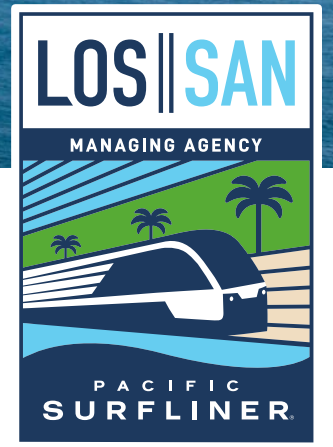




Pacific Surfliner Equipment & Service Update

LOSSAN Technical Advisory Committee | February 6, 2025



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 the California Department of Transportation (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 and regional single-level Horizon fleets.

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

Equipment Type		Feb 2020	May 2021	May 2024	Jan 2025
Locomotives	SC-44 Charger	14	14	14	14
	GE P-40 / P-42 Genesis	4	-	-	-
Amtrak Long-Distance Bi-Levels	Superliner Coach	15	8	9	9
	Superliner Coach / Baggage	4	-	-	-
	Superliner Sightseer Lounge	1	1	1	1
Single-Level	Horizon	16	-	-	-
	Amfleet	1	-	-	-
	Comet 1B	-	-	-	7
Surfliner Bi-Levels	Surfliner Coach / Baggage	11	11	11*	11*
	Surfliner Coach	18	21	21*	21*
	Surfliner Café	10	10	10	10
	Surfliner Business Class	10	10	10	10
TOTALS	Total Locomotives	18	14	14	14
	Total Cars	86	61	62	69

* 1 coach / baggage and 2 coaches are currently out of service due to a vehicle strike in December 2023.

Pacific Surfliner Service Restoration Efforts

Phased Restoration (Roundtrips)

Service Segment	Feb 2020	Mar 2020	Jun 2020	Jun 2021	Oct 2021	May 2023
San Diego – Los Angeles	13	6	6	9	10	10
Los Angeles – Goleta	5	2	3	3	4	5
Goleta – San Luis Obispo	2	0	1	1	2	2

- Service was reduced by roughly 50% in March of 2020 in response to the pandemic.
- Restoration efforts began in June of 2020, with restoration of one roundtrip to San Luis Obispo.
- Last schedule change to restore service was in May 2023, with the restoration of the 5th roundtrip to Goleta.

California Intercity Passenger Car History

There has been a need for additional equipment since before to the COVID pandemic

In 2017, Caltrans placed an order for seven 7-car trainsets of the new Siemens, single-level Venture cars.

- Various issues have delayed deployment by several years.
- First coach cars began going into revenue service in December 2023.
- Cab cars are not anticipated to be in service until early 2026.
- Food service cars are not expected to be in service until July 2025.



California Equipment Redeployment Plan

A fleet redeployment plan for the existing California bi-level equipment was developed in originally in 2022, updated in 2024 and will be refined again in 2025.

0 Status quo
Existing Fleet Status

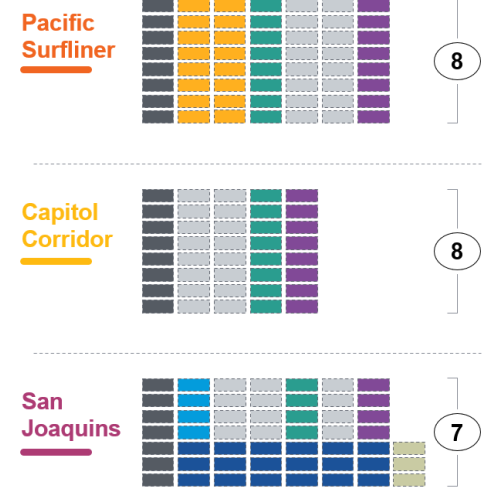


Deployment plan, in # of vehicles

● ● Sufficient spares available
 ● ● Critical spare level
 ● ● No sufficient spares
 ⊗ Wreck

Type	NorCal spares	SoCal spares
Locomotives and NPCUs	 NPCUs:	 NPCUs:
Bi-level coaches		
Bi-level café cars		
Bi-level cab cars		
Bi-level business cl.		
Single-level coaches	Comets: Venture:	Comets:

Revenue service consists



Source: Fleet Planning WG, DB analysis

Caltrans | State/JPA Working Group | January 16, 2025

California Equipment Redeployment Plan

The updates underway in 2025 are to account for additional delays, as well as several overhaul projects and equipment work that were not included in the original plan prepared in 2022.

This included:

- Adjustment to reflect further delay in Venture car deployment
- Truck and door overhaul programs necessary for the state-owned bi-level cars to remain in SOGR
- Extensive rebuilding of some bi-level cars due to incidents that have occurred over the past two years, which have taken some cars out of service

Full Service Restoration

- In January 2025, the LOSSAN Agency was awarded \$27.1 million under the FRA Restoration and Enhancement Program.
- Funding is for six years and will support restoration of the 11th, 12th and 13th roundtrips.
- Restoration of 11th and 12th roundtrip is scheduled for March 10, 2025 and aligns with State budget approval letter to LOSSAN received in September 2024.
- Restoration of 13th roundtrip is scheduled for fall of 2025 pending availability of equipment.

California Equipment Redeployment Plan

As Venture trainsets enter service, equipment will be redeployed to the Pacific Surfliner

No. of Venture Sets in Revenue Service		3	4	5	6	7
Equipment Type		Today (Jan 2025)	Phase 1 (Mar 2025)	Phase 2 (Apr 2025)	Phase 3 ³ (Dec 2025)	Phase 4 (Feb 2026)
Locomotives	SC-44 Charger	14	14	14	14	14
	GE P-40 / P-42 Genesis	-	-	-	-	-
	NPCU ²	1	2	2	2	2
Amtrak Long-Distance Bi-Levels	Superliner Coach	9	11	11	11	11
	Superliner Coach / Baggage	-	-	-	-	-
	Superliner Sightseer Lounge	1	1	1	1	1
Single-Level	Horizon	-	-	-	-	-
	Amfleet	-	-	-	-	-
	Comet Coach	7	7	7	7	7
California Bi-Levels	California 1 Coach	-	-	-	1	3
	Surfliner Coach / Baggage	11 ¹	12 ¹	12 ¹	14 ¹	14 ¹
	Surfliner Coach	21 ¹	22 ¹	22 ¹	23 ¹	23 ¹
	Surfliner Café	10	10	10	11	12
	Surfliner Business Class	10	10	10	10	10
TOTALS	Total Locomotives	15	16	16	16	16
	Total Cars	69	73	73	78	81

¹ One cab and two coaches are out of service for an extended period due to wreck damage

² Non-Powered Control Unit

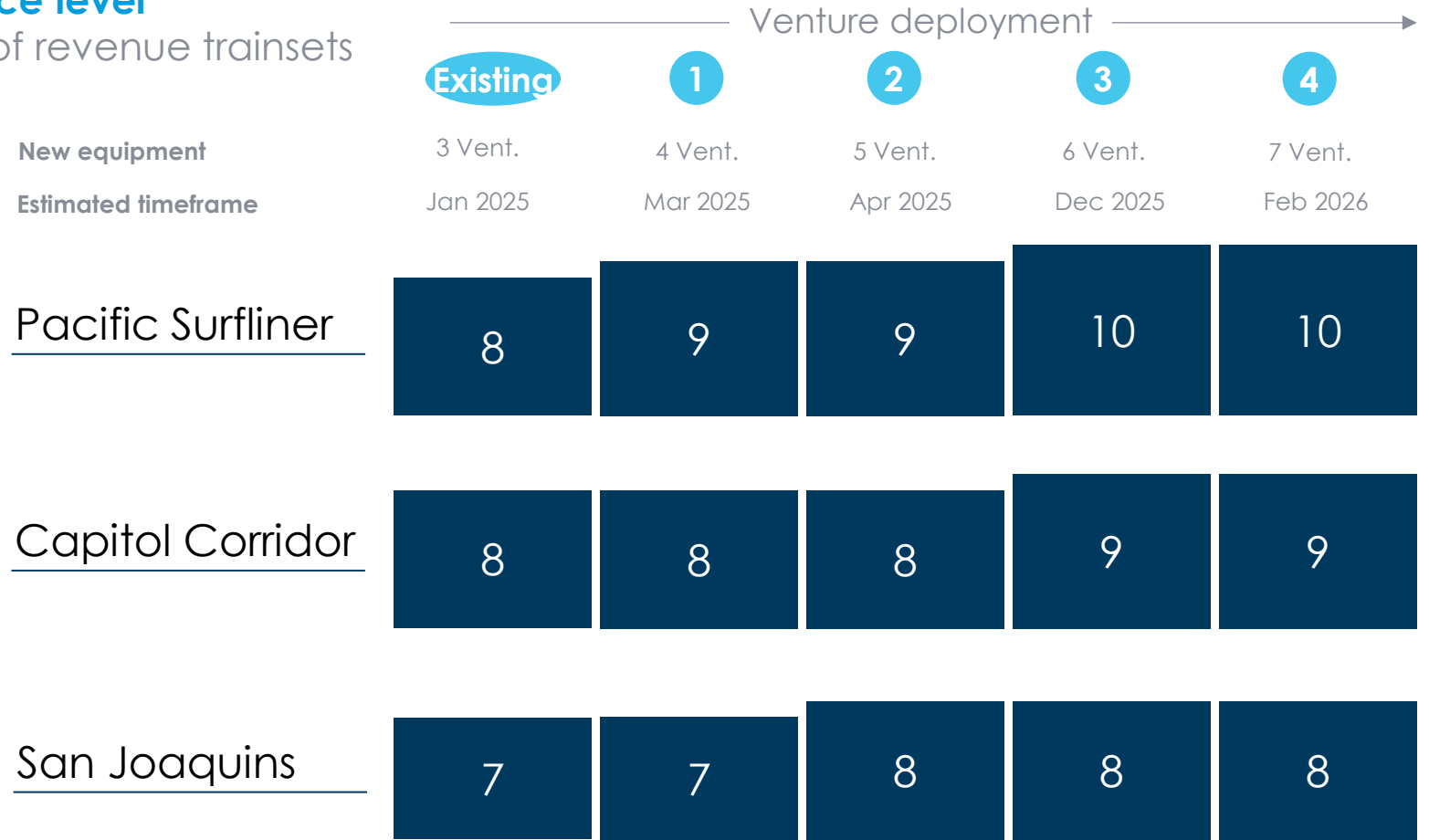
³ Equipment deployment for Phase 3 is subject to change pending update to deployment plan scheduled for later in spring 2025.

California Equipment Redeployment Plan

Deployment of Venture cars enables an increase of four trainsets – enough to restore pre-pandemic service levels.

Service level

in # of revenue trainsets



California Fleet Plan

- In 2025, LOSSAN will be collaborating with Caltrans and the other JPA's in the development of a statewide Fleet Plan to guide the growth of the fleet in support of future service needs.
- This Fleet Plan will evaluate and consider fleet options for both the near-term (2026-2030) and longer-term (2030+)

California Fleet Plan

Options that will be considered for expanding service and capacity beyond pre-pandemic service in the near-term:

- Evaluate the feasibility of procuring additional trainsets of the new Siemens, single-level Venture cars
- Lease Amtrak equipment again as cars become available
- Utilize available state-owned single-level Comet cars



California Fleet Plan

Some options that will be considered for expanding service and capacity beyond pre-pandemic service in the longer-term:

- Develop specifications for a new bi-level procurement that can support state's zero emission goals
- Identify segments of corridor where procured ZEMU's can operate to meet demand



QUESTIONS?