



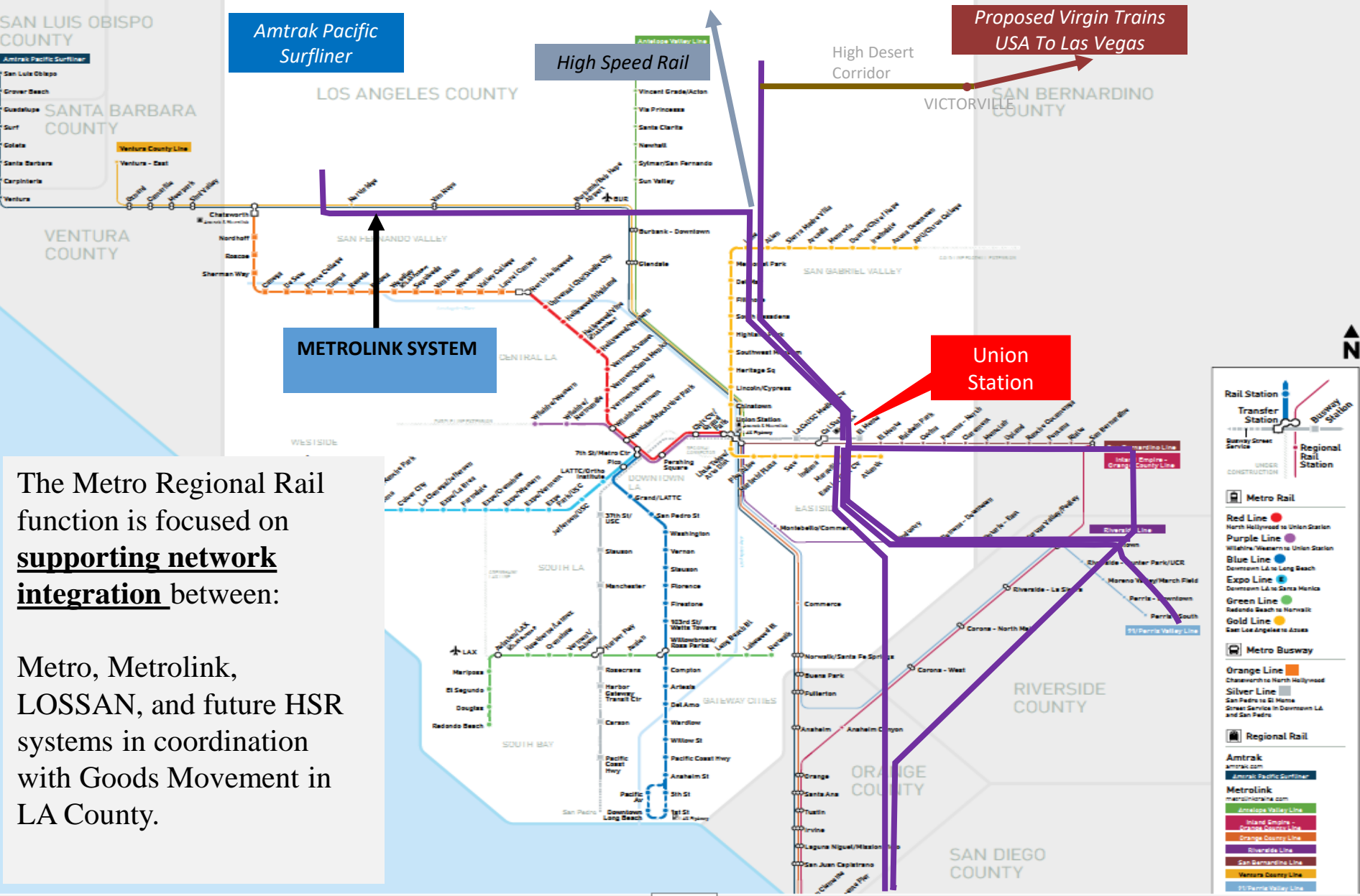
WTS-LA Virtual Passenger Rail Panel

Jeanet Owens, P.E., Senior Executive Officer, Program Management and Regional Rail



July 29, 2020

Metro Regional Rail focus on Network Integration



Amtrak Pacific Surfliner

High Speed Rail

Proposed Virgin Trains USA To Las Vegas

METROLINK SYSTEM

Union Station

The Metro Regional Rail function is focused on supporting network integration between:

Metro, Metrolink, LOSSAN, and future HSR systems in coordination with Goods Movement in LA County.

Rail Station
Transfer Station
Busway Station

Metro Rail

- Red Line
- Purple Line
- Blue Line
- Expo Line
- Green Line
- Gold Line

Metro Busway

- Orange Line
- Silver Line

Regional Rail

- Amtrak
- Amtrak Pacific Surfliner
- Metrolink
- Amalosa Valley Line
- Inland Empire - Fontana/Santa Ana Corridor
- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line
- San Gabriel Valley Line

COVID 19 IMPACTS – Regional Rail

Unprecedented financial impact on Metro Budget resulting in:

1. **Prioritizing capital projects that are currently in construction (Bucket #1).**
2. **Reducing scope to fit based on the state, local and federal grant funds received for the project.....cost neutral.**
3. **Defer capital studies and planning studies by 3 to 6 months.**

Regional Rail Capital Projects

1. Link Union Station



2. Rosecrans/Marquardt Grade Separation



3. High Desert Corridor Intercity Rail Service Development Plan



Link US Project Video

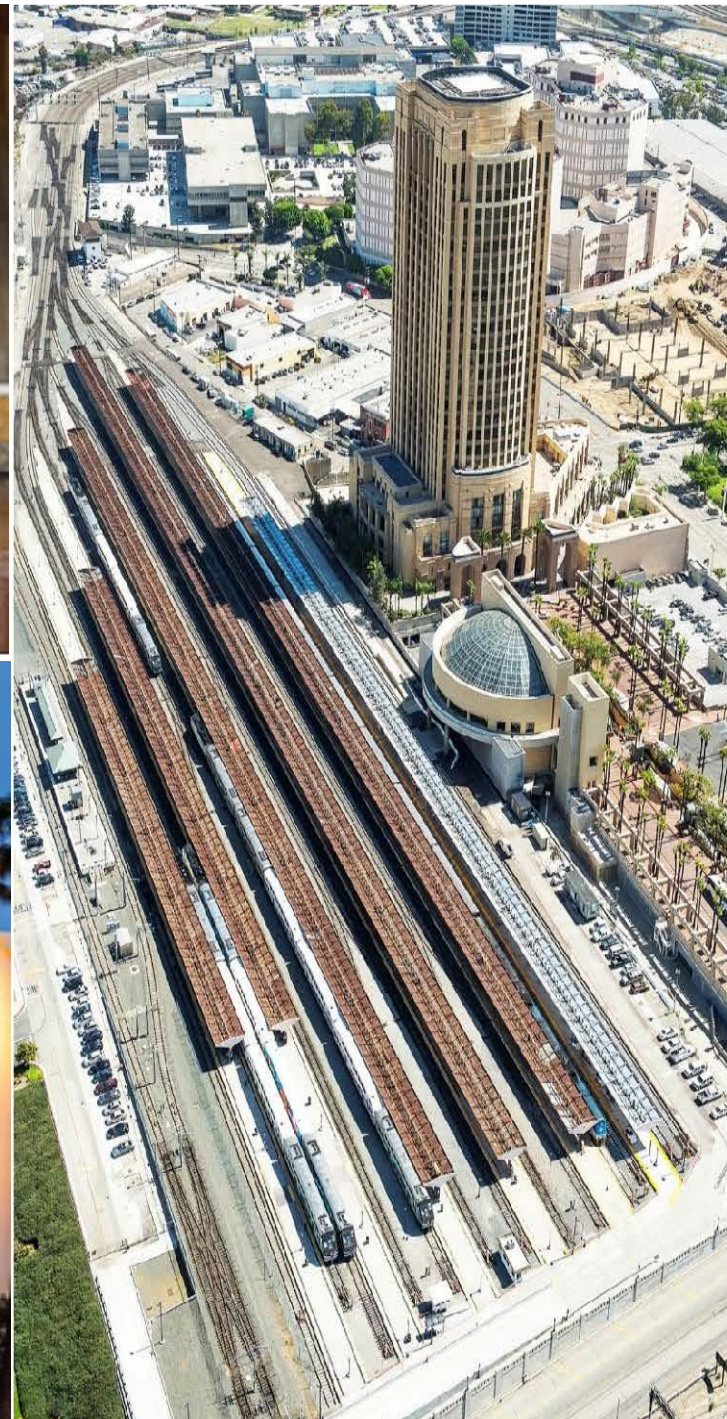
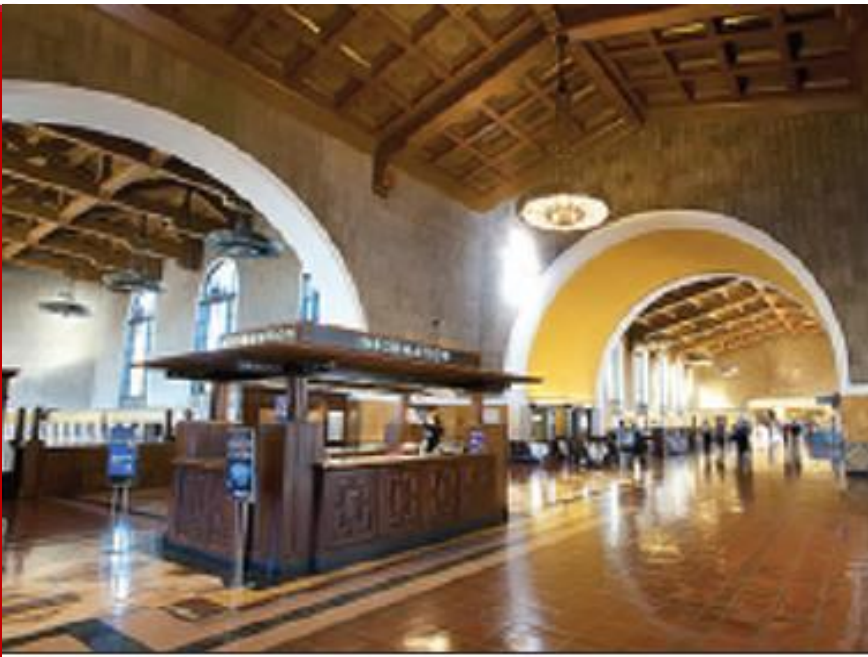


1. The video is meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded and subject to change through future design and preliminary engineering.

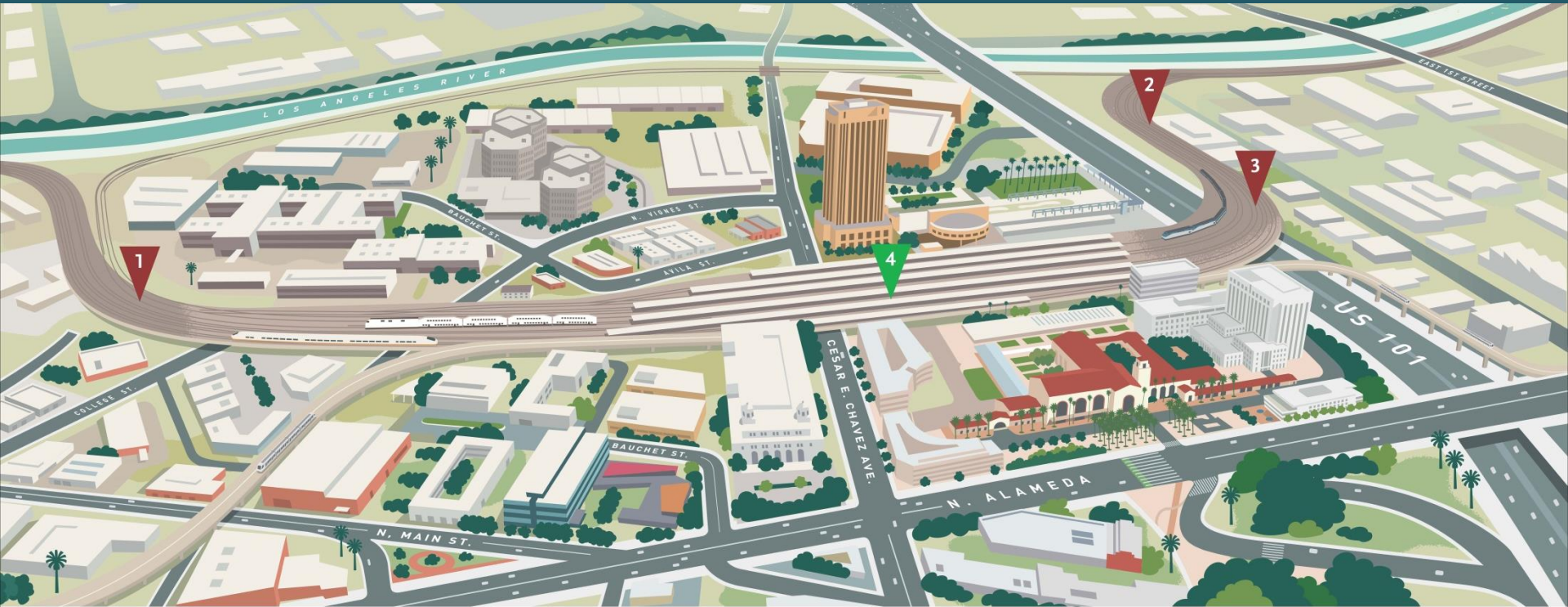
Los Angeles Union Station Today

Built in 1939

Largest multi-modal hub in Southern California



Link Union Station Project Phasing



Phase A - Funded

Phase B - Not Funded

SEGMENT 1 – THROAT AREA

SEGMENT 2 – COMMERCIAL & CENTER ST

SEGMENT 3 – VIADUCT & RUN-THROUGH

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Rail signal, communications and track work
2. Utility relocation

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through tracks and new lead track in the throat

Link Union Station Regional Rail Overview

Carrier	Service	# of Weekday Passengers (2017)	# of Weekday Trains (2017)	Estimated Number of Weekday Trains (2040**)
Metrolink	Riverside	2,985	12	22
	91 / Perris Valley Line	2,608	9	23
	Antelope Valley	4,854	30	48
	Orange County	7,616	21	41
	San Bernardino	7,161	38	48
	Ventura	3,276	33	51
	LOSSAN	Pacific Surfliner	4,100	24
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited; [2040 includes future Coast Daylight, Coachella Valley]	540	5	9



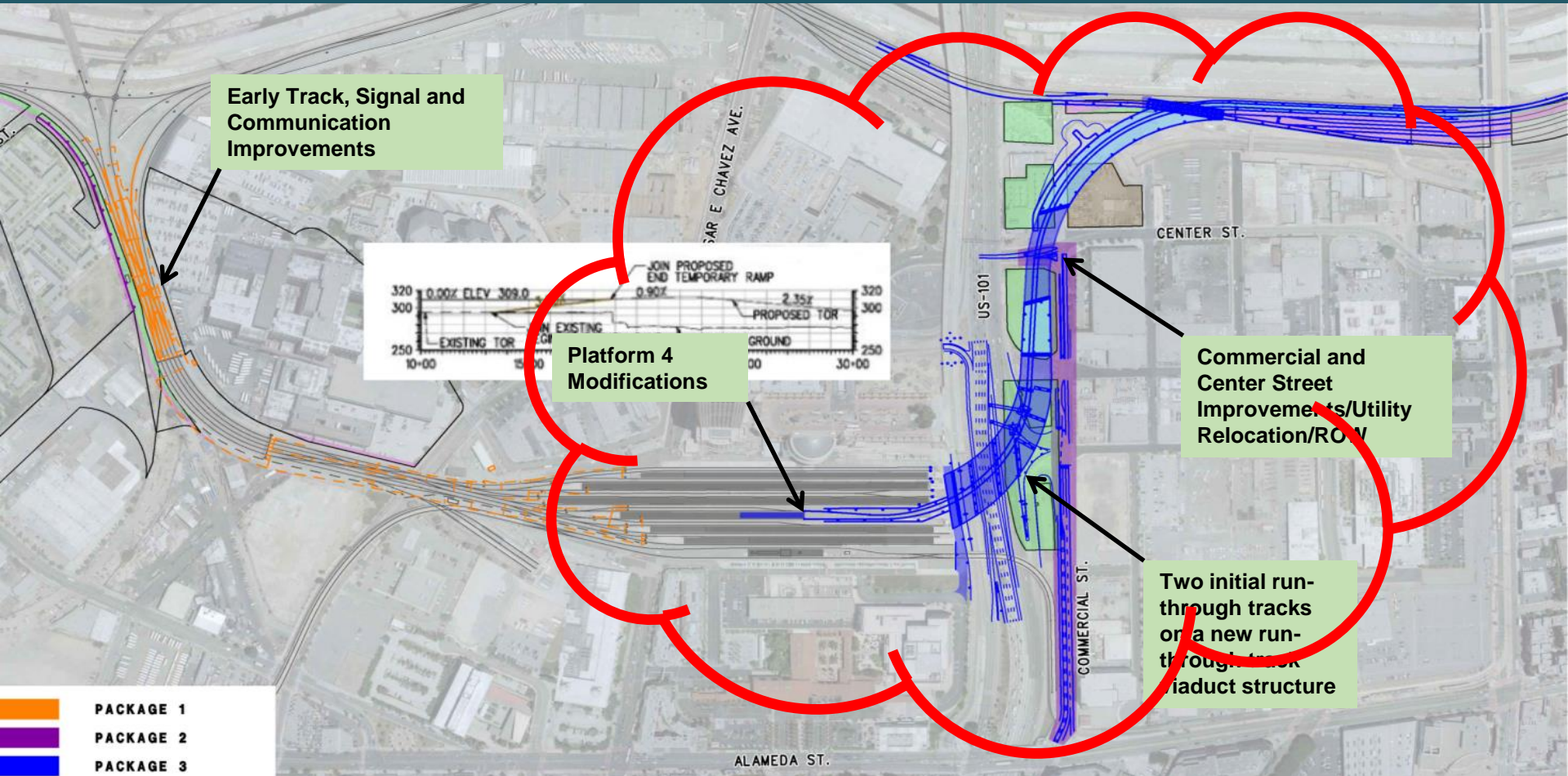
Total

***33,138**

172

280

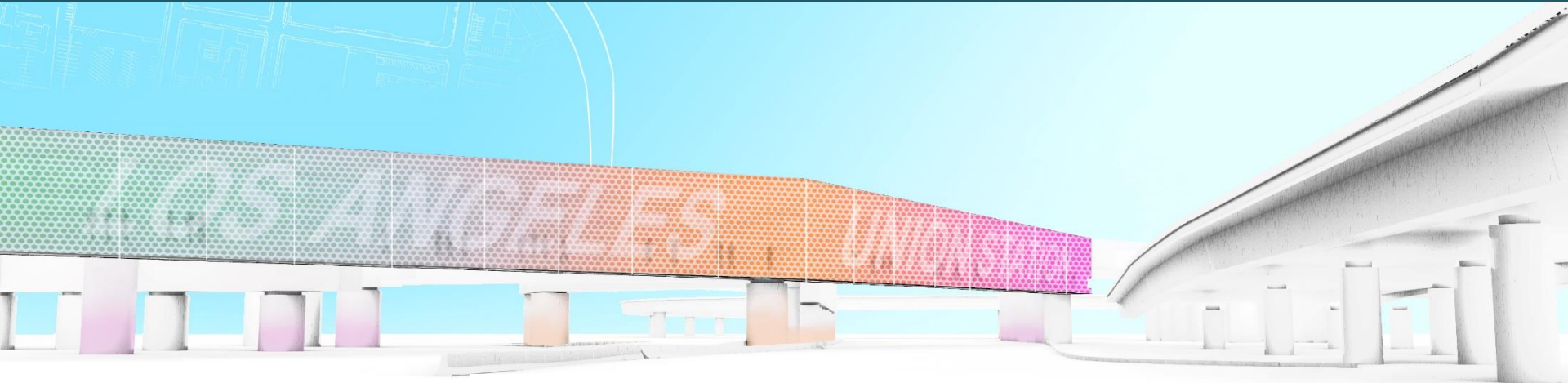
Link US Phase A (Funded)



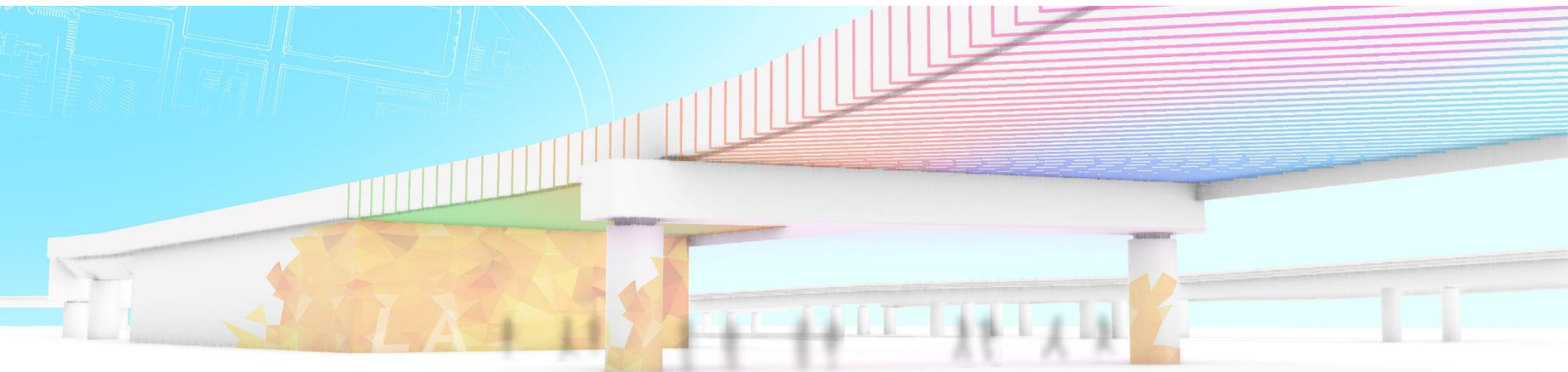
Key Project Components

1. New rail communication, signals and early tracks to be performed by Metrolink
2. Utility relocation and street improvements
3. Platform #4 and Viaduct structure over the US 101 freeway

Link US Run-Through Track Viaduct Structure



View from US-101



View from Center Street

Link US Active Transportation Improvements

Active Transportation Improvements on Commercial Street at Vignes Street



Link US Active Transportation Improvements

Active Transportation Improvements on Commercial Street at Center Street



LINK US CMGC RFP PHASE B



A separate traditional CMGC RFP Phase B issued in January 2021 for development of 35% Preliminary Engineering Design only and negotiate a separate construction contract once Phase B has been funded.



Metro

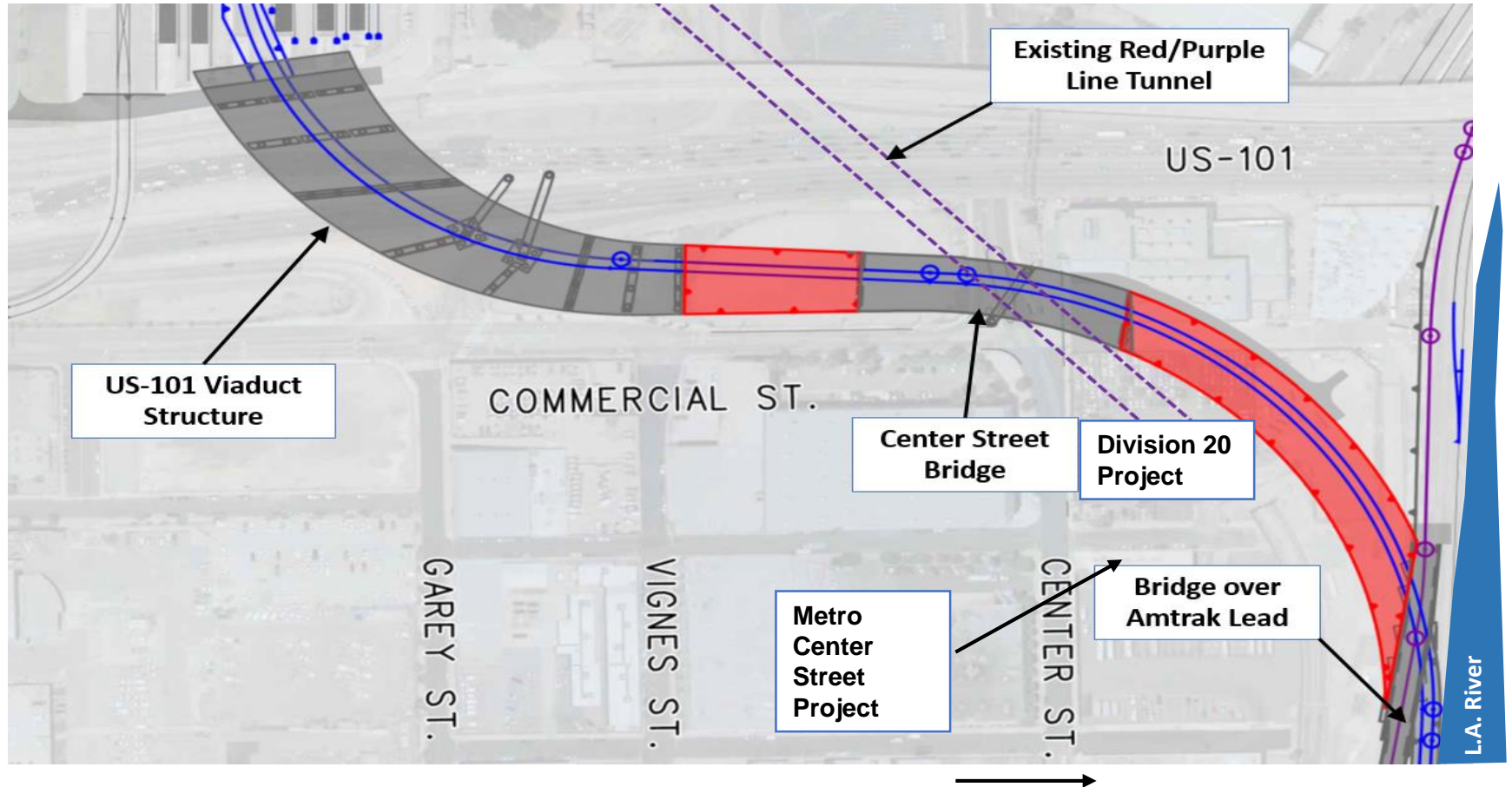
Link US Phase B Construction Not Funded

1. Raising of entire rail yard from the Vignes Bridge up to 15 feet
2. New Platforms and Expanded Passageway with retail and passenger amenities including escalators and elevators to all platforms
3. Optimization of the throat with a new lead track



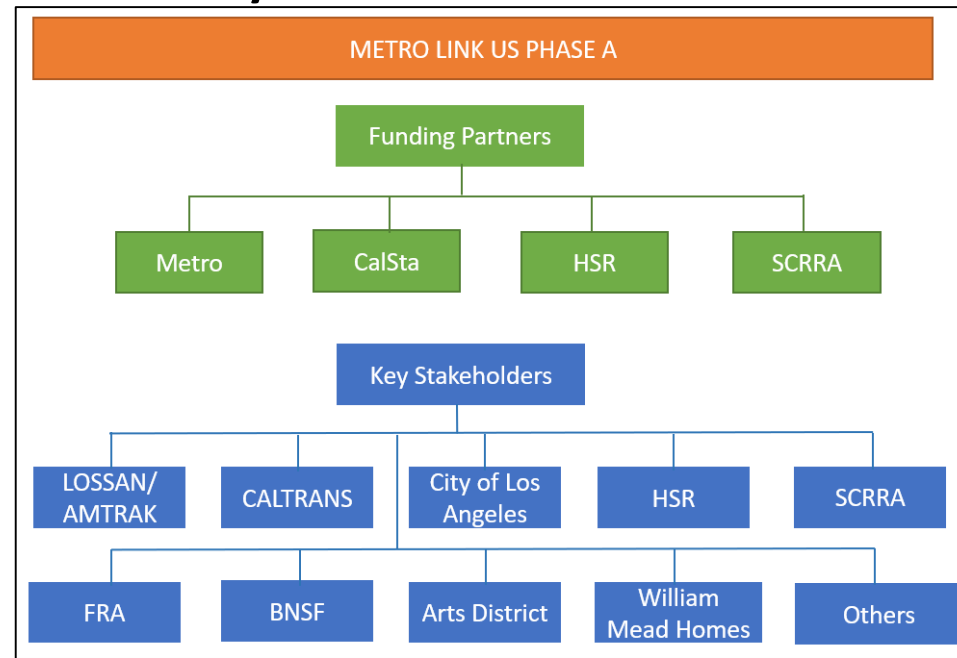
Why CMGC Delivery was selected for Link US

1. Project involves complex scheduling, phasing, and coordination due to Key Project Constraints



Why CMGC Delivery was selected for Link US (cont.)

2. **Maintain operations at LA Union Station serving over 100,000 passengers every week day**
3. **Fixed Budget of a \$950 million funding for the entire project**
 - a) Maximize cost and schedule savings with early engagement of the GC during the design
 - b) Minimize change orders during construction.
 - c) Minimize third party delays
4. **Large Funding partners and key stakeholders**



LINK US- Project Management/Construction Management Support Services Opportunity

GOAL OBJECTIVE- Deliver Project on Time and within Budget

1. Preconstruction Phase

- a. Facilitate partnership and collaboration between CMGC, A/E and Owner
- b. Value Engineering/Constructability Analysis
- c. Coordination with stakeholders
- d. Independent cost estimates and construction schedule
- e. Facilitation of design workshops at project milestones
- f. Risk analysis
- g. BIM

2. Construction Phase

- a. Oversight of CMGC and A/E
- b. Coordination with stakeholders
- c. Project controls

Rosecrans/Marquardt Grade Separation Project



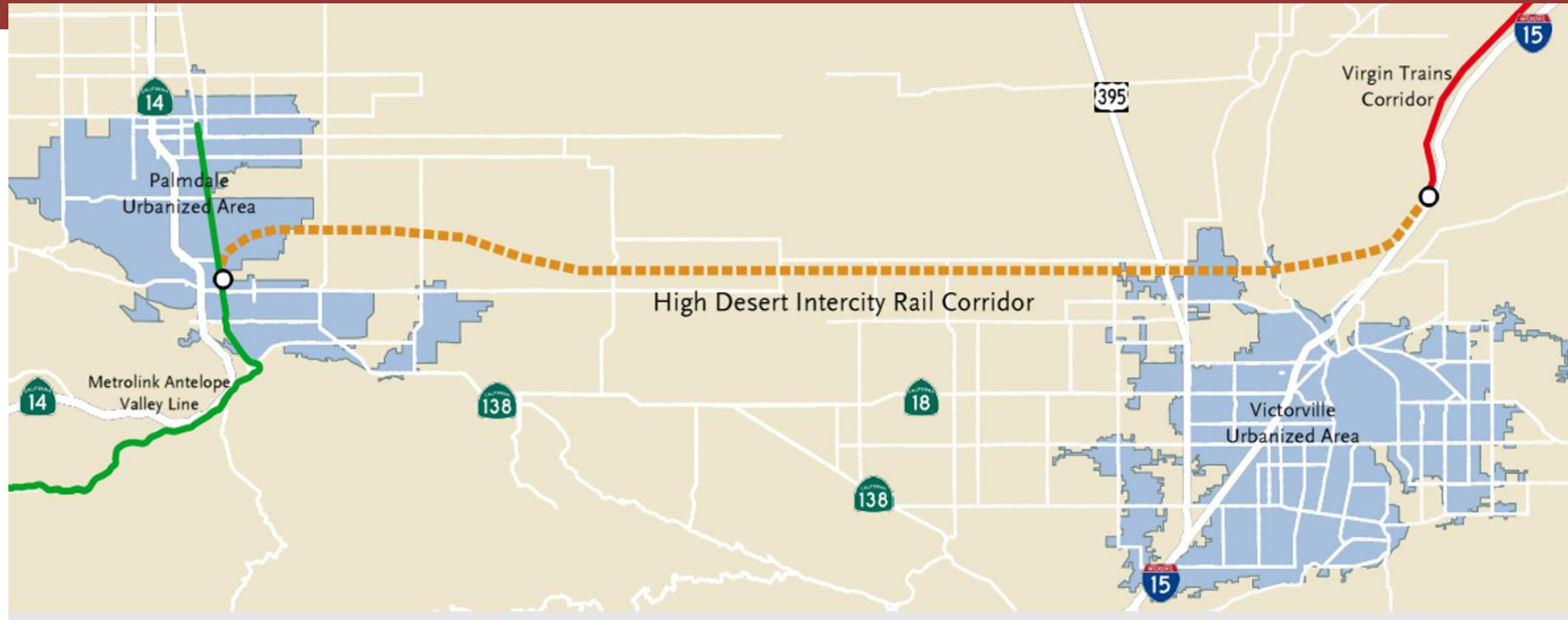
REGIONALLY SIGNIFICANT PROJECT:

1. Ranked #1 by CPUC in 2017 as the most hazardous crossing in California.
2. Improves safety by separating pedestrians and vehicles from trains at the railroad crossing AND reduces traffic congestion & eliminate delays
3. Supports BNSF 3rd mainline track that provides 32 additional passenger train time slots for Metrolink and Amtrak trains.
4. Accommodates future HSR tracks.

Rosecrans Marquardt Project Timeline

- Building Demolition: Starting November 2019
- Early Utility Relocations: January 2020 – Fall 2020
- Complete ROW Acquisition: January 2021
- Issued for Bid Construction: February 2021
- Construction: Starting Spring 2021

High Desert Corridor Service Development Plan



Los Angeles County Metropolitan Transportation Authority (LA Metro), in partnership with California State Transportation Agency (CalSTA), Virgin Trains USA (VTUSA) and San Bernardino County Transportation Authority (SBCTA), is proposing to prepare [High Desert Corridor Service Development Plan](#) to assess a new intercity passenger rail service from the VTUSA Southern California Station in the Victor Valley to the Palmdale Transportation Center along a 54-mile-long west-east rail alignment along the High Desert Corridor, subject to Metro Board approval in August 2020.

High Desert Corridor Service Development Plan

The **High Desert Corridor service Development Plan** will include:

- Up to 15 percent preliminary design plans
- railroad operations, safety and maintenance plans,
- On-board travel time,
- Rail modeling and simulation analysis
- Equipment fleet planning
- Station and access analysis
- Right-of-way impacts,
- Rail propulsion technologies,
- Financial model
- Rail network phasing integration with existing, planned rail services including first and last-mile opportunities.
- Financial planning with cost-benefit analysis of potential ridership, travel demand forecasting, economic and market analysis and revenue forecasting to be provided by VTUSA.



Summary of Upcoming Regional Rail Procurements

Link Union Station

- | | | |
|--|---|-----------------------|
| 1. Phase A CM/GC RFP | - | October 2020 |
| 2. PM/CM Support Services | - | August/September 2020 |
| 3. Phase A Final Design Services (TBD if needed) | - | January 2021 |
| 4. Phase B CMGC RFP | - | March 2021 |

Proposed High Desert Corridor Service Development Plan (subject to Board Approval in August 2020)

- | | | |
|-----------------------|---|----------------|
| 1. Engineering/Design | - | September 2020 |
|-----------------------|---|----------------|

Rosecrans Marquardt Grade Separation

- | | | |
|------------------------|---|---------------|
| 1. Invitation for Bids | - | February 2021 |
|------------------------|---|---------------|

Questions?

Thank you!

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Project Update



July 29, 2020

Project Overview



- > 19 miles of LRT
- > 12 new stations
- > Five new Park & Ride facilities
- > **Study Area: 98 square miles**

Study Area	Current	Projected (2042)
Pop.	1.4 M	1.6 M
Emp.	619,000	747,000

- > Populations and employment densities are **five times higher than LA County**
- > 11 Jurisdictions

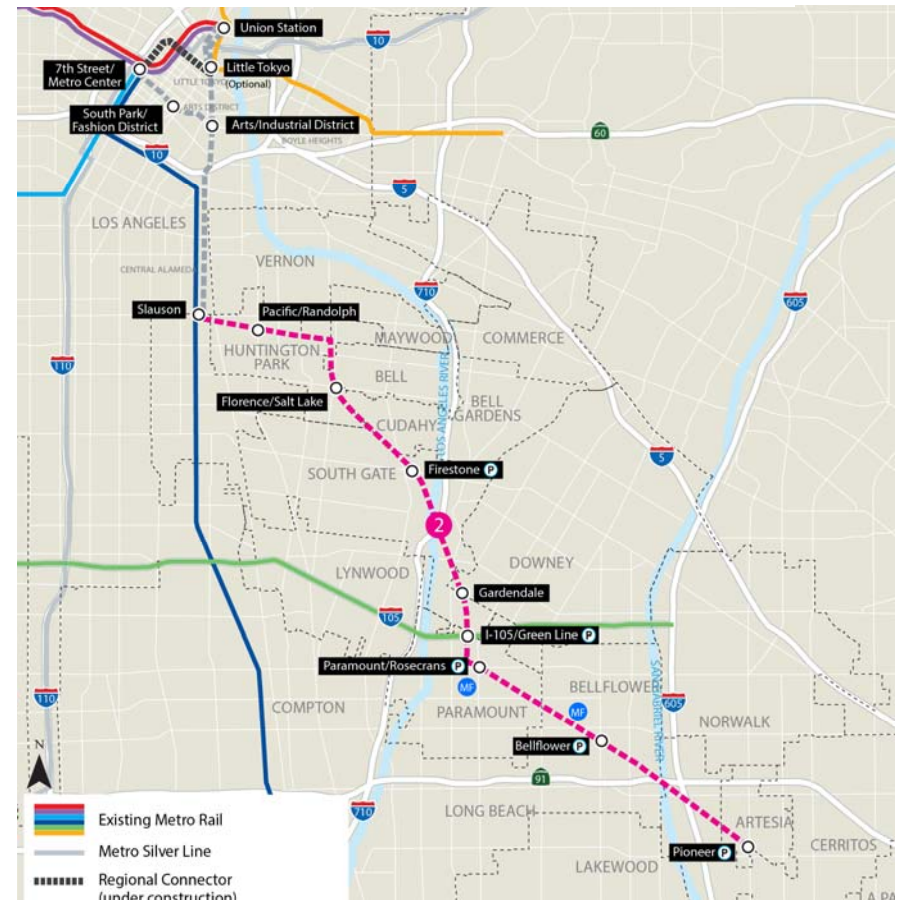
Initial Operating Segments (IOS)

- Draft EIS/EIR will also evaluate Metro Board-approved IOS options

IOS 1: I-105/Green Line Station to Pioneer Station



IOS 2: Slauson Station to Pioneer Station



Funding & Estimated Project Cost

Measure M Expenditure Plan identifies \$4B (2015\$) of local, state, federal funding

- FY 2028: \$1 billion
- FY 2041: \$3 billion

Cost Estimate in 2018\$: \$6.5B to \$6.6B

- Based on 5% design
- Excludes UPRR ROW acquisition
- Excludes First/Last Mile



Exploring Public Private Partnership

- WSAB is one of four “Pillar Projects” designated by the Metro Board of Directors for the 2028 Olympics
- Staff is exploring P3 to accelerate the delivery of this project
- P3s
 - Can drive innovation
 - Support cost and schedule certainty
 - Do not provide additional funding but may enhance financial capacity
 - Assumes 30 year term for rail assets
 - DBFOM



Schedule

Key environmental clearance anticipated dates

- Draft EIS/EIR Release Early 2021
- Board Selects Locally Preferred Alternative Mid 2021
- Final EIS/EIR Certification Late 2021
- ROD Issued Late 2021

P3 Procurement

- Release RFQ (Following LPA Selection) Mid 2021
- Release RFP (Following ROD) Late 2021
- P3 Financial Close Late 2023

Contact Information

June Susilo, P.E.


Deputy Executive Officer, Program Management

Project Manager

213-922-5232

susiloj@metro.net



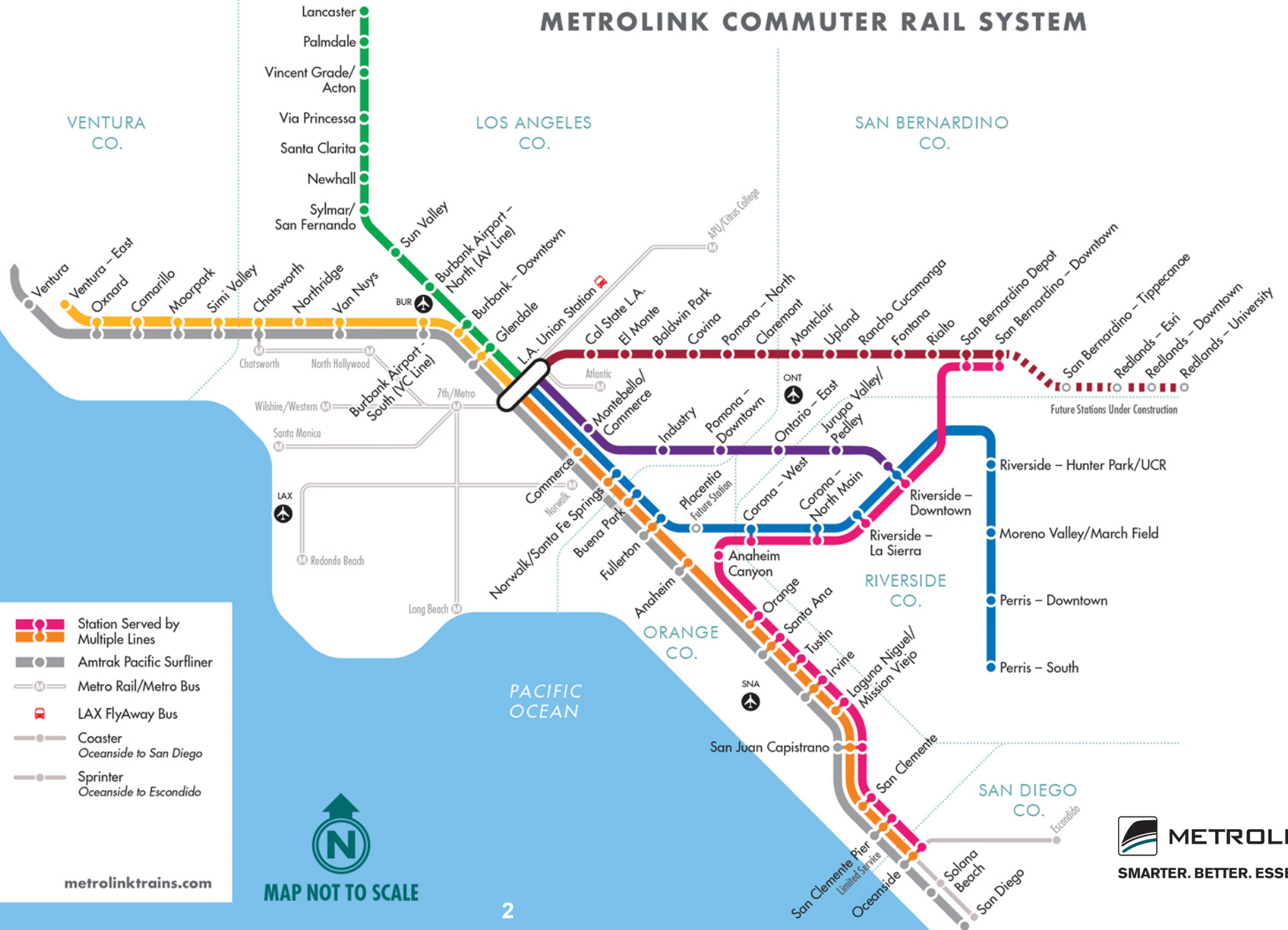


WTS-LA Virtual Passenger Rail Panel

July 29, 2020



METROLINK COMMUTER RAIL SYSTEM



- Antelope Valley Line
- Inland Empire-Orange County Line
- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line
- 91/Perris Valley Line
- Future Station
- Under Construction
- Station Served by Multiple Lines
- Amtrak Pacific Surfliner
- Metro Rail/Metro Bus
- LAX FlyAway Bus
- Coaster Oceanside to San Diego
- Sprinter Oceanside to Escondido



metrolinktrains.com

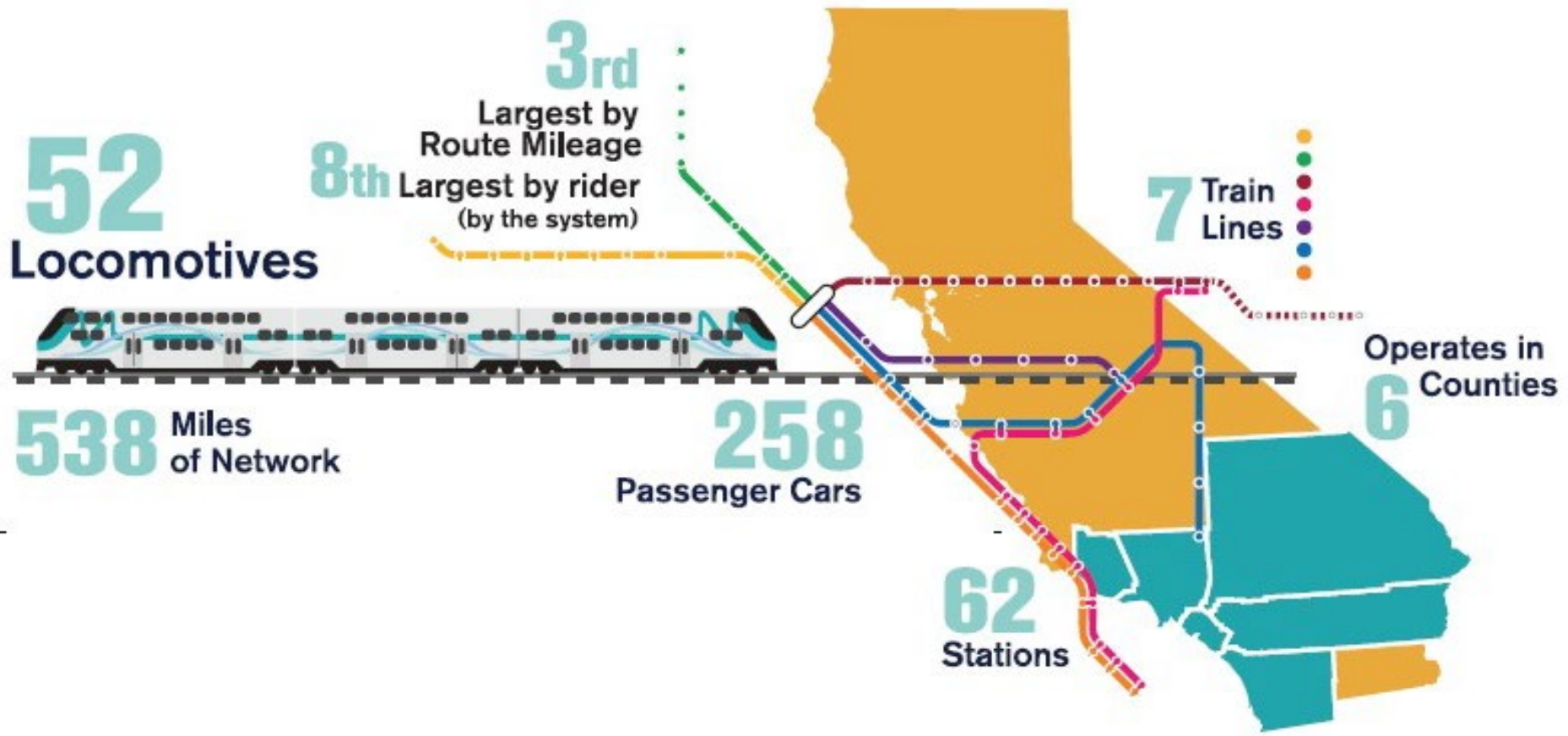


MAP NOT TO SCALE



METROLINK CONNECTS SOUTHERN CALIFORNIA

28th Year of Operations



METROLINK REMOVES EMISSIONS AND CONGESTION

85%

OF WEEKDAY METROLINK RIDERS HAVE AN AUTOMOBILE BUT CHOOSE TO TAKE THE TRAIN



METROLINK HELPS RELIEVE FREEWAY CONGESTION ALONG THE **5*, 10*, 14, 15, 57, 60*, 91*, 101*, 134*, 210, 215, 405, 605 AND 710 FREEWAYS**



Metrolink reduces 9.3 million car trips off Southern California roads, eliminating over 130,000 metric tons of GHG emissions in our air basin – the equivalent carbon captured by 153,000 acres of forest.

Sources: Metrolink (2018) Origin Destination Study.

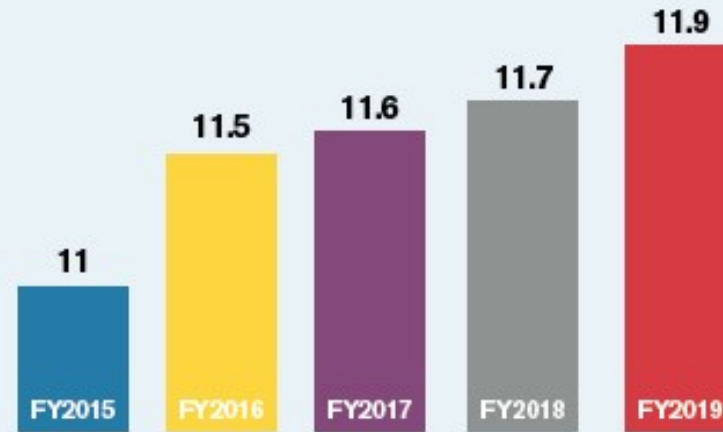
Metrolink (2019) Large capacity equivalent calculated using Metrolink conductor counts and Caltrans AADT traffic counts.

Metrolink (2019) Ticket-Based Ridership FY19 Business Intelligence Report

California Air Resources Board (2019) TIRCP Benefits Calculator Tool. <https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials?corr>

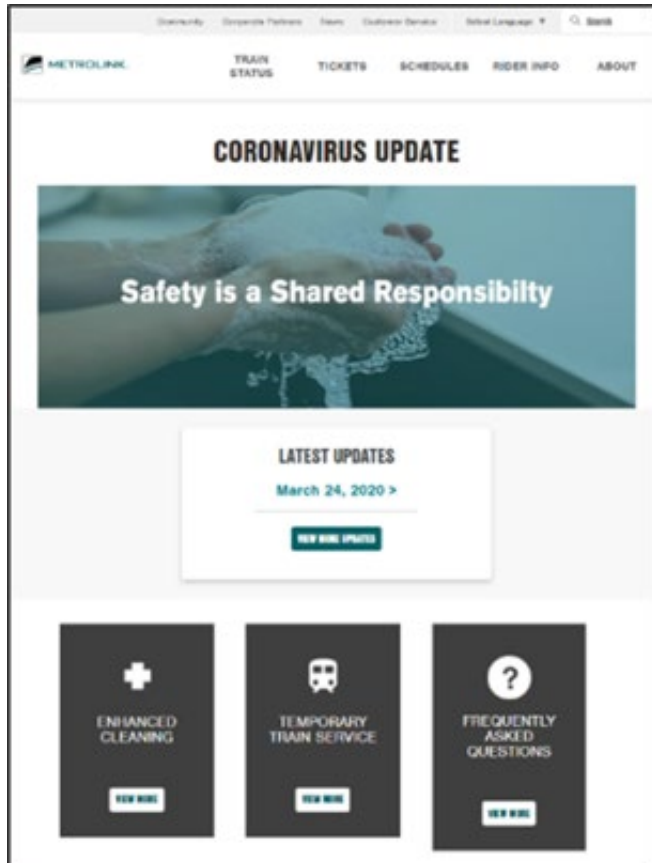
Environmental Protection Agency (2019) EPA's Greenhouse Gas Equivalencies Calculator, <http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

11.9 MILLION BOARDINGS



In FY19, Metrolink achieved an agency ridership record of 11.9 million boardings. FY19 also marked five years of continuous growth.

STAYING CONNECTED WHILE APART



Dear Metrolink Riders,

All of us here at Metrolink hope you, your friends and loved ones are staying healthy and safe during this time. As we all know a lot has changed since March. The way we live, the way we work, the way we engage with one another.

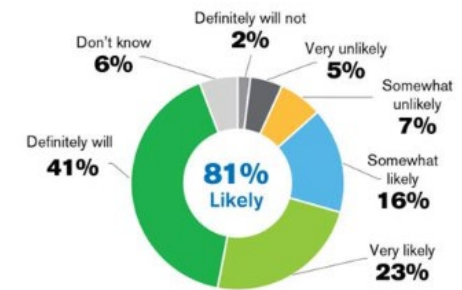
One thing that hasn't changed is Metrolink's enduring commitment to keeping you safe while you ride our trains. **Your safety remains our top priority** even as we are reimagining how Metrolink can better serve you, your friends and loved ones.

We recently issued an online survey of our customers, and more than 11,000 of you responded. Not surprisingly, many of you expressed your desire for enhanced cleaning on our trains and ways to maintain social distancing while onboard.

I was especially heartened to learn that seven out of ten riders who are still taking Metrolink while stay-at-home orders are in place are doing so because they are in essential jobs that serve our fellow citizens in the fight against COVID-19.

And I was happy to hear that 81% of you are likely to return – in phases – to riding the train when the stay-at-home orders are lifted. In the spirit of transparency, I am sharing the results of this survey with you.

Once the stay-at-home order is lifted, how likely are you to ride Metrolink again?



[View More Survey Results »](#)



Serving our Essential Employees



71% of **current** riders describe themselves
as **Essential Workers**

**You indicated that you are still riding Metrolink.
What describes your current use of Metrolink?
(multiple responses possible)**





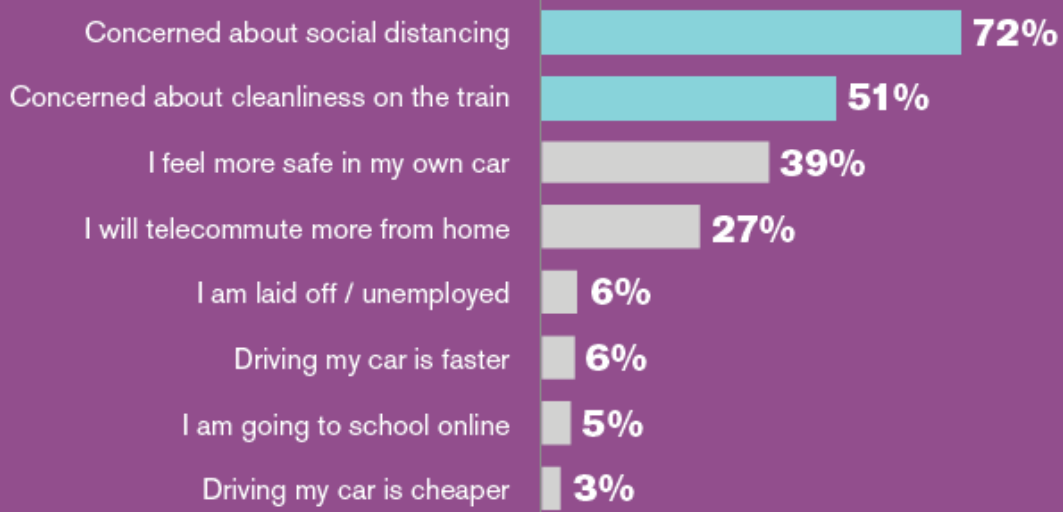
CONCERNS AND EXPECTATIONS

Overwhelmingly, riders are concerned about cleaning and social distancing. Enhancements in this area will motivate them to return to Metrolink.



Concerns about social distancing and cleanliness are main **barriers for those unlikely to ride again**

*What are the primary reasons why you would be unlikely to ride?
(multiple responses possible)*



Service Recovery Framework

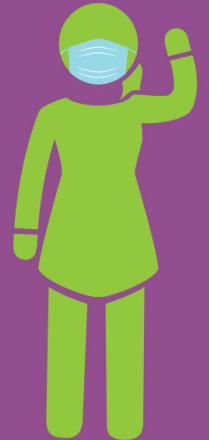




1 **HEALTH AND SAFETY** Commuting Together, Socially Distant

Face masks are required for employees and passengers

Social distancing is required on Metrolink trains and at stations



Promotion of contactless ticketing through Metrolink Mobile App

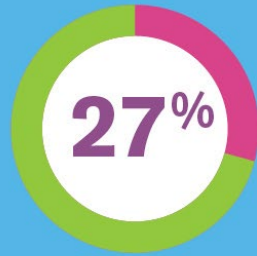
How Full Is My Train? Online tool to check ridership levels to ensure there is space for social distancing

Signs on platforms and trains inform riders about social distancing and mask requirement



HOW FULL IS MY TRAIN?

YOUR DIGITAL TOOL FOR SOCIAL DISTANCING



SELECT A TRAIN LINE

ORANGE COUNTY

Weekdays Weekends

VIEW RIDERSHIP

Inbound

Outbound

Less than 30% = plenty of room for social distancing

30% or more = less room for social distancing

TRAIN

LAST TRIP

681

LAGUNA NIGUEL/MISSION VIEJO

➔ LOS ANGELES UNION STATION

04:05 AM - 05:25 AM

7%

A week ago: 8%

601

OCEANSIDE

➔ LOS ANGELES UNION STATION

04:35 AM - 08:37 AM

9%

A week ago: 9%

603

OCEANSIDE

➔ LOS ANGELES UNION STATION

05:16 AM - 07:20 AM

3%

A week ago: 7%



2 OPERATIONAL TRANSPARENCY

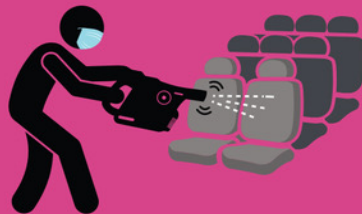
Fast Track Customer Confidence



Install two hand **sanitizer stations** on **every** train car

Use **electrostatic sprayers** to disinfect trains **daily**

The Clean Care Crew will visibly **clean** and **sanitize** touchpoints with **hospital-grade** disinfectants throughout the day



Station attendants will **regularly** and **visibly clean** **station touchpoints** (e.g., ticket vending machines, handrails)

Prominently post **how and when** the **last cleaning** was performed on trains



Educate riders, employees, and contractors on all cleaning measures – **“Clean Commuting”** campaign to advance **health and safety** onboard our trains

HAND SANITIZER STATIONS ON EVERY RAIL CAR





3 **TRIPLE BOTTOM LINE** Environment. Economy. Equity.

Metrolink will create a different business model to support economic recovery goals and job creation for Southern California – emphasizing essential workers who are more likely to be low-income and rely on Metrolink for transportation.



Consider new promotional fare products including a low-income fare, telecommuting pass, and off-peak riding incentives

Promote the **essential nature** of Metrolink’s service to **essential workers** who our region is relying on to get us through the pandemic

Continue to achieve and surpass our diverse participation goals, and explore launching a **small business program** as a part of our procurement processes

Launch a **loyalty program** to reward riders for taking Metrolink with tickets, as well as promotional offers from local and national businesses



4 FUTURE-PROOF OPERATIONS

More Efficient Stewardship

As we move from **response to recovery**, our intention is to be **flexible** while taking a measured approach to implementing strategic and sustainable service.

WE WILL:



- ✓ **Optimize** operations
- ✓ **Improve** coordination with LOSSAN
- ✓ **Improve** first mile/last mile coordination with transit providers
- ✓ **Leverage** opportunities to accelerate capital projects

PROGRESS DURING THE PANDEMIC



- Hello more Tier 4s (35)! Good-bye Tier 0!
- 133 Ticket Vending Devices installed at 62 stations
- Wi-Fi Reverse Pitch
- SOGR and Maintenance projects accelerated
- SCORE moved into environmental clearance process
- Progress on Strategic Business Plan
- Kicked off rebrand exploration process
- Kicked off sustainability initiatives
- Fleet and facilities modernization efforts ongoing
- Accelerating a zero emissions future

SCORE

Southern California
Optimized
Rail
Expansion

PHASE I

VENTURA CO.

LOS ANGELES CO.

Stations		Rail Network	
○	Metrolink Only	■	91/Perris Valley
◇	Shared Metrolink/ Amtrak	■	Antelope Valley
☆	L.A. Union	■	Inland Empire-Orange County
		■	Orange County
		■	Riverside
		■	San Bernardino
		■	Ventura County
		■	Amtrak Pacific Surfliner
		⋯	Redlands Passenger Rail Project (Arrow)
		▨	SCORE Phase 1 Projects



SCORE: Funded Projects

Corridor - Based Projects

- 1 Simi Valley Double Track & Station Improvements
- 2 Chatsworth Station Improvements
- 3 Burbank Junction Improvements
- 4 Burbank to LA Signal Improvements
- 5 Marengo Siding Extension
- 6 El Monte Station Improvements
- 7 Rancho Cucamonga Siding Extension

- 8 Hobart to Commerce Capacity Improvements
- 9 Fullerton Junction Improvements
- 10 North OC Signal Improvements
- 11 Irvine Station Improvements
- 12 South OC Signal Improvements
- 13 South OC Capacity Improvements (Serra or SONGS)
- 14 Riverside - Downtown Station Improvements

Systemwide Projects

- 15 Link Union Station Initial Phase
- 16 Orange County Maintenance Facility



SMARTER. BETTER. ESSENTIAL.



5 SUSTAINABLE FINANCIAL PERFORMANCE

The Metrolink allocation of **CARES funding** is estimated at **\$227 million**, subject to Member Agency appropriation. This funding will help ensure a balanced budget without additional subsidies for **FY20** and **FY21**. And we will be good stewards of these critical funds.

WE WILL:

-  ✓ **Manage** CARES funding
-  ✓ **Leverage** operating expense efficiencies to mitigate pandemic cost increases
-  ✓ **Develop** and **monitor** ridership recovery scenarios
-  ✓ **Continue** to identify discretionary cost savings
-  ✓ **Identify** and **implement** revenue generating ideas

Thank You





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

Women Transportation Seminar (WTS)
Virtual Passenger Rail Panel

July 29, 2020

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
- Managing agency: Orange County Transportation Authority
- Manages and administers Pacific Surfliner service



LOSSAN Rail Corridor Overview

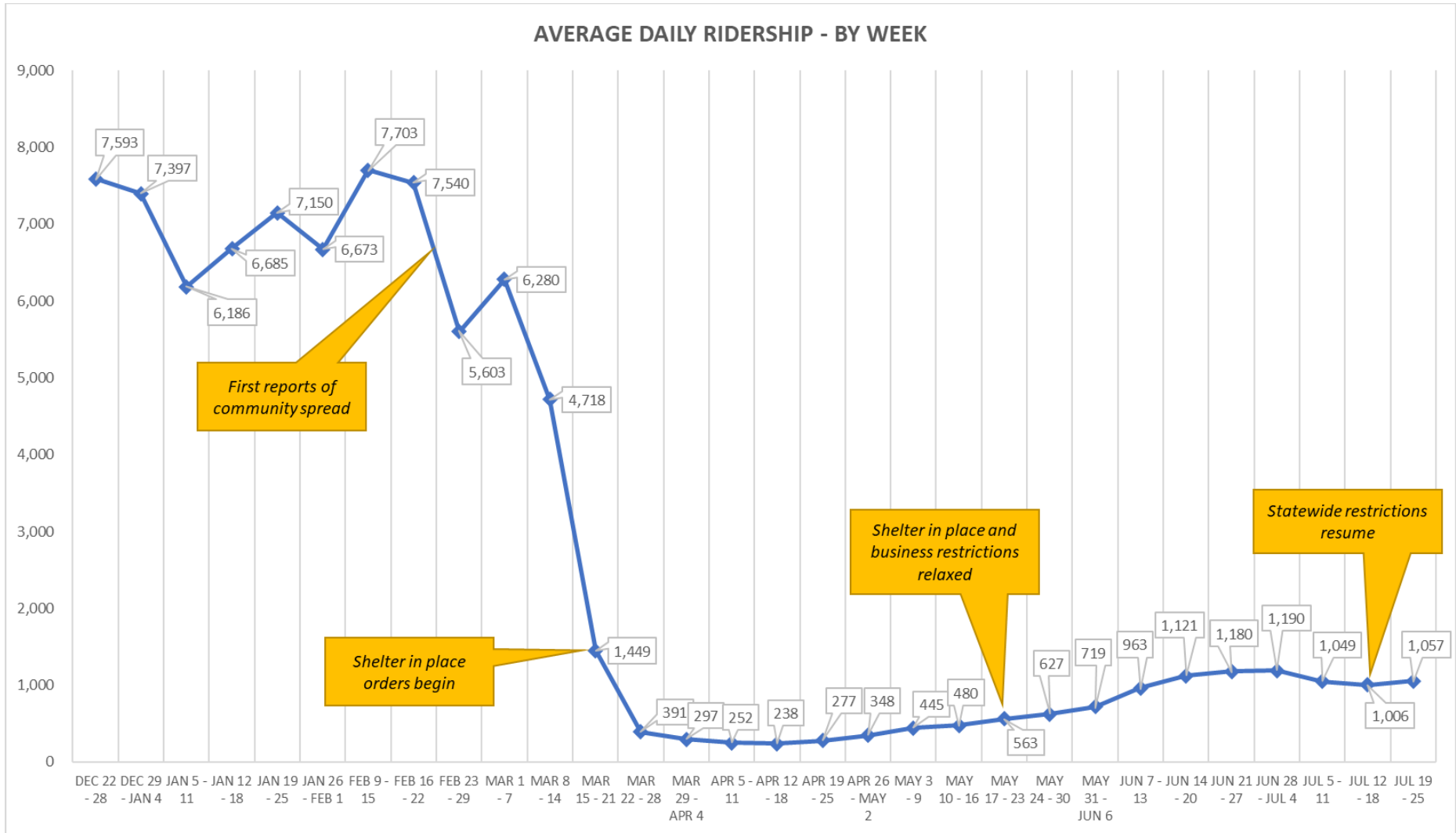


- 41 stations (10 commuter only)
- 3 passenger rail operators; 2 freight operators
- 7 right-of-way owners (55-percent freight owned)
- 8 million annual trips (5.1m commuter/ 3m Pacific Surfliner)
- Over 220 daily trains (freight + passenger)

Pacific Surfliner Service

- The Pacific Surfliner is considered an “essential service” under the Governors’ executive order issued on March 19 and will continue to operate as long as it is safe and sensible to do so.
- Significant ridership drops following the stay at home order required Pacific Surfliner service to be temporarily reduced from 13 daily roundtrips to 6 roundtrips and service to San Luis Obispo suspended.

Daily Ridership Trend



Service Changes

- Face coverings are now required on all Pacific Surfliner trains
- Amtrak has implemented enhanced cleaning protocols
- Increased supply of disinfectant products on all trains and at facilities
- Reinforcement of good hygiene practices
- Temporary Complete or Partial Facility Closures
- Ticket Window Closures
- Modified Hours and Baggage Service

Operating & Capital Improvements

- Despite the COVID-19 pandemic, the State of California is continuing to invest in the future of passenger rail travel.
- The LOSSAN Agency has evolved over past seven years into an implementation agency.
- The LOSSAN Agency currently:
 - Coordinates, funds, and leads several of these investments along the LOSSAN rail corridor
 - Has a Capital Program that includes large capital projects, as well as many small amenity and passenger focused projects.

Operating & Capital Improvements

- The LOSSAN Agency has been awarded over \$300 million in grants since 2015 to implement capital or operating improvements to the Pacific Surfliner service.
 - Infrastructure Improvements and Enhancements
 - Expanded layover & maintenance facilities
 - Station and corridor safety improvements
 - Corridor optimization, reliability, and network integration

Capital Improvements

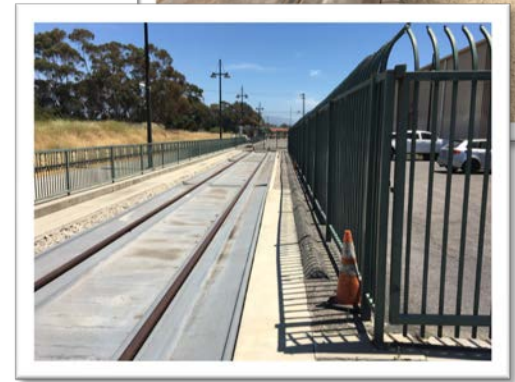
Project	Estimated Cost	Project	Estimated Cost
Bridge Replacements / Infrastructure Enhancements	\$103.9M	Goleta Layover Facility Expansion	\$10.2M
Carpinteria Second Track and Platform	\$31.9M	Camarillo Station Improvements	\$7.8M
CTC / Powered Sidings	\$29.2M	Various State of Good Repair / Match / Safety Improvements	\$3.8M
San Diego County Maintenance and Layover Facility (Phase 1)	\$28.7M	Interim San Luis Obispo Layover Facility Expansion	\$1.6M
Central Coast Layover Facility Expansion (Phase 1)	\$26.3M	Various Facility Improvements	\$1.6M
Leesdale Siding Upgrade and Extension	\$26.1M	Various Corridor Optimization Projects	\$608K
Seacliff Siding Extension	\$20.5M	Various Passenger Amenity Upgrades	\$597K
Corridor Hardening Improvements / Safety Improvements	\$10.7M	Bi-Level Equipment Procurement /Overhaul *	TBD
TOTAL CAPITAL PROGRAM		\$303.5 MILLION	

Operating & Capital Improvements

- **Infrastructure Improvements and Enhancements**
 - 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*)
 - Replacing or enhancing century old infrastructure including bridges, rails and ties (*Union Pacific Right-of-way*)
 - Coordination on additional track & signal capital improvement projects with Metrolink, High-Speed Rail, BNSF Railway and North County Transit District (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
 - 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, including pedestrian access improvements
 - Safety improvements to stations including video surveillance systems
 - Coordination with NCTD and UPRR 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
 - Network Integration and System Enhancements
 - Integrated ticketing (Metrolink and NCTD)
 - Passenger Information Display Systems (PIDS)
 - Wi-Fi system and equipment enhancements

Looking Ahead

- The LOSSAN Agency was recently awarded \$38.4 million in TIRCP funding for two layover and maintenance facilities.
- Current plans are to release RFP's for the next phase of the San Diego County Maintenance and Layover Facility and a an on-call for planning, engineering and administrative services support before the end of the year.

LOSSAN Agency Goals

Restore and add service between San Diego, Los Angeles, and San Luis Obispo

Add railcars and locomotives to expand seating capacity

Complete corridor optimization effort to help improve connectivity and reliability

Add infrastructure capacity to support service growth

Upgrade and standardize way finding signage at all stations

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

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



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