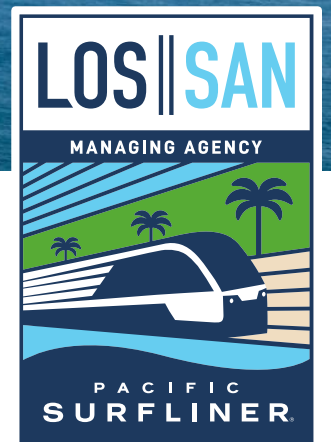




Pacific Surfliner Equipment Update

Technical Advisory Committee | June 3, 2021



Pacific Surfliner Equipment

- The Pacific Surfliner service has been utilizing bi-level cars since 2000
- 39 custom Surfliner cars were purchased new by Amtrak and 10 cars by Caltrans between 1998-2001 for specific use on the Pacific Surfliner service
- Over the years, as ridership grew, additional cars were needed to lengthen trainsets and add more service
- The additional cars were leased from Amtrak's long-distance bi-level Superliner fleet

Pacific Surfliner Equipment

In February 2020, the Pacific Surfliner fleet consisted of:

- 10 Caltrans-owned bi-level Surfliner cars (Cal II)
- 39 Amtrak-owned bi-level Surfliner cars (Cal II)
- 20 Amtrak-owned bi-level Superliner cars
- 17 Amtrak-owned single-level Amfleet / Horizon cars



Bi-Level Surfliner Cars



Bi-Level Superliner Cars



Single-Level Horizon Cars

Pacific Surfliner Equipment

The fleet also included two different locomotive types:

- General Electric (GE) P-40 & P-42 Genesis Tier 0 Locomotives (Amtrak-owned)
- Siemens SC-44 Charger Tier 4 Locomotives (Caltrans-owned)



Pacific Surfliner Equipment Reduction

March 2020 - ridership dropped significantly due to the COVID-19 pandemic.

Level of service was reduced 50-percent

Fleet size was reduced 29-percent

October 2019 - March 2020	March 2020 – May 2021
14 - SC-44 Charger Locomotives	14 - SC-44 Charger Locomotives
4* - GE P-40 / P-42 Genesis Locomotives	0 - GE P-40 / P-42 Genesis Locomotives
16 - Superliner Coach	9 - Superliner Coach
4 - Superliner Coach / Baggage	0 - Superliner Coach / Baggage
16 - Horizon	0 - Horizon
1 - Amfleet	0 - Amfleet
11 - Surfliner Coach / Baggage	11 - Surfliner Coach / Baggage
18 - Surfliner Coach	21 - Surfliner Coach
10 - Surfliner Café	10 - Surfliner Café
10 - Surfliner Business Class	10 - Surfliner Business Class
18 Locomotives 86 Cars	14 Locomotives 61 Cars

Pacific Surfliner Equipment Maintenance

Equipment costs are broken down into two primary agreements:

- Equipment Capital Agreement (Caltrans responsibility)
 - *Annual leases*
 - *FRA required 4-Year inspections and servicing*
- Operating Agreement (LOSSAN responsibility)
 - *Daily and annual inspections and preventative or defective maintenance*

Additional agreements or amendments can also be executed with Amtrak by LOSSAN or Caltrans for special projects such as business class refreshes, center aisle carpet, etc.

Pacific Surfliner Equipment Maintenance

Equipment Capital Agreement

- Contract between **Caltrans** and Amtrak
- Includes annual leases for Amtrak-owned equipment
- 4-Year inspection and servicing at Beech Grove, Indiana
- Over the past four years, the equipment capital agreement has averaged \$8.5 million / year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Costs	\$10,348,688	\$9,909,945	\$6,649,598	\$6,965,358
Avg. Monthly Cost	\$862,391	\$825,829	\$554,133	\$580,447

Pacific Surfliner Equipment Reduction

Amtrak 4-Year Servicing is not
an overhaul

Amtrak 4-Year Servicing



Average Cost / Car: \$435K

True Overhaul



Average Cost / Car: \$778K

Pacific Surfliner Equipment Maintenance

Preventative Maintenance and Inspections

- Funded through the annual operating agreement between the **LOSSAN Agency** and Amtrak
- Includes the daily, 92-day, 180-day, and 1-year servicing
- Over the past four years, the maintenance cost has averaged about \$9.9 million per year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Costs	\$8,396,089	\$9,310,935	\$11,030,552	\$10,858,128
Avg. Monthly Cost	\$669,674	\$775,911	\$919,213	\$904,844

Pacific Surfliner Equipment Maintenance

Total cost for maintaining and servicing the Pacific Surfliner fleet over the past four years has averaged about \$18.4 million per year

	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Annual Capital Costs	\$10,348,688	\$9,909,945	\$6,649,598	\$6,965,358
Annual Maint. Costs	\$8,396,089	\$9,310,935	\$11,030,552	\$10,858,128
Total Cost	\$18,744,777	\$19,220,880	\$17,680,150	\$17,823,486

Equipment Needs Going Forward

Two paths are being pursued to lower costs and to try to meet equipment needs in the future

- Review and Refine Maintenance Practices
- Bring fleet into a State of Good Repair
- LOSSAN has been engaging with Caltrans and the other JPA's to refine existing maintenance practices and better control and lower escalating costs



Equipment Needs Going Forward

Define Future Equipment Needs

- Service Recovery and Equipment Task Forces
- Insufficient equipment currently available to restore pre-COVID service
- Reviewing alternatives for acquiring additional equipment for the Pacific Surfliner
 - *Purchase and overhaul / rebuild other compatible cars*
 - *Procure new cars to replace aging Pacific Surfliner fleet*





QUESTIONS?