



Pacific Surfliner Equipment Update

LOSSAN Technical Advisory Committee | September 5, 2024



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
Locomotives	SC-44 Charger	14	14	14
	GE P-40 / P-42 Genesis	4	-	-
Amtrak Long-Distance Bi-Levels	Superliner Coach	15	8	9
	Superliner Coach / Baggage	4	-	-
	Superliner Sightseer Lounge	1	1	1
Single-Level	Horizon	16	-	-
	Amfleet	1	-	-
Surfliner Bi-Levels	Surfliner Coach / Baggage	11	11	11*
	Surfliner Coach	18	21	21*
	Surfliner Café	10	10	10
	Surfliner Business Class	10	10	10
TOTALS	Total Locomotives	18	14	14
	Total Cars	86	61	62

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

California Intercity Passenger Car History

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

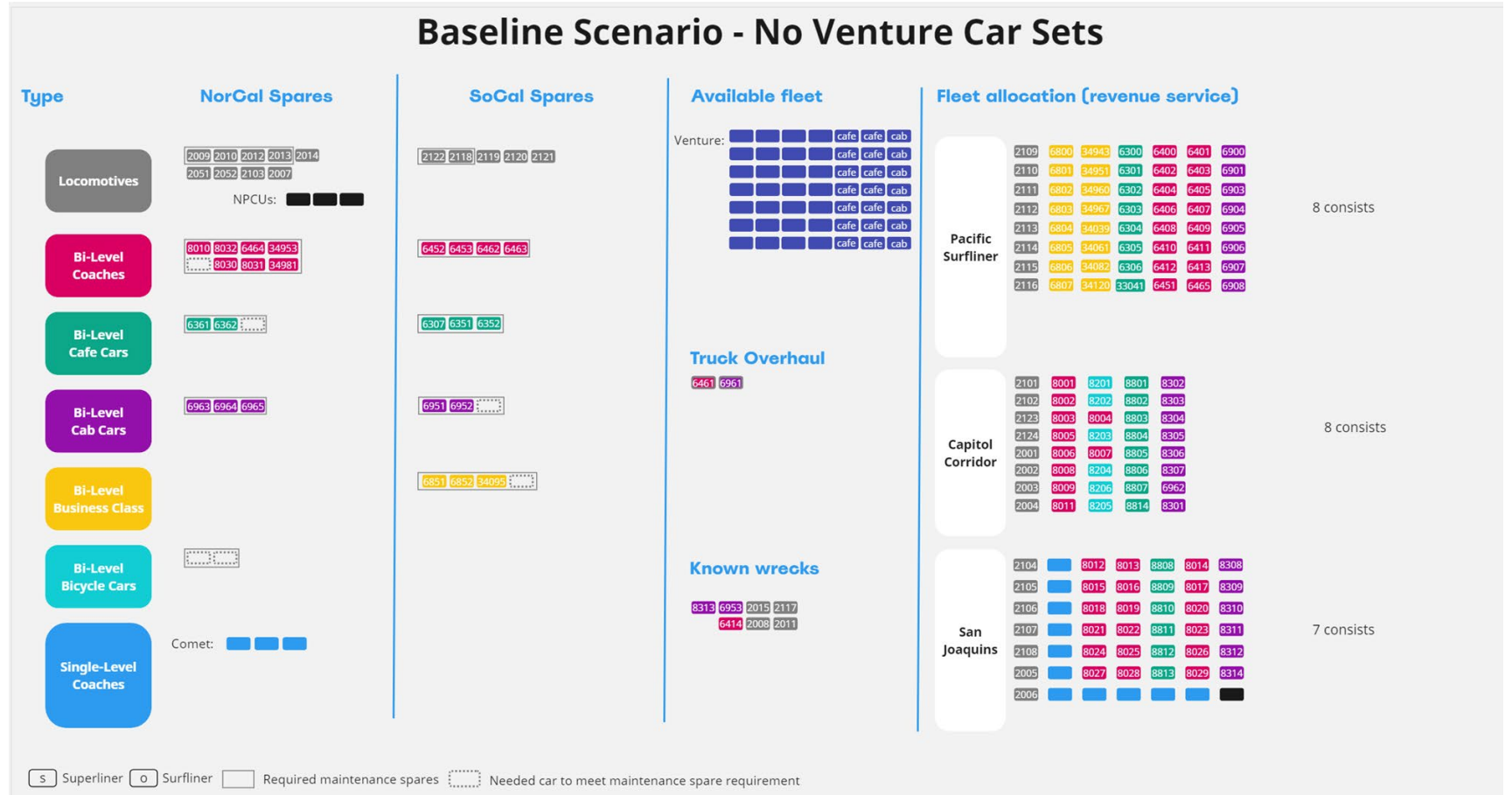
In 2017, Caltrans placed an order for seven 7-car trainsets of the new Siemens, single-level Venture cars.

- 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 fall 2024
- Food service cars are not expected to be in service until July 2025.



California Equipment Redeployment Plan

A fleet redeployment plan for the existing Surfliner and California 1 bi-level equipment was developed in originally in 2022 and was updated earlier in 2024.



California Equipment Redeployment Plan

The update made to the plan in 2024 was to account for delays, as well as several additional overhaul projects and equipment work that was 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

California Equipment Redeployment Plan

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

No. of Venture Sets in Revenue Service		0	2	3	4	6	7
Equipment Type		Baseline (Oct 2023)	Phase 1 (Apr 2024)	Phase 2 (Oct 2024)	Phase 3 (Dec 2024)	Phase 4 (Jun 2025)	Phase 5 (Dec 2025)
Locomotives	SC-44 Charger	14	14	14	14	14	14
	GE P-40 / P-42 Genesis	-	-	-	-	-	-
	NPCU ^{2,3}	-	2	2	2	2	2
Amtrak Long-Distance Bi-Levels	Superliner Coach	9	9	10	11	11	11
	Superliner Coach / Baggage	-	-	-	-	-	-
	Superliner Sightseer Lounge	1	1	1	1	1	1
Single-Level	Horizon	-	-	-	-	-	-
	Amfleet	-	-	-	-	-	-
	Comet Coach ³	-	7	7	7	7	7
California Bi-Levels	California 1 Coach	-	-	-	-	1	3
	Surfliner Coach / Baggage	11 ¹	11 ¹	11 ¹	13 ¹	14 ¹	14 ¹
	Surfliner Coach	21 ¹	21 ¹	21 ¹	22 ¹	23 ¹	23 ¹
	Surfliner Café	10	10	10	10	11	12
	Surfliner Business Class	10	10	10	10	10	10
TOTALS	Total Locomotives	14	16	16	16	16	16
	Total Cars	62	69	70	74	78	81

¹ One cab and two coaches are out of service due to wreck damage

² Non-Powered Control Unit

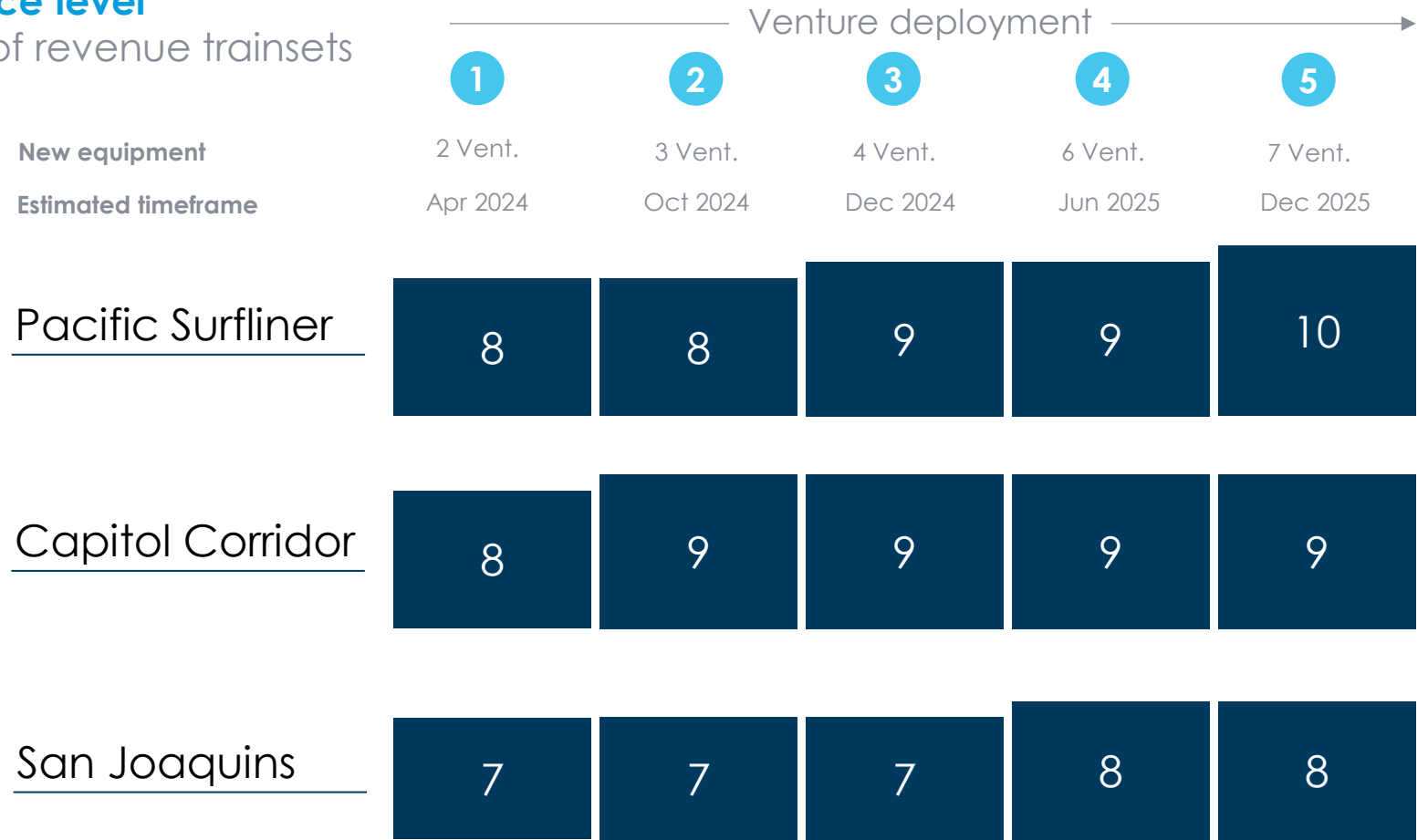
³ Special event use only

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



Equipment Needs for Service Growth

Options for expanding service and capacity beyond pre-pandemic service is limited in the near-term (2025-2030).

Options being considered include:

- 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



Equipment Needs for Service Growth

Options for expanding service and capacity beyond pre-pandemic service is limited in the longer-term (2030+).

Options being considered include:

- 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?