



Peak Period Retiming Effort Update

Board of Directors
August 21, 2017

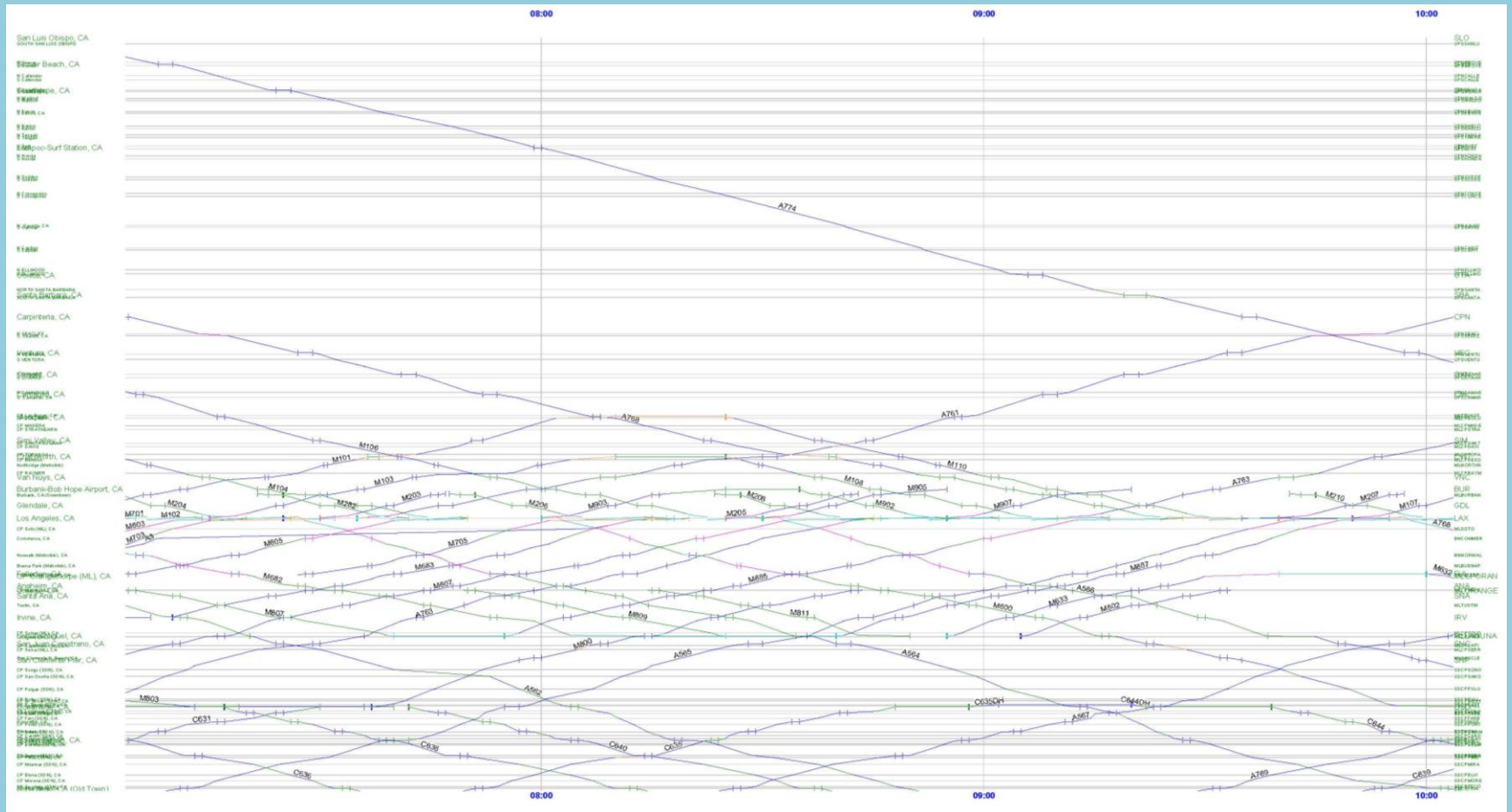
Peak Period Service Goal

Provide peak period service to
Ventura and Santa Barbara Counties
as a viable option for travel to work

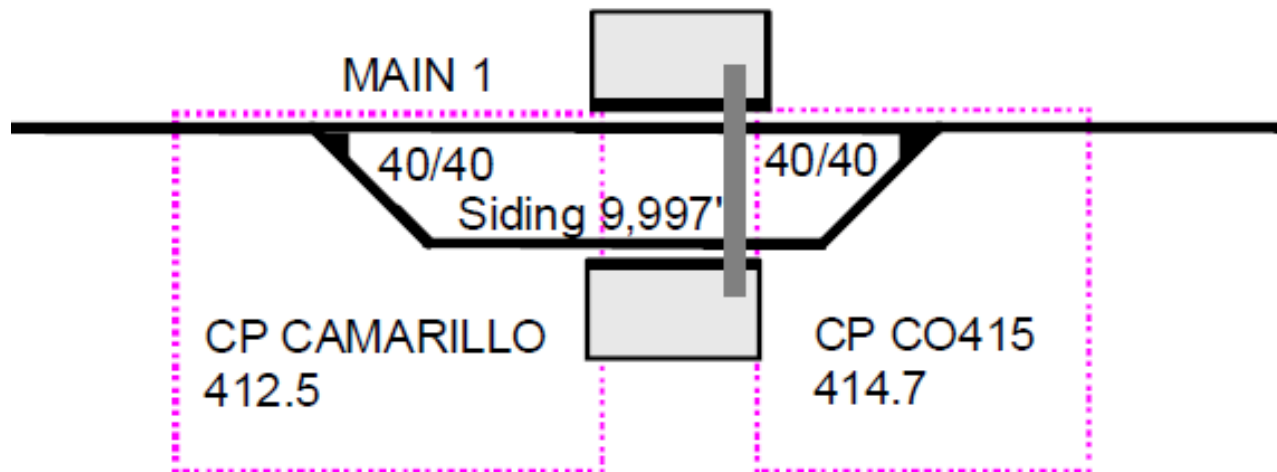
Peak Period Service: Efforts to Date

- Evaluated the market demand
 - Cost and revenue with modified service (State)
- Explored options for additional operating slots – increased service levels
- Evaluated use of existing facilities: Moorpark
- Evaluated equipment needs
- Analyzed retiming of Pacific Surfliner trains
 - Ridership and revenue analysis
 - Operational analysis

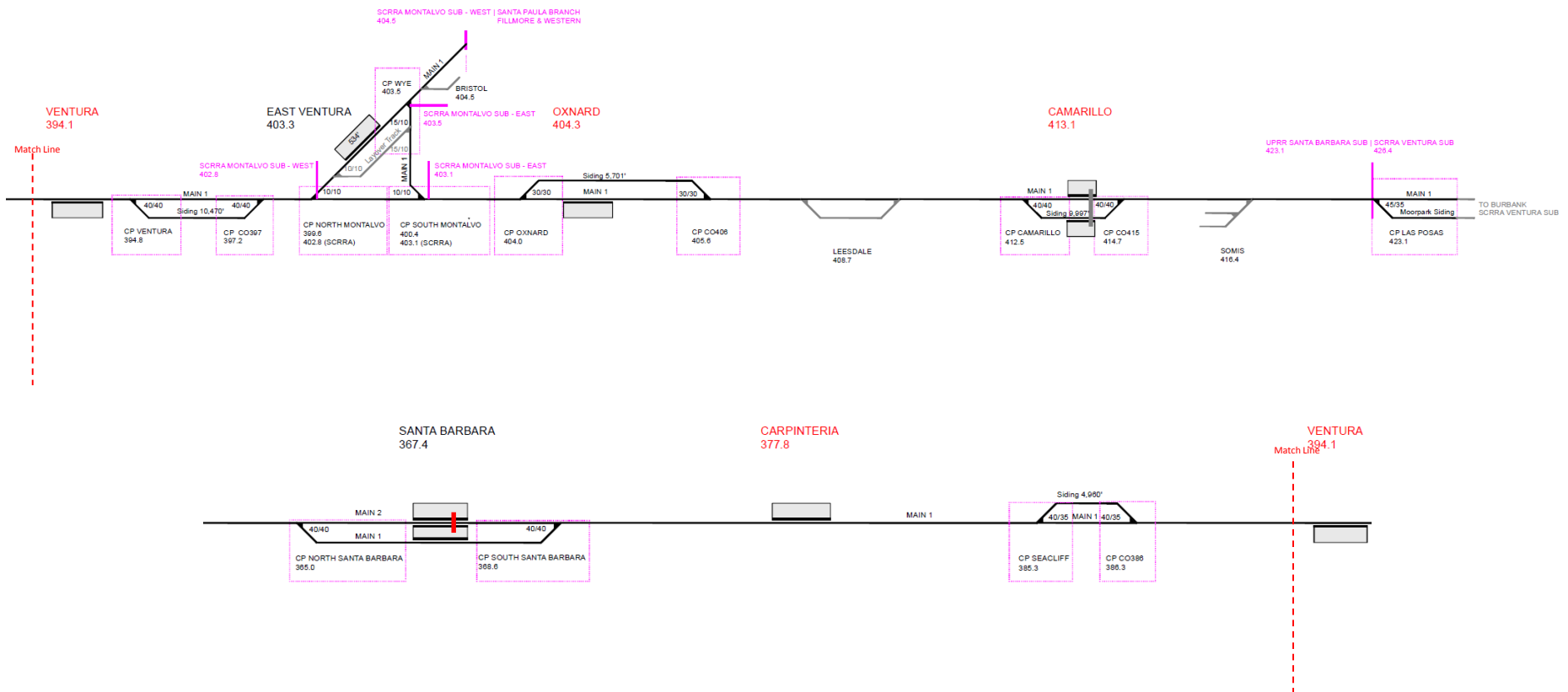
Train "Meets"



Camarillo Station



Santa Barbara Subdivision



Current Efforts

- Joint effort with Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, Amtrak and the State and in coordination with Metrolink have developed schedules, through the retiming of existing trains, to provide peak period service
 - Provide 7:30 ~ 7:45 a.m. arrival into Santa Barbara from the south
 - Provide 4:30 ~ 5:15 p.m. southbound departure from Santa Barbara
 - Hold Metrolink schedule and ridership harmless
 - Minimize unfavorable impacts to existing Pacific Surfliner service
- Work with the Union Pacific Railroad (UPRR) to secure an additional operating slot

Necessary Actions for Retiming

- Secure additional equipment
- Complete corridor wide schedule analysis
- Amtrak review of draft schedule: operational feasibility, cost, and revenue
- Metrolink review and approval
- LOSSAN Board of Directors review and approval
- UPRR and BNSF operational plan review and approval
- Public outreach and messaging