

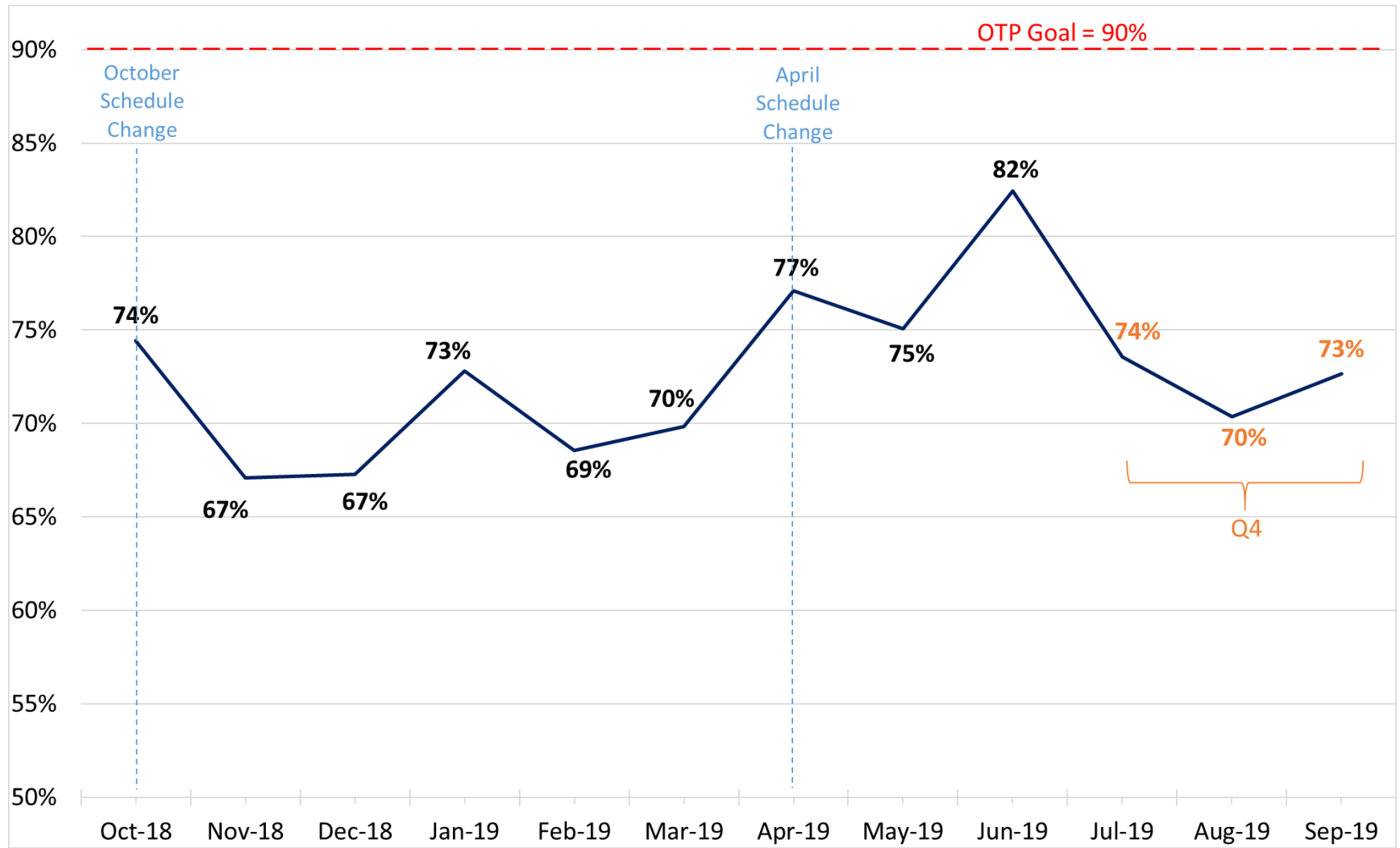


# Pacific Surfliner

## Fourth Quarter On-Time Performance Analysis for Federal Fiscal Year 2018-19

Board of Directors Meeting  
February 18, 2020

# Monthly Average Endpoint On-Time Performance (OTP) - Systemwide

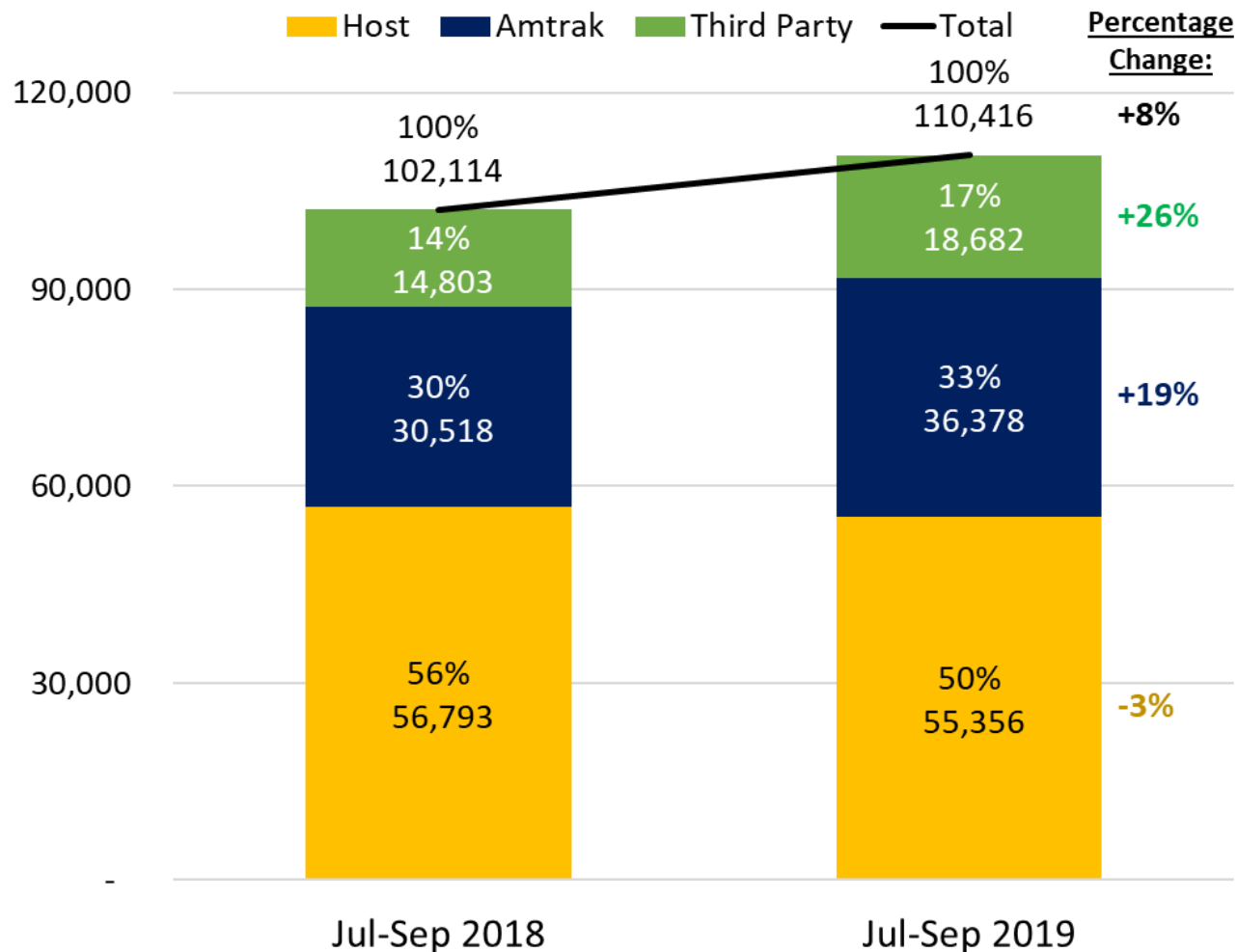


# Federal Fiscal Year (FFY) 2018-19 4<sup>th</sup> Quarter (Q4) Monthly Average Endpoint OTP: Detail by Train

Train	Dep Stn	(Sep-19) Dep Time	Jul-19	Aug-19	Sep-19	3 Mnth Avg
579	SAN	1:35 PM	96%	86%	100%	94%
561	SAN	4:00 AM	86%	96%	100%	94%
1565	SAN	6:45 AM	89%	100%	90%	93%
566	LAX	8:33 AM	91%	86%	100%	92%
562	LAX	6:05 AM	87%	94%	97%	92%
573	SAN	11:15 AM	96%	86%	90%	91%
565	SAN	6:57 AM	82%	86%	100%	89%
1564	LAX	6:52 AM	100%	78%	90%	89%
759	LAX	4:09 AM	96%	77%	95%	89%
1566	LAX	8:19 AM	89%	89%	80%	86%
768	GTL	6:35 AM	77%	90%	90%	86%
1761	SAN	4:40 AM	89%	78%	90%	86%
564	LAX	7:02 AM	86%	82%	85%	84%
1590	LAX	6:46 PM	89%	78%	70%	79%
782	GTL	12:35 PM	84%	61%	87%	77%
584	LAX	5:15 PM	73%	73%	85%	77%
590	LAX	7:21 PM	77%	85%	65%	76%
591	SAN	6:43 PM	84%	77%	63%	75%
796	SLO	4:15 PM	68%	81%	73%	74%
580	LAX	2:58 PM	65%	81%	70%	72%
1767	SAN	8:07 AM	78%	67%	70%	72%
777	SAN	12:05 PM	71%	68%	70%	70%
583	SAN	2:50 PM	81%	61%	60%	67%
792	GTL	4:25 PM	71%	61%	67%	66%
763	SAN	5:55 AM	65%	65%	70%	66%
569	SAN	9:43 AM	68%	64%	65%	66%
1579	SAN	1:30 PM	67%	67%	60%	64%
767	SAN	8:25 AM	64%	55%	75%	64%
1584	LAX	5:15 PM	89%	44%	50%	61%
595	SAN	8:57 PM	61%	55%	60%	59%
774	SLO	6:55 AM	68%	52%	57%	59%
1573	SAN	10:51 AM	33%	56%	80%	56%
1572	LAX	11:20 AM	56%	67%	20%	47%
785	SAN	3:58 PM	36%	36%	43%	38%
572	LAX	10:40 AM	32%	36%	40%	36%
1569	SAN	9:43 AM	33%	11%	10%	18%
System Average			74%	70%	73%	

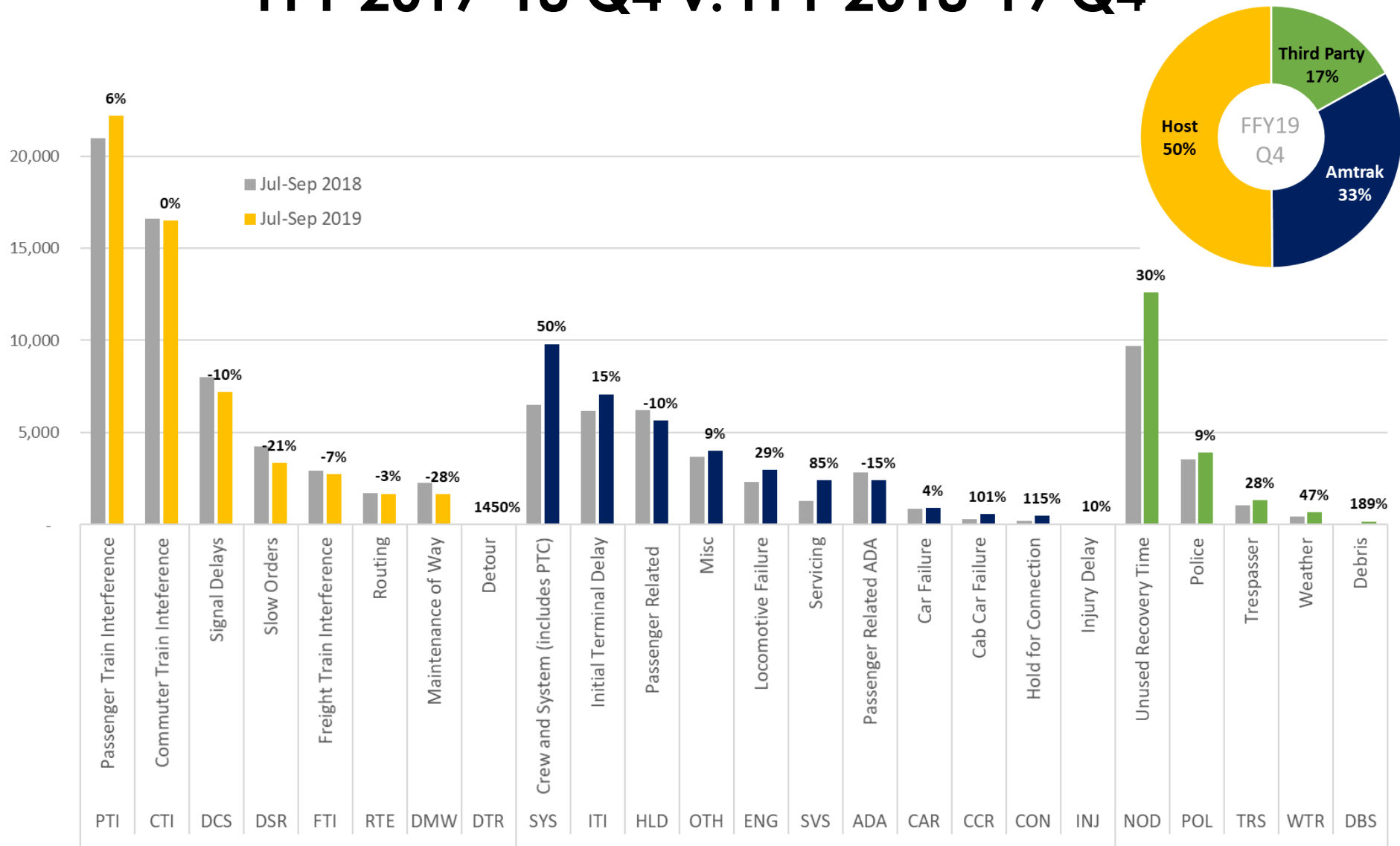
# Delays by Responsible Party

## FFY 2017-18 Q4 v. FFY 2018-19 Q4



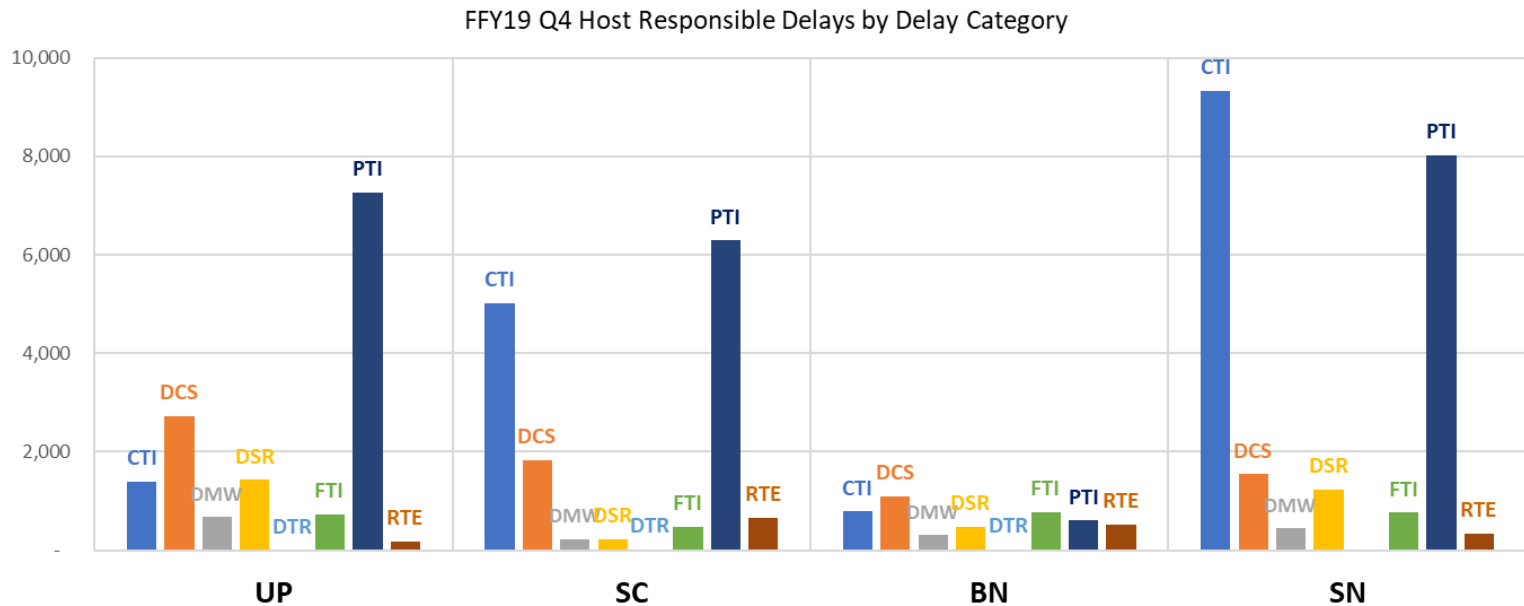
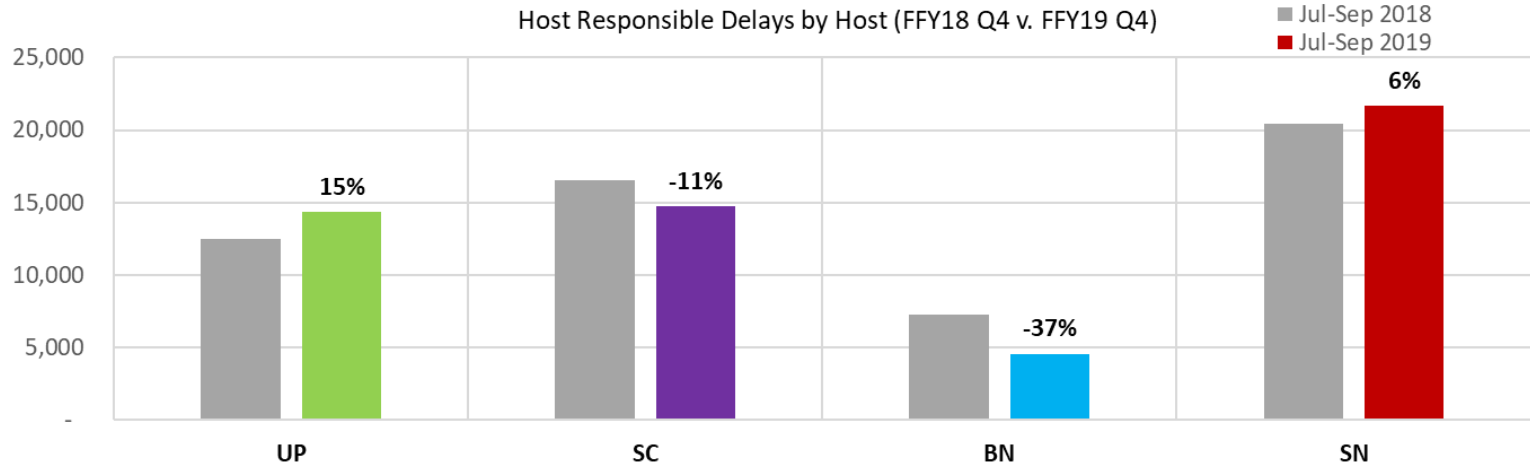
# Delays by Delay Category & Responsible Party

## FFY 2017-18 Q4 v. FFY 2018-19 Q4



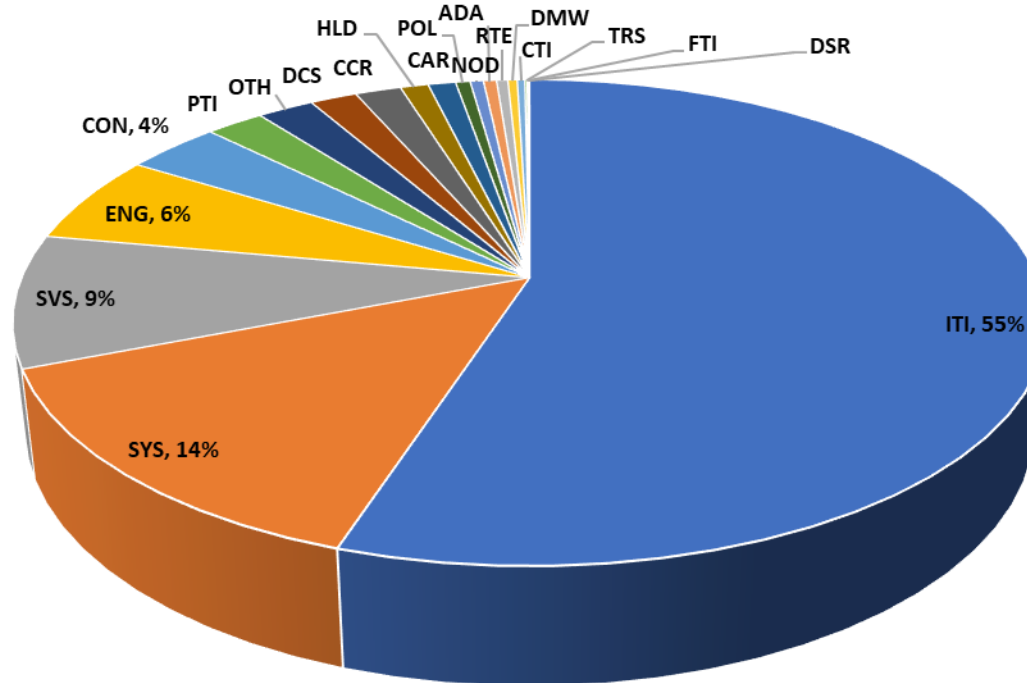
# FFY 2018-19 Q4 (Jul-Sep)

## Host Responsible Delays by Delay Category



# Initial Terminal Performance: FFY19 Q4

Train	Total ITI Delay (Mins)	% Share
785	3,085	25%
595	1,130	9%
583	1,084	9%
796	505	4%
1579	446	4%
768	428	4%
591	419	3%
572	376	3%
792	332	3%
562	324	3%
774	304	2%
782	284	2%
777	264	2%
584	248	2%
1590	217	2%
1569	209	2%
1572	187	2%
763	185	2%
569	151	1%
1785	150	1%
580	145	1%
565	140	1%
561	126	1%
590	121	1%
573	119	1%
579	118	1%
1767	110	1%
1566	108	1%
1763	96	1%
1564	85	1%
1761	78	1%
1777	66	1%
564	65	1%
767	59	0%
1573	55	0%
1565	55	0%
1584	49	0%
566	48	0%
1782	47	0%
1792	47	0%
1796	40	0%
759	36	0%
568	14	0%
1768	13	0%
593	3	0%
1568	2	0%
1774	2	0%
Total	12,175	100%



## Delay Code Legend

### Host

CTI	Commuter Train Inteferece
DCS	Signal Delays
DMW	Maintenance of Way
DSR	Slow Orders
DTR	Detour
FTI	Freight Train Interference
PTI	Passenger Train Interference
RTE	Routing

### Amtrak

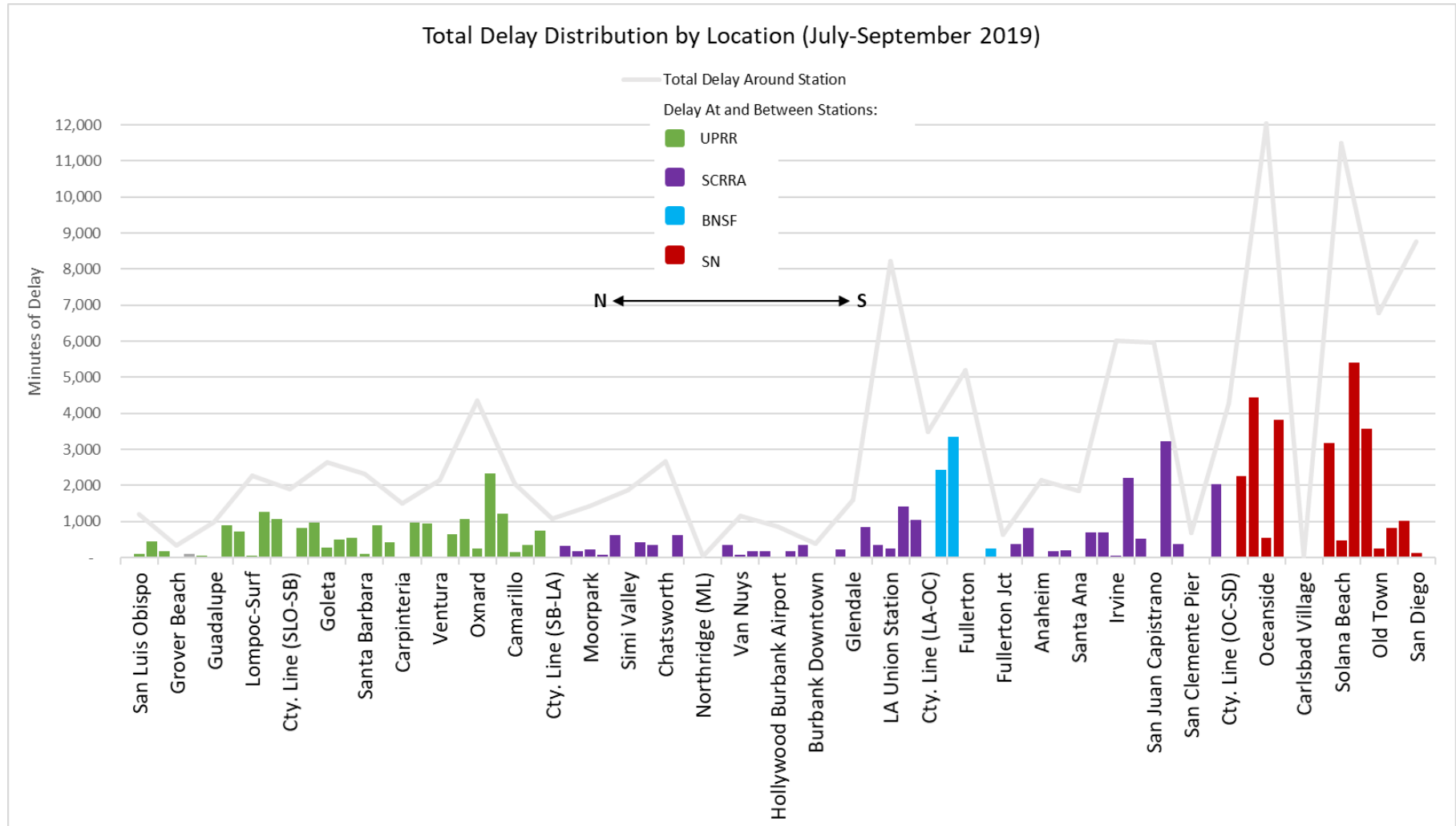
ADA	Passenger Related ADA
CAR	Car Failure
CCR	Cab Car Failure
CON	Hold for Connection
ENG	Locomotive Failure
HLD	Passenger Related
INJ	Injury Delay
ITI	Initial Terminal Delay
OTH	Misc
SVS	Servicing
SYS	Crew and System

### Third Party

DBS	Debris
NOD	Unused Recovery Time
POL	Police
TRS	Trespasser
WTR	Weather

- Train 785 continues to be responsible for about 25% of total initial terminal performance (ITP) delay minutes

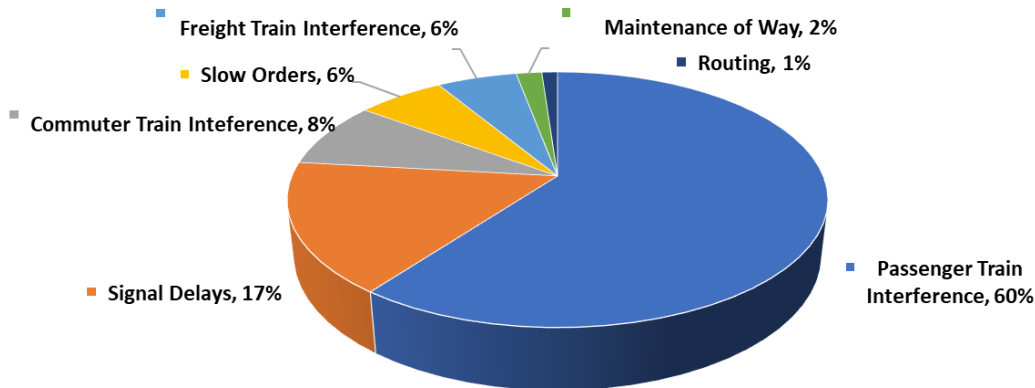
# Total Delay Distribution – By Location





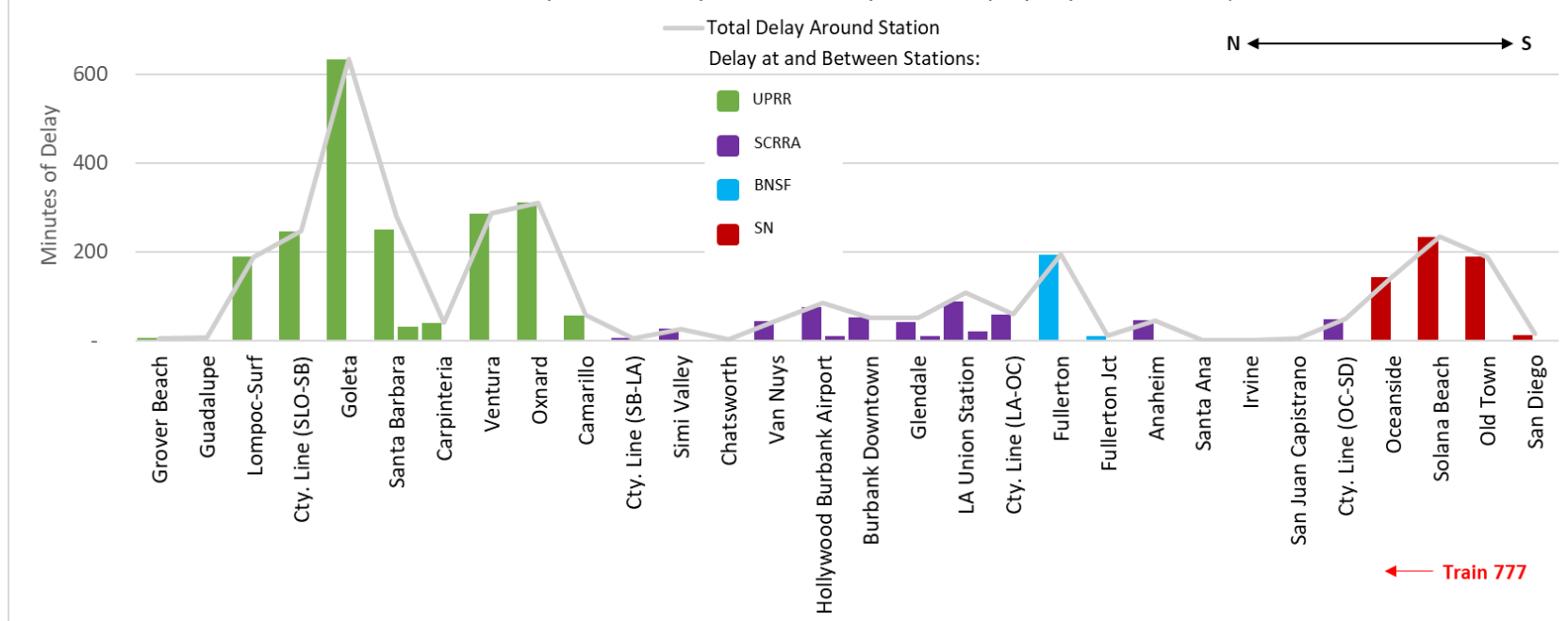
# Train 777 – Delay Analysis

Train 777 - Host Delay Distribution

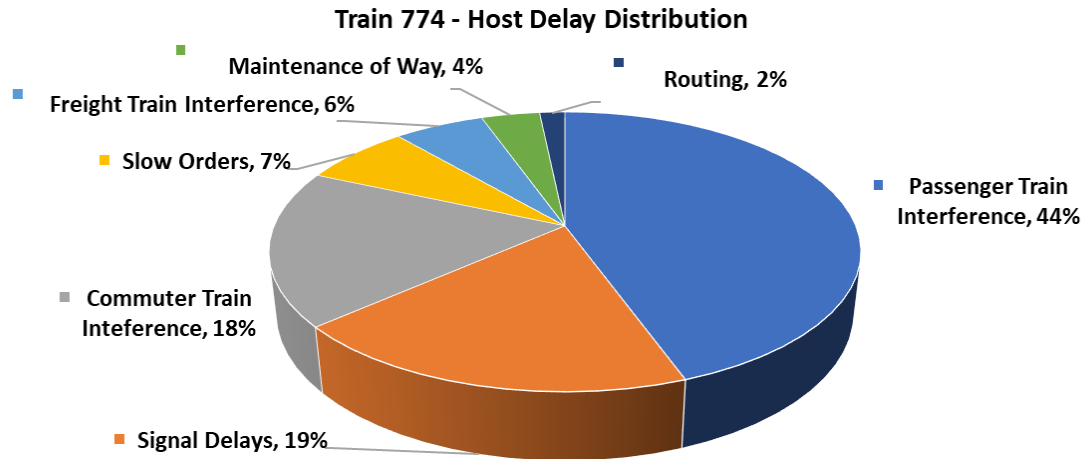


- For the quarter, 69 percent of total delay minutes (2,318) are Passenger Train Interference (PTI) and Commuter Train Interference (CTI)
- Majority of delays (61 percent) occur in Union Pacific territory
- PTI delays begin to increase at Oxnard and intensify as 777 travels north

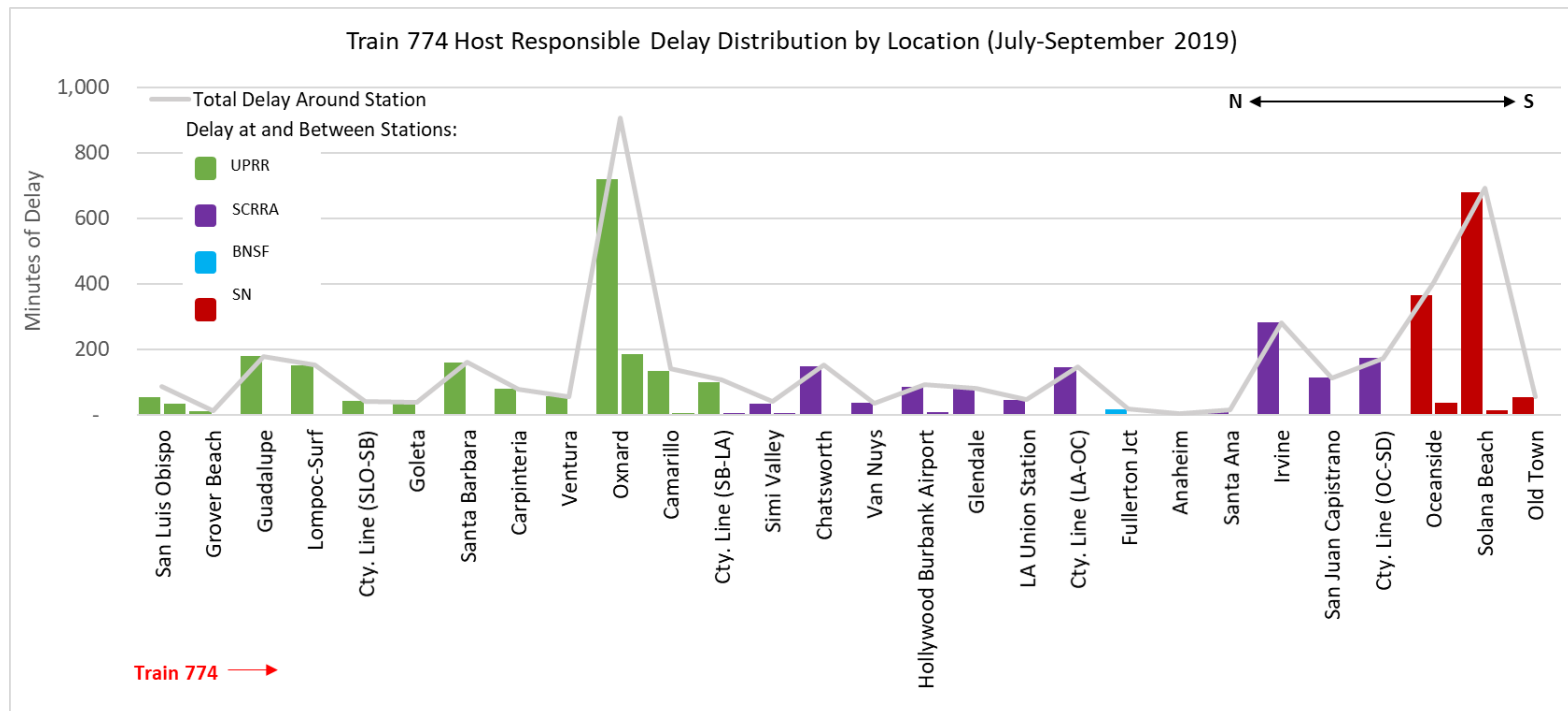
Train 777 Host Responsible Delay Distribution by Location (July-September 2019)



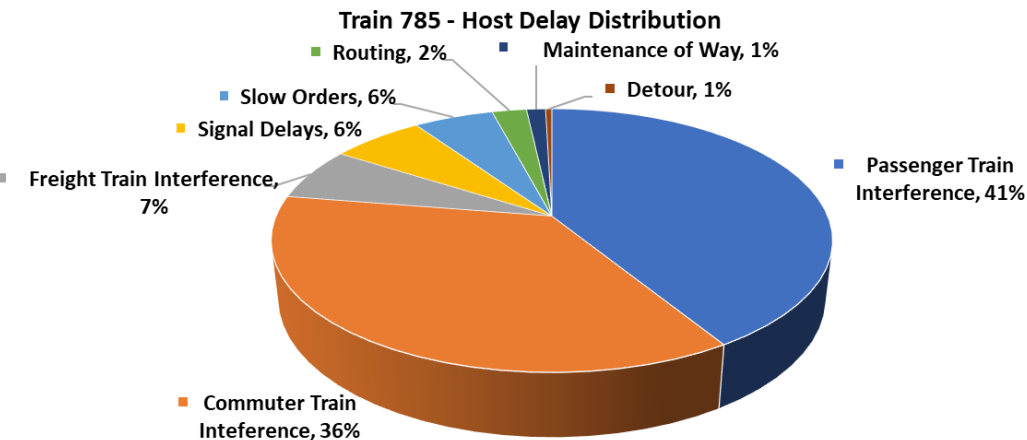
# Train 774 – Delay Analysis



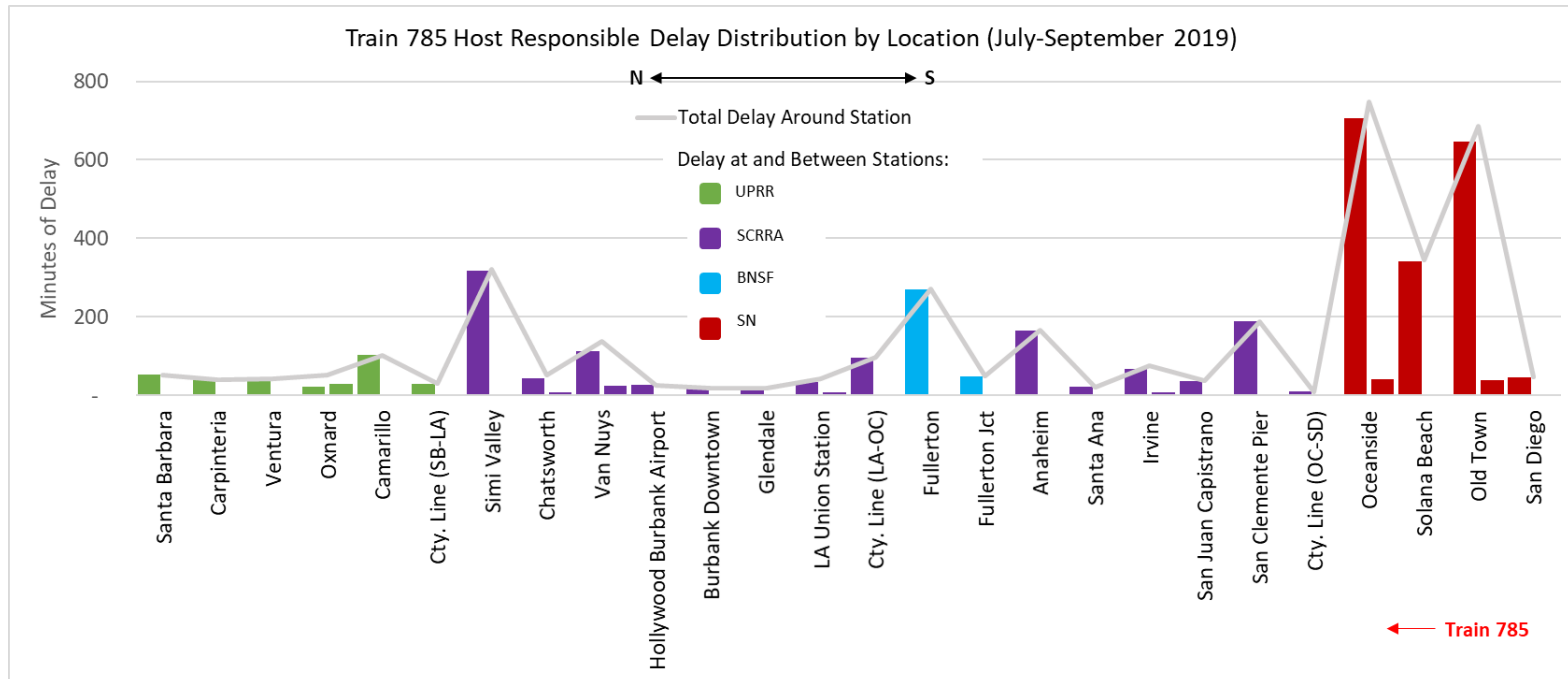
- For the quarter, 63 percent of total delay minutes (2,690) are PTI and CTI



# Train 785 – Delay Analysis



- For the quarter, 78 percent of total delay minutes (2,843) are PTI and CTI
- About Half (50%) of delays occurred in San Diego North County Transit District territory



# Conclusions – Q4

- The OTP trend has shown some improvement, though still short of the 90 percent metric
- Train 785 continues to have initial terminal performance issues related to late Train 774
- Train 777 experiencing significant issues with PTI north of Oxnard
- Host responsible delays for the quarter down by three percent vs. the prior year

# Questions