



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

**Monday, February 3, 2020  
12:30 P.M. - 2:30 P.M.**

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

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

#### **Agenda Descriptions**

The 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 Comments on Agenda Items**

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

#### **Public Availability of Agenda Materials**

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

## Teleconference Sites

The main location for this meeting is at Los Angeles County Metropolitan Transportation Authority Headquarters. Several LOSSAN member agencies will be attending this meeting via teleconference from the following locations:

North County Transit District  
HR Conference Room, 1<sup>st</sup> Floor  
810 Mission Avenue  
Oceanside, CA 92054

Riverside County Transportation Commission  
Conference Room B, 3<sup>rd</sup> Floor  
4080 Lemon Street  
Riverside, CA 92501

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

## 2020 TECHNICAL ADVISORY COMMITTEE

### Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
North	San Luis Obispo Council of Governments	Anna Devers	Tim Gillham
	Santa Barbara County Association of Governments	Scott Spaulding	Marjie Kirn
	Ventura County Transportation Commission	Heather Miller	Martin Erickson
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Jeanet Owens
South Central	Orange County Transportation Authority	Megan LeMaster	Alexis Murillo Felix
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Sharon Cooney	Julia Tuer
	North County Transit District	Damon Blythe	Michael Johnson
	San Diego Association of Governments	Danny Veeh	Linda Culp

## Call to Order

### 1. Public Comments

At this time, members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors, 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 Board of Directors.

## Special Calendar

There are no Special Calendar matters.

## Consent Calendar (Items 2 through 3)

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

Approval of minutes of the LOSSAN Technical Advisory Committee meetings for September and November 2019.

### 3. Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the Fourth Quarter of Federal Fiscal Year 2018-19

Roger M. Lopez

#### Overview

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles - San Diego - San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the fourth quarter of federal fiscal year 2018-19, is presented for consideration.

#### Recommendation(s)

Receive and file as an information item.

## Regular Calendar

There are no Regular items.

## Discussion Items

**4. 2020 Transit and Intercity Rail Capital Program Update**

James D. Campbell

Staff will provide an update on the 2020 Transit and Intercity Rail Capital Program call for projects, which provides funding for transit, commuter rail, and intercity rail projects that help reduce greenhouse gas emissions.

**5. Los Angeles - San Diego - San Luis Obispo Rail Corridor Optimization Study Update**

James D. Campbell

Staff will provide an update on the LOSSAN Corridor Optimization Study, the status of the various tasks, and a tentative schedule for upcoming stakeholder meetings.

**6. Federal Fiscal Year 2020-21 Annual Business Plan - Final Draft Discussion**

Roger M. Lopez

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 by April 1 of each year that provides the basis for its annual budget request and any proposed changes to the Pacific Surfliner service.

**7. Pacific Surfliner On-Time Performance Analysis**

Roger M. Lopez

Staff will provide a detailed analysis of Pacific Surfliner on-time performance during the fourth quarter of federal fiscal year 2018-19.

**8. Upcoming Agenda Items**

James D. Campbell

Overview of upcoming agenda items for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors meeting on February 18, 2020.

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

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

**11. Closed Session**

There are no Closed Session items scheduled.

### 12. Adjournment

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

Thursday, March 5, 2020

12:30 p.m. – 2:30 p.m.

Los Angeles County Metropolitan Transportation Authority

Henry Huntington Room, Third Floor

One Gateway Plaza, Los Angeles, CA



# Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

SEPTEMBER 5, 2019 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on September 5, 2019, at 12:30 p.m. at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room, 3<sup>rd</sup> Floor.

## **Committee members in attendance:**

### *In Person:*

Megan LeMaster, OCTA  
Jay Fuhrman, LA Metro  
Linda Culp, SANDAG  
Heather Miller, VCTC

### *Via Teleconference:*

Anna Devers, SLOCOG  
Sheldon Peterson, RCTC  
Scott Spaulding, SBCAG  
Eric Roe, NCTD  
Michael Johnson, NCTD

## **Guests and Staff in attendance:**

### *In Person:*

James Campbell, LOSSAN  
Michael Litschi, LOSSAN  
Paul Dyson, RailPAC

## **Welcome and Introductions**

The September 5, 2019, LOSSAN Agency TAC meeting was called to order by Mr. James Campbell, LOSSAN Program Manager, who welcomed the LOSSAN TAC to the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, California. Mr. Campbell asked the participants in the room and over the teleconference line for introductions.

## **1. Public Comments**

Mr. Paul Dyson presented the new Steel Wheels brochure and announced the next RailPAC meeting will be held in Fullerton, California, on September 28, 2019. In addition, he commented on NCTD attempting to get funding for two additional train sets to run a major increase in service. He is inquired as to whether the capacity was there to run this new service.

## **SPECIAL CALENDAR**

There were no Special Calendar matters.

## **CONSENT CALENDAR**

### **2. Approval of Minutes**

*A brief discussion ensued regarding the past meeting minutes. There was no further discussion.*

*The consent calendar was approved by the Committee.*

## **REGULAR CALENDAR**

### **3. 2020 Transit and Intercity Rail Capital Program Call for Projects**

Mr. Michael Litschi (LOSSAN) introduced himself to the Committee and provided an update on the Transit and Intercity Rail Capital Program (TIRCP). Mr. Litschi mentioned that the last three rounds of funding have been successful to get TIRCP funding on a variety of capital projects. Mr. Litschi shared the list of possible candidate 2020 projects provided in the staff report, as well as some general background information on the types of projects that have been funded in the past.

Mr. Litschi expected an official call for projects to be released in October 2019, with the applications due in January, and the announcement of recommended projects for award sometime in spring of 2020. The anticipated funds available is very similar to cycle two and three which was around four to five hundred million.

*Ms. Anna Devers (SLOCOG) mentioned that the CRCC maybe looking in to submitting a TIRCP application and were just starting to look into that.*

*Mr. Sheldon Peterson (RCTC) mentioned RCTC may apply for some projects out in the inland empire. Mr. Peterson also inquired whether there were any projects that are standing out that LOSSAN would really push for? Mr. Campbell responded that there were none at this time.*

*Ms. Linda Culp (SANDAG) was curious about the mentioned preliminary list of projects and inquired whether this is what the LOSSAN application would include. Mr. Campbell responded that it would be where the LOSSAN application would start from.*

There was no further discussion.

### **4. Pacific Surfliner Ridership Trend Analysis**

Mr. Roger Lopez (LOSSAN) introduced himself to the Committee and presented a detailed evaluation of the ridership trends since the April 2018 schedule change. Mr. Lopez presented a brief overview on the data, as well as the ridership losses, and the impact the schedule changes have had on Rail 2 Rail riders.

*Ms. Heather Miller (VCTC) asked if the trains that really weren't modified as part of the peak period service could be isolated and determine on a train by train bases if those actually showed a similar decline or impact? Mr. Lopez responded that*



*it's not just a matter of isolating trains that were adjusted or had their schedule impacted and then looking at those that were not, it is a network and any adjustment to a single train could cascade to other trains.*

*A brief discussion ensued regarding the ridership data. There was no further discussion.*

## **DISCUSSION CALENDAR**

### **5. Corridor Optimization Study Update and Additional Scope**

Mr. Campbell (LOSSAN) provided an update that he will be assuming the project management of the project and giving the updates moving forward til project completion.

Mr. Lopez (LOSSAN) briefly gave an update on the current status of the corridor optimization and then some details on some additional scope that is being taken to the Board during the next cycle of approval.

The Committee asked questions on the additional scope being added to the study, the assumptions for developing the service concepts, the schedule for the study, and upcoming stakeholder meetings.

There was no further discussion.

### **6. Capital Project Update**

Mr. Campbell (LOSSAN) provided a brief overview of the capital projects currently underway: Central Coast Layover Facility Expansion, Goleta Layover Facility Expansion, the San Diego County Layover and Maintenance Facility Study and the TIRCP funded capital projects along the Union Pacific Santa Barbara Subdivision. Mr. Campbell informed the Committee of the progress made on the projects including stakeholder meeting dates and agreement statuses. Staff intends to provide updates to the Committee as they become available.

There was no further discussion.

### **7. October 2019 Schedule Change**

Mr. Campbell (LOSSAN) reported on the planned October 14 schedule change and the efforts to implement a new 13th round trip.

The Committee asked clarification questions regarding the challenges that are being faced with completing the third track through the Rosecrans / Marquardt crossing. A brief discussion ensued regarding possible delays associated with these challenges.

There was no further discussion.

**8. Pacific Surfliner On-Time Performance Analysis**

Mr. Roger Lopez (LOSSAN) presented the Pacific Surfliner on-time performance analysis for the third quarter, which would be April, May, and June of federal fiscal year 2019.

A brief discussion ensued regarding the analysis, delays and possible adjustments to schedules.

There was no further discussion.

**9. Upcoming Agenda Items**

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the September 16, 2019 Board of Directors meeting and the meeting will be held at the OCTA offices.

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

Mr. Campbell (LOSSAN) informed the Committee that CalSTA did approve the Annual Business Plan and Budget for fiscal year 2019-20 at the end of July. Additional one-time funding was also included for wi-fi equipment, installation, and refresh on the Pacific Surfliner cars.

Mr. Litschi (LOSSAN) informed the Committee about the Pacific Surfliner website refresh. A booking widget has been updated for buying tickets and service issues. He also mentioned that September is Rail Safety Month and provided some other brief marketing updates.

Mr. Campbell (LOSSAN) also introduced three new LOSSAN members to the TAC Committee members (Rosa Guillen- Sanchez, Michelle Alonso, and Steve Griego).

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

Mr. Campbell (LOSSAN) informed the Committee that the LOSSAN Managing Director position will be posted and more information to follow.

**12. Closed Session**

There was no Closed Session scheduled.

**13. Adjournment**

The meeting adjourned at 2:30 p.m.

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

Thursday, October 10, 2019  
12:30 p.m. – 2:30 p.m.  
Los Angeles County Metropolitan Transportation Authority  
Henry Huntington Room – Third Floor  
One Gateway Center, Los Angeles, California



# Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

NOVEMBER 7, 2019 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on November 7, 2019, at 12:30 p.m. at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room, 3<sup>rd</sup> Floor.

## **Committee members in attendance:**

### *In Person:*

Jay Fuhrman, LA Metro  
Danny Veeh, SANDAG  
Heather Miller, VCTC

### *Via Teleconference:*

Sheldon Peterson, RCTC  
Scott Spaulding, SBCAG  
Damon Blythe, NCTD

## **Guests and Staff in attendance:**

### *In Person:*

James Campbell, LOSSAN  
Michael Litschi, LOSSAN  
Jay Ellis, LOSSAN  
Steven Griego, LOSSAN  
Ariel Tapia, RCTC  
Lorelle Moe-Luna, RCTC

## **Welcome and Introductions**

The November 7, 2019, LOSSAN Agency TAC meeting was called to order by Mr. James Campbell, LOSSAN Program Manager, who welcomed the LOSSAN TAC to the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, California. Mr. Campbell asked the participants in the room and over the teleconference line for introductions.

## **1. Public Comments**

There were no Public Comments.

## **SPECIAL CALENDAR**

There were no Special Calendar matters.

## **CONSENT CALENDAR**

### **2. Approval of Minutes**

Mr. Danny Veeh (SANDAG) questioned why not all the minutes have been presented. Mr. James Campbell (LOSSAN) acknowledged he would look into it and would try and have any pending meeting minutes presented at the next TAC meeting. There was no further discussion.

The Committee approved the March 7, 2019, June 10, 2019, and July 8, 2019 meeting minutes

### **3. Annual Business Plan and Budget Assumptions for Fiscal Years 2020-21 and 2021-22**

### **4. Update on the Transit and Intercity Rail Capital Program Funded Projects and Layover Facility Expansions**

The consent calendar was approved by the Committee.

## **REGULAR CALENDAR**

There are no Regular Calendar matters.

## **DISCUSSION ITEMS**

### **5. 2020 Transit and Intercity Rail Capital Program Update**

Mr. Campbell (LOSSAN) provided an overview on the 2020 Transit and Intercity Rail Capital Program guidelines and call for projects. A meeting with Caltrans and CalSTA was held to discuss the proposed application from the LOSSAN Agency, including the potential purchase the Pacific Surfliner pieces of equipment that are currently owned by Amtrak and to overhaul the equipment and funding for the next phases of the San Diego County Maintenance and Layover Facility and additional funding for the construction of phase one of the Central Coast Layover Facility Expansion.

Mr. Campbell also mentioned funding for a valuation study of both the Santa Barbara and Coast subdivisions to identify the potential real estate value of that right-of-way.

*A brief discussion ensued regarding the equipment. There was no further discussion.*

**6. Upcoming Agenda Items**

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the November 18, 2019 Board of Directors meeting and the meeting will be held at the OCTA offices.

*A brief discussion ensued regarding the agenda items. There was no further discussion.*

**7. On-Board Wi-Fi Update**

Mr. Campbell (LOSSAN) discussed that Amtrak installed in 2011 the existing Wi-Fi service on the Pacific Surfliner and has been managing this service as part of a national program that they implemented. Mr. Campbell also mentioned that they were notified earlier in 2019 that Amtrak would be ceasing support for the Wi-Fi services beginning September 30, 2020, due to costs and would like to focus on passenger service, rather than technical elements.

Mr. Campbell highlighted several options for managing the existing Wi-Fi service. One option includes partnering with the Capital Corridor Joint Powers Authority in an existing contract, which they are already using to manage the Wi-Fi service on the Capitol Corridor service in northern California. Mr. Campbell also mentioned other partner agencies (Coaster and Metrolink) are looking at Wi-Fi solutions and LOSSAN staff have been coordinating with them as one option for a longer-term solution for managing onboard Wi-Fi. LOSSAN continues to explore the feasibility of Wi-Fi equipment you have rather than relying on the cellular towers that are out there that can transmit data. When there is a recommendation, we will come back to the Board of Directors and move forward.

*A brief discussion ensued regarding the Wi-Fi and the Committee asked clarifying questions on the plan after September 2020. There was no further discussion.*

**8. 2020 Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Legislative Program**

Mr. Campbell (LOSSAN) introduced Dustin Sifford (LOSSAN) to briefly share the changes proposed for the 2020 Legislative Program.

*A brief discussion ensued regarding the LOSSAN Rail Corridor Agency Legislative Program. There was no further discussion.*

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

Mr. Campbell (LOSSAN) mentioned that it's now the third or fourth week of the new 13<sup>th</sup> roundtrip. It has been relatively successful and that the trains so far have been averaging around a hundred and fifty passengers.

*There was no further discussion.*

## **10. Technical Advisory Committee Members' Report**

*Mr. Veeh (SANDAG) mentioned that one of their capital projects is the new pedestrian under crossing at the Poinsettia station. The new crossing opened in October.*

*Mr. Damon Blythe (NCTD) mentioned that NCTD just purchased a new software from a company named Swiftly that will help take your GTFS speed and adjust it, and give you real -time updates on arrival times and individual bus stops instead of time points and push the information onto transit apples like Google Maps and can also give you future predictions, such as arrivals.*

*Mr. Jay Fuhrman (LA Metro) updated on the progress of the Van Nuys station project, which will open in two or three weeks. Also, with the October schedule, two additional roundtrips were extended from Fullerton to LA for Metrolink will be introduced. The ridership went from 20 to 80-100 overnight. One additional peak roundtrip was added from Riverside to LA as well. A late-night train might be added on the 91 line, possibly in April 2020.*

*Ms. Heather Miller (VCTC) mentioned there's a couple grade separation and right-of-way projects currently in design and expected to go into construction by 2022. There is also a pedestrian undercrossing at the Camarillo Station but still in discussion.*

## **11. Closed Session**

There was no Closed Session scheduled.

## **12. Adjournment**

The meeting adjourned at 1:30 p.m.

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

Monday, February 3, 2020

12:30 p.m. – 2:30 p.m.

Los Angeles County Metropolitan Transportation Authority

Henry Huntington Room – Third Floor

One Gateway Center, Los Angeles, California



**February 3, 2020**

**To:** Members of the Technical Advisory Committee  
**From:** Jennifer L. Bergener, Managing Director  
**Subject:** The Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the Fourth Quarter of Federal Fiscal Year 2018-19

### **Overview**

A report on ridership, revenue, and on-time performance trends for passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink, and COASTER, covering the fourth quarter of federal fiscal year 2018-19, is presented for consideration by the Board of Directors.

### **Recommendation**

Receive and file as an information item.

### **Background**

The 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail 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 more than 150 daily passenger trains, with an annual ridership of more than 2.9 million on Pacific Surfliner intercity passenger rail trains and 5.3 million on Metrolink and COASTER commuter trains.

### **Discussion**

This report provides an update on the performance of the passenger rail services on the LOSSAN rail corridor by presenting the current trends of the service in three specific 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 COASTER system. Amtrak national data is included for comparative purposes. The reporting

period is the fourth quarter of federal fiscal year (FFY) 2018-19, covering the months of July, August, and September 2019.

### Usage

For the fourth quarter of FFY 2018-19, total LOSSAN rail corridor ridership on the three services was 2,216,207, a 0.2 percent decrease when compared to the same period of the previous year. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, can be found in Figure 1.1.

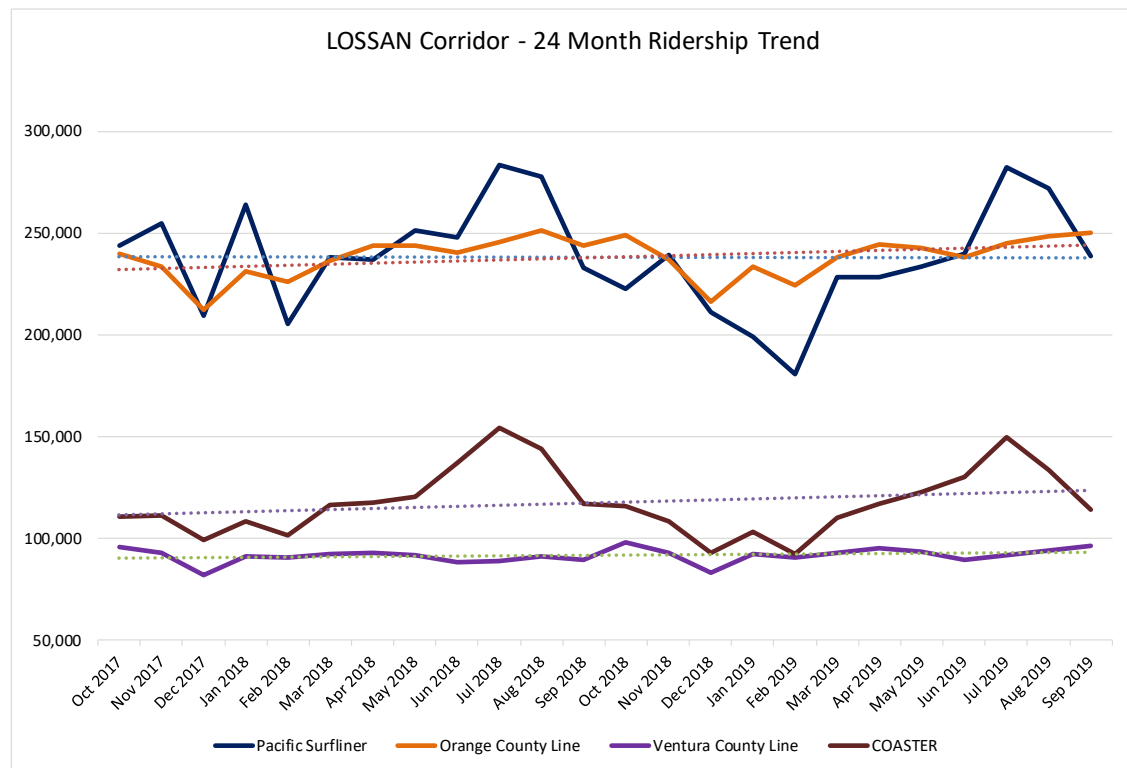


Figure 1.1

The 24 months of ridership data included in Figure 1.1 provides 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 the seasonal variation and provides sufficient information to allow for the development of a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN rail 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

Part of the overall decline in LOSSAN rail corridor ridership can be attributed to the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service ridership, which decreased during the fourth quarter of FFY 2018-19 by 0.1 percent when compared to the same period last year as is demonstrated in Figure 1.2. Ridership in this report includes Metrolink and COASTER pass holders utilizing the Rail 2 Rail (R2R) Program, which allows Metrolink monthly pass holders and COASTER passengers to ride Pacific Surfliner trains within the stations identified on their valid fare media, subject to certain restrictions. As prior analysis has demonstrated, the impact of lower R2R ridership as well as the ridership decreases associated with implementation of the peak-period service between Ventura and Santa Barbara counties, have continued through this reporting period.

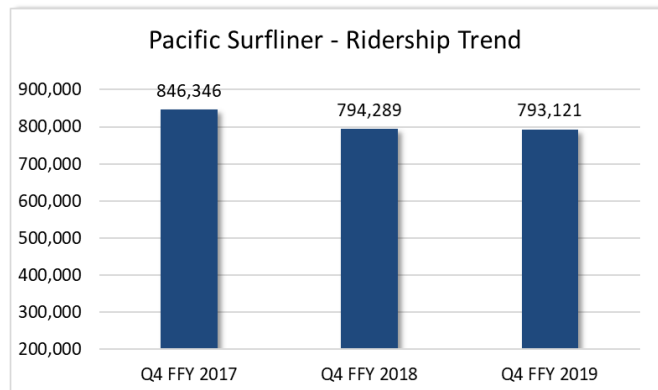


Figure 1.2

## Metrolink

Overall LOSSAN rail corridor ridership was positively impacted by the minor ridership increase experienced by Metrolink's VCL as demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 4.8 percent when compared to the fourth quarter last year. The OCL, which operates between Los Angeles and Oceanside, saw a 0.3 percent increase in ridership over the same report period in the prior year.

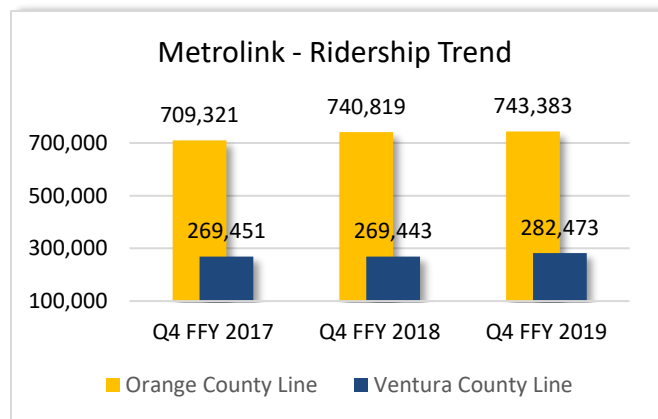


Figure 1.3

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 1,080 per weekday for the fourth quarter of FFY 2018-19, which is a decrease of 6.6 percent compared to the same period last year. As noted previously, the elimination of train 761 as part of the peak-period retiming effort

between Ventura and Santa Barbara counties has negatively impacted overall R2R ridership, eliminating a heavily utilized morning commuter connection.

## COASTER

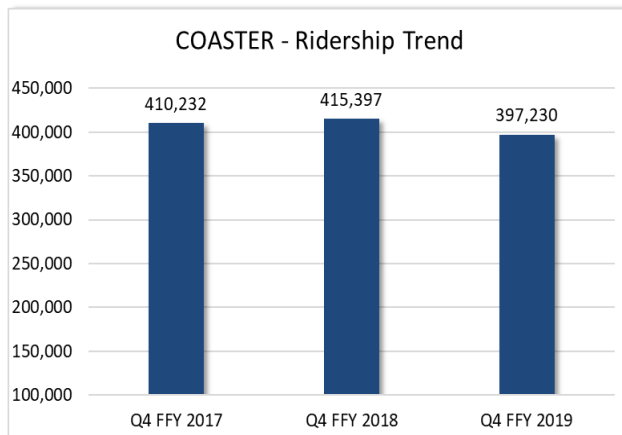


Figure 1.4

COASTER (serving between Oceanside and San Diego) ridership decreased by 4.4 percent during the fourth quarter of FFY 2018-19, when compared to the same period the prior year as shown in Figure 1.4.

During the fourth quarter of FFY 2018-19, there were an average of 31 total COASTER pass holders per day on Pacific Surfliner trains, utilizing the R2R program.

This was a decrease of 77.7 percent when compared to last year. This decrease is consistent with the forecasted loss associated with the elimination of an additional two COASTER stations from the R2R Program in October 2018.

## Amtrak System

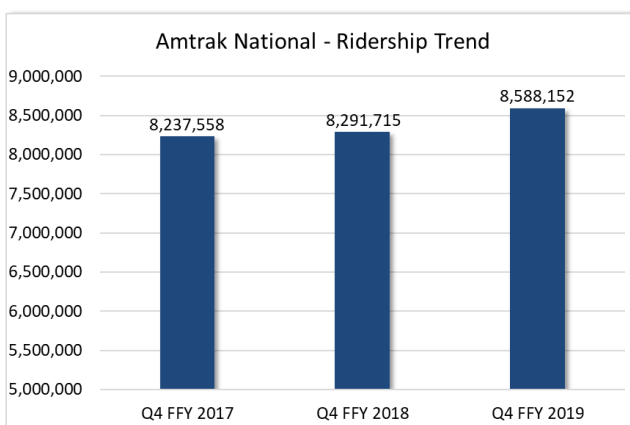


Figure 1.5

Amtrak service nationwide had a cumulative ridership increase of 3.6 percent for the fourth quarter of FFY 2018-19 compared with the same period the prior year, as demonstrated in Figure 1.5.

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 2.5 percent in the fourth quarter compared with the same period last year. The Capitol Corridor (Auburn/Sacramento to Oakland and San Jose) and the

San Joaquins Corridor (Sacramento/Oakland to Bakersfield) are the other two California State-supported intercity passenger rail services operated by Amtrak, and although serving significantly different markets, do provide a comparison to the Pacific Surfliner service. Ridership on the Capitol Corridor increased by 2.8 percent and San Joaquins ridership decreased by 1.9 percent in the fourth quarter compared to the same period last year.

## Passenger Miles

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

The Pacific Surfliner generated nearly 71 million passenger miles during the fourth quarter of FFY 2018-19, which is a 0.2 percent decrease compared to the same period in the prior year. The decrease in passenger miles is less than anticipated based on what was experienced in overall ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 71 million passenger miles resulted in a reduction of over 25,479 tons of greenhouse gases. A visualization of the impact this has on the environment is always helpful. The pollution eliminated is the equivalent of burning over 2.6 million gallons of gasoline.

## Efficiency

### Revenue

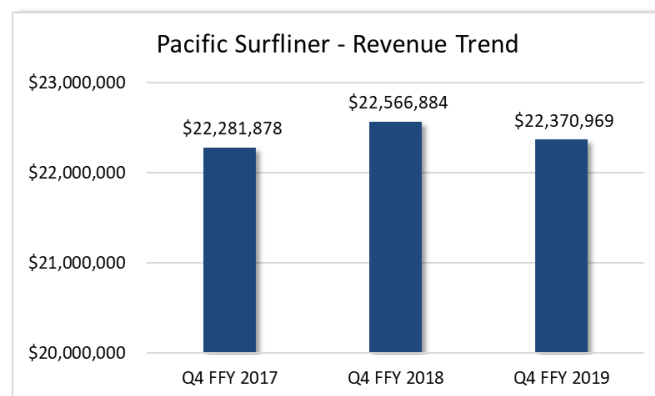


Figure 1.6

Despite the significant loss in ridership, the Pacific Surfliner's ticket revenue continues to outpace ridership losses. For the fourth quarter of FFY 2018-19 overall revenue decreased by 0.9 percent when compared with the same period in the prior year as shown in Figure 1.6.

For the Capitol Corridor, total revenue increased by 1.8 percent for the fourth quarter, the San Joaquin rail corridor saw a decrease of 1.9 percent, and the Coast Starlight decreased by 2 percent.

## Farebox Recovery

The Pacific Surfliner is legislatively required to achieve a minimum of 55 percent farebox recovery. As a performance measure, farebox recovery is normally calculated on an annual basis. Expenses throughout the year are not linear and can cause significant fluctuations in the farebox recovery ratio from quarter to quarter.

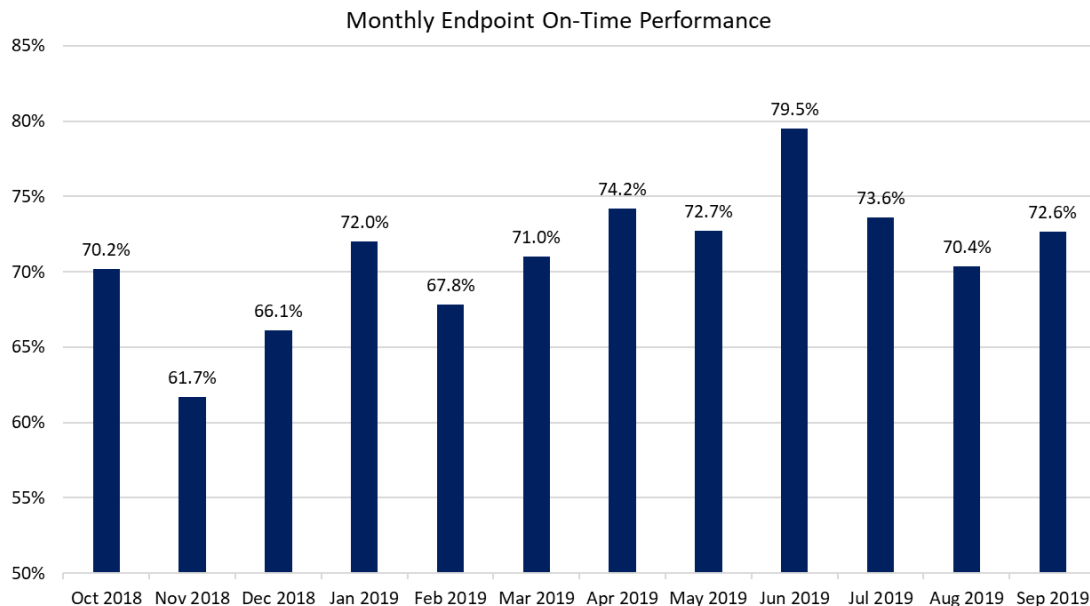
The California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) reports quarterly to the California Transportation Commission (CTC) on all state-supported corridors via the *California Department of Transportation's Intercity Passenger Rail Operations Report*. This report focuses on a rolling 12-month report period instead of the quarter. On December 4, 2019, Caltrans DRMT reported to the CTC on the 12 months ending June 2019 (the most recent available data) and indicated that the Pacific Surfliner realized a 72.5 percent farebox recovery ratio for that time period.

### Quality

#### OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. Commuter trains are considered late if trains arrive six or more minutes late to the terminal location. Pacific Surfliner trains are considered late if trains arrive 15 or more minutes after scheduled arrival times.

In the fourth quarter of FFY 2018-19, average endpoint Pacific Surfliner OTP was 72.2 percent, which was a 2.8 percent decrease over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 75.9 percent. By comparison, the endpoint OTP on the Capitol Corridor averaged 88.0 percent, and the San Joaquins averaged 65.3 percent during the report period. Amtrak system-wide endpoint OTP averaged 72.0 percent for the fourth quarter. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.



*Figure 1.7*

The LOSSAN Rail Corridor Agency (Agency) continues to work collaboratively with the host railroads to identify operational improvements that can favorably impact OTP. Primarily this is accomplished via the quarterly Corridor Improvement Team (CIT) meetings. The improvement of OTP in recent months is a direct result of the efforts of the CIT. The issues impacting OTP, continue to primarily be mechanical challenges associated with the implementation of positive train control and the introduction of new charger locomotives, commuter and passenger train interference on the south end of the rail corridor, as well as signal issues on the north end. The LOSSAN Agency continues to work with the host railroads and Amtrak to address these issues.

### Customer Satisfaction

Amtrak reports an Electronic Customer Satisfaction Index (eCSI) score monthly for all routes, in which a 'very satisfied' percentage is calculated out of 100 passengers via surveying. For the fourth quarter of FFY 2018-19, the Pacific Surfliner scored an average eCSI of 85.5 percent, which represents an increase of 4.2 percent over the same period the prior year.

Detailed analysis of the eCSI data show somewhat of a shift in the drivers related to the overall score. The top five biggest drivers for customer dissatisfaction include issues related to the clarity and availability of station signage and announcements, and the reliability of onboard Wi-Fi service.

### 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 being made to ensure that menu items are meeting the expectations of our passengers. As part of that effort, LOSSAN Agency staff closely monitors food and beverage sales in an effort to gauge the success of what is being offered and to highlight items that need to be adjusted.

<i>Sales Category</i>	<i>Quarter 4 FFY 2017-18</i>	<i>Quarter 4 FFY 2018-19</i>	<i>Increase</i>
Baked Goods	\$135,325	\$113,539	<b>-16.1%</b>
Beer	\$360,127	\$362,200	<b>0.6%</b>
Beverages	\$424,716	\$412,291	<b>-2.9%</b>
Dairy Products	\$9,304	\$13,935	<b>49.8%</b>
Packaged Snack Foods	\$1,115,306	\$1,093,638	<b>-1.9%</b>
Fresh Prepared Foods	\$199,908	\$272,824	<b>36.5%</b>
Liquor	\$191,259	\$208,943	<b>9.2%</b>
Miscellaneous Merchandise	\$6,665	\$7,589	<b>13.9%</b>
Salads	\$20,845	\$23,561	<b>13.0%</b>
Wine	\$548,400	\$606,147	<b>10.5%</b>
	<b>\$3,011,854</b>	<b>\$3,114,667</b>	<b>3.4%</b>

*Figure 1.8*

For the fourth quarter of FFY 2018-19, food and beverage sales increased by 3.4 percent over the same quarter in the prior year. This growth is especially significant considering the overall loss in ridership experienced during the report period. Details on the performance of each specific sales category are included in Figure 1.8.

#### Amtrak Thruway Bus Service

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

- Route 4: Los Angeles to Santa Barbara/Goleta. Two daily one-way trips.
- Route 17: Santa Barbara to San Luis Obispo to Oakland (where it connects with Capitol Corridor). Eleven daily one-way trips.
- Route 39: Fullerton to Palm Springs and Coachella Valley. Four daily one-way trips.

For the fourth quarter of FFY 2018-19, ridership on these three routes totaled 23,114 riders, which was a decrease of 10.9 percent when compared to 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 fourth quarter of federal fiscal year 2018-19. During the fourth quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 0.2 percent compared to the same period last year. Ridership on the Pacific Surfliner decreased by 0.1 percent, while revenue realized a 0.9 percent decrease when compared to the same period last year.

***Attachment***

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Fourth Quarter Federal Fiscal Year 2018-19

**Prepared by:**

A handwritten signature in black ink, appearing to read 'Roger M. Lopez', with a long horizontal line extending to the right.

Roger M. Lopez  
Manager, Planning and Analysis  
(714) 560-5438

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary  
Fourth Quarter Federal Fiscal Year 2018-19**

<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	793,121	-0.1%	\$ 22,370,969	-0.9%	72.2%
Metrolink Ventura County Line	282,473	4.8%	---	---	93.8%
Metrolink Orange County Line	743,383	0.3%	---	---	91.5%
COASTER	397,230	-4.4%	---	---	92.4%
<b>LOSSAN Total/Average</b>	<b>2,216,207</b>	<b>0.2%</b>			<b>87.5%</b>

Amtrak Nationwide	8,588,152	3.6%	\$ 602,574,965	4.0%	72.0%
Capitol Corridor	450,811	2.8%	\$ 8,862,808	1.8%	88.0%
San Joaquin	268,490	-1.9%	\$ 7,918,851	-1.9%	65.3%
Coast Starlight	118,133	-2.5%	\$ 12,400,663	-2.0%	56.0%





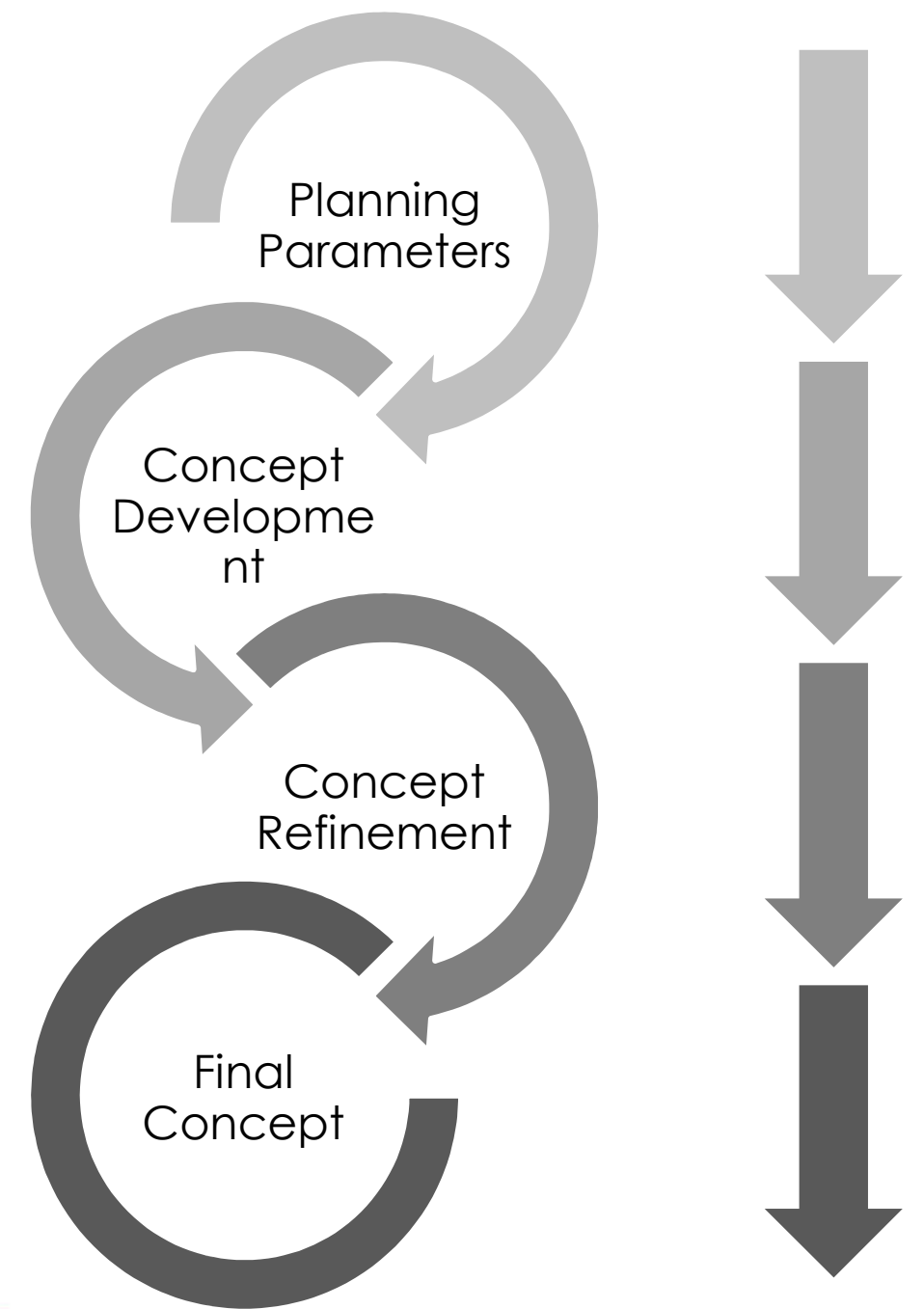
# Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency

Corridor Optimization Study Update  
Technical Advisory Committee  
February 3, 2020

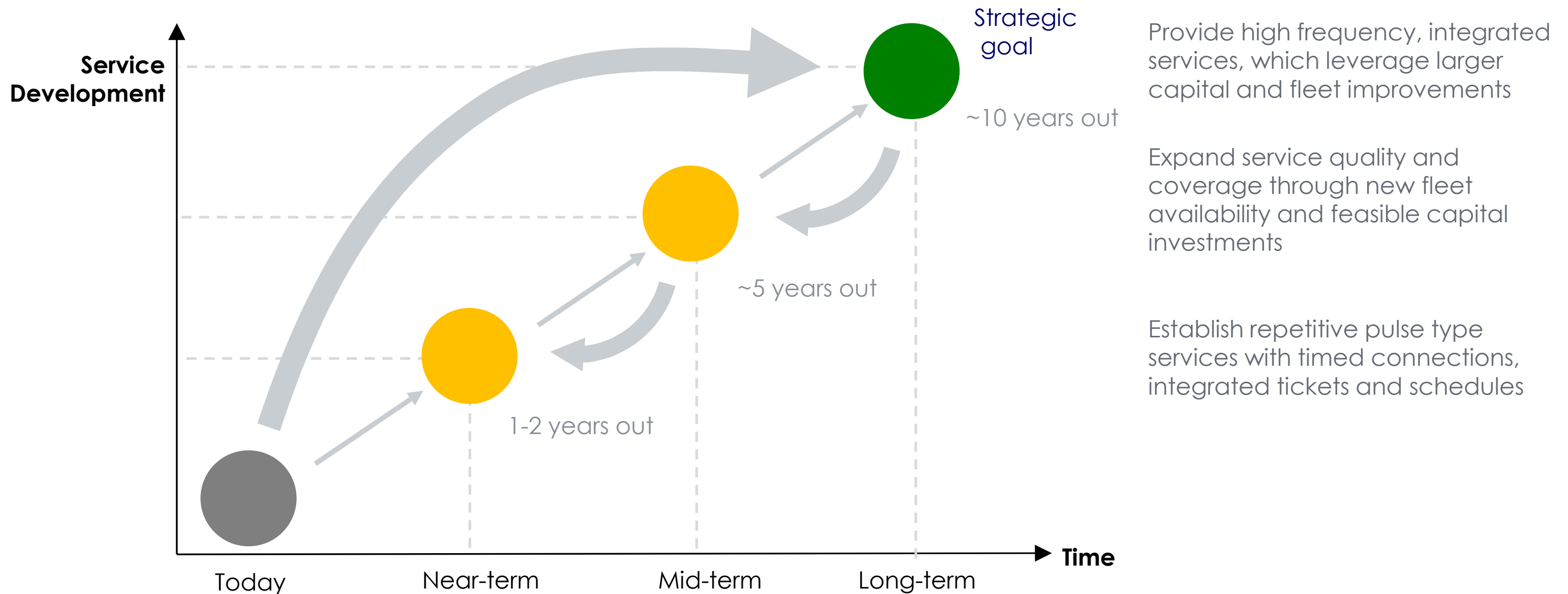
# Project Overview

## Objectives

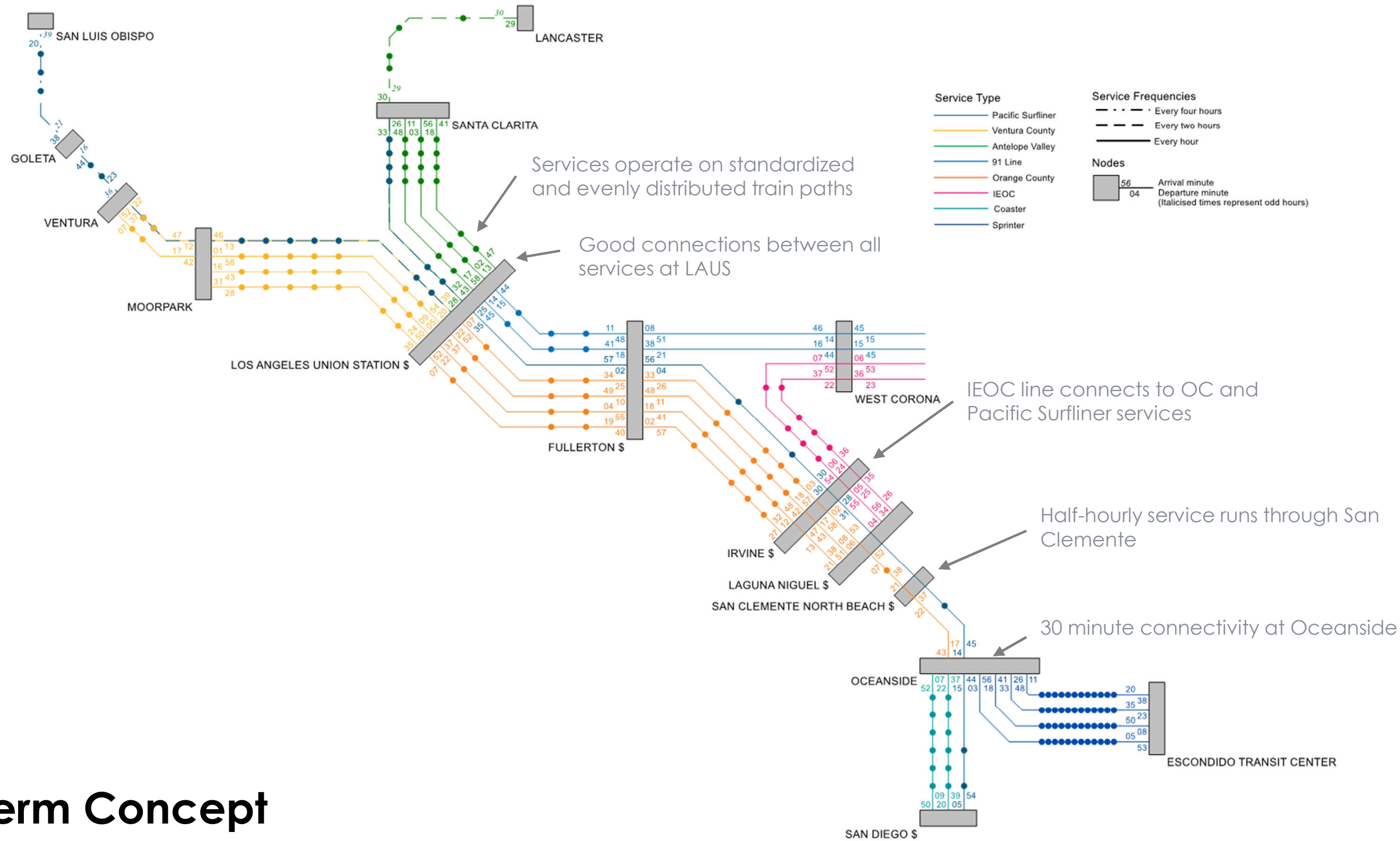
- Run passenger services on repetitive, regular interval schedules to boost service quality and coverage
- Specify operating needs to ensure reliable and robust operations
- Derive and prioritize investment projects
  - Vehicle
  - Infrastructure
  - Benefit from planned investments (LinkUS, Coastal projects, 4-track Hobart-Fullerton)





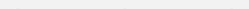

# Planning Horizons







# Long Term Concept

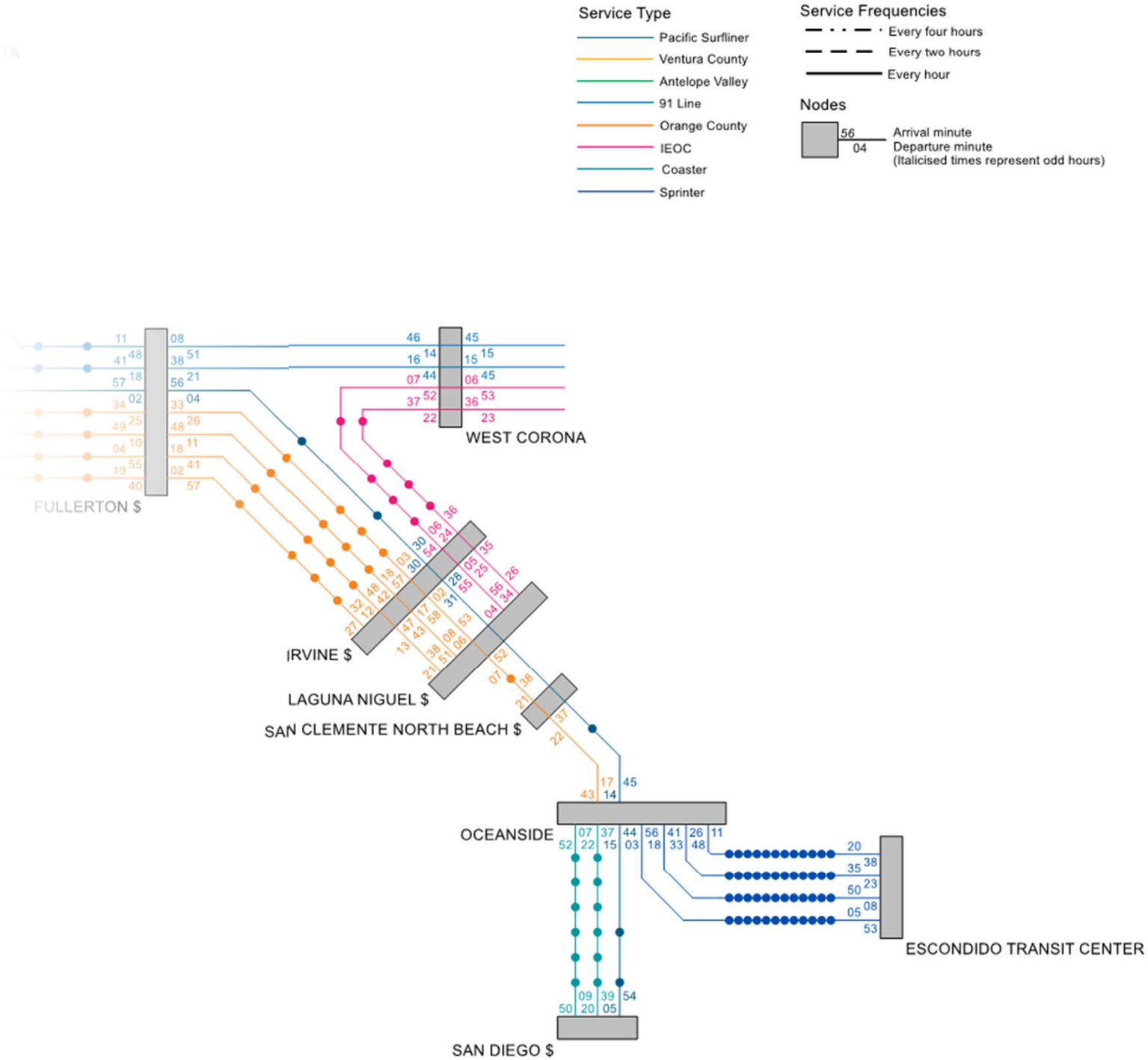
Santa Clarita to Oceanside			Change Trains	Trip Time	Auto Time
05:33		08:14	0	2:41	2:00-3:30
05:48	 Los Angeles Union Station	08:43	1	2:55	2:00-3:50
06:33	 Los Angeles Union Station	09:14	1	2:41	2:30-4:00
06:48	 Los Angeles Union Station	09:43	1	2:55	2:30-4:00

Poinsettia to Santa Barbara			Change Trains	Trip Time	Auto Time
06:29	<div><div></div><div></div><div></div></div> <div>Los Angeles Union Station</div>	11:01	1	4:32	3:30-5:10
08:29	<div><div></div><div></div><div></div></div> <div>Los Angeles Union Station</div>	13:01	1	4:32	3:00-4:10
10:29	<div><div></div><div></div><div></div></div> <div>Los Angeles Union Station</div>	15:01	1	4:32	2:50-3:50
12:29	<div><div></div><div></div><div></div></div> <div>Los Angeles Union Station</div>	17:01	1	4:32	2:50-4:10

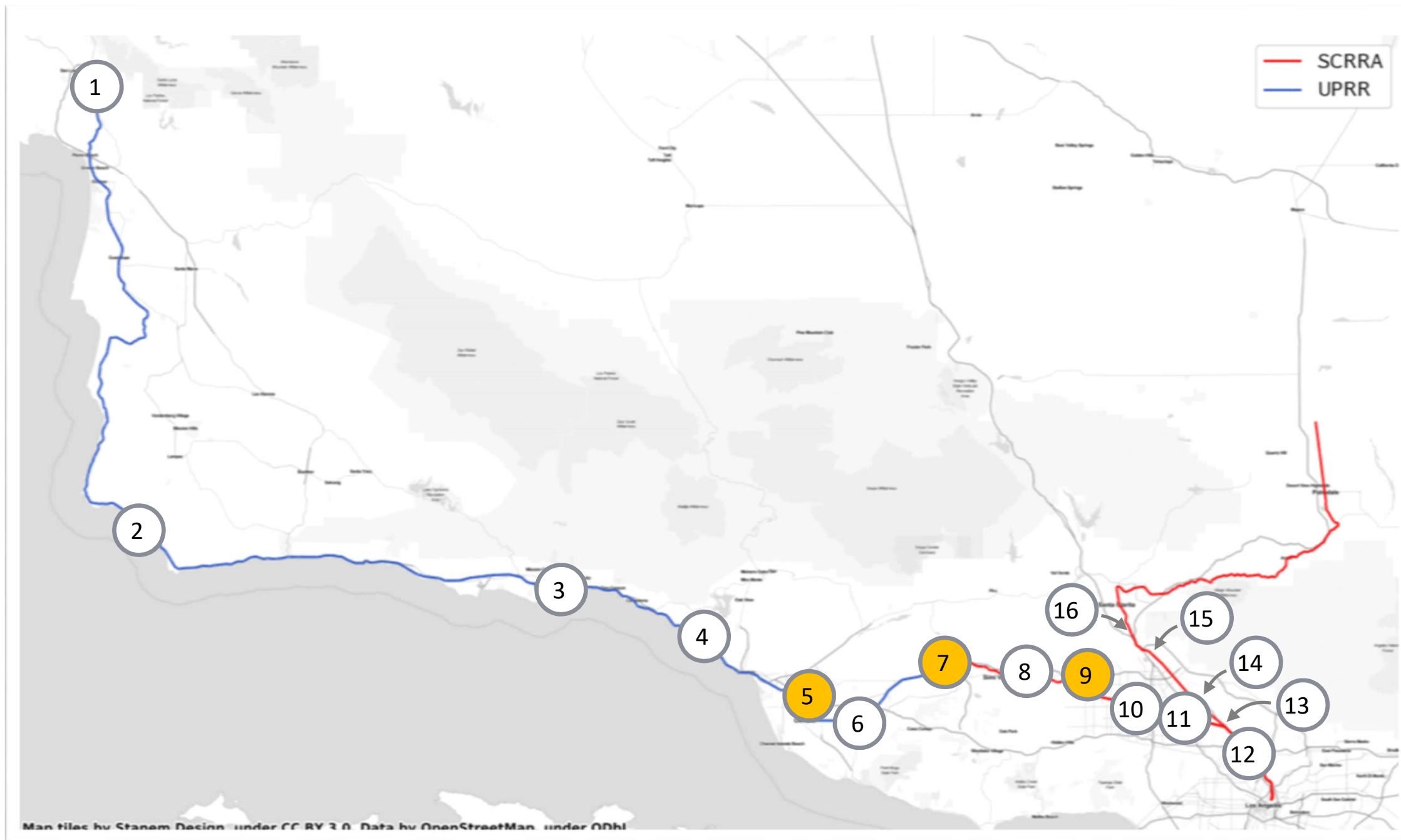
San Bernardino to San Diego		Change Trains	Trip Time	Auto Time	
05:20	<div><div></div><div></div><div></div><div></div></div> <div>IrvineOceanside</div>	08:50	2	3:30	1:50-3:20
05:50	<div><div></div><div></div><div></div></div> <div>Irvine</div>	09:05	1	3:15	2:00-3:10
06:20	<div><div></div><div></div><div></div><div></div></div> <div>IrvineOceanside</div>	09:50	2	3:30	2:00-3:00
06:50	<div><div></div><div></div><div></div></div> <div>Irvine</div>	10:05	1	3:15	1:50-2:50

LANCASTER

TA



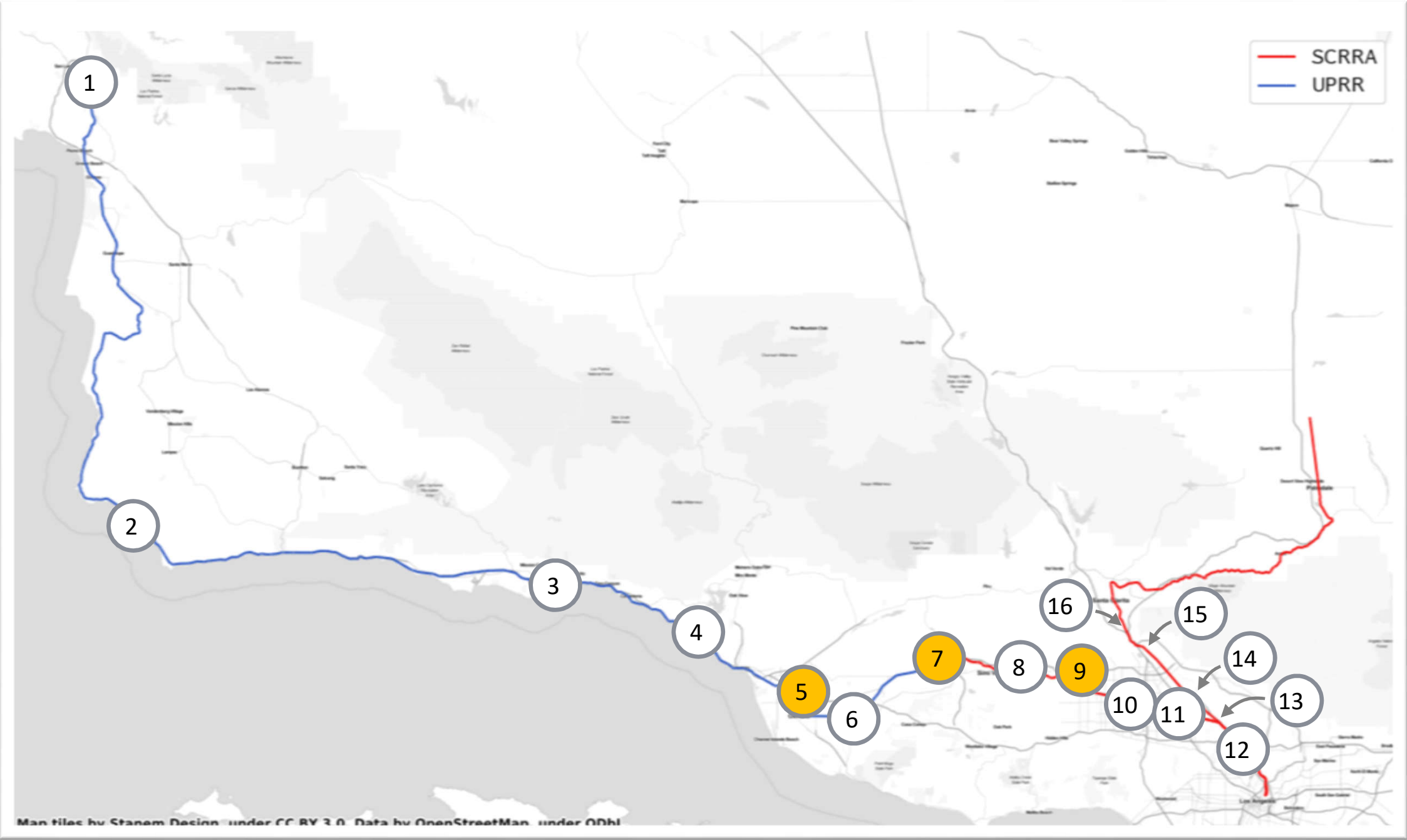
# Project on LOSSAN North Corridor



Project		Reason
1	San Luis Obispo Layover Expansion	Fleet and end of line starts
2	CTC and siding upgrades	Allow faster and reliable train meets
3	Goleta Layover Expansion	Fleet and mid corridor starts
4	Seacliff/ Ortega siding	Improved delay mitigation
5	Montalvo	Passenger meets
6	Camarillo Station improvements	Improved delay mitigation
7	Moorpark	Passenger turns (15 mins freq)
8	Simi Valley	Passenger meets (15 mins freq)
9	Chatsworth tunnel	Provide 15 min frequencies
10	Chatsworth station	Remove holdout rule for train meets
11	CP Raymer to CP Bernson	15 min frequencies

Newly identified project

# Project on LOSSAN North Corridor



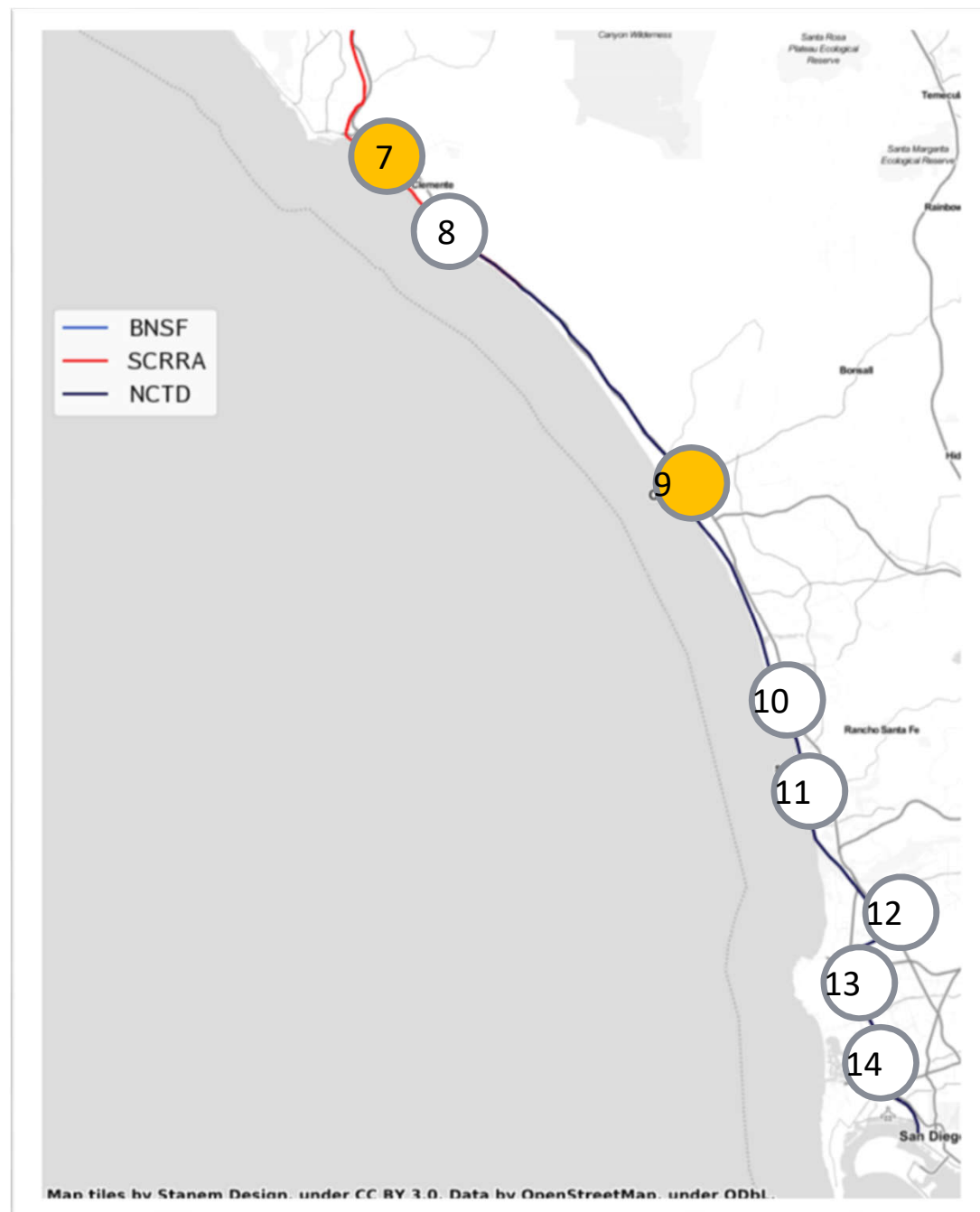
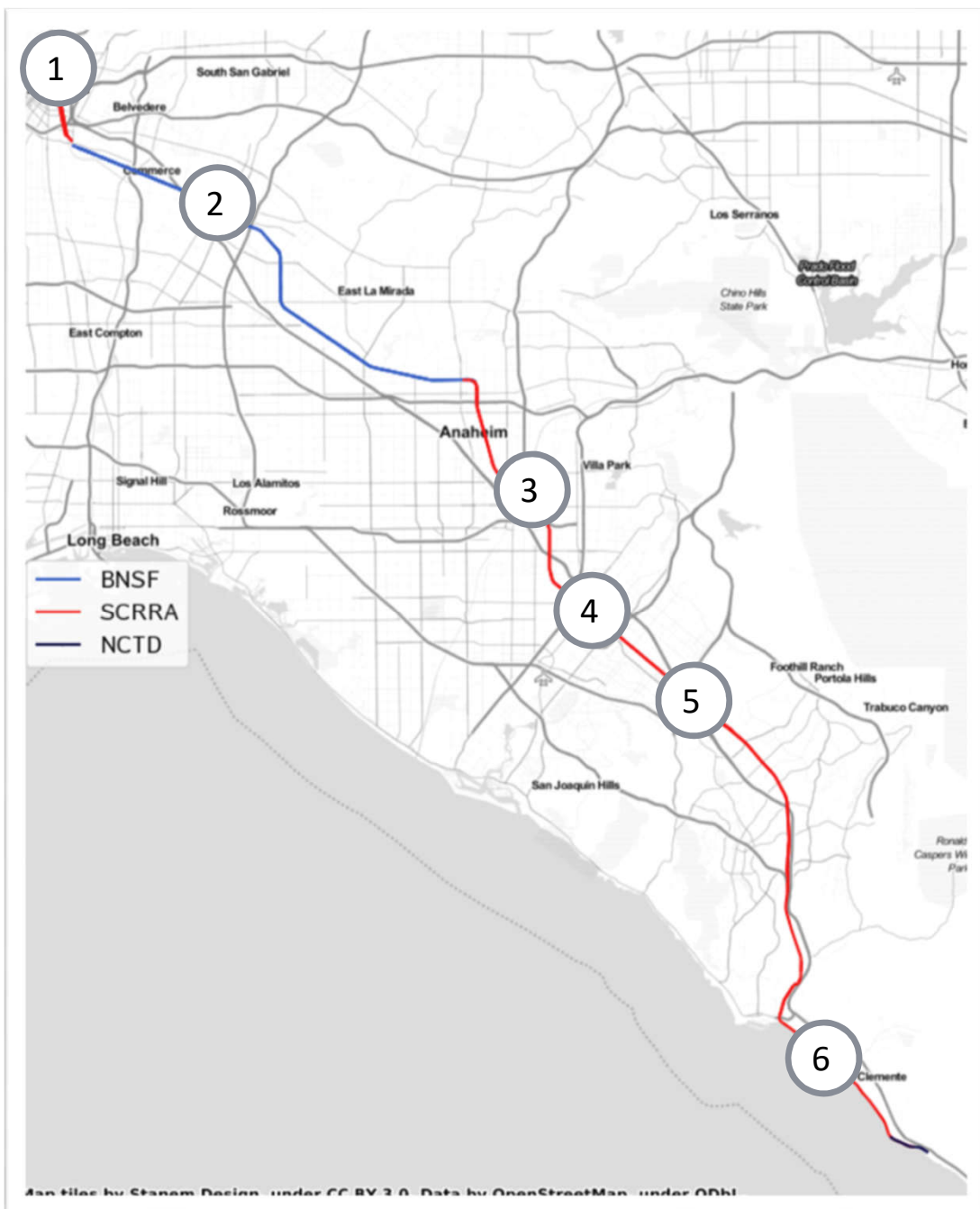
Project		Reason
12	Resignaling projects	3 min separation times where needed
13	Burbank Jct. Speed improvements	Capacity on the AVL line
14	Double track Burbank Airport North and extend siding near CP Sheldon	15 min frequencies
15	Accelerate tunnel/ extend siding near Balboa /Portal	15 min frequencies
16	Extend double track at CP Saugus	15 min frequencies



Newly identified project



# Project on LOSSAN South Corridor

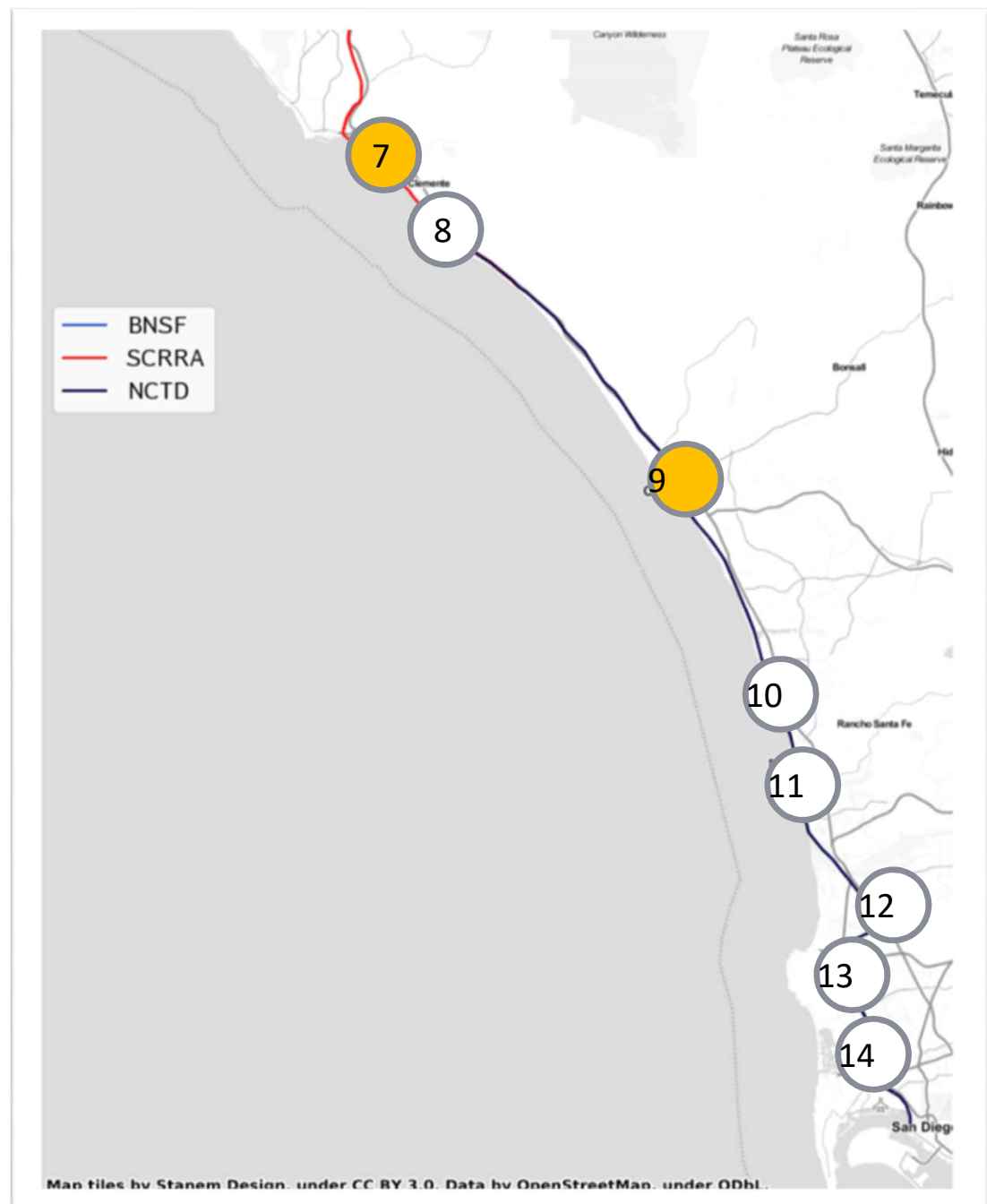
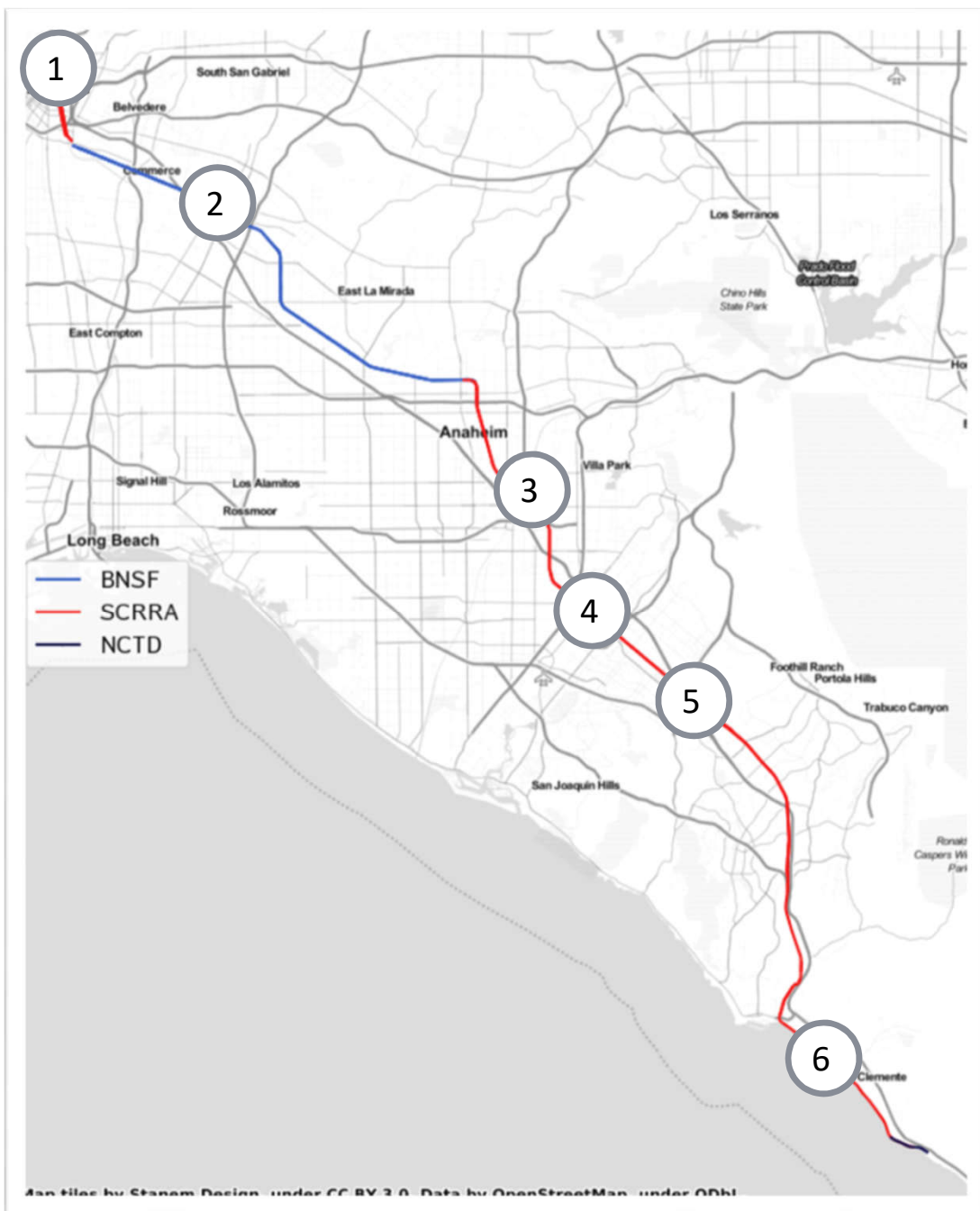


Project		Reason
1	LinkUS	Through tracks improved operations
2	Increased capacity on the BNSF Sub	Increased passenger slots
3	Orange/ Olive junction upgrade	Allow parallel train movements
4	Resignaling projects	3 min separation times where needed
5	Irvine station expansion	Turn trains and facilitate transfers
6	Serra siding extension	30 minute passenger service
7	Speed improvements	Reduce bottleneck impact
8	Repositioning of CP Songs	Reduce bottleneck impact
9	Oceanside station	Improve transfers between services
10	CPs Ponto-Swami	Passenger meets

Newly identified project



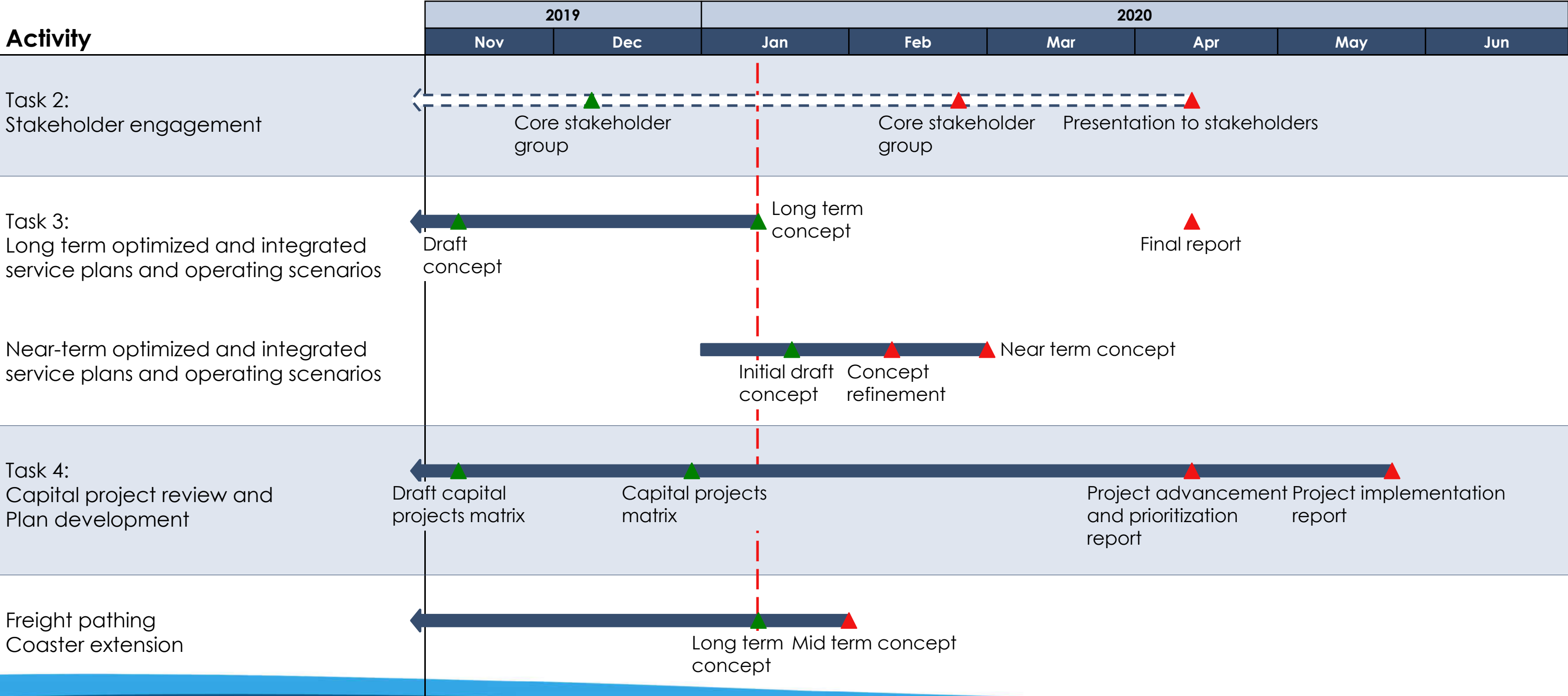
# Project on LOSSAN South Corridor



Project		Reason
11	San Dieguito double track	Passenger meets
12	Miramar phase 2	Passenger meets
13	Elvira to Morena double track	Passenger meets
14	Old town station improvements	Improve transfers between services

Newly identified project

# Project Timeline



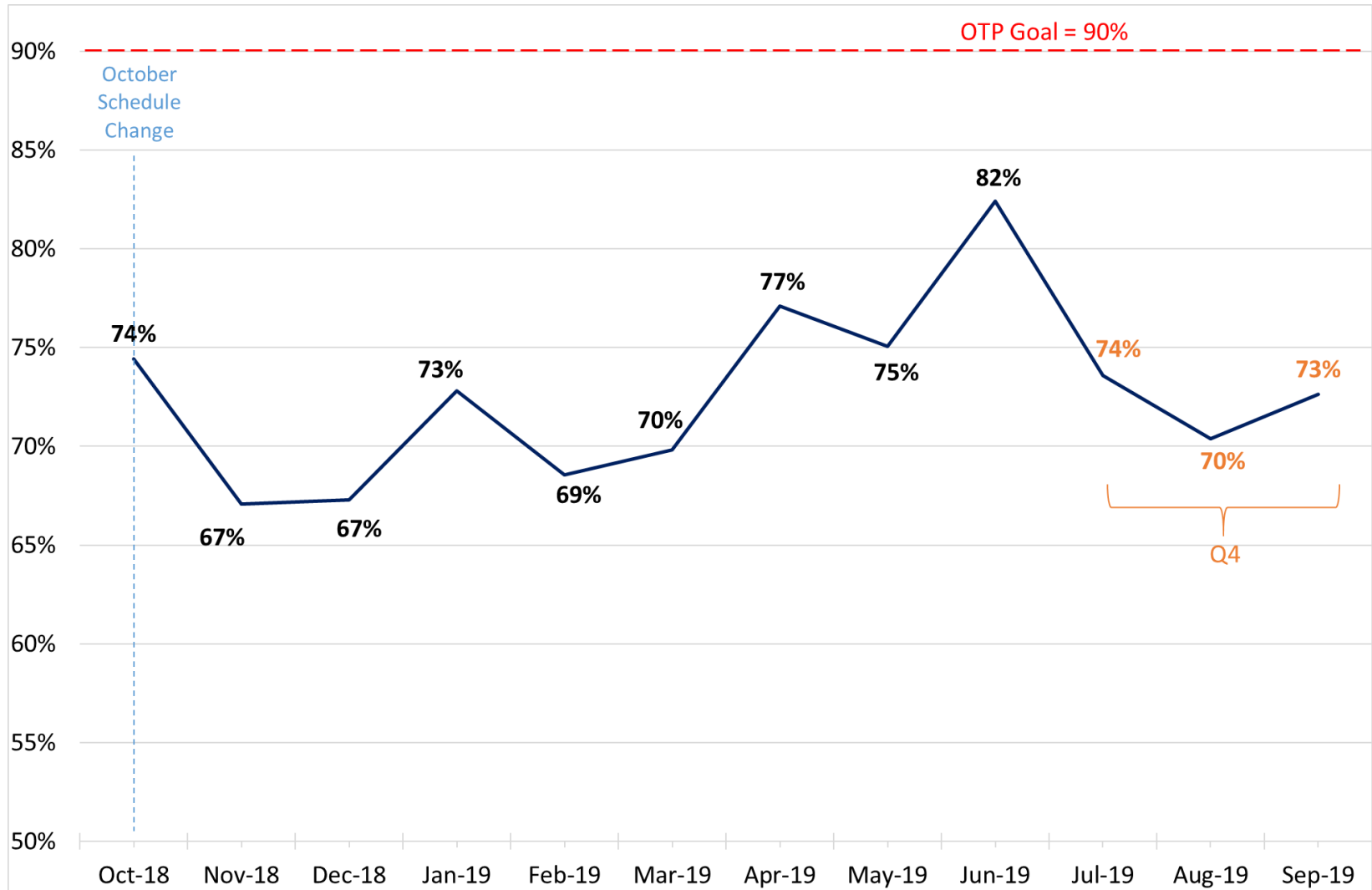


# **Pacific Surfliner**

## **Fourth Quarter On-Time Performance Analysis for Federal Fiscal Year 2018-19**

Technical Advisory Committee Meeting  
February 3, 2020

# Monthly Average Endpoint On-Time Performance (OTP) - Systemwide

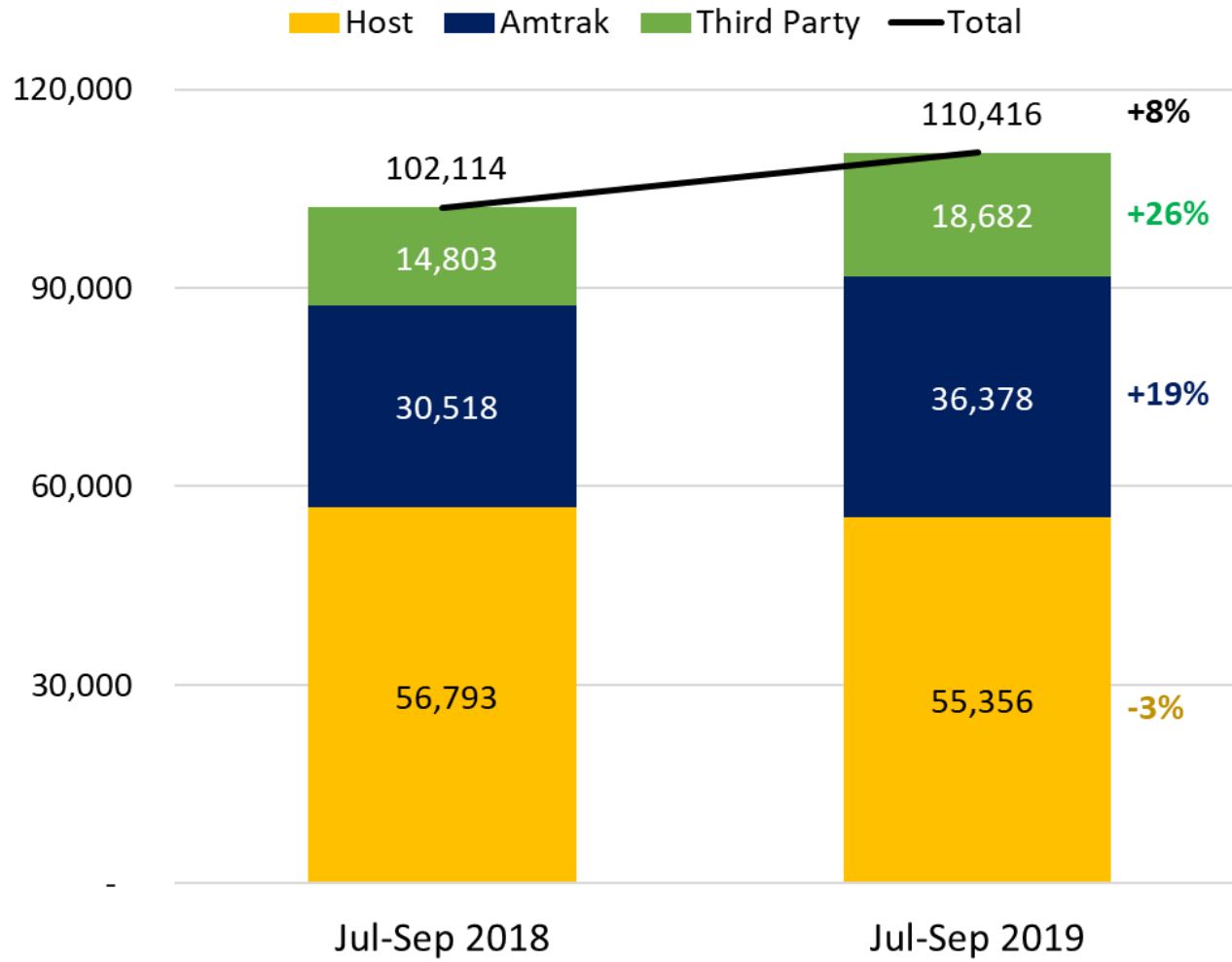


# Federal Fiscal Year (FFY) 2018-19 4<sup>th</sup> Quarter (Q4) Monthly Average Endpoint OTP: Detail by Train

Train	Dep Stn	(Sep-19) Dep Time	Jul-19	Aug-19	Sep-19	3 Mnth Avg
579	SAN	1:35 PM	96%	86%	100%	94%
561	SAN	4:00 AM	86%	96%	100%	94%
1565	SAN	6:45 AM	89%	100%	90%	93%
566	LAX	8:33 AM	91%	86%	100%	92%
562	LAX	6:05 AM	87%	94%	97%	92%
573	SAN	11:15 AM	96%	86%	90%	91%
565	SAN	6:57 AM	82%	86%	100%	89%
1564	LAX	6:52 AM	100%	78%	90%	89%
759	LAX	4:09 AM	96%	77%	95%	89%
1566	LAX	8:19 AM	89%	89%	80%	86%
768	GTL	6:35 AM	77%	90%	90%	86%
1761	SAN	4:40 AM	89%	78%	90%	86%
564	LAX	7:02 AM	86%	82%	85%	84%
1590	LAX	6:46 PM	89%	78%	70%	79%
782	GTL	12:35 PM	84%	61%	87%	77%
584	LAX	5:15 PM	73%	73%	85%	77%
590	LAX	7:21 PM	77%	85%	65%	76%
591	SAN	6:43 PM	84%	77%	63%	75%
796	SLO	4:15 PM	68%	81%	73%	74%
580	LAX	2:58 PM	65%	81%	70%	72%
1767	SAN	8:07 AM	78%	67%	70%	72%
777	SAN	12:05 PM	71%	68%	70%	70%
583	SAN	2:50 PM	81%	61%	60%	67%
792	GTL	4:25 PM	71%	61%	67%	66%
763	SAN	5:55 AM	65%	65%	70%	66%
569	SAN	9:43 AM	68%	64%	65%	66%
1579	SAN	1:30 PM	67%	67%	60%	64%
767	SAN	8:25 AM	64%	55%	75%	64%
1584	LAX	5:15 PM	89%	44%	50%	61%
595	SAN	8:57 PM	61%	55%	60%	59%
774	SLO	6:55 AM	68%	52%	57%	59%
1573	SAN	10:51 AM	33%	56%	80%	56%
1572	LAX	11:20 AM	56%	67%	20%	47%
785	SAN	3:58 PM	36%	36%	43%	38%
572	LAX	10:40 AM	32%	36%	40%	36%
1569	SAN	9:43 AM	33%	11%	10%	18%
System Average			74%	70%	73%	

# Delays by Responsible Party

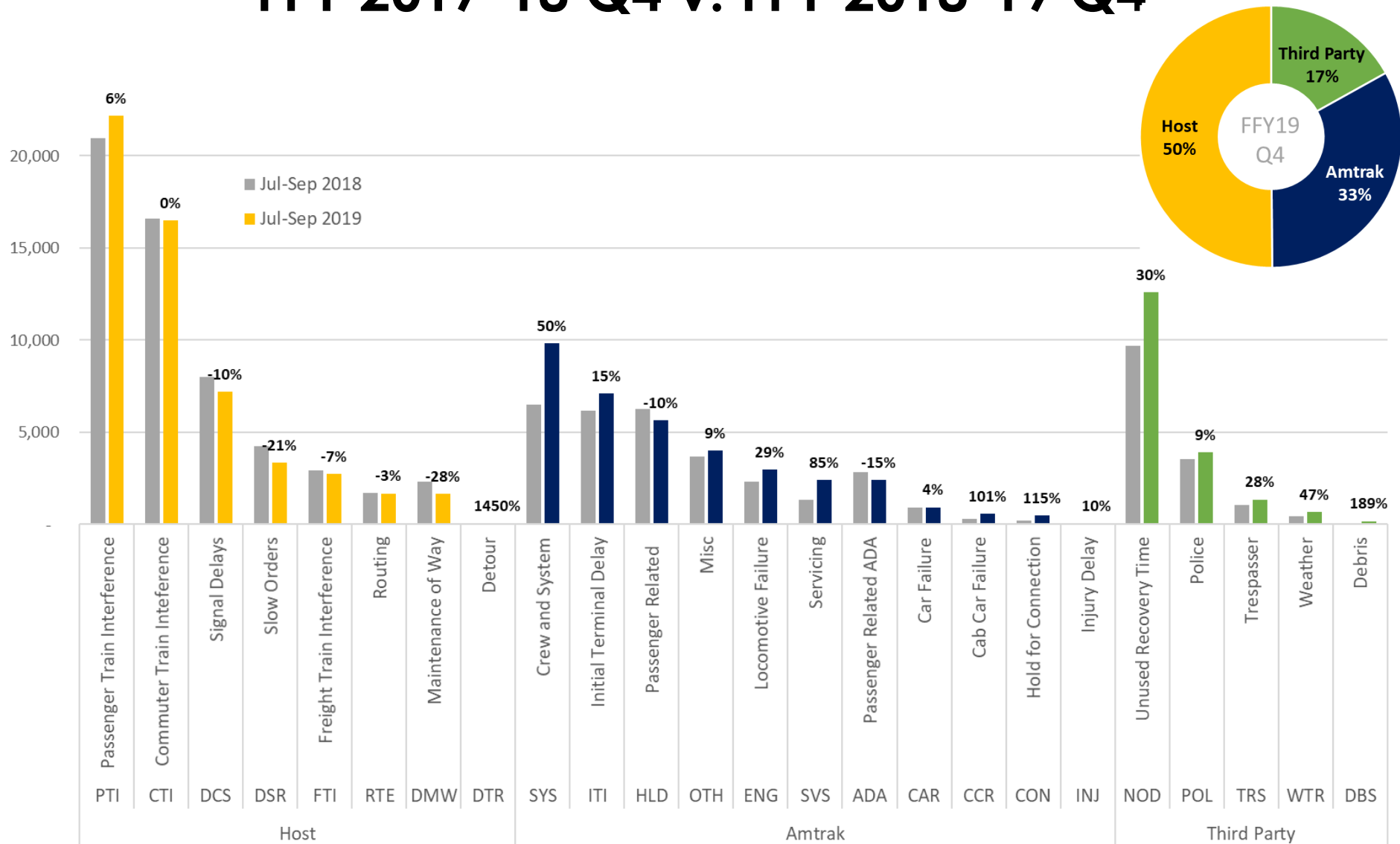
## FFY 2017-18 Q4 v. FFY 2018-19 Q4





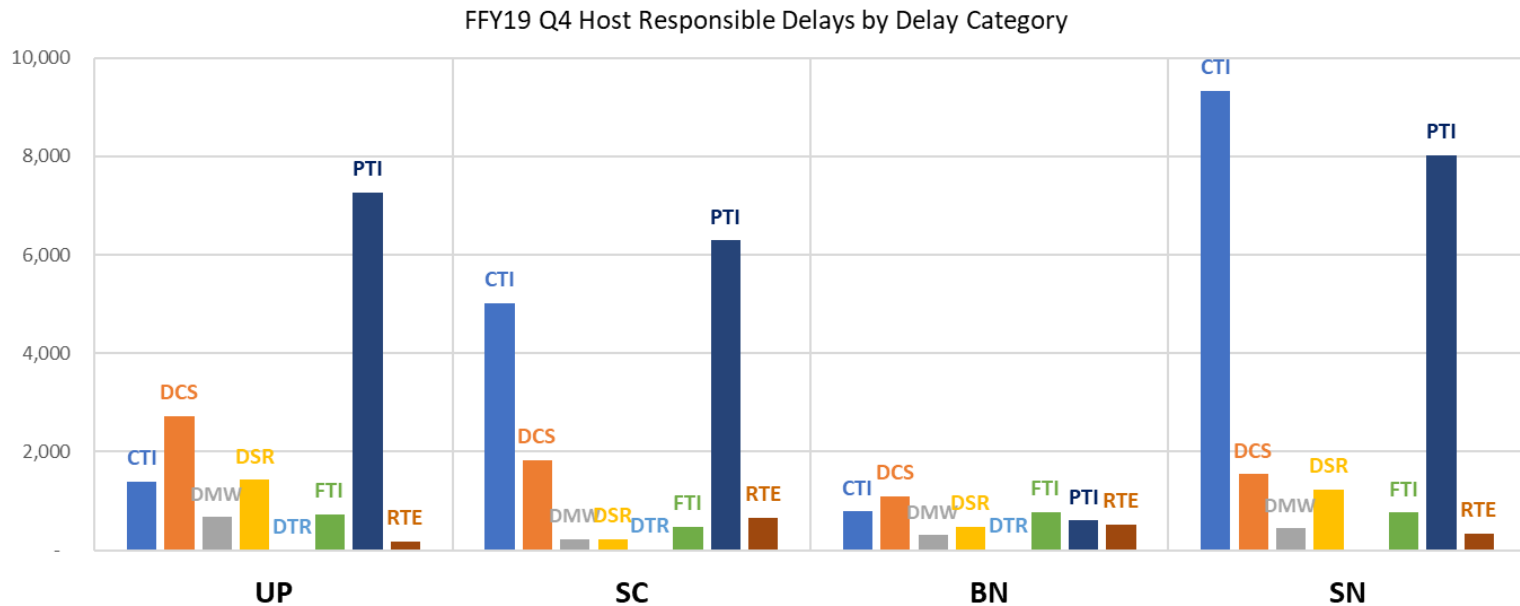
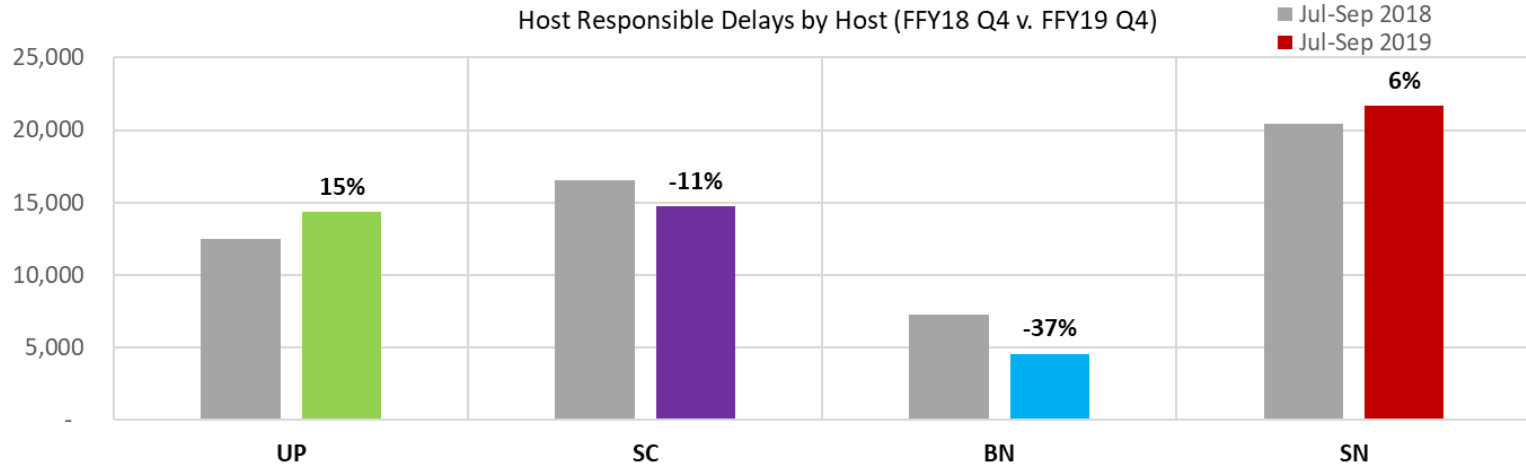
# Delays by Delay Category & Responsible Party

## FFY 2017-18 Q4 v. FFY 2018-19 Q4



# FFY 2018-19 Q4 (Jul-Sep)

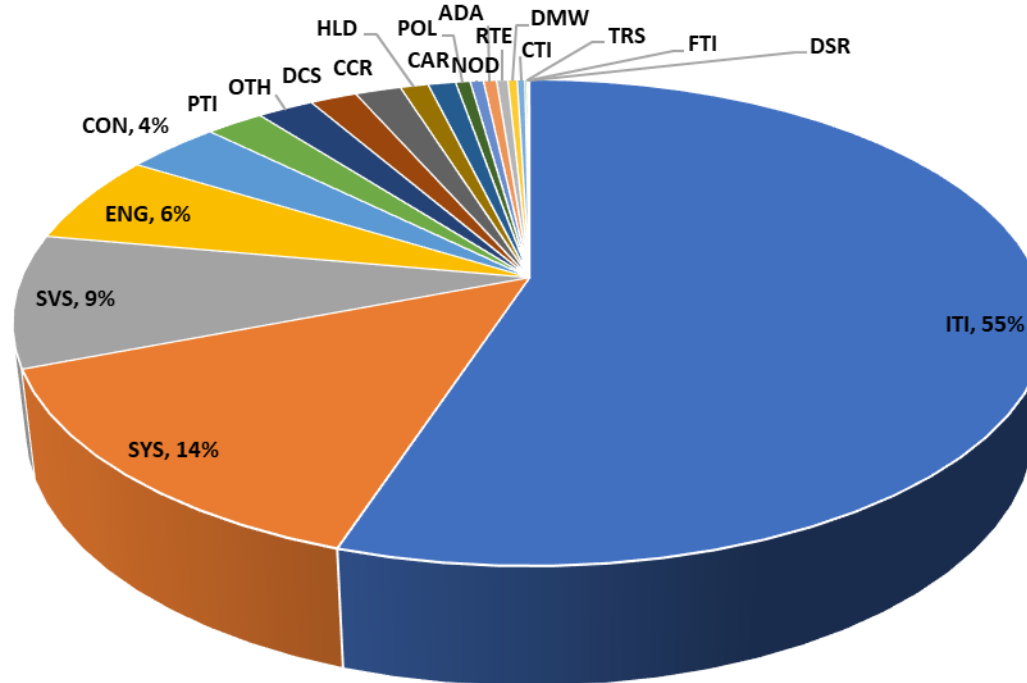
## Host Responsible Delays by Delay Category





# Initial Terminal Performance: FFY19 Q4

Train	Total ITI Delay (Mins)	% Share
785	3,085	25%
595	1,130	9%
583	1,084	9%
796	505	4%
1579	446	4%
768	428	4%
591	419	3%
572	376	3%
792	332	3%
562	324	3%
774	304	2%
782	284	2%
777	264	2%
584	248	2%
1590	217	2%
1569	209	2%
1572	187	2%
763	185	2%
569	151	1%
1785	150	1%
580	145	1%
565	140	1%
561	126	1%
590	121	1%
573	119	1%
579	118	1%
1767	110	1%
1566	108	1%
1763	96	1%
1564	85	1%
1761	78	1%
1777	66	1%
564	65	1%
767	59	0%
1573	55	0%
1565	55	0%
1584	49	0%
566	48	0%
1782	47	0%
1792	47	0%
1796	40	0%
759	36	0%
568	14	0%
1768	13	0%
593	3	0%
1568	2	0%
1774	2	0%
Total	12,175	100%



## Delay Code Legend

### Host

CTI	Commuter Train Inteferece
DCS	Signal Delays
DMW	Maintenance of Way
DSR	Slow Orders
DTR	Detour
FTI	Freight Train Interference
PTI	Passenger Train Interference
RTE	Routing

### Amtrak

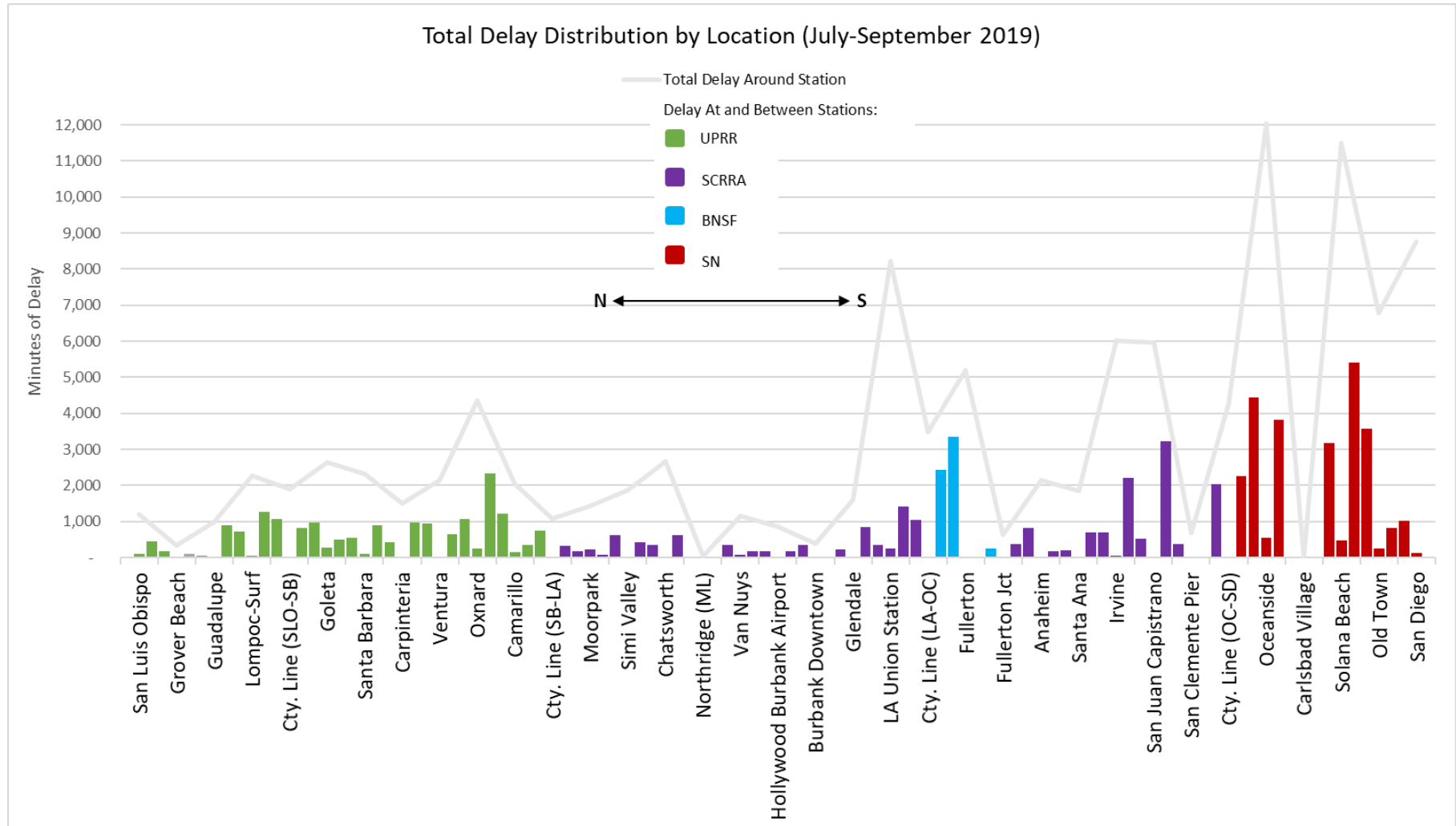
ADA	Passenger Related ADA
CAR	Car Failure
CCR	Cab Car Failure
CON	Hold for Connection
ENG	Locomotive Failure
HLD	Passenger Related
INJ	Injury Delay
ITI	Initial Terminal Delay
OTH	Misc
SVS	Servicing
SYS	Crew and System

### Third Party

DBS	Debris
NOD	Unused Recovery Time
POL	Police
TRS	Trespasser
WTR	Weather

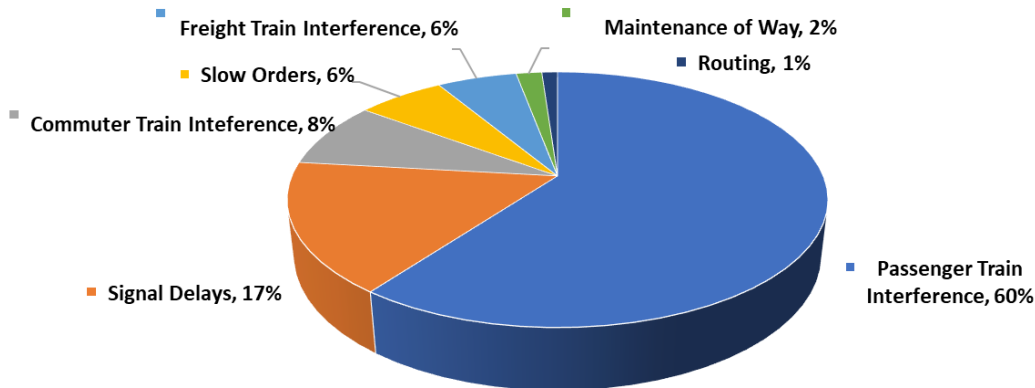
- Train 785 continues to be responsible for about 25% of total initial terminal performance (ITP) delay minutes

# Total Delay Distribution – By Location



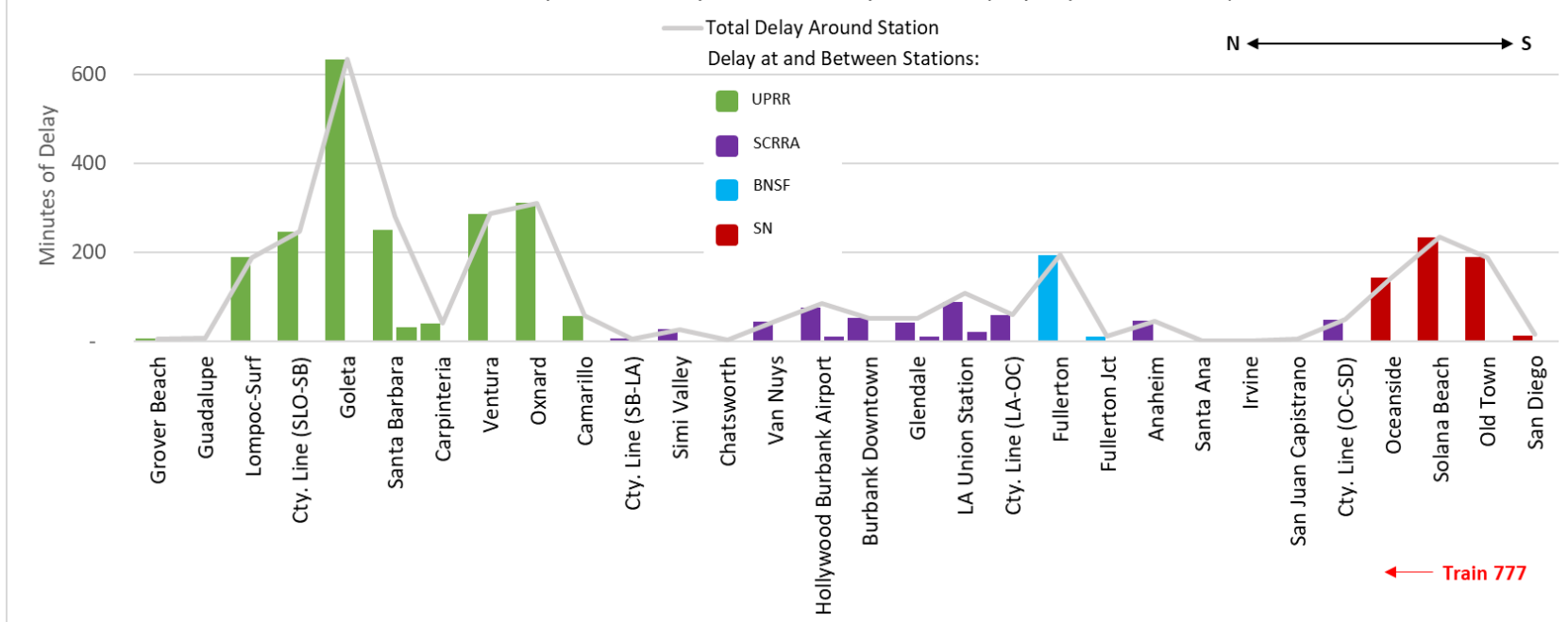
# Train 777 – Delay Analysis

Train 777 - Host Delay Distribution

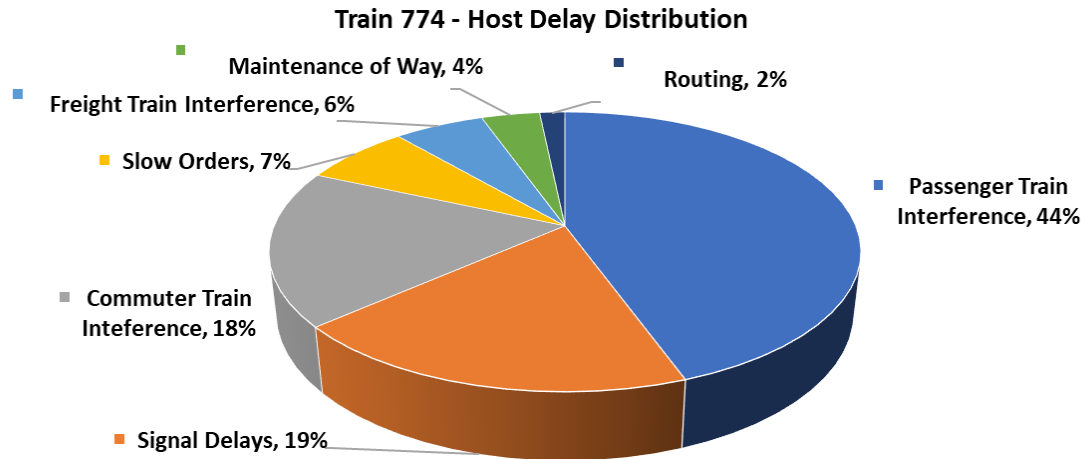


- For Q4, 69 percent of total delay minutes (2,318) are Passenger Train Interference (PTI) and Commuter Train Interference (CTI)
- Majority of delays (61 percent) occur in Union Pacific territory
- PTI delays begin to increase at Oxnard and intensify as 777 travels north

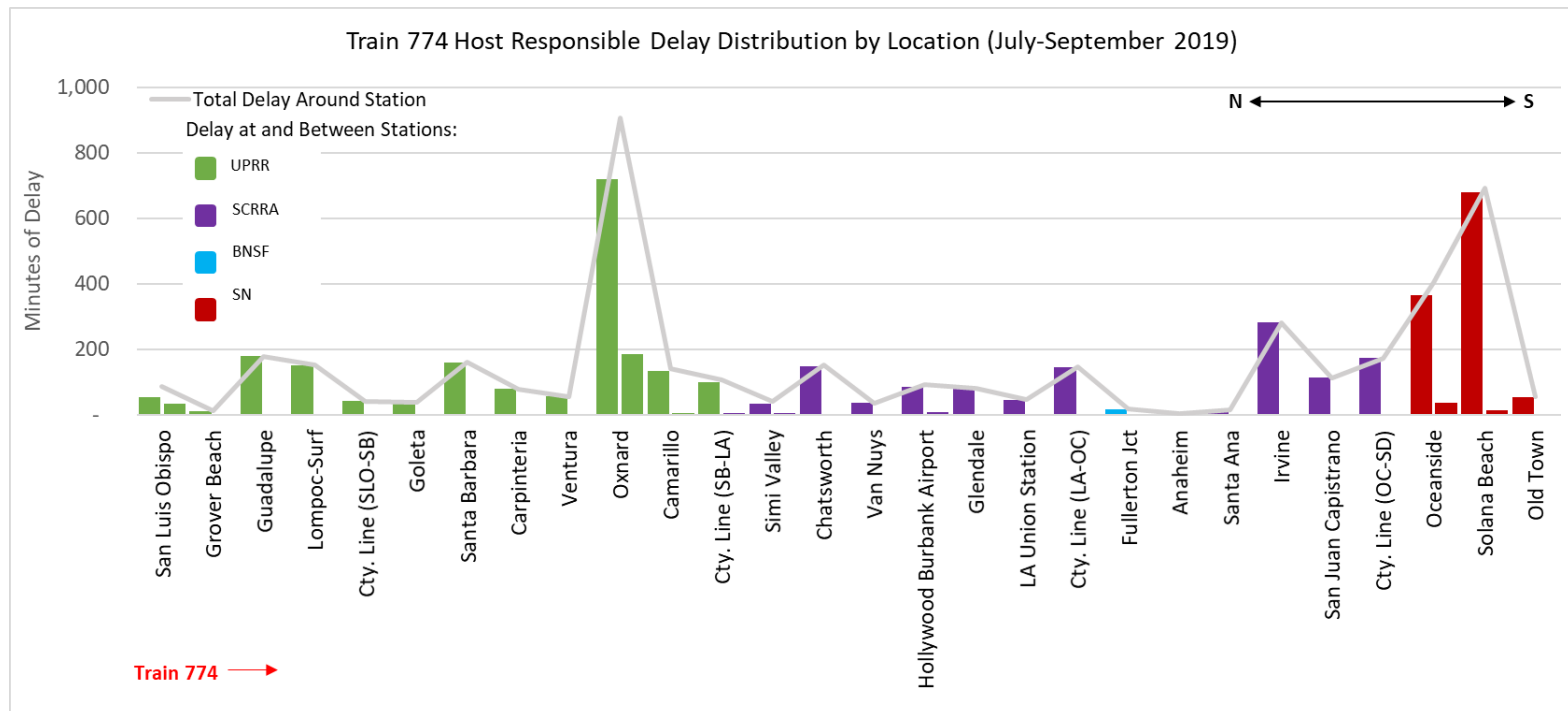
Train 777 Host Responsible Delay Distribution by Location (July-September 2019)



# Train 774 – Delay Analysis

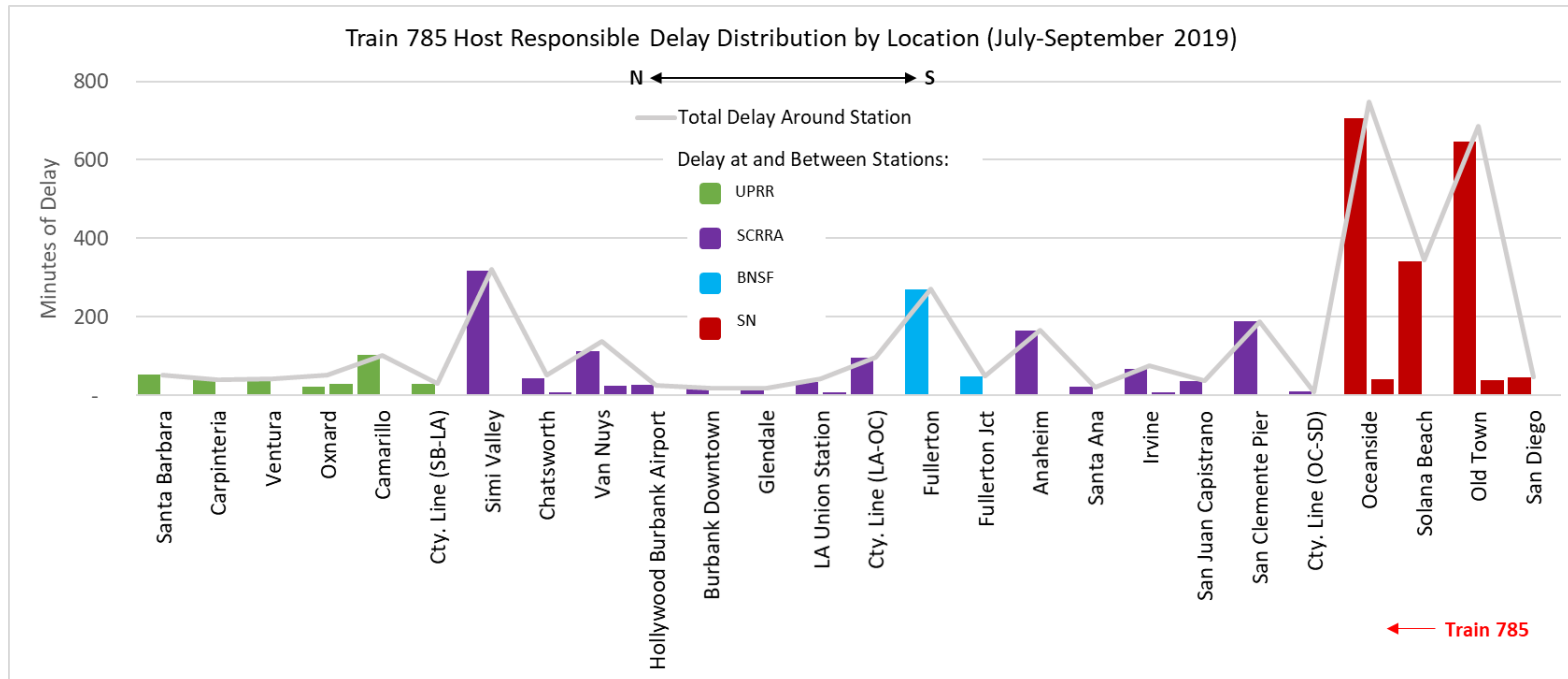
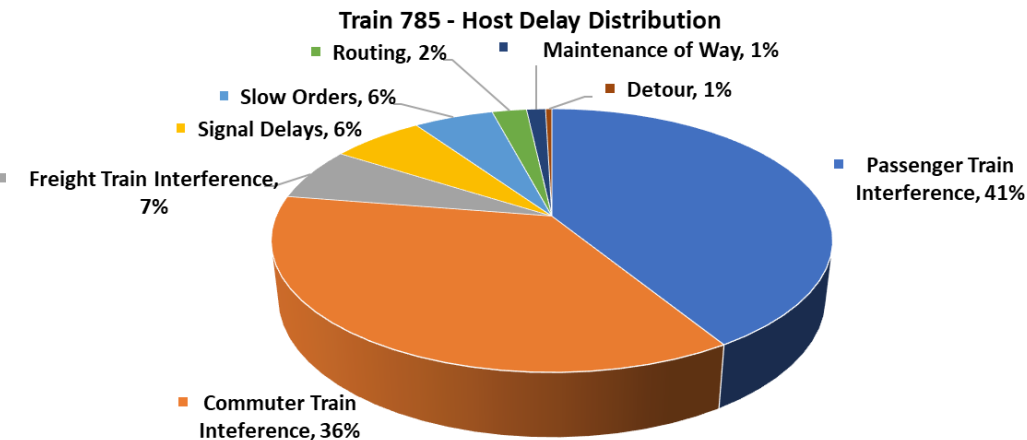


- For Q4, 63 percent of total delay minutes (2,690) are PTI and CTI



# Train 785 – Delay Analysis

- For Q4, 78 percent of total delay minutes (2,843) are PTI and CTI
- About Half (50%) of delays occurred in San Diego North County Transit District territory



# Conclusions – Q4

- The OTP trend has shown some improvement, though still short of the 90 percent metric
- Train 785 continues to have initial terminal performance issues related to late Train 774
- Train 777 experiencing significant issues with PTI north of Oxnard
- Host responsible delays for Q4, down by three percent vs. the prior year

# Questions



**LOSSAN RAIL CORRIDOR AGENCY**

# **Upcoming Agenda Items**

**Supplemental Information**





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

**Upcoming Agenda Items  
Board of Directors Meeting  
February 18, 2020**

- Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency Fiscal Year 2018-19 Annual Financial Audit
- Fiscal Year 2019-20 First Quarter Budget Status Report
- Quarterly Marketing Update
- Approval to Release Request for Proposals for Pacific Surfliner Digital Marketing Services
- Amendment to Agreement for Website Design and Development Services
- Los Angeles - San Diego – San Luis Obispo Rail Corridor Trends for the Fourth Quarter of Federal Fiscal Year 2018-19
- Pacific Surfliner - 4<sup>th</sup> Quarter On-Time Performance Analysis
- Final Draft Business Plan for Fiscal Years 2020-21 and 2021-22