LOSSAN RAIL CORRIDOR AGENCY

BUSINESS PLAN

FISCAL YEARS 2025-2026 & 2026-2027

Prepared for
California State Transportation Agency

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EXECUTIVE SUMMARY

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority (JPA) formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo. On September 29, 2012, Governor Jerry Brown signed Senate Bill (SB) 1225 (Chapter 802, Statutes of 2012), which authorized the LOSSAN Agency to oversee the state-supported Amtrak Pacific Surfliner intercity passenger rail service operating on the LOSSAN rail corridor, subject to approval of an interagency transfer agreement (ITA) with the State of California. The ITA became effective on July 1, 2015, and is currently executed through September 30, 2025. The Orange County Transportation Authority (OCTA) serves as the managing agency for the LOSSAN Agency and provides management and administrative support, as outlined in the Administrative Support Agreement (ASA) between the LOSSAN Agency and OCTA.

The Pacific Surfliner service travels along a 351-mile coastal rail corridor through six counties in Southern California: San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo. It is currently the second busiest intercity passenger rail corridor in the United States, and the busiest state-supported Amtrak route. The LOSSAN Agency is governed by a Board of Directors (Board) composed of 11 voting members representing rail owners, operators, and planning agencies along the LOSSAN rail corridor, as well as four non-voting, ex-officio members, as detailed below.

Member Agencies

- San Diego Metropolitan Transit System (SDMTS)
- San Diego Association of Governments (SANDAG)
- North County Transit District (NCTD)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Ventura County Transportation Commission (VCTC)
- Santa Barbara County Association of Governments (SBCAG)
- San Luis Obispo Council of Governments (SLOCOG)

Ex-Officio Members

- Amtrak
- California Department of Transportation (Caltrans)
- California High-Speed Rail Authority (CHSRA)
- Southern California Association of Governments (SCAG)

As required by California Senate Bill 1225 (SB 1225), and per the terms of the ITA, the LOSSAN Agency must submit an Annual Business Plan (ABP) to the Secretary of the California State Transportation Agency (CalSTA) by April 1st of each year. The primary purpose of the ABP is to identify the major goals and objectives for the LOSSAN Agency's management of the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during the upcoming two-year period. The ABP

summarizes operations, service levels, budget, and capital improvements that have contributed to the success of the Pacific Surfliner service. It also identifies improvements to sustain and grow the service.

Historical Performance of Pacific Surfliner Service

Since 1971, the Pacific Surfliner service has grown from six to 27 daily trips. The service was reduced to 12 daily trips (or six round trips) during the second half of FFY 2019-20 due the novel coronavirus (COVID-19) pandemic. In June 2021, LOSSAN began Pacific Surfliner service restoration, increasing the service from 12 daily trips to 18 daily trips (or nine round trips). Six of these nine round trips operated between San Diego and Los Angeles, two round trips operated between San Diego and Goleta, and one round trip operated between San Diego and San Luis Obispo. While, as of July 2024, the level of service remained below pre-pandemic levels, the Pacific Surfliner continues to be the busiest state-supported route in the entire Amtrak national system.

As service levels have increased, ridership on the Pacific Surfliner has grown from just over six hundred thousand in FFY 1976-77 to nearly three million at its peak in FY 2017-18 (Table 2.2). As noted earlier, the historical ridership growth trend experienced several significant disruptions in the last five years due to the global pandemic and rail closures causes by hillside failures in the City of San Clemente. However, as Pacific Surfliner service is restored, demand on a per train mile basis continues to be strong. Total ridership on the Pacific Surfliner for FY 2023-24 was 1,897,8911, a 23.1 percent increase over the prior year (1,542,198) (Figure 4.1).

As ridership grows, the Pacific Surfliner's operations are also becoming more efficient. Farebox recovery, which measures total revenues as a portion of operating costs, is a primary measure of Pacific Surfliner performance. During FY 2023-24, the service achieved a farebox recovery of 58.6 percent, showing improved efficiency from the prior fiscal year.

Operating Plan and Strategies

At the beginning of fiscal year 2019-20, Amtrak operated 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips extended north of Los Angeles to serve Santa Barbara and Goleta, two of which extended further north to serve San Luis Obispo.

Service was significantly reduced in 2020 in response to the COVID-19 pandemic, but incremental service restoration has brought the service back to 10 daily roundtrips between San Diego and Los Angeles and has fully restored service north of Los Angeles. Dedicated Amtrak Thruway bus connections supplement the train service on the LOSSAN rail corridor by providing transportation to and from Santa Barbara and San Luis Obispo and points north along the Central Coast to Oakland to connect with the Capitol Corridor, as well as transportation between Fullerton and points east to the Coachella Valley, and between Los Angeles and Bakersfield to connect with the San Joaquins Corridor.

[1] *The ridership reported for FY 2023-24 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting.*

Over the last quarter of fiscal year 2023-24 and through the first quarter of fiscal year 2024-25, ridership levels have grown. Passengers per train mile, a ridership metric that accounts for service levels, has returned to pre-COVID levels. Peak-time trains now regularly exceed capacity. As a result of this demand, the LOSSAN Agency has been working collaboratively with Caltrans and Amtrak to increase fleet capacity to enable additional service along with the restoration pre-COVID service levels.

The LOSSAN Agency's ability to increase service levels is based on three central considerations:

1. Funding – Does adequate funding exist to support the service? This will include quantifying the net revenue (revenue over operating costs) gained from the additional service,
2. Equipment availability – Is sufficient equipment available? Will additional equipment need to be procured or leased in support of this effort?
3. Amtrak staff availability – Are crews available for the additional service?

The LOSSAN Agency's current Operating Plan is based on the November 18, 2024 service schedule, which reflects the limited equipment available following the decision by Caltrans to release 11 leased Superliner bi-level cars back to Amtrak as a result of pandemic-related service reductions.

In FY 2025-26 and 2026-27, the LOSSAN Agency will continue to work collaboratively with Caltrans to ensure sufficient equipment and state funding is available to operate the Pacific Surfliner and Amtrak Thruway bus services. The objective is to fully restore and expand service to maximize ridership, revenue, and OTP.

In late FY 2024-25, the LOSSAN Agency, Caltrans and Amtrak anticipate implementing an 11th and 12th roundtrip between Los Angeles and San Diego, restoring Pacific Surfliner service on to approximately 95-percent of the pre-COVID pandemic service levels.

In FY 2025-26, LOSSAN Agency staff intends to introduce an additional 13th roundtrip between between Los Angeles and Goleta, and a third roundtrip between Los Angeles and San Luis Obispo. The additional roundtrip and timeframe for implementation will be dependent on securing additional railcars, which are expected to be available during the coming fiscal year.

For FY 2026-27, the LOSSAN Agency plans to add two additional roundtrips between Los Angeles and San Diego, as well as a fourth roundtrip to San Luis Obispo. The LOSSAN Agency will also continue to work with Caltrans to identify future equipment needs, funding sources, and delivery schedules for service improvements to accommodate ridership demand and expanded service, and to meet demand during peak travel periods, as further discussed in Chapter 9.

Performance Standards and Metrics

As required by SB 1225, CalSTA has established a set of uniform performance standards (UPS) for the three state-supported intercity passenger rail corridors, including the

Pacific Surfliner service, to control cost and improve efficiency. These standards measure the ongoing success of the service in three specific areas: usage (ridership and passenger miles), efficiency (farebox recovery and cost per passenger mile), and service quality (endpoint / all-station on-time performance and operator caused delays).

In FY 2023-24, Pacific Surfliner saw its performance improve significantly, as the LOSSAN Agency implemented service restoration strategies and demand for train travel strengthened.

The following summarizes FY 2023-24 Pacific performance:

- Total ridership on the Pacific Surfliner for FY 2023-24 was 1,897,891, representing a 23.1 percent increase over the prior year (1,542,198).

- The 178 million rail passenger miles traveled for the Pacific Surfliner resulted in a reduction of 64,300 tons of greenhouse gases (GHG). This environmental benefit is significant, as the CO2 emissions saved are equivalent to the emissions from burning 6.5 million gallons of gasoline.

- Total revenue and total operating cost were $48.4 million* and $82.6 million*, respectively. This resulted in a state subsidy of approximately $34.2 million*, and a farebox recovery percentage of 58.6 percent, which is above the 50 percent standard.

- Cost per passenger mile for FY 2023-24 was $0.46*, representing a 29.2 percent decrease from the prior year ($0.65 per passenger mile).

- Out of a total of 7,330 operated trains arrived at their endpoint station within 15 minutes of their scheduled arrival time. This represents an endpoint OTP score of 80.4 percent for FY 2023-24, falling short of the 90 percent standard. Similarly, all-station OTP for FY 2023-24 was 82.9 percent, also below the 90 percent standard.

  ***** Stated in constant FY 2014-15 dollars

Capital Improvements

Though much progress has been made over the years, many segments of the LOSSAN rail corridor are still limited by the lack of passing sidings or second main tracks. There is currently more than $16.5 billion in unfunded capital needs that have been identified on various portions of the LOSSAN rail corridor, including additional track capacity, station improvements, and signal and communications improvements.

The LOSSAN Agency coordinates with member agencies and station owners to pursue funding opportunities that bring benefits to the larger rail corridor. As part of that effort, the LOSSAN Agency works with key stakeholders to update a Capital Improvement Program (CIP). LOSSAN CIP represents a comprehensive listing of projects identified, planned, or underway within the corridor. Each member agency or host railroad is responsible for the implementation of its respective capital improvement projects. The LOSSAN Agency supports the advancement of these projects and will serve as project lead additional projects with corridor-wide benefits. The

ABP includes a listings of capital improvement projects lead by LOSSAN (Table 5.1), capital improvement projects within the corridor that are funded and in implementation (Table 5.2) and capital improvement projects within the corridor that are planned but not currently fully funded (Table 5.3).

In addition to the major capital improvements planned for the LOSSAN rail corridor, the state annually allocates approximately $500,000 to cover minor projects, such as station improvements, signage, and minor safety enhancements.

Fare Policy

Pacific Surfliner trains currently offer travel in Unreserved Coach Class and reserved Business Class. Fares are largely static year-round with the exception of slight increases on select holidays during peak travel periods.

The last fare increase on the Pacific Surfliner service took place in June 2013. A fare restructuring was also implemented in March 2018, which normalized fares to eliminate inconsistent pricing methodology and application of discounts along the Pacific Surfliner route.

Pacific Surfliner offers a variety is discount programs and promotions to encourage train travel within market segments and to generate revenue. These include programs and promotions developed and implemented by the LOSSAN Agency, as well as those supported nationally through Amtrak. These offers include discounted multi-ride tickets, discounts for group travel, as well as a Rail 2 Rail Program that allows Metrolink and COASTER commuter rail pass holders to ride Pacific Surfliner trains at no additional cost, subject to certain restrictions.

The LOSSAN Agency also is continuing the development and implementation of several new pricing initiatives. The demand pricing model, which is a fare structure that incentivizes off-peak travel, is undergoing an extensive analysis and thorough development process. It remains an active priority for the LOSSAN Agency, with reengagement planned for the new fiscal year.

An additional focus will be furthering fare integration with both Metrolink and NCTD and modifying the Rail2Rail program to achieve that goal. Developing a front-end app-based ticketing platform designed and branded specifically for the Pacific Surfliner also remains a priority. The app would provide enhanced mobile ticketing and also the potential to include fare media for Metrolink and NCTD, along with trip planning and a customer rewards program, among possible future features.

Network Integration and High-Speed Rail

An integrated passenger rail network is a key initiative included in the 2024 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.
The LOSSAN Agency works in close coordination with CalSTA, Caltrans, the Coast Rail Coordinating Council (CRCC), transit and rail operators along the LOSSAN rail corridor, and

other stakeholders on efforts to expand and 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. In October 2021 a pulsed or clockface schedule was implemented. This is just the first step in the implementation of the optimization study recommendations. The LOSSAN Agency continues to work with our partners at LA Metro, Metrolink, NCTD and SDMTS to align the schedules for the maximum connection and service enhancement opportunities.

The passenger rail services along the LOSSAN rail corridor act as a backbone for transportation throughout the California coastal region. As such, the LOSSAN rail corridor will provide critical connections and feeder/distributor service to support and complement any future high-speed rail (HSR) service. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits to each service and must be planned carefully to build upon the existing success of the Pacific Surfliner service.

Passenger Amenities

The LOSSAN Agency works with Amtrak to implement initiatives designed to enhance amenities and improve the overall passenger experience, effectively positioning the Pacific Surfliner as the premier travel option in Southern California. Amenities are designed to enhance customer perception and support ridership objectives but also provide the Pacific Surfliner with clear points of differentiation from other regional rail operators. Programs including complimentary upgraded Wi-Fi, food and beverage options, and business class upgrades help incentivize riders to choose train travel while boosting customer satisfaction.

All Pacific Surfliner Business Class seats have been upgraded with new leather upholstery. A new pet reservation program was instituted that allows passengers to travel with their dog or cat (with certain restrictions). The LOSSAN Agency plans to pursue a number of strategies for enhancing passenger amenities in the coming two years, including updated food and beverage offerings, seating availability and train capacity notifications, an upgrade passenger loyalty program, special event service, and passenger information and station improvements.

Equipment

The cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were purchased by the State of California in 2002 to supplement the Amtrak owned fleet by adding seating capacity and additional Pacific Surfliner service. To further support service growth and demand, several Superliner cars from Amtrak's long-distance fleet have also been leased over the years, and, in 2024, several Caltrans owned single-level Comet 1B cars were transferred to Los Angeles from Oakland to supplement the existing bi-level fleet during special events, holidays and service disruptions.

A typical train set consists of one locomotive and six passenger cars, including one business class car, one Superliner car for additional business class or coach seating, one Café car with coach seating, two coach cars, and one cab/baggage car with additional coach seating. This typical train set provides approximately 487 passenger seats. Additional passenger cars are added when available to accommodate anticipated increases in demand associated with

holidays and special events. The current Pacific Surfliner service level, which includes 20 daily trips, requires eight completes train sets.

The ABP outlines current and future equipment needs. The Pacific Surfliner rolling stock fleet currently includes 22 state-owned and 49 Amtrak-leased vehicles, plus 14 state-owned locomotives.

Amtrak staff is responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating contract with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet, particularly the state-owned railcars and Charger locomotives.

In June and December of 2022, a working group comprised of staff representing the LOSSAN Agency, CCJPA, SJJPA, and Caltrans met to discuss how best to redeploy the bi-level fleet as the Siemens Venture car trainsets were put into revenue service on the San Joaquins. This strategy was again updated in May 2024 and again in January 2025 to reflect the latest delays in acceptance of the Venture car trainsets. The fleet redeployment plan developed by the working group identifies the number and classification of bi-level cars to be redeployed from northern California to southern California as each complete single-level Venture car set is put into revenue service on the San Joaquins.

Marketing

The marketing plan outlined for FY 2025-26 aims to boost ridership and revenue for the Pacific Surfliner. The strategy focuses on enhancing brand awareness among target audiences and influencing their travel choices. The plan is focused on prioritizing measurable and trackable marketing initiatives.

In FY 2025-26, the LOSSAN Agency marketing program will advance established objectives and introduce new initiatives. The approach involves continuous measurement and optimization of strategies introduced in FY 2024-20025 to increase ridership and build brand awareness.

Annual Funding and Separation of Funding

The primary purpose of the Annual Business Plan is to guide the allocation of funds necessary for the LOSSAN Agency to administer, operate, maintain equipment, and market the Pacific Surfliner service.

The total net State funding proposal for FY 2025-26 is $63,500,050, which includes the net Amtrak operating subsidy of $58,559,400, funding for administrative and marketing activities, and incorporates a $4,859,000 offset from the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant. The FY 2026-27 total net State funding proposal is $75,512,200, including an estimated net Amtrak operating subsidy of $70,845,300, offset by $5,492,400 in R&E Grant funding. Additional details on service restoration are provided in Chapter 3.

The FRA R&E Grant, awarded in January 2025, provides $27.1 million to support the restoration of three additional roundtrips between Los Angeles and San Diego, increasing service frequency to thirteen daily roundtrips and fully restoring pre-pandemic service levels. The 11th and 12th roundtrips are scheduled for March 2025, with the 13th roundtrip planned for December 2025. The grant funds are allocated over six years, with a gradually decreasing federal share requiring increased state matching contributions.

The total request for transit connectivity and integration in FY 2025-26 is $74,350, supporting ongoing Transit Transfer Program efforts. Additionally, supplemental funding for minor projects is proposed to increase from $500,000 to $1,000,000 annually to address backlogged station capital projects.

For FY 2025-26, the proposed administrative funding request is $7,725,300, supporting personnel costs for 18 full-time positions and incorporating an overhead rate aligned with the Managing Agency's Cost Allocation Plan (CAP). The marketing budget request for FY 2025-26 is $2,000,000, aligned with the assumption of full-service restoration.

To ensure proper financial oversight, state funding for the Pacific Surfliner service is managed separately from OCTA projects and programs. The LOSSAN Agency adheres to OCTA's segregated accounting system, ensuring accurate fund management, compliance with state requirements, and proper reconciliation of any surplus funds.

The LOSSAN Agency's funding request for net Amtrak operating costs, as well as administrative and marketing expenses for FY 2025-26 and FY 2026-27, is outlined in Table 11.3. For a detailed breakdown of the administrative funding request for these fiscal years, refer to Table 11.4 on the following page.

Government Relations and Advocacy

LOSSAN Agency advocates for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services.

The annual legislative program adopted by the LOSSAN Board provides overall guidance to LOSSAN Agency's advocacy activities. Staff provides regular legislative updates and bill analyses to the LOSSAN Board consistent with that program.

The 2025 LOSSAN Legislative Program includes four top priorities:

- Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.

- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the LOSSAN rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency to compete for state and federal funding.

- Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.

- Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.

At the local level, LOSSAN Agency staff works with LOSSAN member agencies, local communities, and stakeholder organizations to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Increased awareness of these services by local officials can then be leveraged to back consensus based operational improvements and policy activities.

Safety and Security

Protecting the safety and security of passenger rail service is key to attracting and retaining riders and ensuring efficient operation of passenger trains on the LOSSAN rail corridor. The goal of the LOSSAN Agency safety program is to instill a comprehensive safety culture that will govern all of the activities associated with the operations and maintenance of the service, while efficiently meeting operational performance goals.

The FRA and the CPUC are responsible for overseeing general railroad safety along the LOSSAN rail corridor. The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a detailed program for system safety and security is in place to protect Pacific Surfliner passengers and crew, as well as the general public.

As part of this effort, the LOSSAN Agency will continue to:

- Continue the implementation of Operations Safe Surfs, a rail safety and suicide prevention campaign
- Assess ongoing rail safety and security awareness efforts to identify areas for improvement
- Work with host railroads to identify “hot spots” for trespassing and vehicle strikes
- Develop outreach programs that meet the needs of the public, as well as stakeholders
- Work with Amtrak and stakeholders to ensure a continued safety culture for all who work and travel on Pacific Surfliner trains and utilize Pacific Surfliner stations
- Prioritize rail capital project funding for projects that include a goal of improved safety and security wherever possible
- Work with host railroads and rail operators to coordinate training with local first responders to help expedite emergency response and accident investigation services in the event of an incident
- Support Operation Lifesaver, a national rail safety program with the goal of improving public awareness of safety around railroad tracks
- Seek out and leverage state and federal grant funds for additional safety and security improvements

The LOSSAN Agency will continue to attend regularly scheduled safety meetings hosted by Amtrak for front-line employees to reiterate that safety of our passengers and crew is always the

first priority in delivering Pacific Surfliner service. The LOSSAN Agency will also meet monthly with Amtrak Police to facilitate coordination and communication. The LOSSAN Agency will continue to work with right-of-way owners and rail operators to enhance safety and improve the response to incidents along the right-of-way. Public information efforts will include both traditional and social media to build awareness of rail safety.

Emerging Corridors

In addition to administering the existing Pacific Surfliner rail service, the LOSSAN Agency will continue to work with member agencies to study and pursue expansion opportunities on emerging corridors that provide connectivity within southern California and beyond. Specifically, the LOSSAN Agency expects to focus on connectivity to the eastern communities throughout Riverside County and the Coachella Valley, and coastal communities up to San Luis Obispo and north to the San Francisco Bay Area. These connections will provide seamless travel opportunities by rail throughout the region and state.

LOSSAN Agency's focus has been on continuing to coordinate connectivity with two developing or emerging corridors and one corridor enhancement or expansion; 1) the Coast Corridor, connecting the coastal communities north of San Luis Obispo and the San Francisco Bay Area with the Pacific Surfliner service area, 2) the Coachella Valley Rail Service, connecting the eastern communities throughout Riverside County and Coachella Valley with Los Angeles, and 3) enhancements and expansion of service along the Antelope Valley Line between Los Angeles, Santa Clarita and Palmdale. These connections will provide seamless travel opportunities by rail throughout the region and state.

In early 2024, both the Coast Corridor and the Coachella Valley Rail Service were accepted into the FRA Corridor Identification (Corridor ID) Program, along with the LOSSAN rail corridor. The Corridor ID program is intended to help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.

Environmental Sustainability and Coastal Resiliency

On October 7, 2023, Governor Gavin Newsom signed into law Senate Bill (SB) 677 (Blakespear, D-Encinitas). SB 677 seeks to provide increased transparency about the impacts associated with climate change along the LOSSAN rail corridor. It required a new chapter (chapter 15) in the LOSSAN Agency's annual business plan to provide an opportunity to identify climate related challenges to the corridor and assist in identifying solutions to address these challenges. These new requirements to the LOSSAN Agency business plan align with the goals laid out in the LOSSAN Agency 2023 Strategic Plan and help address the mitigation of climate-related impacts on rail within the State.

The LOSSAN Agency aspires to be environmentally conscious and to be known for effective, consistent efforts to:

- Operate in a sustainable manner, encourage environmental resiliency, and use renewable resources where possible,
- Champion capital improvement projects that are transformative and directly contribute to a corridor that is reliable, sustainable and resilient; and
- Regularly analyze our services and operations to identify new policies or actions to eliminate or minimize negative environmental impacts.

Over the last two years, the impacts of climate change have been felt across the entire LOSSAN rail corridor. Coastal erosion and landslides resulting from extreme weather events have caused repeated track closures bifurcated the busiest stretch of the corridor between Orange and San Diego counties of the for nearly 11 months.

Chapter 5 of this ABP includes a comprehensive listing of capital improvement projects that are both planned and in development along the length of the entire LOSSAN rail corridor, including the funding strategy and status. Projects that support sustainability or resiliency of the corridor are highlighted on that list, including each projects funding status and whether state or federal funding is being sought.

There are several ongoing efforts that are aimed at addressing the coastal resiliency challenges being experienced on the LOSSAN rail corridor. These fall into two categories, short-term repairs and stabilization, and long-term plans for either track relocation or other solutions to address future resiliency issues. The efforts are focused on three segments of the Corridor:

Santa Barbara Subdivision

The LOSSAN Agency continues collaborating with Union Pacific Railroad (UPRR) on long-term stabilization efforts at five critical locations in the northern corridor. Extreme weather events and rising sea levels have accelerated erosion along hillsides and bluffs adjacent to the tracks, while key bridge structures have also been affected. A comprehensive funding plan is being developed to support these stabilization projects.

Orange Subdivision

In October 2024, the State of California awarded $124 million for the Coastal Rail Infrastructure Resiliency Project, which will address four high-risk locations along a seven-mile coastal section within the OCTA-owned Orange Subdivision. These areas in San Clemente are vulnerable to storm surges, slope failures, and other environmental risks that have led to extended rail service disruptions. The project will include:

- Rock gradation installation
- Beach sand replenishment to reinforce shorelines
- Trail restoration and maintenance

Additionally, a long-term study will assess potential rail line relocation away from the Pacific Ocean. Given the scope and complexity of this initiative, in late 2024, the California State Transportation Agency (CalSTA) announced that the state would lead this effort.

San Diego Subdivision

SANDAG is also leading a series of efforts to address coastal resiliency for the LOSSAN Corridor in San Diego County. Last year, they began Phase 5 of their bluff stabilization efforts in Del Mar to continue addressing immediate coastal needs. For the long term, they are working on the planning efforts in support of an environmental document for a planned track relocation, which would move the tracks away from the eroding bluffs and into an inland tunnel running through or around the Del Mar community. Additionally, the San Dieguito Double Track and Batiquitos Lagoon Double Track projects have been fully funded and will replace century old trestle bridges, widening the channels underneath the bridges to improve tidal flow, and contributing overall to the resiliency of the Corridor.

Chapter 1: Introduction

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority (JPA) responsible for management and administration of the California's state-supported Pacific Surfliner intercity rail service, which operates throughout six counties in along the state's central and southern coastlines. LOSSAN's primary responsibilities include increasing ridership, revenue, capacity, reliability, coordination, and safety on the rail line in the LOSSAN Corridor.

The Interagency Transfer Agreement (ITA) between the California Department of Transportation and the LOSSAN Joint Powers Agreement (JPA), require LOSSAN to develop an Annual Business Plan (ABP), which is reviewed and approved by the LOSSAN Agency Board of Directors (Board). The ABP must be submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1st of each year. CalSTA is required to review and approve the ABP by September 1st of each year.

The ABP serves as the LOSSAN Agency's formal operating plan and funding request to the state. It identifies the Agency's major goals and objectives for management for the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during that two-year period. The ABP must be consistent with the most recently adopted State Rail Plan as well as the California High-Speed Rail Authority's business plan. The LOSSAN Agency works closely with the State of California, Amtrak, and the LOSSAN member agencies to ensure the Pacific Surfliner remains a safe, reliable, and cost-effective transportation alternative. The service is integrated with connecting transit services as well as the Capitol Corridor and San Joaquins intercity passenger rail services, other two state-supported intercity passenger rail corridors in California.

Since 2020, the Agency and its partners have focused on restoring service levels and rebuilding ridership from the impacts of the coronavirus (COVID-19) pandemic and rail closures that interrupted normal service for extended periods of time. These efforts included implementing service adjustments, operational changes, and health and safety improvements on the Pacific Surfliner service.

The ABP for FY 2025-26 and 2026-27 focuses on the LOSSAN Agency's efforts to restore and enhance the Pacific Surfliner service in the following general areas:

- Developing and implementing strategies to restore and grow service, while keeping operating costs down and increasing revenue, including:
  - Instituting a pilot of a demand pricing model for Pacific Surfliner fares
  - Continuing to identify operational efficiencies in areas such as station staffing, thruway bus routes, and baggage services
  - Increasing revenue through a paid advertising sales program

- Implementing the Board approved 2023 Strategic Plan

- Focusing on marketing initiatives to incentivize new and returning passengers

- Continuing coordination and planning for the FIFA World Cup 2026 in Los Angeles and the Los Angeles 2028 Summer Olympics to expand service levels and local transit connections in preparation for the increased demand for public transportation during the games and in support of the City of Los Angeles' to the city's "Transit First" initiative

The following key assumptions are proposed to be incorporated into the FY 2025-26 and 2026-27 ABP:

- Operation of 12 daily round trips, and continued restoration of service with a planned increase to 13 daily round trips in FY 2025-26

- Service expansion, including 1 new roundtrip between San Diego and Goleta or San Luis Obispo (contingent on the availability of funding and equipment)

- Additional service for holidays and special events
- Ridership and revenue proportionate to the service level, including assumptions for demand pricing revenue

- Continued coordination with Metrolink and the North County Transit District on improving the existing Rail-2-Rail programs

- Eighteen full-time staff positions, consistent with the current staffing levels

- A performance-based merit increase, and special award pool for administrative employees consistent with the Orange County Transportation Authority budget proposal for FY 2025-26

- Annual marketing budget consistent with planned level of service and state funding availability

- An ongoing capital improvement program that identifies and uses all available funding sources

Overview of the LOSSAN Rail Corridor

The Pacific Surfliner service travels along the 351-mile LOSSAN Rail Corridor through a six-county region in Southern California, which is comprised of San Diego, Orange, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo counties. The Pacific Surfliner is the busiest state-supported, Amtrak-operated intercity passenger rail service in the nation, as well as the second busiest route in Amtrak's entire system.

The LOSSAN Corridor is made up of seven right-of-way (ROW) owners and four host railroads (See Image 1.1), including both public agencies and freight railroads. The Corridor is used by three different passenger rail services (Amtrak, COASTER, Southern California Regional Rail Authority (Metrolink)) and two freight rail services (BNSF and UPPR).

Overview of the LOSSAN Agency and its Responsibilities

The LOSSAN Agency was formed as a joint powers authority in 1989 for the primary purpose of improving passenger rail service along the LOSSAN Rail Corridor. In September 2012, SB 1225 (Chapter 208, Statutes of 2012) authorized the LOSSAN Agency to assume responsibility for management and administration of the state supported Pacific Surfliner service. The initial ITA between the LOSSAN Agency and the State of California took effect on July 1, 2015, for a three-year period ending on June 30, 2018. Most recently, the ITA was renegotiated for an additional four-year term that remains effective through September 25, 2025.

Consistent with the requirements of the ITA, the LOSSAN Agency must submit an annual business plan by April 1 of each year to the Secretary of CalSTA. Upon review and approval by the Secretary, the business plan is used to develop an annual appropriation request to the state legislature.

In accordance with the provisions of SB 1225, the ITA requires the LOSSAN Agency to maintain the existing Pacific Surfliner service and facilities, as well as to implement service expansions as warranted by ridership demand and available revenue. Furthermore, the ITA requires that the state will provide the funding necessary for service operations, administration, and marketing of the Pacific Surfliner service. Caltrans DOR remains responsible for the development of the California State Rail

Plan, as well as the coordination and integration between the three state-supported intercity passenger rail services, as outlined in the ITA.

Organizational Structure of the LOSSAN Agency

The LOSSAN Agency is governed by an 11-member Board of Directors (Board) comprised of officials representing rail owners, operators, and planning agencies along the LOSSAN Rail Corridor. The LOSSAN Board includes representatives from nine member agencies (Metro, NCTD, OCTA, RCTC, SANDAG, SDMTS, SLOCOG, SBCAG, and VCTC). Amtrak, Caltrans DOR, CHSRA, and SCAG are non-voting, ex-officio members of the LOSSAN Board.

In August 2013, following a competitive request for proposals, OCTA was selected as the managing agency of the LOSSAN Agency. As the managing agency, OCTA provides all management and administrative support for the LOSSAN Agency as outlined in the Administrative Support Agreement (ASA) executed between the two agencies. The LOSSAN Agency currently consists of 18 full-time positions.

Agency Roles and Responsibilities

The following list provides a summary of the agencies involved in providing passenger rail service along the LOSSAN rail corridor, and those that the LOSSAN Agency will continue to coordinate with in managing the Pacific Surfliner service.

LOSSAN Agency: JPA legislatively permitted to assume administrative and oversight responsibility of the state supported Pacific Surfliner intercity passenger rail service on the LOSSAN rail corridor effective July 1, 2015.

LOSSAN Member Agencies: The LOSSAN Agency is comprised of nine voting member agencies. The member agencies are key partners that provide important technical and policy input at both the Technical Advisory Committee (TAC) and Board level.

CalSTA: State office responsible for the funding and oversight of California's three state-supported intercity rail corridors, as well as CHSRA, and oversight of state grant programs such as State Rail Assistance and the Transit and Intercity Rail Capital Program.

Caltrans DOR: The Caltrans division responsible for developing the State Rail Plan, managing the state-owned rail fleet, and overseeing funding and coordination for the three state-supported intercity rail corridors. It also serves as the sponsor for the FRA's Corridor Identification and Development Program (CIDP).

Amtrak: The contracted operator and maintainer of the state supported Pacific Surfliner service and owner of most of the rail cars currently utilized in providing Pacific Surfliner service.

Capitol Corridor JPA (CCJPA): Responsible for the administration and oversight of the state-supported Capitol Corridor intercity passenger rail service between San Jose, Oakland, Sacramento, and Auburn. It was the first non-state agency to assume administrative responsibility and oversight for state supported passenger rail service in California in 1998. Bay Area

Rapid Transit was selected as the managing agency for this rail corridor to act on behalf of the CCJPA, like OCTA's role on behalf of the LOSSAN Agency.

San Joaquin JPA (SJJPA): Administers the state supported San Joaquins intercity passenger rail service between Bakersfield, Stockton, Oakland, and Sacramento. The San Joaquin Regional Rail Commission was selected as the managing agency for this rail corridor to act on behalf of the SJJPA, like OCTA's role on behalf of the LOSSAN Agency.

OCTA: Selected by the LOSSAN Agency Board as the managing agency for the LOSSAN Agency, responsible for providing administrative services and daily management of the Pacific Surfliner service, marketing, and capital programs.

In addition to the agencies listed above, there are several stakeholders who are engaged with the LOSSAN Agency on an ongoing basis. These stakeholders include rail operators such as SCRRA, NCTD, and the freight railroads, as well as ROW owners along the rail corridor and the CHSRA. A list of those additional stakeholders is provided below:

Category	Stakeholders
Rail Operators	Amtrak BNSF NCTD (operator of COASTER) SCRRA (operator of Metrolink) UPRR
ROW Owners	BNSF Metro NCTD OCTA SDMTS VCTC UPRR
Regional Planning Agencies	SANDAG SBCAG SCAG SLOCOG
Other Key Stakeholders/Partners	CHSRA Coachella Valley Technical Advisory Committee Coast Rail Coordinating Council (CRCC) Federal Railroad Administration Members of the California State Legislature Members of the United States Congress Pacific Surfliner station cities and local elected officials Rail Passenger Association of California and other transit/rail advocacy groups Current and prospective rail passengers

Chapter 2: Historical Performance of the Pacific Surfliner Service

Overview

In 1976, the State of California began to provide financial assistance for Amtrak to operate intercity passenger rail service. The three state-supported intercity passenger rail services are the Pacific Surfliner, Capitol Corridor, and San Joaquins (See Figure 2.1). In FFY 2023-24, these three routes combined carried nearly 3.9 million passengers.

These routes continue to represent three of the six busiest state-supported rail services in the entire Amtrak national system: Pacific Surfliner at No. 1 with about 1.9 million[1] passengers, the Capitol Corridor at No. 4 with 1.0 million passengers, and the San Joaquins Corridor at No. 6 with about 909 thousand passengers in FFY 2023-24.[2] California's investment in intercity passenger rail service operations and capital projects over the past nearly five decades has led the state to boast the highest Amtrak ridership of any state in the country, with the three state-supported corridors being responsible for over 12 percent of the ridership of the entire Amtrak national system.

Figure 2.1: California Passenger Rail Routes

Source: LOSSAN. 2024

Pacific Surfliner train service is complemented by state-funded Amtrak Thruway buses, which provide scheduled connections to the Central Coast, Bay Area, Coachella Valley, and to the San Joaquins intercity rail corridor via Bakersfield. Two Amtrak long-distance trains (the Coast Starlight and Southwest Chief) also traverse portions of the LOSSAN rail corridor.

History of Pacific Surfliner Service

In May 1971, Amtrak assumed operation of the *San Diegan* passenger rail service along the corridor, which then comprised of two round trips between Los Angeles and San Diego. The *San Diegan* service was extended to Santa Barbara in 1988, and then to San Luis Obispo in 1995.

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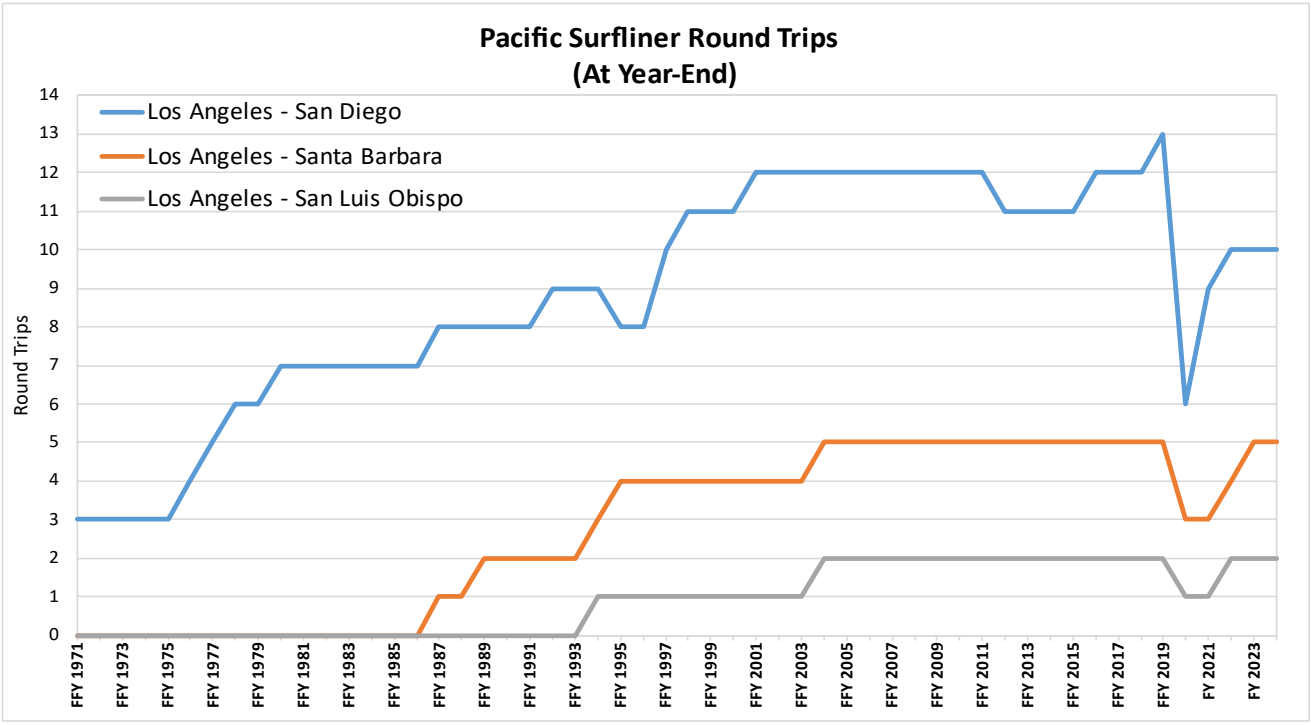
[1] During FY 2023-24, a track closure occurred in San Clemente due to a landslide on January 24, 2024, from private property above the Mariposa Trail Pedestrian Bridge. The landslide scattered debris onto the rail right-of-way and damaged the bridge spans. Service adjustments during this closure included limited train service between San Diego and Oceanside, bus connections between Oceanside and Irvine, modified train service between San Juan Capistrano and Irvine, and regular train service from Los Angeles to San Luis Obispo. Limited passenger service resumed in early March 2024, with specific morning and evening trains operating through San Clemente while construction of a 200-foot-long catchment wall continued during mid-day. Full passenger service was restored on March 25, 2024, following the completion of the catchment wall.

[2] Amtrak Route Ridership and Gross Ticket Revenue, October 2023-September 2024

In 2000, the *San Diegan* serviced was renamed the Pacific Surfliner. On July 1, 2015, the LOSSAN Agency assumed oversight of the Pacific Surfliner service following the execution of the Interagency Transfer Agreement (ITA) with the State of California. By then, 11 round trips operated along the main portion of the corridor, between Los Angeles and San Diego. Before the COVID-19 global pandemic hit in early 2020, Pacific Surfliner service had been increasing steadily in alignment with ridership demand. Effective October 14, 2019 (the last pre-pandemic schedule change date), the Pacific Surfliner operated 13 round trips between Los Angeles and San Diego. In total, this schedule included 27 one-way trains, with 17 operating between San Diego and Los Angeles, five between San Diego and Santa Barbara/Goleta, four between San Diego and San Luis Obispo, and one from Los Angeles to Goleta.

As with all transit services across the nation, the Pacific Surfliner experienced drastic declines in ridership and revenue in early 2020, attributable to the COVID-19 pandemic. Following Governor Newsom's safer-at-home order implemented on March 15, 2020, service reduced to six round trips (or 12 one-way trains). Four of these six round trips operated between San Diego and Los Angeles, one round trip operated between San Diego to Goleta, and one round trip operated between San Diego and San Luis Obispo.

Figure 2.1: Pacific Surfliner Service Levels

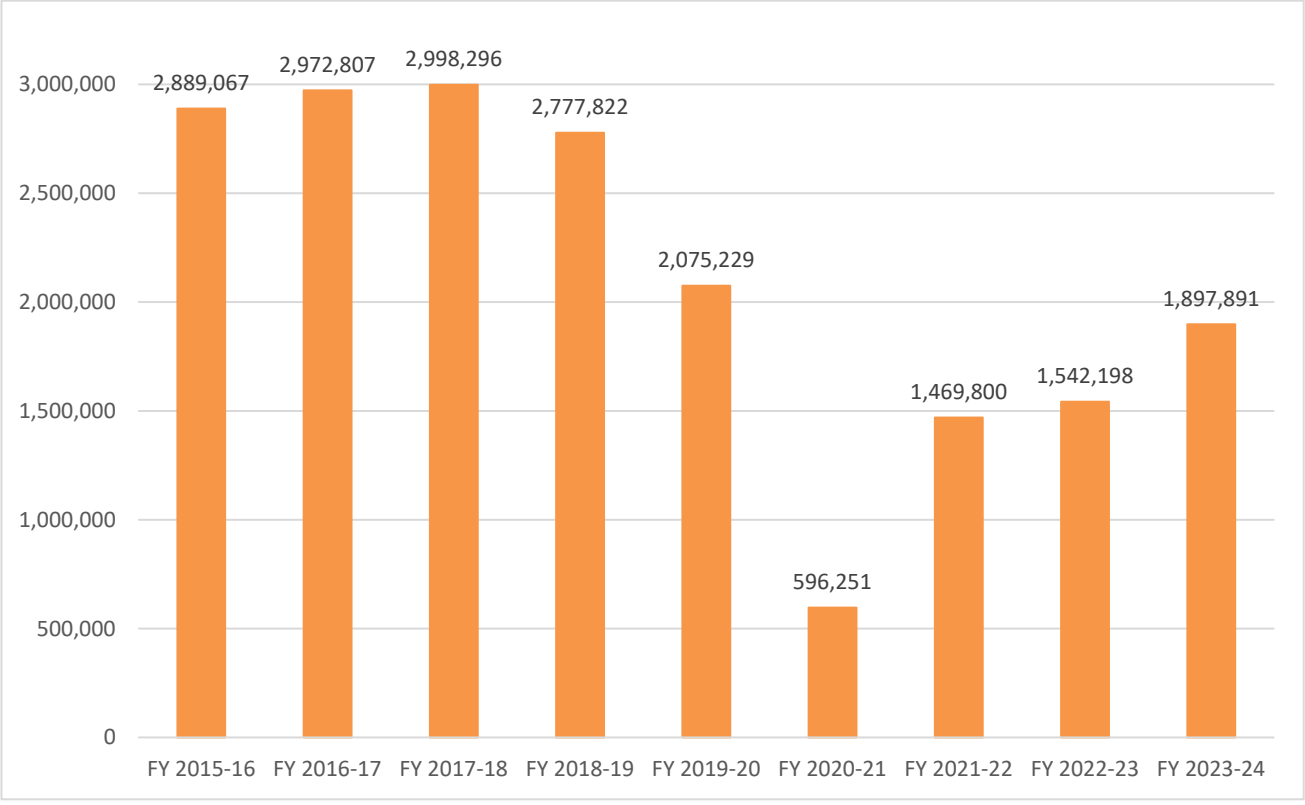


In June 2021, the Pacific Surfliner began its COVID-19 service restoration, and increased service from six to nine round trips (or 18 one-way trains). On October 25, 2021, more service was restored, and the new schedule comprised of 10 round trips between San Diego and Los Angeles. Four of these 10 round trips extended north to Goleta, and of those, two extended further north to San Luis Obispo. During FY 2022-23, a round trip previously operating between San Diego and Los Angeles was extended north to Goleta, increasing the number of round trips to Goleta to five. Figure 2.1 illustrates the growth and geographic limits of Pacific Surfliner train round trips since Amtrak assumed operation in 1971.

Historical Ridership and Revenue Performance

Total ridership on the Pacific Surfliner for FY 2023-24 was 1,897,891, a 23.1 percent increase over the prior year (1,542,198), as shown in Figure 2.2. This marks a significant recovery from the pandemic-induced decline, despite the impacts of track closures in San Clemente that began in FY 2021-22 and persisted through FY 2023-24. Historically, ridership on the Pacific Surfliner peaked at nearly 3 million passengers annually prior to the pandemic, reflecting its importance as a key transportation service in the region.

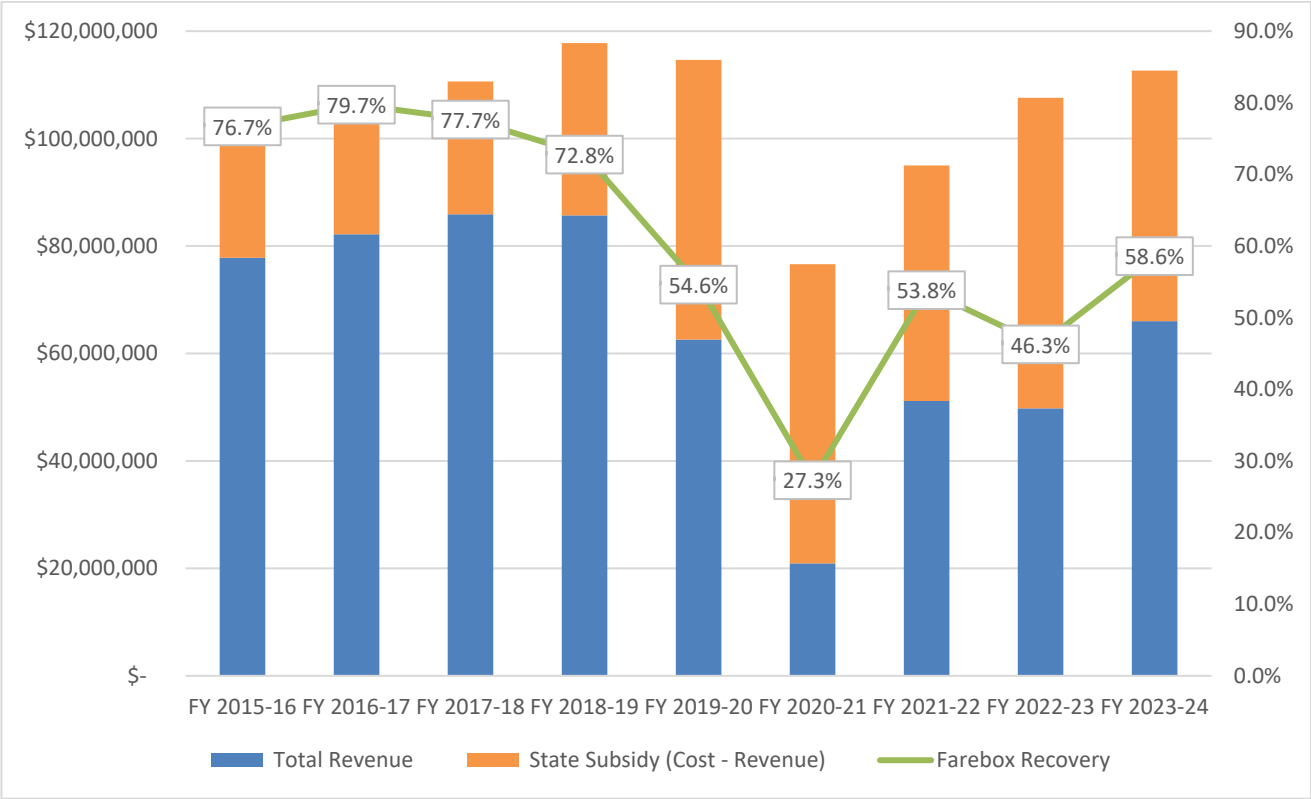
Figure 2.2: Pacific Surfliner Ridership



During FY 2023-24, the service achieved a farebox recovery of 58.6 percent, reflecting continued improvements in financial performance and passenger demand. This marks a significant rebound from the low of 27.3 percent recorded in FY 2020-21 during the height of the pandemic. The Pacific Surfliner farebox recovery ratio is calculated as total revenue divided by total

operating expenses. Historically, the Pacific Surfliner's farebox recovery ratio peaked at 79.7 percent in FY 2016-17, underscoring the goal of achieving this level of sustainability again as service continues to grow.

Figure 2.3: Pacific Surfliner Operating Revenue, State Subsidy, & Farebox Recovery

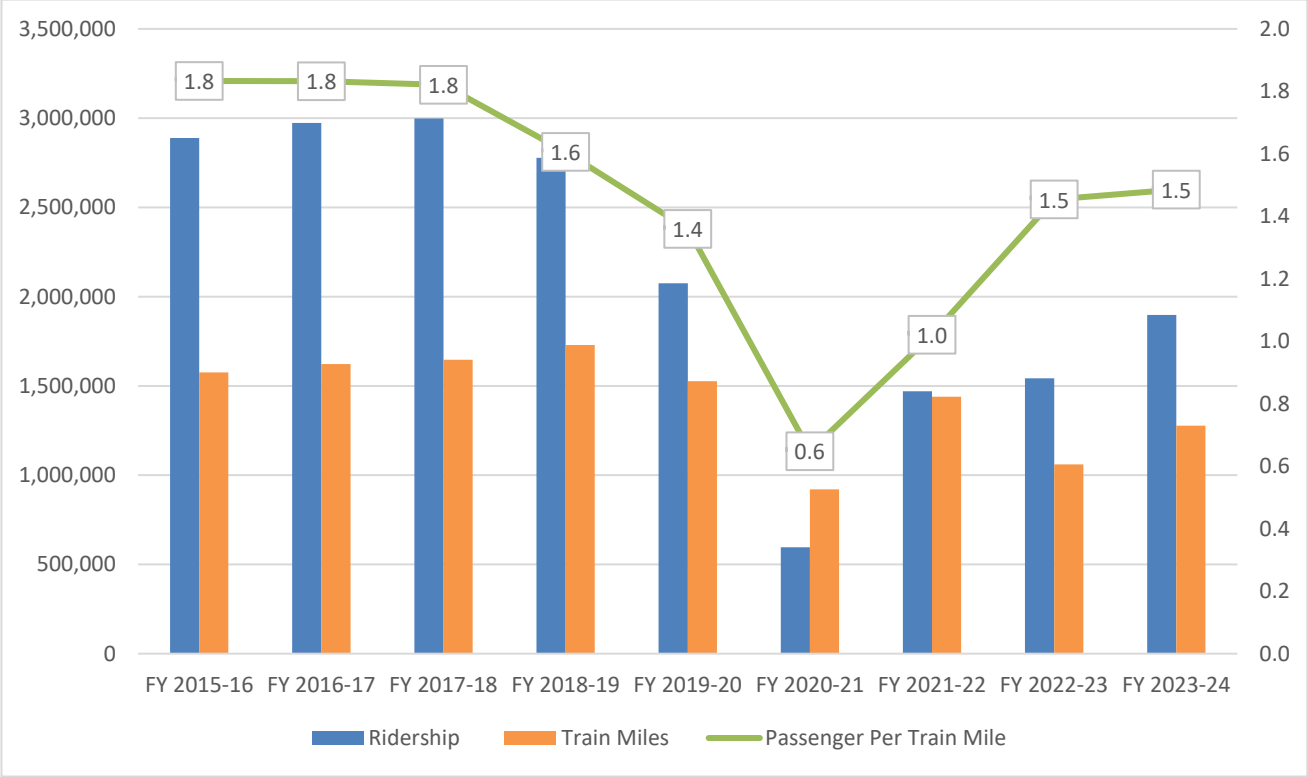


Operational efficiency also showed marked improvement in FY 2023-24, with passenger trips per train mile reaching 1.5, as depicted in Figure 2.4. This is compared to 1.0 in FY 2021-22 and a low of 0.6 during the height of the pandemic. Passenger trips per train mile is calculated by dividing total passenger trips (ridership) by the total miles traveled by all Pacific Surfliner trains operated in revenue service. The higher the ratio value, the more efficient the service, and vice versa. These figures highlight the Pacific Surfliner's recovery trajectory and its ability to adapt to changing conditions.

While the pandemic caused significant declines in FY 2020-21, the service has demonstrated resilience and steady growth in the years since.

Details on ridership, farebox recovery, and other service performance metrics are further discussed in Chapter 4. Historical performance details can be found in Appendix A for reference.

Figure 2.4: Pacific Surfliner Passenger Trips per Train Mile



Chapter 3: Operating Plan and Strategies

Service Levels

At the beginning of fiscal year 2019-20, Amtrak operated 13 daily Pacific Surfliner roundtrips between San Diego and Los Angeles. Of those, five daily roundtrips (the 700-series trains) extended north of Los Angeles to serve Santa Barbara and Goleta, with two of those roundtrips extending further north to serve San Luis Obispo.

Service was significantly reduced in 2020 in response to the COVID-19 pandemic, but incremental service restoration has brought the service back to 10 daily roundtrips between San Diego and Los Angeles and has fully restored service north of Los Angeles. Dedicated Amtrak Thruway bus connections supplement the train service on the LOSSAN rail corridor by providing transportation to and from Santa Barbara and San Luis Obispo and points north along the Central Coast to Oakland to connect with the Capitol Corridor, as well as transportation between Fullerton and points east to the Coachella Valley, and between Los Angeles and Bakersfield to connect with the San Joaquins Corridor.

The ability to expand Pacific Surfliner service has historically been constrained due to both equipment availability as well as existing access and shared-use agreements with the host railroads on which the Pacific Surfliner operates. On the 351-mile LOSSAN rail corridor, the Pacific Surfliner operates over four host railroads that include UPRR, Metrolink, BNSF, and NCTD. Service expansion along the UPRR and BNSF is based on specific capital investments identified by the host railroad to allow for increased capacity.

Future Service Restoration

As noted, the ability to expand Pacific Surfliner service is constrained due to both equipment availability and, to a lesser extent, the shared-use agreements with the host railroads on which the Pacific Surfliner operates. While the latter constraint remains along some segments of the rail corridor, the ongoing restoration of the Pacific Surfliner service has primarily been dependent on equipment availability.

The LOSSAN Agency regularly reviews ridership and revenue trends on the Pacific Surfliner. Over the last quarter of fiscal year 2023-24 and through the first quarter of fiscal year 2024-25, ridership levels have grown. Passengers per train mile has returned to its pre-pandemic levels and trains are regularly exceeding capacity. As a result of this demand, the LOSSAN Agency has been working collaboratively with Caltrans and Amtrak on the restoration and future

expansion of service. While ridership demand, equipment and staff availability are important, it is understood that slot availability, State funding and operational financial performance are key factors in determining service increases. While the possibility of a State structural budget deficit was a concern going into the State FY 2024-25 budget cycle, this concern was lessoned in the short-term with the approval of the Fiscal Year 2024-25 budget, which approved the increase in state funding to the intercity passenger rail services of $211 million over the next three years. This funding will support all three state-supported services to restore to pre-COVID service levels.

In general, the business case for traditional service growth for the Pacific Surfliner will be based on three central considerations:

1. Funding – Does adequate funding exist to support the service? This will include quantifying the net revenue (revenue over operating costs) gained from the additional service.
2. Equipment availability – Is sufficient equipment available? Will additional equipment need to be procured or leased in support of this effort?
3. Amtrak staff availability – Are crews available for the additional service?

The TIRCP grant funds previously awarded to the LOSSAN Agency, along with State Rail Assistance, State Transportation Improvement Program, and reprogrammed Proposition 1B funds, has also allowed efforts to continue moving forward with implementing layover facility expansions at outlying corridor locations, as well as necessary capacity enhancements north of Los Angeles on the UPRR to allow for additional roundtrips to be extended north to Santa Barbara and San Luis Obispo in the future, which are key short term development goals articulated in the 2024 State Rail Plan (see chapter 5 for additional discussion of these capital improvements).

In addition, in September 2024, the LOSSAN Agency applied to the Federal Railroad Administration (FRA) for a Restoration and Enhancement Grant. The purpose of this application was to supplement state funding with support from the federal government in restoring and growing the Pacific Surfliner service. In January 2025, the LOSSAN Agency was notified of the funding award by the FRA in the amount of $27.1 million for the restoration of Pacific Surfliner service to pre-pandemic levels. Additional details on the R&E Grant are provided in Chapter 11.

Stations

The Pacific Surfliner services 29 stations (Figure 3.2), 19 of which are between San Luis Obispo and Los Angeles, with the remaining 10 located south of Los Angeles in Orange and San Diego Counties (for station specific information, please refer to the "*LOSSAN Corridorwide Facilities, Equipment and Operations Inventory*"[1] report prepared April 2013). The San Clemente Pier station has limited service (not all trains stop at this station).

Amtrak Thruway Bus Service and Transit Connections

Pacific Surfliner rail service is supplemented by a network of state-funded Thruway buses that connect passengers throughout the LOSSAN rail corridor and beyond. At the request of the LOSSAN Agency, Amtrak contracts with private bus operators to provide this service, including both operating staff and vehicles. The bus routes function as part of the Pacific Surfliner service, with coordinated connections, guaranteed seating, integrated fares and ticketing procedures, and inclusion in Amtrak's central information and reservation system in the same manner as trains.

The Amtrak Thruway bus routes currently managed by the LOSSAN Agency are summarized below:

- **Route 17**: Santa Barbara to San Luis Obispo to Oakland (where it connects with Capitol Corridor). Four daily trips in each direction.
- **Route 39**: Fullerton to Palm Springs and Coachella Valley. Two daily trips in each direction.

In December 2023, the LOSSAN Agency discontinued Route 4, which included 1 daily roundtrip between Los Angeles, Santa Barbara, and Goleta, due to high cost and consistently low ridership.

There are no additional changes currently planned to Amtrak Thruway bus service this fiscal year. However, with the passage of Senate Bill 742 in 2019, which allows passengers to purchase a ticket for a bus only trip without a connecting ticket on the Pacific Surfliner, the LOSSAN Agency will be reviewing potential opportunities for adjusting or expanding thruway bus services through our strategic planning process and will coordinate with CCJPA and SJJPA in developing potential schedules for improving the service.

[1] http://www.octa.net/pdf/publicationid_1748_15821.pdf

In addition to the thruway bus routes managed by the LOSSAN Agency, there are Amtrak Thruway bus routes managed by the CCJPA and SJJPA that provide even more connectivity between the Pacific Surfliner, the Capitol Corridor and San Joaquins services and destinations throughout California.

The LOSSAN Agency also partners with local transit agencies to offer expanded options for transit connections throughout the LOSSAN rail corridor. The LOSSAN Agency continues to manage the Pacific Surfliner Transit Transfer Program, which was launched in July 2016, and provides free connections between the Pacific Surfliner and 11 local transit services.

Current Fiscal Year Operating Plan and Accomplishments

The LOSSAN Agency's current Operating Plan is based on the November 18, 2024 service schedule, which reflects the limited equipment available following the decision by Caltrans to release 11 leased Superliner bi-level cars back to Amtrak as a result of service reductions necessary in response to the COVID-19 pandemic. The current Operating Plan can be seen in Table 3.1.

Table 3.1: Pacific Surfliner Service Levels

Route Segments	FY 2024-25 (Q1-Q3)[1]
San Diego – Los Angeles	20 trains – 10 RTs
San Diego – Goleta	10 trains – 5 RTs
San Diego – San Luis Obispo	4 trains – 2 RTs

The LOSSAN Agency continues coordination efforts with all freight and passenger rail operators along the LOSSAN rail corridor, including through absolute work window (AWW) planning meetings to improve collaboration and minimize passenger inconvenience.

Several major projects along the corridor will increase the number of AWWs in the coming year, impacting service levels and ridership. These AWWs shut down the railroad at various locations to allow construction activity to be performed safely. Extensive capital improvements along the Ventura and Orange Subdivisions, as well as at Los Angeles Union Station, are being implemented by Metrolink in preparation for the 2028 Los Angeles Olympics or by the right-of-way owner as part of coastal resiliency efforts. In calendar year 2025, nine weekend AWWs are planned, for which five are identified as possible full corridor closures. Several more are being discussed for calendar year 2026. Additional overnight work windows by NCTD and SANDAG are also planned to expand capacity in San Diego County and implement phased repairs to the Del Mar Bluffs. The LOSSAN Agency is continuing to coordinate with Metrolink and NCTD/SANDAG to minimize the overall impact to passenger rail services along the corridor as a result of these shutdowns.

[1] Service in operation the first 9 months of the fiscal year (July 2024 to March 2025).

FY 2025-26 and FY 2026-27 Operating Plan

The $27.1 million in funding awarded by the Federal Railroad Administration will support efforts to restore Pacific Surfliner service to pre-pandemic levels. In FY 2025-26 and 2026-27, the LOSSAN Agency will continue to work cooperatively with Caltrans to ensure sufficient equipment is available to not only restore Pacific Surfliner service using the awarded FRA funding, but to expand service, increase ridership and revenue, and improve OTP. Included in this will be concerted efforts to ensure our ability to safely and consistently operate the Pacific Surfliner and that the service is not impinged by bluff instability, extreme weather events or climate change.

OTP on the Pacific Surfliner improved significantly following the pandemic service reductions. As the service is restored to pre-pandemic levels, the LOSSAN Agency will continue to monitor OTP and work with Amtrak and host railroads to evaluate and pursue cost-effective opportunities to maintain the current OTP on the Pacific Surfliner service. This effort will continue to be enhanced by the capitalized access and incentive agreements. An incentive agreement has been in place with NCTD since July 2019 and a franchise access fee and service improvement agreement was executed with UPRR in December 2022. These agreements allow for financial incentives to the host railroads to help maintain and improve the current infrastructure and level of OTP. Additional details on the efforts currently being undertaken to maintain OTP are included in Chapter 4.

In late FY 2024-25, the LOSSAN Agency, Caltrans and Amtrak anticipate having restored the 11th and 12th roundtrip between Los Angeles and San Diego, accounting for approximately 95-percent of the pre-pandemic Pacific Surfliner service levels on the LOSSAN rail corridor. The decision to restore service towards the end of the current fiscal year was dictated to the Agency in our budget approval letter that was received from CalSTA in September 2024, which allocated funding for the service restoration only after March 1, 2025.

In FY 2025-26, LOSSAN Agency staff intends to restore the 13th roundtrip, using the funding awarded by the FRA, bringing the service back to pre-pandemic levels. For FY 2026-27, the LOSSAN Agency is looking to add a 14th roundtrip between Los Angeles and San Diego, as well as a third roundtrip to San Luis Obispo. The LOSSAN Agency will continue to work with Caltrans to identify future equipment needs, funding sources, and delivery schedules for service improvements to accommodate ridership demand and expanded service, and to meet demand during peak travel periods, as further discussed in Chapter 9.

Table 3.2: Pacific Surfliner Service Growth

Route Segments	FY 2024-25 (Q4)[1]	FY 2025-26	FY 2026-27
San Diego – Los Angeles	24 trains – 12 RTs	26 trains – 13 RTs	28 trains – 14 RTs
San Diego – Goleta	10 trains – 5 RTs	10 trains – 5 RTs	12 trains – 6 RTs
San Diego – San Luis Obispo	4 trains – 2 RTs	4 trains – 2 RTs	6 trains – 3 RTs

In addition, the LOSSAN Agency will continue pursuing the restoration and expansion of the successful seasonal and special event services, including the Del Mar Races, Oxnard Strawberry Festival, San Diego Comic-Con International, and sporting events along the Pacific Surfliner route. The Del Mar Races and San Diego Comic-Con always result in a significant boost in ridership for the Pacific Surfliner. The LOSSAN Agency will continue to work with its member agencies and host railroads to help identify opportunities to extend special services to other regional events.

To enhance the Pacific Surfliner service, the LOSSAN Agency remains committed to working with Caltrans, SJJPA, Metrolink, NCTD, Amtrak, and regional and local transit providers to improve transit and rail connections to the Pacific Surfliner. Challenges have been faced in identifying acceptable integrated ticketing concepts due to differences in existing technologies, fare media, fare policies and regulatory requirements, but the LOSSAN Agency will continue to collaborate with Amtrak, Caltrans, NCTD, and Metrolink in identifying potential solutions that improve the overall traveler experience. Efforts are currently underway to engage with rideshare companies such as Uber or Lyft to assist passengers who need more flexibility in their first and last mile connections (additional information on network integration is presented in Chapter 7).

The LOSSAN Agency will continue working with local transit agencies to explore the feasibility of direct shuttle connections from Pacific Surfliner stations to John Wayne Airport in Orange County, the Los Angeles International Airport, and the San Diego International Airport. The Pacific Surfliner already directly serves the Hollywood Burbank Airport. In addition, the LOSSAN Agency is partnering with several universities along the corridor to encourage use of the Pacific Surfliner for students traveling to and from campus.

Service Optimization

Though it already has the distinction of being the second-busiest intercity passenger rail corridor in the United States, the Pacific Surfliner service has great potential for increased ridership, revenue, enhanced service coordination, and improved on-time performance. Through the implementation of the recommendations in the LOSSAN Corridor Optimization study, the LOSSAN Agency looks to a full build out of up to 18 roundtrips for the Pacific Surfliner between Los Angeles and San Diego, eight roundtrips between San Diego and Goleta and up to four

[1] Not implemented for a full fiscal year quarter until 4th Quarter (April through June 2025)

roundtrips to San Luis Obispo. This will achieve the implementation of many of the early infrastructure and service objectives outlined in the LOSSAN Agency's 2018 TIRCP Building Up program as well as Metrolink's Southern California Optimized Rail Expansion (SCORE) program and the 2024 California State Rail Plan.

The optimization study was completed in December 2021 and the near-term recommendations of the study were partially implemented as part of the October 25, 2021 schedule change. The service strategies and infrastructure recommendations presented in the optimization study align with both regional service needs and objectives as well as the goals presented in the 2024 California State Rail Plan and allow frequency and reliability increases for services operating along the LOSSAN rail corridor. The recommendations presented in the optimization study will be further enhanced through the coordination the LOSSAN Agency will continue to perform related to identifying and evaluating root causes for major delays, crew and equipment utilization, and improvements to service disruption responses and recovery.

Chapter 4: Performance Standards and Metrics

Background

The LOSSAN Agency is dedicated to continuously enhancing the Pacific Surfliner passenger rail service. Pursuant to SB 1225, the Secretary of CalSTA established a set of Uniform Performance Standards (UPS) for the state's three intercity passenger rail corridors to to manage costs and improve operational efficiency. These standards measure the ongoing success of the service in three specific areas: usage (ridership and passenger miles), efficiency (farebox recovery and cost per passenger mile), and service quality (endpoint / all-station on-time performance and operator caused delays). These standards also provide the basis for service changes and help guide the planning efforts for the LOSSAN Agency.

Required Metrics

For reporting performance metrics, the state fiscal year (FY) will be used. This chapter presents the performance of the Pacific Surfliner against the established UPS for FY 2023-24, as well as additional metrics that help track the performance of the service. Table 4.1 summarizes the status of all required UPS metrics. A colored box illustrates whether the standard has been met or exceeded (green) or not met (red).

Table 4.1: UPS Metrics

			Usage Baseline	Cost Efficiency Baseline	Prior Year	Latest Reporting Year	Status of Required Performance Standards							
Category	Metric	Description / Required Performance Standard	FY 2014	FY 2015	FY 2023	FY 2024	% Change from Baseline	Standard Met? (Yes / No)	Growth in Usage v. Population Standard Met? (Yes / No)	% Change from Prior Year	Standard Met? (Yes / No)	50% Farebox Recovery Standard Met?	90% OTP Standard Met?	Operator Delays Standard Met?
Reference Metric	Corridor Population	Total population combined for six counties served by the Pacific Surfliner	18,050,546	18,154,292	17,735,470	17,789,616	-1.4%							
Usage	Rail Passenger Miles*	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	230,263,155	243,480,015	124,591,049	178,716,077	-22.4%	No	No	43.4%	Yes			
	Bus Passenger Miles*	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	Bus NA	Bus NA	15,015,634	16,901,259				12.6%	Yes			
	Rail Ridership**	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	2,673,170	2,796,591	1,542,198	1,897,891	-29.0%	No	No	23.1%	Yes			
	Bus Ridership	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline	Bus NA	Bus NA	83,766	90,459				8.0%	Yes			
Reference Metric	CA Consumer Price Index (CPI)+	Calculated by the CA Department of Finance		247.45	327.02	337.36								
Cost Efficiency	Total Revenue (CPI-Adjusted)	Total combined ticket, food and beverage, and other ancillary revenue as reported by the corridor operator		$ 75,244,336	$ 37,672,662	$ 48,413,863								
	Total Operating Cost (CPI-Adjusted)	Total costs associated with the operations of the corridor, including third party costs, route costs, additives, and other costs		$ 105,431,402	$ 81,416,302	$ 82,633,930								
	State Subsidy (CPI-Adjusted)	Calculated by subtracting Total Revenue from Total Operating Cost		$ 30,187,066	$ 43,743,640	$ 34,220,067								
	Farebox Recovery	50 percent or above inclusive of bus and rail services; calculated by dividing Total Revenue by Total Operating Cost		71.4%	46.3%	58.6%						Yes		
	Cost per Passenger Mile (CPI-Adjusted)	Improvement relative to previous year and to FY 2015 baseline; measured in constant baseline year dollars		$ 0.43	$ 0.65	$ 0.46	6.8%	No		-29.2%	Yes			
Service Quality	Endpoint OTP	90 percent or more of endpoint station arrivals are within 15 minutes of schedule	77.6%	77.6%	79.5%	80.4%							No	
	All-Station OTP^	90 percent or more of arrivals at all station stops are within 15 minutes of schedule	85.2%	87.2%	79.5%	82.9%							No	
	Operator Responsible Delays per 10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles	360	468	600	539								No

Note: Raw Data is sourced from Amtrak. Required UPS metrics are in blue; grey cells indicate missing or non-required metrics.

** One passenger traveling one mile = one passenger mile*

*** Ridership for FY 2023-24 is sourced from official Amtrak ridership figures*

Bus NA = Amtrak confirmed that historic FY 2013-FY 2016 bus ridership and bus passenger miles data are not available

+California Department of Finance, CA CPI report (used May 2022 version of "Fiscal Year averages: from 1950-51")

^FY2014 All-Station OTP is only based on data for May-June 2014. Amtrak has no historic All-Station OTP data prior to May 2014

Usage and Environmental Performance Metrics

In addition to the required usage metrics, there are additional performance indicators that, while not required to be reported to the state, provide valuable insights into the service's impact and performance. Some of these indicators fall under the category of environmental performance. Tables 4.2 highlights the metrics that fall under the usage and environmental performance category.

Table 4.2: Usage and Environmental Performance Metrics

Category	Metric	Description / Required Performance Standard
Reference Metric	**Corridor Population**	Total population combined for six counties served by the Pacific Surfliner
Usage	**Rail Passenger Miles***	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	Bus Passenger Miles*	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	Rail Ridership**	Includes rail passenger trips; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
	Bus Ridership	Includes bus passenger trips only; growth at least as fast as growth in total corridor population, and improvement relative to previous year and to FY 2014 baseline
Environment	**Greenhouse Gas Reduction^^**	Tons of carbon dioxide (CO2) emissions avoided, calculated using corridor passenger miles, factors average pounds of carbon dioxide (CO2) emissions per passenger mile in a private automobile versus emissions per passenger mile in a train
	Gallons of Gasoline Avoided^^	Calculated as equivalent of the tons of carbon dioxide (CO2) emissions avoided

Note: Required UPS metrics are highlighted in blue
** One passenger traveling one mile = one passenger mile*
*** Ridership for FY 2022-23 is sourced from official Amtrak ridership figures*
^^Source: Public Transportation's Role in Responding to Climate Change, Federal Transit Administration, 2010.

Total corridor population, including the counties of San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Diego, has remained relatively stable since baseline year, FY 2013-14. Overall, the population decreased by 1.4 percent from FY 2013-14 to FY 2023-24. Figure 4.1 illustrates the Pacific Surfliner corridor population trend over time.

Total ridership on the Pacific Surfliner for FY 2023-24 was 1,897,891[1], representing a 23.1 percent increase over the prior year (1,542,198), as shown in Figure 4.2.

Factoring in the average pounds of carbon dioxide (CO_2) emissions per passenger mile in a private automobile versus riding on passenger rail[2], the 178 million rail passenger miles for the Pacific Surfliner resulted in a reduction of 64,300 tons of greenhouse gases (GHG). This

[1] The ridership reported for FY 2023-24 is sourced from official Amtrak data provided for the Pacific Surfliner, which has also been included in Amtrak's national reporting
[2] Source: Public Transportation's Role in Responding to Climate Change, Federal Transit Administration, 2010

environmental benefit is significant, as the CO2 emissions saved are equivalent to the emissions from burning 6.5 million gallons of gasoline.

Figure 4.1: Pacific Surfliner Corridor Population

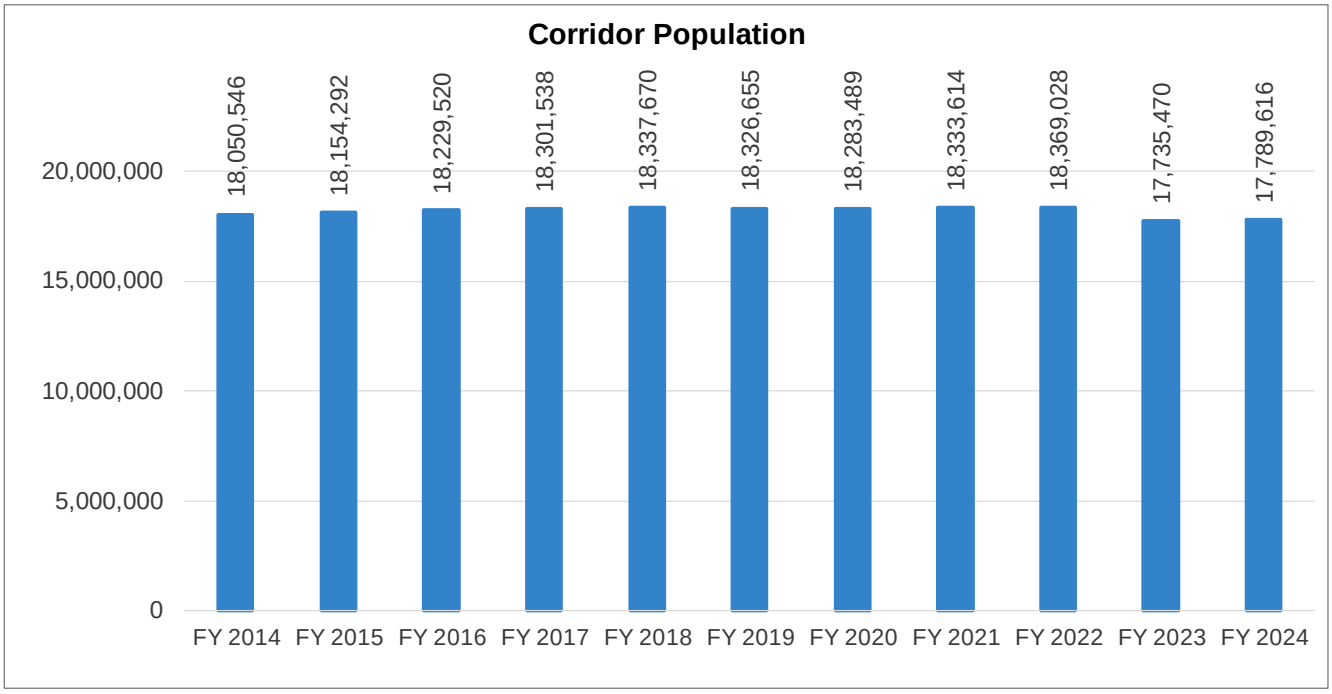


Figure 4.2: Pacific Surfliner Corridor Ridership

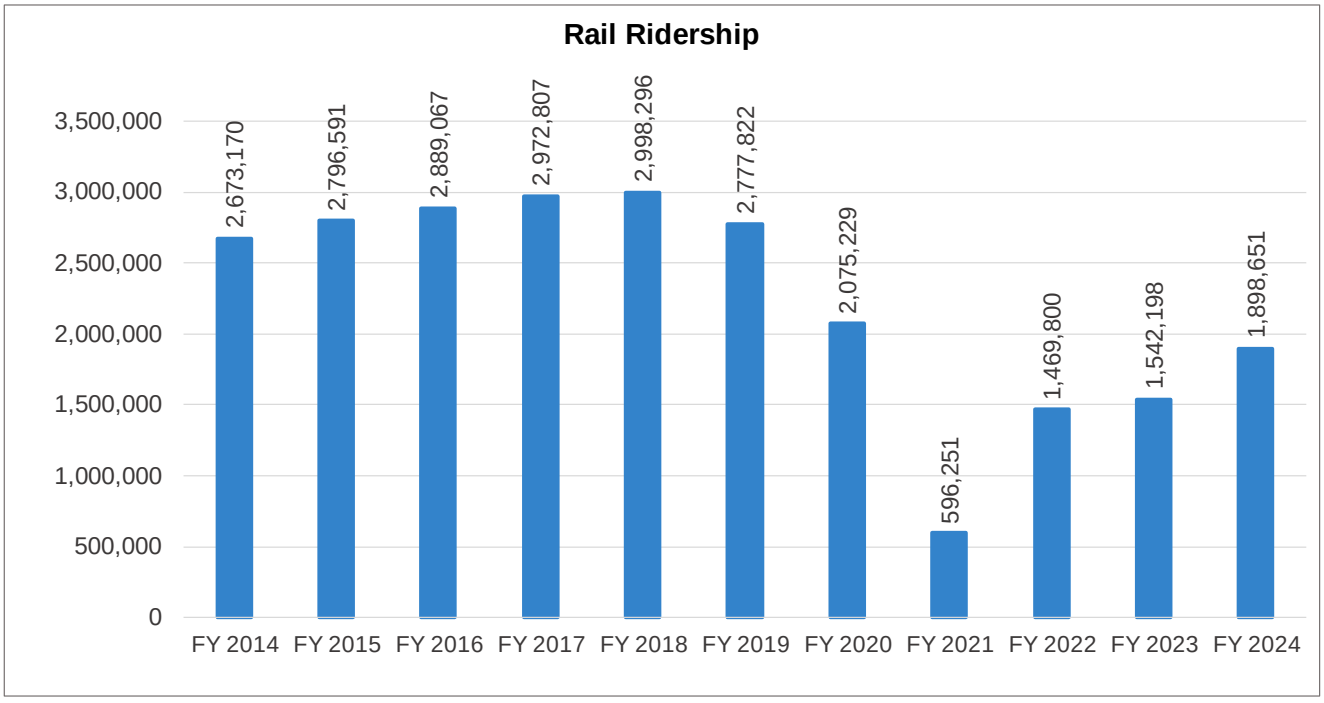
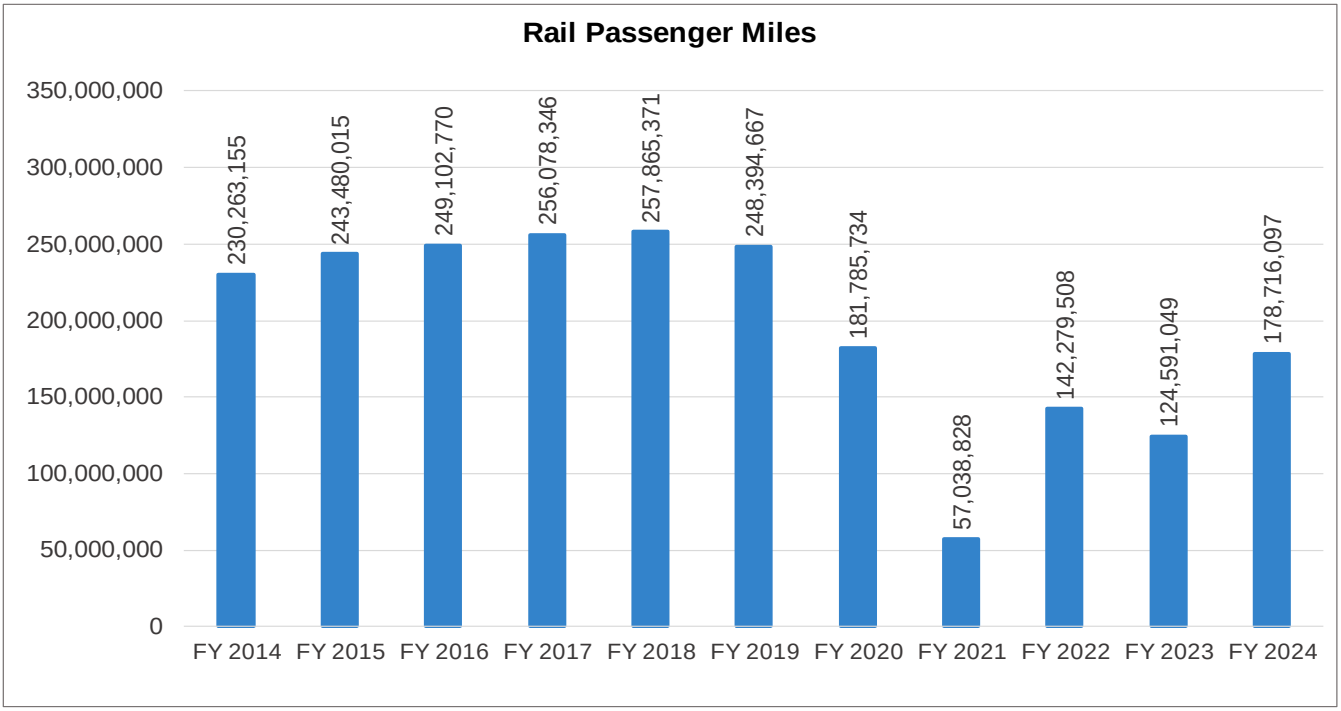


Figure 4.3: Pacific Surfliner Passenger Miles



Cost Efficiency Metrics

In addition to the required cost efficiency metrics, there are other valuable performance indicators that aid in evaluating the financial performance of the service. Both required and additional cost efficiency metrics are summarized in Table 4.3 below.

Table 4.3: Cost Efficiency Metrics

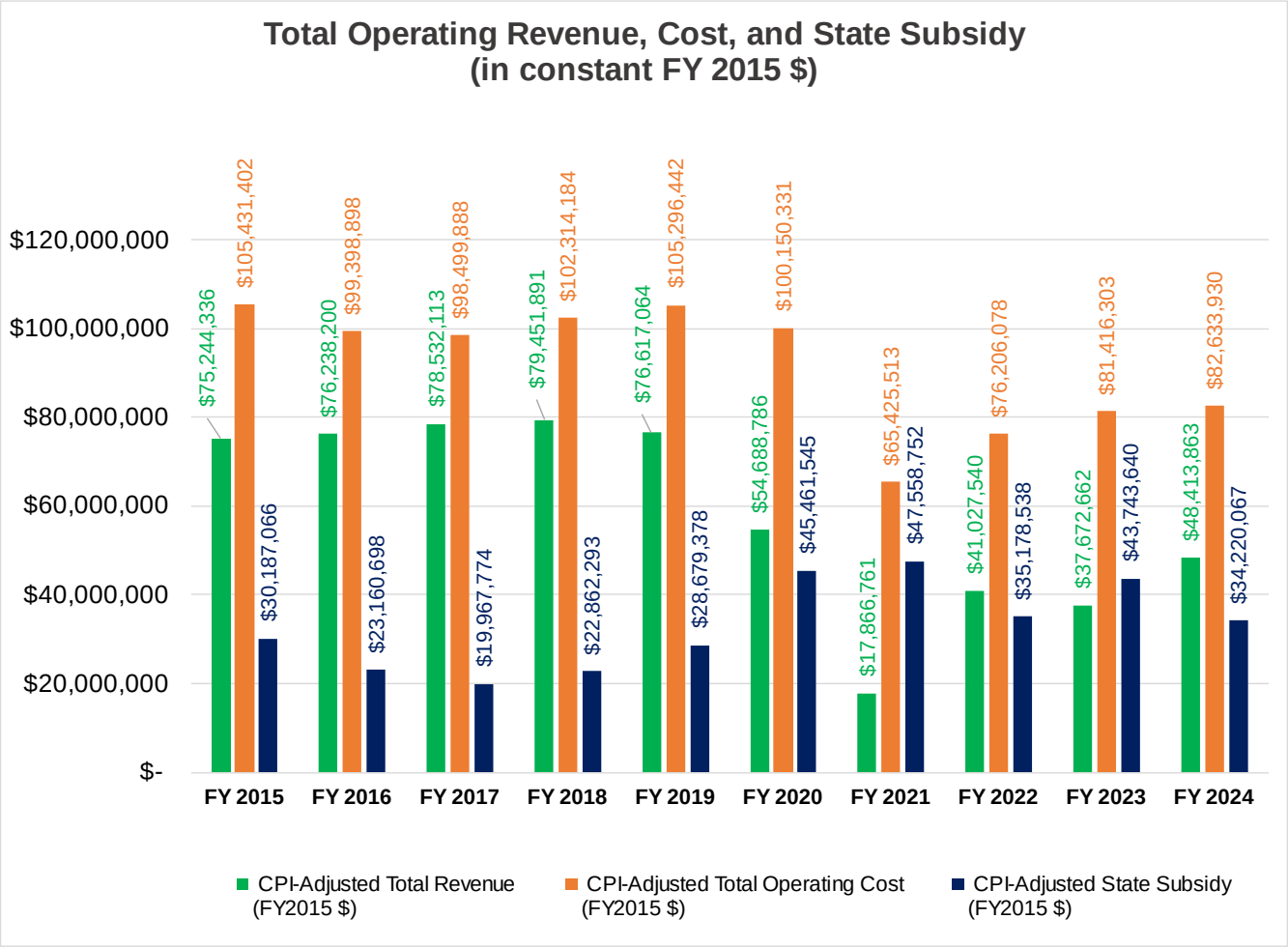
Category	Metric	Description / Required Performance Standard
Reference Metric	**CA Consumer Price Index (CPI)+**	Calculated by the CA Department of Finance
Cost Efficiency	**Total Revenue (CPI-Adjusted)**	Total combined ticket, food and beverage, and other ancillary revenue as reported by the corridor operator
	Total Operating Cost (CPI-Adjusted)	Total costs associated with the operations of the corridor, including third party costs, route costs, additives, and other costs
	State Subsidy (CPI-Adjusted)	Calculated by subtracting Total Revenue from Total Operating Cost
	Farebox Recovery	50 percent or higher, including bus and rail services; calculated by dividing Total Revenue by Total Operating Cost. Note, SB 1225 specifies a 55 percent farebox recovery for the Pacific Surfliner.
	Cost per Passenger Mile (CPI-Adjusted)	Improvement relative to previous year and to FY 2015 baseline; measured in constant baseline year dollars

Note: Required UPS metrics are highlighted in blue.

+California Department of Finance, CA CPI report (used May 2022 version of "Fiscal Year averages: from 1950-51")

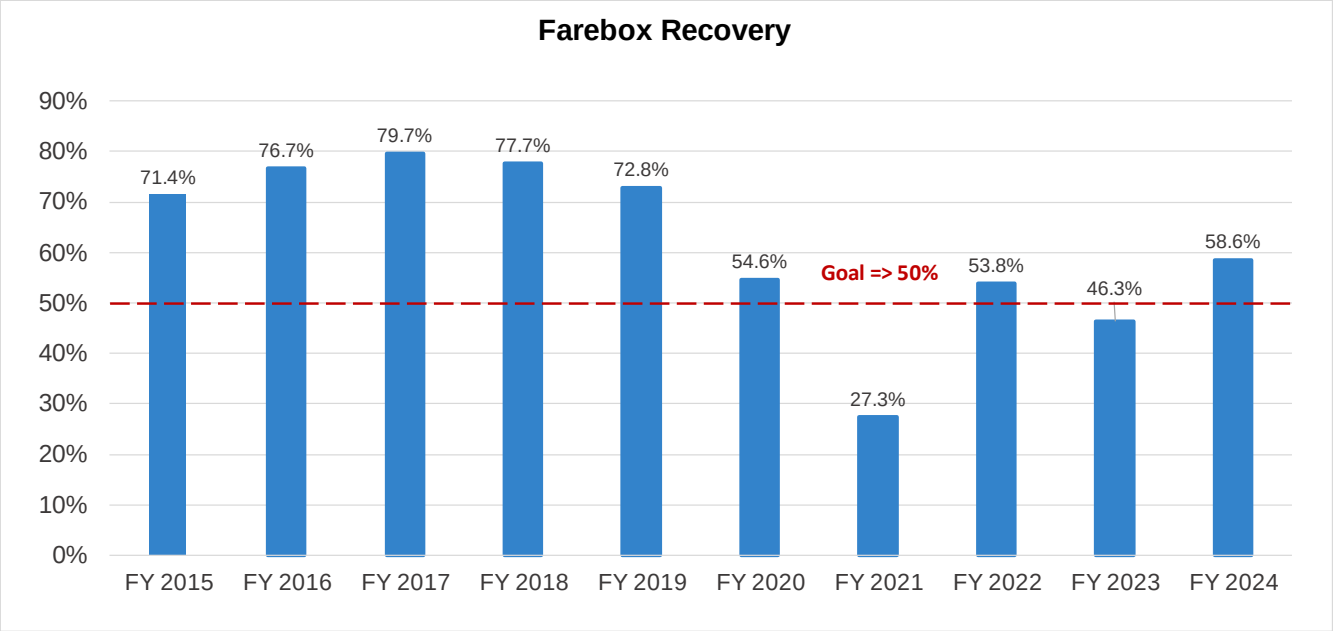
All charts in this section present financial data "in constant FY 2015 dollars." This means the monetary values have been adjusted for inflation, using FY 2015 as the baseline year, to reflect their equivalent purchasing power. Adjusting to constant dollars removes the effects of inflation, allowing for a more accurate comparison of financial performance across different fiscal years. This approach ensures that trends and changes in revenue, costs, and subsidies are evaluated based on real economic value rather than nominal increases or decreases due to inflation. Figure 4.4 illustrates Pacific Surfliner passenger total revenue, total operating cost, and state subsidy over time in constant FY 2015 dollars.

Figure 4.4: Pacific Surfliner Revenue, Cost, and State Subsidy



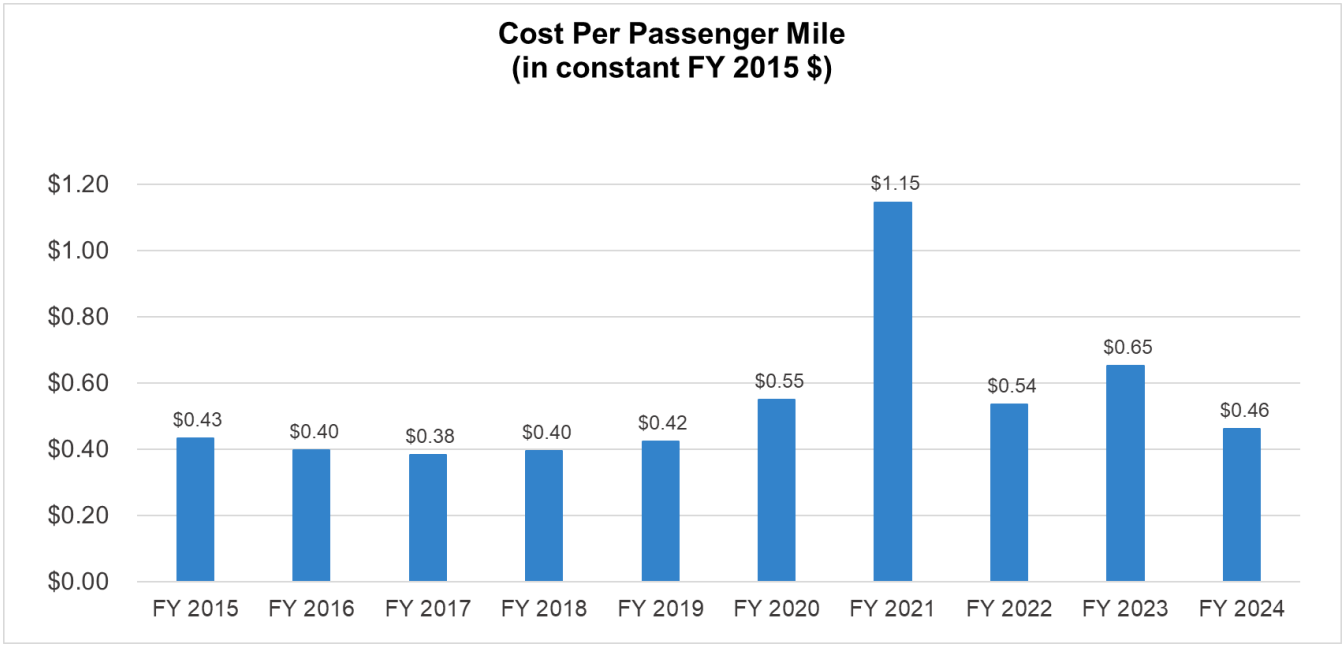
In FY 2023-24, total revenue and total operating cost were $48.4 million and $82.6 million, respectively (in constant FY 2014-15 dollars). This resulted in a state subsidy of approximately $34.2 million (in constant FY 2014-15 dollars), and a farebox recovery percentage of 58.6 percent, which is above the 50 percent standard. This improvement reflects the absence of the prolonged track closures that impacted service in the prior year. Additionally, increased ridership throughout the fiscal year contributed to higher revenue levels. These factors combined have allowed farebox recovery to achieve its highest percentage since FY 2018-19, signaling a strong recovery in service efficiency and passenger demand. Figure 4.5 illustrates Pacific Surfliner farebox recovery trend over time.

Figure 4.5: Pacific Surfliner Farebox Recovery



Cost per passenger mile for FY 2023-24 was $0.46 (in constant FY 2014-15 dollars), representing a 29.2 percent decrease from the prior year ($0.65 per passenger mile). This improvement reflects higher ridership levels, which distributed operating costs across a greater number of passenger miles. Figure 4.6 illustrates the trend in the Pacific Surfliner's cost per passenger mile over time.

Figure 4.6: Pacific Surfliner Cost per Passenger Mile



Service Quality Metrics

Pacific Surfliner service quality metrics are summarized in table 4.6 below.

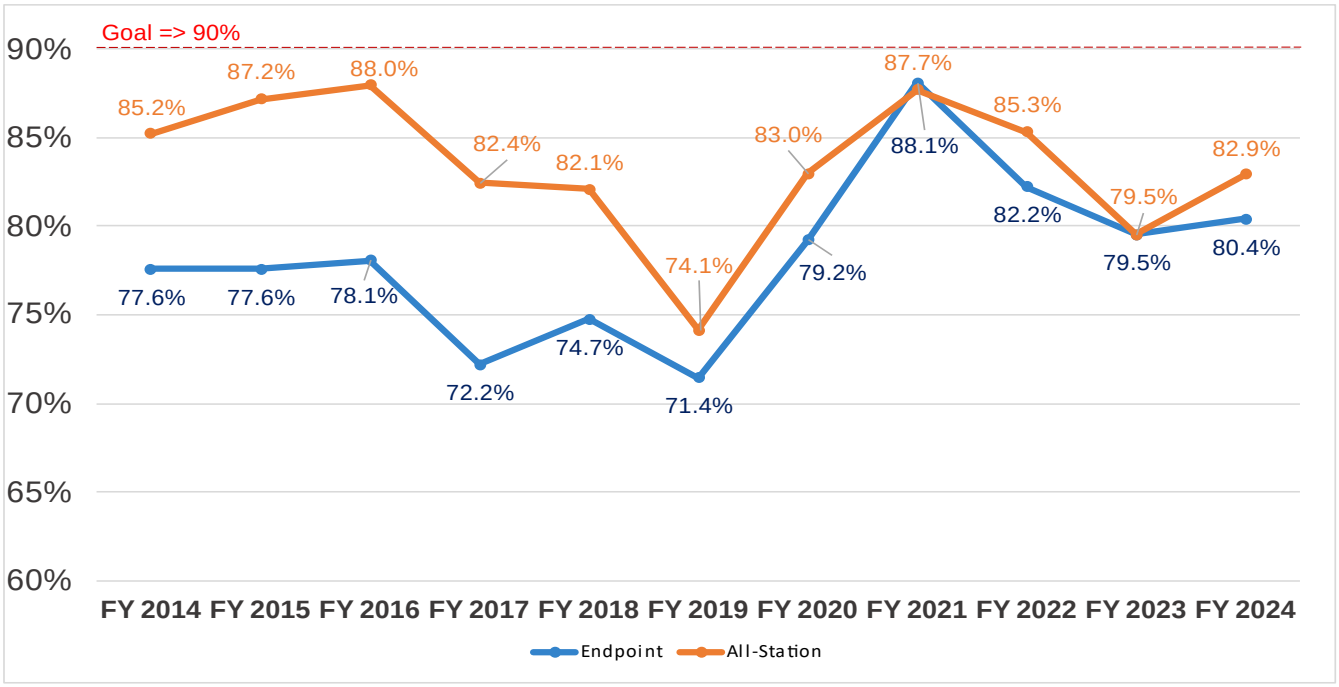
Table 4.6: Service Quality Metrics

Category	Metric	Description / Required Performance Standard
Service Quality	**Train Miles**	Total number of miles operated on all Pacific Surfliner trains
	Trains On-Time	Total trains arriving to endpoint station within 15 minutes of schedule
	Trains Operated	Total number of Pacific Surfliner trains operated
	Endpoint OTP	90 percent or more of endpoint station arrivals are within 15 minutes of schedule
	All-Station OTP	90 percent or more of arrivals at all station stops are within 15 minutes of schedule
	Operator Responsible Delays per 10,000 Train Miles	Fewer than 325 minutes of delay per 10,000 train miles

Note: Required UPS metrics are highlighted in blue.

In FY 2023-24, 5,893 out of a total of 7,330 operated trains arrived at their endpoint station within 15 minutes of their scheduled arrival time. This represents an endpoint OTP score of 80.4 percent for FY 2023-24, falling short of the 90 percent standard. Similarly, all-station OTP for FY 2023-24 was 82.9 percent, also below the 90 percent standard. Figure 4.7 shows the trends in endpoint and all-station OTP over time.

Figure 4.7: Pacific Surfliner Endpoint and All-Station OTP (Add Goal Line)



About 63 percent of all FY 2023-24 delays fell under host railroads' responsibility. The causes of these delays vary by train but are often linked to signal system failures and slow orders. These delays can cascade, causing trains to meet at non-planned locations and resulting in further delay, which are categorized as passenger train and commuter train interference. The LOSSAN Agency continues to work with the hosts to determine the root cause of delays and come up with operational solutions that improve schedule reliability. Details on train delays incurred during FY 2023-24 are shown in Figures 4.8 through 4.11.

Figure 4.8: Distribution of Systemwide Delays

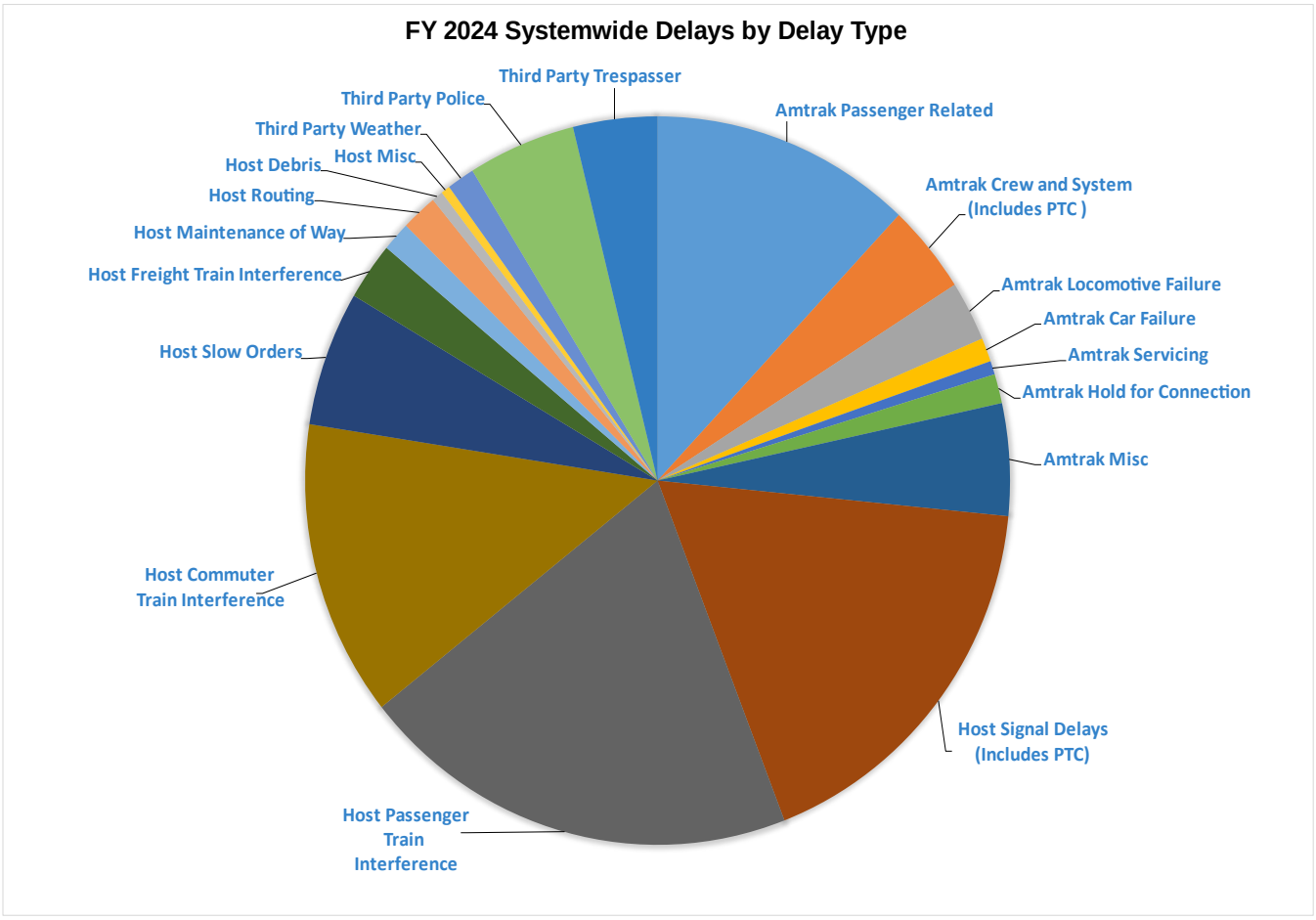


Figure 4.9: Rate of Delay by Responsible Party

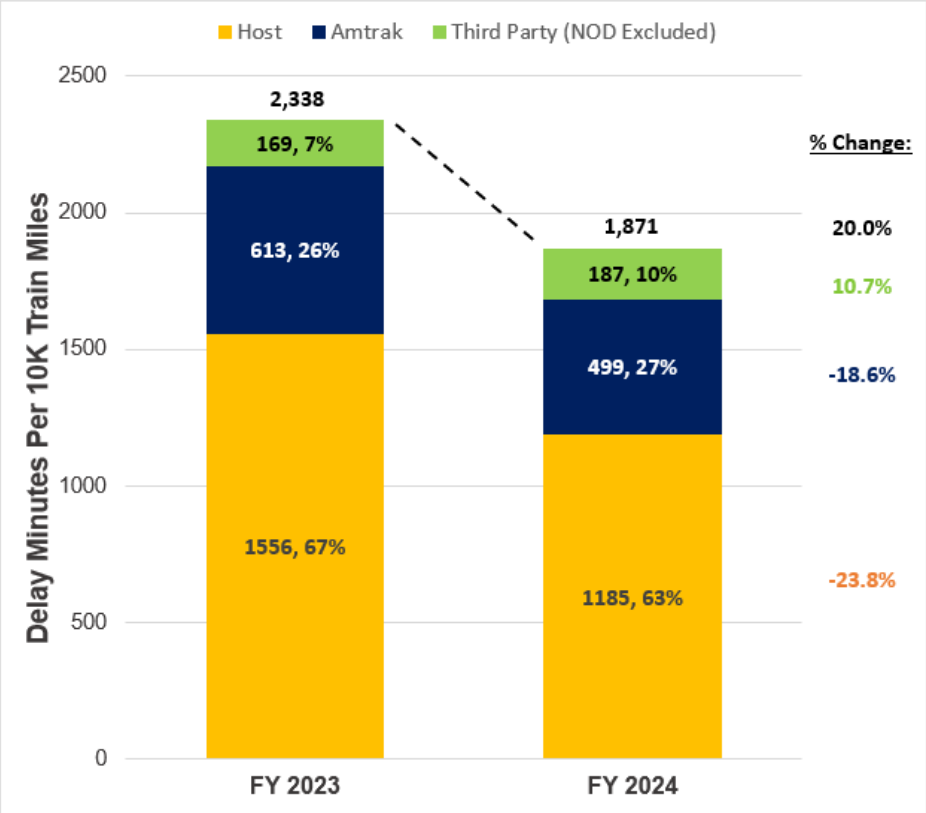
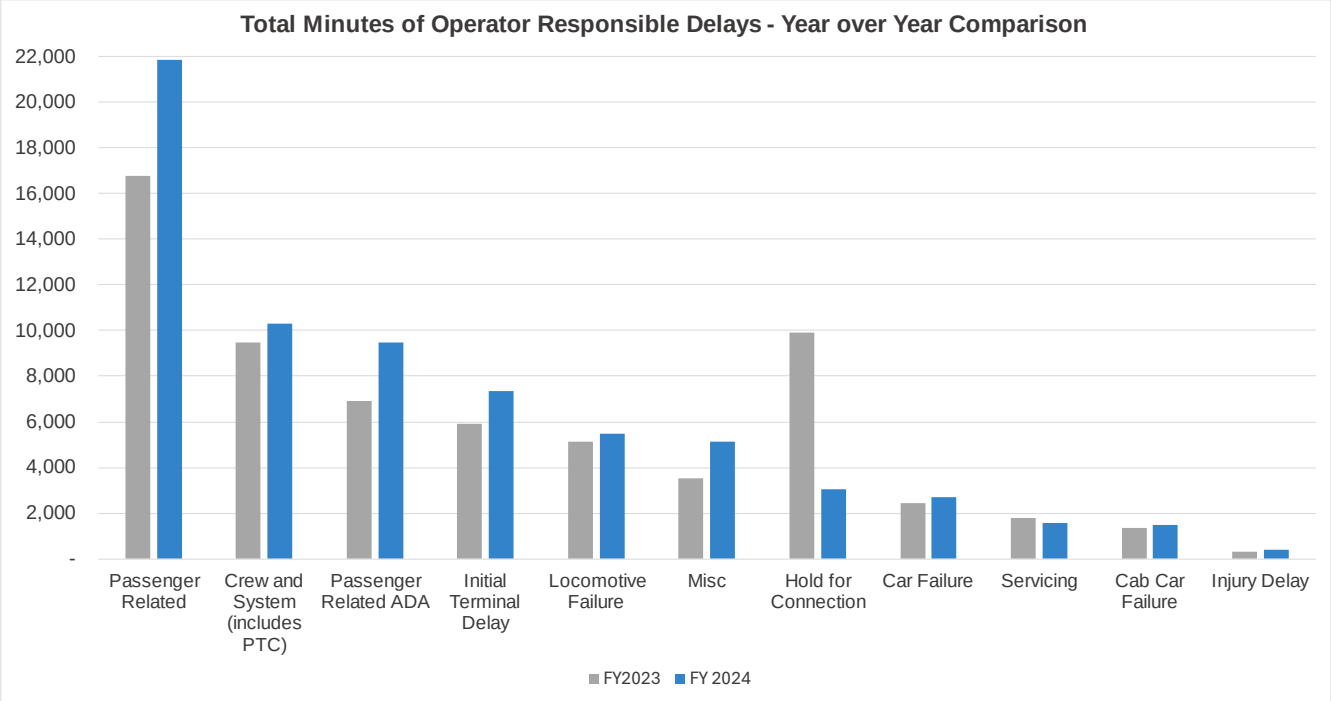


Figure 4.9 illustrates the rate of delay by responsible party. The rate of delay is calculated by dividing the total minutes of delay by the total number of miles traveled by all operated trains, then multiplying the value by 10,000. In FY 2023-24, there were approximately 1,871 minutes of delay per 10,000 train miles, representing a 20 percent decrease from the previous year. As noted previously, Host responsible delays make up most of the overall delays experienced by the Pacific Surfliner service. Host responsible delays decreased by 23.8 percent compared to the prior year. Of the total host responsible delays in FY 2023-24, 53 percent were caused by commuter or passenger train interference. These delays often stem from cascading issues related to signal failures, though dispatching priority also plays a role in some cases. The LOSSAN Agency continues working closely with both NCTD and UPRR to maintain On-Time Performance (OTP) incentive programs, promote better dispatching practices, and address recurring issues such as signal failures and train interference to improve overall reliability and minimize delays.

In FY 2023-24, the rate of Operator responsible delays, with Amtrak as the operator, increased by 8.3 percent when compared to the prior year. Passenger-related delays were the top operator delay, followed by crew and system delays. Combined, these two delay types represented about 60.5 percent of all Operator delays in FY 2023-24. Details on the year over year comparison for Operator delay types can be found in Figure 4.10.

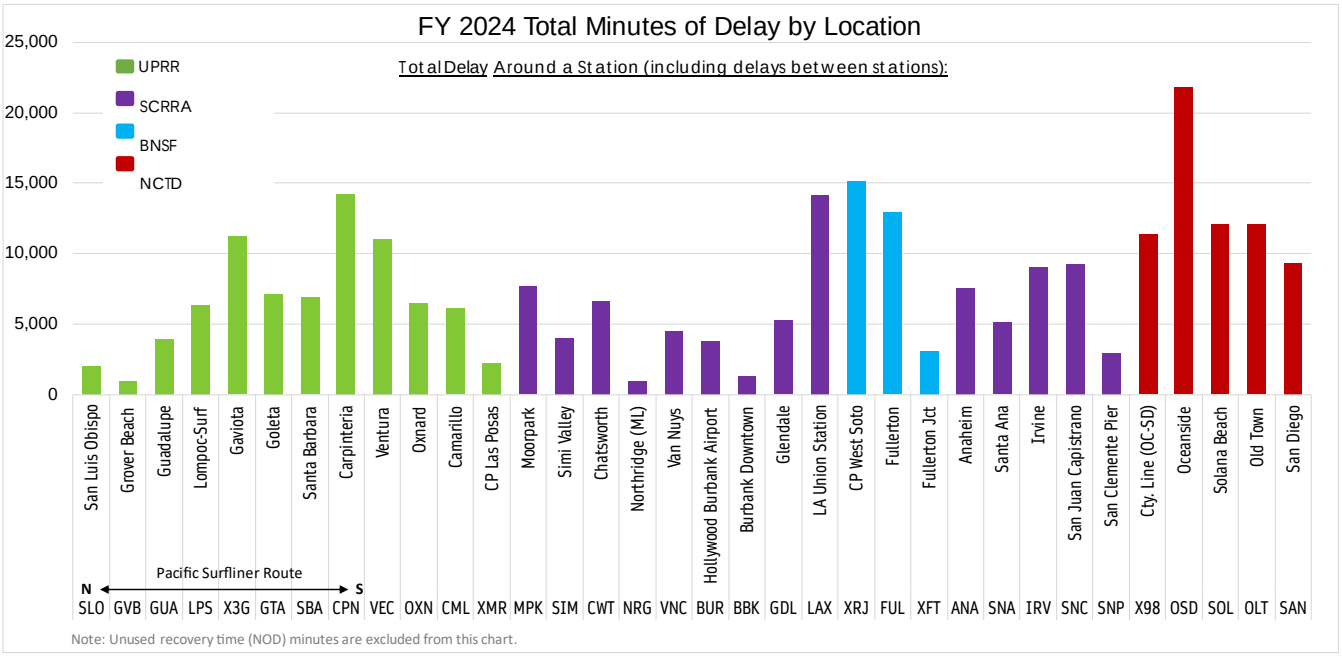
For FY 2023-24, the Pacific Surfliner averaged 539 minutes of Operator delays per 10,000 train miles. This continues to be an area wherein the Pacific Surfliner service does not meet the required UPS standard, and the LOSSAN Agency will continue to work with Amtrak to ensure that this performance standard improves.

Figure 4.10: Operator Responsible Delays



Effort was made to locate specific "delay hot spots" along the corridor, as illustrated in Figure 4.11. Total delays around a station or other specific location along the corridor are calculated by combining delays occurring while approaching, dwelling at, and leaving each location. This has helped to isolate specific areas that need infrastructure improvements, such as signal upgrades or siding improvements, or need schedule adjustments due to ongoing construction activities.

Figure 4.11: Total Minutes of Delay by Location



Customer Service Metric

Table 4.5 below describes the metric used to measure and track how satisfied riders are with the Pacific Surfliner service.

Table 4.5: Customer Service Metric

Category	Metric	Description / Required Performance Standard
Customer Service	**Customer Satisfaction Score**	Score representing an 'average overall satisfied' percentage of Pacific Surfliner passengers surveyed via the Amtrak electronic Customer Satisfaction Index survey (eCSI)

Amtrak reports monthly customer service scores in which an 'average overall satisfied' percentage is calculated out of 100 passengers surveyed. The Pacific Surfliner scored an average of 82.3 percent for FY 2023-24.

FY 2024-25 and FY 2025-26 Action Plan

The LOSSAN Agency will continue to monitor system performance on a monthly basis and report to the Board through the quarterly LOSSAN rail corridor trends report. Building on improvements seen in FY 2023-24, the agency will focus on strategies to enhance farebox recovery, including working with CalSTA and Amtrak on cost control measures and operational efficiencies. Efforts to improve On-Time Performance (OTP) will remain a priority, with collaboration with host railroads, including NCTD and UPRR, to address signal failures, dispatching challenges, and train interference issues. The agency will also refine schedule adjustments to optimize reliability and accommodate growing ridership. Additionally, LOSSAN will continue to identify and address delay "hot spots" along the corridor, prioritizing infrastructure improvements and operational adjustments through the Corridor Improvement Team, which includes rail operators and host railroads. Environmental metrics will remain a focus, emphasizing the Pacific Surfliner's role in reducing greenhouse gas emissions and contributing to sustainable transportation goals.

Modification of Performance Standards

The UPS document identifies several factors that may necessitate modifications to the adopted standards. At present, there is no basis for modifying the existing standards. However, on March 30, 2020, the LOSSAN Agency formally requested relief from the Uniform Performance Standards, as outlined in the Interagency Transfer Agreement, Appendix G. This relief was requested to remain in effect until pre-COVID-19 service levels are fully restored and coastal erosion-related closures are resolved.

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 consistently secured state and federal grants for preliminary engineering, environmental documentation, final design, and construction of capital projects along the LOSSAN rail corridor. These efforts have been further supported by local investments from self-help counties leveraging countywide sales-tax measures. Combined, these investments have delivered 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, with aging infrastructure, primarily along sections north of Los Angeles. This continues to impede service expansion and operational efficiency. Addressing this constraint will require a comprehensive capital improvement program, with an estimated cost of over $5 billion, to fund additional capacity, station upgrades, signal and communications enhancements, and other critical infrastructure projects. However, the funding levels necessary to complete these improvements in their entirety are not currently available.

There are seven different ROW owners along the LOSSAN rail corridor, each of whom has made considerable investments within their territories. Despite these efforts, the overall capital needs of the corridor far exceed available funding resources. A significant hurdle for the intercity passenger rail services in California remains the absence of a long-term, sustainable capital funding source. The approval of Senate Bill (SB 1) by the California legislature in April 2017 helped establish a more reliable funding source for major and minor capital needs. Nevertheless, it is insufficient by itself to fully fund the identified capital improvements along the corridor. The LOSSAN Agency will continue to coordinate with its partners and member agencies to pursue additional funding opportunities that deliver benefits corridor wide.

Since 2022, the LOSSAN Agency has worked actively with the State and various stakeholders to update and refine the capital projects list for the LOSSAN rail corridor. This effort has resulted in a comprehensive list of all identified capital projects, including the status of each project and any programmed funding. The list serves as a critical resource, supporting future service expansion plans for SCRRA, NCTD, and the Pacific Surfliner. The updated capital projects list is detailed in Tables 5.1 through 5.3 and is divided into projects that are either under implementation or have secured funding commitments, and those in the planning process or without committed funding.

While each member agency or host railroad is responsible for the implementation of their respective capital improvement programs, the LOSSAN Agency aims to advance capital projects that benefit the entire LOSSAN rail corridor by using a corridorwide capital project list as a resource to engage stakeholders in discussions and prioritization. This unified voice advocating for capital funding and key projects makes the requests for funding along the corridor 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 directly funds and manages. The agency programs all available project funding for the next five years and prioritizes projects that address safety and security needs, with some also focusing on capacity and improving the passenger experience.

Canada Honda Bridge

Completed Projects

Since 2020, several projects have been completed, including:

- Installation of Centralized Traffic Control in Santa Barbara and San Luis Obispo Counties
- Powering of previously hand-thrown switches at 10 sidings
- Replacement of ties and rail
- Signal and fencing upgrades
- Various track bed safety improvements and campaigns
- Replacement of the Narlon Bridge over San Antonio Creek at Vandenberg Space Force Base
- Minor station improvements, including lighting replacement, equipment upgrades, and camera installations

Ongoing Projects

In addition to completed projects, the LOSSAN Agency is currently working to complete several additional Board-approved projects:

- **Layover and Maintenance Facility Expansion:** Design efforts are underway for facilities in San Luis Obispo and Goleta to support the Pacific Surfliner.
- **Canada Honda Bridge Replacement:** Construction to replace the 125+ year old bridge began in April 2024 and is anticipated to be completed by late 2025.
- **Slope Stabilization in Santa Barbara:** A project addressing multiple areas of slope destabilization is underway, with completion anticipated in 2026.
- **Future Layover Facility in San Diego:** Planning is currently in progress.

State Rail Assistance Program: California Senate Bill 1 (SB 1) allocates approximately $454.0 million to commuter and intercity rail services through the State Rail Assistance (SRA) program. The SRA program supports both operational and capital improvements through a combination of formula and competitive distribution, providing a dependable and flexible funding source.

- **First Round (FY 18 – FY 20)**: LOSSAN received $13.9 million in formula funds for projects essential to preserving Pacific Surfliner service, as well as $718,750 in competitive funding for an Integrated Wayfinding Signage Upgrade project.
- **Second Round (FY 21 – FY 25)**: LOSSAN has been allocated $25.2 million of a projected $29.8 million, which will support fleet additions and other capital improvements. Future allocations will fluctuate based on diesel fuel tax revenues.

CalSTA TIRCP: The Transit and Intercity Rail Capital Program (TIRCP) provides funding to modernize California's intercity, commuter, and urban rail systems, reduce greenhouse gas (GHG) emissions, and decrease vehicle miles travelled. Since its inception, the LOSSAN Agency has successfully secured substantial TIRCP funding to support a variety of critical capital improvements along the corridor.

San Luis Obispo Station

- **2016**: LOSSAN, in partnership with SANDAG, NCTD, and OCTA, secured $82.0 million, the largest single award at the time. LOSSAN led projects included the powering of previously hand thrown switches, installation of centralized traffic control, on-time performance and capitalized access payments, and an updated corridor optimization study.
- **2018**: LOSSAN coordinated the submission of three separate applications requesting over $700.0 million, which resulted in grant awards totaling $188.3 million. This included $147.9 million for projects in Ventura, Santa Barbara, and San Luis Obispo Counties, which consisted of the replacement of two bridges, replacement of rail and ties, construction of slope stabilization projects, a new undercrossing at the Camarillo Station, the Goleta Layover Facility project, siding improvements, and capitalized access payments. The award also included $40.4 million for projects in San Diego County that optimize signal spacing, add new fencing, and authorize additional capital maintenance through an on-time performance incentive.
- **2020**: LOSSAN was awarded $10.3 million for the Central Coast Layover Project in San Luis Obispo and $28.4 million for the first phase of the San Diego Maintenance and Layover Facility.
- **2023**: LOSSAN received $31.0 million in supplemental funding, including $17.0 million for slope stabilization and bluff protection in Ventura and Santa Barbara Counties and $14.0 million for completing the Central Coast Layover Facility.

- **2024**: LOSSAN was awarded $22.0 million for the Ortega Siding Project and $4.2 million for the Orcutt Road Left-Hand Crossover project as part of the Coast Rail Coordinating Council (CRCC) application.

California Transportation Commission SCCP: The Solutions for Congested Corridors Program (SCCP), created by the Road Repair and Accountability Act of 2017 (SB 1), provides funding to achieve a balance of transportation, environmental, and community access improvements aimed at reducing congestion throughout California. With $250.0 million available annually, SCCP funding supports projects that implement specific transportation performance improvements as part of a comprehensive corridor plan. These projects provide more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

In 2023, the LOSSAN Agency, in coordination with VCTC, was awarded $43.5 million for the Leesdale Passing Siding project, bringing the total funding for all phases to $69.5 million. This project upgrades, powers, and extends the existing 3,330-ft siding to the west by 3.3 miles, which helps reduce conflicts with freight and other passenger trains and provides a new siding in the middle of 15 miles of single track between Camarillo and Ventura. This new siding improves overall operational reliability and allows for service growth.

California Transportation Commission STIP: The State Transportation Improvement Program (STIP) is a five-year plan updated biennially and adopted by the California Transportation Commission to allocate future state transportation funds. These funds are used for state highway improvements, intercity rail projects, and regional transit improvements. The LOSSAN Agency has secured STIP funding for the following projects:

- **Central Coast Layover Expansion**: Includes $11.5 million in STIP funding for the construction phase, with the PAED phase already completed.
- **Leesdale Passing Siding**: Received $20.0 million programmed from the Capital Reserve Fund.

California Proposition 1B: Approved by voters in November 2006, Proposition 1B (Prop 1B) authorized the issuance of $19.9 billion in general obligation bonds for specified transportation purposes, including congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, and safety and security projects.

In May 2020, the LOSSAN Agency was awarded $35.0 million in Prop 1B funding to support the following projects:

- Replacement of the **Canada Honda Bridge**
- Replacement of the **Narlon Bridge**
- Construction of the **Camarillo Station Undercrossing**
- Development of the **Central Coast Layover Facility**

State Minor Capital Project Funding: In addition to the major capital improvements, the state annually allocates a minimum of $500,000 for minor projects related to the Pacific Surfliner service. Moving forward, LOSSAN is requesting $1,000,000 in annual minor capital funding to address the backlog of necessary projects throughout the corridor. These funds support station

improvements, signage, and minor safety and security enhancements. Current efforts include upgraded lighting and platform safety at Old Town and Guadalupe Stations, with project completion scheduled for May 2025.

Other Capital Funding: In addition to the funding sources outlined above, the LOSSAN Agency and its member agencies actively pursue federal, state and local funding opportunities. LOSSAN has been accepted into the FRA's Corridor Identification and Development Program, positioning the agency to significantly increase its chances of securing federal grant funding. Once a service development plan is completed, LOSSAN will be well-prepared to compete for major federal grant opportunities, including the Build Utilizing Investments to Leverage Development (BUILD) grant program, previously known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, Federal-State Partnership for Intercity Passenger Rail (FSP) grant program, and Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program. The LOSSAN Agency remains committed to exploring all applicable funding across local, state, and federal levels.

Current and Programmed Capital Projects

The LOSSAN Agency updates the Capital Improvement Program (CIP) for the corridor annually, in alignment with the development of the annual business plan. The CIP identifies a wide range of projects, often exceeding available funding. The program is flexible and can be updated mid-cycle to account for changes in project status or funding.

In addition to projects funded and managed directly by LOSSAN, the CIP includes supplementary capital projects identified or programmed by member or partner agencies along the corridor.

The capital projects are categorized and summarized as follows:

- **Table 5.1:** LOSSAN-Programmed Projects – A summary of LOSSAN-managed projects, including programmed funding sources and estimated costs. The FY 2026 budget for these projects and OTP incentives is $83.66 million.
- **Table 5.2:** Third-Party Capital Projects (Funded/In Progress) – A list of capital projects led by member or partner agencies that have secured funding and are in progress.
- **Table 5.3:** Third-Party Capital Projects (Planned/Unfunded) – A list of planned projects led by member or partner agencies that currently lack committed funding.

Included in the capital projects list is a column to denote whether the benefits of the project support the strategic goals of environmental sustainability and coastal resiliency. A more detailed and expanded project list with additional information is provided in Appendix B. For additional discussion regarding environmental sustainability and coastal resiliency, see chapter 15 of this document.

Table 5.1 LOSSAN-Programmed Projects

Project Name	Project Description	Project Phase	Estimated Cost
Central Coast Layover Facility Expansion (Phase 1)	This project is located in the City of San Luis Obispo approximately 1500 feet south of the San Luis Obispo Amtrak station. This would expand the maintenance capabilities of the existing layover track to include a systems and inspection servicing pit and an additional storage track. The facility can be further expanded in future phases.	PS&E	$40,514,000
Orcutt Left-Hand Crossover	This project creates a universal crossover near San Luis Obispo Station, providing the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast.	PAED	$4,161,000
Install Centralized Traffic Control (Goleta to San Luis Obispo)	The scope of this project is to provide equipment to enable the installation of Centralized Traffic Control at locations along a 129-mile section of track in San Luis Obispo and Santa Barbara counties in order to allow increased operational flexibility and improved reliability. The project will be constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. This project goes hand in hand with the upgrade of non-powered switches and derail. This project encompasses the signal work associated with installation of CTC and corresponds with the 3 phases of switch installation.	Complete	$22,156,000
Goleta Layover Facility Improvements	The scope of this project is to expand Amtrak's Goleta storage facility by providing an additional layover track to accommodate a six-car Pacific Surfliner trainset.	PS&E	$11,982,000
Ortega Siding Project	The scope of this project is the design and construction of an approximately 1.1-mile passing siding. The project is located approximately 3 miles north of Carpinteria between a small beach community and highway 101. It will feature two powered switches, two new bridges, and several culvert extensions.	PS&E	$32,667,000
Leesdale Siding Extension	The scope of this project is to extend the existing 3,330 foot (0.6 mi) Leesdale Siding approximately 14,424 feet on the west-end of the existing siding. This will create a roughly 17,750 foot siding (3.3 miles) that will allow for greater operational flexibility for both Pacific Surfliner and Metrolink trains in Ventura County on the LOSSAN Rail Corridor. This project will equip the siding with CTC powered remote controlled switching equipment and modify nearby grade crossing signal systems to accommodate the siding extension.	PS&E	$69,500,000
Camarillo Station Improvements	This project will enhance operation use of the Camarillo station platforms and UPRR tracks in the station area, by improving pedestrian access and ADA compliance between station platforms and parking areas, allowing for improved optimization of train operations on both tracks and platforms.	PS&E	$15,000,000
Seacliff Siding Extension	The Seacliff Siding Extension Project is located on UPRR Santa Barbara Sub. Project corridor is generally 100 feet wide. The existing siding is located adjacent to and east of the main line, with the northern switch located approximately four miles south of the City of Carpinteria at milepost (MP) 385.26 and the southern switch approximately	On Hold	$20,500,000

Project Name	Project Description	Project Phase	Estimated Cost
	seven miles north of the City of Ventura at MP 386.38. The existing siding is approximately 5,900 feet in length. The proposed Project would begin at the existing southern switch (MP 386.38) and continue southerly to MP 387.45 in unincorporated Ventura County, which would add an estimated 5,650-foot extension and provide a total siding length of approximately 11,550 feet. The proposed Project would also include wayside signal modifications located south of the proposed siding extension track limit. Project length is 1.07 miles.		
San Diego County Maintenance and Layover Facility (Phase 1)	This project will design and construct a dedicated maintenance, support, and storage location for the Pacific Surfliner service at the southern end of the LOSSAN rail corridor. The original site location that was identified is no longer available due to changing economics and based on final changes to local plans. A new site is in the process of being identified.	Planning	$93,403,895
Los Alamos Creek Bridge (Narlon) Replacement	The scope of this project is a replacement of a bridge dating from 1896, and new track infrastructure across San Antonio Creek in Santa Barbara County. The reconstruction with be with the same or similar materials and design to the existing 720 foot long bridge.	Complete	$21,526,000
Canada Honda Creek Bridge Replacement	This is a track improvement project that will include the replacement of the existing 124-year old steel trestle open-deck across Canada Honda Creek in Santa Barbara County.	CON	$49,369,080
Santa Ynez River Bridge Replacement	This is a track improvement project that will include the replacement of the existing century old concrete, brick and steel open-deck bridge across the Santa Ynez River in Santa Barbara County. The end result will also work to restore natural outflow to the Santa Ynez River.	Planning	$160,449,510
Corridor Hardening Improvements (Safety)	This project will provide Corridor hardening improvements along the Santa Barbara subdivision including slope / bluff stabilization, security fencing, communication upgrades and improvements. Priority locations for Slope Stabilization include bluffs at-Honda (MP302.85), Jalama (MP 318.99), Surfing Cowboy (MP 324.4-328), El Capitan (MP 347.8), Carpinteria Bluffs (MP 379.9). Secondary concerns are for-Tajiguas (MP 340.5) and Jalama Seawall (MP 319).	CON	$90,000,000
Franchise Access Fee, Cap. Access and Incentive (UPRR)	This project provides a capitalized track access fee payment to UPRR to allow two additional slots for Pacific Surfliner trains to operate between Los Angeles and Santa Barbara/San Luis Obispo (one additional roundtrip), as well as increased incentive payments for improved on-time performance on the 174-mile stretch of the LOSSAN rail corridor used by Pacific Surfliner trains that is dispatched by UPRR.	N/A	$45,204,000
On-Time Performance Incentive Program (NCTD)	The project provides incentive payments to NCTD, which dispatches trains on the San Diego Subdivision for meeting Pacific Surfliner on-time performance levels.	N/A	$22,962,000
Pre-1949 Rail Replacement	This project will improve the overall track infrastructure by replacing approximately 20-30 miles of rail that was laid prior to 1949 between	Complete	$15,100,000

Project Name	Project Description	Project Phase	Estimated Cost
	mileposts 249 and 356 along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.		
Safety Improvement Funds	The Safety Improvement Program is to provide for as needed safety enhancements along the corridor and could include dealing with homeless encampments, tree removal, improving crossings or pedestrian access, etc.	Complete	$2,500,000
Tie Replacement	This project will improve the overall track infrastructure by replacing approximately 125 miles of old railroad ties between mileposts 274.72 and 335.4, to be completed in 2021, and also between 358 and 423.1, scheduled for 2023, along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	Complete	$8,900,000
Upgrade of Non-Powered Switches	The project will replace 16 hand operated switches with power switches and 1 hand operated derail for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	Complete	$6,090,000
Station Wayfinding Signage	New information signage to upgrade and improve static passenger information and wayfinding signage at the 41 passenger rail stations along the 351-mile LOSSAN rail corridor between San Diego, Los Angeles and San Luis Obispo. This project will provide an updated, integrated set of wayfinding signage that will facilitate regional rail and transit connectivity and address outdated and unclear directions.	CON	$718,750

Table 5.2 Third-Party Capital Projects (Funded / In Progress)

Project Name	Project Description	Project Phase	Estimated Cost
Goleta Station Project	The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs	PS&E	$19,000,000
Camarillo Station Pedestrian Undercrossing Project	This project will construct an undercrossing to improve pedestrian access between station platforms and parking areas, train operations via utilization of both platforms, and ADA accessibility.	PS&E	$18,000,000
Rice Avenue Grade Separation	Grade Separation to Improve Safety	PS&E	$132,500,000
Simi Valley Double Track	Addition of 2.20 miles of track, improvement at five at grade crossing ,creating a quite zone. New pedestrian underpass crossing and Simi Valley Station Improvements, new platform.	PS&E / ROW	$120,000,000
Arroyo Simi Bridge Scour Design	Environmental clearance and superstructure concrete deck replacement for double track bridge over the LA river	PAED	$16,600,000
Devonshire St Safety Improvements	Grade crossing and safety improvements	PS&E	$8,000,000
Chatsworth Station Improvements	The Project includes a new pedestrian underpass at Chatsworth Station, replacing the existing, single at-grade crossing with a new pedestrian tunnel which allows safer passenger movements between side platforms and improved operations resulting in quicker and safer transfers.	PS&E / ROW	$21,000,000
Chatsworth Station ADA Improvements	The project includes ADA improvements per recommendations from the US DOJ for this facility and parking areas.	CON	$7,354,650
Burbank Corridor Safety Improvements- Burbank Airport	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	PS&E	$20,000,000
Burbank Junction Speed Improvements	The project replaced the existing Brighton Siding, right-hand track, with a larger siding track. The existing tracks were reconfigured and lengthened to allow the junction to service trains more efficiently while providing smaller headways between trains	Complete	$17,950,000
Burbank Corridor Safety Improvements- Burbank Downtown	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The	PS&E	$10,000,000

Project Name	Project Description	Project Phase	Estimated Cost
	proposed improvements would be entirely within the existing railroad ROW.		
Doran St Grade Crossing	Includes signal modifications, automatic warning devices, a new pedestrian crossing and temporary two-way road configuration with “Quiet Zone Ready” improvements.	PS&E	Included in the Grade Separation
Doran St Grade Separation	The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas with the closure of the at-grade crossing.	PS&E	$58,300,000
Signal Improvements Burbank to LA	Signal programming and timing improvements	Complete	$1,500,000
Pacific Surfliner Corridor Rehabilitation and Service Reliability Project	To maintain a State of Good Repair on the Ventura Subdivision, rehabilitation will need to be completed on the following: (1) highway-rail crossings, (3) turnouts, 4,000 wood ties, 3,000 concrete ties, 4,050 track feet of fastener upgrades, 9,974 feet of rail, and (8) culverts. This work is vital in providing safe and reliable Metrolink service to the outlying communities in Ventura County and preserving the longevity of this key passenger and freight route. Also, in Tunnel 26, replace 33% of ties (1,500 ties); replaces 7,369 feet of ballast (the entire tunnel length); repairs or replaces missing or damaged pumps, guards, and pipes; performs needed electrical upgrades to ensure continued operation of drainage equipment.	PS&E	$23,800,000
CMF North End Connection and Tail Track	The project would reconfigure the existing connection track at the north end of Central Maintenance Facility (CMF) to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF.	PS&E	$11,379,804
Link US Phase A: Track and Signal Modernization	Phase A of Link US includes two new run-through tracks on a new viaduct, which in future can accommodate up to a total of nine run-through tracks, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station to the mainline tracks on the west bank of the Los Angeles River near First Street. An early start to Phase A of Link US was the track, signal and communication modernization in the throat area north of Los Angeles Union Station, which included new signal houses and track replacement at CP Mission and CP Terminal.	"Full Phase A: PAED / PS&E Early Track and Signal Modernization: Complete"	$950,398,000 (total Phase A)
Commerce Station Relocation	Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodeled with extended tracks. Enables passenger and freight traffic separation	PAED	$30,000,000
Rosecrans/Marquardt 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.	CON	$156,400,000

Project Name	Project Description	Project Phase	Estimated Cost
Fullerton Interlocking Plan	The Project includes construction of new tracks, modifications to the southern platform at the Fullerton Station, and associated rail infrastructure and pedestrian improvements to enable the separation of freight and passenger trains through the existing Fullerton Station	PAED	$114,000,000
Lincoln Ave Bridge Retaining Wall	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	CON	$565,000,000
SR 57 NB Overhead Widening	TBD	PS&E	
I-5 Irvine Overhead Widening	TBD	PS&E	
Orange County Maintenance Facility - Phase 1	Phase 1 consists of developing facilities needed for train storage consisting of the Service and Inspection (S&I) Facility tracks, train wash track, storage tracks, set-out track(s), yard lead tracks, transportation building, and employee parking.	PAED	$167,000,000
Irvine Station Improvements - Phase 1	Phase 1 which includes signal respacing and a pedestrian underpass	PAED	
La Paz Rd OH Widening	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	CON	$565,000,000
El Toro Bridge Widening	The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	CON	$565,000,000
Crown Valley OH Widening	The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.	PAED	$922,000
Signal Respacing CP La Palma to CP Avery	Adding 3 new intermediate signal locations and reconfiguring existing locations	CON	$6,440,000
San Juan Creek Bridge replacement	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.	CON	$59,374,000
Serra Siding Extension - South	The Project includes a 1.05-mile southward extension of the existing siding track at Dana Point and includes a new railroad bridge crossing over Coast Highway, as well as track, drainage, structural, utility, and signals/communications improvements to facilitate Project implementation.	PAED	$44,000,000
Signal Respacing CP Avery to CP Songs	Remove 2 intermediate signals. Add 6 new intermediate signals.	Complete	$14,835,000
San Onofre to Pulgas Double Track Phase 2	Phase 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.	PAED	$35,918,478

Project Name	Project Description	Project Phase	Estimated Cost
San Dieguito Double Track and Platform - Phase 1 & 2	Provide a second main track from CP Valley (MP 242.2) to the north end of the proposed future San Dieguito River Bridge and Platform (MP 243.0). Replacement of the San Dieguito river bridge (built in 1916), a new special events platform, and additional double track, signal, and communications improvements to complete the new passing track for the LOSSAN corridor.	CON	$347,082,404
Del Mar Bluffs Stabilization - 5	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will 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.	CON	$99,630,950
Batiquitos Lagoon Double Track	Adds .6 miles of second main track from CP Ponto (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge 234.8	PS&E	$165,524,920
San Diego Convention Center Station	Design and construction of a new siding and station platform between 1st and 5th Avenue to serve the San Diego Convention Center, Petco Park, and the Gaslamp Quarter. Includes 0.8 mile stretch of BNSF track and three new control points.	PS&E	$38,200,000
Bridge 257.2 Replacement	This project replaces the aging trestle double track bridge 257.2 with new double track bridge at a higher elevation, requiring additional track replacement on both sides to transition track profile.	PS&E	$14,521,210
San Dieguito to Sorrento Valley Double Track (SDSVDT) - PE/ENV/ROW/Final Design	Preliminary Engineering, environmental clearance, right-of-way, final design and public outreach for the relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	PAED	$300,000,000
Signal Respacing and Optimization Improvements	Modernize existing signal/crossing equipment throughout San Diego Subdivision. Project has been divided into five phases as follows: Phase 1: EC4 Legacy Replacements Phase 2: Carlsbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	CON	$40,000,000

Table 5.3 Third-Party Capital Projects (Planned / Unfunded)

Project Name	Project Description	Host Railroad	Estimated Cost
Ventura County Seacliff Siding Upgrade and Extension	This project would add an estimated 5,650-foot extension and provide a total siding of 11,550 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit.	UPRR	$20,500,000
Oxnard Station Second Platform	Install a second platform at the Oxnard Station.	UPRR	$80,000,000
Oxnard to Camarillo Double Track	Double track on UP main line between Oxnard and Camarillo	UPRR	TBD
Moorpark to Simi Valley Double Track	The 3.7 miles between CP Madera and CP Colina will be double tracked. A new control point will be installed with universal crossovers east of Moorpark Station. Five new bridges will need to be built to cross the Arroyo Simi Channel waterway in the City of Moorpark	SCRRA	$200,000,000
Moorpark Area Maintenance Facility Buildout	A new maintenance facility in Moorpark, CA that would service vehicles with fueling, cleaning, and dump facilities. Overhead feed cables are required for storage tracks.	SCRRA	$153,505,000
CMF Modernization Phase 1	Priority set of improvements to modernize the operation of CMF	SCRRA	TBD
CMF Modernization Phase 2	Intermediate set of improvements to modernize the operation of CMF and prepare for alternative fueling	SCRRA	TBD
North CMF Connection and Tail Track	Connects CMF to the north to allow a through running operation and reduce deadhead movements on the track between LAUS and CMF	SCRRA	TBD
Burbank to Los Angeles Third Track	Dedication of one new track for freight	SCRRA	TBD
Sonora Avenue, Grandview Avenue and Flower Street Grade Separations Project	Existing and proposed tracks are partially raised and existing roadway crossings are partially lowered in Glendale to eliminate at-grade crossings for the future HSR projects.	SCRRA	$230,000,000
Arroyo Simi Bridges Rehabilitation	Rehabilitation of a series of four bridges in the vicinity of Moorpark	SCRRA	$13,000,000
Link US Phase B	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 Angles Union Station, new rail bridges over Cesar Chavez Ave and Vignes 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.	SCRRA	$2,597,000,000
Southside Turn Facility	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.	SCRRA	TBD
Fourth Track: I-5/I-710 to CP Soto	Construction of a fourth track from the west end of the I-5/I-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF	TBD
Upgraded Signal System	Construction of a new signal system with 1.25-mile spacing	BNSF	TBD
26th Street ROW Acquisition/West Bank Yard Relocation	Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing 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-	BNSF	$296,913,000

Project Name	Project Description	Host Railroad	Estimated Cost
	through tracks at Los Angeles Union Station, which are to be operational by 2026		
LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	$422,100,000
LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	$604,700,000
LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart through Commerce	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	$777,100,000
LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton	Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	$886,800,000
I-5/710 Flyover	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	$469,510,500
New Commerce Intermodal Facility	Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.	BNSF	$184,250,000
Norwalk Blvd/Los Nietos Road Grade Separations	Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	$280,000,000
Pioneer Blvd Grade Separation	New grade crossing that was part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	$160,000,000
Fourth Track: Buena Park to Fullerton	Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF	TBD
Norwalk & Fullerton rail over rail crossing/ rail under rail crossing	Construction of the over/under at Norwalk and Fullerton	BNSF	TBD
Commerce Station Relocation	Relocation of Commerce Station to facilitate freight movements and provide more frequent service to Commerce Station	BNSF	TBD
Track and Platform Reconfigurations at Norwalk, Buena Park (Orange County) and Fullerton (Orange County)	Reconfigures station track and platform faces to create a separate freight and passenger tracks along the Los Angeles to Fullerton segment of the San Bernardino Subdivision	BNSF	TBD
Orange/Olive Junction and Wye	New crossover and faster turnouts	SCRRA	$3,900,000
Orange - Olive Junction Improvements and Wye - Full Buildout	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.	SCRRA	$42,600,000

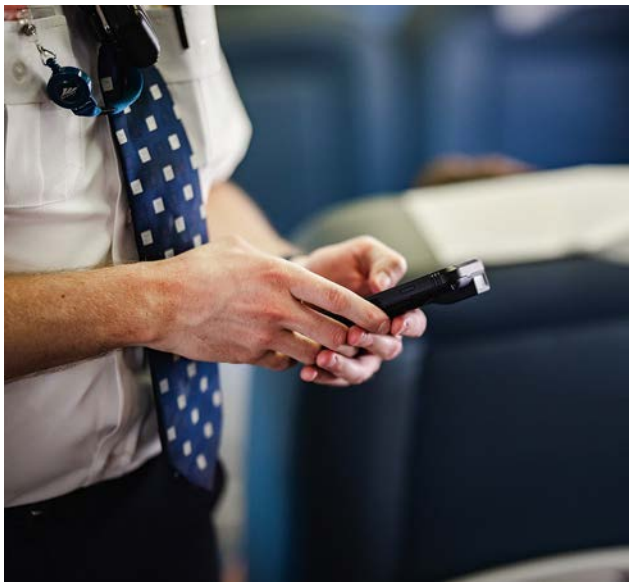
Project Name	Project Description	Host Railroad	Estimated Cost
	Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet quiet zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.		
Orange County Maintenance Facility - Full Buildout	New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	SCRRA	$153,200,000
Serra Siding Extension - North	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.	SCRRA	$36,918,000
Songs Siding Extension	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.	SCRRA	$76,200,000
San Onofre Bridges Replacements (Bridge 209.9)	Replacement of three timber trestle railway bridges at MP 209.9.	NCTD	$1,818,279
Stuart Mesa Maintenance Facility Capacity Enhancement	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	$52,751,000
Eastbrook to Shell Double Track (San Luis Rey River Bridge)	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).	NCTD	$134,178,479
Carlsbad Village Trench	Grade separation of the railroad tracks in Carlsbad Village Area. Includes Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad and a new bridge over Buena Vista Lagoon.	NCTD	$610,078,432
Encinitas Pedestrian Crossings	New pedestrian undercrossing within the City of Encinitas.	NCTD	$31,100,000
SDSVDT - Construction	Relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	$3,413,732,081
Sorrento to Miramar Phase 2	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	NCTD	$276,487,338
Miramar Tunnel	Relocation of the rail alignment to a double track tunnel alignment that bypasses Miramar Hill and replaces the Sorrento Valley Station with a new station.	NCTD	$5,000,000,000

Project Name	Project Description	Host Railroad	Estimated Cost
Rose Canyon Bridge Replacements	Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3 that were built in the 1940's.	NCTD	$14,790,000
Quiet Zones	To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, quiet zones would need to be established throughout the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chesterfield Drive).	NCTD	$16,600,000

Chapter 6: Fare Policy

Two classes of service are currently offered for travel on the Pacific Surfliner, consisting of Unreserved Coach Class and reserved Business Class. If traveling in unreserved coach class, passengers normally are not required to make an advanced reservation for a specific train and may choose to ride a different train up to one year after the date indicated on their ticket. Exceptions apply during designated peak travel periods for holidays and special events, when advanced reservations are required to travel in coach class as a means of managing capacity onboard trains.

Business Class requires an advanced reservation for a specific train and is offered at a 50 percent upgrade fee, with a minimum upgrade fee of $10. In addition to a guaranteed seat, passengers traveling in business class enjoy additional benefits such as additional legroom, refreshed seat upholstery and carpeting, complimentary snacks and beverages, and a dedicated business class attendant on most trains.



Pacific Surfliner fares are largely static year-round and do not vary by day of the week, with nominal increases only during select peak travel periods. Ticket types available on the Pacific Surfliner include one-way and round-trip options, as well as 10-trip and monthly pass options for unreserved coach.

Roundtrip tickets are priced at twice the one-way fare between a station pair. 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 round-trip tickets, with all station pairs priced at a consistent 40 percent off the equivalent total of single ride fares for the station pair. Monthly tickets are valid for unlimited travel for an entire month for the passenger named on the ticket.

The last fare adjustment the LOSSAN Agency implemented was a fare restructuring in March 2018, which is the only fare adjustment to take place since the ITA was executed in 2015. Currently, the LOSSAN Agency is developing the fare tables necessary for the implementation

of a demand pricing model to pilot, as described below. The history of fare adjustments for the Pacific Surfliner is provided 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
TBD	Demand Pricing Pilot Implementation

Demand Pricing Model

In July 2022, the LOSSAN Agency conducted a passenger survey to analyze travel patterns and identify factors influencing the day and time individuals traveled. The goal of the survey was to explore ways to increase utilization of off-peak and midweek Pacific Surfliner trains which were currently underutilized. The survey revealed that approximately 80 percent of respondents — primarily leisure travelers—had flexibility in their travel plans and would consider adjusting the day and/or time of travel to take advantage of lower ticket fares.

Concurrent with our internal effort, Amtrak National was beginning an effort to implement a demand pricing model aimed at aligning fare structures with travel demand. Discussions with Amtrak on the potential for adjusting the Pacific Surfliner fare policy began in May 2023. A preliminary 15-tier demand pricing model was developed, offering potential fare adjustments ranging from a 10 percent increase during the most heavily utilized peak travel periods to a 40 percent decrease during midday and midweek. Projections indicated the potential for up to a 12 percent increase in ridership and nearly 20 percent growth in revenue. In November 2023, the LOSSAN Agency Board approved the implementation of a demand pricing model for a 12-month pilot to determine its effectiveness.

While significant progress had been made in developing this initiative, its implementation was temporarily postponed due to unforeseen changes in staffing and the need for further coordination with Amtrak. The program remains an active priority for the LOSSAN Agency, and efforts to advance the work have been resumed to ensure a successful launch in the near future.

The implementation of the demand pricing pilot will have operational impacts on the Pacific Surfliner. Currently, unreserved coach fares, although purchased for a specific train, can be used on any train traveling between the same station pairs. However, under a demand pricing model, tickets would be train and schedule specific as departure time is a factor in fare determination. If a passenger purchases a ticket for a lower fare train and attempts to take a higher fare train, they would be responsible for paying the delta. This same limitation would apply to both multi-ride and monthly passes.

California Everyday Discounts Program

The Pacific Surfliner, along with the Capitol Corridor and San Joaquins, offers the California Everyday Discounts Program in addition to discounted multi-ride tickets. Under the program, seniors aged 62 and older, passengers with disabilities, active U.S. military personnel, U.S. military veterans, and students aged 13 to 25 are eligible to receive a 15 percent discount off fares. The 15 percent discount provides greater savings compared to Amtrak's national 10 percent discount for each of the passenger types. Additionally, the LOSSAN Agency expanded the Pacific Surfliner eligible age range for the student discount of 15 percent, making 13 to 25 year students eligible compared to Amtrak's national age range between 17 and 24. The LOSSAN Agency is actively exploring opportunities to collaborate with universities and colleges along the corridor to enhance the student discount program. These efforts aim to better understand student transportation needs and identify potential strategies that could further improve accessibility and ridership for students.

Discounts for Children and Infants

The Pacific Surfliner offers Amtrak's national discount of 50 percent off the fare of children ages 2 to 12 who are accompanied by a fare-paying adult aged 18 and older. In addition, the Pacific Surfliner also offers Amtrak's national "Infants Ride Free" program, where infants under the age of two, not occupying a seat, may ride free with a fare-paying adult aged 18 and older.

Other Promotional 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. For one-time events or other

promotional needs, the LOSSAN Agency has the ability to request Amtrak to create special promotional codes which customers can redeem during the checkout process for discounted fares.

Groups of at least 15 passengers traveling together on the Pacific Surfliner can be eligible for a discount of 20 percent off regular fares. The group discount program is offered on select trains based on projected seat inventory and season of travel. For school and youth groups, the Kids 'n' Trains Program provides reduced fares for travel on select mid-week trains between October and June.

An additional option offered by Amtrak is the California Rail Pass, which offers travel for up to seven days over a period of 21 consecutive days on all three state-supported intercity routes in California, as well as on the Coast Starlight within California. Travel on most connecting Thruway bus services associated with these rail services is also eligible with the California Rail Pass. The pass is offered at flat rates for both adults and children, requires an advanced reservation before use on a train, and entitles the passholder to travel in regular coach. Passengers have the ability to upgrade to business class or sleeping accommodations by paying the applicable accommodation fees.

Rail 2 Rail Programs

The Rail 2 Rail programs are joint efforts between the Pacific Surfliner and Southern California commuter rail operators Metrolink and NCTD to expand the departure options for traveling by train along the LOSSAN Rail Corridor. Rail 2 Rail programs allow for designated Metrolink and NCTD passholders to travel on Pacific Surfliner trains, within the station pairs of their pass, at no additional charge. Similarly, Pacific Surfliner monthly passholders may also ride Metrolink or COASTER trains, within the station pairs of their pass, at no additional charge. Rail 2 Rail programs are subject to blackout dates to manage capacity during peak travel periods due to holidays and special events. Additional details of the Rail 2 Rail Program with each commuter rail operator are as follows:

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 "code share" or shared use 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.

Under the Rail 2 Rail agreement with Metrolink, four trains (trains 761, 770, 777, 784) are designated as codeshare between Los Angeles Union Station and Ventura Station (in the Amtrak system, also known as "Ventura-Downtown/Beach Station" in the Metrolink system). For these trains and between the designated station pairs, all Metrolink fare media is honored and Metrolink is billed a reimbursement rate of $10.00 per passenger 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 Regional day or monthly 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.

Expanded Codeshare Pilot Program

Throughout 2023, the LOSSAN Agency worked with Metrolink to develop and implement an expanded codeshare pilot program on the north end of the LOSSAN rail corridor. The initial pilot period ran from November 1, 2023, through June 30, 2024, during which ***all*** Pacific Surfliner trains between Los Angeles Union Station and Ventura Station honored all Metrolink fare media.

The agreement was amended through mutual agreement between the two agencies to extend the pilot through June 30, 2025. If the program is not made permanent, then upon conclusion of the pilot period, only Metrolink monthly passes will be honored on the four Pacific Surfliner trains originally identified in the initial codeshare program.

Future of Rail 2 Rail

As the LOSSAN Agency continues working with Metrolink and NCTD to plan for the future of the Rail 2 Rail programs, opportunities for integration between the different fare systems used by each operator remain a key area of focus. With the potential implementation of a reserved seating system under the demand pricing pilot, it will be essential to evaluate how Rail 2 Rail passengers can continue to access Pacific Surfliner services while accommodating the operational changes required by the new demand pricing structure.

The LOSSAN Agency recognizes the importance of maintaining the benefits of the Rail 2 Rail programs while ensuring that the updated systems equitably address revenue impacts and operational capacity. To this end, we will work collaboratively with Metrolink and NCTD to explore solutions, such as revising fare subsidy structures, enhancing technological integration, and

assessing whether modifications to program parameters are necessary to align with the reserved seating model.

Over the course of the next fiscal year, the LOSSAN Agency will prioritize discussions with Metrolink and NCTD to identify mutually beneficial approaches that maintain passenger connectivity while addressing the evolving needs of all participating operators.

Opportunities for Enhanced Mobile Ticketing Solutions

Per the operating and maintenance agreement for the Pacific Surfliner, Amtrak is responsible for all ticket sales and fare collection activities. This includes providing mobile ticketing through the Pacific Surfliner through the Amtrak mobile application, which serves passengers across its national system. As Amtrak has exclusive rights over its mobile application, the LOSSAN Agency does not have the ability to control available features or customize the user experience for Pacific Surfliner passengers. This limitation means passengers seeking route-specific information, such as multimodal connections, destination details, or promotions outside of Amtrak's national discount programs, must rely on additional sources beyond the Amtrak mobile application. Additionally, the LOSSAN Agency receives only limited passenger demographic and travel behavior data from Amtrak, making it challenging to create targeted marketing initiatives to increase ridership.

To explore potential enhancements, the LOSSAN Agency developed a draft scope of work and issued a Request for Information in FY 2022-23 for a front-end mobile ticketing platform tailored specifically for the Pacific Surfliner. However, the state budget situation at the time led to this effort being put on hold, as it would require a significant investment of capital funds. The LOSSAN Agency will continue to work with the State to identify future funding opportunities to revisit this concept when resources become available.

The LOSSAN Agency has also engaged in discussions with Metrolink and NCTD regarding a regional rail mobile ticketing application that could integrate ticketing and travel information for all three rail operators. While NCTD has determined that immediate participation is not feasible due to its recent rollout of a new fare media, the LOSSAN Agency is continuing discussions with Metrolink to assess the viability of a combined application in the future.

Additional Fare Enhancement Opportunities

In FY 2024-25, as the LOSSAN Agency works with Amtrak to restore service and rebuild ridership, appropriate opportunities will be explored that increase fare revenue, while encouraging new riders and retaining existing ones. These include:

- Develop targeted marketing campaigns to attract new riders by highlighting affordable fare options, convenience, and unique travel experiences on the Pacific Surfliner.
- Develop a plan to expand discount programs for students of all ages and staff, as well as explore partnerships with universities to offer additional discounts or subsidies.
- Continue partnerships with organizations and attractions such as the San Diego Padres, Del Mar Racetrack, Anaheim Ducks, Disneyland, and the San Diego Zoo, promoting the Pacific Surfliner as a convenient travel option for sporting events, concerts, and other popular destinations.
- Enhance existing customer loyalty and referral programs, including the Amtrak Guest Rewards program, while developing a potential standalone rewards program specifically for the Pacific Surfliner and its passengers.

Chapter 7: Network Integration, Coordination and High-Speed Rail

An integrated passenger rail network is a cornerstone initiative in the 2024 California State Rail Plan. The goal is to develop and implement a statewide system that maximizes the potential of intercity passenger rail as a competitive, cost-effective transportation option. The Pacific Surfliner service, spanning 351 miles along the LOSSAN rail corridor, presents numerous opportunities for better integration with existing, planned, and proposed transit and rail networks.

Statewide and Regional Coordination

The LOSSAN Agency collaborates with CalSTA, Caltrans, and other transit and rail operators to improve connections along the LOSSAN rail corridor. This includes working to create an integrated passenger rail and transit network with coordinated schedules, using the methodologies laid out in the 2024 State Rail Plan, and which will provide additional travel options throughout the state, allowing passengers to seamlessly transfer from service to service to reach their desired destinations.

As part of these efforts, the LOSSAN Agency leads the Southern California Collaboration Team, working with NCTD, Metrolink, BNSF, SJJPA, Amtrak and UPRR to identify and address connectivity, on-time performance and operating challenges. This collaborative group has focused on improving rail service through coordinated analysis and optimization of the root causes of delay.

The LOSSAN corridor optimization study has identified a number of integrated operating strategies that can help define optimized service concepts for existing and planned services that provide repeatable service slots each hour providing “anywhere to anywhere” connectivity between rail and transit providers throughout southern California. The operating strategies identified as part of the study were also incorporated into Metrolink’s network wide optimization efforts, which went into effect on their service in October 2024.

A significant milestone was reached in October 2021 when a pulsed or clockface schedule was implemented for Pacific Surfliner and COASTER services. Pulsed schedules provide repeatable service each hour, making the train schedules more intuitive, predictable and convenient to the passengers. This marked the first step in implementing optimization study recommendations. The LOSSAN Agency will continue to work with our partners at LA Metro, Metrolink, NCTD and SDMTS to enhance schedule alignment, maximizing connectivity and service opportunities.

Transit Connections

The LOSSAN Agency actively collaborates with regional transit operators along the rail corridor to enhance connectivity and improve passenger experiences. Through the Pacific Surfliner Transit Transfer Program, passengers can seamlessly transfer to 11 local public transit services along the corridor. This program represents one of several initiatives aimed at addressing first- and last-mile connections, ensuring that travelers can easily reach their final destinations from Pacific Surfliner stations.

In 2022, the LOSSAN Agency explored partnerships with rideshare services to enhance connectivity at stations with limited transit options, particularly during off-peak hours. While promising, this initiative was paused due to challenges ensuring adequate accessibility for riders with disabilities, as required by ADA regulations. Advances in the rideshare industry, including improved availability of wheelchair-accessible vehicles, suggest the feasibility of revisiting this effort in the future. The LOSSAN Agency continues to monitor developments in the marketplace and evaluate options for addressing first- and last-mile gaps along the corridor.

The LOSSAN Agency also provides a Thruway bus service through Amtrak, which is a vital element of statewide integration efforts. Coordinated with the San Joaquins (SJJPA) and Capitol Corridor (CCJPA) intercity rail services, this service enhances connectivity across the statewide rail network. The passage of Senate Bill 742 in 2019 introduced greater flexibility in planning and scheduling Thruway bus routes by allowing them to operate independently of a rail component. In FY2023-24, the LOSSAN Agency Board directed staff to evaluate the feasibility of modifying the Palm Springs and Coachella Valley Thruway bus route to remove the rail component, potentially broadening its reach and utility. The LOSSAN Agency continues to collaborate with Amtrak, CCJPA, SJJPA, and Caltrans to optimize Thruway bus operations and explore further opportunities for improving connectivity and efficiency as part of ongoing service restoration efforts. Additionally, Pacific Surfliner trains provide timed connections in Los Angeles and Fullerton to three Amtrak long-distance routes serving destinations such as Chicago, New Orleans, Portland, and Seattle.

Integrated Fare Structure and Ticketing

There are several efforts being evaluated or undertaken by the State to introduce a more integrated and seamless ticketing system for passenger rail and connecting transit services. The California Integrated Travel Project (Cal-ITP) is one such effort. This initiative, supported by CalSTA and Caltrans through the TIRCP grant, aims to simplify and reduce the cost of travel for

all users by implementing technology solutions that create a unified experience across the California transit network.

In addition to the ongoing state efforts, the LOSSAN Agency is continuing to pursue a number of efforts to increase the integration of the various LOSSAN service providers. The LOSSAN Agency manages the Rail 2 Rail programs with both Metrolink and NCTD. Initially, the Rail 2 Rail Program leveraged available capacity on the Pacific Surfliner trains for the mutual benefit of Metrolink, NCTD and Pacific Surfliner passengers. However, as ridership has grown on the Pacific Surfliner, this program's focus has shifted to providing more flexibility and additional travel options for passengers traveling along the corridor. Details of the Rail 2 Rail program are briefly noted here, as they are discussed more comprehensively in Chapter 6.

LOSSAN Agency staff, with the assistance of the State, have collaborated with partners including Metrolink, Amtrak, NCTD, as well as Metro and MTS, to develop solutions that simplify integration for passengers between services. In October 2023, an expanded codeshare pilot program was initiated, opening up all Pacific Surfliner trains operating north of Los Angeles to the codeshare program. Codeshare refers to a cross-honoring program that allows passengers with valid Metrolink or Pacific Surfliner tickets to travel on either service within the limits of their ticket. This pilot program represents a major step in fare integration efforts, which falls under the Rail 2 Rail program. Expansion of codeshare south of Los Angeles is under consideration, with initial focus on “off peak” trains that typically have available capacity. A number of elements still remain to be addressed for any codeshare expansion south, such as the rate of reimbursement and the party(ies) responsible for subsidizing the fare. Some discussions have also centered around developing a possible regional fare media that could be valid across multiple services. Discussions will continue with the goal of incorporating any additional adjustments into the schedule in FY 2024-25.

LOSSAN Agency staff will also continue to coordinate with partners and member agencies to achieve the goal of expanded passenger rail services on the north end of the LOSSAN corridor, including the restoration of an early morning intercity train to provide more travel options for passengers through Ventura, Santa Barbara and San Luis Obispo counties.

Integrated and Coordinated Signage and Customer Communications

The LOSSAN Agency has initiated efforts to better coordinate public communications regarding train status and wayfinding signage at stations. Staff have been collaborating with Amtrak and Metrolink on integrating real time Pacific Surfliner train status into the Metrolink Passenger Information Display System (PIDS). Updated information on the real time status of Pacific Surfliner trains went active at all stations along the Metrolink system in December 2024. In 2025, the LOSSAN Agency plans to extend these updates to stations within NCTD’s service area.

LOSSAN Agency staff have also started developing station signage plans and are working with other station users to provide better passenger communication and directions at stations. These plans will create consistent signage templates for the corridor, which can be shared at Metrolink and COASTER stations, integrating seamlessly into each service’s existing signage system. The first phase of these plans is expected to be completed in 2025.

Regional and Sub-Regional Transit and Rail Integration Studies

Beyond the corridor-wide and statewide efforts and strategies noted above, several LOSSAN member agencies have studied more localized passenger rail service alternatives along the LOSSAN rail corridor. The findings from these studies will complement the Optimization study and serve as a foundation for future network integration. These local efforts include:

- Metrolink Schedule Integration Plan
- Freight Pathing Study between Atwood-San Diego and Passenger Service extensions south of San Diego
- San Bernardino Pathing Study
- Coast Rail Corridor Service Implementation Plan
- Coast Rail Corridor ID Program and Service Development Plan
- Transportation Agency of Monterey County (TAMC) Rail Network Integration Study
- San Diego LOSSAN Rail Realignment Project
- Coachella Valley Rail Corridor Service Development Plan and Corridor ID Program

Extension to San Ysidro

In 2024, the LOSSAN Corridor was accepted into the FRA Corridor ID Program. As part of this acceptance, the FRA acknowledged the proposed extension of the LOSSAN Corridor to San Ysidro, which was included in the program application submitted to the FRA by Caltrans. This acceptance enables funding for Caltrans and the LOSSAN Agency to collaborate with the corridor stakeholders to develop a Service Development Plan (SDP) that includes extending the Pacific Surfliner to the United States / Mexican border. The extension to San Ysidro is expected to enhance intercity connectivity for international travelers, offering additional travel options throughout Southern California and the country. LOSSAN Agency staff are actively working with Caltrans to prepare the SDP, which will outline the details of the service extension to San Ysidro. Completion of the SDP is anticipated by FY 2026-27.

Link Union Station

The Link Union Station (Link US) project, managed by Metro, is set to transform LA Union Station from a “stub-end” station into a “run-through” station by extending tracks south over the US 101 freeway. This change will result in reduced travel times, including 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 enhanced retail, food and passenger waiting areas. Metro is working closely with the station stakeholders, including CHSRA, Caltrans, Metrolink, LOSSAN and Amtrak as this project moves forward.

SCORE Program

The Southern California Optimized Rail Expansion (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. This program aims to address both the current and future needs of the traveling public. The SCORE program goes beyond simply adding infrastructure, such as tracks, grade separations and upgraded signal systems, across the Metrolink system. Its vision is to create the infrastructure necessary to operate more trains with greater frequency and reliability, making rail travel easier and more convenient. The LOSSAN Agency is an important partner in this program, collaborating with Metrolink, BNSF, Caltrans, UPRR, CHSRA, and CalSTA. Together, they are developing a phased implementation strategy that integrates regional passenger rail services, aligns with the operating strategies outlined in the LOSSAN optimization study, and prepares for the eventual introduction of high-speed rail as part of the regional rail network.

High-Speed Rail Connection

The High-Speed Rail (HSR) system is designed 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. Consequently, the LOSSAN rail corridor will play a critical role in supporting and complementing the HSR system, regardless of its final configuration. Integration between the LOSSAN rail corridor and HSR system will provide mutual benefits, enhancing the efficiency and reach of both services.

Figure 7.1: California High-Speed Rail Statewide System

Source: CHSRA, 2019

The California High-Speed Rail Authority's (CHSRA) most recent Business Plan 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. As originally planned, Phase 2 of the CHSRA project will extend HSR from Los Angeles to San Diego via an inland route. This extension would reposition the Pacific Surfliner as primarily a regional service and a feeder route to the HSR system, particularly for coastal communities in Orange and San Diego counties.

Chapter 8: Passenger Amenities

The LOSSAN Agency works with Amtrak to implement initiatives designed to improve the overall passenger experience. This chapter focuses specifically on enhancements to passenger services and amenities that have been prioritized by the LOSSAN Agency for the Pacific Surfliner service in FY 2025-26 and FY 2026-27.

Onboard Amenities

Bicycle Storage: Each Pacific Surfliner train has storage space for seven bicycles in the cab car. Passengers can reserve a spot for their bicycle free of charge when they book a train ticket. The LOSSAN Agency is leading efforts to expand onboard bicycle storage by creating space for three additional bicycles. LOSSAN recently expanded bike storage to accommodate larger bicycles, such as tandem bikes, which have not been previously allowed onboard.

Business Class: Business Class is a popular amenity on the Pacific Surfliner. The reserved service provides a guaranteed seat for passengers, onboard assistance from a dedicated attendant, and bonus Amtrak Guest Rewards points. The Business Class cars have been recently refreshed to improve the passenger experience for those who choose to upgrade to this service. The refresh included leather reupholstery for the seats, new carpeting and curtains.

Self-serve coffee, tea, and pastries are offered in the morning, and in-seat snack and beverage service are provided in the afternoon. Passengers also receive priority boarding at the Santa Fe Depot in San Diego. Future Business Class enhancements include updated food and beverage offerings with a broadened selection and at-seat ordering.

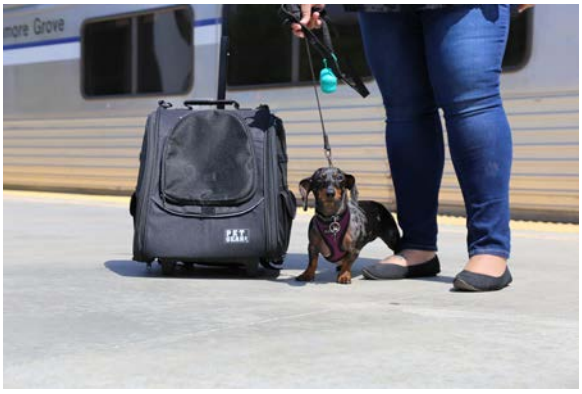
Checked Baggage: Pacific Surfliner trains do not currently offer checked baggage service at stations. Checked baggage was suspended at the height of the COVID-19 pandemic due to Amtrak ticket window closures and reduced travel demand and has continued due to cost and staffing constraints. LOSSAN Agency staff continues to work with Amtrak in developing a sustainable staffing plan to allow for the reopening of some stations and the restoration of cost-efficient checked baggage services at these stations. As part of this effort, staff will explore technological solutions with Amtrak as well as cost recovery solutions for checked baggage service.

Comfortable Seating: All Pacific Surfliner trains offer reclining seats in both Business Class and Unreserved Coach. The LOSSAN Agency continues to work closely with Amtrak to upgrade the seat cushions in a majority of Unreserved Coach cars as well, utilizing repurposed equipment from Amtrak's Acela service. Most seats have a leg rest and drop-down tray table, as well as overhead lights and access to power outlets. Power outlets are available at each seat to allow for the charging of mobile devices or other electronics. Group seating is available for parties of three or four.

Market Café: Packaged snacks, light meals, soft drinks, and alcoholic beverages are available for sale in the onboard Market Café. The LOSSAN Agency, in partnership with Amtrak, introduces new food items and local craft beers through regular menu updates. The seasonal menu updates have led to a net increase in food and beverage revenue, as well as overall customer satisfaction. Prior data collected on food and drink preferences indicate a strong preference for menu items to accommodate a range of dietary restrictions, as well as items that are locally sourced and organic.

Throughout FY 2025-2026, the LOSSAN Agency will continue to update and expand the Market Café menu in response to the needs and wants of our passengers, as well as explore sustainable packaging for fresh food products. The LOSSAN Agency is developing a process for selecting new offerings in the Market Café, which will be implemented in FY2025-2026.

Pet Reservations: Passengers may include a paid reservation for their small dog or cat when booking a ticket. There is a limit of five pet reservations per train (coach seating only), not counting service animals. In addition, pets must be in a carrier and weigh less than 20 pounds. The program continues to be well utilized. A number of positive comments have been received from customers, many indicating that the ability to bring a pet with them has increased their mobility as they are transit dependent.



Restrooms: Pacific Surfliner train cars have restrooms that feature electric hand dryers, soap dispensers, handrails, flushing toilets, running water, and infant diaper changing tables. There is a large, handicap-accessible restroom on the lower level as well as smaller restrooms on the upper level.

Sanitizer and Wipes: At the height of the pandemic, the LOSSAN Agency worked with Amtrak to install sanitizing stations onboard all Pacific Surfliner trains. At key locations throughout the train, passengers have access to a variety of protective products including alcohol-based hand sanitizer and antibacterial surface wipes. Packaged cleansing towelettes, which were available previously, are also stocked in the café car. These items will continue to be available onboard.

Wi-Fi: All Pacific Surfliner trains offer complimentary Wi-Fi service, which is a popular passenger amenity. The LOSSAN Agency worked with Amtrak and Caltrans to install new hardware on Pacific Surfliner trains that made the onboard Wi-Fi faster, more reliable, and capable of handling higher-bandwidth activities. Additional options are being explored to further improve the quality of onboard Wi-Fi service, such as offering paid upgraded Wi-Fi service that would allow for streaming of entertainment.

Service Amenities

Accessibility: Pacific Surfliner trains are accessible to passengers with disabilities. The lower level of each train car is reserved for passengers with disabilities, as this level has space for wheelchairs and a wheelchair-accessible restroom. Passengers can specify during the booking process if they will need assistance in boarding or detraining. Service animals that are trained to perform a specific task for the benefit of a person with a disability are permitted in all areas where passengers are allowed.

Customer Communication: The LOSSAN Agency continues to have an active presence on social media and has seen a consistent growth in followers on all Pacific Surfliner social media pages. Through these channels, LOSSAN Agency staff highlights service adjustment details, travel tips, safety updates, and inspiration for travel using the Pacific Surfliner. Through an ongoing collaboration between the LOSSAN Agency and Amtrak, real-time service alerts are shared on the @PacSurfliners X (formerly Twitter) channel to inform customers of delays, cancellations, and other issues that may affect their trip. This complements other channels used by Amtrak to provide train status information, including announcements at staffed stations, Passenger Information Display System signs on station platforms, and online through the “train status” feature on Amtrak.com and the Amtrak mobile app. The LOSSAN Agency will continue to collaborate with Amtrak to enhance the availability of information to passengers through push notifications, emails, and other channels. The LOSSAN Agency will also explore options to use passenger data retained by Amtrak to send follow-up correspondence to passengers after major delays that explains the cause of the delay and acknowledges the inconvenience they experienced.

Flexible Fares: To give passengers more options in managing their travel plans, Pacific Surfliner fares fall under the "Flexible Fares" category in the Amtrak booking system. As "Flexible Fares", Pacific Surfliner tickets can be cancelled with a full refund to original form of payment with no fees if canceled before departure. There are also no change fees. Under the previous "Value Fares" category, there was a 25 percent fee charged if a trip was cancelled more than one hour after purchase. Amtrak has been waiving cancellation fees on a temporary basis since the ongoing pandemic, but this change will ensure that the flexibility will remain into the future. These options will remain even with the implementation of the Demand Pricing Model pilot.

Joint Promotions: The LOSSAN Agency continues to foster relationships with partners across Southern California to provide additional incentives to ride the Pacific Surfliner. Special ticket offers are available to Pacific Surfliner riders at attractions such as the Disneyland Resort and the San Diego Zoo. There are also regional discounts in Santa Barbara and San Luis Obispo Counties for visitors who arrive by train. The LOSSAN Agency continues to look for opportunities to grow existing partnerships and identify new ones with relevant destinations and organizations along the rail corridor.

Loyalty Program: Amtrak currently offers the Amtrak Guest Rewards (AGR) program that provides a mechanism for customers to earn points on travel that can be redeemed for reward train travel, hotels, car rentals, gift cards, and more. Over the course of 2023, the LOSSAN Agency has been working with Amtrak to improve the passenger experience as it relates to the AGR program. Positive results have come from these efforts. The points necessary to redeem for travel rewards have been lowered significantly, and the LOSSAN Agency is working with Amtrak to simplify the reward redemption process. In addition, the LOSSAN Agency intends to continue to explore the feasibility and practicality of implementing a directly managed customer loyalty program that complements the AGR program. Enhanced incentives would encourage first-time passengers to continue riding the Pacific Surfliner and promote the train as a viable transportation option to key destinations throughout Southern California. A directly managed program would also improve the quality of data collected by the LOSSAN Agency related to passenger demographics and travel behavior.

Rail 2 Rail Program: The LOSSAN Agency will continue to work with Amtrak, Metrolink, and NCTD to offer a Rail 2 Rail program benefit to customers that provides an equitable reimbursement rate to the Pacific Surfliner for carrying Metrolink and COASTER pass holders on state-funded intercity trains. The program provides more departure options for customers traveling along the rail corridor. The shared use or "codeshare" arrangement under Rail 2 Rail allows all Metrolink ticketholders, regardless of ticket type, to utilize four specific Pacific Surfliner trains traveling between Los Angeles and Ventura. In October 2023, the codeshare arrangement with Metrolink was modified for a pilot program that now includes all trains between those stations. The pilot will extend through June 2025 and can be extended by mutual agreement.

This provides more opportunities for ridership north of Los Angeles and increases options for travelers in Los Angeles and Ventura Counties.

Special Event Service: The LOSSAN Agency will work with Amtrak to expand Pacific Surfliner service to special events that draw large crowds including the Del Mar Racing Season, San Diego Comic-Con, and major sporting events and festivals. To accommodate anticipated demand, the LOSSAN Agency will also ensure that appropriate resources (rolling stock, staffing, etc.) are available.

Transit Transfer Program: The Pacific Surfliner Transit Transfer Program was implemented in 2016 as a result of a successful Transit and Intercity Rail Capital Program (TIRCP) grant and offers seamless connectivity to local public transit services along the LOSSAN rail corridor. Originally intended as a one-year pilot program, this program was extended using remaining TIRCP funds. Although the grant funds have now expired, the LOSSAN Agency has continued the program using annual operating funds. The LOSSAN Agency is working with local transit providers to refine and possibly expand the program as well as increase marketing efforts.

Station Amenities

Station Host Program: The LOSSAN Agency will investigate the feasibility of launching a pilot program to provide station ambassadors at select Pacific Surfliner stations, including best practices from other state-supported Amtrak routes with similar programs. The station host program would assign trained volunteers to provide service-related information at select Pacific Surfliner stations.

Station Improvements: Using previous studies and input from member agencies and station owners, the LOSSAN Agency prepared a Capital Improvements Program (CIP) that includes several station-related improvements that are candidates for minor capital program funds, as well as state and federal safety and security funds, State Rail Assistance (SRA) Program funds, and future Transit and Intercity Rail Capital Program (TIRCP) funds. The CIP (as detailed in Chapter 5) prioritizes funding for station and platform improvements, including enhanced wayfinding signage at Pacific Surfliner stations and safety upgrades.

Chapter 9: Equipment

The cars primarily used on the Pacific Surfliner were purchased by Amtrak and have been in service since 2000. Additional cars were purchased by the State of California in 2002 to supplement the Amtrak owned fleet by adding seating capacity and additional Pacific Surfliner service. To further support service growth and demand, several Superliner cars from Amtrak's long-distance fleet have also been leased over the years, and, in 2024, several Caltrans owned single-level Comet 1B cars were transferred to Los Angeles from Oakland to supplement the existing bi-level fleet.

A typical train set consists of one locomotive and six passenger cars, including one business class car, one Superliner car for additional business class or coach seating, one Café car with coach seating, two coach cars, and one cab/baggage car with additional coach seating. This typical train set provides approximately 487 passenger seats. Additional passenger cars are added when available to accommodate anticipated increases in demand associated with holidays and special events. The current Pacific Surfliner service level, which includes 20 daily trips, requires eight complete train sets.

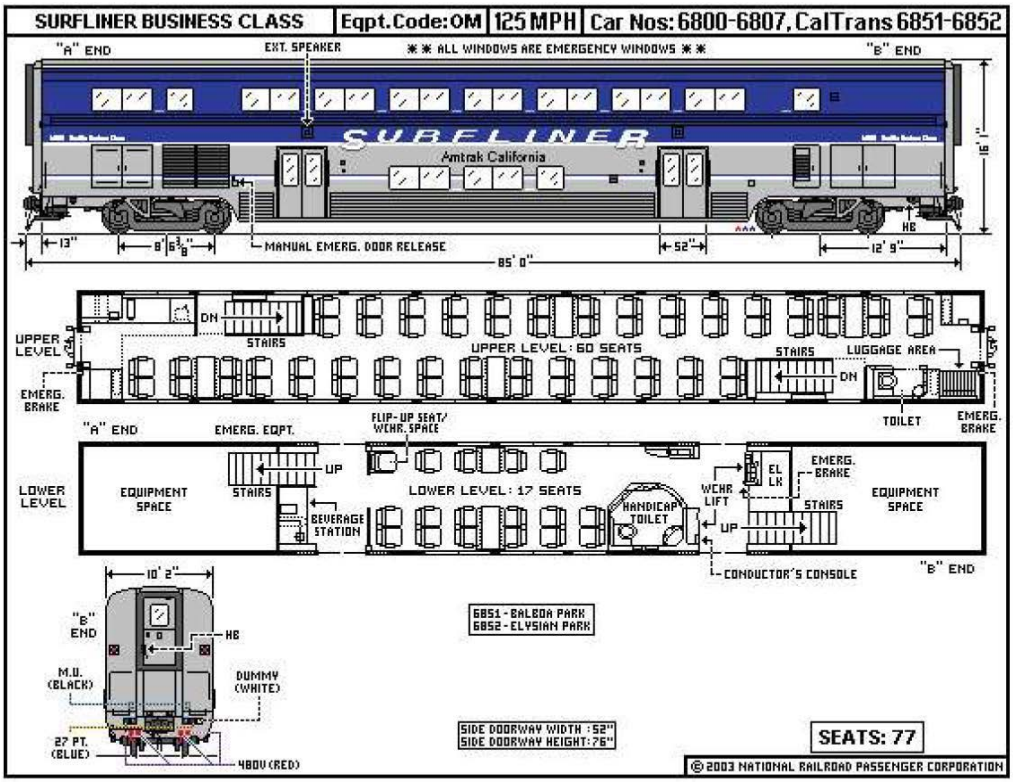
A description cars that are used most often in Pacific Surfliner service are provided in Table 9.1. Schematic layouts of the types of bilevel cars are provided in the following Exhibits.

Table 9.1: Pacific Surfliner Fleet Description

Type	Car Description	Seating Capacity[1]
Surfliner Business Class	Reserved seating on upper and lower levels with dedicated attendant; complimentary at-seat snack and beverage service	74
Superliner Flex Business Class or Coach	Upper level used for business class or coach seating. Additional seating on the lower level that can also be used for business class or coach ADA	74 to 96
Superliner Sightseer Café	Lounge and booth seating on upper level and Café area with food and beverage service on lower level	70
Surfliner Café	Unreserved coach seating on upper level; booth seating and Café area with food and beverage service on lower level	83
Surfliner Coach	Unreserved seating on upper level with limited seating for seniors/disabled on lower level	90
Surfliner Cab/Baggage	Unreserved seating on upper level and cab area for engineer to operate train; limited senior/disabled seating, bike rack accommodating seven bikes, and secured area for storage of checked baggage on lower level	76
Comet 1B Coach	Unreserved seating with limited seating for seniors/disabled	64

[1] Some Superliner cars used as either the second business class car or coach have 96 seats.

Exhibit 9.1: Pacific Surfliner Business Class Car



Note: Business class cars have been reconfigured to add a lower level luggage rack and improved lower-level seating, resulting in a net reduction of five seats, for a total of 72.

Exhibit 9.2: Pacific Surfliner Café Car

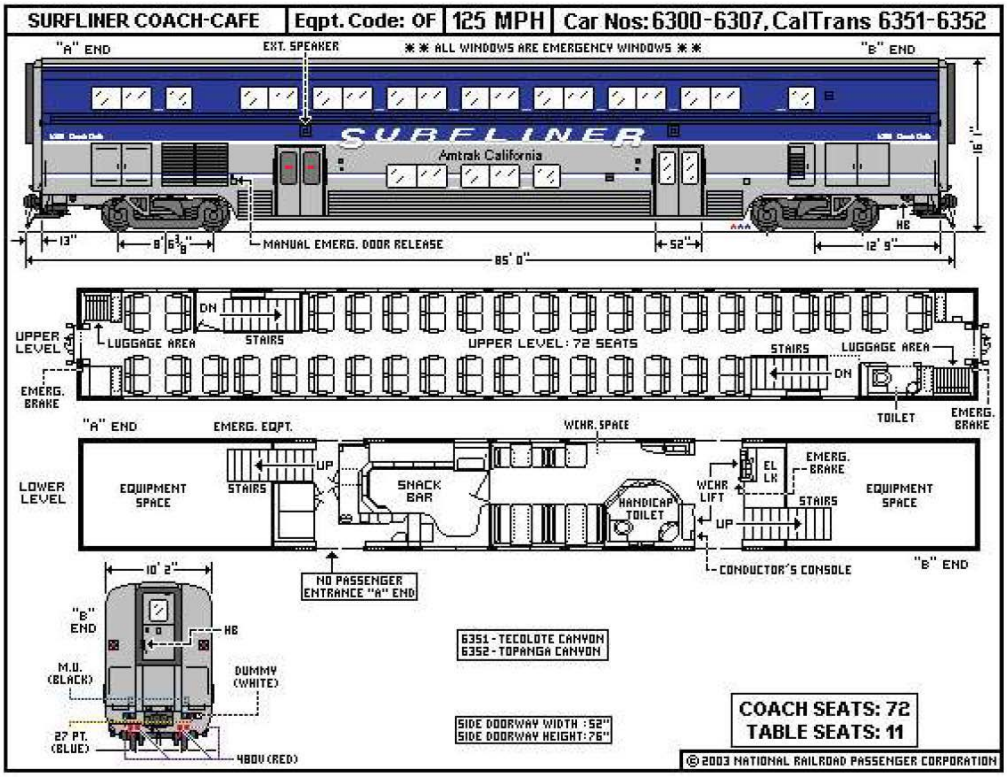


Exhibit 9.3: Pacific Surfliner Coach Car

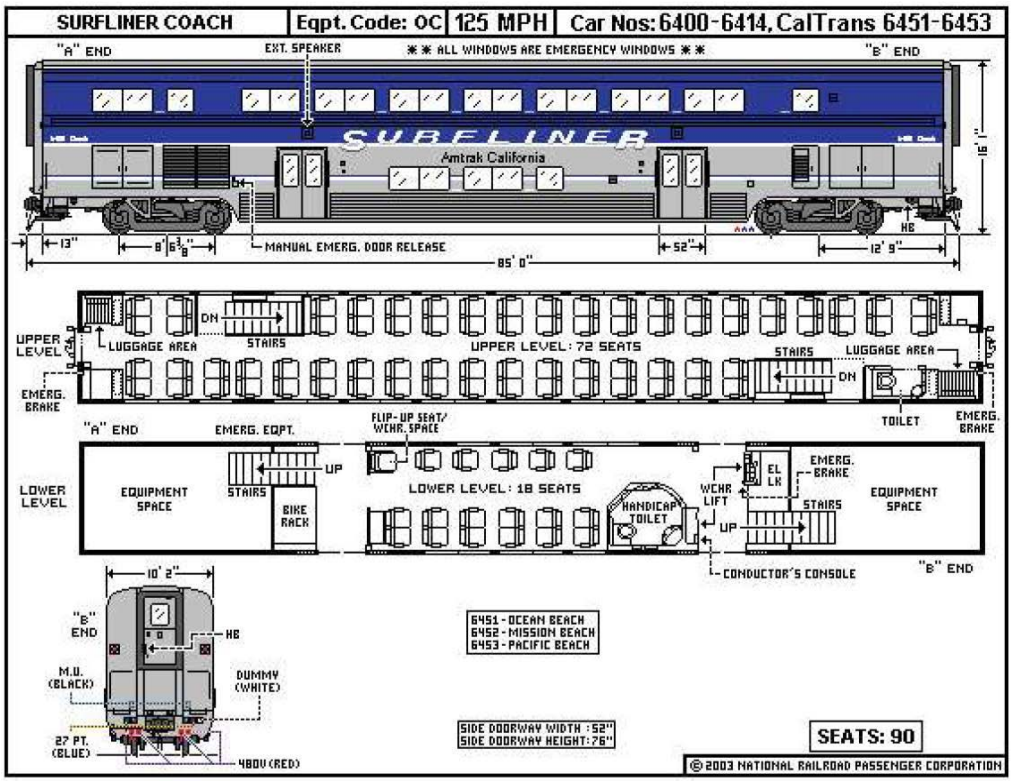


Exhibit 9.4: Pacific Surfliner Cab/Baggage Car

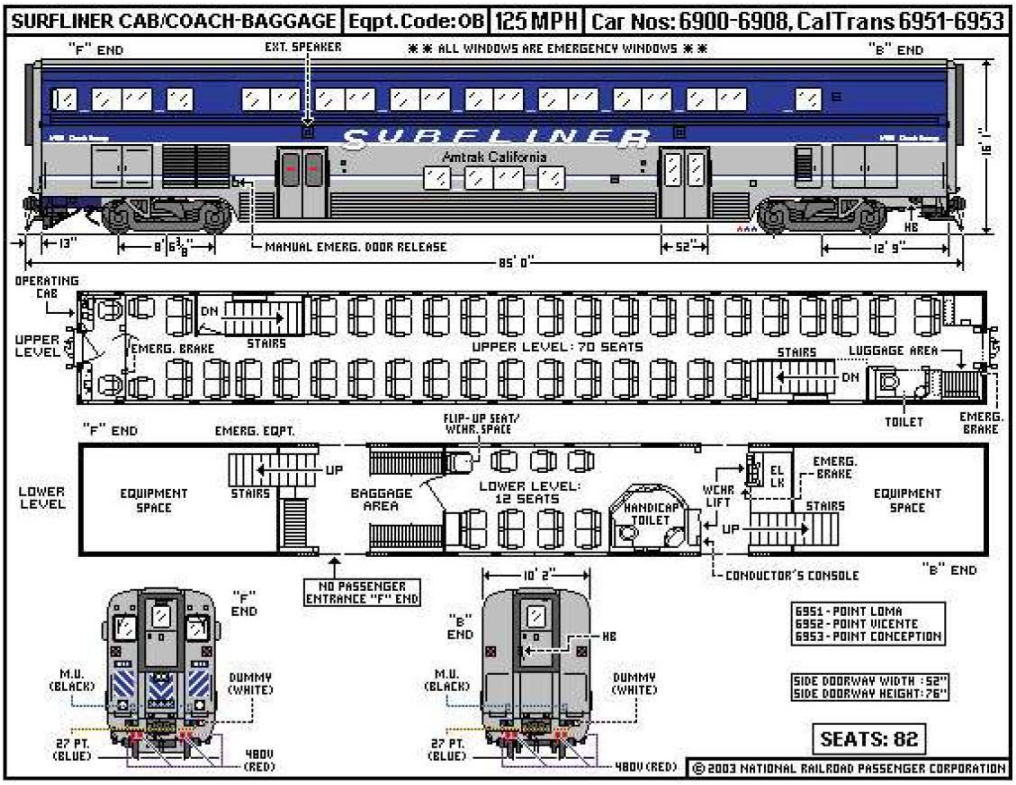
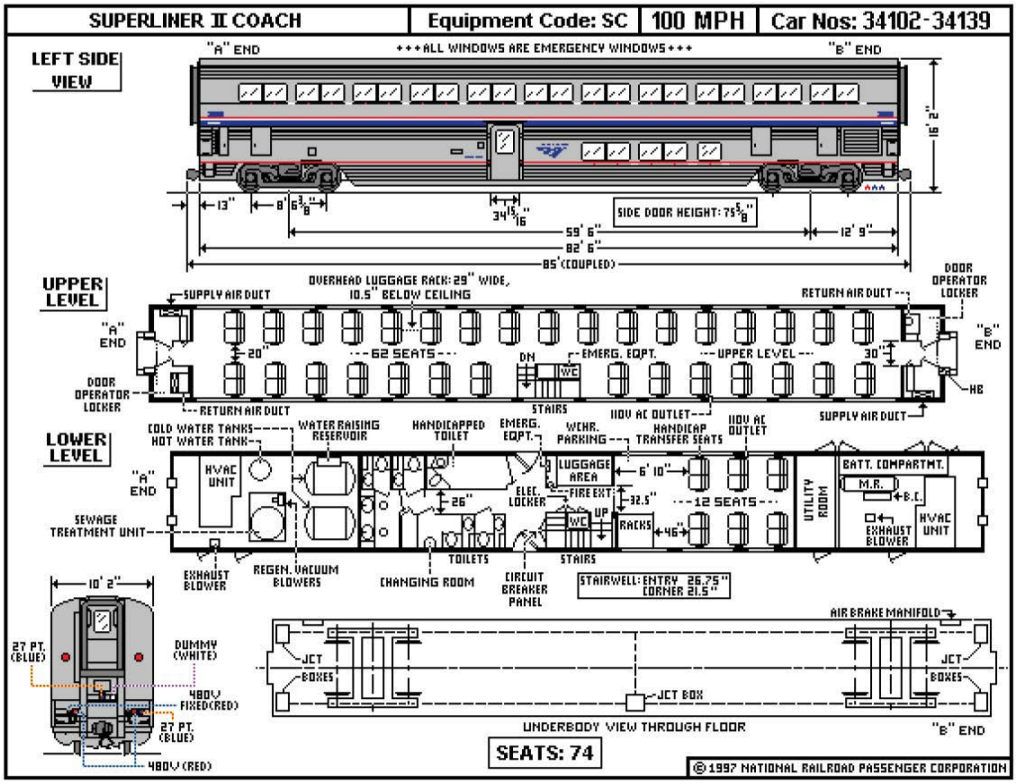


Exhibit 9.5: Pacific Surfliner Superliner Coach Car



The equipment used to provide the Pacific Surfliner service has historically been owned primarily by Amtrak and leased by Caltrans. The lease fees and capital equipment charges associated with the Amtrak-owned equipment are included in a separate agreement between Caltrans and Amtrak.

Included in the Pacific Surfliner fleet are 54 bi-level Surfliner passenger cars, 15 of which are owned by the State of California and the remaining 39 by Amtrak. In addition to the 54 Pacific Surfliner or California-branded bi-level cars, the State of California, through Caltrans, leases 11 Amtrak-owned bi-level Superliner coach cars, and one Superliner Sightseer Café car for the California State Supported Services.

All of the bi-level Superliner coach cars and the Superliner Sightseer Café car are utilized for Pacific Surfliner service. These cars are typically used on Amtrak's long-distance trains but have been modified to run in "push-pull" operation and have also been equipped to support the Wi-Fi service offered on Pacific Surfliner trains. Eight of these Superliner cars are regularly used on the Pacific Surfliner service for additional business class or coach seating with the remaining two being used to rotate the eight regular cars out for maintenance.

Currently, there are also seven Comet 1B coach cars, and two Non-Powered Control Units (NPCU's) assigned to the Pacific Surfliner to supplement the bi-level fleet, in support of the restoration of service.

In 2021, all legacy locomotives that regularly provided power to the Pacific Surfliner service were fully replaced with state-owned Siemens Charger SC-44 locomotives. These locomotives meet EPA Tier-4 emissions levels, significantly reducing the greenhouse gas and diesel particulate emissions along the entire route. Beginning in 2023, these locomotives now operate exclusively on renewable diesel fuel, further benefiting the environment. Amtrak also routinely positions a spare "protect" locomotive in San Diego and Los Angeles that is available to assist in the event a train encounters a mechanical issue. A summary of the equipment currently used to provide daily Pacific Surfliner service, and its ownership, is provided in Table 9.2.

Table 9.2: Pacific Surfliner Equipment Breakdown for FY2024-25

Equipment Type	**FY2024-25**	
	State-Owned	*Leased from Amtrak*
Surfliner Cab Car	4*	8
Surfliner Coach	7	15*
Surfliner Business Class	2	8
Surfliner Café Car	2	8
Superliner Coach	0	11
Superliner Sightseer Café Car	0	1
Comet 1B Coach	7	0
Non-Powered Control Unit	0	2
Total Rolling Stock	**22**	**53**
Siemens Charger SC-44	14	0
Total Locomotives	**14**	**0**

Source: Caltrans and LOSSAN, 2025
***** *One cab car and two coaches incurred significant damage in a vehicle strike in December 2023 and are not currently available for use in service.*

Overhaul of Equipment

Nearly 80 percent of the bi-level passenger cars used on the Pacific Surfliner are owned by Amtrak. This makes it difficult at times to implement in an expeditious manner any improvements or overhaul programs to the passenger cars desired and expected of our passengers (such as installation of more current and informative passenger information systems), since these cars are subject to Amtrak's national procurement and fleet standards. By comparison, the fleets used on the Capital Corridor and San Joaquins are entirely owned by the State of California already. Despite this challenge, the LOSSAN Agency is continuing to coordinate with Caltrans, Amtrak, CCJPA and SJJPA in defining a scope for overhauling and modernizing the existing bi-level fleet.

In 2023, SJJPA, entered into an agreement with Caltrans, the LOSSAN Agency and CCJPA, to begin overseeing the contract to overhaul and rebuild the wheel trucks of all state-owned bi-level cars. With the equipment over 20 years old, this overhaul of the wheel trucks is necessary to continue ensuring a positive passenger experience by maintaining a smooth ride and safe operation. This project is anticipated to take several years to complete, performing the work on only two or three cars at a time to limit service disruptions for the three state-supported services.

New Equipment

Caltrans, along with the Illinois Department of Transportation, received federal funds through the High-Speed Intercity and Passenger Rail competitive grant program to procure new rolling stock for state-supported intercity rail services. In December 2011, the California Transportation Commission approved the allocation of $42 million of Prop 1B funds as a local match to $168 million in federal funds for both railcars and locomotives. In November 2012, Caltrans awarded a $352 million contract to Sumitomo Corporation of America to build new railcars that meet the federal standards required of the Next Generation Equipment Committee. Design and testing issues led to delays in the production of the new railcars and ultimately Siemens was chosen as a subcontractor to provide a total of 137 single-level Venture passenger railcars, including 49 for use in California. The first trainset was put into revenue service in December 2023.

These railcars are being manufactured in Sacramento and meet Buy America provisions. They will be operated on the San Joaquins route, freeing up the existing bi-level passenger car equipment used on the San Joaquins for use to further restore and potentially expand service on the Capitol Corridor and Pacific Surfliner routes. Delays in the deployment and acceptance of these new cars, however, have impacted the planned redeployment of bilevels to the Pacific Surfliner.

Fleet Redeployment Plan

In June and December of 2022, a working group comprised of staff representing the LOSSAN Agency, CCJPA, SJJPA, and Caltrans met to discuss how best to redeploy the bi-level fleet as the Siemens Venture car trainsets were put into revenue service on the San Joaquins. This strategy was again updated in May 2024 and again in January 2025 to reflect the latest delays in acceptance of the Venture car trainsets. The fleet redeployment plan developed by the working group identifies the number and classification of bi-level cars to be redeployed from northern California to southern California as each complete single-level Venture car set is put into revenue service on the San Joaquins.

Once all the Venture car trainsets are placed into revenue service, the fleet redeployment plan currently identifies 12 additional bi-level cars to be added to the Pacific Surfliner fleet, for a new total of 25 state-owned and 49 Amtrak-owned bi-level cars. These additional cars are sufficient to restore Pacific Surfliner service to pre-COVID service levels. The first four of the bilevel cars to be deployed to the Pacific Surfliner is scheduled for March 2025.

Further service growth will require additional equipment beyond what the redeployment of the bilevels can provide and use of the Venture car trainsets on the San Joaquins may allow for additional equipment to be deployed to southern California in the near-term. The LOSSAN

Agency will continue to coordinate with Caltrans, CCJPA and SJJPA on the potential use of additional Comet 1B coach cars to provide additional capacity for the Pacific Surfliner, while Caltrans continues to search for newer, cleaner and more efficient equipment that meets the needs of the Pacific Surfliner.

Equipment Maintenance

The primary maintenance facility for all Pacific Surfliner rolling stock is currently Amtrak's Los Angeles Maintenance Facility located adjacent to the LOSSAN rail corridor near downtown Los Angeles. This facility includes locomotive and vehicle repair shops that perform safety inspections, servicing, and maintenance of all locomotives and rolling stock used on the Pacific Surfliner and Amtrak's long-distance services.

Amtrak utilizes smaller servicing facilities in Goleta and San Luis Obispo for fueling, cleaning, and overnight train inspections. In San Diego, these services are performed at the Santa Fe Depot, while in San Luis Obispo and Goleta, the Pacific Surfliner trainset is stored on a designated layover and servicing track separate from the station. The Los Angeles maintenance facility is owned by Amtrak, while the San Diego, Goleta and San Luis Obispo facilities are through long-term lease agreements with the right-of-way owners.

Expansion of the facilities at these outlying points is currently being planned or designed. These facility expansion projects are necessary to support additional service growth on the Pacific Surfliner and allow for a more flexible and robust maintenance program that does not require all trainsets to rotate into the Los Angeles Maintenance Facility once every four to five days, which limits the flexibility of how the existing equipment can be utilized.

Amtrak is currently responsible for all maintenance activities related to the Pacific Surfliner service as part of the annual operating agreement with the LOSSAN Agency. The LOSSAN Agency is responsible for administration and maintenance supervision of the Pacific Surfliner fleet, particularly the 13 state-owned railcars and 14 Siemens Charger Locomotives. This relationship is further defined in the Interagency Transfer Agreement between Caltrans and the LOSSAN Agency.

The LOSSAN Agency is also responsible for ensuring the Pacific Surfliner fleet is operated and maintained to the high standards of reliability, cleanliness, and safety set by Amtrak and the state on a day-to-day basis. LOSSAN Agency staff continue to participate in weekly meetings with Amtrak, Caltrans and the other intercity passenger rail JPAs on improving the overall performance and availability of the fleet. The LOSSAN Agency will continue to work closely with Caltrans and Amtrak into FY 2025-26 to refine the maintenance and operations programs to further improve the reliability, safety, and the cost-effectiveness of the fleet.

Caltrans is responsible for overseeing wreck repair and also participating in the oversight of modifications to state-owned equipment. Additionally, Caltrans is responsible for statewide fleet planning and deployment of equipment between the three state-supported intercity rail corridors (Pacific Surfliner, Capitol Corridor, San Joaquins) in consultation with each agency.

Amtrak Thruway Bus Service

Amtrak manages the contracts with private bus companies on behalf of the LOSSAN Agency to provide the state-funded Amtrak Thruway bus services connecting to the Pacific Surfliner route, and the private bus operators provide the vehicles used in the service, which must comply with specified requirements, including Wi-Fi, ADA accessibility, electronic destination signs, a restroom, and power outlets.

Chapter 10: Marketing

The marketing plan outlined for FY 2025 and 2026 aims to boost ridership and revenue for the Pacific Surfliner. The strategy focuses on enhancing brand awareness among target audiences and influencing their travel choices. The plan is focused on prioritizing measurable and trackable marketing initiatives...

In FY 2025-26, the LOSSAN Agency marketing program will advance established objectives and introduce new initiatives. The approach involves continuous measurement and optimization of strategies introduced in FY 2024-20025 to increase ridership and build brand awareness.

Emphasizing data-driven initiatives, the LOSSAN Agency will implement processes for ongoing data collection and evaluation. This will refine target audiences and increase awareness of the Pacific Surfliner brand. The focus will be on specific segments:

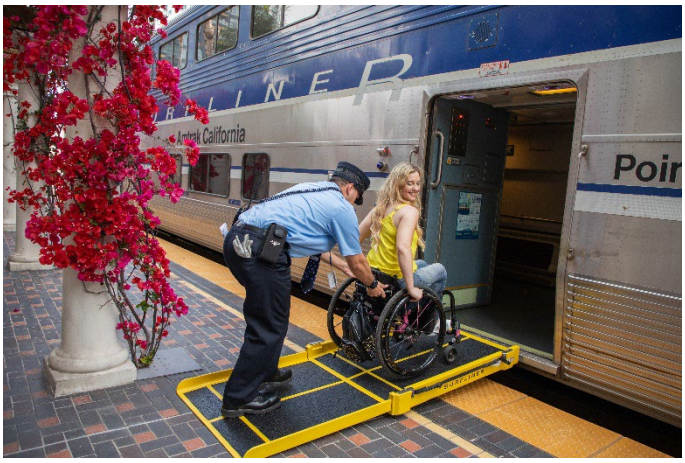
- Individuals between the ages of 18 to 45, interested in domestic leisure travel
- Families living/traveling near Pacific Surfliner stations
- Children and college students
- Seniors
- Spanish-speaking households
- Business travelers, including those attending conferences at key destinations accessible by the Pacific Surfliner
- Individuals traveling to key destinations and events near Pacific Surfliner stations
- Customers who have ridden the train in the past 12 months

For each marketing campaign, the LOSSAN Agency will conduct monthly reviews, adjusting programs for continuous improvement for trip bookings, and other key performance indicators. The marketing goals for FY 2025-26 and FY 2026-27, along with planned tactics, are outlined below:

Marketing Goals and Tactics

Increase ridership among new and returning riders: Grow the number of new riders through targeted advertising to key audiences with high ridership potential. Incentivize existing customers to ride more often.

Tactics:



- Develop integrated advertising and outreach campaigns for potential new customers within target audiences.
- Expand targeted email campaigns and social media advertising to encourage repeat ridership and frequency of travel.
- Maintain a focus on equity and identify opportunities to expand accessibility of the Pacific Surfliner service to all members of the community.
- Partner with events and venues to create integrated marketing efforts similar to the successful X Games and Visit Ventura partnership in FY 23-24.

Increase awareness of the Pacific Surfliner brand: Expand awareness of the Pacific Surfliner brand to grow ridership.

Tactics:

- Generate media interest through targeted public relations campaigns.
- Maintain a robust media contacts list and distribute press releases regularly.
- Explore and test new marketing channels and work with bloggers, podcasters, and online influencers to promote visibility and awareness of Pacific Surfliner to new and younger audiences.
- Expand brand awareness through partnerships with Convention and Visitors Bureaus, cities, sports teams, attractions, event venues, and others.
- Expand reach though social media channels such as Instagram, TikTok, Facebook, YouTube, and Twitter through creative content and increased engagement.

Grow paid and owned marketing efforts: Maximize digital platforms for paid and owned media by focusing on measurable marketing efforts that lead to increased sales and referrals to Amtrak.com.

Tactics:

- Maximize digital platforms for measurable marketing efforts. Expand pay-per-click (PPC) advertising to increase ridership as well as the percentage of ticket sales that are initiated at PacificSurfliner.com.
- Enhance website content for improved reach and search engine optimization.
- Refine email marketing efforts to build direct relationships with customers, increase return ridership, and improve customer retention.
- Implement paid media campaigns that target identified markets through a variety of channels

Grow statewide rail ridership: Continue to collaborate with the other JPAs in California to develop coordinated marketing efforts that promote rail travel throughout the state.

Tactics:

- Expand collaboration with the other JPAs on the AmtrakCalifornia.com website. The three JPAs collectively purchased the domain in FY 2023-2024 and the branding is prominent on existing equipment.
- Remain engaged with the State Amtrak Intercity Passenger Rail Committee (SAIPRC) Commercial Performance Working Group to collaborate with other managing agencies for state-supported Amtrak routes across the country.

Enhance passenger communications: Continue to communicate service updates with customers in a timely manner.

Tactics:

- Regularly share informational messages and critical passenger updates regarding service impacts to both customers planning trips and passengers in transit via the Pacific Surfliner website, social media accounts, and other relevant channels.
- Work with Amtrak to explore ways to build on these efforts through integrations with other channels such as texting and the Amtrak app. Clear, timely, and transparent notifications help improve customer satisfaction.

Marketing Key Performance Indicators

Elements of the marketing program will be tracked and measured in a variety of ways to ensure the marketing program is successful in raising awareness about the LOSSAN Agency and helping support ridership growth and revenue. Marketing efforts will be assessed on a tactical, campaign and programmatic basis so that the marketing plan can be refined throughout the year to meet the goals outlined above. Key performance indicators will be reviewed regularly by staff and presented to the Board on a quarterly basis.

Key performance indicators include items such as the following:

- **Ridership, revenue and farebox recovery** – In addition to tracking these key metrics as a part of LOSSAN overall performance, they will be used to assess the effectiveness of individual marketing campaigns and the marketing program.

- **Social media reach and engagement** – The performance of social media platforms will be tracked in terms of reach, which measures how many people saw content on a particular platform, and engagement, which if users interacted with the contents (likes, shares, clicks, etc.)

- **Website views, clicks and conversions** – Growth and use on the website is measured by the number of unique visitors, the amount of time spent on the site, how often content is clicked, and the number of conversions, which is the number of website visitors who use the booking function to initiate the purchase process, as measured by referrals to the Amtrak site.

- **Ticket sales and promotional code usage** - Individual promotional campaigns will be assessed by ticket sales (i.e. ridership), to the extent it can be attributed to a particular campaign or promotion, and by use of promotional codes associated with the event or promotion.

Chapter 11: Annual Funding and Separation of Funding

The annual funding process for the three state-supported intercity passenger rail corridors starts with Caltrans Division of Rail's (DOR) initial funding request in the State's FY budget. Once the State's budget is approved and funds have been included for the service, CalSTA is responsible for allocating the funds to each of the three intercity passenger rail corridors through the approval of the annual business plans. Concurrent with this process, the LOSSAN Agency negotiates with Amtrak regarding the operating and maintenance contract, which is managed on a FFY basis (October – September). The current Amtrak agreement was executed on an annual basis covering FFY 2024-25. A new Amtrak operating agreement is anticipated to be executed for FFY 2025-26.

Every year, the LOSSAN Agency will present a proposed budget to the LOSSAN Board for approval, covering the administration, marketing, and operations of the Pacific Surfliner. Consistent with this budget, a funding request will be included in the annual business plan for submittal to the Secretary of CalSTA by April 1 of each year. The LOSSAN Agency will submit its annual business plan, including a draft funding request, by April 1, 2025. An updated funding request may follow by June 30, 2025, incorporating final operating revenue and expense estimates from Amtrak and forecast modeling jointly developed with Caltrans DOR and the two other California JPAs.

State funding for operations of all three intercity rail corridors is provided through the Public Transportation Account, which is funded primarily through the state sales tax on diesel fuel.

FRA Restoration and Enhancement (R&E) Grant Award

In January 2025, the LOSSAN Agency was awarded a $27.1 million grant through the Federal Railroad Administration's (FRA) Restoration and Enhancement (R&E) Grant Program. This funding will support the restoration of three additional roundtrips between Los Angeles and San Diego, increasing service frequency to 13 daily roundtrips, thereby fully restoring pre-pandemic service levels on the corridor. The restoration of these roundtrips will improve the consistency of the Pacific Surfliner schedule and advance the goal of providing near-hourly service between Los Angeles and San Diego. The phased implementation of the 11th and 12th roundtrips is planned for March 2025, with the 13th roundtrip scheduled for December 2025. While the grant is specifically allocated for the Los Angeles-San Diego corridor, it also facilitates broader service enhancements between San Diego and Santa Barbara, and San Diego and San Luis Obispo,

with additional roundtrips planned for FY 2026-27, subject to equipment availability and future state funding allocations.

Table 11.1: R&E Grant Funding by Year of Service for Restored Service

Project Funding by Year of Service (Round Trips 11, 12, & 13 between Los Angeles and San Diego)					
Year of service	Estimated Operating Costs	Estimated Revenue	Projected Net Subsidy	R&E Grant Funds Awarded	Federal Share Limit
Year 1 (Mar 2025 - Feb 2026)	$ 13,698,647	$ 8,985,215	$ 4,713,432	$ 4,242,089	90%
Year 2 (Mar 2026 - Feb 2027)	$ 19,506,375	$ 12,353,029	$ 7,153,346	$ 5,722,677	80%
Year 3 (Mar 2027 - Feb 2028)	$ 20,017,670	$ 12,631,936	$ 7,385,734	$ 5,170,014	70%
Year 4 (Mar 2028 - Feb 2029)	$ 20,576,930	$ 12,820,223	$ 7,756,706	$ 4,654,024	60%
Year 5 (Mar 2029 - Feb 2030)	$ 21,176,900	$ 12,205,007	$ 8,971,893	$ 4,485,946	50%
Year 6 (Mar 2030 - Feb 2031)	$ 21,842,138	$ 12,356,757	$ 9,485,381	$ 2,845,614	30%
Total	**$ 116,818,659**	**$ 71,352,167**	**$ 45,466,492**	**$ 27,120,364**	

Table 11.1 provides a summary of the funding allocation and reimbursement percentages associated with the FRA R&E Grant. A key aspect of this grant is its six-year funding period, which begins upon the initial launch of the restored service. In this case, the funding cycle runs from March to February each year, covering operations from March 2025 through February 2031. Each year of service has a federal share limit, which decreases over time, requiring an increasing local match contribution. The federal share limit is structured as follows: 90 percent in Year 1, 80 percent in Year 2, 70 percent in Year 3, 60 percent in Year 4, and 50 percent in Year 5, with the final year requiring a 30 percent federal share. The local match contribution will be covered by the State. The timing of the grant award execution may impact the funding period in which the funding cycles begin.

FY 2025-26 and FY 2026-27 Operating Funding Request

The total net State funding proposal for FY 2025-26 is $63,500,050, which includes the net Amtrak operating subsidy, funding for administrative and marketing activities, and incorporates a $4,859,000 offset from the FRA's R&E Grant. The estimated net Amtrak operating subsidy is $58,559,400, based on the assumption of fully restoring service to pre-pandemic levels, with a total of thirteen roundtrips. The grant funding reduces the net Amtrak operating subsidy request from the state. Additional details on service restoration are provided in Chapter 3.

The funding request also includes $74,350 for transit connectivity and integration, reflecting projections for the ongoing Transit Transfer Program. Additionally, an increase in supplemental funding for minor projects is proposed, bringing the request from $500,000 to $1,000,000 annually. This adjustment is intended to address the backlog in station capital projects.

For FY 2026-27, the total net State funding proposal is $75,512,200, which includes an estimated net Amtrak operating subsidy of $70,845,300, offset by $5,492,400 in grant funding from the FRA's R&E Grant. This subsidy supports the full restoration of service to pre-pandemic levels while also accommodating planned service expansions, including a fourteenth roundtrip between San Diego and Los Angeles, a sixth roundtrip between Los Angeles and Goleta, and a third roundtrip between Los Angeles and San Luis Obispo. These enhancements are intended to improve regional connectivity and transit efficiency.

The business plan also anticipates that Caltrans DOR will maintain a separate contract with Amtrak to directly fund equipment capital charges for Amtrak-owned railcars and locomotives on the three state-supported rail corridors. As a result, these equipment capital charges are not included in the operating agreement between Amtrak and the LOSSAN Agency.

FY 2025-26 and FY 2026-27 Administrative and Marketing Funding Request

In addition to Amtrak's contract costs for operating and maintaining the Pacific Surfliner service, there is an administrative component that is filled by OCTA as the LOSSAN managing agency. The LOSSAN Agency employs a select number of essential staff roles, supplemented by OCTA staff as required. This approach ensures that both the LOSSAN Agency and the state derive maximum value at minimal cost, funding only the necessary services and support essential for administering the Pacific Surfliner service.

OCTA continues to provide a host of services through the support function including:

- Contracting and Procurement
- Financial Management and Budget
- General Administrative Services
- Human Resources
- Legal
- Legislative Advocacy and Government Relations
- Marketing
- Operations
- Planning
- Risk Management
- Stakeholder Outreach

The proposed administrative funding for FY 2025-26 is set at $7,725,300. This includes $6,364,900 allocated for managing agency administrative salaries at fully burdened rates, covering 18 full-time positions. Additionally, this funding incorporates an overhead rate as per the Managing Agency's Cost Allocation Plan (CAP). The administrative budget currently factors in employee performance-based salary increases, aligning with OCTA’s FY 2024-25 standards and salary resolutions. However, this may be subject to revision during the OCTA’s FY 2025-26 budget development, with potential updates to be reflected in the June 2025 funding request.

Furthermore, the LOSSAN Agency plans to offset direct administrative staff costs and other grant-related administrative expenses through grant reimbursements. Any reductions in administrative fund usage resulting from these reimbursements will be reconciled biannually, reducing future administrative fund payments to the LOSSAN Agency accordingly.

The dedicated staff positions necessary to support the LOSSAN Agency are included in the organizational chart in Figure 11.2 on the following page. The Administrative Officer position reflected in the chart is anticipated to evolve based on an ongoing assessment of the agency’s resource needs. While the role currently remains vacant, the agency intends to evaluate and strategically realign this position to enhance operational efficiency and ensure it continues to provide value in a way that best supports the organization’s long-term objectives.

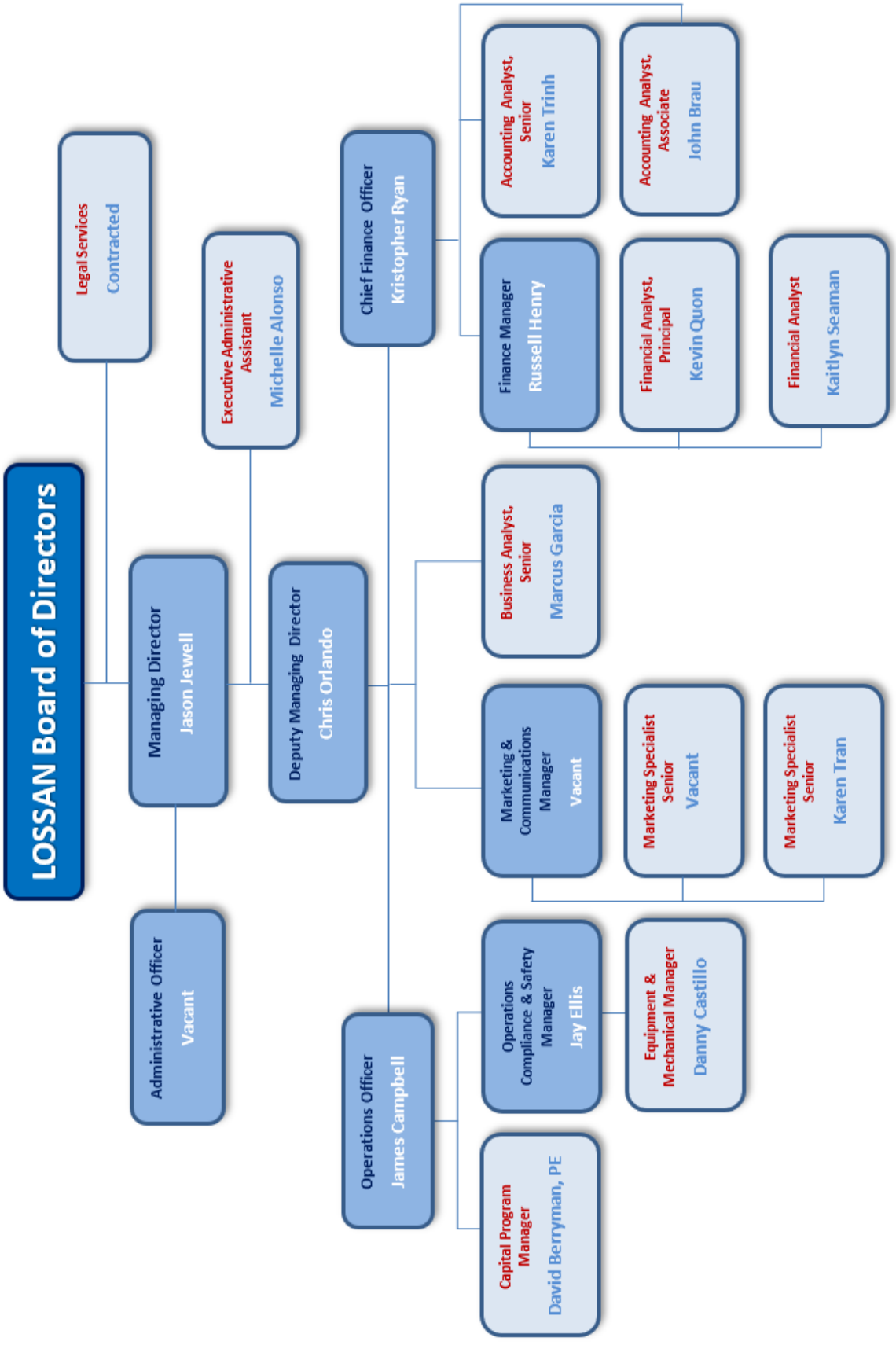


Figure 11.2: LOSSAN Rail Corridor Agency Organization Chart

Shared services provided by OCTA include: Contracts & Procurement, Human Resources, State & Federal Programming, Clerk of the Board, Risk Management, Information Technology, Government Relations and Finance.

For FY 2025-26, the proposed administrative funding request encompasses $182,700 for legal, travel, membership dues, advocacy fees, and banking fees. Additionally, professional services funding is proposed at $1,101,400. This includes $1,050,000 allocated for consulting services in planning, engineering, modeling, grant writing, and project and construction management. The remaining $51,400 is earmarked for audit and insurance brokerage services. Furthermore, the administrative fees include a yearly allocation of $76,300 for insurance costs. These costs cover the LOSSAN Agency's general liability, errors & omissions, and crime insurance.

The FY 2025-26 marketing funding request is proposed at $2,000,000, consistent with the operating service assumption of restoring service to pre-pandemic levels.

The LOSSAN Agency's funding request for net Amtrak operating costs, as well as administrative and marketing expenses for FY 2025-26 and FY 2026-27, is outlined in Table 11.3. For a detailed breakdown of the administrative funding request for these fiscal years, refer to Table 11.4 on the following page.

Table 11.3: LOSSAN Rail Corridor Agency Net Operating, Administrative & Marketing State Funding Requests: FY 2024-25 Approved, FY 2025-26 and FY 2026-27 Proposed

	FY 2024-25 Approved Funding	FY 2025-26 Proposed Funding	FY 2026-27 Proposed Funding
Amtrak Operating			
Total Amtrak Operating Costs	$ 136,832,434	$ 143,434,300	$ 166,021,800
Total Amtrak Operating Revenue	$ (83,572,274)	$ (84,874,900)	$ (95,176,500)
Net Amtrak Operating Costs (Expenses less Revenues)	$ 53,260,160	$ 58,559,400	$ 70,845,300
LOSSAN Funding Requirement			
Net Amtrak Operating Costs[1]	$ 53,260,160	$ 58,559,400	$ 70,845,300
R&E Grant Funding[2]	$ -	$ (4,859,000)	$ (5,492,400)
Transit Connectivity and Integration[3]	$ 57,000	$ 74,350	$ 78,200
LOSSAN Net Operating Funding Request	$ 53,317,160	$ 53,774,750	$ 65,431,100
Administrative Funding Request	$ 7,370,100	$ 7,725,300	$ 8,081,100
Marketing Funding Request	$ 2,000,000	$ 2,000,000	$ 2,000,000
Total LOSSAN Funding Request	**$ 62,687,260**	**$ 63,500,050**	**$ 75,512,200**
Supplemental Allocations			
Minor Projects Funding Request	$ 500,000	$ 1,000,000	$ 1,000,000

[1] *Additional service levels and available funding in FY 2025-26 will be evaluated in coordination with the State and JPA working group.*

[2] *R&E Grant Funding is an estimate based on the anticipated timeline for restoring service levels and is subject to adjustments based on funding availability and implementation progress*

[3] *Transit Connectivity and Integration includes funding for the continuation of the Transit Transfer Program.*

Table 11.4: LOSSAN Rail Corridor Agency Administrative Funding Request Detail: FY 2024-25 Approved, FY 2025-26 and FY 2026-27 Proposed

LOSSAN Rail Corridor Agency Administrative Budget Detail (FY 2024-25 Approved, FY 2025-26 Proposed, FY 2026-27 Proposed)			
Expense Category	**FY 2024-25 Approved Funding**	**FY 2025-26 Proposed Funding**	**FY 2026-27 Proposed Funding**
Administrative Fees to Managing Agency	$ 6,019,200	$ 6,364,900	$ 6,711,500
Professional Services - Legal	$ 75,000	$ 75,000	$ 75,000
Professional Services - On Call Program Management	$ 1,050,000	$ 1,050,000	$ 1,050,000
Professional Services - Audit	$ 23,200	$ 41,400	$ 43,700
Professional Services - Insurance Brokerage	$ 10,000	$ 10,000	$ 10,000
Insurance Premiums	$ 77,200	$ 76,300	$ 83,200
Dues and Memberships	$ 9,000	$ 7,000	$ 7,000
Federal Advocacy Fee	$ 44,000	$ 40,000	$ 40,000
Misc Expense	$ 2,500	$ 2,500	$ 2,500
Travel	$ 60,000	$ 58,200	$ 58,200
Total LOSSAN Funding Request	**$ 7,370,100**	**$ 7,725,300**	**$ 8,081,100**

Grant Programs

Apart from the FY 2025-26 State funding request, the LOSSAN Agency's annual budget includes various grant revenues and expenses for operational programs and capital projects.

Transit and Intercity Rail Capital Program (TIRCP)
From 2015 to 2024, the LOSSAN Agency received $364.3 million in TIRCP grants for operating and capital improvements. Of this amount, approximately $61.5 million is budgeted in FY 2025-26 to support capitalized track maintenance and incentive programs with North County Transit District (NCTD) and Union Pacific Railroad (UPRR), the design phase of the Ortega Passing Siding, and the construction of the Central Coast Layover Facility and Canada Honda Bridge.

State Rail Assistance (SRA)
The LOSSAN Agency has secured two rounds of SRA formula and competitive funds for corridor improvements. The first round included $13.9 million in formula funding and $719,000 in competitive funding. In November 2020, the LOSSAN Board approved a second round of SRA funding totaling $29.8 million, allocated over five years for key projects expected to improve corridor operations. For FY 2025-26, the agency anticipates utilizing $4.1 million from this funding to cover budgeted project expenses.

Other Grant Programs
In addition to TIRCP and SRA funding, the FY 2025-26 budget includes $6.5 million in Proposition 1B grant funds for the design and construction of the Camarillo Station undercrossing. The budget also includes $11.5 million in State Transportation Improvement Program (STIP) funding to support the construction of the Central Coast Layover Facility and Leesdale Passing Siding projects.

Budget amendments for grant-funded projects will be presented to the LOSSAN Agency Board as needed, based on project timelines and new funding opportunities.

California Passenger Information Display System (CA PIDS)

In alignment with the statewide efforts to enhance passenger rail services, the LOSSAN Agency acknowledges and appreciates the role of the Capital Corridor JPA (CCJPA) in managing the California Passenger Information Display System (CA PIDS). As detailed in the CCJPA's annual business plan, since October 2022, CCJPA has taken over the management responsibilities of the CA PIDS from Amtrak, ensuring continued high-quality information services for rail passengers across California. Importantly for the LOSSAN Agency, the financial arrangements for the management and operation & maintenance (O&M) of the CA PIDS are structured in a manner that does not impose direct costs on our agency. The CCJPA has secured additional annual supplemental allocations from Caltrans for special projects, including the CA PIDS, that benefit all California Intercity Passenger Rails (IPRs) but are primarily managed by CCJPA. For the fiscal year 2025-26, CCJPA is requesting funds to cover the vendor costs associated with the oversight, operations, and maintenance of the CA PIDS, as well as their labor costs for administrative management. This arrangement ensures that the LOSSAN corridor continues to benefit from the CA PIDS without incurring direct financial obligations.

Separation of Funding

To ensure state funding for the Pacific Surfliner service is kept separate from funding for OCTA projects and programs, a separation of funding has been established within the LOSSAN managing agency. The funding received from the state is managed through the treasurer and controller of OCTA, as the managing agency. The JPA specifically calls for the treasurer to be the depository of funds and to have custody of all funds of the LOSSAN Agency. The LOSSAN Agency follows OCTA-established policies and procedures that fully comply with the generally accepted accounting principles. The LOSSAN Agency utilizes OCTA’s existing accounting system, which is built on a robust platform, and has established a completely segregated accounting system for LOSSAN Agency-related business. This system and established policies/procedures, overseen by the treasurer and controller, as well as the LOSSAN Manager of Finance and Administration, will ensure the preservation of the state’s investment and a completely accurate accounting for administration of the Pacific Surfliner service, as well as provide for an accurate and timely reconciliation and return of any surplus funds.

Chapter 12: Government Relations and Legislative Advocacy

The LOSSAN Agency advocates for policies at the state and federal level to improve rail operations, increase funding for operations and capital needs, and allow better coordination and interoperability with connecting transit and rail services. In addition, the LOSSAN Agency conducts targeted outreach to local governments and community organizations to help expand awareness of the services provided on the LOSSAN rail corridor and directly respond to local needs.

The key to successful advocacy is the ability to partner with stakeholders to jointly advocate for mutually beneficial policies. The LOSSAN Agency works closely with CCJPA, SJJPA, the CRCC, and RCTC, to jointly advocate for common policy positions. Additionally, the LOSSAN Agency remains active with CCJPA and SJJPA in California's Intercity Rail Corridors Linking Everyone (CIRCLE), a California intercity passenger rail coalition. This advocacy coalition seeks to educate federal policymakers on the unique nature of Amtrak state-supported services, raise awareness of California's growing passenger rail system and proposed investments, and build stronger relationships with intercity rail stakeholders.

The LOSSAN Agency participates in advocacy efforts Sacramento and Washington, D.C. to attend legislative hearings discussing passenger rail issues and takes an active role in the State's and Amtrak Intercity Passenger Rail groups. The LOSSAN Agency and Board members will continue participating in meetings with key legislators representing the LOSSAN rail corridor delegation and Administration officials.

These activities are vital to generating a greater understanding of policy impacts on intercity rail and the need for greater recognition of the importance of the LOSSAN rail corridor in the overall Amtrak system. The annual legislative program adopted by the LOSSAN Agency Board provides overall guidance to LOSSAN Agency advocacy activities, and staff will continue to provide regular legislative updates and bill analysis to the LOSSAN Agency Board consistent with that program.

Efforts will be made to pursue resources and funding that will provide for much needed investments in infrastructure. Specifically, it will be important to evaluate which new and existing programs may be the most beneficial to the LOSSAN Agency and allow for proactive planning to deliver rail improvements.

The 2025 Program outlines principles aligned with the LOSSAN Agency's role while also advancing the goals outlined in the LOSSAN Agency's annual business plan. The Program includes four top priorities:

- Continue to support efforts to advance resilient infrastructure and service improvement projects and programs, including streamlining permitting for high-risk areas in the corridor.
- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the LOSSAN rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency to compete for state and federal funding.

- Support policies and programs that encourage efforts to adjust intercity rail service to meet customer demand and enable future expansion.
- Support efforts to further enhance connectivity of regional and intercity rail and local transit services within LOSSAN rail corridor.

Staff will continue to provide legislative updates to the LOSSAN Agency Board on policy and regulatory issues of importance, including those related to implementation of the IIJA, state budget, and other federal funding or financing opportunities, and intercity rail policy matters. It is anticipated that the LOSSAN Agency will be focused on numerous policy issues at the state, federal, and local levels.

In 2024, California Senate Bill 1098 (Chapter 777, Statutes of 2024) was signed into law. The legislation creates various reporting requirements for the LOSSAN Rail Corridor. It also establishes LOSSAN as a member of a larger working group to be convened by the California State Transportation Agency. As a part of this working group, LOSSAN will participate and inform the recommendations in order to share its perspective, ensuring that the recommendations make sense and provide benefit to the corridor as a whole. The working group will begin meeting in 2025.

The LOSSAN Agency also partners with the member agencies as well as the state and federal government on adaptation and resiliency efforts to support the coastal rail corridor. Following the suspension of the rail service that occurred in southern Orange County, and other immediate challenges needing to be addressed along the corridor, further discussions have taken place to prepare and combat the evolving impacts the environment is having on critical transportation infrastructure. In 2023 and 2024, LOSSAN Staff participated in multiple hearings held by the Senate Subcommittee on LOSSAN Corridor Resiliency, which examined the impacts of coastal erosion on infrastructure within the Corridor as well as adaptation and resiliency efforts. The LOSSAN will continue to actively participate in these discussions in the coming years.

At the local level, staff works with LOSSAN member agencies and local stakeholders to build awareness of passenger rail services along the LOSSAN rail corridor, developing strategic partnerships to better evolve the services to meet local needs. Regular communication and outreach on service improvements and priority projects will foster a better understanding of issues faced along the LOSSAN rail corridor. Increased awareness of these services by local officials can then be leveraged to support consensus-based operational improvements and policy activities.

In addition to the specific priorities identified by the LOSSAN Agency Board, the LOSSAN Agency will continue to monitor policies impacting Amtrak service, including the development of the California High-Speed Rail project, and commuter rail services in the LOSSAN rail corridor.

The need for cohesive policies to allow for integration of rail services within the state, and improved access from other transportation modes, has never been more evident as the state works toward achieving goals related to improved mobility, environmental sustainability, and safety.

Chapter 13: Safety and Security

Protecting the safety and security of our passengers and service on the LOSSAN Rail Corridor is key to attracting and retaining riders, as well as for ensuring the efficient operation of the Pacific Surfliner service. A key objective of the LOSSAN Agency's safety program is to instill a comprehensive safety culture that governs all the activities associated with the operations and maintenance of the Pacific Surfliner service, while also efficiently meeting operational performance goals. The LOSSAN Agency continues to work with Amtrak, host railroads, and other stakeholders to ensure a detailed program for system safety and security is in place to protect Pacific Surfliner passengers and crew, as well as the general public.

As part of this effort, the LOSSAN Agency will continue to:

- Implement and manage Operation Safe Surfs and expand the reach of the program based on its efficacy
- Research, pilot, and coordinate implementation of technology solutions that can address "hot spots" for trespassing and vehicle strikes
- Develop outreach programs that meet the needs of the public, as well as stakeholders
- Work with Amtrak and stakeholders to ensure a continued safety culture for all who work and travel on Pacific Surfliner trains and utilize Pacific Surfliner stations
- Prioritize rail capital project funding for projects that include a goal of improved safety and security wherever possible
- Work with host railroads and rail operators to coordinate training with local first responders to help expedite emergency response and accident investigation services in the event of an incident
- Partner with and support Operation Lifesaver, a national rail safety program with the goal of improving public awareness of safety around railroad tracks
- Seek out and leverage state and federal grant funds for additional safety and security improvements

Regulatory Requirements and Reporting for the Pacific Surfliner

The Pacific Surfliner intercity passenger rail service is operated by Amtrak and is subject to federal safety standards and regulations in accordance with the U.S. Code of Federal Regulations (Title 49, Subtitle B, Chapter 11). Responsible regulatory agencies overseeing general railroad safety along the LOSSAN Rail Corridor include the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC). The FRA Office of Railroad Safety promotes and regulates safety throughout the nation's railroad industry by issuing, implementing, and enforcing railroad safety regulations. The CPUC is the state agency responsible for ensuring the safety of freight, intercity, and commuter railroads, as well as highway-railroad crossings throughout the state. The CPUC performs these railroad responsibilities through the Railroad Operations and Safety Branch of the Safety & Enforcement Division. The Transportation Security Administration (TSA) also plays a role in the security of passenger rail service through the TSA-sponsored Visible Intermodal Prevention and Response Program.

Amtrak is responsible for all required reporting of Pacific Surfliner safety data to federal, state, and local agencies, including the FRA and CPUC. Operational, track, and other safety inspections are completed through coordination between the ROW owners, rail operators, and regulatory agencies, which include Amtrak, Metrolink, NCTD, UPRR, BNSF, CPUC, and FRA. The LOSSAN Agency coordinates with these stakeholders to ensure that all reporting requirements are fulfilled at the federal and state levels.

LOSSAN Rail Corridor Safety Coordination and Emergency Response

The LOSSAN Agency coordinates safety and security activities with various stakeholders and ROW owners along the corridor, including the State of California, LOSSAN member agencies, Amtrak, UPRR, BNSF, Metrolink, NCTD, Operation Lifesaver, U.S. Department of Homeland Security, and first responder agencies along the LOSSAN rail corridor. In addition, the LOSSAN Agency is continuing to pursue new agreements with local transit providers to provide emergency bus bridge service during major incidents along the LOSSAN Rail Corridor, such as the agreement implemented with OCTA. This model is similar to the emergency bus bridge programs used by Metrolink and NCTD that allows for coordinating with local transit agencies for bus bridges when an emergency incident occurs in their respective territories. In addition, Amtrak, Metrolink, and NCTD often transport each other's passengers in the event of service disruptions along the LOSSAN Rail Corridor.

Safety and Security Onboard Trains

The LOSSAN Agency primarily serves in an oversight and coordination role regarding safety and security onboard trains, relying on the extensive onboard safety and security practices already put in place by Amtrak. LOSSAN Agency staff will continue to attend regularly scheduled safety meetings hosted by Amtrak for front-line employees, reiterating that safety is the first priority in delivering Pacific Surfliner service.

Positive Train Control

In accordance with a federal mandate, Positive Train Control (PTC) is fully operational on all Pacific Surfliner trains. PTC is a predictive collision avoidance technology designed to stop a train in motion when its continued movement may result in an accident. The safety-enhancing goals of PTC include preventing train-to-train collisions, speeding and over-speed derailments, incursions into track work zones, and the movement of a train through a hand-thrown switch placed in the wrong position that could lead to an accident. The primary benefits of PTC include saving the lives of train crews, passengers, and railroad employees, improving passenger and freight train operational efficiency, and providing real-time train location information.

Camera System

All Pacific Surfliner cab cars and locomotives are currently equipped with a “forward-facing” camera system to assist with accident investigations. This system provides crews and first responders with a valuable tool to assist with post-accident investigation and can help clear an incident scene more quickly so that trains can proceed. In addition, Amtrak is currently in the process of installing “inward-facing” cameras on locomotives and cab cars throughout its nationwide fleet, similar to those currently used for the Metrolink fleet. The Charger locomotives in use for the Pacific Surfliner are already equipped with inward-facing cameras. In addition, the Charger locomotives in use for the Pacific Surfliner meet or exceed the latest federal rail safety regulations, including enhanced car body structure safety with crash energy management components like a locomotive cab safety cage and push-back couplers.

Amtrak Police Department

One part of Amtrak’s existing security program which Pacific Surfliner passengers benefit from is the Amtrak Police Department, where positions exclusively assigned to the Pacific Surfliner include 10 officers, one detective, two sergeants, and one captain. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station. Of the 10 officer positions, five are assigned in the patrol capacity, while two serve with K-9 units, one serves as an investigator and the remaining two are responsible for training. The functions of each of the two units are as follows:

- **Patrol Units:** Officers serving in a patrol capacity fulfill traditional policing functions and act as a deterrent to crime in stations, on trains, in and around Amtrak facilities, and out on the railroad ROW. Patrol Officers enforce the law, perform checked baggage screening and

onboard security checks, conduct follow-up investigations on any crimes involving Amtrak facilities, employees or its passengers, and provide support during special events.

- **K-9 Units:** The K-9 units provide a psychological and physical deterrent to potential threats from explosives. The teams undergo intensive training that includes vapor wake training, which allows the K-9 units to be alert not only to the scents of explosives found in stationary baggage, but also left in the wake of passing individuals.

Amtrak Police Department and LOSSAN Agency Coordination

The LOSSAN Agency has instituted an increased focus on communication and coordination with Amtrak Police. Quarterly meetings with Amtrak police leadership have been implemented. This allows for the discussion of any safety hotspots and a discussion of policing priorities along the corridor. In an effort to keep the LOSSAN Board better informed, Amtrak police leadership have assisted staff in the preparation of a system safety and incident report. This report is prepared for the Board quarterly and presents system safety and incident information covering reported crimes on Pacific Surfliner trains or at stations, as well as the response and mitigation measures to these crimes.

Operation Safe Surfs – A Rail Safety Initiative

Along the LOSSAN Corridor, the Safety incidents along the railroad ROW can include injuries and fatalities associated with occurrences at grade crossings and trespassing on railroad property. These situations not only impact the service operationally but have a profound impact on our communities. In 2022, the LOSSAN Agency began a detailed analysis of over 3 years' worth of detailed trespasser strike data. The analysis was intended to identify the specific locations that saw the highest incidence of trespasser strikes. As can be seen in Image 13.1, a heat map was then developed to visually represent where efforts should be focused.

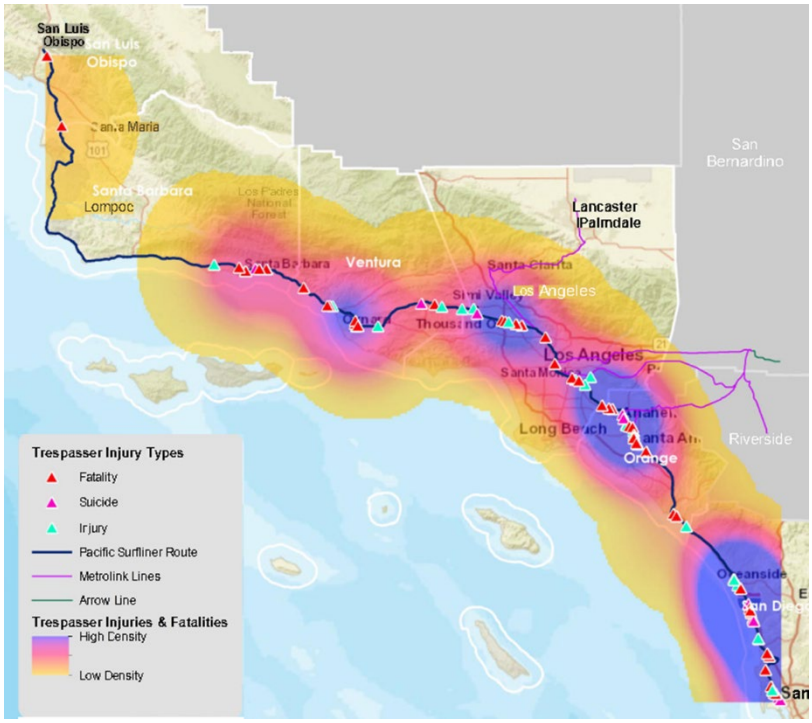


Image 13.1

This analysis was the catalyst for the development of Operation Safe Surfs, the LOSSAN Agency's ongoing rail safety initiative. Operation Safe Surfs uses a four-pronged approach to address the root causes of trespasser strikes. These include:

- Rail safety ads on connected televisions, streaming television, and digital radio.
- Geofenced safety messaging around hot spot sections of the tracks, selected educational facilities, and problematic at-grade railroad crossings.
- Installation of combination railroad safety signage (sample show in image 13.2).
- Outreach to the homeless encampments that are adjacent or in the vicinity of the railroad right of way.

Image 13.2

Additionally, a pilot implementation of the RailSentry safety technology continues to being explored in coordination with some of our host railroads. This system, installed at at-grade crossings, uses traditional cameras, Lidar, and artificial intelligence to immediately identify any persons or vehicles that are actively obstructing a crossing. The system then notifies train personnel to allow for sufficient time and distance to bring the train safely to a stop before a strike occurs.

The LOSSAN Agency will continue to support and assist in the coordination of projects undertaken by host railroads, LOSSAN member agencies, and other stakeholders that improve safety at both grade crossings and along the railroad ROW. Examples of projects to improve safety include track and signal upgrades, fencing along the ROW to prevent unauthorized access, gate and warning system upgrades, and grade separations that eliminate at-grade crossings.

Track Safety and Public Outreach

In addition, the LOSSAN Agency will continue to support public awareness campaigns designed to educate the public about the risks of trespassing on railroad property and the importance of using caution around railroad tracks and trains. One campaign which the LOSSAN Agency supports is Operation Lifesaver, a national rail safety coalition committed to preventing collisions, injuries, and fatalities on and around railroad tracks and grade crossings. The coalition is a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public, with several LOSSAN member agencies and partners participating in Operation Lifesaver.

The LOSSAN Agency will continue seeking new opportunities to further its participation in the program, as well as continue working with Operation Lifesaver to implement rail safety marketing and outreach campaigns that promote safe behavior around the tracks used by the Pacific Surfliner.

In addition to these efforts, the LOSSAN Agency developed a signage program to display the three-digit nationwide phone that connects directly to the National Suicide and Crisis Lifeline by dialing or texting “988.” The Lifeline provides voice, text, chat and video assistance to those in crisis. To date, the LOSSAN Agency has placed 20 signs displaying the 988 Suicide and Crisis Lifeline information at locations along the corridor, in coordination with our member agencies and local stakeholders. The program will continue to expand in the coming years.

Image 13.3

Safety at Stations

The LOSSAN Agency primarily serves in an oversight, coordination, and funding role regarding the safety and security of the various station facilities that support Pacific Surfliner service along the LOSSAN Rail Corridor. Many of the stations served by the Pacific Surfliner are city-owned and operated, with some station owners electing to contract directly for security guards and long-term parking security services, while other station owners do not provide such services. Meanwhile, Amtrak currently only contracts directly for security services for Santa Fe Depot in San Diego, due to this station housing equipment overnight.

Although only some Pacific Surfliner stations have security services contracted directly by the station owner, most stations are outfitted with security cameras that feed directly to a local sheriff's office or operations center that can dispatch emergency services. Since 2017, the LOSSAN Agency has been partnering with Amtrak to construct improvements and upgrade existing video surveillance systems (VSS) and other safety measures at Pacific Surfliner stations. Local law enforcement will be provided remote access to the security cameras at the stations within their jurisdiction.

Ongoing Health and Safety Practices Onboard Trains

Several measures implemented in the early days of the COVID-19 pandemic continue in place to promote the health and safety of both passengers and crew while onboard Pacific Surfliner trains. These efforts help to ensure that our passengers have confidence in riding the Pacific Surfliner service as the pandemic continues and health guidelines evolve over time. Measures taken specifically to address public health and safety are as follows:

- Sanitizing stations with alcohol-based hand sanitizer and antibacterial surface wipes are provided in every train car.

- Plexiglass barriers are installed in the Café Car on all Pacific Surfliner trains to separate the Café Car attendant from customers.

Chapter 14: Emerging Corridors

In addition to managing the Pacific Surfliner rail service, the LOSSAN Agency works with member and partner agencies to study corridor enhancements and expansion opportunities that provide connectivity within Southern California and beyond. In addition to the ongoing coordination with the development of the California HSR system (see Chapter 7), the LOSSAN Agency's focus has been on continuing to coordinate connectivity with two developing or emerging corridors and one corridor enhancement or expansion; 1) the Central Coast Corridor, connecting the coastal communities north of San Luis Obispo and the San Francisco Bay Area with the Pacific Surfliner service area, 2) the Coachella Valley Rail Service, connecting the eastern communities throughout Riverside County and Coachella Valley with Los Angeles, and 3) enhancements and expansion of service along the Antelope Valley Line between Los Angeles, Santa Clarita and Palmdale. These connections will provide seamless travel opportunities by rail throughout the region and state. System improvements on existing and emerging rail corridors will contribute to the success of the LOSSAN rail corridor, support future statewide and regional rail operations, and provide enhanced connectivity with local transit systems.

In early 2024, both the Coast Corridor and the Coachella Valley Rail Service were accepted into the FRA Corridor Identification (Corridor ID) Program, along with the LOSSAN rail corridor. This program is intended to help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

The Coast Corridor ("Coast Route" Service)

The 474-mile Coast Corridor, which runs from San Francisco to Los Angeles, shown in Figure 14.1, currently serves a full complement of urban commuters, as well as regional, intercity, and interstate travelers. Constructed by the Southern Pacific Railroad between the late 19th and early 20th centuries, the Coast Corridor was originally built as a one-seat ride that moved passengers between San Francisco and Los Angeles. While the present adaptation has service in every region of the Coast Rail Corridor, there is currently no one-seat ride option that serves the entire length of the corridor.

Current passenger rail services that operate on segments of the Coast Corridor include Caltrain, Capitol Corridor, Amtrak Pacific Surfliner, Amtrak Coast Starlight, and Metrolink. Freight rail services are operated by UPRR, which currently operates infrequent service north of Oxnard and limited service of one or two trains per day south of Oxnard, with more regular service operated in the San Fernando Valley. For the UPRR, the Coast Rail Line is considered a "secondary" or "relief" line to the much busier Central Valley Line to the east, which connects Northern and Southern California via the Central Valley.

Implementing State-supported rail service between San Luis Obispo and San Jose to connect the State's two Megaregions by 2027 is a goal in the State Rail Plan, with service every 4 hours between San Luis Obispo and Salinas, and bi-hourly service between Salinas and Gilroy. This proposed service would fill a gap in passenger rail services between Northern and Southern California. One option for filling this gap in the State rail network is to extend Pacific Surfliner service north of San Luis Obispo.

The Coast Rail Coordinating Council (CRCC) consists of a technical and policy committee made up of staff and elected officials representing coastal agencies focused on improving passenger rail service along the Coast Route. In October 2018, SLOCOG, SBCAG, VCTC, Santa Cruz County Regional Transportation Commission (SCCRTC), and Transportation Agency for Monterey County (TAMC) formalized their relationship through a Memorandum of Understanding establishing themselves as the CRCC, with SLOCOG acting as the managing/administering agency for meeting coordination, grant submission, and other administrative responsibilities. The LOSSAN Agency is a participating agency of the CRCC and works with the CRCC member agencies and the State to help evaluate the options for developing and operating state-supported intercity rail service between San Luis Obispo and San Jose.

The Amtrak Coast Starlight is a daily long-distance train operating through the Coast Corridor that serves the needs of long-distance travelers between Seattle, the San Francisco Bay Area, Los Angeles, and points in between. New Coast Route rail service would operate between San Luis Obispo and San Jose and complement the Coast Starlight schedule with a reliable intercity

service to meet the needs of communities between the San Francisco Bay Area and Los Angeles.

In 2021, the LOSSAN Agency participated as a stakeholder in several studies to evaluate options on the feasibility of implementing new or expanded intercity passenger rail or transit services along the Coast Corridor. These included the Rail Network Integration Study that was led by TAMC and the Coast Rail Corridor Study led by SLOCOG on behalf of the CRCC.

Several actions were identified to advance any new or expanded Coast Route rail service, in priority order:

1. Secure track access from host railroads
2. Secure state operating support
3. Secure equipment
4. Secure legislative authority to administer the service (regardless of who the managing agency will be)
5. Deliver critical infrastructure improvements, such as the completion of the Central Coast Layover facility, and other improvements such as sidings, powering of switches, and stations, to deliver the integrated service plan

The recent selection of the Coast Corridor by the FRA into the Corridor ID Program will help support efforts to implement service by helping fund the development of a Service Development Plan, perform environmental clearance, and streamline federal funding opportunities for implementing the necessary capital improvements.

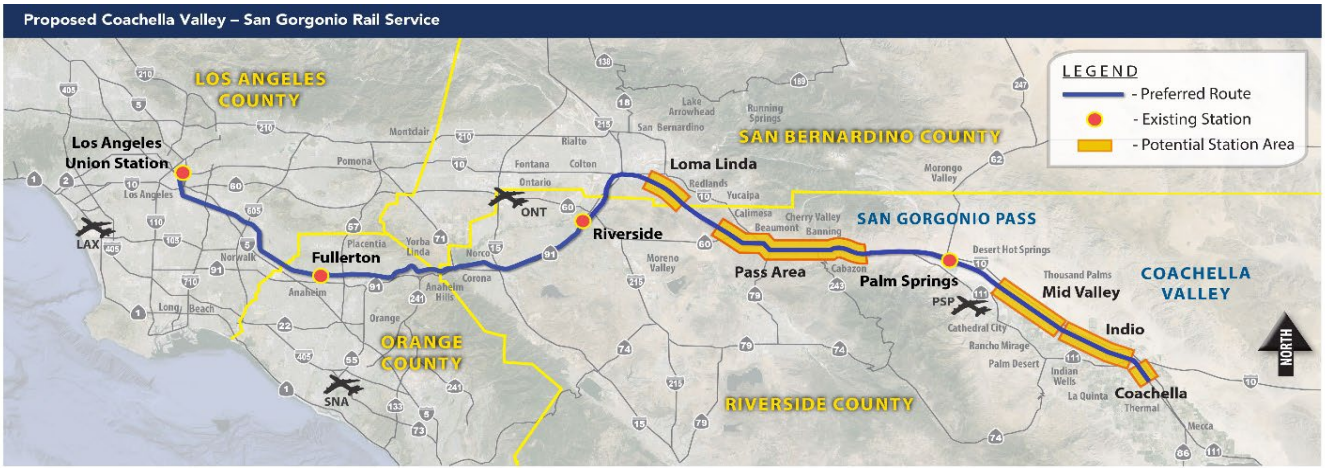
With respect to Coast Route service and ongoing collaboration, the LOSSAN Agency business plan includes adequate staff resources to monitor and participate in continued planning efforts led by CRCC staff or other partner agencies.

Coachella Valley Rail Service

The Coachella Valley Rail Project is a proposed 144-mile-long intercity passenger rail corridor between Los Angeles Union Station and the Coachella Valley, with the terminus located in the City of Coachella. This intercity passenger rail service would operate along the LOSSAN rail corridor between Los Angeles and Fullerton, operate through a wide variety of densely populated areas in Los Angeles and Orange Counties to rapidly growing areas of the Inland Empire, including the City of Riverside and the Coachella Valley.

As envisioned, the service would operate on the BNSF Railway through Los Angeles, Orange counties, western Riverside County, and Union Pacific Railroad from Riverside through Palm Springs to the City of Coachella. The proposed service would have between two and five daily round trips and serve up to nine proposed stations along the route. Currently, Amtrak's long-distance Sunset Limited is the only passenger rail service between Los Angeles and Palm Springs on its way to and from New Orleans. Unfortunately, it only operates three times per week

with overnight stops and the Palm Springs station is frequently closed due to sand build up on the platform track. This is why a more frequent daily service is needed.



The proposed service would connect jobs and education, transforming how Southern California residents travel and creating a car and stress-free option between major destinations along the route. Significant travel demand is based on current travel patterns along parallel highways, including Interstate 5, State Routes 91 and 60, and Interstate 10. The Coachella Valley portion of the corridor is one of the fastest-growing areas of Southern California due to increasing residential development and exponential population growth. In addition, the Coachella Valley has many tourist destination events such as mega music festivals, resorts, gaming, and sporting events that attract regional trips from Los Angeles and Orange counties and national and international visitors.

The RCTC certified the Tier 1 program-level environmental document in 2022. RCTC and Caltrans are now actively working to start work on the Tier 2 project-level environmental studies, which will outline detailed engineering and environmental topics, including station locations. However, this phase has been delayed while RCTC works with Caltrans and the FRA to align the project steps with the new Corridor ID Program. Cities along the route in the Coachella Valley have also shown interest in the service and have started planning for potential station areas.

In 2024, RCTC requested formal engagement from the LOSSAN Agency in the development of this corridor, with the potential for the LOSSAN Agency to incorporate the corridor under our management and administrative authority. In our response to this request, the LOSSAN Agency committed to working with RCTC to define roles and responsibilities, and coordinate with Caltrans and CalSTA, before bringing a recommendation back to the LOSSAN Board of Directors on the potential role of the LOSSAN Agency on this corridor.

Antelope Valley Line Capacity and Service Improvements Program

The Antelope Valley Line (AVL) is a 76.6-mile rail corridor that connects downtown Los Angeles and the Antelope Valley cities of Palmdale and Lancaster, serving intermediate cities that include Glendale, Burbank, San Fernando, Newhall and Santa Clarita. It is owned by LA Metro and used by Metrolink commuter rail service and Union Pacific freight trains. The AVL Capacity and

Service Improvements Program is intended to enable improved service along the AVL by constructing capital improvements at key locations strategically selected along the AVL corridor that were previously identified as part of the AVL Study, which was completed in 2019.

The Pacific Surfliner currently operates over 11.4 miles of the AVL between Los Angeles and Burbank Junction, through the Cities of Glendale and Burbank. At Burbank Junction, the Pacific Surfliner follows the LOSSAN rail corridor towards Ventura County. In addition, the San Joaquin Joint Powers Authority provides 12 connecting thruway bus routes between Los Angeles and Bakersfield, linking the Pacific Surfliner and San Joaquins intercity passenger rail services, while also serving some of the communities along the AVL.

The 2024 California State Rail Plan identifies as a service goal and improvement the integration of rail services that connect communities along the North LOSSAN region with the rest of southern California, including communities along the Antelope Valley Line and in the Central Valley. This includes the extension of intercity service to the Santa Clarita region every two hours as part of the mid-term (up to 2034) vision, improving connectivity with Metrolink and the Antelope Valley region and proposed High Desert Corridor service. This extension would also shorten the thruway bus connections between the San Joaquins and Pacific Surfliner services. The LOSSAN Agency will continue to participate in the process with LA Metro, Caltrans and Metrolink on potential next steps with implementing the improvements to the AVL to ensure connectivity with the Pacific Surfliner. The LOSSAN Agency will also work with Caltrans in identifying the resources and planning needed to support future intercity rail service on the AVL to meet the goals of the State Rail Plan.

Summary

Moving forward, the LOSSAN Agency will continue to work with member agencies to participate in planning efforts for passenger rail service in these emerging and expanding corridors, with a focus on creating seamless connections between the Pacific Surfliner and future passenger rail services on the Coast, Antelope Valley and Coachella Valley corridors.

Chapter 15: Environmental Sustainability and Coastal Resiliency

Sustainability Defined

One definition of environmental sustainability is “meeting the needs of the present without compromising the ability of future generations to meet their own needs”[1]. More simply, it is maintaining an ecological balance, ensuring that what we take from the finite resources of our planet does not exceed what we can put back or what can be regenerated naturally.

As with environmental sustainability, coastal resiliency can be defined in a number of different ways. For the purposes of this discussion, coastal resiliency is the capacity of the socioeconomic and natural systems in a coastal environment to cope with disturbances, induced by factors such as extreme weather events, sea level rise, or direct human impacts, while maintaining their essential functions.

The Impacts on Southern California

Over the last two years, the impacts of climate change have been felt across the entire LOSSAN rail corridor. Over a period of two years, repeated closures of the tracks resulted in nearly 11 months of bifurcation on our busiest stretch of corridor, between Orange and San Diego counties. These closures have come as a direct result of coastal erosion and landslides that have been spurred by extreme weather events.

As an example of the service impacts these events cause, landslides in San Clemente in three main areas shutdown rail service for 315 days out of FFY 2022-23 and 2023-24. This resulted in a significant increase in operational costs as bus bridges were required to maintain lifeline service through this area of South Orange County. The cost of just the physical repairs associated with these three closures exceeded $37 million. The north end of the corridor in Santa Barbara and Ventura Counties experienced similar impacts, though not as extensive. In several locations both north and south of Santa Barbara, the railroad was closed for 24 days due to erosion activity during the same two-year period. Not as easily quantified is the overall impact these closures have on public perception of the Pacific Surfliner service. If these climate change related impacts continue, the unreliability of the service could have significant impacts on public perceptions of the service and continued ridership recovery if passengers switch to other travel modes.

Senate Bill 677

On October 7, 2023, Governor Gavin Newsom signed into law Senate Bill (SB) 677 (Blakespear, D-Encinitas). SB 677 seeks to provide increased transparency about the impacts associated with climate change along the LOSSAN rail corridor. It required a new chapter (chapter 15) in the LOSSAN Agency’s annual business plan to provide an opportunity to identify climate related

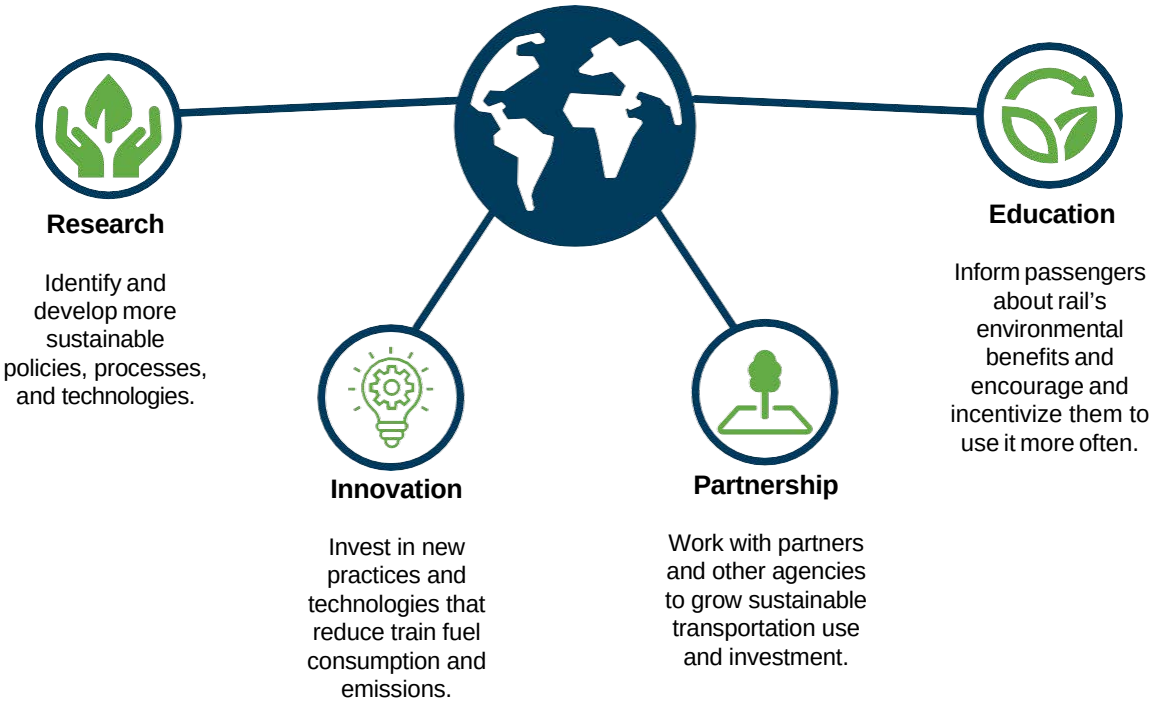
[1] https://www.un.org/en/academic-impact/sustainability

challenges to the corridor and assist in identifying solutions to address these challenges. These new requirements to the LOSSAN Agency business plan align with the goals laid out in the LOSSAN Agency 2023 Strategic Plan and helps address the mitigation of climate-related impacts on rail within the State.

The Role of the LOSSAN Agency

The LOSSAN Agency aspires to be environmentally conscious and to be known for effective, consistent efforts to:

- Operate in a sustainable manner, encourage environmental resiliency, and use renewable resources where possible,
- Champion capital improvement projects that are transformative and directly contribute to a corridor that is reliable, sustainable and resilient; and
- Regularly analyze our services and operations to identify new policies or actions to eliminate or minimize negative environmental impacts.

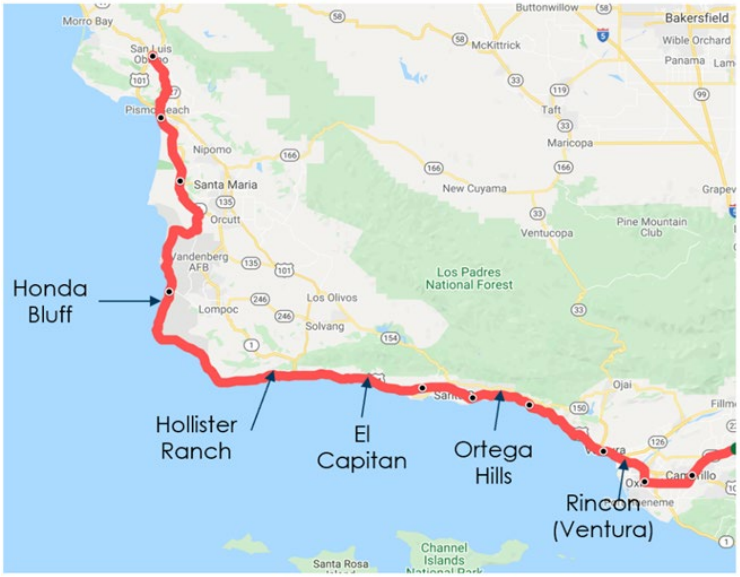


The role of the LOSSAN Agency, especially as it relates to capital improvement projects, is primarily one of coordination. However, even in this capacity, much can be done to increase the viability of projects that promote the afore-mentioned environmental goals. Chapter 5 of this business plan includes a listing of all capital improvement projects that are both planned and in development along the length of the entire LOSSAN rail corridor. Any project that supports climate sustainability or resiliency of the corridor are highlighted on that list. The list also includes each project's funding status and whether state or federal funding is being sought.

This identification process allows a more coordinated effort in seeking funding for planned projects that incorporate these types of elements. As both federal and state funding programs that support environmental sustainability are further identified, the information in the capital projects list assist with providing information into the grant submittal process.

Current and Future Efforts

There are several ongoing efforts that are aimed at addressing the coastal resiliency challenges being experienced on the LOSSAN rail corridor. These fall into two categories, short-term repairs and stabilization, and long-term plans for either track relocation or other solutions to address future resiliency issues.



The LOSSAN Agency is continuing to work with the UPRR on long-term stabilization efforts at 5 key areas on the north end of the LOSSAN corridor. Extreme weather events and sea level rise have contributed to the erosion of the hillsides and bluffs immediately adjacent to the tracks. Several key bridge structures have likewise been impacted by weather related erosion. A funding plan to address the project costs is being developed for the full program of projects. Stabilization efforts at Hollister Ranch, which is a location that saw extensive erosion last winter, have been funded and are expected to be complete in early 2025.

In the spring of 2024, OCTA began the Coastal Rail Resiliency Study (CRRS), which is the first step towards exploring solutions that will protect in place approximately seven miles of the LOSSAN rail corridor for up to 30 years. This effort was funded with a $1.77 million federal Surface Transportation Block Grant and over $230,000 of local measure funds. Key milestones of this 24-month study include conducting a vulnerability assessment to identify and evaluate locations at immediate risk; establishing evaluation criteria to vet potential alternative concepts; and ultimately presenting draft and final feasibility study reports. In December 2023, the California Transportation Commission awarded $12 million in Local Transportation Climate Adaptation Program funds to OCTA to support needed environmental studies for the CRRS. The vulnerability assessment, as one of the first tasks conducted as part of this study, identified four critical locations that are at immediate risk. To address these locations as quickly as possible, OCTA has also implemented the Coastal Rail Stabilization Priority Projects. Through this focused effort, OCTA is working with Metrolink, the LOSSAN Agency and other corridor stakeholders, with the hope of implementing solutions to mitigate these four most critical risks within the next 1-2 years, while allowing the rest of the study to conclude and identify more robust mid-term solutions for the entire coastal region of south Orange County.

A separate long-term study will look at potential rail line relocation away from the Pacific Ocean. Given the potential magnitude of this effort, and the need for significant state and federal agency involvement, in late 2024, the California State Transportation Agency Secretary announced the state would lead this effort.

The City of San Clemente is currently engaged in a nature-based Coastal Resiliency Project that seeks to address coastal erosion through sand retention and replenishment. These projects would complement existing and planned beach restoration projects, such as those undertaken by the US Army Corps of Engineers and SANDAG. The concepts in development include the installation of breakwaters to retain existing sand and the establishment of living shorelines to increase sand reserves and natural sand nourishment.

SANDAG is also leading a series of efforts to address coastal resiliency for the LOSSAN Corridor in San Diego County. Last year, they began Phase 5 of their bluff stabilization efforts in Del Mar to continue addressing immediate coastal needs. For the long term, they are working on the planning efforts in support of an environmental document for a planned track relocation, which would move the tracks away from the eroding bluffs and into an inland tunnel running through or around the Del Mar community. Additionally, the San Dieguito Double Track and Batiquitos Lagoon Double Track projects have been fully funded and will replace century old trestle bridges, widening the channels underneath the bridges to improve tidal flow, and contributing overall to the resiliency of the Corridor.

In addition, SB 1098 requires the Department of Transportation to produce a report to the Legislature two years following an appropriation is made by the Legislature, which includes a prioritized list of projects in the corridor “necessary to ensure the resiliency of both natural resources and transportation infrastructure.” As referenced in Chapter 12, LOSSAN is a member of the working group established by SB 1098 to provide information and recommendations to the state for the report. Participation in the working group will be an important component of the LOSSAN Agency’s work to support adaption and resiliency efforts within the corridor.

Glossary of Terms

ADA	Americans with Disabilities Act
Agency	Rail Corridor Agency
ASA	Administrative Support Agreement
Board	Board of Directors
BNSF	BNSF Railway
CalOES	California Governor's Office of Emergency Services
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CCJPA	Capitol Corridor Joint Powers Authority
CHSRA	California High Speed Rail Authority
CIP	Capital Improvement Program
CP	Control Point
CPUC	California Public Utilities Commission
CRCC	Coast Rail Coordinating Council
CTSGP	California Transit Security Grant Program
DOR	Division of Rail
FAST Act	Fixing America's Surface Transportation Act
FY	Fiscal Year
FFY	Federal Fiscal Year
FRA	Federal Railroad Administration
FY	Fiscal Year
GHG	Greenhouse Gas
HP	Horsepower
HSR	High-speed rail
ITA	Interagency Transfer Agreement
JPA	Joint Powers Authority/Agreement
LAUS	Los Angeles Union Station
Link US	Link Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo
Metro	Los Angeles County Metropolitan Transportation Authority
Metrolink	Southern California Regional Rail Authority
MP	Mile Post
NCTD	North County Transit District
OBIS	On Board Information System
OCTA	Orange County Transportation Authority
OTP	On-time performance
Plan	California State Rail Plan
PTC	Positive Train Control
Prop 1B	Proposition 1B
RCTC	Riverside County Transportation Commission
ROW	Right-of-way
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments

SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDMTS	San Diego Metropolitan Transit System
SDP	Service Development Plan
SJJPA	San Joaquin Joint Powers Authority
SLOCOG	San Luis Obispo Council of Governments
SOU	Special Operations Unit
SRA	State Rail Assistance
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TIRCP	Transit and Intercity Rail Capital Program
UPRR	Union Pacific Railroad
UPS	Uniform Performance Standards
TSA	Transportation Security Administration
VCTC	Ventura County Transportation Commission
VSS	Video Surveillance System

Appendix A: Pacific Surfliner Historical Performance

Year	Ridership	Total Revenue	Total Operating Cost	State Subsidy (Cost - Revenue)	Farebox Recovery
FFY 1976-77	607,976	$ 598,140	$ 1,662,714	$ 1,064,574	36.0%
FFY 1977-78	753,246	$ 1,446,036	$ 3,768,065	$ 2,322,029	38.4%
FFY 1978-79	967,316	$ 2,203,403	$ 4,333,602	$ 2,130,199	50.8%
FFY 1979-80	1,218,196	$ 3,341,561	$ 5,536,840	$ 2,195,279	60.4%
FFY 1980-81	1,238,135	$ 4,032,480	$ 6,572,539	$ 2,540,059	61.4%
FFY 1981-82	1,167,718	$ 4,097,254	$ 6,607,395	$ 2,510,141	62.0%
FFY 1982-83	1,131,146	$ 4,094,750	$ 6,928,334	$ 2,833,584	59.1%
FFY 1983-84	1,221,256	$ 4,842,400	$ 6,337,083	$ 1,494,683	76.4%
FFY 1984-85	1,240,003	$ 5,410,502	$ 6,411,308	$ 1,000,806	84.4%
FFY 1985-86	1,394,320	$ 5,658,915	$ 6,424,634	$ 765,719	88.1%
FFY 1986-87	1,461,003	$ 6,072,523	$ 6,510,113	$ 437,590	93.3%
FFY 1987-88	1,661,512	$ 8,223,462	$ 7,859,783	$ (363,679)	104.6%
FFY 1988-89	1,717,539	$ 11,458,084	$ 10,563,459	$ (894,625)	108.5%
FFY 1989-90	1,746,673	$ 12,189,942	$ 11,808,251	$ (381,691)	103.2%
FFY 1990-91	1,791,781	$ 13,306,307	$ 13,364,150	$ 57,843	99.6%
FFY 1991-92	1,673,107	$ 13,152,063	$ 13,245,924	$ 93,861	99.3%
FFY 1992-93	1,810,572	$ 13,692,612	$ 13,254,709	$ (437,903)	103.3%
FFY 1993-94	1,699,882	$ 12,725,094	$ 14,017,591	$ 1,292,497	90.8%
FFY 1994-95	1,464,577	$ 11,805,859	$ 16,061,849	$ 4,255,990	73.5%
FFY 1995-96	1,480,674	$ 13,553,553	$ 23,983,026	$ 10,429,473	56.5%
FFY 1996-97	1,617,641	$ 14,804,355	$ 39,563,546	$ 24,759,191	37.4%
FFY 1997-98	1,624,693	$ 15,194,498	$ 44,769,723	$ 29,575,225	33.9%
FFY 1998-99	1,563,275	$ 16,401,625	$ 40,391,845	$ 23,990,220	33.9%
FFY 1999-00	1,567,318	$ 17,883,725	$ 37,497,489	$ 19,613,764	47.7%
FFY 2000-01	1,661,704	$ 20,430,153	$ 38,215,732	$ 17,785,579	53.5%
FFY 2001-02	1,742,768	$ 20,922,453	$ 39,374,190	$ 18,451,737	53.1%
FFY 2002-03	2,030,491	$ 22,247,564	$ 42,331,531	$ 20,083,967	52.6%
FFY 2003-04	2,307,010	$ 24,559,183	$ 45,300,782	$ 20,741,599	54.2%
FFY 2004-05	2,484,768	$ 26,660,048	$ 48,105,899	$ 21,445,851	55.4%
FFY 2005-06	2,657,773	$ 31,604,715	$ 55,570,797	$ 23,966,082	56.9%
FFY 2006-07	2,707,188	$ 34,753,372	$ 58,389,864	$ 23,636,492	59.5%
FFY 2007-08	2,898,859	$ 37,266,009	$ 60,444,082	$ 23,178,073	61.7%
FFY 2008-09	2,592,996	$ 34,857,678	$ 61,635,574	$ 26,777,896	56.6%
FFY 2009-10	2,613,604	$ 35,822,186	$ 67,012,735	$ 31,190,549	53.5%
FFY 2010-11	2,786,972	$ 38,739,760	$ 69,156,690	$ 30,416,930	56.0%
FFY 2011-12	2,640,342	$ 42,884,431	$ 74,494,543	$ 31,610,112	57.6%
FFY 2012-13	2,705,823	$ 64,446,130	$ 104,521,098	$ 40,074,968	61.7%
FY 2013-14	2,673,170	$ 69,013,724	$ 102,066,682	$ 33,052,958	67.6%
FY 2014-15	2,796,591	$ 75,244,336	$ 105,431,402	$ 30,187,066	71.4%
FY 2015-16	2,889,067	$ 77,797,080	$ 101,431,356	$ 23,634,276	76.7%
FY 2016-17	2,972,807	$ 82,177,246	$ 103,071,841	$ 20,894,595	79.7%
FY 2017-18	2,998,296	$ 85,909,320	$ 110,629,740	$ 24,720,419	77.7%
FY 2018-19	2,777,822	$ 85,690,569	$ 117,766,350	$ 32,075,782	72.8%
FY 2019-20	2,075,229	$ 62,599,044	$ 114,636,207	$ 52,037,163	54.6%
FY 2020-21	596,251	$ 20,922,069	$ 76,613,613	$ 55,691,544	27.3%
FY 2021-22	1,469,800	$ 51,142,786	$ 94,994,511	$ 43,851,726	53.8%
FY 2022-23	1,542,198	$ 49,787,649	$ 107,598,616	$ 57,810,967	46.3%
FY 2023-24	1,897,891	$ 66,005,649	$ 112,660,009	$ 46,654,359	58.6%

Notes: Historic data is reported by federal fiscal year (Amtrak reporting period), while recent data aligns with the state fiscal year per CalSTA's Uniform Performance Standards. Ridership source: Official Amtrak data for the Pacific Surfliner, included in Amtrak's national reporting. Financial source: Amtrak Billing Packages (data from July 2014–present). Financial values are unadjusted for inflation.

Appendix B:
LOSSAN-Programmed Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE,MND,EIR)	Federal Funding (Y/N)	NEPA Status (CE,FONSI,EIS,N/A)	Project Benefits	Anticipated Completion
1	Central Coast Layover Facility Expansion (Phase 1)	Layover Facility	N	This project is located in the City of San Luis Obispo approximately 1500 feet south of the San Luis Obispo Amtrak station. This would expand the maintenance capabilities of the existing layover track to include a systems and inspection servicing pit and an additional storage track. The facility can be further expanded in future phases.	UPRR	LOSSAN	PS&E	Santa Barbara	249.6	$ 40,514,000	$ 40,514,000	-	EIR	No	N/A	The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. This additional capacity would allow additional passenger trains to hold overnight for a second morning departure from San Luis Obispo, and the opportunity to hold and service additional train sets used for further expansion of the service. The project will facilitate the maintenance of equipment mid-route and at route terminus.	Late 2027
2	Orcutt Left-Hand Crossover	Track	N	This project creates a universal crossover near San Luis Obispo Station, providing the operational flexibility to run additional trains and introduce a more regular passenger rail service along the Central Coast.	UPRR	LOSSAN	PAED	Santa Barbara	249.9	$ 4,161,000	$ 4,161,000	$ -	SE	No	N/A	The universal crossover will limit operational inefficiencies such as delayed passenger and freight trains, idling emissions, and unreliable travel times.	2026
3	Install Centralized Traffic Control (Goleta to San Luis Obispo)	Signal	N	The scope of this project is to provide equipment to enable the installation of Centralized Traffic Control at locations along a 129-mile section of track in San Luis Obispo and Santa Barbara counties in order to allow increased operational flexibility and improved reliability. The project will be constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. This project goes hand in hand with the upgrade of non-powered switches and derail. This project encompasses the signal work associated with installation of CTC and corresponds with the 3 phases of switch installation.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	$ 22,156,000	$ 22,156,000	-	SE	No	N/A	The 129-mile section of track in San Luis Obispo and Santa Barbara counties currently operates under Track Warrant Control which limits operational flexibility and reliability. The project improves operational flexibility and reliability and allows for service expansion which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
4	Goleta Layover Facility Improvements	Layover Facility	N	The scope of this project is to expand Amtrak's Goleta storage facility by providing an additional layover track to accommodate a six-car Pacific Surfliner trainset.	UPRR	LOSSAN	PS&E	Santa Barbara	358.2	$ 11,982,000	$ 11,982,000	-	SE	No	N/A	The benefits of this project include doubling the size of the servicing area, providing new track, a powered switch, a new asphalt roadway, ground power, maintenance area lighting, as well as compressed air, and water and provision of a new maintenance storage building and security fencing.	Late 2027
5	Ortega Siding Project	Track	N	The scope of this project is the design and construction of an approximately 1.1-mile passing siding. The project is located approximately 3 miles north of Carpinteria between a small beach community and highway 101. It will feature two powered switches, two new bridges, and several culvert extensions.	UPRR	LOSSAN	PS&E	Santa Barbara	374.0-375.1	$ 32,667,000	$ 32,667,000	-	SE	No	N/A	This project will construct a new siding of approximately 5,500 feet in Summerland, between Santa Barbara and Carpinteria. The siding would run east along the south side of the existing mainline track and would end in a left-hand turnout installed in the tangent track approximately 1,600 feet northwest of Arroyo Paredon Creek. Included during the installation of the siding would be two new rail bridges over existing streams, installation of powered switches, replacement and/or extension of culverts, and track shifting. Completion of construction of this siding is expected to allow for an additional time slot for Pacific Surfliner services, creating a 7th slot between Los Angeles and Goleta.	Mid 2028
6	Leesdale Siding Extension	Track	N	The scope of this project is to extend the existing 3,330 foot (0.6 mi) Leesdale Siding approximately 14,424 feet on the west-end of the existing siding. This will create a roughly 17,750 foot siding (3.3 miles) that will allow for greater operational flexibility for both Pacific Surfliner and Metrolink trains in Ventura County on the LOSSAN Rail Corridor. This project will equip the siding with CTC powered remote controlled switching equipment and modify nearby grade crossing signal systems to accommodate the siding extension.	UPRR	LOSSAN	PS&E	Santa Barbara	405.4-409.2	$ 69,500,000	$ 69,500,000	-	SE	No	N/A	The project extends the existing Leesdale siding to a 19,500 foot length. Benefits of this project include operational flexibility, upgraded passing track that can and facilitate service expansion, improved reliability, rehabilitate infrastructure, and reduce GHG emission.	Mid 2028
7	Camarillo Station Improvements	Station	N	This project will enhance operation use of the Camarillo station platforms and UPRR tracks in the station area, by improving pedestrian access and ADA compliance between station platforms and parking areas, allowing for improved optimization of train operations on both tracks and platforms.	UPRR	City of Camarillo/LOSSAN	PS&E	Santa Barbara	412.4	$ 15,000,000	$ 15,000,000	-	SE	No	N/A	The new underpass will create a safer and more convenient grade-separated path between the two passenger platforms at the Camarillo station, one of which is not routinely used due to the poor pedestrian access between platforms.	Late 2027
8	Seacliff Siding Extension	Track	N	The Seacliff Siding Extension Project is located on UPRR Santa Barbara Sub. Project corridor is generally 100 feet wide. The existing siding is located adjacent to and east of the main line, with the northern switch located approximately four miles south of the City of Carpinteria at milepost (MP) 385.26 and the southern switch approximately seven miles north of the City of Ventura at MP 386.38. The existing siding is approximately 5,900 feet in length. The proposed Project would begin at the existing southern switch (MP 386.38) and continue southerly to MP 387.45 in unincorporated Ventura County, which would add an estimated 5,650-foot extension and provide a total siding length of approximately 11,550 feet. The proposed Project would also include wayside signal modifications located south of the proposed siding extension track limit. Project length is 1.07 miles.	UPRR	UPRR	On Hold	Santa Barbara	385.3	$ 20,500,000	$ -	$ 20,500,000	N/A	No	N/A	The project is to allow freight trains to wait on the siding and allow the shorter passenger trains to pass through, thus making the passenger service more efficient and less time consuming.	TBD
11	San Diego County Maintenance and Layover Facility (Phase 1)	Layover Facility	N	This project will design and construct a dedicated maintenance, support, and storage location for the Pacific Surfliner service at the southern end of the LOSSAN rail corridor. The original site location that was identified is no longer available due to changing economics and based on final changes to local plans. A new site is in the process of being identified.	BNSF, NCTD	LOSSAN	Planning	San Diego	TBD	$ 93,403,895	$ 28,739,660	$ 64,664,235	N/A	No	N/A	Provides a dedicated maintenance and storage facility for the Pacific Surfliner fleet, which improves fleet utilization and helps to support LOSSAN's service expansion and enhancement goals. It could also help to support local expansion goals with the NCTD COASTER as well as opportunities for integration and connectivity to the regional transit network.	Late 2029
12	Los Alamos Creek Bridge (Narlon) Replacement	Structure	Y	The scope of this project is a replacement of a bridge dating from 1896, and new track infrastructure across San Antonio Creek in Santa Barbara County. The reconstruction with be with the same or similar materials and design to the existing 720 foot long bridge.	UPRR	UPRR	Complete	Santa Barbara	291.3	$ 21,526,000	$ 21,526,000	-	CE	No	N/A	This is a track improvement project that will protect services on Amtrak long-distance, Pacific Surfliner and other freight service from disruption. The benefits of the project are to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE

Last Updated: 2/10/2025

Appendix B:
LOSSAN-Programmed Projects

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE,MND,EIR)	Federal Funding (Y/N)	NEPA Status (CE,FONSI,EIS,N/A)	Project Benefits	Anticipated Completion
13	Canada Honda Creek Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing 124-year old steel trestle open-deck across Canada Honda Creek in Santa Barbara County.	UPRR	UPRR	CON	Santa Barbara	304.9	$ 49,369,080	$ 49,369,080	-	CE	No	N/A	The replacement of the Canada Honda Bridge crossing will be with the same or similar materials and design, and will serve to eliminate the risk of the bridge being declared unsafe and disruption to Amtrak, Pacific Surfliner and freight operations. The project benefits include improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	Late 2025
14	Santa Ynez River Bridge Replacement	Structure	Y	This is a track improvement project that will include the replacement of the existing century old concrete, brick and steel open-deck bridge across the Santa Ynez River in Santa Barbara County. The end result will also work to restore natural outflow to the Santa Ynez River.	UPRR	UPRR	Planning	Santa Barbara	298.6	$ 160,449,510	$ 15,383,900	$ 145,065,610	EIR in progress	No	N/A	New and extended bridge above the Santa Ynez River, north of the Surf station. This will replace a bridge that has experienced significant deterioration and recreate a natural estuary below.	Late 2029
15	Corridor Hardening Improvements (Safety)	Safety	Y	This project will provide Corridor hardening improvements along the Santa Barbara subdivision including slope / bluff stabilization, security fencing, communication upgrades and improvements. Priority locations for Slope Stabilization include bluffs at-Honda (MP302.85), Jalama (MP 318.99), Surfing Cowboy (MP 324.4-328), El Capitan (MP 347.8), Carpinteria Bluffs (MP 379.9). Secondary concerns are for-Tajiguas (MP 340.5) and Jalama Seawall (MP 319).	UPRR	UPRR	CON	Santa Barbara	272.1-356.0	$ 90,000,000	$ 29,571,000	$ 60,429,000	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	Late 2026
16	Franchise Access Fee, Cap. Access and Incentive (UPRR)	Performance	N	This project provides a capitalized track access fee payment to UPRR to allow two additional slots for Pacific Surfliner trains to operate between Los Angeles and Santa Barbara/San Luis Obispo (one additional roundtrip), as well as increased incentive payments for improved on-time performance on the 174-mile stretch of the LOSSAN rail corridor used by Pacific Surfliner trains that is dispatched by UPRR.	UPRR	LOSSAN	N/A	Santa Barbara	248.6-423.1	$ 45,204,000	$ 45,204,000	-	CE	No	N/A	These payments will allow for additional Pacific Surfliner trips on the Union Pacific Railroad and improved on-time performance	N/A
17	On-Time Performance Incentive Program (NCTD)	Performance	N	The project provides incentive payments to NCTD, which dispatches trains on the San Diego Subdivision for meeting Pacific Surfliner on-time performance levels.	NCTD	LOSSAN	N/A	San Diego	216.4-267.5	$ 22,962,000	$ 22,962,000	-	CE	No	N/A	This project will provide a revised shared use and operating incentive payment program with the North County Transit District (NCTD) to better reflect the operations and impact that the Pacific Surfliner has on the corridor. These payments will allow for the future expansion of service, by allowing one additional Pacific Surfliner roundtrip to be run in NCTD territory; and provide performance-based payments to NCTD based on the on-time performance (OTP) goals realized within NCTD territory, with maximum incentive payment requiring OTP greater than 95 percent, and incentive payment being reduced as OTP diminishes, based on an agreed upon graduated scale.	N/A
18	Pre-1949 Rail Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 20-30 miles of rail that was laid prior to 1949 between mileposts 249 and 356 along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	249-356	$ 15,100,000	$ 15,100,000	-	CE	No	N/A	The rail are deteriorating and if not replaced, slow orders may need to be implemented along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project is necessary to improve operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
19	Safety Improvement Funds	Safety	Y	The Safety Improvement Program is to provide for as needed safety enhancements along the corridor and could include dealing with homeless encampments, tree removal, improving crossings or pedestrian access, etc.	UPRR	UPRR	Complete	Santa Barbara	248.6-423.1	$ 2,500,000	$ 2,500,000	-	CE	No	N/A	This project will ensure that the northern part of the LOSSAN corridor will remain safe for train travel, both for passengers and pedestrians close to the rail line.	COMPLETE
20	Tie Replacement	Track	N	This project will improve the overall track infrastructure by replacing approximately 125 miles of old railroad ties between mileposts 274.72 and 335.4, to be completed in 2021, and also between 358 and 423.1, scheduled for 2023, along the Union Pacific Santa Barbara Subdivision to enhance overall operations and reliability of passenger rail service.	UPRR	UPRR	Complete	Santa Barbara	274.7-423.1	$ 8,900,000	$ 8,900,000	-	CE	No	N/A	The ties are deteriorating and if not replaced, may results in the implementation of slow orders along the LOSSAN rail corridor and Pacific Surfliner service may be interrupted. The project improves operational flexibility and reliability by removing existing speed restrictions and to allow for service expansion, which will result in reduced travel time, increased ridership and reliability, and GHG emission reduction.	COMPLETE
21	Upgrade of Non-Powered Switches	Track	N	The project will replace 16 hand operated switches with power switches and 1 hand operated derail for power at select locations along a 104-mile section of track in San Luis Obispo and Santa Barbara counties in order to reduce travel time. The project is being constructed by the Union Pacific Railroad on the LOSSAN Rail Corridor. These switches are part of the CTC expansion project.	UPRR	UPRR	Complete	Santa Barbara	267.0-321.4	$ 6,090,000	$ 6,090,000	-	CE	No	N/A	The 104-mile section of track in San Luis Obispo and Santa Barbara counties currently has multiple sidings with hand operated switches which increases travel time in the corridor by forcing train crews to stop a train, manually realign the switch, and then wait for the train to clear the switch before the signal can be reset. Each of these switches can take between five and 10 minutes to clear, resulting in increased travel time, and increased potential for delay. The project will result in reduced travel time, increased ridership and GHG emission reduction. It is estimated that conversion from a hand-thrown to a powered switch can save 5-10 minutes of travel time per switch movement	COMPLETE
22	Station Wayfinding Signage	Station	N	New information signage to upgrade and improve static passenger information and wayfinding signage at the 41 passenger rail stations along the 351-mile LOSSAN rail corridor between San Diego, Los Angeles and San Luis Obispo. This project will provide an updated, integrated set of wayfinding signage that will facilitate regional rail and transit connectivity, and address outdated and unclear directions.	N/A	LOSSAN	CON	Corridorwide	BNSF 272 - UPRR 249	$ 718,750	$ 718,750	-	N/A	No	N/A	Upgraded wayfinding and scheduling signage at stations throughout the corridor. This includes the installation of new cases at the stations and at thruway bus stops.	Mid 2026

Last Updated: 2/10/2025

Appendix B:
Third-Party Capital Projects (Funded/In Progress)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE,MND,EIR)	Federal Funding (Y/N)	NEPA Status (CE,FONSI,EIS,N/A)	Project Benefits	Anticipated Completion
LOSSAN NORTH																		
1	**Goleta Station Project**	Station	N		The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs	UPRR	City of Goleta	PS&E	Santa Barbara	358.20	$ 19,000,000						improvements will make the new facility safer, functional, and inviting. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.	2024
2	**Camarillo Station Pedestrian Undercrossing Project**	Station	N		This project will construct an undercrossing to improve pedestrian access between station platforms and parking areas, train operations via utilization of both platforms, and ADA accessibility.	UPRR	City of Camarillo	PS&E	Santa Barbara	412.44	$ 18,000,000	Prop 1B, TIRCP, SCCP	None	SE	N	None	The new undercrossing will create a safer and more convenient grade-seperated path between the two platforms at the station. Improve pedestrian access and operational flexibility, reduce travel time, accommodate future service growth	TBD
3	**Rice Avenue Grade Separation**	Grade Separation	N		Grade Separation to Improve Safety	UPRR	City of Oxnard	PS&E	Santa Barbara	406.23	$ 132,500,000	TCEP, PFIP, Sec 190	None	EIR	N	FONSI	Reduce conflicts between vehicles and trains	TBD
4	**Simi Valley Double Track**	Track	N		Addition of 2.20 miles of track, improvement at five at grade crossing ,creating a quite zone. New pedestrian underpass crossing and Simi Valley Station Improvements, new platform.	SCRRA	SCRRA	PS&E / ROW	Ventura	Multiple MPs	$ 120,000,000	TIRCP, FRA	Y	CEQA EIR (complete)	Y	NEPA CE (completed)	The project will provide more service, improve service reliability and safety, safer crossing for pedestrians	2028
5	**Arroyo Simi Bridge Scour Design**	Structure	N		Environmental clearance and superstructure concrete deck replacement for double track bridge over the LA river	SCRRA	SCRRA	PAED	Ventura	Multiple MPs	$ 16,600,000	FRA, SB1, Local	$ 3,100,000	SE	Y	CE	The scour protection will improve the load and storm capacity, increase safety, and reduce maintenance needs.	2026
6	**Devonshire St Safety Improvements**	Safety	N		Grade crossing and safety improvements	SCRRA	SCRRA	PS&E	Ventura	445.17	$ 8,000,000	TIRCP, FRA	None		Y	CE	Improve pedestrian safety	TBD
7	**Chatsworth Station Improvements**	Station	N	N	The Project includes a new pedestrian underpass at Chatsworth Station, replacing the existing, single at-grade crossing with a new pedestrian tunnel which allows safer passenger movements between side platforms and improved operations resulting in quicker and safer transfers.	SCRRA	SCRRA	PS&E / ROW	Ventura	445.50	$ 21,000,000	TIRCP	None	Complete (CEQA SE)	N	N/A	The project will enhance safety by new pedestrian crossing, replacing at grade crossing	2028
	Chatsworth Station ADA Improvements	Safety	N	N	The project includes ADA improvements per recommendations from the US DOJ for this facility and parking areas.	SCRRA	METRO	CON	Ventura	445.50	$ 7,354,650	$ 7,354,650	$ -	N/A	N	N/A	Improves ADA access at this facility.	2025
8	**Burbank Corridor Safety Improvements- Burbank Airport**	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Ventura	460.61	$ 20,000,000	State (CTSGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
9	**Burbank Junction Speed Improvements**	Safety	N		The project replaced the existing Brighton Siding, right-hand track, with a larger siding track. The existing tracks were reconfigured and lengthened to allow the junction to service trains more efficiently while providing smaller headways between trains	SCRRA	SCRRA	Complete	Valley	11.40	$ 17,950,000	TIRCP	None	CEQA SE (completed)	N	NEPA CE (completed)	The project creates a safer and more reliable service, reduce the commute time for passengers and emissions by having less idling time	2024 (completed)
10	**Burbank Corridor Safety Improvements- Burbank Downtown**	Safety	N		The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety. The proposed improvements would be entirely within the existing railroad ROW.	SCRRA	SCRRA	PS&E	Valley	10.81	$ 10,000,000	State (CTSGP Cal OES), Federal (FRA CRS)	None	SE	Y	CE	The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Platform and walkway improvements would improve pedestrian access and safety	2027
11	**Doran St Grade Crossing**	Grade Crossing	N	Y	Includes signal modifications, automatic warning devices, a new pedestrian crossing and temporary two-way road configuration with "Quiet Zone Ready" improvements.	SCRRA	SCRRA	PS&E	Valley	7.99	Included in the Grade Seperation						The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	Project on hold. Doran st crossing will be closed when phase A of Doran St. grade separation is complete.
12	**Doran St Grade Separation**	Grade Separation	N	Y	The purpose of the project is to improve safety and mobility, while maintaining suitable access to existing businesses and surrounding residential areas with the closure of the at-grade crossing.	SCRRA	METRO	PS&E	Valley	7.99	$ 58,300,000	Measure R 3%, TIRCP, RCE	$ -	SE	Y	CE	The project will improve safety by separating vehicle and pedestrians from trains, enhance mobility and quality of life and minimize disruption to residents, businesses and commuters	2028
13	**Signal Improvements Burbank to LA**	Signal	N		Signal programming and timing improvements	SCRRA	SCRRA	Complete	Valley	3.5 to 11.4	$ 1,500,000	TIRCP	None	Complete (CEQA SE)	N		Increase service, safety, and reliability; the project will also provide walkway safety lighting	2021 (completed)
14	**Pacific Surfliner Corridor Rehabilitation and Service Reliability Project**	Track/Structures	Y		To maintain a State of Good Repair on the Ventura Subdivision, rehabilitation will need to be completed on the following: (1) highway-rail crossings, (3) turnouts, 4,000 wood ties, 3,000 concrete ties, 4,050 track feet of fastener upgrades, 9,974 feet of rail, and (8) culverts. This work is vital in providing safe and reliable Metrolink service to the outlying communities in Ventura County and preserving the longevity of this key passenger and freight route. Also, in Tunnel 26, replace 33% of ties (1,500 ties); replaces 7,369 feet of ballast (the entire tunnel length); repairs or replaces missing or damaged pumps, guards, and pipes; performs needed electrical upgrades to ensure continued operation of drainage equipment.	SCRRA	SCRRA	PS&E	Ventura	Various (work at various locations across entire Ventura Sub)	$ 23,800,000	TIRCP, FRA		SE	Y	CE	Project will improve the Ventura line to bring several assets into a State of Good Repair, which will assist in delivering on-time passenger service and prevent emeregencies, slow orders, and passenger delays due to infrastructure conditions.	2026/2027
15	**CMF North End Connection and Tail Track**	Track	N		The project would reconfigure the existing connection track at the north end of CMF to improve operational flexibility and efficiency at CMF. In addition, the existing tail track would be realigned to parallel the reconfigured connection track. This realignment would eliminate an existing at-grade rail-highway crossing at the entrance of CMF	SCRRA	SCRRA	PS&E	River	3.1 to 3.5	$ 11,379,804		Need Construction Funding		Yes	CE	improve safety, and accommodate redevelopment of the surrounding area, including a pedestrian/bicycle connection to the Los Angeles River, which is currently under construction by the City of Los Angeles	TBD

Appendix B:
Third-Party Capital Projects (Funded/In Progress)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE,MND,EIR)	Federal Funding (Y/N)	NEPA Status (CE,FONSI,EIS,N/A)	Project Benefits	Anticipated Completion
LOSSAN SOUTH																		
16	**Link US Phase A: Track and Signal Modernization**	Station	N		Phase A of Link US includes two new run-through tracks on a new viaduct, which in future can accommodate up to a total of nine run-through tracks, over the US-101 freeway from Platform No. 4 at Los Angeles Union Station to the mainline tracks on the west bank of the Los Angeles River near First Street. An early start to Phase A of Link US was the track, signal and communication modernization in the throat area north of Los Angeles Union Station, which included new signal houses and track replacement at CP Mission and CP Terminal.	SCRRA	METRO	Full Phase A: PAED / PS&E Early Track and Signal Modernization: Complete	River	0.20	$950,398,000 (total Phase A)	Proposition 1A, TIRCP, Metro, SCRRA, and other			Y		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.	Early Start Track and Signal Modernization: 2024 (completed) Full Phase A: 2033
17	**Commerce Station Relocation**	Station, Track	N		Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodelled with extended tracks. Enables passenger and freight traffic separation	BNSF	METRO / CHSRA	PAED	San Bernardino	148.50	$ 30,000,000	TIRCP			Y		Increase ability to serve passenger at commerce station	2030
18	**Rosecrans/Marquardt Grade Separation**	Grade Separation	Y	Y	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	METRO	CON	San Bernardino	157.80	$ 156,400,000	CHSRA, CPUC Section 190, TIGER, BNSF, STIP, TCEP	$ -	SE	Y	FONSI	Substantially enhance the capacity of regional and national passenger and freight movements; reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.	2025
19	**Fullerton Interlocking Plan**	Track and Station	N		The Project includes construction of new tracks, modifications to the southern platform at the Fullerton Station, and associated rail infrastructure and pedestrian improvements to enable the separation of freight and passenger trains through the existing Fullerton Station	BNSF	SCRRA	PAED	San Bernardino	165.30	$ 114,000,000	Funded through ENG			Y		Increased service, safety and reliability via separation of passenger and freight traffic at Fullerton Station and Junction	2030
20	**Lincoln Ave Bridge Retaining Wall**	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	174.88	$ 565,000,000				Y		The project is part of the I5 freeway project	2025
21	**SR 57 NB Overhead Widening**	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	170.80							Improve freeway capacity and reduce traffic congestion	2028
22	**I-5 Irvine Overhead Widening**	Structure	N		TBD	SCRRA	CALTRANS	PS&E	Orange	183.30							Improve freeway capacity and reduce traffic congestion	2029
23	**Orange County Maintenance Facility - Phase 1**	Facility	N		Phase 1 consists of developing facilities needed for train storage consisting of the Service and Inspection (S&I) Facility tracks, train wash track, storage tracks, set-out track(s), yard lead tracks, transportation building, and employee parking.	SCRRA	OCTA	PAED	Orange	183.30 to 184.20	$ 167,000,000			CEQA MND (in-progress)	Yes (only funded for environmental at this time and not the entire Phase 1 estimate)		Line Capacity	TBD
24	**Irvine Station Improvements - Phase 1**	Station	N		Phase 1 which includes signal respacing and a pedestrian underpass	SCRRA	OCTA	PAED	Orange	184.00 to 186.90					Y		Enable cross platform transfers between different rail lines and optimize train operations between MP 184.0 and MP 186.9.	TBD
25	**La Paz Rd OH Widening**	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	CALTRANS	CON	Orange	190.30	$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
26	**El Toro Bridge Widening**	Structure	N		The project is being built in three segments and includes numerous roadway, structural and operational improvements, including new general purpose lanes, improved intersections and widened ramps.	SCRRA	OCTA	CON	Orange	190.50	$ 565,000,000				Y		Under the direction of OCTA and Caltrans District 12, the San Diego Freeway (I-5) Widening Project from San Joaquin Hills Toll Road (SR-73) to El Toro Road is intended to increase capacity, improve operations and enhance safety in southern Orange County	2025
27	**Crown Valley OH Widening**	Structure	Y		The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.	SCRRA	OCTA	PAED	Orange	193.30	$ 922,000				Y		The project will provide an acceptable level of service to match with the ongoing development	TBD
28	**Signal Respacing CP La Palma to CP Avery**	Signal	N		Adding 3 new intermediate signal locations and reconfiguring existing locations	SCRRA	SCRRA	CON	Orange	184.50 to 198.77	$ 6,440,000	AHSC		CEQA SE (completed)	N		The entire Orange subdivision will benefit by better separation of train traffic, allow for future express trains, allow an increase of passenger operating speeds to 90mph at more locations, and allow for a projected increase in train density, including freight service, without adding expensive infrastructure.	2025
29	**San Juan Creek Bridge replacement**	Structure	Y		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.	SCRRA	OCTA	CON	Orange	197.87	$ 59,374,000	FTA, SB1	--	SE	Y	CE	The new bridge will improve the load rating and storm capacity, increase safety, and reduce maintenance needs.	2026
30	**Serra Siding Extension - South**	Track	Y		The Project includes a 1.05-mile southward extension of the existing siding track at Dana Point and includes a new railroad bridge crossing over Coast Highway, as well as track, drainage, structural, utility, and signals/communications improvements to facilitate Project implementation.	SCRRA	OCTA	PAED	Orange	199.50 to 201.00	$ 44,000,000	TIRCP			N		The siding extension will provide additional capacity for train operations between CP Serra and Beach Road. This siding extension configuration will improve the safety and reliability of the corridor, and minimize the risk of operations shut-down.	TBD
31	**Signal Respacing CP Avery to CP Songs**	Signal	N		Remove 2 intermediate signals. Add 6 new intermediate signals.	SCRRA	SCRRA	Complete	Orange	199.50 to 209.18	$ 14,835,000	TIRCP		CEQA SE (completed)	N	N/A	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.	Completed
32	**San Onofre to Pulgas Double Track Phase 2**	Track	Y	Y	Phase 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.	NCTD	SANDAG	PAED	San Diego	216.50 to 218.10	$ 35,918,478				Y		1.6 mi of additional double track and replacement of Bridges 217.3 and 218.0.	2026

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Appendix B:
Third-Party Capital Projects (Funded/In Progress)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Committed Funding	Funding Gap	CEQA Status (SE,MND,EIR)	Federal Funding (Y/N)	NEPA Status (CE,FONSI,EIS,N/A)	Project Benefits	Anticipated Completion
33	**San Dieguito Double Track and Platform - Phase 1 & 2**	Track, Platform, Bridge	Y	Y	Provide a second main track from CP Valley (MP 242.2) to the north end of the proposed future San Dieguito River Bridge and Platform (MP 243.0). Replacement of the San Dieguito river bridge (built in 1916), a new special events platform, and additional double track, signal, and communications improvements to complete the new passing track for the LOSSAN corridor.	NCTD	SANDAG	CON	San Diego	242.20 to 243.00	$ 347,082,404				Y		.8 mi of additional double track	2026
34	**Del Mar Bluffs Stabilization - 5**	Track	Y	Y	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will 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.	NCTD	SANDAG	CON	San Diego	244.10 to 245.70	$ 99,630,950	FRA SOGR, FTA, TCEP, TIRCP, CA Natural Resource Agency	$ -	Pre-empted	Y	CE	Safety, State of good repair	2026
35	**Batiquitos Lagoon Double Track**	Track	Y	Y	Adds .6 miles of second main track from CP Ponto (MP 234.5) to MP 235.1. Also includes replacement of Batiquitos Lagoon Bridge 234.8	NCTD	SANDAG	PS&E	San Diego	234.50 to 237.20	$ 165,524,920				Y		0.6 mi of additional double track and Batiquitos Lagoon Bridge replacement.	2026
36	**San Diego Convention Center Station**	Station	N		Design and construction of a new siding and station platform between 1st and 5th Avenue to serve the San Diego Convention Center, Petco Park, and the Gaslamp Quarter. Includes 0.8 mile stretch of BNSF track and three new control points.	BNSF	NCTD	PS&E	San Diego	268.77 to 268.78	$ 38,200,000	TCEP		SE	N	N/A	New station at San Diego Convention Center. Associated track and signal improvements south of Broadway to allow revenue service.	2027
37	**Bridge 257.2 Replacement**	Bridge	Y	Y	This project replaces the aging trestle double track bridge 257.2 with new double track bridge at a higher elevation, requiring additional track replacement on both sides to transition track profile.	NCTD	SANDAG	Planning / Design	San Diego	257.20	$ 14,521,210				Y		Safety, State of good repair	2026
38	**San Dieguito to Sorrento Valley Double Track (SDSVDT) - PE/ENV/ROW/Final Design**	Track	Y	Y	Preliminary Engineering, environmental clearance, right-of-way, final design and public outreach for the relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG	PAED	San Diego	244.00 to 248.00	$ 300,000,000				N		5 miles of double track, grade separated, higher speed rail tunnel	2025
39	**Signal Respacing and Optimization Improvements**	Signal	Y		Modernize existing signal/crossing equipment throughout San Diego Subdivision. Project has been divided into five phases as follows: Phase 1: EC4 Legacy Replacements Phase 2: Carlsbad Crossings Phase 3: San Diego Crossings Phase 4: Encinitas/Del Mar Crossings Phase 5: Scope of Phase 5 will be determined based on remaining funding within the program and may include Sorrento Valley Blvd.	NCTD	NCTD	CON	San Diego	249.80 to 266.90	$ 40,000,000				Y		Operational flexibility	2025

Appendix B:
Third-Party Capital Projects (Planned/Unfunded)

No.	Project Name	Type of Project	Supports Climate Resiliency (Y/N)	Project Identified in RTP? (Y/N)	Project Description	Host Railroad	Project Lead	Project Phase (PAED, PS&E, ROW, CON, Complete)	Railroad Subdivision	Railroad Milepost	Capital Cost Estimate	Funding Gap	Federal Funding (Y/N)	Project Benefits	Anticipated Completion
LOSSAN NORTH															
1	**Ventura County Seacliff Siding Upgrade and Extension**	Track	Y		This project would add an estimated 5,650-foot extension and provide a total siding of 11,550 feet. The proposed project would also include wayside signal modifications located south of the proposed siding extension track limit.	UPRR	LOSSAN	Concept	Santa Barbara	386.4 - 387.5	$ 20,500,000	$ 20,500,000	No	Allow freight trains to wait on the siding while shorter passenger trains pass through, thus making the passenger service more efficient and less time consuming.	TBD
2	**Oxnard Station Second Platform**	Station	N		Install a second platform at the Oxnard Station.	UPRR	TBD	Concept	Santa Barbara		$ 80,000,000	$ 80,000,000	No		TBD
3	**Oxnard to Camarillo Double Track**	Track	N		Double track on UP main line between Oxnard and Camarillo	UPRR	TBD	Concept	Santa Barbara	406.0 - 413.0	TBD				TBD
4	**Moorpark to Simi Valley Double Track**	Track	N		The 3.7 miles between CP Madera and CP Colina will be double tracked. A new control point will be installed with universal crossovers east of Moorpark Station. Five new bridges will need to be built to cross the Arroyo Simi Channel waterway in the City of Moorpark	SCRRA	SCRRA	Concept	Ventura	427.4 - 431.1	$ 200,000,000		No	Necessary to extend 15-minute headways to Moorpark.	TBD
5	**Moorpark Area Maintenance Facility Buildout**	Facility	N		A new maintenance facility in Moorpark, CA that would service vehicles with fueling, cleaning, and dump facilities. Overhead feed cables are required for storage tracks.	SCRRA	SCRRA		Ventura	427.0 - 428.0	$ 153,505,000		No	Facility would support service patterns that include 15-min headways and 15-min electrified headways between LA Union Station and Moorpark. Would support the effort in merging the Ventura County Line and Orange County Line services	TBD
6	**CMF Modernization Phase 1**	Facility	N		Priority set of improvements to modernize the operation of CMF	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
7	**CMF Modernization Phase 2**	Facility	N		Intermiediate set of improvements to modernize the operation of CMF and prepare for alternative fueling	SCRRA	SCRRA		River		TBD		No	Supports State of Good Repair and operational efficiency in the Burbank to Los Angeles corridor	TBD
8	**North CMF Connection and Tail Track**	Facility	N		Connects CMF to the north to allow a through running operation and reduce deadhead movements on the track between LAUS and CMF	SCRRA	SCRRA		Valley		TBD		No	Supports operational efficiency in the Burbank to Los Angeles corridor	TBD
9	**Burbank to Los Angeles Third Track**	Track	N		Dedication of one new track for freight	SCRRA	CHSRA		Valley		TBD		No		TBD
10	**Sonora Avenue, Grandview Avenue and Flower Street Grade Separations Project**	Grade Separation	N		Existing and proposed tracks are partially raised and existing roadway crossings are partially lowered in Glendale to eliminate at-grade crossings for the future HSR projects.	SCRRA	LA Metro		Valley	8.8	$ 230,000,000		No	Safety	TBD
11	**Arroyo Simi Bridges Rehabilitation**	Structure	N		Rehabilitation of a series of four bridges in the vicinity of Moorpark	SCRRA	SCRRA		Ventura	427.8, 428.18, 428.63, 429.26	$ 13,000,000		No		TBD
LOSSAN SOUTH															
12	**Link US Phase B**	Station	N		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 Angles Union Station, new rail bridges over Cesar Chavez Ave and Vignes 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.	SCRRA	LA Metro		River	0.0	$ 2,597,000,000		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	2031
13	**Southside Turn Facility**	Station	N		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.	SCRRA	LA Metro		River	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	Prior to LinkUS Phase B
14	**Fourth Track: I-5/I-710 to CP Soto**	Track	N		Construction of a fourth track from the west end of the I-5/I-710 flyover to CP Soto and completion of the staging yard at Hobart, including property acquisition	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
15	**Upgraded Signal System**	Signal	N		Construction of a new signal system with 1.25-mile spacing	BNSF	CHSRA	Concept	San Bernardino		TBD		No	Signal system would be prepared to accommodate construction and ultimate configuration	2026
16	**26th Street ROW Acquisition/West Bank Yard Relocation**	Track	N		Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing 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	BNSF	CHSRA / METRO	Concept	San Bernardino		$ 296,913,000			allows for needed capacity to accommodate rail operation in ultimate configuration	2026
17	**LA-SB Dedicated Passenger Corridor: Hobart Yard Relocation**	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	Concept	San Bernardino		$ 422,100,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
18	**LA-SB Dedicated Passenger Corridor: Construct 3rd Main Track on the BNSF SB Route**	Track, Signal	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA / SCRRA	PAED	San Bernardino		$ 604,700,000		No	Separates freight and passenger rail and enables 5-minute passenger train headways from LA to Fullerton	2032
19	**LA-SB Dedicated Passenger Corridor: Early Start on 4th Main Hobart through Commerce**	Track, Signal, Station	N		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	CHSRA	PAED	San Bernardino	144.0 - 165.5	$ 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	TBD

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Appendix B:
Third-Party Capital Projects (Planned/Unfunded)

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20	**LA-SB Dedicated Passenger Corridor: Construct 4th Main Track LA to Fullerton**	Track, Signal, Station	N		Potential phasing element of LA-SB Dedicated Passenger Corridor	BNSF	CHSRA	PAED	San Bernardino	144.0 - 165.5	$ 886,800,000		No	Completion enables 5-minute passenger train headways from LA to Fullerton	2028
21	**I-5/710 Flyover**	Track	N		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	CALTRANS / CHSRA	PS&E	San Bernardino		$ 469,510,500			It allows for the corridor to be built for the ultimate configuration	2028
22	**New Commerce Intermodal Facility**	Facility	N		Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.	BNSF	CALTRANS / CHSRA	Concept	San Bernardino		$ 184,250,000			It allows for the corridor to be built for the ultimate while separating passenger rail traffic	2026
23	**Norwalk Blvd/Los Nietos Road Grade Separations**	Grade Separation	N		Two new grade crossings that were part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		$ 280,000,000		No	Safety	2028
24	**Pioneer Blvd Grade Separation**	Grade Separation	N		New grade crossing that was part of the HSR plans and has been folded into the Metrolink SCORE Program	BNSF	City of Santa Fe Springs	Concept	San Bernardino		$ 160,000,000		No	Safety	2032
25	**Fourth Track: Buena Park to Fullerton**	Track	N		Construction of a fourth track from Buena Park to Fullerton and start of the staging yard adjacent to Hobart	BNSF	CHSRA	PAED	San Bernardino		TBD		No	It allows for the corridor to be built for the ultimate configuration	2026
26	**Norwalk & Fullerton rail over rail crossing/ rail under rail crossing**	Track	N		Construction of the over/under at Norwalk and Fullerton	BNSF	CHSRA	PAED	San Bernardino		TBD		No	To accommodate the capacity of the ultimate build of the corridor	2026
27	**Commerce Station Relocation**	Station	N		Relocation of Commerce Station to facilitate freight movements and provide more frequent service to Commerce Station	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency; freight capacity and frequency of passenger service	TBD
28	**Track and Platform Reconfigurations at Norwalk, Buena Park (Orange County) and Fullerton (Orange County)**	Track, Station	N		Reconfigures station track and platform faces to create a separate freight and passenger tracks along the Los Angeles to Fullerton segment of the San Bernardiino Subdivisoin	BNSF	CHSRA / SCRRA	Concept	San Bernardino		TBD		No	Improve operational efficiency; freight and Passenger capacity; reduce safety conflicts between freight and passenger rail traffic	TBD
29	**Orange/Olive Junction and Wye**	Track, Signal	N		New crossover and faster turnouts	SCRRA	SCRRA	Concept	Orange	172.2	$ 3,900,000		No	Line Capacity	2023
30	**Orange - Olive Junction Improvements and Wye - Full Buildout**	Track, Signal	Y		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.	SCRRA	SCRRA	Concept	Orange	172.2	$ 42,600,000		No	Improve mobility in the corridor	2032
31	**Orange County Maintenance Facility - Full Buildout**	Facility	N		New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	SCRRA	OCTA	Concept	Orange	183.3 - 184.2	$ 153,200,000		No	Line Capacity	2032
32	**Serra Siding Extension - North**	Track	N		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.	SCRRA	OCTA	Concept	Orange	197.4 - 198.1	$ 36,918,000		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.	TBD
33	**Songs Siding Extension**	Track	Y	Y	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.	SCRRA	NCTD	PAED	San Diego	207.7 - 209.3	$ 76,200,000		No	1.5 mile of second track, replaces timber span bridge and aging timber bridge, and installation of second rail bridge	2035
34	**San Onofre Bridges Replacements (Bridge 209.9)**	Bridge	Y	Y	Replacement of three timber trestle railway bridges at MP 209.9.	NCTD	SANDAG		San Diego	209.9	$ 1,818,279		No	Safety, State of good repair	2025
35	**Stuart Mesa Maintenance Facility Capacity Enhancement**	Layover Facility	N	Y	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	SANDAG		San Diego	222.0	$ 52,751,000		No	7000 feet of additional track with new service line for fueling, washing and handling.	2035
36	**Eastbrook to Shell Double Track (San Luis Rey River Bridge)**	Track	Y	Y	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).	NCTD	SANDAG		San Diego	225.3 - 225.9	$ 134,178,479			0.6 mi of additional double track and Bridge 225.4 replacement.	2025
37	**Carlsbad Village Trench**	Grade Separation	Y	Y	Grade separation of the railroad tracks in Carlsbad Village Area. Includes Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad and a new bridge over Buena Vista Lagoon.	NCTD	SANDAG		San Diego	228.0 - 230.6	$ 610,078,432		No	Safety	2035

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38	**Encinitas Pedestrian Crossings**	Grade Separation	N	Y	New pedestrian undercrossings within the City of Encinitas.	NCTD	SANDAG		San Diego	237.7 - 238.6	$ 31,100,000		No	Safety	2035
39	**SDSVDT - Construction**	Track	Y	Y	Relocation of the rail alignment from the Del Mar bluffs to a doubletrack, higher-speed alignment between the San Dieguito Lagoon basin and the north end of Sorrento Valley in the City of San Diego.	NCTD	SANDAG		San Diego	244 - 248	$ 3,413,732,081		No	5 miles of double track, grade separated, higher speed rail tunnel	2035
40	**Sorrento to Miramar Phase 2**	Track	Y	Y	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	NCTD	SANDAG		San Diego	251.0 - 253.0	$ 276,487,338			Curve realignment / straightening on Miramar Hill.	2028
41	**Miramar Tunnel**	Track	Y	Y	Relocation of the rail alignment to a double track tunnel alignment that bypasses Miramar Hill and replaces the Sorrento Valley Station with a new station.	NCTD	SANDAG		San Diego	250 - 257	$ 5,000,000,000		No	5 miles of double track, grade separated, higher speed rail tunnel	2050
42	**Rose Canyon Bridge Replacements**	Bridge	Y		Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3 that were built in the 1940's.	NCTD	NCTD		San Diego	254.7, 255.1, 255.3	$ 14,790,000			Safety, State of good repair	2027
43	**Quiet Zones**	Signal	N		To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, quiet zones wouldneed to be established throughout the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chesterfield Drive).	NCTD	NCTD/SDMTS		San Diego	207 - 267	$ 16,600,000		No	Safety, State of good repair	2025

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