



LOSSAN
RAIL CORRIDOR AGENCY

BUSINESS PLAN

FY 2020-21 / FY 2021-22



Prepared for
California State
Transportation Agency

Table of Contents

Executive Summary	i
1. Introduction	1
2. Historical Performance of the Pacific Surfliner Service	6
3. Operating Plan and Strategies	10
4. Performance Standards and Metrics	16
5. Capital Improvements	26
6. Fare Policy	38
7. Network Integration, Coordination and High-Speed Rail	41
8. Passenger Amenities	46
9. Equipment	49
10. Marketing	56
11. Annual Funding and Separation of Funding	59
12. Government Relations and Legislative Advocacy	65
13. Safety and Security	67
14. Emerging Corridors	71
Glossary of Terms	75

EXECUTIVE SUMMARY

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority (JPA) formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo. On September 29, 2012, Governor Jerry Brown signed Senate Bill (SB) 1225 (Chapter 802, Statutes of 2012), which authorized the LOSSAN Agency to oversee the state-supported Pacific Surfliner intercity passenger rail service operating on the LOSSAN rail corridor, subject to approval of an interagency transfer agreement (ITA) with the State of California. The ITA became effective on July 1, 2015 and is currently executed through June 30, 2021. The Orange County Transportation Authority (OCTA) serves as the managing agency for the LOSSAN Agency and provides management and administrative support as outlined in the Administrative Support Agreement (ASA) between the LOSSAN Agency and OCTA.

The Pacific Surfliner service travels along a 351-mile coastal rail corridor through six counties in Southern California: San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo. It is currently the second busiest intercity passenger rail corridor in the United States, and the busiest state-supported Amtrak route. The LOSSAN Agency is governed by a Board of Directors (Board) composed of 11 voting members representing rail owners, operators, and planning agencies along the LOSSAN rail corridor, as well as four non-voting, ex-officio members, as detailed below.

Member Agencies

- San Diego Metropolitan Transit System (SDMTS)
- San Diego Association of Governments (SANDAG)
- North County Transit District (NCTD)
- OCTA
- Riverside County Transportation Commission (RCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Ventura County Transportation Commission (VCTC)
- Santa Barbara County Association of Governments (SBCAG)
- San Luis Obispo Council of Governments (SLOCOG)

Ex-Officio Members

- Amtrak
- California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT)
- California High-Speed Rail Authority (CHSRA)
- Southern California Association of Governments (SCAG)

As required by SB 1225, and per the terms of the ITA, the LOSSAN Agency must submit an annual business plan by April 1 of each year to the Secretary of the California State Transportation Agency (CalSTA). The primary purpose of the business plan is to identify the major goals and objectives for the LOSSAN Agency's management of the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during the upcoming two-year period. The business plan summarizes operations, service

levels, budget, and capital improvements that have contributed to the success of the Pacific Surfliner service and identifies improvements to sustain and grow its success moving forward.

Historical Performance of Pacific Surfliner Service

Since 1971, service on the Pacific Surfliner route between Los Angeles and San Diego has increased from the original six daily trips to the current level of 27 daily trips. The Pacific Surfliner is the busiest state-supported route in the entire Amtrak national system carrying 2.78 million passengers in federal fiscal year (FFY) 2018-19.

Since the early 2000s, ridership on the Pacific Surfliner service has increased significantly, and farebox recovery has exceeded 50 percent. Ridership peaked at nearly 3 million in FY 2016-17, following the reintroduction of the 12th roundtrip between Los Angeles and San Diego. Ridership in FFY 2017-18 and FFY 2018-19 has declined due in part to operational adjustments instituted to implement the morning peak-period service into Ventura and Santa Barbara counties. The introduction of the 13th roundtrip in FFY 2019-20 has shown positive growth in overall ridership.

Operating costs for the Pacific Surfliner service are funded through the Public Transportation Account, which is primarily supported through the state sales tax on diesel fuel. The annual operating subsidy for Pacific Surfliner service has remained relatively stable since FFY 2014-15, in part due to the transfer of Amtrak equipment lease costs from the operating agreement to a separate agreement between Amtrak and Caltrans, as well as LOSSAN Agency management actions to increase operating revenues. The subsidy rose in FFY 2018-19 due in part to the addition of morning peak-period service into Ventura and Santa Barbara counties.

Los Angeles, San Diego, Irvine, Oceanside, and Solana Beach are the busiest stations of the Pacific Surfliner route, accounting for more than half of total Pacific Surfliner ridership. On-time performance (OTP) has fluctuated over the past several years and continues to be lower than the 90 percent goal. Pacific Surfliner OTP averaged 71 percent for FFY 2018-19.



Operating Plan and Strategies

Amtrak operates 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips (the 700-series trains) extend north of Los Angeles to Santa Barbara and Goleta, with two roundtrips extending further north to serve San Luis Obispo. Amtrak Thruway bus connections supplement the train service on the LOSSAN rail corridor.

The Pacific Surfliner route includes 27 stations, 17 of which are between San Luis Obispo and Los Angeles, with the remaining 10 located south of Los Angeles in Orange and San Diego counties.

The ability to expand Pacific Surfliner service is constrained due to both equipment availability as well as existing access and shared-use agreements with the host railroads on which the Pacific Surfliner service operates. In FY 2018-19, the LOSSAN Agency worked with Amtrak and Caltrans DRMT to introduce the 13th Pacific Surfliner round trip between Los Angeles and San Diego. The LOSSAN Agency also plans to continue to grow the Pacific Surfliner Transit Transfer Program, which provides free connections between the Pacific Surfliner and local transit services.



In FY 2020-21 and 2021-22, the LOSSAN Agency will continue to work cooperatively with Caltrans DRMT to ensure sufficient state funding is provided to operate the Pacific Surfliner and Amtrak Thruway bus services, while exploring opportunities to enhance ridership, revenue, and OTP. During this timeframe, the LOSSAN Agency and Amtrak anticipate introducing an additional roundtrip between San Diego and Los Angeles. New service north of Los Angeles is also planned, contingent on securing the necessary agreements with UPRR. In addition, the LOSSAN Agency is completing a service optimization study to establish a two- and five-year strategy to optimize service in the LOSSAN rail corridor and will continue to pursue service expansions to accommodate seasonal and event-related travel demand.

During the next two FYs, the LOSSAN Agency will continue to identify and evaluate root causes for major delays, review crew and equipment utilization, and seek improvements to service disruption responses and recovery while also enhancing connectivity with local transit services.



Performance Standards and Metrics

As required by SB 1225, CalSTA has established a set of uniform performance standards (UPS) for the three state-supported intercity passenger rail corridors, including the Pacific Surfliner service, to control cost and improve efficiency. The proposed performance measures fall into three major categories (usage, cost efficiency, and service quality) and include: passenger miles, ridership, farebox recovery, cost per passenger mile, endpoint OTP, all-stations OTP, and operator responsible delays per 10,000 train miles.

In FFY 2018-19, the Pacific Surfliner service saw a 5.8 percent decrease in ridership, a 1.6 percent decrease in revenue, a 2.1 percent decrease in passenger miles, and a farebox recovery of 70.2 percent. The ridership decline was anticipated and is partly a result of the operational and service adjustments that have been implemented in support of peak-period service between Los Angeles and Ventura and Santa Barbara counties, as well as closures impacting the Pacific Surfliner service due to planned track work and unplanned weather events. Endpoint on-time performance continued to lag behind the goal of 90 percent, averaging 71 percent in FFY 2018-19.

Capital Improvements

Though much progress has been made over the years, many segments of the LOSSAN rail corridor are still limited by the lack of passing sidings or second main tracks. There are currently more than \$10 billion in unfunded capital needs that have been identified on various portions of the LOSSAN rail corridor, including additional track capacity, station improvements, and signal and communications improvements.

The LOSSAN Agency continues to coordinate with member agencies and station owners to pursue funding opportunities that bring benefits to the larger rail corridor. As part of that effort, the LOSSAN Agency has worked with key stakeholders to update its Capital Improvement Program (CIP). The CIP compiles all identified projects into a comprehensive list. While each member agency or host railroad is responsible for the implementation of its respective capital

improvement projects, the LOSSAN Agency takes a lead role in funding and legislative pursuits, with a focus on leveraging existing funds to advance capital projects that have a corridorwide benefit. In addition to the major capital improvements planned for the LOSSAN rail corridor, the state annually allocates approximately \$500,000 to cover minor projects, such as station improvements, signage, and minor safety enhancements. The LOSSAN Agency has been allocated the first two years of State Rail Assistance funding, totaling \$8.3 million, with additional funding expected in future years. Finally, the LOSSAN Agency has been awarded more than \$270 million in funding through the state's Transit and Intercity Rail Capital Program (TIRCP) for capital and operational improvements along the LOSSAN rail corridor.

Fare Policy

Pacific Surfliner trains currently offer travel in unreserved coach class and reserved business class. Fares are largely static year-round with the exception of slight increases on select holidays during peak travel periods. Amtrak also offers discounted multi-ride tickets, discounts for group travel, as well as a Rail 2 Rail Program that allows Metrolink and COASTER commuter rail pass holders to ride Pacific Surfliner trains at no additional cost, subject to certain restrictions. The last fare increase on the Pacific Surfliner service took place in June 2013, and a fare restructuring was implemented in March 2018, which normalized fares to eliminate inconsistent pricing methodology and application of discounts along the Pacific Surfliner route.



In the coming year, the LOSSAN Agency will explore a variety of opportunities to increase fare revenue without raising fares, while maintaining and expanding ridership, including promotion of transit transfers, a new small group discount, partnerships with major destinations/attractions, enhanced loyalty programs, and continuation of special event service.

Network Integration and High-Speed Rail

An integrated passenger rail network is a key initiative included in the 2018 California State Rail Plan, with the goal to plan and implement a statewide passenger rail system that maximizes the performance potential of intercity passenger rail as a time- and cost-competitive travel option for meeting the state's transportation needs.

The LOSSAN Agency works in close coordination with CalSTA, Caltrans DRMT, transit and rail operators along the LOSSAN rail corridor, and other stakeholders on efforts to improve rail and transit connections. This includes working to create an integrated passenger rail and transit network with coordinated schedules, which will provide additional travel options throughout the state, allowing passengers to seamlessly transfer from service to service to reach their desired destinations. The LOSSAN Agency will continue to work with its partner agencies to improve rail service through service optimization and modeling efforts, joint funding pursuits, and coordinated ticketing and dispatch policies.

The passenger rail services along the LOSSAN rail corridor act as a backbone for transportation throughout the California coastal region. As such, the LOSSAN rail corridor will provide critical connections and feeder/distributor service to support and compliment any future high-speed rail (HSR) service. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service and must be planned carefully to build upon the existing success of the Pacific Surfliner service.

Passenger Amenities

The Pacific Surfliner offers its passengers a variety of amenities and tools in an effort to improve the overall travel experience. The LOSSAN Agency plans to pursue a number of strategies for enhancing passenger amenities in the coming two years. Key priorities for FY 2020-21 and FY 2021-22 include enhancements to on-board and station amenities, including business class service, customer communications, food and beverage offerings, joint promotions, seating availability notifications, service disruption response, special event service, train status information, transit connectivity, Wi-Fi improvements, and passenger information and station improvements.



Equipment

The Pacific Surfliner fleet currently consists of 10 train sets to operate 27 daily trains. Of the 49 bi-level cars that are dedicated to the Pacific Surfliner service, 10 are owned by Caltrans DRMT and the remaining 39 are owned by Amtrak. Caltrans also leases approximately 19 Amtrak Superliner bi-level cars to supplement the Pacific Surfliner fleet. As of 2018, 10 of these Superliner cars are regularly used on the Pacific Surfliner service as a second business class car for additional business class seating. Caltrans DRMT also leases 14 Amtrak-owned single-level Amfleet and Horizon cars, as well as two converted F40 Cab Cars.

Beginning in 2018, Caltrans DRMT and the LOSSAN Agency started to phase out the older Amtrak-owned Electro-Motive F-59PHI locomotives that had provided power on the Pacific Surfliner service since 1998, and replaced them with new 4,400 horsepower (HP) state-owned Siemens Charger SC-44 locomotives. New single-level state-owned railcars are expected to be available beginning in late 2020, and the LOSSAN Agency is currently working with Caltrans DRMT and the other two state-supported corridors to finalize a deployment plan for the new cars.



Amtrak staff is responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating contract with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet, particularly the 10 state-owned railcars, and the 14 state-owned Charger locomotives.

Marketing

The proposed Pacific Surfliner marketing program for FY 2020-21 continues to focus on optimizing existing marketing efforts while continuing to grow awareness, ridership and revenue. The LOSSAN Agency's efforts to create awareness and generate interest in the Pacific Surfliner service include a broad range of marketing activities from communicating critical rider information and engaging with audiences through various channels to launching new service promotions and working to increase revenue related to key business objectives.

Marketing tactics will include traditional and digital advertising, as well as video, social media, email blasts, field marketing, and a state-of-the-art, customer-oriented digital experience. Marketing strategies will include strengthening the Pacific Surfliner brand, building new marketing tools and content, enhancing passenger communications, forming strategic partnerships to enhance destination-based marketing, and implementing targeted public relations campaigns. The new PacificSurfliner.com digital platform was launched in early 2019 and allows marketing efforts the flexibility to keep pace with changing customer expectations. All marketing activities and expenditures will be measured to determine efficiency and effectiveness, including the ability to drive sales referrals from PacificSurfliner.com to Amtrak.com.

Annual Funding and Separation of Funding

The primary purpose of the business plan is to guide the allocation of funds necessary for the LOSSAN Agency to administer, operate, maintain equipment, and market the Pacific Surfliner service.

The total net State operating subsidy for FY 2020-21 is projected to be \$49,390,230. Included in the net operating subsidy is an additional revenue and expense estimate for the implementation of a 14th round trip between San Diego and Los Angeles and 3rd round trip between Los Angeles and San Luis Obispo. Total Amtrak operating costs are estimated assuming a 7 percent budget assumption increase over the prior year forecast (which is consistent with consumer price index increases and year over year average route cost trends). Total projected fare revenue is estimated using a 3 percent budget assumption increase, consistent with LOSSAN Agency Board approved budget assumptions.

Caltrans DRMT has executed an agreement with Amtrak to directly fund equipment capital charges for the Amtrak-owned railcars and locomotives used on the state-supported services, as a result, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency. The budget also includes \$500,000 for minor capital projects, including station improvements, signage, and minor safety and security enhancements, as well as state grant revenues for capital and operational improvements.

In addition to the operating payment to Amtrak, the state will also fund the administration and marketing of the Pacific Surfliner service. The FY 2020-21 administrative funding is proposed at \$6,830,782. Included in this amount is \$5,852,282 for managing agency administrative salaries at fully burdened rates. Four additional full-time administrative positions are requested including a Deputy Managing Director, Project Manager, Transportation Funding Analyst and Accounting Analyst Associate, bringing the total staffing level to 18 full-time positions. The managing agency overhead is assumed at the current rate, as well as administrative employee performance-based salary increases consistent with OCTA's proposed FY 2020-21 budget and personnel and salary resolution.

The FY 2020-21 proposed administrative funding request for legal, travel, insurance, memberships dues and banking fees is \$178,500, while the proposed funding level for professional services is \$800,000. This amount includes \$450,000 to fund audit, insurance brokerage and on-call consulting services for planning, modeling, project and construction management. The professional services amount also includes \$350,000 to fund as needed environmental and design consulting services.

The FY 2020-21 marketing funding request is proposed at \$2,000,000 (consistent with the FY 2019-20 amount), plus the utilization of any prior year marketing surplus funds. The LOSSAN Agency will include the estimated amount of any marketing surplus funds in the updated funding request which will be submitted by June 30, 2020.

To ensure state funding for the Pacific Surfliner service is kept separate from funding for OCTA projects and programs, a separation of funding has been established within the LOSSAN managing agency.

Government Relations and Advocacy

One of the benefits gained through local governance of the Pacific Surfliner service by the LOSSAN Agency is added flexibility in advocating for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services.

The annual legislative program adopted by the LOSSAN Board provides overall guidance to LOSSAN Agency advocacy activities, and staff will continue to provide regular legislative updates and bill analyses to the LOSSAN Board consistent with that program. The 2020 LOSSAN Legislative Program provides detail on legislative priorities, including:

- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the LOSSAN rail corridor, including funds made available by the federal rail title and ensuring eligibility for the LOSSAN Agency to compete for state funding, such as funding through SB1 and the cap-and-trade program.
- Support efforts to further enhance connectivity of regional rail and local transit services within the LOSSAN rail corridor.
- Continue to study and advance infrastructure and service improvement projects/programs.

At the local level, LOSSAN Agency staff will continue to work with LOSSAN member agencies, local communities, and stakeholder organizations to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Increased awareness of these services by local officials can then be leveraged to back consensus based operational improvements and policy activities.

Safety and Security

Protecting the safety and security of passenger rail service is key to attracting and retaining riders and ensuring efficient operation of passenger trains on the LOSSAN rail corridor. The goal of the LOSSAN Agency safety program is to instill a comprehensive safety culture that will govern all of the activities associated with the operations and maintenance of the service, while efficiently meeting operational performance goals. The Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC) are responsible for overseeing general railroad safety along the LOSSAN rail corridor.

The LOSSAN Agency primarily serves in an oversight and coordination role with regard to safety and security aboard trains, relying on the extensive on-board safety and security programs and policies put in place by Amtrak. Pacific Surfliner passengers benefit from the Amtrak security program, specifically the services of the Amtrak Police Department.

The LOSSAN Agency will continue to attend regularly scheduled safety meetings hosted by Amtrak for front-line employees to reiterate that safety is the first priority in delivering Pacific Surfliner service. Amtrak is responsible for all required reporting of safety data to federal, state, and local agencies, including FRA and CPUC. All cab cars and locomotives are equipped with a “forward facing” camera system to aid in accident investigation. The

LOSSAN Agency will continue to work with right-of-way owners and rail operators to enhance safety and response to incidents along the right-of-way. Public information efforts will include both traditional and social media to build awareness of rail safety.

Emerging Corridors

In addition to administering the existing Pacific Surfliner rail service, the LOSSAN Agency will continue to work with member agencies to study and pursue expansion opportunities on emerging corridors that provide connectivity within southern California and beyond. Specifically, the LOSSAN Agency expects to focus on connectivity to the eastern communities throughout Riverside County and the Coachella Valley, and coastal communities up to San Luis Obispo and north to the San Francisco Bay Area. These connections will provide seamless travel opportunities by rail throughout the region and state. System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.



Chapter 1: Introduction

The LOSSAN Agency's annual business plan for FY 2020-21 and FY 2021-22 identifies the LOSSAN Agency's major goals and objectives for management of the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during that two-year period.

SB 1225 (Chapter 802, Statutes of 2012), approved in September 2012, authorized the LOSSAN Agency to assume responsibility for management and administration of the state-supported Pacific Surfliner service, subject to negotiation of an ITA with the State of California. The initial ITA took effect on July 1, 2015 for a three-year period ending on June 30, 2018. The ITA was subsequently renegotiated for an additional three-year term effective July 1, 2018 through June 30, 2021. Over the past several years, the LOSSAN Agency has implemented a number of initiatives aimed at improving the passenger experience on the Pacific Surfliner while also increasing ridership and revenue. The LOSSAN Agency looks forward to continuing to work with the state, Amtrak, and LOSSAN member agencies to ensure the Pacific Surfliner remains a safe, reliable, and cost-effective transportation alternative that is well-integrated with connecting transit services and the state's other two intercity passenger rail corridors.

Overview of the LOSSAN Rail Corridor

The Pacific Surfliner service travels along the 351-mile LOSSAN rail corridor through six counties in Southern California (San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo). It is the busiest state-supported, Amtrak-operated intercity passenger rail service in the nation. The LOSSAN rail corridor is made up of seven different right-of-way (ROW) owners, including both public agencies and freight railroads (See Table 1.1 and Figure 1.1), and is used by five different passenger rail and freight services (Amtrak, COASTER, Southern California Regional Rail Authority (Metrolink), BNSF, and UPRR).

Table 1.1: LOSSAN Rail Corridor ROW Owners

Owner	Route Miles
SDMTS	22
NCTD	38
OCTA	42
BNSF	21
Metro	36
VCTC	16
UPRR	176
Total	351

Overview of the LOSSAN Agency

The LOSSAN Agency is a JPA originally formed in 1989 for the primary purpose of improving passenger rail service along the LOSSAN rail corridor. It is tasked with increasing ridership, revenue, capacity, reliability, coordination, and safety on the rail line between San Diego, Los Angeles, and San Luis Obispo. The LOSSAN Agency is governed by an 11-member Board

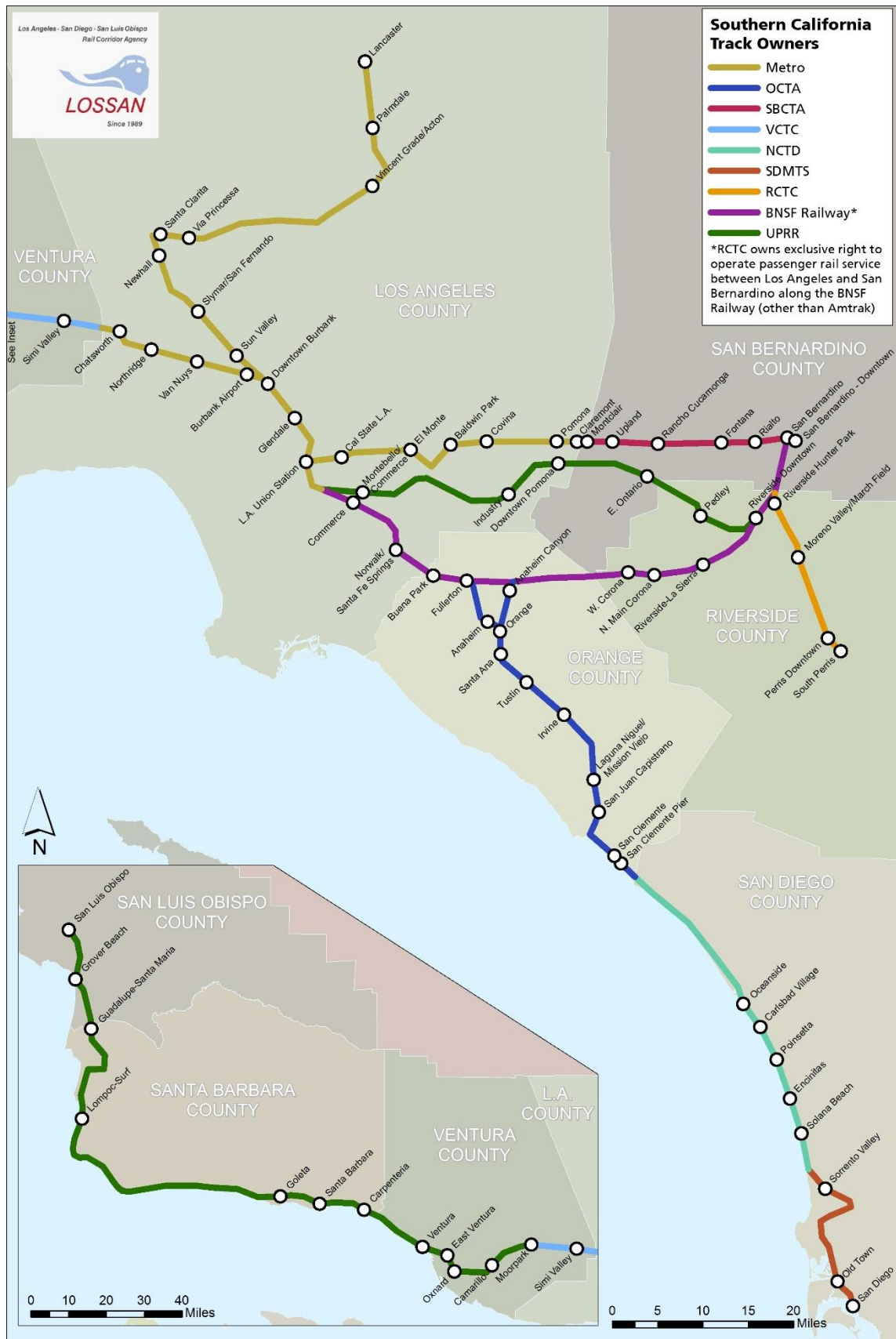
comprised of officials representing rail owners, operators, and planning agencies along the LOSSAN rail corridor. The LOSSAN Board includes representatives from nine member agencies (Metro, NCTD, OCTA, RCTC, SANDAG, SDMTS, SLOCOG, SBCAG, and VCTC). Amtrak, Caltrans DRMT, CHSRA, and SCAG are non-voting, ex-officio members of the LOSSAN Board.

OCTA was selected as the managing agency of the LOSSAN Agency in August 2013, following a competitive request for proposals. As the managing agency, OCTA provides all management and administrative support for the LOSSAN Agency as outlined in the ASA created between the LOSSAN Agency and OCTA. The LOSSAN Agency currently consists of 14 full-time positions, with two additional positions being requested as part of the FY 2020-21 business plan and budget.

Consistent with the requirements of the ITA, the LOSSAN Agency must submit an annual business plan by April 1 of each year to the Secretary of CalSTA. The LOSSAN Agency business plan must be reviewed and approved by the Secretary and is used to develop an annual appropriation request to the state legislature. As required by SB 1225, the LOSSAN Agency business plan is consistent with the 2018 California State Rail Plan developed by Caltrans DRMT as well as the 2018 CHSRA Business Plan.

The ITA, consistent with the provisions of SB 1225, requires the LOSSAN Agency to maintain the existing Pacific Surfliner service and facilities, and to implement service expansions as warranted by ridership demand and available revenue. The ITA further requires that the state will provide the funding necessary for service operations, administration, and marketing of the Pacific Surfliner service. Caltrans DRMT remains responsible for the development of the California State Rail Plan, and the coordination and integration between the three state-supported intercity passenger rail services, as outlined in the ITA.

Figure 1.1: LOSSAN Rail Corridor ROW Owners



Agency Roles and Responsibilities

The following list provides a summary of the agencies involved in providing passenger rail service along the LOSSAN rail corridor, and those that the LOSSAN Agency will continue to coordinate with in managing the Pacific Surfliner service.

LOSSAN Agency: JPA legislatively permitted to assume administrative and oversight responsibility of the state-supported Pacific Surfliner intercity passenger rail service on the LOSSAN rail corridor effective July 1, 2015.

LOSSAN Member Agencies: The LOSSAN Agency is comprised of nine voting member agencies. The member agencies are key partners that provide important technical and policy input at both the Technical Advisory Committee (TAC) and Board level.

CalSTA: State office responsible for the funding and oversight of California's three state-supported intercity rail corridors, as well as CHSRA, and oversight of state grant programs such as State Rail Assistance and the Transit and Intercity Rail Capital Program.

Caltrans DRMT: The department within Caltrans that is responsible for development of the State Rail Plan, development of a fleet management plan for the state-owned rail equipment, and overall funding for and coordination with the three state-supported intercity rail corridors.

Amtrak: The contracted operator of the state-supported Pacific Surfliner service and owner of the majority of the rail cars currently utilized in providing Pacific Surfliner service.

Capitol Corridor JPA (CCJPA): Responsible for the administration and oversight of the state-supported Capitol Corridor intercity passenger rail service between San Jose, Oakland, Sacramento, and Auburn. It was the first non-state agency to assume administrative responsibility and oversight for state-supported passenger rail service in California in 1998. Bay Area Rapid Transit was selected as the managing agency for this rail corridor to act on behalf of the CCJPA, similar to OCTA's role on behalf of the LOSSAN Agency.

San Joaquin JPA (SJJPA): Administers the state-supported San Joaquin intercity passenger rail service between Bakersfield, Stockton, Oakland, and Sacramento. The San Joaquin Regional Rail Commission was selected as the managing agency for this rail corridor to act on behalf of the SJJPA, similar to OCTA's role on behalf of the LOSSAN Agency.

OCTA: Selected by the LOSSAN Agency Board as the managing agency for the LOSSAN agency, responsible for providing administrative services and daily management of the Pacific Surfliner service.

In addition to the agencies listed above, there are a number of stakeholders who are engaged with the LOSSAN Agency on an ongoing basis. These stakeholders include rail operators such as SCRRA, NCTD, and the freight railroads, as well as ROW owners along the rail corridor and the CHSRA. A list of those additional stakeholders is provided below:

Rail Operators

SCRRA (operator of Metrolink)

NCTD (operator of COASTER)

BNSF

UPRR

Amtrak

ROW Owners

BNSF

UPRR

NCTD

Metro

OCTA

VCTC

SDMTS

Regional Planning Agencies

SANDAG

SBCAG

SLOCOG

SCAG

Others Key Stakeholders/Partners

CHSRA

Coast Rail Coordinating Council (CRCC)

Coachella Valley Technical Advisory Committee

FRA

Members of the California State Legislature

Members of the United States Congress

Pacific Surfliner station cities and local elected officials

Rail Passenger Association of California and other transit/rail advocacy groups

Current and prospective rail passengers

Chapter 2: Historical Performance of the Pacific Surfliner Service

Overview

California is home to three of the most successful state-supported intercity passenger rail services operated by Amtrak. Combined, the Pacific Surfliner, Capitol Corridor, and San Joaquins intercity passenger rail services carry more than 5.6 million passengers each year (See Figure 2.1). These routes represent three of the five busiest state-supported rail services in the entire Amtrak national system: Pacific Surfliner at No. 1 with 2.78 million passengers per year, the Capitol Corridor at No. 2 with 1.78 million passengers per year, and the San Joaquins Corridor at No. 5 with 1.07 million passengers per year.¹ California's investment in intercity passenger rail service operations and capital projects over the past four decades has led the state to boast the highest Amtrak ridership of any state in the country, with the three state-supported corridors being responsible for 17 percent of the ridership of the entire Amtrak national system.

History of Pacific Surfliner Service

From May 1971, when Amtrak assumed operation, through 2019, service increased from the original six daily trips to 27 daily Pacific Surfliner trips. Of these 27 trains, 17 operate between San Diego and Los Angeles, five between San Diego and Santa Barbara/Goleta, four between San Diego and San Luis Obispo, and one from Los Angeles to Goleta. The growth and geographic limits of round trips over time are detailed in Figure 2.2.

The corridor is complemented by state-funded Amtrak Thruway buses, which provide scheduled connections to the Central Coast, Bay Area, Coachella Valley, and to the San Joaquins intercity rail corridor via Bakersfield. Two Amtrak long-distance trains (the Coast Starlight and Southwest Chief) also traverse portions of the LOSSAN rail corridor.

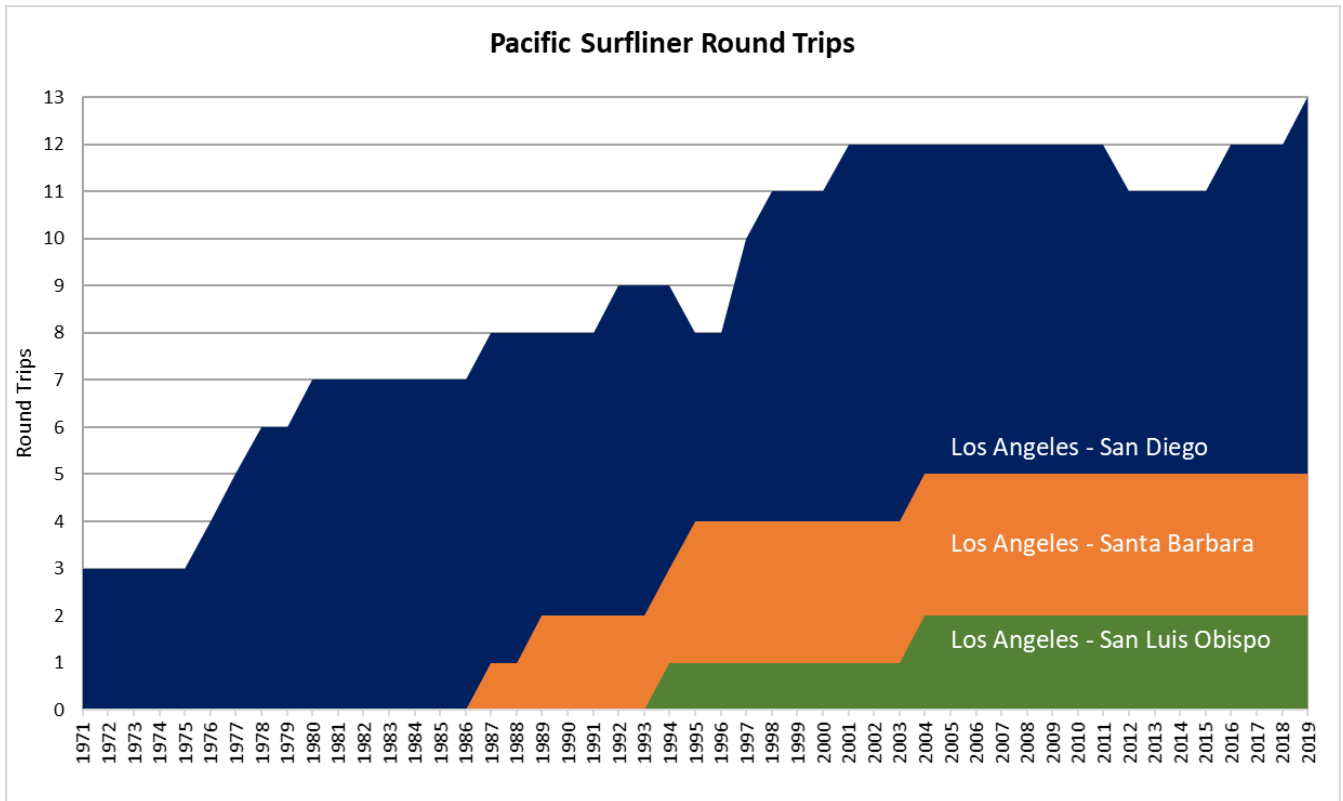
Figure 2.1: California Intercity Passenger Rail Routes



Source: Caltrans, 2015

¹ Amtrak Route Ridership and Gross Ticket Revenue, September 2019

Figure 2.2: Pacific Surfliner Service Growth



Source: LOSSAN Agency, 2019

For the purposes of reporting performance, FFY will be used, as this corresponds to Amtrak's reporting period.

Pacific Surfliner Funding

Table 2.1: Pacific Surfliner State Operating Subsidy

FFY	Actual State Subsidy
2014-15	\$ 30,908,066
2015-16	\$ 21,431,814
2016-17	\$ 21,823,291
2017-18	\$ 26,498,546
2018-19	\$ 35,977,180

Source: Amtrak, 2019

As shown in Table 2.1, the annual operating subsidy for Pacific Surfliner service has remained relatively stable between FFY 2014-15 and FFY 2017-18, in part due to the transfer of Amtrak equipment lease costs from the operating agreement to a separate agreement between Amtrak and Caltrans, as well as LOSSAN Agency management actions to increase operating revenues. The subsidy rose in FFY 2018-19 due in part to the addition of morning peak-period service into Ventura and Santa Barbara counties. The Santa Barbara County Association of Governments provides partial reimbursement of the additional operating costs as well as a fare buydown. These additional revenues are not reflected in the state subsidy.

Historical Ridership and Revenue Performance

Table 2.2 shows annual ridership and financial performance data from FFY 1976-77 (when state-supported service began) through FFY 2018-19. Ridership and farebox recovery climbed steadily through the early 1990s with the farebox recovery ratio near or over 100 percent for six consecutive years. Ridership in the 1990s peaked at 1.8 million in FFY 1992-93.

Table 2.2: Pacific Surfliner Historic Performance

FFY	Ridership	Revenue	Expenses	Farebox Recovery	FFY	Ridership	Revenue	Expenses	Farebox Recovery
1976-77	607,976	\$ 598,140	\$ 1,662,714	36.0%	1998-99	1,563,275	\$ 16,401,625	\$ 40,391,845	40.6%
1977-78	753,246	\$ 1,446,036	\$ 3,768,065	38.4%	1999-00	1,567,318	\$ 17,883,725	\$ 37,497,489	47.7%
1978-79	967,316	\$ 2,203,403	\$ 4,333,602	50.8%	2000-01	1,661,704	\$ 20,430,153	\$ 38,215,732	53.5%
1979-80	1,218,196	\$ 3,341,561	\$ 5,536,840	60.4%	2001-02	1,742,768	\$ 20,922,453	\$ 39,374,190	53.1%
1980-81	1,238,135	\$ 4,032,480	\$ 6,572,539	61.4%	2002-03	2,030,491	\$ 22,247,564	\$ 42,331,531	52.6%
1981-82	1,167,718	\$ 4,097,254	\$ 6,607,395	62.0%	2003-04	2,307,010	\$ 24,559,183	\$ 45,300,782	54.2%
1982-83	1,131,146	\$ 4,094,750	\$ 6,928,334	59.1%	2004-05	2,454,396	\$ 26,660,048	\$ 48,105,899	55.4%
1983-84	1,221,256	\$ 4,842,400	\$ 6,337,083	76.4%	2005-06	2,655,490	\$ 31,604,715	\$ 55,570,797	56.9%
1984-85	1,240,003	\$ 5,410,502	\$ 6,411,308	84.4%	2006-07	2,685,194	\$ 34,753,372	\$ 58,389,864	59.5%
1985-86	1,394,320	\$ 5,658,915	\$ 6,424,634	88.1%	2007-08	2,835,132	\$ 37,266,009	\$ 60,444,082	61.7%
1986-87	1,461,003	\$ 6,072,523	\$ 6,510,113	93.3%	2008-09	2,696,951	\$ 34,857,678	\$ 61,635,574	56.6%
1987-88	1,661,512	\$ 8,223,462	\$ 7,859,783	104.6%	2009-10	2,614,777	\$ 35,822,186	\$ 67,012,735	53.5%
1988-89	1,717,539	\$ 11,458,084	\$ 10,563,459	108.5%	2010-11	2,746,320	\$ 38,739,760	\$ 69,156,690	56.0%
1989-90	1,746,673	\$ 12,189,942	\$ 11,808,251	103.2%	2011-12	2,664,935	\$ 42,884,431	\$ 74,494,543	57.6%
1990-91	1,791,781	\$ 13,306,307	\$ 13,364,150	99.6%	2012-13	2,670,613	\$ 64,446,130	\$104,521,098	61.7%
1991-92	1,673,107	\$ 13,152,063	\$ 13,245,924	99.3%	2013-14	2,681,173	\$ 69,013,726	\$102,843,812	67.1%
1992-93	1,810,572	\$ 13,692,612	\$ 13,254,709	103.3%	2014-15	2,827,134	\$ 75,836,869	\$106,744,935	71.0%
1993-94	1,699,882	\$ 12,725,094	\$ 14,017,591	90.8%	2015-16	2,924,117	\$ 79,465,847	\$100,897,661	78.8%
1994-95	1,464,577	\$ 11,805,859	\$ 16,061,849	73.5%	2016-17	2,989,871	\$ 83,016,156	\$104,839,447	79.2%
1995-96	1,480,674	\$ 13,553,553	\$ 23,983,026	56.5%	2017-18	2,946,239	\$ 86,319,147	\$112,817,693	76.5%
1996-97	1,617,641	\$ 14,804,355	\$ 39,563,546	37.4%	2018-19	2,776,654	\$ 84,953,373	\$120,930,553	70.2%
1997-98	1,624,693	\$ 15,194,498	\$ 44,769,723	33.9%					

*FFY 2019 based on preliminary unaudited data

Source: Amtrak, 2019

Since the early 2000s, ridership on the Pacific Surfliner service has increased significantly, offsetting the initial impacts of the introduction of commuter rail services. Farebox recovery has exceeded 50 percent since FFY 2000-01 and remained above 70 percent since FFY 2014-15. Ridership reached two million in FFY 2002-03, and the introductions of the Rail 2 Rail program with Metrolink in September 2002, and with COASTER in April 2008, respectively, were associated with additional increases in ridership.

As a result of the significant economic recession affecting the nation, Pacific Surfliner ridership declined each year between FFY 2007-08 and FFY 2009-10. Amtrak service was reduced during

this time. By FFY 2014-15, Pacific Surfliner ridership recovered to pre-recession ridership levels, even though fewer train trips were operated compared to prior years.

With the reintroduction of the 12th roundtrip between Los Angeles and San Diego in FFY 2016-17, all-time ridership peaked at nearly three million, and farebox recovery exceeded 79 percent. In FFYs 2017-18 and 2018-19 ridership declined by 1.5 percent and 5.8 percent, respectively, ending with **2.78 million annual riders** in FFY 2018-19 and a farebox recovery of 70.2 percent. Chapter 4 includes additional analysis on the recent ridership decreases, which were in part due to the operational adjustments instituted to make the morning peak-period service into Ventura and Santa Barbara counties possible.

On-Time Performance (OTP)

Table 2.3: Historical Pacific Surfliner Endpoint OTP

FFY	Endpoint OTP
2014-15	77.9%
2015-16	78.0%
2016-17	68.7%
2017-18	77.4%
2018-19	71.0%

Source: Amtrak, 2019

OTP is an important measure of service quality and passenger satisfaction. For the Pacific Surfliner service, endpoint OTP is defined as arrival at the endpoint station within 15 minutes of scheduled arrival times. Corridor-wide OTP is calculated by taking the total number of trains arriving on time at the end point of the run divided by the total number of trains operated on the route.

The intercity passenger rail Uniform Performance Standards (UPS) approved by the Secretary of Transportation set a 90 percent endpoint OTP goal. Train delays are recorded by the conductor in minutes on a delay report form and categorized by specific cause. Additional details on OTP and efforts to achieve the 90 percent endpoint OTP goal are discussed in Chapter 4.

Historical Pacific Surfliner endpoint OTP from FFY 2014-15 to FFY 2018-19 is summarized in Table 2.3. In FFY 2018-19, **OTP averaged 71 percent**.

Chapter 3: Operating Plan and Strategies

Existing Train Service and Planned Expansions

Currently, Amtrak operates 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips (the 700-series trains) extend north of Los Angeles to serve Santa Barbara and Goleta, with two of those roundtrips extending further north to serve San Luis Obispo. Dedicated Amtrak Thruway bus connections supplement the train service on the LOSSAN rail corridor by providing transportation to and from Santa Barbara and San Luis Obispo and points north along the Central Coast to Oakland to connect with the Capitol Corridor, as well as transportation between Fullerton and points east to the Coachella Valley, and between Los Angeles and Bakersfield to connect with the San Joaquin Corridor.

The ability to expand Pacific Surfliner service has historically been constrained due to both equipment availability as well as existing access and shared-use agreements with the host railroads on which the Pacific Surfliner operates. On the 351-mile LOSSAN rail corridor, the Pacific Surfliner operates over four host railroads that include UPRR, Metrolink, BNSF, and NCTD. Service expansion along the UPRR and BNSF is based on specific capital investments identified by the host railroad to allow for increased capacity. With the completion in October 2019 of the third main track along the BNSF between Los Angeles and Fullerton a 13th roundtrip between Los Angeles and San Diego was implemented for the Pacific Surfliner service, and additional service is planned for the near future.

The award of approximately \$147 million in TIRCP grant funds in 2018 for the LOSSAN Agency's "Building UP" application, has also allowed efforts to move forward to implement the necessary capacity enhancements north of Los Angeles on the UPRR as well, allowing for additional roundtrips to be extended north to Santa Barbara and San Luis Obispo.

Stations

The Pacific Surfliner services 27 stations (Figure 3.1), 17 of which are between San Luis Obispo and Los Angeles, with the remaining 10 located south of Los Angeles in Orange and San Diego Counties (for station specific information, please refer to the "*LOSSAN Corridorwide Facilities, Equipment and Operations Inventory*"¹ report prepared April 2013). The Camarillo, Moorpark, and San Clemente Pier stations have limited service (not all trains stop at these stations).

¹ http://www.octa.net/pdf/publicationid_1748_15821.pdf

Figure 3.1: LOSSAN Rail Corridor and Pacific Surfliner Stations



Amtrak Thruway Bus Service and Transit Connections

Pacific Surfliner rail service is supplemented by Amtrak's network of Thruway buses that connect passengers throughout the LOSSAN rail corridor and beyond (Figure 3.2). Amtrak contracts with private bus operators to provide this service, including both operating staff and the vehicles. The bus routes function as part of the Pacific Surfliner service, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as trains.

The Amtrak Thruway bus routes included in the Pacific Surfliner budget are summarized below:

- **Route 4:** Los Angeles to Santa Barbara/Goleta. One daily trip each direction.
- **Route 17:** Santa Barbara to San Luis Obispo to Oakland (where it connects with Capitol Corridor). 11 daily trips.
- **Route 39:** Fullerton to Palm Springs and Coachella Valley. Two daily trips in each direction.

Figure 3.2: LOSSAN Managed Amtrak Thruway Routes



In addition, the LOSSAN Agency partners with local transit agencies to offer expanded options for transit connections throughout the LOSSAN rail corridor. The LOSSAN Agency recently coordinated with CalSTA to extend the Pacific Surfliner Transit Transfer Program by an additional year using existing TIRCP funding. The program, which was launched in July 2016, provides free connections between the Pacific Surfliner and 11 local transit services. The LOSSAN Agency also continues to sell SDMTS Compass cards on Pacific Surfliner trains, making it easier for passengers to connect to the local bus and rail systems in San Diego.

Additionally, there are Amtrak Thruway bus routes managed by the CCJPA and SJJPA that provide connectivity between the Pacific Surfliner and the Capitol Corridor and San Joaquins services.

FY 2019-20 Operating Plan and Accomplishments

The LOSSAN Agency's operating plan for FY 2019-20 was initially based on the April 1, 2018 schedule change, in which the LOSSAN Agency implemented peak-period service from Los Angeles to Ventura and Santa Barbara counties. For the October 14, 2019 schedule change, the LOSSAN Agency coordinated with Amtrak, Metrolink, NCTD and BNSF to implement a 13th roundtrip between Los Angeles and San Diego. This new roundtrip was the first service to be added to the Pacific Surfliner in nearly three years. The 13th roundtrip fills the midday service gap from Los Angeles to San Diego, providing for a train out of Los Angeles at 1:15 PM. This new service also fills the evening service gap from San Diego to Los Angeles with a departure out of San Diego at 5:25 PM. The current Operating Plan² for FY 2019-20 is as follows:

- San Diego – Los Angeles: 26 daily trains
- Los Angeles – Goleta: 10 daily trains
- Goleta – San Luis Obispo: 4 daily trains

The LOSSAN Agency continued coordination efforts with all freight and passenger rail operators along the LOSSAN rail corridor through joint scheduling meetings and absolute work window planning meetings to improve connectivity and customer service and minimize passenger inconvenience.

FY 2020-21 and FY 2021-22 Operating Plan

In FY 2020-21 and 2021-22, the LOSSAN Agency will continue to work cooperatively with Caltrans DRMT to ensure sufficient state funding is provided to operate the existing Pacific Surfliner and Amtrak Thruway bus services, while also exploring opportunities to enhance ridership, revenue, and OTP.

While overall corridor OTP is improving, the Pacific Surfliner service remains under its OTP goal of 90 percent. The LOSSAN Agency will continue to work with Amtrak and host railroads to evaluate and pursue additional cost-effective opportunities for improving OTP on the Pacific Surfliner service. Additional details on the efforts currently being undertaken to improve OTP are included in Chapter 4. In addition to this ongoing analysis and coordination, the

² Some weekend train schedules differ from weekday schedules.

LOSSAN Agency was successful in securing TIRCP funds to implement capitalized access and incentive agreements with some host railroads. An incentive agreement was executed with NCTD in July 2019 and an agreement for capital improvements, access and incentives is being negotiated with UPRR. These agreements will allow for financial incentives to the host railroads for improved OTP.

In FY 2020-21 and FY 2021-22, the LOSSAN Agency and Amtrak anticipate introducing new service on the LOSSAN rail corridor (Table 3.1). Another new roundtrip between San Diego and Los Angeles is planned, which is anticipated for the second quarter of FY 2020-21. New service north of Los Angeles is also planned, contingent on implementing specific capital improvements and securing the necessary agreements with UPRR.

Table 3.1: Planned Pacific Surfliner Service Levels

Route Segments	FY 2020-21	FY 2021-22
San Diego – Los Angeles	28 trains	28 trains
Los Angeles – Santa Barbara/Goleta	12 trains*	12 trains*
Los Angeles – Santa Barbara – San Luis Obispo	6 trains*	6 trains*

* Service dependent on approval from UPRR and equipment availability

In addition, the LOSSAN Agency will continue to coordinate, improve and expand on already successful seasonal and special event services, including the Del Mar Races, Oxnard Strawberry Festival, San Diego Comic-Con International, and sporting events along the Pacific Surfliner route. The LOSSAN Agency will also continue to work with its member agencies and host railroads to help identify opportunities to extend special services to regional events.

To enhance the existing Pacific Surfliner service, the LOSSAN Agency remains committed to working with Caltrans DRMT, SJJPA, Metrolink, NCTD, Amtrak, and regional and local transit providers to improve transit and rail connections to the Pacific Surfliner. To help achieve this, the LOSSAN Agency will be looking to continue moving forward with integrated ticketing concepts in collaboration with Caltrans DRMT, NCTD, and Metrolink that will create a user friendly and standard interface for passengers to purchase tickets and transfer between services along the LOSSAN rail corridor. The LOSSAN Agency will continue to utilize its member agencies to assist in coordinating improved communications and connectivity with local transit operators, and to help establish timed connections between Pacific Surfliner trains and connecting transit services for the first and last mile connections.

The LOSSAN Agency will also work with local transit agencies to explore opportunities to enhance transit connections from Pacific Surfliner stations to local airports, including John Wayne Airport in Orange County, Los Angeles International Airport, and San Diego International Airport. The Pacific Surfliner already directly serves the Hollywood Burbank Airport. No changes are currently planned to Amtrak Thruway bus service during this period. However, with the passage of Senate Bill 742, the LOSSAN Agency staff will coordinate with CCJPA and SJJPA in reviewing schedules as well as ridership and revenue data of the thruway bus routes to identify opportunities for improving the service to be more effective, as appropriate.

Layover and Maintenance Facility Expansions

The Pacific Surfliner service is currently supported by three layover facilities in San Diego, Goleta, and San Luis Obispo, as well as a primary maintenance and layover facility near downtown Los Angeles. Each of the outlying layover facilities are significantly constrained and currently at capacity for laying over trains. This constraint prohibits the expansion of the Pacific Surfliner service. Efforts are currently underway to evaluate alternatives for expanding capacity at these locations. In San Diego, the San Diego County Maintenance and Layover Facility Study is scheduled to be completed in March 2020. This study will identify two or three potential locations for a new maintenance and layover facility for the Pacific Surfliner near the southern terminus of the LOSSAN rail corridor. A new layover and maintenance facility in San Diego will help to support the service objectives included in this chapter.

In San Luis Obispo, an alternatives analysis is being completed that will recommend a preferred alternative for expanding the facility. The project will then move forward with preliminary engineering and environmental clearance. For Goleta, work has begun on preliminary engineering for expanding the existing facility, with final design anticipated to be complete in June of 2020. Both the San Luis Obispo and Goleta layover facility expansion projects have funding through construction.

Service Optimization

Though it already has the distinction of being the second-busiest intercity passenger rail corridor in the United States, the Pacific Surfliner service has great potential for increased ridership, revenue, enhanced service coordination, and improved on-time performance. In March 2019, the LOSSAN Agency initiated a service optimization study for the entire corridor. The intent of this analysis is to coordinate with host railroads to establish a two-, five-, and ten-year strategy to optimize service in the corridor. This strategy includes adding up to 15 roundtrips for the Pacific Surfliner between Los Angeles and San Diego, seven roundtrips between San Diego and Goleta and three roundtrips between San Diego and San Luis Obispo, implementing some of the early infrastructure and service objectives outlined in Metrolink's Southern California Optimized Rail Expansion (SCORE) program and the LOSSAN Agency's 2018 TIRCP Build Up program. It is anticipated that results from this effort will be available sometime during the second quarter of calendar year 2020.

The service optimization study will define operating plans that align with the overall goals of the 2018 California State Rail Plan to increase frequency and reliability for services operating along the LOSSAN rail corridor. This optimization study will be further enhanced through the coordination the LOSSAN Agency will continue to perform related to identifying and evaluating root causes for major delays, crew and equipment utilization, and improvements to service disruption responses and recovery.

Chapter 4: Performance Standards and Metrics

Background

The LOSSAN Agency strives for continuous improvement of the Pacific Surfliner passenger rail service. Pursuant to SB 1225, the Secretary of CalSTA was required to establish a set of UPS for the state's three intercity passenger rail corridors to control costs and improve efficiency. These standards measure the ongoing success of the service in three specific areas: **usage** (ridership and passenger miles), **efficiency** (farebox recovery and cost per passenger mile), and **service quality** (endpoint/all station on-time performance and operator caused delays). These standards also provide the basis for service changes and help guide the planning efforts for the LOSSAN Agency. The performance standards are summarized in Table 4.1.

Table 4.1: Uniform Performance Standards

Performance Standard	Category	Measurement
Passenger Miles	Usage	Ongoing growth in passenger miles* traveled on state-funded bus and rail services relative to baseline
Ridership	Usage	Growth in ridership relative to baseline, on both bus and rail
Farebox Recovery	Cost efficiency	55 percent, inclusive of Amtrak Thruway bus routes
Cost per Passenger Mile	Cost efficiency	Continuous improvement
Endpoint OTP	Service quality	90 percent of endpoint station arrivals within 15 minutes of schedule
All-Station OTP	Service quality	90 percent of arrival at all station stops within 15 minutes of schedule
Operator Responsible Delays per 10,000 Train Miles	Service quality	Fewer than 325 minutes of delay per 10,000 train miles

* One passenger traveling one mile = one passenger mile

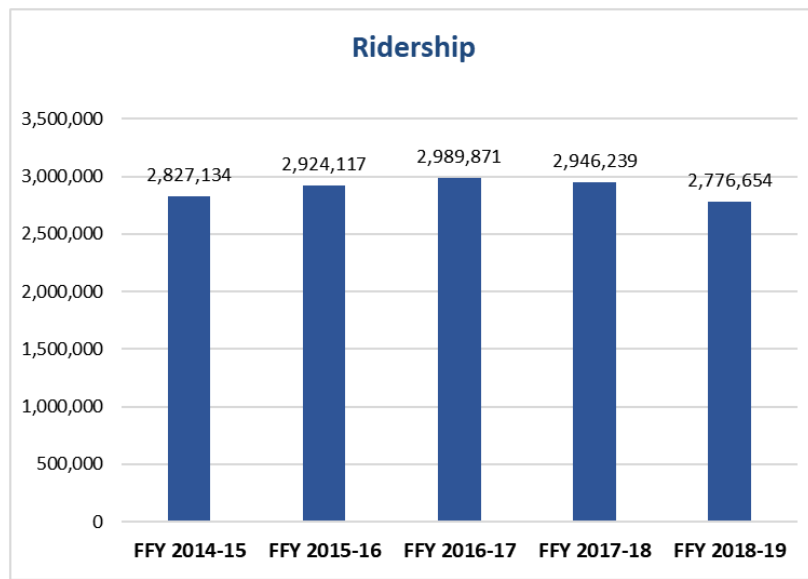
For reporting performance metrics, the FFY will be used, as this is the standard for Amtrak reporting. This chapter presents the performance of the Pacific Surfliner against the established UPS for FFY 2018-19. Along with each standard will be a colored directional indicator, demonstrating both whether the standard is being met (red: standard not met; green: standard met or exceeded) and the direction of the current performance trend. Financial data presented for FFY 2018-19 is preliminary and unaudited.

Usage

Performance Standard	Metric	Status
Ridership	Continuous growth relative to baseline	

Total ridership on the Pacific Surfliner for FFY 2018-19 was 2,776,654¹, a **5.8 percent decrease** over the prior year.

Figure 4.1: Pacific Surfliner Corridor Ridership



In September 2019, a detailed analysis was undertaken to determine the root cause of the decline in overall ridership. Findings indicated that similar to the previous year, the ridership decline partly resulted from the operational adjustments made in support of peak-period service between Los Angeles and Ventura and Santa Barbara counties.


The original adjustments made in April 2017 included the bifurcation of train 761 on weekdays. The additional adjustments made in October 2018 included the bifurcation of train 769, the

extension of train 567 to Goleta, as well as adjusting the southbound departures of trains 564 and 572 by approximately 25 minutes each. The cumulative impact of these adjustments was an average loss of over 18,000 riders per month, with a disproportionate 13 percent decrease in R2R ridership.

The implementation of the 13th roundtrip between San Diego and Los Angeles in October 2019 will no doubt cause additional impacts to ridership patterns. Along with the additional roundtrip, the LOSSAN Agency is working with Metrolink to improve the connections between northbound trains in Los Angeles, with the goal of ensuring well-timed connections for ease of transfer. Effort is also being put towards additional train slots to allow for the restoration of some of the previously bifurcated trains along with the implementation of the 14th roundtrip sometime in 2020.

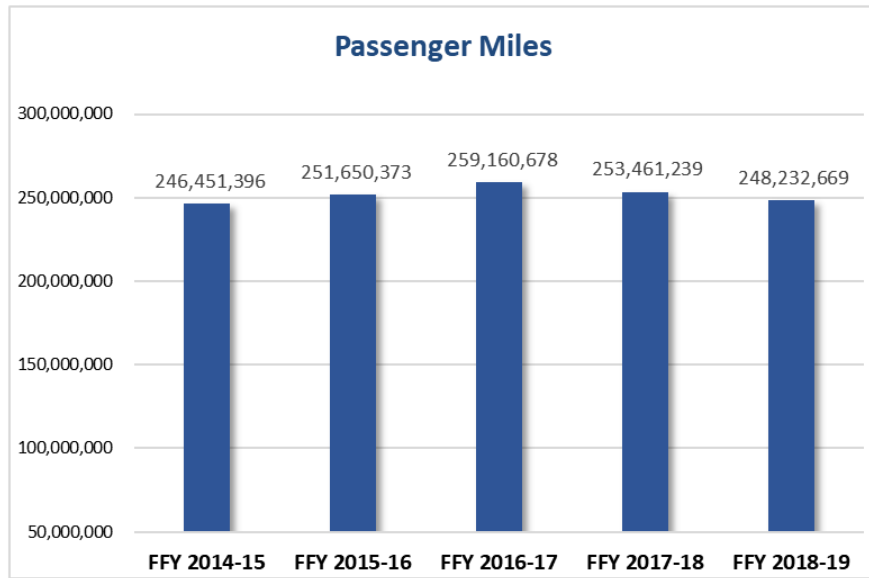
Despite this ridership decrease, the Pacific Surfliner remains the second-busiest Amtrak rail corridor in the nation (surpassed only by the Northeast Corridor between Boston, New York, and Washington, D.C.), and the busiest state-supported service in the entire Amtrak national system.

¹ Source: Amtrak, 2019

Performance Standard	Metric	Status
Passenger Miles	Continuous growth relative to baseline	

Pacific Surfliner **passenger miles totaled 248,232,669 for FFY 2018-19**, a **decrease of 2.1 percent** over the prior year, which is on par with the overall decrease in system ridership experienced during the same time period.

Figure 4.2: Pacific Surfliner Corridor Passenger Miles




Factoring in the average pounds of carbon dioxide (CO₂) emissions per passenger mile in a private automobile versus riding on passenger rail², the 248 million passenger miles for the Pacific Surfliner resulted in a **reduction of over 89,000 tons of greenhouse gases (GHG)**. The impact that this has on the environment cannot be understated. The CO₂ emissions saved is the equivalent of burning nearly 1,073 tanker trucks full of gasoline.

It is expected that passenger miles will recover in FFY 2020-21 as the LOSSAN Agency continues the implementation of service expansions. The 13th roundtrip has already shown positive impacts to ridership and with the planned 14th roundtrip to come in 2020, passenger miles will resume an upward trend.

Service expansion opportunities include not only regularly scheduled trains, but also special event trains. The LOSSAN Agency and Amtrak have partnered to provide additional capacity to trains serving major events, including the Del Mar Races, Oxnard Strawberry Festival, and the annual San Diego Comic-Con International. The LOSSAN Agency plans to build on the success of that special event service and look for opportunities to promote the Pacific Surfliner as the travel mode of choice to major events.

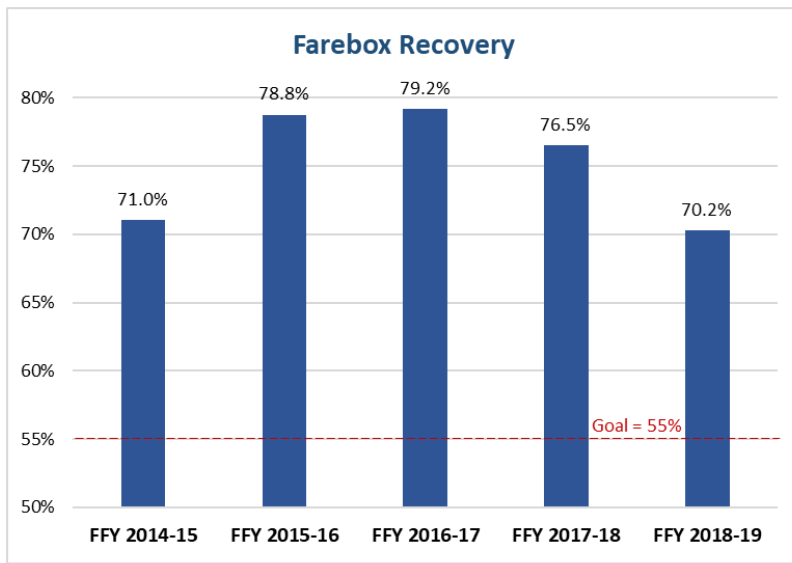
² Source: *Public Transportation's Role in Responding to Climate Change*, Federal Transit Administration, 2010. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>

Efficiency

Performance Standard	Metric	Status
Farebox Recovery	Minimum 55 percent	


The FFY 2018-19 **farebox recovery rate of 70.2 percent** represents a decline of 8.2 percent over the prior year (76.5 percent). Despite this decline, the farebox recovery rate still far exceeds the mandated 55 percent.

Figure 4.3: Pacific Surfliner Farebox Recovery



Farebox recovery has also been impacted by the ridership decline as well as the increased costs associated with the implementation of peak-period service between Los Angeles and Ventura and Santa Barbara counties. In this case, the additional costs associated with implementing the new service are not being offset by an increase in ticket revenue. This resulted in a decrease to the farebox recovery for FFY 2018-19. With the additional costs associated with the implementation of the 13th round trip in October 2019, and the planned implementation of the 14th round trip

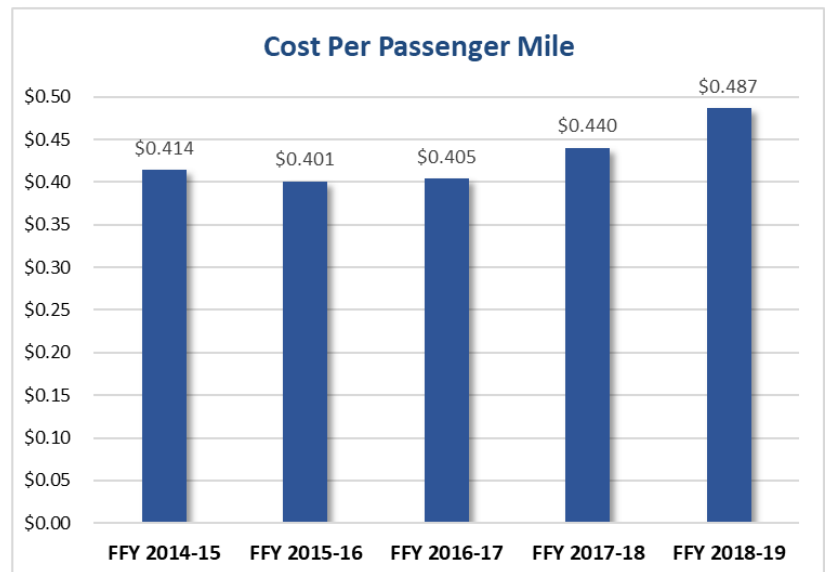
sometime during calendar year 2020, it is anticipated that the farebox recovery will remain flat through FFY 2020-21.

Performance Standard	Metric	Status
Cost/Passenger Mile	Continuous improvement	



Cost per passenger mile for FFY 2018-19 was **\$0.487**. This was an increase of 4.7 cents over the prior year.

This increase can be attributed in large part to the implementation of additional peak period service. The increase in cost per passenger mile is expected to continue through FFY 2020-21 with the implementation of the 13th round trip in October 2019, and the planned implementation of the 14th round trip sometime in 2020.

Figure 4.4: Pacific Surfliner Cost per Passenger Mile



Service Quality

Performance Standard	Metric	Status
Endpoint On-Time Performance	90 percent of endpoint arrivals within 15 minutes of schedule	
All-Station On-Time Performance	90 percent of arrival at all station stops within 15 minutes of schedule	

The FFY 2018-19 **endpoint OTP was 71 percent**, an 8.3 percent decrease over the prior year, whereas **all-station OTP was 74 percent**, 9.0 percent lower than FFY 2017-18.

OTP continues to be an area of focus for the LOSSAN Agency and Amtrak, and efforts have been made to collate and classify the root causes for delay via daily OTP reports. About 53 percent of all FFY 2018-19 delays fell under host railroads' responsibility. The origins of these delays vary by individual train, but can often be traced back to slow orders, signal system failure and dispatching delays. These delays can then cascade and cause trains to meet at non-planned locations, resulting in further delay. The LOSSAN Agency continues to work with rail owners and operators and Caltrans DRMT to implement schedule changes to improve overall reliability.

Figure 4.5: Pacific Surfliner On-Time Performance

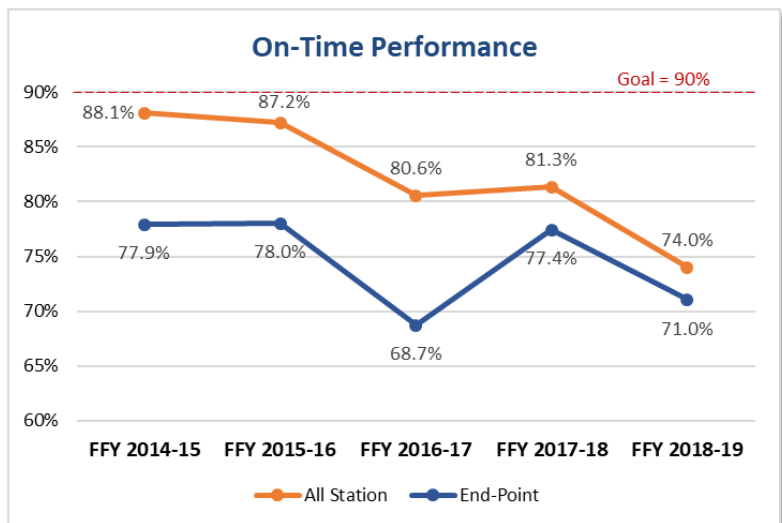
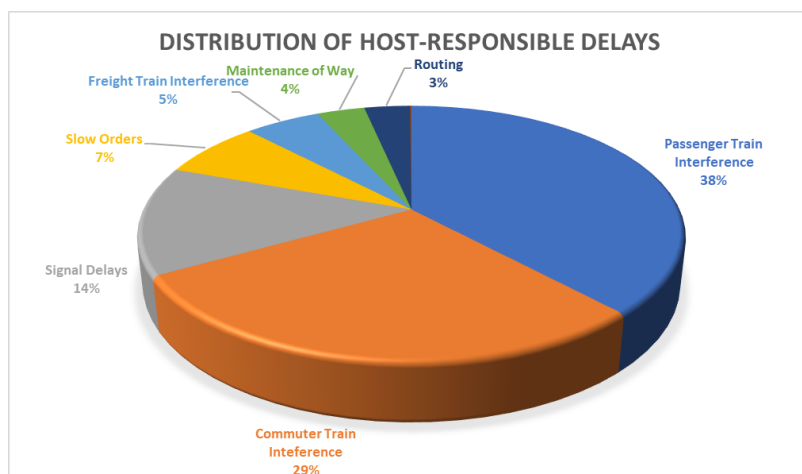
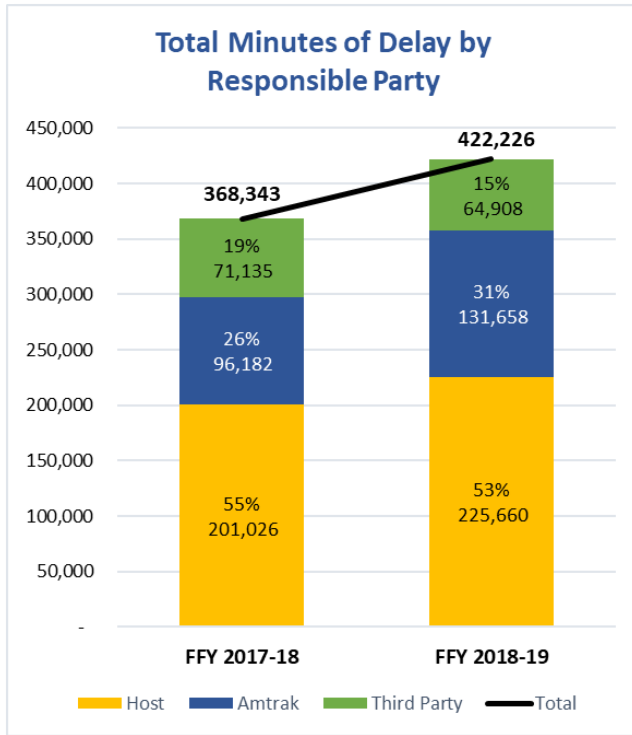


Figure 4.6: Distribution of Host-Responsible Delays



However, as OTP continues to be a metric that does not meet the standard, the LOSSAN Agency has put forth significant effort in determining the root cause of delays. Details on the specifics of the delays incurred during FFY 2018-19 are shown in Figures 4.6 through 4.9.

Figure 4.7: Total Delay by Responsible Party



As can be seen in Figure 4.7, the total minutes of delay for FFY 2018-19 increased significantly. As noted previously, Host responsible delays make the majority of the overall delays experienced on the Pacific Surfliner. Of the total Host responsible delays, 67 percent are as a result of commuter or passenger train interference. In some cases, these are tied back to cascading delays, but in others dispatching priority is involved. In response to this, the LOSSAN Agency is working with both NCTD and the UP to implement OTP incentive programs. On January 30, 2019, the LOSSAN Agency executed an agreement with NCTD for an OTP incentive program and has been working to implement it since. Funded via a 2018 TIRCP grant, this program will provide incentive performance payments for meeting Pacific Surfliner OTP goals. A similar program is being

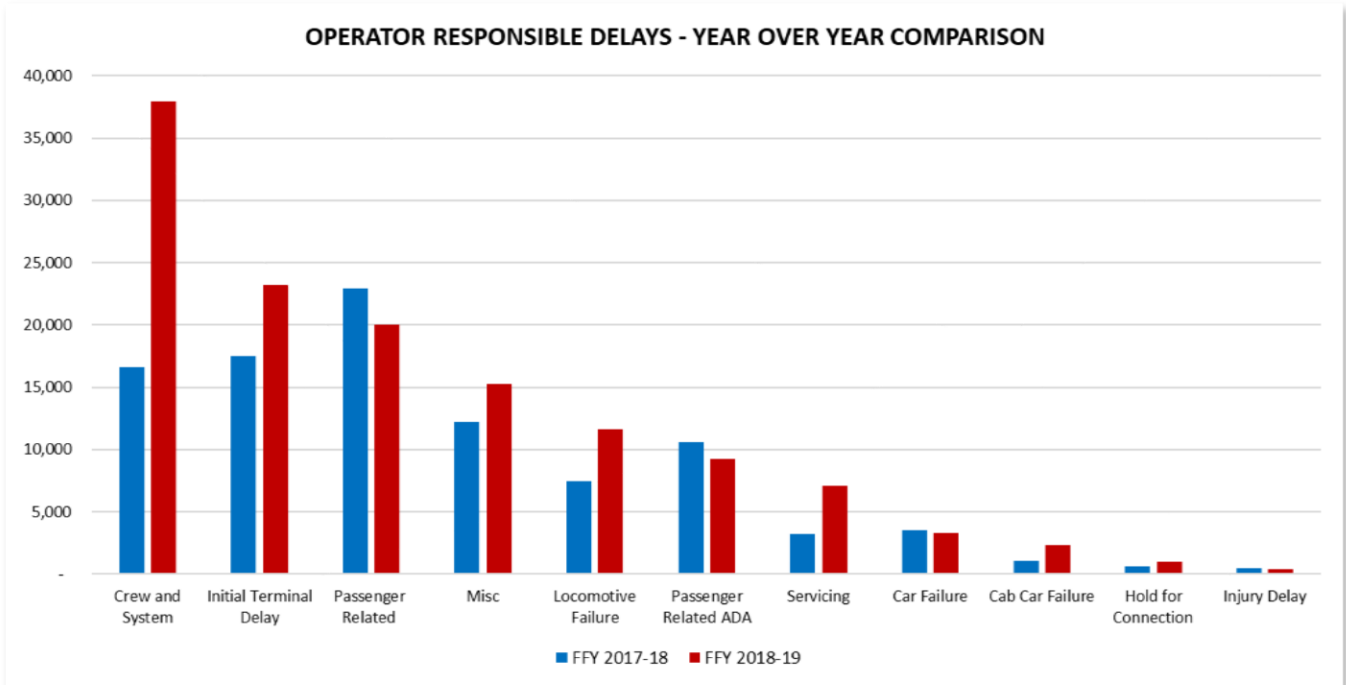
developed with the UPRR.

Operator responsible delays also increased significantly when compared to the prior year. Of the total increase in delay minutes (approximately 35,000 minutes), more than 21,000 of those are directly related to PTC system issues. An additional 5,700 minutes were related to initial terminal delays, which can likewise be partially attributed to an increase in PTC system related malfunctions. Another 4,000 minutes of the increase is attributed to locomotive mechanical failure. Details on the year over year increases for operator responsible delays can be found in Figure 4.8 below.

Efforts are underway to address the issues that currently occur with PTC. As much of the delay occurs when PTC fails to initialize, onboard crew focuses on reinitializing the system as directed by operator dispatch. However, if these efforts fail to rectify the issues, significant minutes can be lost awaiting additional direction from dispatch. The LOSSAN agency will continue to work with the operators on dispatch policies specifically related to PTC related issues, establishing a time threshold for the allowing trains to proceed at reduced speed while experiencing PTC related issues.

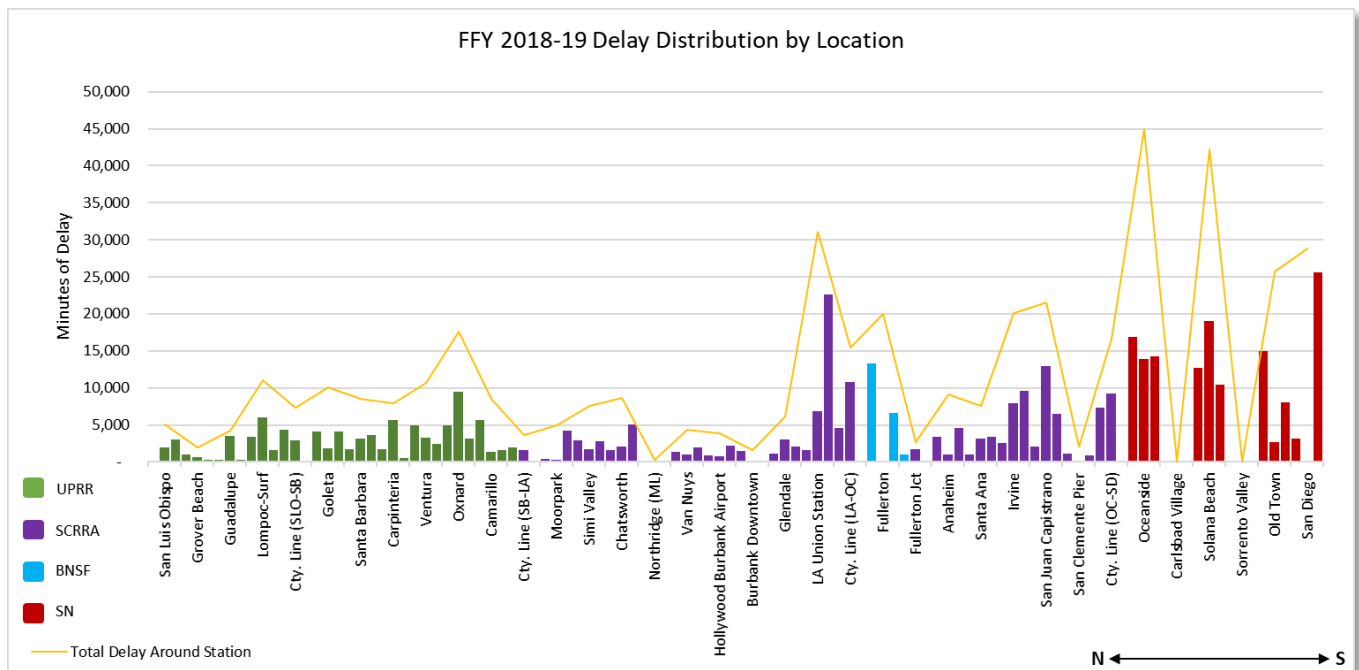
With the placement of the new Siemens Charger locomotives into service, we saw an increase in locomotive failure delays as well. Some of this resulted from an adjustment period as the engineers became accustomed to the nuances of the new technology, combined with failures as the new locomotives went through the burn-in process.


Figure 4.8: Operator Responsible Delays



Additionally, effort was made to locate specific “delay hot spots” along the corridor. The results of this can be seen in Figure 4.8. This has helped to isolate specific areas that are in need of infrastructure improvements, such as signal upgrades or siding improvements, or are in need of schedule adjustments due to ongoing construction activities.

Figure 4.9: Delay Distribution by Location



Performance Standard	Metric	Status
Operator Delays/10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles	

For FFY 2018-19, the Pacific Surfliner **averaged 409 minutes of operator delays per 10,000 train miles**. This continues to be an area wherein the Pacific Surfliner service does not meet the UPS, however improvement has occurred over prior years. Many of the issues associated with operator specific delays are being addressed via the recent schedule changes that are currently causing a rise in OTP. However, the LOSSAN Agency will continue to work with Amtrak and our host railroads to ensure that this performance standard continues to improve.

Additional Performance Indicators

There are additional performance indicators that, while not required to be reported to the state, are helpful in calculating the value and efficiency of the service. These indicators are included below.

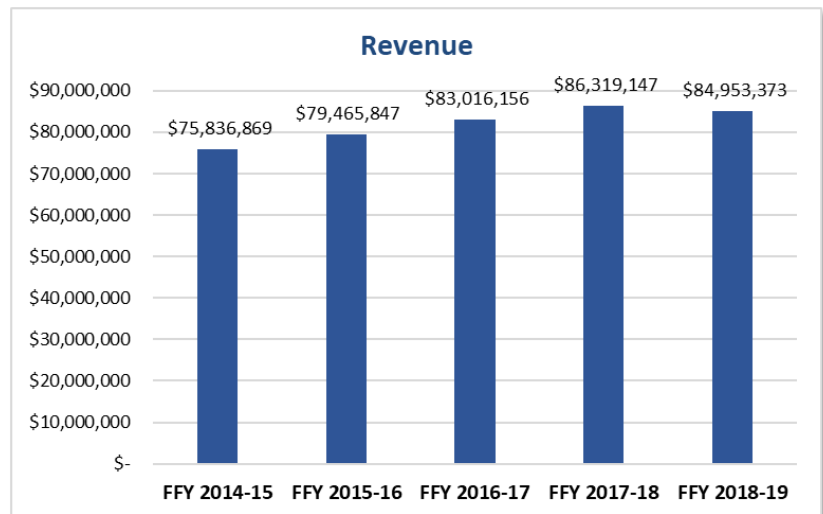
Revenue

A strong indicator of the health of the service is total revenue. For FFY 2018-19, **total revenue decreased 1.6 percent, to approximately \$85 million**.

The slight decrease can be attributed to the 5.8 decrease in ridership. The LOSSAN Agency continues to seek ways to maximize revenue from the existing service. The agency restructured fares in March 2018, and expanded business class service in 2017. Also, LOSSAN Agency staff continually works with Amtrak to

evaluate existing food and beverage service based on sales and revenue data and implement menu refreshes to update the food and beverage selections being offered aboard Pacific Surfliner Café cars. Revenue in FFYs 2019-20 and 2020-21 is expected to continue to be strong with the implementation of the 13th round trip in October 2019 and the planned implementation of the 14th round trip in calendar year 2020.

Figure 4.9: Pacific Surfliner Revenue



Customer Service

For the Pacific Surfliner, Amtrak reports monthly customer service scores in which an 'average overall satisfied' percentage is calculated out of 100 passengers surveyed. The Pacific Surfliner scored an average **86 percent** for FFY 2018-19. This was slightly above the Amtrak nationwide average of 85 percent for the same period.

FFY 2019-20 and FFY 2020-21 Action Plan

The LOSSAN Agency will continue to monitor system performance on a monthly basis and report to the Board via the quarterly LOSSAN rail corridor trends report. With the implementation of the 13th roundtrip in October 2019, slow ridership growth is forecast. This growth will accelerate with the implementation of the 14th roundtrip during calendar year 2020. As OTP remains an area of concern, LOSSAN Agency staff is working with NCTD on the OTP incentive program. Additional work is being put into developing a similar program with the UPRR. The LOSSAN Agency will continue to develop and implement schedule adjustments as problem areas are identified. Dispatching policies that address the delays associated with PTC malfunctions will likewise be addressed with the hosts. Other identified issues will be addressed with the Corridor Improvement Team, which includes all rail operators and host railroads.

Modification of Performance Standards

The UPS document identifies several factors that may lead to the need to modify the adopted UPS. Currently, no basis for modifications of the standards exist. As more historical data is gathered, the UPS may be revisited to establish standards that better capture the performance of the service.

Chapter 5: Capital Improvement Program

Since 1990, the State of California has made a significant investment to fund capital improvements on the state's three intercity passenger rail corridors. During that time, LOSSAN member agencies have also been successful in securing state and federal grants for preliminary engineering, environmental documentation, final design, and construction of capital projects along the LOSSAN rail corridor, in addition to local investments by self-help counties using countywide sales-tax measures. These improvements have allowed for significant enhancements in safety, improvements in operational efficiency, and increases in capacity. Despite these investments, more than half of the rail corridor remains single track, most of which is along the corridor north of Los Angeles. This remaining single track will continue to hinder the expansion of service and overall efficiency. An extensive capital improvement program of over \$5 billion in additional capacity, station improvements, signal and communications improvements, and other capital projects remains unfunded.

There are seven different ROW owners along the LOSSAN rail corridor and each has made investments within their territory; however, the capital needs of the corridor well outweigh the available funding resources. A significant hurdle for the intercity passenger rail services in California has been the lack of a long-term sustainable capital funding source. The approval of SB 1 by the California legislature in April 2017 has helped provide a more reliable funding source for these major (and minor) capital needs but is still insufficient by itself to fully fund the identified capital improvements along the LOSSAN rail corridor. The LOSSAN Agency will continue to coordinate with its partners and member agencies to pursue additional funding opportunities that bring benefits to the larger corridor.

Throughout 2019, the LOSSAN Agency worked actively with the State and various stakeholders, through the ongoing Corridor Optimization effort, to update the capital projects list for the LOSSAN rail corridor. This was done in an effort to compile a comprehensive list of all identified capital projects, including the status of each project as well as any programmed funding. The list serves as a resource to aide in the future service expansion plans of SCRRA, NCTD, and the planned 14th and 15th round trips for the Pacific Surfliner. The updated capital projects list can be found in table 5.1 and 5.2. The project list is split into projects that are in implementation and/or have a funding commitment, and those in the planning process and/or without funding currently committed.

While each member agency or host railroad is responsible for the implementation of their respective capital improvement programs, the LOSSAN Agency will use the updated Capital Projects list in both funding and legislative pursuits, with a focus on leveraging any existing funds to advance capital projects that benefit the entire LOSSAN rail corridor. This unified voice advocating for capital funding and key projects makes the LOSSAN Agency's requests more compelling and competitive.

Capital Improvement Plan Funding

In addition to a list of all capital improvements planned by various stakeholders throughout the corridor, the LOSSAN Agency also maintains a Capital Improvement Program (CIP) that consists of projects that the LOSSAN Agency funds and has direct management of. On January 30, 2019,

the LOSSAN Board approved a comprehensive CIP that programmed all project funding available to the LOSSAN Agency for the next two years. The approved CIP focuses on projects that address immediate safety and/or security needs and includes some projects that improve the passenger experience. Below are the funding programs currently being used as part of this effort.

SRA Program: SB 1 includes approximately \$440 million directed specifically to commuter and intercity rail services through the SRA program. The SRA is intended to fund both operational and capital improvements through a combination of formula and competitive distribution. The SRA was created to provide intercity rail agencies with a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements. The SRA program formula distribution process begins with state FY 2017-18, and the LOSSAN Agency has been allocated the first two years of available SRA funds (\$7.2 million) to projects identified in the LOSSAN Agency CIP. Future year allocation estimates will be updated annually and will fluctuate somewhat with the current price of diesel fuel.

CalSTA TIRCP: The TIRCP was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of GHG emissions and vehicle miles travelled. In April 2016, the LOSSAN Agency submitted a TIRCP grant application in partnership with SANDAG, NCTD and OCTA. In total, CalSTA awarded \$82 million in TIRCP grant funds to the LOSSAN Agency, representing the single largest award to any agency. On January 12, 2018, the LOSSAN Agency coordinated the submittal of three separate applications requesting over \$700 million in capital and operational improvement project funding with CalSTA awarding \$188.3 million in TIRCP funds, including \$147.9 million for projects in Ventura, Santa Barbara, and San Luis Obispo Counties, and \$40.4 million for projects in San Diego County.

CalOES – California Transit Security Grant Program (CTSGP): The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B (Prop 1B) in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specified purposes, including grants for transit system safety, security, and disaster response projects. An element of Prop 1B is the CTSGP – Intercity Passenger Rail/Commuter Rail Systems administered by CalOES.

The CTSGP provides funding for capital projects that enhance protection against safety and security threats on select intercity passenger and commuter rail systems in California. The LOSSAN Agency is an eligible recipient of these grant funds, and was allocated nearly \$7.2 million in CTSGP funds, for FY 2013-14 through FY 2016-17. These grants funds were used for a corridor-wide video surveillance system replacement/upgrade, the construction of a centralized monitoring center for these video feeds, and physical security improvements including the construction of a new law enforcement office at the San Diego Santa Fe Depot. The video surveillance system projects are currently in process.

State Minor Capital Project Funding: In addition to the major capital improvements funded by various sources as discussed above, the state annually sets aside an allocation of approximately \$500,000 to cover minor projects related to the Pacific Surfliner service. Projects funded under

this program include station improvements, signage, and minor safety and security enhancements.

Other Capital Funding: In addition to the funding sources discussed above, the LOSSAN Agency and its member agencies have and will continue to utilize a variety of other federal, state and local funding sources to advance capital improvements and other programs along the LOSSAN rail corridor, including the Transportation Investment Generating Economic Recovery program, Passenger Rail Investment and Improvement Act of 2008 grants, Consolidated Rail Infrastructure and Safety Improvement grants, and local transportation sales-tax measures. The LOSSAN Agency will continue to explore all state and federal funding opportunities.

The 2018 California State Rail Plan (2018 Plan), which is adopted every five years, lays out a transformative long-term vision of the state-wide railroad network. The 2018 Plan envisions capital investments along a strategic trajectory toward a layered, multi-tiered freight and passenger rail operating environment that better serves travel markets and delivers better cost efficiency metrics than the bifurcated services do today. The current planning efforts that the LOSSAN Agency is engaged in with the passenger and freight rail operators in Southern California, are already being coordinated within the larger context of the 2018 Plan. Future LOSSAN Agency Business Plans will have an obligation to be developed in accordance to the 2018 Plan objectives.

Current and Programmed Capital Projects

The LOSSAN Agency updates the CIP each year consistent with the development of the annual business plan. The needs identified in the CIP often exceed the available funding, and projects are prioritized with safety-related projects given the highest priority. The CIP can be adjusted mid-cycle to account for project savings or projects that may need to be advanced, delayed, added, or deleted. As these needs arise, the LOSSAN Agency will work with the LOSSAN TAC to prioritize additional projects for inclusion in the approved CIP. The list of projects included in the CIP is supplemented by additional capital projects along the rail corridor that have been identified or programmed by member agencies. A summary of the LOSSAN Agency programmed projects are listed in Table 5.1, including programmed funding sources and estimated costs. A list of programmed member or partner agency-led capital projects along the LOSSAN corridor that are in progress or will begin construction prior to FY 2020-21 is provided in Table 5.2.

Table 5.1: Capital Improvement Projects List – In Implementation/Funded

Capital Improvement Projects List - In Implementation/Funded									
No.	Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
1	San Luis Obispo (Central Coast) Layover	Layover Facility	Expand existing layover facility to hold up to 4 trains, including capacity for minor maintenance and other end of line needs.	UPRR Santa Barbara 248.50 - 249.40	\$ 22,300,000	STP	Allow capacity for up to 4 train sets with capacity for minor maintenance and car wash	PAED	2023
2	Goleta Layover Expansion	Layover Facility	Expand existing layover facility to hold 1-2 additional trains	UPRR Santa Barbara 249.50 - 250.00	\$ 10,121,863	Programmed; Funded by SRA, Local (\$150,000), TRCP (\$180,000)		PS&E	2022
3	Bridge Replacements	Track	Replace aging bridges	UPRR Santa Barbara 291.3 - 304.9, 336.5	\$ 58,000,000	Partial funding through TRCP; additional funding needed	Remove slow orders and increase speed limits.		2024
4	Seacliff Siding	Siding	Upgrade and extend siding to allow passenger and freight meets	UPRR Santa Barbara 385.30 - 387.00	\$ 21,526,000	Prop 1B		PAED	TBD
5	Ortega Siding	Siding	Rebuild one mile long siding that has been taken out of service	UPRR Santa Barbara 385.6 - 388.58	\$ 26,000,000	Programmed; Funded by TRCP, SRA	Increase capacity and operational efficiency for all trains operating north of Los Angeles	On Hold	TBD
6	Leedsdale Siding	Siding	Upgrade and extend siding	UPRR Santa Barbara 405.49 - 421.44	\$ 26,170,000	Programmed; Funded by TRCP/Prop 1B/SRA	Allow passenger and freight meets	On Hold	TBD
7	Install CTC Santa Barbara	Signal		UPRR Santa Barbara 355.7 - 251.5	\$ 30,000,000	TRCP	Increase operational flexibility and improve reliability	PS&E	2021
8	Upgrade non-powered switches to dispatch controlled (CTC)	Signal		UPRR Santa Barbara 355.7 - 251.5	\$ 8,000,000	TRCP	Increase operational flexibility and improve reliability	PS&E	2021
9	Carpinteria Station Double Track and Second Platform	Track, Station	Extend existing double track and construct second platform	UPRR Santa Barbara 413.1	\$ 31,938,000	Programmed; Funded by TRCP, SRA	Safety and operational improvements		TBD
10	Camarillo Station Pedestrian Grade Separated Crossing	Station, Grade Separation		UPRR Santa Barbara 413.1	\$ 7,800,000	Programmed; Funded by TRCP/Prop 1B/TDA	Improve pedestrian access and operational flexibility; reduce travel time, accommodate future service growth		TBD
11	Link US Phases A	Bridges, Track, Signal, Station	Phase A of Link US includes two new run-through tracks on a new viaduct, which accommodates up to a total of nine run-through tracks in the future, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station south to the mainline tracks on the west bank of the Los Angeles River near First Street, new rail bridges over Center St and Antrak Lead in the BNSF West Bank Yard north of First St, track, signal and communication improvements in the throat area north of Los Angeles Union Station including new signal houses at CP Mission and CP Terminal, right of way acquisition, utility relocation and street improvements including active transportation improvements.	River 0.0	\$ 950,398,000	Proposition 1A, TRCP, Metro, SCRA, and other	Reduce dwell times. Will allow trains to run through the station rather than having to stop. Significant rehabilitation of track and signals will be included.	Completed FEIR in July 2019. Currently in 35% Preliminary Engineering Design.	2026
12	Rosecrans/Marquardt Grade Separation	Grade Separation	The project will grade separate this intersection from the existing diagonal at-grade crossing. It will also improve the efficiency of train movements along the rail corridor, permit the completion of a third mainline track.	BNSF SB Sub 144.4 - 165.5	\$ 155,300,000	Yes	Substantially enhance the safety and traffic flow on surface streets, improve the capacity of freight and passenger operations, and create potential to reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.	The 90% PS&E packages are currently scheduled to be submitted by August 2019.	2023
13	Third Track CP Soto to Fullerton	Track	Completion of third track construction between CP Soto and Fullerton	BNSF SB Sub 144.4 - 165.5		Yes		In construction	Nearing completion
14	Fullerton Interlocking Plan and Third Track	Track	Construction of a new Fullerton Interlocking plant and third track from Alwood to Esperanza (outside of LOSSAN Corridor)	BNSF SB Sub 40.8 - 35.8	TBD	Yes			2028
15	Commerce Station Relocation	Station, Track		BNSF SB Sub TBD	TBD	Yes			2028
16	Third Track Fullerton to Alwood	Track		BNSF SB Sub 105.5/45.5 - 40.6	TBD	Partial		Environmental clearance status unknown	2028

Table 5.1: Capital Improvement Projects List – In Implementation/Funded

No.	Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
17	Orange County Maintenance Facility - Phase 1	Facility	New maintenance facility in Irvine, required prior to increasing services on OC and E-OC Lines	Orange 183.3 - 184.2	\$ 100,000,000	Yes	Line Capacity	Undergoing 5% Design and Preliminary Environmental Assessment	2023-2025 (possibly coordinate with Link US coming online. Phasing possible)
18	Irvine Station and Fourth Main Track	Track, Station	The conceptual engineering includes the analysis of three conceptual station alternatives. • Alternative 1A: Four main tracks from CP Tinkham to CP Bake, two center platforms at Irvine Station with pedestrian underpass, modification of existing park and ride. • Alternative 1B: Three main tracks from CP Tinkham to CP Bake, center platform between MT3 and MT1, extension of existing sideboarding platform on existing MT2 track, modification of existing pedestrian overpass for the new center platform. No modification is required for the existing park and ride. This is phased implementation of Alternative 1A. • Alternative 2: Four main tracks from CP Tinkham to CP Bake, two center platforms at Irvine Station with a pedestrian underpass. All proposed improvements will be located north of the southerly right of way with no impacts to the existing park and ride facility south of the station.	Orange 184.0 - 186.9	Alt 1A: \$86,768,000 (construction); \$183,882,000 (Total) Alt 1B: \$40,811,000 (construction); \$86,488,000 (Total) Alt 2: \$96,321,000 (construction); \$205,339,000 (Total)	Yes	The goal of the Irvine Station improvements and 4th main track is to enable cross platform transfers between different rail lines and optimize train operations between MP 184.0 and MP 186.9. The design for the station and 4th main track will provide additional capacity and provide flexibility for trains entering and leaving the station efficiently and allow direct train access to the future Orange County Maintenance Facility (OCMF).	5% Design and Preliminary Environmental Assessment	8/4/2016
19	Laguna Niguel to San Juan Capistrano Passing Siding Project	Track, Signals	Extend the double track to a new CP Trabuco, MP 195.7, with the removal of CP Avery. And addition of CP Camino	Orange 183.9 - 195.7	\$ 36,360,000	Yes	The passing siding track will allow trains traveling in opposite directions to pass each other without stopping. The project will reduce delays, increase safety and provide more reliable rail service.	In construction	2/4/2021
20	San Juan Creek Bridge replacement	Track, Structures	This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight train services.	Orange 197.87	\$ 36,333,000	Yes	The new bridge will improve the load and storm capacity, increase safety, and reduce maintenance needs.	Design and Environmental Assessment	2024
21	Signal Respacing CP Avery to CP Songs	Signal	Alternative 1: (PREFERRED) • Remove 2 intermediate signals. • Add 6 new intermediate signals. Alternative 2: • Remove 2 intermediate signals. • Add 7 new intermediate signals. • Additional intermediate signal is located at West of San Juan Capistrano Station.	Orange 199.5 - 208.18	Alt 1: \$2,204,000 (construction); \$4,849,000 (Total) Alt 2: \$2,407,000 (construction); \$5,256,000 (Total)	Yes	Respacing the intermediate signals allows for express train operations and higher passenger operating speeds up to 30 mph. The signal improvements ultimately reduce travel time and increase on time performance.	5% Design and Preliminary Environmental Assessment	3/21/2022
22	Serra Siding Extension - South	Track	PDR evaluates two conceptual design alternatives, and provides an initial preferred alternative. • Alternative 1: A new siding track is constructed on the north side of the existing track, maintaining the existing track at its current location along the whole segment. • Alternative 2: A new siding track is constructed on the north side of the existing track south where the segment is located at a curve to avoid impacts to embankment of HWY 1 corridor. The project will extend the existing siding track from CP Serra, MP 199.5, for 1.14 miles to west of Beach Road, MP 201.0. Existing CP Serra with one #20 turnout will be replaced by a new control point with dual #20 turnouts. A new control point will be added west of Beach Road where siding track is merged to existing Main Track.	Orange 199.5 - 201.0	Alt 1: \$12,503,000 (construction); \$26,158,000 (Total) Alt 2: \$12,443,000 (construction); \$26,094,000 (Total)	Yes	The siding extension will provide additional capacity for train operations between CP Serra (MP 199.9) and Beach Road Grade Crossing (MP 201.0). This siding extension configuration will improve the safety and reliability of the commuter rail system as well as increase the capacity of the corridor, and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on a single track.	5% Design and Preliminary Environmental Assessment	7/19/2023
23	Songs Siding Extension	Track	The project provides 1.55 miles of new siding track and includes two new bridges. PDR evaluates two alternatives for providing a new siding track from MP 207.7 to CP Songs at MP 209.3. • Alternative 1 includes a new siding track, a new double track bridge at MP 207.8, and a new single track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be maintained. • Alternative 2 includes a new siding track, a new double track bridge at MP 207.8, and a new double track bridge over San Onofre Creek at MP 208.6. The existing main line track bridge over San Onofre Creek will be removed and replaced.	San Diego 207.7 - 209.25	Alt 1: \$26,486,000 (construction); \$53,322,000 (Total) Alt 2: \$35,132,000 (construction); \$73,503,000 (Total)	Yes	The siding extension will provide additional capacity for train operations between MP 207.7 and CP Songs (MP 209.18). This siding extension configuration will improve the safety and reliability of the commuter rail system as well as increase the capacity of the corridor, and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on single track.	5% conceptual design complete	12/20/2024
24	San Onofre to Pulgas Double Track Phase 1, Stage 2	Track	Stage 2 of this project includes the construction of a 1.6-mile segment of second main track (MP 216.3 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	San Diego 212.3 - 218.1	\$ 30,000,000 yet allocated by CTC thru construction	Funded programmed (not yet allocated by CTC thru construction)	1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	In design /permitting	2025
25	Eastbrook to Shell Double Track (San Luis Rey River Bridge)	Track	Second main track between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) and replacement of San Luis Rey River Bridge (MP 225.4).	San Diego 225.3 - 225.9	\$ 58,700,000	Funded thru final design	0.6 mi of additional double track and Bridge 225.4 replacement.	In design /environmental	2030
26	Carlsbad Village Double Track	Track	Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad. Includes new bridge over Buena Vista Lagoon.	San Diego 228.5 - 229.5	\$ 62,200,000	Funded thru initial design	1.0 mi of additional double track. Includes inter-track fencing and other amenities and would not require the application of hold-out rule at CBV Station	In initial design /permitting	2030

Table 5.1: Capital Improvement Projects List – In Implementation/Funded

Capital Improvement Projects List - In Implementation/Funded									
No.	Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
27	Poinsettia Station Improvements	Station	Includes inter-track fencing and other amenities and will allow for removal of hold-out rule	San Diego 233.3	\$ 28,700,000	Yes	Hold out eliminated. Reduce run times for train meets.	In construction	Jul-20
28	Batiquitos Lagoon Double Track	Track	Adds .8 miles of second main track from CP Ponto (MP 234.4) to MP 235.2. Also includes replacement of Batiquitos Lagoon Bridge.	San Diego 234.5 - 237.2	\$ 68,600,000	Funded thru final design	0.8 mi of additional double track and Batiquitos Lagoon Bridge replacement.	Final Design	2025
29	Chesterfield Crossing	Grade Crossing	Construction of at-grade crossing improvements including all bike and pedestrian facilities, double track, signals and safety upgrades.	San Diego 238.5	\$ 6,200,000	Yes	At grade crossing safety improvements	Complete	May-19
30	San Elijo Lagoon Double Track (CP Cardiff to CP Craven)	Track, Signal	1.5 miles of new double-track from CP Cardiff (MP 238.6) to CP Craven (MD 241.1). Also includes replacement of Bridge 240.4 and installation of new signals.	San Diego 238.6 - 241.1	\$ 75,600,000	Yes	1.5 mi of additional double track.	Complete	Jul-19
31	Sorrento to Miramar Phase 2	Track	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0).	San Diego 241.0 - 253.0	\$ 136,400,000	Funded thru final design	Curve realignment/straightening on Miramar Hill.	In final design	2025
32	San Dieguito Double Track and Platform- the Del Mar Fairgrounds Special Events Platform	Track, Station	2.1 miles of second main track and San Dieguito bridge replacement for north of CP Valley (MP 242.2) to CP Del Mar (MP 243.9). Includes construction of a special event platform at the Del Mar Fairgrounds.	San Diego 242.2 - 243.3	\$ 177,700,000	Funded thru final design	2.1 mi of additional double track and construction of a new special event service platform at the Del Mar Platform.	Final Design	2025
33	Elvira to Morena Double Track	Track	Conversion of 2.6 mi of single track to double track and installation of new signals. Replacement of 1 mi of double track. Construction of new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6 and 257.2.	San Diego 257.9 - 260.5	\$ 192,500,000	Yes	2.6 mi of additional double track and signal improvements.	In construction	Oct-20
34	San Diego River Bridge & Double Track	Track	Adds 0.9 mi of double track and realignment from CP Tecolote (MP 263.2) to CP Friar (MP 264.1) and replace single track San Diego River Bridge with new double track bridge.	San Diego 263.2 - 264.1	\$ 93,900,000	Yes	0.9 mi of additional doubletrack including the replacement of single track San Diego River Bridge with double track bridge	In construction	Oct-20

Table 5.2: Capital Improvement Projects List – Planned/Unfunded

No	Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
1	Rice Avenue Grade Separation	Grade Separation			\$ 117,532,000	Potential funding through SB1 SCCP and/or Trade Corridor Enhancement Program	Reduce conflicts between vehicles and trains	Pending Funding	
2	Arroyo Simi Bridges Rehabilitation	Track, Bridge	Rehabilitation of a series of four bridges in the vicinity of Moorpark		\$ 13,000,000	No		Pending Funding	
3	Link Union Station Phase A: Track and Signal Modernization	Track, Signal	Modernize track and signal systems in the throat of LA Union Station necessary prior to construction of Link US project		\$ 80,000,000	Potential FY 2022-23 STP		Pending Funding	
4	Doran Street Grade Separation	Grade Separation	Design and construct Salem/Sperry overpass and Fairmont connector grade separations.	Valley MP 7.99	\$ 180,000,000	Metro local + SB1 ATP cycle 4	Safety and reliability	Final Design	
5	Link US Phase B	Bridges, Track, Signal, Station	Phase B includes the raising of all the tracks and platforms at LAUS, a new and expanded passageway with enhanced transit and retail amenities including new outdoor plazas, a new lead track in the throat area north of Los Angeles Union Station, new rail bridges over Cesar Chavez Ave and Ygnas St, and a total of up to nine run-through tracks including six for regional and intercity rail service and up to four for future high speed rail service, with 2 tracks that are interoperable.	River 0.0	\$ 2,000,000,000	No	Improve connectivity, increase rail service capacity, reduce train idling times, future development, improve pedestrian access, enhance passenger experience, improve US-101 and local roadways	Completed FEIR July 2019	2031
6	Southside Turn Facility	Station	New platforms to function as a supplemental terminal for LAUS during construction of Phase 2 of Link US. Near BNSF 1st street yard, south of LinkUS. North of 6th Street bridge being constructed over the River.	River 141.1 - 141.7	TBD	No	Long-term support of HSR service goals, requiring more than two tracks. To support Phase 2 of Link US - necessary for completion of Link US	Enveloped of site to be cleared with HSR environmental clearances	Prior to LinkUS Phase B
7	LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart through Commerce	Track, Signal, Station	Design and construct 20 miles of mainline and structures between CP Soto and the new Commerce Station, including necessary land acquisition and relocation of parking for intermodal operations for Hobart Yard; construct 8 miles of lead tracks at Hobart Yard, relocate old Commerce Station to new location, including property costs; design and construct new Commerce Station; design and construct 20 miles of staging tracks at Commerce Yard; complete design of Hobart staging area and storage tracks. All signal and crossover work is included.	BNSF SB Sub TBD	\$ 777,100,000	No	Provides early benefit with the relocation of the Commerce Station and helps lay the foundation for the completion of 4th Main, which separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	MetroLink planning for funding	2023
8	LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation	Track, Signal, Station	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF SB Sub TBD	\$ 422,100,000	No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	MetroLink planning for funding	2023
9	LA-SB Dedicated Passenger Corridor: Fullerton Junction Reconfiguration	Track, Signal, Station	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF SB Sub 162.5 - 165.3, 45.7 - 36.0	\$ 225,700,000	No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	MetroLink planning for funding	2023
10	LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton	Track, Signal, Station	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF SB Sub TBD	\$ 886,800,000	No	Completion enables 5-minute passenger train headways from LA to Fullerton	MetroLink planning for funding	2028
11	LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route	Track, Signal	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF SB Sub TBD	\$ 604,700,000	No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	MetroLink planning for funding	2023
12	Pioneer Blvd Grade Separation	Grade Separation	New grade crossing that was part of the HSR plans and has been folded into the MetroLink SCORE Program	BNSF SB Sub -154.3	\$ 128,100,000	No	Safety	MetroLink planning for funding	2028
13	Malabar Yard Connector/49th Street Closure	Track	Constructs a new section of track to connect BNSF Malabar Yard with the Los Angeles Railway Junction through E 49th Street and permanently closes the 49th Street grade railroad crossing		\$ 20,550,000	Potential funding through SB1 SCCP and/or Trade Corridor Enhancement Program			

Table 5.2: Capital Improvement Projects List – Planned/Unfunded

Capital Improvement Projects List - Planned/Unfunded									
Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion	
14 26th Street ROW Acquisition	Track	Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing BNSF to vacate the West Bank Yard. Relocating BNSF's West Bank Yard activity is a prerequisite to enable full utilization of the first run-through tracks at Los Angeles Union Station, which are to be operational by 2026		\$ 296,913,000	Potential funding through SB1 SCOP and/or Trade Corridor Enhancement Program				
15 Norwalk Blvd/Los Nietos Road Grade Separations	Grade Separation	Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF SB Sub ~153.2	\$ 129,100,000	No	Safety	Metrolink planning for funding	2028	
16 Closure of 38th Street	Facility	Closure of 38th Street connection to Malabar Yard	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
17 Relocation of West Bank Yard	Facility	Relocation of West Bank Yard to a location adjacent to Hobart Yard	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
18 Commerce Intermodal Yard	Facility	Purchase of property to locate the rebuilt Commerce Intermodal Yard	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
19 Upgraded Signal System	Signal	Construction of a new signal system with 1.25-mile spacing	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
20 I-5 Double Track Flyover	Track	Construction of a double track flyover between the I-5 and the I-710	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
21 Fourth Track: Buena Park to Fullerton	Track	Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
22 Fourth Track: I-5/I-710 to CP Soto	Track	Construction of a fourth track from the west end of the I-5/I-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
23 Completion of Fourth Track	Track	Completion of the remaining fourth track	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
24 I-5/I-710 Flyover	Track	Construct a two-track, passenger-only elevated structure to carry passenger trains over freight tracks to the south side of BNSF ROW, eliminating passenger-versus-freight conflicts	BNSF SB Sub TBD	\$ 52,000,000	Potential funding through SB1 SCOP and/or Trade Corridor Enhancement Program				
25 New Commerce Intermodal Facility	Intermodal Facility	Property acquisition to allow current Commerce Intermodal Facility to shift south and accommodate separation of freight and passenger conflicts	BNSF SB Sub TBD	\$ 96,372,000	Potential funding through SB1 SCOP and/or Trade Corridor Enhancement Program				
26 Norwalk & Fullerton Over/Under	Track	Construction of the over/under at Norwalk and Fullerton	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
27 Barstow and Colton Yards	Facility	Barstow and Colton yard construction will precede the fourth track projects between Buena Park to Fullerton and I-5/I-710 to CP Soto and will be attached to agreements regarding passenger train counts in excess of today's contractual limits	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026	
28 Signal Respacing: La Palma to College	Signal	Respacing of intermediate signals	Orange 167.3 - 169.8	\$ 4,900,000	No	The respacing of intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph, reducing travel time.	Metrolink planning for funding	2023	
29 Orange/Olive Junction and Wye	Track, Signal	New crossover and faster turnouts	Orange 172.2	\$ 3,900,000	No	Line Capacity	Metrolink planning for funding	2023	
30 Orange - Olive Junction Improvements and Wye	Track, Signal	The existing wye consists of a single, uncontrolled track and will require modifications to provide PTC-ready track and signal systems. A new crossover will need to be constructed west of the existing wye. Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet quiet zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.	Orange 172.2	\$ 42,600,000	No	Improve mobility in the corridor	Metrolink planning for funding	2028	
31 Signal Respacing: Maple to Solow	Signal	Respace existing intermediate signals	Orange 172.4 - 192.2	\$ 4,900,000	No	The respacing of intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph, reducing travel time.	Metrolink planning for funding	2023	
32 Third Track between Tustin area and Laguna Niguel Area	Track	13-miles of a third main within the existing double track guideway. The span of the project will be between Red Hill Avenue in the City of Tustin to La Paz Road in the City of Mission Viejo. Modifications to existing grade crossings and turnouts will be required.	Orange 177.9 - 190.3	\$ 52,700,000	No	Allows for significant track capacity and provide additional time slots for a greater range of service patterns	Metrolink planning for funding	2028	
33 Orange County Maintenance Facility- Full Buildout	Facility	New maintenance facility in Irvine, required prior to increasing services on OC and E-OC Lines	Orange 21.3 acres in Orange County Great Park adjacent to MP 185/Irvine Station	\$ 65,000,000	No	Line Capacity	Not started	2028	

Table 5.2: Capital Improvement Projects List – Planned/Unfunded

Capital Improvement Projects List - Planned/Unfunded									
No.	Project Name	Type of Project	Project Description	Subdivision, Location (MP)	Capital Cost Estimate	Funding Commitment	Project Benefits	Current Status	Anticipated Completion
34	Serra Siding Extension - North	Track	Project was driven by OTP and incorporated into the OCTA Development of Rail Capital Improvement Program in 2018. It will extend the Serra siding on the north end.	Orange MP 197.4 - 198.1	\$ 10,760,400	No	Improve the safety and reliability of the commuter rail system as well as increase the capacity of the corridor, and minimize the risk of operations shut-down due to maintenance issues or emergency incidents on a single track.	No progress	TBD
35	San Onofre Bridges	Track	Replacement of three timber trestle railway bridges at MP 207.6, 207.8 and 209.9.	San Diego 208.2 - 209.2	\$ 35,400,000	Project on hold	Replacement of three timber bridges.	Project on hold	2025
36	Camp Pendleton Station	Station	Construction of new station/platform on Camp Pendleton adjacent to the Stuart Mesa Maintenance Facility.	San Diego 222	\$ 45,400,000	No	New station to serve Camp Pendleton	Preliminary/Conceptual design	2030
37	La Costa to Swami Double Track	Track	Adds 2.9 miles of double track in the City of Encinitas from CP La Costa (MP 235.1) to CP Swami (MP 238.0). (Note that this project may be split at CP Moonlight located north of Encinitas Blvd.)	San Diego 235.1 - 238.0	\$ 87,000,000	No	Includes inter-track fencing and other amenities and work to require the application of FID-out rule at ENC Station	Planning	2030
38	San Diego Convention Center Station	Track, Station	New station at San Diego Convention Center. TBD regular revenue service or special event only.	San Diego 268.7 - 268.78	\$ 50,500,000	No	New station at San Diego Convention Center. Associated track and signal improvements south of Broadway to allow revenue service.	No design work yet	2030
39	San Diego Layover and Maintenance Facility	Layover Facility	Construct a new layover and maintenance facility for the Pacific Surfliner in San Diego County.		TBD			Planning	
40	COASTER Extension to National City	Track	Extend COASTER and Pacific Surfliner Service to National City along BNSF tracks. Rehabilitate existing BNSF tracks to include signalization and PTC	San Diego 267.71 - 273.139	Unconstrained Capital Cost (\$2014): \$900,000,000	No	TBD	High-level concept	TBD
41	San Onofre Creek Double Track	Track	Construction of an additional passing track for 1.3 miles north of the existing Control Point (CP) Sorogs at Mile Post (MP) 209.2 to MP 207.9, where CP Sorogs will be relocated.	San Diego 207.9 - 209.2	\$ 38,300,000	No	1.3 miles of additional double track including replacement of single track bridges	Planning	2030
42	San Mateo Creek Double Track	Track	Construction of a second main track between the county line (between Orange and San Diego counties) at MP 207.4 and MP 208.2. The limits of the project include the structures across San Mateo Creek, Br 207.6 and the bridge across the wetland, Br 207.8.	San Diego 207.4 - 208.2	\$ 33,400,000	No	0.8 miles of second main track between the county line (between Orange and San Diego counties) at MP 207.4 and MP 208.2.	Planning	2030
43	Stuart Mesa Maintenance Facility Capacity Enhancement	Layover Facility	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	San Diego 222	\$ 47,000,000	No	7000 feet of additional track with new service line for fueling, washing and handling.	Planning	2030
44	San Diego Metropolitan Transit System Yard Improvements	Layover Facility	Increase capacity of the San Diego MTS yard located adjacent to the 12th and Imperial Trolley Station		\$ 12,900,000	No	Additional layover yard track, turnouts, and signal systems	Planning	2030
45	Leucadia Blvd Grade Separation	Grade Separation	Grade separate the existing intersection of Leucadia Blvd at the railroad track	San Diego 236	\$ 113,800,000	No	Safety	Planning	2030
46	Encinitas Pedestrian Crossings	Grade Separation	New pedestrian undercrossings at Montgomery, Hillcrest, and El Portal within the City of Encinitas		\$ 18,100,000	No	Safety	Planning	2030
47	Del Mar Bluffs Stabilization - 4	SOGR	Stabilize the most urgent areas of the Del Mar Bluffs repairing drainage structures and erosion control.	San Diego 244.1 - 245.7	\$ 3,100,000	No	Safety, State of good repair	Planning	2025
48	Del Mar Bluffs 50 Year - 1	SOGR	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.	San Diego 244.1 - 245.7	\$ 19,100,000	No	Safety, State of good repair	Planning	2025
49	Del Mar Bluffs 50 Year - 2	SOGR	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.	San Diego 244.1 - 245.7	\$ 68,700,000	No	Safety, State of good repair	Planning	2030
50	Del Mar Tunnel - 1 AA	Track	Conduct planning, alternatives analysis, and public outreach for the Del Mar Tunnel	San Diego 244 - 248	\$ 100,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2025
51	Del Mar Tunnel - 2 PE/ENV	Track	Preliminary Engineering, environmental clearance, and public outreach for the Del Mar Tunnel	San Diego 244 - 248	\$ 115,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2030
52	Del Mar Tunnel - 3 FD/CON	Track	Design and Construction of the Del Mar Tunnel	San Diego 244 - 248	\$ 3,257,000,000	No	5 miles of double track, grade separated, higher speed rail tunnel	Planning	2050
53	Carlsbad Village Trench	Grade Separation	Grade separation of the railroad tracks in Carlsbad Village Area	San Diego 228.0 - 230.6	\$ 335,100,000	No	Safety	Planning	TBD
54	Poinsettia Crossovers	Track, Signal	Construct a left-hand crossover at MP 233.10, north of Poinsettia Station and a right-hand crossover at MP 233.50, south of Poinsettia Station.	San Diego 233.1 - 233.5	\$ 6,200,000	No	Operational flexibility	On hold pending construction funding	2025
55	Sorrento Valley Blvd Safety Improvements	Grade Crossing, Signals	Construct near-side signals between Sorrento Valley station and Sorrento Valley Blvd to reduce conflicts with heavy traffic congestion.	San Diego 249.1	\$ 3,800,000	No	Safety	Project on Hold Pending Funding	2025

Table 5.3: LOSSAN Agency Capital Improvement Plan

Station	Project Description	Project Cost	Classification
San Luis Obispo	Painting exterior of building and repair wood damage on shelter base	\$ 312,455.00	State of Good Repair
San Luis Obispo	Painting ticket counter and office area	\$ 7,643.00	State of Good Repair
San Luis Obispo	Concrete arm rest for existing bench (6)	\$ 8,174.00	Passenger Amenities
San Luis Obispo	3 new benches for platform	\$ 7,562.00	Passenger Amenities
San Luis Obispo	New flooring for ticket office	\$ 3,822.00	Facility Upgrades
Grover Beach	New platform tactile and striping and repaint handrail	\$ 289,930.00	Safety
Grover Beach	New platform and parking lot LED upgrade (46)	\$ 119,400.00	Facility Upgrades
Guadalupe	New platform tactile and striping	\$ 188,075.00	Safety
Guadalupe	Paint interior and exterior of shelter canopy	\$ 16,792.00	State of Good Repair
Guadalupe	Provide and install arm rest for existing benches (Concrete swale 8)	\$ 9,244.00	Passenger Amenities
Surf	New platform, parking lot and canopy fixture upgrade 32 fixtures total	\$ 113,146.00	Facility Upgrades
Surf	Paint, restriped platform tactile, repair expansion joint, clean and polish handrails on platform	\$ 33,817.00	Safety
Goleta	New platform tactile	\$ 132,093.00	Safety
Goleta	Crew room rehab (paint, flooring, bathroom, ceiling tile)	\$ 76,435.00	Facility Upgrades
Goleta	Restripe platform	\$ 21,413.00	Safety
Goleta	10 swale for concrete benches	\$ 8,327.00	Passenger Amenities
Goleta	Canopy repair and canopy lighting upgrade (6)	\$ 5,269.00	Facility Upgrades
Goleta	Design of new layover facility	\$ 260,000.00	SRA
Santa Barbara	Microphone in baggage room	\$ 2,293.00	Facility Upgrades
Carpinteria	New tactile and striping	\$ 100,928.00	Safety
Carpinteria	Paint and restriped platform	\$ 18,298.00	State of Good Repair
Carpinteria	6 benches	\$ 13,066.00	Passenger Amenities
Oxnard	New tactile and striping	\$ 157,525.00	Safety
Oxnard	Platform striping	\$ 31,141.00	Safety
Oxnard	5 new benches with arm rest	\$ 11,384.00	Passenger Amenities
Oxnard	Flooring for ticket area and office	\$ 3,822.00	Facility Upgrades

Table 5.3: LOSSAN Agency Capital Improvement Plan (continued)

Station	Project Description	Project Cost	Classification
Oxnard	New ceiling panel	\$ 3,057.00	Facility Upgrades
Oxnard	New exhaust for bathroom	\$ 1,529.00	Facility Upgrades
Simi Valley	Tactile and striping	\$ 126,928.00	Safety
Chatsworth	Tactile and striping for both platform	\$ 154,166.00	Safety
Chatsworth	Furnish and install 4 benches for platform	\$ 9,855.00	Passenger Amenities
Van Nuys	Flooring behind ticket counter and Agent's office	\$ 5,350.00	Facility Upgrades
Van Nuys	Hand dryer in three bathrooms	\$ 5,350.00	Facility Upgrades
Van Nuys	New FRP panel in the server room	\$ 1,529.00	Facility Upgrades
Van Nuys	New shelving outside inside the cage	\$ 1,529.00	Facility Upgrades
Burbank	Update signage	\$ 33,782.00	Safety
Burbank	Platform striping and verbiage	\$ 32,925.00	Safety
Fullerton	New ticket counter	\$ 328,669.00	Facility Upgrades
Fullerton	Paint inside ticket office, agent's office and baggage area	\$ 8,408.00	State of Good Repair
Fullerton	New ceiling tiles inside ticket area and baggage area	\$ 7,643.00	Facility Upgrades
Fullerton	New Flooring inside ticket office and Agent's office	\$ 6,879.00	Facility Upgrades
Fullerton	Hand dryer in bathroom	\$ 2,293.00	Facility Upgrades
Anaheim	Cross hatched in red by rollup fire door and stencil "Keep Clear" and repair both baggage rollup door for code compliance	\$ 4,586.00	Safety
San Juan Capistrano	Repaint inside waiting area and ticket office	\$ 12,994.00	State of Good Repair
San Juan Capistrano	Purchase and install 5 benches similar to Maricopa	\$ 9,855.00	Passenger Amenities
San Juan Capistrano	New Flooring inside ticket office	\$ 3,822.00	Facility Upgrades
San Juan Capistrano	Relocate one camera in front of the entrance	\$ 1,529.00	Safety
Solana Beach	Platform tactile replacement	\$ 289,172.00	Minor Cap
Old Town	Tactile and Striping	\$ 110,830.00	Safety
Old Town	Platform shelter and platform LED lighting upgrade 28	\$ 97,859.00	Facility Upgrades
San Diego	480 V panel installation-2 (800A) for platform 2 & 3, 1 (800A) for platform 1, 1(200A) for private car	\$ 812,986.00	SRA

Table 5.3: LOSSAN Agency Capital Improvement Plan (continued)

Station	Project Description	Project Cost	Classification
San Diego	Platform tactile replacement (6000 LF)	\$ 693,123.00	Safety
San Diego	Upgrade existing camera system to Genetec	\$ 560,520.00	Safety
San Diego	Bathroom upgrades: Mens (4 stall including 1 ADA, 2 urinal, 4 sink, 2 hand dryer, lighting) and Womens (5 stall including 1 ADA, 4 sink, 2 hand dryer, lighting)	\$ 229,304.00	Minor Cap
	<i>FY 2019-20 and 2020-21 CIP Total</i>	\$ 5,508,526.00	

Chapter 6: Fare Policy

Pacific Surfliner trains currently offer travel in unreserved coach class and reserved business class. If traveling in unreserved coach, passengers do not need to make an advanced reservation for a specific train, except during Thanksgiving week and select special events, when all seats on Pacific Surfliner trains are reserved. Pacific Surfliner fares are largely static year-round and do not vary by day of the week, with nominal increases on select holiday and traditionally busy travel periods. Business class requires an advanced train-specific reservation and a 50 percent upcharge, with a minimum \$10 upgrade fee. In addition to a guaranteed seat, business class also provides a beverage, snack, newspaper, and service from a dedicated train attendant on most trains.

Ticket types available on the Pacific Surfliner include one-way, roundtrip, 10-trip tickets, and monthly passes for unreserved coach. Roundtrip tickets are priced at twice the one-way fare. The 10-trip ticket is valid for ten one-way trips between a specific station pair within a 60-day period from date of first use and can be used by more than one passenger. Ten-trip tickets are discounted below one-way and roundtrip tickets, with all station pairs priced at a consistent 40 percent off the equivalent single ride fares. Monthly tickets are valid for unlimited travel for an entire calendar month for the passenger named on the ticket.

The LOSSAN Agency implemented a fare restructuring in March 2018. This is the only fare change to take place since the ITA was executed in June 2015, as can be seen in Table 6.1.

Table 6.1: Historic Pacific Surfliner Fare Adjustments

Date	Increase
June 2003	3 percent
June 2004	3 percent
June 2005	5 percent
December 2005	5 percent
June 2006	5 percent
October 2006	5 percent
February 2009	N/A -- fare restructuring
February 2010	2 percent
June 2010	3 percent
June 2011	2 percent
September 2011	Seasonal fare change eliminated
August 2012	2 percent
June 2013	2 percent
March 2018	N/A – fare restructuring

Everyday Discount Programs

In addition to discounted multi-ride tickets, the Pacific Surfliner offers everyday discounts on tickets to senior citizens age 62 and older (15 percent), disabled riders (15 percent), United States military veterans (15 percent), children age 12 and under (50 percent), and a national student discount program that provided a 15 percent discount for students aged 13 to 25 years old.

Other Discount Programs

The LOSSAN Agency and Amtrak occasionally partner with local destinations and/or convention and visitors bureaus to offer special discounts for travel to a specific location. For example, the Santa Barbara and San Luis Obispo Car Free programs offer a 20 percent discount off Pacific Surfliner tickets for travel to stations in those counties. Amtrak also offers a California rail pass, which offers travel on any seven days in a 21-day period on all three state-supported intercity routes in California, as well as the Coast Starlight and most Amtrak Thruway buses.

When requested by the LOSSAN Agency, Amtrak can also offer special discounts to one-time events using a special promotional code. Groups of 15 or more on the Pacific Surfliner can receive a 20 percent discount on regular fares on select trains based on projected seat inventory and season of travel. The Kids 'n' Trains program provides reduced group fares for school and youth groups traveling on the Pacific Surfliner on select mid-week trains. In addition, SBCAG is currently subsidizing a limited-term discount on 10-trip and monthly passes between stations in Ventura County and Santa Barbara/Goleta to help encourage ridership on the peak-period service between Ventura and Santa Barbara Counties.

Rail 2 Rail Programs

There are currently two distinct Rail 2 Rail programs in place that allow Metrolink and COASTER pass holders to ride Pacific Surfliner trains at no additional cost using their valid commuter rail tickets and/or monthly passes.

Metrolink: The Rail 2 Rail program allows Metrolink monthly pass holders who travel on Metrolink's Orange and Ventura County lines to travel on Pacific Surfliner trains within the limits of the station pairs of their pass at no additional charge, including on Saturday and Sunday. The Rail 2 Rail program does not apply to Metrolink one-way, roundtrip, and seven-day passes except on Pacific Surfliner trains between Los Angeles and Burbank Airport. Pacific Surfliner monthly pass holders may also ride any Metrolink train within the station pairs on their Amtrak monthly pass. Amtrak conductors scan the Metrolink passes and Metrolink is billed for each Rail 2 Rail boarding at a reimbursement rate of \$7.00 per boarding.

COASTER: NCTD currently has a modified Rail 2 Rail program agreement whereby COASTER passengers may travel on any Pacific Surfliner trains using a valid COASTER RegionPlus, monthly, or day pass. As of the current FY, NCTD reimburses Amtrak \$4.42 per Rail 2 Rail rider, which is the approximate average fare collected per passenger boarding on the COASTER service.

Pacific Surfliner monthly pass holders and one-way and roundtrip ticket holders may also ride any COASTER train within the station pairs on their Amtrak ticket at no additional charge.

Over the course of the next fiscal year, the LOSSAN Agency will be working with Metrolink and NCTD to revise the Rail 2 Rail programs to achieve a more equitable distribution of both revenue and expenses. The ongoing corridor optimization effort is currently examining various options that are could be considered for these future programs.

Additional Fare Enhancement Opportunities

In FY 2020-21, the LOSSAN Agency will continue to work with Amtrak to explore opportunities to increase fare revenue while maintaining and expanding ridership, including:

- Implement a midweek fare promotion to encourage ridership on trains and between station pairs that are currently underutilized.
- Implement seasonal marketing campaigns to increase ridership during the winter months.
- Increasing public awareness of existing everyday discount programs, especially student and group discounts, including the Kids 'n' Trains program.
- Continue the expansion of partnerships with the San Diego Padres, Del Mar Racetrack, Anaheim Ducks, and other event organizers to promote taking the Pacific Surfliner to sporting events, concerts, and other special events served by the Pacific Surfliner.
- Enhance customer loyalty and referral programs, including the Amtrak Guest Rewards program, to retain existing customers and attract new riders.

Chapter 7: Network Integration, Coordination and High-Speed Rail

An integrated passenger rail network is a key initiative included in the 2018 California State Rail Plan, with the goal to plan and implement a statewide passenger rail system that maximizes the performance potential of intercity passenger rail as a time- and cost-competitive travel option for meeting the state's transportation needs. Several opportunities exist for better integrating the Pacific Surfliner service with the existing, planned and proposed transit and rail network along the 351-mile LOSSAN rail corridor.

Statewide and Regional Coordination

The LOSSAN Agency works in close coordination with CalSTA, Caltrans DRMT, transit and rail operators along the LOSSAN rail corridor, and other stakeholders on efforts to improve rail and transit connections. This includes working to create an integrated passenger rail and transit network with coordinated schedules, which will provide additional travel options throughout the state, allowing passengers to seamlessly transfer from service to service to reach their desired destinations.

Specifically, the LOSSAN Agency has worked with rail operators and stakeholders along the LOSSAN rail corridor to establish a corridor improvement team to guide coordinated planning efforts to identify and address on-time performance and operating issues that impact the ability to better integrate the services. The group includes participation from the LOSSAN Agency, NCTD, Metrolink, BNSF, SJJPA, Amtrak and UPRR. Together the members are working collaboratively to improve rail service through service optimization efforts and coordinated analysis of root causes of delay.

Transit Connections

The LOSSAN Agency has built strong working relationships with the regional transit operators along the rail corridor. In 2016, the LOSSAN Agency implemented the Pacific Surfliner Transit Transfer Program, providing seamless transfers to 11 local public transit services along the LOSSAN rail corridor and creating more convenient first- and last-mile connections.

The Amtrak-operated Thruway bus service also provides key connections and is coordinated with the San Joaquins and Capitol Corridor intercity rail services, providing connectivity to the statewide rail system. The LOSSAN Agency has worked with SJJPA, CCJPA and Amtrak to implement updated branding on all Amtrak Thruway buses that reflect the service's key role in connecting California's three intercity rail corridors. The passage of Senate Bill 742 will allow even greater flexibility in the planning and scheduling of thruway bus services by removing the requirement for thruway bus passengers to also travel by Amtrak train on a segment of their trip. The LOSSAN Agency will work with Amtrak, CCJPA, SJJPA and Caltrans DRMT to review operations of the Thruway bus service and look for opportunities to improve connectivity and efficiency. Pacific Surfliner trains also provide timed connections in Los Angeles to three Amtrak long-distance trains serving destinations including Chicago, New Orleans, Portland, and Seattle.

Integrated Fare Structure

There are several short- and long-term efforts being evaluated or undertaken by the State and local agencies to introduce a more integrated and seamless ticketing system for passenger rail and connecting transit services. In late 2017, the LOSSAN Agency participated in a workshop hosted by CalSTA to discuss statewide fare integration and coordination of passenger rail and mass transit services. This was the first step to provide integrated, end-to-end public transportation services that are accessible, convenient, and provide a viable alternative to single occupancy vehicle travel. The LOSSAN Agency also participated in a statewide integrated travel conference held in spring of 2018 that allowed statewide transportation agencies to learn more about integrated travel concepts and help shape progress towards a pilot program within two years. Following this conference, the CCJPA was awarded TIRCP funding to develop a pilot for a Statewide Integrated Travel Program, focused on developing a statewide trip planning and fare integration strategy among multiple agencies using modern software platforms to enhance connectivity, efficiency, and ridership across California, including on the Pacific Surfliner.

In parallel with this statewide effort, the LOSSAN Agency has also been working with Metrolink, Metro, Amtrak and NCTD on shorter-term solutions to provide easier integration for passengers between services. As part of a corridorwide optimization study that is being led by the LOSSAN Agency, various cost sharing methodologies that exist nationally and internationally have been evaluated to assist with identifying solutions for sharing the revenue and costs between agencies that are associated with a more integrated ticketing strategy. This effort is anticipated to be completed by the end of calendar year 2020.

Sub-Regional Transit and Rail Integration Studies

Beyond the corridorwide and statewide efforts and strategies noted above, several LOSSAN member agencies have begun work to study more localized passenger rail service along the LOSSAN rail corridor. These local concepts are summarized below.

- *Freight Pathing Study between Atwood-San Diego and Passenger Service extensions south of San Diego*

This study is being led jointly by the BNSF Railway and NCTD to perform a freight-specific analysis on how anticipated growth can be accommodated on the LOSSAN South corridor for freight trains between CP Atwood (in Orange County) and San Diego and how an extension of passenger services to a new Convention Center station and/or National City could aid freight capacity. NCTD has had the desire to extend Coaster services to San Diego's Convention Center since 2002 and the 2018 California State Rail Plan has provided momentum to extend passenger services south of San Diego Downtown towards the border with Mexico. This study also aligns with the LOSSAN Agency's current efforts to identify a location for a new layover and maintenance facility for the Pacific Surfliner in San Diego and some of the locations under consideration are located south of downtown. The LOSSAN Agency is coordinating with BNSF and NCTD on this study.

- *SBCAG Regional Transit and Rail Planning and Integration Study*

As part of the 2018 TIRCP grant awards, SBCAG received funding to perform a sub-regional transit and rail planning and integration study. This study is taking a focused look at identifying the regional mobility needs along the LOSSAN rail corridor between Ventura and San Luis Obispo, and identifying potential new, modified, or expanded service options, including the best methods for integrating these services into the existing transit and rail network. The LOSSAN Agency is coordinating with its member agencies in Ventura, Santa Barbara, and San Luis Obispo counties on this study.

- *Coast Rail Corridor Service Implementation Plan and Passenger Rail Improvement Study*

SLOCOG has recently initiated a study to both perform a Coast Rail Corridor Service Implementation Plan and evaluate and provide recommendations for implementing a passenger rail service between locations in San Luis Obispo County that cannot be easily served by the existing Pacific Surfliner service. The LOSSAN Agency is supportive of this effort to provide more localized passenger rail service within the LOSSAN rail corridor and will be working with SLOCOG and the other corridor stakeholders in this study to identify opportunities to expand the reach and enhance the connectivity of the Pacific Surfliner service.

- *San Diego Regional Rail Higher Speed and Enhanced Safety Alternatives Advanced Planning Study*

The San Diego Association of Governments is the lead for an advanced planning study to identify opportunities for higher speed and enhanced safety for the LOSSAN Corridor along the San Diego Subdivision, working with NCTD, MTS, LOSSAN, CalSTA, and other stakeholders. A particular focus of the study will be addressing long-term solutions for relocating the rail alignment off the sensitive coastal bluffs in the City of Del Mar. The study is expected to kick off in Spring 2020 and take 18-24 months to complete.

- *Coachella Valley – San Geronio Pass Rail Corridor Service Development Plan*

RCTC is the lead in completing the Coachella Valley - San Geronio Pass Rail Corridor Service Development Plan to establish daily intercity rail service between Los Angeles and Indio in the Coachella Valley. This effort is funded with a \$2.9M FRA grant and local funds. The team is in close coordination with FRA, Caltrans and local stakeholders to complete the project. The work also includes the development of program level environmental documents to advance efforts on the corridor. The LOSSAN Agency is supportive of this effort and has been actively participating in the project development.

Link Union Station

The LOSSAN Agency is participating in planning and design meetings related to the Link Union Station (Link US) project. The project, being managed by Metro, will transform LAUS from a

“stub-end” station, to a “run-through” station by extending tracks south over the US 101 freeway, resulting in reduced travel times, particularly for Pacific Surfliner passengers traveling through Los Angeles. Link US will also reconfigure station entry tracks and station boarding platforms to improve efficiency, and create a new passenger concourse with improved retail, food and passenger waiting areas. Metro is also working with CHSRA to explore options to incorporate future HSR service at LAUS. The Environmental Impact Report for the Link US Project was certified and approved by the Metro Board of Directors in June 2019 with the draft Environmental Impact Statement scheduled to be released for public comment in June 2020.

SCORE Program

The SCORE program is a multi-year, \$10 billion program managed by Metrolink to upgrade the regional rail system in Ventura, Los Angeles, Orange, San Bernardino, and Riverside Counties to meet the current and future needs of the traveling public. The SCORE program is more than just adding tracks, grade separations and upgrading signal systems across the Metrolink system. The vision is to provide the infrastructure necessary to operate more trains with greater frequency and reliability, making regional rail travel easier and more convenient.



The LOSSAN Agency is an important partner in this program, working with Metrolink, BNSF, Caltrans DRMT, CHSRA, and CalSTA in the development of a phased implementation strategy for the program that begins the integration of the regional passenger rail services and allows for the eventual introduction of high-speed rail as part of the regional rail network.

High-Speed Rail Connection

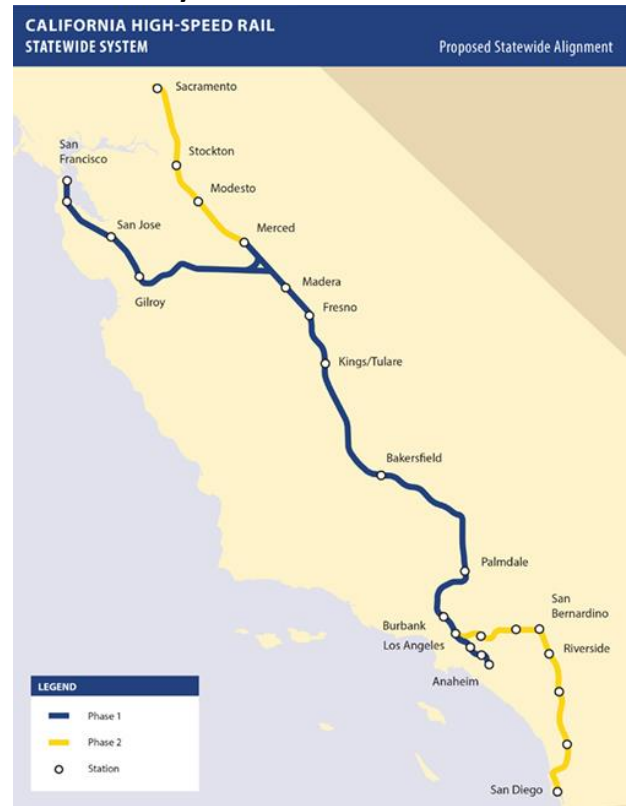
The HSR system was planned to be an integral component of the statewide passenger rail system, and key to the statewide network integration effort. The passenger rail services along the LOSSAN rail corridor serve as a backbone for transportation throughout the central and Southern California coastal regions. As such, the LOSSAN rail corridor will provide critical connections to support and compliment the HSR system in whatever form it eventually takes. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service.

As of February 2019, the Governor for the State of California established as a priority the operation of HSR in the Central Valley of California, which is the only region in which construction has commenced. He also reaffirmed the commitment to complete the HSR environmental work statewide, to maintain the early investments planned in the Bay Area and Los Angeles and to pursue additional federal and private funding for future project expansion.

The CHSRA adopted its most recent Business Plan in June 2018, with the draft 2020 Business Plan currently being cycled for review. As with the previous Business Plans, CHSRA continues to recognize the interregional importance of the Burbank to Anaheim segment of the HSR system and the need to make strategic investments that will help link rail systems together over time. In FY 2020-21, the CHSRA and the LOSSAN Agency will continue efforts to coordinate efforts in the LOSSAN rail corridor.

As originally planned, Phase 2 of the CHSRA project will extend HSR from Los Angeles to San Diego via an inland route. This would change the role of the Pacific Surfliner into more of a feeder route to HSR, particularly for coastal communities in Orange and San Diego counties.

Figure 7.1: California High-Speed Rail Statewide Systema



Source: CHSRA, 2019

Chapter 8: Passenger Amenities

In order to make the Pacific Surfliner an attractive travel alternative, the LOSSAN Agency has worked with Amtrak to implement initiatives designed to enhance amenities and improve the overall passenger experience. This chapter focuses specifically on enhancements to passenger services and amenities that have been prioritized by the LOSSAN Agency for the Pacific Surfliner service in FY 2020-21 and FY 2021-22.

On-Board Amenities

Business Class: Business class is a popular amenity on the Pacific Surfliner. With a business class ticket, passengers receive a guaranteed seat; self-serve coffee, tea, and pastries in the morning, and at-seat snack and beverage service in the afternoon, as well as a dedicated train attendant. Passengers also receive access to the Amtrak Metropolitan Lounge in Los Angeles, priority boarding at the Santa Fe Depot in San Diego, and bonus Amtrak Guest Rewards points. The LOSSAN Agency worked with Amtrak in late 2016 to expand business class capacity in direct response to passenger demand. This was achieved by utilizing the Superliner long-distance car as a second business class car. To maintain the quality of the business class experience, the LOSSAN Agency is working with Amtrak to complete a refresh of all business class cars, including installation of upgraded seat coverings, carpets and curtains, as well as enhanced on-board service.

Food and Beverage: In FY 2019-20, the LOSSAN Agency continued to work with Amtrak to evaluate existing food and beverage offerings based on sales and revenue data and implemented regular menu “refreshes” to introduce new locally sourced fresh food items, California wines and local craft beers. This included switching to a new Los Angeles-based vendor to provide fresh food, including salads and sandwiches, which has led to impressive increases in Café car sales and revenue, as well as improved customer satisfaction. Introducing new locally sourced products, including additional seasonal items, will continue to be a priority for the LOSSAN Agency throughout FY 2020-21.

Wi-Fi: The Pacific Surfliner service currently offers free Wi-Fi to passengers, which has proven to be a popular amenity. The LOSSAN Agency is working with Amtrak and Caltrans DRMT to build on the success of the existing Wi-Fi service by improving the speed and reliability of the service. Due to limited bandwidth, age of the equipment, and other issues, the existing Wi-Fi service is often unreliable, and speeds are slower than desired. A number of options are being explored for further improving the quality and reliability of on-board Wi-Fi service, including ensuring that cars used in the Pacific Surfliner service are equipped to provide WiFi, as well as partnering with the Capitol Corridor and San Joaquins, which are currently engaged in a WiFi improvement project, or potentially with Metrolink and NCTD, which are also exploring options to offer new or improved WiFi service onboard their trains.

Service Amenities

Customer Communication: The LOSSAN Agency continues to have an active presence on social media and has seen a consistent growth in followers on all Pacific Surfliner social media channels. Through these channels, LOSSAN Agency staff is able to engage with current and

prospective passengers, helping to promote future travel on the Pacific Surfliner. In the coming year, the LOSSAN Agency plans to expand its recently launched email marketing program, and work with partner agencies to expand digital content using the updated personalization features included in the new PacificSurfliner.com website. The LOSSAN Agency is also working more closely with Amtrak staff to improve the timeliness of train status information on all customer-facing channels, providing 24/7 coverage, as well as working with Amtrak to reduce response time to customer questions and refund requests.

Joint Promotions: In FY 2020-21, the LOSSAN Agency will continue coordinated marketing efforts with local convention and visitors' bureaus, connecting transit agencies, and key attractions along the Pacific Surfliner route. In FY 2019-20, the LOSSAN Agency worked on a number of successful joint promotions, including with the San Diego Padres, Anaheim Ducks, Los Angeles Angels of Anaheim, KDOC-TV, Operation Lifesaver, Big West Conference, Entercom Communications, and the Disneyland Resort. These efforts will continue in the coming year to provide special offers and incentives to Pacific Surfliner passengers, while also increasing brand awareness.

Rail 2 Rail Program: The LOSSAN Agency will continue to work with Amtrak, Metrolink, and NCTD to offer a Rail 2 Rail program benefit to customers that provides an equitable reimbursement rate to the Pacific Surfliner for carrying Metrolink and COASTER pass holders on state-funded intercity trains. In October 2018, the Rail 2 Rail program with NCTD was modified to allow NCTD multi-ride passes to be used on all Pacific Surfliner trains while also eliminating additional COASTER stops that were previously made by some Pacific Surfliner trains. Changes are currently being considered to the Metrolink Rail 2 Rail program that would introduce a "step-up pass" to Metrolink monthly pass holders that would allow use of Pacific Surfliner trains for an additional charge.

Service Disruptions: Improving communication with passengers during a planned or unplanned track closure or service disruption is an important service amenity that the LOSSAN Agency will continue to focus on during FY 2020-21. Service disruption updates are currently posted on the @pacsurfliners Twitter channel, which has resulted in positive customer feedback. The LOSSAN Agency is working with Amtrak to improve the quality of notifications sent via Amtrak-owned channels, including push notifications sent through the Amtrak app, as well as text and email alerts, and updates provided on electronic signs located on station platforms.

Special Event Service: The LOSSAN Agency will work with Amtrak to expand and/or develop Pacific Surfliner service to special events that draw large crowds including the Del Mar Race Season, San Diego Comic-Con International, the Coachella Valley Music and Arts Festival, major sporting events and festivals, and during major government holidays, while also ensuring that appropriate resources (rolling stock, staffing, etc.) are made available to accommodate anticipated demand.

Train Status Information: Amtrak currently provides train status information through a number of channels, including announcements at staffed stations, Passenger Information Display System signs on station platforms, and online through the "train status" feature on Amtrak.com

and the Amtrak mobile app. The LOSSAN Agency works with Amtrak to provide service alerts on the @pacsurfliners Twitter channel, which supplies more detailed information during service disruptions. The LOSSAN Agency will continue to look for opportunities to further enhance train status updates, including a more user-friendly Web-based train tracker that shows the real-time position of Pacific Surfliner trains on a route map. In addition, the LOSSAN Agency continues to work with Amtrak to improve the accuracy of the train status data currently offered through the Amtrak app and Amtrak.com.

Transit Transfer Program: The Pacific Surfliner Transit Transfer Program was implemented in 2016 as a result of a successful TIRCP grant. The Transit Transfer Program offers seamless connectivity to more than 11 local public transit services along the LOSSAN rail corridor. The LOSSAN Agency is working with local transit providers to continue marketing efforts for the program. Originally intended as a one-year pilot program, this program was extended for three additional years, through June 31, 2020, using existing TIRCP funds. The LOSSAN Agency intends to continue this program using annual operating funds after expiration of the TIRCP funds. The LOSSAN Agency is also making progress toward implementing a program that will allow passengers to use their Amtrak Pacific Surfliner ticket to transfer to the Metro Rail system in Los Angeles in coordination with Metro and Metrolink.

Station Improvements: Using previous studies and input from member agencies and station owners, the LOSSAN Agency prepared a CIP that includes a number of station related improvements that are candidates for minor capital program funds, as well as state and federal safety/security funds, SRA funds and future TIRCP funds. The CIP (as detailed in Chapter 5) prioritizes funding for station and platform improvements, including enhanced wayfinding signage at Pacific Surfliner stations, as well as safety and security upgrades.

Chapter 9: Equipment

The cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were purchased by the State of California in 2002 to supplement the Amtrak owned fleet by adding seating capacity and additional Pacific Surfliner service. As the ridership continues to grow, additional Amtrak equipment (both single and bi-level cars) has been leased by the State of California to provide the necessary capacity to support the passenger demand on the Pacific Surfliner.

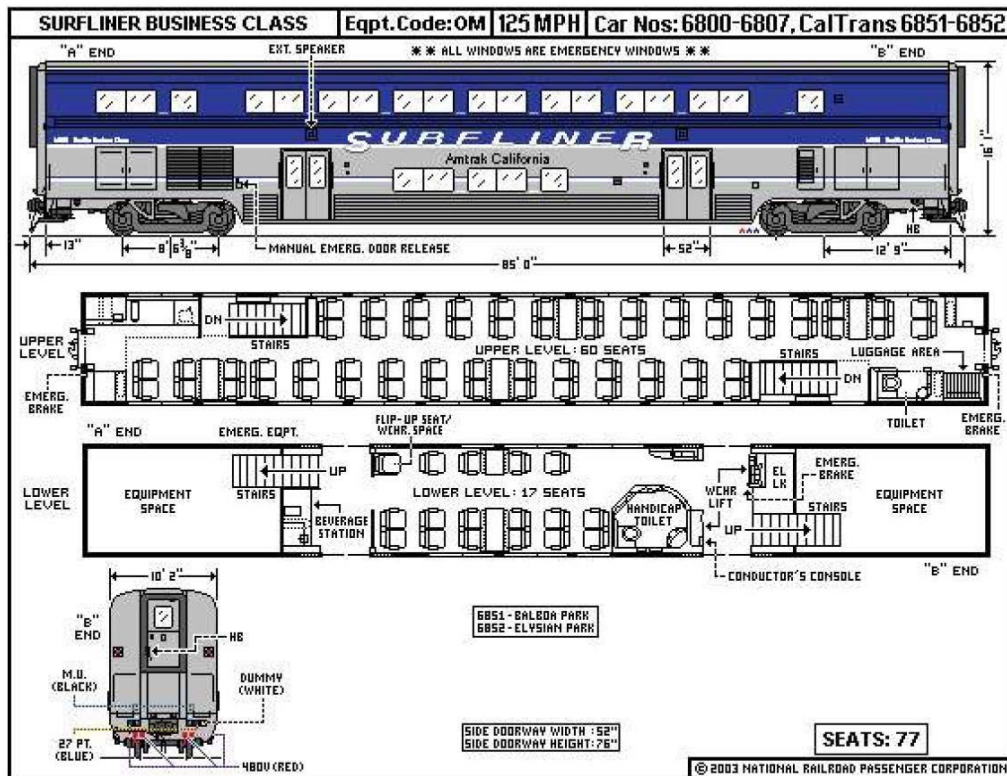
Currently, Amtrak operates 26 daily Pacific Surfliner trips using 10 train sets. A typical train set consists of one locomotive and six passenger cars, including one business class car, one Superliner car for additional business class seating, one Café car with coach seating, two coach cars, and one cab/baggage car with additional coach seating. This typical train set provides approximately 485 passenger seats. Additional passenger cars are added to accommodate anticipated increases in demand associated with holidays and special events.

A description and schematic layout of the types of bi-level cars that are used most often in Pacific Surfliner service are provided in Table 9.1 and associated Exhibits.

Table 9.1: Pacific Surfliner Fleet Description

Type	Car Description	Seating Capacity
Business Class	Reserved seating on upper and lower levels with dedicated attendant; complimentary at-seat snack and beverage service	74
Superliner Business Class	Upper level used for business class seating. Some cars have additional seating on the lower level that can also be used for business class	74
Superliner Café	Regular coach seating on upper level; booth seating and Café area with food and beverage service on lower level	70
Surfliner Café	Regular coach seating on upper level; booth seating and Café area with food and beverage service on lower level	83
Coach	Unreserved seating on upper level with limited seating for seniors/disabled on lower level	90
Superliner Coach/Baggage	No lower level seating	60-
Surfliner Cab/Baggage	Unreserved seating on upper level and cab area for engineer to operate train; limited senior/disabled seating, bike rack accommodating seven bikes, and secured area for storage of checked baggage on lower level	76

Exhibit 9.1: Pacific Surfliner Business Class Car



Note: Business class cars have been reconfigured to add a lower level luggage rack and improved lower-level seating, resulting in a net reduction of five seats, for a total of 72.

Exhibit 9.2: Pacific Surfliner Café Car

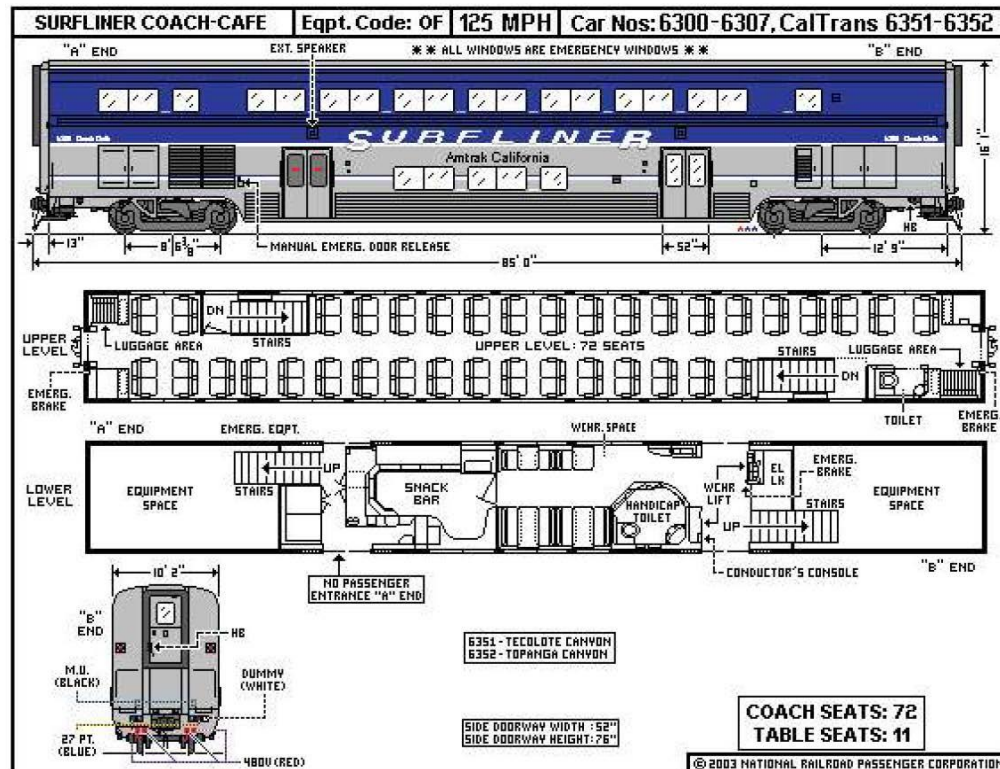


Exhibit 9.3: Pacific Surfliner Coach Car

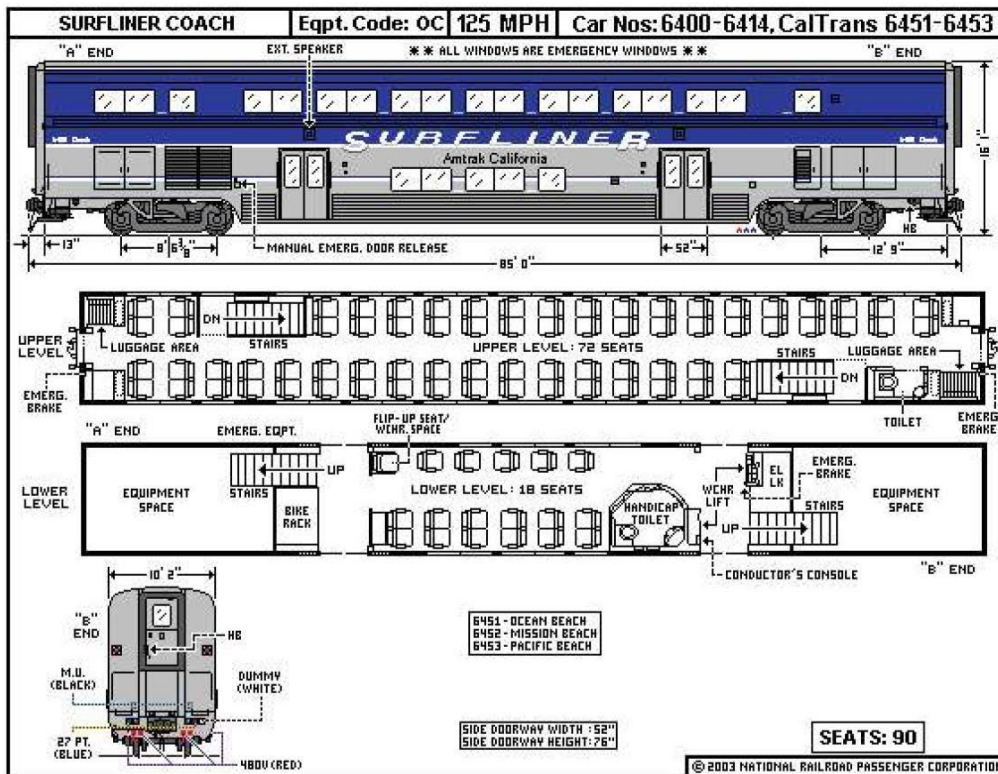


Exhibit 9.4: Pacific Surfliner Cab/Baggage Car

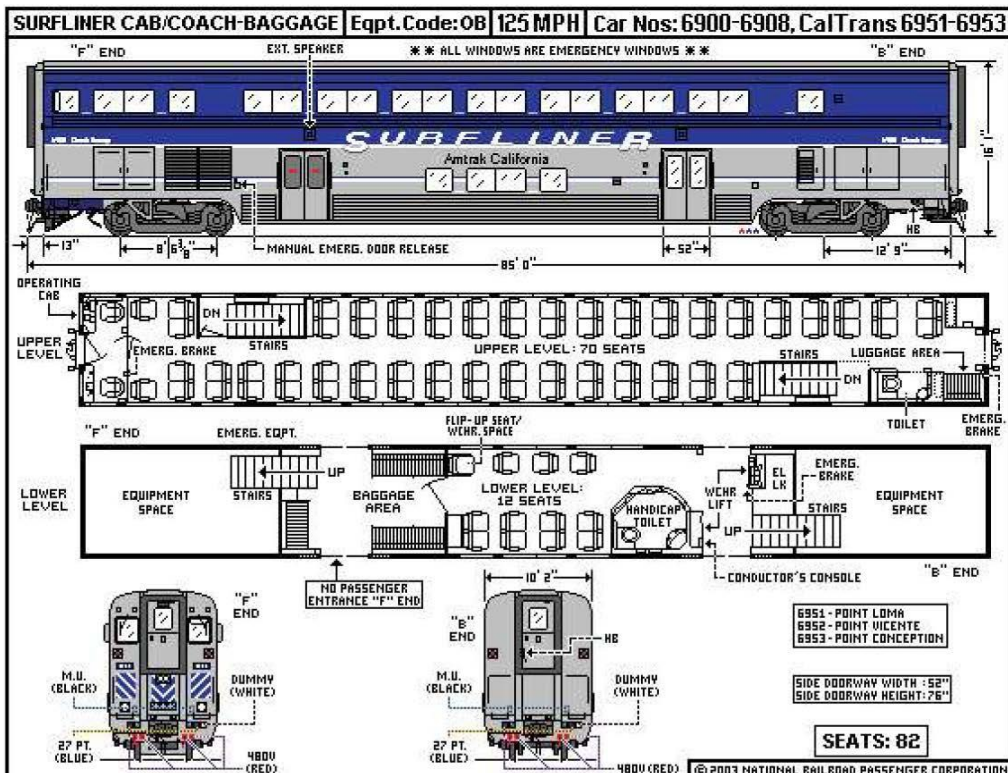
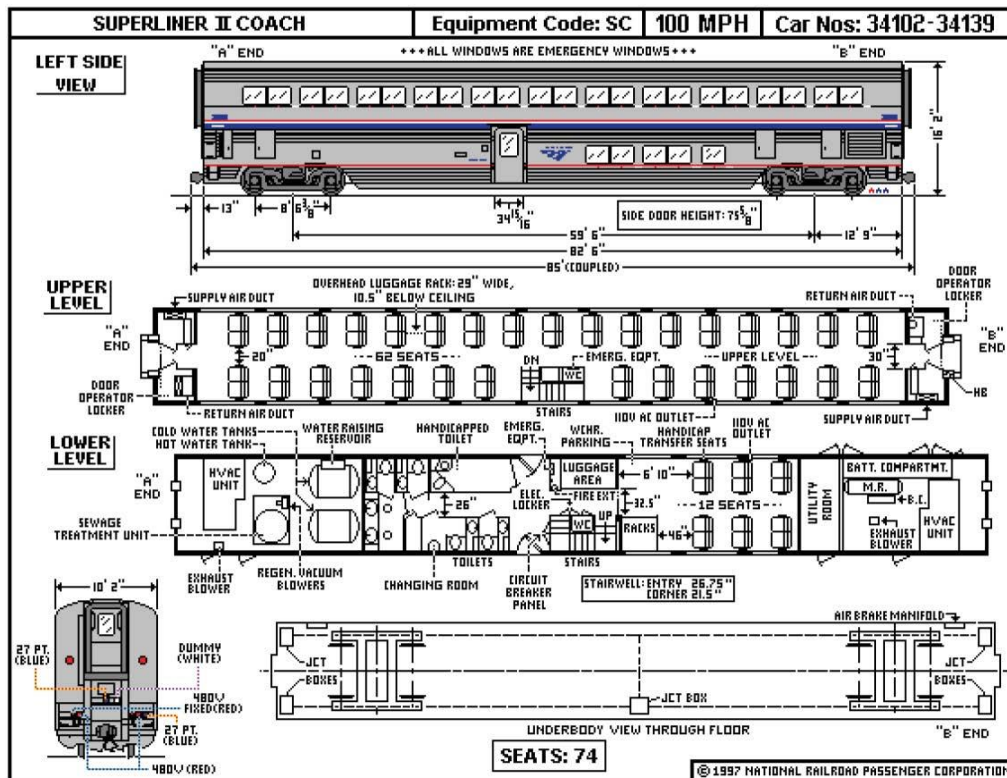


Exhibit 9.5: Pacific Surfliner Superliner Coach Car



The locomotives and passenger cars used to provide the Pacific Surfliner service have historically been primarily owned by Amtrak and leased by Caltrans DRMT for use on the service. The lease fees and capital equipment charges associated with the Amtrak-owned equipment are included in a separate agreement between Caltrans DRMT and Amtrak.

Included in the Pacific Surfliner fleet are 49 bi-level Surfliner passenger cars, 10 of which are owned by the State of California and the remaining 39 by Amtrak. In addition to the 49 Pacific Surfliner-branded bi-level cars, the State of California, through Caltrans DRMT, leases approximately eighteen Amtrak-owned bi-level Superliner coach and coach-baggage cars, and one Superliner Café car. These cars are typically used on Amtrak's long-distance trains but have been modified to run in "push-pull" operation and have also been equipped or are being equipped to support the Wi-Fi service offered on Pacific Surfliner trains. As of 2018, 10 of these Superliner cars are regularly used on the Pacific Surfliner service as a second business class car for additional business class seating.

Caltrans DRMT also leases 14 Amtrak-owned single-level Amfleet and Horizon cars, as well as two F40 Non-Powered Control Units (or Cab Cars), which are non-powered locomotives that carry baggage and acts as a cab car. Not all of these cars are available for exclusive Pacific Surfliner use. Additionally, these cars do not have automatic doors, which requires conductors to manually open and close doors at each stop and requires passengers to climb several steps to board the train, which can increase station dwell times. Of the 10 trainsets used to operate Pacific Surfliner service, nine currently consist of a combination of bi-level Surfliner and Superliner cars, and one consists of single-level Amfleet and Horizon cars.

Beginning in 2018, Caltrans DRMT and the LOSSAN Agency started to phase out the older Amtrak-owned Electro-Motive F-59PHI locomotives that had provided power on the Pacific Surfliner service since 1998 and replace them with new 4,400 HP state-owned Siemens Charger SC-44 locomotives. In addition, the LOSSAN Agency and Caltrans DRMT maintain a lease with Amtrak for the nonexclusive use of several 4,250 HP Amtrak-owned P-42 locomotives, which serve as spares for the Pacific Surfliner service. Amtrak routinely positions a spare “protect” locomotive in San Diego and Los Angeles that is available to assist in the event a train encounters a mechanical issue. A summary of the equipment currently used to provide daily Pacific Surfliner service, and its ownership, is provided in Table 9.2.

Table 9.2: Pacific Surfliner Equipment Breakdown for FY2020-21

	FY2020-21	
	<i>State-Owned</i>	<i>Leased from Amtrak*</i>
Cab Car	3	8
Coach	3	15
Business Class	2	8
Café Car	2	8
Superliner Coach and Coach/Baggage	0	18
Superliner Café Car	0	1
Amfleet/Horizon	0	14
Total Rolling Stock	10	72
GE P-42DC	0	2
F40 Cab Car	0	2
Siemens Charger SC-44	14	0
Total Locomotives	14	4

**Not all Amtrak leased equipment available for exclusive Pacific Surfliner use*

Source: Caltrans and Amtrak, 2019

Purchase and Overhaul of Equipment

As stated previously, approximately 85 percent of the bi-level passenger cars used on the Pacific Surfliner is owned by Amtrak. This makes it difficult at times to implement in an expeditious manner any improvements or overhaul programs to the passenger cars desired and expected of our passengers (such as upgrades to the Wi-Fi and installation of more current and informative passenger information systems). By comparison, the fleets used on the Capital Corridor and San Joaquins are 90 percent owned by the State of California already. The LOSSAN Agency, in coordination with Caltrans DRMT, is evaluating the possibility of purchasing the remaining 39 Surfliner bi-level cars and the Superliner bi-level cars currently owned by Amtrak and operated on the Pacific Surfliner. Purchasing the equipment, will allow for the cars being used on the Pacific Surfliner to better integrate into the statewide fleet management plan and allow for the sharing of resources more easily and efficiently with the other two state-supported corridors. In

October and November 2019, the LOSSAN Agency procured a consultant to inspect the existing Pacific Surfliner fleet and prepare of a valuation report highlighting the potential sale value of the cars for further consideration.

New Equipment

Caltrans DRMT, along with the Illinois Department of Transportation, received federal funds through the High-Speed Intercity and Passenger Rail competitive grant program to procure new rolling stock for California's three state-supported intercity rail services. In December 2011, the California Transportation Commission approved the allocation of \$42 million of Prop 1B funds as a local match to \$168 million in federal funds for both railcars and locomotives. In November 2012, Caltrans DRMT awarded a \$352 million contract to Sumitomo Corporation of America to build new railcars that meet the federal standards required of the Next Generation Equipment Committee. Design and testing issues led to delays in the production of the new railcars, and ultimately the transfer of the railcar contract from Sumitomo Corporation to Siemens. In November 2017, Caltrans DRMT awarded a contract to Siemens through Sumitomo Corporation to manufacture a total of 137 single-level passenger railcars with 49 for use in California, with delivery expected to begin in late 2020. These railcars meet Buy America provisions and are being manufactured in Sacramento and will be operated on the San Joaquins route, freeing up the existing bi-level passenger car equipment used on the San Joaquins for use to expand service on the Capitol Corridor and Pacific Surfliner routes. The LOSSAN Agency is currently working with Caltrans DRMT and the CCJPA and SJJPA to finalize a fleet deployment plan to be implemented once the new cars begin arriving.

Equipment Maintenance

The primary maintenance facility for all Pacific Surfliner rolling stock is currently Amtrak's Redondo Locomotive Maintenance Facility located adjacent to the LOSSAN rail corridor near downtown Los Angeles. This facility includes locomotive and vehicle repair shops that perform safety inspections, servicing, and maintenance of all Amtrak locomotives and rolling stock. Amtrak utilizes a smaller servicing facility in Goleta and San Luis Obispo for fueling, cleaning, and overnight train inspections. In San Diego, these services are performed at the Santa Fe Depot. While in San Luis Obispo, the Pacific Surfliner trainset is stored on a designated layover track adjacent to a UPRR locomotive servicing track and across from the San Luis Obispo station. The Los Angeles and Goleta maintenance facilities are owned by Amtrak, while the San Diego and San Luis Obispo facilities are through long-term lease agreements with the right-of-way owners.

Expansion of the facilities in San Diego, Goleta and San Luis Obispo is currently under the planning or design phase. The expansion or relocation of these facilities is necessary to support additional service growth on the Pacific Surfliner and allow for a more flexible and robust maintenance program that does not require all trainsets to rotate into the Redondo Locomotive Maintenance Facility once every four days, which limits the flexibility of how the existing equipment can be utilized.

Amtrak staff is responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating agreement with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet,

particularly the ten state-owned railcars and 14 Siemens Charger Locomotives. This relationship is further defined in the Equipment Lease Agreement between Caltrans DRMT and the LOSSAN Agency, which is included as an appendix to the ITA. The LOSSAN Agency is also responsible for ensuring the Pacific Surfliner fleet is operated and maintained to the high standards of reliability, cleanliness, and safety set by Amtrak and the state on a day-to-day basis. LOSSAN Agency staff will continue to work closely with Caltrans DRMT and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and the cost-effectiveness of the fleet.

Caltrans DRMT is responsible for overseeing wreck repair and also participating in the oversight of modifications to state-owned equipment. Additionally, Caltrans DRMT is responsible for statewide fleet planning and deployment of equipment between the three state-supported intercity rail corridors (Pacific Surfliner, Capitol Corridor, San Joaquins) in consultation with each agency.

Amtrak Thruway Bus Service

Amtrak contracts with private bus companies to provide Amtrak Thruway bus service connecting to the Pacific Surfliner route, and the private bus operators provide the vehicles used in the service, which must comply with Amtrak requirements, including Wi-Fi accessibility, electronic destination signs, a restroom, and power outlets.

Chapter 10: Marketing

The LOSSAN Agency's efforts to create awareness and generate interest in the Pacific Surfliner service include a broad range of marketing activities from communicating critical rider information to launching new service promotions. The focus of the FY 2020-21 and FY 2021-22 marketing plan is to support key priorities outlined in the Business Plan, as well as engage in the marketing activities below. Marketing efforts are designed to generate interest in and engagement with the Pacific Surfliner service, ultimately driving customers to PacificSurfliner.com and various Amtrak points of sale to purchase tickets and support ridership and revenue objectives.

FY 2020-21 and FY 2021-22 Marketing Plan

Brand Building and Driving Awareness

- Advertising campaigns

Campaigns are designed to boost engagement with the Pacific Surfliner brand. General advertising along the corridor is necessary to generate a high number of impressions and create interest in the Pacific Surfliner service while highlighting key selling points, such as scenic views, stress-free travel, and comfort and convenience of onboard amenities.

- Direct marketing

Staff will plan and implement short- and long-term integrated campaigns to increase market share and drive customers to Amtrak points of sale. Regular reporting and data analysis will provide opportunities to refine campaigns to maximize return on marketing investments. This will include a robust marketing effort to support the initiation of additional roundtrips, as well as any other service improvements that are implemented.

- Field marketing

The field marketing engagement program is designed to build awareness of the Pacific Surfliner service while developing and strengthening relationships with local communities. The program will include investments in sponsorships, memberships, and advertising programs that are coordinated through strategic partnerships with convention and visitors' bureaus, collegiate and professional sports franchises, live event promoters, and local event producers.

- Public relations

The LOSSAN Agency will develop and implement targeted public relations campaigns to generate featured stories and related publicity in order to boost awareness of the Pacific Surfliner service while enhancing the brand's credibility. Public relations announcements also generate buzz around promotions and special offers that are geared towards increasing ridership. The LOSSAN Agency also shares rail safety messages via public relations announcements and social media to highlight the importance of safety around

train tracks and promote public education efforts in collaboration with California Operation Lifesaver (CAOL).

New Customer Acquisition

- PacificSurfliner.com website

The PacificSurfliner.com website continues to provide an online destination for users to discover, plan, and book trips by train. The main purpose of the website is to capture traffic and drive users to Amtrak points of sale for ticketing. Many of the bookings on PacificSurfliner.com are assumed to be from new or latent riders, as frequent passengers tend to book directly through Amtrak.com or the Amtrak mobile app. This illustrates that the LOSSAN Agency's marketing efforts are crucial to not only maintain current customers, but also to reach new and distinct markets that present opportunities to grow ridership and revenue. New passengers on the Pacific Surfliner can then be turned into return customers by Amtrak through its national sales and promotional efforts, retargeting activities using transactional data, and loyalty incentives like Amtrak Guest Rewards that drive customers back to Amtrak points of sale for future trips. The LOSSAN Agency will continue efforts to enhance the online experience by implementing website features designed to increase user engagement and booking transactions.

- Digital marketing

The LOSSAN Agency drives valuable traffic to the Pacific Surfliner website consistently throughout the year through marketing strategies focused on keeping the Pacific Surfliner top of mind, while continuing to drive sales referrals to Amtrak.com for ticketing. To encourage consumers to travel on the Pacific Surfliner, offers such as year-round savings with California Everyday Discounts are promoted through social media, paid advertising, and other channels to encourage travel to popular destinations and events along the route, resulting in even more online visibility, earned media, and referral traffic for Pacific Surfliner bookings.

- Destination marketing

The LOSSAN Agency will continue to expand its destination-based marketing efforts to promote the service among consumers in market to travel to key destinations along the LOSSAN rail corridor. Building and cultivating partnerships along the Pacific Surfliner route encourages more California residents and visitors to take the train. Participating in cross-promotional opportunities with strategic partners helps to decrease advertising costs and provides added value for Pacific Surfliner customers.

Customer Retention

- Passenger communications

The LOSSAN Agency continues to expand and improve access to service updates through the Pacific Surfliner website and Twitter page for passengers in transit and during trip planning. Relaying timely information and engaging in active social media monitoring and response helps enhance customer satisfaction. It is also critical in the event of major disruptions to help alleviate customer frustration and manage consumer expectations.

- Email marketing

The LOSSAN Agency will launch a refreshed email marketing program to deliver timely and relevant information to individuals who have indicated an interest in the Pacific Surfliner. The program will act as an additional touchpoint for communicating service updates, offers and promotions, as well as new and upcoming events, to current and potential customers. This will further drive website traffic, social media engagement and ticket bookings.

Measure and Optimize

- Generating sales referrals to Amtrak.com

One of the key metrics that the LOSSAN Agency uses to help measure the impact of marketing activities on ridership and revenue is Amtrak referral sales reports. These reports track the number of visits to PacificSurfliner.com that ultimately result in successful bookings on Amtrak.com. The LOSSAN Agency uses a combination of broad reach and targeted marketing efforts to ensure that high quality sales leads are directed to PacificSurfliner.com.

- Metrics and milestones

As the LOSSAN Agency further develops its marketing program, it is prudent to invest in expanded activities once staff has sufficient insight into which efforts are most productive and are able to take action on efforts that need to be refined. In addition to campaign monitoring and reporting, LOSSAN Agency staff will continue to develop analytics to demonstrate return on investment, provide audience insight and help inform future marketing activities. LOSSAN Agency staff will also continue to work with Amtrak to improve reporting in order to better reconcile marketing efforts with Amtrak sales data, and gain insight to optimize future marketing strategies.

Chapter 11: Annual Funding and Separation of Funding

The annual funding process for the three state-supported intercity passenger rail corridors begins with the Caltrans DRMT initial request for funding in the State's FY budget. Once the State's budget is approved and funds have been included for the service, CalSTA is responsible for allocating the funds to each of the three intercity passenger rail corridors through the approval of the annual business plans. Simultaneously with this process, the LOSSAN Agency negotiates with Amtrak regarding the operating and maintenance contract, which is managed on a FFY basis (October – September). The current Amtrak agreement was executed on an annual basis covering October 1, 2019 through September 30, 2020. A new operating agreement will be executed for FFY 2020-21, which covers the period of October 1, 2020 through September 30, 2021.

Annually, the LOSSAN Agency will provide a proposed budget for the continued administration, marketing, and operations of the Pacific Surfliner to the LOSSAN Board for review and approval. Consistent with this budget, a funding request will be included in the annual business plan for submittal to the Secretary of CalSTA by April 1 of each year. Generally, the LOSSAN Agency will submit the annual business plan including a draft funding request by April 1, 2020, and will submit an updated funding request by June 30, 2020, based on final operating revenue and expense estimates provided by Amtrak. Given the current COVID-19 environment, the LOSSAN Agency will submit a draft funding request by May 1, 2020, which will include administrative and marketing funding level proposals, as well as a draft operating funding request that is based on full operating service levels prior to COVID-19 impacts. The LOSSAN Agency will work in coordination with Amtrak to develop a final operating forecast that will be submitted to the Secretary of CalSTA by an agreed upon date.

State funding for operations of all three intercity rail corridors is provided through the Public Transportation Account, which is funded primarily through the state sales tax on diesel fuel.

FFY 2020-21 and FFY 2021-22 Operating Funding Request

The total net State funding request for FY 2020-21 is proposed at \$59,461,402 which includes the net operating subsidy as well as administrative and marketing funding. Total projected net Amtrak operating subsidy is \$49,390,230. Included in the net operating subsidy is an additional revenue and expense estimate of \$6,378,931 for the implementation of a 14th round trip between San Diego and Los Angeles, 6th round trip between Los Angeles and Goleta, and a 3rd roundtrip between San Diego and San Luis Obispo. The operating costs and fare revenue also include the retiming of trains which provide peak-period service from Ventura to Santa Barbara. This cost is assumed to be offset by a 50 percent cost share for this service provided by SBCAG. Total Amtrak operating costs are estimated assuming a 7 percent budget assumption increase over the prior year forecast (which is consistent with consumer price index increases and year over year average route cost trends). Total projected fare revenue is estimated using a 3 percent budget assumption increase, consistent with LOSSAN Agency Board approved budget assumptions.

The total net State operating funding request includes \$180,000 for transit connectivity and integration, which includes estimates for the continuation of the Transit Transfer Program (\$60,000) and emergency bus bridge service with NCTD and OCTA (\$60,000 each).

The business plan assumes that Caltrans DRMT will continue to have a separate agreement with Amtrak to directly fund equipment capital charges for Amtrak-owned railcars and locomotives used on the three state-supported rail corridors. Therefore, equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency. Additional supplemental funding is requested for minor projects at \$500,000, consistent with prior year allocations.

FY 2020-21 and FY 2021-22 Administrative and Marketing Funding Request

In addition to the contract costs with Amtrak for the operations and maintenance of equipment for the Pacific Surfliner service, there is an administrative component that is filled by OCTA as the LOSSAN managing agency. The LOSSAN Agency utilizes a small number of key staff positions supported by OCTA staff on an as-needed basis. This way, the LOSSAN Agency and the state receive maximum benefit for the lowest possible cost and are required to only fund the services and support actually used and needed for the administration of the Pacific Surfliner service.

OCTA continues to provide a host of services through the support function including:

- Audit
- Contracting and Procurement
- Financial Management and Budget
- General Administrative Services
- Human Resources
- Legal
- Legislative Advocacy and Government Relations
- Marketing
- Operations
- Planning
- Risk Management
- Stakeholder Outreach
- Treasurer-Controller

The FY 2020-21 administrative funding is proposed at \$6,830,782. Included in this amount is \$5,852,282 for managing agency administrative salaries at fully burdened rates. Four additional full-time administrative positions are requested including a Deputy Managing Director, Project Manager, Transportation Funding Analyst and Accounting Analyst Associate, bringing the total staffing level to 18 full-time positions. The annual estimated cost of adding the additional positions, including managing agency overhead, is \$1,253,402. This amount assumes the managing agency overhead at the current rate, as well as administrative employee performance-based salary increases consistent with OCTA's proposed FY 2020-21 budget and personnel and salary resolution. The Project Manager and Transportation Funding Analyst positions may be

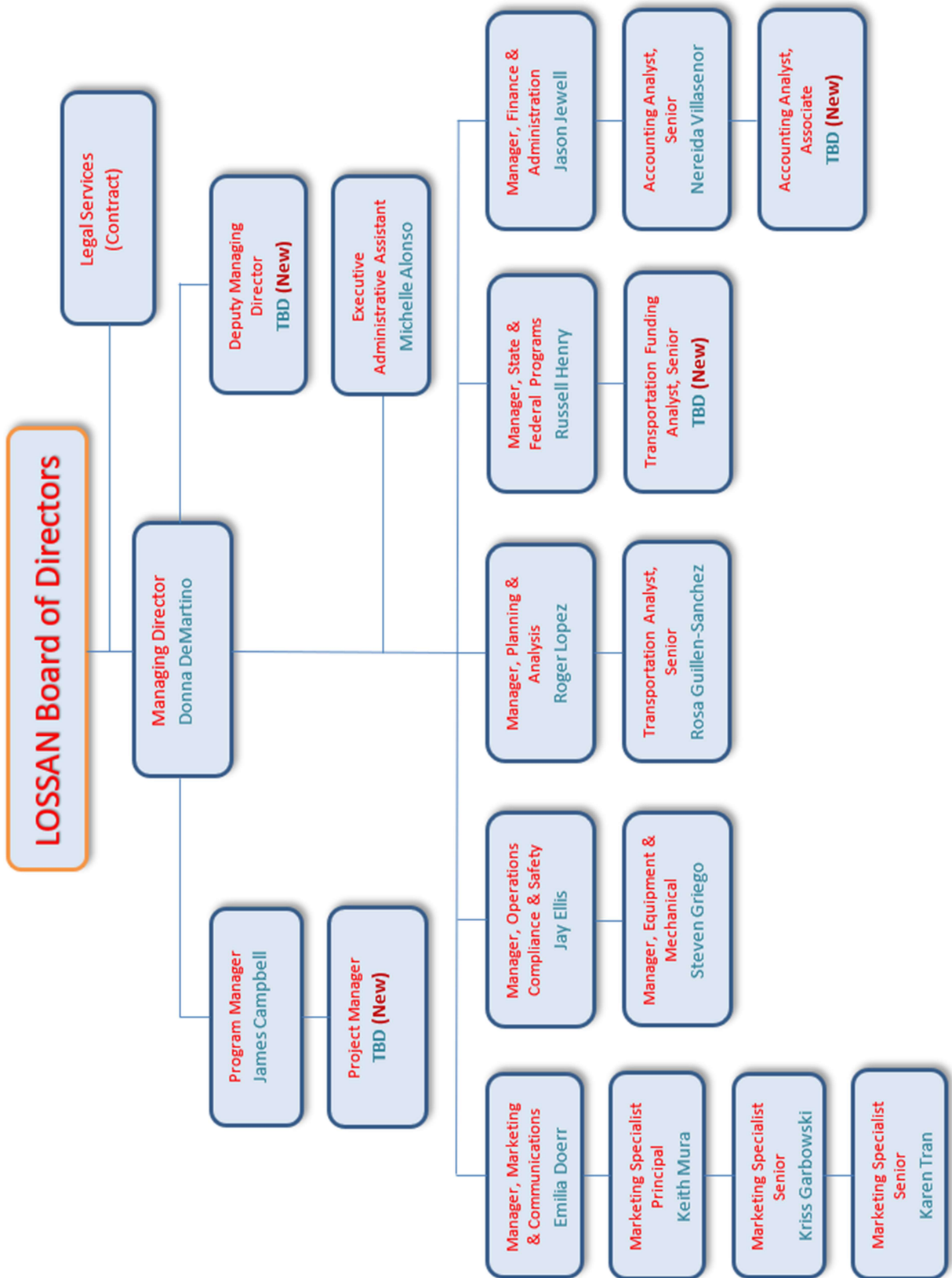
partially funded by grant funds. Depending on the grant, funding for these positions may be between 10%-100% of the position costs, which will reduce the total amount of administrative funds requested. The LOSSAN Agency plans on utilizing approved grant funding to cover allowable staff time spent on various grant funded projects, which will further reduce the amount of actual administrative funds needed. The Accounting Analyst Associate position if approved, will replace temporary help which has been utilized over the last several years.

Since assuming the full administration and management responsibility for the state-funded, Amtrak operated Pacific Surfliner intercity passenger rail service in July 2015, the duties and responsibilities of the LOSSAN Agency have significantly expanded, especially in the areas of capital projects and grants management. These additional resources will help further LOSSAN Agency efforts to improve and expand passenger rail service on the LOSSAN rail corridor, as well as ensure the continued effective and efficient management of the state supported Pacific Surfliner service.

The dedicated staff positions necessary to support the LOSSAN Agency are included in the organizational chart in Figure 11.1 on the following page.



Figure 11.1: LOSSAN Rail Corridor Agency Organization Chart



Shared services provided by OCTA include: Contracts & Procurement, Human Resources, State & Federal Programming, Clerk of the Board, Risk Management, Information Technology, Government Relations, Audit and Finance. Dotted line denotes informal reporting relationship. Some work will roll up to the Planning & Analysis Manager, while the positions will report to the Finance & Administration Manager.

The FY 2020-21 proposed administrative funding request for legal, travel, insurance, memberships dues and banking fees is \$178,500, while the proposed funding level for professional services is \$800,000. This amount includes \$450,000 to fund audit, insurance brokerage and on-call consulting services for planning, modeling, project and construction management. The professional services amount also includes \$350,000 to fund as needed environmental and design consulting services.

The FY 2020-21 marketing funding request is proposed at \$2,000,000 (consistent with the FY 2019-20 amount), plus the utilization of an estimated \$1,240,390 in marketing surplus funds. The LOSSAN Agency will include any adjustments to the estimated marketing surplus funds and the planned utilization of these funds in the final annual business plan submittal.

The LOSSAN Agency's funding request for net Amtrak operating costs and administrative and marketing funding for FY 2020-21 and FY 2021-22 are detailed in Table 11.2.

Table 11.2: LOSSAN Agency Net Operating, Administrative & Marketing Funding Requests: FY 2019-20 Approved, FY 2020-21 and FY 2021-22 Proposed

	FY 2019-20 Approved Funding	FY 2020-21 Proposed Funding	FY 2021-22 Proposed Funding
Amtrak Operating			
Total Amtrak Operating Costs	\$ 122,907,054	\$ 131,510,548	\$ 139,401,181
Total Amtrak Operating Revenue	\$ (92,503,591)	\$ (87,501,974)	\$ (90,127,033)
Net Amtrak Operating Costs (Expenses less Revenues)	\$ 30,403,463	\$ 44,008,574	\$ 49,274,147
LOSSAN Funding Requirement			
Net Amtrak Operating Costs	\$ 30,403,463	\$ 44,008,574	\$ 49,274,147
Net Cost Estimate For Additional Round Trip	\$ 1,114,820	\$ 6,378,931	\$ 6,634,088
Less Cost Sharing Revenue Retimed Trains	\$ (1,177,275)	\$ (1,177,275)	\$ (1,177,275)
Transit Connectivity and Integration	\$ 160,000	\$ 180,000	\$ 180,000
LOSSAN Net Operating Funding Request	\$ 30,501,008	\$ 49,390,230	\$ 54,910,960
Administrative Funding Request	\$ 5,088,548	\$ 6,830,782	\$ 7,104,013
Marketing Funding Request	\$ 3,450,000	\$ 3,240,390	\$ 2,000,000
Total LOSSAN Funding Request	\$ 39,039,556	\$ 59,461,402	\$ 64,014,974
Supplemental Allocations			
Minor Projects Funding Request	\$ 500,000	\$ 500,000	\$ 500,000

Grant Programs

Separate from the FY 2020-21 State funding request, grant revenues and expenses are included in the LOSSAN Agency FY 2020-21 annual budget for various operational programs and capital projects. In FY 2015-16, CalSTA awarded the LOSSAN Agency \$1,675,000 in TIRCP grant funds to support the Pacific Surfliner Transit Transfer Program, which allows Pacific Surfliner passengers to travel more seamlessly to connecting public transit services along the entire Pacific Surfliner route. The LOSSAN Agency began the Pacific Surfliner Transit Transfer Program in the fourth quarter of FY 2015-16 and has been informed that the current funding will allow for expenditures up through June 30, 2020. The LOSSAN Agency proposes continuing the program through FY 2020-21 and FY 2021-22 with the use of state operating funds.

The LOSSAN Agency was also awarded TIRCP funding that will be utilized for capitalized track maintenance and incentives programs with NCTD and UPRR. For both FY 2020-21 and FY 2021-22 the amount budgeted for the program with NCTD is \$3.9 million and \$3.4 million. An agreement for capital improvements, access and incentives is currently being negotiated with UPRR. These agreements will allow for financial incentives to the host railroads for improved On-Time Performance (OTP).

The LOSSAN Agency was awarded SRA program funds that will be used for both operational and capital improvements along the corridor. On December 6, 2017, the LOSSAN Agency Board approved projects for the initial distribution and directed staff to coordinate with the LOSSAN Agency TAC to develop a program of projects for future funding. Future year allocation estimates will be updated annually and will fluctuate somewhat with the current price of diesel fuel. For FY 2020-21, the LOSSAN Agency is budgeting \$5.1 million for the funding and the related project expenses.

The FY 2020-21 grant programs budget includes \$1,000,000 in STIP revenues and expenses for the project approval and environmental documentation for the expansion of the San Luis Obispo Central Coast Layover Facility, as well as \$500,000 for FY 2021-22.

The FY 2020-21 grants programs budget will also include \$9,682,000 in TIRCP revenues and expenses for the Goleta Layover Facility expansion construction.

Budget amendments will be brought to the LOSSAN Agency Board relating to grant funded projects as necessary depending on the timing of projects and the identification of funding.

Separation of Funding

To ensure state funding for the Pacific Surfliner service is kept separate from funding for OCTA projects and programs, a separation of funding has been established within the LOSSAN managing agency. The funding received from the state is managed through the treasurer and controller of OCTA, as the managing agency. The JPA specifically calls for the treasurer to be the depository of funds and to have custody of all funds of the LOSSAN Agency. The LOSSAN Agency follows OCTA-established policies and procedures that fully comply with the generally accepted accounting principles. The LOSSAN Agency utilizes OCTA's existing accounting system, which is built on a robust platform, and has established a completely segregated accounting system for LOSSAN Agency-related business. This system and established policies/procedures, overseen by the treasurer and controller, as well as the LOSSAN Manager of Finance and Administration, will ensure the preservation of the state's investment and a completely accurate accounting for administration of the Pacific Surfliner service, as well as provide for an accurate and timely reconciliation and return of any surplus funds.

Chapter 12: Government Relations and Legislative Advocacy

One of the benefits gained through local governance of the Pacific Surfliner service by the LOSSAN Agency is added flexibility in advocating for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services. In addition, the LOSSAN Agency has the ability to conduct targeted outreach to local governments and community organizations to help expand awareness of the services provided on the LOSSAN rail corridor and more directly respond to local needs.

The key to successful advocacy is the ability to partner with stakeholders to jointly advocate for mutually beneficial policies. The LOSSAN Agency has worked closely with the California Intercity Passenger Rail Leadership Coalition, consisting of the LOSSAN Agency, CCJPA, SJJPA, the CRCC, and RCTC, to jointly advocate for common policy positions.

The LOSSAN Agency will, as practical, attempt to participate in advocacy trips to Sacramento and Washington, D.C., to attend any select committees formed to discuss passenger rail issues, and also participate in the States and Amtrak Intercity Passenger Rail groups. The LOSSAN Agency and Board members will participate in meetings with key legislators representing the LOSSAN rail corridor delegation and Administration officials, allowing for the specific objectives of the LOSSAN Agency to be discussed in detail. These meetings are vital to generating a greater understanding of policy impacts on intercity rail and the need for greater recognition of the importance of the LOSSAN rail corridor in the overall Amtrak system.

The annual legislative program adopted by the LOSSAN Agency Board provides overall guidance to LOSSAN Agency advocacy activities, and staff will continue to provide regular legislative updates and bill analyses to the LOSSAN Agency Board consistent with that program. In reviewing these items, the LOSSAN Agency Board then provides direction on how the LOSSAN Agency is to participate in policy discussions with other stakeholders, and potentially offer testimony as relevant policy discussions take place at the Legislature.

From both a national and state perspective, the LOSSAN rail corridor is underinvested, but could greatly enhance mobility in Southern California with additional funding for capital and operational improvements. Efforts will be made to pursue resources for these improvements as Congress begins its efforts to enact surface transportation reauthorization legislation when the Fixing America's Surface Transportation (FAST) Act expires on September 30, 2020. Specifically, the LOSSAN Agency will work on influencing the federal passenger rail title that provides additional funding and financing opportunities for passenger rail programs. In addition, the LOSSAN Agency will work to maximize funding available to benefit the LOSSAN rail corridor in any potential federal infrastructure package and through the continued implementation of California's transportation funding package, SB 1 (Chapter 5, Statutes of 2017).

Staff will continue to provide quarterly legislative updates to the LOSSAN Agency Board on policy and regulatory issues of importance, including those related to the state budget, the FAST Act, and other federal funding or financing opportunities, and intercity rail policy matters. It is anticipated that the LOSSAN Agency will be focused on numerous policy issues at the state, federal, and local levels, including:

- Supporting efforts to pursue a stable, recurring source of intercity rail operations and capital funding for LOSSAN Agency-priority projects.
- Supporting efforts to apply for the use of cap-and-trade and SB 1 funding for LOSSAN Agency-priority projects, advocating for intercity rail as an eligible recipient, flexibility in revenue use and a streamlined allocation process.
- Supporting efforts to streamline and enhance transit services that provide for first- and last-mile connections to intercity and high-speed rail passenger rail services and stations.
- Continuing to advocate and educate officials in Sacramento and Washington, D.C. regarding the LOSSAN rail corridor and Pacific Surfliner service.

The 2020 LOSSAN Legislative Program provides further detail on the LOSSAN Agency's legislative priorities, and includes three top priorities for 2020:

- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the LOSSAN rail corridor, including funds made available by the federal rail title and ensuring eligibility for the LOSSAN Agency to compete for state funding, such as funding through SB1 and the cap-and-trade program.
- Support efforts to further enhance connectivity of regional rail and local transit services within the LOSSAN rail corridor.
- Continue to study and advance infrastructure and service improvement projects/programs.

At the local level, staff will continue to work with LOSSAN member agencies and local stakeholders to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Regular communication and outreach on service improvements and priority projects will foster a better understanding of issues faced along the LOSSAN rail corridor. Increased awareness of these services by local officials can then be leveraged to support consensus-based operational improvements and policy activities.

In addition to the specific priorities identified by the LOSSAN Agency Board, the LOSSAN Agency will continue to monitor policies impacting Amtrak service, including the development of the California HSR project, and commuter rail services in the LOSSAN rail corridor. The need for cohesive policies to allow for integration of rail services within the state, and improved access from other transportation modes, has never been more evident as the state works toward achieving goals related to improved mobility, environmental sustainability, and safety.

Chapter 13: Safety and Security

Protecting the safety and security of our passengers and the passenger rail service on the LOSSAN rail corridor is key to attracting and retaining riders, while also ensuring efficient operations of the Pacific Surfliner service. This chapter addresses safety and security onboard Pacific Surfliner trains, at stations, and along the railroad ROW between San Diego, Los Angeles, and San Luis Obispo.

The Pacific Surfliner intercity passenger rail service is operated by Amtrak and is subject to federal safety standards and regulations in accordance with U.S. Code of Federal Regulations (Title 49, Subtitle B, Chapter II). Responsible regulatory agencies overseeing general railroad safety along the LOSSAN rail corridor include the FRA and the CPUC. The FRA Office of Railroad Safety promotes and regulates safety throughout the nation's railroad industry by issuing, implementing, and enforcing railroad safety regulations. The CPUC is the state agency charged with ensuring the safety of freight, intercity, and commuter railroads, as well as highway-railroad crossings in the state. The CPUC performs these railroad safety responsibilities through the Railroad Operations and Safety Branch of the Safety & Enforcement Division. The Transportation Security Administration (TSA) also plays a role in the security of passenger rail service through the TSA-sponsored Visible Intermodal Prevention and Response program.

Operational, track, and other safety inspections are completed through a coordinated review among rail operators and owners, including Amtrak, Metrolink, NCTD, UPRR, BNSF, CPUC, and FRA for federal and state compliance. The LOSSAN Agency coordinates with these agencies to ensure that all reporting requirements are fulfilled at the federal and state levels. Amtrak is responsible for all required reporting of Pacific Surfliner safety data to federal, state, and local agencies, including the FRA and CPUC.

A key objective of the LOSSAN Agency safety program is to instill a comprehensive safety culture that governs all of the activities associated with the operations and maintenance of the Pacific Surfliner service, while efficiently meeting operational performance goals. The LOSSAN Agency will continue to work with Amtrak and host railroads to ensure a detailed system safety and security program is in place to protect Pacific Surfliner passengers and crew, as well as the general public.

As part of this effort, the LOSSAN Agency will continue to:

- Assess ongoing rail safety and security awareness efforts to identify areas for improvement
- Work with host railroads to identify "hot spots" for trespassing and vehicle strikes
- Develop outreach programs that meet the needs of the public, as well as stakeholders
- Work with Amtrak and stakeholders to ensure a continued safety culture for all who work and travel on Pacific Surfliner trains and utilize Pacific Surfliner stations
- Prioritize rail capital project funding for projects that include a goal of improved safety and security wherever possible
- Work with host railroads and rail operators to coordinate training with local first responders to help expedite emergency response and accident investigation in the event of an incident

- Support Operation Lifesaver, a national rail safety program with the goal of improving public awareness of safety around railroad tracks
- Seek out and leverage state and federal grant funds for additional safety and security improvements

PTC

In accordance with a federal mandate, PTC is fully operational on all Pacific Surfliner trains. PTC is a predictive collision avoidance technology designed to stop a train in motion when its continued movement may result in an accident. The safety enhancing goals of PTC include preventing train-to-train collisions, speeding and over-speed derailments, incursions into track work zones, and movement of a train through a switch left in the wrong position. The primary benefits of PTC include saving the lives of train crews, passengers, and railroad workers, improving passenger and freight train operational efficiency, and providing real-time train location information.

Safety and Security Onboard Trains

The LOSSAN Agency primarily serves in an oversight and coordination role with regard to safety and security onboard trains, relying on the extensive onboard safety and security programs and policies already put in place by Amtrak. LOSSAN Agency staff will continue to attend regularly-scheduled safety meetings hosted by Amtrak for front-line employees, to reiterate that safety is the first priority in delivering Pacific Surfliner service.

All Pacific Surfliner cab cars and locomotives are currently equipped with a “forward facing” camera system to help aid in accident investigation. This provides crews and first responders with a valuable tool to assist with post-incident investigation and can help to clear an incident scene more quickly so that trains can proceed. In addition, Amtrak is working to install inward-facing cameras on locomotives and cab cars nationwide, similar to those currently used by Metrolink. The new Charger locomotives currently in service are equipped with inward-facing cameras. Additionally, the Charger locomotives meet or exceed the latest federal rail safety regulations, including enhanced carbody structure safety with crash energy management components like a locomotive cab safety cage and push-back couplers.

Amtrak Police Department

Pacific Surfliner passengers benefit from the existing Amtrak security program, specifically the services of the Amtrak Police Department. There are nine officers, one detective, one sergeant, and one captain currently assigned to the Pacific Surfliner. Of the nine officers, six function in the patrol capacity, and three serve with K-9 units. Currently, some of these officer positions are vacant. Amtrak Police Department continues to work to find qualified candidates to fill these vacant positions. Additionally, there are five members of the Amtrak Special Operations Unit (SOU) that can be called upon when needed.

The Patrol Officers fulfill traditional policing functions. Their job is to act as a deterrent to crime in stations, on trains, in and around Amtrak facilities, and out on the railroad ROW. They enforce the law, perform checked baggage screening and onboard security checks, conduct follow-up

investigations on any crimes involving Amtrak facilities or its passengers, and provide support during special events.

The K-9 units provide a psychological and physical deterrent to potential threats from explosives. The teams undergo intensive training that includes vapor wake training, which allows the K-9 units to be alert to the scents of explosives left in the wake of passing individuals, not just those found in stationary baggage.

The members of the SOU support patrol operations by providing rapid response and enhanced capabilities to assist in keeping Amtrak passengers and employees safe. Although not exclusively assigned to the Pacific Surfliner, the SOU is prepared at any time to deploy personnel and equipment for tactical response, conduct low-visibility counter-surveillance, investigations, and provide enhanced support for special events. The SOU also conducts training on railroad-specific tactical response and procedures for fellow Amtrak Police Department members and external law enforcement partner agencies.

Safety on the Tracks

Safety incidents along the railroad ROW can include injuries and fatalities associated with incidents at grade crossings and trespassing on railroad property. Projects that improve safety include track and signal upgrades, fencing along the ROW to prevent unauthorized access, gate and warning systems, and grade separations that eliminate at-grade crossings. In addition, safety can be improved through use of public awareness campaigns designed to educate the public about the risks of trespassing on railroad property and the importance of using caution around railroad tracks and trains.

Safety at Stations

The LOSSAN Agency primarily serves in an oversight, coordination, and funding role with regard to the safety and security of the various station facilities that exist along the LOSSAN rail corridor. Amtrak currently directly contracts for security at the Santa Fe Depot, as this station houses equipment overnight. Some city-owned stations also offer security guards and long-term parking security; however, these are contracted for directly by the station owners. Most of the stations along the LOSSAN rail corridor are outfitted with security cameras that feed directly to a local sheriff's office or operations center that can dispatch emergency services. A centralized monitoring station is currently being constructed in Los Angeles. When complete, this will provide local law enforcement remote access to the security cameras at the stations they are responsible for patrolling.

Despite the majority of the onus being on local law enforcement, as a recipient of CalOES CTSGP funds, the LOSSAN Agency takes the lead in coordinating eligible capital improvements that increase safety and security at passenger and maintenance facilities. Beginning in 2017, the LOSSAN Agency began utilizing these funds to construct improvements that will upgrade existing video surveillance systems (VSS) at six Pacific Surfliner stations, add new VSS at six additional stations, and will allow all VSS along the LOSSAN rail corridor to be monitored in one central location as mentioned above. These projects are ongoing and anticipated to be complete in 2021.

LOSSAN Rail Corridor Safety Coordination and Emergency Response

The LOSSAN Agency coordinates safety and security activities with various stakeholders, and ROW owners along the corridor including: the state, LOSSAN member agencies, Amtrak, UPRR, BNSF, Metrolink, NCTD, Operation Lifesaver, Department of Homeland Security, and first responders along the LOSSAN rail corridor.

The LOSSAN Agency is continuing to pursue new agreements with local transit providers for emergency bus bridge service, similar to the one implemented with OCTA, as well as the creation of standard operating procedures to address service disruptions. Currently, Metrolink and NCTD coordinate with local transit agencies to provide bus bridges when emergency incidents occur in their respective territories. In addition, Amtrak, Metrolink, and NCTD often transport each other's passengers in the event of service disruptions along the corridor.

Public Awareness and Outreach

Public information efforts will continue to use both traditional methods and social media to build awareness about vehicular, bicycle, and pedestrian safety around the tracks. The LOSSAN Agency works with Operation Lifesaver to implement rail safety marketing and outreach campaigns that promote safe behavior around the tracks used by the Pacific Surfliner.

Operation Lifesaver is a national rail safety coalition committed to preventing collisions, injuries, and fatalities on and around railroad tracks and highway-rail at grade crossings through the support of public education programs. It is comprised of a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public. Several LOSSAN member agencies and partners currently participate in Operation Lifesaver activities by implementing safety awareness campaigns and providing rail safety education. The LOSSAN Agency will work to further expand its participation in the program, in order to increase the reach of Operation Lifesaver's rail safety message.

Chapter 14: Emerging Corridors

In addition to managing the Pacific Surfliner rail service, the LOSSAN Agency works with member agencies to study corridor enhancements and expansion opportunities that provide connectivity within Southern California and beyond. In addition to the ongoing coordination with the development of the California HSR system (see Chapter 7), the LOSSAN Agency's focus has been on coordinating connectivity with two developing or emerging corridors; 1) the Coast Corridor, connecting the coastal communities north of San Luis Obispo and the San Francisco Bay Area with the Pacific Surfliner service area, and 2) the Coachella Valley – San Gorgonio Pass Rail Service, connecting the eastern communities throughout Riverside County and Coachella Valley. These connections will provide seamless travel opportunities by rail throughout the region and state. System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.

Figure 14.1: Emerging Corridors



Source: LOSSAN Agency, 2020

The Coast Corridor (“Coast Route” Service)

The 474-mile Coast Corridor, which runs from San Francisco to Los Angeles, shown in Figure 14.1, currently serves a full complement of urban commuters, as well as regional, intercity, and interstate travelers. Constructed by the Southern Pacific Railroad between the late 19th and early 20th centuries, the Coast Corridor was originally built as a passenger line to transport passengers along the nearly 500 miles between San Francisco and Los Angeles.

Current passenger rail services that operate on segments of the Coast Corridor include Caltrain, Amtrak, Pacific Surfliner, Amtrak Coast Starlight, and Metrolink. Freight rail services are operated by UPRR, which carries two to four trains per day north of Oxnard and eight to 16 trains per day in the San Fernando Valley. For the UPRR, the Coast Rail Line is

considered a “secondary” or “relief” line to the much busier Central Valley Line to the east, which connects Northern and Southern California via the Central Valley.

Implementing State-supported rail service between San Luis Obispo and San Jose to connect the State’s two Megaregions by 2027 is a goal in the State Rail Plan. This proposed service would fill a gap in passenger rail services between Northern and Southern California. One possibility for filling this gap in the State rail network is to extend Pacific Surfliner service north of San Luis Obispo.

The Coast Rail Coordinating Council (CRCC) consists of a technical and policy committee made up of staff and elected officials representing coastal agencies supporting the service, which includes VCTC, SBCAG, SLOCOG, Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County. The CRCC was recently formalized through a joint Memorandum of Understanding between the five member agencies, with SLOCOG acting as the managing/administering agency for meeting coordination, grant submission, and other administrative responsibilities. The LOSSAN Agency is a participating agency of the CRCC and works with the CRCC member agencies and the State to help evaluate the options for developing and operating state-supported intercity rail service between San Luis Obispo and San Jose.

The Amtrak Coast Starlight is a daily long-distance train operating through the Coast Corridor that serves the needs of long-distance travelers between Seattle, the San Francisco Bay Area, Los Angeles, and points in between. New Coast Route rail service would operate between Los Angeles and San Jose and complement the Coast Starlight schedule with a reliable intercity service to meet the needs of communities between the San Francisco Bay Area and Los Angeles.

Several actions are needed to advance Coast Route rail service, in priority order:

1. Secure track access from host railroads
2. Secure state operating support
3. Secure equipment
4. Secure legislative authority to administer the service (if LOSSAN is the service provider)

With respect to Coast Route service, the LOSSAN Agency business plan includes adequate staff resources to monitor and participate in continued planning efforts led by CRCC staff.

Coachella Valley – San Geronio Pass Rail Service

The Coachella Valley – San Geronio Pass Rail Corridor refers to the 140-mile long corridor between Los Angeles and the City of Indio as illustrated in Figure 14.1. This service would be like the Pacific Surfliner service, providing intercity rail service that would operate through a wide variety of settings from the heavily urbanized areas of Los Angeles and Orange Counties to the less populated, but rapidly growing areas of eastern Riverside County.

The only passenger rail service currently operating in the corridor between Los Angeles and the Coachella Valley is Amtrak's Sunset Limited, a long-distance train that operates three times per week between Los Angeles and New Orleans, with a stop in Palm Springs during overnight hours. There is significant travel demand based on current travel patterns along nearby freeways. The ridership potential is also demonstrated regionally by the growth in Metrolink ridership, and locally by the increase in Amtrak Thruway Bus Route 39 ridership operating between Fullerton, Palm Springs, and Indio. The eastern portion of the corridor is one of the fastest-growing areas of Southern California due to increasing residential development and experienced a doubling of population between 1990 and 2010, a trend that is expected to continue. In addition, the Coachella Valley has many tourist destinations that attract regional trips from Los Angeles and Orange counties, as well as national and international visitors.

The LOSSAN Agency is currently supporting the planning and implementation of special event passenger rail service to two of the largest annual public events in the Southern California region – the Coachella Valley Music and Arts Festival and its companion event, the Stagecoach Country Music Festival. The three-weekend Coachella and Stagecoach Festivals host as many as 125,000 participants per weekend, causing heavy traffic congestion on the surrounding area roadways during event days.

The proposed Coachella Valley Special Events Train is intended to provide a safe, reliable, and convenient travel option for music festival attendees travelling within the congested Los Angeles-Coachella Valley corridor. Staff is coordinating with RCTC, Amtrak, UPRR, and the event organizer to make this a successful experience. A platform in Indio is needed for the safe and secure loading and unloading of train passengers near the festival grounds. In March 2019, CalSTA awarded RCTC \$5.9 million in SRA funds to support the implementation of the special event service. These funds, along with local matching funds, will be used to construct a temporary passenger platform in Indio and fund access costs along the heavily utilized UPRR Yuma Subdivision.

The Coachella Valley – San Geronio Pass Rail Corridor's existing travel market is substantial, with 1.5 billion total annual two-way person trips (all modes) in 2000, and projections for more than 300 million additional trips by 2030, and another 100 million trips by 2040 (1.82 billion total).

In 2018, a draft service development plan (SDP) for the corridor was initiated and included development of a work plan, outreach efforts, alternatives analysis, market analysis, and ridership projections. In addition, a program-level environmental analysis is currently underway for this service and corridor. The final Environmental Impact Report / Environmental Impact Statement document, along with the SDP, is anticipated to take another year to complete. Once these planning efforts are finished, the corridor will be eligible to receive state and federal funds for design and construction. The LOSSAN Agency will continue to participate in these planning efforts and ensure they provide connectivity with the Pacific Surfliner service.

Summary

Moving forward, the LOSSAN Agency will continue to work with member agencies to participate in planning efforts for passenger rail service in these emerging corridors, with a focus on creating seamless connections between the Pacific Surfliner and future passenger rail services on the Coast Daylight and Coachella Valley corridors.

Glossary of Terms

ADA	Americans with Disabilities Act
Agency	Rail Corridor Agency
ASA	Administrative Support Agreement
Board	Board of Directors
BNSF	BNSF Railway
CalOES	California Governor's Office of Emergency Services
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CCJPA	Capitol Corridor Joint Powers Authority
CHSRA	California High Speed Rail Authority
CIP	Capital Improvement Program
CP	Control Point
CPUC	California Public Utilities Commission
CRCC	Coast Rail Coordinating Council
CTSGP	California Transit Security Grant Program
DRMT	Division of Rail and Mass Transportation
FAST Act	Fixing America's Surface Transportation Act
FY	Fiscal Year
FFY	Federal Fiscal Year
FRA	Federal Railroad Administration
FY	Fiscal Year
GHG	Greenhouse Gas
HP	Horsepower
HSR	High-speed rail
ITA	Interagency Transfer Agreement
JPA	Joint Powers Authority/Agreement
LAUS	Los Angeles Union Station
Link US	Link Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo
Metro	Los Angeles County Metropolitan Transportation Authority
Metrolink	Southern California Regional Rail Authority
MP	Mile Post
NCTD	North County Transit District
OBIS	On Board Information System
OCTA	Orange County Transportation Authority
OTP	On-time performance
Plan	California State Rail Plan
PTC	Positive Train Control
Prop 1B	Proposition 1B
RCTC	Riverside County Transportation Commission
ROW	Right-of-way
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments

SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDMTS	San Diego Metropolitan Transit System
SDP	Service Development Plan
SJJPA	San Joaquin Joint Powers Authority
SLOCOG	San Luis Obispo Council of Governments
SOU	Special Operations Unit
SRA	State Rail Assistance
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TIRCP	Transit and Intercity Rail Capital Program
UPRR	Union Pacific Railroad
UPS	Uniform Performance Standards
TSA	Transportation Security Administration
VCTC	Ventura County Transportation Commission
VSS	Video Surveillance System

