



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## LOSSAN RAIL CORRIDOR AGENCY TECHNICAL ADVISORY COMMITTEE

**Thursday, August 4, 2022**

**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](http://www.lossan.org).

### Guidance for Public Access to the Board of Directors/Committee Meeting

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 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 due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19). Instructions for Zoom Webinar Under AB 361 Members of the public can view a live streaming of Public Committee meetings by clicking the below link:

[Pacific Surfliner - YouTube](#)



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## *Guidance for Public Access to TAC Committee Meeting (Continued)*

Members of the public may address the Committee regarding any item two ways:

### **Real-Time Comment**

To provide a real-time public comment during the meeting, please access the Zoom call at:

<https://us02web.zoom.us/j/82679843654>

Meeting ID: 819 3378 7411

Dial-In Info:

(669)900-6833

(253)215-8782

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 [lossantac@octa.net](mailto:lossantac@octa.net), and must be sent 90 minutes prior to the start time of the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the TAC Committee.

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



# TECHNICAL ADVISORY COMMITTEE AGENDA

## 2022 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	Aaron Bonfilio	Whitney Rush
	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	Alexis Murillo Felix	Megan Taylor
	Riverside County Transportation Commission	Sheldon Peterson	Vacant
South	San Diego Metropolitan Transit System	Brent Boyd	Julia Tuer
	North County Transit District	Katie Persons	Karen Tucholski
	San Diego Association of Governments	Danny Veeh	Timothy Briggs



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## 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 June 2, 2022.

#### Recommendation

Receive and file as an information item

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

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 third quarter of state fiscal year 2021-22.

#### Recommendation

Receive and file as an information item.



# TECHNICAL ADVISORY COMMITTEE AGENDA

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## Discussion Calendar

### 4. **Fiscal Year 2021-22 Third 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 third quarter of state fiscal year 2021-22, covering the months of January, February, and March 2022.

### 5. **Pacific Surfliner Equipment Update**

James D. Campbell

#### **Overview**

Staff will provide a presentation on efforts to restore service on the Pacific Surfliner, including a summary of a proposed redeployment plan for the state-owned bi-level cars and options for consideration to add equipment in the near-term to support service growth.

### 6. **Upcoming Draft Board 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 August Meeting.

### 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 1, 2022

Location: Zoom Meeting



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

**JUNE 2, 2022, MEETING MINUTES**

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Special Technical Advisory Committee (TAC) met on June 2, 2022, at 1:15 p.m., at the Los Angeles County Metropolitan Transportation Authority, Henry Huntington Room, 3<sup>rd</sup> Floor.

## **Committee members in attendance:**

### *In Person:*

Jay Fuhrman, LA Metro  
Jeanet Owens, LA Metro  
Alexis Murillo Felix, OCTA  
Danny Veeh, SANDAG  
Katie Persons, NCTD  
Brent Boyd, MTS

### *Via Teleconference:*

Anna Devers, SLOCOG  
Claire Grasty, VCTC  
Sheldon Peterson, RCTC  
Megan Taylor, OCTA

## **Welcome and Introductions**

Mr. James Campbell, LOSSAN Operations Officer, opened the June 2, 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**

*No public comments were made.*

## **CONSENT CALENDAR**

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

### **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

*There was no further discussion.*

*Items #2 and #3 were moved by Danny Veeh (SANDAG) and seconded by Jay Fuhrman (LA Metro). The Committee approved the items.*

## **DISCUSSION CALENDAR**

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

Mr. Roger Lopez (LOSSAN) provided a verbal update on the agreements with Metrolink. There are potential options being explored, including some language adjustments, with also the possibility of some expansions of co-chair trains.

*A discussion ensued about the Step-Up Program and code-share trains. There was no further discussion.*

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

Ms. Rosa Guillen-Sanchez (LOSSAN) provided a presentation the Pacific Surfliner On-Time performance analysis for the second quarter of federal fiscal year 2021-22, which included the monthly average customer on-time performance, delays, and improvements.

*A discussion ensued about certain signal delays and train performance tracking. There was no further discussion.*

### **6. Link Union Station Project Update**

Mr. Campbell (LOSSAN) introduced Ms. Jeanet Owens (LA Metro) who provided a presentation on the progress, schedule and funding for the Link Union Station Project.

*A discussion ensued about the order of phases. There was no further discussion.*

### **7. Upcoming Agenda Items**

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.*

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

Mr. Campbell (LOSSAN) mentioned the Pacific Surfliner Pet Program that recently started, ridership growth, and a special roundtrip Pacific Surfliner train from Los Angeles to San Diego for the upcoming Del Mar racing and Comic Con, during July 21-24.

*A brief discussion ensued regarding the routes and special trains. There were no further updates.*

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

*Mr. Brent Boyd (MTS) mentioned they are hosting the APTA Rail Conference, from Sunday through Wednesday. Started the youth opportunity pass with SANDAG, providing free rides to youth under 18. Also providing free transit from the Airport right now, and ridership is back to 88% pre-Covid on the rail system. Was also notified MTS was awarded a grant to study grade separations on the Orange Line*

*Mr. Danny Veeh (SANDAG) mentioned SANDAG was awarded a CRISI grant for bridge 257.2 in Rose Canyon just north of Old Town. Grant is about \$8 million and will help protect it from future flooding.*

*Ms. Katie Persons (NCTD) mentioned the ongoing Padre trains COASTER is operating.*

*Mr. Sheldon Peterson (RCTC) gave an update on the Coachella Valley Rail and a hopefully taking the environmental document to the Commission Board in July.*

*Ms. Anna Devers (SLOCOG) thanked LOSSAN for the work with the SLO Air Pollution Control District and the city to address their comments regarding the EIR for the Central Coast Layover Facility. Also thanked LOSSAN for pushing things along with the SLO station rehabilitation project.*

*Mr. Mark Change (CHSRA) mentioned a status on the environmental work for the various segments in southern California. Looking to release the draft environmental document for Palmdale to Burbank in August and the draft of the Los Angeles to Anaheim segment sometime next year.*

## **10. Adjournment**

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

Thursday, July 7, 2022

Location: TBD

1:00 p.m. – 3:00 p.m.





**August 4, 2022**

**To:** Members of the Technical Advisory Committee

**From:** Jason Jewell, Interim Managing Director

**Subject:** Fiscal Year 2021-22 Third 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 third quarter of state fiscal year 2021-22.

### **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 ten 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 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).

### **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 third quarter of fiscal year (FY) 2021-22, covering the months of January, February, and March 2022.

### 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 its 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.

### Usage

For the third quarter of FY 2021-22, total LOSSAN rail corridor ridership for the three rail services combined was 653,859, representing a 173.0 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.

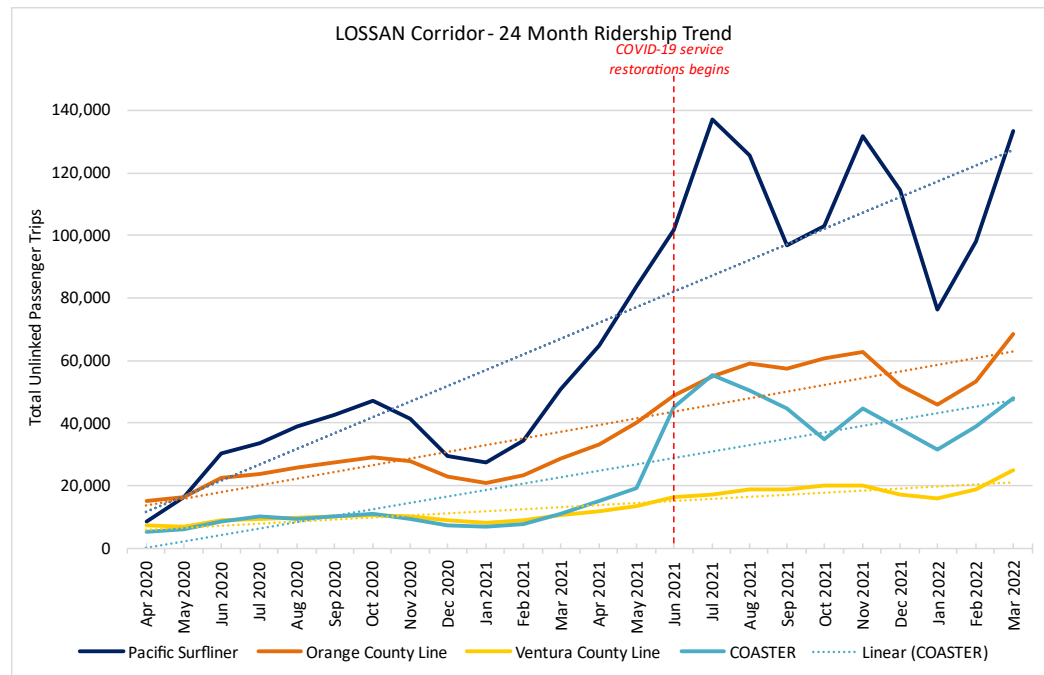


Figure 1

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 third quarter of FY 2021-22 was 307,964, representing an increase of 173.1 percent when compared to the same period last year, as is illustrated in

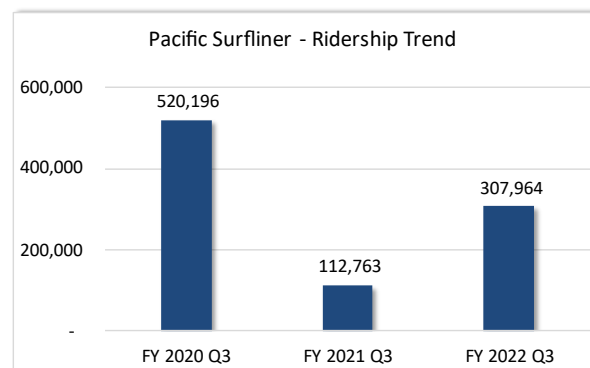


Figure 2

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 on Metrolink's VCL, as demonstrated in Figure 3. The VCL, which operates between East Ventura and Los Angeles, saw a ridership increase of 117.4 percent when compared to the third quarter of last year. The OCL, which operates between Los Angeles and Oceanside, saw a 128.6 percent increase in ridership over the same report period in the prior year. During the third quarter of FY 2021-22, there were an average of 165 Metrolink pass holders per weekday who utilized the R2R Program to ride Pacific Surfliner trains, representing an increase of 328.9 percent compared to the same period last year.<sup>1</sup>

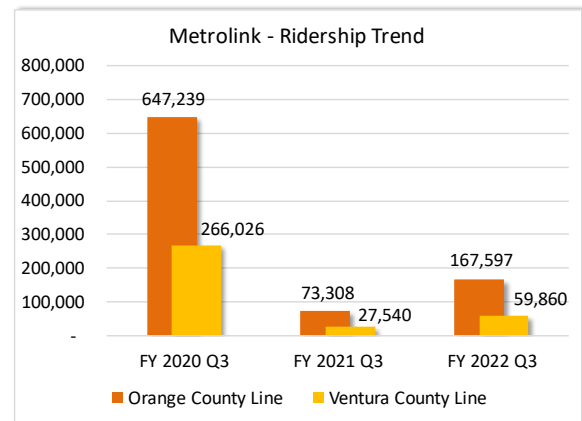


Figure 3

### COASTER

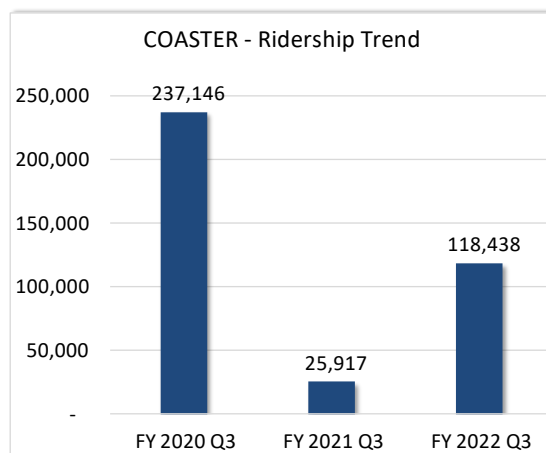


Figure 4

NCTD's COASTER commuter rail service operating between Oceanside and San Diego saw a ridership increase of 357.0 percent during the third quarter of FY 2021-22 when compared to the same period in the prior year, as shown in Figure 4. During the third quarter of FY 2021-22, there were an average of 18 COASTER pass holders per day utilizing the R2R Program to ride Pacific Surfliner trains. This was an increase of 3309 percent 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

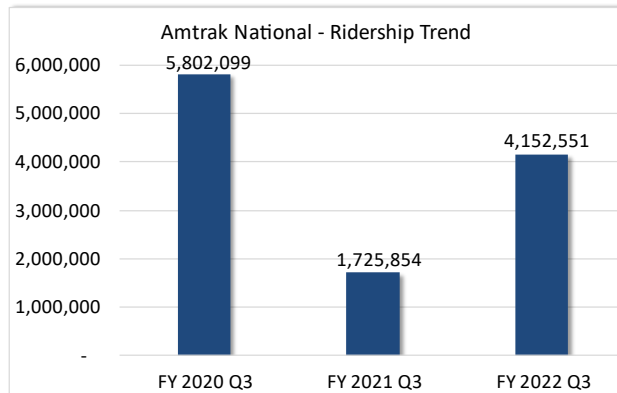


Figure 5

Amtrak service nationwide also experienced a cumulative ridership increase of 140.6 percent for the third 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 123.7 percent in the third quarter compared with the same period last year. The Capitol Corridor (operating

between Auburn, Sacramento, Oakland, and San Jose) and the San Joaquins Corridor (operating from both Oakland and Sacramento, to Stockton and Bakersfield) are the two other California State-supported intercity passenger rail services operated by Amtrak, and provide a comparison to the Pacific Surfliner service despite serving significantly different markets. Ridership increased by 121.1 percent on the Capitol Corridor and by 81.7 percent on the San Joaquins Corridor during the third quarter when compared to the same period last year.

## Passenger Miles

A passenger mile is defined as one passenger traveling one mile. For example, ten 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 over 30 million passenger miles during the third quarter of FY 2021-22, which is a 188.4 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 10,858 tons of greenhouse gases was achieved, which is equivalent to avoiding burning approximately 1,108,384 gallons of gasoline.

## Efficiency

### Revenue

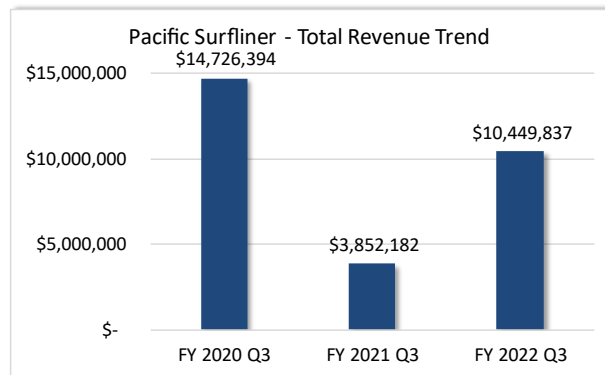


Figure 6

In correlation with the ridership increase resulting from the continued recovery from the COVID-19 pandemic, total revenue<sup>2</sup> for the Pacific Surfliner also increased. For the third quarter of FY 2021-22, total revenue increased by 171.3 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 March 31, 2022, was 49 percent. For comparison, including only the three months of the third quarter of FY 2021-22 results in a farebox recovery ratio of 41.7 percent.

## Quality

### OTP

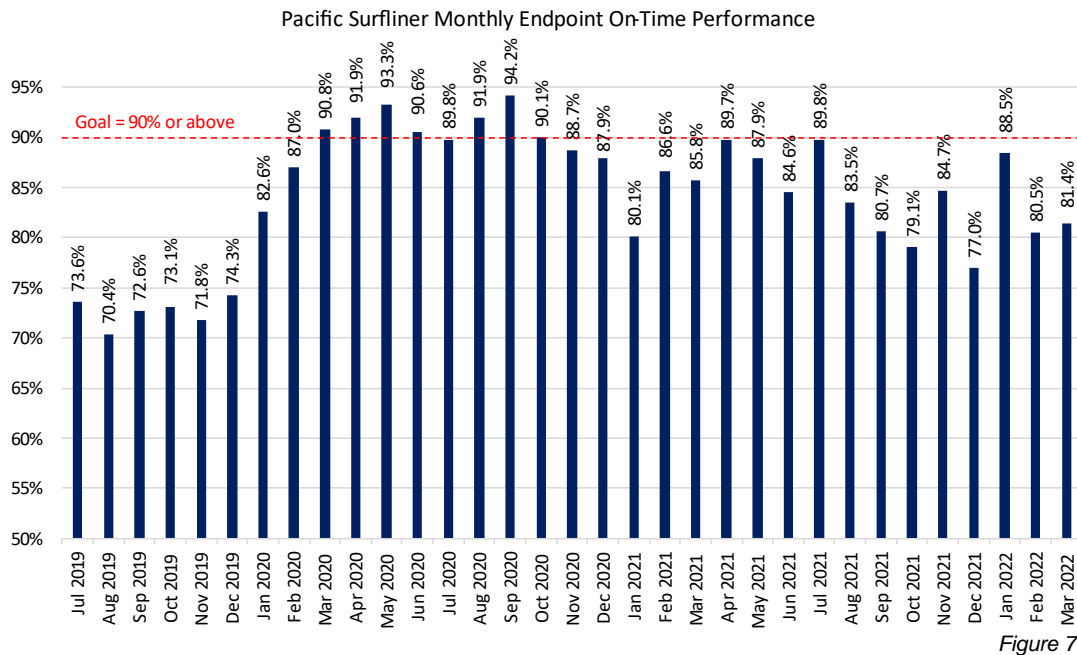
The methodologies for calculating OTP vary significantly between intercity and commuter rail services. A commuter train is considered late if it arrives six or more minutes late to its terminal location, while a Pacific Surfliner train is considered late if it arrives more than 15 minutes after its scheduled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

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

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

In the third quarter of FY 2021-22, average endpoint OTP for the Pacific Surfliner was 83.5 percent, which was a 0.8 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 third quarter of FY 2021-22 were passenger train interferences, signal delays, commuter train interferences, slow orders, crew and system delays, and police activity. 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 third quarter of FY 2021-22, the Pacific Surfliner scored an average eCSI of 83.9 percent, representing a 3.2 percentage decrease from the eCSI of 86.7 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.

<b><i>Sales Category</i></b>	<b><i>FY21 Q3</i></b>	<b><i>FY22 Q3</i></b>	<b><i>% Change</i></b>
Baked Goods	\$ 16,014	\$ 32,872	105.3%
Beer	\$ 46,878	\$ 113,437	142.0%
Beverages	\$ 60,425	\$ 162,181	168.4%
Dairy Products	\$ 1,037	\$ 930	-10.3%
Fresh Prepared Foods	\$ 34,529	\$ 93,341	170.3%
Liquor	\$ 33,817	\$ 67,907	100.8%
Miscellaneous Merchandise	\$ 2,258	\$ 1,317	-41.7%
Packaged Snack Foods	\$ 114,768	\$ 323,326	181.7%
Salads	\$ 2,436	\$ 5,383	121.0%
Wine	\$ 55,571	\$ 156,863	182.3%
<b>Total Revenue</b>	<b>\$ 367,733</b>	<b>\$ 957,557</b>	<b>160.4%</b>

*Figure 8*

For the third quarter of FY 2021-22, food and beverage sales increased by 160.4 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.



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

For the third quarter of FY 2021-22, combined ridership on these three routes totaled 15,665, representing an increase of 79.9 percent when compared to the ridership of 8,706 for the same period in the prior year.

### ***Summary***

This report provides an update of trends for the usage, efficiency, and quality of the passenger rail services on the Los Angeles – San Diego – San Luis Obispo rail corridor, including the Pacific Surfliner, Metrolink and COASTER, for the third quarter of FY 2021-22. During the third quarter, total ridership along the corridor increased by 173 percent when compared to the same period last year. Ridership on the Pacific Surfliner alone increased by 173.1 percent, along with a 171.3 percent increase in total revenue when compared to the same period last year.

### ***Attachment***

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

**Prepared by:**



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

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

<b><u>Service</u></b>	<b><u>Ridership (total)</u></b>	<b><u>Ridership - Growth Over Same Quarter Previous Year</u></b>	<b><u>Revenue (total)</u></b>	<b><u>Revenue - Growth Over Same Quarter Previous Year</u></b>	<b><u>Endpoint OTP (3 mo. avg)</u></b>
Pacific Surfliner	307,964	173.1%	\$ 10,449,837	171.3%	83.5%
Metrolink Orange County Line	167,597	128.6%	---	---	89.3%
Metrolink Ventura County Line	59,860	117.4%	---	---	96.7%
COASTER	118,438	357.0%	---	---	93.4%
<b>LOSSAN Total</b>	<b>653,859</b>	<b>173.0%</b>	<b>---</b>	<b>---</b>	<b>---</b>

Amtrak Nationwide	4,152,551	140.6%	---	---	78.1%
Coast Starlight	56,010	123.7%	---	---	71.2%
Capitol Corridor	126,123	121.1%	---	---	81.6%
San Joaquin	142,575	81.7%	---	---	78.9%



**August 4, 2022**

**To:** Members of the Technical Advisory Committee

**From:** Jason Jewell, Interim Managing Director

**Subject:** Fiscal Year 2021-22 Third Quarter Amtrak Pacific Surfliner On-Time Performance Analysis

### **Overview**

On-time performance reflects the quality and dependability of the Pacific Surfliner service, and has a considerable effect on repeat ridership, based on the customer travel experience. This report summarizes the on-time performance of the Amtrak Pacific Surfliner service during the third quarter of state fiscal year 2021-22, covering the months of January, February, and March 2022.

### **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 on the next page, 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).

The map illustrates the Pacific Surfliner route, a passenger rail line along the California coast. The route is color-coded by railroad operator: green for Union Pacific Railroad (UP) from San Luis Obispo to Oxnard; purple for Southern California Regional Rail Authority (SCRRRA) from Oxnard to San Diego; blue for Burlington Northern Santa Fe Railroad (BNSF) from San Diego to Los Angeles; and red for North County Transit District (NCTD) from San Diego to San Juan Capistrano. The route includes major stations such as San Luis Obispo, Santa Barbara, Ventura, Los Angeles, San Diego, and San Juan Capistrano. The map also shows the coastline, major cities, and the locations of various commuter rail stations.

**Legend:**

- Pacific Surfliner Station
- Commuter Rail Station
- Counties

**Pacific Surfliner Route - Railroad Operators**

- Union Pacific Railroad (UP)
- Southern California Regional Rail Authority (SCRRRA)
- Burlington Northern Santa Fe Railroad (BNSF)
- North County Transit District (NCTD)

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 ten round trips). In fiscal year (FY) 2018-2019 (the last full FY 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 ten 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 third quarter (Q3) of 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

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.

Figure 2: Endpoint OTP by Total Trains Operated

All Trains	FY 2022 Q2	FY 2022 Q3	% Change
Late	366	306	-16.4%
On-Time	1,489	1,548	4.0%
Operated	1,855	1,854	-0.1%
Endpoint OTP	80.3%	83.5%	4.0%

For Q3 FY 2021-22, **1,548** of **1,854** operated Pacific Surfliner trains arrived at their endpoint station on-time, while **306** trains arrived late. This results in a **systemwide endpoint OTP score of 83.5 percent** for Q3 FY 2021-22, representing a 4.0 percent increase from 80.3 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 Q2 to Q3 FY 2021-22 were trespasser strikes, followed by locomotive engine failures.

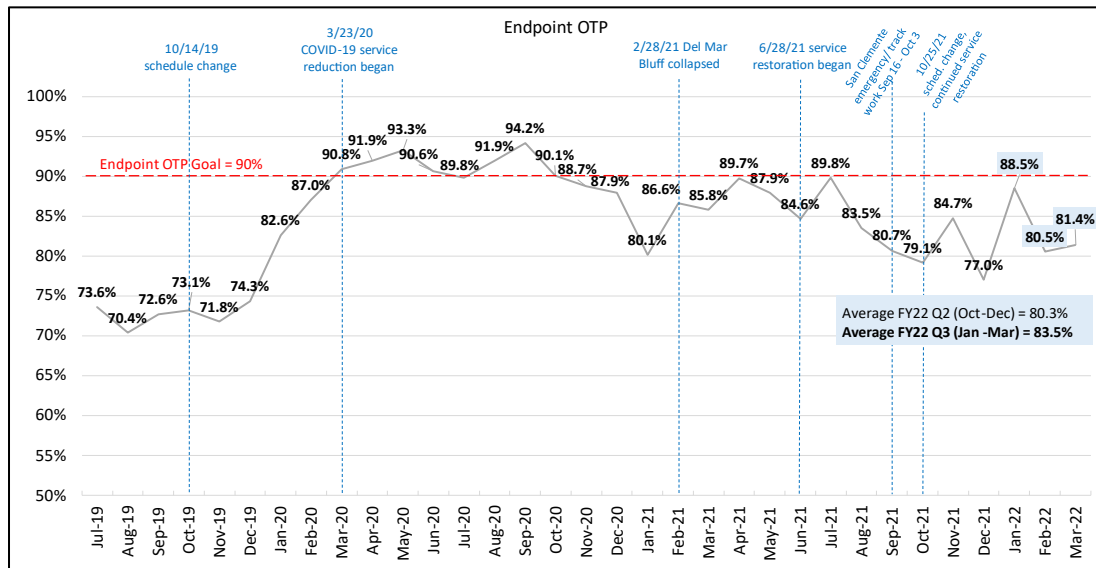
A suspension means that Amtrak decided not to operate the train at least four hours before its scheduled initial terminal departure. The table in Figure 3 shows that for Q3 FY 2021-22, 45 trains were either cancelled or suspended, representing a 40.6 percent increase from the previous quarter.

Figure 3: Total Trains Cancelled or Suspended

Status	FY 2022 Q2	FY 2022 Q3	% Change
Cancelled	19	39	105.3%
Suspended	13	6	-53.8%
Total	32	45	40.6%

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.

Figure 4: Endpoint OTP

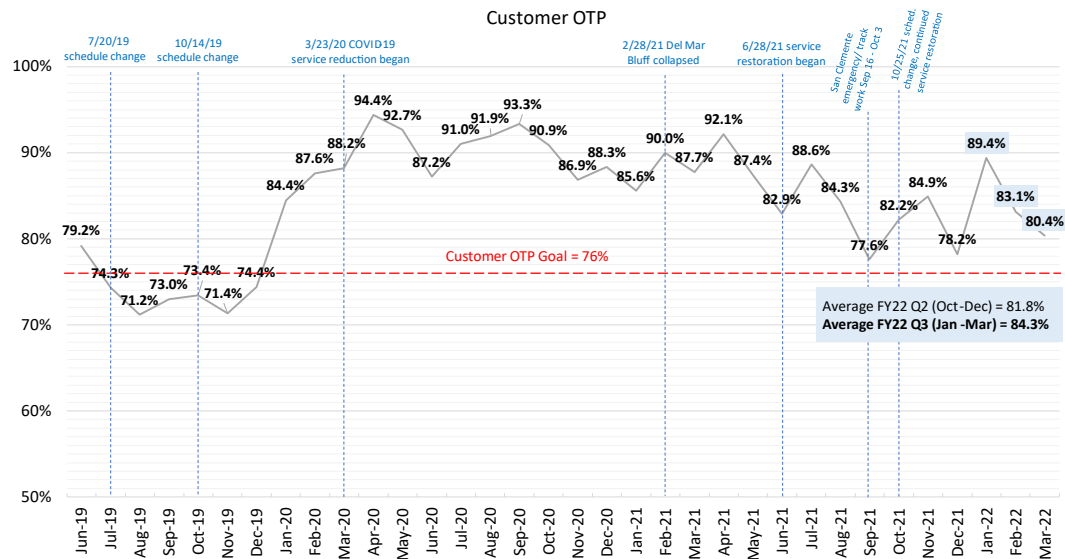


## Customer OTP

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 27 months, from January 2020 through March 2022. For Q3 FY 2021-22, **customer OTP averaged 84.3 percent, representing a 3.1 percent increase** from 81.8 percent in the previous quarter.

Figure 5: Customer OTP

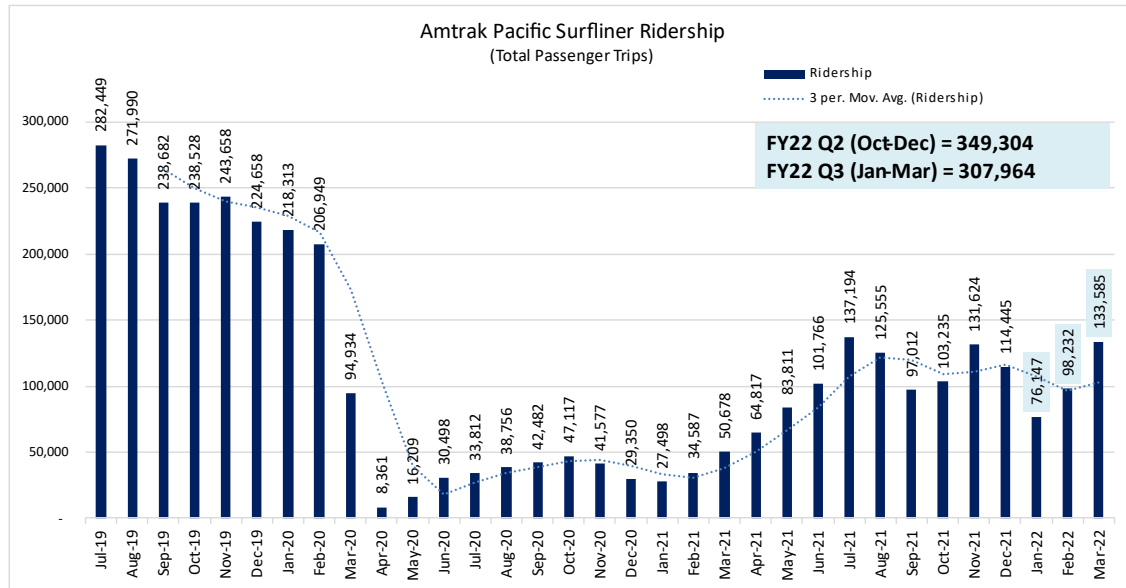


## Ridership

Various passenger related delays may impact train OTP. In general, the higher the systemwide ridership, the higher the incidences of passenger related delays. The chart in Figure 6 shows historical monthly ridership. For Q3 FY 2021-22, there were a **total of 307,964 passenger trips** on the Pacific Surfliner, representing an 11.8 percent decrease from 349,304 passenger trips in the previous quarter.



Figure 6: Total Monthly Ridership



### 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: Equipment Turn Patterns

Regular Equipment Turns	
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.

Figure 8: Endpoint OTP by Train

Origin-		3-Month				# Trains
Train	Destination	Jan-22	Feb-22	Mar-22	Avg	Operated
1761	Not regular service		100.0%		100%	2
1770	Not regular service		100.0%		100%	2
1774	Not regular service		100.0%		100%	2
1777	Not regular service		100.0%		100%	2
1784	Not regular service		100.0%		100%	2
1785	Not regular service		100.0%		100%	2
1794	Not regular service		100.0%		100%	2
1765	Not regular service		50.0%		50%	2
562	LAX-SAN	93.5%	96.4%	90.3%	93%	90
581	SAN-LAX	93.5%	85.7%	93.5%	91%	90
765	SAN-GTL	90.3%	89.3%	90.3%	90%	90
586	LAX-SAN	88.9%	82.1%	96.3%	89%	82
573	SAN-LAX	88.9%	89.3%	88.9%	89%	82
770	GTL-SAN	90.3%	89.3%	87.1%	89%	90
588	LAX-SAN	80.6%	92.9%	90.3%	88%	90
594	LAX-SAN	87.5%	85.7%	88.0%	87%	77
794	SLO-LAX	87.1%	88.5%	83.9%	86%	88
580	LAX-SAN	93.5%	75.0%	90.3%	86%	90
572	LAX-SAN	92.6%	78.6%	85.2%	85%	82
567	SAN-LAX	90.3%	85.7%	77.4%	84%	90
583	SAN-LAX	88.5%	66.7%	96.2%	84%	79
564	LAX-SAN	87.1%	78.6%	83.9%	83%	90
595	SAN-LAX	83.3%	71.4%	93.5%	83%	89
784	GTL-SAN	80.6%	82.1%	80.6%	81%	90
785	SAN-GTL	83.9%	67.9%	83.9%	79%	90
774	SLO-SAN	96.8%	71.4%	61.3%	76%	90
761	SAN-SLO	93.3%	82.1%	51.6%	76%	89
591	SAN-LAX	83.9%	64.3%	74.2%	74%	90
777	SAN-SLO	83.9%	60.7%	29.0%	58%	90
System Average		88.5%	80.5%	81.4%	83.5%	1,854
*Reguar service effective October 25, 2021 includes 21 dailytrains.						

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

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

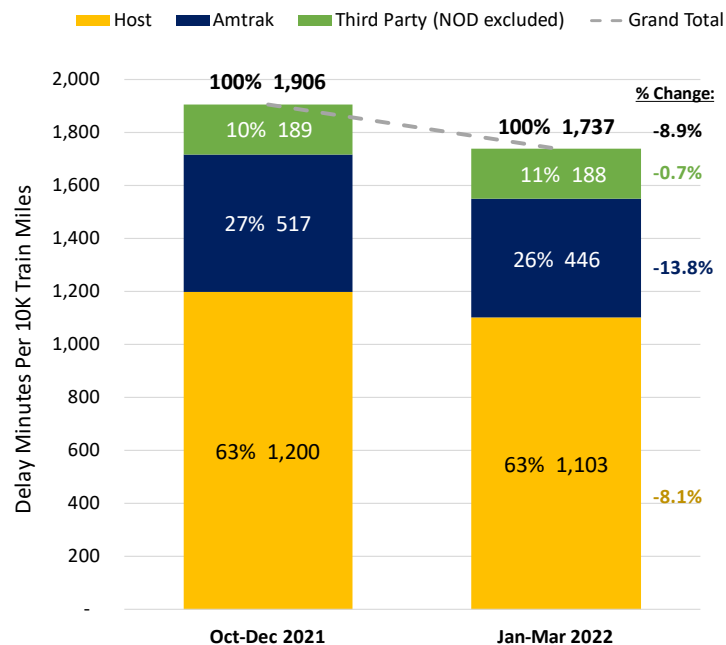
The rate metric of **minutes of delay by responsible party per 10,000 train miles** is useful for comparing levels of delay for periods or territories that may have differing levels of Pacific Surfliner service. The measure is normalized by dividing the total minutes of delay for all operated trains,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

For Q3 FY 2021-22, the Pacific Surfliner service operated a total of **395,566 train miles, representing a 3.4 percent** increase from the 382,588 train miles operated in Q2.

**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 waiting to avoid operating ahead of schedule.

Overall, for Q3 FY 2021-22, there were **1,737 minutes of delay per 10,000 train miles, representing an 8.9 percent decrease**, or improvement, in the overall delay rate compared to Q2 FY 2021-22. The rate of host-responsible delays decreased by 8.1 percent, the rate of Amtrak-responsible delays decreased by 13.8 percent, and the rate of third party-responsible delays decreased by 0.7 percent.

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



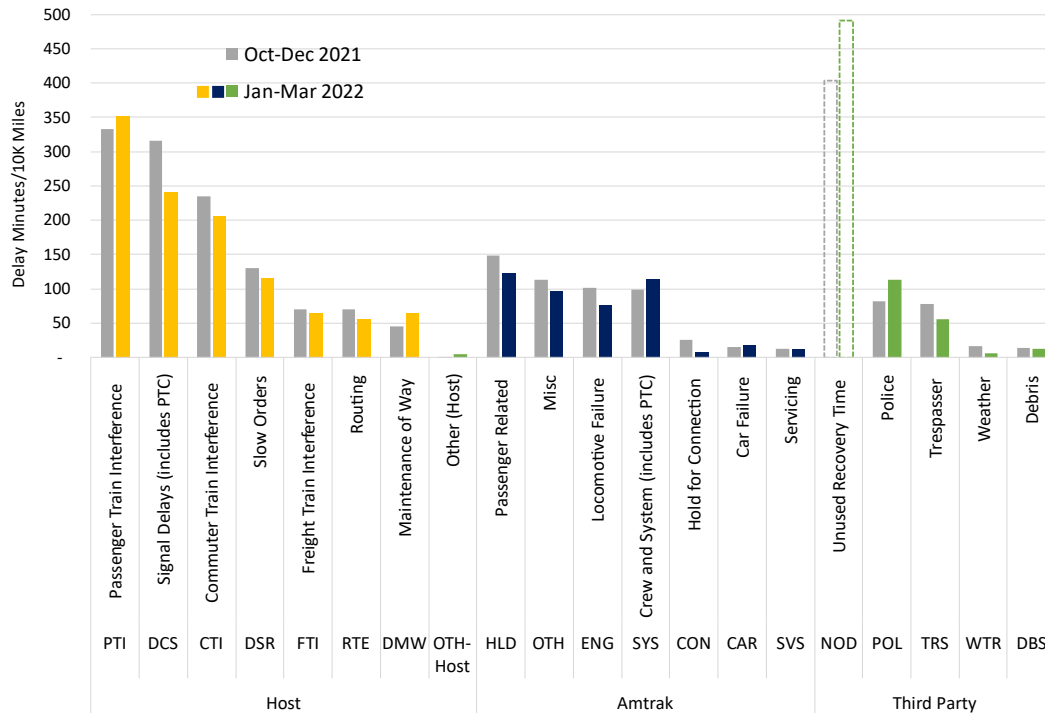
### Systemwide Delays by Delay Type, Per 10,000 Train Miles

For Q3 FY 2021-22, under the host-responsible category, the rate of nearly all delay types decreased. The top delay type by far under this category was passenger train interference, followed by signal delays, then commuter train interference. The host-responsible delay type that increased the most was maintenance of way.

Under the Amtrak-responsible category, passenger related delays decreased, but remained the top delays type. The delay type that increased the most under the Amtrak-responsible category was crew and system, which encompasses many different issues ranging from labor-related crew shortages, to issues involving positive train control (PTC) technology.

Regarding third party-responsible delays, the top delay type was police activity, followed by trespassers. The third party-responsible delay type that increased the most was police activity. Unfortunately, these types 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.

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

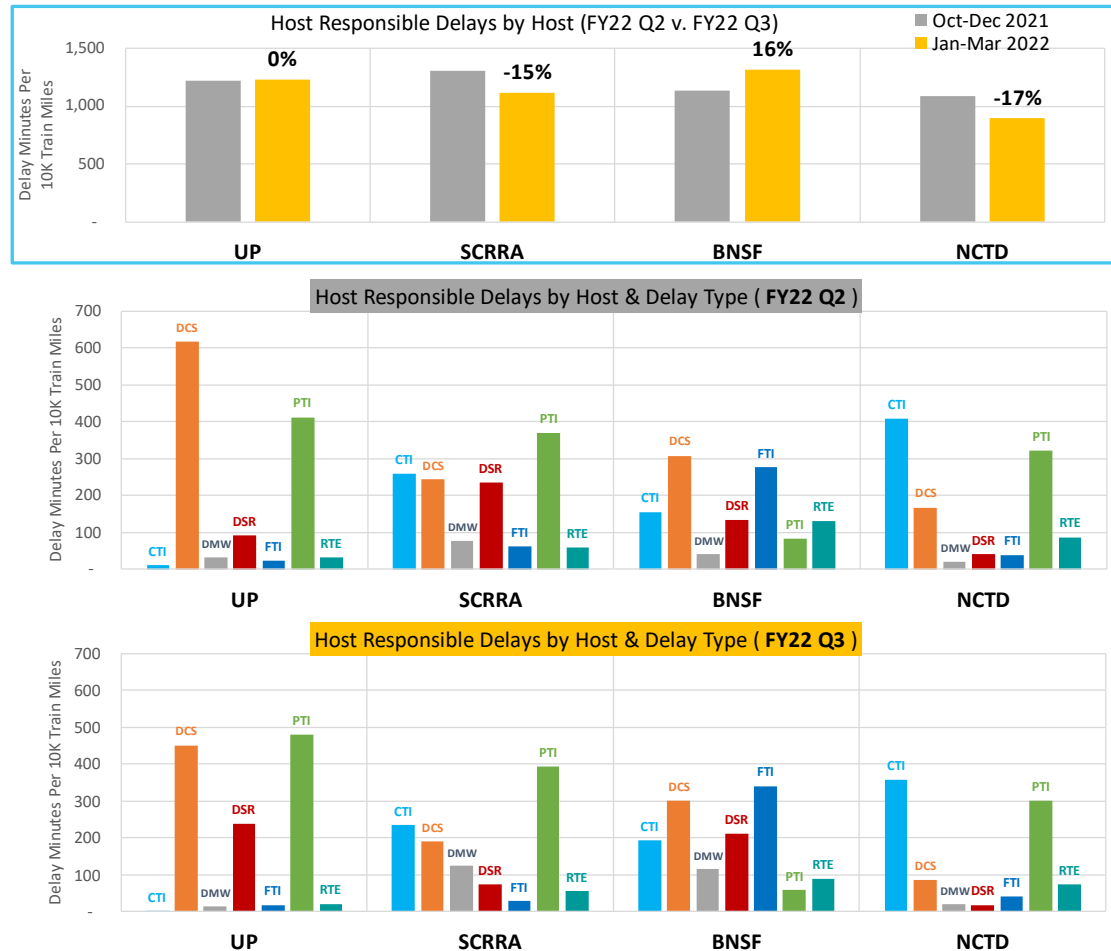


### Host-Responsible Delays, Per 10,000 Train Miles

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 Q3 FY 2021-22, the host-responsible delay rate balanced out and remained **unchanged** within UP territory, but decreased by **15 percent** within SCRRA territory, increased by **16 percent** within BNSF territory, and decreased by **17 percent** within NCTD territory.

Focusing just on the bottom chart showing recent Q3 FY 2021-22 data, you can clearly see what the large delay contributors were within each host territory. Although signal issues remain a top delay type within UP territory, they significantly decreased, or improved, for Q3, compared to Q2. Signal related delays in UP territory also led to a significant amount of passenger train interferences, which increased in Q3. In SCRRA territory, the top delay type remained passenger train interference. In BNSF territory, there were high rates of signal issues and freight train interference. Moreover, while the top delay types in NCTD territory are still commuter train interference and passenger train interference, there was a decrease, or improvement, for both of these delay types within NCTD territory from Q2 to Q3.

Figure 11: Host-Responsible Delays, Per 10,000 Train Miles<sup>1</sup>



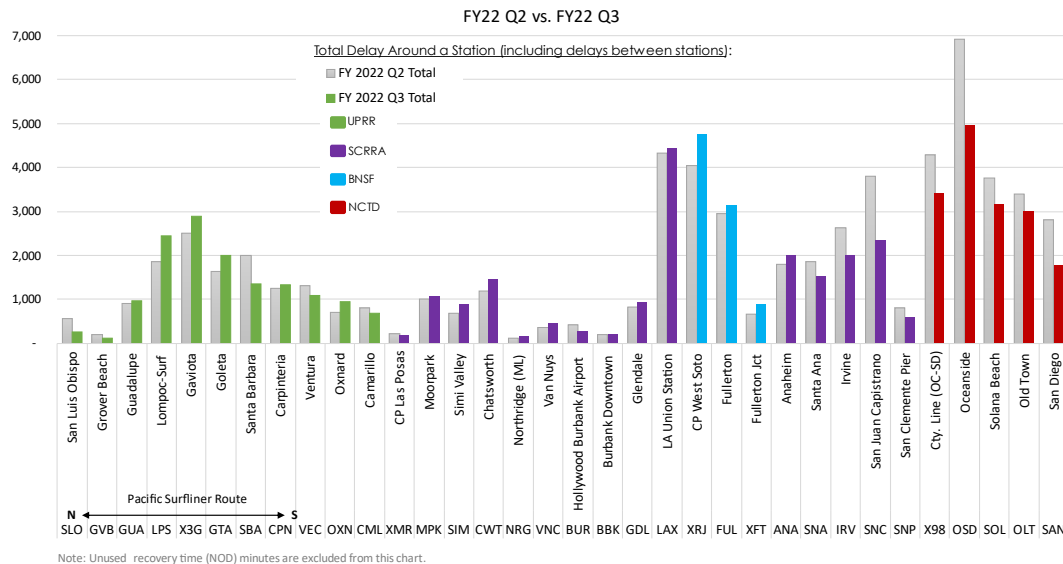
### Total Delays Around Stations (or Other Specific Locations)

Figure 12 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 Q3 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 decreased by 8.2 percent**, from 62,779 in Q2 FY 2021-22, to **57,615 in Q3 FY 2021-22**. The top three delay locations were Oceanside Station, Control Point (CP) West Soto, and Los Angeles Union Station.

<sup>1</sup> Refer to Figure 10 for definitions of all three-letter delay codes.

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



## Summary

For Q3 FY 2021-22, the Amtrak Pacific Surfliner achieved an average systemwide endpoint on-time performance score of 83.5 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 train interference.

## Attachment

A. Fiscal Year 2021-22 Third Quarter Amtrak Pacific Surfliner On-Time Performance Analysis Presentation

**Prepared by:**

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





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

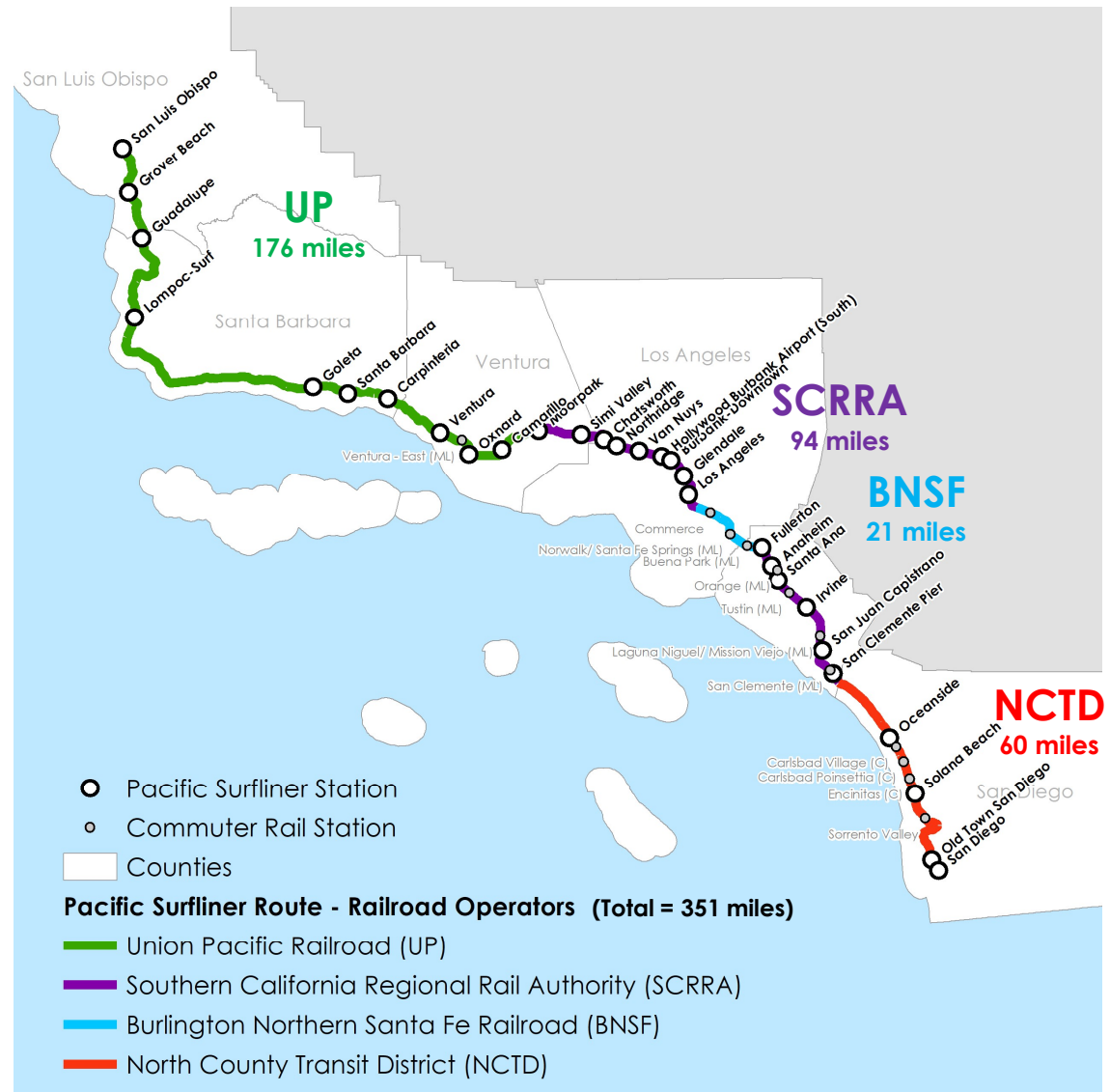
Technical Advisory Committee (TAC) Meeting August 4, 2022



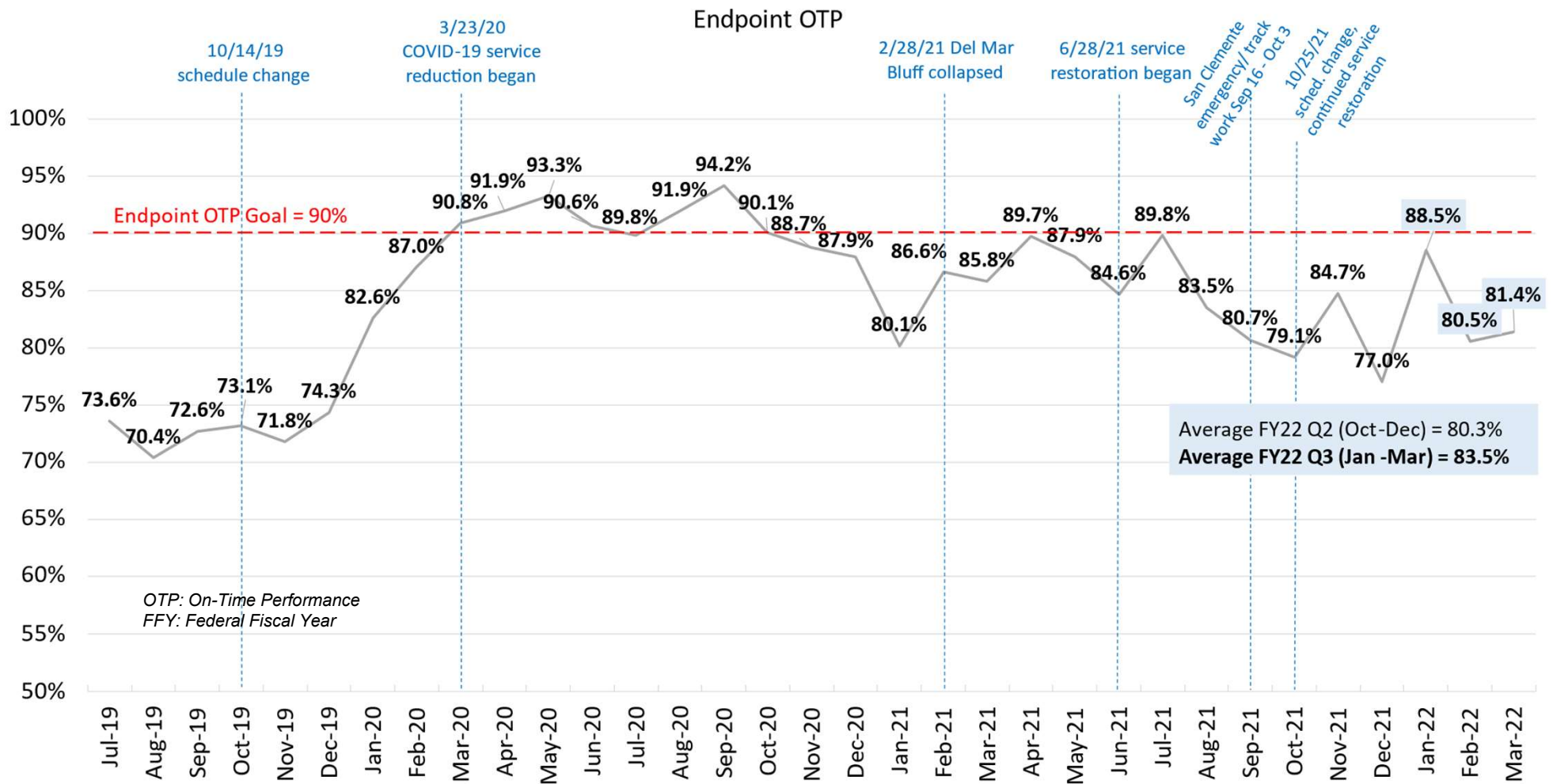


# Pacific Surfliner Route by Host Railroads

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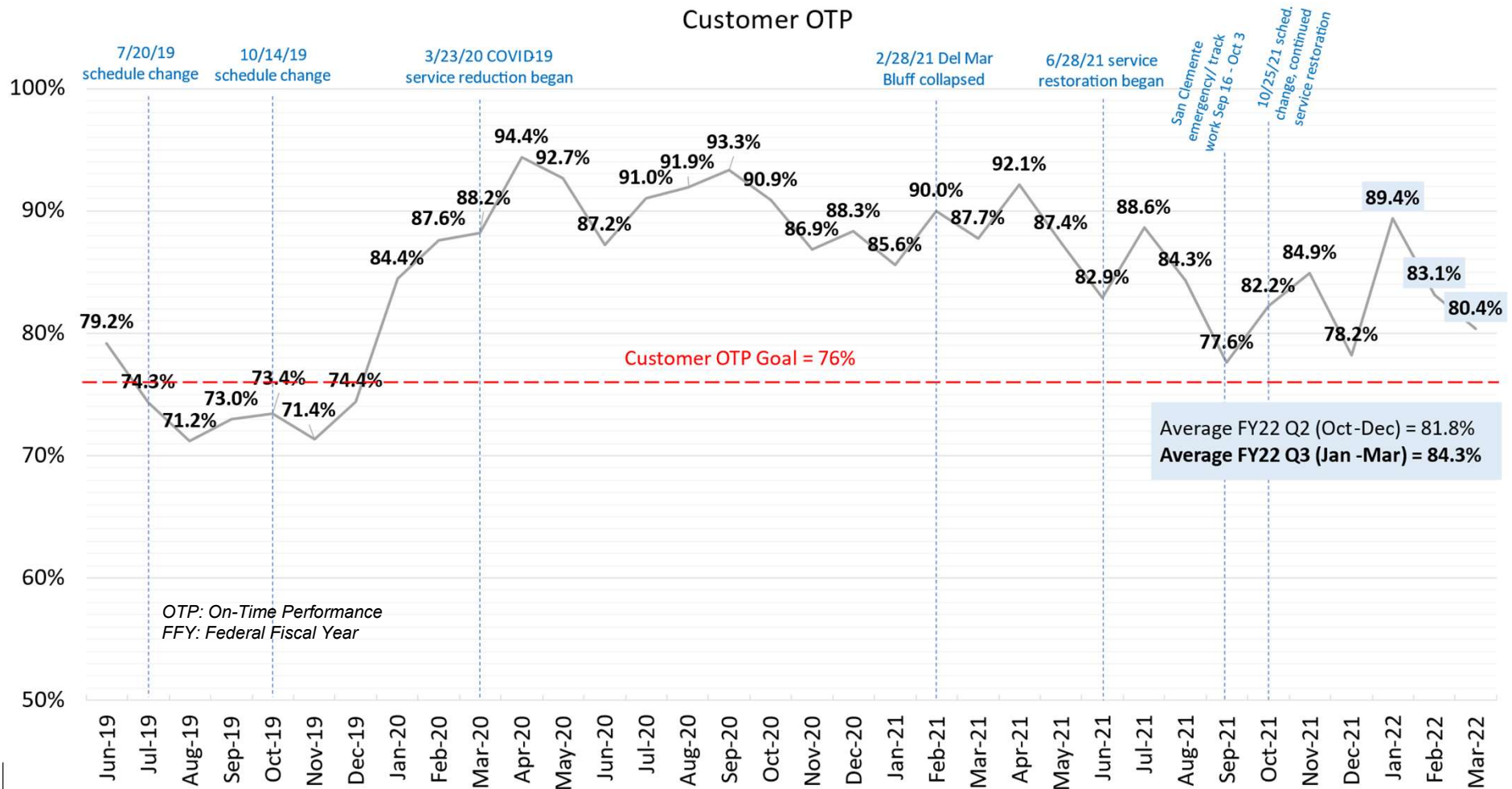
# Endpoint OTP



	<b>FY 2022</b>	<b>FY 2022</b>	
<b>All Trains</b>	<b>Q2</b>	<b>Q3</b>	<b>% Change</b>
<b>Late</b>	366	306	-16.4%
<b>On-Time</b>	1,489	1,548	4.0%
<b>Operated</b>	1,855	1,854	-0.1%
<b>Endpoint OTP</b>	<b>80.3%</b>	<b>83.5%</b>	<b>4.0%</b>

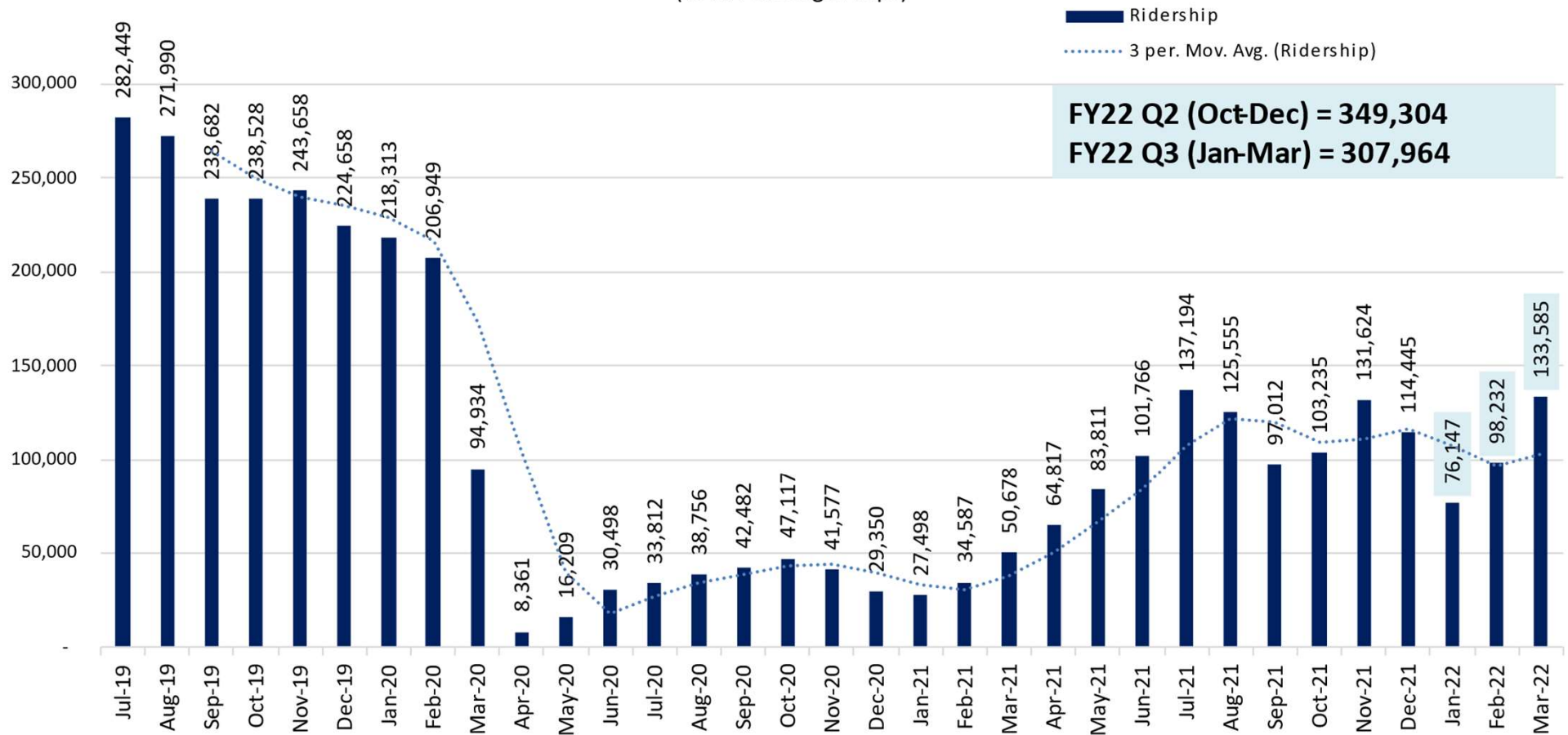
# Total Trains Operated

# Customer OTP

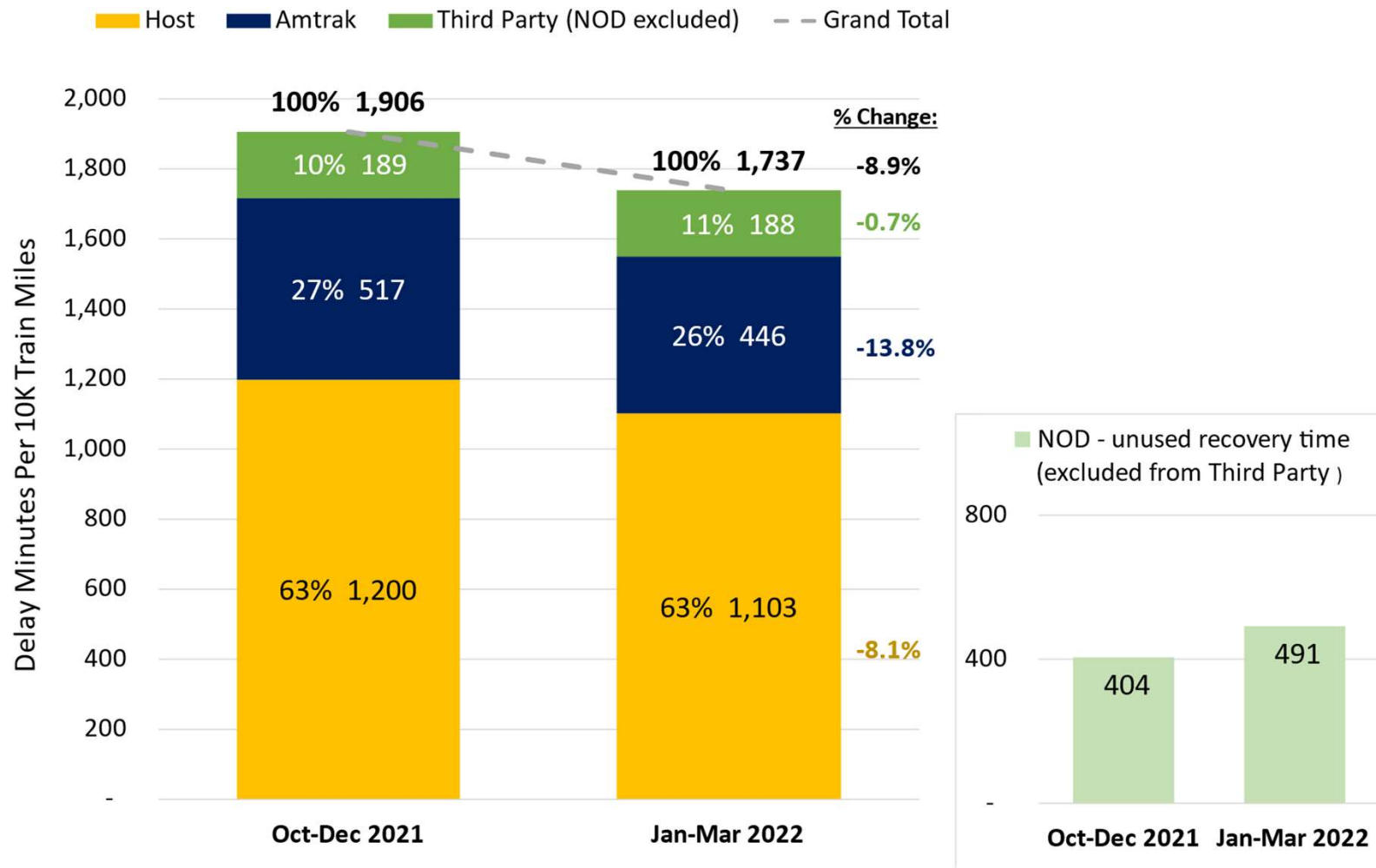


# Ridership

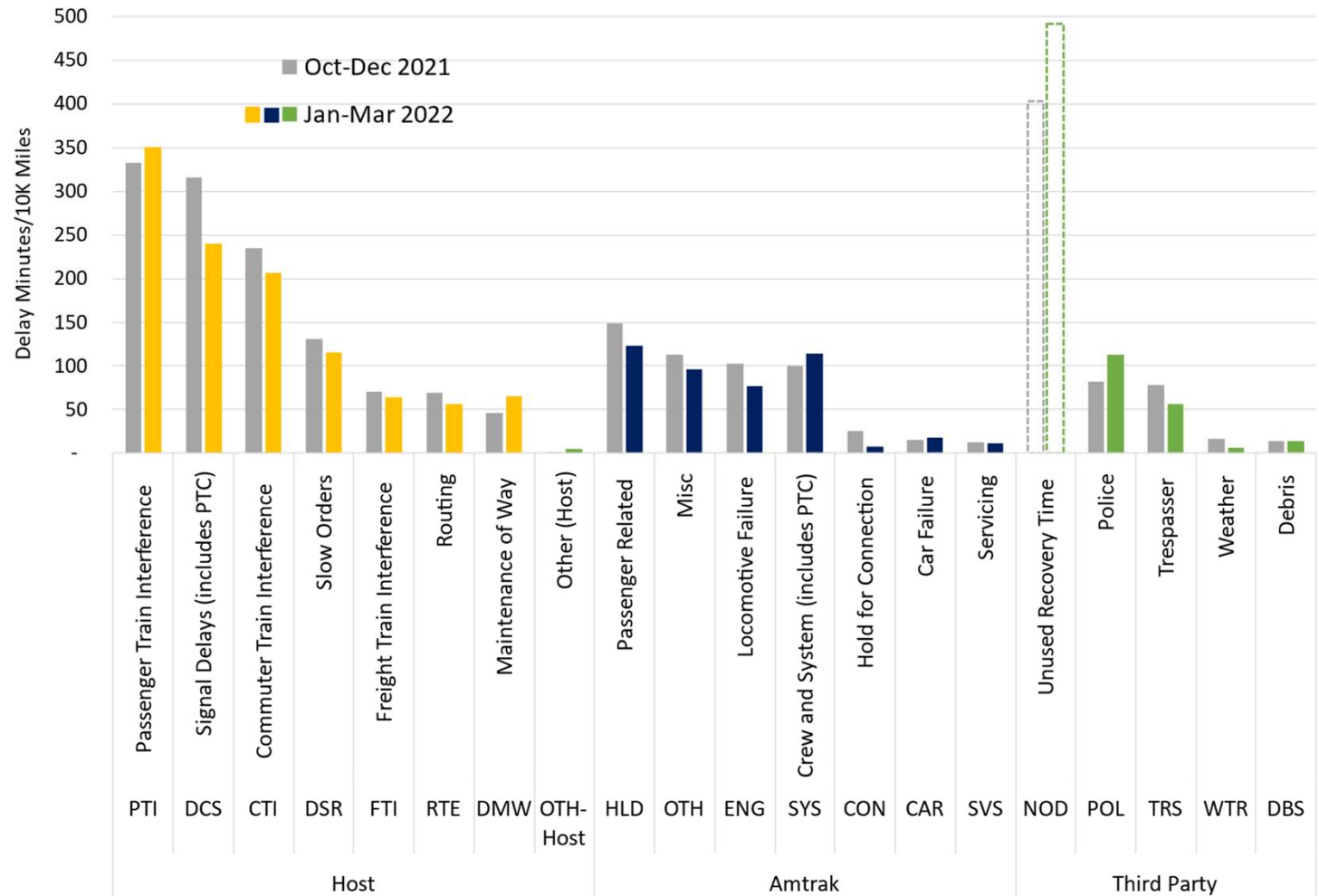
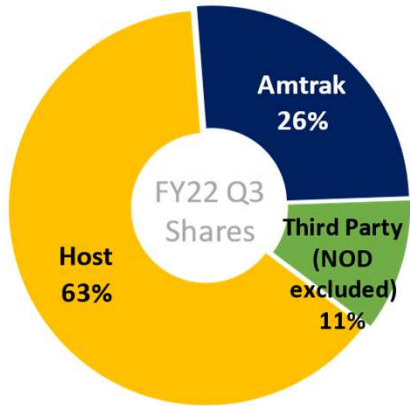
Amtrak Pacific Surfliner Ridership  
(Total Passenger Trips)



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



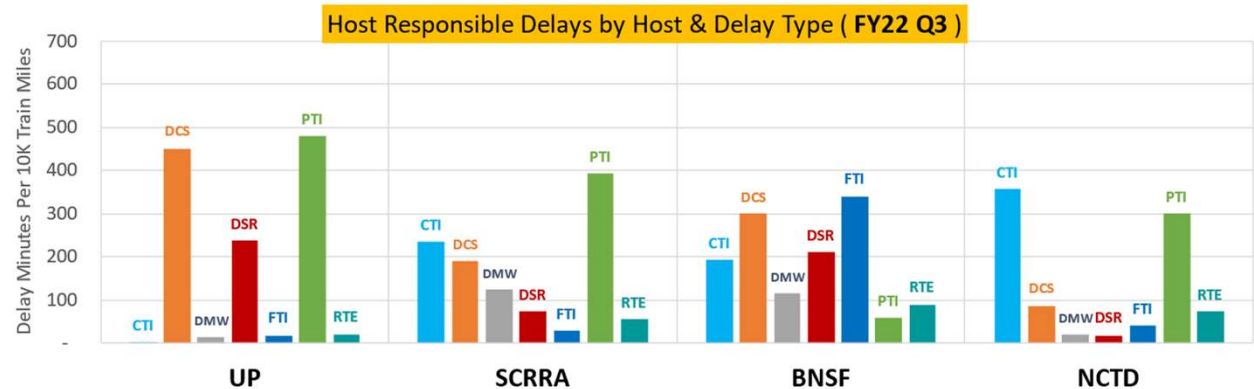
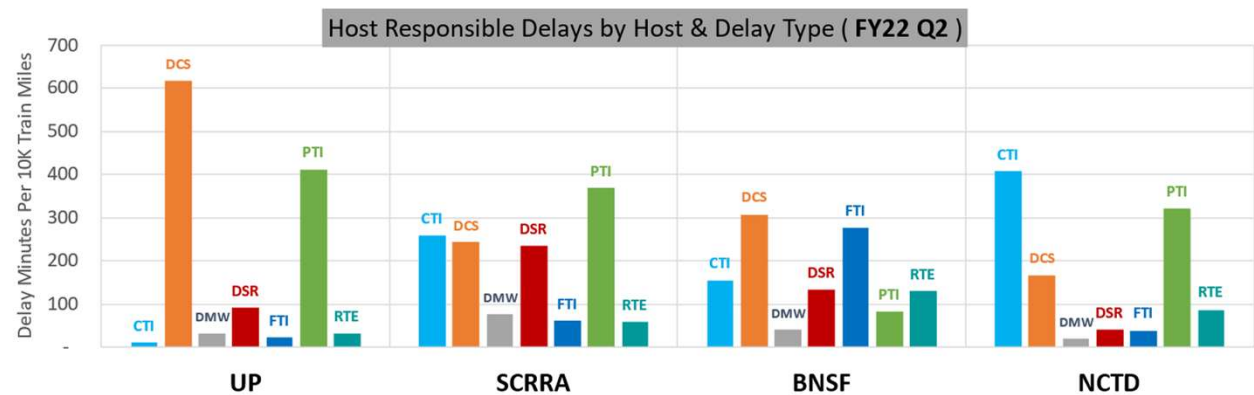
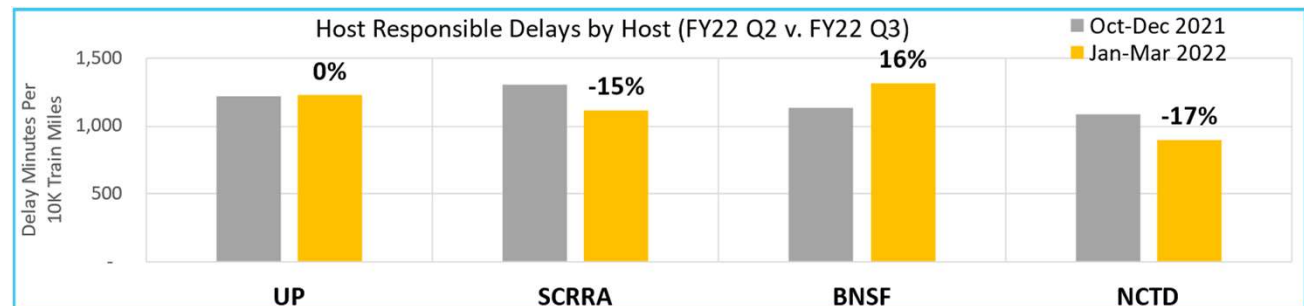
# Delays by Responsible Party & Delay Type (Per 10K Train Miles)





# Host Responsible Delays per 10K Train Miles

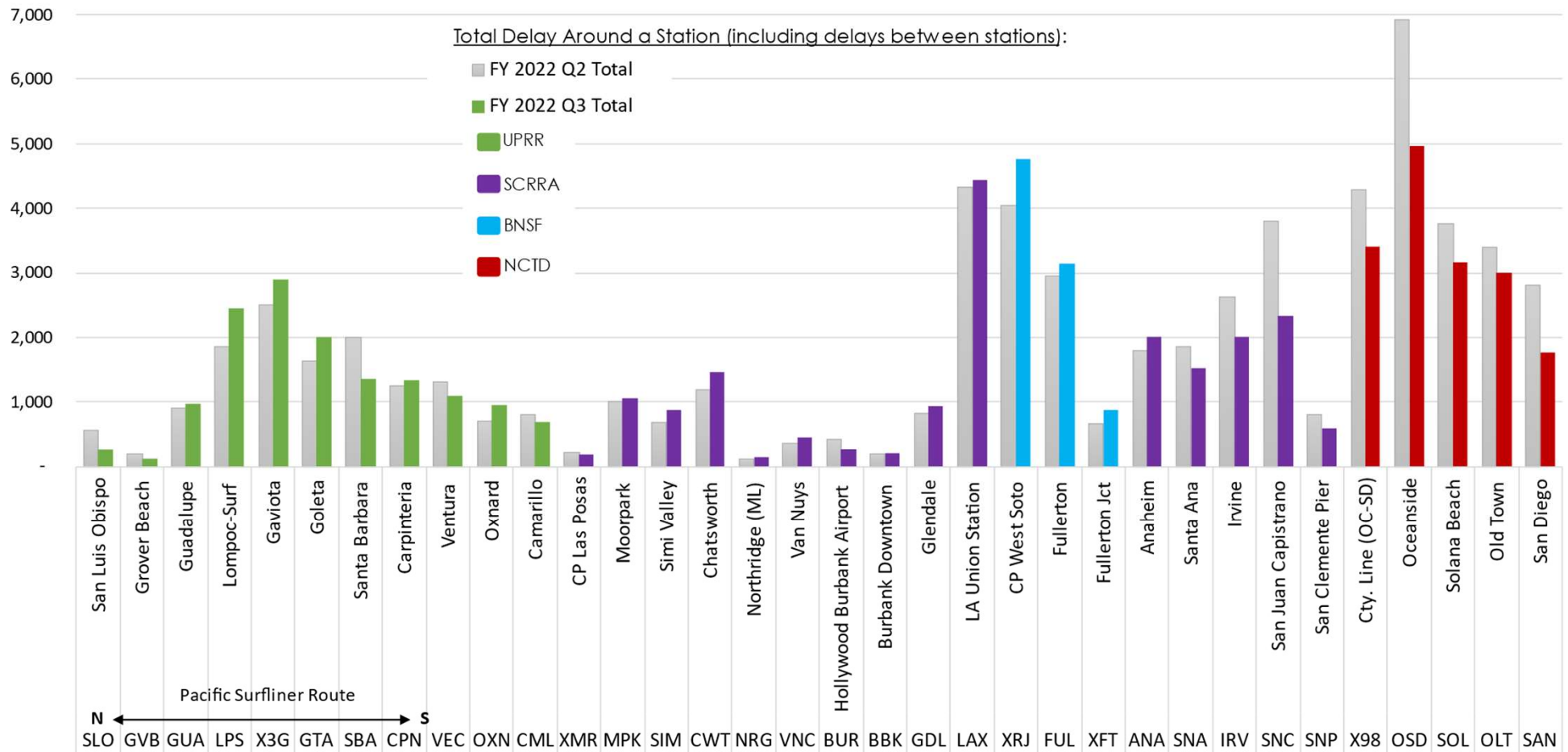
LOS||SAN





# Total Delay Minutes By Location

FY22 Q2 vs. FY22 Q3



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

# Endpoint OTP by Train

Train	Origin-Destination	Jan-22	Feb-22	Mar-22	3-Month Avg	# Trains Operated
1761	Not regular service		100.0%		100%	2
1770	Not regular service		100.0%		100%	2
1774	Not regular service		100.0%		100%	2
1777	Not regular service		100.0%		100%	2
1784	Not regular service		100.0%		100%	2
1785	Not regular service		100.0%		100%	2
1794	Not regular service		100.0%		100%	2
1765	Not regular service		50.0%		50%	2
562	LAX-SAN	93.5%	96.4%	90.3%	93%	90
581	SAN-LAX	93.5%	85.7%	93.5%	91%	90
765	SAN-GTL	90.3%	89.3%	90.3%	90%	90
586	LAX-SAN	88.9%	82.1%	96.3%	89%	82
573	SAN-LAX	88.9%	89.3%	88.9%	89%	82
770	GTL-SAN	90.3%	89.3%	87.1%	89%	90
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567	SAN-LAX	90.3%	85.7%	77.4%	84%	90
583	SAN-LAX	88.5%	66.7%	96.2%	84%	79
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595	SAN-LAX	83.3%	71.4%	93.5%	83%	89
784	GTL-SAN	80.6%	82.1%	80.6%	81%	90
785	SAN-GTL	83.9%	67.9%	83.9%	79%	90
774	SLO-SAN	96.8%	71.4%	61.3%	76%	90
761	SAN-SLO	93.3%	82.1%	51.6%	76%	89
591	SAN-LAX	83.9%	64.3%	74.2%	74%	90
777	SAN-SLO	83.9%	60.7%	29.0%	58%	90
System Average		88.5%	80.5%	81.4%	83.5%	1,854

\*Regular service effective October 25, 2021 includes 21 daily trains.

## Regular Equipment Turns

562-573-580-591-594

564-777

761-794

765-784-595

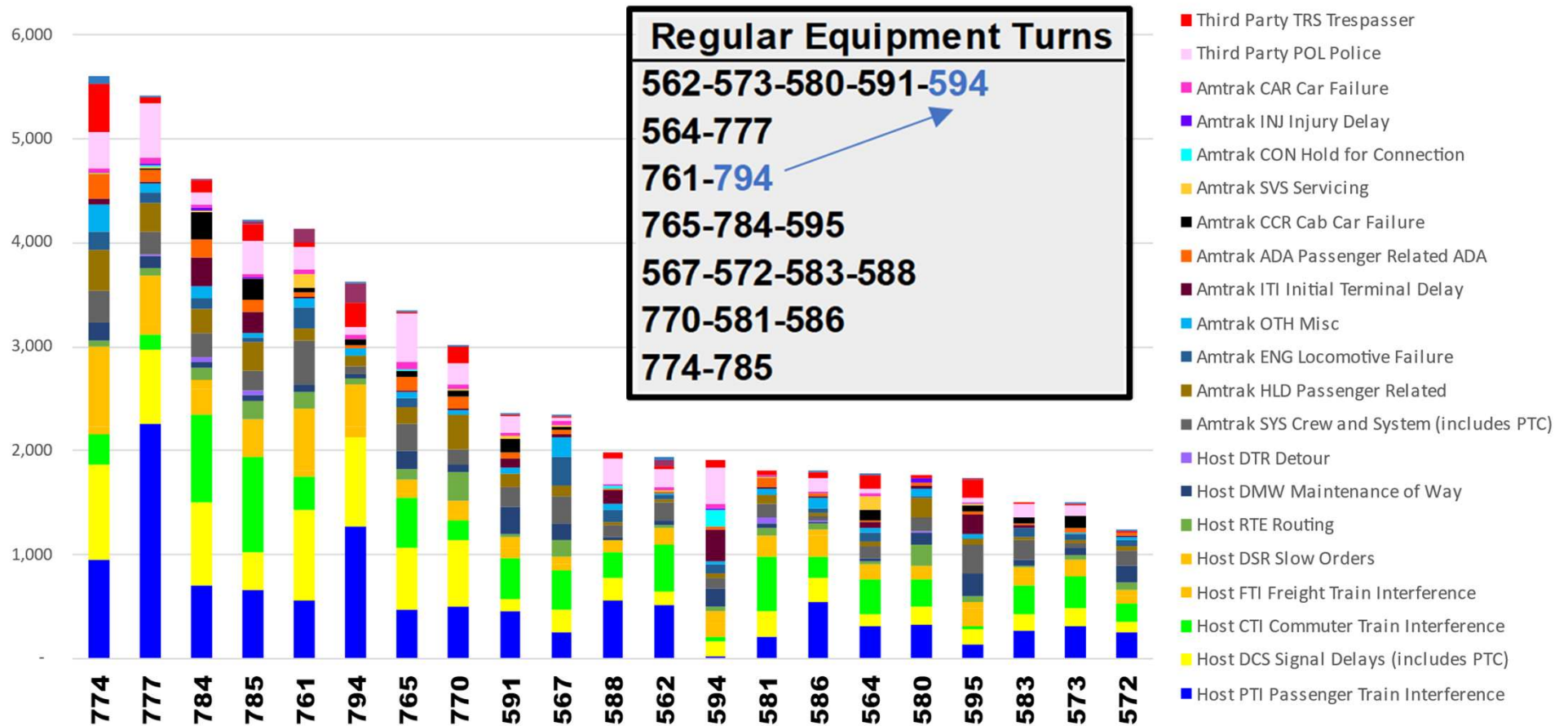
567-572-583-588

770-581-586

774-785

# Total Minutes of Delay By Train

## All Trains FY22 Q3



# Conclusions

- Systemwide endpoint OTP averaged 83.5% in Q3, below the 90% endpoint OTP goal, but an improvement compared to Q2.
- Most delays per 10K train miles were host-related delays (63%), followed by Amtrak-related delays (26%), then third-party related delays (11%).
- Overall, total minutes of delay per 10K train miles decreased by 8.9% in FY22 Q3 versus the previous quarter.
- In Q3, the top delay types systemwide were signal delays, passenger train interference, and commuter train interference.



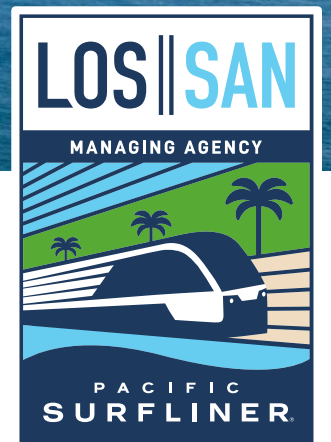
QUESTIONS?





# Pacific Surfliner Equipment Update

Technical Advisory Committee | August 4, 2022



# 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 the California Department of Transportation (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 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

Equipment Type		Feb 2020	May 2021	Jul 2022
Locomotives	SC-44 Charger	14	14	14
	GE P-40 / P-42 Genesis	4*	-	-
Amtrak Long-Distance Bi-Levels	Superliner Coach	16	9	11
	Superliner Coach / Baggage	4	-	-
Single-Level	Horizon	16	-	-
	Amfleet	1	-	-
Surfliner Bi-Levels	Surfliner Coach / Baggage	11	11	11
	Surfliner Coach	18	21	21
	Surfliner Café	10	10	10
	Surfliner Business Class	10	10	10
TOTALS	<b>Total Locomotives</b>	<b>18</b>	<b>14</b>	<b>14</b>
	<b>Total Cars</b>	<b>86</b>	<b>61</b>	<b>63</b>



# California Intercity Passenger Car History

There has been a need for additional equipment since before to the COVID pandemic

In 2012, Caltrans issued an RFP for a next generation bi-level car to replace the existing Surfliner and California 1 bi-level cars and grow the services.

In 2015, after several delays and production issues, Caltrans canceled the contract for bi-level cars.

In 2017, Caltrans placed an order for seven 7-car trainsets of the new Siemens, single-level Venture cars.

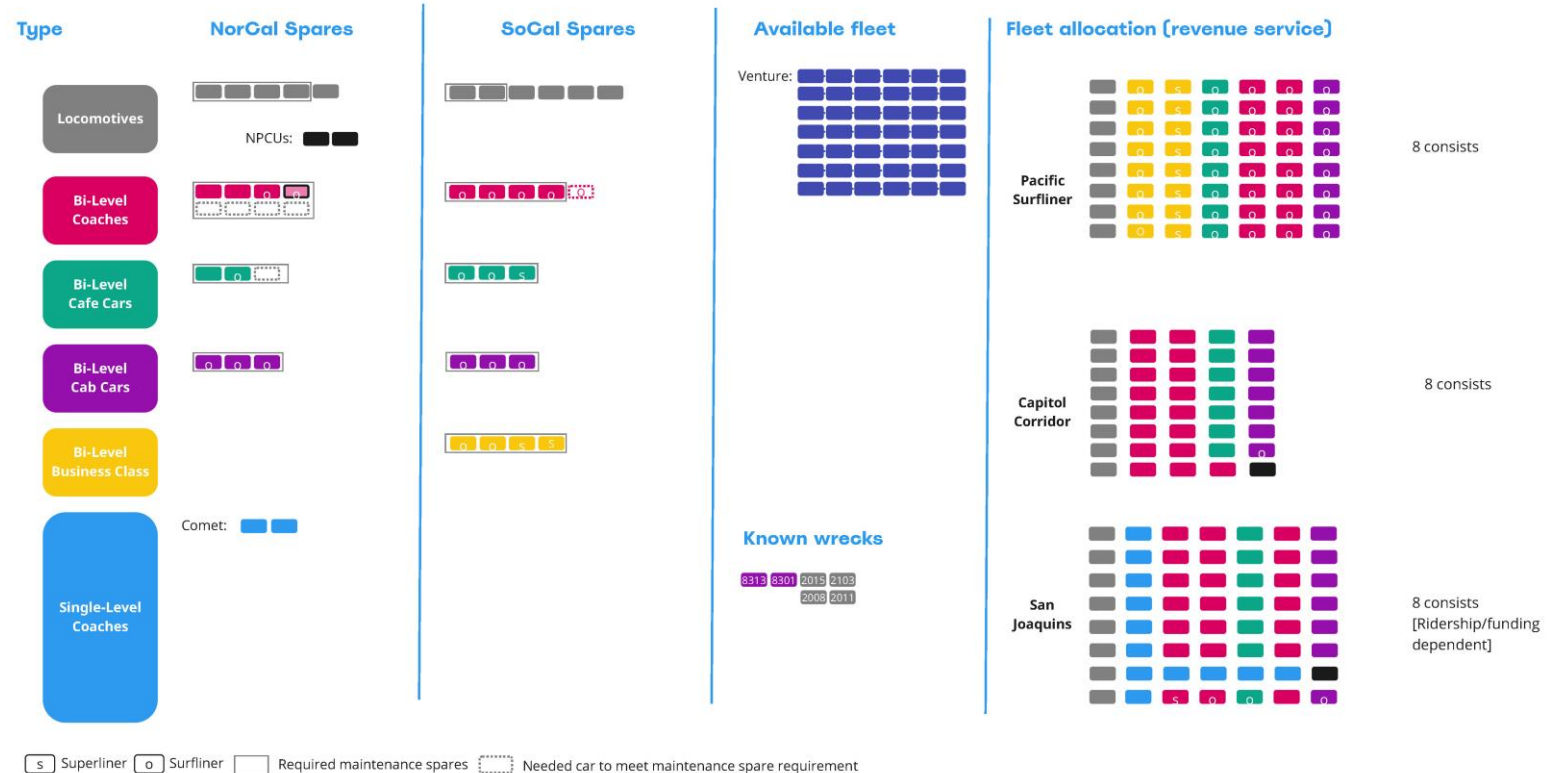
- These cars will operate primarily on the San Joaquins.



# California Bi-Level Car Redeployment Plan

On July 17, 2022, a workshop was held to develop a redeployment plan for the existing Surfliner and California 1 bi-level equipment

## Baseline Scenario - No Venture Car Sets



# California Bi-Level Car Redeployment Plan

The outcome of the workshop presented a plan that:

Developed proposal for **equipment redeployment**

Identified **service growth** potential

As Venture trainsets enter service, bi-level cars will be redeployed to the Pacific Surfliner

No. of Venture sets in Revenue Service	0	2	3	3	4	5	6	7
Bi-Level Car Classification	Baseline (Oct 22)	Phase 1 (Jan 23)	Phase 2A (Apr 23)	Phase 2B (Apr 23)	Phase 3 (Aug 23)	Phase 4 (Oct 23)	Phase 5 (Jan 24)	Phase 6 (Aug 24)
California I Coast	-	-	-	-	-	3	3	7
California I Coast	-	-	-	-	-	-	-	-
California I Coast	-	-	-	-	-	-	-	-
California I Coast	20	20	22	25	25	23	23	23
California I Coast	10	10	10	10	10	11	11	12
California I Coast	11	11	12	11	12	13	14	14
California I Coast	10	10	10	10	10	10	10	10
California I Coast	11	11	12	12	12	12	12	12
TOTAL	42	42	44	47	44	72	78	78

LOS|SAN

Deployment of Venture cars enables increasing the service level by six trainsets – additional equipment needed to go beyond pre-pandemic level

Service level in # of revenue trainsets

Venture deployment

Subject to available funding

Revenue trainsets	Baseline (Oct 22)	Phase 1 (Jan 23)	Phase 2A (Apr 23)	Phase 2B (Apr 23)	Phase 3 (Aug 23)	Phase 4 (Oct 23)	Phase 5 (Jan 24)	Phase 6 (Aug 24)
Capitol Corridor	7	8	8	8	9	9	9	10
San Joaquin Hills	7	8	8	8	9	9	9	10
Pacific Surfliner	7	8	8	9	10	10	11	11

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# California Bi-Level Car Redeployment Plan

As Venture trainsets enter service, bi-level cars will be redeployed to the Pacific Surfliner

No. of Venture Sets in Revenue Service	0	2	3	3	4	5	6	7
Bi-Level Car Classification	Baseline (Oct 22)	Phase 1 (~Jan 23)	Phase 2A (~Apr 23)	Phase 2B (~Apr 23)	Phase 3 (~Aug 23)	Phase 4 (~Oct 23)	Phase 5 (~Jan 24)	Phase 6 (~Aug 24)
California 1 Coach	-	-	-	-	-	3	5	7
California 1 Diner	-	-	-	-	-	-	-	-
California 1 Cab	-	-	-	-	-	-	-	-
Surfliner Coach	20	20	22	20	22	23	23	23
Surfliner Café	10	10	10	10	10	11	11	12
Surfliner Cab	11	11	12	11	12	13	14	14
Surfliner Business Class	10	10	10	10	10	10	10	10
Superliner	11	11	12	12	12	12	12	12
<b>TOTAL</b>	<b>62</b>	<b>62</b>	<b>66</b>	<b>63</b>	<b>66</b>	<b>72</b>	<b>75</b>	<b>78</b>

# Deployment of Venture cars enables increasing the service level by six trainsets – additional equipment needed to go beyond pre-pandemic level

## Service level

in # of revenue trainsets

Service level in # of revenue trainsets			Venture deployment							Subject to available funding		
			1	2a	2b	3	4	5	6	7	8	9
New equipment	Today	Baseline	2 Vent.	3 Vent.	3 Vent.	4 Vent. (1 cab)	5 Vent. (6 cabs)	6 Vent. (7 cabs)	7 Vent. (7 cabs)	11 Vent.	7 Vent.+8 S. <sup>1</sup>	11 Vent.+8 S. <sup>1</sup>
Estimated timeframe	06/2022	10/2022	01/2023	04/2023	04/2023	08/2023	10/2023	01/2024	08/2024	TBD	TBD	TBD
Capitol Corridor	7	8	8	8	9	9	9	9	9	10	10	10 (11) <sup>2</sup>
San Joaquins	7	8	8	8	8	8	8	8	8	9	9	9
Pacific Surfliner	7	8	8	9	8	9	10	10	10	11	11	11 (12) <sup>2</sup>

(1) Rebuilt Superliner cars    (2) One additional revenue train set possible  
 Source: Fleet Deployment Workshop 6/17/22, Caltrans

# Equipment Needs for Service Growth

## Options Presented to State to Address Near-Term Growth Beyond Pre-Pandemic Service

- Evaluate the feasibility of procuring four additional 7-car trainsets of the new Siemens, single-level Venture cars
- Proceed with the procurement of the 3 Superliner cars and evaluate procurement of 5 additional cars from third-party private company





QUESTIONS?

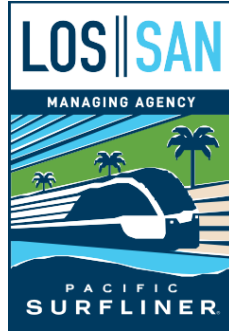


**LOSSAN RAIL CORRIDOR AGENCY**

# **Upcoming Agenda Items**

**Supplemental Information**





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

**DRAFT  
Upcoming Agenda Items  
Board of Directors Meeting  
August 15, 2022**

- FY22 Q3 Corridor Trends
- FY22 Q3 OTP Analysis
- Agreement for Pacific Surfliner Public Relations Services
- Approval to Release RFP to PS&E for Phase one of the Central Coast Layover Facility Project
- Pacific Surfliner Equipment Update
- FFY 2022-23 Operation Agreement with Amtrak for Pacific Surfliner Intercity Passenger Rail Service
- Status of Independent Legal Counsel Work