



TECHNICAL ADVISORY COMMITTEE AGENDA

LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE MEETING

**Thursday, June 4, 2026
1:15 P.M. – 2:45 P.M.**

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

Any person with a disability who requires a modification 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.

Written Comment

Written public comments may also be submitted by emailing them to lossantac@octa.net and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the TAC Committee.

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



TECHNICAL ADVISORY COMMITTEE AGENDA

Teleconference Sites

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

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

*San Luis Obispo Council of Governments
1114 Marsh St
San Luis Obispo, CA 93401*

*North County Transit
810 Mission Avenue
Oceanside, CA 92054
Closed Session Room*

*Riverside County Transportation Commission
County Administrative Center
3rd Floor, Conference Room B
4080 Lemon St
Riverside, Ca 92501*

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

*Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490*

*Ventura County Transportation Commission
751 E. Daily Drive, Suite 420,
Camarillo, 93010*

The public is welcome to attend and testify at any of the LOSSAN member agency locations listed above, all of which are accessible to the public. For more information, please contact LOSSAN Rail Corridor Agency staff, at (714) 560-5598 or e-mail malonso@octa.net, for specific meeting room locations at least 72 hours in advance of the meeting.

TECHNICAL ADVISORY COMMITTEE AGENDA

2026 TECHNICAL ADVISORY COMMITTEE Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
North	San Luis Obispo Council of Governments	Lance Okuno	Tim Gillham
	Santa Barbara County Association of Governments	Aaron Bonfilio	Whitney Rush
	Ventura County Transportation Commission	Aubrey Smith	Claire Grasty
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Michael Cano
South Central	Orange County Transportation Authority	Megan Taylor	Andy Meger
	Riverside County Transportation Commission	Sheldon Peterson	Lorelle Moe-Luna
South	San Diego Metropolitan Transit System	Christopher Duddy	Brent Boyd
	North County Transit District	Tina McDermott	Khiem Trinh
	San Diego Association of Governments	Danny Veeh	Anna Devers

Call to Order

1. Public Comments

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

Consent Calendar

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

2. Approval of Minutes

Kristopher Ryan

3. Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner System Safety and Incident Report

Daniel Castillo

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

Russell Henry

5. Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

Russell Henry

Discussion Calendar

6. Upcoming Draft Board Agenda Items

Kristopher Ryan

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



TECHNICAL ADVISORY COMMITTEE AGENDA

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

9. **Adjournment**

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

Thursday, July 2, 2026

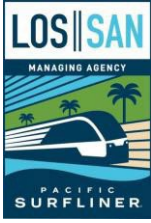
Orange County Transportation Authority

550 S. Main Street

Conference Room 7

Orange, CA 92868

1:15pm



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

TECHNICAL ADVISORY COMMITTEE

MAY 7, 2026, Technical Advisory Committee (TAC) MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) TAC met on May 7, 2026, at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

Committee Members in attendance:

Lance Okuno, SLOCOG
Whitney Rush, SBCAG
Aubrey Smith, VCTC
Jay Fuhrman, Metro
Megan Taylor, OCTA
Andy Meger, OCTA
Lorelle Moe-Luna, RCTC
Tina McDermott, NCTD
Khiem Trinh, NCTD
Danny Veeh, SANDAG
Anna Devers, SANDAG
Christopher Duddy, SDMTS

Welcome and Introductions

Mr. Kristopher Ryan, LOSSAN Chief Financial Officer, opened the May 7, 2026, LOSSAN Agency TAC meeting and welcomed the TAC members to the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room.

CONSENT CALENDAR

2. Approval of Minutes

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

DISCUSSION CALENDAR

3. World Cup and Olympics Planning Efforts

Ms. Alyssa Dowdalls presented a presentation on the upcoming World Cup and Olympics planning efforts. The presentation included a train wrap viewing for the 2026 FIFA World Cup, regional coordination, service strategies, and promotions for both FIFA and LA28.

Questions ensued regarding service strategies, rail 2 rail ridership on social media communications, and future signage (including language-friendly signage) prior to the games to avoid game day difficulties. There was no further discussion.

4. Corridor ID Program Updates

Mr. Ryan introduced Ms. Shannon Simmons from California Department of Transportation (Caltrans), who gave a presentation on the Corridor ID Program. The presentation included an overview of the nine California corridors participating in the Federal Corridor Identification and Development (Corridor ID) Program, and includes scoping the service development plan, preparing the service development plan, and the NEPA/Preliminary engineering. Also mentioned was the California Rail Infrastructure System (CRIS), the California rail network model, and the library of capital project information.

Questions ensued regarding the presentation and certain submittals. There was no further discussion.

5. Upcoming Draft Board Agenda Items

Mr. Ryan provided a brief overview of the agenda items for the June 15, 2026, LOSSAN Agency Board of Directors' meeting.

There was no further discussion.

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

Mr. Ryan provided a notification on an upcoming partial service disruption on May 16th and 17th between Los Angeles and San Diego with no alternate transportation. He also mentioned the expanded service to Goleta, which is now six trips. April ridership was approximately 36 percent higher than April 2025 and exceeded pre-pandemic April 2019 ridership levels.

A comment ensued regarding anticipation of service reductions for the upcoming summer. There was no further discussion.

7. Technical Advisory Committee Members' Report

LA Metro mentioned the grand opening of the D line train subway along Wilshire Blvd., with trains running every 10 minutes. Looking forward to the great addition to the Metro lines. Metro also mentioned the Upcoming World Cup and Fan Fests, with buses running from Union Station, other LA County locations, and Orange County for June and July.

8. Adjournment

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

Thursday, June 4, 2026

Los Angeles County Metropolitan Transportation Authority

Henry Huntington Room, Third Floor

One Gateway Plaza,


Los Angeles, CA 90012

1:15pm



June 4, 2026

To: Members of the Board of Directors

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 Third 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 customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

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 (APD) 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 third quarter of fiscal year (FY) 2025-26.

Reported Crimes

Trespass of Real Property – Non collision

On February 19, 2026, train 777 entered into “emergency braking” when a trespasser was seen walking on the ballast near milepost (MP) 360.8, near the Santa Barbara subdivision. The trespasser managed to leave the ballast safely. There were no injuries and no damage recorded. The train incurred a **6-minute delay**.

Trespass of Real Property – Collisions

On January 16, 2026, train 774 fatally struck a trespasser who was observed in a prone position between the rails at MP 161 on the BNSF San Bernardino Subdivision. At the time of the incident, the engineer placed the locomotive into emergency braking, but the train failed to stop in time, striking the victim. The train sustained a 4-hour, 33-minute delay.

On February 1, 2026, train 769 was traveling at the Milpas Street grade crossing in the City of Santa Barbara, when it fatally struck an elderly male who was walking in the Crossing. At the time of the collision, the crossing arms were active, and the locomotive was in “emergency braking”. As a result, the train was terminated in the City of Santa Barbara. Santa Barbara Sheriff’s Office responded and took the lead. The train sustained a 1-hour, 15-minute delay.

On February 7, 2026, the engineer of train 794 observed an individual lying on the tracks at a grade crossing. The engineer placed the train into “emergency braking” and applied the horn, before striking the trespasser, who showed obvious fatal injuries on scene. Ventura County Sheriff and Coroner responded. The train was delayed for 1-hour, 14 minutes.

On February 13, 2026, train 777 was traveling on Union Pacific Railroad MP 369.6, Santa Barbara Subdivision, in the City of Santa Barbara, CA, when an individual riding a bicycle eastbound on the west side of the right-of-way, towards the fireman’s side of the lead engine, collided with the train. The collision proved to be fatal. As a result, train 777 sustained a 2-hour, 19 min delay.

On February 26, 2026, train 587 struck a female trespasser walking along Track 1, near MP 193.5 at 28200 Forbes Road, in the City of Laguna Niguel, West of the San Juan Capistrano station. At the time of the collision, the trespasser was observed walking with her back to the train, as the engineer sounded the horn and applied the “emergency braking” system. The trespasser, who made no attempt to leave the tracks, was fatally struck.

On March 23, 2026, train #777 struck a male adult trespasser on a bicycle at Laurel Street Crossing (MP 266.5) after the subject entered the crossing despite active lights and gates. The engineer placed the train into “emergency braking” and sounded the horn, before fatally striking the trespasser. The train sustained a 2 hours and 53-minute delay.

Larceny/Theft

There were seven reported larceny/theft incidents during this quarter related to Pacific Surfliner operations, which primarily involved theft of passenger property.

These thefts included unattended bags/suitcases, and personal items taken from onboard luggage racks, seating areas, or tray tables. These incidents were reported on trains 770, 765, 777, 782, 774, and 581 while in the cities of San Diego, San Luis Obispo, San Juan Capistrano, and San Clemente. Most of these incidents were closed or suspended, as they lacked witnesses or workable leads.

There was one additional theft that occurred on Train 777, when a victim reported his cell phone and \$300 missing. Military Police and Santa Barbara County Sheriff personnel met the train at Lompoc-Surf, recovered three \$100 bills, the victim’s phone, and arrested the suspect.

Robbery

There was one reported robbery during this quarter. On February 24, 2026, aboard Train 785 near the City of Camarillo, a disruptive passenger that had been denied further travel, grabbed an assistant conductor by the shirt, tie, and lanyard, pulling him toward the platform and taking the employee lanyard and identification. Ventura County Sheriff personnel later arrested the suspect on an outstanding warrant and recovered the employee identification and lanyard. APD documented the robbery investigation and submitted a barring request.

Assaults

There were six reported assaults during this quarter related to Pacific Surfliner operations, primarily involving conductors or assistant conductors performing fare enforcement, boarding control, or passenger removal functions.

Train #573 (Solana Beach): On January 7, 2026, the conductor onboard train 573 was assaulted following a dispute with a passenger as he attempted to board. During the encounter, the suspect battered the conductor. San Diego County Deputy Sheriffs responded to the incident and arrested the suspect at the location

Train 593 (Oceanside): On January 19, 2026, the conductor onboard train 593 was assaulted when an un-ticketed male suspect forcibly boarded the train by putting his foot in the doorway to prevent closure, then shoving and tackling the conductor to gain entry. Additional Amtrak employees responded and assisted, at which time the suspect fled the location. An "Attempt to Identify" flyer has been disseminated with the suspect's photograph. The investigation is on-going.

Train 573 (Santa Ana): On February 1, 2026, the conductor onboard train 573 was assaulted during a boarding-related interaction involving a passenger with a bicycle. The suspect's bicycle struck the conductor's foot, after which the suspect intentionally spat in the conductor's face before fleeing the area.

Train 794 (Santa Barbara): On February 10, 2026, an Amtrak police officer was assaulted while taking enforcement action against an un-ticketed female passenger onboard train 794 who was refusing to deboard. During the arrest, the suspect became combative and bit the officer on both hands. The officer was able to take the suspect into custody.

Train 587 (San Diego): On February 17, 2026, the conductor onboard train 587 was assaulted after a passenger boarded without authorization. The conductor confronted the suspect and blocked his path, at which time the suspect punched the conductor in the lower right facial area with a closed fist. The suspect then fled the location.

Train 769 (Solana Beach): On March 28, 2026, the conductor onboard train 769 reported that he was assaulted during a dispute involving bicycle boarding procedures. During the investigation it was learned that the suspect unintentionally struck the conductor with a backpack he was wearing. The incident was documented.

Threats

On March 16, 2026, an un-ticketed passenger onboard train 769, made a threat to the conductor that a bomb was onboard the train. In response, a full train evacuation was conducted. Law enforcement officer from the San Diego Police Department responded and arrested the suspect for the false threats. No bomb was found.

Disorderly Conduct

Train 591 (Irvine): On March 26, 2026, an intoxicated male passenger onboard train 591 caused multiple disturbances and altercations with other passengers while traveling from San Diego to Los Angeles. In response, the subject was asked

to leave the train near The City of Camarillo, where he exited voluntarily prior to police arrival.

Train 774 (San Clemente/Oceanside): On February 9, 2026, an intoxicated passenger onboard train 774 was removed after missing his stop and causing a disturbance. The passenger was in possession of alcohol and disposed of a bottle in the restroom, clogging the toilet. The individual was removed without further incident.

Train 591 (Anaheim): On March 26, 2026, a passenger onboard train 591 was removed at the Anaheim station for alcohol-related disorderly conduct. The individual, along with members of his group, continued consuming alcohol despite repeated warnings from the conductor. The primary offender was removed from the train.

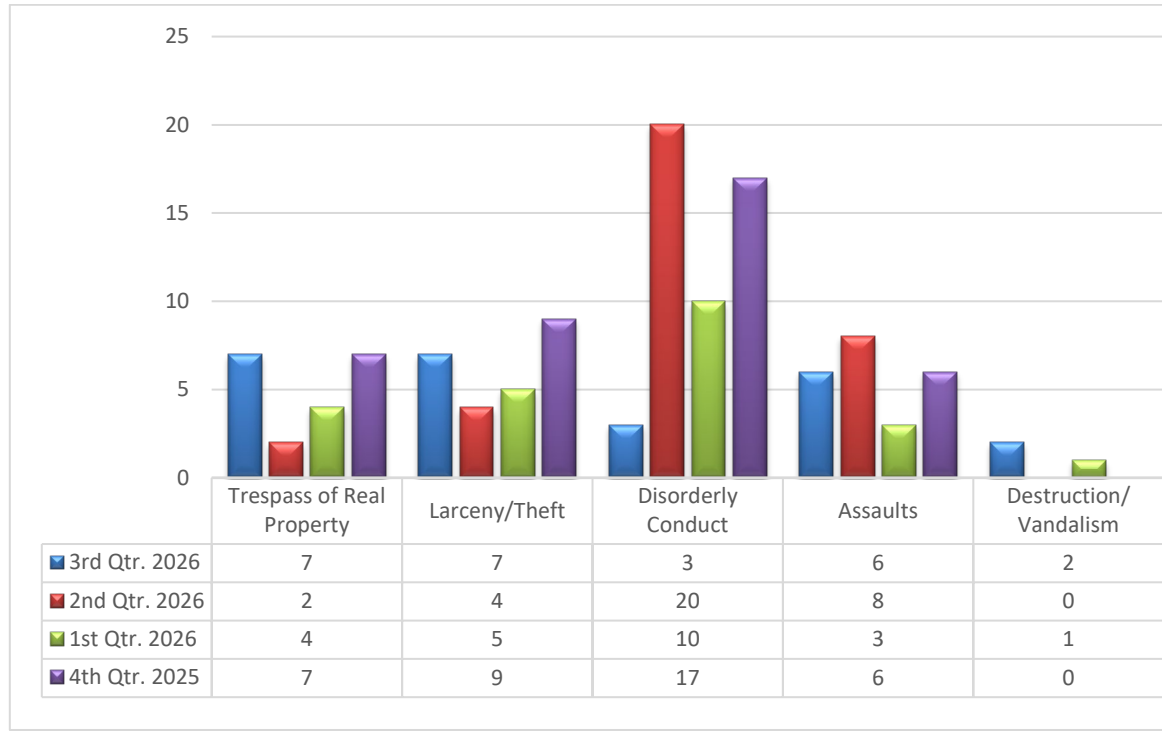
Vandalism

There were two incidents involving tampering with railroad equipment during this quarter.

On February 15, an emotionally disturbed adult female passenger aboard train 587, activated the emergency brake plunger on three separate occasions, after departing the City of Oceanside, causing repeated train stops and operational delays, before being removed from the train in the City of Anaheim. No suspect information was obtained, no additional information.

On February 26, 2026, at the Santa Fe Depot in San Diego, an unidentified male subject used a skateboard to press the emergency fuel shut-off button on train 761 after being denied boarding for not having a valid ticket. Shortly thereafter, the suspect fled the location. Video of the suspect was obtained. No additional information.

Figure 1: Fiscal Year 2025-2026 Quarterly Reported Crimes



Response and Mitigation Measures

During the second quarter of FY 2025–2026, there was a noticeable increase in Disorderly Conducts on-board trains, when compared to the first quarter. In response, during the third quarter, officer-led train rides were increased significantly, emphasizing proactive engagement on high-volume routes and trains with recurring incidents. Continued uniformed presence at major stations in support of fare enforcement, conflict resolution during boarding and rapid response to disorderly conduct incidents was continued.

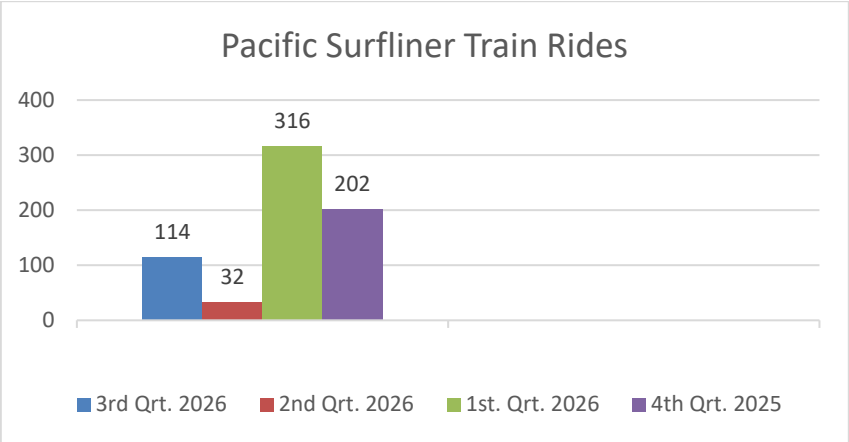
Figure 2 below summarizes the total officer self-initiated activity provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2154 self-initiated patrols by officers, and 114 train rides.

Figure 2: Officer Self-Initiated Services

Self-Initiated Calls for Service (CFS) relating to Property and Tactical Intense Patrols in the LOSSAN AOR from January 1 to March 31, 2026	
PROPERTY	1877
PROPERTY-FOUND	12
PROPERTY-LOST	4
PROPERTY-PROTECTION	1667
PROPERTY-ROW CHECK	168
PROPERTY-ROW GATE CHECK	25
PROPERTY-UNATTENDED	1
TACTICAL INTENSE PATROL	2154
TRAIN BOARDING, PLATFORM INSPECTION	2040
TRAIN RIDE	114

Figure 3 depicts the total train rides by Amtrak Police officers onboard Pacific Surfliner trains by quarter.

Figure 3: Officer Train Rides by Quarters



Summary

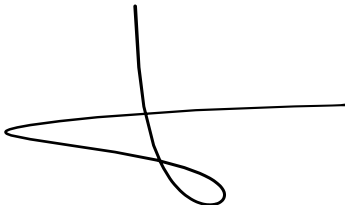
During this quarter, reported crimes on Surfliner operations were again driven primarily by trespass-related incidents, which resulted in significant service delays and operational disruption. Assaults against employees continue to be associated with fare enforcement activities, most commonly occurring during boarding and passenger compliance interactions. Enforcement efforts adapted through increased officer visibility and expanded onboard deployments, which will remain a continued focus moving forward.

In the upcoming quarter, officers will maintain a strong station presence while further expanding targeted onboard visibility to address identified trends. Focused strategies will include directed train rides on trains with repeated disorderly conduct incidents, particularly those that have demonstrated escalation into assaults, as well as continued support for fare enforcement operations at key boarding locations.

Attachment

None.

Prepared by:

A handwritten signature in black ink, consisting of a vertical line that curves to the left and then loops back to the right, ending in a horizontal stroke.

Daniel Castillo
Interim Operations Manager
562-326-2455



June 4, 2026

To: Members of Board of Directors

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2025-26 Third 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 third 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 147 daily passenger trains. The Pacific Surfliner currently serves 29 stations and operates 27 daily one-way trains (thirteen round trips). The thirteenth-roundtrip between Los Angeles and San Diego was restored during the third quarter of fiscal year (FY) 2025-26. 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 third quarter of FY 2025-26, covering the months of January, February, and March 2026.

Usage

For the third quarter of FY 2025-26, total LOSSAN corridor ridership for the three services combined was 1,428,533, representing a 24.5 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.

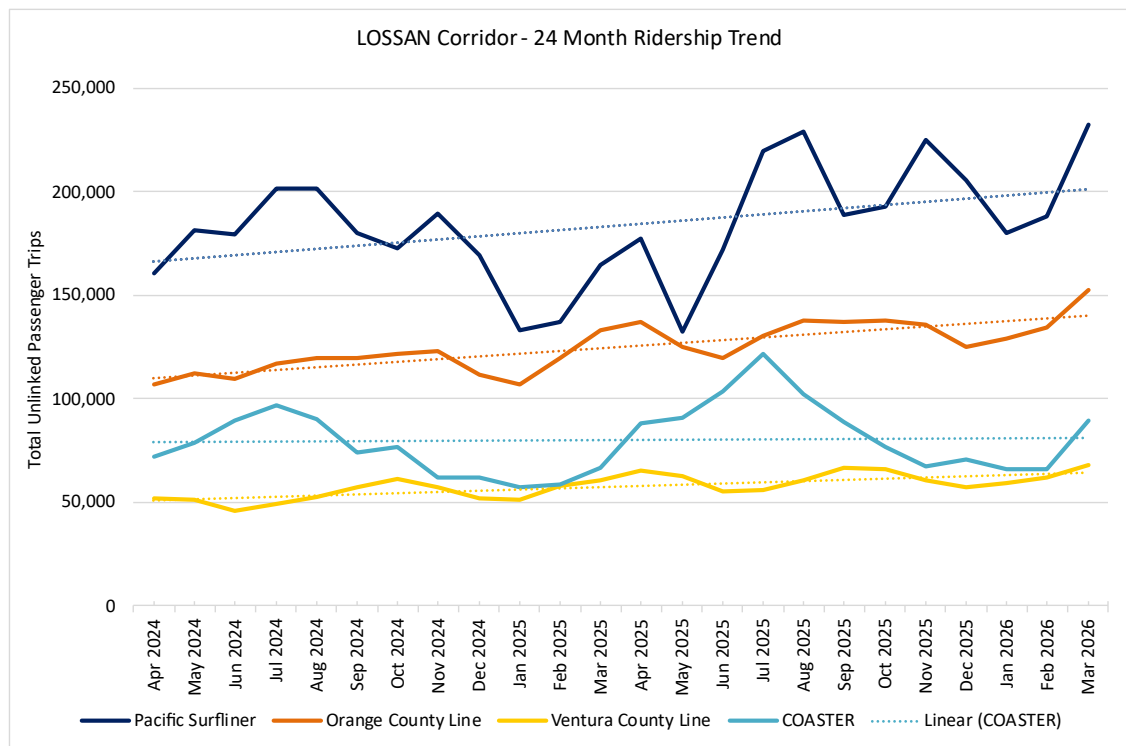


Figure 1

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 third quarter of FY 2025-26 was 600,751, representing an increase of 38.1 percent when compared to the same period last year, as is illustrated in Figure 2. The increase of ridership can be primarily attributed to the restoration of the 11th, 12th, and 13th round trips added within the last year.

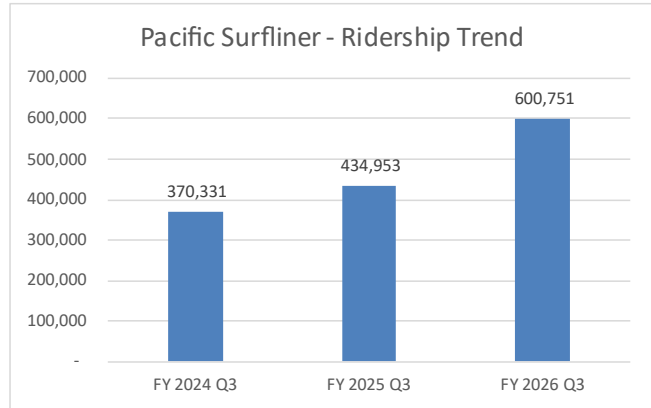


Figure 2

Metrolink

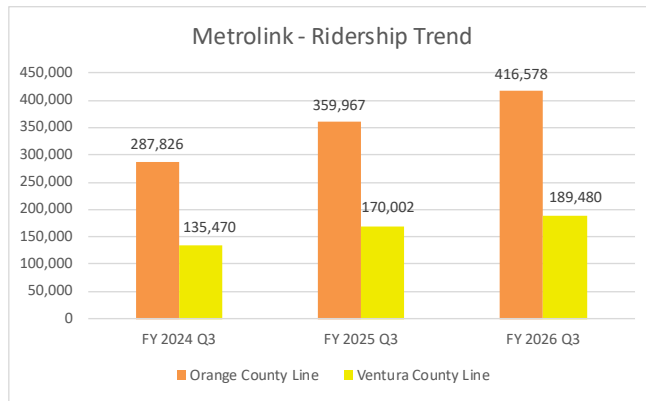


Figure 3

The Ventura County Line (VCL), which operates between East Ventura and Los Angeles, saw a ridership increase of 11.5 percent when compared to the third quarter of last year. The Orange County Line (OCL), which operates between Los Angeles and Oceanside, seen a 15.7 percent increase in ridership over the same report period in the prior year. During the third quarter of FY 2025-26, there was an average

of 16,752 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

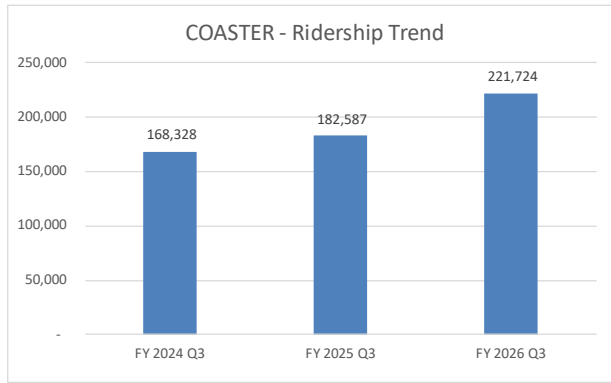


Figure 4

NCTD’s COASTER commuter rail service operating between Oceanside and San Diego experienced an eight percent increase in ridership during the third quarter of FY 2025-26 when compared to the same period in the prior year, as shown in Figure 4. During the third quarter of FY 2025-26, there was an average of 461 COASTER passholders per month utilizing the R2R Program to ride Pacific Surfliner trains².

Amtrak System

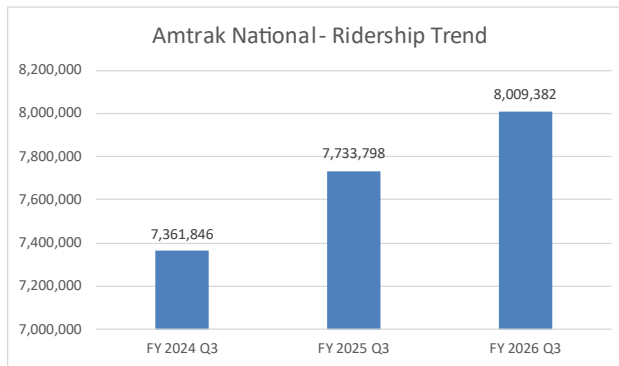


Figure 5

Amtrak service nationwide experienced a cumulative ridership increase of 3.6 percent for the third 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 decrease by 1.1 percent in the third 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 29.7 percent on the Capitol Corridor and increased by 1.6 percent on the San Joaquins Corridor during the third quarter when compared to the same period last year. The year-over-year increase in Capitol Corridor ridership is primarily attributable to the restoration of pre-pandemic service levels, including the return to 15 weekday round trips in December 2025.

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 roughly 59.4 million passenger miles during the third quarter of FY 2025-26, which is a 39.8 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 21,375 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 2,405,199 gallons of gasoline.

Efficiency

Passenger Trips Per Train Mile

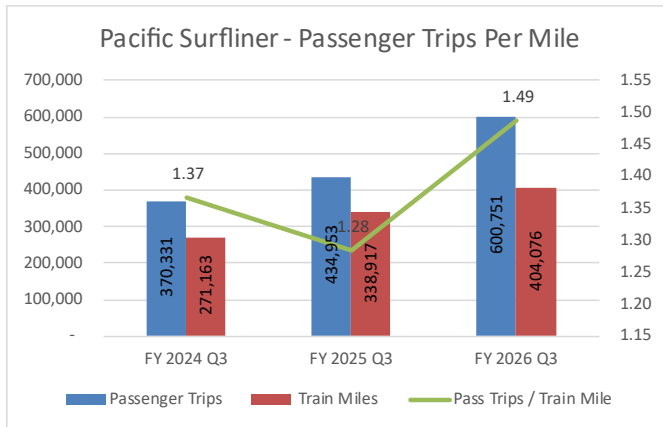


Figure 6

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 third quarter of FY 2025-26,

the ratio of passenger trips per train mile increased by 15.8 percent when compared with the same period in the prior year, as illustrated in Figure 6.

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

Revenue

In line with the increase in Pacific Surfliner ridership, driven primarily by growing demand and increased operation, total revenue also increased. For the third quarter of FY 2025-26, total revenue increased by 34 percent when compared with the same period in the prior year, as shown in Figure 7. The increase in revenue is primarily associated with the increased ridership due to restoration of the 11th, 12th, and 13th round trips.

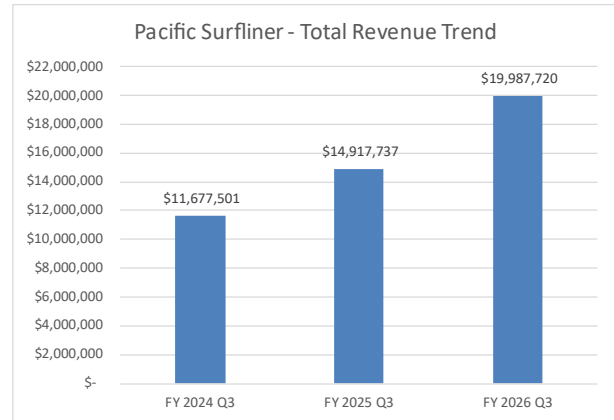


Figure 7

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 required to meet the State's Uniform Performance Standards, which establish a minimum farebox recovery benchmark of 50 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending March 31, 2026, was 59.4 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 third quarter of FY 2025-26, endpoint OTP for the Pacific Surfliner averaged 81.6 percent, which was a 1.7 percent decrease over the same period in the prior year. Figure 8 illustrates a monthly OTP trend for the Pacific Surfliner.

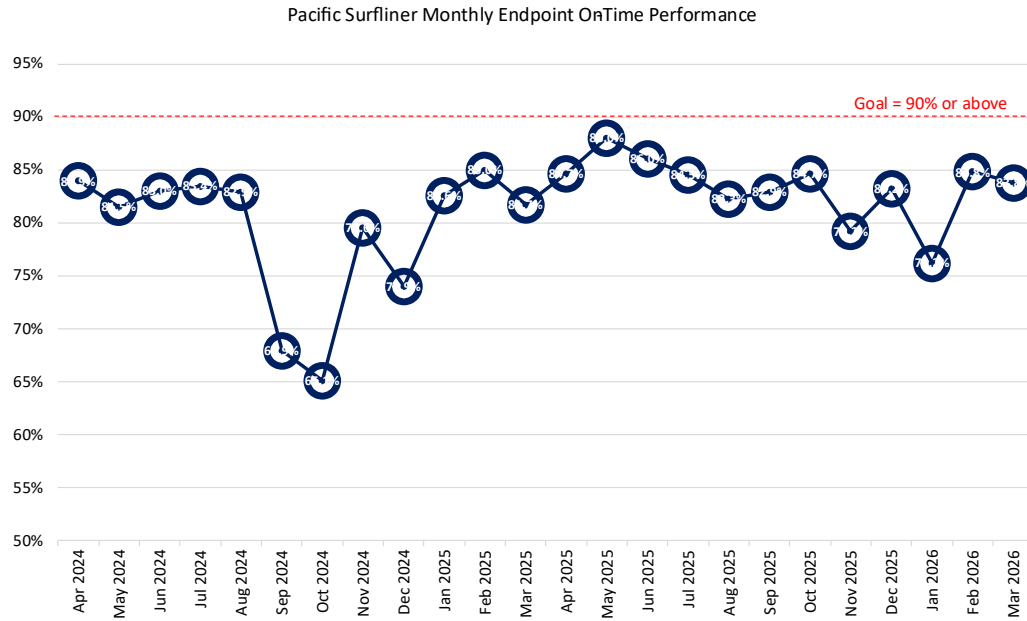


Figure 8

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 third quarter of FY 2025-26, the Pacific Surfliner scored an average eCSI of 82.6 percent, representing a two percent increase from the average eCSI of 84.2 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 beverage sales to gauge

<u>Sales Category</u>	<u>FY 2025 Q3</u> (Jan-Mar 2025)	<u>FY 2026 Q3</u> (Jan-Mar 2026)	<u>% Change</u>
Baked Goods	\$ 54,427	\$ 79,318	45.7%
Beer	\$ 148,243	\$ 291,994	97.0%
Beverages	\$ 190,260	\$ 324,148	70.4%
Dairy Products	\$ 1,214	\$ 2,463	102.9%
Fresh Prepared Foods	\$ 142,403	\$ 205,500	44.3%
Liquor	\$ 84,242	\$ 100,459	19.3%
Packaged Snack Foods	\$ 280,385	\$ 523,031	86.5%
Wine	\$ 181,758	\$ 265,611	46.1%
Total Revenue	\$ 1,082,930	\$ 1,792,525	65.5%

Figure 9

the success of what is being offered and identify items that need to be adjusted. For the third quarter of FY 2025–26, food and beverage sales increased by 65.5 percent compared to the same quarter in the prior year, primarily attributable to increased ridership resulting from the additional service.

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 March 31, 2026, 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 third quarter of FY 2025-26, combined ridership on these two routes totaled 25,416, representing an increase of 18.7 percent when compared to the ridership of 21,404 for the same period in the prior year.

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 third quarter of FY 2025-26. During the third quarter, total combined passenger rail ridership along the corridor increased by 24.5 percent, compared to the same period last year. Notably, ridership on the Pacific Surfliner alone increased by 38.1 percent, accompanied by a 34 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, Third 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
Third 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 (3 mo. avg.)</u>
Pacific Surfliner	600,751	38.1%	\$19,987,720	34.0%	81.6%
Metrolink Orange County Line	416,578	15.7%	---	---	80.4%
Metrolink Ventura County Line	189,480	11.5%	---	---	81.4%
COASTER	221,724	21.4%	---	---	95.9%
LOSSAN Total	1,428,533	24.5%	---	---	---

Amtrak Nationwide	8,009,382	3.6%	---	---	75.7%
Coast Starlight	85,628	-1.1%	---	---	72.9%
Capitol Corridor	323,333	29.7%	---	---	82.1%
Gold Runner	209,858	1.6%	---	---	76.1%



June 4, 2026

To: Members of Board of Directors

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2025-26 Third 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 third quarter of fiscal year 2025-26, covering the months of January, February, and March 2026.

Recommendation

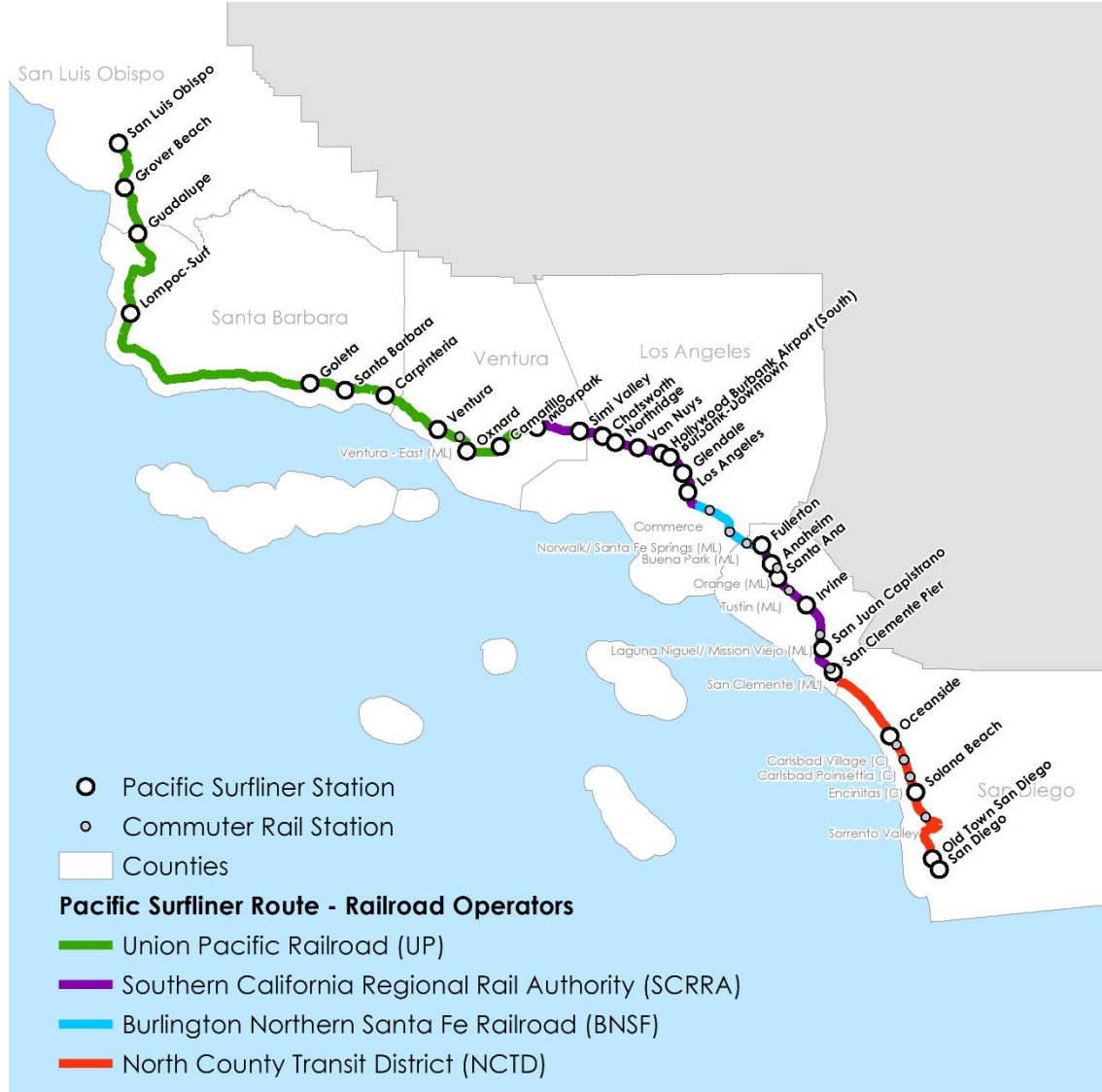
Receive and file as an information item.

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 27 daily one-way trains, equating to 13 round trips. The 13th round trip between Los Angeles and San Diego was restored during the third quarter of fiscal year (FY) 2025-26, after being suspended for the past six years. FY 2025 boardings for the Pacific Surfliner reached over 2 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 third quarter (Q3) 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.

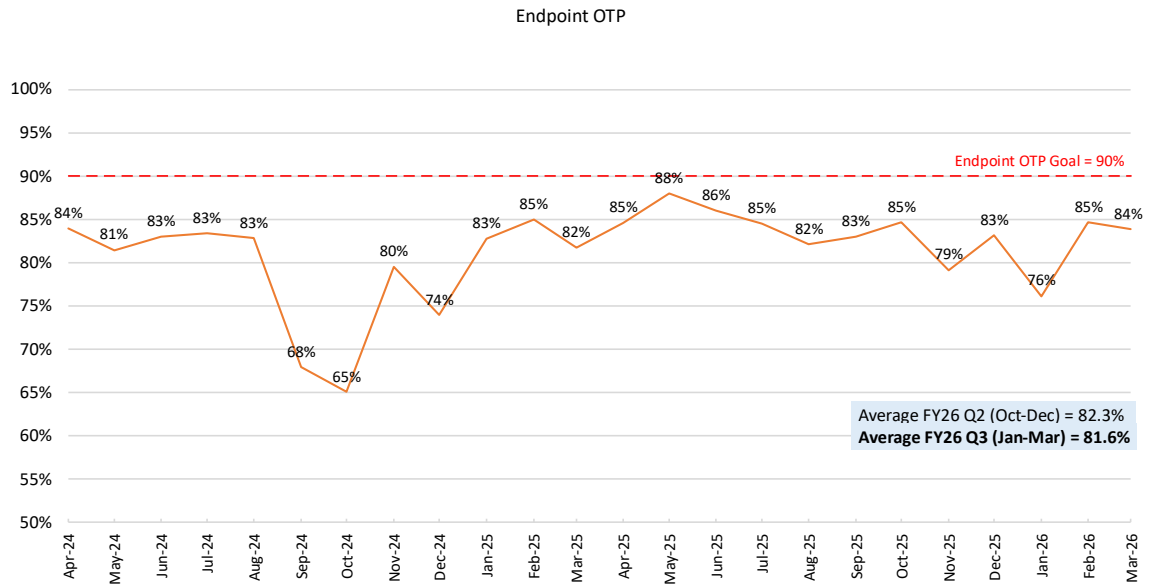
Figure 2: Endpoint OTP by Total Trains Operated

Values	FY 2026 Q2	FY 2026 Q3	% Change
Late	381	401	5.2%
On-Time	1,775	1,779	0.2%
Operated	2,156	2,180	1.1%
Endpoint OTP	82.3%	81.6%	-0.9%

As shown in Figure 2, for Q3 FY 2025-26, 1,779 of 2,180 operated Pacific Surfliner trains arrived at their endpoint station on-time, while 401 trains arrived late. This results in a systemwide endpoint OTP of 81.6 percent for Q3 FY 2025-26, representing a 0.9 percent decrease from 82.3 percent endpoint OTP for the previous quarter.

Figure 3 shows historical monthly systemwide endpoint OTP from April 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 Q3 FY 2025-26, 38 trains were cancelled, and 82 trains were suspended, representing a 10.1 percent increase from the previous quarter. Of the 82 suspended trains, 52 are due to planned trackwork that occurred on March 7th and 8th, 2026. An additional 26 suspensions in January 2026 were caused by severe storms and a track washout north of Goleta.

Figure 4: Total Trains Cancelled or Suspended

Status	FY 2026 Q2	FY 2026 Q3	% Change
Cancelled	54	38	-29.6%
Suspended	55	82	49.1%
Total	109	120	10.1%

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 777. Therefore, delays experienced by southbound Train 564 have the potential to result in delays for northbound Train 777, as well as any additional trains operated with the same train consist.

Figure 7 shows individual endpoint OTP for each train that operated during Q3 FY 2025-26. During this period, 6 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 584, which experienced increased delays due to commuter train interference and passenger train interference.

Figure 7: Endpoint OTP by Train

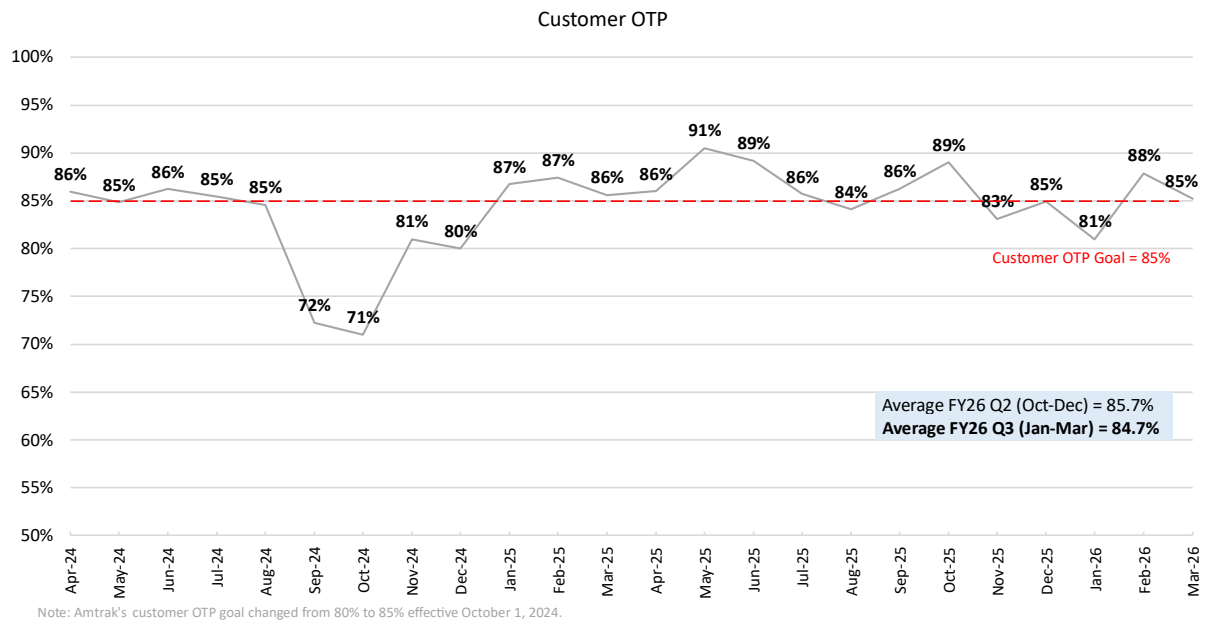
Train	Orig-Dest	3-Month Average	# Trains On Time	# Trains Operated
567	SAN-LAX	95.1%	58	61
588	LAX-SAN	95.1%	58	61
782	GTA-SAN	92.1%	58	63
790	GTA-SAN	92.0%	81	88
765	SAN-GTA	90.9%	80	88
580	LAX-SAN	90.7%	78	86
564	LAX-SAN	89.5%	77	86
591	SAN-LAX	88.2%	75	85
593	SAN-LAX	87.8%	72	82
595	SAN-LAX	86.0%	74	86
582	LAX-SAN	85.7%	18	21
586	LAX-SAN	83.5%	71	85
566	LAX-SAN	83.3%	70	84
562	LAX-SAN	82.6%	71	86
761	SAN-SLO	81.8%	72	88
785	SAN-GTA	81.8%	72	88
774	SLO-SAN	80.7%	71	88
587	SAN-LAX	80.5%	66	82
579	SAN-LAX	80.3%	49	61
769	SAN-GTA	78.4%	69	88
794	SLO-SAN	78.4%	69	88
777	SAN-SLO	76.2%	48	63
581	SAN-LAX	75.6%	65	86
573	SAN-LAX	73.8%	62	84
572	LAX-SAN	73.2%	60	82
770	GTA-SAN	68.2%	60	88
779	SAN-SLO	68.0%	17	25
577	SAN-LAX	61.9%	13	21
784	GTA-SAN	60.0%	15	25
584	LAX-SAN	49.2%	30	61
System		81.6%	1,779	2,180

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 Q3 FY 2025-26, customer OTP averaged 84.7 percent, representing a 1.1 percent decrease from 85.7 percent in the previous quarter.

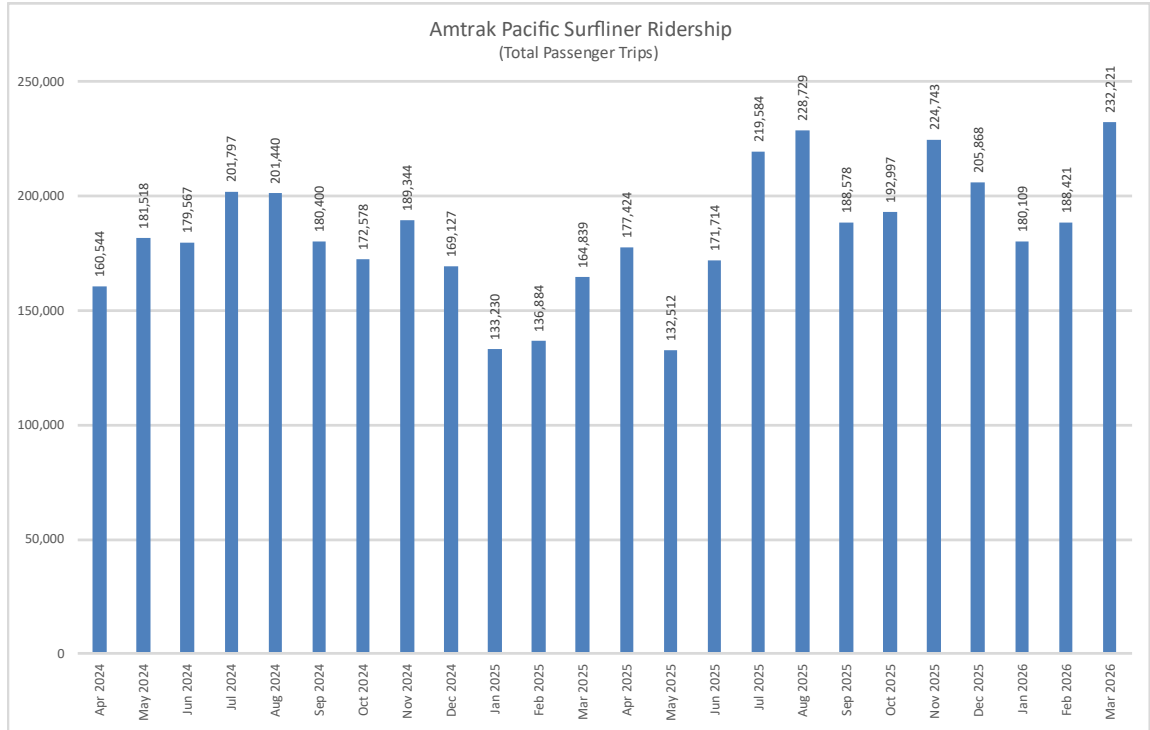
Figure 5: Customer OTP



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 Q3 FY 2025-26, there were 600,751 passenger trips on the Pacific Surfliner, representing a roughly 3.7 percent decrease from 623,608 passenger trips in the previous quarter. The decrease in ridership is primarily attributed to the seasonal trend for Pacific Surfliner service as that the first quarter of the calendar year is typically a slower quarter for ridership than the holiday season.

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.

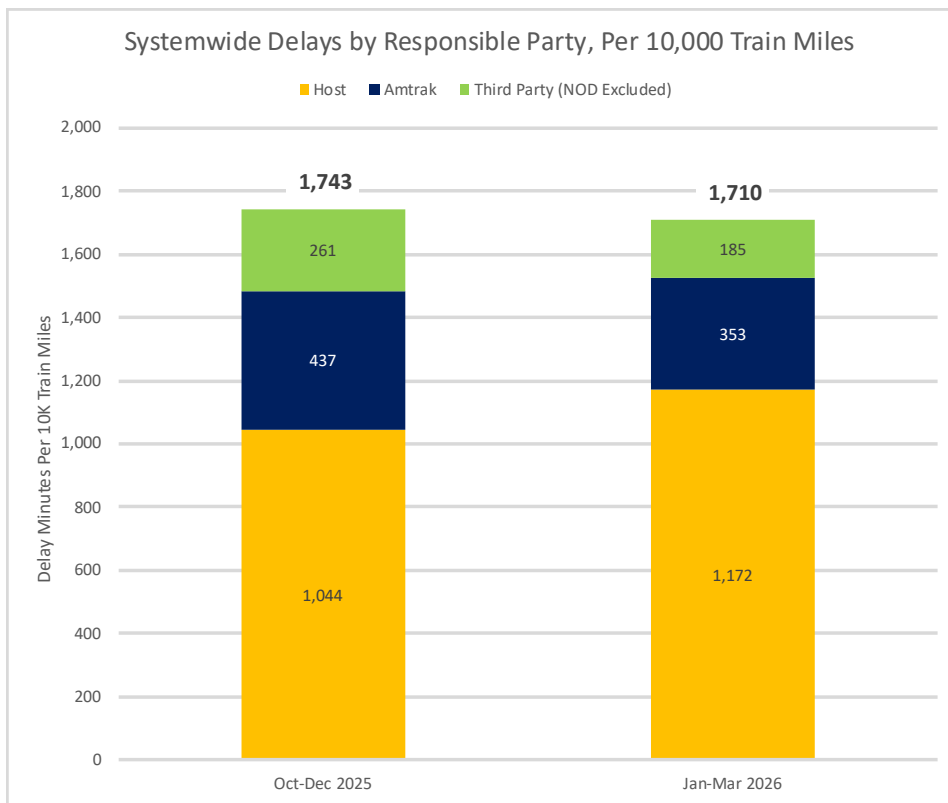
In the third quarter of FY 2025-26, the Pacific Surfliner operated a total of 404,076 train miles, representing a 2 percent decrease from the 412,365 train miles operated in the previous quarter.

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 Q3 FY 2025-26, there were 1,710 minutes of delay per 10,000 train miles, representing a 1.9 percent decrease in the overall delay rate compared to Q2 FY 2025-26. The rate of host-responsible delays increased by 12.2 percent, the rate of Amtrak-responsible delays decreased by 19.2 percent, and the rate of third party-responsible delays decreased by 29.4 percent. The decrease in delays is attributed to a decrease in passenger train interference, weather, and police associated delays.

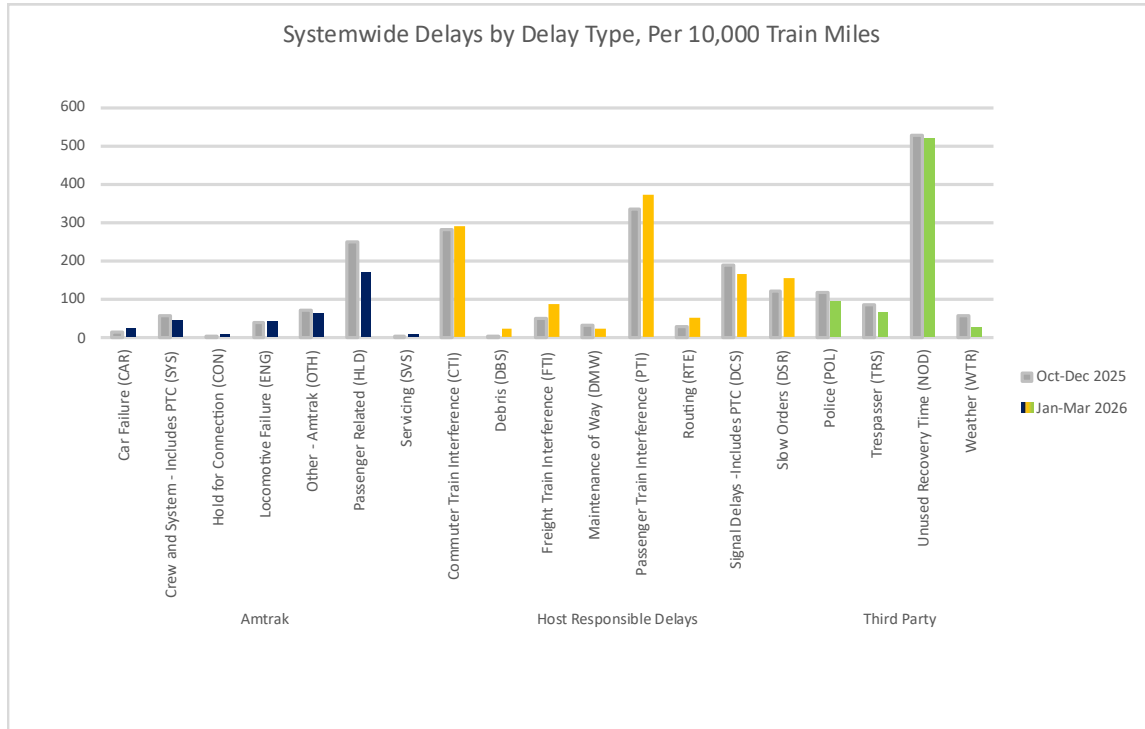
Figure 8: Systemwide Delays by Responsible Party, Per 10,000 Train Miles



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

During the third 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

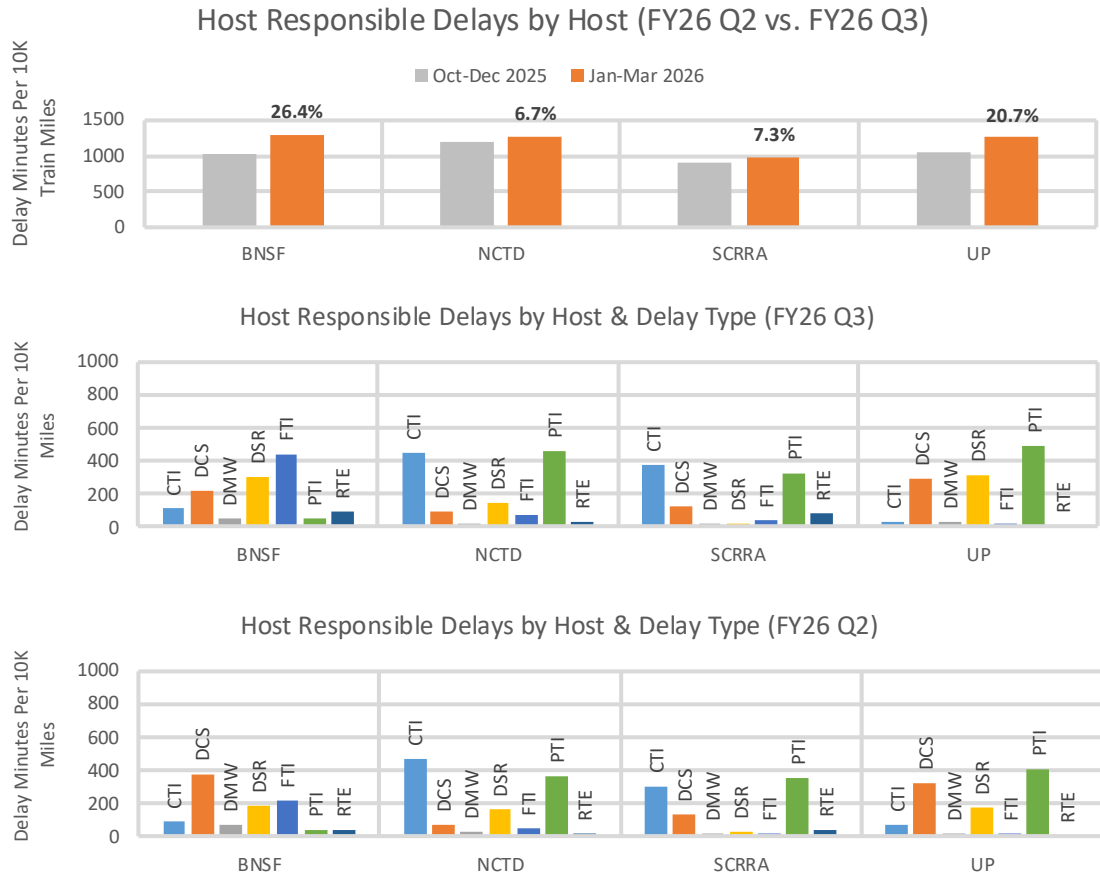
Each host territory location is unique and has its own pattern of challenges to be monitored. Figure 10 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q3 FY 2025-26, the host-responsible delay rate within BNSF territory increased by 26.4 percent, in NCTD territory increased by 6.7 percent, in SCRRRA territory increased by 7.3 percent and in UPRR territory increased by 20.7 percent.

The increase in BNSF delay rates was primarily driven by higher levels of freight train interference and slow orders. Similarly, the increase in UPRR delay rates was largely attributable to slow orders, passenger train interference, and debris-related incidents.

The second chart in Figure 10 clearly illustrates what the prominent delay contributors¹ were within each host territory in Q3 FY 2025-26. In BNSF territory, the top delay types were signal delays and freight train interference. In NCTD and SCRRRA territory, the top delay types were commuter train interference and passenger train interference. In UPRR 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 Q3 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 decreased by 4.3 percent, from 72,882 in Q2 of FY 2025-26, to 69,723 in Q3 of FY 2025-26. The top three delay station locations were Oceanside, Solana Beach, and Old Town.

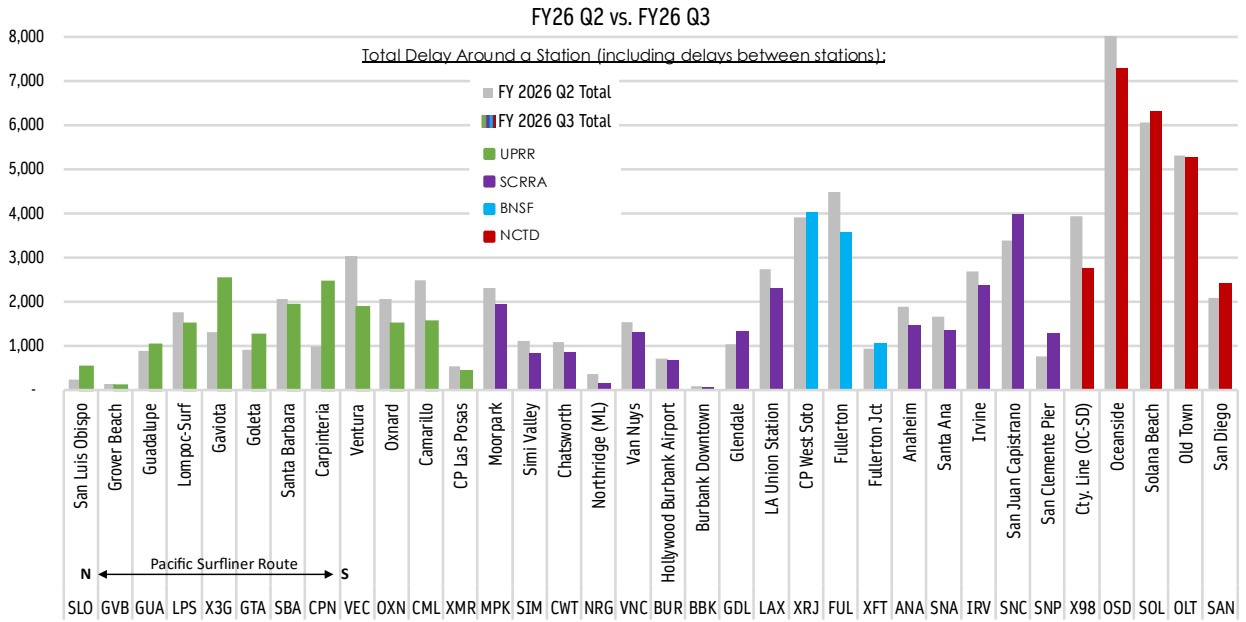


Figure 11: Total Delays Around Stations (or Other Specific Locations)

Summary

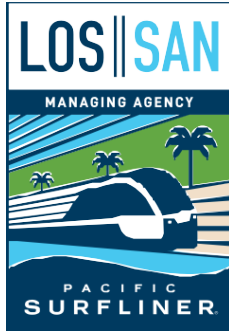
Within the third quarter of FY 2025-26, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 81.6 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top individual delay types, regardless of responsibility category, were passenger train interference, commuter train interference, and passenger-related delays.

Attachment

None.

Approved by:

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

DRAFT

**Upcoming Agenda Items
Board of Directors Meeting
June 15, 2026**

- **Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner On-Time Performance Analysis**
- **Fiscal Year 2025-26 Third Quarter Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends**
- **Fiscal Year 2025-26 Third Quarter Grant Reimbursement Status Report**
- **Fiscal Year 2025-26 Third Quarter Budget Status Report**
- **Fiscal Year 2025-26 Third Quarter Amtrak Pacific Surfliner System Safety and Incident Report**
- **Request For Proposals Pacific Surfliner Social Media Marketing and Digital Marketing Services**
- **Authorization to Negotiate and Execute an Administrative Support Agreement with Orange County Transportation Authority**
- ****PLACEHOLDER** Senate Bill 1098 Report**