

# LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN)

## CORRIDORWIDE FACILITIES, EQUIPMENT & OPERATIONS INVENTORY

### TECHNICAL MEMORANDUM

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**April 9, 2013**

# LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN)

## *Rail Operations Modeling*



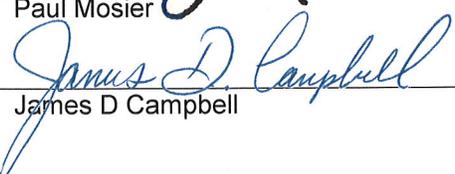
### TECHNICAL MEMORANDUM

**CONTRACT NO. 5001306 TASK ORDER 07**

**CORRIDORWIDE FACILITIES, EQUIPMENT &  
OPERATIONS INVENTORY**

Prepared by:  04/04/2013  
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**APPENDIX A MILESTONES IN THE LOSSAN CORRIDOR ..... A**

**APPENDIX B LOSSAN CORRIDOR AGREEMENTS - ELECTRONIC FORMAT (CD).. B**

Agreements included within CD provided with this document:

A. Caltrans

1. Rail Service Agreement Amtrak/Caltrans 10.2012

B. Amtrak

1. Amtrak Lease Agreement of SCRRRA Equipment 09.1.1992
2. Multi-Agency Shared Use 03.01.1994
3. NCTD Shared Use 10.01.94
4. Additional Maintenance Cost 01.17.2002
5. Agreement for Operation of the Rail Yard at LAUS 06.01.1992
6. Rail 2 Rail Agreement – Amtrak/SCRRRA 09.01.03

C. BNSF

1. Shared Use Agreement - ATSF and SANBAG - Redlands Sub 10.30.1992
2. Shared Use Agreement - Pasadena Sub - BNSF LACTC1 10.30.1992
3. Shared Use Harbor Sub & Amendment 1 & 2 10.30.1992
4. Shared Use Orange/Olive Subs 10.30.1992
5. Shared Use Pasadena/Redlands Trackage Rights 10.30.1992
6. Shared Use Pasadena Sub San Bernardino County 10.30.1992
7. Shared Use San Jacinto 10.30.1992
8. Shared Use San Bernardino Sub Santa Fe 10.30.1992
9. Special Agreement Regarding Capital Improvements 10.30.1992
10. Amendments 1 & 2 San Bernardino Sub Shared Use 12.10.1992
11. BNSF ROW Agreement Schematic 10.30.1992
12. Amendments 1 & 2 Harbor Sub Shared Use 04.15.2002
13. BNSF and SCRRA Agreement for Olive Sub MOW 06.01.2004
14. BNSF Spur Maintenance 02.24.2006
15. Implementation Agreement BNSF/SANBAG/SCCRA 10.03.2007
16. BNSF and SANBAG First Amendment to SUA Pasadena-Redlands Easement 08.01.2007
17. BNSF Track Schematic San Bernardino Sub

D. JPA

1. JPA forming Metrolink 08-01-1991
2. JPA forming Metrolink - First Amendment November 2000

E. NCTD

1. NCTD/OCTA/SCRRA Metrolink Commuter Rail Services 03.23.1994
2. Rail 2 Rail Pilot NCTD and Amtrak 04.18.11

F. Union Pacific

1. Saugus Shared Use Agreement 12.16.1992
2. Ventura Shared Use Agreement 04.18.1991

G. VCTC

1. Commuter Train Access Agreement VCTC & UP 03.06.1998

**APPENDIX C RESPONSE TO COMMENTS..... C**

## **1.0 INTRODUCTION**

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor is the second busiest passenger rail corridor in the nation in terms of daily train density and ridership, with only the Northeast Corridor (NEC) between Boston, New York and Washington D.C. being more travelled. The LOSSAN Rail Corridor is shared by multiple operators that include Amtrak, Metrolink and COASTER for passenger service and the BNSF Railway (BNSF) and Union Pacific Railroad (UPRR) for freight services. Portions of the Corridor are also owned by seven different entities and therefore operating rights exist through a variety of shared-use agreements. To illustrate the density and complexity of the Corridor, maps are provided in Section 2 to indicate the different rail services and the lines they traverse, and a map which depicts the ownership of the Corridor along different segments.

Due to the complex and vital nature of the Corridor, it was deemed necessary to establish a corridorwide strategic inventory of the State owned intercity assets (along the LOSSAN Rail Corridor) in order to assist in local authority efforts. The assets reflected in this report consist of right of way ownership, trackage rights (commonly referred to as “slots”), equipment, stations, maintenance facilities and operating agreements, as well as historical background on rail passenger services along the Corridor.

## **2.0 HISTORY OF STATE SUPPORTED RAIL SERVICE**

By the early 1970's, intercity and regional passenger rail travel throughout the United States and California had declined significantly from the previous decades and had become infrequent with only limited service offered. As a result, the National Railroad Passenger Corporation (Amtrak) was founded in 1971, in part, to relieve the private railroads from the responsibility of continuing to incur the financial cost of providing passenger rail service in an increasingly auto and airline oriented society.

In an attempt to relieve California's traffic congestion on state highways and to expand rail service above historic low levels, California began to provide financial assistance to Amtrak beginning in 1976. At the same time, the Caltrans Division of Rail was formed to oversee state-financed rail operations and the brand Amtrak California started appearing on state-supported routes.

The State of California has invested nearly \$2 billion in rail capital improvements in support of intercity rail services as well as contributing to annual operational subsidies. In 1990 California passed Propositions 108 and 116, which provided \$3 billion to transportation projects, with a large portion going to rail service. As a result, new locomotives and passenger cars were purchased by the state, existing intercity routes expanded, and the Capitol Corridor was established and began operation as a new intercity service. Further financial support resulted from the passing of Propositions 1B in 2006 and 1A in 2008. As a note, other than passenger fares, the only source for State operational subsidies is the Public Transportation Account (PTA).

A summary of the increases in intercity rail service on the Corridor from 1976 to the present is described in Section 2.2, which provides an overview of how the intercity rail service expanded during this timeframe. Appendix A provides an overall timeline of rail-related milestones in the Corridor.

## **2.1 THE SAN DIEGAN**

San Diegan service between Los Angeles and San Diego was started by the Atchison, Topeka and Santa Fe Railroad (Santa Fe Railroad) in 1938 with only three intermediate stops: Santa Ana, Oceanside and Del Mar. Service on the San Diegan ebbed and flowed over the following decades, increasing in frequency and service patterns until in the mid 1950's up to 10 daily roundtrips were operating during the summer months along the Corridor. By 1963 the service had been reduced to about five daily trips each with varying stopping patterns, with express trains maintaining a schedule of 2 hours and 30 minutes and local all-stop trains operating on a schedule of 3 hours between Los Angeles and San Diego.

When Amtrak took over intercity passenger operations in May 1971, only three trains per day remained in operation between Los Angeles and San Diego. These are referred to as the "legacy trains", which continue to be the only Amtrak supported Surfliner trains operating within California. State support of the intercity San Diegan service began with the formation of the Division of Rail in 1976. In that year, the first additional San Diegan train was added in more than a decade. Over the next 21 years, eight additional roundtrips were added between Los Angeles and San Diego.

In addition, beginning in 1988, service was extended north, for the first time, to Santa Barbara with additional roundtrips north of Los Angeles being added in 1990, 1994 and 1995. With the new roundtrips added in 1995 and again in 2004, service was extended further north to San Luis Obispo, creating the LOSSAN Rail Corridor as we know it today.

## **2.2 THE PACIFIC SURFLINER**

In 2000, with the arrival of new Amtrak-funded bi-level cars and locomotives, the San Diegan was rebranded Pacific Surfliner (the Surfliner name originated with the Santa Fe Railroad's Surf Line description of the Corridor), and has continued to be a major route for passenger train travel in Southern California carrying 2.8 million passengers annually. With the extension of service to San Luis Obispo in 1995, the Pacific Surfliner (formerly San Diegan) service route encompassed 351 route miles. The San Luis Obispo-San Diego trip takes approximately 8 1/2 hours with a maximum track speed of 90 miles per hour in some areas. After the transition to the Pacific Surfliner in June 2000, State support for the service continued to grow, with more trains being added in 2001, 2002 and 2004.

Since 1976 when State support of the intercity service began, there have been a total of eight new roundtrips added to the "Surfliner" corridor; a summary of which is provided in Table 2.0. These trains are in addition to the 3 "legacy" trains that existed prior.

**Table 2.0 – Summary of Pacific Surfliner Service Growth**

**Los Angeles to San Diego**

Year	Count	Comments
May 1971	3 RT	3 legacy trains that were operated by Santa Fe when Amtrak took over.
Sep 1976	1 RT (New)	Fourth LA-SD roundtrip added. This was the first state supported trip added to the San Diegan.
Apr 1977	1 RT (New)	Fifth LA-SD roundtrip added (second state funded).
Feb 1978	1 RT (New)	Sixth LA-SD roundtrip added (third state funded).
Oct 1980	1 RT (New)	Seventh LA-SD roundtrip added (non-state funded). Train was initially added at the cost of Amtrak, but later funded by State.
Oct 1987	1 RT (New)	Eighth LA-SD roundtrip added (fourth state funded).
Oct 1992	1 RT (New)	Ninth LA-SD roundtrip added (non-state funded). Train was initially added at the cost of Amtrak, but later funded by State.
May 1995	1 RT (Deleted)	Ninth LA-SD roundtrip discontinued.
Oct 1997	2 RT (New)	Ninth LA-SD roundtrip reinstated and tenth LA-SD roundtrip added (fifth and sixth state funded).
Oct 1998	1 RT (New)	Eleventh LA-SD roundtrip added (seventh state funded).
May 2001	1 RT (Weekend)	Twelfth LA-SD roundtrip added FRI-SUN (eighth state funded).
Jan 2012	1 RT (Deleted)	Twelfth LA-SD roundtrip discontinued FRI-SUN.

**Los Angeles to Santa Barbara**

Year	Count	Comments
Jun 1988	1 RT (New)	First roundtrip between Los Angeles and Santa Barbara (first state supported).
Oct 1990	1 RT (New)	Second LA-SB roundtrip added (second state supported).
Feb 1994	1 RT (New)	Third LA-SB roundtrip added (third state supported).
Oct 1995	1 RT (New)	Fourth LA-SB roundtrip added (fourth state supported). This service was the first Corridor service to extend to San Luis Obispo.
Nov 2004	1 RT (New)	Fifth LA-SB roundtrip added (state supported).

**Los Angeles to San Luis Obispo**

Year	Count	Comments
Oct 1995	1 RT (New)	First LA-SLO roundtrip added (state supported).
Nov 2004	1 RT (New)	Second LA-SLO roundtrip added (state supported).

Source: Pacific Surfliner 2008-09 Business Plan

RT = Roundtrip

**Figure 2.0 – Graphic Summary of Pacific Surfliner Service Growth**



Between September 1976 and September 1995 funding between the State and Amtrak was based on specific trains. Beginning in October 1995, the funding was based on a percent split of the overall operating costs. From October 1995 through October 1997 the State was responsible for 64-percent of the total operating costs of the “San Diegan” service. In November 1997, this was increased to 67-percent and in December 2004 was increased to 70-percent of the overall operating cost.

The current percentage of operating costs is equivalent to eight (8) of the eleven (11) Pacific Surfliner trains operating today. Beginning in October 2013, all Amtrak corridor services of 750 miles or less must become state supported and states must pay the proportional costs associated with these routes, as required under Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA 2008). This change applies to the Pacific Surfliner route, where currently Amtrak pays 30 percent of the operations subsidy. With the implementation of Section 209, the State will be responsible for the costs incurred only for the benefit of the Pacific Surfliner and a proportionate share of costs incurred for the common benefit of more than one route.

In addition, Amtrak is standardizing all costs nationwide so that all state partners will pay the same across the board. Amtrak calculates the direct costs and shared costs, minus revenue and other non-State funding, leaving the State to cover 100 percent of the subsidy for the operations of the Pacific Surfliner Corridor. Prior to Section 209, the State paid for 70 percent of this subsidy. It should also be noted that the State has been paying 100 percent of the San Joaquin and Capitol Corridor intercity services since their inception. There will remain costs that Amtrak will continue to pay for facilities such as the maintenance facility and stations that are currently shared with Amtrak long-distance services.

Today, operating south of Los Angeles there are 11 trains per day in each direction, and north of Los Angeles to Santa Barbara, there are five Surfliner trains per day in each direction. Bus connections are available between Santa Barbara and San Luis Obispo to supplement train service.

As well as being a supplement to train service, these bus connections provide customers access to and from other cities without Amtrak rail service and fill empty train seats with customers who would not normally ride without connecting transportation. With the coordinated ticketing and schedules, it is estimated that approximately 5 percent of the Pacific Surfliner ridership utilizes these thruway bus connections. Amtrak, Caltrans and the Capitol Corridor JPA jointly set schedules, specifications and service standards for these services.

Table 2.1 indicates the density of traffic by line with the current levels of passenger trains as well as 2030 projected increases based on the 2012 Strategic Implementation Plan.

Figure 2.1 indicates the passenger rail services by individual line and Figure 2.2 indicates corridor ownership.

Research suggests that the anticipated changes in climate and sea level are a result of build-up of “greenhouse” gases in the atmosphere over time due to emissions from burning of fossil fuels for energy production. Recently, rail improvement projects being planned within the coastal zone have been required by resource and funding agencies to incorporate Sea Level Rise (SLR) considerations into project design. Contingent on the project, incorporation of these SLR projections into project design can have significant impacts on the project. State of California guidance since 2008 has been to assume a maximum sea level rise of 4.6 feet (55 inches), while recent data from the National Research Council (understood to inform new State guidance)

suggests a range from 1.5 feet to 5.5 feet. Corridor agencies will need to consider this guidance, along with identified flood flows, when designing capital projects. In the LOSSAN corridor, the lowest elevations are in Santa Barbara County (e.g., Carpinteria and Santa Barbara at about four feet above sea level), San Luis Obispo County (e.g., Grover Beach at about 10 feet above sea level), and San Diego County (e.g., San Mateo Creek at the Orange County Line at 18 feet).

**Table 2.1 – LOSSAN Weekday Passenger Rail Corridor Traffic and Traffic Increase Assumptions**

Operator	Line	2011 Base Line	2014 Proposed Service	2030 Proposed Service
COASTER	Coast	22	28	40
Metrolink	Coast	0	1	0
Metrolink/COASTER	LA-SD*	0	3	10
Metrolink/COASTER	IE-SD*	0	0	4
Metrolink	Orange County	19	16	18
Metrolink	OC Intra-County	0	10	14
Metrolink	IEOC	14	16	24
Metrolink	91/Perris Valley	9	12	32
Metrolink	Antelope Valley	30	30	46
Metrolink	Burbank-Bob Hope	11	11	0**
Metrolink	Ventura County	20	20	36
Metrolink	Ventura-Santa Barbara	0	2	8
Amtrak	Pacific Surfliner (All Stop)	21	22	28***
Amtrak	Pacific Surfliner (Limited Stop)	1	2	8***
Amtrak	Coast Starlight	2	2	2
Amtrak	Southwest Chief	2	2	2
Amtrak	Sunset Limited	0	0	2
<b>TOTAL</b>		<b>151</b>	<b>177</b>	<b>274</b>

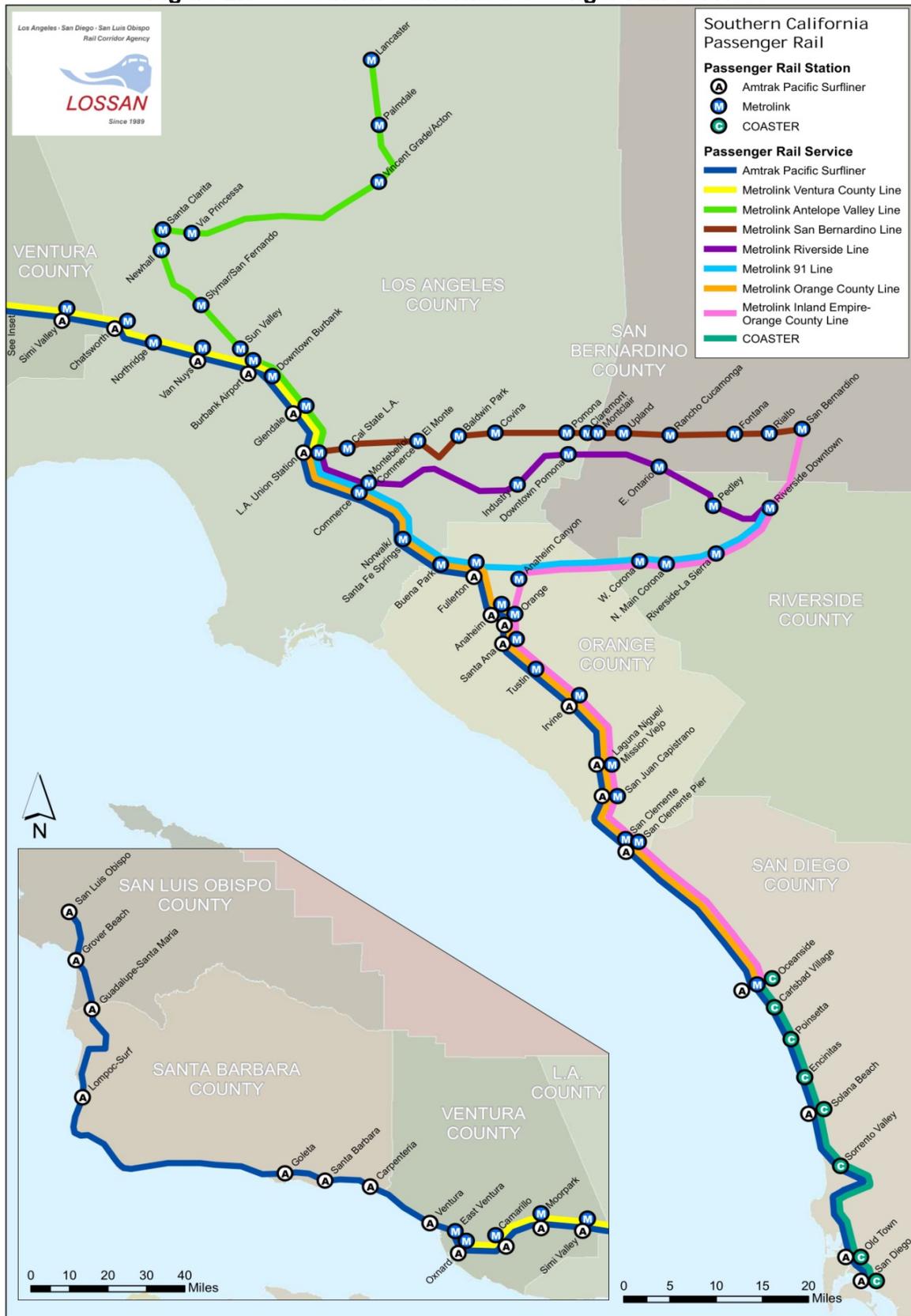
\* These trains are based on the operating assumption to include a consolidated rolling stock/equipment cycle plan for COASTER and Metrolink trainsets to address the vehicle fleet needs for “through” commuter service operating between Los Angeles, San Diego and Riverside Counties without the need for transfers.

\*\* Was initially assumed to be 8 trains, but initial simulations identified insufficient capacity to turn trains on mainline at Burbank-Bob Hope Airport. Increase in level of frequency of Ventura County Line trains assumed sufficient to meet demands of passengers despite elimination of this service.

\*\*\* Includes suggested timeslots for proposed Coast Daylight service between Los Angeles and San Francisco. Based on previous discussions, this includes timeslots for 1 overnight train in each direction and 1 daytime train in each direction.

Source: 2012 LOSSAN Corridorwide Strategic Implementation Plan

Figure 2.1 – Southern California Passenger Rail Services



**Figure 2.2 - Southern California Rail Corridor Ownership**



*From Moorpark to the LA/Ventura County Line, Ventura County Transportation Commission owns 40' of the width of the 100' right of way. Union Pacific Railroad owns the other 60'.*

*From the LA/Ventura County Line, to Burbank Junction, Los Angeles County Metropolitan Transportation Authority owns 40' of the width of the 100' right of way. Union Pacific Railroad owns the other 60'.*

### 3.0 PROCESS FOR INCREASING RAIL SERVICE IN THE FUTURE

To accomplish the Pacific Surfliner service increases identified in Table 2.0, the affected shared-use agreements may require modification. The addition of a “new” scheduled passenger train is not a trivial exercise. This process requires the approval of all owners/operators of the Corridor [segment(s)] over which the new service would traverse.

Other than on the BNSF Railway portion of the Corridor (between Redondo Junction in Los Angeles and Fullerton Junction in Orange County), the existing shared-use agreements require operator approval of the requested schedule for the new train, not train “slots”. BNSF has stipulated in their agreement that, upon completion of the triple-track project between Fullerton Junction and Redondo Junction, Amtrak is allowed 34 intercity train slots daily over the BNSF territory. Two of these slots however are reserved for Amtrak’s Southwest Chief between Los Angeles and Chicago (one train consuming two slots).

The process begins with the intercity administrative authority requesting that Amtrak add a new train to the current schedule. Amtrak will then approach the appropriate railroad owners/operators to seek approval for scheduling a new train in a desired time period, bearing in mind that as new infrastructure is built and Corridor capacity increases, this becomes more achievable. Operations and service planning analytics are then conducted by Amtrak and the railroad owners to assure that the new service can be operated without adversely affecting existing service. If not, discussions then occur on how the existing schedules may need to be adjusted to accommodate the new train.

Once the new train is found to be feasible, Corridor owners and their train operations dispatchers are presented with the new schedule and asked to review and attest to the feasibility of the new service. Most often this is known in advance, since the completion of capital projects are often linked to the implementation of additional service (this is standard practice north of Moorpark along the UPRR). It is important to note that the entire LOSSAN Rail Corridor has been modeled for both Short and Long–Term Service Plan scenarios and the resulting capital projects identified to support these service plans have been prioritized in order to meet each of these specific plans as part of the LOSSAN Corridorwide Strategic Implementation Plan.

Assuming crews and equipment are available to operate the new train, once the schedule has been agreed to by all operators along the Corridor, a timetable is planned and the Agreements are amended, to specify the responsibility associated with the additional cost to operate (which includes crew costs) this new train. An example of this process that can be referenced is the Memorandum of Understanding (MOU) between the Southern California Regional Rail Authority (SCRRA) and Amtrak dated September 7, 2000 for Amtrak Service Expansion Moorpark to Oceanside. This MOU amended the original Shared Use Agreement of March 1994.

To facilitate these discussions, a Corridor Joint Operating Group was implemented, which includes operations personnel from Metrolink, Amtrak and North County Transit District, and meets quarterly. Schedules are discussed along with future schedule changes and improvements as well as any further efficiencies that may be achieved. This forum encourages cooperation among all parties to help in the overall approach in integrating passenger rail service along the Corridor and for planning future service increases.

## 4.0 ROLLING STOCK

Unlike the Capitol Corridor and San Joaquin services, in which nearly all of the locomotives and passenger cars used in service are owned by the State (Caltrans), Caltrans owns only ten out of the approximately 50 cars in the Pacific Surfliner fleet. These ten cars are all California Car models from the 6000 series and were delivered in 2002. The remaining 0 cars and all the locomotives used on the Pacific Surfliner route are currently owned by Amtrak.

The Alstom bi-level cars used in the Surfliner service are based on the earlier California Car design and both designs are compatible with Superliners. They are a bi-level car with more seating capacity than the Superliner and are equipped with doors controlled from a single (door) station to help facilitate efficient passenger loading and unloading. The composition of a typical Pacific Surfliner trainset is one locomotive, five or six coaches, and a “cab” control car. More specifically, these trainsets typically have an EMD F-59PHI locomotive, a business class car, a cafe car with coach seating, two or three coach cars, and a cab car equipped with coach seating, a checked baggage space, and engineer controls. Table 4.0 lists the ten cars in Pacific Surfliner service owned by Caltrans.

**Table 4.0: Caltrans Owned California Cars (Pacific Surfliner)**

Type	Car Number	Car Name	Year Delivered	Capacity
Café	6351	Tecolote Canyon	2002	83
Café	6352	Topanga Canyon	2002	83
Coach	6451	Ocean Beach	2002	90
Coach	6452	Mission Beach	2002	90
Coach	6453	Pacific Beach	2002	90
Business Class	6851	Balboa Park	2002	77
Business Class	6852	Elysian Park	2002	77
Cab Car	6951	Point Loma	2002	82
Cab Car	6952	Point Vicente	2002	82
Cab Car	6953	Point Conception	2002	82

In addition to Caltrans funding overhauls of existing Amtrak Surfliner equipment, in December 2011, the California Transportation Commission (CTC) approved the allocation of \$42,000,000 of Proposition 1B funds as an Intercity Rail Improvement Project to procure new rolling stock for all State-supported intercity rail services. Of the 42, new cars and 6 locomotives comprising this procurement, 21 of the cars will be used in Pacific Surfliner service.

The Request for Proposals for the cars was released by the State in January 2012 with the cars expected to be delivered over the period of early 2015 through early 2018. The CTC action further noted that an additional \$108,000,000 is available from Proposition 1B for future equipment purchases. This could also be used as a source for future Surfliner purchases.

## **5.0 LOSSAN RAIL CORRIDOR STATIONS**

Table 5.0 below lists the 41 stations served by Amtrak, Metrolink or COASTER on the LOSSAN Rail Corridor, and identifies each station's ownership and service providers. It is important to note that only the Burbank-Bob Hope Airport Station is owned by Caltrans, who is also responsible for its maintenance.

The operation of Pacific Surfliner service is managed by Amtrak's Southwest Division headquartered in Los Angeles Union Station (LAUS). It is important to note that LAUS is also the primary base for crews operating the Pacific Surfliner trains. Due to the long length of the Corridor, additional crew bases are also located in downtown San Diego (at the Santa Fe Depot), Goleta (north of Santa Barbara) and San Luis Obispo.

**Table 5.0: LOSSAN Corridor Stations – Ownership & Use (Listed geographically from south to north)**

Station	Address	City	Owner	Station Use	Parking Spaces
San Diego - Santa Fe Depot^	1050 Kettner Boulevard San Diego, CA 92101	San Diego	City of San Diego	COASTER Amtrak	0
San Diego - Old Town	4005 Taylor Street San Diego, CA 92110	San Diego	San Diego Metropolitan Transit Service	COASTER Amtrak	350
Sorrento Valley	11170 Sorrento Valley Rd San Diego, CA 92121	San Diego	North County Transit District	COASTER	118
Solana Beach^	105 North Cedros Avenue Solana Beach, CA 9207	Solana Beach	North County Transit District	COASTER Amtrak	326
Encinitas	25 E D St Encinitas, CA 92024	Encinitas	North County Transit District	COASTER	309
Carlsbad - Poinsettia	6511 Avenida Encinas Carlsbad, CA 92009	Carlsbad	North County Transit District	COASTER	335
Carlsbad Village	2775 State St Carlsbad, CA 92008	Carlsbad	North County Transit District	COASTER	540
Oceanside^	235 South Tremont Street Oceanside, CA 92054	Oceanside	North County Transit District	COASTER Metrolink Amtrak	1,259
San Clemente Pier	615 Avenida Victoria San Clemente, CA 92672	San Clemente	City of San Clemente	Metrolink Amtrak	144
San Clemente North Beach	1850 Avenida Estacion San Clemente, CA 92672	San Clemente	City of San Clemente	Metrolink	142
San Juan Capistrano^	26701 Verdugo Street San Juan Capistrano, CA 92675	San Juan Capistrano	City of San Juan Capistrano	Metrolink Amtrak	179
Laguna Niguel	28200 Forbes Road Laguna Niguel, CA 92677	Laguna Niguel	Cities of Laguna Niguel/Mission Viejo	Metrolink Amtrak*	296
Irvine^	15215 Barranca Parkway Irvine, CA 92618	Irvine	City of Irvine	Metrolink Amtrak	1,625
Tustin	2975 Edinger Ave Tustin, CA 92780	Tustin	City of Tustin	Metrolink	932
Santa Ana^	1000 East Santa Ana Boulevard Santa Ana, CA 92701	Santa Ana	City of Santa Ana	Metrolink Amtrak	578
Orange	194 North Atchison Street Orange, CA 92866	Orange	City of Orange	Metrolink Amtrak*	225
Anaheim^	2150 E. Katella Ave. Anaheim, CA 92806	Anaheim	City of Anaheim	Metrolink Amtrak	400
Fullerton^	120 E. Santa Fe Ave. Fullerton, CA 92832	Fullerton	City of Fullerton	Metrolink Amtrak	1,321
Buena Park	8400 Lakeknoll Dr Buena Park, CA 90621	Buena Park	City of Buena Park	Metrolink	302
Norwalk	12901 Hoxie Ave Norwalk, CA 90650	Norwalk	City of Norwalk/City of Santa Fe Springs	Metrolink	608
Commerce	6433 E 26th St Commerce, CA 9004	Commerce	City of Commerce	Metrolink	135
Los Angeles - Union Station^	800 N. Alameda St. Los Angeles, CA 90012	Los Angeles	Los Angeles County Metropolitan Transit Authority	Metrolink Amtrak	60
Glendale	400 W. Cerritos Ave. Glendale, CA 91204	Glendale	City of Glendale	Metrolink Amtrak	426
Burbank Downtown	201 North Front Street. Burbank, CA 91502	Burbank	City of Burbank	Metrolink	458
Burbank-Bob Hope Airport	3750 W. Empire Avenue Burbank, CA 91505	Burbank	Caltrans	Metrolink Amtrak	Limited Parking

Station	Address	City	Owner	Station Use	Parking Spaces
Van Nuys^	7720 Van Nuys Blvd Van Nuys, CA 91405	Los Angeles	Caltrans	Metrolink Amtrak	350
Northridge	8775 Wilbur Avenue Northridge, CA 91324	Los Angeles	City of Los Angeles	Metrolink	290
Chatsworth	10046 Old Depot Plaza Rd. Chatsworth, CA 91311	Los Angeles	City of Los Angeles	Metrolink Amtrak	816
Simi Valley	5050 Los Angeles Ave Simi Valley, CA	Simi Valley	City of Simi Valley owns the station. Ventura County Transportation Commission owns the platform.	Metrolink Amtrak	569
Moorpark	300 High St Moorpark, CA	Moorpark	Ventura County Transportation Commission	Metrolink Amtrak	270
Camarillo	30 Lewis Road Camarillo, CA	Camarillo	Ventura County Transportation Commission	Metrolink Amtrak	406
Oxnard^	201 E. Fourth St Oxnard CA	Oxnard	City of Oxnard	Metrolink Amtrak	110
East Ventura	6175 Ventura Blvd. Ventura, CA 93003	Ventura	Ventura County Transportation Commission	Metrolink	60
Ventura	Harbor Blvd and Figueroa St Ventura, CA	Ventura	Union Pacific owns platform, City of Ventura owns parking and station facility.	Amtrak	Fairgrounds
Carpinteria	475 Linden Avenue Carpinteria, CA 93013	Carpinteria	Union Pacific owns platform, City of Carpinteria owns the parking and station facility.	Amtrak	123
Santa Barbara^	209 State Street Santa Barbara, CA 93101	Santa Barbara	Union Pacific owns platform, City of Santa Barbara owns parking and station facility.	Amtrak	160
Goleta	25 South La Patera Lane Goleta, CA 93117	Goleta	Amtrak owns platform and station facility, City of Goleta owns parking.	Amtrak	90
Lompoc/Surf	Ocean Avenue and Park Road Surf, CA 93437	Santa Barbara County	Union Pacific	Amtrak	39
Guadalupe/Santa Maria	330 Guadalupe Street Hgwy 1 Guadalupe, CA 93434	Guadalupe	Union Pacific	Amtrak	27
Grover Beach	180 West Grand Avenue Grover Beach, CA 93433	Grover Beach	Union Pacific owns platform, City of Grover Beach owns parking.	Amtrak	80
San Luis Obispo^	1011 Railroad Avenue San Luis Obispo, CA 93401	San Luis Obispo	City of San Luis Obispo	Amtrak	148

\* Limited Intercity service

^ Amtrak ticket agent at station

(Numbers for parking capacity were obtained from different sources. Sources include, NCTD, Metrolink website, County of Santa Barbara, County of San Luis Obispo, and LOSSAN 2010 Corridor Strategic Assessment. Some updates were not available at the time of this report.)

## 6.0 MAINTENANCE FACILITIES

The primary maintenance facility for all Pacific Surfliner rolling stock is the Redondo Locomotive Maintenance Facility (RLMF) in Los Angeles. This facility includes the locomotive and vehicle repair shop that performs safety inspections, servicing, and maintenance of all Amtrak locomotive and rolling stock, including the rolling stock for long-distance trains (Coast Starlight, Southwest Chief, and Sunset Limited). The RLMF is supported by Amtrak's Service and Inspection (S&I) Facility located near 8<sup>th</sup> Street.

The RLMF is considered one of the 15 major maintenance facilities operated by Amtrak nationwide and all rolling stock maintenance activities except for the rebuilding and heavy overhaul of cars and locomotives for the Southwest Division is performed here, including wheel profiling. Amtrak also utilizes a smaller maintenance and servicing facility in Goleta, California for fueling and overnight inspections. In San Diego and San Luis Obispo, overnight layover facilities for the Pacific Surfliner have been established to allow for fueling and overnight inspections and cleaning. In San Diego these are performed at the Santa Fe Depot, while in San Luis Obispo the Pacific Surfliner trainset is stored on a designated layover track adjacent to the UPRR locomotive yard across from the San Luis Obispo Station. Both the Los Angeles and Goleta maintenance facilities are owned by Amtrak.

## 7.0 OPERATING AGREEMENTS

Lastly, to gain a full understanding of the functioning of the Corridor, the shared use agreements and other agreements have been compiled as Appendix B (electronic only). The items in this appendix are shared-use agreements with various municipalities and operators/owners. Several of these Agreements do not include Amtrak as a signatory, however they were considered relevant not only for reference purposes, but to gain a further understanding of the background of the Corridor rail service.

For the Corridor north of Ventura, no formal shared-use agreements could be identified that regulate or limit the number of passenger "slots". This is likely the result of this portion of the Corridor being absent of commuter service. With no commuter services currently in operation along this segment, Amtrak intercity services refer to the operating rights granted under the passing by Congress of the Rail Passenger Service Act in 1970, which created the National Railroad Passenger Corporation (Amtrak). Furthermore, the preservation of "slots" in this section of the Corridor, which is owned by Union Pacific, is not as great a necessity given the volume of traffic on the Corridor is not as heavy as the freight corridors within the Los Angeles Basin.

It should be noted that many of these Agreements are often amended or even renegotiated. The enclosed Agreements are up-to-date as of March 2013, but will have to be updated as needed to stay current.

**APPENDIX A**  
**MILESTONES IN THE LOSSAN CORRIDOR**





**LOSSAN**

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

## Milestones in the LOSSAN Rail Corridor

- 1971** Amtrak service begins with two daily *San Diegan* trains between Los Angeles and San Diego stopping at eight stations. A third train is added later that year.  
Santa Barbara and San Luis Obispo are served by one daily *Coast Starlight* train.
- 1976** State of California begins subsidizing *San Diegan* service with a fourth train.
- 1977** Fifth *San Diegan* train added.
- 1978** Sixth *San Diegan* train added.
- 1979** *San Diegan* ridership tops 1.2 million annually.
- 1980** Seventh *San Diegan* train added
- 1987** Los Angeles – San Diego (LOSSAN) State Rail Corridor Study completed in direct response to Senate Bill 1095 (Craven). Los Angeles – San Diego State Rail Corridor Study Group begins development of a program for incremental upgrading of the existing rail line.  
Eighth *San Diegan* train added
- 1988** *San Diegan* service extended to Santa Barbara.  
Ridership tops 1.8 million annually.
- 1989** Los Angeles-San Diego Rail Corridor Agency (LOSSAN) Joint Powers Board formed by LACTC, SCAG, OCTC, NCTD, MTDB, SANDAG, and Caltrans to implement Study Group recommendations.
- 1990** Voters pass State Bond Propositions 108, 111, and 116 providing \$3 billion for rail capital projects over a 10-year period.
- 1992** SCRRA begins Metrolink service between Los Angeles and Ventura, Santa Clarita, and San Bernardino.  
Ninth *San Diegan* train added.
- 1994** SCRRA begins Metrolink service between Los Angeles and Orange Counties.
- 1995** NCTD begins Coaster service between Oceanside and San Diego.  
*San Diegan* service extended to San Luis Obispo.
- 1996** Southern California Intercity Rail Group (SCIRG) forms in response to Senate Bill 457 to review possibility of operating *San Diegan* service.
- 1997** Metrolink carries its 20 millionth passenger.  
Tenth *San Diegan* train added.
- 1998** Eleventh *San Diegan* train added.
- 2000** *San Diegan* service renamed the *Pacific Surfliner*.  
Beginning of new Amtrak rolling stock arriving in the Corridor.  
SCIRG votes not to operate *San Diegan* service and subsequently dissolves.

	LOSSAN receives \$20 million in New Starts funding to construct grade separation projects in the Cities of Solana Beach, Fullerton, and Commerce. A \$1 million allocation also is approved to stabilize the railway along the Del Mar bluffs in San Diego County.
2001	Amtrak completes long range plan, <u>California Passenger Rail System 20-Year Improvement Plan</u> . LOSSAN receives an allocation of \$3 million in New Starts funding to continue stabilization work along the Del Mar bluffs portion of the railway.
2002	LOSSAN adds VCTC, SBCAG, SLOCOG, and SANDAG as voting members and full complement of directors is appointed by member agencies. Amtrak, Metrolink, and Caltrans launch the Rail-2-Rail program, resulting in record ridership gains for intercity service.
2003	Pacific Surfliner annual ridership tops 2 million, making the corridor Amtrak's fastest growing nationwide. Caltrans completed the <u>LOSSAN South Strategic Business Plan</u> .
2006	Voters pass Proposition 1B, providing for \$19 billion for transportation infrastructure improvements including \$400 million specifically for the state's intercity passenger rail corridors.
2007	LOSSAN completes the <u>LOSSAN North Strategic Business Plan</u> and the <u>LOSSAN Corridorwide Strategic Business Plan</u> . Caltrans and Federal Railroad Administration release the <u>Final Program Environmental Impact Report / Environment Impact Statement</u> (PEIR/EIS) for the Los Angeles to San Diego rail corridor. Amtrak carries nearly 2.8 million riders for the fiscal year on its <i>Pacific Surfliner</i> service, the highest ridership in the history of the service.
2008	Amtrak, Metrolink and COASTER experience their highest monthly ridership in the history of the corridor. LOSSAN and member agencies finalize the <u>LOSSAN Corridorwide Strategic Assessment</u> to address better integration of the corridor's passenger rail services and the <u>LOSSAN Corridorwide Quick Improvements Study</u> , which identifies a number of short-term customer improvements. Voters pass Proposition 1A, providing \$9 billion for high-speed and \$950 million for rail feeder service improvements.
2009	President Obama signs the American Recovery and Reinvestment Act, providing for \$8 billion for high-speed and intercity passenger rail improvements nationwide. Federal Railroad Administration (FRA) awards \$53 million for corridor improvements.
2010	LOSSAN adds Amtrak and CHSRA as ex-officio members. FRA announces \$2 billion in HSIPR funds and awards \$67 million for corridor improvements.
2011	LOSSAN adds RCTC as ex-officio member.
2012	LOSSAN Board of Directors approves the <u>LOSSAN Corridorwide Strategic Implementation Plan</u> . Governor Brown signs SB 1225 and AB 1779, authorizing local management of Pacific Surfliner and San Joaquin services respectively.

**APPENDIX B**  
**LOSSAN CORRIDOR AGREEMENTS - ELECTRONIC FORMAT (CD)**



**APPENDIX C**  
**RESPONSE TO COMMENTS**



Comment No.	Page #/Section Reference	Reviewer Agency	Comment	Date Received	Response	Comment Addressed (Y/N)
1	Page I, Appendix B	SANDAG	Is the B.4. report the Rail2Rail agreement? If so, we should note "(Rail2Rail)". If not, we should add it to the list	2/6/2013	No, it is not. Rail2Rail added.	Y
2	Page ii, Appendix B	SANDAG	Does the G.3. UP Ventura Shared Use Agreement include service up to SLO?	2/6/2013	No, there is no agreement with UP that can be located for service north of Santa Barbara	Y
3	Appendix B	SANDAG	I suggest adding the following agreements/documents. 1) Mutual Aid (I don't think there is a formal agreement but it is worth checking to see if there is anything), 2) Dispatching Agreements	2/6/2013	The only mutual aid agreement in the corridor is between NCTD and SCRRA, and has expired. Dispatching Agreements for Amtrak are included in the Shared Use Agreements.	Y
4	Page 1, 1st Paragraph	SANDAG	delete this since it is not really a topographical map: "...and the lines they travers, and a topographical map which depicts the ownership of the Corridor along different segments"	2/6/2013	Comment addressed.	Y
5	Page 3, 2nd Paragraph	SANDAG	Bus connections are available between Santa Barbara and Paso Robles to supplement the limited train service between north of Santa Barbara. I wouldn't say that the reason is that UP runs freight trains during these times.	2/6/2013	Comment addressed.	Y
6	Page 3, Table 2.0	SANDAG	Add Weekday to the title of this table	2/6/2013	Comment addressed.	Y
7	Page 5, Figure 2.0	SANDAG	Do we want to use the map that is on page 1 of the joint timetable? I can send a pdf of just the map.	2/6/2013	Comment deleted per SANDAG.	Y
8	Page 6, Figure 2.1	SANDAG	Perhaps use figure 2 from the SIP although I would need to add in the PVL.	2/6/2013	Comment deleted per SANDAG.	Y
9	Page 6, Figure 2.1	SANDAG	There are grey lines north of SLO and South of San Diego that are not defined in the legend. Delete or define	2/6/2013	Comment addressed.	Y
10	Page 6, Figure 2.1	SANDAG	The BNSF orange and the OCTA orange are too close in color	2/6/2013	Comment addressed.	Y
11	Page 6, Figure 2.1	SANDAG	Add a sentence regarding RCTC trackage rights in the text - use the "" note on Figure 2 of the SIP.	2/6/2013	Comment addressed per SANDAG. Map depicts ownership, not usage rights.	Y
12	4.0	SANDAG	Perhaps we should add more about the Amtrak owned equipment on the corridor. We have 40 cars but does that include the superliner cars, horizon cars, or the Del Mar Block extra cars?	2/6/2013	Quantity mentioned per SANDAG.	Y
13	4.0	SANDAG	Perhaps we could mention that the state has funded capitalized maintenance/overhauls of the Amtrak owned equipment.	2/6/2013	Comment addressed.	Y
14	4.0	SANDAG	Mention Caltrans' Rail Car procurement with number of cars and locos expected to be delivered	2/6/2013	Comment addressed.	Y
15	Table 5.0	SANDAG	I think it would be good to know which Amtrak stations are staffed. Perhaps this could be listed as a footnote.	2/6/2013	Comment addressed.	Y
16	Page i	SANDAG	Add List of Figures and Tables	2/8/2013	Comment addressed.	Y
17	Page 2, Table	SANDAG	Number Table, Don't split across pages	2/8/2013	Comment addressed.	Y
18	Page 3, Table 2.0	SANDAG	Renumber table and update reference if needed, don't split across pages	2/8/2013	Comment addressed.	Y
19	Page 7	SANDAG	Add section on Amtrak Thruway Bus Service including overview, connections at Surfliner stations, frequency, etc and how service changes are made now.	2/8/2013	Comment addressed.	Y
20	Page 11	SANDAG	Add Section on Operating Agreements, pull the 3rd paragraph from the Intro and then add a reference to Appendix B.	2/8/2013	Comment addressed.	Y
21	Cover	SANDAG	Develop a LOSSAN cover page with PB QA/Review Signatures and Revisions box.	2/8/2013	Comment addressed.	Y
22	Page 9, Table 5.0	Caltrans	Update ownership of Van Nuys station/platform	2/6/2013	Comment addressed.	Y
23	Page 3	SBCAG	Delete "in" from "From in October 1995,..."	2/7/2013	Comment addressed.	Y
24	Page 3	SBCAG	Change July 2013 to October 2013 in PRIIA sentence	2/7/2013	Comment addressed.	Y
25	Page 3	SBCAG	Second paragraph, change four trains per day to SB to "five"	2/7/2013	Comment addressed.	Y
26	Page 3	SBCAG	Second paragraph, last sentence regarding UP unclear (also see Comment #5)	2/7/2013	Comment addressed.	Y
27	Page 8	SBCAG	Section 5.0 - add Amtrak org chart for SW Division	2/7/2013	Not to be added after discussions with SANDAG. Not a telling document in terms of Surfliner manpower as Amtrak has employees that are not dedicated to Surfliner only, e.g. support functions.	Y
28	Page 6, Figure 2.1	RailPAC	Figure 2.1 in item 6 is not quite correct. Ownership from Burbank Jc to VC line is split between UP (60ft on North side) an LACMTA (40ft on south side).	2/7/2013	Comment addressed.	Y
29	Appendix A	SANDAG	Amounts awarded to corridor from both ARRA (2009) and HSIPIR (2010)	2/8/2013	Comment addressed.	Y

Comment No.	Page #/Section Reference	Reviewer Agency	Comment	Date Received	Response	Comment Addressed (Y/N)
30	Page 2 LA to SD Figure	SANDAG	Under "Year" Oct. 1980 and Oct. 1992 Comment section: "initially added" should be "initially added" ?	2/8/2013	Comment addressed.	Y
31	Page 7 Paragraph 6	SANDAG	"Schedules and schedule improvements are discussed along with planned future schedule changes" Potentially: "Schedules are discussed along with future schedule changes and improvements"	2/8/2013	Comment addressed.	Y
32	Page 2	Amtrak	First full paragraph--the LA-SAN "legacy trains which continue to be the only Amtrak supported intercity trains operating within CA." Statement is untrue; there are four LD routes in CA which are Amtrak supported, plus legacy Surfliners.	2/8/2013	Comment addressed.	Y
33	Page 2	Amtrak	Section 2.2 Surfliner top speed is 90, not 89mph.	2/8/2013	Comment addressed.	Y
34	Page 2	Amtrak	Section 2.2 - In 2000, service was rebranded in conjunction with the arrival of new, Amtrak-funded bi-level cars and new locomotives. Amtrak's contribution isn't mentioned in this section.	2/8/2013	Comment addressed.	Y
35	Page 3	Amtrak	LA - SBA table last row. Suggest "This service was the first CORRIDOR service to be extended to SLO", as opposed to the "first service," as SLO has always had Amtrak service.	2/8/2013	Comment addressed.	Y
36	Page 3	Amtrak	PRR Section 209 requirement starts October 1, 2013, not July 2013.	2/8/2013	Comment addressed.	Y
37	Page 3	Amtrak	It's factually inaccurate to suggest CA or any state pays "100%" of a corridor trains' costs under Section 209. It's estimated that post Section 209, Amtrak's \$\$ contribution will be ~13%, which is less than today's 30%, but still, not 0% as the comment suggests. Recommend saying Section 209 requires states to pay a "larger share..." but 100% is incorrect.	2/8/2013	Comment addressed per SANDAG (Caltrans supplied language).	Y
38	Page 3	Amtrak	2nd full paragraph - North of LA to SB, there are a total of 6 (5 surf, 1 Star) trains/day, not 4, and the wording suggests the buses operate at night because the line is hosting freight trains at night. This is incorrect. The line does not have temporal separation, which the current wording suggests. The buses operate during a variety of times, including at night, but the bus schedule has nothing to do with freight movements, which occur throughout the day.	2/8/2013	Comment addressed.	Y
39	Page 6, Figure 2.1	Amtrak	why include the ownership to Mexican border? It's not part of LOSSAN and if you're going to include ownership of light rail lines, then map should be expanded for all of MTS's trains, Sprinter, and LA-area. Suggest just sticking with passenger lines that host conventional service on national freight network, which excludes Sprinter.	2/8/2013	Comment addressed.	Y
40	Page 7	Amtrak	Section 4.0 "Capitol" is misspelled, and the majority of rolling stock used on Capitols and S.J.'s is owned by state, but not all. On a daily basis, Amtrak locos and Superliners are in consists of both services.	2/8/2013	Comment addressed.	Y
41	Page 8	Amtrak	the rolling stock derivation is incorrect. "the Alstom bi-level cars used on the Surfliner are based on the earlier California Car design; both designs are compatible with Superliners."	2/8/2013	Comment addressed.	Y
42	Page	Amtrak	"typically" is misspelled.	2/8/2013	Comment addressed.	Y
43	Appendix A	Amtrak	Year 2000 milestone, I'd also mention the rebranding to PAC Surf. Coincided with arrival of new, Amtrak-owned rolling stock.	2/8/2013	Comment addressed.	Y
44	Page 2	SBCAG	I also think it would be impactful if the table of the service expansions over the years (2.2) could be somehow overlaid over a map of the Surfliner corridor. A visual illustration of the service growth over the years would help convey the success CT has had building the service.	2/8/2013	Comment addressed.	Y
45	Page 8, 3rd Paragraph	VCTC	Narrative indicates 38 stations listed in Table 5.0, but I counted 41 stations in the table	2/11/2013	Comment addressed.	Y
46	Page 8, 1st Paragraph	VCTC	"...this train consist typically usually has an EMD F-59PHI locomotive..." - grammar difficult to digest; consider eliminating a qualifier (typically or usually) and a verb (consist or has), or reword.	2/11/2013	Comment addressed.	Y
47	Page 10, Table 5.0	VCTC	Change "Carpenteria" to "Carpinteria"	2/11/2013	Comment addressed.	Y
48	Page 7, 3.0 last paragraph	NCTD	Is it customary to refer to the service ("COASTER") as opposed to the operator (NCTD)?	2/20/2013	Comment addressed.	Y
49	I & ii	SCRRA	Please remove items that do not pertain to the LOSSAN corridor from the document. For example, the SCRRA Insurance Liability letter and Shared Use Agreement for the Pasadena Sub don't belong in the LOSSAN inventory, even as an attachment.	2/21/2013	Comment addressed.	Y
50	6	SCRRA	It is difficult to tell the difference in ownership between OCTA and BNSF because the colors used in the map are similar.	2/21/2013	Comment addressed.	Y

Comment No.	Page #/Section Reference	Reviewer Agency	Comment	Date Received	Response	Comment Addressed (Y/N)
51	9	SCRRA	Good Station table. Suggest adding a subtitle or foot note stating something like, "Stations listed geographically from south to north".	2/21/2013	Comment addressed.	Y
52	Page 2 Paragraph 4	OCTA	Why is Pacific Surfliner in quotes?	2/21/2013	Comment addressed.	Y
53	Page 3 Paragraph 2	OCTA	Reword: pacific surfliner trains never serve Paso directly, only coast starlight. this makes it sounds like buses are used only when amtrak cannot operate because of UP traffic	2/21/2013	Comment addressed.	Y
54	Page 5 Figure 2	OCTA	Remove Amtrak stops at Orange and Laguna Niguel/Mission Viejo?	2/21/2013	Still stop there as of this writing.	Y
55	Table 5.0	OCTA	May consider including number of parking spaces available. Also, Amtrak has contracts with some stations that specify how many spaces are set aside for Amtrak customers. Jack Rich, formerly w/ Amtrak, may be good source for this info.	2/21/2013	Comment addressed	Y
56	Table 5.0	OCTA	Other stop info, addresses and names. Noted in attached PDF	2/21/2013	Addresses corrected. Superliner cars were refurbished with funds from Caltrans, still owned by Amtrak.	Y