



# LOSSAN RAIL CORRIDOR AGENCY FACT SHEET

## ABOUT THE LOSSAN RAIL CORRIDOR AGENCY

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority composed of rail owners, operators, and planning agencies along the LOSSAN rail corridor. In addition to working to improve passenger rail ridership, revenue, on-time performance, operational flexibility, and safety, the LOSSAN Agency assumed management responsibility for the Pacific Surfliner service in July 2015, following the execution of an interagency transfer agreement with the State of California.

For Fiscal Year 2022-23, more than 3.74 million trips were taken on the LOSSAN rail corridor, including 2.20 million on COASTER, Metrolink Orange County and Ventura County Line commuter service, and 1.54 million on the Pacific Surfliner service, making the Pacific Surfliner the busiest state supported intercity passenger rail route in the nation. The LOSSAN rail corridor also hosts BNSF Railway and Union Pacific Railroad freight trains, and parallels congested stretches of Interstate 5 and Highway 101, making it a critical component of the region's transportation system.



## LOSSAN AGENCY STAFF OVERVIEW

The LOSSAN Agency is supported by 18 full-time staff members, and also shared staff at the Orange County Transportation Authority (OCTA) for functions including contracts, risk management, government relations, and accounts payable/receivable.

## BY THE NUMBERS

PACIFIC SURFLINER TRAINS/DAY

20

(Los Angeles – San Diego)

COMMUTER TRAINS/WEEKDAY

95

FREIGHT TRAINS/DAY

70+

MILES OF LOSSAN CORRIDOR

351

TOTAL NUMBER OF STATIONS

41

ANNUAL TOTAL PASSENGERS

3.74 Million

Pacific Surfliner 1.54M  
Metrolink/COASTER 2.20M

PACIFIC SURFLINER  
ANNUAL OPERATING SUBSIDY

\$57.8 Million

PACIFIC SURFLINER  
FAREBOX RECOVERY

46.3%

## FUNDING PRIORITIES

The LOSSAN Agency and its nine member agencies have a history of success securing funding for rail improvements, including more than \$426.3 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN Corridor. LOSSAN staff will remain diligent in securing future State and Federal funding for additional capital projects which include additional track capacity, station improvements, signal and communications upgrades, safety enhancements, and coastal resiliency. Operating costs for the Pacific Surfliner service are currently funded through the state's Public Transportation Account, but a stable, long-term source of operating funds still must be secured.

## LEGISLATIVE PRIORITIES

The LOSSAN Agency supports local, state, and federal legislative efforts to advance passenger rail services in the LOSSAN rail corridor. The LOSSAN Agency also works closely with the JPA Leadership Working Group, consisting of the state's other two intercity rail corridors and emerging corridors, to jointly advocate for common policy positions. The LOSSAN Agency's major legislative priorities are:

- Continue to explore efforts to advance resilient infrastructure and service improvement projects and programs.
- Maximize the share of long-term, sustainable funding sources to support passenger rail operations and capital projects in the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, including the continued eligibility for the LOSSAN Rail Corridor Agency (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.

## LOCAL OVERSIGHT OF PACIFIC SURFLINER SERVICE

In 2012, Senate Bill 1225 was signed into law, enabling regional governance of the state-funded Pacific Surfliner service by the LOSSAN Agency, with the goal of transforming the Pacific Surfliner into a service under local control that is more responsive to local needs, issues, and consumer desires.

In November 2013, OCTA was selected as Managing Agency of the LOSSAN Agency. The LOSSAN Agency, staffed by OCTA, formally assumed all management responsibility for the Pacific Surfliner service when an interagency transfer agreement with the State of California was executed in July 2015, for an initial three-year term, subsequently extended through September 2025. This agreement allows the LOSSAN Agency to assume administrative and oversight responsibility for Pacific Surfliner service, including identification of more cost-effective strategies for the administration and operation of the service.

The LOSSAN Agency is governed by a Board of Directors composed of 11 voting members representing rail owners, operators, and planning agencies along the entire rail corridor. As Managing Agency, OCTA provides all necessary administrative support for the LOSSAN Agency and its Board of Directors.



### CONTACT LOSSAN

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## TOP 10 PACIFIC SURFLINER STATIONS

Station	Annual Boardings
Los Angeles, CA.....	333,148
San Diego, CA.....	206,708
San Diego (Old Town), CA.....	116,111
Oceanside, CA.....	94,114
Irvine, CA.....	89,088
Solana Beach, CA.....	86,409
Santa Barbara, CA.....	80,197
Fullerton, CA.....	71,166
Anaheim, CA.....	70,332
San Juan Capistrano, CA.....	55,384

Source: Amtrak, FY2022 service performance

## VOTING MEMBERS

- Los Angeles County Metropolitan Transportation Authority
- North County Transit District
- Orange County Transportation Authority
- Riverside County Transportation Commission
- San Diego Association of Governments
- San Diego Metropolitan Transit System
- San Luis Obispo Council of Governments
- Santa Barbara County Association of Governments
- Ventura County Transportation Commission

## EX-OFFICIO MEMBERS

- Amtrak
- California Department of Transportation
- California High-Speed Rail Authority
- Southern California Association of Governments

Fact sheet as of 2/13/23, FY2022 service performance