



Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Overview

May 16, 2023



LOSSAN Rail Corridor History

Today:

351-mile rail corridor through six counties

3 passenger rail operators; 2 freight operators

7 Right-of-Way Owners (55% freight owned).

41 stations (29 Pacific Surfliner, 12 commuter only)

Hosts busiest state-supported Amtrak route in United States – Pacific Surfliner

- Origin of track dates back to 1887
- In 1938, Santa Fe Railroad began San Diegan service between Los Angeles and San Diego
- Amtrak took over operations in 1971. By 1976 expanded to six roundtrips with funding from the State of California
- Extension of San Diegan service to Santa Barbara occurred in 1988
- Commuter rail service on the LOSSAN Rail Corridor between Los Angeles and Orange County begins in 1990
- 1992 – 1995 Southern California agencies purchase segments of the LOSSAN Rail Corridor from Southern Pacific and Santa Fe Railroads
- COASTER begins commuter rail service in San Diego County in 1995
- Extension of San Diegan service to San Luis Obispo occurred in 1995; one trip a day
- 2000 San Diegan renamed as Pacific Surfliner to better reflect the coastal route



San Diegan, Santa Fe Depot - 1963

What is the LOSSAN Agency?

The LOSSAN Agency

11-member Board of Directors composed of regional transportation and planning agencies

Managing agency:
Orange County
Transportation Authority

Manages planning and operations of Pacific Surfliner service



- The Los-Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority comprised of regional transportation and planning agencies.
- Senate Bill 1225, signed into law in 2012, enabled regional governance of the state-funded Pacific Surfliner service by the LOSSAN Agency
 - Accomplished through an annual operating agreement between the LOSSAN Agency and Amtrak
- The LOSSAN Agency assumed management of the Pacific Surfliner service in July 2015 following execution of an interagency transfer agreement with the State of California
- The LOSSAN Agency coordinates with member agencies and stakeholders to improve overall intercity passenger rail service and improvements along the corridor

What is the LOSSAN Agency?

Continued



- Benefits of SB 1225 include more efficient and cost-effective resource allocation and decision-making on service
- More focused oversight of on-time performance, schedules, customer service
- Coordinated capital improvement priorities
- Coordinated efforts such as fares, ticketing, marketing/advertising, public information
- Unified Southern California voice in Sacramento and Washington
- Coordinated intercity rail service with the State Rail Plan and High-Speed Rail Plan
- Cost reductions for the State in the administration of the intercity rail service

What is the LOSSAN Agency?

Continued

- Nine Member Agencies
 - San Luis Obispo Council of Governments (SLOCOG)
 - Santa Barbara Association of Governments (SBCAG)
 - Ventura County Transportation Commission (VCTC)
 - Los Angeles County Metropolitan Transportation Authority (LA MTA)
 - Orange County Transportation Authority (OCTA)
 - Riverside County Transportation Commission (RCTC)
 - North County Transit District (NCTD)
 - San Diego Metropolitan Transit System (San Diego MTS)
 - San Diego Association of Governments (SANDAG)
- Four Ex-Officio Members
 - Amtrak
 - California Department of Transportation (Caltrans)
 - California High-Speed Rail Authority (CHRA)
 - Southern California Association of Governments (SCAG)

What is the LOSSAN Agency?

Continued

- The LOSSAN Agency is staffed through the Orange County Transportation Authority (OCTA)
 - Currently 18 full time positions budgeted
- The LOSSAN Agency is fully funded by the State of California
- Funding is provided by the State Public Transportation Account, primarily from sales tax on diesel fuel
- State funds cover Amtrak operating expenses, LOSSAN Agency staff, administrative services and marketing of the Pacific Surfliner

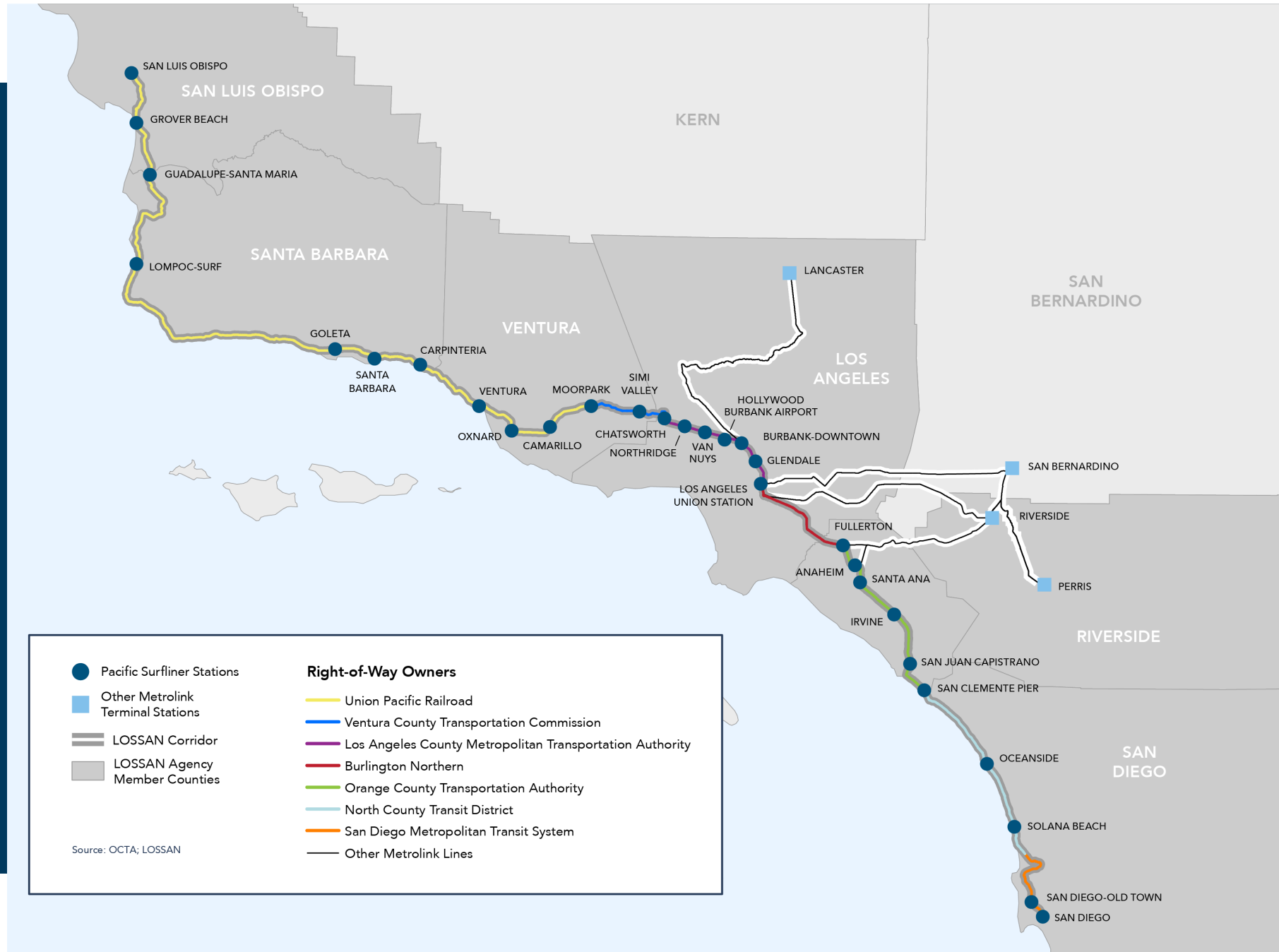
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- Federal fiscal year 2018-19* more than 8.15 million passengers on the LOSSAN Corridor, 5.37 million on COASTER & Metrolink combined, 2.78 million on Amtrak Pacific Surfliner
- 26 Amtrak Pacific Surfliner trains/day, 137 commuter trains/day, 70+ freight trains/day
- U.S Department of Defense identified corridor part of Strategic Rail Corridor Network (STRACNET) – access to Marine Corps Base Camp Pendleton and Port of San Diego
- Annually, on average*, passengers taking the Pacific Surfliner instead of driving saved 178,000,000 pounds of CO² emissions.
 -  Equivalent to over 9.1 million gallons of gas, or
 -  Enough energy to power 15,730 homes for a year

LOSSAN Rail Corridor Overview

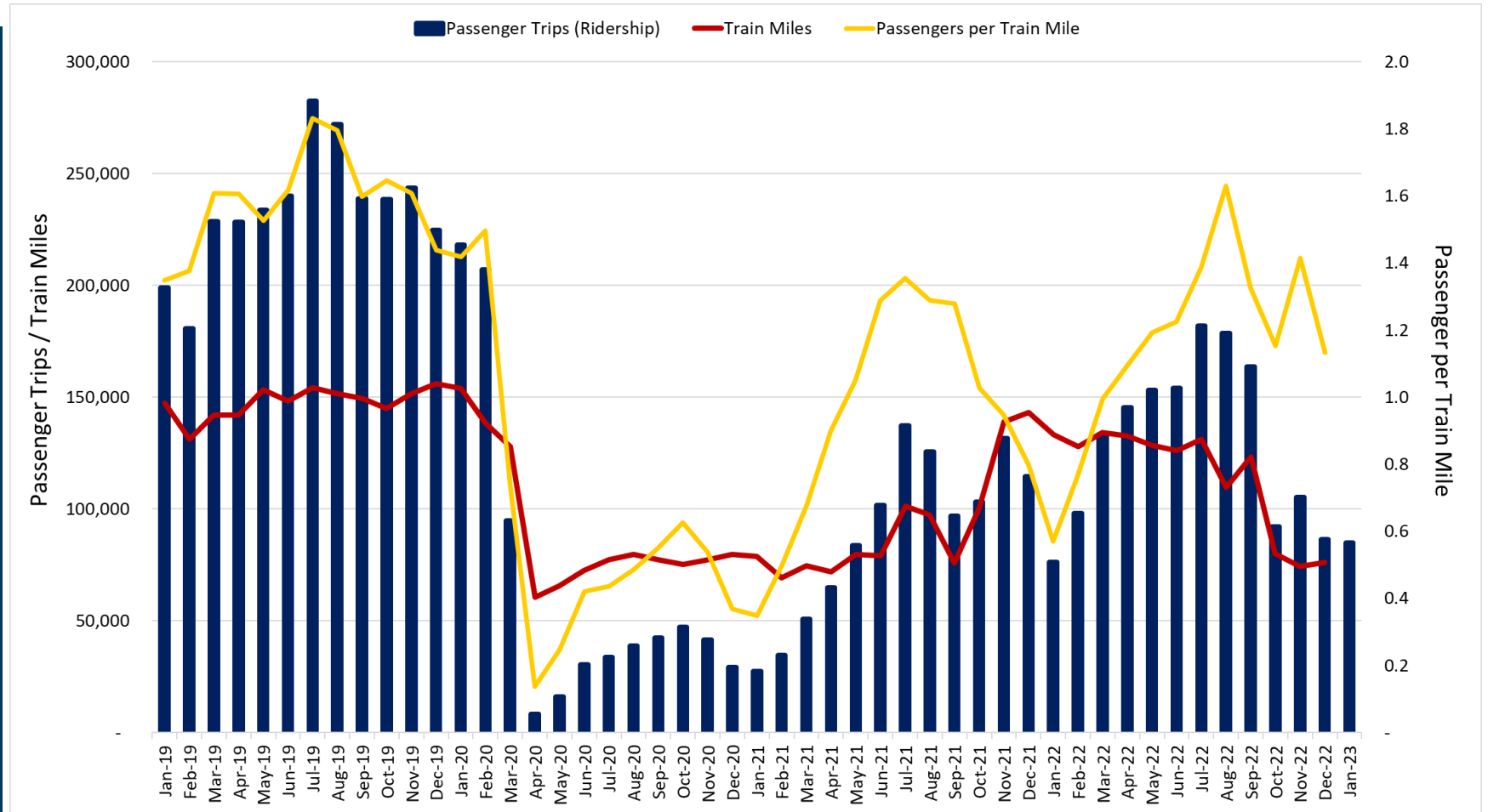
Key to the California
economy and beyond



- The LOSSAN Rail Corridor is a vital link for goods movement
- More than 70 daily freight trains carry over \$1 billion in goods and commodities every year

LOSSAN Rail Corridor Overview

Post COVID service recovery



- Post COVID, Pacific Surfliner passengers per train mile actually met or exceeded pre-pandemic levels during some summer months



LOSSAN Agency Priorities

- Champion Environmental Sustainability and Resiliency
 - Coordinate on corridor-wide efforts with stakeholders to address impacts of climate change
 - LOSSAN Agency led application submitted for Federal Corridor Identification and Development Program
- Improvements on Northern End of Corridor
 - Agreement with Union Pacific for improvements necessary to increase service north of Los Angeles
 - Construction of additional track capacity, siding extensions, bridge replacements, signal and switch upgrades
- Service Expansion Consistent With State Rail Plan Goals
 - Relocation and expansion of existing layover facilities in San Luis Obispo and Goleta
 - New facility in San Diego
 - Increase overnight storage and servicing capacity
- Optimizing Operations of Pacific Surfliner Service
 - Coordinate with Amtrak, Caltrans and JPA partners to implement cost-effective service level increases commensurate with demand