



**September 16, 2019**

**To:** Members of the Board of Directors  
**From:** Jennifer L. Bergener, Managing Director  
**Subject:** Pacific Surfliner On-Time Performance Analysis

### **Overview**

A report on on-time performance trends for the Pacific Surfliner passenger rail service on the Los Angeles – San Diego – San Luis Obispo rail corridor, covering the third quarter of federal fiscal year 2018-19, is presented for consideration.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Pacific Surfliner operates on the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor through a six-county coastal region in Southern California and is the busiest state-supported intercity passenger rail service in the United States, with an annual ridership of more than 2.9 million.

### **Discussion**

This report provides an update on the on-time performance (OTP) of the Pacific Surfliner intercity passenger rail service as well as the results of a detailed analysis into the root causes of delays. The reporting period is the third quarter of federal fiscal year (FFY) 2018-19, covering the months of April, May, and June 2019.

### **Systemwide Endpoint OTP**

For the third quarter of FFY 2018-19, preliminary endpoint OTP on the Pacific Surfliner averaged 78.2 percent. This is a significant improvement over prior months and establishes an upward trend. Although OTP is still short of the 90 percent goal, efforts to improve are showing some success. A 12-month OTP chart for the Pacific Surfliner can be found in Figure 1.1.

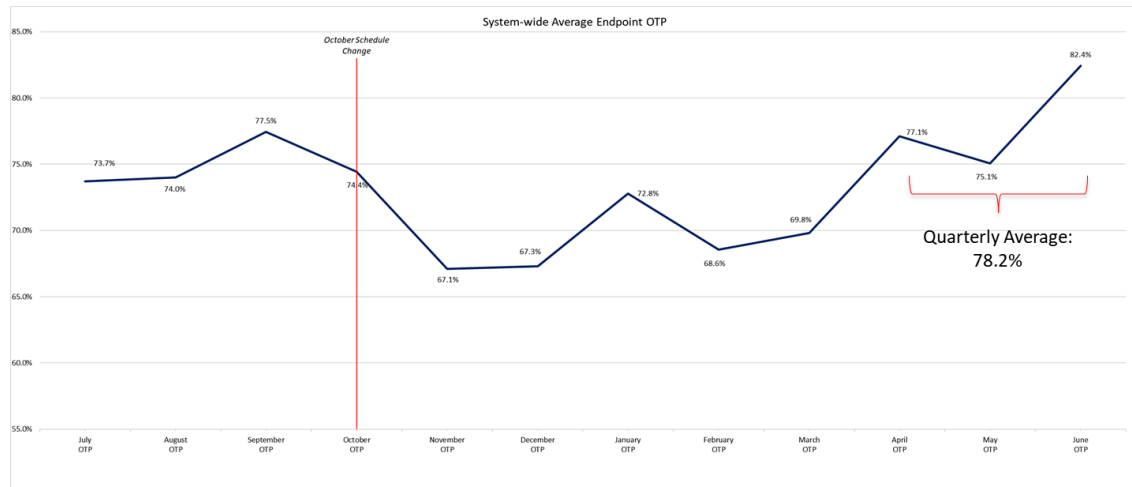


Figure 1.1

### Delay Analysis – Host Responsible Delays

Despite the overall improvement in endpoint OTP for the quarter, the total minutes of delay increased year over year by more than 12,000 minutes. The total minutes attributed to Amtrak's responsibility increased by over 40 percent, primarily due to the year over year increase in Positive Train Control (PTC) issues. The total minutes of delay attributed to the host railroads increase by over 17 percent, with the bulk of the increases found in signal delays, as well as passenger and commuter train interference.

### Initial Terminal Performance

There was some improvement in overall initial terminal performance (ITP), specifically with regard to train 785. Train 785 is consistently one of the lowest performers in overall endpoint OTP. The primary reason for this is the late arrival of train 774, which turns into train 785 in San Diego for the northbound departure. The ITP for train 785 was up over the prior quarter, though it still accounts for over 20 percent of all ITP delay. Train 774 continues to have issues with delays in Union Pacific Railroad (UPRR) territory. The LOSSAN Rail Corridor Agency (Agency) has been working with its partners at UPRR to identify and prioritize capital improvements that will positively impact OTP on all trains in their territory.

### Train 777 – Delay Spotlight

For this quarter, staff conducted a focused analysis of delays on train 777. Train 777 has a 12:05 p.m. departure out of San Diego and is consistently in the bottom five performers for endpoint OTP. The detailed analysis showed that the bulk of the delays that occur on train 777 take place within UPRR territory. In fact, over 50 percent of delays occur north of Oxnard. Over 70 percent of the delays are as a result of commuter and passenger train interference, with the

bulk of the passenger train interference delays starting at the Ventura and Santa Barbara County lines, and increasing as the train continues north. These issues can, in part, be attributed to the frequent signal issues that occur on the northern section of UPRR territory. These signal delays push train 777 out of slot and result in frequent meets with southbound trains at unplanned locations. Due to the abundance of single track in the area, these meets result in significant delays. As part of the quarterly Corridor Improvement Team meetings, UP has expressed a willingness to work with LOSSAN and Amtrak to isolate the root causes of these issues and identify specific locations in need of capital improvements.

### Conclusions

Endpoint OTP continues to show improvement, although still significantly lower than the 90 percent metric required as part of the Pacific Surfliner's uniform performance standards. The trains that are consistently experiencing issues with OTP continue to suffer, although some improvement has been seen on trains 785 and 774. The issues associated with train 777 have been isolated, and efforts are being made to address these with our partners at UPRR.

### ***Summary***

This report provides an update on the on-time performance of the Pacific Surfliner intercity passenger rail service for the third quarter of federal fiscal year 2018-19, covering the months of April, May, and June 2019. During the third quarter, average endpoint on-time performance was 78.2 percent, an improvement over the prior quarter.

### ***Attachment***

None.

### **Prepared by:**



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