

Pacific Surfliner On-Time Performance Analysis

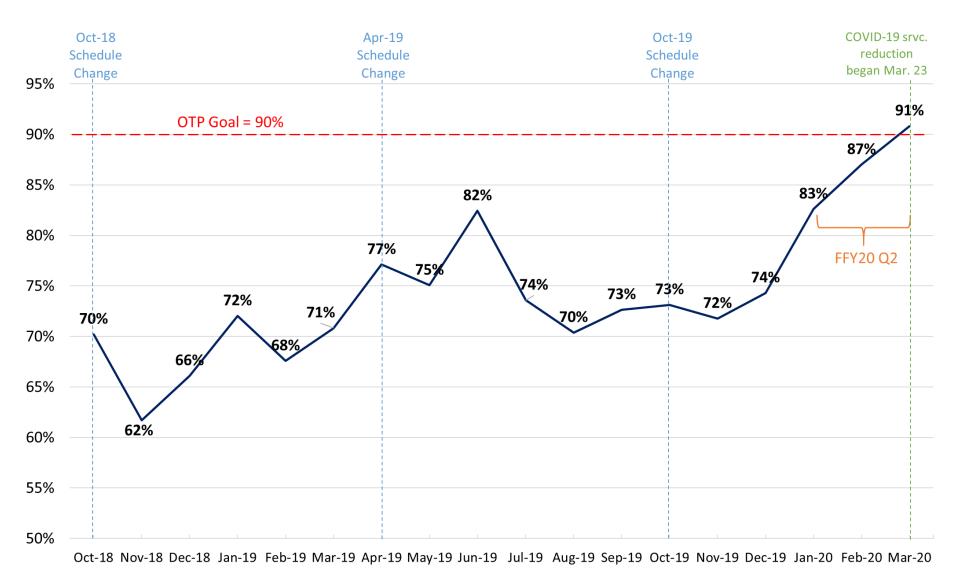
Second Quarter – Federal Fiscal Year 2019-20

Board of Directors June 15, 2020





Monthly Average Endpoint OTP - Systemwide

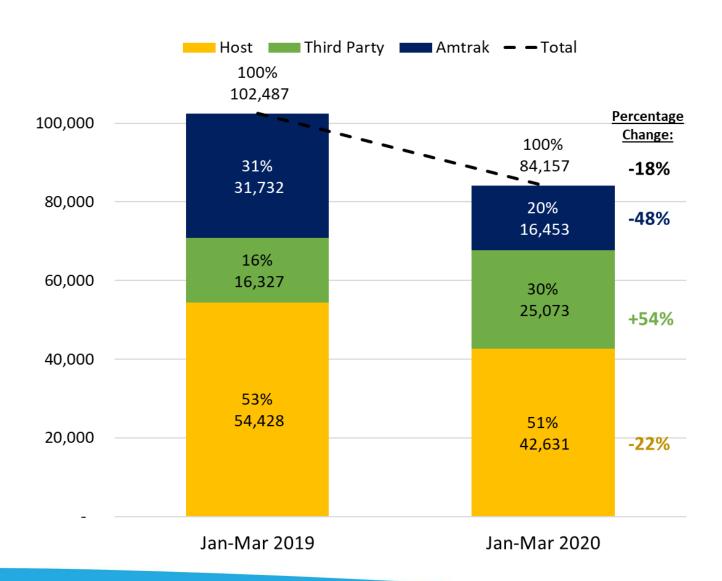


FFY20 Q2 Average Endpoint OTP by Train

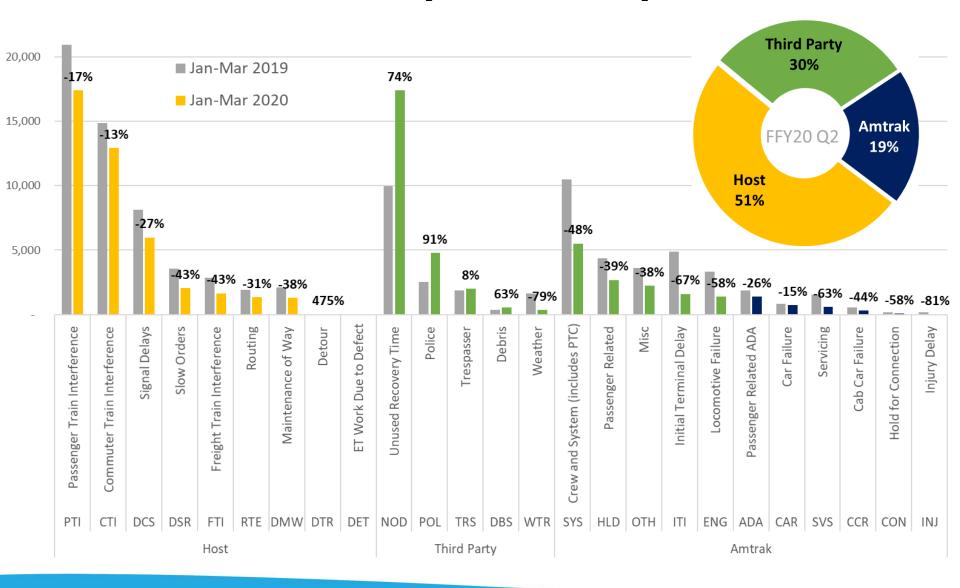
		Oct-19 Sch. Chng.				3 Mnth.
Train	Dep. Stn.	Dep Time	Jan-20	Feb-20	Mar-20	Avg.
561	SAN	4:00 AM	100%	100%	100%	100%
573	SAN	11:15 AM	95%	100%	100%	98%
579	SAN	1:35 PM	97%	93%	97%	96%
1566	LAX	8:19 AM	86%	100%	100%	95%
1573	SAN	10:51 AM	86%	100%	100%	95%
1590	LAX	6:46 PM	86%	100%	100%	95%
566	LAX	8:33 AM	91%	90%	100%	94%
759	LAX	4:09 AM	95%	90%	93%	93%
1584	LAX	5:15 PM	89%	89%	100%	93%
1767	SAN	8:05 AM	89%	89%	100%	93%
76 8	GTL	6:35 AM	94%	90%	94%	92%
564	LAX	7:02 AM	91%	90%	95%	92%
767	SAN	8:25 AM	91%	90%	95%	92%
565	SAN	6:57 AM	86%	85%	100%	90%
590	LAX	7:21 PM	80%	95%	93%	89%
572	LAX	10:54 AM	86%	95%	87%	89%
1591	SAN	5:25 PM	86%	100%	80%	89%
796	SLO	4:15 PM	81%	90%	94%	88%
583	SAN	2:50 PM	83%	96%	85%	88%
1761	SAN	4:40 AM	78%	100%	86%	88%
1565	SAN	6:45 AM	83%	80%	100%	88%
562	LAX	6:05 AM	83%	84%	95%	87%
591	SAN	5:25 PM	90%	84%	87%	87%
580	LAX	2:58 PM	90%	76%	94%	87%
593	SAN	6:40 PM	81%	86%	90%	86%
792	GTL	4:25 PM	71%	93%	91%	85%
777	SAN	12:05 PM	84%	79%	87%	83%
595	SAN	8:57 PM	71%	90%	86%	82%
569	SAN	9:43 AM	68%	85%	93%	82%
584	LAX	5:15 PM	68%	95%	82%	82%
763	SAN	5:55 AM	71%	86%	87%	81%
774	SLO	6:55 AM	84%	72%	84%	80%
578	LAX	1:15 PM	76%	76%	85%	79%
782	GTL	12:35 PM	77%	76%	82%	78%
1564	LAX	6:52 AM	67%	78%	89%	78%
1569	SAN	9:43 AM	71%	60%	100%	77%
785	SAN	3:58 PM	68%	79%	84%	77%
1572	LAX	11:20 AM	57%	60%	60%	59%
PS System Average			83%	87%	91%	_



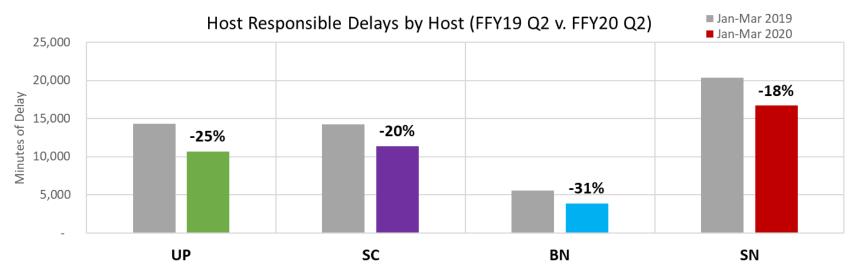
Delays by Responsible Party FFY19 Q2 v. FFY20 Q2

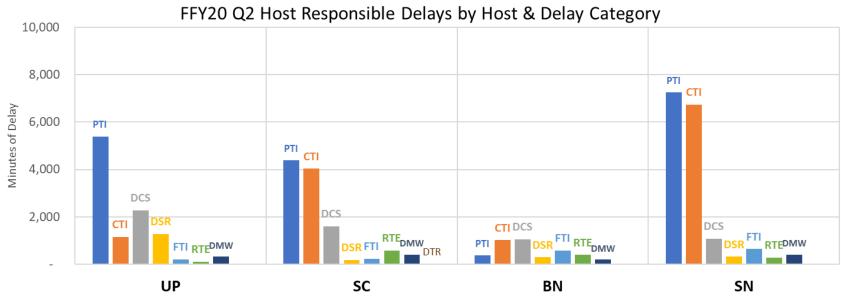


Delays by Category & Responsible Party FFY19 Q2 v. FFY20 Q2



Host Responsible Delays

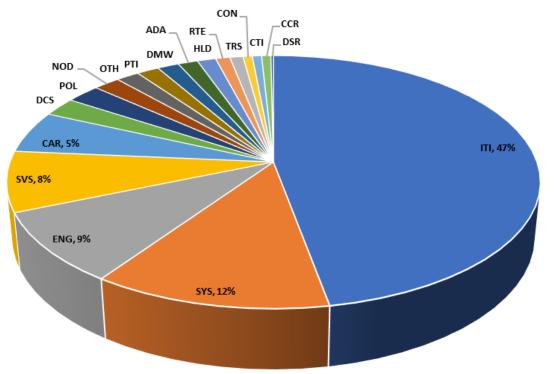




Initial Terminal Performance (ITP) FFY20 Q2

785 578 17.2% 595 430 12.8% 777 267 7.9% 593 163 4.8% 579 156 4.6% 767 145 4.3% 569 142 4.2% 583 134 4.0% 768 126 3.7% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 799 43 1.3% 790 40 1.2% 580 39 <t< th=""><th>Train</th><th>ITP Dela</th><th>ay Mins.</th></t<>	Train	ITP Dela	ay Mins.
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593 163 4.8% 579 156 4.6% 767 145 4.3% 569 142 4.2% 583 134 4.0% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 581 38 1.1% 591 31 0.9% 561 38 1.1% 591 31 0.9% 561 38 0.2%	595	430	12.8%
579 156 4.6% 767 145 4.3% 569 142 4.2% 583 134 4.0% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.	777	267	7.9%
767 145 4.3% 569 142 4.2% 583 134 4.0% 768 126 3.7% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 581 38 1.1% 591 31 0.9% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1572 10 0.3%	593	163	4.8%
569 142 4.2% 583 134 4.0% 768 126 3.7% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 581 38 1.1% 591 31 0.9% 763 26 0.8% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 1591 6 0.2% <th>579</th> <th>156</th> <th>4.6%</th>	579	156	4.6%
569 142 4.2% 583 134 4.0% 768 126 3.7% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 581 38 1.1% 591 31 0.9% 763 26 0.8% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 1591 6 0.2% <th>767</th> <th>145</th> <th>4.3%</th>	767	145	4.3%
768 126 3.7% 578 121 3.6% 584 114 3.4% 774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 581 38 1.1% 591 31 0.9% 763 26 0.8% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 1591 6 0.2% 1573 6 0.2%	569	142	4.2%
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774 97 2.9% 562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 561 38 1.1% 591 31 0.9% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	578	121	3.6%
562 91 2.7% 564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 1591 6 0.2% 1573 6 0.2%	584	114	3.4%
564 80 2.4% 782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 555 8 0.2% 1571 6 0.2%	774	97	2.9%
782 72 2.1% 572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	562	91	2.7%
572 68 2.0% 1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	564	80	2.4%
1564 64 1.9% 792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	782	72	2.1%
792 56 1.7% 1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1571 6 0.2% 1573 6 0.2%	572	68	2.0%
1767 56 1.7% 1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	1564	64	1.9%
1761 47 1.4% 566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	792	56	1.7%
566 44 1.3% 759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1573 6 0.2%	1767	56	1.7%
759 43 1.3% 796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1571 6 0.2% 1573 6 0.2%	1761	47	1.4%
796 40 1.2% 580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	566	44	1.3%
580 39 1.2% 561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	759	43	1.3%
561 38 1.1% 591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	796	40	1.2%
591 31 0.9% 763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	580	39	1.2%
763 26 0.8% 1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	561	38	1.1%
1569 25 0.7% 1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	591	31	0.9%
1584 15 0.4% 1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	763	26	0.8%
1572 10 0.3% 590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	1569	25	0.7%
590 9 0.3% 573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%		15	0.4%
573 8 0.2% 565 8 0.2% 1591 6 0.2% 1573 6 0.2%	1572	10	0.3%
565 8 0.2% 1591 6 0.2% 1573 6 0.2%	590	9	0.3%
1591 6 0.2% 1573 6 0.2%	573	8	0.2%
1573 6 0.2%		8	0.2%
		6	0.2%
4 = 0.0		_	0.2%
	1590	4	0.1%
		2	0.1%
1565 1 0.0%			
Total 3,362 100%	Total	3,362	100%

 Train 785 was responsible for about 17% of total ITP delays.



Host

CTI Commuter Train Interference

DCS Signal Delays

DET ET Work Due to Defect

DMW Maintenance of Way

DSR Slow Orders

DTR Detour

FTI Freight Train Interference

PTI Passenger Train Interference

RTE Routing

Amtrak

ADA Passenger Related ADA

CAR Car Failure

CCR Cab Car Failure

CON Hold for Connection

ENG Locomotive Failure

HLD Passenger Related

INJ Injury Delay

ITI Initial Terminal Delay

OTH Misc

SVS Servicing

SYS Crew and System

Third Party

DBS Debris

NOD Unused Recovery Time

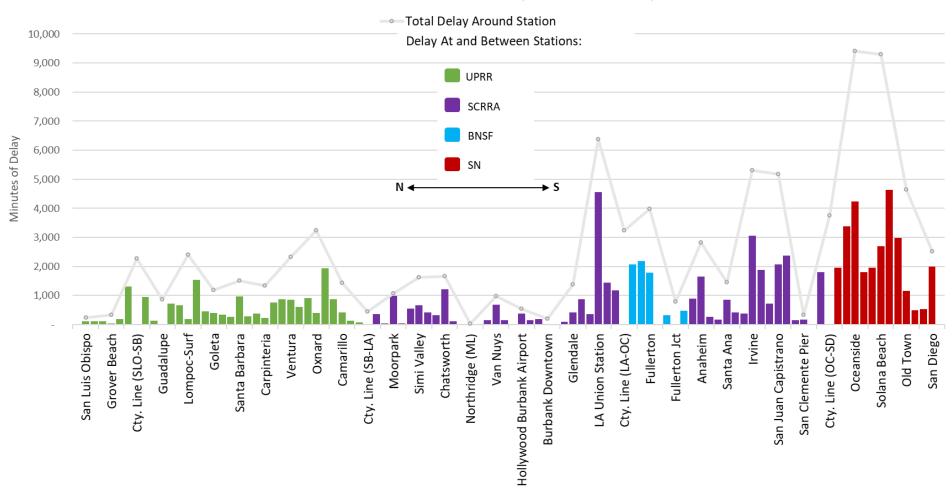
POL Police

TRS Trespasser

WTR Weather

Total Delay Distribution – By Location

FFY20 Q2 (Jan-Mar 2020) Total Delay Distribution by Location



Conclusions – FFY20 Q2

- OTP improved in FFYQ2, and during COVID-19 reduced service schedule, systemwide OTP performing above 90 percent OTP goal.
- Amtrak and host-responsible delays decreased by 48% and 22%, respectively, and third party-responsible delays increased by 54% in FFY20 Q2 vs. FFY19 Q2.
- Overall, total minutes of delay decreased by 18% in FFY20 Q2 vs. FFY19 Q2.

Questions