


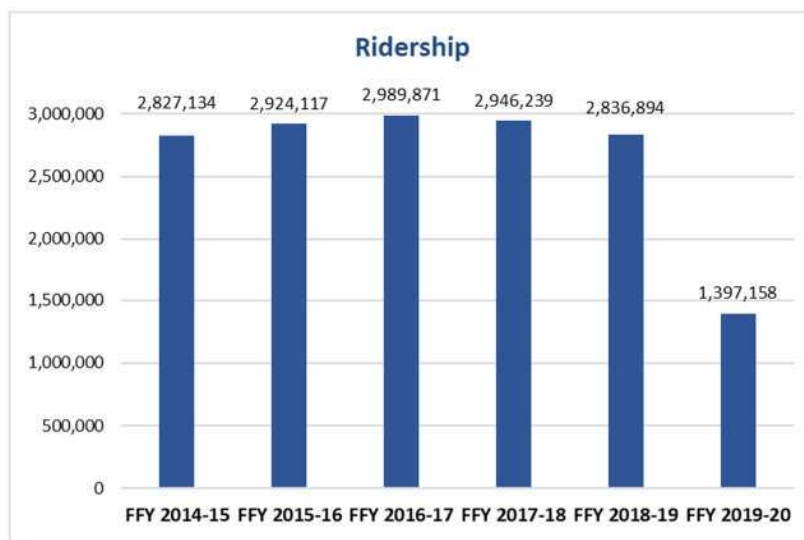


Usage

Performance Standard	Metric	Status
Ridership	Continuous growth relative to baseline	

Total ridership on the Pacific Surfliner for FFY 2019-20 was 1,397,158¹, a 50.8 percent decrease over the prior year (2,836,894). This drastic decline is attributable to the COVID-19 pandemic. Attributable ridership declines began at the end of February 2020, and significant declines followed Governor Gavin Newsom's stay-at-home order, which became effective on March 15, 2020.

Figure 4.1: Pacific Surfliner Corridor Ridership




FFY 2019-20 began with the implementation of the 13th roundtrip between San Diego and Los Angeles, effective October 2019. As a response to the drastic decline in ridership following Governor Newsom's stay-at-home order, the new trip, along with coordination for a planned 14th roundtrip in 2020, were suspended. Pacific Surfliner service reduced to just six daily roundtrips on March 23, 2020. Service between Goleta and San Luis Obispo was completely suspended until a schedule adjustment was implemented on June 1, 2020. This schedule with

six roundtrips remained in place through FFY 2019-20.

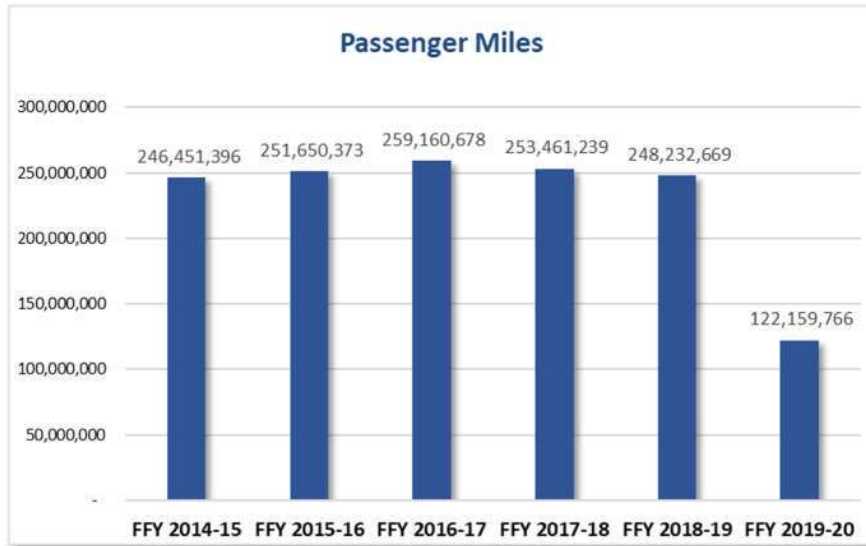
Despite this service and ridership decrease, the Pacific Surfliner remains the second-busiest Amtrak rail corridor in the nation (surpassed only by the Northeast Corridor between Boston, New York, and Washington, D.C.), and the busiest state-supported service in the entire Amtrak national system.

¹ Source: Amtrak, 2020

Performance Standard	Metric	Status
Passenger Miles	Continuous growth relative to baseline	

Pacific Surfliner **passenger miles totaled 122,159,766 for FFY 2019-20**, a **decrease of 50.8 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 122 million passenger miles for the Pacific Surfliner resulted in a **reduction of nearly 44,000 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 528 tanker trucks full of gasoline.

It is expected that passenger miles will recover gradually as the COVID-19 pandemic ends and its impacts begin to ameliorate.

Service reestablishment opportunities include not only regularly scheduled trains, but also special event trains. In past fiscal years, 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. Once it is safe to do so after the pandemic, 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.

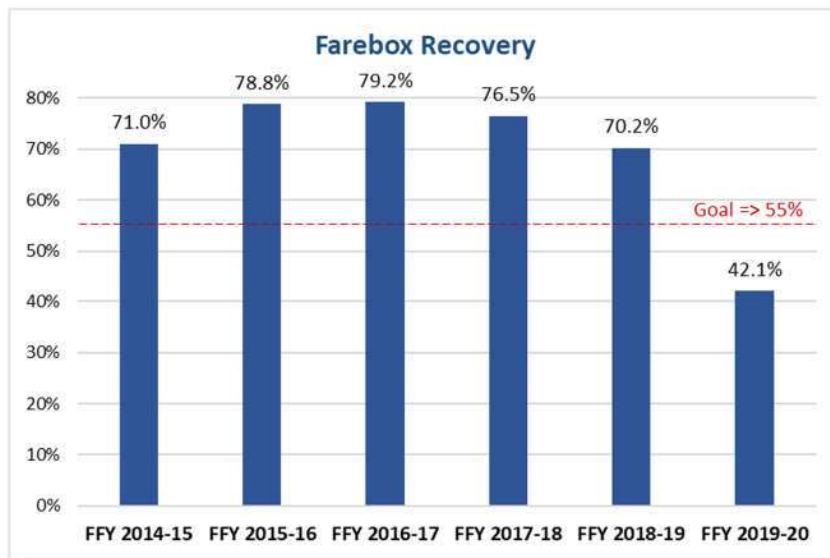
² Source: *Public Transportation's Role in Responding to Climate Change*, Federal Transit Administration, 2010. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf>

Efficiency

Performance Standard	Metric	Status
Farebox Recovery	Minimum 55 percent	


The COVID-19 pandemic has had a significant and negative impact on **farebox recovery**, which **fell to 42.1** percent in FFY 2019-20. This represents a decline of 40.1 percent from FFY 2018-19 (70.2 percent). It has been a decade (FY 2009-10) since the farebox recovery fell below the mandated minimum rate of 55 percent.

Figure 4.3: Pacific Surfliner Farebox Recovery



Farebox recovery is impacted by all sources of revenue, including ticket sales, advertising, food and beverage sales, and any supplementary revenue received (such as the fare subsidy provided by SBCAG). While the massive decline in ridership impacted farebox recovery the most, significantly lowering both ticket and café car sales, another factor was the additional costs associated with the implementation of the 13th round trip that operated from October 14, 2019, through the third week of March 2020. The initial costs

to implement this service expansion were not offset by a complete year of operation. It is anticipated that farebox recovery will increase gradually after the COVID-19 pandemic ends, and both service and ridership return to pre-pandemic levels.

Performance Standard	Metric	Status
Cost/Passenger Mile	Continuous improvement	

Cost per passenger mile for FFY 2019-20 was \$0.834. This was an increase of 35 cents over the prior year.


This increase can be attributed in large part to the pandemic, as capacity restrictions and low passenger loads resulted in lower ticket revenue to offset the cost of operating the service. The high cost per passenger mile is expected to continue as long as ridership remains low and social distancing rules remain necessary to prevent the spread of the COVID-19 virus.

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	

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

The FFY 2019-20 **endpoint OTP was 85.1 percent**, a 28.7 percent increase over the prior year, and **all-station OTP was 84.3 percent**, 22.7 percent higher than FFY 2018-19. OTP began to show significant improvements in January 2020, well before the COVID-19 service reduction. Once implemented, the COVID-19 service reduction helped OTP continue to improve, as less train traffic resulted in fewer delays related to commuter and passenger train interference. OTP has also been positively impacted by the completion of a number of capital improvement projects within San Diego county. These projects have added additional double track which improves operational efficiency. The completion of these projects also eliminated slow orders that had previously been necessary during construction.

Despite the recent improvements, OTP continues to be an area of focus for the LOSSAN Agency and Amtrak. The ongoing efforts now focus on ensuring that the OTP performance continues when service restoration begins and train traffic along the LOSSAN corridor increases. As the LOSSAN Agency begins to restore service, staff will work with rail owners and operators, as well as Amtrak and Caltrans DRMT, to ensure that any schedule changes improve overall reliability.

Figure 4.5: Pacific Surfliner On-Time Performance

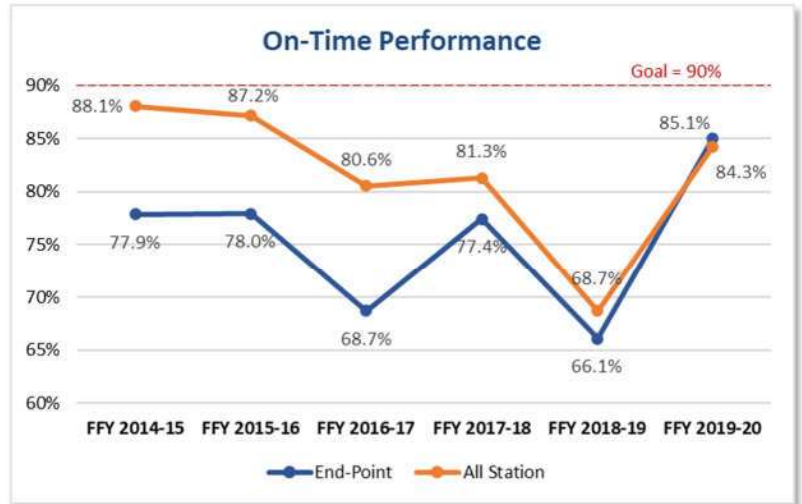
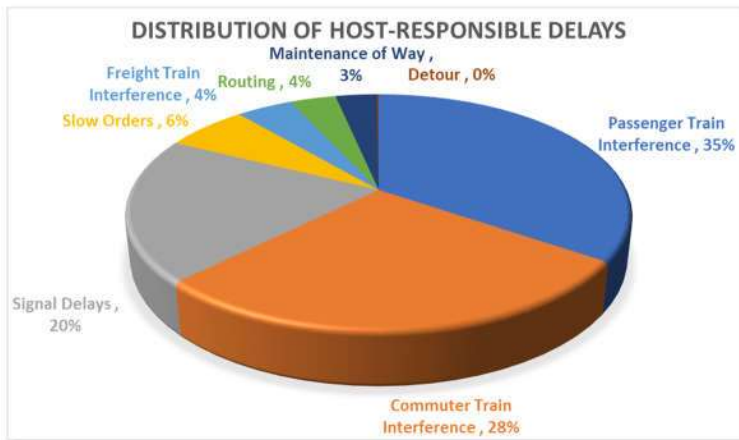


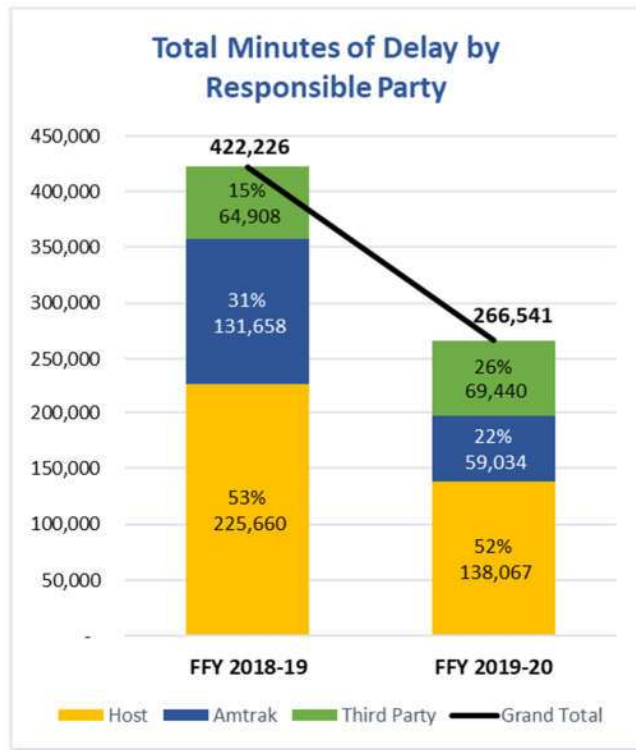
Figure 4.6: Distribution of Host-Responsible Delays



About 52 percent of all FFY 2019-20 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. Despite the improvements in OTP, the LOSSAN Agency continues to work with the hosts to determine the root cause of

delays and come up with operational solutions. Details on the specifics of the delays incurred during FFY 2019-20 are shown in Figures 4.6 through 4.9.

Figure 4.7: Total Delay by Responsible Party



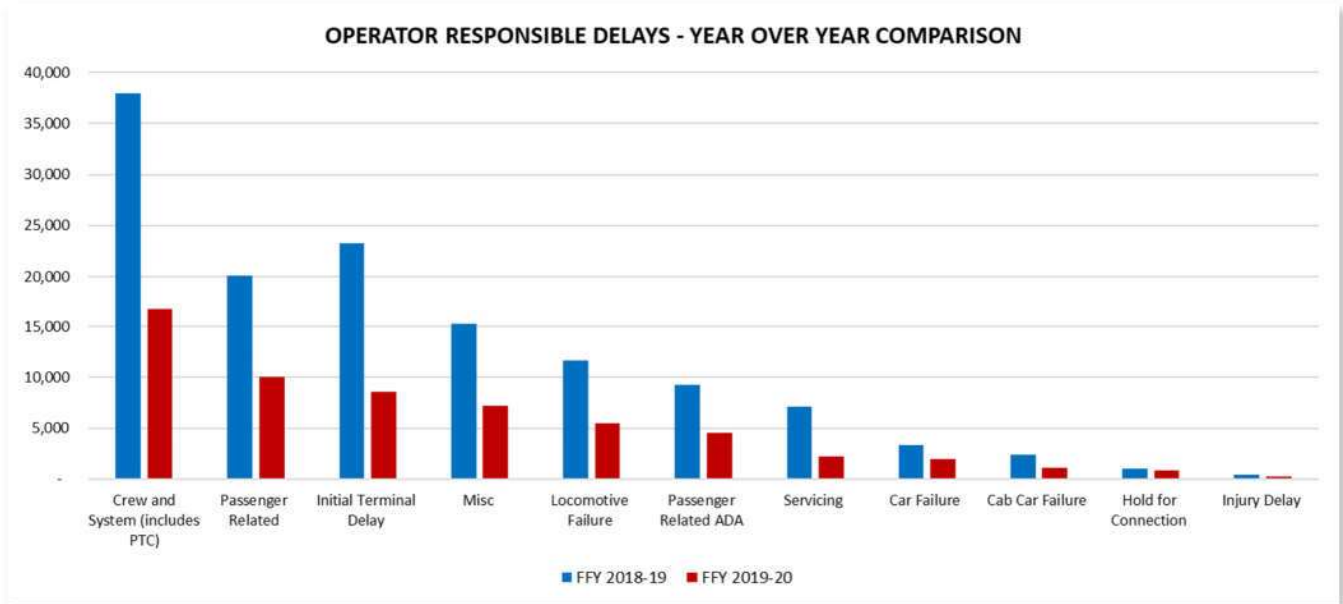
As can be seen in Figure 4.7, the total minutes of delay for FFY 2019-20 decreased significantly. Nonetheless, there were approximately 267,000 total minutes of delay in FFY 2019-20. As noted previously, Host responsible delays make up the majority of the overall delays experienced on the Pacific Surfliner. Of the total Host responsible delays, 32 percent are 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 UPRR to either maintain or implement OTP incentive programs. On February 1, 2019, the LOSSAN Agency executed an agreement with NCTD for an OTP incentive program, which has been in effect since July 1, 2019. Funded via a 2018 TIRCP grant, this program provides incentive performance payments for meeting Pacific Surfliner OTP goals. A similar program is

being developed with the UPRR.

Operator responsible delays also decreased significantly when compared to the prior year (nearly 73,000 fewer delay minutes). Despite the decrease, crew and system (including PTC) remains the top operator related delay, representing about 28 percent of operator delays in FFY 2019-20. Details on the year over year increases for operator responsible delays can be found in Figure 4.8 below.

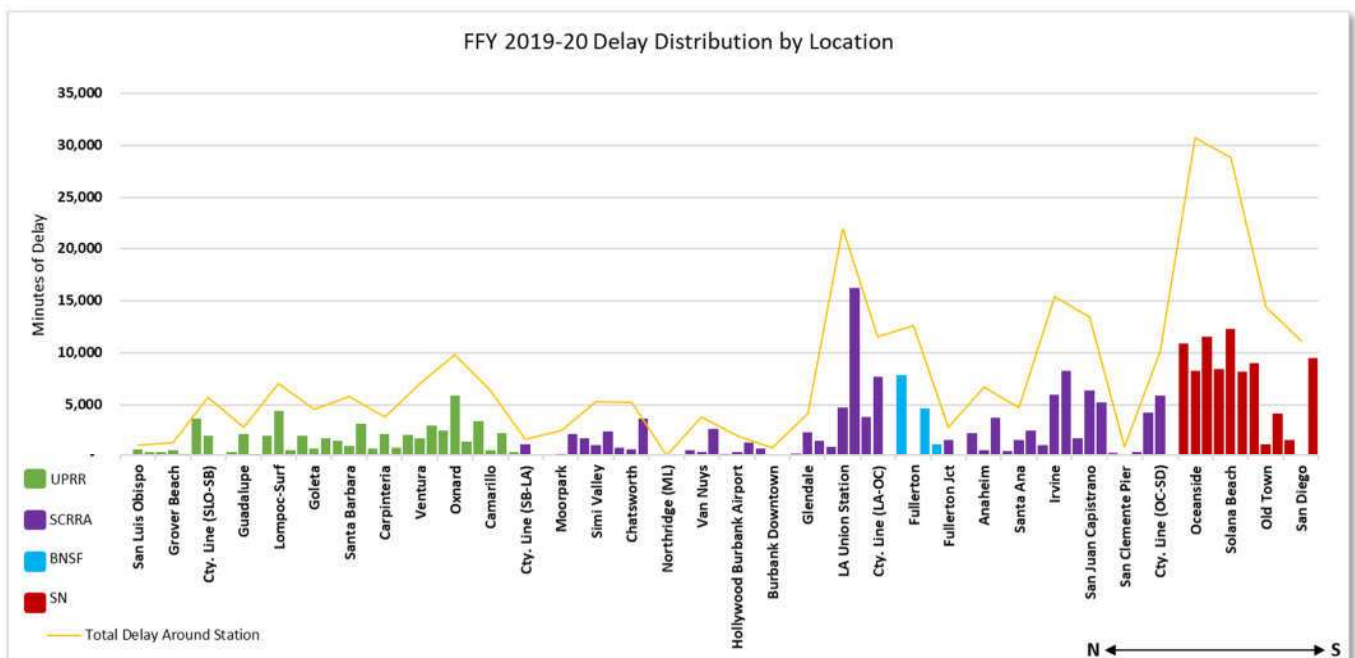
Efforts are underway to address the issues that currently occur with PTC. As much of the delay occurs when PTC fails to initialize, onboard crew focuses on reinitializing the system as directed by operator dispatch. However, if these efforts fail to rectify the issues, significant minutes can be lost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

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 4.9. The chart below indicates the total delay at each location, as well as the total delay around each station. This is determined by combining delays approaching, dwelling, and leaving each facility. 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 2019-20, the Pacific Surfliner **averaged 478 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 resulting in 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.

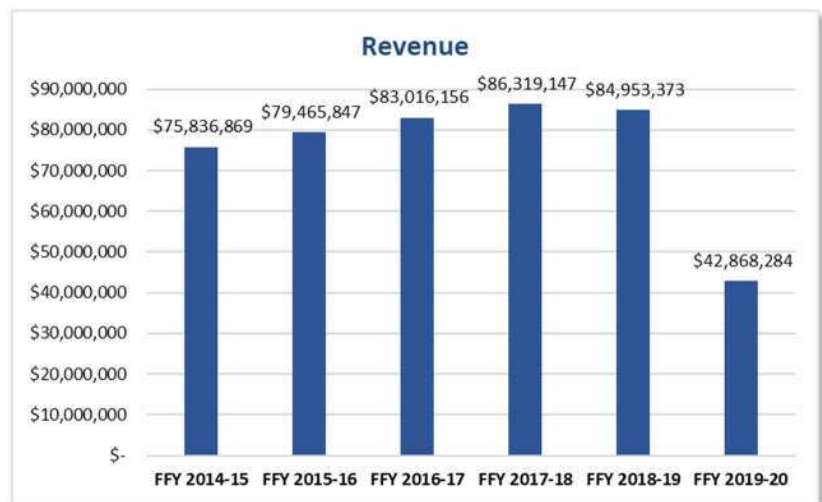
Revenue

The COVID-19 pandemic had a significant and negative impact on revenue. For FFY 2019-20, **total revenue decreased 49.5 percent, to approximately \$42.9 million.**

The decrease can be attributed to the 50.8 percent decrease in ridership. The LOSSAN Agency continues to seek ways to maximize revenue from the existing service. 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 is expected to increase when the COVID-19 pandemic ends and service and ridership gradually return to pre-pandemic levels.

Figure 4.9: Pacific Surfliner Revenue



Customer Service

For the Pacific Surfliner, Amtrak used to report monthly customer service scores in which an 'average overall satisfied' percentage is calculated out of 100 passengers surveyed. The Pacific Surfliner scored an average **87 percent** for the first half of FFY 2019-20 (through February 2020). This was slightly above the Amtrak nationwide average of 86 percent for the same period. Amtrak was not able to provide customer satisfaction scores at the route level for the second half of FY 2019-20 due to the decline in survey responses resulting from the reduced ridership levels associated with the pandemic.

FFY 2020-21 and FFY 2021-22 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. Ridership and revenue is forecast to remain low until the COVID-19 pandemic ends. LOSSAN Agency staff continues to work with CalSTA and Amtrak on cost cutting measures and operational efficiencies that will facilitate improvement to farebox recovery. Additionally, LOSSAN Agency staff is working with NCTD to continue OTP improvements resulting from the OTP incentive program. Additional work is being put into developing a similar program with the UPRR, though implementation has been delayed as a result of the pandemic. The LOSSAN Agency will continue to develop and implement schedule adjustments as problem areas are identified and as service restoration begins after the pandemic. 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. However, on March 30, 2020, the LOSSAN Agency formally requested relief from the Uniform Performance Standards, as dictated by the Interagency transfer Agreement, Appendix G. Relief has been requested at least until such time as pre-COVID-19 service levels have been restored and travel restrictions have been lifted.

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 Agency 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.



Grover Beach Station Expansion, Source: City of Grover Beach

Throughout 2020, 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 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 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 own 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 focused on projects that addressed safety and/or security needs and included some projects that improve the passenger experience. On June 15, 2020, with the reduction in ridership and subsequent loss in revenue that have resulted from the global COVID-19 pandemic, the LOSSAN Board approved the reprogramming of \$11,536,500 in SRA formula funds from the CIP to a reserve fund to be used if necessary to cover the costs of ongoing operations of the Pacific Surfliner intercity rail service for federal fiscal year 2020-21. This action was taken in anticipation of state budget reductions associated with lower than projected revenues for FY 2020-21.

Since the approval of the CIP, the LOSSAN Agency has initiated several additional projects with LOSSAN Board approval, which include the planning and design efforts associated with the expansion of layover and maintenance facilities for the Pacific Surfliner in San Luis Obispo, Goleta and San Diego. Below are the funding programs currently being used as part of these efforts.

SRA Program: California Senate Bill 1 (SB 1) includes approximately \$454 million directed specifically to commuter and intercity rail services through the State Rail Assistance (SRA) program. SRA is intended to fund both operational and capital improvements through a combination of formula and competitive distribution. 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 began with state FY 2017-18, and the LOSSAN Agency has been allocated the complete first round of available SRA funds (\$13.9 million) to projects vital to the preservation of Pacific Surfliner passenger service. Round two of SRA funding is estimated to be \$29.8 million over the next five-year period. This funding will include significant additions and improvements to the Pacific Surfliner passenger fleet. Future year allocation estimates will be updated annually and can fluctuate with the current price of diesel fuel.

CalSTA TIRCP: The Transit and Intercity Rail Capital Program (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



Narlon Bridge Replacement, Source: UPRR

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 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 are being 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, with anticipated completion by the end of calendar year 2021.

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 Better Utilizing Investments to Leverage Development (BUILD) program, Federal-State Partnership for State of Good Repair (SOGRA) grants, Consolidated Rail Infrastructure and Safety Improvement grants (CRISI), and local transportation sales-tax measures. The LOSSAN Agency will continue to explore all local, 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.

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 2021-22 is provided in Table 5.2.

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
Capital Improvement Projects List - In Implementation/Funded									
1	Central Coast (San Luis Obispo) Layover Facility Expansion	Layover Facility	Expand storage and servicing capacity of the layover facility in SLO to hold up to 4-5 trains, including capacity for minor to moderate maintenance and other end of line needs.	UPRR Santa Barbara 248.90 - 249.40	Initial Phase: \$11,597,000 (construction) Build-Out: \$36,586,000 (construction) \$77,658,000 (total)	Programmed: Initial Phase Funded by STIP, Prop 1B, TIRCP	Allow service expansion to/from SLO, add capacity for up to 4-5 train sets with capacity for minor to moderate maintenance and car wash	PAED	2024
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, TIRCP		PS&E	2022
3	Bridge Replacements	Track	Replace three (3) aging bridges	UPRR Santa Barbara 251.3, 304.3, 386.5	\$ 58,000,000	Partial funding through TIRCP to cover two (2) bridges; additional funding needed to cover third bridge	Remove slow orders and increase speed limits.		2025
4	Rail and Tie Replacement	Track	Upgrade rail and ties to improve service reliability, operation and safety.	UPRR Santa Barbara 355.7 - 251.5	\$ 24,000,000	Programmed: Funded by TIRCP	Increase operational flexibility and improve reliability	Construction	2022
5	Install CTC Santa Barbara	Signal		UPRR Santa Barbara 355.7 - 251.5	\$ 22,500,000	TIRCP	Increase operational flexibility and improve reliability	PS&E / Construction	2022
6	Upgrade non-powered switches to dispatch controlled (CTC)	Track, Signal		UPRR Santa Barbara 355.7 - 251.5	\$ 6,700,000	TIRCP	Increase operational flexibility and improve reliability	PS&E / Construction	2022
7	Capitania Station Double Track and Second Platform	Track, Station	Extend existing double track and construct second platform	UPRR Santa Barbara 413.1	\$ 31,938,000	Partial funding through TIRCP; Additional funding needed.	Safety and operational improvements		TBD
8	Camille Station Pedestrian Grade Separated Crossing	Station, Grade Separation		UPRR Santa Barbara 413.1	\$ 7,800,000	Programmed; Funded by TIRCP/Prop 1B/TDA	Improve pedestrian access and operational flexibility, reduce travel time, accommodate future service growth	Design and Environmental Assessment	TBD
9	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 Amtrak 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.	BNSF SB Sub 157.8	\$ 950,398,000	Proposition 1A, TIRCP, Metro, SCRA, and other	Reduce dwell times. Will allow trains to run through the station rather than having to change ends and reverse, reducing dwell times. Significant rehabilitation of track and signals will be included.	Completed F&E in July 2019. Currently in 35% Preliminary Engineering Design.	2026
10	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 157.8	\$ 153,300,000	Yes	Substantially enhance the safety and traffic flow on surface streets; improve the capacity of regional and national freight and freight package is scheduled to be submitted by August 2019	The 90% PS&E package is scheduled to be submitted by August 2019	2023
11	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
12	Fullerton Interlocking Plan and Third Track	Track	Construction of a new Fullerton Interlocking plant and third track from Atwood to Esperanza (outside of LOSSAN Corridor)	BNSF SB Sub 40.6 - 35.8	TBD	Yes			2026
13	Commerce Station Relocation	Station, Track		BNSF SB Sub TBD	TBD	Yes			2026
14	Third Track Fullerton to Atwood	Track		BNSF SB Sub 165.5/46.5 - 40.6	TBD	Partial		Environmental clearance status unknown	2026
15	Orange County Maintenance Facility - Phase 1	Facility	New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	Orange 183.3 - 184.2	\$ 100,000,000	Yes	Line Capacity	Undergoing 5% Design and Preliminary Environment Assessment	2023-2025 (possibly coordinate with Link US Phasing possible)
16	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 Lake, 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 Lake, center platform between MT3 and MT1, extension of existing side-boarding 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 Lake, 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); \$183,382,000 (Total) Alt 1B: \$40,811,000 (construction); \$86,488,000 (Total) Alt 2: \$96,921,000 (construction); \$205,399,000 (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 platform and track configurations of the Irvine Station will 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 Environment Assessment	8/4/2016

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
17	Laguna Niguel to San Juan Capistrano Pasing Siding Project	Track, Signals	Extends the double track to a new CP Trabuco, MP 195.7, with the removal of CP Avery. And addition of CP Camino	Orange 193.9 - 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
18	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	\$ 38,333,000	Yes	The new bridge will improve the load and storm capacity, increase safety, and reduce maintenance needs.	Design and Environmental Assessment	2024
19	Signal Respacing CP Avery to CP Songs Signal	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.	Alt 1: \$2,204,000 (construction); \$4,849,000 (Total) Orange 199.5 - 203.18 Alt 2: \$2,407,000 (construction); \$5,295,000 (Total)	Yes	Respacing the intermediate signals allows for express train operations and higher passenger operating speeds up to 90 mph. The signal improvements ultimately reduce travel time and increase on time performance.	5% Design and Preliminary Environment Assessment	3/21/2022	
20	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, maintaining existing tangent track at its current location, and includes shifting the existing track south where the segment is located at a curve to avoid impacts to embankment of HWY 1 on ramp. 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 universal #20 crossovers. 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: \$12,593,000 (construction); \$26,158,000 (Total) Alt 2: \$12,443,000 (construction); \$26,034,000 (Total)	Yes	The siding extension will provide additional capacity for train operations between CP Serra (MP 199.5) 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 Environment Assessment	7/19/2023
21	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: \$24,486,000 (construction); \$53,327,000 (Total) Alt 2: \$55,132,000 (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 a single track.	5% conceptual design complete	2024
22	CP SONGS Signal Relocation	Signal	Relocates point where control and dispatching changes for trains entering or leaving the subdivision between SCBRA and NCTD, currently done at MP 209.1, to MP 207.7 to facilitate more efficient railroad operations. New signal at CP 207.7.	San Diego 207.7	\$ 1,000,000	Yes	Clearing, grading, earthworks, and construction of New signal at CP 207.7.	Final Design	2025
23	San Onofre to Pulgas Double Track Phase 2	Track	Stage 2 of this project includes the construction of a 1.6-mile segment of second main track (MP 216.5 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	San Diego 216.5 - 218.1	\$ 35,600,000	Yes	1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	In design /permitting	2025
24	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	\$ 84,700,000	Funded thru final design	0.6 mi of additional double track and replacement of San Luis Rey River Bridge	In design /permitting	2030
25	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	\$ 86,600,000	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
26	Poinsetta Station Improvements	Station	Includes inter-track fencing and other amenities and will allow for removal of hold-out rule	San Diego 233.3	\$ 35,900,000	Yes	Hold out eliminated. Reduce run times for train meets.	Complete	Jul-20
27	Batiquitos Lagoon Double Track	Track	Adds .8 miles of second main track from CP Ponto (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge.	San Diego 234.5 - 235.1	\$ 104,200,000	Funded thru final design	0.8 mi of additional double track and Batiquitos Lagoon Bridge replacement.	Final Design	2025
28	Escondido Pedestrian Crossings (El Portal Undercrossing)	Crossing, Grade Separation	Installation of a grade separated pedestrian undercrossing between El Portal Street and Vulcan Avenue in the City of Escondido. (MP 227.1) and a double track railroad bridge for the pedestrian underpass and the construction of other improvements to install the walkway and stair approaches, retaining walls, grading and drainage, and landscaping.	San Diego 237.1	\$ 11,200,000	Yes	Grade separated pedestrian crossing carries safety benefits	Construction	2022
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 239.8	\$ 7,100,000	Yes	At grade crossing safety improvements	Complete	May-19

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
30	San Elijo Lagoon Double Track (CP Cardiff to CP Craven)	Track, Signal	1.5 miles of new double-track from CP Cardiff (MP 239.6) to CP Craven (MP 241.1). Also includes replacement of Bridge 240.4 and installation of new signals.	San Diego 239.6 - 241.1	\$ 77,300,000	Yes	1.5 mi of additional double track.	Complete	May-19
31	Del Mar Bluffs Stabilization 4	Resiliency	Construction of soil nail headwall and culvert construction, seawall repairs, concrete down drain repairs, and drainage channel replacement at various locations between MP 244.1 and MP 245.7.	San Diego 244.1 - 245.7	\$ 7,500,000	Yes	Preservation of tracks along Del Mar Bluffs, Safety	Complete	Nov-20
32	Del Mar Bluffs Stabilization 5	Resiliency	Construct the following improvements at locations between MP 244.1 and MP 245.7: deep driven piles to provide seismic stability to portions of the bluff, retaining walls, drainage improvements, and erosion control measures.	San Diego 244.1 - 245.7	\$ 65,200,000	Yes	Preservation of tracks along Del Mar Bluffs, Safety	Final Design	2026
33	Del Mar Bluffs Stabilization 6	Resiliency	Construct the following improvements at locations between MP 244.1 and MP 245.7: bluff toe protection, retaining walls, drainage improvements, and erosion control measures.	San Diego 244.1 - 245.7	\$ 33,600,000	Funded thru final design	Preservation of tracks along Del Mar Bluffs, Safety	Final Design	2027
34	Sorrento to Miramar Phase 2	Track	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.0) to CP Miramar (MP 253.0).	San Diego 251.0 - 253.0	\$ 228,400,000	Funded thru final design	Additional track and curve realignment/straightening on Miramar Hill.	Final Design	2026
35	San Dieguito Double Track and Platform Phase 1	Track	Construction of a 0.9-mile segment of second main track from CP Valley (MP 242.2) to the existing San Dieguito River Bridge (MP 243.0).	San Diego 242.2 - 243.0	\$ 61,900,000	Yes	0.9 miles of double track, turn out, freight storage, and trench upgrades.	Final Design	2025
36	San Dieguito Double Track and Platform – the Del Mar Ringroads Special Events Platform	Track, Station	2.1 miles of second main track from MP 241.8, north of CP Valley, to CP Del Mar (MP 243.9). Includes the replacement of the San Dieguito River Bridge (MP 243.2) and the construction of a special event platform on the new bridge for the Del Mar Fairgrounds.	San Diego 241.8 - 243.9	\$ 246,300,000	Funded thru final design	2.1 mi of additional double track, bridge replacement, and construction of a new special event service platform at the Del Mar Platform.	Final Design	2025
37	Bridge 257.2 Replacement	Track	Replacement of aging trestle double track bridge 257.2 with a new double track bridge at a higher elevation, and track replacement on both sides to transition track profile.	San Diego 257.2	\$ 15,400,000	Funded thru initial design	Bridge replacement	Initial Design	2024
38	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, and 258.6.	San Diego 257.9 - 260.5	\$ 192,900,000	Yes	2.6 mi of additional double track and signal improvements.	Complete	Jul-20
39	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 replaces single track San Diego River Bridge with new double track bridge.	San Diego 263.2 - 264.1	\$ 92,200,000	Yes	0.9 mi of additional double track including the replacement of single track San Diego River Bridge with double track bridge	Complete	Feb-20
40	Broadway to Gaslamp	Track, Station	Signalization of a 0.8-mile stretch of BNSF track south of Santa Fe Depot (MP 267.7) and construction of a new siding and station platform to serve the San Diego Convention Center, three new control points, Positive Train Control (PTC), additional trackwork, crossing improvements, and landscaping.	San Diego 267.7 - 268.5	\$ 38,700,000	Yes	Extension of COASTER commuter rail service to Convention Center Platform, operational and capacity improvements, safety upgrades.	Environmental	2026
41	San Diego County Layover and Maintenance Facility	Layover Facility	Construct a new layover and maintenance facility for the Pacific Surfliner in San Diego County.		Immediate Phase: \$6,123,000 (Total) Interim Phase: \$33,033,000 (Total) Build-Out: \$94,278,000 (total)	Programmed: Immediate and Partial Interim Phases Funded by THCP	Allow service expansion to/from San Diego, add capacity for up to 7 revenue train sets with capacity for moderate to major maintenance and car wash and car storage.	Planning	2024

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
1	Rice Avenue Grade Separation	Grade Separation			\$ 117,532,000	Potential funding through SB1 SSCP 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 STIP		Pending Funding	
4	Seacliff Siding	Siding	Upgrade and extend siding to allow passenger and freight meets	UPRR Santa Barbara 385.30 - 387.00	\$ 21,526,000			PAED	TBD
5	Oreaga 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	Leesdale 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	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	
8	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 Vine 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
9	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 clearance	Prior to LinkUS Phase B
10	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
11	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
12	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
13	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
14	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

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
15	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	\$ 129,100,000	No	Safety	Metrolink planning for funding	2028
16	Malabar Yard Connector/48th Street Closure	Track	Constructs a new section of track to connect BNSF Malabar Yard with the Los Angeles Railway Junction through E 48th Street and permanently closes the 48th Street grade railroad crossing		\$ 20,550,000	Potential funding through SB1 SSCP and/or Trade Corridor Enhancement Program			
17	26th Street ROW Acquisition	Track	Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allow 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 SSCP and/or Trade Corridor Enhancement Program			
18	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
19	Closure of 39th Street	Facility	Closure of 39th Street connection to Malabar Yard	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026
20	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
21	Commerce Intermodal Yard	Facility	Purchase of property to locate the rebuilt Commerce Intermodal Yard	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026
22	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
23	1-5 Double Track Flyover	Track	Construction of a double track flyover between the 1-5 and the 1-710	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026
24	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
25	Fourth Track 1-5/1-710 to CP Soto	Track	Construction of a fourth track from the west end of the 1-5/1-710 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
26	Completion of Fourth Track	Track	Completion of the remaining fourth track	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026
27	1-5/710 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 SSCP and/or Trade Corridor Enhancement Program			
28	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 SSCP and/or Trade Corridor Enhancement Program			
29	Norwalk & Fullerton Over/Under	Track	Construction of the over/under at Norwalk and Fullerton	BNSF SB Sub TBD	TBD	No		Not environmentally cleared	2026
30	Burrows and Colton Yards	Facility	Burrows and Colton yard construction will precede the fourth track projects between Buena Park to Fullerton and 1-5/1-710 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
31	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
32	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
33	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

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	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
35	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
36	Orange County Maintenance Facility - Full Buildout	Facility	New maintenance facility in Irvine, required prior to increasing services on OC and IE-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
37	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
38	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
39	Camp Pendleton Station	Station	Construction of new station/platform on Camp Pendleton adjacent to the Stuart Mesa Maintenance Facility.	San Diego 222	\$ 46,400,000	No	New station to serve Camp Pendleton	Preliminary/Conceptual design	2030
40	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 would not require the application of hold-out rule at ENC Station	Planning	2030
41	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	New commuter rail service extension to South Bay San Diego	Planning	TBD
42	San Onofre Creek Double Track	Track	Construction of an additional passing track for 1.3 miles north of the existing Control Point (CP) Songs at Mile Post (MP) 209.2 to MP 207.9, where CP Songs will be relocated.	San Diego 207.9 - 209.2	\$ 36,300,000	No	1.3 miles of additional double track including replacement of single track bridges	Planning	2030
43	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
44	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
45	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
46	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
47	Encinitas Pedestrian Crossings	Grade Separation	New pedestrian undercrossings at Montgomery and Hillcrest within the City of Encinitas		\$ 18,100,000	No	Safety	Planning	2030
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 - 1AA	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 - 2PE/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 - 3FD/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	Track	Lowering of existing tracks and constructing second main track into a trench to avoid at-grade crossings from MP 238.0 to MP 230.6	San Diego 238.0 - 230.6	215,000,000 to 350,000,000	TBD	Removal of at-grade crossing from MP 238.0 to MP 230.6 would carry performance and safety benefits.	In initial design /environmental	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	On hold pending construction funding	2025

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. Additionally, 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 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: This 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 and select trains operating between Los Angeles and Oxnard. 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 \$4.03 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.

The focus on the revisions to the existing Rail 2 Rail programs has shifted somewhat as all agencies involved deal with the impacts of the ongoing pandemic. The existing agreements have been extended with the current programs kept in place. 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 Cost and Revenue Options report prepared as part of the LOSSAN Agency's corridor optimization effort includes a number of options for consideration in improving the programs as we move forward.

Additional Fare Enhancement Opportunities

In FY 2021-22, as the LOSSAN Agency works with Amtrak to restore service and rebuild ridership, appropriate opportunities to increase fare revenue while ensuring passenger safety will be explored. These include:

- Implement fare promotions as appropriate to encourage riders to return post pandemic. Focus will be on trains and station pairs that are the most underutilized.
- Implement marketing campaigns as appropriate to ensure riders confidence in the safety and cleanliness of the Pacific Surfliner.
- Increasing public awareness of existing everyday discount programs, especially student and group discounts.
- Continue partnerships with sports and concert venues as these locations begin holding events once the current pandemic restrictions are eased. These include partnerships with the San Diego Padres, Del Mar Racetrack, Anaheim Ducks, and other event organizers. Attempts will be made to promote taking the Pacific Surfliner to sporting events, concerts, and other special events as appropriate for passenger safety.
- Enhance customer loyalty and referral programs, including the Amtrak Guest Rewards program, to retain existing customers and attract new riders.
- Explore fare integration opportunities along the corridor.

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.

Additionally, the LOSSAN Agency recently completed a corridor optimization study that sought to identify integrated operating strategies, in partnership with the operators along the LOSSAN rail corridor, that can help define optimized service concepts for existing and planned services that provide repeatable hourly "anywhere to anywhere" connectivity between rail and transit providers throughout southern California. The operating strategies identified as part of the study can be especially beneficial now as we look forward to restoring the collective services along the rail corridor that have been reduced during the COVID-19 pandemic.

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 Joaquin and Capitol Corridor intercity rail services, providing connectivity to the statewide rail system. While the ridership and revenue losses incurred as a result of the COVID-19 pandemic have required a reduction in the Thruway bus services provided by the LOSSAN Agency, SJJPA and CCJPA, the passage of Senate Bill 742 in 2019 will allow greater flexibility in the planning and scheduling of thruway bus routes once this service is restored. 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 as part of the service restoration effort. 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 is continuing to manage the Rail-2-Rail (R2R) programs with both Metrolink and NCTD. When first implemented, the R2R Program was intended to leverage available capacity on the Pacific Surfliner trains for the mutual benefit of Metrolink, NCTD and Pacific Surfliner passengers. The R2R programs provides for all Amtrak-operated Pacific Surfliner trains to accept valid Metrolink and NCTD tickets, and for all Metrolink and NCTD trains to accept valid Amtrak tickets within the limits of the tickets, subject to certain restrictions and blackout dates. To continue the development of options for the long-term continuance of the R2R Program and also to ensure continued integration efforts on the LOSSAN rail corridor, LOSSAN Agency staff will continue working with Metrolink, Amtrak, NCTD, as well as Metro and MTS, on solutions that provide easier integration for passengers between services. As part of the corridorwide optimization study that was recently completed by the LOSSAN Agency, various cost sharing methodologies that exist nationally and internationally were evaluated to assist with identifying solutions for sharing the revenue and costs between agencies that are associated with a more integrated ticketing strategy. Also, with the 2018 TIRCP grant award, the LOSSAN Agency received \$250,000 in network integration funding that will be applied towards the design or implementation of a pilot program for a more integrated ticketing system once a preferred solution is identified.

Regional and Sub-Regional Transit and Rail Integration Studies

Beyond the corridorwide and statewide efforts and strategies noted above, several LOSSAN member agencies are studying more localized passenger rail service alternatives along the LOSSAN rail corridor. These local efforts are summarized below.

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

This recently completed study was 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 was a stakeholder on this study.

- *San Bernardino Pathing Study*

Similar to the effort performed by the BNSF between Atwood and San Diego, this study will perform a freight-specific analysis on how anticipated growth can be accommodated on the San Bernardino Subdivision between Los Angeles and San Bernardino, of which the LOSSAN rail corridor overlaps between Los Angeles and Fullerton. This study also aligns with the LOSSAN Agency's optimization study, and to identify operating strategies with the host operators that will help guide the development of optimized service concepts for existing and planned service along the LOSSAN rail corridor. The LOSSAN Agency is also identified as a stakeholder by BNSF 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 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 Moorpark 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*

In early 2020, SLOCOG initiated the Coast Rail Corridor Study—a two-part study to (1) develop a phased service implementation plan for establishing a network of intercity rail and bus routes between Goleta and Salinas, and 2) evaluate and provide recommendations for implementing a regional 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 continue 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.

- *Transportation Agency of Monterey County (TAMC) Rail Network Integration Study*

The Rail Network Integration Study is evaluating service options for both a regional rail service operating between Monterey and Santa Cruz, along a portion of the Coast Corridor, as well as a longer intercity passenger rail service extending south of Salinas to San Luis Obispo, providing a connection between the Pacific Surfliner and the Capitol Corridor or Caltrain in San Jose. The LOSSAN Agency is participating in this study as part of the Network Advisory Committee established for the project.

- *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 has been to address long-term solutions for relocating the rail alignment off the sensitive coastal bluffs in the City of Del Mar. The study began in August 2020 and is anticipated to 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 \$2.9 million 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, which is 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 the spring of 2021.

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, aligning with the operating strategies identified as part of the LOSSAN optimization study, and allows for the eventual introduction of high-speed rail as part of the regional rail network.

High-Speed Rail Connection

The HSR system is 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.

The CHSRA adopted its most recent Business Plan in June 2018. The 2020 Business Plan is anticipated to be approved by the CHSRA Board of Directors in December 2020. 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 2021-22, the CHSRA and the LOSSAN Agency will continue efforts to coordinate efforts in the LOSSAN rail corridor.

Figure 7.1: California High-Speed Rail Statewide System



Source: CHSRA, 2019

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.

Chapter 8: Passenger Amenities

The LOSSAN Agency continues to work with Amtrak to implement initiatives designed to enhance amenities and improve the overall passenger experience, effectively positioning the Pacific Surfliner as a safe and attractive travel option.

Amenities offerings designed to enhance customer perception and support ridership objectives also provide the Pacific Surfliner with clear points of differentiation from other regional rail operators. Programs including complimentary Wi-Fi, food and beverage options, and business class upgrades help incentivize riders to choose train travel while boosting customer satisfaction. Additionally, the LOSSAN Agency continues to coordinate, fund and lead passenger-focused investments along the corridor, including network integration and system enhancements such as integrated ticketing, Passenger Information Display Systems, and Wi-Fi system and equipment enhancements.

In 2020, the passenger amenities available onboard Pacific Surfliner trains were adjusted to align with reduced travel demand and enhanced health and safety measures in response to the COVID-19 pandemic. This includes the installation of sanitizing stations onboard the trains, equipment modifications in the Café Car, and changes to onboard food service procedures. As service levels are restored, further adjustments will be made in coordination with the State and Amtrak to preserve amenities that passengers enjoy while also addressing budgetary and operational needs.



This chapter provides more details about changes that have been made to passenger services and amenities in light of the pandemic, as well as enhancements that have been prioritized by the LOSSAN Agency for the Pacific Surfliner service in FY 2021-22 and FY 2022-23.

COVID-19 Safety Enhancements



The LOSSAN Agency continues to lead improvement efforts in partnership with Amtrak to keep riders safe, including modifications onboard Pacific Surfliner trains.

In response to the pandemic and evolving health guidelines, the following enhancements were made and supported by strategic communications efforts that increased awareness about the new safety measures implemented in Summer 2020.

Continuing to adapt to public health and safety needs will be critical to recovering ridership and building confidence in the Pacific Surfliner service in the years following the pandemic.

Sanitizing Stations: A variety of cleaning products, including alcohol-based hand sanitizer and antibacterial surface wipes, were installed at key locations onboard Pacific Surfliner trains. Packaged cleansing towelettes, which were available previously, continue to be available in the Market Café. These added resources provide another level of protection for passengers and crews. Signage was developed and placed at each sanitizing station to inform passengers. Efforts to provide these resources will be maintained and expanded as service levels are restored.



Plexiglass: Plexiglass barriers were installed in the Market Café on all Pacific Surfliner trains, which separate the Café Car attendant from customers purchasing food and beverages. The barriers provide added protection for both passengers and crews and are an important measure that continues to demonstrate the Pacific Surfliner's commitment to safeguarding the onboard experience.

Complementary Masks: Facial coverings are required at stations and onboard the trains. Customers who forget their mask may request one from the conductor for free. In June 2020, the LOSSAN Agency secured 15,000 disposable masks, 500 cloth masks, and other personal protective equipment (PPE) through the State of California. The supplies were distributed as needed.

Additional enhancements to the overall passenger experience that will continue to be maintained and enhanced as needed include:

- Modified change and cancellation fees to provide trip flexibility.
- Contact-free travel including electronic ticketing, cashless services, and contactless movement onboard.
- Enhanced cleaning protocols and safety measures to manage physical distancing on board and at stations.
- Adjustments to the food and beverage products available in the onboard café.

On-Board Amenities



Business Class: Business class is a popular amenity on the Pacific Surfliner, with reservations in business class representing 21.6 percent of total ridership and 34 percent of ticket revenue during FY 2018-19. With a business class ticket, passengers receive a guaranteed seat; pastries and coffee, tea or orange juice in the morning, and at-seat snack and beverage service in the afternoon, as well as a dedicated attendant on most trains. 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.