

LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE

Thursday, June 4, 2020
12:30 P.M. - 2:30 P.M

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 Los Angeles – San Diego – San Luis Obispo (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 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 Committee 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.

All documents relative to the items referenced in this agenda are available for public inspection at www.lossan.org.

Guidance for Public Access to the TAC Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the TAC Committee meetings with TEAMS by clicking the below link:

[TAC Meeting Live Stream](#)

Public comments may be submitted for the upcoming Committee meetings by emailing them to boardofdirectors@octa.net.

Guidance for Public Access to TAC Committee Meeting (Continued)

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 Committee. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the TAC Committee Members in a timely manner, please submit your public comments 30 minutes prior to the start time of the Committee meeting date.

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	Lauren Bianchi Klemann
	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	Brent Boyd	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 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. Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2019-20

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 first quarter of federal fiscal year 2019-20, is presented for consideration.

Recommendation

Receive and file as an information item.

3. Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the Second Quarter of Federal Fiscal Year 2019-20

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 second quarter of federal fiscal year 2019-20, is presented for consideration.

Recommendation

Receive and file as an information item.

Regular Calendar

4. State Rail Assistance Program Funding and Pacific Surfliner Operations

Roger M. Lopez

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. The State Rail Assistance program, an element of Senate Bill 1 provides funding for both operations and capital improvements to commuter and intercity rail services. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency is seeking Board of Directors approval to utilize State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations for fiscal year 2020-21.

Discussion Items

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

Roger M. Lopez

Overview

Staff will provide a detailed analysis of Pacific Surfliner on-time performance during the second quarter of federal fiscal year 2019-20.

6. **Update on Capital Programs and Projects along the Los Angeles - San Diego - San Luis Obispo Rail Corridor between Los Angeles and San Diego**

James D. Campbell

Overview

An overview of the programs and projects ongoing along the Los Angeles - San Diego - San Luis Obispo Rail Corridor south of Los Angeles will be presented by staff from the San Diego Association of Governments, BNSF Railway and Metrolink.

7. **Update on COVID-19**

James D. Campbell

Overview

The Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency has been responding to the public health emergency caused by the novel coronavirus pandemic and closely monitoring the related transportation implications. Staff will provide an update on the response for information.

8. **Upcoming Agenda Items**

James D. Campbell

Overview

Overview of upcoming agenda items for the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency Board of Directors meeting on June 15, 2020.



TECHNICAL ADVISORY COMMITTEE AGENDA

- 9. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update
- 11. Technical Advisory Committee Members' Report

Adjournment

The regularly scheduled meeting of this Committee will be held:

Thursday, September 3, 2020
12:30 P.M. - 2:30 P.M.
Location: TBD



June 4, 2020

To: Members of the Technical Advisory Committee
Donna DeMartino
From: Donna DeMartino, Managing Director
Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
Trends for the First Quarter of Federal Fiscal Year 2019-20

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 first quarter of federal fiscal year 2019-20, is presented for consideration by the Members of the Technical Advisory Committee.

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 2.7 million on Pacific Surfliner intercity passenger rail trains and about 5.4 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 first quarter of federal fiscal year (FFY) 2019-20, covering the months of October, November, and December 2019.

Usage

For the first quarter of FFY 2019-20, total LOSSAN rail corridor ridership on the three services was 1,992,775, a 1.3 percent increase 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.

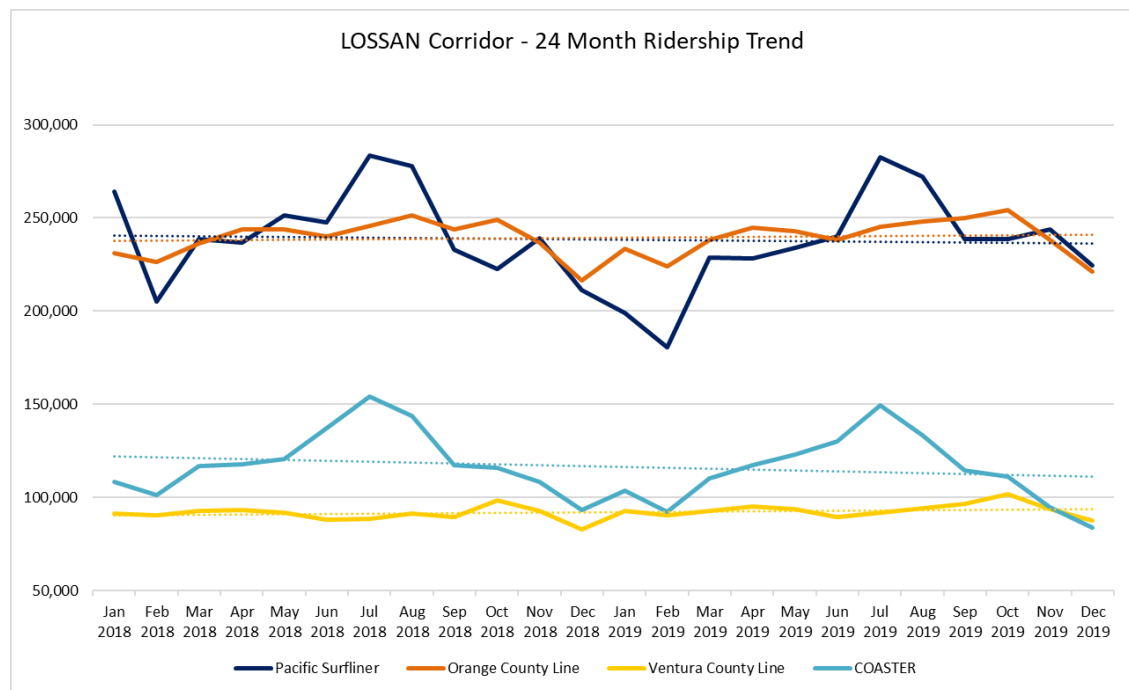


Figure 1.1

The 24 months of ridership data included in Figure 1.1 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 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 increase in LOSSAN rail corridor ridership can be attributed to the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service ridership, which increased during the first quarter of FFY 2019-20 by 5.0 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.

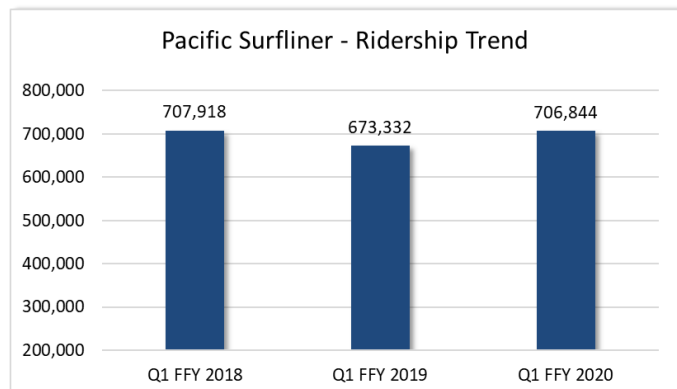


Figure 1.2

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 3.2 percent when compared to the first quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 1.6 percent increase in ridership over the same report period in the prior year.

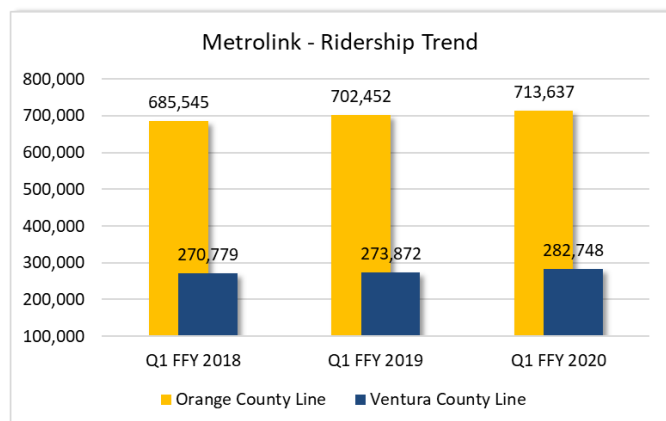


Figure 1.3

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 956 per weekday for the first quarter of FFY 2019-20, which is an increase of 8.2 percent compared to the same period last year.¹ This increase is significant following a declining trend in overall R2R ridership since April 2018, when train 761, a heavily utilized morning commuter connection, was eliminated

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

as part of the peak-period retiming effort between Ventura and Santa Barbara counties.

COASTER

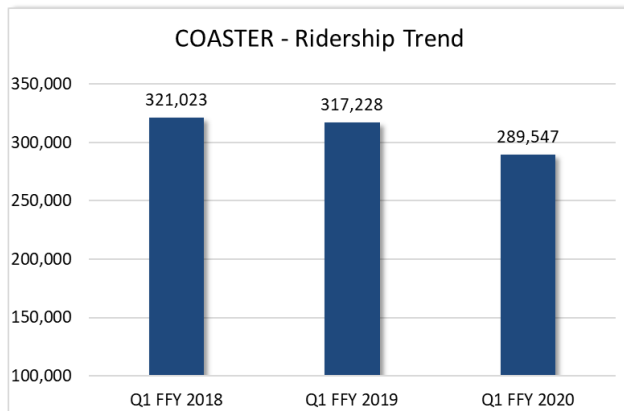


Figure 1.4

COASTER (serving between Oceanside and San Diego) ridership decreased by 8.7 percent during the first quarter of FFY 2019-20, when compared to the same period the prior year as shown in Figure 1.4.

During the first quarter of FFY 2019-20, there were an average of 16 total COASTER pass holders per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 0.5 percent

when compared to last year.

Amtrak System

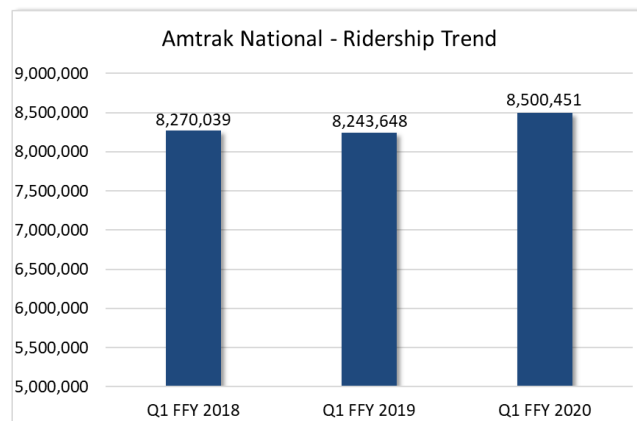


Figure 1.5

Amtrak service nationwide had a cumulative ridership increase of 3.1 percent for the first quarter of FFY 2019-20 compared with the same period the prior year, as illustrated in Figure 1.5.

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 0.2 percent in the first 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 3.9 percent and San Joaquins ridership decreased by 2.4 percent in the first 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 generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 62 million passenger miles during the first quarter of FFY 2019-20, which is a 2.3 percent increase compared to the same period in the prior year. The increase in passenger miles aligns with the overall increase in ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 62 million passenger miles resulted in a reduction of over 22,542 tons of greenhouse gases. The pollution avoided is equivalent to burning over 2.3 million gallons of gasoline.

Efficiency

Revenue

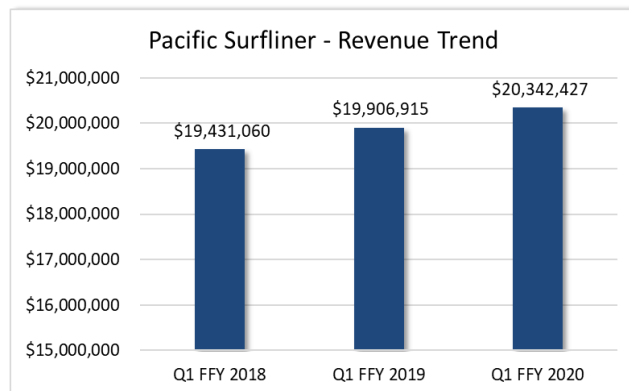


Figure 1.6

In correlation with the ridership increase, ticket revenue for the Pacific Surfliner rail service performed well. For the first quarter of FFY 2019-20, overall revenue increased by 2.2 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 3.3 percent, the San Joaquin rail corridor saw a decrease of 1.3 percent, and the Coast Starlight decreased by 1.7 percent in the first quarter compared to last year.

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) usually 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 (the most recent reporting date), Caltrans DRMT reported to the CTC on the 12 months ending June 2019 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 first quarter of FFY 2019-20, average endpoint Pacific Surfliner OTP was 73.1 percent, which was a 10.7 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 76.4 percent. By comparison, the endpoint OTP on the Capitol Corridor averaged 84.5 percent, and the San Joaquins averaged 72.9 percent during the report period. Amtrak system-wide endpoint OTP averaged 77.7 percent for the first quarter. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

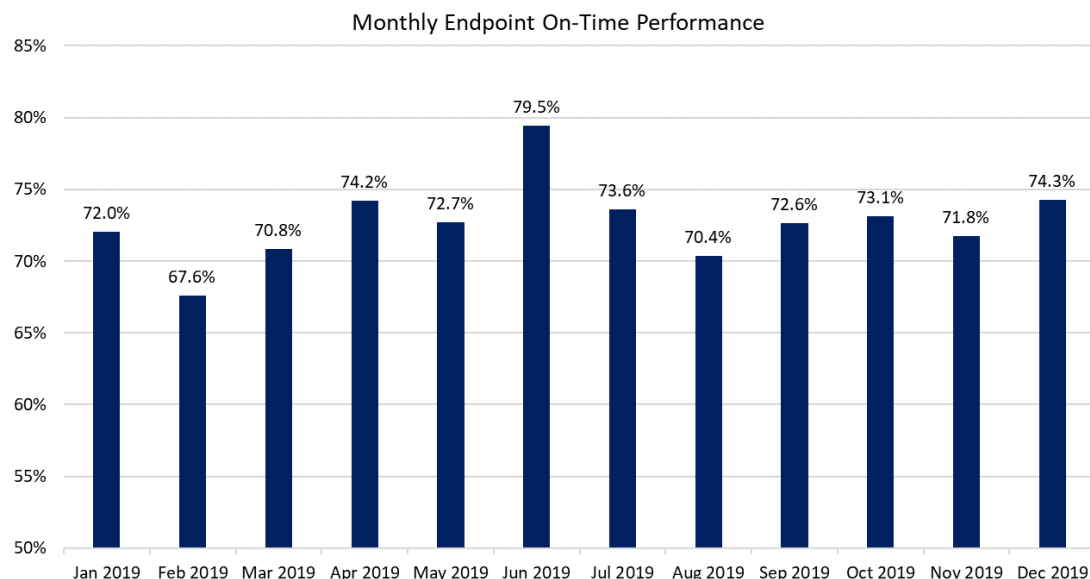


Figure 1.7

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. Top issues continuing to impact OTP include commuter and passenger train interference on the south end of the rail corridor and 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 first quarter of FFY 2019-20, the Pacific Surfliner scored an average eCSI of 84.9 percent, which represents an increase of 2.2 percent over the same period last year (83.0 percent).

Detailed analysis of the eCSI data show the drivers related to the overall score. For the first quarter of FFY 2019-20, the top five biggest drivers for customer dissatisfaction include issues related to the reliability of onboard Wi-Fi service, the clarity and availability of station signage and announcements, and the variety of food items in the Pacific Surfliner Café car.

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 to gauge the success of what is being offered and to highlight items that need to be adjusted.

<i>Sales Category</i>	<i>FFY19 Q1</i>	<i>FFY20 Q1</i>	<i>% Change</i>
Baked Goods	\$ 126,061	\$ 122,515	-2.8%
Beer	\$ 267,417	\$ 271,627	1.6%
Beverages	\$ 356,944	\$ 365,515	2.4%
Dairy Products	\$ 7,943	\$ 10,806	36.0%
Fresh Prepared Foods	\$ 144,805	\$ 225,187	55.5%
Liquor	\$ 118,644	\$ 153,650	29.5%
Miscellaneous Merchandise	\$ 7,498	\$ 7,857	4.8%
Packaged Snack Foods	\$ 959,404	\$ 990,664	3.3%
Salads	\$ 21,086	\$ 16,072	-23.8%
Wine	\$ 447,343	\$ 478,269	6.9%
Total Revenue	\$ 2,457,145	\$ 2,642,163	7.5%

Figure 1.8

For the first quarter of FFY 2019-20, food and beverage sales increased by 7.5 percent over the same quarter in the prior year. This growth correlates with

the overall increase 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 first quarter of FFY 2019-20, ridership on these three routes totaled 25,364 riders, which was a decrease of 4.9 percent when compared to the same period in the prior year (26,659 riders).

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 first quarter of federal fiscal year 2019-20. During the first quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership increased by 1.3 percent compared to the same period last year. Ridership on the Pacific Surfliner increased by 5.0 percent, while revenue realized a 2.2 percent increase when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, First Quarter Federal Fiscal Year 2019-20

Prepared by:



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

**Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary
First Quarter Federal Fiscal Year 2019-20**

<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	706,844	5.0%	\$ 20,342,427	2.2%	73.1%
Metrolink Ventura County Line	713,637	3.2%	---	---	94.2%
Metrolink Orange County Line	282,748	1.6%	---	---	89.5%
COASTER	289,547	-8.7%	---	---	90.5%
LOSSAN Total/Average	1,992,775	1.3%	---	---	---

Amtrak Nationwide	8,500,451	3.1%	\$ 649,768,425	5.4%	77.7%
Capitol Corridor	456,642	3.9%	\$ 9,330,236	3.3%	84.5%
San Joaquin	269,126	-2.4%	\$ 8,574,200	-1.3%	72.9%
Coast Starlight	69,612	-15.9%	\$ 6,265,900	-16.9%	67.5%



June 4, 2020

To: Members of the Technical Advisory Committee
From: Donna DeMartino, Managing Director *Donna DeMartino*
Subject: The Los Angeles – San Diego – San Luis Obispo Rail Corridor
Trends for the Second Quarter of Federal Fiscal Year 2019-20

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 second quarter of federal fiscal year 2019-20, is presented for consideration by the Members of the Technical Advisory Committee.

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 2.7 million on Pacific Surfliner intercity passenger rail trains and about 5.4 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 second quarter of federal fiscal year (FFY) 2019-20, covering the months of January, February, and March 2020.

Coronavirus Pandemic

The novel coronavirus (COVID-19) pandemic has had significant global impacts on transit ridership and operations, including the three rail services operating on the LOSSAN rail corridor. Attributable ridership and revenue declines were observed at the end of February 2020, and drastic declines followed Governor Gavin Newsom's shelter-in-place order, effective March 15, 2020. Shortly after, the Pacific Surfliner, COASTER and Metrolink implemented temporary service reductions on their respective intercity and commuter passenger rail services. The Pacific Surfliner and COASTER began service reductions on March 23, 2020, and Metrolink reduced its service on March 26, 2020.

Usage

For the second quarter of FFY 2019-20, total LOSSAN rail corridor ridership on the three services was 1,670,607, an 11.4 percent decrease when compared to the same period of the previous year. However, when analyzing ridership performance on a monthly level, ridership increased in January and February (by 3.4 and 7.0 percent, respectively), before experiencing a major 41.4 percent decline in March 2020, attributable to the COVID-19 pandemic. A 24-month ridership chart for the LOSSAN rail corridor, with the specific performance of each service, can be found in Figure 1.1.

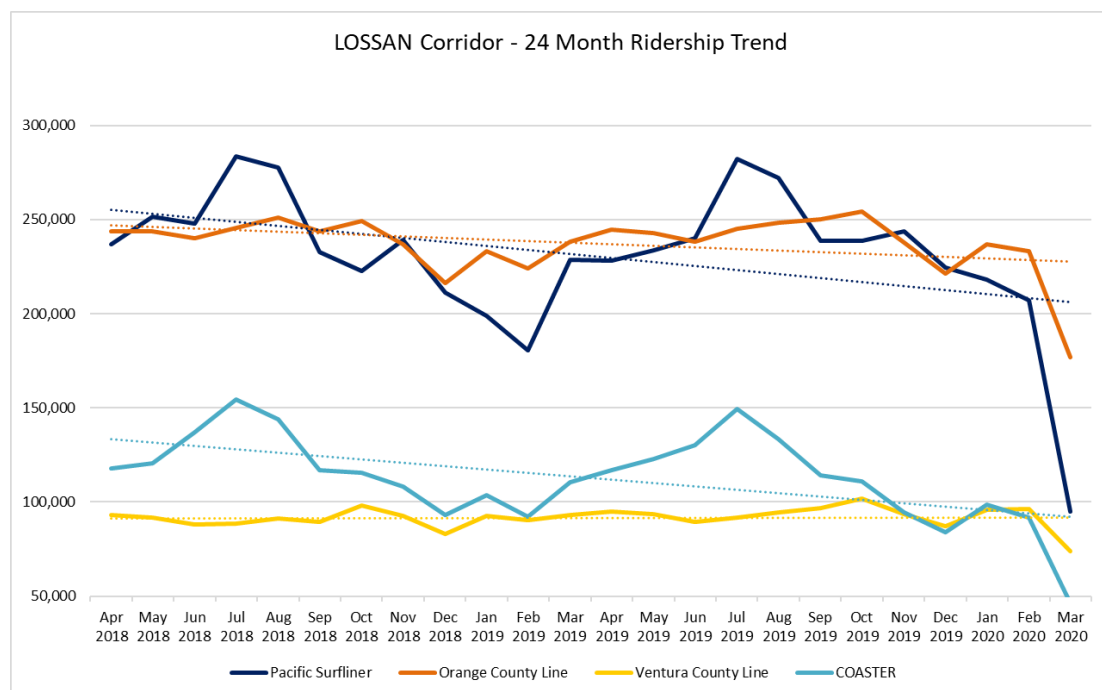


Figure 1.1

The 24 months of ridership data included in Figure 1.1 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 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

The overall decrease in LOSSAN rail corridor ridership includes ridership on the Pacific Surfliner (San Luis Obispo to San Diego) intercity passenger rail service, which decreased during the second quarter of FFY 2019-20 by 14.5 percent when compared to the same period last year, as is demonstrated in Figure 1.2. Ridership had significantly increased in January and February (by 9.7 and 14.6 percent, respectively), before experiencing a 58.5 percent decline in March, attributable to the COVID-19 pandemic. The reported Pacific Surfliner ridership 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.

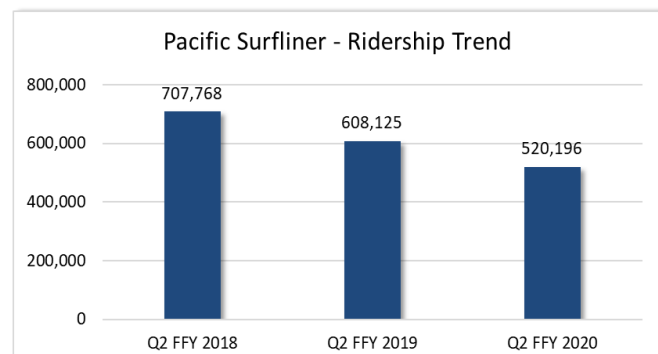


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was also negatively impacted by the ridership decrease on Metrolink's VCL demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership decrease of 3.6 percent when compared to the second quarter of last year. The OCL, which operates between Los

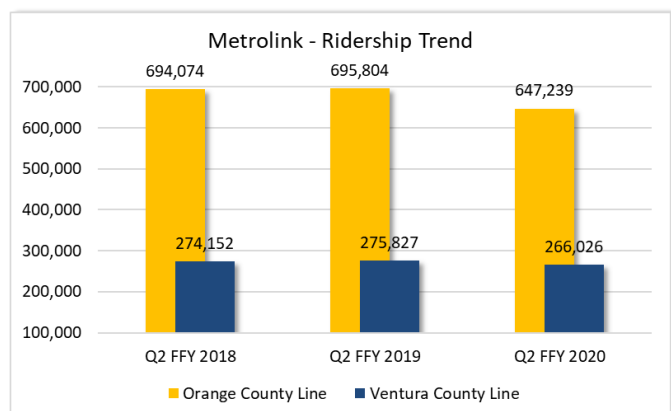


Figure 1.3

Angeles and Oceanside, saw a larger 7.0 percent decrease in ridership over the same report period in the prior year.

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 849 per weekday for the second quarter of FFY 2019-20, which is a decrease of 16.3 percent compared to the same period last year.¹ R2R increased in the month of January (by 12.7 percent), remained steady in February (minor 0.2 percent decline), then declined a massive 54 percent in March 2020.

COASTER

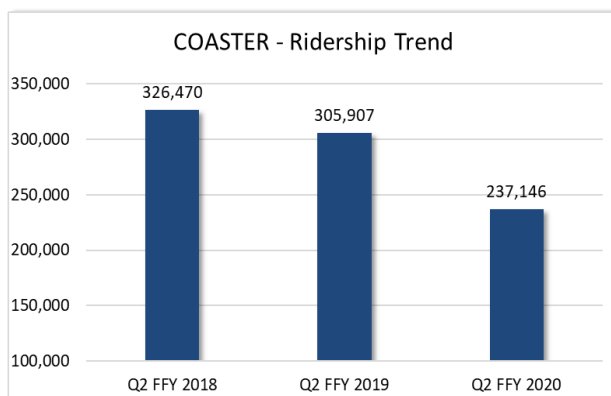


Figure 1.4

COASTER (serving between Oceanside and San Diego) ridership decreased by 22.5 percent during the second quarter of FFY 2019-20 when compared to the same period the prior year, as shown in Figure 1.4. Minor declines occurred in January and February (of 4.5 and 0.3 percent, respectively), and a significant 57.8 decrease resulting from the COVID-19 pandemic was observed in March 2020. During the second quarter of FFY 2019-20, there were an average of 17 total

COASTER pass holders per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 23.3 percent when compared to last year.

Amtrak System

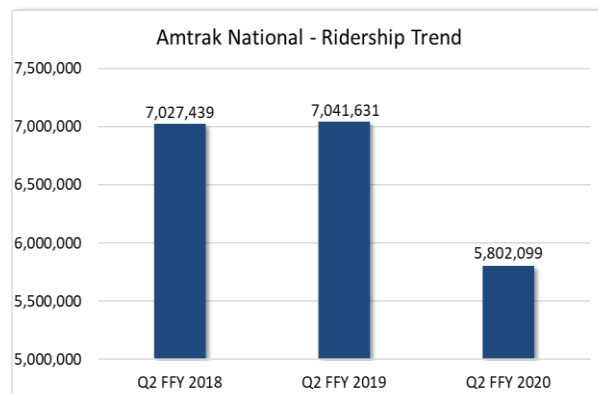


Figure 1.5

Not immune to the significant impacts of the COVID-19 pandemic, Amtrak service nationwide experienced a cumulative ridership decrease of 17.6 percent for the second quarter of FFY 2019-20 compared with the same period the prior year, as illustrated in Figure 1.5. Amtrak systemwide ridership increased in January and February (by 6.8 and 6.6 percent, respectively), before seeing a dramatic 57.6 percent decline in March 2020.

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

Amtrak's Coast Starlight (Seattle to Los Angeles) saw ridership decrease by 15.9 percent in the second 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 decreased by 16.8 percent and San Joaquins ridership decreased by 14.9 percent in the second 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 generate 1,000 passenger miles. This metric depicts the growth in passenger usage and distance traveled.

The Pacific Surfliner generated over 43 million passenger miles during the second quarter of FFY 2019-20, which is an 18.5 percent decrease compared to the same period in the prior year. The decrease in passenger miles aligns with the overall decrease in ridership. Factoring in the average pounds of carbon dioxide emissions per passenger mile in a private automobile versus riding on passenger rail, those 43 million passenger miles resulted in a reduction of over 15,616 tons of greenhouse gases. The pollution avoided is equivalent to burning nearly 1.6 million gallons of gasoline.

Efficiency

Revenue

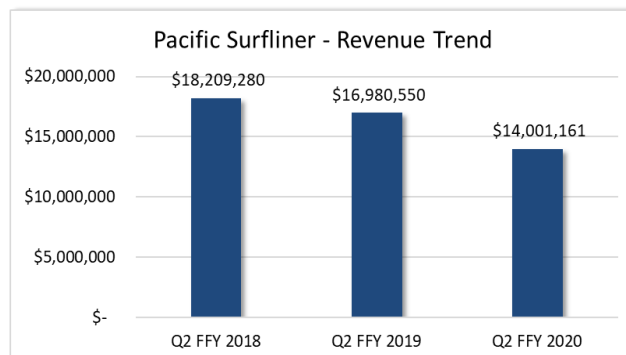


Figure 1.6

In correlation with the ridership decrease due to the COVID-19 pandemic, ticket revenue for the Pacific Surfliner rail service also underperformed. For the second quarter of FFY 2019-20, overall revenue decreased by 17.5 percent when compared with the same period in the prior year, as shown in Figure 1.6.

For the Capitol Corridor, total revenue decreased by 16.5 percent, the San Joaquin rail corridor saw a decrease of 17.6 percent, and the Coast Starlight decreased by 16.9 percent in the second quarter compared to last year.

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) usually 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 (the most recent reporting date), Caltrans DRMT reported to the CTC on the 12 months ending June 2019 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 second quarter of FFY 2019-20, average endpoint Pacific Surfliner OTP was 86.8 percent, which was an outstanding 23.8 percent increase over the prior year. All-station OTP, which is calculated by combining and averaging OTP at each station, averaged 87.8 percent for the Pacific Surfliner. By comparison, the endpoint OTP on the Capitol Corridor averaged 86.6 percent, and the San Joaquins averaged 81.0 percent during the report period. Amtrak system-wide endpoint OTP averaged 84.4 percent for the second quarter. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

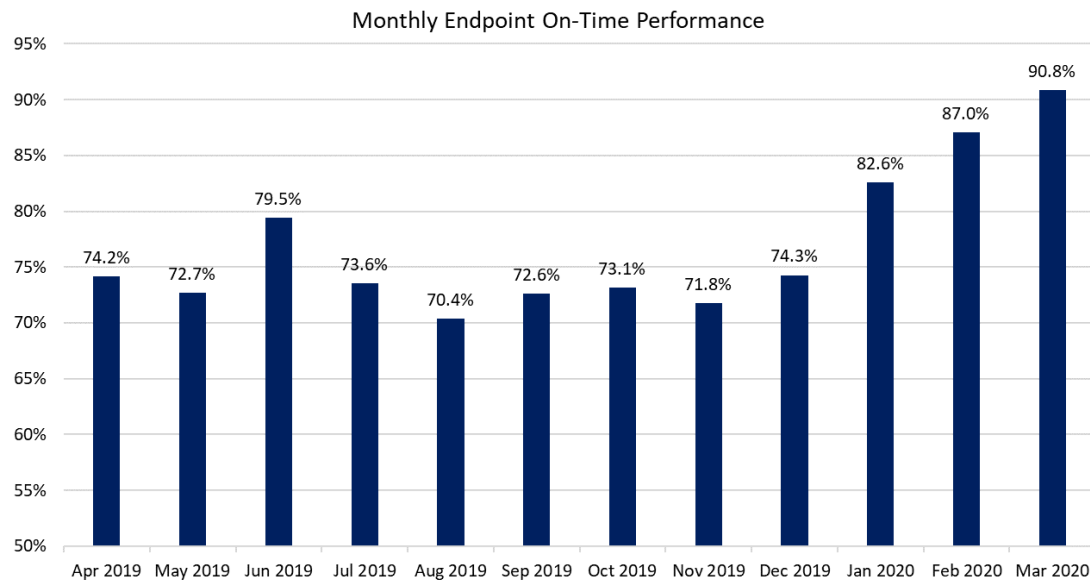


Figure 1.7

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. Top issues continuing to impact OTP include commuter and passenger train interference on the south end of the rail corridor and 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 electronic survey. For the second quarter of FFY 2019-20, only including the months of January and February 2020, the Pacific Surfliner scored an average eCSI of 88.8 percent, which represents an increase of 3.6 percent over the same period last year (85.7 percent).²

Detailed analysis of the eCSI data show the drivers related to the overall score. For the second quarter of FFY 2019-20, only including the months of January and February 2020, the top drivers for customer dissatisfaction include issues related to the reliability of onboard Wi-Fi service.

² As a result of the COVID-19 pandemic, an average eCSI score for March 2020 is unavailable due to reduced ridership and survey responses.

Additional Performance Indicators

Food and Beverage Sales	<i>Sales Category</i>	<i>FFY19 Q2</i>	<i>FFY20 Q2</i>	<i>% Change</i>
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 are meeting the expectations of our passengers. As part of that effort, LOSSAN Agency staff closely monitors food and beverage sales to gauge the success of what is being offered and to highlight items that need to be adjusted.	Baked Goods	\$ 111,081	\$ 95,146	-14.3%
	Beer	\$ 226,306	\$ 171,093	-24.4%
	Beverages	\$ 312,622	\$ 264,442	-15.4%
	Dairy Products	\$ 6,885	\$ 8,916	29.5%
	Fresh Prepared Foods	\$ 118,838	\$ 155,212	30.6%
	Liquor	\$ 113,774	\$ 113,428	-0.3%
	Miscellaneous Merchandise	\$ 5,661	\$ 6,428	13.5%
	Packaged Snack Foods	\$ 832,320	\$ 711,892	-14.5%
	Salads	\$ 19,643	\$ 10,892	-44.6%
	Wine	\$ 387,644	\$ 300,910	-22.4%
	Total Revenue	\$ 2,134,773	\$ 1,838,359	-13.9%

Figure 1.8

For the second quarter of FFY 2019-20, food and beverage sales decreased by 13.9 percent over the same quarter in the prior year. Food and beverage sales increased in January and February (by 3.8 and 17.0 percent, respectively), then decreased as a result of the COVID-19 pandemic by 56.0 percent in March 2020. Details on the performance of each specific sales category are included in Figure 1.8.

The overall decrease in ridership lead to a significant reduction in demand for food items during this report period. Subsequent to the report period, in April 2020, fresh prepared food items were removed from the Café Car completely. This was done to ensure the safety and health of all involved by limiting the handling of food items and the interactions necessary between the passengers and Café Car attendants. As a result of this, the decrease in food and beverages revenue is expected to continue.

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 second quarter of FFY 2019-20, ridership on these three routes totaled 16,291 riders, which was a decrease of 28.1 percent when compared to the same period in the prior year (22,659 riders).

Summary

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink and COASTER, for the second quarter of federal fiscal year 2019-20. During the second quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 11.4 percent compared to the same period last year. Ridership on the Pacific Surfliner decreased by 14.5 percent, and revenue realized a 17.5 percent decline when compared to the same period last year.

Attachment

- A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Federal Fiscal Year 2019-20

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
Second Quarter Federal Fiscal Year 2019-20**

<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	520,196	-14.5%	\$ 14,001,161	-17.5%	86.8%
Metrolink Ventura County Line	647,239	-3.6%	---	---	98.0%
Metrolink Orange County Line	266,026	-7.0%	---	---	94.4%
COASTER	237,146	-22.5%	---	---	96.0%
LOSSAN Total/Average	1,670,607	-11.4%	---	---	---

Amtrak Nationwide	5,802,099	-17.6%	\$ 411,717,068	-18.6%	84.4%
Capitol Corridor	351,799	-16.8%	\$ 6,998,013	-16.5%	86.6%
San Joaquin	200,198	-14.9%	\$ 5,806,351	-17.6%	81.0%
Coast Starlight	69,612	-15.9%	\$ 6,265,900	-16.9%	75.9%



June 4, 2020

To: Members of the Technical Advisory Committee
From: Donna DeMartino, Managing Director 
Subject: State Rail Assistance Program Funding and Pacific Surfliner Operations

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. The State Rail Assistance program, an element of Senate Bill 1, provides funding for both operations and capital improvements to commuter and intercity rail services. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is seeking Board of Directors approval to use State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations through fiscal year 2020-21.

Recommendations

- A. Approve the use of \$11,536,500 in State Rail Assistance formula funds for the costs of ongoing operations of the Pacific Surfliner intercity rail service for federal fiscal year 2020-21.
- B. Authorize the Managing Director to negotiate and execute all necessary agreements to facilitate the utilization of State Rail Assistance funding as described herein.

Background

The impact of the novel coronavirus (COVID-19) on both intercity rail and the economy at large has been unprecedented. The shelter-in-place orders that resulted from the pandemic prompted dramatic cuts in Pacific Surfliner service and, over just a few short weeks, brought ridership to less than a tenth of what it was this time last year. As the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) actively undertakes efforts to restore the Pacific Surfliner intercity passenger rail service to pre-pandemic levels, discussions with the State of California (state) have included the possibility of significantly reduced state subsidy in fiscal year (FY) 2020-21.

Senate Bill 1 (SB 1) is intended to provide a significant source of funding to improve California's transportation infrastructure and includes approximately \$440 million specifically for commuter and intercity rail services through the State Rail Assistance (SRA) program. The SRA is intended to fund both operations and capital improvements. The LOSSAN Agency is a recipient of SRA funds and has been allocated a total of \$13.1 million as part of the initial cycle of funding.

Discussion

Due to the significant reduction in ridership and revenue across the statewide intercity passenger rail system, and in anticipation of state budget reductions for FY 2020-21, the state has requested that all intercity rail services plan for operating no more than 60% of their federal fiscal year (FFY) 2018-19 train miles for the remainder of FFY 2019-20 and into FFY 2020-21. Despite the FFY 2019-20 federal assistance provided to Amtrak in effort to contain the state subsidies needed for ongoing operations, the benefit of this assistance is expected to be insufficient to allow for a return to full service during the remainder of FFY 2019-20, and possibly through FFY 2020-21. Amtrak is requesting additional federal assistance for state supported services for FFY 2020-21; however, it is currently unknown if this assistance will be available.

Cost Saving Measures

The LOSSAN Agency has been working with Amtrak, as well as the other two California intercity passenger rail services, to determine areas for potential cost reductions. In addition to right sizing service levels to meet customer demand, the LOSSAN Agency is looking at adjustments to equipment usage and consist size, costs associated with unfilled Amtrak Police positions, operating costs at stations, and adjustments to the Amtrak Thruway Bus service. Efforts to control administrative costs are also being undertaken. Travel related expenses are being reduced and other cost saving measures are being explored.

SRA Funding

In addition to coordination with the other state-supported corridors, discussions have been ongoing with the California State Transportation Agency (CalSTA) on ways to ensure that sufficient funding will exist to maintain ongoing Pacific Surfliner operations, even at the reduced level requested by the state. As part of those discussions, the Chief Deputy Secretary for Rail and Transit requested that staff look into the possibility of using currently unspent SRA funds to fund operating costs.

As part of the initial cycle of SRA funding, the LOSSAN Agency was allocated approximately \$13.1 million. Of this, approximately \$7.2 million has been

approved by the Board for use on specific capital projects. A summary of the previously approved SRA funded capital projects is shown in Attachment A. A number of these projects have experienced delays in implementation, in part due to issues with the original estimates Amtrak engineering staff supplied for the project costs. Additionally, as a result of the COVID-19 pandemic, all capital projects not currently in process have been put on hold by Amtrak engineering until at least FFY 2020-21.

Current SRA guidelines allow the funds to be used for operations. Staff is proposing to redirect funds programmed to projects currently on-hold by Amtrak, as well as any unprogrammed funds, to be used as necessary for ongoing operating costs through FFY 2020-21. The proposed adjustments are detailed in Attachment B. Projects that are safety sensitive or are necessary for the ongoing operation of the Pacific Surfliner service will have their funding maintained. The SRA funding will only be used as needed to maintain Pacific Surfliner operations and a status on the expenditure of the funds would be included in the quarterly budget status update.

The LOSSAN Agency anticipates receiving more detailed information regarding the state approved funding and operating levels by July 2020, but a clear picture of the federal budget and the any additional federal funding may not be available until the end of calendar year 2020. If Amtrak receives additional federal funding, or the state budget situation allows for full funding of Pacific Surfliner operations, the unused SRA funds could then be reallocated back to the previously approved capital improvement projects. If the priorities for capital improvements have changed at that time, any projects not previously vetted and approved by the Technical Advisory Committee and Board will be brought through that approval cycle before being allocated funding.

Next Steps

Upon Board approval of the use of SRA formula funds for Pacific Surfliner operations, staff will work with CalSTA to submit the necessary documentation to allocate the funds. Staff will return with regular updates on the impacts of the state budget as information becomes available.

Summary

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is working to restore the Pacific Surfliner service to pre-pandemic levels despite the potential for reduced state funding in fiscal year 2020-21. Staff is seeking Board of Directors approval to use State Rail Assistance funds for the costs of ongoing Pacific Surfliner operations through fiscal year 2020-21.

Attachments

- A. State Rail Assistance Program, Approved Project List
- B. State Rail Assistance Program, Proposed Project List

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 & Analysis
(714) 560-5438

State Rail Assistance Program - Approved Project List			
Project Title	Description	Approved Amount	Status
San Luis Obispo Platform Tactile and Electrical Repair	Emergency repair and replacement of platform tactile and electrical conduits damaged during construction of Union Pacific track improvements.	\$ 395,500	On-hold
Interregional Connectivity Improvement Project	Capital and services associated with adjustments to optical readers at Los Angeles Union Station to allow for the scan of Pacific Surfliner fare media to facilitate seamless transfers between services.	\$ 520,000	On-hold
Corridor Optimization Software	Purchase of virtual servers and two perpetual licenses for Viriato timetabling and optimization software for use by Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and Amtrak, for service and operational planning and the efficient disposition of rolling stock.	\$ 208,000	Completed
LOSSAN Strategic Plan Update	Update the long term plan for the continued improvement of the Pacific Surfliner service. The plan will develop an updated vision for the LOSSAN Agency, using a short-term 2020 horizon, a near-term 2025 horizon and a long-term 2035 horizon.	\$ 400,000	On-hold
Leesdale Siding Extension	Extend existing siding from 3,700 to 7,000 feet	\$ 800,000	On-hold
Grover Beach Station Improvements	Expansion of station, installation of new bus shelters, addition of parking spaces, and new bike racks.	\$ 400,000	Completed
Safety Improvements	Safety and security repairs and upgrades at the Grover Beach, Guadalupe, Lompoc, Goleta, Carpinteria, Oxnard, Simi Valley, Chatsworth, Burbank, Anaheim, San Juan Cap, Old town and San Diego stations.	\$ 2,673,311	On-hold
Facility Upgrades	Upgrades at San Luis Obispo, Grover Beach, Lompoc, Goleta, Santa Barbara, Oxnard, Van Nuys, Fullerton, San Juan Cap and Old Town stations.	\$ 789,696	On-hold
Passenger Amenities	Station and facility improvements at San Luis Obispo, Guadalupe, Goleta, Carpinteria, Oxnard, Chatsworth, and San Juan Cap.	\$ 77,467	On-hold
State of Good Repair	State of good repair improvements at San Juan Cap, Fullerton, Carpinteria, Guadalupe, and San Luis Obispo stations.	\$ 376,600	On-hold
Goleta Layover Facility - Design	Design services associated with the construction of the Goleta Layover Facility	\$ 260,000	In Process
Business Class Refresh	Match for funding of the business class railcar refresh effort.	\$ 300,000	In Process

Total Programmed \$ 7,200,574

Total Available \$ 13,100,000

Remaining Balance \$ 5,899,426

State Rail Assistance Program - Proposed Project List			
Project Title	Description	Approved Amount	Status
San Luis Obispo Platform Tactile and Electrical Repair	Emergency repair and replacement of platform tactile and electrical conduits damaged during construction of Union Pacific track improvements.	\$ 395,500	On-hold
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Corridor Optimization Software	Purchase of virtual servers and two perpetual licenses for Viriato timetabling and optimization software for use by Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and Amtrak, for service and operational planning and the efficient disposition of rolling stock.	\$ 208,000	Completed
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Business Class Refresh	Match for funding of the business class railcar refresh effort.	\$ 300,000	In Process
Pacific Surfliner Operations	Operational expenses for FFY 2019-20 and 2020-21	\$ 11,536,500	New

Total Programmed \$ 13,100,000

Total Available \$ 13,100,000

Remaining Balance \$ -



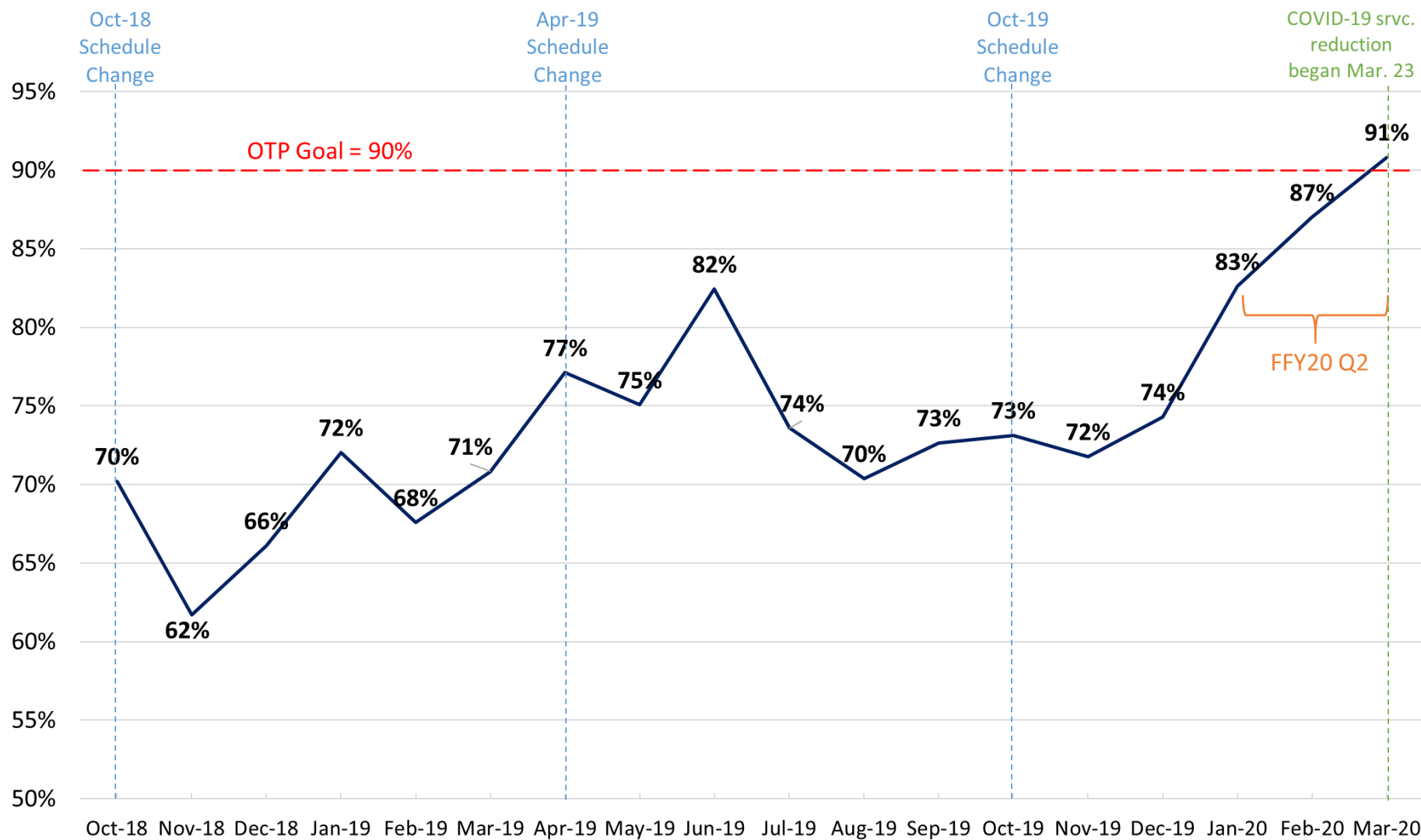
Pacific Surfliner

On-Time Performance Analysis

Second Quarter – Federal Fiscal Year 2019-20

Technical Advisory Committee
June 4, 2020

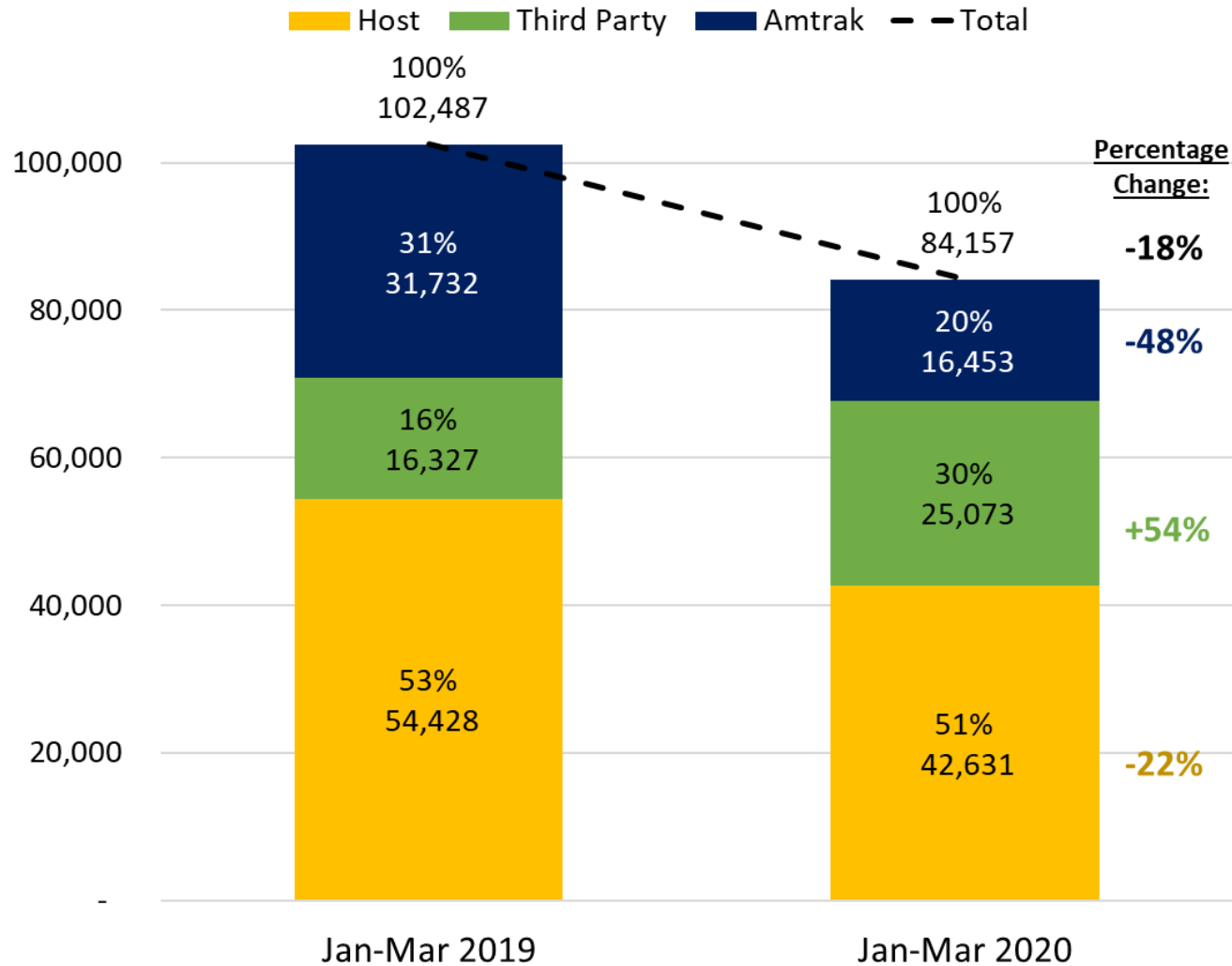
Monthly Average Endpoint OTP - Systemwide



FFY20 Q2 Average Endpoint OTP by Train

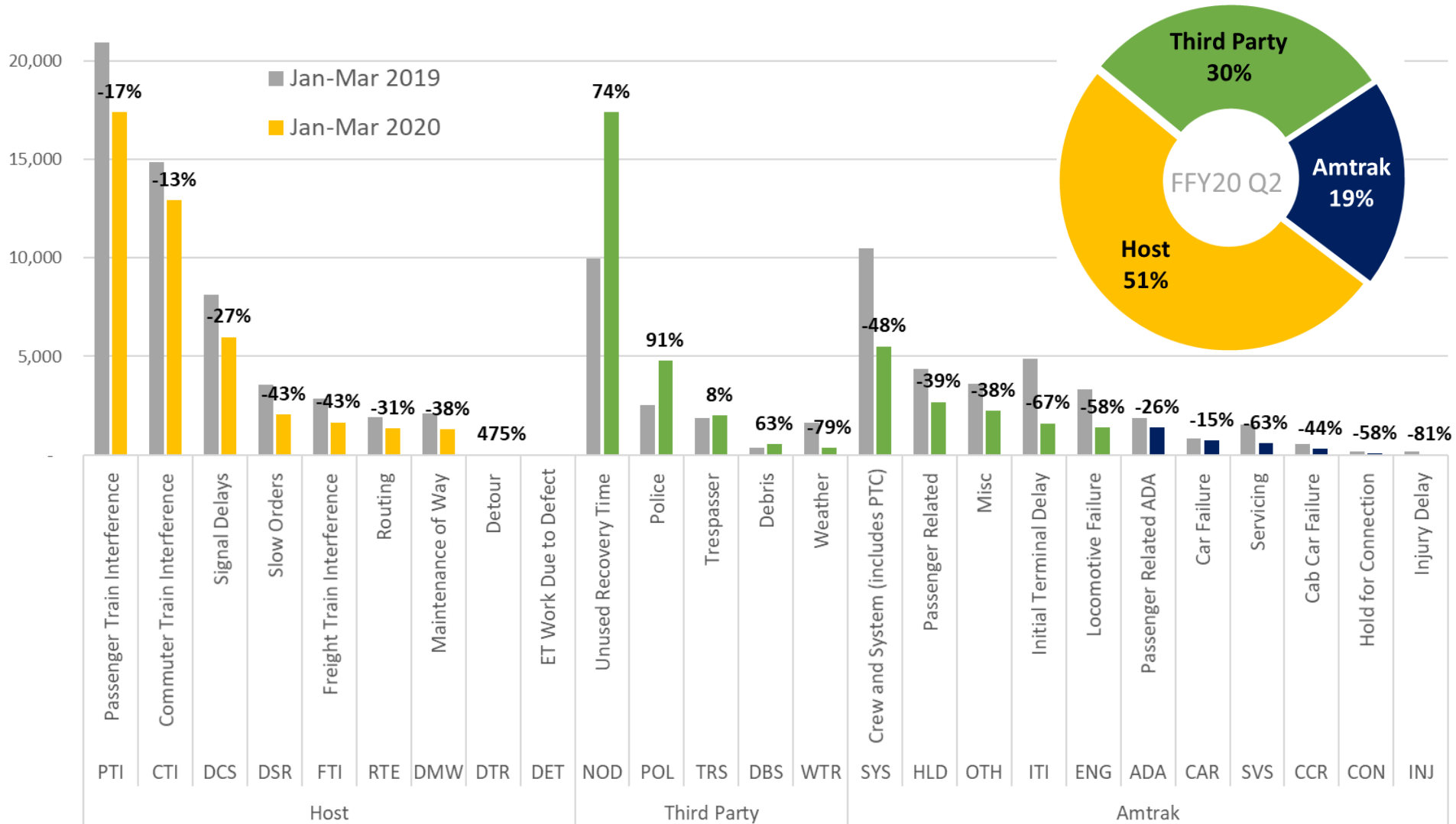
Train	Dep. Stn.	Oct-19 Sch. Chng. Dep Time	Jan-20	Feb-20	Mar-20	3 Mnth. Avg.
561	SAN	4:00 AM	100%	100%	100%	100%
573	SAN	11:15 AM	95%	100%	100%	98%
579	SAN	1:35 PM	97%	93%	97%	96%
1566	LAX	8:19 AM	86%	100%	100%	95%
1573	SAN	10:51 AM	86%	100%	100%	95%
1590	LAX	6:46 PM	86%	100%	100%	95%
566	LAX	8:33 AM	91%	90%	100%	94%
759	LAX	4:09 AM	95%	90%	93%	93%
1584	LAX	5:15 PM	89%	89%	100%	93%
1767	SAN	8:05 AM	89%	89%	100%	93%
768	GTL	6:35 AM	94%	90%	94%	92%
564	LAX	7:02 AM	91%	90%	95%	92%
767	SAN	8:25 AM	91%	90%	95%	92%
565	SAN	6:57 AM	86%	85%	100%	90%
590	LAX	7:21 PM	80%	95%	93%	89%
572	LAX	10:54 AM	86%	95%	87%	89%
1591	SAN	5:25 PM	86%	100%	80%	89%
796	SLO	4:15 PM	81%	90%	94%	88%
583	SAN	2:50 PM	83%	96%	85%	88%
1761	SAN	4:40 AM	78%	100%	86%	88%
1565	SAN	6:45 AM	83%	80%	100%	88%
562	LAX	6:05 AM	83%	84%	95%	87%
591	SAN	5:25 PM	90%	84%	87%	87%
580	LAX	2:58 PM	90%	76%	94%	87%
593	SAN	6:40 PM	81%	86%	90%	86%
792	GTL	4:25 PM	71%	93%	91%	85%
777	SAN	12:05 PM	84%	79%	87%	83%
595	SAN	8:57 PM	71%	90%	86%	82%
569	SAN	9:43 AM	68%	85%	93%	82%
584	LAX	5:15 PM	68%	95%	82%	82%
763	SAN	5:55 AM	71%	86%	87%	81%
774	SLO	6:55 AM	84%	72%	84%	80%
578	LAX	1:15 PM	76%	76%	85%	79%
782	GTL	12:35 PM	77%	76%	82%	78%
1564	LAX	6:52 AM	67%	78%	89%	78%
1569	SAN	9:43 AM	71%	60%	100%	77%
785	SAN	3:58 PM	68%	79%	84%	77%
1572	LAX	11:20 AM	57%	60%	60%	59%
PS System Average			83%	87%	91%	

Delays by Responsible Party FFY19 Q2 v. FFY20 Q2



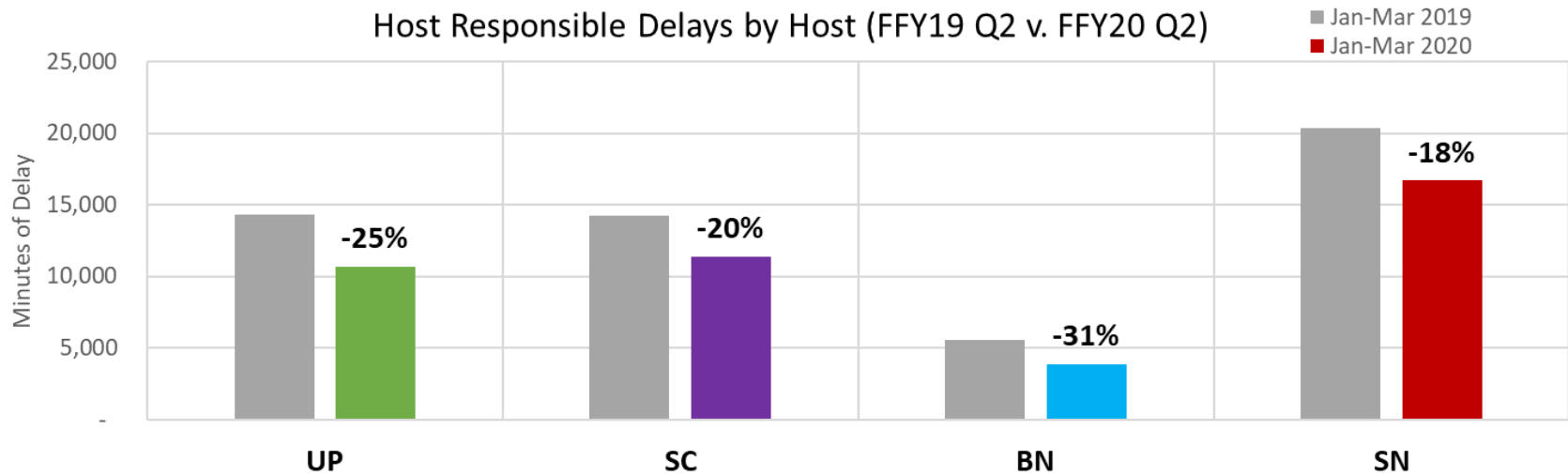
Delays by Category & Responsible Party

FFY19 Q2 v. FFY20 Q2

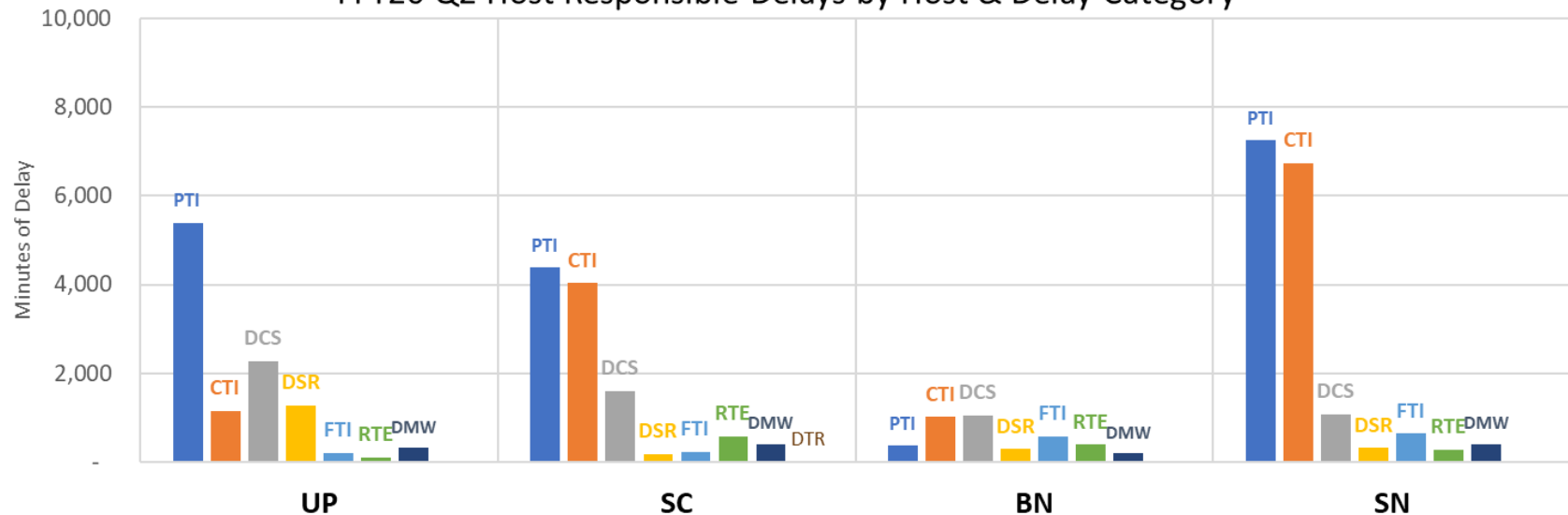


Host Responsible Delays

Host Responsible Delays by Host (FFY19 Q2 v. FFY20 Q2)



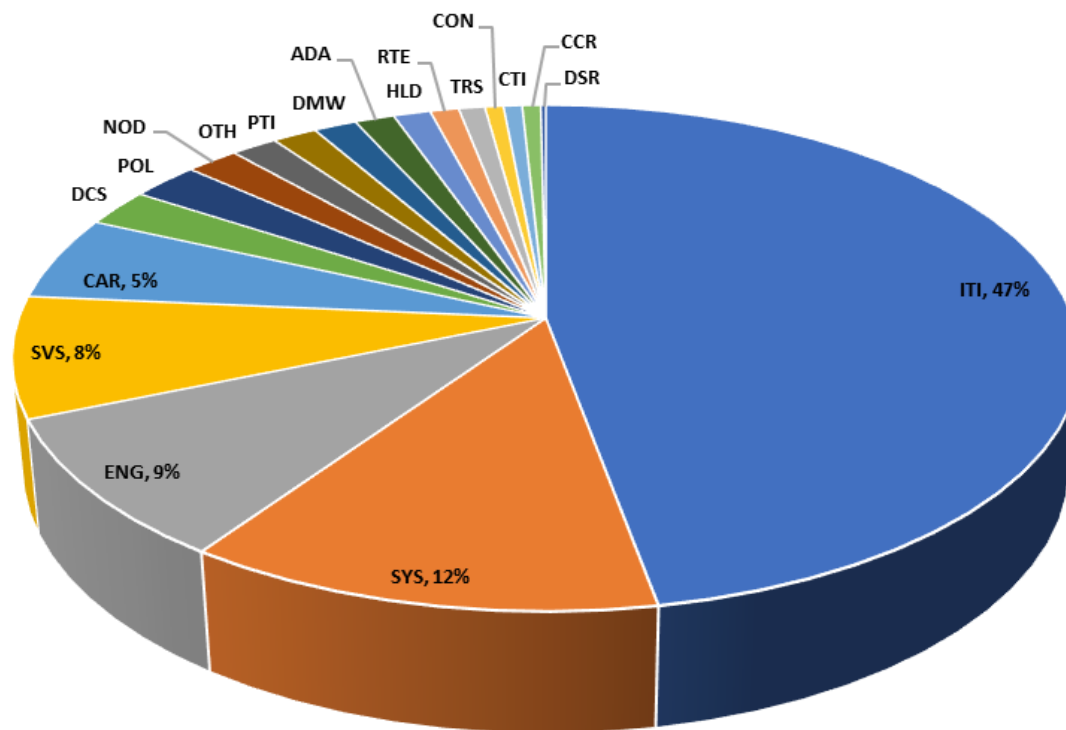
FFY20 Q2 Host Responsible Delays by Host & Delay Category



Initial Terminal Performance (ITP) FFY20 Q2

- Train 785 was responsible for about 17% of total ITP delays.

Train	ITP Delay Mins.	
785	578	17.2%
595	430	12.8%
777	267	7.9%
593	163	4.8%
579	156	4.6%
767	145	4.3%
569	142	4.2%
583	134	4.0%
768	126	3.7%
578	121	3.6%
584	114	3.4%
774	97	2.9%
562	91	2.7%
564	80	2.4%
782	72	2.1%
572	68	2.0%
1564	64	1.9%
792	56	1.7%
1767	56	1.7%
1761	47	1.4%
566	44	1.3%
759	43	1.3%
796	40	1.2%
580	39	1.2%
561	38	1.1%
591	31	0.9%
763	26	0.8%
1569	25	0.7%
1584	15	0.4%
1572	10	0.3%
590	9	0.3%
573	8	0.2%
565	8	0.2%
1591	6	0.2%
1573	6	0.2%
1590	4	0.1%
1566	2	0.1%
1565	1	0.0%
Total	3,362	100%



Host

CTI	Commuter Train Interference
DCS	Signal Delays
DET	ET Work Due to Defect
DMW	Maintenance of Way
DSR	Slow Orders
DTR	Detour
FTI	Freight Train Interference
PTI	Passenger Train Interference
RTE	Routing

Amtrak

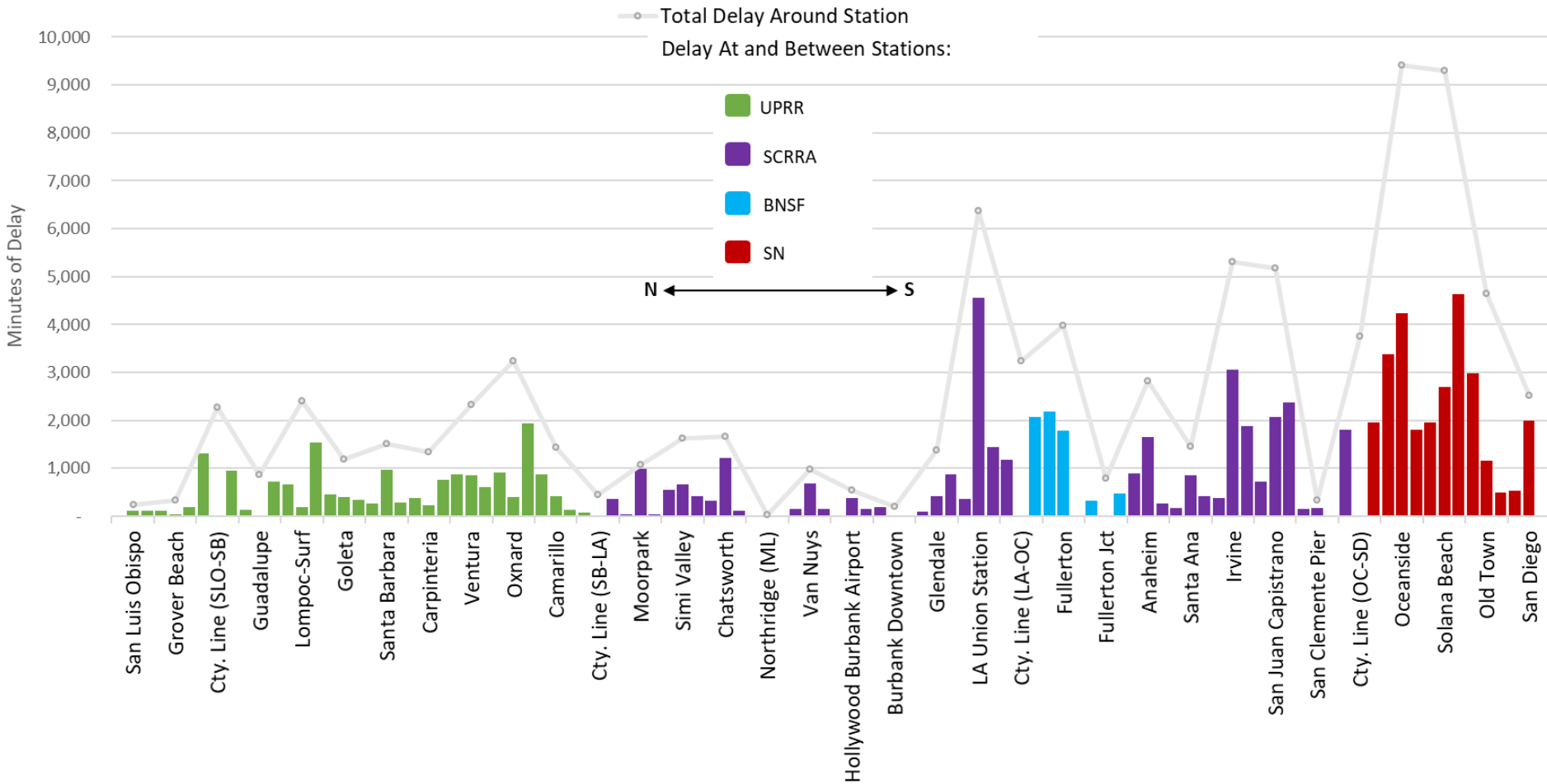
ADA	Passenger Related ADA
CAR	Car Failure
CCR	Cab Car Failure
CON	Hold for Connection
ENG	Locomotive Failure
HLD	Passenger Related
INJ	Injury Delay
ITI	Initial Terminal Delay
OTH	Misc
SVS	Servicing
SYS	Crew and System

Third Party

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

Total Delay Distribution – By Location

FFY20 Q2 (Jan-Mar 2020) Total Delay Distribution by Location



Conclusions – FFY20 Q2

- OTP improved in FFYQ2, and during COVID-19 reduced service schedule, systemwide OTP performing above 90 percent OTP goal.
- Amtrak and host-responsible delays decreased by 48% and 22%, respectively, and third party-responsible delays increased by 54% in FFY20 Q2 vs. FFY19 Q2.
- Overall, total minutes of delay decreased by 18% in FFY20 Q2 vs. FFY19 Q2.

Questions

SCORE Projects on LOSSAN South Corridor

LOSSAN TAC Meeting

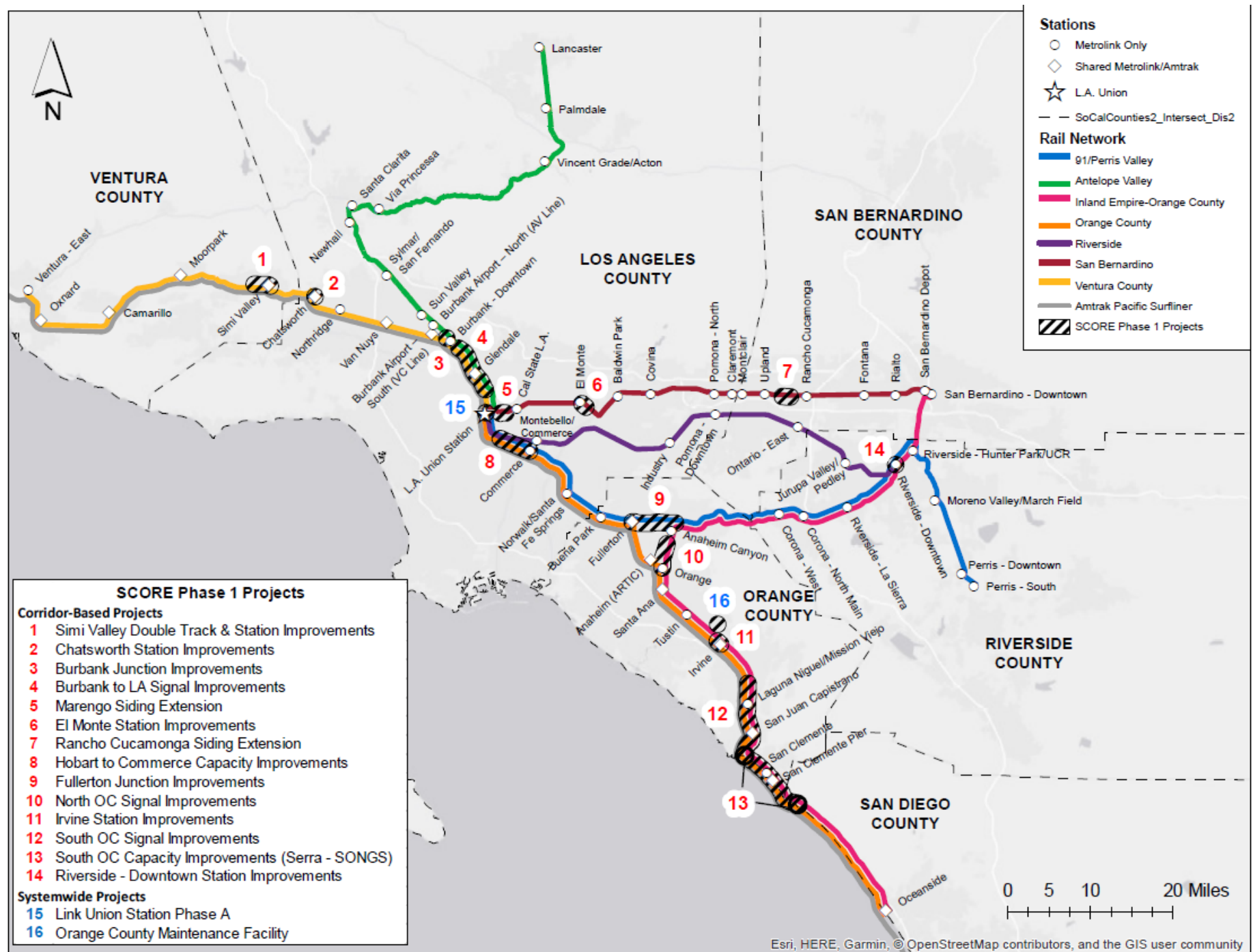
May 2020



METROLINK.

CUSTOMER FIRST: Safety & Security • An Integrated System • Modernizing Business Practices

SCORE Phase 1 Projects Map



Orange County Maintenance Facility



- New Maintenance Facility on 21.3-acre parcel between MPs 183.5 and 184.0
- Contributes to enabling 15-minute service headways
- Currently building single storage rack – target completion end August 2022
- Commencing Environmental and Design Phases
- Target Construction Completion in 2027
- Project is being led by OCTA



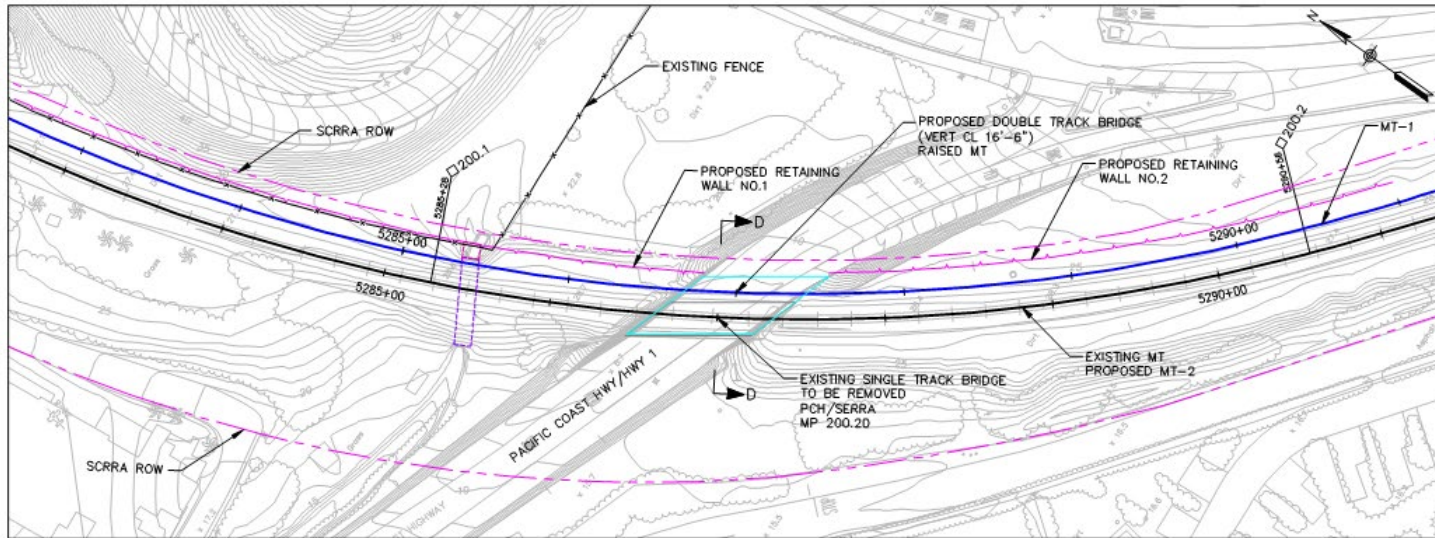
Irvine Station Project



- Two new center platforms connected via new pedestrian underpass
- Two new Main Tracks between MPs 184.0 and 186.9
- Contributes to enabling 30-minute service headways
- Commencing Environmental and Design Phases
- Target Construction Completion in 2027
- Project is being led by OCTA



Serra Siding Extension



- Extend current siding from MP 199.5 to MP 201.0
- Contributes to enabling 30-minute service headways
- Environmental and Design Phases currently underway
- Target Construction Completion in 2025
- Project is being led by Metrolink



Signal Respacing – CP Avery to CP Songs



- Adds 6 new intermediate signals
- Contributes to enabling 30-minute service headways
- Environmental and Design Phases currently underway
- Target Construction Completion in 2022
- Project is being led by Metrolink



Thank you!



DB Pathing Studies Update

BNSF PASSENGER OPERATIONS

TAMARA NOEL & CINDY STONE

JUNE 4, 2020



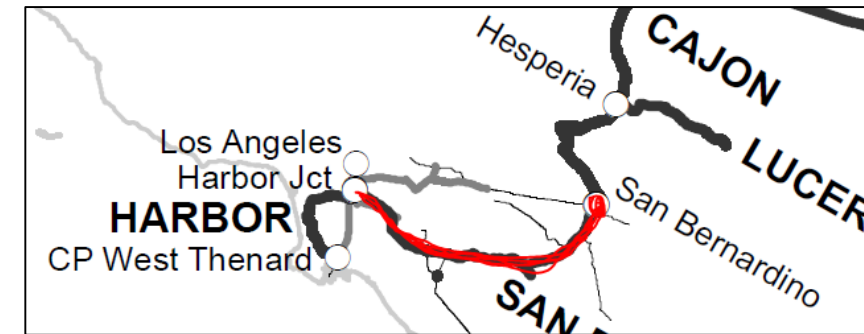
Los Angeles / San Bernardino Pathing Study



The study is intended to identify train paths to guide advanced signal system planning needed to accommodate freight and passenger train service growth.

Study Goals:

- Define number of paths today and into the future based on expected service plans in the future.
- Identify capacity improvements that would support the number of paths necessary to support future growth.
 - Project Groups:
 - **Growth** (*what must be built to continue freight operations through the study periods plus accommodate higher passenger train counts*).
 - **Example:** New signal system construction to enable closer headways between trains to facilitate higher train counts.
 - **Relocation** (*what current BNSF facilities must be relocated in light of other improvements being constructed to support growing passenger train counts*).
 - **Example:** Commerce station relocation to eliminate commuter / freight train conflicts with Commerce Yard operations, and to accommodate the construction of the I-5 to I-710 Flyover.



Study Assumptions:

The study assumes service objectives established by-

- 2030 – 2040 Consolidated Passenger Service Plan
- Interim Metrolink Service Plan
- LOSSAN Optimization Study

Study Timeline:

- Set to begin June 1, 2020 and last for a duration of 5 months.

CP Atwood / San Diego Pathing Study

The study identifies capital investments to support freight growth to the Port of San Diego and passenger extensions south of the Santa Fe Depot.

Study Goals:

- Identify freight paths from CP Atwood to the Port of San Diego that are compatible with passenger operations.
- Extend passenger services south of the San Diego Santa Fe Depot.

The study adopts the methodology established by the LOSSAN Optimization Study.

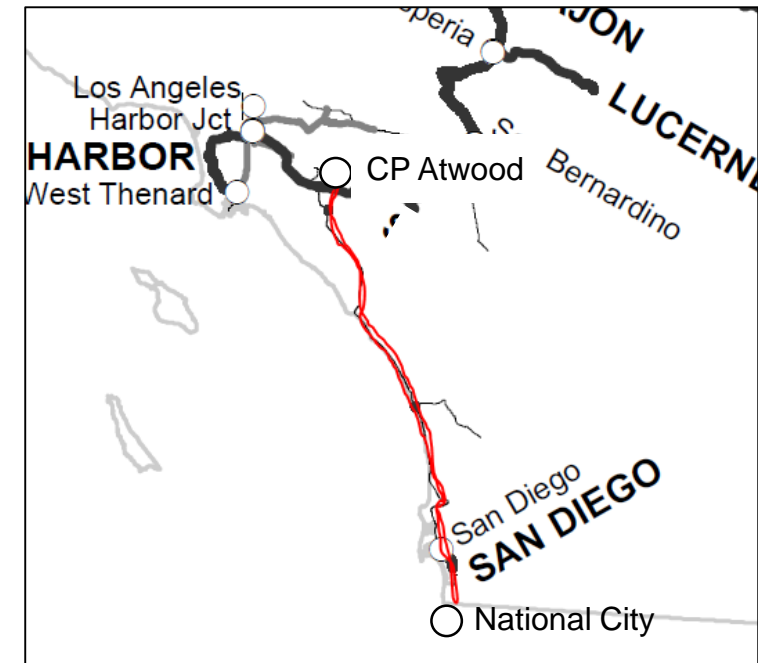
Capital improvement		Service and operational benefit
Elvira to Morena double track Laguna Niguel - San Juan Capistrano siding	Near-term	3 freight train round-trips per day ¹ 1.5 passenger train round-trips per off-peak hour ¹
CP Songs relocation to MP 207 San Dieguito double track project Track and signal upgrades to a new Convention Center station with pocket track	Mid-term	5 freight train round-trips per day ¹ 1.5 passenger train round-trips per off-peak hour ¹ Passenger extensions to Convention Center
LOSSAN Optimization projects Potential staging tracks Track and signal upgrades to National City 22nd St yard lead extensions and runaround track	Long-term Pre-San Clemente	8 freight train round-trips per day ¹ OR LOSSAN Optimization study passenger goals ¹ Passenger extensions to National City
Serra siding extension and San Clemente station improvement	Long-term Post-San Clemente	8 freight train round-trips per day ¹ AND LOSSAN Optimization study passenger goals AND additional capacity for peak trains

Key

Mainline improvements and benefits

South of San Diego improvements and benefits

(1) Measured for off-peak hours 09:00 - 15:00 and 20:00 - 00:00 through the San Clemente single-track section



BNSF
RAILWAY



DED



LOSSAN

Coastal Rail Corridor

San Diego Segment

Los Angeles • San Diego • San Luis Obispo



Building Today. Boarding Tomorrow.

LOSSAN Rail Corridor Agency – Technical Advisory Committee
Status Update: June 4, 2020

KeepSanDiegoMoving.com

LOSSAN: San Diego Subdivision



- 60.1 miles of the 351-mile LOSSAN Corridor
- NCTD owns, operates, and maintains
- MTS owns
- SANDAG implements capital improvements and planning



Service-based Planning



- 20-30 minute peak period commuter service / hourly off peak period service
- Hourly intercity service
- Additional freight service
- Corridorwide Optimization Study



LOSSAN Program Summary

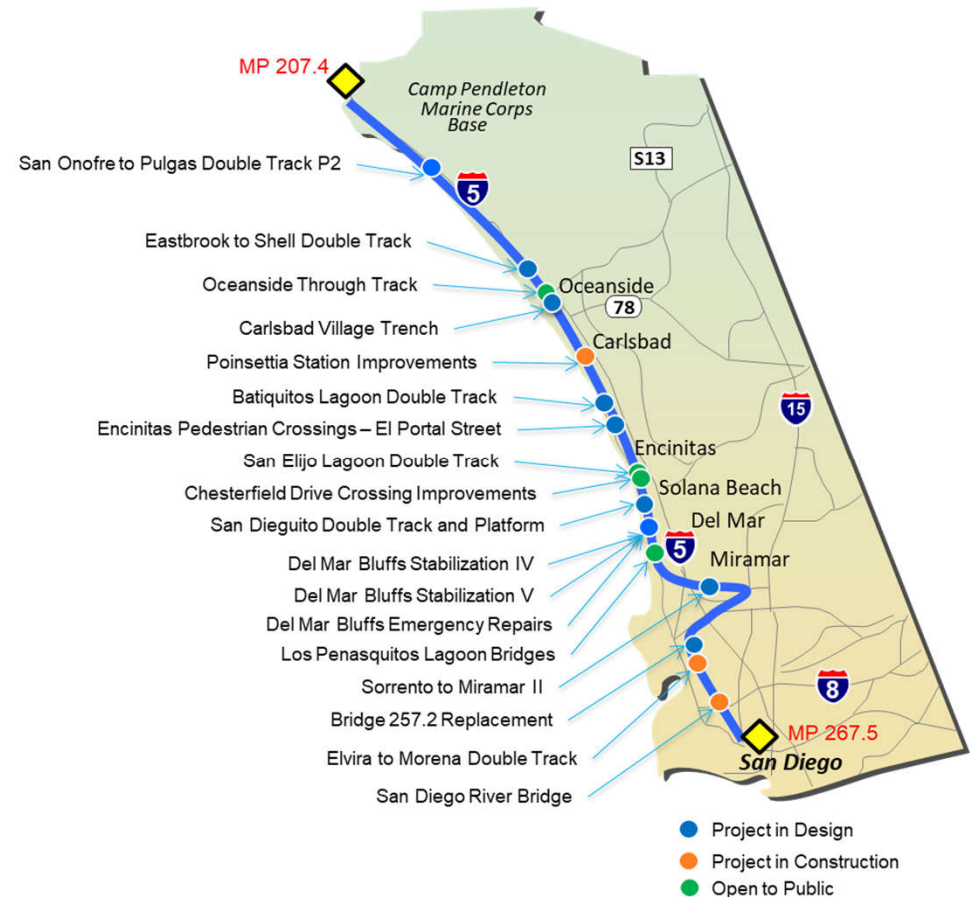
18 Active Projects:

- 4 in planning
- 9 funded through final design and permitting
- 2 funded through construction
- 3 in construction

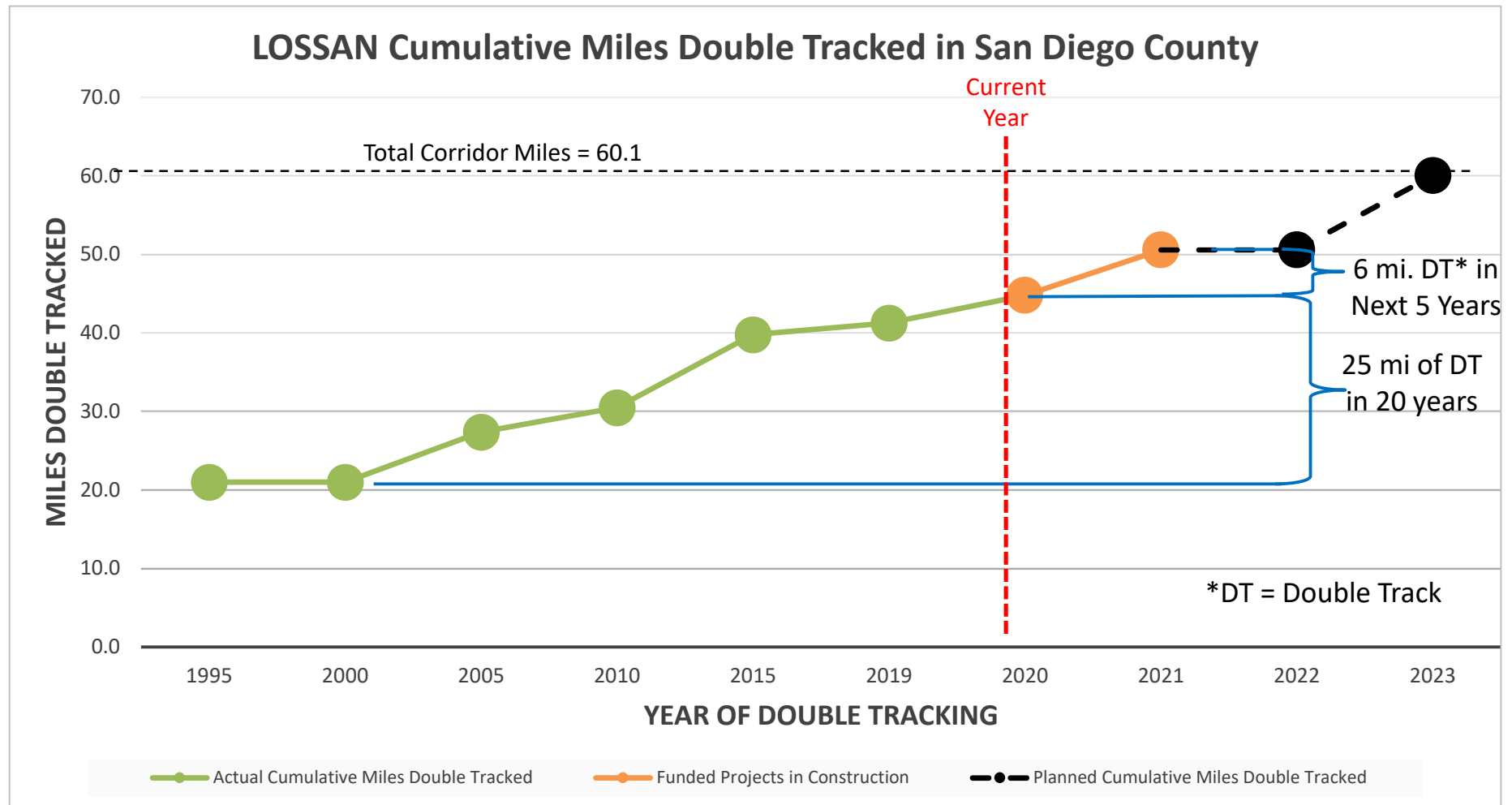
14 Projects Open

Funded to date: \$884 M

Needed: \$1,000 M



LOSSAN Double Track Progress



Construction Project Status

Poinsettia Station Improvements



Improvements:

- New pedestrian underpass
- Increase platform length
- Added inter-track fence

Project Budget: \$34m

Project Status:

- Hold Out Rule has been lifted
- Underpass & platforms in use
- Ribbon cutting: February 2020



Elvira to Morena Double Track



Improvements:

- Add 2.6 miles of double track
- Replace four bridges

Project Budget: \$183 million

Project Status:

- Construction began Jan. 2017
- Complete October 2020



San Diego River Bridge and Double Track



Improvements:

- Replaced San Diego River Bridge
- Adding 0.9 mile of double track

Project Budget: \$90 million

Project Status:

- Construction began Sept. 2016
- Open to public February 2020

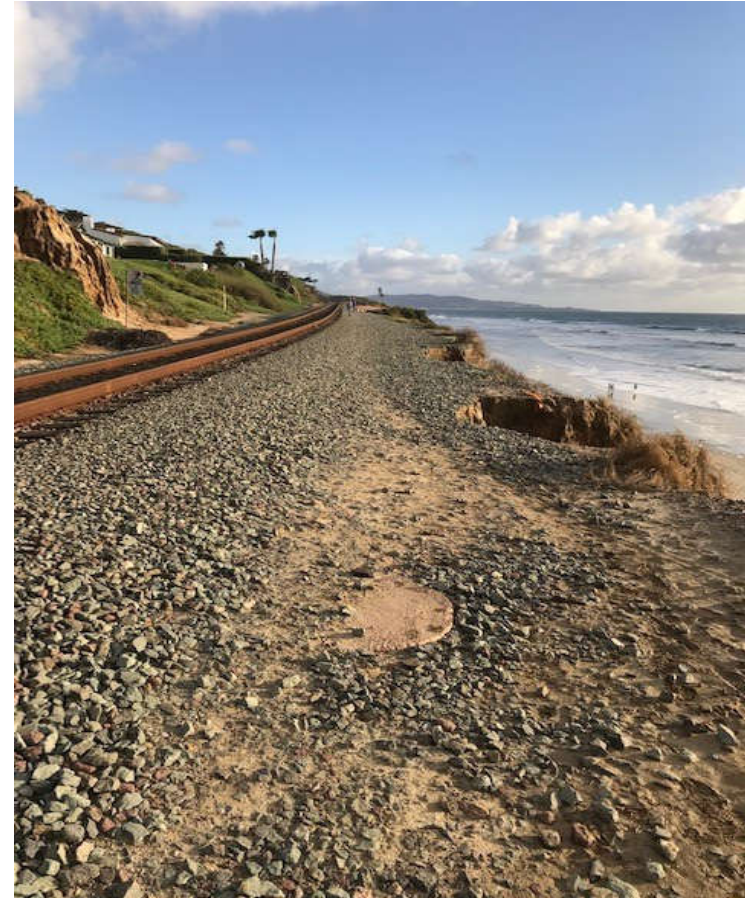


Del Mar Bluffs Stabilization

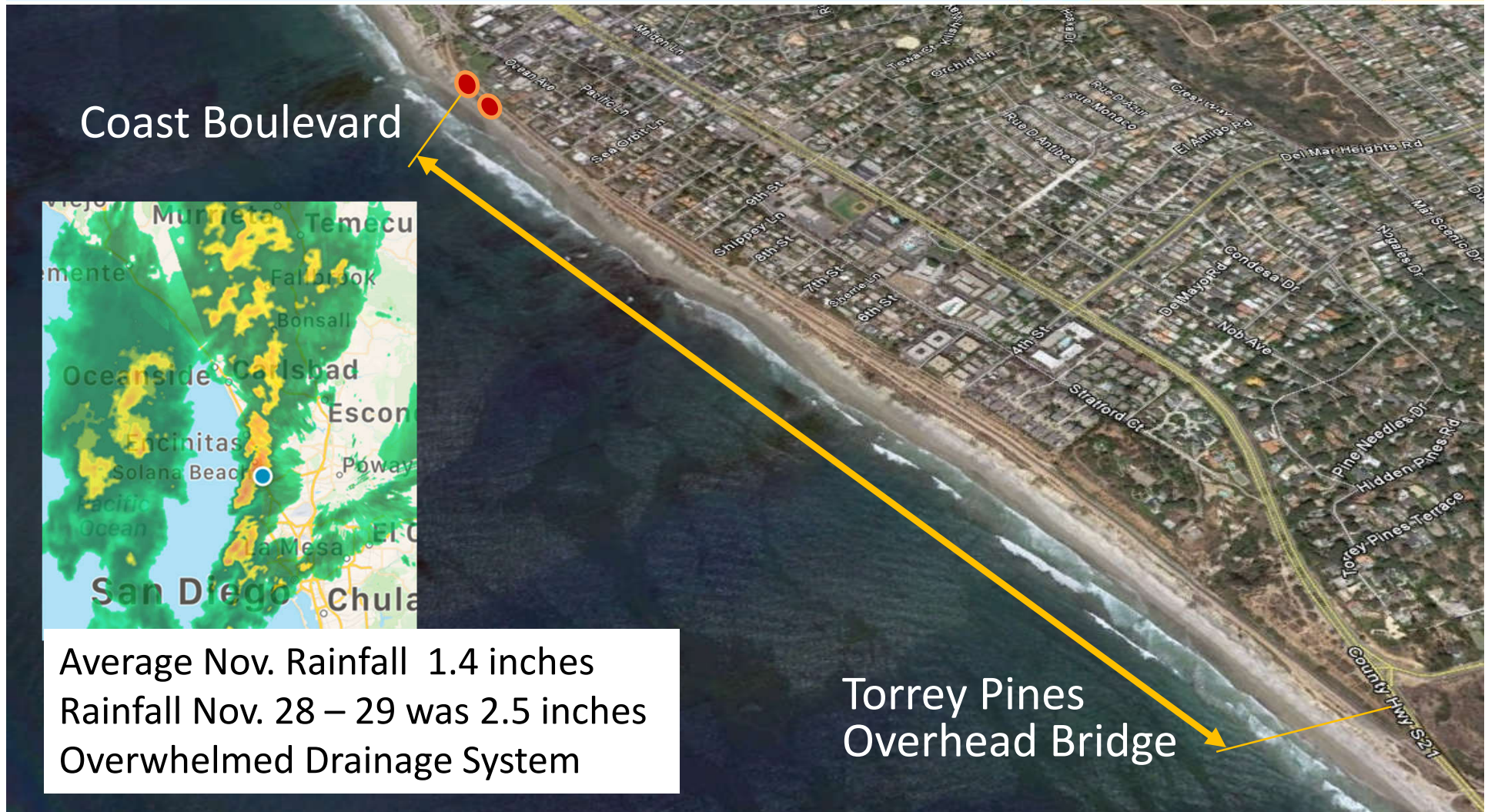
Del Mar Bluffs Stabilization



1. **Emergency Repairs**
2. **Short Term:** Phase 4
(in construction)
3. **Mid Term:** Prioritization of
future bluff stabilization
(Phases 5 and 6)
4. **Long Term:** Realignment/
Tunnel options



Del Mar Bluffs Emergency Project Location of washouts Repair (●)



DMB Emergency Project

Storm damage west of 14th Street



November 28-29, 2019

Del Mar Bluffs Emergency Repairs



Remediation:

- Steel plates installed between existing piles
- Retaining wall installed between existing concrete piles

Schedule:

- Repairs completed November-December 2019



Del Mar Bluffs Stabilization 4 Urgent Repairs

Improvements:

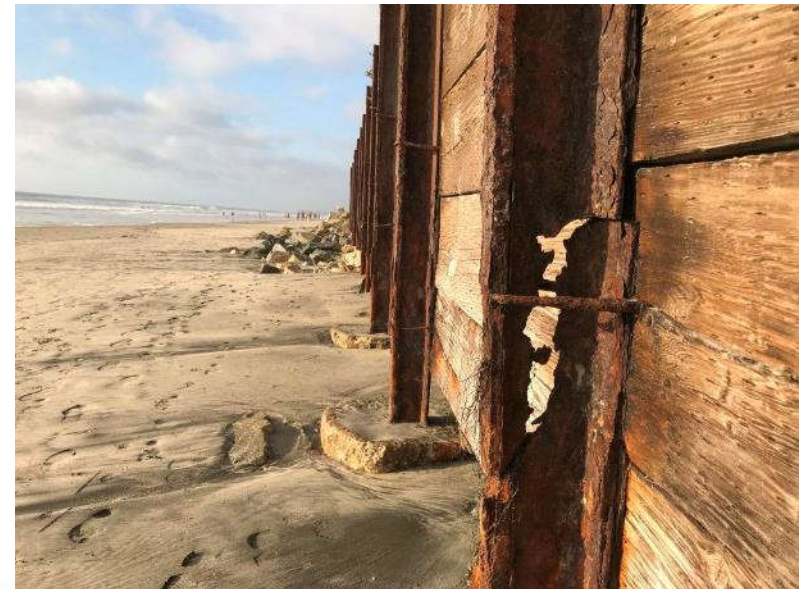
- Repair existing drainage structures
- Replace piles supporting sea walls

Project Budget: \$6.2m

- Construction funded by STIP and CA Natural Resources Agency

Project Status:

- Construction start May 2020



Stabilize Headwall MP 244.3



Rockscape headwall with soil nail tiebacks

Storm Chute below 12th St.

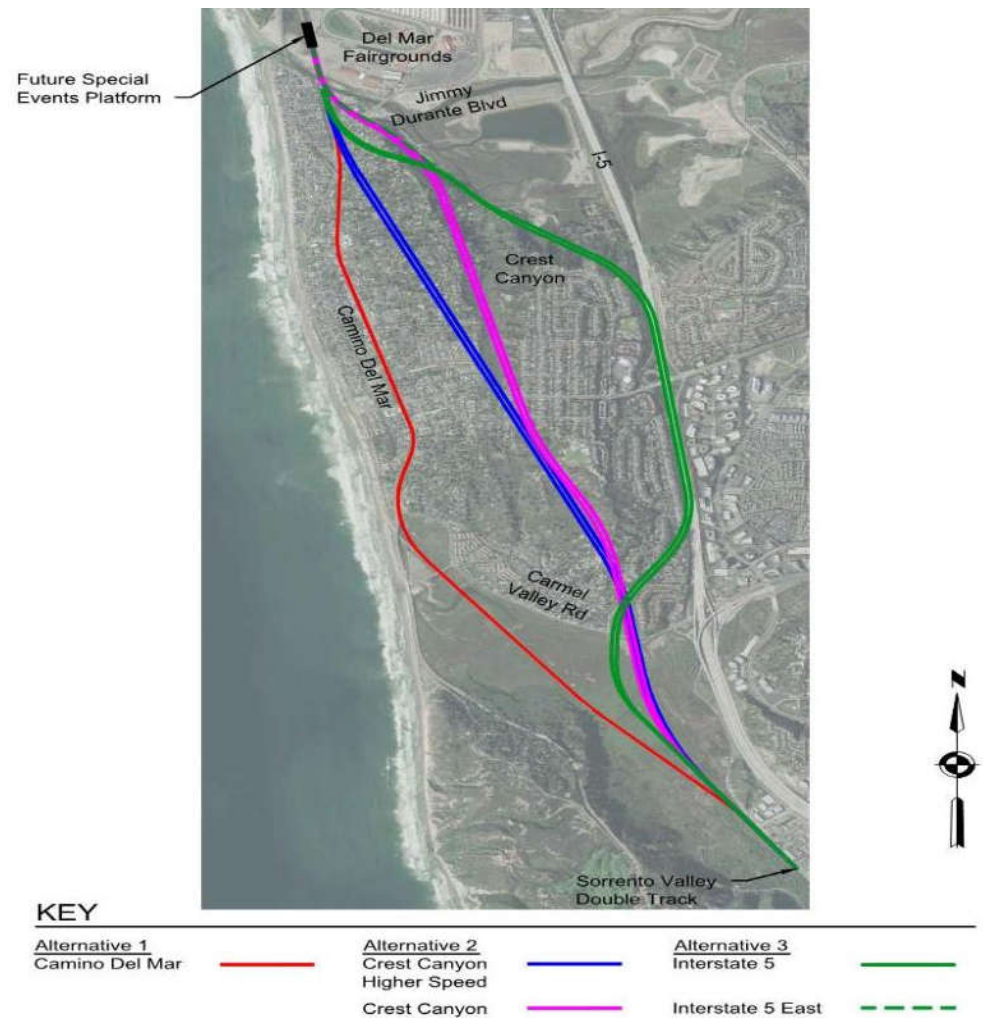


Outfall needs repair and or replacement

Long Term Planning - Del Mar Tunnel Alignment Alternatives

Studied 5 alignments from Del Mar Fairgrounds to Sorrento Valley

Conceptual engineering and Environmental Constraints in 2017



Funding Efforts

- \$100M for Del Mar Bluffs Stabilization Phases 5 and 6
- Phase 5:
 - State TIRCP grant (\$4.9M)
 - Federal SOGR grant (\$11.5M)
 - Federal INFRA, BUILD grants pending
 - Upcoming state grant applications
- Phase 6:
 - Local funds for Environmental Phase
 - USACE Feasibility Study
- Regional Rail Study (including Long-Term Alternatives)

Projects Funded for Construction

El Portal Undercrossing – City of Encinitas



Improvements:

- Install new pedestrian undercrossing at El Portal Street with landscaping

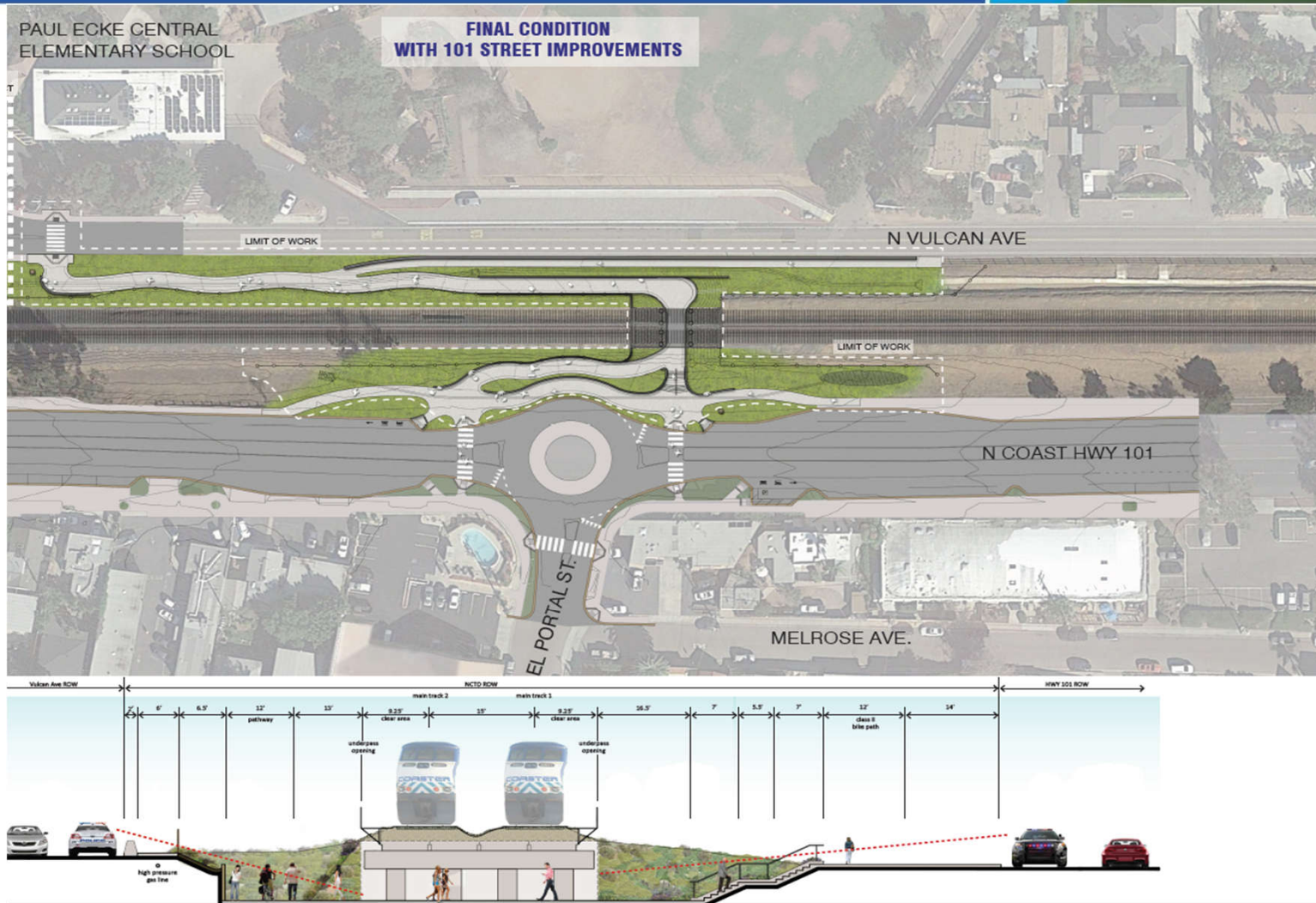
Project Budget: \$9m

Project Status:

- Design provided by the City of Encinitas
- Project funded by City of Encinitas with ATP grant.
- Construction to advertise Summer 2020



El Portal Undercrossing Concept Rendering



Projects in Design and Permitting

San Onofre Pulgas Double Track 2



Improvements:

- Add 1.5 miles passing track
- New bridges at Las Pulgas Road and Las Flores Creek

Project Budget: \$36m

Project Status:

- Environmental permitting complete
- Design has been reinitiated
- Construction to start after Red Beach Bridge is replaced by NAVFAC



Eastbrook to Shell on San Luis Rey River

Improvements:

- Add 0.6 mile of double track
- Replace Bridge 225.4 over San Luis Rey River

Project Cost: \$85m

- Funds available: \$10.5m

Project Status:

- Final design & permitting in progress



Carlsbad Village Trench Alternatives

Trench alternatives:

- 6,000 ft long trench with 6 overpasses
- 8,400 ft long trench with 7 overpasses

Project Estimates:

- Short Trench: \$245 - \$265m
- Long Trench: \$375 - \$395m

Project Status:

- Final AA report and 10% design completed in May 2020



Batiquitos Lagoon Double Track



Improvements:

- Add 0.6 miles of double track
- Replace Bridge 234.8 Over Batiquitos Lagoon

Project Cost: \$104m

- Funds available: \$14.5m

Project Status:

- Final design & permitting in progress



San Dieguito Double Track and Special Events Platform Project



Improvements:

- Add 1.7 miles of double track
- Replace bridge 243.0
- Add special events platform

Project Cost: \$246m

- Funds available: \$14m

Project Status:

- Final Design in progress
- Environmental Permitting complete
- Phase 1 – Trench Work (\$57m)



Sorrento Miramar Phase 2



Improvements:

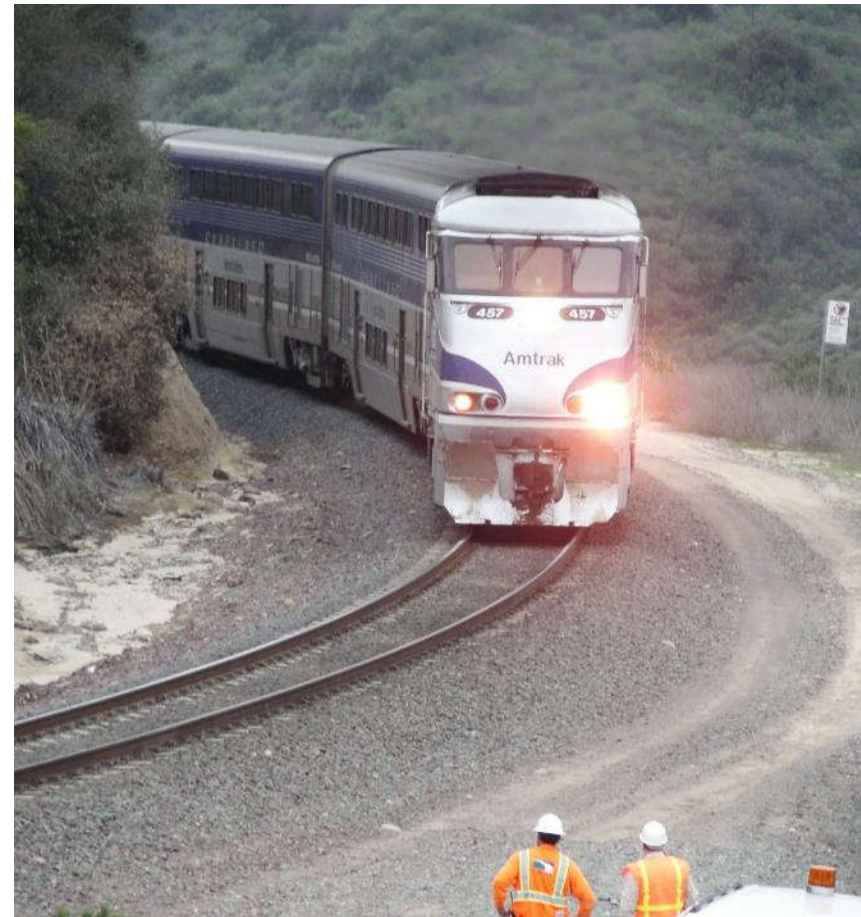
- Add 2 miles of double track
- Straighten 25 mph curves
- Increase speeds

Project Cost: \$228m

- Funds available: \$29m

Project Status:

- Final design & permitting in progress



LOSSAN Coastal Rail Corridor



Project Info: KeepSanDiegoMoving.com/LOSSAN



LOSSAN RAIL CORRIDOR AGENCY

Upcoming Agenda Items

Supplemental Information



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

**DRAFT
Upcoming Agenda Items
Board of Directors Meeting
June 15, 2020**

- Amendment to Cooperative Agreement No. L-8-0013 for the Rail 2 Rail Program with the North County Transit District and National Railroad Passenger Corporation
- Capital Improvement Program - State Rail Assistance Funding Update
- COVID-19 Update - The Future
- Fiscal Year 2019-20 Third Quarter Budget Status Report
- Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2019-20
- Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the Second Quarter of Federal Fiscal Year 2019-20
- Pacific Surfliner On-Time Performance Analysis
- Upcoming Board Workshop and Presentations on Capital Projects
- Update on Capital Programs and Projects along the Los Angeles - San Diego - San Luis Obispo Rail Corridor between Los Angeles and San Diego