11 (3) For a class III carrier railroad, no farther than 35 miles.

12 (c) If a freight train is operating on a track between wayside
13 detector systems that do not comply with the spacing requirements
14 of subdivision (b), then it shall not travel faster than 10 miles per
15 hour and may only travel faster than 10 miles per hour after it
16 passes a wayside detector system that is in compliance with the
17 spacing requirements of subdivision (b) and has received a message
18 from the wayside detector system indicating that there are no
19 defects.

20 (d) ~~(1) A railroad corporation shall submit a wayside detector~~
21 ~~system response plan to the commission via an expedited Tier 3~~
22 ~~advice letter process. The commission shall adopt rules and~~
23 ~~processes to implement this section. The response plan rules and~~
24 ~~processes shall include, but not be limited to, both all of the~~
25 ~~following:~~

26 ~~(A) A process for freight train crews to receive alerts from~~
27 ~~wayside detector systems.~~

28 ~~(1) Minimum requirements for the wayside detector systems~~
29 ~~applicable to railroad corporations in the state and a process for~~
30 ~~railroad corporations to submit their wayside detector systems to~~
31 ~~the commission for review and approval.~~

32 ~~(B) Standards for~~

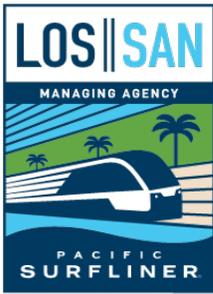
33 ~~(2) A process for freight train crews to receive alerts from~~
34 ~~wayside detector systems and standards for freight train inspections~~
35 ~~to be conducted following the receipt of an alert from a wayside~~
36 ~~detector system, including the obligation of a railroad corporation~~
37 ~~to ensure that railroad employees are aware of these standards.~~

38 ~~(2) The commission shall adopt rules necessary to implement~~
39 ~~this section, including establishing a~~

1 (3) A penalty of not less than twenty-five thousand dollars
2 (\$25,000) for each violation of this section by a railroad
3 corporation.

4 (e) This section shall not apply to a railroad track owned or
5 leased by a class II or class III carrier that has a speed limit of 10
6 miles per hour or less.

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March 16, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Final Approval of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Annual Business Plan for Fiscal Years 2026-27 and 2027-28

Overview

By April 1st of each year, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is required to submit an annual business plan to the California State Transportation Agency that provides the basis for its annual budget request, outlines operations and service goals, and discusses any proposed changes to the Pacific Surfliner intercity passenger rail service. Staff has prepared a draft of the Annual Business Plan for fiscal years 2026-27 and 2027-28 for the Board of Directors' review.

Recommendation

- A. Adopt the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2026-27 and 2027-28.
- B. Direct staff to submit the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2026-27 and 2027-28 to the Secretary of the California State Transportation Agency by April 1, 2026.
- C. Direct staff to return to the Board of Directors in June 2026, as needed, with an updated business plan that includes any revised budget assumptions consistent with revenue and expense estimates developed by Amtrak and the State-Amtrak Intercity Passenger Rail Committee.
- D. Authorize the Managing Director to approve total advertising expenditures to exceed \$100,000, in Fiscal Year 2026-27 with Facebook and Google for digital ad placements.

Background

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

The elements of the ABP are prescribed by the ITA and include a report on the performance of the Pacific Surfliner intercity passenger rail service, an overall operating plan that includes proposed service enhancements to increase ridership and accommodate travel demand, a marketing plan, both short term and long term capital improvement programs, funding requirements for the upcoming fiscal year (FY), and an action plan that establishes specific performance goals and objectives. The ABP must also document any planned service changes, including operating plans to accommodate peak period trips and the consideration of other service expansions and enhancements.

In addition, the ABP must clearly delineate how funding and accounting for state sponsored intercity passenger rail service are maintained separately from locally sponsored services within the rail corridor. Proposals to expand or modify passenger service must identify associated cost estimates, as well as projected revenue and ridership impacts. The ABP also establishes fares, operating strategies, and other initiatives designed to meet the performance standards established in the ITA. In addition, the ABP incorporates content addressing the impacts of climate change and identifying efforts to support coastal resiliency and environmental sustainability, consistent with Senate Bill 677 (Blakespear).

A draft budget is included in Chapter 11 of the ABP and may be revised and resubmitted for reapproval by June 30, 2026, if necessary, to reflect updated revenue and expense projections from Amtrak for federal FY(FFY) 2026–27. Operating revenue and expense estimates are typically received from Amtrak after the April 1st deadline for submission of the ABP. CalSTA allows for this budget adjustment to provide the LOSSAN Agency with sufficient time to update the budget following receipt and review of Amtrak’s annual operating revenue and expense estimates.

Discussion

On October 20, 2025, the LOSSAN Agency Board reviewed a set of key assumptions for the LOSSAN Agency ABP for FYs 2026–27 and 2027–28 and directed staff to incorporate those assumptions into the draft ABP. Staff subsequently prepared a draft using the Board-approved assumptions. During December 2025 and January 2026, draft chapters, excluding Chapter 11, were forwarded to the Technical Advisory Committee (TAC) for review and comment. Written comments and suggested edits were received from the TAC and incorporated into the draft ABP. The draft was presented to the Board at its February 17, 2026, meeting for review and comment, and feedback received was incorporated into the final ABP. In addition, staff updated the operating funding request presented in Chapter 11 to reflect updated FFY 2027 preliminary operating rate information (FFY27v1) recently provided to the State-Amtrak Intercity Passenger Rail Committee (SAIPRC). The SAIPRC rate development process represents the first step in preparing the annual operating forecast for state-supported intercity passenger rail services, with Amtrak subsequently using these rates to develop the detailed operating forecast for each corridor. The SAIPRC rates are typically refined through a review process involving the state-supported routes and Amtrak, as well as any necessary manual adjustments. Amtrak’s operating forecast for FFY 2027 is still pending and is expected after the April 1 submission deadline. As described in this staff report, the ABP budget may be updated and resubmitted to the Board of Directors in June 2026, if necessary, to reflect the finalized operating forecast and any additional refinements to the SAIPRC rate assumptions.

The LOSSAN Agency bylaws authorize the Managing Director to approve disbursements of up to \$100,000 each, or as otherwise directed by Governing Board resolution. The LOSSAN Agency places digital advertisements with Google and Facebook on a monthly basis, and while individual monthly payments are under \$100,000, cumulative payments made in a given fiscal year will likely exceed \$100,000. Included with final approval of the ABP is authorization for the Managing Director to approve total annual advertising expenditures with Google and Facebook in excess of \$100,000.

Next Steps

LOSSAN Agency staff will transmit the business plan for FYs 2026-27 and 2027-28 to CalSTA by the April 1, 2026, deadline. CalSTA and Caltrans staff will then review the business plan and provide a business plan approval letter to the LOSSAN Agency.

Summary

Consistent with the requirements of the interagency transfer agreement and joint powers agreement, staff has prepared the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency business plan for fiscal years 2026-27 and 2027-28. The final business plan will be submitted to the Secretary of the California State Transportation Agency by April 1, 2026.

Attachment

- A. LOSSAN Rail Corridor Agency Business Plan, Fiscal Years 2026-27 & 2027-28

LOSSAN RAIL CORRIDOR AGENCY
BUSINESS PLAN





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Executive Summary

At-a-Glance Highlights

[01] Funding Request

\$73.6 million for Fiscal Year 2026-27 and \$88.2 million for Fiscal Year 2027-28 to support service operations, expansion, administration, and marketing.

\$73.6m
Funding Request

[02] Ridership Growth Performance

2.03 million riders in Fiscal Year 2024-25, a 7 percent increase over the prior year and the highest level since the pandemic, with farebox recovery reaching 57.7 percent and surpassing the State's 50 percent standard.

7%
Ridership Growth

[03] Service Expansion

13 daily roundtrips between San Diego and Los Angeles in Fiscal Year 2026-27, supported by the Federal Railroad Administration's Restoration and Enhancement Grant, along with an expanded service pilot consisting of a sixth roundtrip to Goleta and a third roundtrip to San Luis Obispo, with continuation of the pilot contingent on identification of ongoing funding in coordination with the State, as included in this Annual Business Plan.

13
Roundtrips
Service Expansion

[04] Capital and Resiliency

Major corridor projects advancing in San Clemente, Del Mar, Ventura, and Santa Barbara to stabilize coastal segments and expand capacity with work continuing on layover facilities in Goleta and San Luis Obispo and on the Leesdale and Ortega siding projects and advancement of Federal Railroad Administration Corridor Identification and Development Program to secure long-term federal funding.

Executive Summary

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) manages the Pacific Surfliner, California's busiest state-supported intercity passenger rail service and the second busiest passenger rail route in the Amtrak system. Stretching 351 miles, the corridor links San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties, serving 29 stations, including the state's two largest cities.

Since assuming oversight of the service in 2015 through the Interagency Transfer Agreement (ITA) with the State of California, the LOSSAN Agency has worked to expand ridership, strengthen reliability, improve fiscal sustainability, and enhance the overall passenger experience. The Pacific Surfliner is a critical component of the state's multimodal transportation network, providing sustainable mobility, connecting communities and employment centers, and supporting California's climate goals.

Strategic Direction

The LOSSAN Agency is guided by its 2023 Strategic Plan, which established three outcomes that shape the Annual Business Plan (ABP) and all operational priorities:

[01] Maximize Customer Focus

by delivering accessible, comfortable, and user-friendly service.

[02] Optimize Operations

by improving on-time performance, streamlining service delivery, and ensuring efficient use of resources.

[03] Prioritize Business Sustainability

by maintaining fiscal responsibility, leveraging diverse funding sources, and building long-term organizational resilience.

The ABP is both a statutory requirement and a strategic planning tool. It aligns with statewide policies such as the California State Rail Plan, California Climate Action Plan for Transportation Infrastructure, and the California Transportation Plan 2050, while also incorporating regional frameworks like the Southern California Association of Government's (SCAG) Regional Transportation Plan. These connections ensure that investments in the Pacific Surfliner complement broader equity, climate, and mobility objectives.



Operating Plan and Service Strategies

The Pacific Surfliner currently operates 13 daily roundtrips between San Diego and Los Angeles, with five extended to Goleta and two to San Luis Obispo, marking a full restoration of pre-pandemic service levels. This achievement was made possible through the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant, which provided critical funding to restore frequencies and support ongoing service reliability improvements.

Connectivity programs enhance passenger mobility. The Amtrak Thruway Bus network supplements the rail service with direct connections to destinations such as Oakland and Palm Springs. The Transit Transfer Program provides free transfers to 10 public transit agencies across the corridor, addressing first and last mile connections. The Rail 2 Rail Program allows Metrolink and COASTER passholders to ride the Pacific Surfliner at no additional cost, and vice versa, expanding options for both commuter and intercity riders.

Seasonal and special event services also contribute to ridership growth, supporting regional attractions such as the Del Mar Racetrack, Oxnard Strawberry Festival, Comic-Con International, and major sporting events.

Service Performance

Pacific Surfliner ridership has continued to rebound. In Fiscal Year (FY) 2024-25, ridership reached 2.03 million, a 7 percent increase over the prior year, with passengers per train mile returning to pre-pandemic levels. Farebox recovery rose to 57.7 percent, surpassing the State's standard and demonstrating sustained financial progress.

On-time performance (OTP) remains below the required 90 percent threshold. In FY 2024-25, endpoint OTP was 80.4 percent and all-station OTP was 84.7 percent. Delays were largely attributable to host railroads, while operator-related delays increased slightly, primarily due to passenger, crew, and system issues. Customer satisfaction remains strong, with an Amtrak electronic Customer Satisfaction Index (eCSI) score of 82.7 percent in FY 2024-25.



Fare Policy

Pacific Surfliner fares remain flexible, with one-way, roundtrip, 10-trip, and monthly passes available. Discounts are offered through the California Everyday Discounts Program, group travel, and destination-based promotions.

Looking forward, the LOSSAN Agency is preparing to pilot a demand-based pricing model that better aligns fares with market demand. A preliminary analysis projected potential gains of up to 12 percent in ridership and 20 percent in revenue. The pilot, while temporarily postponed due to the need for additional coordination with Amtrak, remains a priority initiative. Importantly, the Pacific Surfliner's Flexible Fare policy, which allows no-fee cancellations and changes, will remain in place during the pilot, while introducing a lower-priced Value Fare subject to restrictions and cancellation fees.

Equipment and Fleet Planning

The fleet includes 14 state-owned Siemens Charger locomotives, which meet the Environmental Protection Agency's Tier 4 standards and since 2023 have run exclusively on renewable diesel fuel. The Surfliner fleet includes 57 bilevel passenger cars, with additional leased Superliner and Comet 1B cars to meet service needs.

A fleet redeployment plan recently added 12 more bilevel cars to the Pacific Surfliner in FY 2025-26, bringing the total to 32 state-owned and 54 Amtrak-owned cars. This additional capacity supports restored and expanded service levels outlined in this plan. The full redeployment plan will add another four bilevel cars to the Pacific Surfliner fleet, though a timeline for their deployment has not yet been determined.

Caltrans has also procured Stadler FLIRT H2 hydrogen multiple-unit trainsets for testing by 2027 and potential pilot operations thereafter.

Passenger Experience

The LOSSAN Agency continues to prioritize enhancements that improve comfort, accessibility, and amenities. Key initiatives include:

- > **Expanded onboard bicycle storage and reinstated checked baggage service.**
- > **Evaluation of an onboard entertainment platform and development of a General Transit Feed Specification – Realtime (GTFS-rt) feed for third-party applications.**
- > **Continued Market Café menu development and local vendor partnerships.**
- > **Station safety and accessibility improvements.**

These improvements directly support the Agency's strategic outcome of maximizing customer focus.

Marketing

The Marketing Plan for FY 2026-27 and FY 2027-28 aims to increase ridership and strengthen brand awareness. Target segments include leisure travelers, families, seniors, students, repeat customers, and business travelers.

Key goals include:

[01] Growing new and returning riders

through integrated campaigns, equity-driven outreach, and event partnerships.

[02] Expanding brand awareness

via public relations, digital engagement, and partnerships with local governments, attractions, and convention bureaus.

[03] Maximizing digital platforms

including pay-per-click advertising, search engine optimization improvements, and stronger email and social media strategies.

[04] Enhancing passenger communications

with timely service updates across multiple channels.

The LOSSAN Agency also supports loyalty development through Amtrak Guest Rewards while exploring the feasibility of a directly managed customer loyalty program.



Capital Improvements and Coastal Resiliency

Despite decades of investment, more than half of the LOSSAN Rail Corridor remains single track, limiting operational flexibility. Climate change has further amplified risks. Coastal erosion near San Clemente caused nearly 11 months of service disruption between FY 2022-23 and FY 2023-24, with direct infrastructure repair costs exceeding \$37 million.

Key resiliency initiatives include:

- 01** The Orange County Transportation Authority's (OCTA) Coastal Rail Resiliency Study, a 24-month effort to identify strategies to protect the railroad in South Orange County for up to 30 years. A separate long-term study to be led by the State and will look at potential rail line relocation.
- 02** The San Diego Association of Government's (SANDAG) Del Mar Bluff Stabilization and planning for inland realignment.
- 03** City of San Clemente's nature-based shoreline projects.
- 04** Union Pacific Railroad's (UPRR) stabilization projects in Santa Barbara and Ventura counties.

The LOSSAN Corridor's acceptance into FRA's Corridor Identification and Development (ID) Program positions the LOSSAN Agency to compete for major federal funding by supporting the development of a Service Development Plan.

Network Integration and Expansion Opportunities

The LOSSAN Agency is a key partner in the State Rail Plan's vision of a unified, statewide passenger rail network. Integration initiatives include:

- > **Clockface scheduling with COASTER for consistent hourly departures.**
- > **Seamless transfers through the Transit Transfer and Rail 2 Rail programs.**
- > **Participation in the California Rail Payments Alliance to advance seamless ticketing.**

Future network integration opportunities include:

- > **The Coachella Valley Rail Project, proposing two to five daily roundtrips between Los Angeles and Coachella Valley.**
- > **The Coast Corridor, with new service planned between San Luis Obispo and San Jose by 2027.**
- > **Long-term integration with California High-Speed Rail and the potential extension of the Surfliner to San Ysidro.**
- > **Metrolink's Antelope Valley Line improvements, which could enable intercity service to Santa Clarita.**

Conclusion

The LOSSAN Agency continues to advance its mission to provide safe, sustainable, and customer-focused intercity rail service for Southern California and beyond. With ridership restored, service reliability improving, and long-term capital and resiliency projects underway, the Pacific Surfliner is well positioned to serve as a backbone of California's multimodal transportation network.

Looking ahead, the LOSSAN Agency will continue pursuing integrated statewide rail connections, expanding service opportunities, and coordinating with stakeholders to address coastal resiliency challenges to ensure reliable and sustainable mobility for future generations.

Annual Funding Request

The LOSSAN Agency's FY 2026-27 State funding request totals \$73.6 million, including \$63.6 million for the Amtrak operating subsidy, \$7.9 million for administrative support, and \$2.0 million for marketing. FRA R&E Grant funds offset \$5.5 million of the operating subsidy.

The FY 2027-28 funding request totals \$88.2 million, supporting a fully restored and expanded service plan with 13 daily roundtrips inclusive of 6 daily roundtrips to Goleta and 3 daily roundtrips to San Luis Obispo.

Additional revenues to support capital projects come from grant programs, including \$17.5 million from the Transit and Intercity Rail Capital Program (TIRCP), \$12.0 million from the Solutions for Congested Corridors Program (SCCP), \$4.4 million from Proposition 1B, and \$6.0 million from the State Transportation Improvement Program (STIP).

Amtrak Operating Subsidy	\$63.6m
Administrative Funds	\$7.9m
Marketing Funds	\$2.0m
Minor Capital Projects Funding	\$1.0m

Chapter 1

Agency Overview and Governance

Key Points

I.

LOSSAN oversees the Pacific Surfliner service, delivering safe, reliable, high-impact rail service across six counties and the busiest state-supported route in the nation.

II.

An 11-member Board and OCTA-led administrative team drive coordination, oversight, and strategic management across a complex, multi-agency rail network.

III.

Strong partnerships and proactive legislative advocacy advance funding, resiliency, and operational improvements that keep the corridor moving.

History of the Pacific Surfliner and the LOSSAN Agency

In May 1971, Amtrak assumed operation of the San Diegan passenger rail service along the corridor, which at that time consisted of two round trips between Los Angeles and San Diego. In 1976, the State of California began providing financial assistance for Amtrak to operate intercity passenger rail service, and the route was extended north to Santa Barbara in 1988, then to San Luis Obispo in 1995. These expansions created the 351-mile route traveled by the Pacific Surfliner today, which passes through San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties. In 2000, the San Diegan was renamed the Pacific Surfliner, which is the name it carries today.

The Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) was established in 1989 as a joint powers authority (JPA) to improve coordination and service delivery along what is now the busiest intercity rail corridor in California. The LOSSAN Agency was formed to increase ridership, revenue, capacity, reliability, coordination, and safety along the corridor.

On July 1, 2015, the LOSSAN Agency assumed oversight of the Pacific Surfliner service following the execution of an Interagency Transfer Agreement (ITA) with the State of California. At the time of the ITA, 11 daily round trips operated along the main portion of the corridor between Los Angeles and San Diego. That number was increased to 13 daily round trips effective October 14, 2019, which was the final schedule change before the COVID-19 pandemic. This schedule included a total of 27 one-way trains, with 17 operating between San Diego and Los Angeles, five between San Diego and Goleta, four between San Diego and San Luis Obispo, and one from Los Angeles to Goleta.



In January 2025, the LOSSAN Agency was awarded \$27.1 million in grant funding through the Federal Railroad Administration’s (FRA) Restoration and Enhancement (R&E) Grant Program, supporting efforts to restore Pacific Surfliner service to pre-pandemic levels. The R&E Grant was the Agency’s first federal discretionary grant award. The grant supported the restoration of the 11th and 12th roundtrips between San Diego and Los Angeles during the fourth quarter of Fiscal Year (FY) 2024-25, with the 12th roundtrip implemented on June 16, 2025. The LOSSAN Agency completed the full restoration of its pre-COVID service levels with the restoration of its 13th roundtrip between Los Angeles and San Diego in January 2026.

Historical Performance of the Pacific Surfliner

Total ridership on the Pacific Surfliner for FY 2024-25 was 2,031,365, a 7.0 percent increase over the prior year’s ridership of 1,897,891. This represents strong growth despite ongoing impacts of track closures in San Clemente that began in FY 2021-22 and continued through FY 2024-25. Historically, ridership on the Pacific Surfliner peaked at nearly 3 million passengers annually, underscoring the service’s importance as a vital transportation link in Southern California. The LOSSAN corridor remains the busiest state-supported, Amtrak-operated intercity passenger rail route in the nation and the second busiest route in Amtrak’s entire system.

During FY 2024-25, the service achieved a farebox recovery ratio of 57.7 percent, calculated as total revenue divided by total operating expenses. This marks a continued improvement compared to recent years and reflects ongoing progress toward

stronger financial performance. It also represents a strong rebound from the low of 27.3 percent in FY 2020-21 during the height of the pandemic, while the peak of 79.7 percent achieved in FY 2016-17 highlights the service’s historical ability to achieve strong cost recovery under optimal operating conditions. While farebox recovery declined significantly during the pandemic due to sharp reductions in travel demand, the steady gains in recent years demonstrate continued recovery and growing alignment between ridership and revenues.

Additional information on the historical performance of the Pacific Surfliner is provided in Appendix B. Ridership, farebox recovery, and other performance metrics since the LOSSAN Agency assumed responsibility for the service in FY 2015-16 are presented in Appendix B.1, Historical Performance Data.

Interagency Transfer Agreement and Administrative Authority

In September 2012, Senate Bill (SB) 1225 (Chapter 208, Statutes of 2012) authorized the LOSSAN Agency to assume responsibility for management and administration of the state-supported Pacific Surfliner service. The initial ITA between the State of California and the LOSSAN Agency took effect on July 1, 2015, for a three-year period ending on June 30, 2018, and has been subsequently renewed and amended. Most recently, the ITA was renegotiated for an additional four-year term that remains effective through September 30, 2029.

In accordance with the provisions of SB 1225, the ITA requires the LOSSAN Agency to maintain the existing Pacific Surfliner service and facilities, as well as to implement service expansions as warranted by ridership demand and available revenue. Under the ITA, the State is required to provide the funding necessary for service operations, administration, and marketing of the Pacific Surfliner service. Meanwhile, the California Department of Transportation's (Caltrans) Division of Rail (DOR) remains responsible for development of the California State Rail Plan, as well as the coordination and integration between the three state-supported intercity passenger rail services, as outlined in the ITA.

Governance and Board Composition

The LOSSAN Agency is governed by an 11-member Board of Directors (Board), consisting of officials selected by nine voting member agencies that represent rail owners, operators, and planning agencies along the LOSSAN Rail Corridor. In addition, the Board includes ex-officio members representing four non-voting member agencies. The composition of the voting and non-voting member agencies is as follows:

Voting Members Agencies

- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (SDMTS)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- Ventura County Transportation Commission (VCTC)
- Santa Barbara County Association of Governments (SBCAG)
- San Luis Obispo Council of Governments (SLOCOG)

Non-Voting Member Agencies

- Amtrak
- Caltrans DOR
- California High-Speed Rail Authority (CHSRA)
- Southern California Association of Governments (SCAG)

Managing Agency for Administrative Support

In August 2013, following a competitive request for proposals, the Orange County Transportation Authority (OCTA) was selected as the managing agency of the LOSSAN Agency. In this role, OCTA provides all management and administrative support as outlined in the Administrative Support Agreement (ASA) executed between the two agencies. The LOSSAN Agency currently includes 18 full-time equivalent (FTE) positions.



Figure 1.1 - LOSSAN Rail Corridor
Composition by Host Railroad

Corridor Partners and Stakeholder Collaboration

LOSSAN Host Railroads

The LOSSAN Corridor operates over four host railroads with track ownership shared among seven right-of-way (ROW) owners, including both public agencies and freight railroads. In addition to the Pacific Surfliner, the corridor is used by several other passenger rail services, including long-distance Amtrak routes (the Coast Starlight and Southwest Chief), Metrolink commuter rail service operated by the Southern California Regional Rail Authority (SCRRA/Metrolink), and the NCTD COASTER commuter rail service. The corridor also supports freight operations by BNSF Railway (BNSF) and Union Pacific Railroad (UPRR). A map showing the corridor by host railroad (BNSF, NCTD, SCRRA, and UPRR) is provided in Figure 1.1.

Collaborative Efforts with Stakeholders and Legislative Advocacy

In addition to working with member agencies and host railroads, the LOSSAN Agency promotes for policies at the local, state, and federal levels to improve rail operations, increase funding for operations and capital needs, and enhance coordination and interoperability with connecting transit and rail services. These efforts include targeted outreach to local governments and community organizations to expand awareness of the services provided along the LOSSAN Rail Corridor and to respond directly to local needs.

Examples of activities that the LOSSAN Agency engages in to educate for passenger rail include:

- Regular collaboration with the Capitol Corridor Joint Powers Authority (CCJPA), San Joaquins Joint Powers Authority (SJJPA), the Coast Rail Coordinating Council (CRCC), and RCTC to jointly advance common policy positions.
- Active participation in California's Intercity Rail Corridors Linking Everyone (CIRCLE) coalition, alongside CCJPA and SJJPA.
- Attendance and participation in legislative hearings in Sacramento and Washington, D.C. on passenger rail issues. This includes participating in hearings of the California Senate Transportation Committee's Subcommittee of LOSSAN Rail Corridor Resiliency, and planned participation in a statewide working group to be formed by the California State Transportation Agency (CalSTA) in accordance with Senate Bill 1098 (Chapter 777, Statutes of 2024, which creates new reporting requirements from CalSTA regarding the LOSSAN Corridor.
- Ongoing membership in the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), a multi-agency body consisting of 21 agencies across 18 states, Amtrak, and the FRA. SAIPRC was directed by Congress to facilitate collaboration among its members and to oversee implementation of a standardized cost-sharing methodology for state-supported intercity passenger rail services across the United States.
- Ongoing membership and participation in the States for Passenger Rail Coalition (SPRC), a multi-agency alliance of state and regional transportation officials who work together to promote the development and growth of intercity passenger rail as part of an integrated national transportation network.

The five Board adopted priority areas that guide the LOSSAN Agency's advocacy efforts are:

- [01] Supporting efforts to advance resilient infrastructure and service improvement projects and programs**, including efforts to streamline permitting in high-risk areas of the corridor.
- [02] Maximizing the share of long-term, sustainable funding sources to support both operations and capital projects**, including the continued eligibility of the LOSSAN Agency to compete for state and federal funding.
- [03] Supporting policies and programs that encourage adjustments to intercity rail service** to meet customer demand and enable future expansion.
- [04] Promoting initiatives that enhance connectivity** between regional and intercity rail and local transit services within the LOSSAN Rail Corridor.
- [05] Support Public Transportation Account funding for intercity rail** at levels necessary to sustain restored and expanded services, while ensuring continued availability of prior funding commitments for LOSSAN and maintaining these resources for critical passenger rail service.

Chapter 2

Strategic Direction

Key Points

I.

LOSSAN's long-range strategy centers on building a connected, resilient, customer-focused rail corridor.

II.

The FY 2026-27 Board of Directors' Goals and Initiatives are maximizing customer focus, optimizing operations, and ensuring long-term business sustainability.

III.

Planned initiatives for FY 2026–27 include service expansion, fare innovation, multimodal integration, and alignment with state climate and mobility goals.

Annual Business Plan Purpose and Planning Framework

The Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) operates as the managing authority for the Amtrak® Pacific Surfliner service, guiding one of the busiest intercity passenger rail corridors in the United States. The Agency's strategic direction is guided by both statutory mandates and a comprehensive planning framework that ensures alignment between long-term goals, annual work programs, and state policy.

At the core of this framework is the Annual Business Plan (ABP), which serves as the formal operating plan and funding request required under the Interagency Transfer Agreement (ITA) with Caltrans. The ABP must be reviewed and approved by the LOSSAN Board and submitted to the California State Transportation Agency (CalSTA) each April 1, with final state approval and confirmation of funding levels due by September. It defines operational goals, performance measures, capital priorities, and the budget needed to sustain and grow the Pacific Surfliner service.

The Board of Directors' Goals and Initiatives, developed annually, compliment the ABP by translating the Agency's Strategic Plan into actionable priorities. These Goals and Initiatives are aligned to the state fiscal year cycle to synchronize planning, funding, and performance evaluation across the Agency's strategic documents.

Beyond its statutory function, the Annual Business Plan serves as a strategic communication tool for stakeholders and funding partners. It articulates the LOSSAN Agency's role as stewards of the Pacific Surfliner service, demonstrating how resources are managed and how decisions align with state transportation policy and community needs.

2023 Strategic Plan Update and Desired Outcomes

The LOSSAN Agency adopted an updated Strategic Plan in 2023 to guide decision-making and organizational priorities through 2028. This plan established three agency-wide outcomes that now shape the Annual Business Plan and guide every aspect of LOSSAN Agency operations:

[01] Maximize Customer Focus

by delivering accessible, comfortable, and user-friendly service.

[02] Optimize Operations

by improving on-time performance, streamlining service delivery, and ensuring efficient use of resources.

[03] Prioritize Business Sustainability

by maintaining fiscal responsibility, leveraging diverse funding sources, and building long-term organizational resilience.

These outcomes form the foundation for how the LOSSAN Agency evaluates performance, sets priorities, and develops initiatives. These outcomes guide all major agency plans and programs, ensuring that each investment, service initiative, and operational decision supports both customer needs and California's broader transportation and climate goals. Throughout this Annual Business Plan, they provide a direct link between program actions and strategic goals.

Alignment With Statewide Transportation Policy

The LOSSAN Agency's planning efforts are closely aligned with the State of California's broader transportation, equity, and climate objectives. Coordination with Caltrans and CalSTA ensures that Pacific Surfliner investments and service changes advance the vision outlined in key statewide planning documents, including:

- The California State Rail Plan
- The California Transportation Plan 2050
- The California Climate Action Plan for Transportation Infrastructure (CAPTI)
- Amtrak's Service Line Plans
- The California High-Speed Rail Authority's long-range implementation strategies

This ABP also reflects coordination with regional frameworks such as the Southern California Association of Governments' Regional Transportation Plan, as well as the priorities of local transportation agencies along the corridor. These efforts ensure that the Pacific Surfliner is part of an integrated, multimodal system that supports the evolving mobility needs of Californians.

Key Assumptions for the ABP

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

- Operating 13 daily roundtrips, with full restoration of pre-pandemic service levels completed in FY 2025-26.
- Expanding service through an active pilot providing a third roundtrip to San Luis Obispo and a sixth roundtrip to Goleta, with continuation contingent on identification of ongoing funding.
- Providing additional service to meet increased demand during special events and peak holiday travel periods, including planning for the LA28 Olympics.
- Projecting ridership and revenue proportionate to planned service levels.
- Continuing coordination with Metrolink and NCTD to optimize Rail 2 Rail Programs.
- Maintaining the current staffing level of 18 FTE positions.
- Implementing a performance-based merit increase program and a special performance award pool for administrative employees, consistent with the OCTA budget proposal for FY 2026-27.
- Allocating an annual marketing budget aligned with the planned level of service and available state funding.
- Advancing an ongoing capital improvement program that identifies and leverages all available funding sources.



Key Strategic Goals and FY 2026-27 Initiatives

The FY 2026-27 Board of Directors' Goals and Initiatives serve as the operational expression of the Strategic Plan. They highlight high-priority actions designed to strengthen customer experience, optimize service delivery, and ensure fiscal and environmental sustainability. Below summarizes the adopted Board Goals and Initiatives:

Maximize Customer Focus

- **Improve User Experience:** Improve station wayfinding, update on-board amenities and Market Café offerings, and expand access to travel information.
- **Integrate with Destinations:** Partner with local tourism bureaus, venues, and universities to connect travelers with regional events and attractions, including preparations for the LA28 Olympic Games.
- **Integrate with Transportation Partners:** Coordinate with Metrolink, NCTD, and Caltrans to modernize Rail 2 Rail and integrated fare systems, advancing multimodal connectivity.
- **Maintain Sustainable Fares:** Refine fare structures and implement innovations like demand-based pricing and reserved seating to balance affordability and fiscal stability.

Optimize Operations

- **Expand Service:** With the restorations of 13 daily round trips in FY 2025–26, pursue new service extensions to Goleta or San Luis Obispo, and develop a fleet modernization plan in collaboration with Caltrans and JPA partners.
- **Provide Better System Performance:** Advance key capital projects to expand capacity, enhance reliability, and reduce maintenance costs; support adoption of zero-emission train technology and corridor resiliency initiatives; in coordination with stakeholders, implement solutions to increase safety and reduce trespasser incidents.
- **Improve Regional Connectivity:** Advance the Federal Corridor Identification and Development (ID) Program planning process and evaluate new corridors with stakeholders, including Coachella Valley Rail service.

Prioritize Business Sustainability

- **Be Fiscally Responsible:** Maintain a balanced funding strategy through long-term financial planning, expanded marketing efforts, and pursuit of non-farebox revenues.
- **Be Leaders in Business Management:** Adopt new data and performance metrics to inform decision-making and measure outcomes across the LOSSAN Agency's programs.
- **Support Equity and Inclusion:** Expand multilingual outreach and marketing.
- **Be Environmentally Conscious:** Support coastal rail protection efforts and participate in sustainability initiatives such as the SB1098 Corridor Working Group.



Implementation and Accountability

The LOSSAN Agency's Annual Work Plan will operationalize these priorities, linking them to specific actions, timelines, and performance indicators. Progress will be reviewed semiannually, ensuring transparency and alignment with funding and service objectives. The FY 2026–27 planning cycle represents a transition to full integration among the Strategic Plan, Board Goals and Initiatives, and Annual Business Plan, allowing for a more coherent and measurable strategy that supports California's rail vision.

Strategic Outlook

As the LOSSAN Agency continues to grow ridership and expand service, its strategic direction emphasizes customer experience, operational excellence, and sustainability as the pillars of long-term growth. The integration of planning cycles, alignment with statewide goals, and focus on multimodal partnerships position the Pacific Surfliner to remain a cornerstone of California's passenger rail network and a model for interagency collaboration in delivering efficient, equitable, and sustainable mobility.

Chapter 3

Operating Plan and Strategies

Key Points

I.
The operating plan maintains 13 daily roundtrips and includes an expanded service pilot to Goleta and San Luis Obispo.

II.
Integrated rail, Thruway bus, and transit transfer programs strengthen corridor connectivity and improve first- and last-mile access.

III.
Safety, security, and regulatory coordination—supported by APD, PTC, and infrastructure partners—ensure a reliable, passenger-centered operation.



Figure 3.1 - Pacific Surfliner Stations by Host Railroad Territory (Shared Stations with Commuter Rail Services Indicated by Outlined Circles)

Service Modes Offered

Pacific Surfliner Intercity Passenger Rail

There are 29 stations located within the six-county service area which are served by Pacific Surfliner trains, including in the cities of Los Angeles and San Diego as the two most populous cities in California. 19 of the stations are located between San Luis Obispo and Los Angeles, while the remaining 10 stations are located south of Los Angeles in Orange and San Diego Counties. A map of all Pacific Surfliner stations, including indications of those which are shared with COASTER and/or Metrolink commuter rail services, is provided as Figure 3.1.

Amtrak Connection Bus

Pacific Surfliner rail service is supplemented by a network of state-supported Amtrak Connection buses that connect passengers throughout the LOSSAN Rail Corridor and beyond. As a part of its operating agreement with the LOSSAN Agency, Amtrak contracts with private bus operators to provide this service, including operating staff and vehicles. The routes function as part of the Pacific Surfliner service, with coordinated train connections, guaranteed seating, integrated fares and ticketing, and inclusion in Amtrak's central information and reservation system in the same manner as trains. The Amtrak Connection bus routes currently managed by the LOSSAN Agency are as follows:

- **Route 17:** Santa Barbara to San Luis Obispo to Oakland, with connections to the Capitol Corridor in Oakland. Four daily trips operate in each direction.
- **Route 39:** Fullerton to Palm Springs and the Coachella Valley, with two daily trips in each direction.

In addition to the two Amtrak Connection bus routes managed by the LOSSAN Agency, the Santa Barbara to San Jose or Oakland route managed by CCJPA interfaces with the Pacific Surfliner service at several locations along

the northern segment of the route, while multiple Amtrak Connection bus routes managed by SJJPA interface at stations along both the northern and southern segments, expanding the range of destinations available to intercity rail travelers in California.

No additional changes to Amtrak Connection bus service are planned for FY 2026–27. However, following the passage of SB 742 in 2019, which permits bus-only trips without requiring a connection to a Pacific Surfliner train, the LOSSAN Agency will continue to evaluate opportunities to adjust or expand Amtrak Connection bus service. This includes coordination with public and private bus operators, CCJPA, and SJJPA to explore potential schedule enhancements.

Transit Transfer Program

The Transit Transfer Program allows Pacific Surfliner passengers to seamlessly transfer to 10 connecting public transit services at no additional cost by presenting a valid Pacific Surfliner ticket to the operator at the time of boarding. Participating agencies are reimbursed by the LOSSAN Agency at set rates for each qualified boarding. The program addresses the need for first and last mile connections, ensuring that passengers can conveniently reach their final destinations from Pacific Surfliner stations. The 10 participating agencies in the Transit Transfer Program include:

- NCTD
- OCTA
- Glendale Beeline
- VCTC intercity bus service
- Gold Coast Transit
- Santa Barbara Metropolitan Transit District (MTD)
- South County Transit
- San Luis Obispo Transit (SLO Transit)
- San Luis Obispo Regional Transit Authority (SLORTA)

Service Levels

Current FY Operating Plan

The LOSSAN Agency’s current operating plan is based on the schedule effective January 26, 2026, which consists of thirteen daily roundtrips between San Diego and Los Angeles. Of these, five are extended north with three terminating at Goleta, and two are extended to San Luis Obispo.

Route Segment	Existing Service Levels
San Diego – Los Angeles	13 roundtrips
Los Angeles – Goleta	5 roundtrips
Goleta – San Luis Obispo	2 roundtrips

In addition to the train service, the LOSSAN Agency manages two thruway bus routes. Route 17, which operates between Santa Barbara or San Luis Obispo and the Bay Area and Route 39, which operates between Fullerton and the Coachella Valley in Riverside County.

Route	Existing Service Levels
Route 17 (Santa Barbara – Oakland)	3 roundtrips
Route 17 (San Luis Obispo – Oakland)	1 roundtrips
Route 39 (Fullerton – Palm Springs Airport)	1 roundtrips
Route 39 (Fullerton – Indio)	1 roundtrips

The ability to expand Pacific Surfliner train service has historically been constrained by both equipment and funding availability. On the 351-mile LOSSAN rail corridor, the Pacific Surfliner operates over four host railroads that include UPRR, SCRRA, BNSF, and NCTD. Service expansion on UPRR and BNSF territory depends on specific capital investments agreed upon with each host railroad to accommodate increased capacity.



Service Levels:
as of January 26, 2025

Service Restoration Expansion

The LOSSAN Agency regularly reviews ridership and revenue trends on the Pacific Surfliner. Over the last quarter of FY 2024-25 and into the first quarter of FY 2025-26, ridership levels have continued to increase. Passengers per train mile have returned to pre-pandemic levels and trains regularly have been exceeding capacity. In response to this demand, the LOSSAN Agency has been working with Caltrans and Amtrak on the restoration and future expansion of Pacific Surfliner service. While ridership, equipment, and staff availability are critical considerations, additional factors such as state funding and financial performance also influence decisions regarding service increases.

In January 2025, the LOSSAN Agency was awarded \$27.1 million in grant funding through the FRA's Restoration and Enhancement (R&E) Grant Program, supporting efforts to restore Pacific Surfliner service to pre-pandemic levels. Supported by the R&E Grant funding, the 11th and 12th roundtrips between San Diego and Los Angeles were restored in the fourth quarter of FY 2024-25 and the 13th roundtrip was restored in January 2026. These service restorations returned the Pacific Surfliner to its full pre-pandemic service levels and marked a major milestone for the service.

In FY 2026-27 and FY 2027-28, the LOSSAN Agency will continue to work with Caltrans to ensure sufficient equipment is available not only to sustain restored service using the FRA funding, but also to expand service, increase ridership and revenue, and improve OTP.

Fiscal Year 2026-27 includes an expanded service pilot with a third roundtrip to San Luis Obispo and a sixth roundtrip to Goleta, with continuation contingent on identification of ongoing funding in coordination with the State. Funding to support continuation of the pilot beyond the initial operating period is included in the operating funding request.

Route Segment	FY2026-27	FY2027-28
San Diego – Los Angeles	13 roundtrips	13 roundtrips
Los Angeles – Goleta	6 roundtrips	6 roundtrips
Goleta – San Luis Obispo	3 roundtrips	3 roundtrips

Importantly, this planned addition aligns with the 2024 California State Rail Plan and helps fulfill the recommendations of the LOSSAN Corridor Optimization Study, completed in December 2021, which proposed a full buildout of service approximately every four hours to San Luis Obispo.

Route	Existing Service Levels
Route 17 (Santa Barbara – Oakland)	3 roundtrips
Route 17 (San Luis Obispo – Oakland)	2 roundtrips
Route 39 (Fullerton – Palm Springs Airport)	1 roundtrips
Route 39 (Fullerton – Indio)	1 roundtrips

Seasonal and Special Event Services

The LOSSAN Agency will continue pursuing the expansion of successful seasonal and special event services that generate significant increases in ridership. These include the thoroughbred racing season at Del Mar Racetrack, the Oxnard Strawberry Festival, San Diego Comic-Con International, and major sporting events along the Pacific Surfliner route. The LOSSAN Agency is also actively engaged in service planning for the LA28 Olympics.

Service Implications of Absolute Work Windows

Pacific Surfliner service is periodically impacted by absolute work windows (AWWs), which involve suspending rail operations at one or more locations to allow construction activity to be performed safely. These planned closures, which are generally based on an annual schedule, include extensive capital improvements by ROW owners to address coastal resiliency needs, expand capacity, and maintain rail infrastructure in a state of good repair. The LOSSAN Agency continues to coordinate with ROW owners and other rail operators to minimize impacts to passenger rail service along the LOSSAN rail corridor during these shutdowns.

Safety and Security

The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a program for system safety and security is in place to protect Pacific Surfliner passengers, crew, and the general public. A key objective of the LOSSAN Agency's safety program is to foster a comprehensive safety culture that guides all activities associated with the operation and maintenance of the Pacific Surfliner service, while also supporting the achievement of operational performance goals.

Regulatory Requirements and Reporting for the Pacific Surfliner

The Pacific Surfliner intercity passenger rail service is operated by Amtrak and subject to federal safety standards and regulations in accordance with the U.S. Code of Federal Regulations (Title 49, Subtitle B, Chapter 11). Agencies responsible for overseeing that general railroad safety regulations are followed along the LOSSAN rail corridor include:

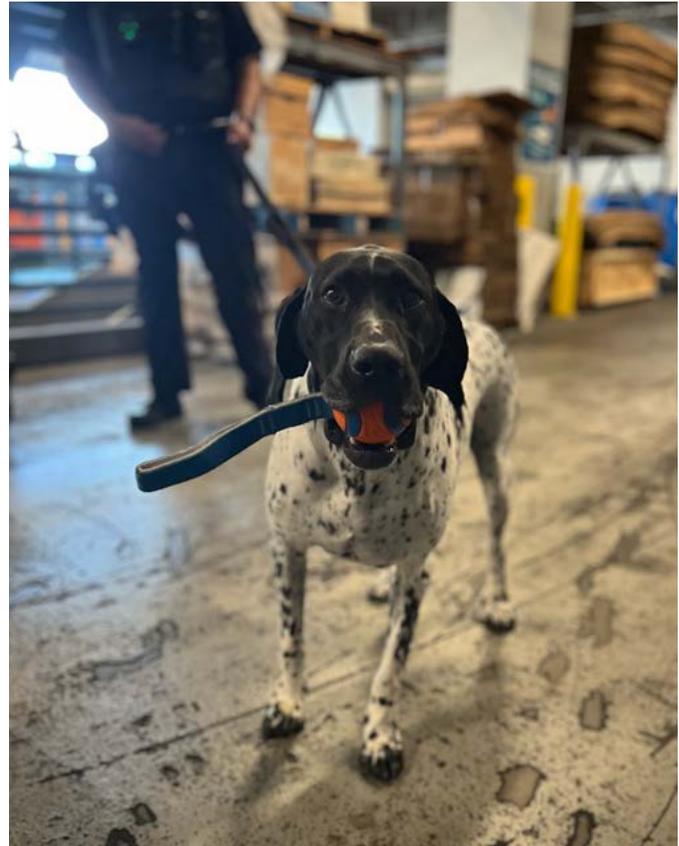
- **FRA:** The Office of Railroad Safety issues, implements, and enforces railroad safety regulations across the nation's railroad industry.
- **California Public Utilities Commission (CPUC):** State agency responsible for ensuring the safety of freight, intercity, and commuter railroads, as well as highway-railroad crossings throughout California. These functions are carried out by the Railroad Operations and Safety Branch of the Safety and Enforcement Division.

Amtrak is responsible for all required reporting of Pacific Surfliner safety data to federal, state, and local agencies, including the FRA and CPUC. Operational, track, and other safety inspections are performed through coordination between the ROW owners, rail operators, and regulatory agencies, with the LOSSAN Agency working closely with all stakeholders to ensure that all federal and state reporting requirements are met.

Amtrak Police Department

One part of Amtrak's existing security program that benefits Pacific Surfliner passengers is the Amtrak Police Department (APD), with positions assigned exclusively to the Pacific Surfliner that include 10 officers, one detective, three sergeants, and one captain. Of the 10 officers, five are assigned to patrol, two serve with K-9 units, one serves as an investigator, and two are responsible for training. Patrol units carry out traditional policing functions and act as a deterrent to crime in stations, on trains, around Amtrak facilities, and along the railroad ROW. They enforce the law, conduct checked baggage screening and onboard security checks, and perform follow-up investigations of crimes involving Amtrak facilities, employees, or passengers. K-9 units provide both a psychological and physical deterrent to potential threats from explosives, undergoing intensive explosive detection training that includes vapor wake training to detect explosive residue left in the wake of passing individuals.

With the LOSSAN Agency's increased focus on communication and coordination with APD, quarterly meetings have been implemented to review safety hotspots and policing priorities along the LOSSAN rail corridor. APD leadership also supports LOSSAN Agency staff in preparing a quarterly system safety and incident report for the Board, which provides information on reported crimes on Pacific Surfliner trains and at stations, along with the responses and mitigation measures for these incidents.



Operational Safety Features

In accordance with a federal mandate, Positive Train Control (PTC) is fully operational on all Pacific Surfliner trains. PTC is a predictive collision avoidance technology designed to stop a train in motion when its continued movement may result in an accident. The safety objectives of PTC include preventing train-to-train collisions, speeding and over-speed derailments, incursions into track work zones, and movement of a train through a hand-thrown switch placed in the wrong position.

All Pacific Surfliner locomotives and cab cars are also equipped with forward-facing camera systems to assist with investigations of incidents, providing valuable tools that allow crews and first responders to clear incidents more quickly and restore service. Amtrak is in the process of installing inward-facing cameras in locomotives and cab cars across its national fleet, and these cameras are already installed on the Charger locomotives used for the Pacific Surfliner and most of the cab cars.

The Charger locomotives in use for the Pacific Surfliner also meet or exceed the latest federal safety regulations, including enhanced car body structure safety with crash energy management components.

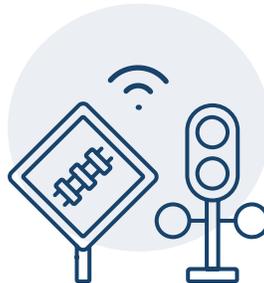
Track Safety and Public Outreach

Along the LOSSAN Rail Corridor, safety incidents along the railroad ROW include injuries and fatalities associated with grade crossings and trespassing on railroad property. These incidents not only affect rail operations but also have a profound impact on local communities. In 2022, the LOSSAN Agency began analyzing trespasser strike data, tracking hotspot zones to help focus safety efforts.

This ongoing analysis helps inform the LOSSAN Agency's rail safety strategy, which includes:



Rail safety ads on connected televisions, streaming platforms, and digital radio.



Geofenced safety messaging around hotspot locations, selected educational facilities, and high-risk grade crossings.



Installation of railroad safety signage, including signs displaying the nationwide "988" phone number that connects callers directly to the National Suicide and Crisis Lifeline.

The LOSSAN Agency will continue supporting and coordinating projects undertaken by host railroads, member agencies, and other stakeholders to improve safety at grade crossings and along the ROW. The LOSSAN Agency also supports public awareness campaigns that educate the public about the risks of trespassing on railroad property and the importance of using caution around tracks and trains. For example, the LOSSAN Agency supports California Operation Lifesaver, a national rail safety coalition committed to preventing collisions, injuries, and fatalities on and around railroad tracks and grade crossings. The coalition is a voluntary effort involving railroads, safety experts, law enforcement, public agencies, and the public, with participation from several LOSSAN member agencies and partners.

Safety at Stations

The LOSSAN Agency primarily serves in an oversight, coordination, and funding role for the safety and security of station facilities that support Pacific Surfliner service along the LOSSAN Rail Corridor. Many of the stations served by the Pacific Surfliner are city-owned and operated, with some station owners contracting directly for security guards and parking security services, while others do not. Amtrak currently contracts directly for security services only at Santa Fe Depot in San Diego, as this station houses equipment overnight.

The LOSSAN Agency has also partnered with Amtrak to improve and upgrade existing video surveillance systems (VSS) and other safety measures at Pacific Surfliner stations, including improved and enhanced signage. Many stations already have cameras that feed directly to a local sheriff's office or operations center. With the VSS improvements, local law enforcement will gain remote access to security cameras at stations within their jurisdictions.



If you're struggling &
contemplating suicide,
THERE IS HELP

CALL
OR
TEXT

988

or call the Behavioral Wellness
24/7 Access Line at **(888) 868-1649**

Chapter 4

Service Performance

Uniform Performance Standards

Pursuant to SB 1225, the Secretary of CalSTA established Uniform Performance Standards (UPS) for the State's three intercity passenger rail corridors to manage costs and improve operational efficiency. These standards measure the ongoing success of the Pacific Surfliner service in the following three areas:

[01] Usage:

- ridership and passenger miles

[02] Efficiency:

- farebox recovery and cost per passenger mile

[03] Service Quality:

- endpoint and all-station on-time performance (OTP), as well as operator-caused delays

For reporting performance metrics, the state fiscal year is used. The status of all required UPS metrics is summarized in Appendix C – Uniform Performance Standards Metrics. A green box indicates the standard has been met, while a red box indicates the standard has not been met. Metrics that the LOSSAN Agency is responsible for reporting are shown in blue.

Detailed Insights of Performance Trends

This chapter provides an overview of each required performance metric and compares FY 2024-25, the most recent year, with FY 2023-24, the prior year. Graphical representations of the required reporting metrics, showing historical trends as far back as FY 2014-15, the year before the LOSSAN Agency assumed responsibility for managing the Pacific Surfliner service, are provided in Appendix B – Historical Performance Data.

Modification of Performance Standards

The UPS document identifies specific circumstances under which modifications to the adopted performance standards may be considered, including material changes in service levels, funding availability, operating costs, or other external factors affecting corridor performance. These provisions are intended to ensure that the standards remain relevant and appropriately calibrated over time while continuing to promote cost control, efficiency, and service quality.

Key Points

- I. Key performance metrics include 2.03M annual riders (+7%), 57.7% farebox recovery, \$0.45 cost per passenger mile, and 80.4% endpoint OTP, supported by continued reductions in host-railroad delay minutes.
- II. Efficiency gains, efforts to improve cost recovery, and decreasing host-responsible delays demonstrate progress toward improved reliability
- III. Passenger satisfaction remains strong and trending upward, supported by partnerships and targeted strategies to improve on-time performance.

Usage and Environmental Performance Metrics

In addition to the required usage metrics, there are performance indicators that, while not required to be reported to the State, provide valuable insights into the impact and performance of the service, such as greenhouse gas reductions and gallons of gasoline avoided. Highlights of these metrics include:



- 69.5k tons

Ridership
7% Growth

2.03m FY 24-25
1.90m FY 23-24

- Total corridor population, which includes the six counties in the Pacific Surfliner service area, has remained relatively stable since the baseline year of FY 2013-14, decreasing by 1.0 percent between FY 2013-14 and FY 2024-25.
- Total ridership on the Pacific Surfliner for FY 2024-25 was 2,031,365, a 7.0 percent increase over the prior year's ridership of 1,897,891, representing the highest ridership level achieved since the COVID-19 pandemic.
- Based on the average pounds of carbon dioxide (CO₂) emissions per passenger mile for private automobiles versus passenger rail, the 193 million rail passenger miles on the Pacific Surfliner resulted in a reduction of 69,500 tons of greenhouse gases (GHG). This reduction is equivalent to the emissions from burning 67.2 million gallons of gasoline.

¹ The ridership reported for FY 2024-25 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.

² Source: Public Transportation's Role in Responding to Climate Change, Federal Transit Administration, 2010

Cost Efficiency Metrics

All cost efficiency metrics are presented in constant FY 2014-15 dollars, which means monetary values have been adjusted for inflation using FY 2015 as the baseline year. This method removes the effects of inflation and allows for a more accurate comparison of financial performance across different years, ensuring that changes in revenue, costs, and subsidies are evaluated based on real economic value rather than nominal increases or decreases.

- In FY 2024-25, total revenue was \$50.1 million and total operating cost was \$86.8 million (in constant FY 2014-15 dollars). This resulted in a state subsidy of \$36.7 million and a farebox recovery percentage of 57.7 percent, which exceeded the 50 percent standard.
- Cost per passenger mile for FY 2024-25 was \$0.45 (in constant FY 2014-15 dollars), a 2.7 percent decrease from \$0.46 per passenger mile in the prior year. This improvement reflects higher ridership levels, which spread operating costs across a greater number of passengers.

Farebox Recovery

57.7%

Cost Per Passenger Mile

\$0.45

Service Quality Metrics

- In FY 2024-25, 6,173 of 7,677 operated trains arrived at their endpoint station within 15 minutes of schedule, representing an endpoint OTP of 80.4 percent, below the 90 percent standard.
- All-station OTP for FY 2024-25 was 84.7 percent, also below the 90 percent standard.
- About 60 percent of delays in FY 2024-25 were the responsibility of host railroads, often related to signal system failures and slow orders. These delays can cascade, requiring trains to wait for or pass other trains at locations not scheduled for meets, leading to additional delays classified as passenger train and commuter train interference.
- The rate of delay is calculated as delay minutes per 10,000 train miles. In FY 2024-25, the Pacific Surfliner experienced approximately 7,378 minutes of delay per 10,000 train miles, a 1.3 percent decrease from the prior year. Host-responsible delays made up the majority of total delays but decreased by 6.1 percent compared to the prior year, with 56 percent of those delays caused by commuter or passenger train interference.
- The rate of operator-responsible delays, with Amtrak as the operator, increased by 16.4 percent compared to the prior year. The Pacific Surfliner averaged 559 minutes of operator delays per 10,000 train miles, which did not meet the required UPS standard of fewer than 325 minutes of delay per 10,000 train miles. Passenger-related delays were the most frequent operator delay type, followed by crew and system delays, which together accounted for about 38.2 percent of all operator-responsible delays in FY 2024-25.



Incentive Programs and Other Strategies to Improve OTP

The LOSSAN Agency continues to work with NCTD and UPRR to improve overall reliability and minimize delays. One approach is the use of OTP incentive programs, including an agreement with NCTD in place since July 2019 and a franchise access fee and service improvement agreement executed with UPRR in December 2022. These agreements provide financial incentives to host railroads to maintain and improve infrastructure and OTP performance. Alongside these agreements, the LOSSAN Agency collaborates with host railroads to address signal failures, dispatching challenges, and train interference issues.

The LOSSAN Agency also identifies and addresses delay hotspots along the LOSSAN Rail Corridor, prioritizing infrastructure improvements and operational adjustments through the Corridor Improvement Team, which includes rail operators and host railroads.

Endpoint OTP

80.4%

All-Station OTP

84.7%

Passenger Satisfaction
0.5% Growth

82.7%
FY 24-25

82.3%
FY 23-24

Passenger Satisfaction

The LOSSAN Agency uses Amtrak’s electronic Customer Satisfaction Index (eCSI) to measure and track passenger satisfaction with the Pacific Surfliner service. The eCSI represents the percentage of Pacific Surfliner passengers who report being “overall satisfied” in Amtrak’s electronic surveys. In FY 2024-25, the Pacific Surfliner achieved an average score of 82.7 percent, representing a .5 percent increase over the prior year’s score of 82.3 percent. The operating agreement with Amtrak establishes a minimum performance target of 85 percent, and results continue to move closer to this benchmark.

The complete summary of Uniform Performance Standards metrics is provided in Appendix C – Uniform Performance Standards Metrics.

Chapter 5

Fare Policy

Classes of Service

The Pacific Surfliner offers two classes of service: Unreserved Coach Class and Reserved Business Class.

Unreserved Coach Class	Reserved Business Class
<p>Passengers traveling in Unreserved Coach Class purchase tickets in advance of their travel through Amtrak points of sale (website, mobile app, customer service office, etc.). Passengers may use their ticket to ride a different train up to one year from the original travel date. During peak travel periods, such as holidays and special events, advance reservation may be required to manage onboard capacity.</p>	<p>Business Class requires an advance reservation for a specific train. The Business Class fares include an upgrade premium. Along with a guaranteed seat, Business Class passengers enjoy additional amenities including extra legroom, refreshed seat upholstery and carpeting, complimentary snacks and beverages, and a dedicated attendant on most trains.</p>

Ticket Types

Pacific Surfliner fares generally remain consistent throughout the year and do not vary by day of the week. Modest fare increases are applied during select peak travel periods. Several ticket options are available to passengers:

One-way and Roundtrip	Roundtrip tickets are priced at twice the one-way fare between a station pair.
10-trip Pass	Valid for ten one-way trips between a specific station pair within a 60-day period and can be used by more than one passenger. These passes are consistently discounted at 40 percent off the total equivalent cost of single ride fares for the station pair.
Monthly Pass	Valid for unlimited travel within the station pair for the entire month for the passenger named on the ticket.

Pacific Surfliner fares are classified as “Flexible Fares” within the Amtrak booking system. Tickets may be cancelled before departure for a full refund to the original form of payment, with no cancellation or change fees.

Key Points

- I. Pacific Surfliner’s flexible fare system offers Coach and Business Class options supported by passes, discounts, and customer-friendly refund policies.
- II. Robust discount programs and destination partnerships expand affordability and attract key market segments across the corridor.
- III. A demand-based pricing pilot aims to modernize fare structures, optimize revenue, and enhance alignment between pricing and travel patterns.

Fare Structure

The history of fare adjustments for the Pacific Surfliner is provided in Table 5.1 below on the following page. While the table summarizes percentage-based adjustments over time, it is important to note that base Coach fares have remained unchanged since 2013, even as operating costs and other cost pressures have increased. In recent years, fare actions have focused on restructuring rather than across-the-board increases, reflecting an effort to balance affordability, ridership growth, and financial sustainability. As a part of the adopted FY 2026-27 Board Goals and Initiatives, the LOSSAN Agency will evaluate the fare structure, including the use of demand-based pricing, as a means to better respond to variations in travel demand and revenue performance while supporting the continued delivery of Pacific Surfliner service within current funding and operating constraints.

Table 5.1 - Historic Pacific Surfliner Fare Adjustments

Date	Increase
June 2003	3 percent
June 2004	3 percent
June 2005	5 percent
December 2005	5 percent
June 2006	5 percent
October 2006	5 percent
February 2009	No increase – fare restructuring
February 2010	2 percent
June 2010	3 percent
June 2011	2 percent
September 2011	Seasonal fare change eliminated
August 2012	2 percent
June 2013	2 percent
March 2018	No increase – fare restructuring
TBD	Demand pricing pilot implementation

Ticket Sales Outlets

There are several self-service options for passengers to purchase tickets, including:

Online	PacificSurfliner.com includes a ticketing widget that redirects users to Amtrak’s online booking system. After purchase, passengers receive an eTicket as a PDF attachment to their email receipt, which may be presented to the conductor on a mobile device or printed as a paper copy.
Mobile	Passengers can purchase and retrieve tickets through the Amtrak mobile application.
Quik-Trak Machines	Select stations feature Quik-Trak ticket vending machines that allow passengers to purchase and print tickets.

In addition, passengers requiring further assistance with the ticket purchasing process can seek in-person support at staffed Pacific Surfliner stations or call the Amtrak Customer Service and Reservations hotline for telephone assistance.



Discount Programs

California Everyday Discounts

The Pacific Surfliner, along with the Capitol Corridor and Gold Runner, participates in the California Everyday Discounts Program, which offers a 15 percent discount for the following groups:



Seniors
(aged 62 or older)



Passengers with Disabilities



Active U.S. Military Personnel



U.S. Military Veterans



Students
(aged 13 to 25)

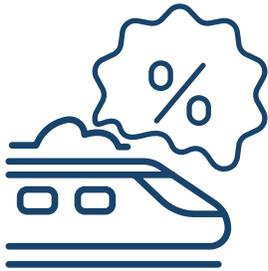
This program provides greater savings than Amtrak's national 10 percent discount for the same passenger groups. The student discount eligibility has also been expanded to include ages 13 to 25, compared to Amtrak's national range of 17 to 24.

The Pacific Surfliner honors Amtrak's national discount of 50 percent off the fare for children ages 2 to 12 who are accompanied by a fare-paying adult aged 18 or older. The service also participates in Amtrak's national "Infants Ride Free" program, which allows children under the age of 2 who do not occupy a seat to travel free with a fare-paying adult aged 18 or older.



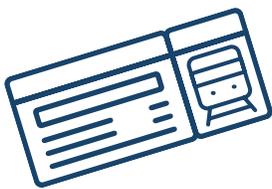
Group Travel

Groups of at least 15 passengers traveling together on the Pacific Surfliner are eligible for a 20 percent discount on regular fares. The group discount program is available on select trains based on projected seat inventory and season of travel. For school and youth groups, the Kids N' Trains Program offers reduced fares for travel on select midweek trains between October and June.



Destination-Based Discounts

The LOSSAN Agency and Amtrak occasionally partner with local destinations and convention and visitors bureaus to offer special discounts for travel to specific locations. The LOSSAN Agency may request that Amtrak create promotional codes that customers can redeem during checkout for discounted fares. The LOSSAN Agency will continue to pursue destination-based discounts when opportunities arise that have the potential to increase fare revenue and encourage both new and returning riders to travel on the Pacific Surfliner service.



California Rail Pass

The California Rail Pass, offered by Amtrak, provides up to seven days of travel within a 21-day period on all three state-supported intercity routes in California, most connecting Thruway bus services associated with these routes, and on the Coast Starlight within California. The pass is sold at flat rates for both adults and children, requires an advance reservation before use, and is valid for travel in regular Coach Class. Passengers may upgrade to Business Class or sleeping accommodations on the Coast Starlight by paying the applicable accommodation fees.



Promotional Discounts

Targeted promotional discount campaigns are also offered through the LOSSAN Agency's Marketing team and in conjunction with Amtrak's national campaigns. These include co-promotions with events or venues, seasonal campaigns, or audience specific discounts.

Development of Demand Pricing Model

In July 2022, the LOSSAN Agency conducted a passenger survey to better understand travel patterns. Results showed that approximately 80 percent of respondents, primarily leisure travelers, had flexibility in their plans and would consider adjusting their travel day or time to take advantage of lower fares. Around the same time, Amtrak began developing a demand-based pricing model designed to align fare structures with travel demand. Discussions on this concept began in 2013, with an initial 15-tier model projecting up to a 12 percent increase in ridership and a 20 percent increase in revenue. In November 2023, the LOSSAN Agency Board approved implementation of a 12-month pilot demand pricing model to evaluate its effectiveness.

Although significant progress has been made in developing this initiative, implementation was temporarily postponed due to staffing changes and the need for additional coordination with Amtrak focusing on ways to handle current rail interoperability programs within a reserved ticketing system. The program remains an active priority for the LOSSAN Agency, and work has resumed to support a successful launch in the near future.

As part of these efforts, the LOSSAN Agency is evaluating the operational impacts of the pilot on the Pacific Surfliner, including the transition from unreserved Coach service to reserved Coach service that is specific to individual trains and schedules, since departure time would influence fare determination. Passengers who purchase a ticket for a lower-fare train and attempt to board a higher-fare train would be required to pay the difference.

The “Flexible Fare” option, which allows changes and cancellations for a full refund prior to departure with no fees, will continue to be available during the pilot. In addition, a new “Value Fare” option will be introduced, offering passengers a lower-priced alternative in which changes are not permitted, and cancellations are subject to a 25 percent fee.

Rail 2 Rail Programs with Commuter Rail Services

The Rail 2 Rail programs are joint efforts between the LOSSAN Agency, Metrolink, and NCTD to expand departure options for train travel along the LOSSAN Rail Corridor. These programs allow designated Metrolink and NCTD COASTER passholders to ride Pacific Surfliner trains within the station pair indicated on their pass at no additional charge. Similarly, Pacific Surfliner monthly passholders may ride Metrolink or COASTER trains within the station pair of their pass at no additional charge. The Rail 2 Rail programs are subject to blackout dates to manage capacity during peak travel periods. Specific travel provisions for each commuter rail service include:

Metrolink Rail 2 Rail Program

Monthly passholders traveling on Metrolink’s Orange County and Ventura County lines may ride Pacific Surfliner trains within their station pair at no additional charge, including on weekends. The Rail 2 Rail program does not apply to Metrolink one-way, roundtrip, or seven-day passes, except on Pacific Surfliner trains operating between Los Angeles and Hollywood Burbank Airport, as well as on select codeshare trains between Los Angeles and Oxnard (described in the following section). Pacific Surfliner Monthly Pass holders may also ride any Metrolink train within the station pair listed on their Amtrak Monthly Pass. Metrolink is billed at a rate of \$7.00 per Rail 2 Rail boarding.

Metrolink Codeshare Program

The standard codeshare program between Los Angeles Union Station and Ventura Station includes Pacific Surfliner Trains 761, 770, 779, and 784, on which all Metrolink fare media are honored. Metrolink is billed at a rate of \$10.00 per passenger boarding.



In addition to the regular codeshare trains, an expanded codeshare pilot program is currently in effect between Los Angeles Union Station and Ventura Station. Under this pilot, which has been extended through June 30, 2026, all existing Metrolink trains on this segment honor Amtrak fare media, and all existing Pacific Surfliner trains honor Metrolink fare media. Following the pilot period, all Metrolink fare media will continue to be accepted on the four designated codeshare trains, unless the parties mutually agree to extend or modify the program.

COASTER Rail to Rail Program

COASTER passengers may ride any Pacific Surfliner train using a valid COASTER Regional Day Pass or Monthly Pass. As of the current agreement, NCTD is billed at a rate of \$4.19 per Rail 2 Rail boarding, which reflects the approximate average fare collected per passenger on the COASTER service. Pacific Surfliner Monthly Pass holders, as well as one-way and roundtrip ticket holders, may also travel on any COASTER train within the station pairs listed on their Amtrak ticket at no additional charge.



Future of Rail 2 Rail Programs

Opportunities for integration among the fare systems used by Metrolink, NCTD, and the Pacific Surfliner remain a key focus for the LOSSAN Agency, particularly in light of the potential transition to reserved seating under the demand pricing pilot. The LOSSAN Agency will continue to coordinate with Metrolink and NCTD to ensure Rail 2 Rail passengers can maintain access to Pacific Surfliner services where capacity exists while accommodating the operational changes required by the new pricing structure. The LOSSAN Agency will also collaborate with both commuter rail operators to identify strategies that preserve the benefits of Rail 2 Rail while equitably addressing revenue impacts and operational capacity. These efforts may include revising fare subsidy structures, improving technological integration, and evaluating potential program modifications to align with a reserved seating model.

Chapter 6

Equipment

Key Points

I.

A modern fleet of Tier 4 Siemens Chargers and bilevel passenger cars anchors safe, sustainable, high-capacity service along the corridor.

II.

Coordinated maintenance, fleet redeployment, and planned overhauls support reliability and future service growth.

III.

Zero-emission hydrogen FLIRT H2 trainsets position the corridor for next-generation clean mobility beginning as early as 2027.

Current Fleet

Locomotives

In 2021, all legacy locomotives regularly assigned to the Pacific Surfliner were replaced with state-owned Siemens Charger SC-44 locomotives. These locomotives meet the Environmental Protection Agency (EPA) Tier 4 emissions standards, significantly reducing greenhouse gas and diesel particulate emissions along the route. Since 2023, the fleet has operated exclusively on renewable diesel fuel, further reducing its environmental impact. Though Amtrak sometimes substitutes a 4,250-HP P-42 locomotive typically used on its long-distance trains, this is done only as needed to support service. There are currently 14 Siemens Charger SC-44 locomotives assigned to the Pacific Surfliner service.

Passenger Cars

The passenger cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were acquired by the State of California in 2002 to supplement the Amtrak-owned fleet. To support service growth and increased demand, several Superliner cars from Amtrak's long-distance fleet have been leased over the years, and Caltrans transferred several single-level Comet 1B cars from Oakland to Los Angeles to further supplement the existing bilevel fleet.

Of the 54 bilevel passenger cars in the Pacific Surfliner fleet, 15 are owned by the State of California and 39 by Amtrak. In addition to these 54 bilevel cars, Caltrans leases 11 Amtrak-owned Superliner Coach cars and one Superliner Sightseer Café car for use across California's state-supported intercity services.

A typical Pacific Surfliner trainset consists of one locomotive and six passenger cars, including one Business Class car, one Superliner car used for additional Business Class or Coach seating, one Café car with Coach seating, two Coach cars, and one cab/baggage car

with additional Coach seating. This configuration provides approximately 487 passenger seats. Additional cars may be added, when available, to accommodate higher demand during holidays and special events. The current Pacific Surfliner service level, which includes 24 daily one-way trips, requires nine complete trainsets.

A description of the cars most frequently used in Pacific Surfliner service is provided in Table 6.1, and a detailed breakdown of all equipment used for the service is shown in Table 6.2. Schematic layouts of the bilevel cars currently in operation are included in Appendix D – Schematics of Pacific Surfliner Passenger Cars.

Table 6.2 - Pacific Surfliner Equipment Breakdown for FY 2025-26

Equipment Type	FY 2025-26	
	State-Owned	Leased from Amtrak
Surfliner Cab Car	3*	8
Surfliner Coach	10	15*
Surfliner Business Class	2	8
Surfliner Café Car	2	8
Superliner Coach	0	11
Superliner Sightseer Café Car	0	1
Comet 1B Coach	8	0
Non-Powered Control Unit	0	3
Total Rolling Stock	26	54
Siemens Charger SC-44	14	0
Total Locomotives	14	0

Table 6.1 - Pacific Surfliner Fleet Description

Type	Car Description	Seating Capacity ¹
Surfliner Business Class	Reserved seating on upper and lower levels with dedicated attendant; complimentary at-seat snack and beverage service	74
Superliner Flex Business Class or Coach	Upper level used for business class or coach seating. Additional seating on the lower level that can also be used for business class or coach ADA	74 to 96
Superliner Sightseer Café	Lounge and booth seating on upper level and Café area with food and beverage service on lower level	70
Surfliner Café	Unreserved coach seating on upper level; booth seating and Café area with food and beverage service on lower level	83
Surfliner Coach	Unreserved seating on upper level with limited seating for seniors/ disabled on lower level	90
Surfliner Cab/Baggage	Unreserved seating on upper level and cab area for engineer to operate train; limited senior/disabled seating, bike rack accommodating seven bikes, and secured area for storage of checked baggage on lower level	76
Comet 1B Coach	Unreserved seating with limited seating for seniors/disabled	64

¹ Some Superliner cars used as either a Coach or second Business Class car have 96 seats. Source: Amtrak & Caltrans

Amtrak Thruway Bus Fleet

Amtrak contracts with private bus operators on behalf of the LOSSAN Agency to provide state-funded Amtrak Thruway bus services that connect to the Pacific Surfliner route. The contracted operators supply the vehicles, which must meet specific requirements including ADA accessibility, electronic destination signs, Wi-Fi, restrooms, and power outlets.

Equipment Maintenance

Amtrak is responsible for all maintenance activities related to the Pacific Surfliner service under its operating agreement with the LOSSAN Agency. The LOSSAN Agency ensures that the fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety. The LOSSAN Agency also oversees the administration and maintenance supervision of the Pacific Surfliner fleet, including 22 state-owned passenger cars and 14 Siemens Charger locomotives, as defined in the ITA between Caltrans and the LOSSAN Agency. Caltrans retains responsibility for overseeing wreck repairs and modifications to state-owned equipment.

The primary maintenance facility for Pacific Surfliner equipment is Amtrak's Los Angeles Maintenance Facility, located adjacent to the LOSSAN Rail Corridor near Downtown Los Angeles. This facility includes locomotive and car repair shops that perform safety inspections, servicing, and maintenance for all locomotives and rolling stock used on the Pacific Surfliner, as well as Amtrak's long-distance services. Amtrak also operates smaller leased servicing facilities in San Diego, Goleta, and San Luis Obispo for fueling, cleaning, and overnight inspections. Expansion of these outlying facilities is currently being planned or designed to support service growth and enable a more flexible maintenance program that reduces the need for all trainsets to cycle through the Los Angeles Maintenance Facility every four to five days.

Overhaul of Equipment

The LOSSAN Agency continues to coordinate with Caltrans, Amtrak, CCJPA, and SJJPA to define a scope for overhauling and modernizing the existing bilevel fleet. In 2023, for example, SJJPA entered into an agreement with Caltrans, the LOSSAN Agency, and CCJPA to oversee the contract for rebuilding and overhauling the wheel trucks of all state-owned bilevel cars. This coordinated effort leverages shared resources to enhance equipment performance and improve the passenger experience.

However, unlike the Capitol Corridor and San Joaquins services, which operate fleets entirely owned by the State of California, nearly 80 percent of the bilevel passenger cars used on the Pacific Surfliner are owned and maintained by Amtrak. This ownership and maintenance structure presents challenges when implementing improvement or overhaul programs that passengers expect, such as the installation of modern and more informative onboard information systems, since these cars must comply with Amtrak's national procurement and fleet standards. This is an important consideration as the LOSSAN Agency continues to coordinate with Caltrans, Amtrak, CCJPA, and SJJPA to define a scope for overhauling and modernizing the existing bilevel fleet.

New Equipment and Fleet Redeployment Plan

In December 2011, the California Transportation Commission (CTC) approved the allocation of \$42 million in Proposition 1B funds as a local match to \$168 million in federal funds for Caltrans to purchase new railcars and locomotives. In November 2012, Caltrans awarded a \$352 million contract to the Sumitomo Corporation of America to procure new railcars that meet federal standards established by the Next Generation Equipment Committee. Design and testing challenges delayed production, and Siemens was later selected as the subcontractor to supply 49 single-level Venture cars for use in California. The first trainset entered revenue service in December 2023.

As the new Venture railcars are deployed on the San Joaquins route, existing bilevel passenger cars from that service will become available to restore and potentially expand operations on the Capitol Corridor and Pacific Surfliner. A fleet redeployment plan developed jointly by Caltrans, CCJPA, SJJPA, and the LOSSAN Agency indicates that once all Venture trainsets are placed into service on the San Joaquins, 12 additional bilevel cars will be added to the Pacific Surfliner fleet. This expansion will bring the total to 25 state-owned and 49 Amtrak-owned bilevel cars and will provide sufficient capacity to restore Pacific Surfliner service to pre-pandemic levels.

Stadler FLIRT H2 Multiple-Units (FLIRT H2)

Caltrans has entered into an agreement and an option with Stadler Rail USA to procure 10 Multiple-Unit (Flirt H2) hydrogen powered trainsets. The trainsets are powered by hydrogen fuel-cell technology, which allows for zero-emissions operation.

Flirt H2s are planned to begin arriving as soon as 2027 to initiate corridor testing with all trainsets scheduled to arrive by the end of 2029. The LOSSAN Agency is collaborating with Caltrans and the North County Transit District (NCTD) to implement testing, acceptance and initial pilot revenue service on NCTD's San Diego Subdivision. NCTD will perform the initial vehicle testing and acceptance procedures for the new vehicles. Pending successful completion of testing and acceptance process, the vehicles may be placed into revenue operations for the Pacific Surfliner service. The parameters of the potential pilot revenue operations are planned to be developed in FY2026-2027 in collaboration with Caltrans.



Chapter 7

Passenger Experience

The LOSSAN Agency works with Amtrak to implement initiatives that improve the overall passenger experience. The following sections highlight existing enhancements to passenger services and amenities for the Pacific Surfliner, as well as initiatives prioritized to be evaluated for implementation in FY 2026-27 and FY 2027-28.

Station Amenities

Integration with Passenger Information Display Systems of Commuter Rail Services

In December 2024, the LOSSAN Agency partnered with Amtrak and Metrolink to integrate real-time Pacific Surfliner status updates into Metrolink's Passenger Information Display System (PIDS). This system powers the electronic signs at many Metrolink stations, and the integration now makes it possible for Pacific Surfliner train information to appear alongside Metrolink updates. In FY 2026-27, the LOSSAN Agency plans to work with NCTD to bring the same real-time updates to stations in San Diego County served by the Pacific Surfliner through NCTD's PIDS.

General Transit Feed Specification – Real-Time Initiative

In addition to integrating real-time status updates into commuter rail PIDS displays, the LOSSAN Agency is evaluating the development of a General Transit Feed Specification – Real-Time (GTFS-rt) feed to make location-based arrival information more accessible to passengers, with potential implementation in FY 2026-27. Currently, Amtrak's website and mobile app require users to enter a date and either a train number or station pair to access status updates, and do not provide an overview of upcoming trains based on the user's location. A GTFS-rt feed would allow third-party trip planning apps such as Transit, Moovit, and Google Maps to display real-time Pacific Surfliner information alongside connecting commuter rail and public transit services, all in one convenient place. This initiative follows the example of the Capitol Corridor, where CCJPA manages a GTFS-rt feed, and it directly supports the goals of Cal-ITP and CalSTA to expand GTFS-rt adoption and make public transit more seamless, integrated, and accessible across California.

Key Points

I.

Proposed projects for real-time information and GTFS-rt integration, plus improved station systems, will make travel more intuitive and connected for passengers.

II.

Enhanced onboard amenities—from upgraded Wi-Fi to reinstated checked baggage and refreshed Market Café offerings— will elevate comfort and convenience.

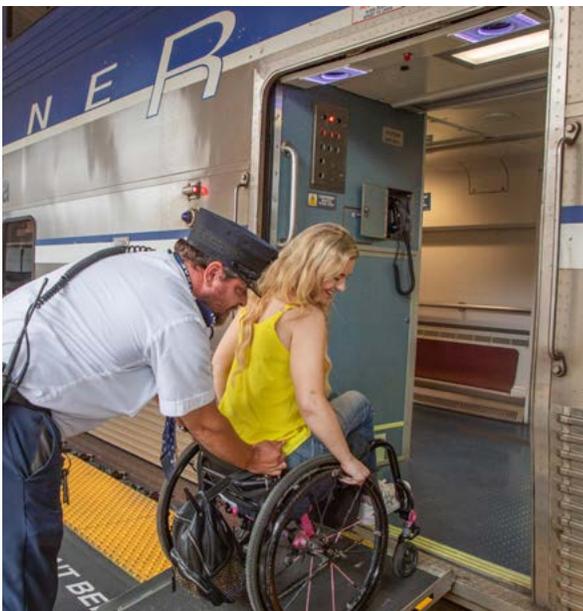
III.

Accessibility improvements, bicycle capacity expansion, and premium Business Class features will ensure a welcoming experience for all riders.

Onboard Amenities

Accessibility

All Pacific Surfliner trains are fully accessible to passengers with disabilities. The lower level of each car is designated for passengers with disabilities, offering space for mobility devices and a restroom designed for mobility device users. Assistance with boarding or detraining can be requested during the booking process, and trained service animals are welcome in all areas where passengers are permitted.



Bicycle Storage

Each Pacific Surfliner train provides storage for up to seven bicycles in the cab car. Bicycle space can be reserved at no additional cost when booking a ticket. The LOSSAN Agency has expanded storage to accommodate larger bicycles, including tandems, and is working to add capacity for three more bicycles onboard.

Business Class

Business Class provides passengers with various additional benefits, including:

- **A guaranteed seat with extra legroom**
- **Upgraded leather seat upholstery, carpeting, and curtains**
- **Service from a dedicated attendant**
- **Complimentary snacks and beverages, including options for beer and wine**
- **Priority boarding at the Santa Fe Depot in San Diego**
- **Bonus points earned through the Amtrak Guest Rewards program**



Checked Baggage

In June 2025, the LOSSAN Agency Board of Directors approved coordination with Amtrak to reinstate checked baggage service on the Pacific Surfliner, with a \$10 fee per checked bag to help offset service costs. This decision followed the successful reopening of Anaheim and Oceanside as staffed stations on March 10, 2025, which expanded the number of corridor locations capable of accommodating checked baggage. To implement the service, Amtrak has indicated that its national checked baggage policies must be updated to reflect the policy change approved by the LOSSAN Agency Board of Directors for the Pacific Surfliner. At this time, no timeline has been provided for completing the required policy updates or reinstating the service.

One Personal Item: FREE

i.e. large purse, briefcase,
computer backpacks



Two Carry-On Bags: FREE

28" x 22" x 11" / Up to 50 lbs.



COMING SOON

Checked Bags: \$10 each (up to four)

Up to 75 Linear Inches (L+W+H) /
Up to 50 lbs.



Comfortable Seating

All Pacific Surfliner trains feature reclining seats in both Business Class and Unreserved Coach. Many seats are equipped with leg rests, drop-down tray tables, overhead lights, and power outlets, and group seating is available for parties of three or four.

Market Cafe

The Market Café offers a variety of snacks, beverages, and light meals for sale. In partnership with Amtrak, the LOSSAN Agency reviews sales performance and passenger survey data to guide semiannual menu updates each April and October. When possible, locally sourced products are incorporated to highlight the diverse culinary landscape of Southern California and the communities served by the Pacific Surfliner. Targeted promotions are also used to drive foot traffic and increase sales revenue, helping to offset the operating costs of the Market Café.

Pet Reservations

Passengers may reserve space for a small dog or cat for an additional fee, with a maximum of five pet reservations allowed per train (excluding service animals). Pets must travel in a carrier, weigh under 20 pounds, and are only permitted in Coach seating.

Restrooms

Pacific Surfliner cars are equipped with restrooms featuring electric hand dryers, soap dispensers, handrails, flushing toilets, running water, and infant diaper-changing tables. Each car includes a larger restroom on the lower level that is accessible to mobility device users, as well as a smaller restroom on the upper level.



Wi-Fi and Onboard Entertainment

Complimentary Wi-Fi is available on all Pacific Surfliner trains. To improve speed, reliability, and bandwidth, the LOSSAN Agency recently partnered with Amtrak and Caltrans to install upgraded hardware. The service supports general web browsing and other low-bandwidth activities on laptops, tablets, smartphones, and other internet-enabled devices.

The LOSSAN Agency is also evaluating the implementation of an onboard entertainment platform in FY 2026-27, which would be accessible to passengers through the Pacific Surfliner Wi-Fi service. Similar to systems offered by airlines and already in use by CCJPA and SJJPA, this platform would enhance the overall travel experience, particularly on longer trips, and help distinguish intercity passenger rail from other modes of transportation. In addition to offering movies, television, music, and other digital content, the platform could provide new opportunities for targeted promotions, food and beverage ordering, and revenue-generating advertising. Because some segments of the Pacific Surfliner route have limited cellular coverage due to terrain and distance from populated areas, the platform would store content locally on the Wi-Fi router rather than stream it in real time, allowing passengers to enjoy uninterrupted access even when traveling through areas with weak or no cellular data service.

Chapter 8

Marketing

The Marketing Plan for FY 2026-27 and FY 2027-28 aligns with the LOSSAN Agency's strategic priorities to maximize customer focus, optimize operations, and prioritize business sustainability. The Plan aims to boost ridership and revenue for Pacific Surfliner by enhancing brand awareness among target audiences and influencing their travel decisions through customer-centric, operationally efficient, and sustainable marketing practices.

As part of this plan, the Marketing team will focus on the following audience segments:



Leisure Travelers

- Individuals between the ages of 18 to 45, including Spanish speakers, who are interested in domestic leisure travel
- Families living or traveling near Pacific Surfliner stations
- Tourists (including international visitors) seeking a scenic and convenient travel experience without cars



Students & Young Adults

- College and university students commuting between home and campus
- Young adults exploring Southern California for events, weekend getaways, and leisure trips

Key Points

I.

Marketing's updated goals focus on maximizing customer focus, supercharging brand awareness, optimizing performance through analytics, growing statewide rail ridership, and enhancing passenger communications.

II.

Marketing is targeting high-value audiences with bilingual, digital-forward campaigns designed to increase ridership and brand visibility.

III.

Partnerships with destinations, influencers, and transportation providers are positioning Pacific Surfliner as the premier car-free travel choice.



Retirees or Seniors (55+)

- Older adults seeking a comfortable, stress-free way to explore destinations along the coast without a car



Engaged Riders & Past Customers

- Customers who have traveled on the train in the past 12 months
- Riders who value service updates, reliability, and connectivity for repeat trips



Business & Event Travelers

- Professionals traveling for work or commuting between cities
- Conference and event attendees at key destinations such as San Diego, Anaheim, and Los Angeles that are accessible by Pacific Surfliner trains

Marketing Goals and Tactics

For each marketing campaign, the Marketing team will review progress regularly and adjust to ensure continual improvement across trip bookings and other key performance indicators, demonstrating fiscal responsibility and leadership in business management.

The marketing goals for FY 2026-27 and FY 2027-28, along with the planned tactics to achieve them, are:

Maximize Customer Focus Through Enhanced Ridership and Experience

GOAL

Increase the number of new riders while improving user experience and growing customer loyalty with existing riders to build trust and encourage repeat ridership. This supports the LOSSAN Agency's commitment to maintaining sustainable fares and integrating with destination and transportation partners. Tactics to achieve this goal include:

- > Develop integrated advertising and outreach campaigns aimed at potential new customers within target audiences, with bilingual content to serve Spanish-speaking communities
- > Expand targeted email campaigns and social media retargeting efforts to encourage repeat ridership and increase frequency of travel
- > Partner with destinations, events, visitor bureaus, venues, and transportation providers to create seamless, integrated marketing efforts that enhance the customer journey
- > Promote connections to regional transportation options that improve connectivity throughout the service area



Supercharge Awareness of the Pacific Surfliner Brand

GOAL

Expand awareness of the Pacific Surfliner brand as a car-free, customer-focused transportation option that connects communities in Southern California. Tactics to achieve this goal include:

- Build brand affinity through media campaigns that spotlight car-free travel, community impact, and scenic experiences
- Maintain and engage a robust media contacts list and distributing press releases in English and Spanish
- Grow creator and social media influencer partnerships that authentically showcase the Pacific Surfliner journey in an organic way
- Develop co-branded marketing campaigns with major destinations, hotels, attractions, and events that package rail travel with end-destination experiences
- Partner with first-mile/last-mile transportation providers (rideshare, bike share, local transit) to address connectivity barriers
- Target businesses along the corridor for employee commute and business travel opportunities to position rail as a reliable commuting and travel option
- Increase reach through social media platforms such as Instagram, TikTok, Facebook, and YouTube, using creative content that highlights user experiences, car-free travel, and regional destinations

Optimize Marketing Performance Through Analytics and Automation

GOAL

Maximize marketing efficiency and return on investment through data-driven decision making and marketing automation. Tactics to achieve this goal include:

- Evaluate and measure pay-per-click (PPC) advertising to increase ridership and the percentage of ticket sales initiated at PacificSurfliner.com while maintaining fiscal responsibility
- Improve and optimize website content with Answer Engine Optimization (AEO), Generative Engine Optimization (GEO), and search engine optimization (SEO) best practices to capture intent-driven travelers
- Enhance email automation to personalize journeys, increase engagement, and boost retention. Routinely clean our email list of subscribers to maximize visibility and effectiveness of email campaigns
- Implement paid media campaigns targeting identified markets through a variety of channels, with regular performance analysis to ensure optimal return on investment (ROI)
- Build dashboards to analyze campaign performance and optimize marketing spend in real time



Grow Statewide Rail Ridership

GOAL

Collaborate with the other JPAs in California to develop coordinated marketing efforts that promote rail travel statewide. Tactics to achieve this goal include:

- > Expand collaboration with the other JPAs, promoting connections between Pacific Surfliner service and state-run agencies on AmtrakCalifornia.com and other channels
- > Remain engaged with the SAIPRC Commercial Performance Working Group to coordinate with other managing agencies for state-supported Amtrak routes nationwide and share best practices in business management

Enhance Passenger Communications

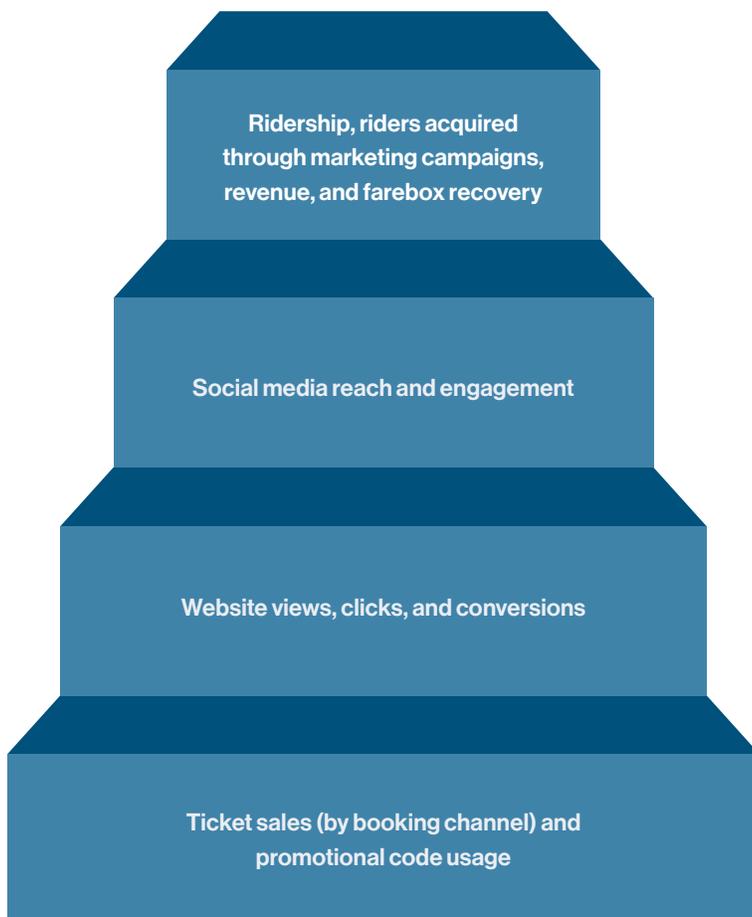
GOAL

Provide timely service updates to customers and demonstrate operational excellence. Tactics to achieve this goal include:

- > Regularly share informational messages and critical updates about service impacts with both customers planning trips and passengers already in transit, using the Pacific Surfliner website, social media accounts, and other relevant channels
- > Standardize communication protocols for planned vs. unplanned service changes
- > Create clear, evergreen content explaining travel logistics (bus bridges, transfers, ticketing, checked baggage, etc.)

Marketing Key Performance Indicators

Marketing efforts will be assessed on a tactical, campaign, and programmatic basis, allowing the marketing plan to be refined throughout the year to meet the goals outlined above. Key performance indicators (KPIs) will be reviewed regularly by staff and presented to the Board on a quarterly basis. Examples of KPIs that will be evaluated include:



Amtrak Guest Rewards Program

Amtrak offers the Amtrak Guest Rewards (AGR) program, which allows customers to earn points on travel that can be redeemed for train trips and other incentives. The LOSSAN Agency continues to work with Amtrak to improve the passenger experience for AGR participants while exploring the feasibility of implementing a directly managed customer loyalty program to complement AGR.

Enhanced initiatives encourage first-time passengers to continue riding Pacific Surfliner and reinforce the train as a viable transportation option to key destinations in Southern California. A directly managed program would also improve the quality of passenger data collected by the LOSSAN Agency, particularly regarding demographics and travel behavior, supporting more targeted and fiscally responsible marketing efforts while advancing equity and inclusion goals through better understanding of diverse customer needs.

Chapter 9

Capital Improvements and Coastal Resiliency

Key Points

I.

New initiatives prioritize expanding double track, modernizing aging infrastructure, and delivering key capacity projects.

II.

Coastal resiliency goals center on stabilizing vulnerable bluff segments, upgrading drainage systems, accelerating near-term erosion mitigation, and coordinating long-term relocation or protection strategies with regional partners

III.

Strategic objectives include strengthening federal and state funding competitiveness, advancing Corridor ID-supported planning, and accelerating delivery of climate-resilient projects that protect service reliability for decades to come.

Since 1990, the State of California has made significant investments in capital improvements on the state's three intercity passenger rail corridors. The LOSSAN Agency member agencies have also secured state and federal grants for preliminary engineering, environmental documentation, final design, and construction of capital projects along the LOSSAN Rail Corridor. Despite these efforts, more than half of the LOSSAN Rail Corridor remains single track with aging infrastructure, which limits service expansion and operational efficiency.

Although each of the seven right-of-way (ROW) owners along the LOSSAN Rail Corridor has made considerable investments within their territories, the overall capital needs of the corridor far exceed available funding resources. Since 2022, the LOSSAN Agency has worked with the State, its member agencies, and various stakeholders to compile a comprehensive list of identified capital projects, including the status of each project and any programmed funding. The project list is organized into three categories: LOSSAN led and funded projects, other stakeholder or agency funded projects, and projects not yet funded. This list is provided in Appendix E, LOSSAN Corridor Capital Projects List.



Key Funding Sources for Capital Improvements

In addition to the capital improvements planned by various stakeholders along the corridor, the LOSSAN Agency maintains a Capital Improvement Program (CIP) consisting of projects that the LOSSAN Agency directly funds and manages. To deliver these projects, the LOSSAN Agency leverages a variety of funding sources, including:

Program	Description
State Rail Assistance (SRA) Program	Provides allocations from SB 1 revenue to support both operational and capital improvements through a combination of formula and competitive distribution, offering a dependable and flexible funding source.
Transit and Intercity Rail Capital Program (TIRCP)	Administered by CalSTA, this program funds efforts to modernize California's intercity, commuter, and urban rail systems, reduce greenhouse gas emissions, and decrease vehicle miles traveled.
Solutions for Congested Corridors Program (SCCP)	Administered by the California Transportation Commission, this program allocates SB 1 revenue to support transportation, environmental, and community access improvements aimed at reducing congestion across California.
State Transportation Improvement Program (STIP)	A five-year plan, updated biennially and adopted by the California Transportation Commission, that allocates future state transportation funds for highway improvements, intercity rail projects, and regional transportation improvements.
California Proposition 1B	Approved by voters in November 2006, Proposition 1B authorized the issuance of \$19.9 billion in general obligation bonds for transportation purposes, including congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, and safety and security projects.
State Minor Capital Project Funding	In addition to major capital improvements, the State allocates at least \$500,000 annually for minor projects related to the service. Beginning in FY 2025-26, the LOSSAN Agency is requesting \$1,000,000 annually in minor capital funding to address the backlog of necessary projects. These funds support improvements such as station upgrades, signage, and minor safety and security enhancements.

Beyond these funding sources, the LOSSAN Agency and its member agencies actively pursue federal, state, and local funding opportunities. The LOSSAN Rail Corridor has been accepted into the FRA's Corridor Identification and Development (ID) Program, positioning the LOSSAN Agency to strengthen its eligibility for major federal grants. Once a service development plan is completed, the LOSSAN Agency will be well prepared to compete for federal funding for rail projects.

CAPITAL PROJECTS

1. Central Coast Layover Facility Expansion (Phase 1)
2. CTC and Switch Upgrades, Safety Improvements, Rail/Tie Replacements
3. Los Alamos Creek Bridge (Narlon) Replacement
4. Santa Ynez River Bridge Replacement
5. Canada Honda Creek Bridge Replacement
6. Bluff Stabilization Projects
7. Goleta Layover Facility Improvements
8. Goleta Station Project
9. Santa Barbara Spur Track
10. Ortega Siding
11. Seacliff Siding Extension
12. Leesdale Siding Extension: Future Phase(s) to Oxnard Station
13. Rice Avenue Grade Separation
14. Leesdale Siding Extension
15. Leesdale Siding Extension in Camarillo
16. Camarillo Station Pedestrian Undercrossing Project
17. Simi Valley Double Track
18. Arroyo Simi Bridge Rehabilitation
19. Devonshire Street Safety Improvements
20. Chatsworth Station Improvements
21. Burbank Corridor Safety Improvements – Burbank Airport
22. Burbank Junction Speed Improvements
23. Burbank Corridor Safety Improvements – Burbank Downtown
24. Doran Street Grade Separation
25. Link Union Station Project
26. Commerce Station Relocation
27. Rosecrans/Marquardt Grade Separation
28. Fullerton Interlocker Project
29. Irvine Station Improvements (Phase 1)
30. San Juan Creek Bridge Replacement
31. Serra Siding Extension
32. SONGS Double Track
33. San Onofre Bridge Replacements (3)
34. San Onofre to Pulgas Double Track (Phase 2)
35. Eastbrook to Shell Double Track
36. Carlsbad Village Double Track
37. Batiquitos Lagoon Double Track
38. Encinitas Pedestrian Crossings
39. San Dieguito Double Track and Special Events Platform
40. San Dieguito to Sorrento Valley Double Track (Del Mar Tunnel)
41. Del Mar Bluffs Stabilization – 5
42. Del Mar Bluffs Stabilization – 6
43. Miramar Tunnel
44. Sorrento to Miramar Double Track (Phase 2)
45. Rose Canyon Bridge Replacements (3)
46. Bridge 257.2 Replacement
47. Signal Respacing and Optimization Project
48. San Diego Convention Center Station
49. San Diego County Maintenance and Layover Facility (Phase 1)



LEGEND

- | | | |
|---|-----------------|----------|
| # | Planning/Design | UP |
| # | Construction | SCRRRA |
| # | Completed | BNSF |
| ■ | Station | NCTD |
| | | Sprinter |

Highlights of LOSSAN Agency Completed Projects Since 2020

Since 2020, several projects have been completed along the LOSSAN Rail Corridor, including:

- Replacement of two critical bridges – Narlon Bridge and La Cañada Honda Creek Bridge in the Vandenberg Space Force Base (VSFB) area
- Installation of centralized traffic control in Santa Barbara and San Luis Obispo counties
- Conversion of 9 sidings from hand-thrown to powered switches
- Replacement of ties and rail
- Signal and fencing upgrades
- Track bed and Right of Way safety improvements
- Tieback walls to stabilize approximately 1000 feet of eroded bluffs in the Hollister Ranch and Surfin' Cowboy areas just south of VSFB
- Minor station improvements, such as lighting replacement, equipment upgrades, and camera installations

Highlights of Current Projects in Progress

In addition to completed projects, the LOSSAN Agency is currently advancing several Board-approved projects:

- **Central Coast Layover Facility** – Located just south of the San Luis Obispo Station, this facility will allow an additional train to layover for the northern terminus of the LOSSAN Rail Corridor, allowing for future expansion in the Central Coast area of California.
- **Goleta Layover Facility Expansion** – This project adds an additional layover track at LOSSAN's Santa Barbara terminus allowing for more operational flexibility.
- **Leesdale Siding Extension** – This project creates over 3 miles of siding track just east of the single platform Oxnard station, which will reduce wait times at the station significantly providing more operational flexibility for both the Surfliner and Metrolink.
- **Ortega Siding** – Located between Carpinteria and Montecito, this project provides a siding in the middle of a 16-mile stretch of single track, which will allow for expanded service to the northern section of the Corridor.
- **Bluff Stabilization Prioritization** – Several coastal bluff areas have been identified as needing drainage improvements to minimize bluff erosion as a mid-term (30-year) solution to extending the railroad's Design Service Life along the bluffs. Work is anticipated to begin in 2026 and continue for the next several years.
- **San Diego Layover and Maintenance Facility** – This project constructs a maintenance and layover facility in the Southern end of the corridor, creating significant operational and maintenance efficiencies. Work is focused in 2026 on identifying viable sites for the facility.

A comprehensive list of all in-progress projects led by the LOSSAN Agency is provided in Appendix E – LOSSAN Corridor Capital Projects List.



Coastal Resiliency

Over the last two years, the impacts of climate change have been felt across the entire LOSSAN Rail Corridor, including repeated track closures that resulted in nearly 11 months of bifurcation on the busiest stretch of the corridor between Orange and San Diego counties during FY 2022-23 and FY 2023-24. These closures were the direct result of coastal erosion and landslides caused by extreme weather events. Costs for physical rail infrastructure repairs alone exceeded \$37 million, with additional costs incurred by the LOSSAN Agency to provide bus bridges in order to maintain lifeline service during closures.

Although less extensive, the north end of the corridor in Santa Barbara and Ventura counties experienced similar disruptions, including 24 days of closures at several locations north and south of Santa Barbara due to erosion.

Beyond monetary costs, impacts that are harder to quantify include effects on public perception and ridership recovery. Continued climate-related disruptions threaten the reliability of the service and could prompt passengers to switch to other modes of travel.

SB 677

On October 7, 2023, Governor Gavin Newsom signed into law SB 677 (Blakespear), which requires the LOSSAN Agency's ABP to include:

- A description of the effects of climate change on the corridor
- A description of how to adapt to these impacts
- Identification of projects planned to increase climate resiliency along the corridor
- Possible funding options for the identified projects

Appendix E, LOSSAN Corridor Capital Projects List, provides a comprehensive set of tables covering LOSSAN programmed and third party capital projects along the LOSSAN Rail Corridor. In each of the three sections of Appendix E, the fourth column of the table identifies whether a project supports climate resiliency. Of the 119 capital projects listed across all sections, 43 have been identified as contributing to climate resiliency along the LOSSAN Rail Corridor.

SB 1098

SB 1098 requires CalSTA to produce a report to the Legislature two years after an appropriation is made, including a prioritized list of projects in the corridor "necessary to ensure the resiliency of both natural resources and transportation infrastructure." As referenced in Chapter 1, the LOSSAN Agency plans to participate in a statewide working group to be formed by CalSTA pursuant to SB 1098 to provide information and recommendations to the State in support of this report. Participation in the working group will be an important part of the LOSSAN Agency's role in supporting adaptation and resiliency efforts within the corridor.



Current and Future Efforts to Address Coastal Resiliency

Highlights of ongoing efforts to address coastal resiliency challenges on the LOSSAN Rail Corridor include the following:

Santa Barbara Subdivision Stabilization Efforts

In 2021, the UPRR performed a study on track stability along the coastal areas of the corridor in the Santa Barbara Subdivision and identified locations of accelerated erosion in this UPRR-owned territory. These areas were then prioritized based on the severity of erosion. Later, this list was updated after field investigation of additional erosion due to extreme weather events in the winter of 2023.

It was determined that the three main causes for erosion and trackway destabilization were: 1) malfunctioning storm water conveyance systems, 2) bluff toe erosion at the ocean level, and 3) general geologic instability due to landslide prone coastal areas. The latter two will require a longer-term strategy as this will involve major construction efforts and lengthy permitting processes through the Coastal Commission and other jurisdictions. These areas include Honda Bluff (MP 302.8), Secate (MP 332.0X), and Rincon Ventura (MP 384.2). The LOSSAN Agency is continuing to work with UPRR on this longer-term strategy.

For the shorter term, plans are being developed to improve and repair existing drainage systems and minimize storm water erosion in the following locations: Tajiguas (MP 340.7), Cojo (MP 319.0), El Capitán (MP 347.9), Ortega Hills (MP 372.2), and Rincon Santa Barbara (MP 379.9). The LOSSAN Agency is currently working with UPRR to help fund the construction portions of these projects, and construction could start in 2026.

There were two other projects on the list that were completed in 2025. These were bluff stabilization projects, one at Hollister Ranch and one at Surfin' Cowboy, that included nearly 1000 feet of soldier pile walls with tie-backs.

OCTA Coastal Rail Resiliency Study

In 2024, OCTA launched the Coastal Rail Resiliency Study (CRRS) to explore solutions to protect in place approximately seven miles of the corridor in South Orange County for up to 30 years. The study was initiated with a \$1.77 million federal Surface Transportation Block Grant and more than \$230,000 in local measure funds. The total project is estimated to cost \$310.5 million, of which \$305 million has been secured through a mix of federal, state, and local sources.

This 24-month study includes conducting a vulnerability assessment to identify and evaluate locations at immediate risk, establishing evaluation criteria to assess alternative concepts, and presenting draft and final feasibility study reports. This assessment identified four critical locations – one on the inland side of the tracks and three on the beach side.

To address these locations quickly, OCTA has implemented the Coastal Rail Stabilization Priority Projects in partnership with Metrolink, the LOSSAN Agency, and other stakeholders, with the goal of mitigating these risks within the next one to two years. The remainder of the CRRS will identify mid-term solutions for the broader coastal region in South Orange County. A separate long-term state-led study will assess potential rail line relocation away from the Pacific Ocean.

City of San Clemente Coastal Resiliency Project

The City of San Clemente is developing a nature-based Coastal Resiliency Project to address coastal erosion through sand retention and replenishment. These efforts complement existing and planned beach restoration projects led by the U.S. Army Corps of Engineers and local agencies. Concepts under development include installing breakwaters to retain existing sand and establishing living shorelines to increase reserves and natural sand nourishment. The City released the draft Nature-Based Adaptation Project Feasibility Study in June 2025 for public input.

San Diego Subdivision Projects

SANDAG is advancing multiple efforts to improve coastal resiliency in San Diego County. Phase 5 of its bluff stabilization project in Del Mar began in 2023 to address immediate needs. For the long term, SANDAG is leading the planning and environmental review for a potential track relocation project that would move the rail line inland, either through or around the Del Mar community. Several alternatives have been developed including tunnelling through the Del Mar hill, moving more inland and tunnelling along Interstate 5, and reinforcing the current bluff while staying within existing right of way.

An updated Notice of Preparation was submitted for public comment in May 2025. Geotechnical investigations started in October 2025. These efforts will help pave the way for the next phase of the project – the Draft Environmental Impact Report.

Also in San Diego, the San Dieguito Lagoon Double Track and Special Events Platform project has been fully funded, and the Batiquitos Lagoon Double Track project is more than 50 percent complete in construction as of Fall 2025. These projects will replace century-old trestle bridges, widen the channels beneath them to improve tidal flow, and strengthen overall corridor resiliency.

Chapter 10

Network Integration and Service Expansion

Key Points

I.

Key initiatives aim to expand regional and statewide rail connectivity, including advancing pulsed scheduling, integrated ticketing, and shared real-time information across rail and transit partners.

II.

Service expansion goals include developing new corridors to meet emerging travel demand and strengthen statewide mobility.

III.

Strategic priorities focus on aligning LOSSAN with major regional rail investments to enhance capacity, reduce travel times, and position Pacific Surfliner as a cornerstone of California's future rail network.

California State Rail Plan

A core initiative of the 2024 California State Rail Plan is the development and implementation of an integrated statewide network that positions intercity passenger rail as a competitive and cost-effective transportation option. The LOSSAN Agency collaborates with CalSTA, Caltrans, Amtrak, commuter and freight rail operators, and other corridor stakeholders to strengthen connections along the LOSSAN Rail Corridor. This includes leading the Southern California Collaboration Team, which brings together NCTD, Metrolink, BNSF, SJJPA, Amtrak, and UPRR to identify and address connectivity, on-time performance, and operating challenges through coordinated analysis of the root causes of delay.

Examples of LOSSAN Agency efforts to improve connectivity and facilitate seamless transfers between the Pacific Surfliner and other services include:

- **Implementing a pulsed, or clockface, schedule for both regional and intercity rail services**, providing repeatable hourly service that is more intuitive, predictable, and convenient for passengers.
- **Launching the Transit Transfer Program**, which allows passengers to transfer seamlessly to 10 connecting local public transit providers at no cost, addressing first and last mile connections.
- **Integrating with Metrolink's PIDS system in December 2024**, enabling real-time Pacific Surfliner status information to appear alongside Metrolink train updates. Similar integration was completed with NCTD's system in October 2025.
- **Developing station signage plans**, including consistent templates for corridor stations that can be shared with Metrolink and COASTER.
- **Advancing efforts to introduce integrated and seamless ticketing solutions** for passenger rail and connecting services, as described in the following section.

Integrated Fare Structure and Ticketing

Several statewide efforts are underway to introduce a more integrated and seamless ticketing system for passenger rail and connecting transit services. The California Integrated Travel Project (Cal-ITP) is one such initiative. Supported by CalSTA and Caltrans through TIRCP funding, Cal-ITP seeks to simplify and reduce the cost of travel by implementing technology solutions that create a unified experience across California's transit network.

In addition to these state-led efforts, the LOSSAN Agency is advancing its own initiatives to improve integration among corridor service providers. One example is the Rail 2 Rail program, which originally leveraged available capacity on Pacific Surfliner trains for the mutual benefit of Metrolink, NCTD, and Pacific Surfliner passengers. The program has since evolved to provide greater flexibility and additional options for passengers traveling along the corridor.

The expanded codeshare pilot, described in Chapter 5, represented a major advancement in fare integration by allowing passengers with valid Metrolink or Pacific Surfliner tickets to travel on either service within the limits of their ticket.

The LOSSAN Agency is participating in the State-sponsored California Rail Payments Alliance, which includes rail operators from throughout the state. The Alliance is working toward potential development of an integrated fare and ticketing platform that could be utilized across multiple services, further supporting efforts to provide passengers with a more seamless and convenient travel experience.





Potential Opportunities for Integration and Service Expansion

Several initiatives are currently being studied that would enhance existing Pacific Surfliner service, provide opportunities for expansion, create potential roles for the LOSSAN Agency in broader passenger rail mobility across Southern California, and support the establishment of more localized services along the LOSSAN Rail Corridor by member agencies.

Antelope Valley Line Capacity and Service Improvements Program

Metrolink's Antelope Valley Line (AVL) is a 76.6-mile corridor owned by LACMTA that connects Downtown Los Angeles with the Antelope Valley cities of Palmdale and Lancaster. The Pacific Surfliner operates over 11.4 miles of the AVL between Los Angeles and Burbank Junction via Glendale. The AVL Capacity and Service Improvements Program is designed to improve service by constructing capital improvements at key locations identified in the 2019 AVL Study.

The 2024 California State Rail Plan identifies the integration of rail services that connect communities in the North LOSSAN region with the rest of Southern California as a key service goal. This includes extending intercity service to Santa Clarita every two hours as part of the mid-term vision, extending through 2034. Such a service would enhance connectivity with Metrolink and the Antelope Valley while reducing the need for the Thruway bus connection operated by the San Joaquin Joint Powers Authority (SJJPA) between Bakersfield and Los Angeles. The LOSSAN Agency will continue to collaborate with stakeholders on Antelope Valley Line (AVL) improvements and work with Caltrans to identify the planning efforts and resources necessary to support potential future intercity rail service.

Connection to California High-Speed Rail

California's high-speed rail (HSR) system is designed as an integral part of the statewide passenger rail network, with services along the LOSSAN Rail Corridor serving as a backbone for the coastal regions of Southern California. CHSRA's most recent business plan highlights the interregional importance of the Burbank to Anaheim segment and the need for strategic investments that link rail systems over time.

Phase 2 of the HSR project is planned to extend from Los Angeles to San Diego via an inland route, which would reposition the Pacific Surfliner as primarily a regional service and feeder line, particularly for coastal communities in Orange and San Diego counties.

Link Union Station

The Link Union Station (Link US) project, managed by LACMTA, will transform Los Angeles Union Station from a stub-end facility into a run-through station by extending tracks south over US 101. This project will reconfigure entry tracks and boarding platforms to improve efficiency and add a new passenger concourse to enhance passenger circulation and safety within the station. Reductions in travel times for Pacific Surfliner passengers would occur in combination with the San Diego Layover and Maintenance Facility, which remains in early planning, with 2026 efforts focused on identifying viable sites.

Southern California Optimized Rail Expansion Program

The Southern California Optimized Rail Expansion (SCORE) program is a multi-year, \$10 billion effort managed by Metrolink to upgrade the regional rail system. Beyond adding infrastructure such as tracks, grade separations, and upgraded signal systems, SCORE envisions operating more trains with greater frequency and reliability to make rail travel more convenient. The LOSSAN Agency is working with Metrolink, BNSF, Caltrans, UPRR, CHSRA, and CalSTA on a phased strategy that integrates regional services, aligns with the LOSSAN Rail Corridor Optimization Study, and prepares for eventual high-speed rail integration.



Federal Corridor Identification and Development Program

In addition to the plans for expansion listed above, three corridors in southern California were accepted into the Federal Railroad Administration’s Corridor Identification and Development Program (Corridor ID Program). The Corridor ID Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

Coachella Valley Rail Service

The Coachella Valley Rail Project is a proposed 144-mile intercity corridor between Los Angeles Union Station and the Coachella Valley. It would serve densely populated areas of Los Angeles and Orange counties as well as rapidly growing areas of the Inland Empire. The proposed service would operate two to five daily roundtrips, serving up to nine stations, compared to Amtrak’s Sunset Limited, which currently operates only three times per week. The service would meet strong travel demand from jobs, education, and tourism, including major music festivals, gaming, and sporting events.

RCTC certified the Tier 1 program-level environmental document in 2022. The Tier 2 project-level studies are anticipated to begin later in 2026, following efforts between RCTC, Caltrans and FRA to align the project with the new Corridor ID Program. In 2024, RCTC requested formal engagement from the LOSSAN Agency in developing this corridor, with the possibility that the LOSSAN Agency could assume management and administrative authority. The LOSSAN Agency has committed to working with stakeholders to define potential roles and responsibilities before bringing a recommendation to the Board.



Coast Corridor (“Coast Route”)

The Coast Corridor is a 474-mile rail line originally constructed by the Southern Pacific Railroad in the late 19th and early 20th centuries to provide one-seat travel between San Francisco and Los Angeles. Today, while service is provided in every region of the corridor, no single service spans the entire length. Instead, segments are operated by Caltrain, Capitol Corridor, the Pacific Surfliner, Amtrak’s Coast Starlight, and Metrolink.

The 2024 California State Rail Plan calls for state-supported service between San Luis Obispo and San Jose by 2027, with trains every four hours between San Luis Obispo and Salinas, and bihourly service between Salinas and Gilroy. One option to fill this gap is extending Pacific Surfliner service north of San Luis Obispo. The Coast Rail Coordinating Council (CRCC), managed by SLOCOG, brings together staff and elected officials from coastal agencies to focus on this effort. The LOSSAN Agency participates as a member agency, working with CRCC and the State to evaluate options for state-supported intercity service.

While the Coast Starlight currently provides long-distance service through the corridor, new Coast Rail service between San Luis Obispo and San Jose would complement the Coast Starlight schedule with reliable intercity service for communities between the two megaregions.

The Coast Corridor was also accepted into FRA’s Corridor ID Program, which will help fund a Service Development Plan, environmental clearance, and related capital improvement planning. The LOSSAN Agency’s business plan includes adequate staffing to monitor and participate in these efforts alongside CRCC and partner agencies.

Southern Corridor Extension to San Ysidro

As part of the LOSSAN Corridor’s acceptance into the FRA’s Corridor ID Program in 2024, the proposed extension of the Pacific Surfliner to San Ysidro was acknowledged in the program application submitted by Caltrans. This will enable Caltrans and the LOSSAN Agency to collaborate with corridor stakeholders on a Service Development Plan to extend Pacific Surfliner service to the U.S.–Mexico border. Such an extension would enhance intercity connectivity for international travelers while offering additional travel options throughout Southern California and beyond. The Service Development Plan is anticipated to be completed in FY 2027–28. As part of this process, the LOSSAN Agency will collaborate with stakeholders to support the integration of other transportation modes along this segment, including regional rail, rail transit, and fixed-route bus service.



Chapter 11

Annual Funding Request and Separation of Funding

Key Points

I.

The funding request sustains fully restored Pacific Surfliner service levels while offsetting State operating costs through federal grants, member agency contributions, and other non State resources.

II.

Administrative and marketing funding supports essential oversight, service delivery, and customer engagement while leveraging OCTA as the managing agency to maximize efficiency and control costs.

III.

Federal grant participation, including the Restoration and Enhancement Grant, reduces the State's net operating obligation and creates opportunities for corridor reinvestment to support expanded service levels.

The annual funding process for California's three state-supported intercity passenger rail corridors begins with an initial funding request from the California Department of Transportation (Caltrans) Division of Rail (DOR) as part of the State's annual budget process. Once the State budget is approved and funding is included for intercity passenger rail service, the California State Transportation Agency (CalSTA) allocates funding to each of the three intercity passenger rail corridors through approval of their Annual Business Plans (ABPs). Concurrent with this process, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) negotiates with Amtrak on the operating and maintenance agreement, which is managed on a federal fiscal year (FFY) basis (October through September). The current Amtrak agreement covers FFY 2025-26, and a new operating agreement is anticipated for FFY 2026-27.

Each year, the LOSSAN Agency presents a proposed budget to the LOSSAN Agency Board of Directors (Board) for approval, covering administration, marketing, and operations of the Pacific Surfliner. Based on this budget, a funding request is included in the ABP submitted to the Secretary of CalSTA by April 1. For Fiscal Year (FY) 2026-27, the LOSSAN Agency will submit its ABP, including a draft funding request, by April 1, 2026. An updated funding request may follow by June 30, 2026, incorporating final operating revenue and expense estimates from Amtrak and forecast modeling jointly developed with Caltrans DOR and the two other California joint powers authorities (JPAs).

State funding for operations of all three intercity passenger rail corridors is provided through the Public Transportation Account, which is funded primarily by the state sales tax on diesel fuel.

Fiscal Year 2026-27 and Fiscal Year 2027-28 Funding Request

The total net State funding proposal for FY 2026-27 is \$73,566,524, which includes the net Amtrak operating subsidy, funding for administrative and marketing activities, and incorporates an offset of \$5,538,664, from the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant, \$1,031,125, from contributions from member agencies, and \$399,615, from LOSSAN operating surplus funds. The estimated net Amtrak operating subsidy is \$70,517,558, reflecting the continuation of full service levels implemented in FY 2025-26, including thirteen daily roundtrips between San Diego and Los Angeles, six roundtrips between Los Angeles and Goleta, and three roundtrips between Los Angeles and San Luis Obispo. The R&E grant and additional funding contributions reduce the overall net subsidy request from the State. Additional details on current service levels are provided in Chapter 3.

The operating funding request also includes \$99,670, for transit connectivity and integration, reflecting projected costs for the ongoing Transit Transfer Program. In addition, the LOSSAN Agency proposes maintaining supplemental funding for minor capital projects at \$1,000,000, annually to help address the backlog of station-related improvements. The LOSSAN Agency's operating funding request reflects both the cost of maintaining expanded service levels and the Agency's ongoing efforts to actively manage operating costs and leverage non-State resources to reduce the State's net operating subsidy. Through a combination of federal grant reimbursements, member agency contributions, and service-related revenue initiatives, the LOSSAN Agency has taken deliberate steps to offset operating costs that would otherwise be borne by the State, while preserving service quality and reliability across the corridor.

For FY 2027-28, the total net state funding proposal is \$88,193,680, which includes an estimated net Amtrak operating subsidy of \$83,263,000, offset by \$5,164,500 in R&E grant funding. This funding maintains the expanded service levels established in FY 2025-26 and supports continued reliability and connectivity improvements along the corridor. It ensures the LOSSAN Agency can sustain the operational capacity achieved through recent service expansions, meet ongoing passenger demand, and preserve the efficiency gains realized through coordinated investments with State and local partners.

Although the LOSSAN Agency's operating funding request is presented on a state fiscal year basis (July through June), the underlying operating cost estimates are developed on a federal fiscal year basis (October through September) to align with Amtrak's operating and maintenance agreement and associated billing structure. This approach ensures consistency between the LOSSAN Agency's forecasted operating costs, Amtrak's estimates, and the terms of the operating agreement, while the resulting funding request is submitted and approved in accordance with the State's fiscal year budget process administered by Caltrans.

Amtrak Operating Subsidy	\$63.5m
Administrative Funds	\$7.9m
Marketing Funds	\$2.0m
Minor Capital Projects Funding	\$1.0m



Expanded Service Pilot – Third Roundtrip to San Luis Obispo

The LOSSAN Agency is advancing plans to implement an expansion of service to support a third daily roundtrip between Los Angeles and San Luis Obispo, inclusive of a sixth daily roundtrip between Los Angeles and Goleta, anticipated to be implemented during FFY 2025-26. This expanded service is being operated as a 12-month pilot to evaluate ridership demand, cost performance, and long-term sustainability.

Under the pilot structure, the additional service between Los Angeles and Goleta is primarily funded by the Santa Barbara County Association of Governments (SBCAG) and the Ventura County Transportation Commission (VCTC), reflecting regional priorities for commuter-focused and peak-period service. The extension of the same roundtrip north of Goleta to San Luis Obispo is supported through a combination of projected fare revenue, operational cost savings, and the LOSSAN Agency's existing operating surplus, consistent with the Interagency Transfer Agreement (ITA), which allows retained operating surpluses to be used

for cost variability or service enhancements and reinvested in the Pacific Surfliner service. This State approved funding approach allows the LOSSAN Agency to implement the pilot without increasing the State's operating subsidy while fully utilizing available equipment and train time slots.

The pilot is anticipated to operate from approximately April 2026 through March 2027. Funding to continue the service from April 2027 through September 2027 is included in this operating funding request, with estimated costs of approximately \$2.3 million reflected in the FY 2026–27 ABP operating tables. Continued funding for the full FY 2027–28 period, estimated at approximately \$6.6 million, is reflected in the proposed FY 2027–28 operating funding request. The LOSSAN Agency recognizes the State's interest in evaluating pilot performance and intends to work collaboratively with the State during the pilot period to assess results and confirm an appropriate long-term funding approach for continuation of the service.

Fiscal Year 2026-27 and Fiscal Year 2027-28 Administrative and Marketing Funding Request

In addition to Amtrak's contract costs for operating and maintaining the Pacific Surfliner service, the Orange County Transportation Agency (OCTA), as the managing agency, provides administrative support for the LOSSAN Agency. The LOSSAN Agency employs a select number of essential staff roles, supplemented by OCTA staff as needed. This approach ensures that both the LOSSAN Agency and the State receive maximum value at minimal cost, funding only the services and support essential for administering the Pacific Surfliner.

OCTA provides a wide range of support functions, including:

- Contracting and Procurement
- Financial Management and Budget
- General Administrative Services
- Human Resources
- Legal
- Legislative Advocacy and Government Relations
- Marketing
- Operations
- Planning
- Risk Management

The proposed administrative funding for FY 2026-27 is \$7,918,700. This includes \$6,324,320, for managing agency administrative salaries at fully burdened rates, covering 18 full-time positions. The funding also incorporates an overhead rate as defined in the Managing Agency's Cost Allocation Plan. The administrative budget currently includes performance-based salary increases consistent with OCTA's FY 2025-26 standards and salary resolutions. However, this may be revised during OCTA's FY 2026-27 budget development, with updates reflected in the June 2026 funding request.

The LOSSAN Agency also plans to offset direct administrative staff costs and other grant-related administrative expenses through grant reimbursements. Any reductions in administrative fund usage resulting from these reimbursements will be reconciled biannually, reducing future administrative fund payments accordingly.

The dedicated staff positions necessary to support the LOSSAN Agency are shown in the organizational chart in Figure 11.1. The Administrative Officer position, which is currently vacant, is being evaluated as part of an ongoing review of agency resource needs. The LOSSAN Agency intends to strategically realign this role to enhance efficiency and ensure it continues to provide value in support of the organization's long-term objectives.

In contrast to operating costs, administrative and marketing expenses for the LOSSAN Agency are budgeted and managed on a state fiscal year basis (July through June). These costs are independent of the Amtrak operating agreement and do not follow the federal fiscal year structure used for operating cost estimates.

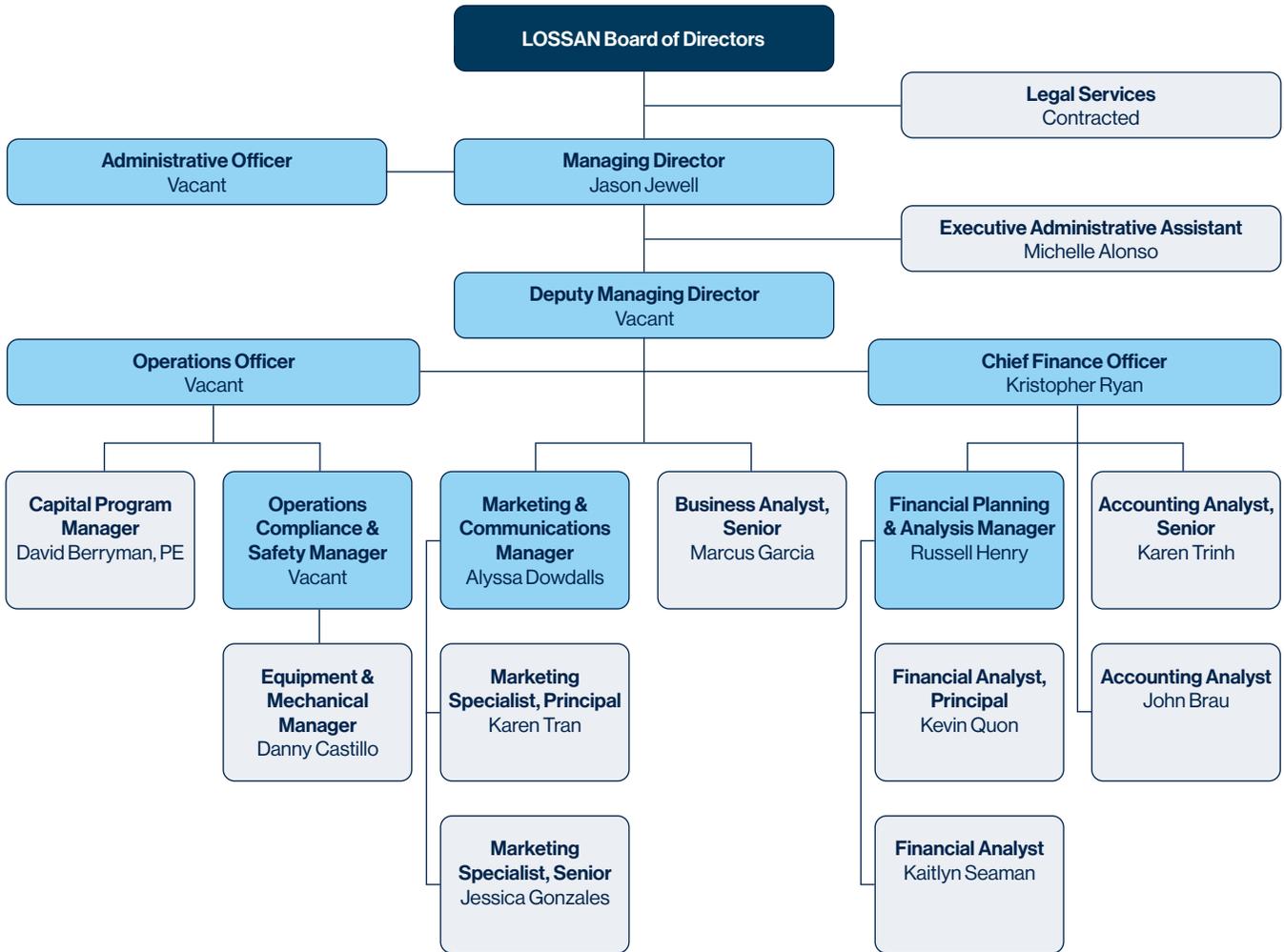
For FY 2026-27, the proposed administrative funding request includes \$210,880, for legal, travel, training, membership dues, advocacy fees, and banking fees. Professional services funding is proposed at \$1,303,700, which includes \$1,250,000, for consulting services in planning, engineering, modeling, grant writing, and project and construction management. The remaining \$53,700, is designated for audit and insurance brokerage services.

The administrative budget also includes an annual allocation of \$79,800, for insurance costs, covering the LOSSAN Agency's general liability, errors and omissions, and crime insurance.

The FY 2026-27 marketing funding request is \$2,000,000, consistent with the operating assumption of restoring service to pre-pandemic levels.

The LOSSAN Agency's funding request for net Amtrak operating costs, along with administrative and marketing expenses for FY 2026-27 and FY 2027-28, is summarized in Table 11.1. A detailed breakdown of the administrative funding request for these fiscal years is provided in Table 11.2.

Figure 11.1 - Organizational Chart of the LOSSAN Agency



Shared services provided by OCTA include: Contracts & Procurement, Human Resources, Clerk of the Board, Risk Management, Information Technology, Government Relations and Finance.

Table 11.1 - LOSSAN Rail Corridor Agency Net Operating, Administrative & Marketing State Funding Requests:
FY 2025-26 Approved, FY 2026-27 and FY 2027-28 Proposed

	FY 2025-26 Approved Funding	FY 2026-27 Proposed Funding	FY 2027-28 Proposed Funding
Amtrak Operating			
Total Amtrak Operating Costs	\$ 143,434,300	\$ 159,098,500	\$ 174,418,400
Total Amtrak Operating Revenue	\$ (84,874,900)	\$ (88,580,900)	\$ (91,155,400)
Net Amtrak Operating Costs (Expenses less Revenues)	\$ 58,559,400	\$ 70,517,600	\$ 83,263,000
LOSSAN Funding Requirement			
Net Amtrak Operating Costs ¹	\$ 58,559,400	\$ 70,517,600	\$ 83,263,000
Operating Surplus Drawdown ²	\$ -	\$ (399,615)	\$ -
Contributions from Other Agencies ³	\$ -	\$ (1,031,125)	\$ -
R&E Grant Funding ⁴	\$ (4,859,000)	\$ (5,538,700)	\$ (5,164,500)
Transit Connectivity and Integration ⁵	\$ 74,350	\$ 99,670	\$ 100,000
LOSSAN Net Operating Funding Request	\$ 53,774,750	\$ 63,647,830	\$ 78,198,500
Administrative Funding Request	\$ 7,725,300	\$ 7,918,700	\$ 7,995,180
Marketing Funding Request	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Total LOSSAN Funding Request	\$ 63,500,050	\$ 73,566,530	\$ 88,193,680
Supplemental Allocations			
Minor Projects Funding Request	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

¹ Additional service levels and available funding in FY 2026-27 will be evaluated in coordination with the State and JPA working group.

² Per ITA Agreement, surplus operating funds may be maintained in LOSSAN's Operating Reserve Fund and used to address cost variability or to support service enhancements.

³ Contributions from cost-sharing agreements

⁴ R&E Grant Funding is an estimate based on the anticipated timeline for restoring service levels and is subject to adjustments based on funding availability and implementation progress.

⁵ Transit Connectivity and Integration includes funding for the continuation of the Transit Transfer Program.

Table 11.2 - LOSSAN Rail Corridor Agency Administrative Funding Request Detail:
FY 2025-26 Approved, FY 2026-27 and FY 2027-28 Proposed

LOSSAN Rail Corridor Agency Administrative Budget Detail (FY 2024-25 Approved, FY 2025-26 Proposed, FY 2026-27 Proposed)			
Expense Category	FY 2025-26 Approved Funding	FY 2026-27 Proposed Funding	FY 2027-28 Proposed Funding
Administrative Fees to Managing Agency	\$ 6,364,900	\$ 6,324,320	\$ 6,590,600
Professional Services - Legal	\$ 75,000	\$ 75,000	\$ 75,000
Professional Services - On Call Program Management	\$ 1,050,000	\$ 1,250,000	\$ 1,050,000
Professional Services - Audit	\$ 41,400	\$ 43,700	\$ 46,000
Professional Services - Insurance Brokerage	\$ 10,000	\$ 10,000	\$ 10,000
Insurance Premiums	\$ 76,300	\$ 79,800	\$ 87,700
Dues and Memberships	\$ 7,000	\$ 10,530	\$ 10,530
Federal Advocacy Fee	\$ 40,000	\$ 40,000	\$ 40,000
Misc Expense	\$ 2,500	\$ 5,700	\$ 5,700
Travel	\$ 58,200	\$ 67,000	\$ 67,000
Training	\$ -	\$ 12,650	\$ 12,650
Total LOSSAN Funding Request	\$ 7,725,300	\$ 7,918,700	\$ 7,995,180

Grant Programs

In addition to the FY 2026-27 funding request to the State, the LOSSAN Agency’s annual budget includes various grant revenues and expenses for operational programs and capital projects. Key grant programs in FY 2026-27 include:

- > **\$5.5 million of the FRA R&E Grant Program award** will be utilized to support the restoration of three additional roundtrips between Los Angeles and San Diego, increasing service to 13 daily roundtrips along this segment. FY 2026–27 represents the second year of the six-year operating reimbursement period. Table 11.3 summarizes the annual allocation and reimbursement percentages for the grant.
- > **\$12.0 million in Solutions for Congested Corridors Program (SCCP) funding** for the construction phase of the Leesdale passing siding.
- > **\$4.4 million in Proposition 1B funding** for the design of the Camarillo Station undercrossing, and construction of the Central Coast Layover Facility.
- > **\$17.5 million in Transit and Intercity Rail Capital Program (TIRCP) funds** to support capitalized track maintenance and incentive programs with Union Pacific Railroad, the design and construction phases of the Ortega Passing Siding, construction of the Central Coast Layover Facility, and construction of the Camarillo Station undercrossing.
- > **\$6.0 million in State Transportation Improvement Program (STIP) funding** that will support construction of the Central Coast Layover Facility and Leesdale Passing Siding projects.

Table 11.3 - R&E Grant Funding by Year of Service for Restored Service

Project Funding by Year of Service (Round Trips 11, 12, & 13 between Los Angeles and San Diego)					
Year of service	Estimated Operating Costs	Estimated Revenue	Projected Net Subsidy	R&E Grant Funds Awarded	Federal Share Limit
Year 1 (Mar 2025 - Feb 2026)	\$ 15,146,828	\$ 9,200,001	\$ 5,946,827	\$ 5,352,144	90%
Year 2 (Mar 2026 - Feb 2027)	\$ 19,228,198	\$ 12,259,388	\$ 6,968,810	\$ 5,575,048	80%
Year 3 (Mar 2027 - Feb 2028)	\$ 21,067,275	\$ 13,161,929	\$ 7,905,346	\$ 5,533,742	70%
Year 4 (Mar 2028 - Feb 2029)	\$ 21,244,451	\$ 13,161,929	\$ 8,082,522	\$ 4,849,513	60%
Year 5 (Mar 2029 - Feb 2030)	\$ 21,856,106	\$ 13,161,929	\$ 8,694,178	\$ 4,347,089	50%
Year 6 (Mar 2030 - Feb 2031)	\$ 16,795,390	\$ 9,871,447	\$ 6,923,944	\$ 1,462,827	30%
Total	\$ 115,338,248	\$ 70,816,622	\$ 44,521,626	\$ 27,120,363	

Restoration and Enhancement Grant and Corridor Reinvestment Strategy

The R&E Grant provides operating reimbursement that directly offsets costs that are otherwise supported through current State-approved budget levels for service restoration for all three intercity rail corridors for FY25-27. By reducing the State's net operating obligation for equivalent service levels, the R&E grant creates additional fiscal capacity within the LOSSAN Rail Corridor. The LOSSAN Agency is requesting that this capacity be reinvested in the corridor to maintain and support expanded service levels, including continuation of the third roundtrip to San Luis Obispo, consistent with demonstrated performance.

In the event that full reinvestment of the R&E-related operating offsets is not feasible in a given year, the LOSSAN Agency requests that the State acknowledge these offsets as documented cost savings generated through proactive management and federal grant participation. Over the six-year term of the R&E grant, these cost savings are expected to total approximately \$27 million, and should be preserved and considered in future funding decisions to support expanded service levels when funding capacity allows.

California Passenger Information Display System

Since October 2022, the Capitol Corridor Joint Powers Authority (CCJPA) has assumed management responsibilities for the California Passenger Information Display System (CA PIDS) from Amtrak, ensuring continued high-quality information services for rail passengers across California. The financial arrangements for CA PIDS are structured so that the LOSSAN Agency does not incur direct costs. CCJPA has secured supplemental annual allocations from Caltrans for special projects, including CA PIDS, which are primarily managed by CCJPA but benefit all of California's intercity passenger rail services. In FY 2026-27, CCJPA is requesting State funds to cover operations, maintenance, and administration of CA PIDS, allowing the LOSSAN Rail Corridor to continue benefiting from the system without direct financial obligations.

Separation of Funding

To ensure that State funding for the Pacific Surfliner service is fully segregated from other OCTA programs and activities, the LOSSAN Agency maintains a strict separation of funds. State funds are managed by the LOSSAN Agency, with administrative support from OCTA's Treasurer and Controller, who serve as the designated custodians of LOSSAN Agency funds.

The LOSSAN Agency's Chief Finance Officer, supported by the LOSSAN Agency's finance staff, is responsible for the overall financial management of State and other LOSSAN Agency funds. This includes ensuring proper preservation of State funding, timely reconciliation, accurate accounting, and compliance with the Interagency Transfer Agreement (ITA), including the return or retention of surplus funds as required. OCTA's Treasurer assists with the movement of funds between LOSSAN accounts, and OCTA's Controller provides support related to the review and posting of accounting entries within OCTA's financial system.

The LOSSAN Agency utilizes OCTA's accounting system, which complies with Generally Accepted Accounting Principles (GAAP) and provides a fully segregated accounting structure for all LOSSAN-related financial activity. This structure ensures transparency, accountability, and appropriate controls over the administration of State funding.

Appendix A Glossary of Terms

ADA	Americans with Disabilities Act	NCTD	North County Transit District
Agency	Rail Corridor Agency	OBIS	On Board Information System
ASA	Administrative Support Agreement	OCTA	Orange County Transportation Authority
Board	Board of Directors	OTP	On-time performance
BNSF	BNSF Railway	PIDS	Passenger Information Display System
CalOES	California Governor's Office of Emergency Services	Plan	California State Rail Plan
CalSTA	California State Transportation Agency	PTC	Positive Train Control
Caltrans	California Department of Transportation	Prop 1B	Proposition 1B
CCJPA	Capitol Corridor Joint Powers Authority	RCTC	Riverside County Transportation Commission
CHSRA	California High Speed Rail Authority	ROW	Right-of-way
CIP	Capital Improvement Program	SANDAG	San Diego Association of Governments
CP	Control Point	SB	Senate Bill
CPUC	California Public Utilities Commission	SBCAG	Santa Barbara County Association of Governments
CRCC	Coast Rail Coordinating Council	SCAG	Southern California Association of Governments
CTSGBP	California Transit Security Grant Program	SCORE	Southern California Optimized Rail Expansion
DOR	Division of Rail	SCRRA	Southern California Regional Rail Authority
FAST Act	Fixing America's Surface Transportation Act	SDMTS	San Diego Metropolitan Transit System
FY	Fiscal Year	SDP	Service Development Plan
FFY	Federal Fiscal Year	SJJPA	San Joaquin Joint Powers Authority
FRA	Federal Railroad Administration	SLOCOG	San Luis Obispo Council of Governments
FY	Fiscal Year	SOU	Special Operations Unit
GHG	Greenhouse Gas	SRA	State Rail Assistance
GTFS-rt	General Transit Feed Specification – Real-Time	STIP	State Transportation Improvement Program
HP	Horsepower	TAC	Technical Advisory Committee
HSR	High-speed rail	TIRCP	Transit and Intercity Rail Capital Program
ITA	Interagency Transfer Agreement	UPRR	Union Pacific Railroad
JPA	Joint Powers Authority/Agreement	UPS	Uniform Performance Standards
LAUS	Los Angeles Union Station	TSA	Transportation Security Administration
Link US	Link Union Station	VCTC	Ventura County Transportation Commission
LOSSAN	Los Angeles – San Diego – San Luis Obispo	VSS	Video Surveillance System
Metro	Los Angeles County Metropolitan Transportation Authority		
Metrolink	Southern California Regional Rail Authority		
MP	Mile Post		

Appendix B Pacific Surfliner Historical Performance

Notes:

Historic data is reported by federal fiscal year (Amtrak reporting period), while recent data aligns with the state fiscal year per CalSTA's Uniform Performance Standards. Ridership source: Official Amtrak data for the Pacific Surfliner, included in Amtrak's national reporting. Financial source: Amtrak Billing Packages (data from July 2014–present). Financial values are unadjusted for inflation.

Year	Ridership	Total Revenue	Total Operating Cost	State Subsidy (Cost - Revenue)	Farebox Recovery
FFY 1976-77	607,976	\$ 598,140	\$ 1,662,714	\$ 1,064,574	36.0%
FFY 1977-78	753,246	\$ 1,446,036	\$ 3,768,065	\$ 2,322,029	38.4%
FFY 1978-79	967,316	\$ 2,203,403	\$ 4,333,602	\$ 2,130,199	50.8%
FFY 1979-80	1,218,196	\$ 3,341,561	\$ 5,536,840	\$ 2,195,279	60.4%
FFY 1980-81	1,238,135	\$ 4,032,480	\$ 6,572,539	\$ 2,540,059	61.4%
FFY 1981-82	1,167,718	\$ 4,097,254	\$ 6,607,395	\$ 2,510,141	62.0%
FFY 1982-83	1,131,146	\$ 4,094,750	\$ 6,928,334	\$ 2,833,584	59.1%
FFY 1983-84	1,221,256	\$ 4,842,400	\$ 6,337,083	\$ 1,494,683	76.4%
FFY 1984-85	1,240,000	\$ 5,410,502	\$ 6,411,308	\$ 1,000,806	84.4%
FFY 1985-86	1,394,320	\$ 5,658,915	\$ 6,424,634	\$ 765,719	88.1%
FFY 1986-87	1,461,003	\$ 6,072,523	\$ 6,510,113	\$ 437,590	93.3%
FFY 1987-88	1,661,512	\$ 8,223,462	\$ 7,859,783	\$ (363,679)	104.6%
FFY 1988-89	1,717,539	\$ 11,458,084	\$ 10,563,459	\$ (894,625)	108.5%
FFY 1989-90	1,746,673	\$ 12,189,942	\$ 11,808,251	\$ (381,691)	103.2%
FFY 1990-91	1,791,781	\$ 13,306,307	\$ 13,364,150	\$ 57,843	99.6%
FFY 1991-92	1,673,107	\$ 13,152,063	\$ 13,245,924	\$ 93,861	99.3%
FFY 1992-93	1,810,572	\$ 13,692,612	\$ 13,254,709	\$ (437,903)	103.3%
FFY 1993-94	1,699,882	\$ 12,725,094	\$ 14,017,591	\$ 1,292,497	90.8%
FFY 1994-95	1,464,577	\$ 11,805,859	\$ 16,061,849	\$ 4,255,990	73.5%
FFY 1995-96	1,480,674	\$ 13,553,553	\$ 23,983,026	\$ 10,429,473	56.5%
FFY 1996-97	1,617,641	\$ 14,804,355	\$ 39,563,546	\$ 24,759,191	37.4%
FFY 1997-98	1,624,693	\$ 15,194,498	\$ 44,769,723	\$ 29,575,225	33.9%
FFY 1998-99	1,563,275	\$ 16,401,625	\$ 40,391,845	\$ 23,990,220	33.9%
FFY 1999-00	1,567,318	\$ 17,883,725	\$ 37,497,489	\$ 19,613,764	47.7%
FFY 2000-01	1,661,704	\$ 20,430,153	\$ 38,215,732	\$ 17,785,579	53.5%
FFY 2001-02	1,742,768	\$ 20,922,453	\$ 39,374,190	\$ 18,451,737	53.1%
FFY 2002-03	2,030,491	\$ 22,247,564	\$ 42,331,531	\$ 20,083,967	52.6%
FFY 2003-04	2,307,010	\$ 24,559,183	\$ 45,300,782	\$ 20,741,599	54.2%
FFY 2004-05	2,484,768	\$ 26,660,048	\$ 48,105,899	\$ 21,445,851	55.4%
FFY 2005-06	2,657,773	\$ 31,604,715	\$ 55,570,797	\$ 23,966,082	56.9%
FFY 2006-07	2,707,188	\$ 34,753,372	\$ 58,389,864	\$ 23,636,492	59.5%
FFY 2007-08	2,898,859	\$ 37,266,009	\$ 60,444,082	\$ 23,178,073	61.7%
FFY 2008-09	2,592,996	\$ 34,857,678	\$ 61,635,574	\$ 26,777,896	56.6%
FFY 2009-10	2,613,604	\$ 35,822,186	\$ 67,012,735	\$ 31,190,549	53.5%
FFY 2010-11	2,786,972	\$ 38,739,760	\$ 69,156,690	\$ 30,416,930	56.0%
FFY 2011-12	2,640,342	\$ 42,884,431	\$ 74,494,543	\$ 31,610,112	57.6%
FFY 2012-13	2,705,823	\$ 64,446,130	\$ 104,521,098	\$ 40,074,968	61.7%
FY 2013-14	2,673,170	\$ 69,013,724	\$ 102,066,682	\$ 33,052,958	67.6%
FY 2014-15	2,796,591	\$ 75,244,336	\$ 105,431,402	\$ 30,187,066	71.4%
FY 2015-16	2,889,067	\$ 77,797,080	\$ 101,431,356	\$ 23,634,276	76.7%
FY 2016-17	2,972,807	\$ 82,177,246	\$ 103,071,841	\$ 20,894,595	79.7%
FY 2017-18	2,998,296	\$ 85,909,320	\$ 110,629,740	\$ 24,720,419	77.7%
FY 2018-19	2,777,822	\$ 85,690,569	\$ 117,766,350	\$ 32,075,782	72.8%
FY 2019-20	2,075,229	\$ 62,599,044	\$ 114,636,207	\$ 52,037,163	54.6%
FY 2020-21	596,251	\$ 20,922,069	\$ 76,613,613	\$ 55,691,544	27.3%
FY 2021-22	1,469,800	\$ 51,142,786	\$ 94,994,511	\$ 43,851,726	53.8%
FY 2022-23	1,542,198	\$ 49,787,649	\$ 107,598,616	\$ 57,810,967	46.3%
FY 2023-24	1,897,891	\$ 66,005,649	\$ 112,660,009	\$ 46,654,359	58.6%
FY 2024-25	2,031,365	\$ 70,354,615	\$ 121,910,508	\$ 51,555,893	57.7%

Appendix B.1 Pacific Surfliner Historical Performance

Figure B.1: Pacific Surfliner Corridor Population

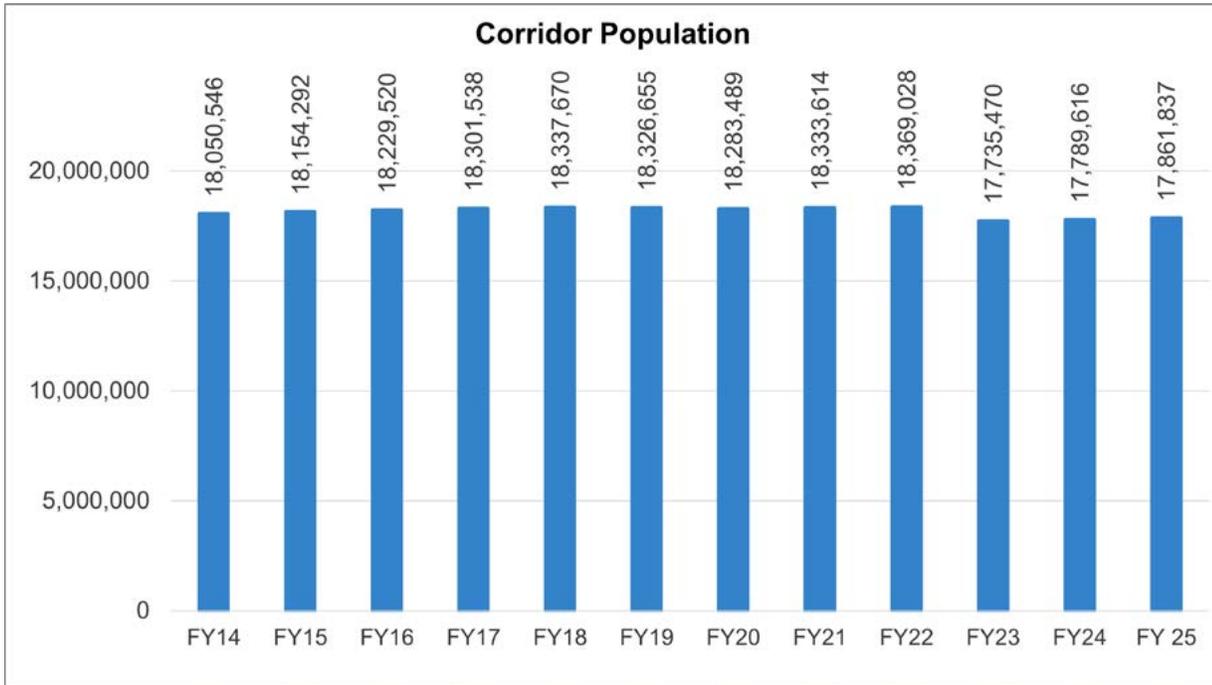


Figure B.2: Pacific Surfliner Corridor Ridership

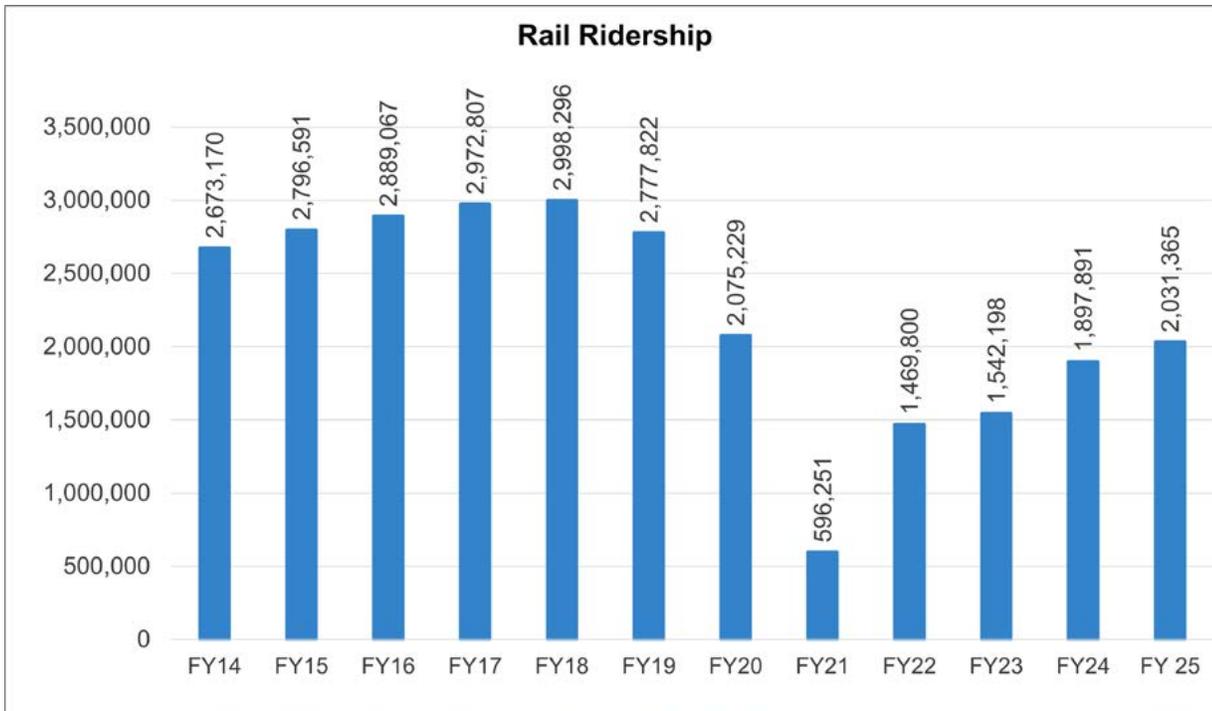
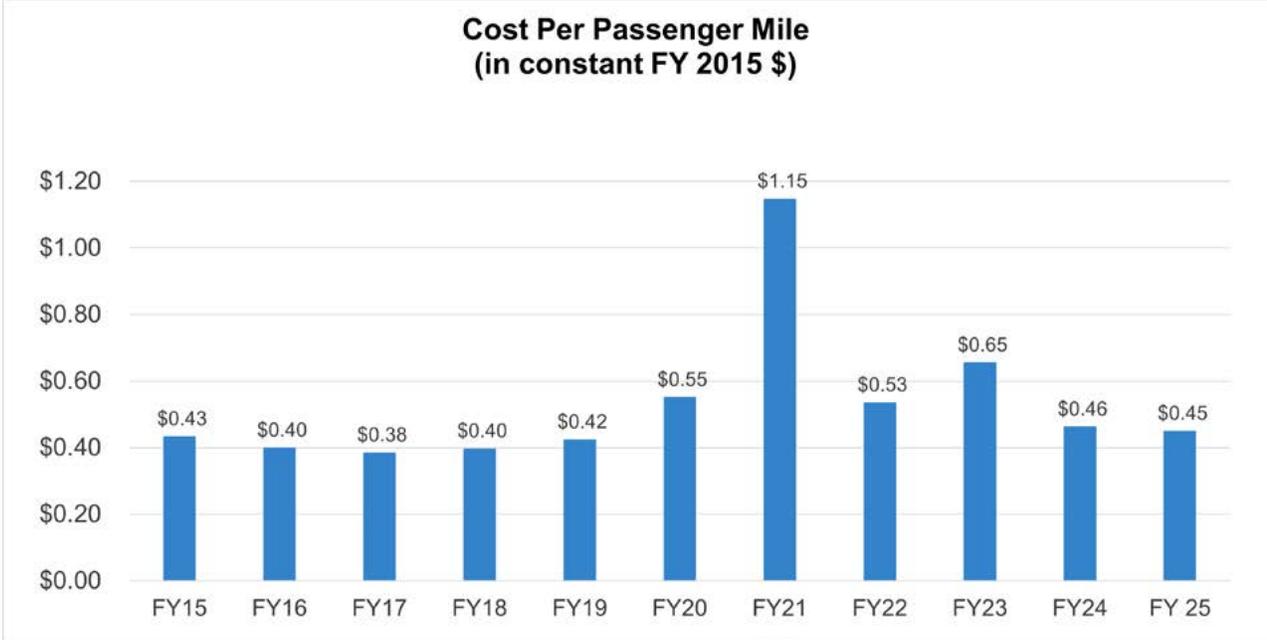


Figure B.3: Pacific Surfliner Passenger Miles



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.4: Pacific Surfliner Revenue, Cost, and State Subsidy

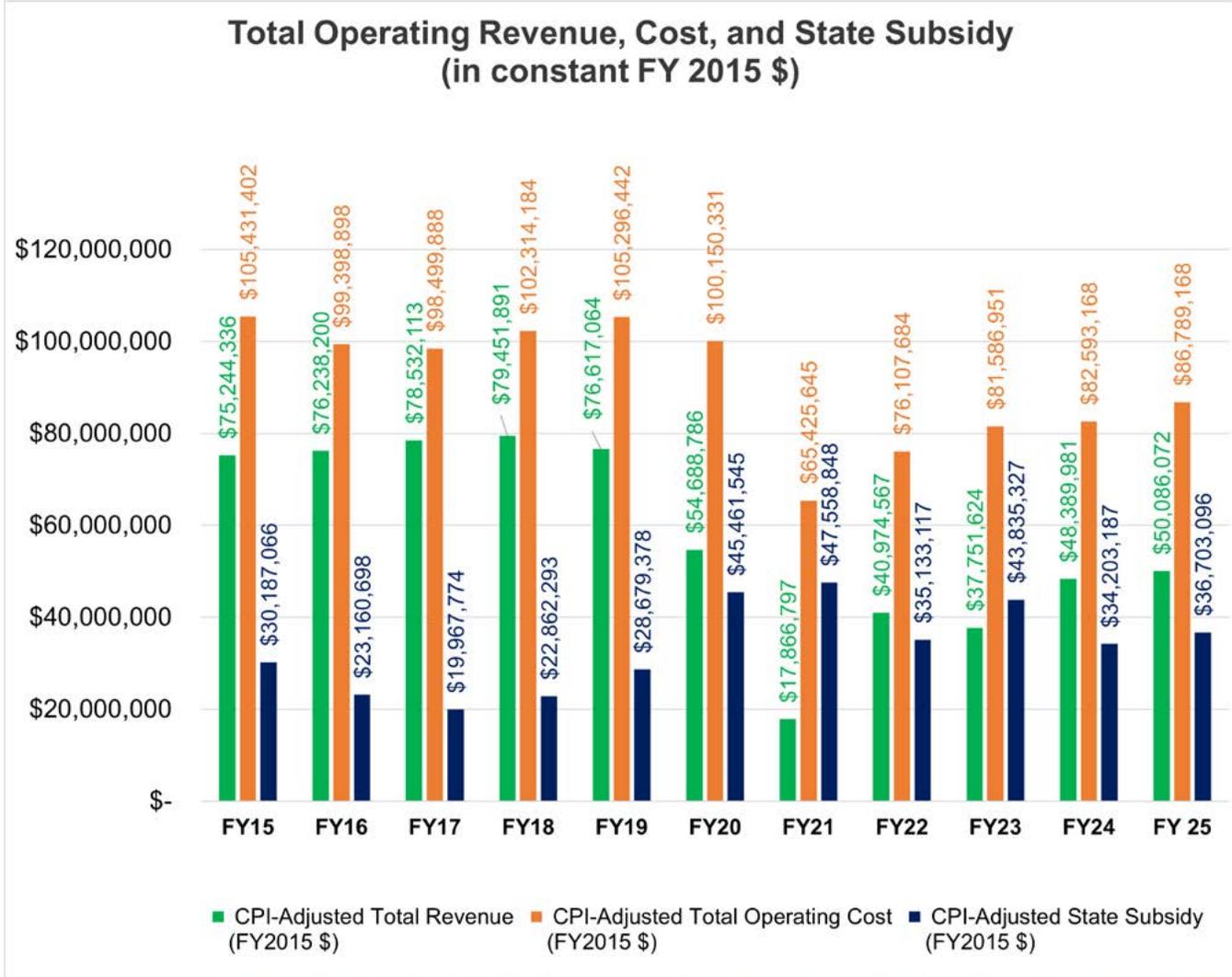


Figure B.5: Pacific Surfliner Farebox Recovery

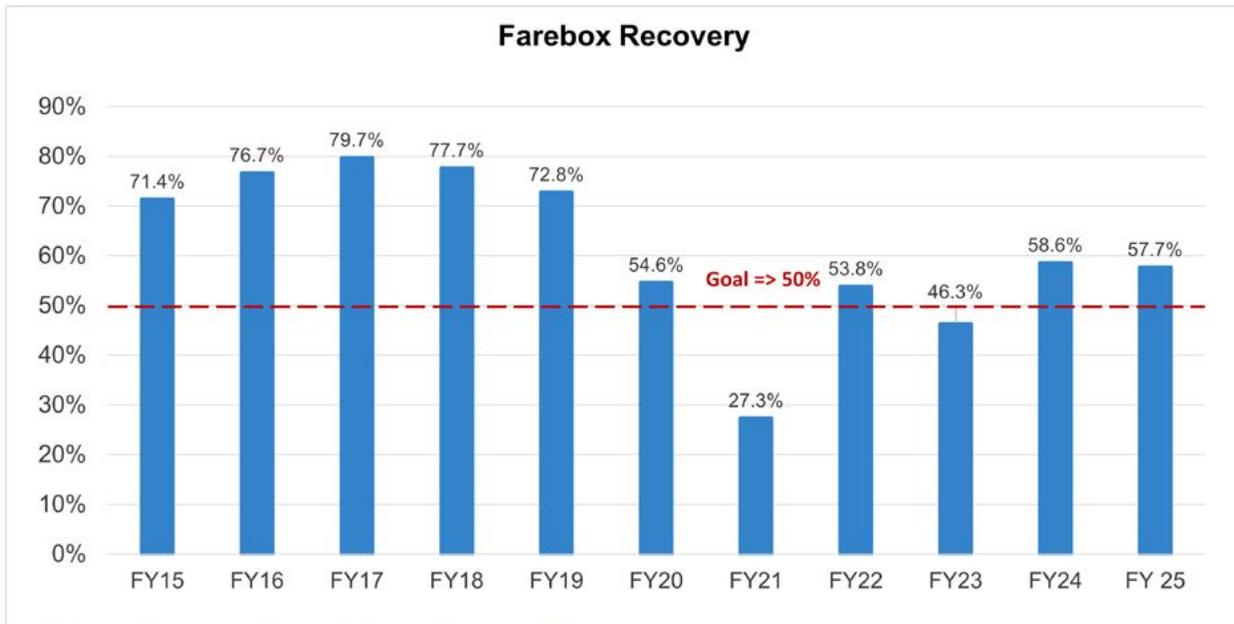
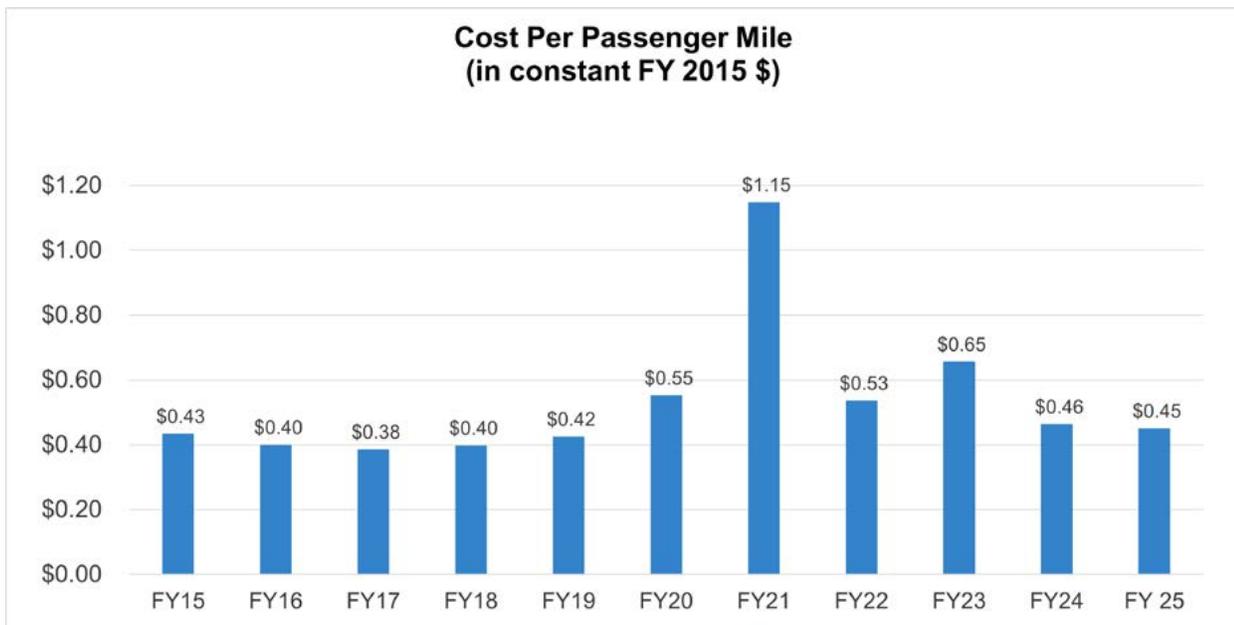


Figure B.6: Pacific Surfliner Cost per Passenger Mile



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.7: Pacific Surfliner Endpoint and All-Station OTP

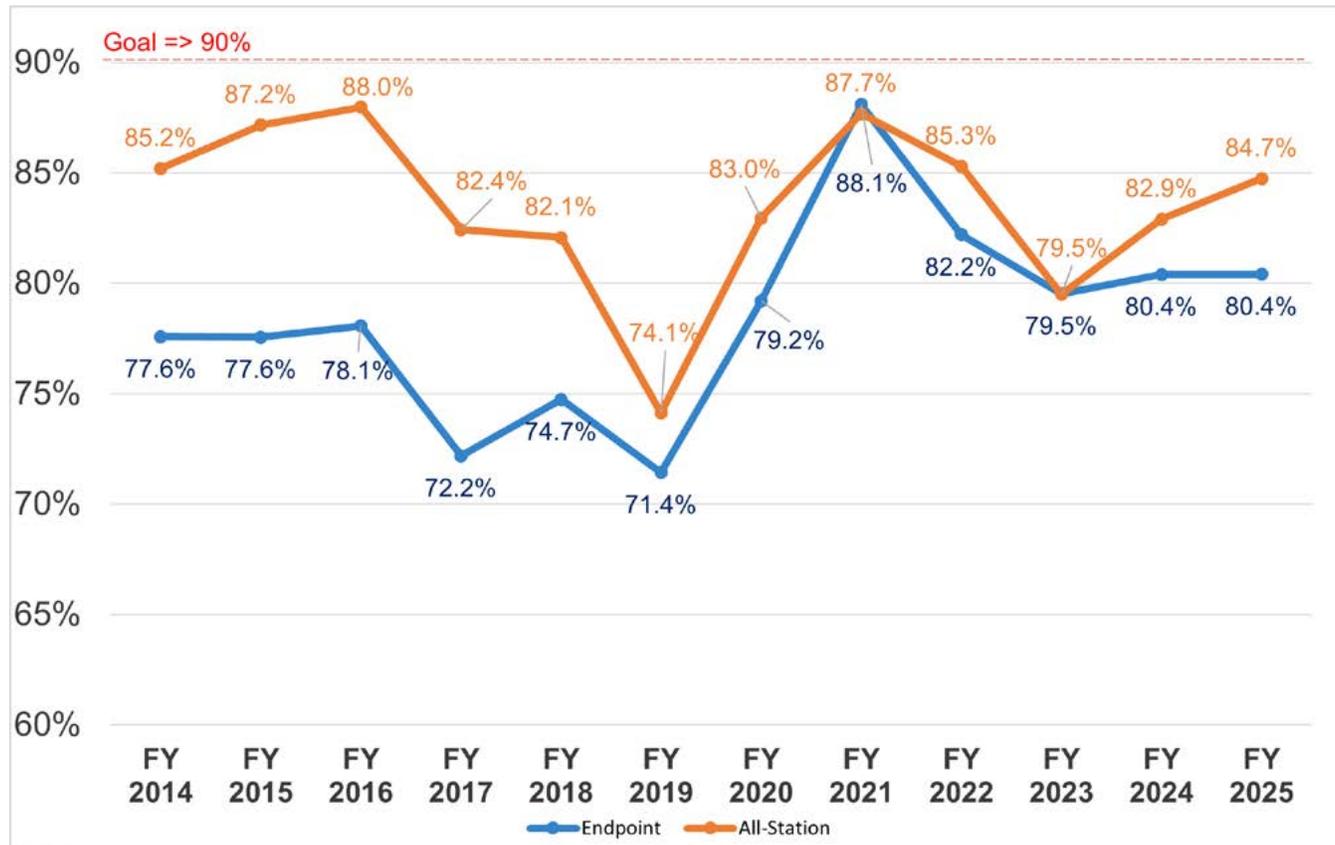
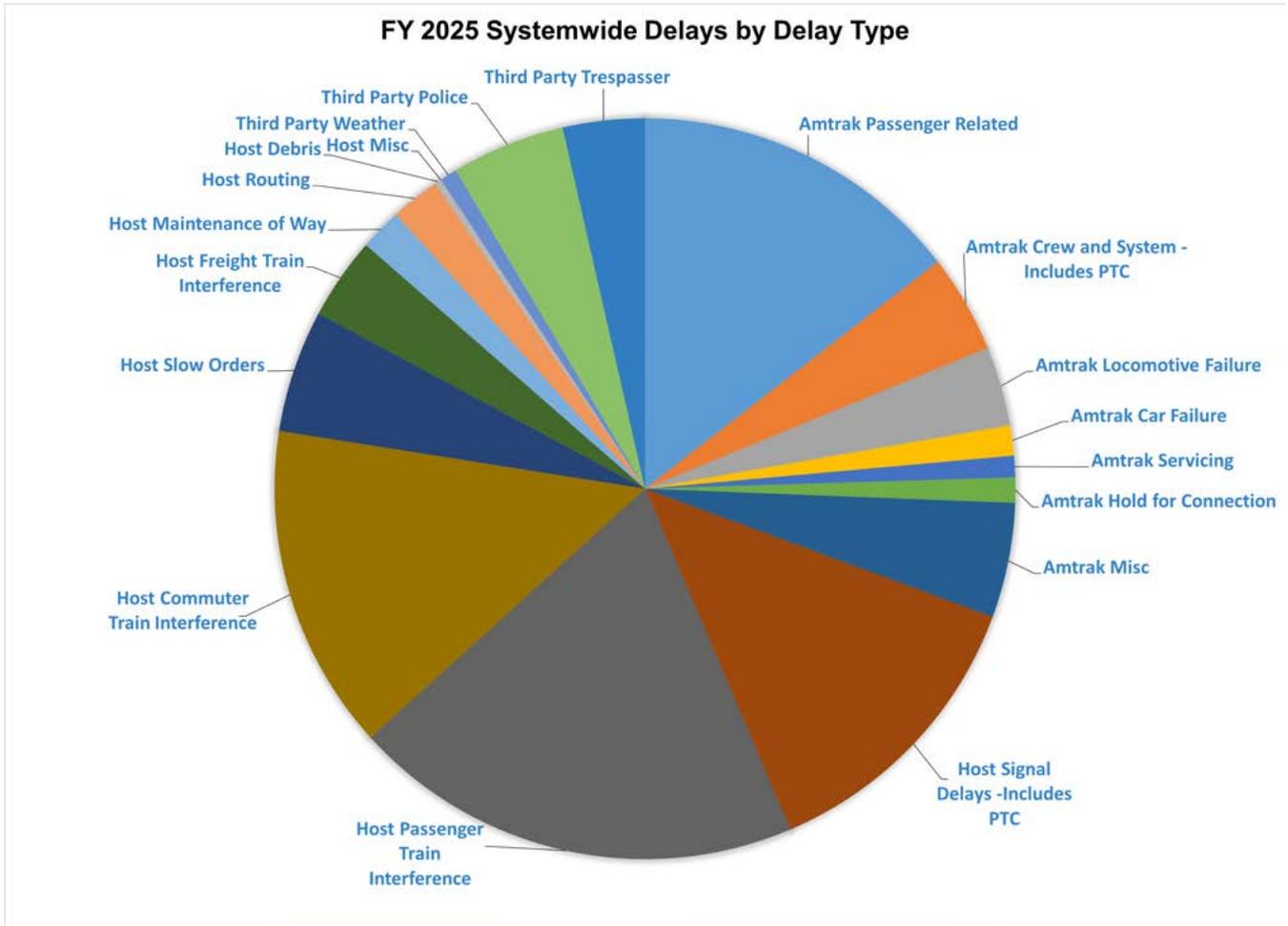
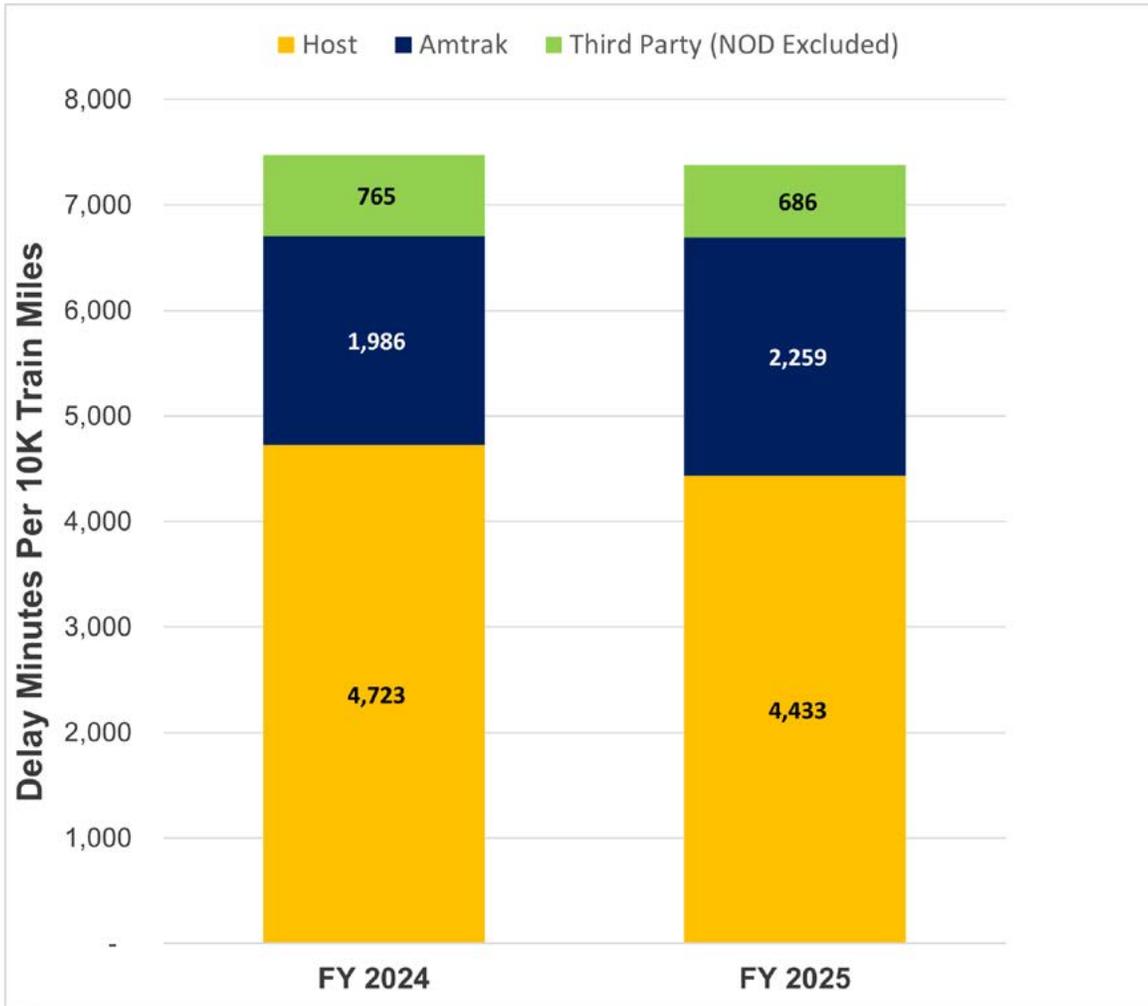


Figure B.8: Distribution of Systemwide Delays



Appendix B.1 Pacific Surfliner Historical Performance

Figure B.9: Rate of Delay by Responsible Party



Note - NOD (Notice of Delay) - Unused Recovery Time

Figure B.10: Operator Responsible Delays

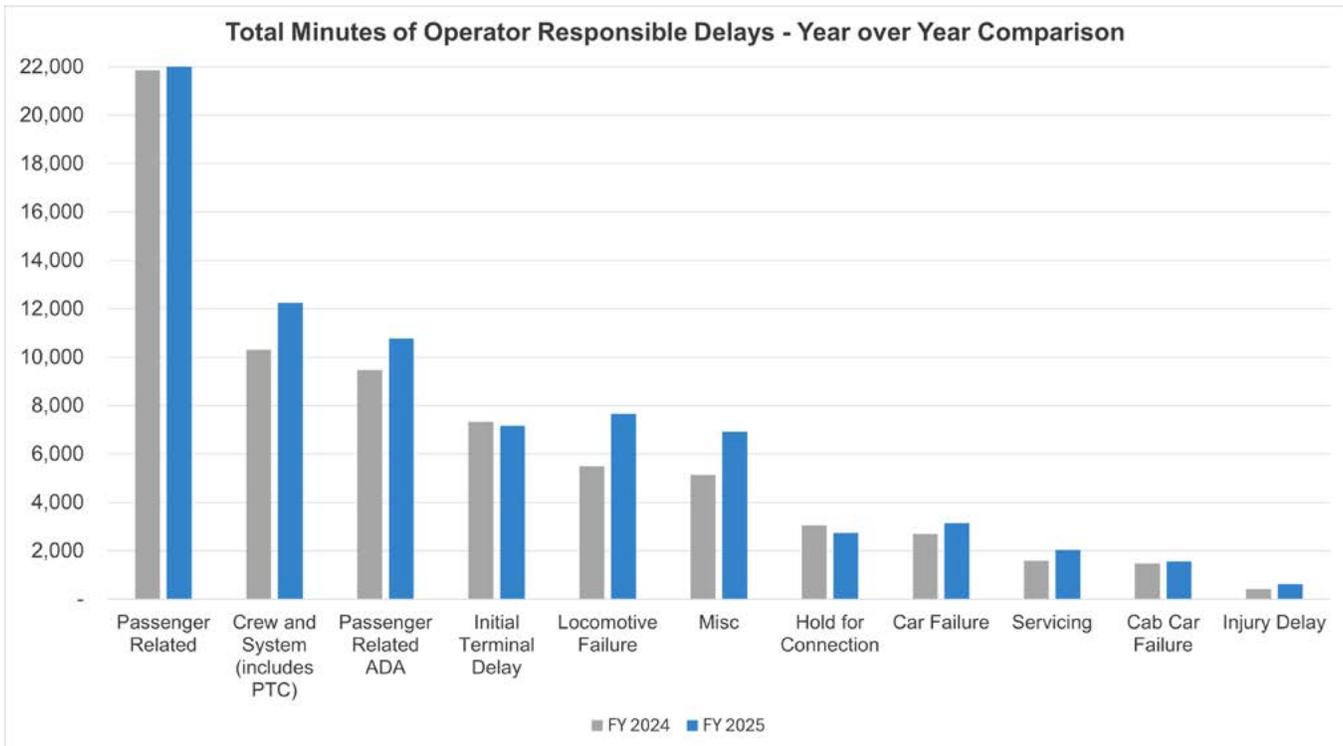
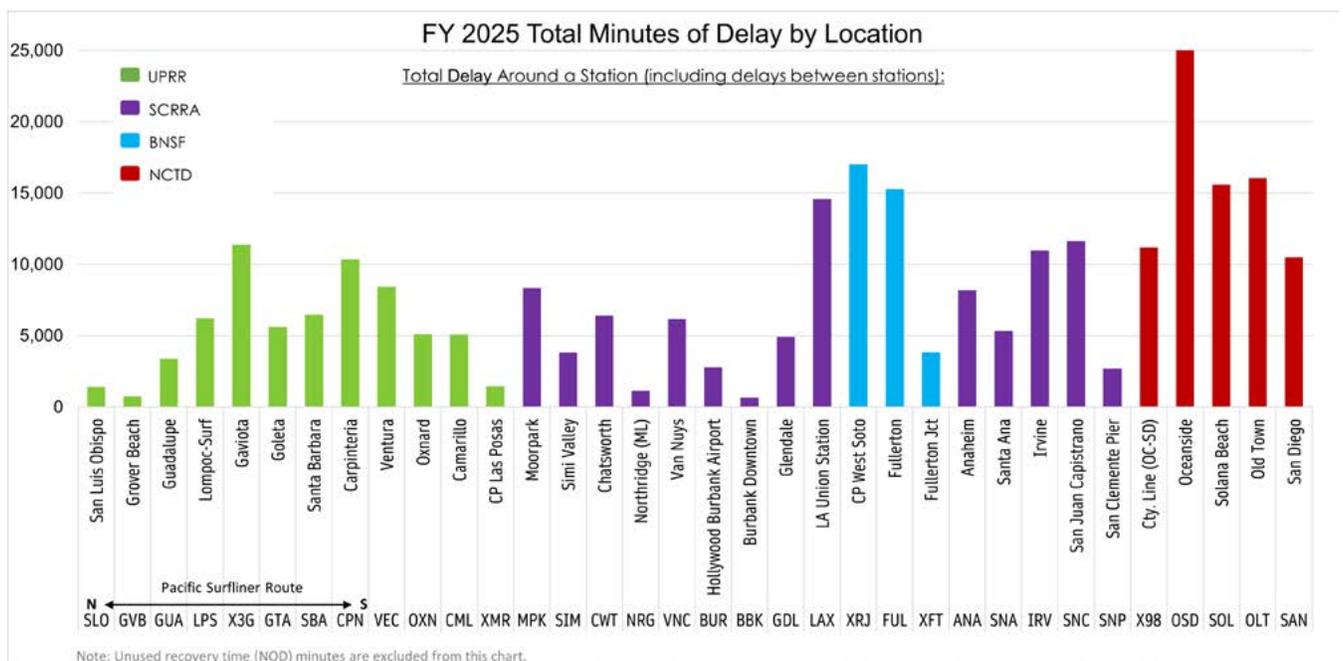
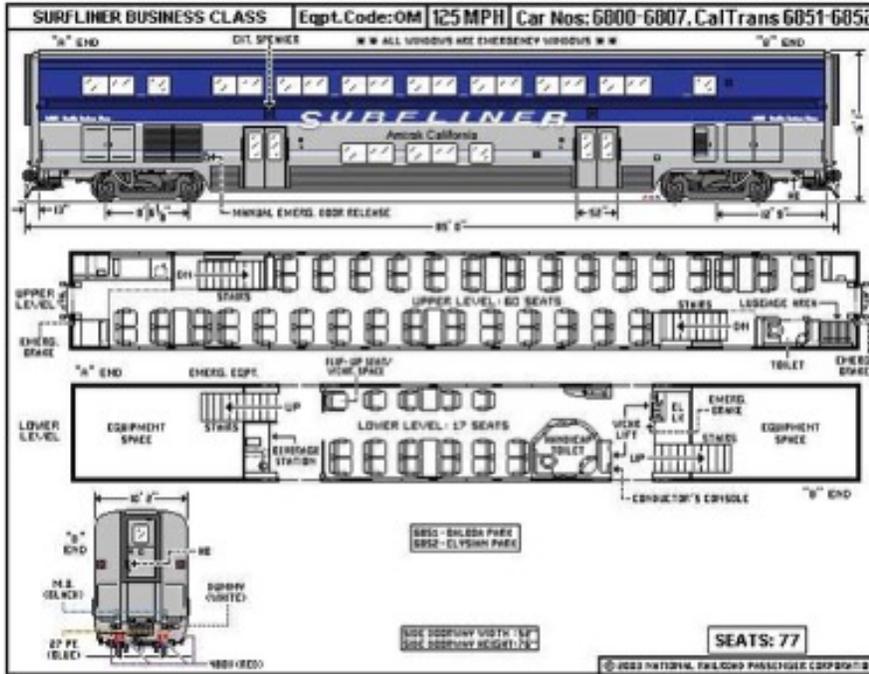


Figure B.11: Total Minutes of Delay by Location



Appendix D Schematics of Pacific Surfliner Passenger Cars

Exhibit D.1: Pacific Surfliner Business Class Car



Note - Business class cars have been reconfigured to add a lower level luggage rack and improved lower-level seating, resulting in a net reduction of five seats, for a total of 72.

Exhibit D.2: Pacific Surfliner Café Car

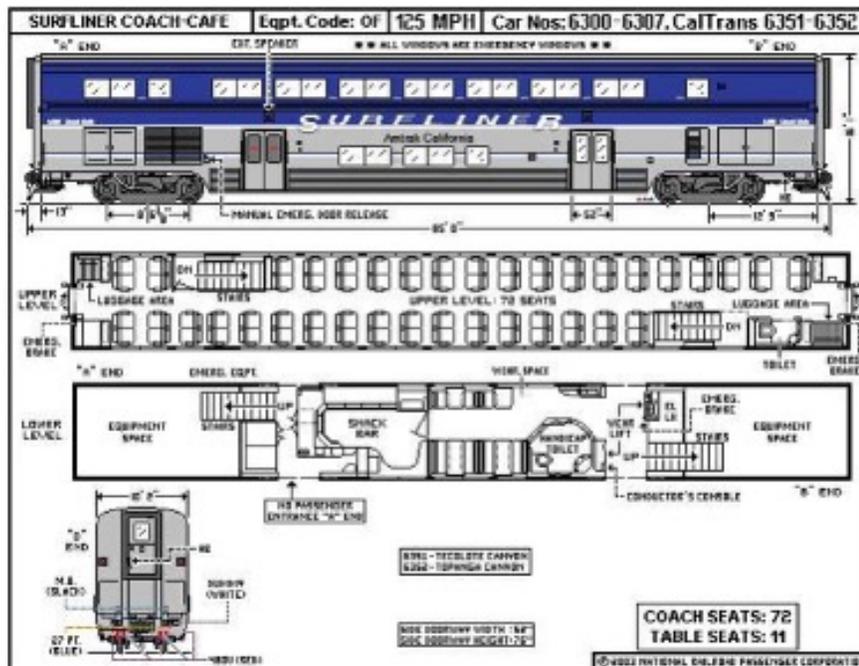


Exhibit D.3: Pacific Surfliner Coach Car

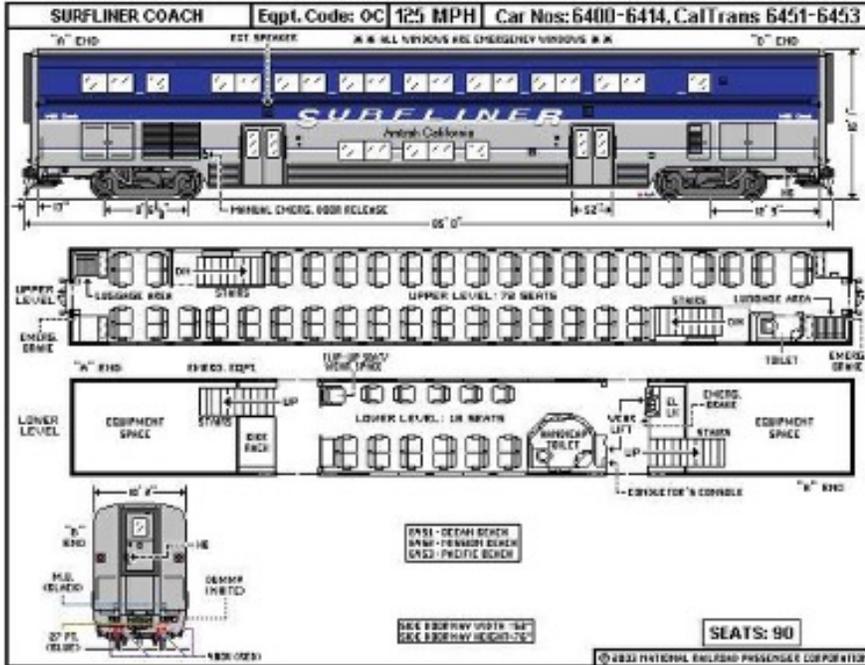
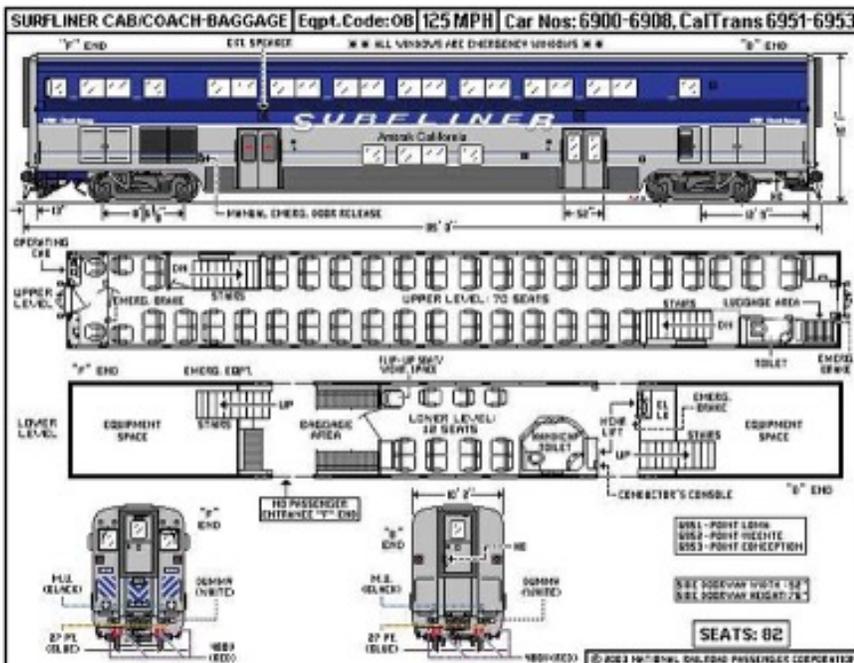


Exhibit D.4: Pacific Surfliner Cab/Baggage Car



Appendix E LOSSAN Corridor Capital Projects List

LOSSAN Led Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
1	Central Coast Layover Facility Expansion (Phase 1)	Layover Facility	N	This project is located in the City of San Luis Obispo approximately 1500 feet south of the San Luis Obispo Amtrak station. This would expand the maintenance capabilities of the existing layover track to include a systems and inspection servicing pit and an additional storage track. The facility can be further expanded in future phases.	UPRR	LOSSAN	PS&E	Santa Barbara	249.6	\$ 40,514,000	\$ 40,514,000	-	EIR	No	N/A	The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. This additional capacity would allow additional passenger trains to hold overnight for a second morning departure from San Luis Obispo, and the opportunity to hold and service additional train sets used for further expansion of the service. The project will facilitate the maintenance of equipment mid-route and at route terminus.	Late 2029
2	Orcutt Left-Hand Crossover	Track	N	This project creates a universal crossover near San Luis Obispo Station, providing the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast.	UPRR	LOSSAN	PS&E	Santa Barbara	249.8-250.2	\$ 5,944,000	\$ 5,944,000	\$ -	SE	No	N/A	The universal crossover will limit operational inefficiencies such as delayed passenger and freight trains, idling emissions, and unreliable travel times.	Late 2027
3	Install Centralized Traffic Control (Goleta to San Luis Obispo)	Signal	N	The scope of this project is to provide equipment to enable the installation of Centralized Traffic Control at locations along a 129-mile section of track in San Luis Obispo and Santa Barbara counties in order to allow increased operational flexibility and improved reliability. The project will be constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. This project goes hand in hand with the upgrade of non-powered switches and derail. This project encompasses the signal work associated with installation of CTC and corresponds with the 3 phases of switch installation.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	\$ 22,156,000	\$ 22,156,000	-	SE	No	N/A	The 129-mile section of track in San Luis Obispo and Santa Barbara counties currently operates under Track Warrant Control which limits operational flexibility and reliability. The project improves operational flexibility and reliability and allows for service expansion which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
4	Goleta Layover Facility Improvements	Layover Facility	N	The scope of this project is to expand Amtrak's Goleta storage facility by providing an additional layover track to accommodate a six-car Pacific Surfliner trainset.	UPRR	LOSSAN	PS&E	Santa Barbara	358.2	\$ 11,982,000	\$ 11,982,000	-	SE	No	N/A	The benefits of this project include doubling the size of the servicing area, providing new track, a powered switch, a new asphalt roadway, ground power, maintenance area lighting, as well as compressed air, and water and provision of a new maintenance storage building and security fencing.	Early 2029
5	Ortega Siding Project	Track	N	The scope of this project is the design and construction of an approximately 1.1-mile passing siding. The project is located approximately 3 miles north of Carpinteria between a small beach community and highway 101. It will feature two powered switches, two new bridges, and several culvert extensions.	UPRR	LOSSAN	PS&E	Santa Barbara	374.0-375.1	\$ 33,178,000	\$ 33,178,000	-	SE	No	N/A	This project will construct a new siding of approximately 5,500 feet in Summerland, between Santa Barbara and Carpinteria. The siding would run east along the south side of the existing mainline track and would end in a left-hand turnout installed in the tangent track approximately 1,600 feet northwest of Arroyo Paredon Creek. Included during the installation of the siding would be two new rail bridges over existing streams, installation of powered switches, replacement and/or extension of culverts, and track shifting. Completion of construction of this siding is expected to allow for an additional time slot for Pacific Surfliner services, creating a 7th slot between Los Angeles and Goleta.	Early 2030
6	Leesdale Siding Extension	Track	N	The scope of this project is to extend the existing 3,330 foot (0.6 mi) Leesdale Siding approximately 14,424 feet on the west-end of the existing siding. This will create a roughly 17,750 foot siding (3.3 miles) that will allow for greater operational flexibility for both Pacific Surfliner and Metrolink trains in Ventura County on the LOSSAN Rail Corridor. This project will equip the siding with CTC powered remote controlled switching equipment and modify nearby grade crossing signal systems to accommodate the siding extension.	UPRR	LOSSAN	PS&E	Santa Barbara	405.4-409.2	\$ 69,500,000	\$ 69,500,000	-	SE	No	N/A	The project extends the existing Leesdale siding to a 19,500 foot length. Benefits of this project include operational flexibility, upgraded passing track that can and facilitate service expansion, improved reliability, rehabilitate infrastructure, and reduce GHG emission.	Early 2029
7	Camarillo Station Improvements	Station	N	This project will enhance operation use of the Camarillo station platforms and UPRR tracks in the station area, by improving pedestrian access and ADA compliance between station platforms and parking areas, allowing for improved optimization of train operations on both tracks and platforms.	UPRR	City of Camarillo/LOSSAN	PS&E	Santa Barbara	412.4	\$ 18,000,000	\$ 18,000,000	-	SE	No	N/A	The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used due to the poor pedestrian access between platforms.	Mid 2029
8	Seacliff Siding Extension	Track	N	The Seacliff Siding Extension Project is located on UPRR Santa Barbara Sub. Project corridor is generally 100 feet wide. The existing siding is located adjacent to and east of the main line, with the northern switch located approximately four miles south of the City of Carpinteria at milepost (MP) 385.26 and the southern switch approximately seven miles north of the City of Ventura at MP 386.38. The existing siding is approximately 5,900 feet in length. The proposed Project would begin at the existing southern switch (MP 386.38) and continue southerly to MP 387.45 in unincorporated Ventura County, which would add an estimated 5,650-foot extension and provide a total siding length of approximately 11,550 feet. The proposed Project would also include wayside signal modifications located south of the proposed siding extension track limit. Project length is 1.07 miles.	UPRR	UPRR	On Hold	Santa Barbara	385.3	\$ 20,500,000	\$ -	\$ 20,500,000	N/A	No	N/A	The project is to allow freight trains to wait on the siding and allow the shorter passenger trains to pass through, thus making the passenger service more efficient and less time consuming.	TBD
11	San Diego County Maintenance and Layover Facility (Phase 1)	Layover Facility	N	This project will design and construct a dedicated maintenance, support, and storage location for the Pacific Surfliner service at the southern end of the LOSSAN rail corridor. The original site location that was identified is no longer available due to changing economics and based on final changes to local plans. A new site is in the process of being identified.	BNSF, NCTD	LOSSAN	Planning	San Diego	TBD	\$ 93,403,895	\$ 28,739,660	\$ 64,664,235	N/A	No	N/A	Provides a dedicated maintenance and storage facility for the Pacific Surfliner fleet, which improves fleet utilization and helps to support LOSSAN's service expansion and enhancement goals. It could also help to support local expansion goals with the NCTD COASTER as well as opportunities for integration and connectivity to the regional transit network.	Mid 2033
12	Los Alamos Creek Bridge (Narlon) Replacement	Structure	Y	The scope of this project is a replacement of a bridge dating from 1896, and new track infrastructure across San Antonio Creek in Santa Barbara County. The reconstruction will be with the same or similar materials and design to the existing 720 foot long bridge.	UPRR	UPRR	Complete	Santa Barbara	291.3	\$ 21,526,000	\$ 21,526,000	-	CE	No	N/A	This is a track improvement project that will protect services on Amtrak long-distance, Pacific Surfliner and other freight service from disruption. The benefits of the project are to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
13	Canada Honda Creek Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing 124-year old steel trestle open-deck across Canada Honda Creek in Santa Barbara County.	UPRR	UPRR	Complete	Santa Barbara	304.9	\$ 49,369,080	\$ 49,369,080	-	CE	No	N/A	The replacement of the Canada Honda Bridge crossing will be with the same or similar materials and design, and will serve to eliminate the risk of the bridge being declared unsafe and disruption to Amtrak, Pacific Surfliner and freight operations. The project benefits include improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
14	Santa Ynez River Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing century old concrete, brick and steel open-deck bridge across the Santa Ynez River in Santa Barbara County. The end result will also work to restore natural outflow to the Santa Ynez River.	UPRR	UPRR	PAED	Santa Barbara	298.6	\$ 160,449,510	\$ 15,383,900	\$ 145,065,610	EIR in progress	No	N/A	New and extended bridge above the Santa Ynez River, north of the Surf station. This will replace a bridge that has experienced significant deterioration and recreate a natural estuary below.	Early 2031

Appendix E LOSSAN Corridor Capital Projects List

LOSSAN Led Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
15	Corridor Hardening Improvements (Safety)	Safety	Y	This project will provide Corridor hardening improvements along the Santa Barbara subdivision including slope / bluff stabilization, security fencing, communication upgrades and improvements. Priority locations for Slope Stabilization include bluffs at-Honda (MP302.85), Cojo (MP 319.01), Sacate (MP 331.93 - MP 332.19), Surfing Cowboy/Hollister(MP 324.4-328), El Capitan (MP 347.8 - MP 348.03), Ortega Hills (MP 372.0 - MP 373), Tajiguas (MP 340.5- MP 343.0) and Rincon (MP 379.0 - 384.0).	UPRR	UPRR	CON	Santa Barbara	272.1-385	\$ 90,000,000	\$ 29,571,000	\$ 60,429,000	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line. Sites at Surfing Cowboy/Hollister have been completed.	Surfing Cowboy / Hollister: COMPLETE Others: TBD
16	Franchise Access Fee, Cap. Access and Incentive (UPRR)	Performance	N	This project provides a capitalized track access fee payment to UPRR to allow two additional slots for Pacific Surfliner trains to operate between Los Angeles and Santa Barbara/San Luis Obispo (one additional roundtrip), as well as increased incentive payments for improved on-time performance on the 174-mile stretch of the LOSSAN rail corridor used by Pacific Surfliner trains that is dispatched by UPRR.	UPRR	LOSSAN	N/A	Santa Barbara	248.6-423.1	\$ 45,204,000	\$ 45,204,000	-	CE	No	N/A	These payments will allow for additional Pacific Surfliner trips on the Union Pacific Railroad and improved on-time performance	N/A
17	On-Time Performance Incentive Program (NCTD)	Performance	N	The project provides incentive payments to NCTD, which dispatches trains on the San Diego Subdivision for meeting Pacific Surfliner on-time performance levels.	NCTD	LOSSAN	N/A	San Diego	216.4-267.5	\$ 22,962,000	\$ 22,962,000	-	CE	No	N/A	This project will provide a revised shared use and operating incentive payment program with the North County Transit District (NCTD) to better reflect the operations and impact that the Pacific Surfliner has on the corridor. These payments will allow for the future expansion of service, by allowing one additional Pacific Surfliner roundtrip to be run in NCTD territory; and provide performance-based payments to NCTD based on the on-time performance (OTP) goals realized within NCTD territory, with maximum incentive payment requiring OTP greater than 95 percent, and incentive payment being reduced as OTP diminishes, based on an agreed upon graduated scale.	N/A
18	Pre-1949 Rail Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 20-30 miles of rail that was laid prior to 1949 between mileposts 249 and 356 along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	249-356	\$ 15,100,000	\$ 15,100,000	-	CE	No	N/A	The rail are deteriorating and if not replaced, slow orders may need to be implemented along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project is necessary to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
19	Safety Improvement Funds	Safety	Y	The Safety Improvement Program is to provide for as needed safety enhancements along the corridor and could include dealing with homeless encampments, tree removal, improving crossings or pedestrian access, etc.	UPRR	UPRR	Complete	Santa Barbara	248.6-423.1	\$ 2,500,000	\$ 2,500,000	-	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	COMPLETE
20	Tie Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 125 miles of old railroad ties between mileposts 274.72 and 335.4, to be completed in 2021, and also between 358 and 423.1, scheduled for 2023, along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	274.7-423.1	\$ 8,900,000	\$ 8,900,000	-	CE	No	N/A	The ties are deteriorating and if not replaced, may result in the implementation of slow orders along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project improves operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
21	Upgrade of Non-Powered Switches	Track	N	The project will replace 16 hand operated switches with power switches and 1 hand operated derail for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	\$ 6,090,000	\$ 6,090,000	-	CE	No	N/A	The 104-mile section of track in San Luis Obispo and Santa Barbara counties currently has multiple sidings with hand operated switches which increases travel time in the corridor by forcing train crews to stop a train, manually realign the switch, and then wait for the train to clear the switch before the signal can be reset. Each of these switches can take between five and 10 minutes to clear, resulting in increased travel time, and increased potential for delay. The project will result in reduced travel time, increased ridership and GHG emission reduction. It is estimated that conversion from a hand-thrown to a powered switch can save 5-10 minutes of travel time per switch movement	COMPLETE
22	Station Wayfinding Signage	Station	N	New information signage to upgrade and improve static passenger information and wayfinding signage at the 41 passenger rail stations along the 351-mile LOSSAN rail corridor between San Diego, Los Angeles and San Luis Obispo. This project will provide an updated, integrated set of wayfinding signage that will facilitate regional rail and transit connectivity, and address outdated and unclear directions.	N/A	LOSSAN	CON	Corridorwide	BNSF 272 - UPRR 249	\$ 718,750	\$ 718,750	-	N/A	No	N/A	Upgraded wayfinding and scheduling signage at stations throughout the corridor. This includes the installation of new cases at the stations and at thruway bus stops.	Mid 2026

Appendix E LOSSAN Corridor Capital Projects List

Funded Projects

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LOSSAN NORTH																		
1	Goleta Station Project	Station	N		The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs	UPRR	City of Goleta	PS&E	Santa Barbara	358.20	\$ 19,000,000						improvements will make the new facility safer, functional, and inviting. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.	2024
2	Camarillo Station Pedestrian Undercrossing Project	Station	N		This project will construct an undercrossing to improve pedestrian access between station platforms and parking areas, train operations via utilization of both platforms, and ADA accessibility.	UPRR	City of Camarillo	PS&E	Santa Barbara	412.44	\$ 18,000,000	Prop 1B, TIRCP, SCCP	None	SE	N	None	The new undercrossing will create a safer and more convenient grade-separated path between the two platforms at the station. Improve pedestrian access and operational flexibility, reduce travel time, accommodate future service growth	TBD
3	Rice Avenue Grade Separation	Grade Separation	N		Grade Separation to Improve Safety	UPRR	City of Oxnard	PS&E	Santa Barbara	406.23	\$ 132,500,000	TCEP, PFIP, Sec 190	None	EIR	N	FONSI	Reduce conflicts between vehicles and trains	TBD
4	Simi Valley Double Track	Track	N		Addition of 2.20 miles of track, improvement at five at grade crossing, creating a quiet zone. New pedestrian underpass crossing and Simi Valley Station Improvements, new platform.	SCRRA	SCRRA	PS&E / ROW	Ventura	Multiple MPs	\$ 120,000,000	TIRCP, FRA	Y	CEQA EIR (completed)	Y	NEPA CE (completed)	The project will provide more service, improve service reliability and safety, safer crossing for pedestrians	2030
5	Arroyo Simi Bridge Scour Design	Structure	Y		Project includes replacement and extension of existing rock slope protection at both bridge abutments for all 4 bridges, with design to match existing material, concrete encasements around piles, geotextile fabric and continuous riprap installation, backfill native soil over riprap, and vegetation restoration upon construction completion. IFB will be used to cover the work being performed.	SCRRA	SCRRA	PS&E	Ventura	Multiple MPs	\$ 16,600,000	FRA, SB1, Local	\$ 3,100,000		Y	CE	The scour protection will improve the load and storm capacity, increase safety, and reduce maintenance needs.	2027
6	Devonshire St Safety Improvements	Safety	N		Grade crossing and safety improvements	SCRRA	SCRRA	PS&E	Ventura	445.17	\$ 8,000,000	TIRCP, FRA	None		Y	CE	Improve pedestrian safety	TBD
7	Chatsworth Station Improvements	Station	N	N	The Project includes a new pedestrian underpass at Chatsworth Station, replacing the existing, single at-grade crossing with a new pedestrian tunnel which allows safer passenger movements between side platforms and improved operations resulting in quicker and safer transfers.	SCRRA	SCRRA	PS&E / ROW	Ventura	445.50	\$ 21,000,000	TIRCP	None	Complete (CEQA SE)	N	N/A	The project will enhance safety by new pedestrian crossing, replacing at grade crossing	2030
8	Chatsworth Station ADA Improvements	Safety	N	N	The project includes ADA improvements per recommendations from the US DOJ for this facility and parking areas.	SCRRA	METRO	CON	Ventura	445.50	\$ 7,354,650	\$ 7,354,650	\$ -	N/A	N	N/A	Improves ADA access at this facility.	2025
9	Burbank Corridor Safety Improvements- Burbank Airport	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Ventura	460.61	\$ 20,000,000	State (CTS/SGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
10	Burbank Junction Speed Improvements	Safety	N		The project replaced the existing Brighton Siding, right-hand track, with a larger siding track. The existing tracks were reconfigured and lengthened to allow the junction to service trains more efficiently while providing smaller headways between trains	SCRRA	SCRRA	Complete	Valley	11.40	\$ 17,950,000	TIRCP	None	CEQA SE (completed)	N	NEPA CE (completed)	The project creates a safer and more reliable service, reduce the commute time for passengers and emissions by having less idling time	2024 (completed)
11	Burbank Corridor Safety Improvements- Burbank Downtown	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Valley	10.81	\$ 10,000,000	State (CTS/SGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
12	Doran St Grade Crossing	Grade Crossing	N	Y	Includes signal modifications, automatic warning devices, a new pedestrian crossing and temporary two-way road configuration with "Quiet Zone Ready" improvements.	SCRRA	SCRRA	PS&E	Valley	7.99	Included in the Grade Separation						The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	Doran st crossing will be closed when phase A of Doran St. grade separation is complete.
13	Doran St Grade Separation	Grade Separation	N	Y	The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas with the closure of the at-grade crossing.	SCRRA	METRO	PS&E	Valley	7.99	\$ 58,300,000	Measure R 3%, TIRCP, RCE	\$ -	SE	Y	CE	The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	2028
14	Signal Improvements Burbank to LA	Signal	N		Signal programming and timing improvements	SCRRA	SCRRA	Complete	Valley	3.5 to 11.4	\$ 1,500,000	TIRCP	None	Complete (CEQA SE)	N		Increase service, safety, and reliability; the project will also provide walkway safety lighting	2021 (completed)
15	Pacific Surfliner Corridor Rehabilitation and Service Reliability Project	Track/Structures	Y		To maintain a State of Good Repair on the Ventura Subdivision, rehabilitation will need to be completed on the following: (1) highway-rail crossings, (3) turnouts, 4,000 wood ties, 3,000 concrete ties, 4,050 track feet of fastener upgrades, 9,974 feet of rail, and (8) culverts. This work is vital in providing safe and reliable Metrolink service to the outlying communities in Ventura County and preserving the longevity of this key passenger and freight route. Also, in Tunnel 26, replace 33% of ties (1,500 ties); replaces 7,369 feet of ballast (the entire tunnel length); repairs or replaces missing or damaged pumps, guards, and pipes; performs needed electrical upgrades to ensure continued operation of drainage equipment.	SCRRA	SCRRA	PS&E	Ventura	Various (work at various locations across entire Ventura Sub)	\$ 23,800,000	TIRCP, FRA		SE	Y	CE	Project will improve the Ventura line to bring several assets into a State of Good Repair, which will assist in delivering on-time passenger service and prevent emergencies, slow orders, and passenger delays due to infrastructure conditions.	late 2027/ early 2028
16	CMF North End Connection and Tail Track	Track	N		The project would reconfigure the existing connection track at the north end of CMF to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF	SCRRA	SCRRA	PS&E	River	3.1 to 3.5	\$ 11,379,804		Need Construction Funding		Yes	CE	improve safety, and accommodate redevelopment of the surrounding area, including a pedestrian/bicycle connection to the Los Angeles River, which is currently under construction by the City of Los Angeles	TBD
17	Ventura (LA County) SOGR Track	Track	Y		Full Crossing Track Replacement @ Clyborn Ave, Vineland Ave, & Woodley Ave	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 3,176,000	Local	None		N		Improve rail infrastructure to a state of good repair	2026
18	Ventura (Ven County) SOGR Track	Track	Y		Project includes rail replacement at MP 426.47 and fastener upgrades between MP 431 and MP 437	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 1,643,000	FTA	None		N		Improve rail infrastructure to a state of good repair	2026
19	CP Topanga Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	Design	Ventura	444.40	\$ 1,287,000	Local	None		N		Improve signal infrastructure to a state of good repair	2027
20	CP Davis Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	CON	Ventura	440.80	\$ 1,020,000	FTA, SB1	None		N		Improve signal infrastructure to a state of good repair	2026
21	CP Bernson Signal Improvements	Signal	Y		Project include signal system equipment upgrades	SCRRA	SCRRA	CON	Ventura	446.70	\$ 1,755,000	Local	None		N		Improve signal infrastructure to a state of good repair	2026
22	Quimisa Dr Crossing Signal Improvement	Signal	Y		Project include crossing signal system upgrades	SCRRA	SCRRA	Design	Ventura	430.83	\$ 2,000,000	FTA	None		N		Improve signal infrastructure to a state of good repair	2028
23	CP Strathern & 1st Street Crossing Signal Improvements	Signal	Y		Project include signal and crossing system equipment upgrades	SCRRA	SCRRA	CON	Ventura	Multiple MPs	\$ 3,528,000	FTA	None		N		Improve signal infrastructure to a state of good repair	2026

Appendix E LOSSAN Corridor Capital Projects List

Funded Projects (continued)

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LOSSAN SOUTH																		
24	Link US Phase A: Track and Signal Modernization	Station	N		Phase A of Link US includes two new run-through tracks on a new viaduct, which in future can accommodate up to a total of nine run-through tracks, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station to the mainline tracks on the west bank of the Los Angeles River near First Street. An early start to Phase A of Link US was the track, signal and communication modernization in the throat area north of Los Angeles Union Station, which included new signal houses and track replacement at CP Mission and CP Terminal.	SCRRA	METRO	Full Phase A: PAED / PS&E Early Track and Signal Modernization: Complete	River	0.20	\$950,398,000 (total Phase A)	Proposition 1A, TIRCP, Metro, SCRRA, and other			Y		Reduce dwell times. Will allow trains to run through the station rather than having to change ends and reverse, reducing dwell times. Significant rehabilitation of track and signals will be included.	Early Start Track and Signal Modernization: 2024 (completed) Full Phase A: 2033
25	Commerce Station Relocation	Station, Track	N		Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodelled with extended tracks. Enables passenger and freight traffic separation	BNSF	METRO / CHSRA	PAED	San Bernardino	148.50	\$ 30,000,000	TIRCP			Y		Increase ability to serve passenger at commerce station	2030
26	Rosecrans/Marquardt Grade Separation	Grade Separation	Y	Y	The project will grade separate this intersection from the existing diagonal at-grade crossing. It will also improve the efficiency of train movements along the rail corridor; permit the completion of a third mainline track.	BNSF	METRO	CON	San Bernardino	157.80	\$ 156,400,000	CHSRA, CPUC Section 190, TIGER, BNSF, STIP, TCEP	\$ -	SE	Y	FONSI	Substantially enhance the capacity of regional and national passenger and freight movements; reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.	2025
27	Fullerton Interlocking Plan	Track and Station	N		The Project includes construction of new tracks, modifications to the southern platform at the Fullerton Station, and associated rail infrastructure and pedestrian improvements to enable the separation of freight and passenger trains through the existing Fullerton Station.	BNSF	SCRRA	PAED	San Bernardino	165.30	\$ 114,000,000	Funded through ENG			Y		Increased service, safety and reliability via separation of passenger and freight traffic at Fullerton Station and Junction	2030
28	Lincoln Ave Bridge Retaining Wall	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	174.88	\$ 565,000,000				Y		The project is part of the I5 freeway project	2025
29	SR 57 NB Overhead Widening	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	170.80							Improve freeway capacity and reduce traffic congestion	2028
30	I-5 Irvine Overhead Widening	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	183.30							Improve freeway capacity and reduce traffic congestion	2029
31	Orange County Maintenance Facility - Phase 1	Facility	N		Phase 1 consists of developing facilities needed for train storage consisting of the Service and Inspection (S&I) Facility tracks, train wash track, storage tracks, set-out track(s), yard lead tracks, transportation building, and employee parking.	SCRRA	OCTA	PAED	Orange	183.30 to 184.20	\$ 167,000,000			CEQA MND (in-progress)	Yes (only funded for environmental at this time and not the entire Phase 1 estimate)		Line Capacity	TBD
32	Irvine Station Improvements - Phase 1	Station	N		Phase 1 which includes signal respacing and a pedestrian underpass	SCRRA	OCTA	PAED	Orange	184.00 to 186.90					Y		Enable cross platform transfers between different rail lines and optimize train operations between MP 184.0 and MP 186.9.	TBD
33	La Paz Rd OH Widening	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	CALTRANS	CON	Orange	190.30	\$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
34	El Toro Bridge Widening	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	190.50	\$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
35	Crown Valley OH Widening	Structure	Y		The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.	SCRRA	OCTA	PAED	Orange	193.30	\$ 922,000				Y		The project will provide an acceptable level of service to match with the ongoing development	TBD
36	Signal Respacing CP La Palma to CP Avery	Signal	N		Adding 3 new intermediate signal locations and reconfiguring existing locations	SCRRA	SCRRA	Complete	Orange	184.50 to 198.77	\$ 6,440,000	AHSC		CEQA SE (completed)	N		The entire Orange subdivision will benefit by better separation of train traffic, allow for future express trains, allow an increase of passenger operating speeds to 90mph at more locations, and allow for a projected increase in train density, including freight service, without adding expensive infrastructure.	2025
37	San Juan Creek Bridge replacement	Structure	Y		This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.	SCRRA	OCTA	CON	Orange	197.87	\$ 59,374,000	FTA, SB1		SE	Y	CE	The new bridge will improve the load rating and storm capacity, increase safety, and reduce maintenance needs.	2026
38	Serra Siding Extension - South	Track	Y		The Project includes a 1.05-mile southward extension of the existing siding track at Dana Point and includes a new railroad bridge crossing over Coast Highway, as well as track, drainage, structural, utility, and signals/communications improvements to facilitate Project implementation.	SCRRA	OCTA	PAED	Orange	199.50 to 201.00	\$ 44,000,000	TIRCP			N		The siding extension will provide additional capacity for train operations between CP Serra and Beach Road. This siding extension configuration will improve the safety and reliability of the corridor, and minimize the risk of operations shut-down.	TBD
39	Signal Respacing CP Avery to CP Songs	Signal	N		Remove 2 intermediate signals. Add 6 new intermediate signals.	SCRRA	SCRRA	Complete	Orange	199.50 to 209.18	\$ 14,835,000	TIRCP		CEQA SE (completed)	N	N/A	Respacing the intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph. The signal improvements ultimately reduce travel time and increase on time performance.	Completed
40	San Onofre to Pulgas Double Track Phase 2	Track	Y	Y	Phase 2 of this project includes the construction of a 1.6-mile segment of second main track (MP 216.5 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	NCTD	SANDAG	PAED	San Diego	216.50 to 218.10	\$ 35,918,478				Y		1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	2026
41	San Dieguito Double Track and Platform - Phase 1 & 2	Track, Platform, Bridge	Y	Y	Provide a second main track from CP Valley (MP 242.2) to the north end of the proposed future San Dieguito River Bridge and Platform (MP 243.0). Replacement of the San Dieguito river bridge (built in 1916), a new special events platform, and additional double track, signal, and communications improvements to complete the new passing track for the LOSSAN corridor.	NCTD	SANDAG	CON	San Diego	242.20 to 243.00	\$ 347,082,404				Y		.8 mi of additional double track	2026
42	Del Mar Bluffs Stabilization - 5	Track	Y	Y	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will construct the following improvements at locations between MP 244.1 and MP 245.7: deep driven piles to provide seismic stability to portions of the bluff, retaining walls, drainage improvements, and erosion control measures.	NCTD	SANDAG	CON	San Diego	244.10 to 245.70	\$ 99,630,950	FRA SOGR, FTA, TCEP, TIRCP, CA Natural Resource Agency	\$ -	Pre-empted	Y	CE	Safety, State of good repair	2026

Appendix E LOSSAN Corridor Capital Projects List

Funded Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE, MND, EIR)	Federal Funding (Y/N)	NEPA Status (CE, FONSI, EIS, N/A)	Project Benefits	Anticipated Completion
43	Batiquitos Lagoon Double Track	Track	Y	Y	Adds 6 miles of second main track from CP Ponto (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge 234.8	NCTD	SANDAG	PS&E	San Diego	234.50 to 237.20	\$ 165,524,920				Y		0.6 mi of additional double track and Batiquitos Lagoon Bridge replacement.	2026
44	San Diego Convention Center Station	Station	N		Design and construction of a new siding and station platform between 1st and 5th Avenue to serve the San Diego Convention Center, Petco Park, and the Gaslamp Quarter. Includes 0.8 mile stretch of BNSF track and three new control points.	BNSF	NCTD	PS&E	San Diego	268.77 to 268.78	\$ 38,200,000	TCEP		SE	N	N/A	New station at San Diego Convention Center. Associated track and signal improvements south of Broadway to allow revenue service.	2027
45	Bridge 257.2 Replacement	Bridge	Y	Y	This project replaces the aging trestle double track bridge 257.2 with new double track bridge at a higher elevation, requiring additional track replacement on both sides to transition track profile.	NCTD	SANDAG	Planning / Design	San Diego	257.20	\$ 14,521,210				Y		Safety, State of good repair	2026
46	San Dieguito to Sorrento Valley Double Track (SDSVDT) - PE/ENV/ROW/Final Design	Track	Y	Y	Preliminary Engineering, environmental clearance, right-of-way, final design and public outreach for the relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG	PAED	San Diego	244.00 to 248.00	\$ 300,000,000				N		5 miles of double track, grade separated, higher speed rail tunnel	2025
47	Signal Respacing and Optimization Improvements	Signal	Y		Modernize existing signal/crossing equipment throughout San Diego Subdivision. Project has been divided into five phases as follows: Phase 1: EC4 Legacy Replacements Phase 2: Carlsbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	NCTD	NCTD	CON	San Diego	249.80 to 266.90	\$ 40,000,000				Y		Operational flexibility	2025
48	C3160-26 - Orange Subdivision Track Rehabilitation Project	Track	Y		New installation and replacement of various track elements within the Orange Subdivision including rail and tie replacements, turnout replacements, and track upgrades.	SCRRA	SCRRA	CON	Orange	170.55 to 200.98	\$ 14,880,000	FTA			Y	N/A	Improvements will maintain a state of good repair and maintain the safety and reliability of the existing	2027
49	Calafia Culvert Reestablishment Project	Track/Structures	Y		The Project involves replacing two existing culverts, constructing a new third "self-flushing" culvert, and installing a new concrete U-ditch along the Orange Sub-commuter Rail Line at post mile 206.13	SCRRA	SCRRA	PS&E	Orange	206.1 to 206.2	\$ 7,000,000	FTA	Need Additional Construction Funding		Y	NEPA CE (completed)	The Project's primary goal is to reduce or eliminate track maintenance within the Project area caused	2027
50	Orange Subdivision Culvert Rehabilitation	Track/Structures	Y		Culvert MP 205.8: partial culvert rehabilitation to include concrete repairs to the reinforced concrete arch and replacement of the existing ballast retainer Culvert MP 207.2: full culvert replacement to include precast headwalls and wingwalls	SCRRA	SCRRA	CON	Orange	207.2 to 205.8	\$ 5,000,000	FTA			Y	NEPA CE (completed)	Improvements will maintain a state of good repair and maintain the safety and reliability of the existing	2027
51	Ball Road Crossing	Signal	Y		Rehabilitate grade crossing warning equipment and corrosion mitigation.	SCRRA	SCRRA	CON	Orange	169.12	\$ 1,267,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
52	CP La Palma	Signal	Y		Replace house, cable and switch machines.	SCRRA	SCRRA	CON	Orange	167.30	\$ 2,460,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
53	CP Maple	Signal	Y		Replace house, cable and switch machines.	SCRRA	SCRRA	CON	Orange	172.40	\$ 2,342,916	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	
54	Santa Clara Ave Crossing	Signal	Y		Hot Swap existing house with new house and equipment.	SCRRA	SCRRA	CON	Orange	174.15	\$ 2,203,000	FTA			Y	N/A	Improve signal infrastructure to a state of good repair	

Appendix E LOSSAN Corridor Capital Projects List

Planned Unfunded Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Funding Gap	Federal Funding (Y/N)	Project Benefits	Anticipated Completion
LOSSAN NORTH															
1	Ventura County Seacliff Siding Upgrade and Extension	Track	Y		This project would add an estimated 5,650-foot extension and provide a total siding of 11,550 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit.	UPRR	LOSSAN	Concept	Santa Barbara	386.4 - 387.5	\$ 20,500,000	\$ 20,500,000	No	Allow freight trains to wait on the siding while shorter passenger trains pass through, thus making the passenger service more efficient and less time consuming.	TBD
2	Oxnard Station Second Platform	Station	N		Install a second platform at the Oxnard Station.	UPRR	TBD	Concept	Santa Barbara		\$ 80,000,000	\$ 80,000,000	No		TBD
3	Oxnard to Camarillo Double Track	Track	N		Double track on UP main line between Oxnard and Camarillo	UPRR	TBD	Concept	Santa Barbara	406.0 - 413.0	TBD				TBD
4	Moorpark to Simi Valley Double Track	Track	N		The 3.7 miles between CP Madera and CP Colina will be double tracked. A new control point will be installed with universal crossovers east of Moorpark Station. Five new bridges will need to be built to cross the Arroyo Simi Channel waterway in the City of Moorpark	SCRRA	SCRRA	Concept	Ventura	427.4 - 431.1	\$ 200,000,000		No	Necessary to extend 15 minute headways to Moorpark.	TBD
5	Moorpark Area Maintenance Facility Buildout	Facility	N		A new maintenance facility in Moorpark, CA that would service vehicles with fueling, cleaning, and dump facilities. Overhead feed cables are required for storage tracks.	SCRRA	SCRRA		Ventura	427.4 - 428.0	\$ 153,505,000		No	Facility would support service patterns that include 15 min headways and 15 min electrified headways between LA Union Station and Moorpark. Would support the effort in merging the Ventura County Line and Orange County Line services	TBD
6	CMF Modernization Phase 1	Facility	N		Priority set of improvements to modernize the operation of CMF	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
7	CMF Modernization Phase 2	Facility	N		Intermediate set of improvements to modernize the operation of CMF and prepare for alternative fueling	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
8	North CMF Connection and Tail Track	Facility	N		Connects CMF to the north to allow a through running operation and reduce deadhead movements on the track between LAUS and CMF	SCRRA	SCRRA		Valley		TBD		No	Supports operational efficiency in the Burbank to Los Angeles corridor	TBD
9	Burbank to Los Angeles Third Track	Track	N		Dedication of one new track for freight	SCRRA	CHSRA		Valley		TBD		No		TBD
10	Sonora Avenue, Grandview Avenue and Flower Street Grade Separations Project	Grade Separation	N		Existing and proposed tracks are partially raised and existing roadway crossings are partially lowered in Glendale to eliminate at-grade crossings for the future HSR projects.	SCRRA	LA Metro		Valley	8.8	\$ 230,000,000		No	Safety	TBD
11	Arroyo Simi Bridges Rehabilitation	Structure	N		Rehabilitation of a series of four bridges in the vicinity of Moorpark	SCRRA	SCRRA		Ventura	427.8, 428.18, 428.63, 429.26	\$ 13,000,000		No		TBD
LOSSAN SOUTH															
12	Link US Phase B	Station	N		Phase B includes the raising of all the tracks and platforms at LAUS, a new and expanded passageway with enhanced transit and retail amenities including new outdoor plazas, a new lead track in the throat area north of Los Angeles Union Station, new rail bridges over Cesar Chavez Ave and Vignes St, and a total of up to nine run-through tracks including six for regional and intercity rail service and up to four for future high speed rail service, with 2 tracks that are interoperable.	SCRRA	LA Metro		River	0.0	\$ 2,597,000,000		No	Improve connectivity, increase rail service capacity, reduce train idling times, future development, Improve pedestrian access, enhance passenger experience, improve US-101 and local roadways	2031
13	Southside Turn Facility	Station	N		New platforms to function as a supplemental terminal for LAUS during construction of Phase 2 of Link US. Near BNSF 1st street yard, south of LinkUS. North of 6th Street bridge being constructed over the River.	SCRRA	LA Metro		River	141.7	TBD		No	Long-term support of HSR service goals, requiring more than two tracks. To support Phase 2 of Link US - necessary for completion of Link US	Prior to LinkUS Phase B
14	Fourth Track: I-5/I-710 to CP Soto	Track	N		Construction of a fourth track from the west end of the I-5/I-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
15	Upgraded Signal System	Signal	N		Construction of a new signal system with 1.25-mile spacing	BNSF	CHSRA	Concept	San Bernardino		TBD		No	Signal system would be prepared to accommodate construction and ultimate configuration	2026
16	26th Street ROW Acquisition/West Bank Yard Relocation	Track	N		Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing BNSF to vacate the West Bank Yard. Relocating BNSF's West Bank Yard activity is a prerequisite to enable full utilization of the first run-through tracks at Los Angeles Union Station, which are to be operational by 2026	BNSF	CHSRA / METRO	Concept	San Bernardino		\$ 296,913,000			allows for needed capacity to accommodate rail operation in ultimate configuration	2026
17	LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	Concept	San Bernardino		\$ 422,100,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
18	LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route	Track, Signal	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA / SCRRA	PAED	San Bernardino		\$ 604,700,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
19	LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart through Commerce	Track, Signal, Station	N		Design and construct 20 miles of mainline and structures between CP Soto and the new Commerce Station, including necessary land acquisition and relocation of parking for intermodal operations for Hobart Yard; construct 8 miles of lead tracks at Hobart Yard, relocate old Commerce Station to new location, including property costs; design and construct new Commerce Station; design and construct 20 miles of staging tracks at Commerce Yard; complete design of Hobart staging area and storage tracks. All signal and crossover work is included.	BNSF	CHSRA	PAED	San Bernardino	144.0 - 165.5	\$ 777,100,000		No	Provides early benefit with the relocation of the Commerce Station and helps lay the foundation for the completion of 4th Main, which separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	TBD
20	LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	PAED	San Bernardino	144.0 - 165.5	\$ 886,800,000		No	Completion enables 5-minute passenger train headways from LA to Fullerton	2028
21	I-5/710 Flyover	Track	N		Construct a two-track, passenger-only elevated structure to carry passenger trains over freight tracks to the south side of BNSF ROW, eliminating passenger-versus-freight conflicts	BNSF	CALTRANS / CHSRA	PS&E	San Bernardino		\$ 469,510,500			It allows for the corridor to be built for the ultimate configuration	2028
22	New Commerce Intermodal Facility	Facility	N		Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.	BNSF	CALTRANS / CHSRA	Concept	San Bernardino		\$ 184,250,000			It allows for the corridor to be built for the ultimate while separating passenger rail traffic	2026
23	Norwalk Blvd/Los Nietos Road Grade Separations	Grade Separation	N		Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		\$ 280,000,000		No	Safety	2028

Appendix E LOSSAN Corridor Capital Projects List

Planned Unfunded Projects (continued)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase	RR Subdiv.	RR MP	Capital Cost Estimate	Funding Gap	Federal Funding (Y/N)	Project Benefits	Anticipated Completion
24	Pioneer Blvd Grade Separation	Grade Separation	N		New grade crossing that was part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		\$ 160,000,000		No	Safety	2032
25	Fourth Track: Buena Park to Fullerton	Track	N		Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
26	Norwalk & Fullerton rail over rail crossing/ rail under rail crossing	Track	N		Construction of the over/under at Norwalk and Fullerton	BNSF	CHSRA	PAED	San Bernardino		TBD		No	To accommodate the capacity of the ultimate build of the corridor	2026
27	Commerce Station Relocation	Station	N		Relocation of Commerce Station to facilitate freight movements and provide more frequent service to Commerce Station	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency, freight capacity and frequency of passenger service	TBD
28	Track and Platform Reconfigurations at Norwalk, Buena Park (Orange County) and Fullerton (Orange County)	Track, Station	N		Reconfigures station track and platform faces to create a separate freight and passenger tracks along the Los Angeles to Fullerton segment of the San Bernardino Subdivision	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency, freight and Passenger capacity; reduce safety conflicts between freight and passenger rail traffic	TBD
29	Orange/Olive Junction and Wye	Track, Signal	N		New crossover and faster turnouts	SCRRA	SCRRA	Concept	Orange	172.2	\$ 3,900,000		No	Line Capacity	2023
30	Orange - Olive Junction Improvements and Wye - Full Buildout	Track, Signal	Y		The existing wye consists of a single, uncontrolled track and will require modifications to provide PTC-ready track and signal systems. A new crossover will need to be constructed west of the existing wye. Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet quiet zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.	SCRRA	SCRRA	Concept	Orange	172.2	\$ 42,600,000		No	Improve mobility in the corridor	2032
31	Orange County Maintenance Facility - Full Buildout	Facility	N		New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	SCRRA	OCTA	Concept	Orange	183.3 - 184.2	\$ 153,200,000		No	Line Capacity	2032
32	Serra Siding Extension - North	Track	N		Project was driven by OTP and incorporated into the OCTA Development of Rail Capital Improvement Program in 2018. It will extend the Serra siding on the north end.	SCRRA	OCTA	Concept	Orange	197.4 - 198.1	\$ 36,918,000		No	Improve the safety and reliability of the commuter rail system as well as increase the capacity of the corridor, and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on a single track.	TBD
33	Songs Siding Extension	Track	Y	Y	The project provides 1.55 miles of new siding track and includes two new bridges. PDR evaluates two alternatives for providing a new siding track from MP 207.7 to CP Songs at MP 209.3. • Alternative 1 includes a new siding track, a new double track bridge at MP 207.8, and a new single track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be maintained. • Alternative 2 includes a new siding track, a new double track bridge at MP 207.8, and a new double track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be removed and replaced.	SCRRA	NCTD	PAED	San Diego	207.7 - 209.3	\$ 76,200,000		No	1.5 mile of second track, replaces timber span bridge and aging timber bridge, and installation of second rail bridge	2035
34	San Onofre Bridges Replacements (Bridge 209.9)	Bridge	Y	Y	Replacement of three timber trestle railway bridges at MP 209.9.	NCTD	NCTD	PAED	San Diego	209.9	\$ 1,818,279	\$ 1,700,000	No	Safety, State of good repair	2025
35	Stuart Mesa Maintenance Facility Capacity Enhancement	Layover Facility	N	Y	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	SANDAG	PAED	San Diego	222.0	\$ 52,751,000	\$ 52,751,000	No	7000 feet of additional track with new service line for fueling, washing and handling.	2035
36	Eastbrook to Shell Double Track (San Luis Rey River Bridge)	Track	Y	Y	Second main track between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) and replacement of San Luis Rey River Bridge (MP 225.4) with a new 726' long precast girder double track bridge.	NCTD	SANDAG	PS&E	San Diego	225.3 - 225.9	156,546,174	\$ 92,718,830	Yes	0.6 mi of additional double track and Bridge 225.4 replacement.	TBD
37	Carlsbad Village Trench	Grade Separation	Y	Y	Grade separation of the railroad tracks in Carlsbad Village Area. Includes Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad and a new bridge over Buena Vista Lagoon. •Add 2.2 miles of new track - fills in a 1.2-mile gap of single track •Replace the rail bridge in Buena Vista Lagoon •1.6 mile of Trench including five new bridge crossings •New 2nd platform at Carlsbad Village Station	NCTD	SANDAG	PAED	San Diego	228.0 - 230.6	\$595,580,317	\$ 589,979,651	No	Safety	2035
38	Encinitas Pedestrian Crossings	Grade Separation	N	Y	New pedestrian crossings within the City of Encinitas.	NCTD	TBD	Concept	San Diego	237.7 - 238.6	TBD	TBD	No	Safety	2035
39	SDSVDT - Construction	Track	Y	Y	Relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG	PAED	San Diego	244 - 248	\$3,000,000,000 to \$5,000,000,000	\$3,000,000,000 to \$5,000,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	2035
40	Sorrento to Miramar Phase 2	Track	Y	Y	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	NCTD	SANDAG	PS&E	San Diego	251.0 - 253.0	\$ 298,587,375	\$ 277,090,756	Yes	Curve realignment / straightening on Miramar Hill.	2035
41	Miramar Tunnel	Track	Y	Y	Relocation of the rail alignment to a double track tunnel alignment that bypasses Miramar Hill and replaces the Sorrento Valley Station with a new station.	NCTD	SANDAG	PAED	San Diego	250 - 257	\$ 5,000,000,000	\$ 5,000,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	2050
42	Rose Canyon Bridge Replacements	Bridge	Y		Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3 that were built in the 1940's.	NCTD	NCTD	PAED	San Diego	254.7, 255.1, 255.3	\$ 25,451,916	\$ 25,232,416	Yes	Safety, State of good repair	2030
43	Quiet Zones	Signal	N		To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, quiet zones would need to be established throughout the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chesterfield Drive)	NCTD	NCTD/SDMTS	Concept	San Diego	207 - 267	\$ 16,600,000		No	Safety, State of good repair	2035
44	SOP 3 Double Track / Navy Red Beach Project	Track	N	Y	1.6 miles of 2nd track to fill in single track gap Las Flores 2nd track bridge at 218.0	NCTD	SANDAG/ Navy	PS&E	San Diego	216.50 to 218.10	\$ 33,200,000	\$ 33,200,000	No	Double tracking, new bridge	2030
45	Encinitas Double Track	Track	Y	Y	•Add 2.9 miles of 2nd track •Add a 2nd platform at Encinitas Station •Lengthen the station platforms 1000' •Add a pedestrian undercrossing at D street •Add a bridge over Encinitas Blvd. •Fix the flooding problem along Vulcan Ave. •Revise the bus transit station	NCTD	SANDAG	PAED	San Diego	235.1 0 - 238.0	\$ 238,300,000	\$ 238,300,000	No	Pedestrian improvements, resiliency, double track, state of good repair, safety	2036

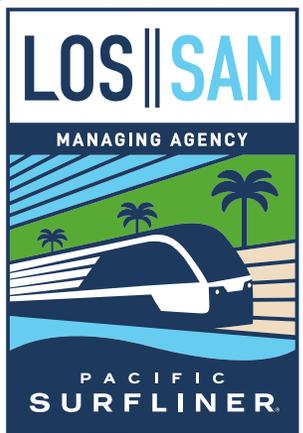


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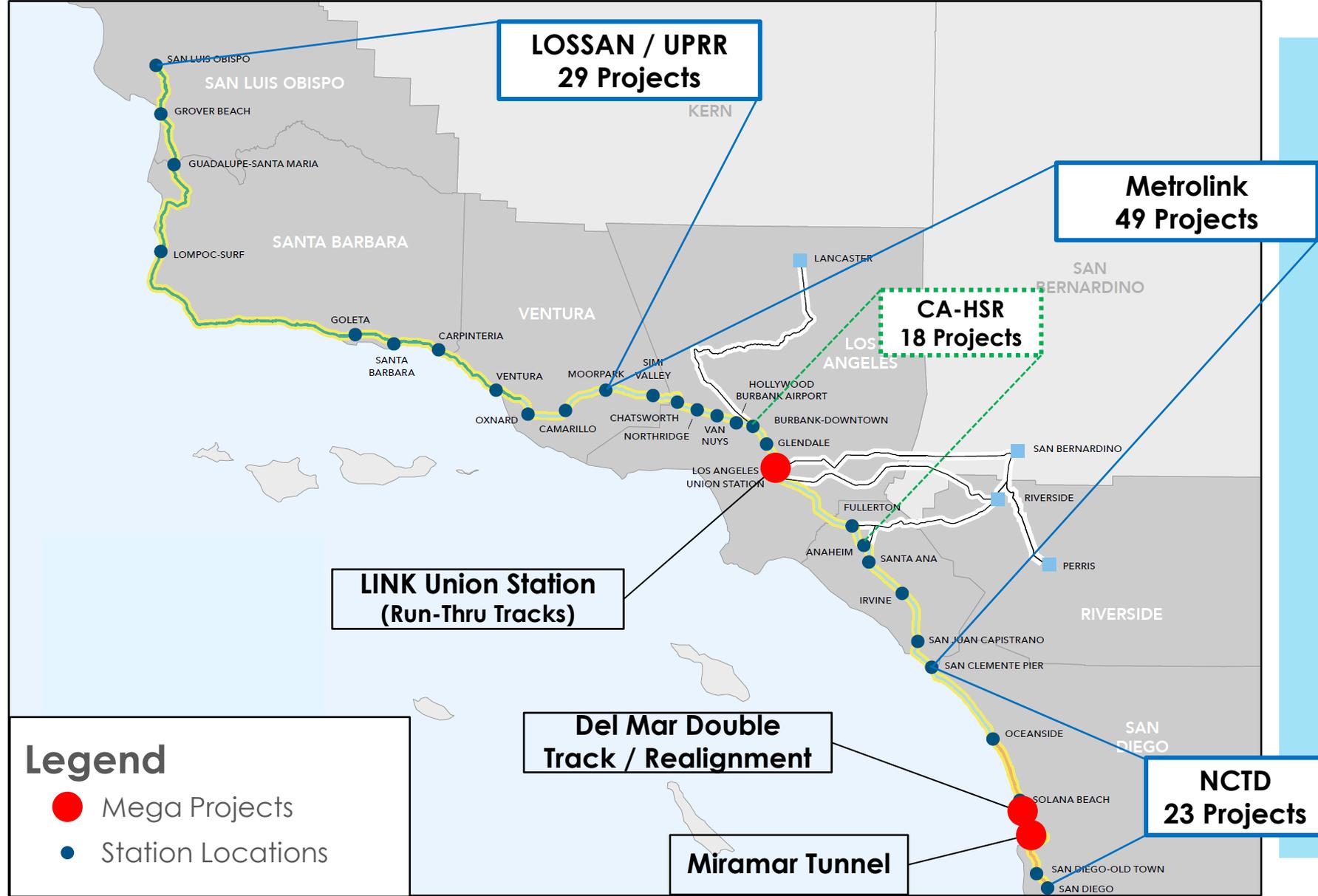
LOSSAN Capital Program Update

Board of Directors Meeting | March 16, 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)



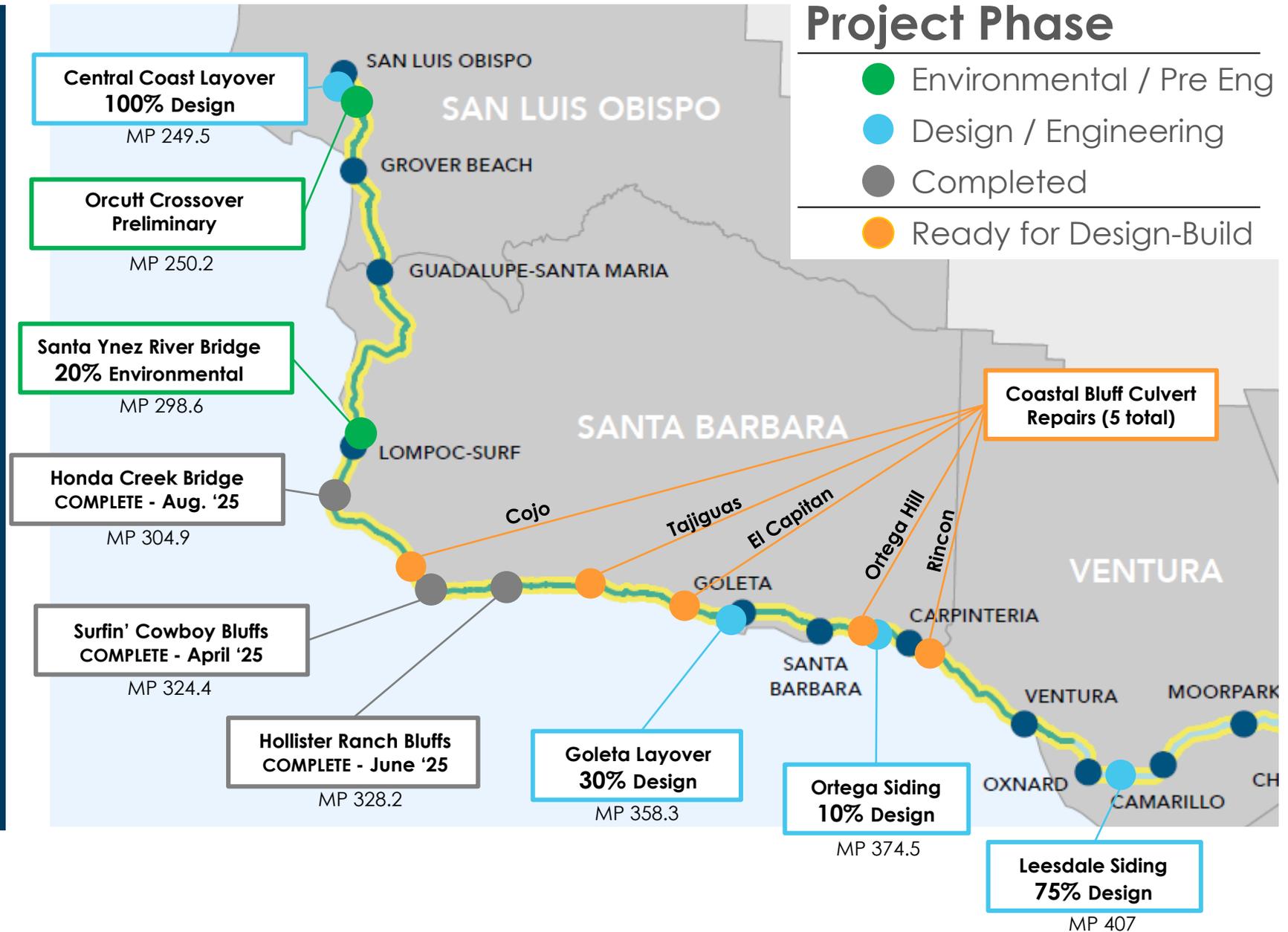
Legend

- Mega Projects
- Station Locations

UPRR Subdivision Active Projects

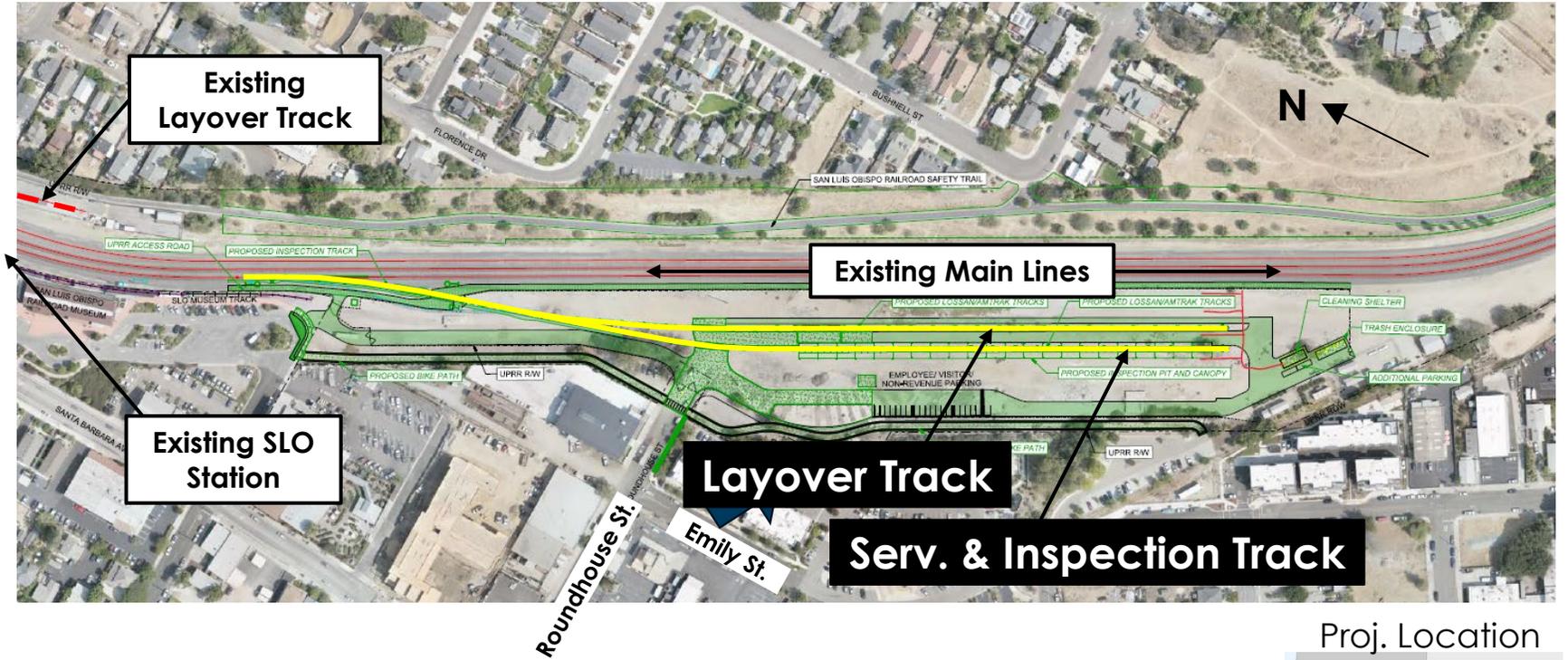
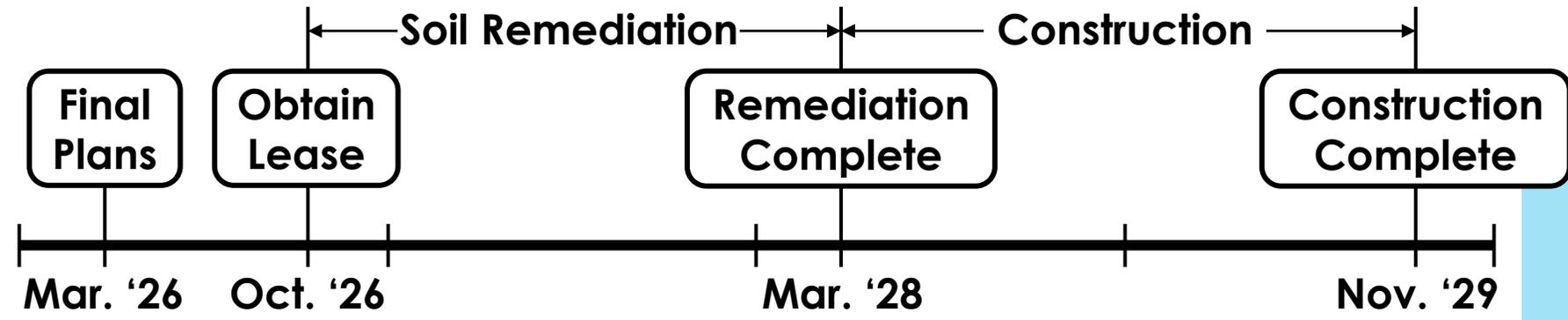
Includes UPRR, LOSSAN,
and 3rd party projects

- **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



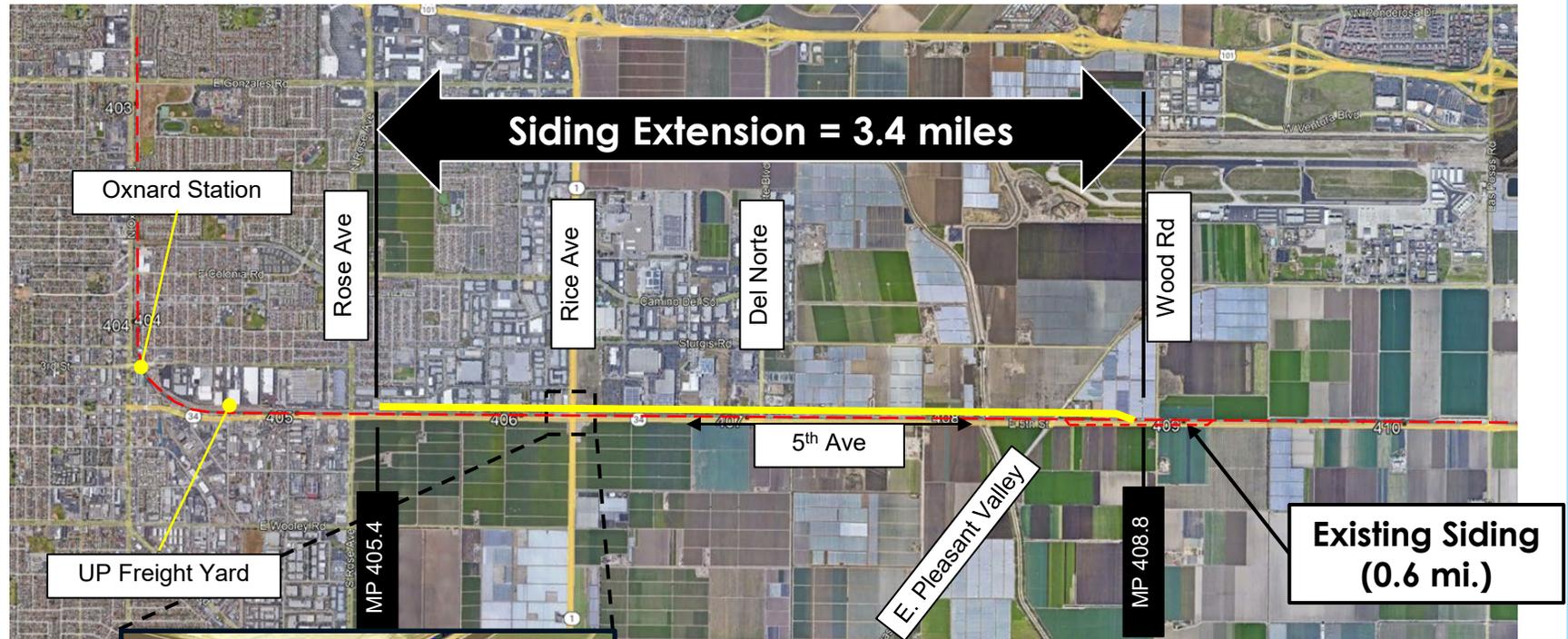
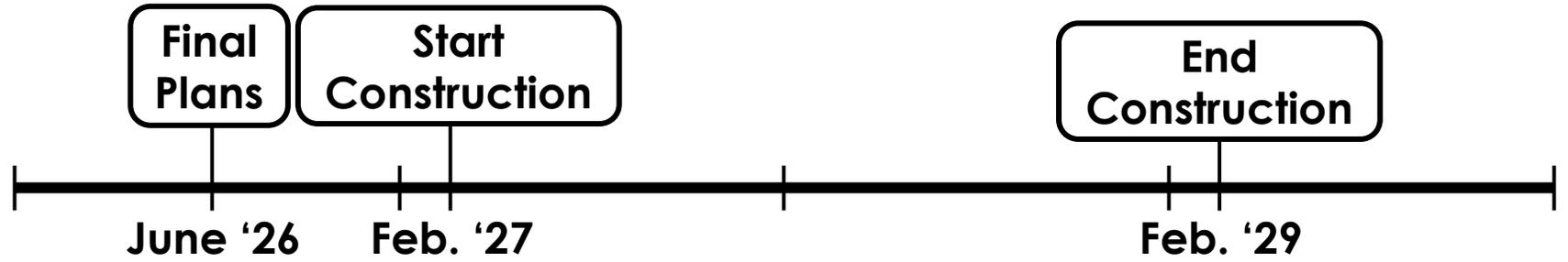
Central Coast Layover Facility

- Currently at:
 - 100% Design
 - Lease Negotiations with UPRR
- ROW Acquisition Approach
 - LOSSAN to Lease Short-Term with intent for Caltrans to purchase
- Projected Construction start:
 - Dependent on Lease Negotiations and Soil Remediation efforts
- Current project estimate:
 - \$48 million (\$37M Construction – excl. ROW & Remediation Costs)



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

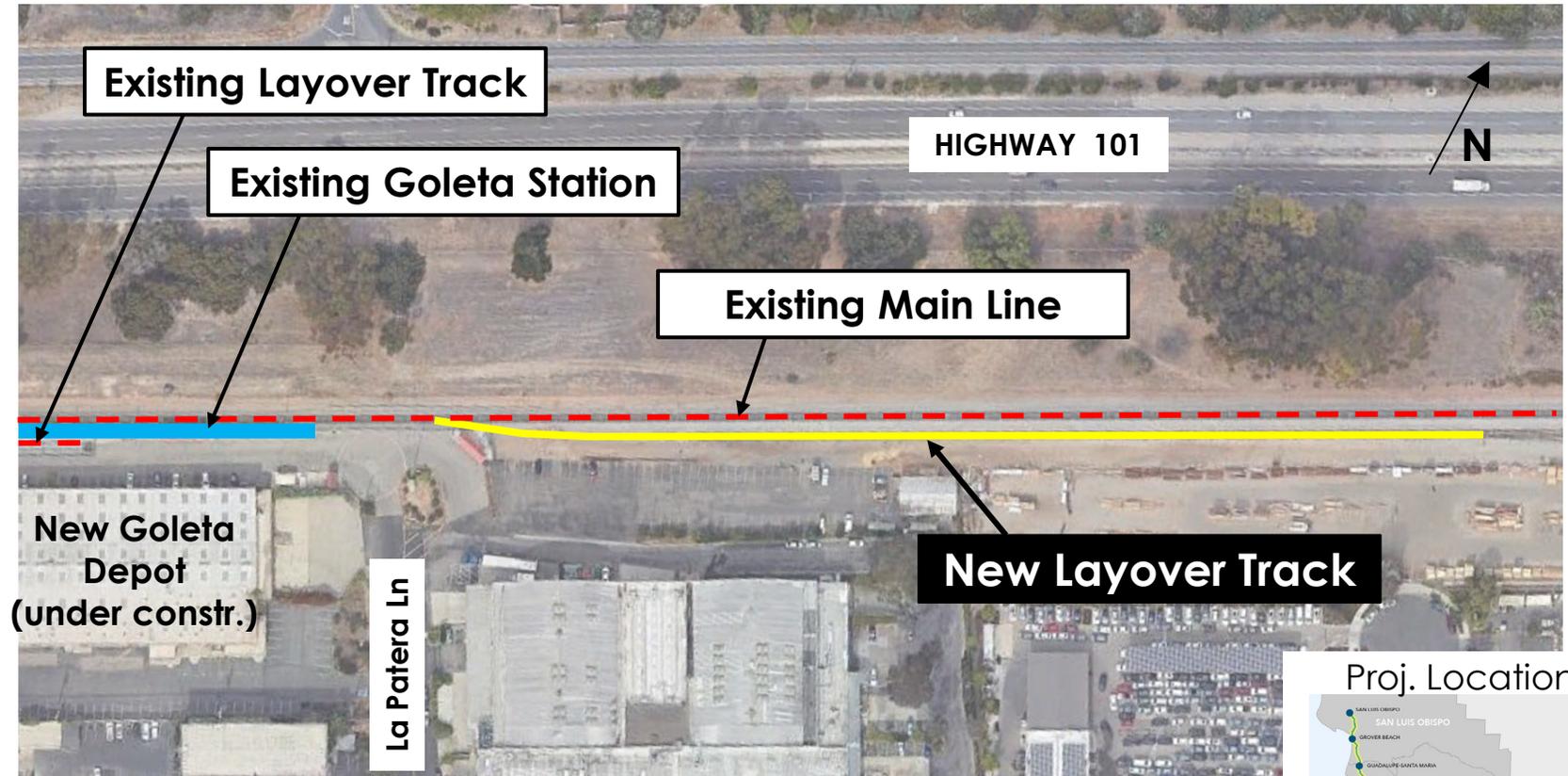
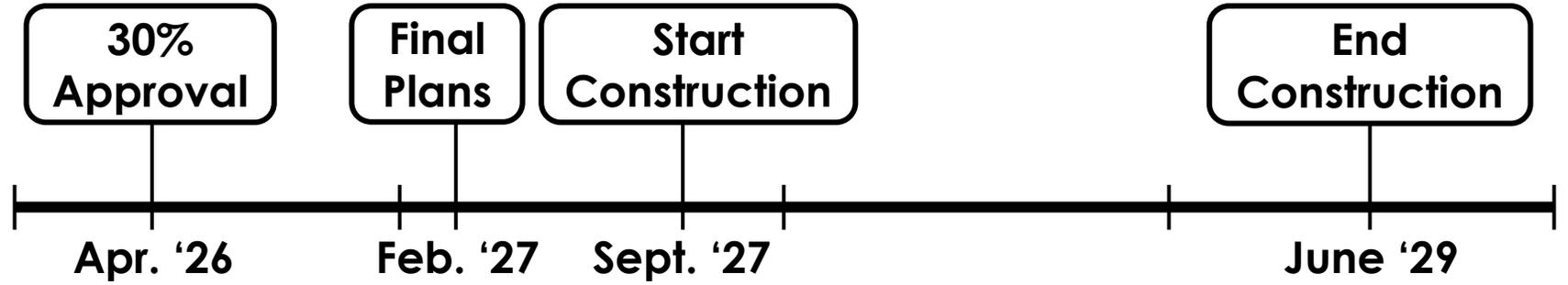
- Led by City of Oxnard
- Start Construction – Spring 2025

Proj. Location



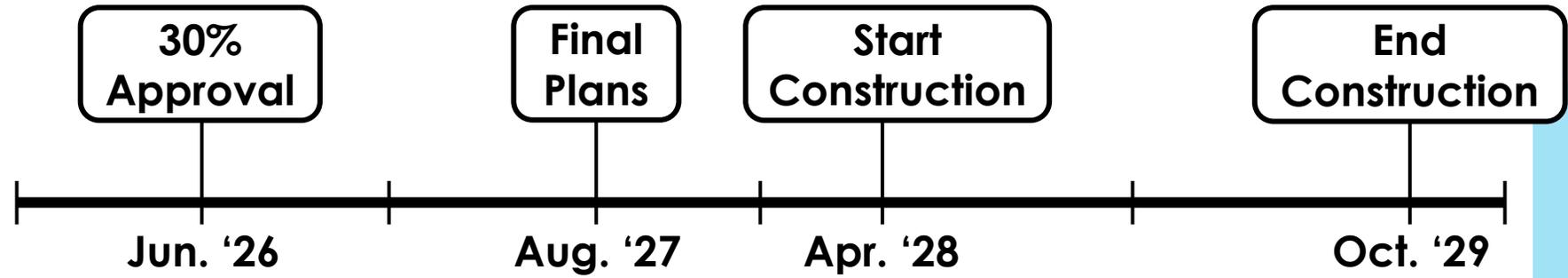
Goleta Layover Facility Expansion

- Doubles the capacity of existing facility by adding a 2nd 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 7th roundtrip to Goleta
- Currently at:
 - **25% Design**
- Current project estimate:
 - **\$33 million**
(\$19M Construction)

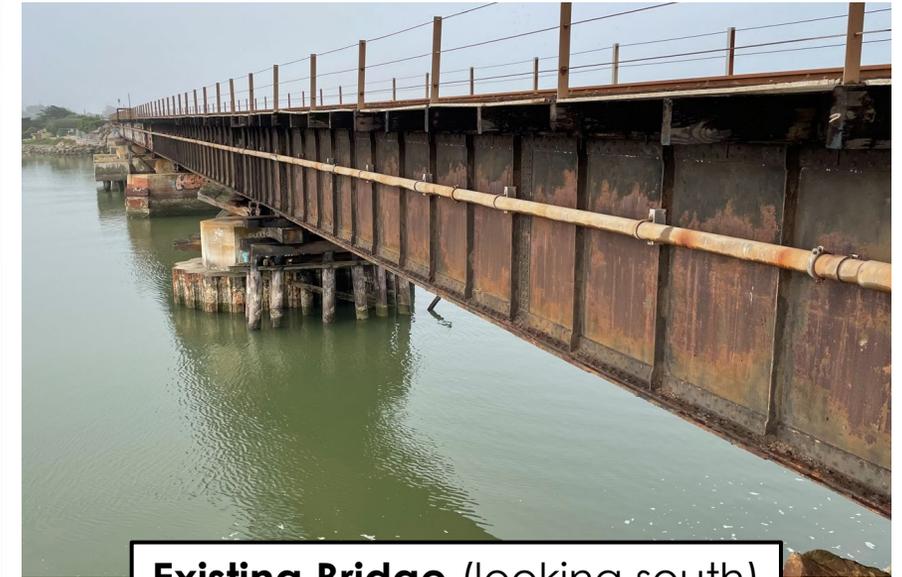


Proj. Location



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**



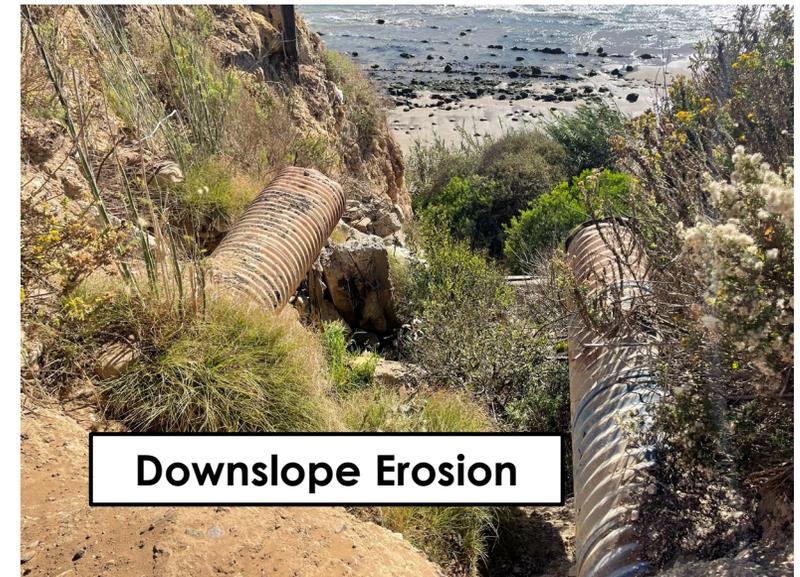
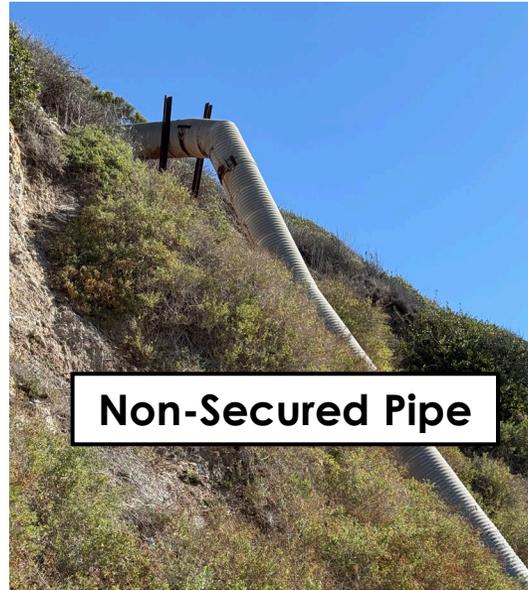
Existing Bridge (looking south)

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

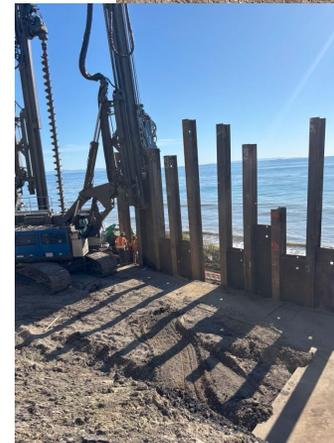
Jan. 6, 2026

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



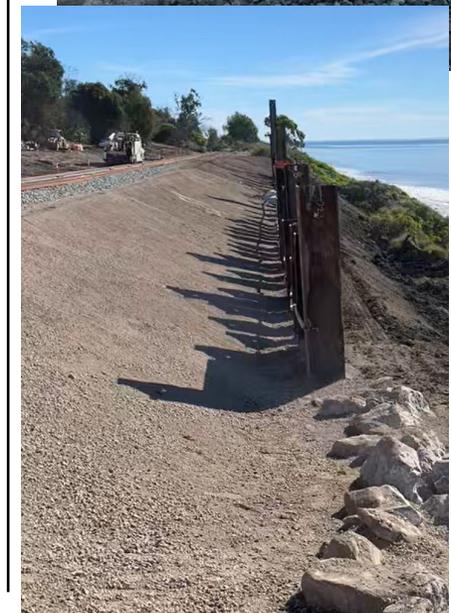
Jan. 7-12, 2026

- 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



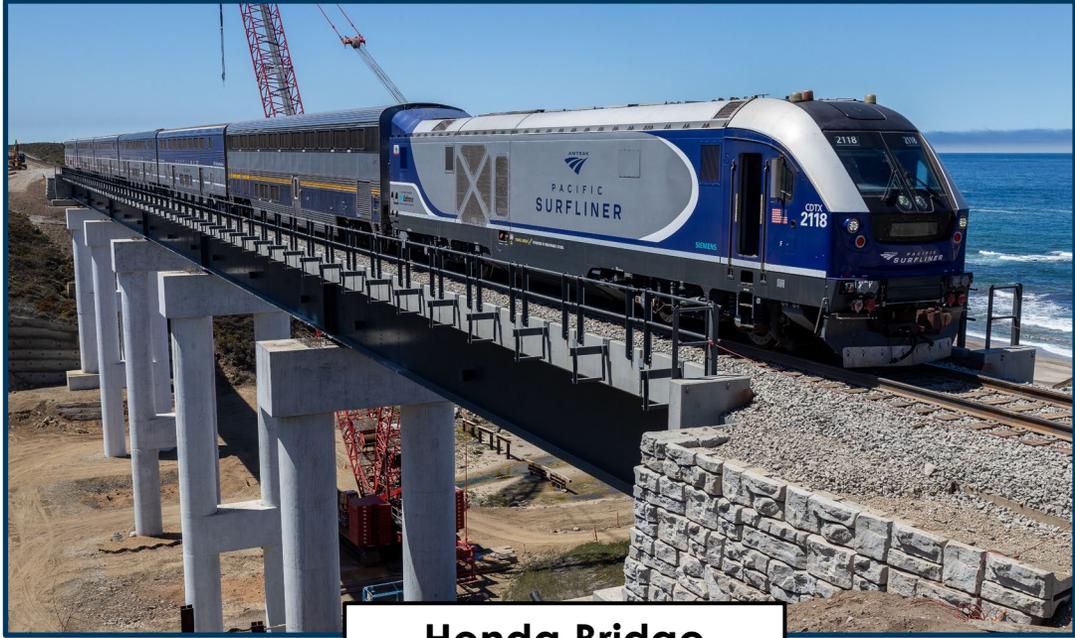
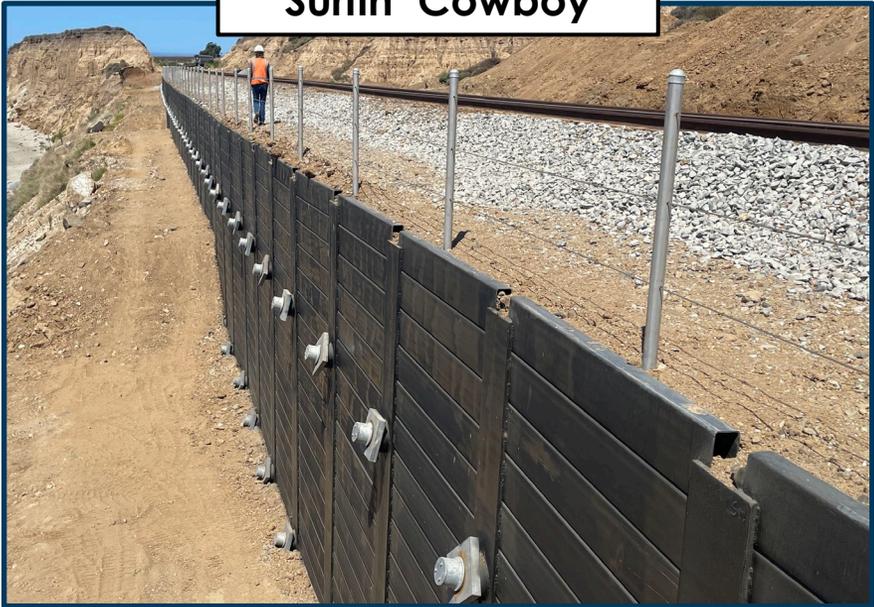
Completed Projects - 2025

- 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. \$
DESIGN / PLANNING					
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
Subtotal:					~ \$250 M

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