

### LOSSAN RAIL CORRIDOR AGENCY SPECIAL TECHNICAL ADVISORY COMMITTEE

Thursday, June 2, 2022 1:15 P.M. – 2:45 P.M

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

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.

Speakers will be recognized by the Executive Assistant at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Executive Assistant.

#### Written Comment

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

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



#### **Teleconference Sites**

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

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

Ventura County Transportation Commission 1056 E. Meta Street, Suite 203 Ventura, CA 93001

San Luis Obispo Council of Governments Large Conference Room 1114 Marsh Street San Luis Obispo, CA 93401

Riverside County Transportation Commission Conference Room B 4080 Lemon St., 3rd Floor Riverside, CA 92501

The member agencies above will receive a Teams Meeting Invite to the TAC meeting after the agenda has posted.

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



#### 2022 TECHNICAL ADVISORY COMMITTEE

#### Technical Advisory Committee - Membership Roster

	Member Agencies	Appointee	Alternate
	Can Luis Okiene Council of Coursenants	Anna Davian	Time Oillh east
	San Luis Obispo Council of Governments	Anna Devers	l im Gliinam
North	Santa Barbara County Association of	Whitney	
	Governments	Rush	Vacant
	Ventura County Transportation		Martin
	Commission	Claire Grasty	Erickson
Control	Los Angeles County Metropolitan		Jeanet
Central	Transportation Authority	Jay Fuhrman	Owens
		Alexis Murillo	Megan
South	Orange County Transportation Authority	Felix	Taylor
Central	Riverside County Transportation	Sheldon	
	Commission	Peterson	Vacant
	San Diego Metropolitan Transit System	Brent Boyd	Julia Tuer
Couth		Katie	Karen
South	North County Transit District	Persons	Tucholski
			Timothy
	San Diego Association of Governments	Danny Veeh	Briggs



#### 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 (Items 2 and 3)

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

#### 2. Approval of Minutes

James D. Campbell

#### **Overview**

Approval of the minutes of the LOSSAN Technical Advisory Committee meeting on April 7, 2022.

#### Recommendation

Receive and file as an information item

3. The Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends for the First Quarter of Federal Fiscal Year 2021-22 Rosa Guillen-Sanchez

#### 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 2021-22.

#### Recommendation

Receive and file as an information item



#### **Discussion Calendar**

4. Rail 2 Rail Agreements with the Southern California Regional Rail Authority and North County Transit District

Roger M. Lopez

#### Overview

The Rail 2 Rail Program provides significant benefits to passengers traveling on the Los Angeles - San Diego - San Luis Obispo rail corridor by increasing the number of train options for travel along the corridor. The agreements to provide the Rail 2 Rail Program between the Pacific Surfliner and Metrolink and COASTER services on the Los Angeles - San Diego - San Luis Obispo rail corridor expire on June 30, 2022, and July 31, 2022, respectively. Staff will provide an update on the efforts to prepare amendments to the existing agreements with the North County Transit District and the Southern California Regional Rail Authority to continue the program.

#### 5. Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

Rosa Guillen-Sanchez

#### Overview

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the On-time performance of the Amtrak Pacific Surfliner service during the second quarter of state fiscal year 2021-22, covering the months of October, November, and December 2021.

In June 2022, Los Angeles - San Diego - San Luis Obispo Agency Rail Corridor Agency staff begins to provide the quarterly Amtrak Pacific Surfliner On-time performance analysis in a written staff report format. With June staff reports, the LOSSAN Planning and Analysis Department transitions from reporting based on the Amtrak fiscal year period ending in September, to the state fiscal year period ending in June.

#### 6. Link Union Station Project Update

James Campbell

#### Overview

An update of the ongoing work being performed to advance the Link Union Station (Link US) project will be presented by staff from the Los Angeles County Metropolitan Transportation Authority.



#### 7. Upcoming Draft Board Agenda Items James Campbell

#### Overview

Overview of upcoming agenda items for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors' June Meeting.

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

#### 9. Technical Advisory Committee Members' Report

#### 10. Adjournment

The regularly scheduled meeting of this Committee will be held:

Thursday, July 7, 2022 Los Angeles Metropolitan Transportation Authority Henry Huntington Room - Third Floor One Gateway Center, Los Angeles, California



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

APRIL 7, 2022, MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on February 3, 2022, at 1:00 p.m. via TEAMS conference call.

#### Committee members in attendance:

Via Teleconference:

Anna Devers, SLOCOG Whitney Rush, SBCAG Claire Grasty, VCTC Jay Fuhrman, LA Metro Alexis Murillo Felix, OCTA Megan Taylor, OCTA Sheldon Peterson, RCTC Katie Persons, NCTD Danny Veeh, SANDAG Tim Briggs, SANDAG Brent Boyd, MTS Roderick Diaz, Metrolink Arnold Hackett, Metrolink Paul Hubler, Metrolink Sandra Cuevas, HSR Lorena Dappa, Amtrak Cindy Stone, BNSF Peggy Harris, UPRR Victor Stone, UPRR Jeff Sheldon, UPRR

#### Welcome and Introductions

Mr. James Campbell, LOSSAN Operations Officer, opened the April 7, 2022, LOSSAN Agency TAC meeting and welcomed the LOSSAN TAC to the conference call. Mr. Campbell invited teleconference participants to introduce themselves.

#### 1. Public Comments

The secretary indicated that no public comments have been received.

No public comments were made.

#### CONSENT CALENDAR

#### 2. Approval of Minutes

No public comments were made.

Item #2 were moved by Danny Veeh (SANDAG) and seconded by Jay Fuhrman (LA Metro). The Committee approved the items.

#### DISCUSSION CALENDAR

#### 3. Coastal Slope Stabilization Update

Ms. Joy Sharma (LOSSAN) presented an update on the Coastal Slope Stabilization project, which showed some of the bluff and siding repairs. There was also the explanation of the summary, cost breakdown, grant application, and the project components.

There was no further discussion. No public comments were made.

#### 4. Central Coast Layover Facility Update

Ms. Sharma (LOSSAN) provided a presentation on the Central Coast Layover Facility update for San Luis Obispo. The presentation included the full proposed project layout, objectives and phasing, the Agency's roles and responsibilities of the project, and the timeline.

A discussion ensued about the order of phases. There was no further discussion. No public comments were made.

#### 5. Upcoming Agenda Ítems

Mr. Campbell (LOSSAN) provided a brief overview of the agenda items for the June 21, 2022, LOSSAN Agency Board of Directors' meeting.

A brief discussion ensued regarding one of the items going to the Board meeting. No public comments were made.

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

Mr. Campbell (LOSSAN) mentioned the Anaheim Station will now be staffed from Friday – Monday. Baggage service will also be restored on the Pacific Surfliner, with the exception of the Anaheim Station. Additional service is being considered for this summer to help with the Del Mar races and Comic Con.

Mr. Lopez (LOSSAN) mentioned the new Marketing Manager, Puja Thomas Patel, has joined the team who will now help provide marketing updates in the future.

There were no further updates. Ms. Cassandra Ensberg, a member of the Public, gave a comment to see if the Peak Rail service from Santa Barbara to Ventura can be reinstated due to traffic from the 101 freeway.

#### 7. Technical Advisory Committee Members' Report

*Mr.* Brent Boyd (*MTS*) mentioned preparing for Comic Con and a possible fare-free program for a year with youth under 18.

*Mr.* Danny Veeh (SANDAG) mentioned the youth free transit pilot program starting on May 1<sup>st</sup> for the San Diego region (NCTD and MTS).

*Mr.* Sheldon Peterson (RCTC) gave an update on the Coachella Valley Rail and a possible environmental document release in June.

Mr. Jay Fuhrman (LA Metro) mentioned a service restoration.

*Mr.* Roderick Diaz (Metrolink) mentioned the service restoration, adding 26 trains, 24 trains being restored and two new trains.

*Mr.* Victor Stone (Union Pacific) mentioned the CTC project had a delay with electrical work, but looking forward to the completion.

#### 8. Adjournment

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

Thursday, May 5, 2022 Location: TBD 1:00 p.m. – 3:00 p.m.



June 2, 2022

То:	Members of the Technical Advisory Committee
From:	Jason Jewell, Interim Managing Director
Subject:	Fiscal Year 2021-22 Second Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

#### 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 state fiscal year 2021-22.

With June staff reports, the Los Angeles – San Diego – San Luis Obispo Planning and Analysis Department transitions from reporting based on the Amtrak fiscal year period ending in September, to the state fiscal year period ending in June.

#### 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. Prior to the Coronavirus pandemic, 27 daily trains and 27 stations comprised the Pacific Surfliner service. The Pacific Surfliner currently serves 29 stations and operates 21 daily one-way trains (or 10 round trips). In fiscal year 2019 (the last full fiscal year prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips were taken on the two commuter rail services combined (Metrolink and COASTER).

#### Discussion

This report provides an update on the performance trends of the passenger rail services operating on the LOSSAN rail corridor, focusing on three specific performance areas: usage (ridership and passenger miles), efficiency (revenue and farebox recovery), and quality (on-time performance (OTP) and customer satisfaction). The report includes the Pacific Surfliner intercity passenger rail service, as well as commuter rail service on Metrolink's Ventura County Line (VCL) and Orange County Line (OCL), and the North County Transit District's (NCTD) COASTER system. Amtrak national data is included for comparative purposes. The reporting period is the second quarter of fiscal year (FY) 2021-22, covering the months of October, November, and December 2021.

#### 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 that was 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.

After over a year of operating on reduced service schedules, and as health and social conditions steadily transition into recovery from the COVID-19 pandemic, rail operators along the LOSSAN rail corridor began to restore service starting on Memorial Day weekend in 2021. COASTER returned to full service on May 29, 2021, while on the same day Metrolink launched new Saturday service on its Ventura County Line. On June 28, 2021, the Pacific Surfliner increased its service from 12 daily one-way trips (six round trips) to 18 daily one-way trips (nine round trips). On October 25, 2021, the Pacific Surfliner increased its service further, to 21 daily one-way trips (10 round trips). On April 4, 2022, Metrolink made the most significant service restoration since the beginning of the pandemic, adding a total of 26 trains to its commuter rail system.

#### <u>Usage</u>

For the second quarter of FY 2021-22, total LOSSAN rail corridor ridership for the three rail services combined was 699,953, representing a 173.5 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, is shown in Figure 1.

#### Fiscal Year 2021-22 Second Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends



Figure 1

The 24 months of ridership data included in Figure 1 provide a more accurate indicator of the overall change in ridership along the corridor. Due to seasonal variances, a complete ridership trend is difficult to discern from a single 12-month period. Including 24 months of data accounts for seasonal variations in ridership patterns and provides sufficient information to develop a linear trendline for each service. A summary table of the ridership, revenue, and OTP for the LOSSAN 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 increase in LOSSAN rail corridor ridership includes ridership on the Pacific Surfliner intercity passenger rail service, which operates between San Diego and San Luis Obispo. Pacific Surfliner ridership during the second quarter of FY 2021-22 was 349,304, representing an increase of 195.9 percent when compared to the same period last year, as is illustrated in



Page 3

Figure 2

Figure 2. The increased ridership is attributable to reduced travel restrictions resulting from a statewide reduction in COVID-19 cases. 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.

#### Metrolink

Overall LOSSAN rail corridor ridership was also positively impacted by the ridership increase Metrolink's on VCL. as demonstrated in Figure 3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 90.3 percent when compared to the second quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw а 119.1 percent increase in ridership over the same report



period in the prior year. During the second quarter of FY 2021-22, there were an average of 148 Metrolink pass holders per weekday who utilized the R2R Program to ride Pacific Surfliner trains, representing an increase of 321.9 percent compared to the same period last year.<sup>1</sup>

#### COASTER



NCTD's COASTER commuter rail service operating between Oceanside and San Diego saw a ridership increase of 325.9 percent during the second guarter of FY 2021-22 when compared to the same period in the prior year, as shown in Figure 4. During the second quarter of FY 2021-22, there were an average of 13 COASTER pass holders per day utilizing the R2R Program to ride Pacific Surfliner trains. This was an of 935.9 percent increase when compared to the same period last year.

<sup>1</sup> Metrolink R2R values are based on preliminary, unaudited data provided by Amtrak.



#### Amtrak System

Amtrak service nationwide also experienced a cumulative ridership increase of 208.7 percent for the second quarter of FY 2021-22 when compared to the same period in the prior year, as illustrated in Figure 5.

Amtrak's Coast Starlight, which operates between Seattle and Los Angeles, saw ridership increase by 165.7 percent in the second quarter compared with the same period last year. The Capitol Corridor

(operating between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento, to Stockton and Bakersfield) are the two other California State-supported intercity passenger rail services operated by Amtrak, and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 174.5 percent on the Capitol Corridor and by 103.1 percent on the San Joaquins Corridor during the second quarter when compared to the same period last year.

#### **Passenger Miles**

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

The Pacific Surfliner generated nearly 35 million passenger miles during the second quarter of FY 2021-22, which is a 205.4 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 generated per passenger mile traveling in a private automobile versus on passenger rail, a reduction of over 12,504 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,276,408 gallons of gasoline.

#### **Efficiency**

#### Revenue



In correlation with the ridership increase resulting from the initial recovery from the COVID-19 pandemic, total revenue<sup>2</sup> for the Pacific Surfliner also increased. quarter For the second of FY 2021-22. total revenue increased by 197.3 percent when compared with the same period in the prior year, as shown in Figure 6.

#### **Farebox Recovery**

The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total operating expenses. As a performance measure, farebox recovery is normally reported on an annual basis, versus a shorter period. This is because expenses are not linear throughout the year, which can result in significant fluctuations in the farebox recovery ratio from month to month and even quarter to quarter. The Pacific Surfliner is legislatively required to achieve a minimum annual farebox recovery of 55 percent. The Pacific Surfliner farebox recovery ratio for the 12-month period ending December 31, 2021 was 44.0 percent. For comparison, including only the three months of the second quarter of FY 2021-22 results in a farebox recovery ratio of 56.9 percent.

#### <u>Quality</u>

OTP

The methodologies for calculating OTP vary significantly between intercity and commuter rail services. A commuter train is considered late if it arrives six or more minutes late to its terminal location, while a Pacific Surfliner train is considered late if it arrives more than 15 minutes after its scheduled arrival time. For the Pacific Surfliner service, endpoint OTP is calculated by dividing the total number of trains arriving on time at the end point by the total number of trains operated. The State of California intercity passenger rail Uniform Performance

Page 6

<sup>&</sup>lt;sup>2</sup> Total Operating Revenue includes the following revenue categories: Ticket Revenue, R2R Revenue, Food and Beverage Revenue, and Other Revenue.

Fiscal Year 2021-22 Second Quarter Los Angeles – San Diego – San Luis Obispo Rail Corridor Trends

Standards (UPS), which were approved by the Secretary of Transportation in 2014, set an endpoint OTP goal of 90 percent for the Pacific Surfliner service.

In the second quarter of FY 2021-22, average endpoint OTP for the Pacific Surfliner was 80.3 percent, which was a 9.7 percent decline over the prior year, but an improvement when compared to performance in quarters prior to January 2020. Top challenges that impacted OTP in the second quarter of FY 2021-22 were signal delays, passenger train interferences, commuter train interferences, and mechanical failures. Figure 7 illustrates a monthly OTP trend for the Pacific Surfliner.



The LOSSAN Rail Corridor Agency (LOSSAN Agency) will continue to work collaboratively with the Corridor Improvement Team via quarterly meetings to identify and address issues negatively impacting OTP.

#### **Customer Satisfaction**

Amtrak reports a monthly Electronic Customer Satisfaction Index (eCSI) score for all routes, in which a "very satisfied" percentage is calculated per 100 passengers via electronic surveys. Amtrak launched a revamped eCSI survey in April 2020. For the second quarter of FY 2021-22, the Pacific Surfliner scored an average eCSI of 84.4 percent, representing a 4.5 percentage decrease from the eCSI of 88.4 percent achieved during the same period last year.

#### Additional Performance Indicators

Food and Beverage Sales

The LOSSAN Agency's focus on improving service quality and the customer experience has prompted additional attention to the food and beverage selections offered in the Pacific Surfliner Café car. Continual effort is made to ensure that menu items are meeting passenger expectations. As part of that effort, LOSSAN Agency staff closely monitor food and beverage sales to gauge the success of what is being offered and identify items that need to be adjusted.

Sales Category	FY21 Q2		F	-Y22 Q2	% Change
Baked Goods	\$	18,942	\$	34,691	83.1%
Beer	\$	50,934	\$	127,390	150.1%
Beverages	\$	70,710	\$	159,209	125.2%
Dairy Products	\$	2,052	\$	1,007	-50.9%
Fresh Prepared Foods	\$	32,448	\$	103,402	218.7%
Liquor	\$	31,395	\$	72,535	131.0%
Miscellaneous Merchandise	\$	2,179	\$	780	-64.2%
Packaged Snack Foods	\$	101,111	\$	305,645	202.3%
Salads	\$	840	\$	5,593	565.8%
Wine	\$	65,469	\$	164,697	151.6%
Total Revenue	\$	376,079	\$	974,949	159.2%
					Figure 8

For the second quarter of FY 2021-22, food and beverage sales increased by 159.2 percent over the same quarter in the prior year. In the same quarter of the prior year, Café car sales were significantly impacted by the decrease in ridership and the restrictions associated with indoor dining. In 2020, the sales of some fresh prepared foods and hot items were temporarily suspended to limit interactions between passengers and Café car attendants and to prevent losses associated with spoilage of unsold product due to reduced demand.

Various safety measures, including the installation of plexiglass barriers, have allowed for the return of microwavable food items and fresh prepared foods. As ridership is increasing and additional food offerings are placed on the menu, there has been a corresponding trend with increasing revenue from Café car sales. Details on the performance of each specific sales category are included in Figure 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 as of October 1, 2021, include:

- Route 4: One daily round trip between Los Angeles to Santa Barbara/Goleta.
- Route 17: Two daily round trips between Santa Barbara, San Luis Obispo, and Oakland (where it connects with Capitol Corridor); and one daily round trip between San Luis Obispo and Oakland.

Fiscal Year 2021-22 Second Quarter Los Angeles – San Diego – **P**asan Luis Obispo Rail Corridor Trends

Route 39: One daily round trip between Fullerton and Indio/Coachella Valley, and one daily round trip between Fullerton and Palm Springs.

For the second quarter of FY 2021-22, combined ridership on these three routes totaled 18,103, representing an increase of 98.4 percent when compared to the ridership of 9,124 for the same period in the prior year.

#### Summary

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink and COASTER, for the second quarter of FY 2021-22. During the second quarter, total ridership along the corridor increased by 173.5 percent when compared to the same period last year. Ridership on the Pacific Surfliner alone increased by 195.9 percent, along with a 197.3 percent increase in total revenue when compared to the same period last period last year.

#### Attachment

A. Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary, Second Quarter Fiscal Year 2021-22

Prepared by:

Rosa G. Guillen-Sanchez Senior Transportation Analyst, Planning and Analysis (714) 560-5747

#### ATTACHMENT A

#### Los Angeles – San Diego – San Luis Obispo Rail Corridor Performance Summary Second Quarter Fiscal Year 2021-22

<u>Service</u>	Ridership (total)	<u>Ridership -</u> Growth Over Same Quarter Previous Year	Revenue (total)	<u>Revenue -</u> Growth Over Same Quarter Previous Year	Endpoint OTP (3 mo. avg)
Pacific Surfliner	349,304	195.9%	\$ 12,501,715	197.3%	80.3%
Metrolink Orange County Line	175,436	119.1%			85.5%
Metrolink Ventura County Line	57,162	90.3%			95.7%
COASTER	118,051	325.9%			90.6%
LOSSAN Total	699,953	173.5%			

Amtrak Nationwide	5,524,877	208.7%	 	78.2%
Coast Starlight	86,725	165.7%	 	57.3%
Capitol Corridor	162,443	174.5%	 	81.4%
San Joaquin	168,191	103.1%	 	78.1%



June 2, 2022

То:	Members of the Technical Advisory Committee
From:	Jason Jewell, Interim Managing Director
Subject:	Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner

**On-Time Performance Analysis** 

#### Overview

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the On-time performance of the Amtrak Pacific Surfliner service during the second quarter of state fiscal year 2021-22, covering the months of **October, November, and December 2021**.

In June 2022, Los Angeles – San Diego – San Luis Obispo Agency Rail Corridor Agency staff begins to provide the quarterly Amtrak Pacific Surfliner On-time performance analysis in a written staff report format. With June staff reports, the LOSSAN Planning and Analysis Department transitions from reporting based on the Amtrak fiscal year period ending in September, to the state fiscal year period ending in June.

#### Recommendation

Receive and file as an information item.

#### Background

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, which traverses through a six-county coastal region in Southern California. As illustrated in Figure 1 below, the rail right-of-way along the corridor is hosted by four different host railroads, including the Union Pacific Railroad (UP), the Burlington Northern Santa Fe Railway (BNSF), the Southern California Regional Rail Authority (SCRRA), and North County Transit District (NCTD).

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Page 2 On-Time Performance Analysis



In addition to the Amtrak Pacific Surfliner intercity passenger rail service, Amtrak long-distance trains, Metrolink commuter trains, and COASTER commuter trains also operate along the north-south corridor.

Before rail operators implemented service reductions in late March 2020 due to the COVID-19 pandemic, service along the LOSSAN Rail Corridor included over 150 daily one-way trains and 41 stations. Of those, 27 trains and 27 stations comprised the Pacific Surfliner service. Currently, the Pacific Surfliner serves 29 stations and operates 21 daily one-way trains (or 10 round trips). In FY 2018-2019 (the last full fiscal year prior to the COVID-19 pandemic), there were nearly 2.8 million passenger trips on Pacific Surfliner trains alone, and an

additional 5.4 million passenger trips were taken on the two commuter rail services combined (Metrolink and COASTER).

#### Impacts of COVID-19 Pandemic

Shortly after Governor Newsom's safer-at-home order became effective on March 15, 2020, 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.

After over a year of operating on reduced service schedules, in spring 2020, health and social conditions allowed for an initial transition into recovery from the COVID-19 pandemic, and rail operators along the LOSSAN rail corridor began to restore service. Starting on May 29, 2021 (Memorial Day weekend), COASTER returned to full service, and Metrolink launched new Saturday service on its Ventura County Line. Then, on June 28, 2021, the Pacific Surfliner increased its service from 12 daily one-way trips (six round trips) to 18 daily one-way trips (nine round trips). Later, on October 25, 2021, the Pacific Surfliner increased its service further, to its current service level of 21 daily one-way trains (or 10 round trips). On April 4, 2022, Metrolink increased its commuter rail service further, by adding 26 trains to its commuter rail system.

#### Discussion

This report provides an update on the average systemwide OTP of the Amtrak Pacific Surfliner, for the second quarter of FY 2021-22 (Q2 FY 2021-22). The following metrics give an overview of the Pacific Surfliner route OTP score for the reporting quarter, as well as information about delay causes:

- Endpoint On-Time Performance (OTP)
- Total Trains Operated
- Total Trains Cancelled or Suspended
- Customer OTP
- Ridership
- Endpoint OTP by Train
- Total Train Miles
- Systemwide Delays by Responsible Party, Per 10,000 Train Miles
- Systemwide Delays by Delay Type, Per 10,000 Train Miles
- Host-Responsible Delays, Per 10,000 Train Miles
- Total Delays Around Stations (or Other Specific Locations)

Endpoint OTP

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Page 4 On-Time Performance Analysis

Endpoint OTP represents the percentage of trains arriving to their final station within 15 minutes of their scheduled arrival time. This metric is part of the Uniform Performance Standards that the LOSSAN Agency is required to report to the California State Transportation Agency (CalSTA), who sets a 90 percent endpoint OTP standard.

	FY 2022	FY 2022	
All Trains	Q1	Q2	% Change
Lost	266	366	37.6%
On-Time	1,455	1,489	2.3%
Operated	1,721	1,855	7.8%
Endpoint OTP	84.5%	80.3%	-5.1%

Figure 2. Endpoint	OTP by	Total	Trains	Onerated
Figure Z. Enupoint	OIF Dy	TOlai	nains	Operateu

For Q2 FY 2021-22, **1,489** of **1,855** operated Pacific Surfliner trains arrived at their endpoint station on-time, while **366** trains arrived late. This results in a **systemwide endpoint OTP score of 80.3 percent** for Q2 FY 2021-22, representing a 5.1 percent decrease from 84.5 percent endpoint OTP in the previous quarter.

On any given date, an incident can lead Amtrak to either cancel or suspend one or more scheduled trains. Cancelled trains are treated as late trains, and are reflected in endpoint and customer OTP calculations, but suspended trains are not. A cancellation means that Amtrak decided not to operate the train less than four hours before its scheduled departure. The top reasons for the increase in train cancellations from Q1 to Q2 FY 2021-22 were trespasser and vehicle strikes, followed by equipment failures.

A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q2 FY 2021-22, 32 trains were either cancelled or suspended, representing a 58.4 percent decrease, or improvement, from the previous quarter.

Figure 3:Total	Trains Can	ncelled or S	Suspended
----------------	------------	--------------	-----------

	FY 2022	FY 2022	
All Trains	Q1	Q2	% Change
Cancelled	3	19	533.3%
Suspended	74	13	-82.4%
Total	77	32	-58.4%

Figure 4 shows historical monthly systemwide endpoint OTP from July 2019 to present. Notes within the chart highlight the events that have had significant impacts on OTP.

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner *Page 5* On-Time Performance Analysis



#### Customer OTP

Customer OTP measures the on-time arrival of every passenger, including those who detrain at intermediate stops along a route and those who ride the entire route.

The 76 percent goal shown in red on Figure 5 is set by Amtrak. The metric has remained above the 76 percent goal for 24 months, from January 2020 through December 2021. For Q2 FY 2021-22, customer OTP averaged 81.8 percent, representing a 2.1 percent decrease from 83.5 percent in the previous quarter.

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner *Page 6* On-Time Performance Analysis



#### Figure 5: Customer OTP

#### Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. For Q2 FY 2021-22, there were a **total of 349,304 passenger trips** on the Pacific Surfliner, representing a 2.9 percent increase from 359,761 passenger trips for Q1 FY 2021-22.

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Pag On-Time Performance Analysis



#### Endpoint OTP by Train

One major delay incident can result in cascading delays that impact multiple trains throughout the day. One factor is that individual train consists are normally used by multiple trains throughout the day. For context, the figure below shows how multiple Pacific Surfliner trains operating on the regular service schedule implemented on October 25, 2021, are connected through their planned equipment turn patterns.

Figure 7: Equipme	nt Turn Patterns
-------------------	------------------

<b>Regular Equipment Turns</b>
562-573-580-591-594
564-777
761-794
765-784-595
567-572-583-588
770-581-586
774-785

For example, train 562 is the first leg of a daily equipment route, and four additional trains (trains 573, 580, 591, and 594) use the same equipment on the same day. Therefore, any delays experienced by train 594 could be caused by delays on previous trains.

The table below shows individual endpoint OTP for each of the 21 trains currently operating as part of the regular Pacific Surfliner service schedule implemented

Page 7

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner *Page 8* On-Time Performance Analysis

on October 25, 2021. For Q2 FY 2021-22, one regular service train (562) reached the endpoint OTP goal of 90 percent or above. The three regular service trains with the **lowest endpoint OTP average scores for the quarter were trains 594, 588, and 591**.

	Origin-				Month	# Trains
Train	Destination	Oct-21	Nov-21	Dec-21	Avg	Operated
1790	Emergency only.	100.0%	NA	NA	100.0%	1
1793	Emergency only.	100.0%	NA	NA	100.0%	1
1784	Emergency only.	100.0%	NA	100.0%	100.0%	2
1796	Emergency only.	100.0%	NA	NA	100.0%	2
1763	Emergency only.	100.0%	NA	NA	100.0%	3
1564	LAX-SAN	100.0%	NA	NA	100.0%	8
1567	SAN-LAX	100.0%	NA	NA	100.0%	8
590	LAX-SAN	91.7%	NA	NA	91.7%	24
1584	LAX-SAN	87.5%	NA	NA	87.5%	8
584	LAX-SAN	81.3%	NA	NA	81.3%	16
579	SAN-LAX	79.2%	NA	NA	79.2%	24
768	GTL-SAN	79.2%	NA	NA	79.2%	24
796	GTL-SAN	79.2%	NA	NA	79.2%	24
1572	LAX-SAN	75.0%	NA	NA	75.0%	4
593	SAN-LAX	75.0%	NA	NA	75.0%	24
569	SAN-LAX	73.7%	NA	NA	73.7%	19
1768	Emergency only.	66.7%	NA	NA	66.7%	3
1774	Emergency only.	66.7%	NA	NA	66.7%	3
763	SAN-GTL	58.3%	NA	NA	58.3%	24
1785	Emergency only.	100.0%	NA	0.0%	50.0%	4
1777	Emergency only.	66.7%	NA	0.0%	33.3%	4
1761	Emergency only.	NA	NA	0.0%	0.0%	1
		Regular	Service Tr	ains		
562	LAX-SAN	87.1%	93.3%	93.3%	91.3%	91
794	SLO-LAX	85.7%	93.3%	80.6%	86.6%	68
770	GTL-SAN	100.0%	83.3%	74.2%	85.8%	68
573	SAN-LAX	85.7%	82.1%	87.1%	85.0%	66
581	SAN-LAX	85.7%	93.3%	74.2%	84.4%	68
586	LAX-SAN	85.7%	80.0%	86.7%	84.1%	67
761	SAN-SLO	71.4%	100.0%	80.6%	84.0%	68
567	SAN-LAX	78.3%	86.7%	87.1%	84.0%	84
564	LAX-SAN	69.6%	93.3%	87.1%	83.3%	84
784	GTL-SAN	85.7%	86.7%	77.4%	83.3%	68
595	SAN-LAX	82.8%	80.0%	86.7%	83.1%	89
572	LAX-SAN	81.0%	90.0%	76.7%	82.5%	81
583	SAN-LAX	84.0%	93.3%	69.0%	82.1%	84
580	LAX-SAN	90.3%	80.0%	67.7%	79.4%	92
765	SAN-GTL	71.4%	73.3%	90.3%	78.4%	68
774	SLO-SAN	90.3%	76.7%	64.5%	77.2%	92
785	SAN-GTL	64.5%	86.7%	67.7%	73.0%	92
777	SAN-SLO	71.0%	63.3%	77.4%	70.6%	92
594	LAX-SAN	57.1%	80.0%	67.7%	68.3%	68
588	LAX-SAN	28.6%	86.7%	73.3%	62.9%	67
591	SAN-LAX	57.1%	75.9%	54.8%	62.6%	67
Svsterr	Average	79.1%	84.7%	77.0%	80.3%	1.855
*Emero	ency service trains on	erated from	September 2	20th - Octob	er 3rd	1,000
*Schedu	ule change with 21 tra	ins effective	October 25,	2021.		

Figure 8: Endpoint OTP by Train

#### Systemwide Delays by Responsible Party, Per 10,000 Train Miles

Delay minutes are attributed to a variety of causes, or delay types, using a threeletter coding system. In addition, each delay type is categorized under one of three responsibility groups: Host, Amtrak, or Third Party.

The rate metric of **minutes of delay by responsible party per 10,000 train miles** is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. The measure is normalized by dividing the total minutes of delay for all operated trains, by the total number of miles traveled by all trains, then multiplying the decimal result by 10,000.

For Q2 FY 2021-22, the Pacific Surfliner service operated a total of **382,588 train miles**, **representing a 39.4 percent** increase from the 274,425 train miles operated in Q1.

**Host-responsible delay types** (shown in yellow in Figure 9) continue to be the **largest category of delay types** for the entire Pacific Surfliner route, followed by Amtrak-related delays (shown in blue), then third party (shown in green). While minutes of unused recovery time (coded as NOD) are included in the raw data set used for delay analyses, they are excluded from delay analyses, since NOD is not actually a delay, and just represents the minutes a train spends killing time to avoid operating ahead of schedule.

Overall, for Q2 FY 2021-22, there were **1,911 minutes of delay per 10,000 train miles, representing a 13.8 percent increase** in the overall delay rate compared to Q1 FY 2021-22. The rate of host-responsible delays increased by 14.9 percent, the rate of Amtrak-responsible delays increased by 4.4 percent, and the rate of third party-responsible delays increased by 40.5 percent.

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Page 10 **On-Time Performance Analysis**



#### Figure 9: Systemwide Delays by Responsible Party, Per 10,000 Train Miles

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

For Q2 FY 2021-22, under the host-responsible category, the rate of nearly all delay types increased, partly due to more trains operating along the corridor. The top delay type under this category was passenger train interference, closely followed by signal delays. The host-responsible delay type that increased the most was passenger train interference.

Under the Amtrak-responsible category, the top delay type was passenger related delays, and the delay type that increased the most was locomotive failures. The amount of passenger related delays usually aligns with the level of train service and ridership. Regarding locomotive failures, there were 17 instances of locomotive failures in Q2 FY 2021-22, which resulted in 17 delayed trains and 8 cancelled trains. The Amtrak and LOSSAN operations and maintenance teams are continually coordinating to quickly identify and address issues related to locomotive reliability.

Regarding third party-responsible delays, the top delay type was police activity, closely followed by trespassers. The third party-responsible delay type that increased the most was police activity. Unfortunately, these type of incidents tend to result in hours long delays that cascade into many other types of delays systemwide, and can lead to the cancelations of multiple trains.

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Page 11 **On-Time Performance Analysis**



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

#### Host-Responsible Delays, Per 10,000 Train Miles

Each host territory location is unique, and has its own pattern of challenges to be monitored. Figure 11 has three charts showing only host-responsible delays per 10,000 train miles, by host railroad. Overall, for Q2 FY 2021-22, the hostresponsible delay rate decreased by four percent within UP territory, but increased by **17 percent** within SCRRA territory, increase by **two percent** within BNSF territory, and increased by **34 percent** within NCTD territory.

Focusing just on the bottom chart showing recent Q2 FY 2021-22 data, you can clearly see what the large delay contributors were within each host territory. Although signal issues remain the top delay type within UP territory, they significantly decreased, or improved, for Q2, compared to Q1. Signal related delays in UP territory also led to a significant amount of passenger train interferences. In SCRRA territory, the top delay type was passenger train interferences. In BNSF territory, there were high rates of signal issues and freight train interferences. Moreover, the top delay type in NCTD territory was commuter train interferences, which frequently occur with COASTER service, and sometimes, with Metrolink trains that serve the Oceanside Station. The increase from the previous quarter is attributable to many more trains operating in

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner Page 12 On-Time Performance Analysis

San Diego County, since multiple operators furthered their COVID-19 service restorations in October 2021.



Figure 11: Host-Responsible Delays, Per 10,000 Train Miles

#### Total Delays Around Stations (or Other Specific Locations)

Figure 12 below shows total minutes of delay along the entire 351-mile route, for all Pacific Surfliner trains combined. The bars in colors represent total minutes of delay around a station for Q2 FY 2021-22, and the grey bars show the same for the previous quarter. Delays between stations were allocated to the starting station of the delay. For example, whether a train was traveling northbound from Solana Beach to Oceanside, or southbound from Solana Beach to San Diego-Old Town, the delay minutes in both examples would be allocated to Solana Beach.

Overall, total minutes of delay systemwide increased by 39.4 percent, from 45,021 in Q1 FY 2021-22, to 62,779 in Q2 FY 2021-22. The top three delay

#### Fiscal Year 2021-22 Second Quarter Amtrak Pacific Surfliner *Page 13* On-Time Performance Analysis

locations were Oceanside Station, Los Angeles Union Station, and the Orange County-San Diego County Line.



Figure 12: Total Delays Around Stations (or Other Specific Locations)

#### Summary

For Q2 FY 2021-22, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 80.3 percent, which is below the 90 percent standard. Most delay types fell under the host responsibility category. The top three delay types, regardless of responsibility category, were passenger train interference, signal delays, and commuter rail interference.

#### Attachment

None.

Prepared by:



Rosa Guillen-Sanchez Senior Transportation Analyst, Planning and Analysis (714) 560-5747



SURFLINER

Pacific Surfliner On-Time Performance Analysis Second Quarter – Fiscal Year 2021-22

Technical Advisory Committee (TAC) Meeting June 2, 2022

Pacific Surfliner Route by Host Railroads





## Endpoint OTP



	FY 2022	FY 2022	
All Trains	Q1	Q2	% Change
Lost	266	366	37.6%
On-Time	1,455	1,489	2.3%
Operated	1,721	1,855	7.8%
Endpoint OTP	84.5%	80.3%	-5.1%

# Total Trains Operated

## Customer OTP

**Customer OTP** 



## Ridership



## Rate of Delays by Responsible Party (Per 10K Train Miles)



7

## Delays by Responsible Party & Delay Type (Per 10K Train Miles)



450																				
400			_	Jul-S	ep 20	21										n				
350				Oct-	Dec 2	021														
≝ 300		-																		
ð 250	_	-																		
200																				
₹ 5 150				_					1.											
е О 100									н.	18		i.								
50									н.	н.	J.	8	_							
-													L.		-					-
	Passenger Train Interference	Signal Delays (includes PTC)	Commuter Train Interference	Slow Orders	Freight Train Interference	Routing	Maintenance of Way	Other (Host)	Passenger Related	Misc	Locomotive Failure	Crew and System (includes PTC)	Hold for Connection	Car Failure	Servicing	Unused Recovery Time	Police	Trespasser	Weather	Debris
	PTI	DCS	CTI	DSR	FTI	RTE	DMW	OTH- Host	HLD	OTH	ENG	SYS	CON	CAR	SVS	NOD	POL	TRS	WTR	DBS
				Нс	ost						ļ	Amtral	<				Th	ird Pa	rty	

LOS

8

Host Responsible Delays per 10K Train Miles

LOS





Host Responsible Delays by Host & Delay Type ( FY22 Q2 900 **10K Train Miles** 800 700 DCS 600 500 Per ΡΤΙ CTI ΡΤΙ 400 PTI Delay Minutes DCS CTI DCS FTI 300 DSR DCS 200 CTI DSR RTE DSR RTE DMW PTI FTI 100 RTE DSR FTL RTE DMW FTI CTI UP **SCRRA BNSF** NCTD

## Total Delay Minutes By Location

FY22 Q1 vs. FY22 Q2



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

## Endpoint OTP



## Endpoint OTP by Train

### **Other Trains**

21 Irains in October 25" Schedule	21	Trains	in	Octobe	er 25 <sup>th</sup>	Schedule
-----------------------------------	----	--------	----	--------	---------------------	----------

	Origin-	3-Month	# Trains
Train	Destination	Avg	Operated
1790	Emergency only.	100.0%	1
1793	Emergency only.	100.0%	1
1784	Emergency only.	100.0%	2
1796	Emergency only.	100.0%	2
1763	Emergency only.	100.0%	3
1564	LAX-SAN	100.0%	8
1567	SAN-LAX	100.0%	8
590	LAX-SAN	91.7%	24
1584	LAX-SAN	87.5%	8
584	LAX-SAN	81.3%	16
579	SAN-LAX	79.2%	24
768	<b>GTL-SAN</b>	79.2%	24
<b>796</b>	<b>GTL-SAN</b>	79.2%	24
1572	LAX-SAN	75.0%	4
593	SAN-LAX	75.0%	24
569	SAN-LAX	73.7%	19
1768	Emergency only.	66.7%	3
1774	Emergency only.	66.7%	3
763	SAN-GTL	58.3%	24
1785	Emergency only.	50.0%	4
1777	Emergency only.	33.3%	4
1761	Emergency only.	0.0%	1

LOS||SAN

Regular Equipment T	urns
562-573-580 591 594	
564-777	
761-794	
765-784-595	
567-572-583 <mark>.</mark> 588	
770-581-586	
774-785	

	Origin-				3-Month	# Trains
Train	Destination	Oct-21	Nov-21	Dec-21	Avg	Operated
562	LAX-SAN	87.1%	93.3%	93.3%	91.3%	91
794	SLO-LAX	85.7%	93.3%	80.6%	86.6%	68
770	GTL-SAN	100.0%	83.3%	74.2%	85.8%	68
573	SAN-LAX	85.7%	82.1%	87.1%	85.0%	66
581	SAN-LAX	85.7%	93.3%	74.2%	84.4%	68
586	LAX-SAN	85.7%	80.0%	86.7%	84.1%	67
761	SAN-SLO	71.4%	100.0%	80.6%	84.0%	68
567	SAN-LAX	78.3%	86.7%	87.1%	84.0%	84
564	LAX-SAN	69.6%	93.3%	87.1%	83.3%	84
784	GTL-SAN	85.7%	86.7%	77.4%	83.3%	68
595	SAN-LAX	82.8%	80.0%	86.7%	83.1%	89
572	LAX-SAN	81.0%	90.0%	76.7%	82.5%	81
583	SAN-LAX	84.0%	93.3%	69.0%	<b>82.1%</b>	84
580	LAX-SAN	90.3%	80.0%	67.7%	79.4%	92
765	SAN-GTL	71.4%	73.3%	90.3%	78.4%	68
774	SLO-SAN	90.3%	76.7%	64.5%	77.2%	92
785	SAN-GTL	64.5%	86.7%	67.7%	73.0%	92
777	SAN-SLO	71.0%	63.3%	77.4%	70.6%	92
594	LAX-SAN	57.1%	80.0%	67.7%	68.3%	68
588	LAX-SAN	28.6%	86.7%	73.3%	62.9%	67
591	SAN-LAX	57.1%	75.9%	54.8%	62.6%	67
System	Average	79.1%	84.7%	77.0%	80.3%	1,855
*Emergei	ncy service trains op	erated from	September 2	20th - Octob	oer 3rd.	
*Schedul	e change with 21 tra	ins effective	October 25,	2021.		

## Total Minutes of Delay By Train



## Total Minutes of Delay: Train 774



■ ADA ■ CAR ■ CCR ■ CON ■ CTI ■ DCS ■ DMW ■ DSR ■ ENG ■ FTI ■ HLD ■ ITI ■ OTH ■ POL ■ PTI ■ RTE ■ SVS ■ SYS ■ TRS ■ WTR ■ INJ ■ DBS

## Total Minutes of Delay: Train 785



■ ADA ■ CAR ■ CCR ■ CON ■ CTI ■ DCS ■ DMW ■ DSR ■ ENG ■ FTI ■ HLD ■ ITI ■ OTH ■ POL ■ PTI ■ RTE ■ SVS ■ SYS ■ TRS ■ WTR ■ INJ ■ DBS

## Total Minutes of Delay: Train 777



■ ADA ■ CAR ■ CCR ■ CON ■ CTI ■ DCS ■ DMW ■ DSR ■ ENG ■ FTI ■ HLD ■ ITI ■ OTH ■ POL ■ PTI ■ RTE ■ SVS ■ SYS ■ TRS ■ WTR ■ INJ ■ DBS

16

# Conclusions

- Systemwide endpoint OTP averaged 80.3% in Q2, below the 90% endpoint OTP goal.
- Most delays per 10K train miles were hostrelated delays (63%), followed by Amtrakrelated delays (27%), then third-party related delays (10%).
- Overall, total minutes of delay per 10K train miles increased by 13.8% in FY22 Q2 versus the previous quarter.
- Root causes of delays included signal delays, mechanical failures, emergency situations, and increases in passengers and trains operating along the corridor.



# QUESTIONS?



# Link Union Station (Link US) Project



Concept Rendering – subject to change



## LOSSAN TECHNICAL ADVISORY COMMITTEE **JUNE 2, 2022**



### Los Angeles Union Station Today

Built in 1939 | Union Station is a stub end station and has not been modernized since it was built

### Link US Project is implemented in two phases, Phase A and Phase B



#### Phase A - Funded

Phase	Β-	Not	Fund	ed
	1000			

SEGMENT 1 – THROAT AREA	SEGMENT 2 – COMMERCIAL & CENTER ST	SEGMENT 3 – VIADUCT & RUN-THROUGH	SEGMENT 4 – RAIL YARD/CONCOURSE AREA
<ol> <li>Rail signal, communications and track work</li> <li>Utility relocation</li> </ol>	<ol> <li>Property acquisition</li> <li>Utility relocation</li> <li>Street and ATP improvements</li> </ol>	<ol> <li>Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.</li> <li>Two run-through tracks from Union Station Platform 4 to mainline tracks</li> </ol>	<ol> <li>Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.</li> <li>Proposed modified expanded</li> </ol>

- 3. Signal and communication
- passageway, including including East and West Plazas
- 3. Add remaining run-through tracks and new lead track in the throat



## Existing Commuter and Intercity Rail Services at Los Angeles Union Station (Pre-Covid)

Carrier	Service	# of Weekday Trains (2020)
Metrolink	Riverside	12
	91 / Perris Valley Line	11
	Antelope Valley	30
	Orange County	23
	San Bernardino	38
	Ventura	33
LOSSAN	Pacific Surfliner	26
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited	5

### Total

178



There is a total of 178 commuter and intercity trains every weekday in addition to Metro light rail service and Metro subway service every 15 minutes or less during the peak

## Link US Project Full Buildout (Phases A and B)

### Up to 9 run-through tracks, 6 new reconstructed platforms



## Proposed Commuter and Intercity Rail Services with the Link US Project

New High-Speed Rail Service with the Same Number of Platforms at Los Angeles Union Station

Carrier	Service		# c	of Weekday Trains (2040)		
Metrolink	Riverside	Weekdav T	Neekday Trains 22			
	91 / Perris Valley Line are expected			23		
	Antelope Valley	almost trip	le by	48		
	Orange County	High-Speed	l Rail	41		
	San Bernardino	service		48		
	Ventura			51		
LOSSAN	Pacific Surfliner			38		
Amtrak	Southwest Chief; Coast Starlight; S Limited and future routes	unset		9		
California High-Speed Rail	San Francisco to Los Angeles Unio		173			
Brightline West High- Speed Rail	Las Vegas to Los Angeles Union St Palmdale using High Desert Corrid	ation (via lor)		50		
- Metro		Total		503	6ັ	

## **CHSRA Project Management Funding Agreement**

### **APPROVE \$423.335 MILLION for Link Union Station Phase A**



- 1. April 27, 2022- The California High Speed Rail Authority (CHSRA) Board approved the Project Management Funding Agreement (PMFA) for Link Union Station Project subject to the review and approval by California State Department of Finance (DOF).
- 2. May 11, 2022 The DOF approved the PMFA for the Link Union Station Project.

## **APPROVE Project Management Funding Agreement**

### FOR \$423.335 MILLION for Link Union Station Phase A

In Partnership with CHSRA and SCRRA, staff is requesting approval of the CHSRA PMFA that will grant the CHSRA the following rights and benefits:

- 1. HSR station in the heart of downtown Los Angeles
- 2. At CHSRA's sole cost, the right to build all necessary improvements to allow HSR operations and operate two (2) HSR tracks on the LACMTA Railroad Right of Way consistent with a consensus design for the corridor and <u>without impairing functionality or the uses of, or the maximum capacity and subject to the requirements of all existing or modified Shared Use Agreements (as they may be further modified) that govern the use and operation of such existing tracks within the Railroad Right of Way. In partnership with CHSRA, has the option to construct two HSR tracks in the corridor and subject to the restrictions identified above.</u>
- 3. The right to operate four (4) HSR trains per hour per direction on the four-track shared corridor. The Parties jointly and cooperatively commit to identify and pursue funding, if needed, for an additional (fifth) track in the LACMTA-owned Right-of-Way, needed to accommodate future uses by other passenger rail and/or freight operators. When the State makes further investments in the corridor beyond the Funds to be provided under this PMFA, CHSRA will coordinate with LACMTA on further agreements for an expansion of operating rights beyond four (4) trains per hour per direction.

## **CHSRA Project Management Funding Agreement**

### **APPROVE \$423.335 MILLION for Link Union Station Phase A**

(continue) In Partnership with CHSRA and SCRRA, staff is requesting approval of the CHSRA PMFA that will grant the CHSRA the following rights and benefits:

- 4. Non-exclusive inter-city operating rights on the Railroad Right of Way subject to the approval by the United States Surface Transportation Board (STB). LACMTA will cooperate and support CHSRA's efforts to obtain such STB approval. CHSRA will exercise its operating rights along this route, with the understanding that a more detailed operating plan will be required, along with follow-on agreements for maintenance and operations and any required amendments to the existing Shared Use Agreements between or among CHSRA and SCRRA, BNSF Railway and Union Pacific Railroad (UPRR) which will need to be negotiated in good faith prior to any exercise of such operating rights by CHSRA.
- 5. Cooperation and support for CHSRA in negotiating such maintenance and operations agreements and amendments to the Shared Use Agreements with SCRRA, BNSF Railway and UPRR as may be needed to allow for HSR operations on two (2) HSR tracks based on an approved HSR operating plan provided by CHSRA, and without limiting the operating rights and requirements for construction and operation of rail projects already approved by LACMTA's Board.

## **Construction Management/General Contractor**

### Two Phases of CMGC Project Delivery Method

- 1. The CM/GC project delivery method consists of two phases:
  - a) Preconstruction Phase
  - b) Construction Phase



2. The goal of the CMGC project delivery method is to design and construct to budget.

- a) The contractor acts as the (construction manager) consultant during the design process and can offer constructability and pricing feedback on design options and can identify risks based on the contractor's established means and methods. As noted earlier, this process also allows the owner to be an active participant during the design process and make informed decisions on design options based on the contractor's expertise.
- b) When the owner considers the design to be complete, the construction manager then has an opportunity to negotiate a price on the project based on the completed design, schedule and risks. If the owner, designer and independent cost estimator agree that the contractor has submitted a fair price, the owner issues a construction contract and the construction manager then becomes the general contractor.

## CMGC Project Life Cycle (Metro Board approved CMGC 12/5/19)

INITIATE (2015)	PRELIMINARY ENVIRONMEN (2016 tl	PRELIMINARY ENGINEERING & AC ENVIRONMENTAL APPROVAL (2016 thru 2019) (2		FINAL DESIGN & EARLY WORKS (2021 thru 2026)		MAIN CONSTRUCTION (2025 thru 2029)	PROJECT CLOSEOUT (2029-2030)
STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAG	E 5	STAGE 6	STAGE 7
Project Initiation	Identify Preferred Alternative & Begin Preliminary Design	Environmental Clearance, Prepare for Construction	Right-of-Way Acquisition & CMGC Procurements	Final De Early Cons	sign & truction	Main Construction, Testing & Commissioning	Project Closeout
Define initial concept, framework, cost and schedule	15% Preliminary Engineering	35% Preliminary Engineering	Right-of-Way Acquisition/Early Demolition	Final Design (Construc Engineering, Building I Model)	tability, Value	Start of Main Construction	Construction completed and transfer completed project from contractor to
Initial scope evaluated in programmatic environmental impact	Risk Assessment, define preliminary scope, cost and schedule	FInal (EIR/EIS) Environmental Clearance	Procure CMGC Contractor & CMGC Support Services (RFQ/RFP/Award)	Site Investigation, Con Plan and subcontracti	struction Phasing ng plan	Manage shared risks, cost and schedule	Detailed project documentation complete
	Draft Environmental Impact Report (EIR/EIS)	Determine and Seek Approval of Project Delivery Method	Third party agreements/work - railroads, local jurisdictions, utilities	Design/Construction S Estimates for each des	chedule & Cost ign milestone	Minimize scope creep, change order and/claims	Revenue Service
Identify potentional Risk	Evaluate Range of Alternatives & Identify Preferred Alternative	Identiy Right of Way and Utility Relocations	Environmental permits federal agencies	Independent Cost Estin cost estimates & share	mates to validate ed risk assessment	Substantial Completion	
		Risk Assessment, Scope, cost, schedule	Risk assessment	Third Party Agreement Advance utility reloca	& Work and tion	Ready for track and systems	
			Refine Scope, cost, schedule	Negotiate Firm Fixed Price (FFP) for Early & Main Construction. If negotiation for FFP is successful, award early and main construction work within Board approved LOP		Track & Systems Testing and Commissioning	
				*If negotation of FFP is unsuccessful, pivot to Design Bid Build or other project delivery method		Pre-revenue testing	
		Pre-Constructi	on Phase				
						Construction Pha	se





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 21, 2022

- FY23 Budget Amendment
- Third Quarter Budget Status Report (Tentative)
- Certification of the Final Environmental Impact Report, California Environmental Quality Act Findings of Face, and Mitigation Monitoring and Reporting Program for the Central Coast Layover Facility Project (Tentative)
- FY 2021-22 Q3 Grant Status Report -
- State Rail Assistance Reprogramming/Guidelines
- OTP
- Corridor Trends