



TECHNICAL ADVISORY COMMITTEE AGENDA

LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE

Thursday, June 3, 2021
1:00 P.M. - 3:00 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 lossantac@octa.net



TECHNICAL ADVISORY COMMITTEE AGENDA

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.



TECHNICAL ADVISORY COMMITTEE AGENDA

2021 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	Claire Grasty	Martin Erickson
Central	Los Angeles County Metropolitan Transportation Authority	Jay Fuhrman	Jeanet Owens
South Central	Orange County Transportation Authority	Megan Taylor	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



TECHNICAL ADVISORY COMMITTEE AGENDA

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. The Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2020-21

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 2020-21.

Recommendation

Receive and file as an information item.

Regular Calendar

There are no Regular Calendar matters.

Discussion Calendar

3. Pacific Surfliner On-Time Performance Analysis

Roger M. Lopez

Overview

Staff will provide a detailed analysis of Pacific Surfliner on time performance during the first quarter of federal fiscal year 2020-21.



TECHNICAL ADVISORY COMMITTEE AGENDA

4. **Pacific Surfliner Equipment Update**

James D. Campbell

Overview

Staff will provide a presentation on the status of equipment being used on the Pacific Surfliner, including a summary of capital and maintenance costs, and ongoing efforts to identify and address equipment needs for the future.

5. **Marketing Update**

Emilia Doerr

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's fiscal year 2020-21 marketing efforts support key priorities outlined in the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's fiscal years 2020-21 and 2021-22 Business Plan. This report provides a summary of marketing activities including strategic marketing and communications activities that have been adapted to align with reduced service levels and promote public informational messages related to health and safety in response to the coronavirus.

6. **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.

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

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

9. **Adjournment**

The regularly scheduled meeting of this Committee will be held:

Thursday, September 3, 2021

Location: TBD



June 3, 2021

To: Members of the Technical Advisory Committee

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 2020-21

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 2020-21.

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 typically hosts more than 150 daily passenger trains and 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 operating 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) 2020-21, covering the months of October, November, and December 2020.

Coronavirus Pandemic

The 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 Newsom's safer-at-home order, effective March 15, 2020. Shortly thereafter, 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 first quarter of FFY 2020-21, total LOSSAN rail corridor ridership on the three services was 255,878, an 87.2 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.

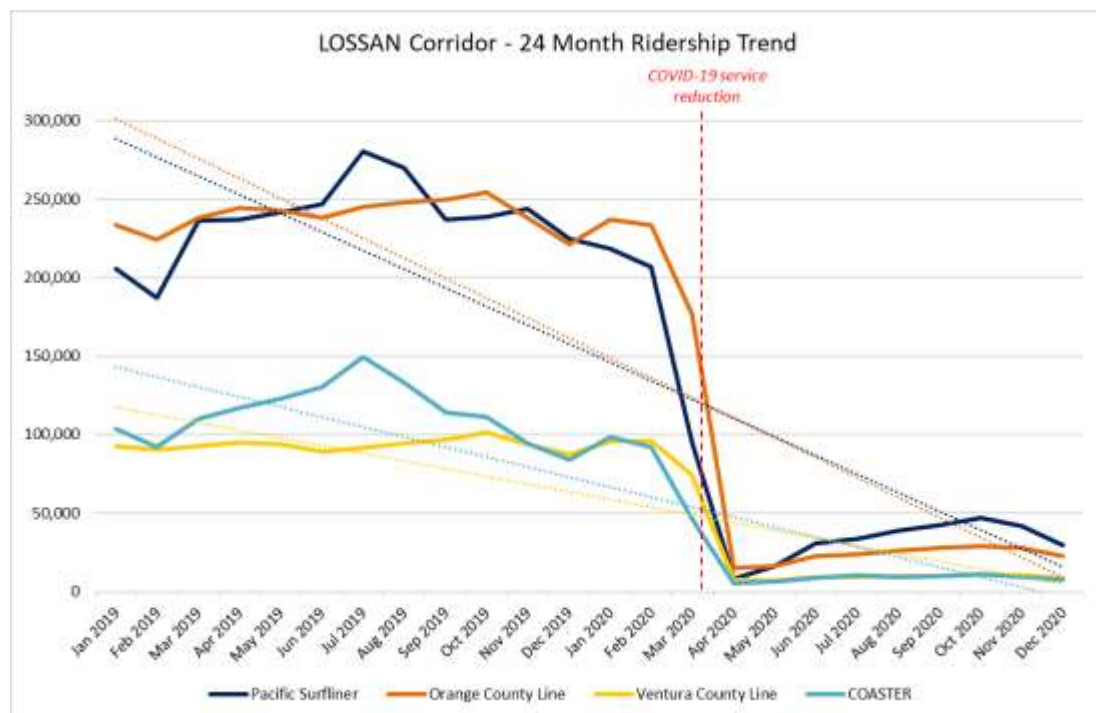


Figure 1.1

The 24 months of ridership data included in Figure 1.1 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 first quarter of FFY 2020-21 by 83.3 percent when compared to the same period last year, as is demonstrated in Figure 1.2. The low ridership is attributable to the reduced service and travel restrictions associated with 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.

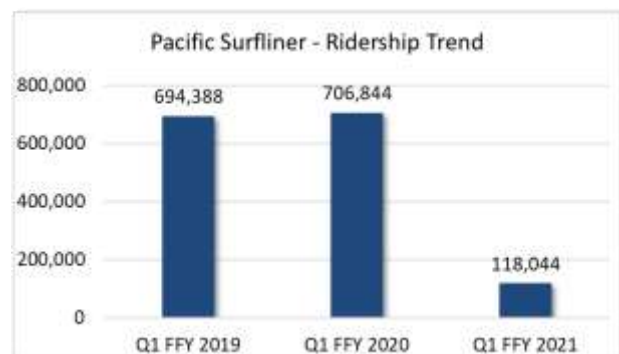


Figure 1.2

Metrolink

Overall LOSSAN rail corridor ridership was also negatively impacted by the ridership decrease on Metrolink's VCL, as demonstrated in Figure 1.3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership decrease of 89.4 percent when compared to the first quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw an 88.8 percent decrease in ridership over the same report period in the prior year.

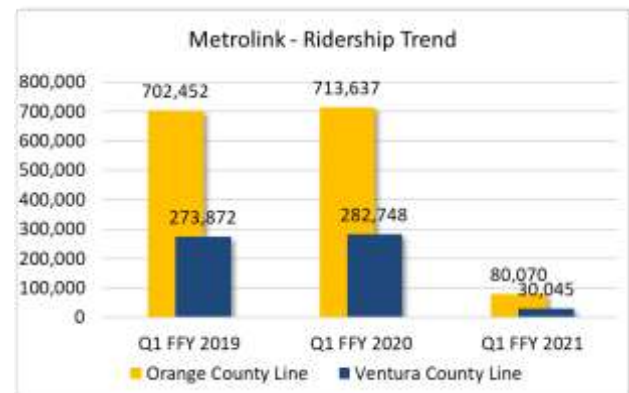


Figure 1.3

Metrolink pass holders riding Pacific Surfliner trains, utilizing the R2R Program, averaged 35 per weekday for the first quarter of FFY 2020-21, which is a decrease of 96.3 percent compared to the same period last year.¹

COASTER

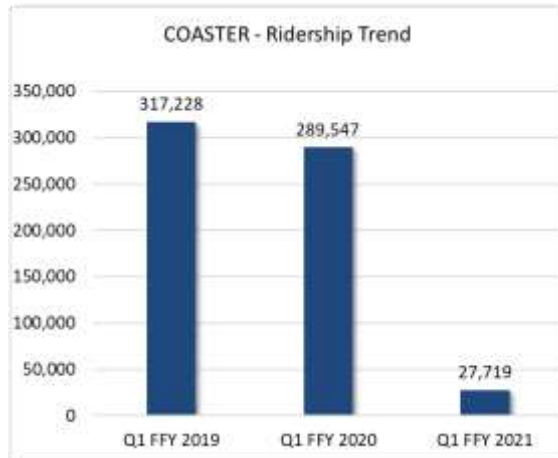


Figure 1.4

COASTER (providing commuter rail service between Oceanside and San Diego) ridership decreased by 90.4 percent during the first quarter of FFY 2020-21 when compared to the same period the prior year, as shown in Figure 1.4. During the first quarter of FFY 2020-21, there was an average of one COASTER pass holder per day on Pacific Surfliner trains, utilizing the R2R program. This was a decrease of 92.2 percent when compared to last year.

Amtrak System

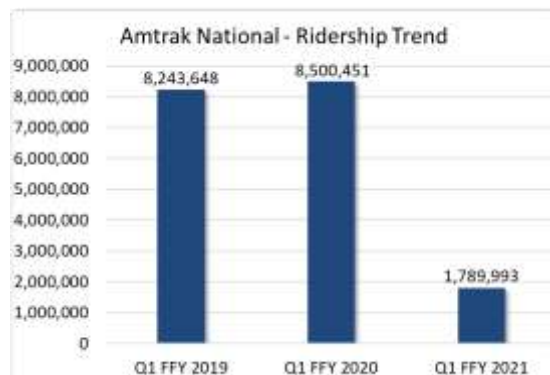


Figure 1.5

Not immune to the significant impacts of the COVID-19 pandemic, Amtrak service nationwide experienced a cumulative ridership decrease of 78.9 percent for the first quarter of FFY 2020-21 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 69.6 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 decreased by 87 percent and San Joaquins ridership decreased by 69.2 percent in the first quarter compared to the same period last year.

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

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 11 million passenger miles during the first quarter of FFY 2020-21, which is an 81.8 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 11 million passenger miles resulted in a reduction of over 4,094 tons of greenhouse gases. The pollution avoided is equivalent to burning nearly 418,000 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 also underperformed. For the first quarter of FFY 2020-21, overall revenue decreased by 81.1 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 85.1 percent, the San Joaquin rail corridor saw a decrease of 67.3 percent, and the Coast Starlight decreased by 67.6 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 Division of Rail and Mass Transportation (DMRT) 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 2, 2020, Caltrans DMRT reported to the CTC on the 12 months ending June 30, 2020 (the most recent available data) and indicated that the Pacific Surfliner realized a 54.6 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 2020-21, average endpoint Pacific Surfliner OTP was 88.9 percent, which was a fantastic 21.7 percent increase over the prior year. The significant service reduction that occurred in March 2020 lead to reduced train volumes throughout the LOSSAN corridor. As such, an improvement in OTP was anticipated. A monthly OTP trend for the Pacific Surfliner can be seen in Figure 1.7.

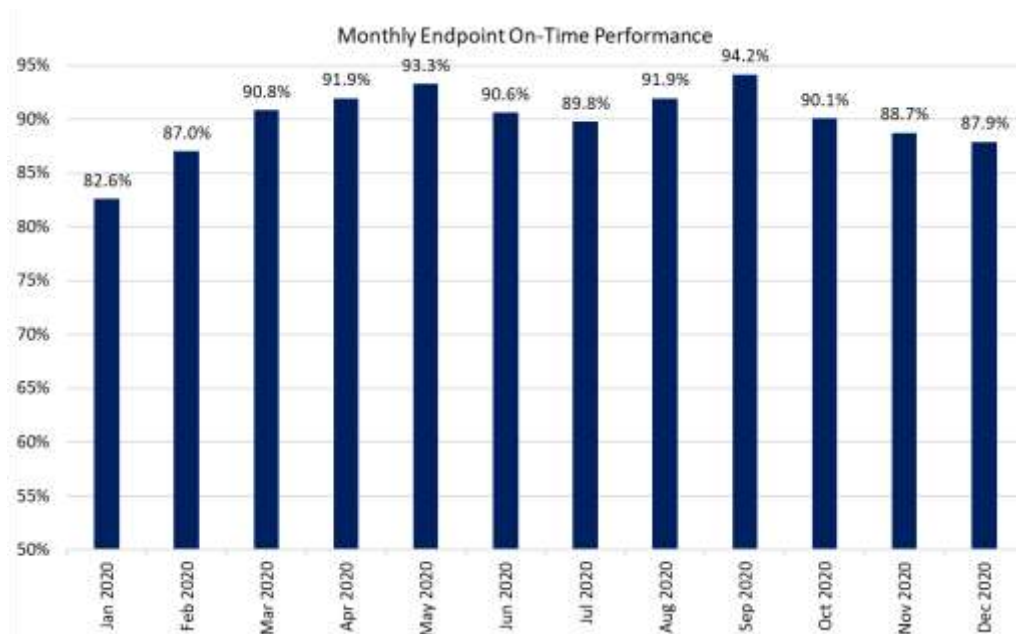


Figure 1.7

The LOSSAN Rail Corridor Agency (Agency) will continue to work collaboratively with the Corridor Improvement Team via quarterly meetings to ensure that OTP performance remains high as service is eventually restored.

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. Unfortunately, for the first quarter, the reduced ridership lead to an insufficient number of respondents to accurately calculate the eCSI score. As ridership increases, this metric will return.

Additional Performance Indicators

Food and Beverage Sales

The LOSSAN Agency's focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café car. Continual effort is made to ensure that menu items 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>FFY20 Q1</i>	<i>FFY21 Q1</i>	<i>% Change</i>
Baked Goods	\$ 122,515	\$ 18,942	-84.5%
Beer	\$ 271,627	\$ 50,934	-81.2%
Beverages	\$ 365,515	\$ 70,710	-80.7%
Dairy Products	\$ 10,806	\$ 2,052	-81.0%
Fresh Prepared Foods	\$ 225,187	\$ 32,448	-85.6%
Liquor	\$ 153,650	\$ 31,395	-79.6%
Miscellaneous Merchandise	\$ 7,857	\$ 2,179	-72.3%
Packaged Snack Foods	\$ 990,664	\$ 101,111	-89.8%
Salads	\$ 16,072	\$ 840	-94.8%
Wine	\$ 478,269	\$ 65,469	-86.3%
Total Revenue	\$ 2,642,163	\$ 376,079	-85.8%

Figure 1.8

For the first quarter of FFY 2020-21, food and beverage sales decreased by 85.8 percent over the same quarter in the prior year. In addition to the decrease in ridership, Café car sales were impacted by the restrictions associated with indoor dining. The sales of salads and fresh prepared foods was discontinued to prevent losses associated with spoilage as a result of reduced demand. Subsequently, hot prepared food had to be temporarily suspended to ensure the safety and health of all involved by limiting the interactions necessary between the passengers and Café car attendants.

Various safety measures, including the installation of plexiglass barriers, have allowed for the return of microwavable food items. As these items return and ridership increases, we anticipate Café car revenue to follow the same trend. 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 2020-21, ridership on these three routes totaled 9,124 riders, which was a decrease of 64 percent when compared to the same period in the prior year (25,364 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 2020-21. During the first quarter, total Los Angeles – San Diego – San Luis Obispo rail corridor ridership decreased by 87.2 percent, compared to the same period last year. Ridership on the Pacific Surfliner decreased by 83.3 percent, and revenue realized an 81.1 percent decline 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 2020-21

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 2020-21**

<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	118,044	-83.3%	\$ 3,840,868	-81.1%	88.9%
Metrolink Ventura County Line	30,045	-89.4%	---	---	97.0%
Metrolink Orange County Line	80,070	-88.8%	---	---	95.3%
COASTER	27,719	-90.4%	---	---	94.8%
LOSSAN Total/Average	255,878	-87.2%	---	---	---

Amtrak Nationwide	1,789,993	-78.9%	\$ 124,130,506	-80.9%	86.1%
Capitol Corridor	59,185	-87.0%	\$ 1,392,644	-85.1%	91.2%
San Joaquin	82,798	-69.2%	\$ 2,803,733	-67.3%	82.5%
Coast Starlight	32,639	-69.6%	\$ 3,537,088	-67.6%	84.7%



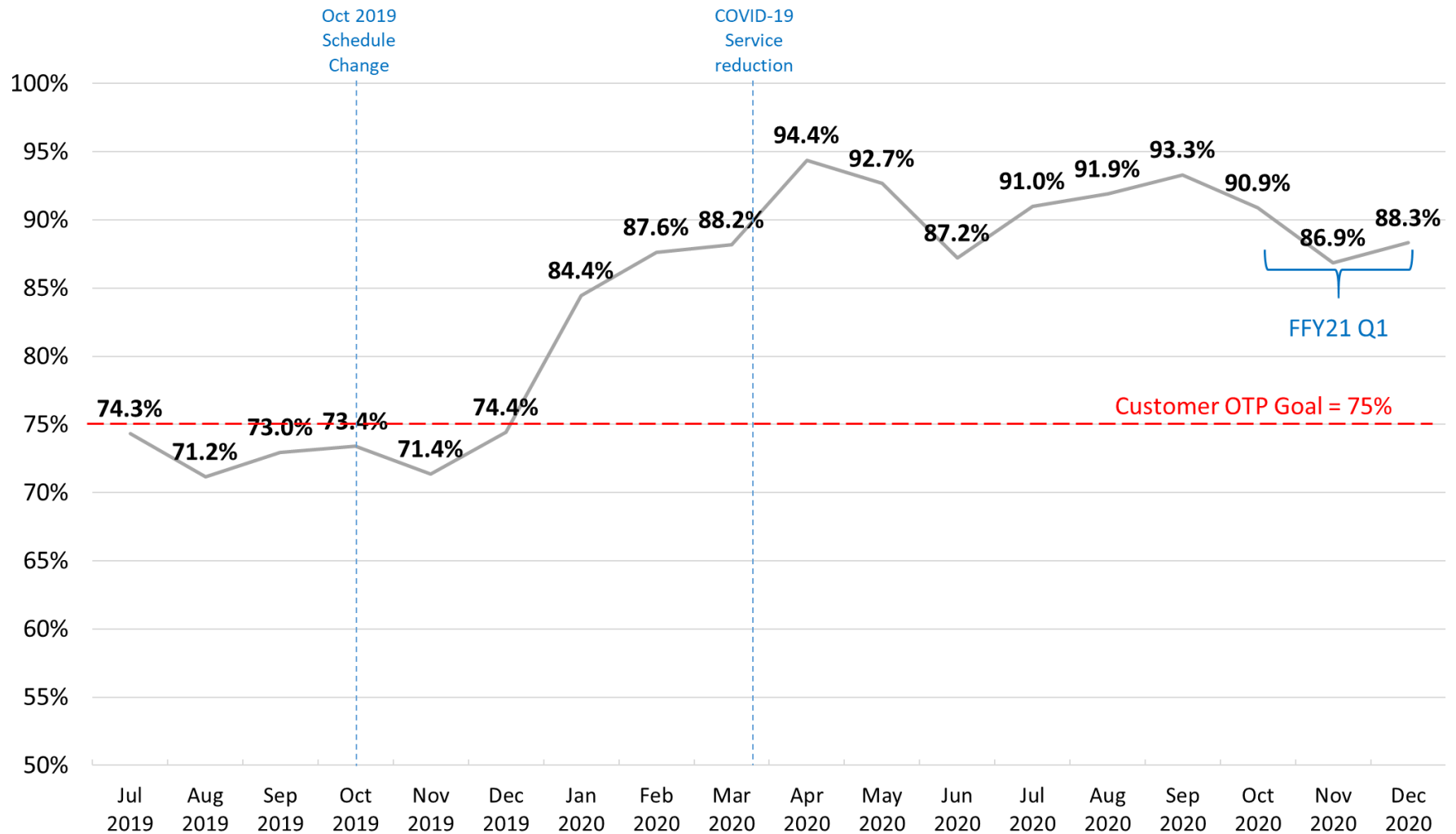
Pacific Surfliner

On-Time Performance Analysis

First Quarter – Federal Fiscal Year 2020-21

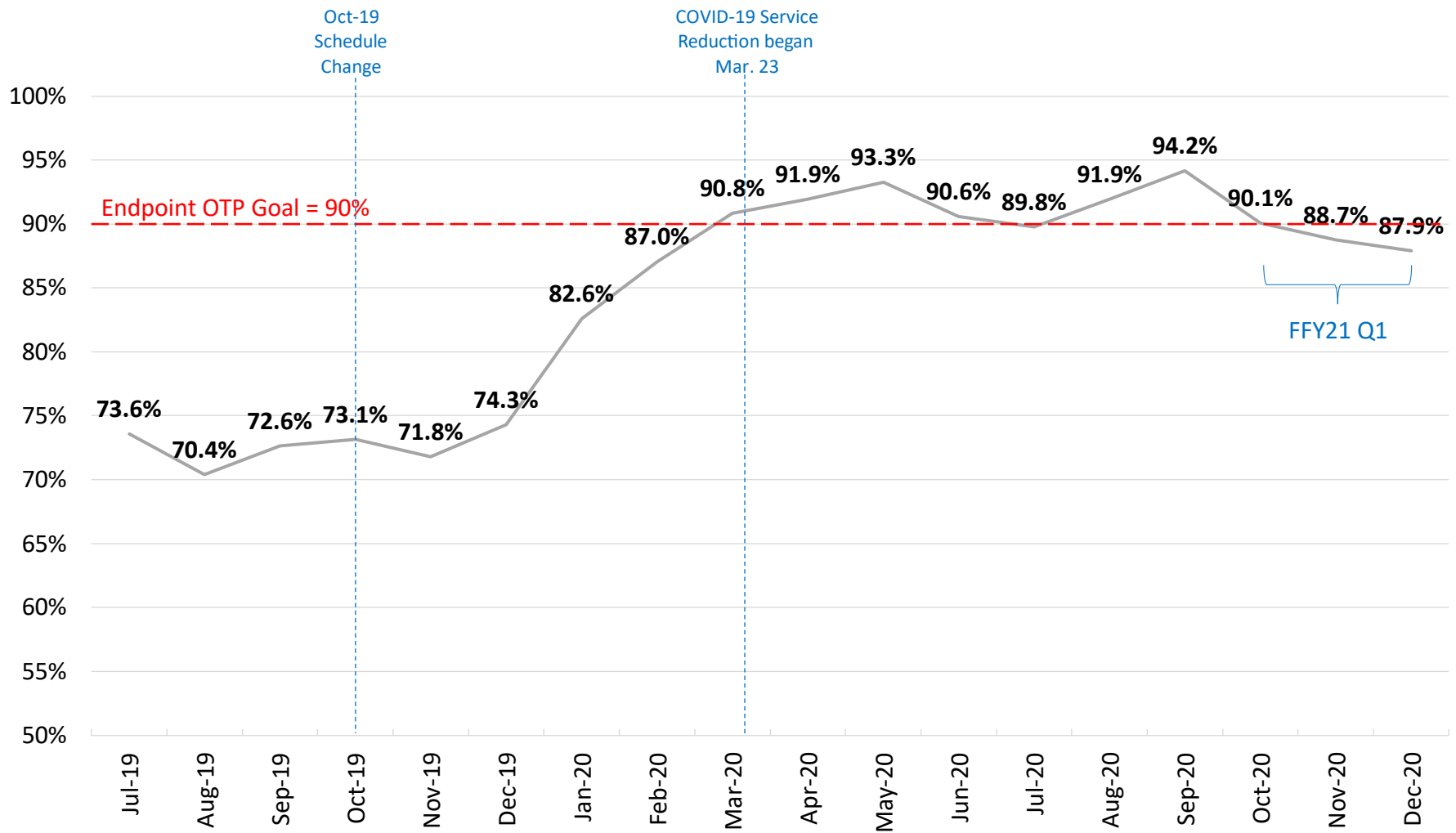
Technical Advisory Committee
June 3, 2021

Monthly Average Customer OTP



OTP: On-Time Performance
FFY: Federal Fiscal Year

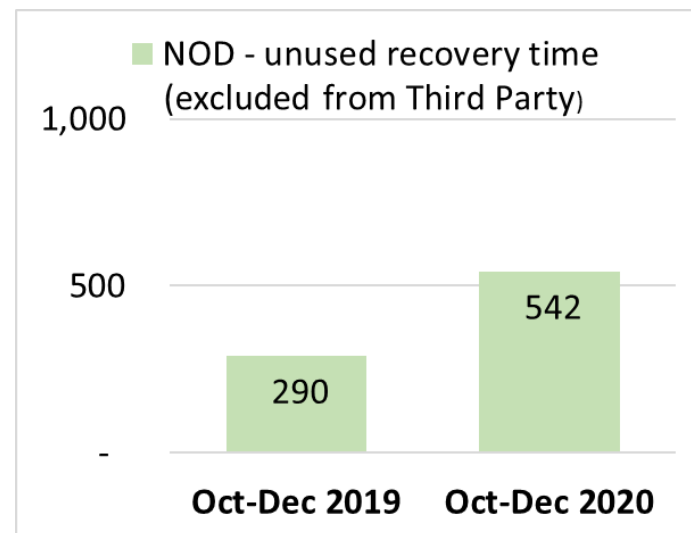
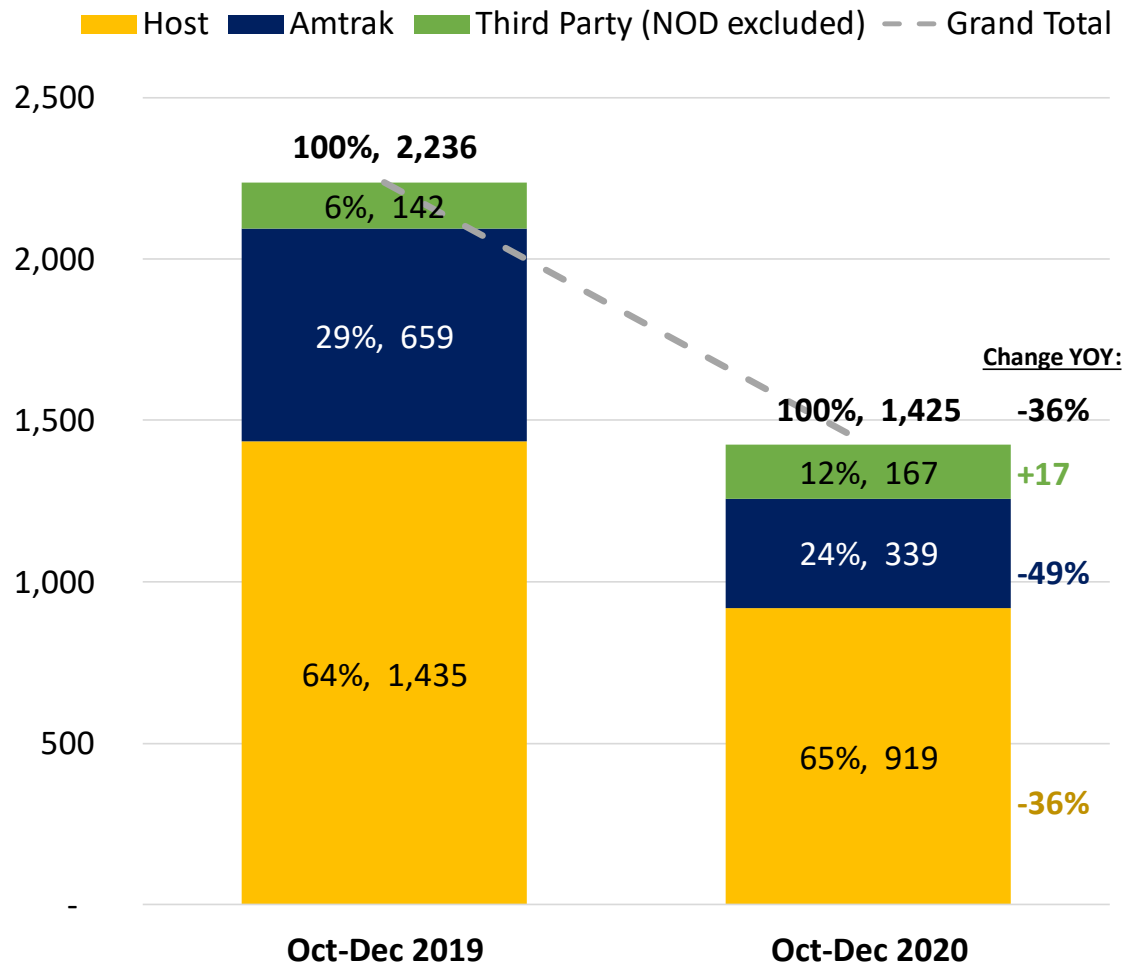
Monthly Average Endpoint OTP



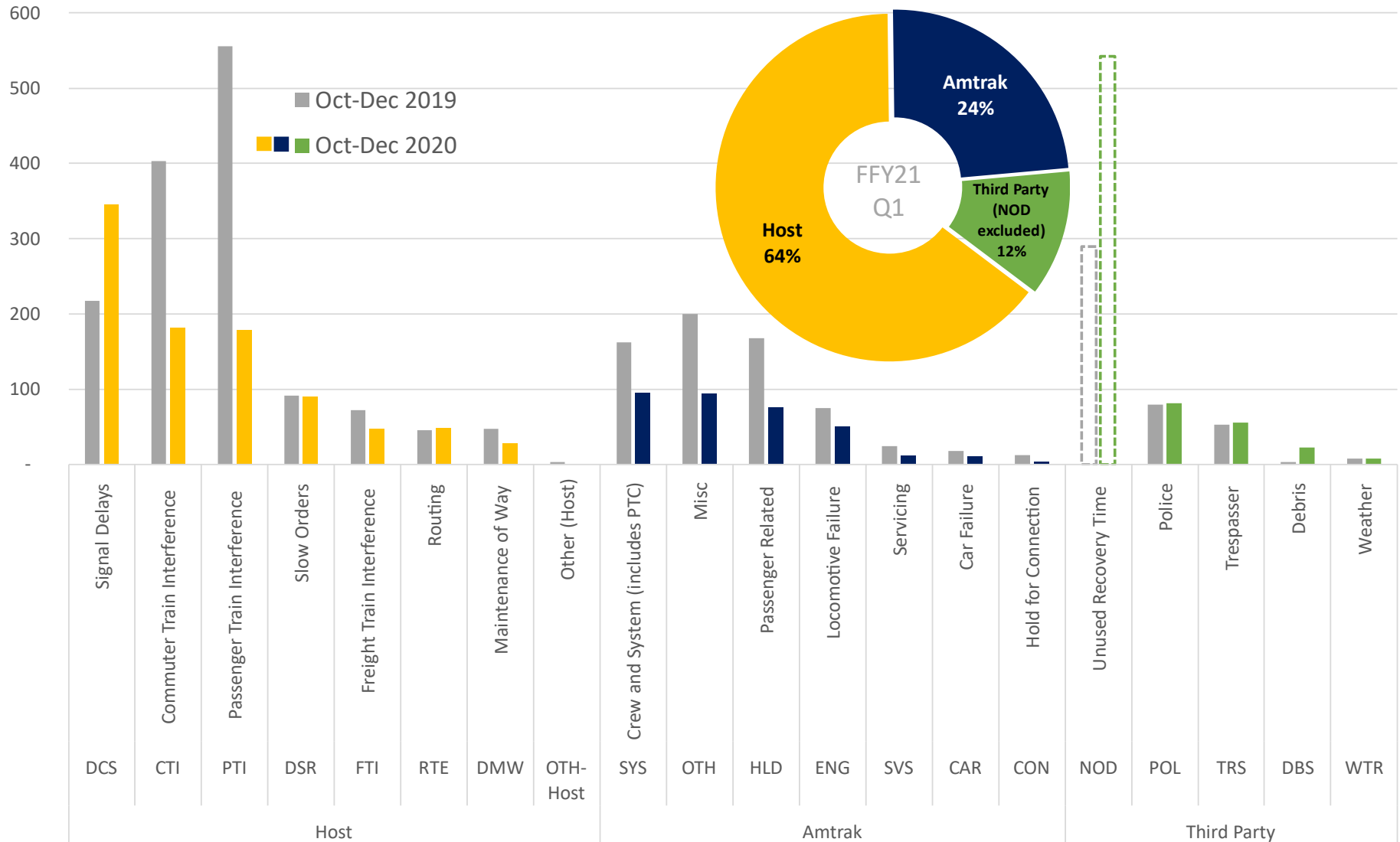
FFY21 Q1 Average Endpoint OTP by Train

Train	Oct-20	Nov-20	Dec-20	3 Month Average
572		100.0%		100.0%
591		100.0%		100.0%
1572		100.0%		100.0%
1591		100.0%		100.0%
1564	100.0%	100.0%	100.0%	100.0%
564	95.5%	100.0%	95.5%	97.0%
767	100.0%	90.0%	95.5%	95.2%
768	87.1%	100.0%	96.8%	94.6%
796	93.5%	96.7%	90.3%	93.5%
1767	100.0%	90.0%	88.9%	93.0%
579	83.9%	93.3%	96.8%	91.3%
580	87.1%	90.0%	93.5%	90.2%
1584	77.8%	90.0%	100.0%	89.3%
584	86.4%	85.0%	95.5%	88.9%
593	90.3%	86.7%	83.9%	87.0%
785	96.8%	80.0%	80.6%	85.8%
774	96.8%	66.7%	87.1%	83.5%
777	83.9%	86.7%	77.4%	82.7%
763	80.6%	86.7%	61.3%	76.2%
System Average	90.1%	88.7%	87.9%	88.9%

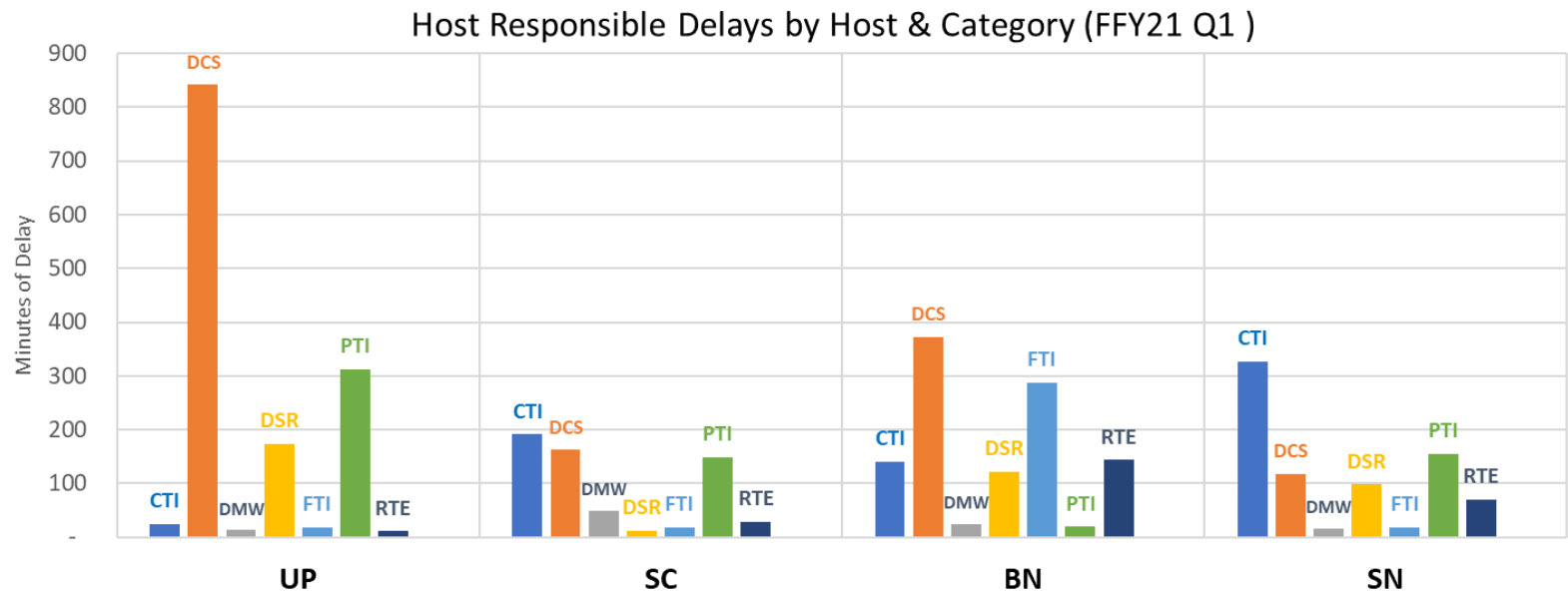
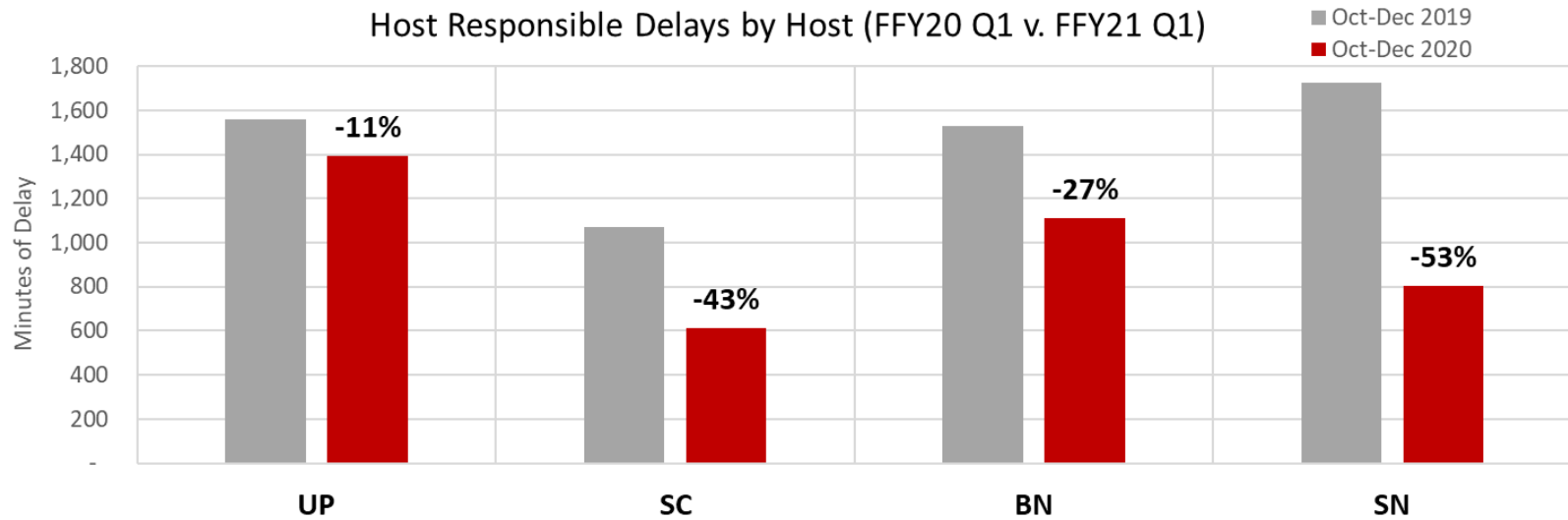
Delays by Responsible Party (Per 10K Train Miles) FFY20 Q1 v. FFY21 Q1



Delays by Category & Responsible Party (Per 10K Train Miles) FFY20 Q1 v. FFY21 Q1

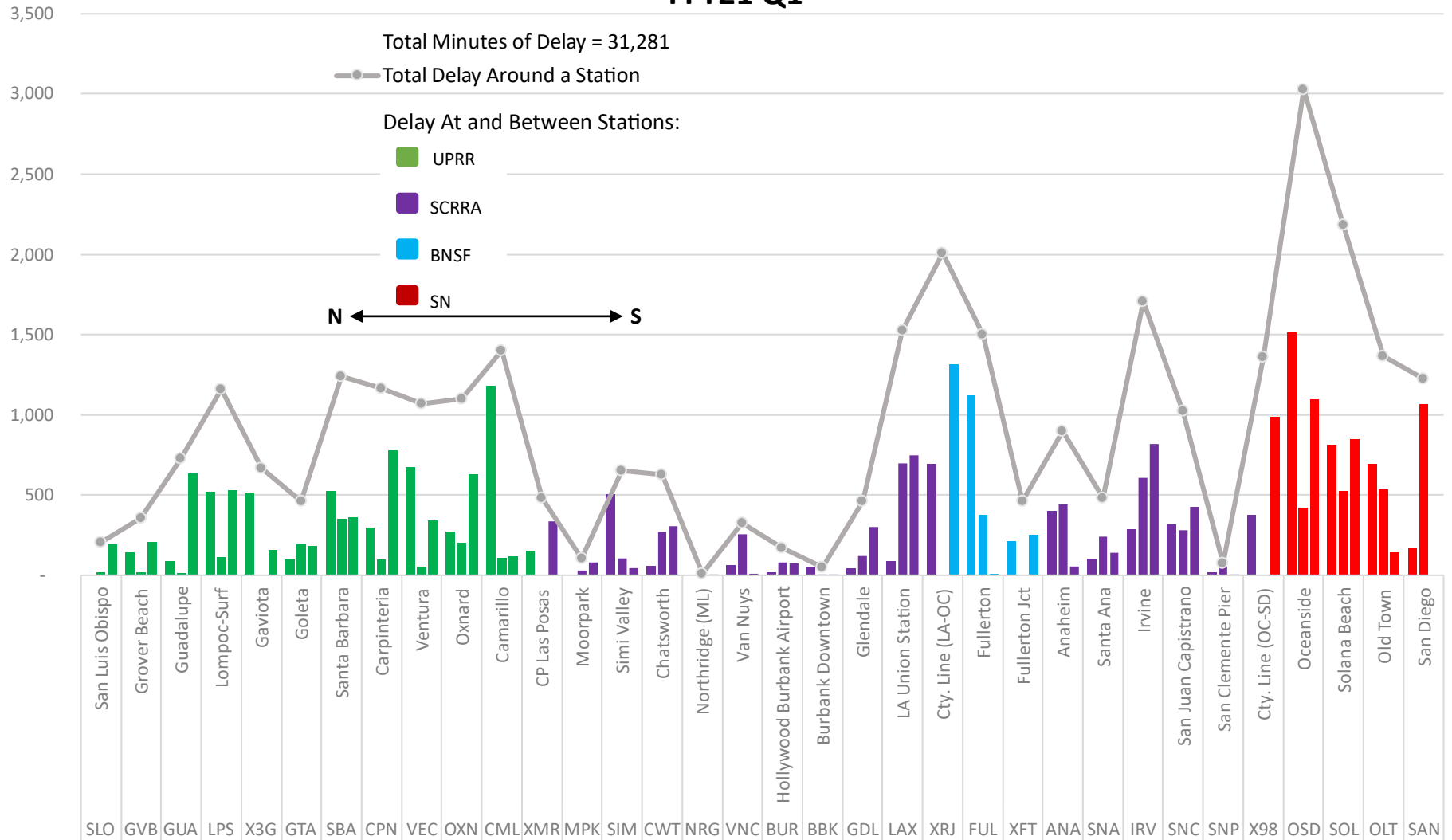


Host Responsible Delays per 10K Train Miles



Total Delay Minutes – By Location (Current)

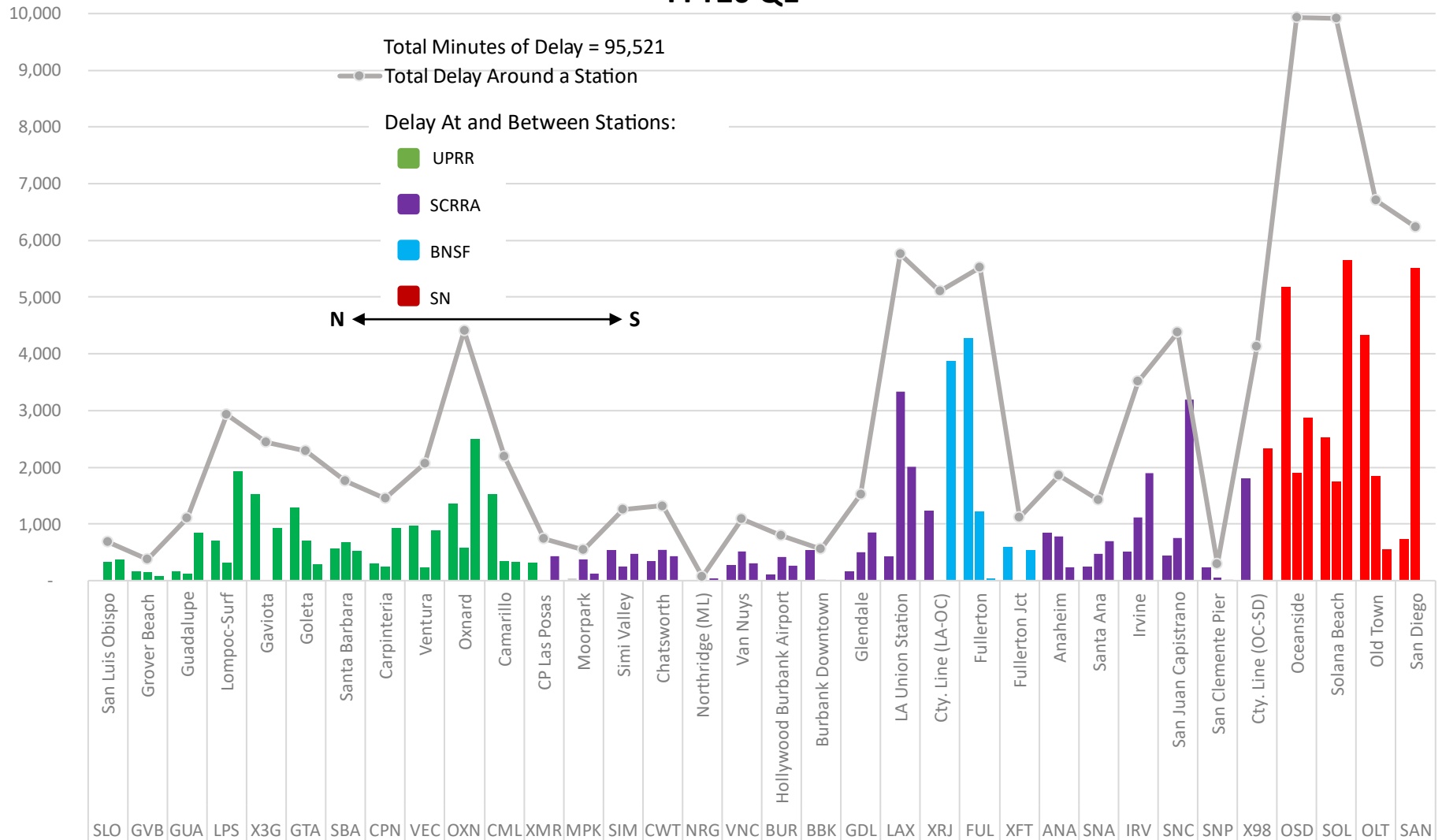
FFY21 Q1



Note: Unused recovery time (NOD) minutes are excluded from this chart.

Total Delay Minutes – By Location (Previous)

FFY20 Q1



Note: Unused recovery time (NOD) minutes are excluded from this chart.

Conclusions – FFY21 Q1

- Systemwide customer OTP continues to be above the 75percent (%) goal during COVID-19 reduced service schedule, performing at 86% or above throughout Q1.
- Host and Amtrak delay minutes per 10K train miles decreased by 36% and 49% respectively, year over year. Third party (excluding NOD) increased by 17%.
- Overall, total minutes of delay per 10K train miles decreased by 36% in FFY21 Q1 v. FFY20 Q1.

Questions



Pacific Surfliner Equipment Update

Technical Advisory Committee | June 3, 2021



Pacific Surfliner Equipment

- The Pacific Surfliner service has been utilizing bi-level cars since 2000
- 39 custom Surfliner cars were purchased new by Amtrak and 10 cars by Caltrans between 1998-2001 for specific use on the Pacific Surfliner service
- Over the years, as ridership grew, additional cars were needed to lengthen trainsets and add more service
- The additional cars were leased from Amtrak's long-distance bi-level Superliner fleet

Pacific Surfliner Equipment

In February 2020, the Pacific Surfliner fleet consisted of:

- 10 Caltrans-owned bi-level Surfliner cars (Cal II)
- 39 Amtrak-owned bi-level Surfliner cars (Cal II)
- 20 Amtrak-owned bi-level Superliner cars
- 17 Amtrak-owned single-level Amfleet / Horizon cars



Bi-Level Surfliner Cars



Bi-Level Superliner Cars



Single-Level Horizon Cars

Pacific Surfliner Equipment

The fleet also included two different locomotive types:

- General Electric (GE) P-40 & P-42 Genesis Tier 0 Locomotives (Amtrak-owned)
- Siemens SC-44 Charger Tier 4 Locomotives (Caltrans-owned)



Pacific Surfliner Equipment Reduction

March 2020 - ridership dropped significantly due to the COVID-19 pandemic.

Level of service was reduced 50-percent

Fleet size was reduced 29-percent

October 2019 - March 2020	March 2020 – May 2021
14 - SC-44 Charger Locomotives	14 - SC-44 Charger Locomotives
4* - GE P-40 / P-42 Genesis Locomotives	0 - GE P-40 / P-42 Genesis Locomotives
16 - Superliner Coach	9 - Superliner Coach
4 - Superliner Coach / Baggage	0 - Superliner Coach / Baggage
16 - Horizon	0 - Horizon
1 - Amfleet	0 - Amfleet
11 - Surfliner Coach / Baggage	11 - Surfliner Coach / Baggage
18 - Surfliner Coach	21 - Surfliner Coach
10 - Surfliner Café	10 - Surfliner Café
10 - Surfliner Business Class	10 - Surfliner Business Class
18 Locomotives 86 Cars	14 Locomotives 61 Cars

Pacific Surfliner Equipment Maintenance

Equipment costs are broken down into two primary agreements:

- Equipment Capital Agreement (Caltrans responsibility)
 - *Annual leases*
 - *FRA required 4-Year inspections and servicing*
- Operating Agreement (LOSSAN responsibility)
 - *Daily and annual inspections and preventative or defective maintenance*

Additional agreements or amendments can also be executed with Amtrak by LOSSAN or Caltrans for special projects such as business class refreshes, center aisle carpet, etc.

Pacific Surfliner Equipment Maintenance

Equipment Capital Agreement

- Contract between **Caltrans** and Amtrak
- Includes annual leases for Amtrak-owned equipment
- 4-Year inspection and servicing at Beech Grove, Indiana
- Over the past four years, the equipment capital agreement has averaged \$8.5 million / year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Costs	\$10,348,688	\$9,909,945	\$6,649,598	\$6,965,358
Avg. Monthly Cost	\$862,391	\$825,829	\$554,133	\$580,447

Pacific Surfliner Equipment Reduction

Amtrak 4-Year Servicing is not
an overhaul

Amtrak 4-Year Servicing



Average Cost / Car: \$435K

True Overhaul



Average Cost / Car: \$778K

Pacific Surfliner Equipment Maintenance

Preventative Maintenance and Inspections

- Funded through the annual operating agreement between the **LOSSAN Agency** and Amtrak
- Includes the daily, 92-day, 180-day, and 1-year servicing
- Over the past four years, the maintenance cost has averaged about \$9.9 million per year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Costs	\$8,396,089	\$9,310,935	\$11,030,552	\$10,858,128
Avg. Monthly Cost	\$669,674	\$775,911	\$919,213	\$904,844

Pacific Surfliner Equipment Maintenance

Total cost for maintaining and servicing the Pacific Surfliner fleet over the past four years has averaged about \$18.4 million per year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Capital Costs	\$10,348,688	\$9,909,945	\$6,649,598	\$6,965,358
Annual Maint. Costs	\$8,396,089	\$9,310,935	\$11,030,552	\$10,858,128
Total Cost	\$18,744,777	\$19,220,880	\$17,680,150	\$17,823,486

Equipment Needs Going Forward

Two paths are being pursued to lower costs and to try to meet equipment needs in the future

- Review and Refine Maintenance Practices
- Bring fleet into a State of Good Repair
- LOSSAN has been engaging with Caltrans and the other JPA's to refine existing maintenance practices and better control and lower escalating costs



Equipment Needs Going Forward

Define Future Equipment Needs

- Service Recovery and Equipment Task Forces
- Insufficient equipment currently available to restore pre-COVID service
- Reviewing alternatives for acquiring additional equipment for the Pacific Surfliner
 - *Purchase and overhaul / rebuild other compatible cars*
 - *Procure new cars to replace aging Pacific Surfliner fleet*





QUESTIONS?



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

**DRAFT
Upcoming Agenda Items
Board of Directors Meeting
June 21, 2021**

- The Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2020-21
- Approval to Release Request for Proposals for On-Call Construction Management Services
- Amendment to Agreement L-9-0004 with HDR for Project Report / Environmental Document for the Central Coast Layover Facility
- Fiscal Year 2020-21 Budget Amendment
- Fiscal Year 2021-22 Budget Amendment and Fiscal Years 2021-22 and 2022-23 Business Plan Amendment
- Execute Amendment for first option term of Administrative Services Agreement
- Execute Amendment for first option term of Interagency Transfer Agreement
- On-Time Performance Analysis
- Pacific Surfliner Equipment Update
- Future of Rail 2 Rail