



# Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency

American Council of Engineering Companies  
Los Angeles Chapter Monthly Luncheon  
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# What is LOSSAN?

- Los Angeles – San Diego – San Luis Obispo Rail Corridor

- 351-mile rail corridor through six counties
- Hosts busiest state-supported Amtrak route in United States

– AND –

- The LOSSAN Agency

- 11-member Board of Directors
- Nine member agencies
- Manages and administers Pacific Surfliner service
- Managing agency: Orange County Transportation Authority



# LOSSAN Rail Corridor Overview

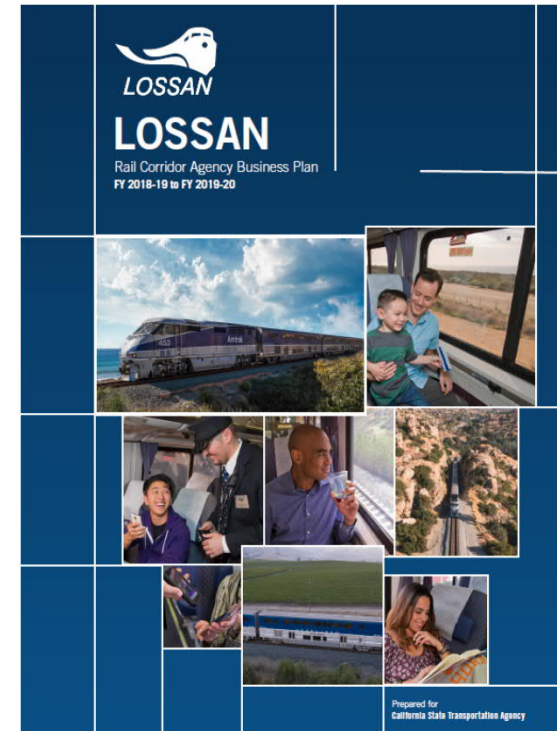


- 41 stations (10 commuter only)
- 3 passenger rail operators; 2 freight operators
- 7 right-of-way owners (55-percent freight owned)
- 8 million annual trips (5.1m commuter/ 3m Pacific Surfliner)
- Over 220 daily trains (freight + passenger)



# Service Goals

- Guided by the LOSSAN Agency annual business plan and California State Rail Plan
  - Increase awareness, ridership, revenue
  - Meet farebox recovery goals
  - Enhance passenger amenities and customer communication
  - Secure funding for capital improvements
  - Customize service to meet ridership demand
  - Form strategic partnerships
  - Advance network integration

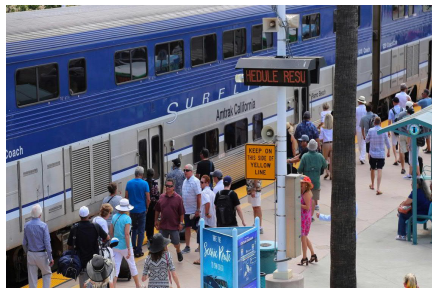


# Accomplishments to Date

Implemented 12<sup>th</sup> roundtrip (first regular service increase in 14 years)

Expanded business class seating resulting in a 20+ percent increase in business class revenue

Revamped Café car menu and increased revenue by over 15 percent since Fiscal Year 2015



Initiated train status alerts on Twitter (10,000+ alerts to date)

Led joint schedule and performance coordination meetings with all rail operators

Initiated transit transfer program with 12 local transit agencies

Successfully applied for and received four Transit and Intercity Rail Capital Program grants, totaling \$271+ million

Increased ridership by 11 percent and total revenue by 25 percent from FY2015 through FY 2018



# Challenges and Opportunities

- Heavily utilized, but constrained rail corridor
  - 80-percent of corridor north of Los Angeles is single-track
  - 30-percent of corridor in San Diego County is single-track
- \$5 billion in capital needs
  - Double-track, station improvements, signal and communications upgrades
- High ridership demand, but limited ability to grow service
  - Shortage of additional passenger cars and locomotives
  - Limits on operating slots on freight railroads
  - Single-track constraints on capacity, travel time, and reliability



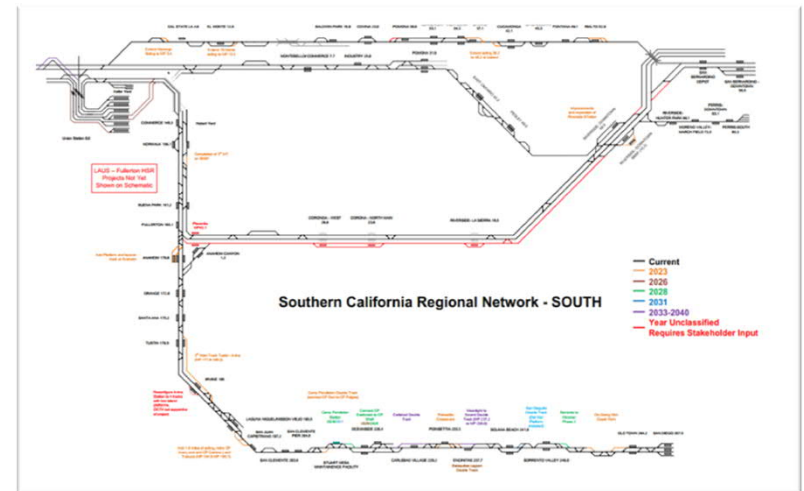
# Operating & Capital Improvements

- State of California is investing in the future of passenger rail travel
- The LOSSAN Agency has been awarded nearly \$300 million in grants since 2015 to implement capital or operating improvements to the Pacific Surfliner service.
  - Additional infrastructure capacity
  - Expanded layover & maintenance facilities
  - Station and corridor safety improvements
  - Corridor optimization, reliability, and network integration



# Operating & Capital Improvements

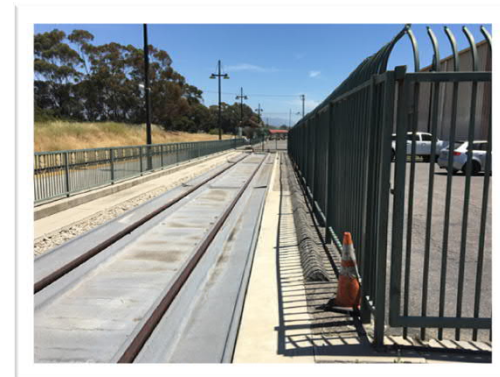
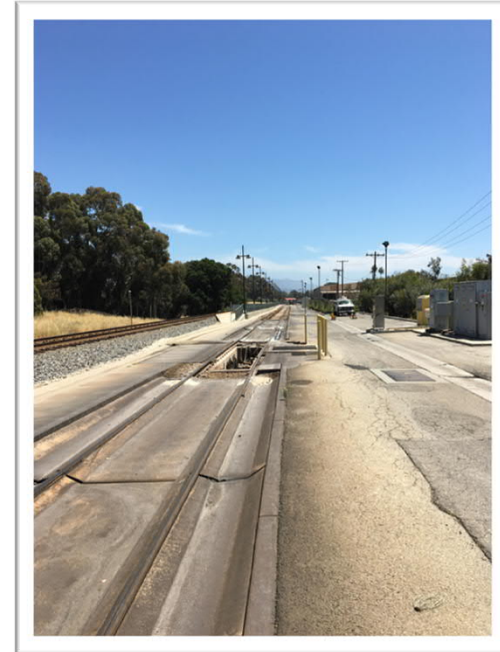
- Additional Infrastructure Capacity
  - Installation of pockets of Centralized Traffic Control and powered sidings between Goleta and San Luis Obispo (Union Pacific Right-of-way)
  - Extending or constructing passing sidings in Santa Barbara and Ventura County (Union Pacific Right-of-way)
  - Coordination on additional track & signal capital improvement projects with Metrolink, High-Speed Rail, BNSF Railway and NCTD





# Operating & Capital Improvements

- Expanded layover and maintenance facilities
  - Pacific Surfliner is supported by 3 outlying layover facilities and 1 primary maintenance facility
  - Capacity expansion is necessary to support service growth
  - Studies and design contracts underway or pending for facility expansions in San Luis Obispo, Goleta, and San Diego



# Operating & Capital Improvements

- Station and corridor safety improvements
  - Enhancements or modifications to stations
  - Safety improvements to stations including video surveillance systems
  - Coordination with NCTD on installation of safety fencing along right-of-way in San Diego
  - Coordination with stakeholders on Link Union Station project



# Operating & Capital Improvements

- Optimization, Reliability, and Network Integration
  - Corridor Optimization Study
    - Develop optimized and integrated operating strategies that reflect the existing and planned levels of service and are consistent with the State Rail Plan
    - Review of capital investment plans to prioritize and identify solutions for overcoming barriers to implementation
  - Agency Coordination and Network Integration
    - Southern California Rail Working Group
    - Integrated ticketing
    - Passenger information systems

# LOSSAN Agency Goals

Add additional roundtrips between San Diego, Los Angeles, and San Luis Obispo

Add railcars and locomotives to expand seating capacity

Complete corridor optimization effort to help improve on-time performance and reliability

Add infrastructure capacity to support service growth and reliability



Improve fare and trip planning coordination with connecting transit and commuter rail operators



Implement incentive programs with host railroads to improve reliability and on-time performance of the service.





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