

Link Union Station

Rail Planning Technical Memorandum
January 2019



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ACRONYMS

| | |
|----------|--|
| Caltrans | California Department of Transportation |
| CHSRA | California High-Speed Rail Authority |
| FRA | Federal Railroad Administration |
| HSR | High-Speed Rail |
| LAUS | Los Angeles Union Station |
| Link US | Link Union Station |
| LOSSAN | Los Angeles-San Diego-San Luis Obispo |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| project | Link Union Station project |
| SCORE | Southern California Optimized Rail Expansion |
| SCRRA | Southern California Regional Rail Authority |
| TIRCP | Transit and Intercity Rail Capital Program |

1.0 Introduction

The Federal Railroad Administration (FRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station project (Link US or project) to transform Los Angeles Union Station (LAUS) from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region.

The purpose of this memorandum is to provide an estimate of daily train movements (i.e., train counts) for all Metrolink, Pacific Surfliner, Amtrak, and High-Speed Rail (HSR) trains that are planned to pass through LAUS for 2016 and future horizon years anticipated to be considered in the Link US environmental documentation (2026¹, 2031, and 2040). Improvements to the Gold Line and/or Regional Connector are not considered in this memorandum. Although both Gold Line and the Regional Connector light rail trains will use LAUS, all operational aspects and train movements through LAUS are addressed through separate Metro documentation². The information contained within this memorandum was prepared solely to provide a conservative estimate of the number of trains planned to pass through LAUS to facilitate evaluation of potential localized traffic, air quality and noise and vibration impacts that may result from project-related capacity enhancements proposed at LAUS and in the surrounding area in the Link US environmental documentation. The environmental impacts resulting from increased train activity at LAUS is addressed in the Link US Draft Environmental Impact Report (HDR 2019).

The information contained within this memorandum represents an estimate of future train movements through LAUS to provide a basis for the environmental evaluation only, and is not intended in any way to indicate future rail operational scenarios or stakeholder consensus on future service levels for shared train operations at LAUS. The findings from ongoing operational analyses, if significantly different from the estimated service levels described in this memorandum, could be incorporated into the environmental documentation at a later date at the discretion of the lead agencies.

1.1 Project Background and Concurrent Operational Analysis

1.1.1 Project Background

In parallel with project implementation, the Southern California Regional Rail Authority (SCRRA) is currently developing the Southern California Optimized Rail Expansion (SCORE) Program, a \$10 billion plan that identifies the need for substantial investments in rail infrastructure in the Southern California region to upgrade the Metrolink system and meet the current and future needs of the traveling public. The project is

¹ The 2026 horizon year was added to reflect Metrolink’s growth plans under Phase 1 of the Transit and Intercity Rail Capital Program; although the ability of LAUS to accommodate increased off-peak services during construction has not been tested.

² Regional Connector Transit Corridor, Final Environmental Impact Statement/Environmental Impact Report, Metro 2012

a critical component of the SCORE Program, providing capacity enhancements to fulfill the program objectives.

Localized environmental impacts resulting from project-related infrastructure improvements and forecasted increases in train movements at LAUS will be evaluated in the Link US environmental documentation. The Link US project operational scenarios for 2026, 2031, and 2040 are influenced by statewide and regional plans for service increases and other required off-site infrastructure (i.e., SCORE program). The operational scenarios represent a conservative estimate of the forecasted increases in regional/intercity rail trips and new HSR train trips that could occur at LAUS.

Infrastructure improvements outside of the project study area that are required to implement system-wide efficiencies and changes in regional/intercity operations from implementation of the SCORE Program are not part of the project, and are the responsibility of Southern California Regional Rail Authority and other agency partners. Furthermore, the operational aspects of the planned HSR system and the associated environmental impacts are not evaluated in the Link US environmental documentation because operation of the planned HSR system and the associated impacts are addressed separately in the environmental documentation being prepared by the FRA and California High-Speed Rail Authority for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections.

1.1.2 Concurrent Operational Analysis

Although general operational planning information and background data are presented in this memorandum, this document is not intended to be a detailed rail operations technical memorandum.

The reader should note that there are ongoing rail operations modeling activities concurrently underway by the California High-Speed Rail Authority (CHSRA).

In addition to CHSRA's work, Metrolink is currently in the process of creating a comprehensive operations plan to help independently analyze the optimal infrastructure design and service plan for the LAUS terminal, with or without the project, which is necessary for the successful implementation of the SCORE Program. Lastly, Metro's project team will continue to perform operational analyses of LAUS infrastructure and service alternatives.

1.2 Project Location and Study Area

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The project study area, as depicted on Figure 1-1, encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the project and includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized below, from north to south.

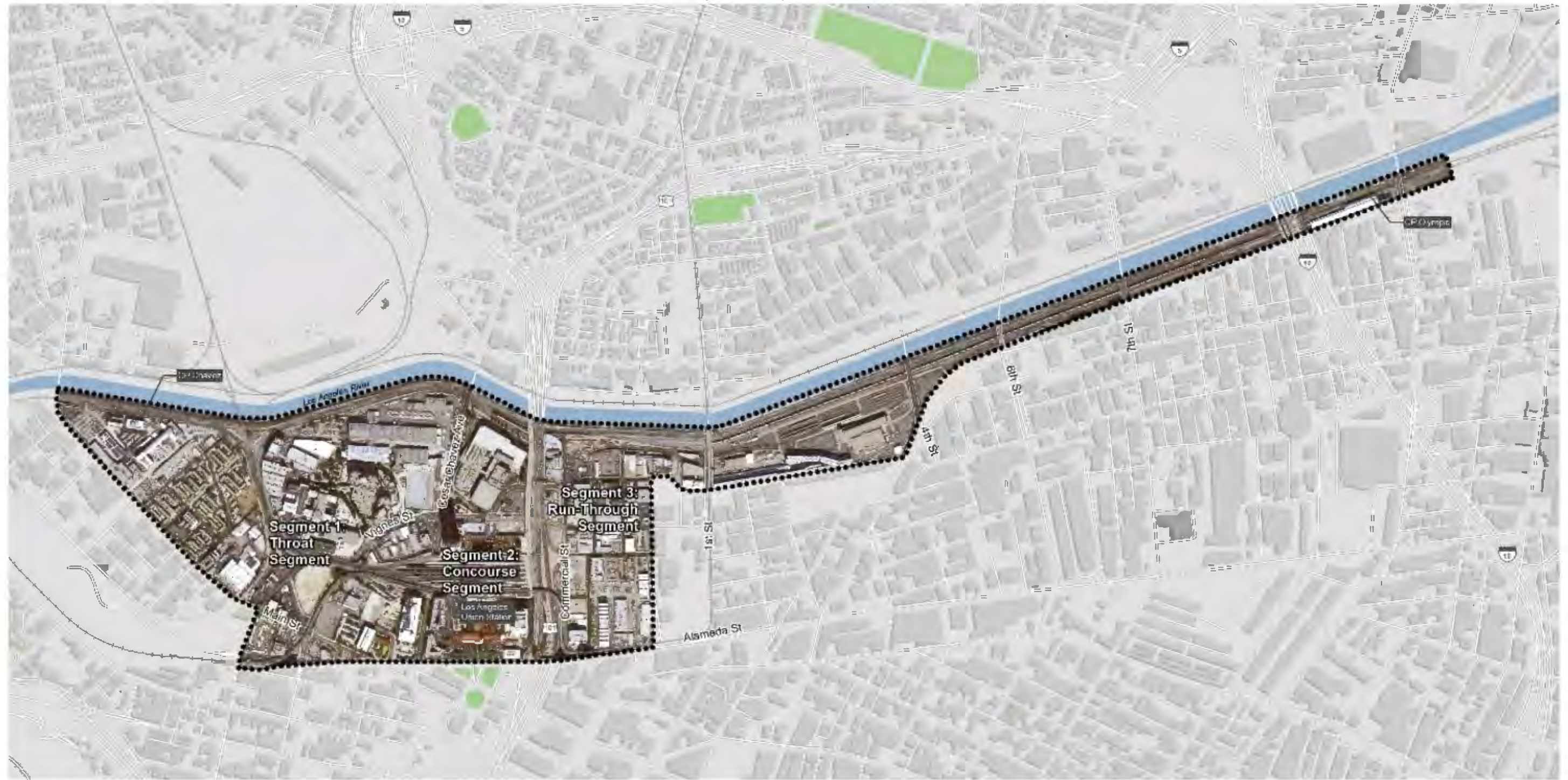
- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms, from Control Point Chavez and Mission Tower at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101; and includes LAUS, the rail yard, the Garden Tracks, the East Portal Building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to Control Point Olympic, and the “Amtrak Lead Track” connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

Figure 1-2 depicts the existing LAUS track and platform layout as well as other key facilities in and around LAUS.

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Figure 1-1. Project Study Area



LEGEND
Project Study Area

0 Feet 1,000

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Figure 1-2. Existing Los Angeles Union Station Track and Platform Layout



LEGEND
 — Existing Track
 ■ Existing Platforms



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1.3 Project Components

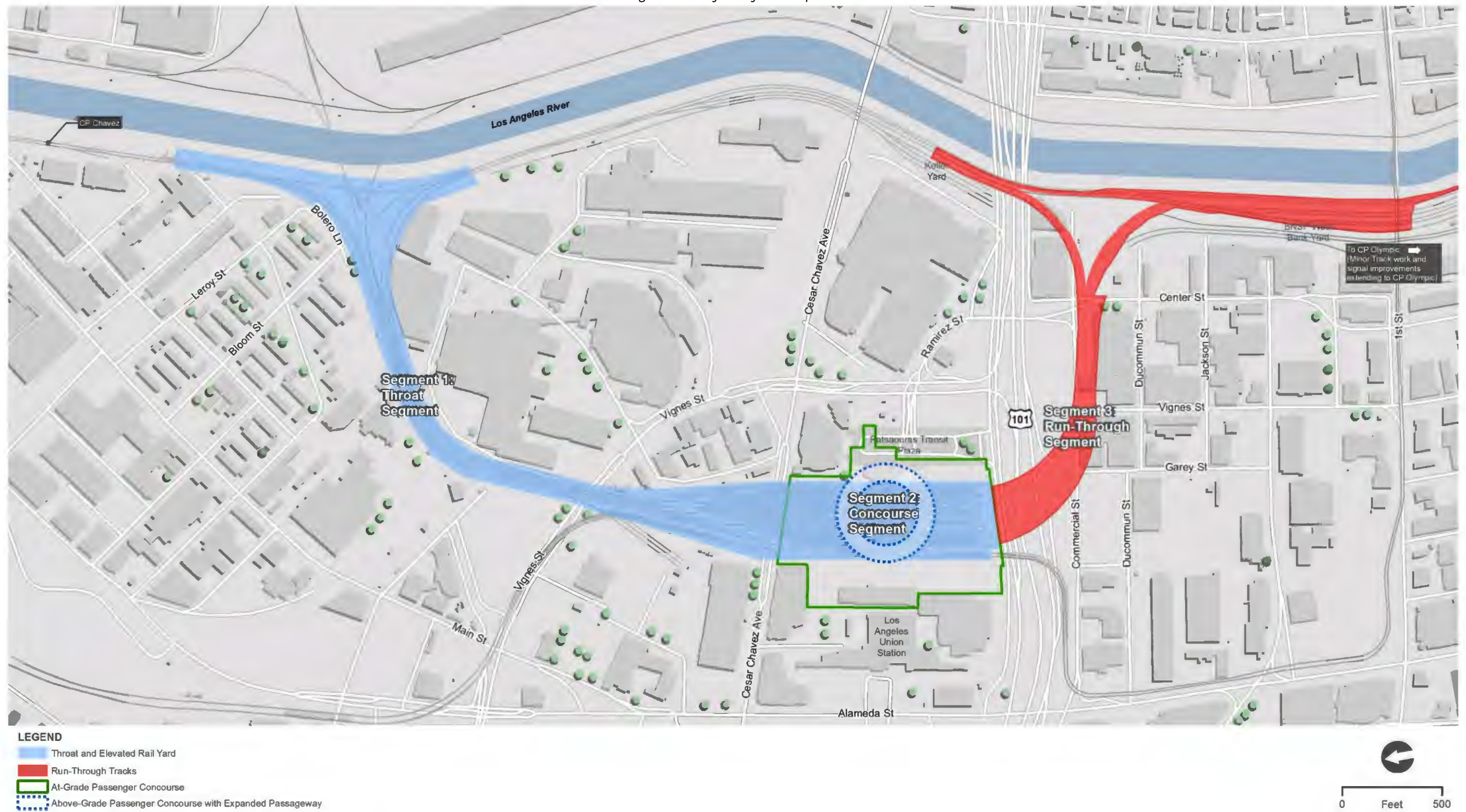
The project includes the following major components, as depicted on Figure 1-3 and summarized below, from north to south.

- **Throat and Elevated Rail Yard** – The project includes subgrade, signal, and structural improvements in the throat segment (Segment 1) to increase the elevation of the tracks leading to the rail yard in the concourse segment (Segment 2). The throat would be reconstructed with up to seven lead tracks north of LAUS to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and an entrance to LAUS for the planned HSR system. The project also includes new passenger platforms and canopies on the elevated rail yard.
- **New Passenger Concourse** – The project includes a new passenger concourse in Segment 2 that would include space dedicated for passenger circulation and waiting areas with ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act accessibility at LAUS with new vertical circulation elements, such as stairs, escalators, and elevators. The new passenger concourse would be constructed below or above the elevated rail yard.
- **Run-Through Tracks** – The project includes up to 10 new run-through tracks south of US-101 (including the possibility of a loop track) under US-101 to facilitate connections for regional/intercity rail trains and HSR trains to the main line tracks on the west bank of the Los Angeles River in Segment 3. As early as 2026, regional/intercity rail run-through track infrastructure would be constructed, including a “common” viaduct/deck over US-101 and embankment south of US-101 from Vignes Street to Center Street that would be built wide enough to support future run-through track infrastructure for the planned HSR system. The remaining run-through track infrastructure for the planned HSR system could be constructed as early as 2033.

The project would also require modifications to two existing bridges at Vignes Street and Cesar Chavez Avenue for new elevated tracks; modifications to US-101 and local streets (including potential street closures, geometric modifications, and parking improvements); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the Amtrak lead track between LAUS and Amtrak’s Los Angeles Maintenance Facility; new access roadways to the railroad right-of-way; additional right-of-way; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements. The project will be constructed in phases to facilitate the continued operation of rail services at LAUS with minimal impacts on service.

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Figure 1-3. Major Project Components



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1.4 Build Alternatives and Design Options

Based on the results of the Alternatives Analysis Report, the Link US environmental documentation will include an evaluation of two track alignment Build Alternatives. Build Alternative 1 includes up to 10 new run-through tracks and accommodates future HSR trains on shared lead tracks in the throat segment (Segment 1). Build Alternative 2 includes up to 10 new run-through tracks and accommodates future HSR trains on dedicated lead tracks in the throat segment. Based on the results of the Concourse Study (appendix to the Alternatives Analysis Report), the Link US environmental documentation also includes an evaluation of two passenger concourse design options: Design Option A (At-Grade Passenger Concourse) and Design Option B (Above-Grade Passenger Concourse with New Expanded Passageway). Both track alignment alternatives and passenger concourse design options are being environmentally cleared because either concourse could be implemented with either Build Alternative.

The two Build Alternatives include the infrastructure associated with the maximum planned capacity of the rail yard, concourse, and run-through track infrastructure south of US-101 to serve future regional/intercity rail trains (Metrolink/Amtrak) and HSR trains at LAUS. The two Build Alternatives are summarized below to provide context for project-related capacity enhancements described in this memorandum.

- **Alternative 1 (Up to 10 Run-Through Tracks – Shared Tracks)** – Alternative 1 includes the addition of 1 new lead track for a total of 6 lead tracks in the throat north of LAUS (with regional/intercity and HSR trains sharing the 2 western lead tracks), multiple track and platform configuration options in the rail yard, and up to 10 run-through tracks that would extend south of LAUS over US-101, and connect to the main line tracks on the west bank of the Los Angeles River.
- **Alternative 2 (Up to 10 Run-Through Tracks – Dedicated Tracks)** – Alternative 2 includes the addition of 2 new lead tracks for a total of 7 lead tracks in the throat north of LAUS (with future HSR trains and some express/intercity services using the 2 western dedicated lead tracks and most regional/intercity trains using the 5 eastern lead tracks), multiple track and platform configuration options in the rail yard, and up to 10 run-through tracks that would extend south of LAUS over US-101 and connect to the main line tracks on the west bank of the Los Angeles River.

The new passenger concourse would facilitate enhanced passenger flow through LAUS while meeting Americans with Disabilities Act requirements and the forecasted increase in passengers. The two design options are described below.

- **Design Option A (At-Grade Passenger Concourse)** – This design option includes placement of the new passenger concourse below the elevated rail yard, with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would occur at a centralized location at the concourse level. This design option also includes a grand canopy that would extend approximately up to 70 feet above the elevated rail yard and West Plaza.
- **Design Option B (Above-Grade Passenger Concourse with New Expanded Passageway)** – This design option includes placement of the new passenger concourse above the elevated rail yard, with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in service would occur at two locations at the east and west ends of LAUS. This design option includes a canopy over the West Plaza up to 70 feet in height, with individual canopies over each platform. The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options.

2.0 Objective of the Memorandum

The objective of this memorandum is to document the existing rail operating conditions and characteristics at LAUS (2016 baseline condition for National Environmental Policy Act Notice of Intent/California Environmental Quality Act Notice of Preparation) and estimate future train movements through LAUS for three horizon years (2026, 2031 and 2040) with appropriate service planning assumptions to facilitate the environmental evaluation of the project-related impacts of capacity enhancements in the Link US environmental documentation. The 2026 and 2031 years correspond to the two major phases of project implementation (interim condition and full build-out condition). 2040 corresponds to the horizon years and corresponding service goals and objectives of multiple statewide plans and mandates:

- 2026: Two new regional/intercity rail run-through tracks from Platform 4 at LAUS (interim condition)
- 2031: Construction of all regional/intercity rail improvements at LAUS including the reconstructed throat, elevated rail yard and new passenger concourse (full build-out condition)
- 2040: Full operation of HSR service at LAUS

Available estimates and projections from applicable agencies and stakeholders were used to estimate the future train movements. This memorandum will be utilized to prepare applicable environmental technical studies (i.e., traffic, air quality, noise, and vibration) in support of the Link US environmental documentation.

The service planning and operating characteristics considered in this memorandum include the following:

- Total number of train movements into and out of LAUS per day, revenue, and deadhead (2016, 2026, 2031, and 2040). Each inbound and outbound train movement counts as a separate movement. A run-through train, for example, would count as two train movements - one inbound and one outbound movement.
- Total number of train movements during the two 3-hour AM and PM peak operating periods (2016, 2026, 2031, and 2040)
- Train “consist” size, frequency of service, types of locomotives and dwell time for each carrier

The project-related capacity enhancements are required to enable Metrolink and Amtrak to meet regional/intercity rail growth projections and to facilitate CHSRA's implementation of the planned HSR system at LAUS.

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3.0 Existing Rail Operating Conditions and Characteristics

LAUS is the focal point of passenger rail travel in Southern California, serving Metrolink commuter trains; Amtrak Pacific Surfliner intercity and long-distance trains; and Metro Red, Purple, and Gold Line trains³. In addition to revenue trains, there are numerous non-revenue train movements at the LAUS terminal to service passenger train equipment and position equipment at the station platforms for revenue service. For Metrolink, non-revenue train movements occur between LAUS and the Central Maintenance Facility. For Amtrak, through trains and non-revenue train movements occur for Pacific Surfliner and Amtrak Long-Distance trains (Southwest Chief, Sunset Limited/Texas Eagle, Coast Starlight) between LAUS and Amtrak's Los Angeles Maintenance Facility.

Consistent with the existing year used for the Link US environmental documentation, available 2016 schedules for Metrolink and Amtrak Pacific Surfliner and long-distance trains, existing rail operating characteristics at LAUS were determined by counting the total number of existing train movements per day and number of train movements at LAUS during the two 3-hour AM and PM peak operating periods (6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). For both Metrolink and Amtrak, a comparison between the 2016 and 2018 schedules showed no substantial addition to train movements at LAUS. The comparison revealed 1 additional round trip Pacific Surfliner train between LAUS and San Diego, as well as 1 additional Metrolink round trip between LAUS and Burbank Airport.

The following schedules were reviewed to determine the existing rail operating characteristics and are provided as Appendix A:

- Metrolink All Lines Timetable, dated June 6, 2016
- Amtrak Pacific Surfliner Schedules, effective June 6, 2016
- Amtrak Coast Starlight Schedule, effective June 6, 2016
- Amtrak Southwest Chief Schedule, effective June 9, 2014
- Amtrak Sunset Limited Schedule, effective June 9, 2014

3.1 Existing Metrolink Trains

LAUS is the hub for Metrolink operations and provides connections between the following Metrolink lines:

- 91/Perris Valley Line
- Antelope Valley Line
- Orange County Line
- Riverside Line

³ For the purpose of this memorandum, Metro trains are not considered because Metro's light rail and heavy rail operations are not anticipated to substantially affect other regional/intercity operations or operation of the planned HSR system.

- San Bernardino Line
- Ventura County Line

As of April 2016, Metrolink operates 139 revenue trains per weekday into and out of LAUS on several train lines, including the Ventura County Line (31 trains per weekday), Antelope Valley Line (30), San Bernardino Line (38), Riverside Line (12), 91/Perris Valley Line (9), and Orange County Line (19). Metrolink also operates 46 non-revenue trains between LAUS and the Central Maintenance Facility. During the two 3-hour AM and PM peak operating periods (AM and PM combined), 80 Metrolink trains (39 in the AM and 41 in the PM) pass through LAUS.

3.2 Existing Amtrak Trains

As of April 2016, Amtrak operates 28 revenue trains per weekday into and out of LAUS, which includes 14 Pacific Surfliner trains originating or terminating at LAUS; 9 Pacific Surfliner “through trains” that travel the entire extent of the Pacific Surfliner route (Los Angeles – San Diego – San Luis Obispo, or LOSSAN corridor) north and south of LAUS (counted as 18 total trains in Table 5-1 below); and an average of 5 long-distance trains including the Coast Starlight (2 trains daily), the Southwest Chief (2 trains daily), and the Texas Eagle/Sunset Limited, which is a combined train that operates 3 times per week. Amtrak / LOSSAN also operate 11 non-revenue trains between LAUS and Amtrak’s Los Angeles Maintenance Facility (6 Pacific Surfliner and 5 Amtrak long-distance trains). During the two 3-hour AM and PM peak operating periods (AM and PM combined), 13 (6 in the AM and 7 in the PM) Amtrak / LOSSAN revenue and non-revenue train movements pass through LAUS.

4.0 Future Service Planning Assumptions and Data Sources

The project would accommodate a substantial increase in rail operational capacity for the region, reducing train idling (dwell) time and improving on-time performance for trains using LAUS. The estimate of train movements that could occur through LAUS aligns with the service goals, horizon years, and corresponding goals and objectives of multiple statewide plans and mandates as described below.

California Transportation Plan

The *California Transportation Plan 2040* Vision calls for a transportation system that is safe, sustainable, universally accessible, and globally competitive while meeting the State's greenhouse gas emission reduction goals. The project-related capacity enhancements would allow for future train operations to address this vision.

2018 California State Rail Plan (Caltrans 2018)

For the purpose of this memorandum, future train movements for Metrolink and Amtrak trains are based on the *2018 California State Rail Plan*.

- For Metrolink, in late 2017, future service plans were developed consistent with the *2018 California State Rail Plan* (see Section 4.1 below).
- For Amtrak, the *2018 California State Rail Plan* (Caltrans 2018) was referenced to determine future train counts for Pacific Surfliner trains (see Section 4.2 below).

The estimated train movements and resulting benefits correlate with the service goals and improvements for the Los Angeles Urban Mobility Corridor, and coincides with the 2027 mid-term plan statewide goals. The *2018 California State Rail Plan* calls for the following service enhancements for Metrolink:

- By 2028
 - Provide run-through service at LAUS as part of Link US
 - Half-hourly all-day service on the San Bernardino Line between Los Angeles and San Bernardino, and
 - Half-hourly peak-rail service on the 91/Perris Valley Line.
- By 2040
 - Very frequent service between LAUS and Burbank
 - On the Ventura County Line, half-hourly express service between LAUS and Oxnard, and half-hourly local service between LAUS and Chatsworth
 - Half-hourly local service between LAUS and Santa Clarita

- o Very frequent service between LAUS and Fullerton
- o Half-hourly express rail services connecting Riverside, San Bernardino, and Ontario with Los Angeles

2018 Business Plan (CHSRA 2018)

Future HSR train movements into and out of LAUS (revenue and non-revenue train movements) was provided by CHSRA for inclusion in this memorandum, and are consistent with the goals of the *2018 California State Rail Plan*, the service levels in the 2018 Business Plan (CHSRA 2018), and the ridership and revenue forecasting methodology⁴ and technical supporting documents⁵.

2016 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2016)

The *2016 Regional Transportation Plan/Sustainable Communities Strategy* was prepared pursuant to Senate Bill 375, to reduce GHG emissions from vehicles through better-integrated regional transportation, land use, and housing planning strategies to provide more access to jobs, services, public transit and active transportation options. The project would indirectly contribute to cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled, as demonstrated by the operational analysis provided in the *2016 Regional Transportation Plan/Sustainable Communities Strategy* (Program EIR Table 3.3.4-4) (Southern California Association of Governments 2016).

4.1 Metrolink

In October 2018, Metrolink provided daily train counts for the 2031 and 2040 horizon years (full Metrolink SCORE Program operations consistent with the *2018 California State Rail Plan*), but not for the 2026 horizon year. In the absence of 2026 service plans that correlate to the SCORE Program, Metrolink's Transit and Intercity Rail Capital Program Funding Application was used to estimate the number of trains anticipated to pass through LAUS, including non-revenue train movements for the 2026 horizon year. A breakdown of the 2026, 2031, and 2040 forecasts of Metrolink trains by train line is provided in Appendix B and information is summarized in Table 5-1.

4.1.1 Equipment Turn Time

An equipment turn is the act of changing the train's operating end and allowing the train to move in the reverse direction. Operational experience to date indicates that Metrolink crews can turn revenue trains at terminals, including changing of operating ends, checking the train consist for passengers and initialization of positive train control, within 15 minutes. Although it is possible that technology improvements may allow for a future reduction in equipment turn times, the rail operators agreed that for the purposes of this analysis a 15-minute turnaround is assumed for all Metrolink trains requiring a change of operating ends at LAUS.

⁴ http://www.hsr.ca.gov/docs/about/business_plans/2018_Business_Plan_Ridership_Revenue_Forecasting.pdf

⁵ http://www.hsr.ca.gov/docs/about/business_plans/2018_Business_Plan_Service_Plan_Methodology.pdf

4.1.2 Dwell Time

Dwell time is defined as the amount of time a particular train is scheduled to be stationary at a station platform to accommodate passenger entraining and detraining, baggage handling, train servicing, crew changes, etc. For purposes of this analysis, the following dwell times are assumed:

- Year: 2026: 7 minutes
- Years 2031 and 2040: 5 minutes

4.1.3 Service Hours by Train Line

Scheduling details of the proposed service hours for each train line serving LAUS were not included in the Metrolink Transit and Intercity Rail Capital Program application. In the absence of this information, existing service hours were used in the development of future operational scenarios at 30-minute frequencies throughout the day with service extended during evening hours to at least 10:00 PM.

4.2 Pacific Surfliner and Amtrak

The *2018 California State Rail Plan* (Caltrans 2018) was referenced to determine future train counts for Pacific Surfliner trains. FRA, Caltrans, and the Riverside County Transportation Commission are analyzing the feasibility of operating regional rail service between LAUS and the Coachella Valley. The study is ongoing but includes a concept of two daily round trips between LAUS and Indio or Coachella. This potential new service was added to the 2026, 2031, and 2040 Pacific Surfliner train counts. A breakdown of the 2026, 2031, and 2040 forecasts of Amtrak trains is provided in Appendix B, and information is summarized in Table 5-1.

Amtrak has no current plans to alter existing long-distance trains currently serving LAUS.

4.2.1 Equipment Turn Time and Dwell Time

Currently, the operating practice for a Pacific Surfliner through train involves a crew change at LAUS as well as a change in train operating ends. The amount of time in the schedule varies from 15 to 33 minutes. In addition, trains often arrive before their scheduled arrival time, extending the amount of time the train dwells at a platform by as much as 15 minutes. With the construction of run-through tracks, it is anticipated that the time required to change operating ends will no longer be necessary, but that adequate time will still be needed for detraining and entraining passengers and baggage as well as the crew change. Based upon feedback from LOSSAN and participating agencies, a dwell time of 10 minutes will be used.

For Amtrak long-distance trains, entraining or detraining passengers, along with baggage handling, takes much longer than it does for a typical Pacific Surfliner train. In addition, Amtrak may keep the train at the station for as long as 3 hours, based more upon operational convenience (yard crew availability) than necessity. Amtrak recognizes that a significant reduction in long-distance station dwell time will be needed to facilitate platform capacity enhancements and service expansion at LAUS. For the purposes of this analysis, a dwell time of 30 minutes will be used.

4.3 California High-Speed Rail Authority

4.3.1 Service Hours

HSR service would operate at LAUS from 6:00 AM through midnight, 7 days per week.

4.3.2 Equipment Turn Time and Dwell Time

Per CHSRA, dwell time for trains operating through LAUS is estimated to be 5 minutes. For trainsets that are turning at LAUS, it is estimated that 20 minutes will be required for detraining, sweeping the train, changing operating ends, entraining, and departure. This time would be reduced to 5-minute dwells each upon arrival and departure if a proposed HSR turn facility south of LAUS is constructed.

4.4 Train Consists

Train consist (cars and locomotives) data was gathered from Metrolink and Amtrak and are presented in Table 4-1. A hypothetical HSR consist is also included in Table 4-1 but may be subject to change based upon final design of the planned HSR system.

Table 4-1. Train Consist by Operator

| Operator | Number of Cars | Number of Locomotives | Locomotive Types Used Per Service (manufacturer) |
|---|----------------|-----------------------|---|
| Metrolink | | | |
| Metrolink 4-Car Set (18 in daily service) | 4 | 1 | F59 PH (EMD) F59 PHI (EMD) |
| Metrolink 5-Car Set (9 in daily service) | 5 | 1 | F40PH (EMD) |
| Metrolink 6-Car Set (6 in daily service) | 6 | 1 | MP36 PH-C (Motive Power Industries) All horizon year consists will use EMD F-125 Spirit locomotives, which started to enter service in 2018. |
| Amtrak - Pacific Surfliner | | | |
| 6-Car Set (bi-level) | 6 | 1 | F59 PH (EMD) |
| 7-Car Set (single-level) | 7 | 1 | P42DC (General Electric) All horizon year consists will use Siemens Charger locomotives, which started entering service in 2017. |
| Amtrak - Long Distance Trains | | | |
| Southwest Chief | 10 | 2 | P42DC (General Electric) |
| Sunset Limited | 9 | 2 | P32-8BWH (General Electric) |
| Coast Starlight | 11 | 2 | All horizon year consists will use Siemens Charger locomotives. |
| CHSRA - High Speed Train (2033) | | | |
| AGV High-Speed Trainset (France)* | 6 | 2 | Power cars in integrated trainset |

Sources: Metrolink, Amtrak: SCRRRA 2012

Notes:

*This is a hypothetical trainset. The actual trainsets used for CHSRA service have not yet been procured.

CHSRA=California High-Speed Rail Authority

4.4.1 Emerging Train Consist Technology

The 2040 Vision in the 2018 California State Rail Plan calls for the use of “greener” technology for locomotives and train consists as the technology becomes commercially available, and includes a recommendation for electrifying/deploying zero-emission vehicle technologies on as much of the passenger rail network as possible, and specifically calls out electrified electric multiple unit (EMU) systems,

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diesel multiple units (DMUs), battery-hybrid multiple units, renewable diesel, and other alternative fuels (pgs. 10 and 110)

- Goal 6: Practice Environmental Stewardship, Policy 1: Integrate Environmental Considerations in All Stages of Planning indicates - The Rail Plan provides a program-level platform from which more detailed service and environmental analysis must be conducted by the State and rail operators as the 2040 Vision is implemented.
- Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System indicates - The intent of the 2040 Vision is to accommodate additional demand for trips, and grow the rail network in a manner that incorporates substantial electrification of the state network, with improvements possible on additional corridors where there is support to do so... These include more stringent standards for remanufactured locomotives; and a Tier 5 standard for new locomotives that would require capability for zero-emission operation in designated areas, such as disadvantaged and high-traffic regions, to better protect the health of those residents.

Although these emerging technologies exist today, for the purposes of this analysis which is to document train counts/movements, this Rail Planning Technical Memorandum focuses on the use of existing equipment/technology and the most currently known and available information relating to future equipment/technology.

5.0 Future Daily Train Movements at Los Angeles Union Station

Based upon available data, as well as valuable input from the rail operators, Table 5-1 summarizes the estimated total daily train movements (revenue and non-revenue) through LAUS and the total trips during the two 3-hour AM and PM peak operating periods for 2016 and future horizon years 2026, 2031, and 2040. Revenue trains operating through LAUS, such as existing Pacific Surfliner and future Metrolink run-through trains, count as two movements - one inbound and one outbound.

| Transit Operator | Frequency | 2016 | 2026 | 2031 | 2040 |
|---------------------------|---------------------------------------|------------|------------|------------|------------|
| Metrolink (Regional Rail) | Total Daily | 185 | 410 | 690 | 690 |
| | <i>Revenue Trains</i> | 139 | 370 | 678 | 678 |
| | <i>Non-Revenue Trains¹</i> | 46 | 40 | 12 | 12 |
| | 6-hour peak | 80 | 144 | 250 | 250 |
| Amtrak / LOSSAN | Total Daily² | 48 | 68 | 80 | 140 |
| | <i>Pacific Surfliner</i> | 32 | 48 | 56 | 112 |
| | <i>Long-Distance Trains</i> | 5 | 5 | 5 | 5 |
| | <i>Non-Revenue Trains³</i> | 11 | 15 | 19 | 23 |
| | 6-hour peak | 13 | 21 | 21 | 39 |
| CHSRA | Total Daily | — | — | — | 272 |
| | <i>Non-Revenue Trains⁴</i> | — | — | — | 50 |
| | 6-hour peak | — | — | — | 132 |

Source: Appendix A (Existing Condition); Caltrans 2018 California State Rail Plan (Amtrak and Pacific Surfliner), Metrolink SCORE Application (Regional Rail) and CHSRA-provided data (HSR).

Notes:

- ¹ This includes all deadhead equipment movements between LAUS and the Central Maintenance Facility
- ² This includes through trains on the Los Angeles – San Diego – San Luis Obispo corridor as well as proposed Coachella Valley Service starting in 2026
- ³ This includes deadhead equipment movements for Pacific Surfliner and Amtrak Long Distance-trains (Southwest Chief, Sunset Limited/Texas Eagle, Coast Starlight) between LAUS and Amtrak Los Angeles Maintenance Facility
- ⁴ This includes deadhead equipment movements for HSR trains between LAUS and HSR Los Angeles Maintenance Facility

HSR = High-Speed Rail, LAUS=Los Angeles Union Station , LOSSAN= Los Angeles – San Diego – San Luis Obispo

While the project would provide the largest possible “operating envelope” to increase capacity within the existing station footprint, considering the environmental and constructability constraints, actual operational scenarios and service levels at LAUS are dependent on future service plans, negotiations between the service operators, and available operating funding.

A summary of the projected train movements for the 2026, 2031, and 2040 horizon years is provided below by rail operator:

Metrolink

For 2026, it is estimated that Metrolink would operate 410 train movements per day (inclusive of 40 non-revenue train movements) between LAUS and the Central Maintenance Facility. During the two 3-hour AM and PM peak operating periods, 144 total train movements (72 each in the AM and PM) are anticipated to operate within LAUS. As stated earlier, the ability of LAUS to accommodate the higher Metrolink service levels during phases of construction has not been tested or validated. For 2031, Metrolink estimates that 690 train movements would occur per day. It is assumed that Metrolink’s 2031 SCORE service plan would represent a full build-out of Metrolink services for the foreseeable future, so the train counts remain the same for 2040.

Amtrak and LOSSAN

For 2026, it is estimated that Amtrak / LOSSAN would operate 68 train movements per day within LAUS. During the two 3-hour AM and PM peak operating periods, 21 total train movements are anticipated to operate within LAUS. For 2031 and 2040, daily train movements would increase to 80 and 140 movements, respectively. Non-revenue movements for 2026, 2031, and 2040 are rough estimates, as future equipment cycles to support LOSSAN growth plans have not yet been developed.

High-Speed Rail

CHSRA is anticipated to commence operation of the planned HSR system as early as 2033, and plan to operate 272 train movements per day at LAUS by 2040. Of these, 148 would originate from or terminate at LAUS, and 74 would operate through LAUS to-and-from Anaheim. There would also be 50 daily deadhead equipment movements. During the two 3-hour peak AM and PM operating periods, CHSRA would operate 132 train movements. Of these, 88 would originate from or terminate at LAUS, and 44 would operate through LAUS to-and-from Anaheim.

6.0 Conclusion

Metro estimates the project-related capacity enhancements would reduce dwell time at LAUS and contribute to other cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled. Future service scenarios will depend on ongoing negotiations between the railroad operators, available infrastructure (corridor, maintenance facility, etc.), and available operating funding. The project, by itself, does not enable regional/intercity rail providers to meet their service goals, primarily because other infrastructure improvements on the entire system are required to meet the forecasted service levels by 2040.

Based on the results of this memorandum, the Link US environmental documentation will be prepared to include an analysis of potential environmental impacts associated with implementation of the two Build Alternatives, in consideration of the existing and future train movements through LAUS that could occur as a result of the project-related capacity enhancements.

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7.0 References

California Department of Transportation (Caltrans). 2018. *2018 California State Rail Plan*.
http://www.dot.ca.gov/californiarail/docs/CSRP_Final.pdf

Southern California Association of Governments. 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

Southern California Regional Rail Authority. 2012. *Metrolink Fleet Plan 2012-2017*.
http://metrolink.granicus.com/DocumentViewer.php?file=metrolink_0e45aa65088f01bf84c11a7cb31dab4b.pdf&view=1

——— 2018a. Metrolink Transit and Intercity Rail Capital Program 2018 Funding Application.

——— 2018b. Email exchange with HDR. October 2018.

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Appendix A: Existing Metrolink and Amtrak Train Schedules

ALL LINES

METROLINK.

TIMETA:BLE

E F F E C T I V E J U N E 6 2 0 1 6



VC

AV

SB

RIV

**91/
PVL**

OC

IEOC

metrolinktrains.com

METROLINK COMMUTER RAIL SYSTEM



METROLINK

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

metrolinktrains.com Effective June 6, 2016



MONDAY THROUGH FRIDAY

| Metrolink Service No. | 100 | 900 | 102 | 104 | 106 | 902 | 108 | MA A768 | 110 | 112 | 116 | 904 | 906 | 150 | 118 | 910 |
|----------------------------|------|------|------|------|------|------|------|------------|------|-------|-------------|-------------|-------------|-------------|-------------|-------------|
| Ventura - East | | | 5:25 | 6:03 | 6:42 | | | | | | | | | | | |
| Oxnard ★ | | | 5:39 | 6:17 | 6:56 | | | 7:43 | | | | | | | | |
| Camarillo ★ | | | 5:49 | 6:27 | 7:06 | | | 7:54 | | | | | | | | |
| Moorpark ★ | 5:04 | | 6:00 | 6:38 | 7:17 | | | 8:08 | 8:25 | | 2:18 | | | | | 4:57 |
| Simi Valley ★ | 5:17 | | 6:13 | 6:51 | 7:30 | | | 8:23 | 8:38 | | 2:31 | | | | | 5:10 |
| Chatsworth ★ | 5:28 | | 6:24 | 7:02 | 7:41 | | 8:25 | 8:40 | 8:49 | 10:50 | 2:42 | | | 4:40 | 5:27 | |
| Northridge | 5:33 | | 6:29 | 7:07 | 7:46 | | 8:30 | 8:46 | 8:54 | 10:55 | 2:47 | | | 4:45 | 5:32 | |
| Van Nuys ★ | 5:41 | | 6:37 | 7:15 | 7:54 | | 8:38 | 8:56 | 9:02 | 11:03 | 2:55 | | | 4:53 | 5:45 | |
| Burbank/Bob Hope Airport ★ | 5:49 | 6:13 | 6:45 | 7:23 | 8:02 | 8:35 | 8:46 | 9:04 | 9:10 | 11:11 | 3:03 | 3:37 | 4:15 | 5:05 | 5:53 | 8:30 |
| Burbank - Downtown | 5:55 | 6:17 | 6:52 | 7:30 | 8:08 | 8:39 | 8:52 | 9:09 | 9:16 | 11:17 | 3:09 | 3:41 | 4:19 | 5:10 | 5:59 | 8:35 |
| Glendale ★ | 6:02 | 6:23 | 6:59 | 7:37 | 8:15 | 8:45 | 8:59 | 9:16 | 9:23 | 11:26 | 3:16 | 3:47 | 4:25 | 5:16 | 6:06 | 8:40 |
| L.A. Union Station ★ | 6:15 | 6:38 | 7:14 | 7:50 | 8:30 | 9:02 | 9:17 | 9:35 | 9:42 | 11:40 | 3:33 | 4:00 | 4:40 | 5:30 | 6:20 | 8:55 |

AM times **PM** times

NOTES: See page 3

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 901 | 101 | 103 | MA A761 | 903 | 905 | 907 | 107 | 109 | 909 | 155 | 115 | 117 | 119 | 121 | 123 | 911 |
|----------------------------|------|------|------|------------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|
| L.A. Union Station ★ | 5:38 | 6:52 | 7:15 | 7:35 | 8:00 | 8:30 | 8:55 | 9:50 | 12:43 | 2:50 | 3:15 | 3:35 | 4:33 | 5:10 | 5:55 | 6:40 | 7:45 |
| Glendale ★ | 5:48 | 7:01 | 7:25 | 7:48 | 8:10 | 8:40 | 9:05 | 10:00 | 12:53 | 3:00 | 3:25 | 3:45 | 4:43 | 5:20 | 6:05 | 6:50 | 7:55 |
| Burbank - Downtown | 5:54 | 7:07 | 7:31 | ↓ | 8:16 | 8:46 | 9:11 | 10:06 | 12:59 | 3:06 | 3:31 | 3:51 | 4:49 | 5:26 | 6:11 | 6:56 | 8:01 |
| Burbank/Bob Hope Airport ★ | 6:01 | 7:12 | 7:36 | 8:00 | 8:25 | 8:55 | 9:20 | 10:11 | 1:04 | 3:15 | 3:36 | 3:56 | 4:54 | 5:31 | 6:16 | 7:01 | 8:10 |
| Van Nuys ★ | | 7:23 | 7:43 | 8:10 | | | | 10:19 | 1:11 | | 3:43 | 4:03 | 5:01 | 5:38 | 6:23 | 7:08 | |
| Northridge | | 7:31 | 8:00 | 8:19 | | | | 10:28 | 1:19 | | 3:51 | 4:11 | 5:09 | 5:46 | 6:31 | 7:16 | |
| Chatsworth ★ | | 7:38 | 8:10 | 8:32 | | | | 10:35 | 1:26 | | 4:05 | 4:18 | 5:16 | 5:53 | 6:38 | 7:23 | |
| Simi Valley ★ | | 7:52 | | 8:45 | | | | | 1:38 | | | 4:30 | 5:28 | 6:05 | 6:50 | 7:35 | |
| Moorpark ★ | | 8:10 | | 8:57 | | | | | 1:58 | | | 4:47 | 5:40 | 6:17 | 7:08 | 7:47 | |
| Camarillo ★ | | | | 9:10 | | | | | | | | | 5:51 | 6:28 | | 7:58 | |
| Oxnard ★ | | | | 9:21 | | | | | | | | | 6:01 | 6:38 | | 8:14 | |
| Ventura - East | | | | | | | | | | | | | 6:20 | 6:57 | | 8:37 | |

AM times **PM** times

NOTES: See page 3

• AMT

DAILY

DAILY

All Metrolink ticket holders (including One-Way, Round-Trip, 7-Day or Monthly Pass) may, within the origin and destination of their ticket or pass, ride ANY Amtrak Pacific Surfliner train between Los Angeles and Burbank/Bob Hope Airport at no additional cost as part of the Rail 2 Rail® program. Holiday blackout dates may apply, and schedules subject to change. For details, please visit metrolinktrains.com/rail2rail

* **A768** stops at Northridge and Burbank - Downtown Monday-Friday only.

Amtrak Service No. **A768*** **A774** **A784** **A790** **A1790** **A796**

Amtrak Service No. **A761** **A1761** **A763** **A769** **A777** **A785**

| | | | | | | | | | | | | | |
|--------------------------|------|--------------|-------------|---------------|-------------|-------------|--------------------------|------|------|-------|--------------|-------------|-------------|
| Ventura - East | 7:43 | 10:18 | 2:57 | 5:07 | 5:35 | 7:51 | L.A. Union Station | 7:35 | 7:50 | 9:20 | 12:30 | 3:05 | 7:15 |
| Oxnard | | | | | | | Glendale | 7:48 | 8:02 | 9:32 | 12:42 | 3:17 | 7:27 |
| Camarillo | 7:54 | 10:35 | 3:08 | 5:36 → | 6:04 | 8:02 | Burbank - Downtown | | | | | | |
| Moorpark | 8:08 | | 3:20 | 5:54 → | 6:20 | 8:38 | Burbank/Bob Hope Airport | 8:00 | 8:12 | 9:42 | 12:52 | 3:27 | 7:37 |
| Simi Valley | 8:23 | 11:02 | 3:35 | 5:54 | 6:20 | 8:38 | Van Nuys | 8:10 | 8:21 | 9:52 | 1:02 | 3:37 | 7:47 |
| Chatsworth | 8:40 | 11:14 → | 3:52 | 6:12 → | 6:33 | 8:50 | Northridge | 8:19 | | | | | |
| Northridge | 8:46 | | | | | | Chatsworth | 8:32 | 8:33 | 10:04 | 1:14 | 3:49 | 7:59 |
| Van Nuys | 8:56 | 11:28 → | 4:14 | 6:31 → | 6:45 | 9:06 | Simi Valley | 8:45 | 8:45 | 10:16 | 1:26 | 4:01 | 8:11 |
| Burbank/Bob Hope Airport | 9:04 | 11:35 | 4:22 | 6:39 → | 6:53 | 9:13 | Moorpark | 8:57 | 8:57 | | 1:39 | | |
| Burbank - Downtown | 9:09 | | | | | | Camarillo | 9:10 | 9:10 | 10:40 | 1:54 | 4:27 | 8:35 |
| Glendale | 9:16 | 11:45 | 4:32 | 6:50 → | 7:04 | 9:23 | Oxnard | 9:21 | 9:21 | 10:53 | 2:05 | 4:38 | 8:46 |
| L.A. Union Station | 9:35 | 12:15 | 4:50 | 7:10 | 7:20 | 9:45 | Ventura - East | | | | | | |

AMTRAK TRAINS FOR MONTHLY PASS HOLDERS ONLY

AMTRAK TRAINS FOR MONTHLY PASS HOLDERS ONLY





M-F Sa-Su

M-F Sa-Su

AM times **PM** times

NOTES: See page 3

MONDAY THROUGH FRIDAY






| Metrolink Service No. | 200 | 202 | 204 | 282 | 206 | 208 |  | 210 | 212 |  | 214 | 216 | 218 | 220 |  | 222 |  | 224 | 226 |
|-------------------------------|------|------|------|------|------|------|---|-------|-------|---|--------------|--------------|-------------|-------------|---|-------------|---|-------------|-------------|
| Lancaster | 3:58 | 4:55 | 5:20 | | 6:10 | 6:52 | | | 9:00 | | | 11:35 | | 1:40 | | | | | 6:05 |
| Palmdale | 4:07 | 5:04 | 5:29 | 6:07 | 6:19 | 7:01 | 7:50 | | 9:09 | 10:30 | | 11:44 | | 1:49 | 2:00 | | 4:00 | | 6:15 |
| Vincent Grade/Acton | 4:18 | 5:15 | 5:40 | ↓ | 6:30 | 7:12 | ↓ | | 9:20 | ↓ | | 11:55 | | 2:00 | ↓ | | ↓ | | ↓ |
| Via Princessa | 4:50 | 5:49 | 6:14 | ↓ | 7:04 | 7:46 | ↓ | 9:03 | 9:54 | ↓ | 11:25 | 12:29 | 1:45 | 2:34 | ↓ | 3:15 | ↓ | | 7:12 |
| Santa Clarita | 4:56 | 5:55 | 6:20 | 6:53 | 7:10 | 7:52 | ↓ | 9:09 | 10:00 | ↓ | 11:31 | 12:35 | 1:51 | 2:40 | ↓ | 3:21 | ↓ | 5:05 | 7:18 |
| Newhall | 5:03 | 6:02 | 6:27 | ↓ | 7:17 | 7:59 | 8:40 > | 9:16 | 10:08 | 11:20 > | 11:38 | 12:42 | 1:57 | 2:47 | 2:50 > | 3:28 | 4:50 > | 5:13 | 7:25 |
| 12 Sylmar/San Fernando | 5:16 | 6:16 | 6:41 | 7:12 | 7:32 | 8:13 | | 9:30 | 10:23 | | 11:57 | 12:57 | 2:11 | 3:02 | | 3:42 | | 5:27 | 7:39 |
| Sun Valley | 5:23 | 6:23 | 6:57 | ↓ | 7:40 | 8:20 | | 9:37 | 10:31 | | 12:04 | 1:10 | 2:21 | 3:14 | | 3:49 | | 5:34 | 7:46 |
| Burbank - Downtown | 5:30 | 6:31 | 7:03 | 7:25 | 7:48 | 8:27 | | 9:45 | 10:38 | | 12:11 | 1:17 | 2:28 | 3:22 | | 3:56 | | 5:41 | 7:54 |
| Glendale ★ | 5:37 | 6:38 | 7:09 | ↓ | 7:55 | 8:33 | | 9:54 | 10:44 | | 12:17 | 1:24 | 2:34 | 3:29 | | 4:02 | | 5:48 | 8:00 |
| L.A. Union Station ★ | 5:53 | 6:55 | 7:26 | 7:42 | 8:15 | 8:55 | | 10:11 | 11:05 | | 12:40 | 1:45 | 2:50 | 3:50 | | 4:20 | | 6:10 | 8:25 |

 North County TRANSporter bus service.

 AM times **PM** times

NOTES: See page 3

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 201 | 203 |  | 205 | 207 |  | 209 | 211 | 213 |  | 215 | 217 |  | 219 | 285 | 221 | 223 | 225 | 227 |
|---|------|------|---|-------|-------|---|-------|-------|------|---|------|------|---|------|------|------|------|------|-------|
| L.A. Union Station ★ | 6:30 | 7:30 | | 8:25 | 9:40 | | 11:15 | 12:00 | 1:55 | | 3:40 | 4:00 | | 4:45 | 5:35 | 5:50 | 6:30 | 7:40 | 9:25 |
| Glendale ★ | 6:41 | 7:40 | | 8:36 | 9:50 | | 11:25 | 12:11 | 2:05 | | 3:50 | 4:10 | | 4:55 | ↓ | 6:00 | 6:40 | 7:50 | 9:35 |
| Burbank - Downtown | 6:47 | 7:46 | | 8:42 | 9:56 | | 11:31 | 12:17 | 2:11 | | 3:56 | 4:16 | | 5:01 | 5:49 | 6:06 | 6:46 | 7:56 | 9:41 |
| Sun Valley | 6:52 | 7:52 | | 8:48 | 10:02 | | 11:37 | 12:23 | 2:17 | | 4:02 | 4:22 | | 5:07 | ↓ | 6:12 | 6:52 | 8:02 | 9:47 |
| Sylmar/San Fernando | 6:59 | 8:00 | | 8:56 | 10:10 | | 11:45 | 12:32 | 2:25 | | 4:11 | 4:30 | | 5:15 | 6:02 | 6:20 | 7:00 | 8:10 | 9:55 |
| Newhall | 7:18 | 8:17 | ▶ 8:50 | 9:10 | 10:23 | ▶ 10:35 | 11:59 | 12:45 | 2:38 | ▶ 2:50 | 4:24 | 4:43 | ▶ 5:00 | 5:34 | ↓ | 6:33 | 7:13 | 8:23 | 10:08 |
| Santa Clarita | 7:25 | 8:24 | ↓ | 9:18 | 10:31 | ↓ | 12:07 | 12:52 | 2:45 | ↓ | 4:31 | 4:55 | ↓ | 5:41 | 6:22 | 6:41 | 7:20 | 8:31 | 10:15 |
|  Via Princessa | 7:31 | 8:43 | ↓ | 9:24 | 10:50 | ↓ | 12:14 | 1:06 | 3:00 | ↓ | 4:37 | | ↓ | 5:48 | ↓ | 6:47 | 7:26 | 8:37 | 10:21 |
| Vincent Grade/Acton | 8:10 | | ↓ | 10:05 | | ↓ | 12:52 | | | ↓ | 5:14 | | ↓ | 6:25 | ↓ | 7:21 | 8:03 | 9:12 | 10:58 |
| Palmdale | 8:20 | 9:40 | | 10:15 | 11:25 | | 1:02 | | | 3:40 | 5:25 | | 5:50 | 6:35 | 7:08 | 7:32 | 8:13 | 9:21 | 11:08 |
| Lancaster | 8:40 | | | 10:45 | | | 1:20 | | | | 5:50 | | | 6:55 | | 8:00 | 8:32 | 9:40 | 11:25 |

 North County TRANSPORTER bus service.

Northbound TRANSPORTER bus stops at the Vincent Grade/Acton Metrolink station by request only.

AM times **PM** times

NOTES: See page 3

ANTELOPE VALLEY LINE

Lancaster to L.A.

L.A. to Lancaster

SATURDAY AND SUNDAY

| MetroLink Service No. | 260 | 262 | 264 | 266 | 268 | 270 |
|-----------------------|------|-------|--------------|--------------|-------------|-------------|
| Lancaster | 6:25 | 8:55 | 11:10 | 12:40 | 2:25 | 6:15 |
| Palmdale | 6:34 | 9:05 | 11:19 | 12:49 | 2:34 | 6:24 |
| Vincent Grade/Acton | 6:45 | 9:16 | 11:30 | 12:59 | 2:45 | 6:35 |
| Via Princessa | 7:19 | 9:53 | 12:04 | 1:32 | 3:19 | 7:12 |
| Santa Clarita | 7:25 | 10:00 | 12:10 | 1:38 | 3:25 | 7:18 |
| Newhall | 7:32 | 10:07 | 12:17 | 1:45 | 3:32 | 7:25 |
| Sylmar/San Fernando | 7:46 | 10:21 | 12:34 | 1:59 | 3:46 | 7:39 |
| Sun Valley | 7:53 | 10:28 | 12:41 | 2:06 | 3:53 | 7:46 |
| Burbank - Downtown | 8:00 | 10:35 | 12:48 | 2:13 | 3:59 | 7:53 |
| Glendale ★ | 8:07 | 10:42 | 12:55 | 2:20 | 4:05 | 8:00 |
| L.A. Union Station ★ | 8:25 | 11:00 | 1:15 | 2:40 | 4:30 | 8:20 |

SATURDAY AND SUNDAY

| MetroLink Service No. | 261 | 263 | 265 | 267 | 269 | 271 |
|-----------------------|-------|--------------|-------------|-------------|-------------|--------------|
| L.A. Union Station ★ | 8:45 | 11:40 | 2:15 | 3:50 | 5:25 | 8:55 |
| Glendale ★ | 8:55 | 11:50 | 2:25 | 4:00 | 5:35 | 9:05 |
| Burbank - Downtown | 9:02 | 11:57 | 2:32 | 4:07 | 5:42 | 9:12 |
| Sun Valley | 9:08 | 12:03 | 2:38 | 4:13 | 5:48 | 9:18 |
| Sylmar/San Fernando | 9:16 | 12:11 | 2:46 | 4:21 | 5:56 | 9:26 |
| Newhall | 9:30 | 12:25 | 3:00 | 4:35 | 6:10 | 9:40 |
| Santa Clarita | 9:38 | 12:33 | 3:08 | 4:43 | 6:18 | 9:48 |
| Via Princessa | 9:44 | 12:39 | 3:13 | 4:49 | 6:24 | 9:54 |
| Vincent Grade/Acton | 10:25 | 1:23 | 3:52 | 5:27 | 7:02 | 10:32 |
| Palmdale | 10:36 | 1:33 | 4:01 | 5:38 | 7:14 | 10:43 |
| Lancaster | 10:55 | 1:50 | 4:20 | 5:55 | 7:25 | 11:00 |

AM times **PM times**

NOTES: See page 3

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 301 | 303 | 305 | 307 | 309 | 311 | 313 | 315 | 317 | 319 | 321 | 323 | 325 | 327 | 329 | 331 | 333 | 335 | 337 |
|-----------------------|------|------|------|------|------|------|------|------|------|-------|-------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| San Bernardino | 3:48 | 4:21 | 4:40 | 5:12 | 5:38 | 6:00 | 6:28 | 6:53 | 7:59 | 8:49 | 9:59 | 11:33 | 12:28 | 1:35 | 3:12 | 4:00 | 5:16 | 6:14 | 7:49 |
| Rialto | 3:59 | 4:32 | 4:50 | 5:23 | 5:49 | 6:11 | 6:38 | 7:04 | 8:10 | 9:01 | 10:09 | 11:44 | 12:38 | 1:45 | 3:22 | 4:10 | 5:27 | 6:25 | 8:00 |
| Fontana | 4:06 | 4:38 | 4:57 | 5:30 | 5:56 | 6:17 | 6:45 | 7:11 | 8:17 | 9:06 | 10:16 | 11:53 | 12:47 | 1:52 | 3:31 | 4:17 | 5:34 | 6:34 | 8:06 |
| Rancho Cucamonga | 4:14 | 4:47 | 5:06 | 5:38 | 6:04 | 6:26 | 6:54 | 7:19 | 8:25 | 9:17 | 10:25 | 12:02 | 12:56 | 2:01 | 3:40 | 4:26 | 5:43 | 6:54 | 8:15 |
| Upland | 4:22 | 4:54 | 5:13 | 5:46 | 6:12 | 6:34 | 7:01 | 7:27 | 8:33 | 9:24 | 10:33 | 12:09 | 1:03 | 2:09 | 3:47 | 4:33 | 5:51 | 7:02 | 8:23 |
| Montclair | 4:28 | 5:00 | 5:19 | 5:52 | 6:18 | 6:39 | 7:07 | 7:33 | 8:39 | 9:30 | 10:39 | 12:15 | 1:09 | 2:15 | 3:53 | 4:39 | 5:57 | 7:08 | 8:28 |
| Claremont | 4:31 | 5:04 | 5:23 | 5:55 | 6:21 | 6:43 | 7:11 | 7:36 | 8:42 | 9:33 | 10:43 | 12:18 | 1:13 | 2:19 | 3:56 | 4:42 | 6:01 | 7:11 | 8:32 |
| Pomona - North | 4:36 | 5:09 | 5:28 | 6:00 | 6:26 | 6:48 | 7:15 | 7:41 | 8:47 | 9:38 | 10:47 | 12:23 | 1:17 | 2:23 | 4:01 | 4:49 | 6:11 | 7:17 | 8:37 |
| Covina | 4:47 | 5:20 | 5:39 | 6:11 | 6:37 | 6:59 | 7:27 | 7:52 | 8:58 | 9:49 | 10:58 | 12:34 | 1:29 | 2:35 | 4:12 | 5:00 | 6:23 | 7:28 | 8:48 |
| Baldwin Park | 4:54 | 5:27 | 5:46 | 6:18 | 6:44 | 7:06 | 7:34 | 7:59 | 9:05 | 9:56 | 11:05 | 12:41 | 1:35 | 2:41 | 4:19 | 5:12 | 6:30 | 7:35 | 8:55 |
| El Monte | 5:04 | 5:37 | 5:56 | 6:28 | 6:54 | 7:16 | 7:43 | 8:09 | 9:15 | 10:06 | 11:15 | 12:51 | 1:45 | 2:51 | 4:32 | 5:22 | 6:48 | 7:52 | 9:05 |
| Cal State L.A. | 5:15 | 5:48 | 6:08 | 6:39 | 7:05 | 7:27 | 7:56 | 8:20 | 9:28 | 10:17 | 11:28 | 1:04 | 1:57 | 3:03 | 4:45 | 5:35 | 6:59 | 8:03 | 9:17 |
| L.A. Union Station ★ | 5:26 | 5:59 | 6:19 | 6:50 | 7:16 | 7:38 | 8:07 | 8:31 | 9:39 | 10:28 | 11:39 | 1:15 | 2:07 | 3:13 | 4:55 | 5:47 | 7:10 | 8:14 | 9:27 |

 AM times **PM** times

NOTES: See page 3

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 300 | 302 | 304 | 306 | 308 | 310 | 312 | 314 | 316 | 318 | 320 | 322 | 324 | 326 | 328 | 330 | 332 | 334 | 336 |
|-----------------------|------|------|-------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| L.A. Union Station ★ | 5:46 | 7:34 | 9:05 | 10:17 | 11:05 | 12:41 | 1:55 | 3:01 | 3:33 | 3:55 | 4:22 | 4:58 | 5:12 | 5:35 | 6:05 | 6:24 | 7:28 | 8:39 | 9:46 |
| Cal State L.A. | 5:59 | 7:48 | 9:18 | 10:30 | 11:19 | 12:55 | 2:08 | 3:15 | 3:47 | 4:09 | 4:35 | 5:11 | 5:25 | 5:52 | 6:19 | 6:37 | 7:41 | 8:52 | 10:00 |
| El Monte | 6:16 | 8:07 | 9:35 | 10:41 | 11:36 | 1:11 | 2:20 | 3:26 | 3:58 | 4:20 | 4:52 | 5:22 | 5:42 | 6:03 | 6:30 | 6:48 | 7:52 | 9:04 | 10:11 |
| Baldwin Park | 6:29 | 8:19 | 9:45 | 10:51 | 11:46 | 1:22 | 2:30 | 3:36 | 4:08 | 4:30 | 5:02 | 5:32 | 5:52 | 6:13 | 6:40 | 6:58 | 8:02 | 9:14 | 10:21 |
| Covina | 6:36 | 8:26 | 9:53 | 10:59 | 11:53 | 1:29 | 2:37 | 3:43 | 4:15 | 4:37 | 5:10 | 5:40 | 6:00 | 6:22 | 6:48 | 7:06 | 8:10 | 9:21 | 10:28 |
| Pomona - North | 6:50 | 8:40 | 10:06 | 11:12 | 12:06 | 1:42 | 2:50 | 3:56 | 4:29 | 4:50 | 5:23 | 5:53 | 6:13 | 6:35 | 7:01 | 7:19 | 8:23 | 9:34 | 10:42 |
| Claremont | 6:55 | 8:45 | 10:11 | 11:17 | 12:11 | 1:47 | 2:55 | 4:01 | 4:34 | 4:56 | 5:28 | 5:58 | 6:18 | 6:40 | 7:06 | 7:24 | 8:28 | 9:39 | 10:47 |
| Montclair | 7:06 | 8:49 | 10:15 | 11:21 | 12:15 | 1:51 | 2:59 | 4:05 | 4:38 | 5:00 | 5:32 | 6:02 | 6:22 | 6:44 | 7:10 | 7:28 | 8:32 | 9:43 | 10:51 |
| Upland | 7:12 | 8:54 | 10:21 | 11:27 | 12:21 | 1:57 | 3:05 | 4:11 | 4:43 | 5:05 | 5:38 | 6:08 | 6:28 | 6:50 | 7:16 | 7:34 | 8:38 | 9:49 | 10:56 |
| Rancho Cucamonga | 7:19 | 9:02 | 10:28 | 11:34 | 12:28 | 2:04 | 3:12 | 4:25 | 4:51 | 5:12 | 5:45 | 6:15 | 6:35 | 6:57 | 7:23 | 7:41 | 8:45 | 9:56 | 11:04 |
| Fontana | 7:31 | 9:17 | 10:39 | 11:45 | 12:39 | 2:15 | 3:23 | 4:36 | 5:01 | 5:23 | 5:55 | 6:26 | 6:46 | 7:07 | 7:33 | 7:52 | 8:56 | 10:07 | 11:14 |
| Rialto | 7:39 | 9:23 | 10:45 | 11:51 | 12:45 | 2:21 | 3:29 | 4:42 | 5:07 | 5:34 | 6:02 | 6:32 | 6:52 | 7:14 | 7:40 | 8:05 | 9:02 | 10:13 | 11:21 |
| San Bernardino | 7:48 | 9:32 | 10:54 | 12:00 | 12:54 | 2:30 | 3:38 | 4:51 | 5:16 | 5:43 | 6:11 | 6:41 | 7:01 | 7:23 | 7:49 | 8:14 | 9:11 | 10:22 | 11:29 |

AM times **PM** times

NOTES: See page 3

SAN BERNARDINO LINE • 300 SERIES

San Bernardino to L.A.

SATURDAY

| Metrolink Service No. | 351 | 353 | 357 | 359 | 363 | 367 | 369 | 373 | 377 | 379 |
|-----------------------|------|-------|-------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|
| San Bernardino | 7:00 | 8:25 | 9:50 | 11:30 | 1:05 | 2:07 | 3:35 | 4:55 | 6:30 | 9:15 |
| Rialto | 7:07 | 8:32 | 9:57 | 11:37 | 1:12 | 2:14 | 3:42 | 5:02 | 6:37 | 9:22 |
| Fontana | 7:12 | 8:37 | 10:02 | 11:42 | 1:17 | 2:19 | 3:47 | 5:07 | 6:42 | 9:27 |
| Rancho Cucamonga | 7:21 | 8:46 | 10:11 | 11:50 | 1:26 | 2:28 | 3:56 | 5:16 | 6:51 | 9:36 |
| Upland | 7:28 | 8:53 | 10:20 | 11:59 | 1:35 | 2:36 | 4:04 | 5:25 | 7:00 | 9:45 |
| Montclair | 7:34 | 8:59 | 10:26 | 12:05 | 1:41 | 2:42 | 4:10 | 5:31 | 7:06 | 9:51 |
| Claremont | 7:37 | 9:02 | 10:29 | 12:08 | 1:44 | 2:45 | 4:13 | 5:34 | 7:09 | 9:56 |
| Pomona - North | 7:41 | 9:06 | 10:34 | 12:13 | 1:49 | 2:49 | 4:18 | 5:39 | 7:14 | 10:00 |
| Covina | 7:51 | 9:16 | 10:44 | 12:23 | 1:59 | 2:59 | 4:28 | 5:49 | 7:24 | 10:10 |
| Baldwin Park | 7:57 | 9:21 | 10:50 | 12:29 | 2:05 | 3:05 | 4:39 | 5:55 | 7:30 | 10:16 |
| El Monte | 8:07 | 9:35 | 11:01 | 12:43 | 2:19 | 3:14 | 4:49 | 6:09 | 7:44 | 10:30 |
| Cal State L.A. | 8:19 | 9:48 | 11:14 | 12:55 | 2:32 | 3:27 | 5:01 | 6:22 | 7:56 | 10:42 |
| L.A. Union Station ★ | 8:35 | 10:05 | 11:30 | 1:15 | 2:50 | 3:40 | 5:15 | 6:40 | 8:15 | 10:55 |

SUNDAY

| 351 | 357 | 359 | 361 | 367 | 369 | 377 |
|------|-------|--------------|--------------|-------------|-------------|-------------|
| 7:00 | 9:50 | 11:30 | 12:30 | 2:07 | 3:35 | 6:30 |
| 7:07 | 9:57 | 11:37 | 12:36 | 2:14 | 3:42 | 6:37 |
| 7:12 | 10:02 | 11:42 | 12:41 | 2:19 | 3:47 | 6:42 |
| 7:21 | 10:11 | 11:50 | 12:49 | 2:28 | 3:56 | 6:51 |
| 7:28 | 10:20 | 11:59 | 12:56 | 2:36 | 4:04 | 7:00 |
| 7:34 | 10:26 | 12:05 | 1:01 | 2:42 | 4:10 | 7:06 |
| 7:37 | 10:29 | 12:08 | 1:04 | 2:45 | 4:13 | 7:09 |
| 7:41 | 10:34 | 12:13 | 1:08 | 2:49 | 4:18 | 7:14 |
| 7:51 | 10:44 | 12:23 | 1:17 | 2:59 | 4:28 | 7:24 |
| 7:57 | 10:50 | 12:29 | 1:23 | 3:05 | 4:39 | 7:30 |
| 8:07 | 11:01 | 12:43 | 1:32 | 3:14 | 4:49 | 7:44 |
| 8:19 | 11:14 | 12:55 | 1:43 | 3:27 | 5:01 | 7:56 |
| 8:35 | 11:30 | 1:15 | 2:00 | 3:40 | 5:15 | 8:15 |

AM times **PM times**

NOTES: See page 3

SATURDAY

| Metrolink Service No. | 352 | 354 | 358 | 362 | 364 | 366 | 368 | 372 | 376 | 378 |
|-----------------------|------|-------|--------------|--------------|-------------|-------------|-------------|-------------|--------------|--------------|
| L.A. Union Station ★ | 6:15 | 9:00 | 10:35 | 12:10 | 1:45 | 4:00 | 5:35 | 7:10 | 9:00 | 11:30 |
| Cal State L.A. | 6:25 | 9:10 | 10:46 | 12:21 | 1:56 | 4:11 | 5:46 | 7:21 | 9:10 | 11:40 |
| El Monte | 6:35 | 9:20 | 10:57 | 12:32 | 2:07 | 4:21 | 5:57 | 7:32 | 9:21 | 11:50 |
| Baldwin Park | 6:43 | 9:30 | 11:07 | 12:42 | 2:17 | 4:29 | 6:07 | 7:42 | 9:31 | 11:58 |
| Covina | 6:51 | 9:38 | 11:15 | 12:50 | 2:25 | 4:38 | 6:15 | 7:50 | 9:39 | 12:05 |
| Pomona - North | 7:02 | 9:50 | 11:27 | 1:02 | 2:36 | 4:49 | 6:27 | 8:02 | 9:50 | 12:16 |
| Claremont | 7:06 | 9:54 | 11:31 | 1:06 | 2:40 | 4:54 | 6:31 | 8:06 | 9:54 | 12:20 |
| Montclair | 7:10 | 9:58 | 11:35 | 1:10 | 2:44 | 4:58 | 6:35 | 8:10 | 9:58 | 12:24 |
| Upland | 7:15 | 10:03 | 11:40 | 1:15 | 2:50 | 5:04 | 6:40 | 8:16 | 10:04 | 12:29 |
| Rancho Cucamonga | 7:24 | 10:14 | 11:51 | 1:26 | 2:58 | 5:15 | 6:51 | 8:23 | 10:11 | 12:36 |
| Fontana | 7:33 | 10:23 | 12:00 | 1:35 | 3:07 | 5:24 | 7:00 | 8:32 | 10:20 | 12:45 |
| Rialto | 7:39 | 10:29 | 12:06 | 1:41 | 3:13 | 5:30 | 7:06 | 8:38 | 10:26 | 12:51 |
| San Bernardino | 7:54 | 10:45 | 12:22 | 2:00 | 3:30 | 5:45 | 7:22 | 8:54 | 10:40 | 1:05 |

SUNDAY

| 354 | 356 | 362 | 364 | 366 | 368 | 376 |
|-------|-------|--------------|-------------|-------------|-------------|--------------|
| 9:00 | 10:10 | 12:10 | 1:45 | 4:00 | 5:35 | 9:00 |
| 9:10 | 10:21 | 12:21 | 1:56 | 4:11 | 5:46 | 9:10 |
| 9:20 | 10:31 | 12:32 | 2:07 | 4:21 | 5:57 | 9:21 |
| 9:30 | 10:40 | 12:42 | 2:17 | 4:29 | 6:07 | 9:31 |
| 9:38 | 10:48 | 12:50 | 2:25 | 4:38 | 6:15 | 9:39 |
| 9:50 | 10:59 | 1:02 | 2:36 | 4:49 | 6:27 | 9:50 |
| 9:54 | 11:03 | 1:06 | 2:40 | 4:54 | 6:31 | 9:54 |
| 9:58 | 11:07 | 1:10 | 2:44 | 4:58 | 6:35 | 9:58 |
| 10:03 | 11:12 | 1:15 | 2:50 | 5:04 | 6:40 | 10:04 |
| 10:14 | 11:19 | 1:26 | 2:58 | 5:15 | 6:51 | 10:11 |
| 10:23 | 11:28 | 1:35 | 3:07 | 5:24 | 7:00 | 10:20 |
| 10:29 | 11:40 | 1:41 | 3:13 | 5:30 | 7:06 | 10:26 |
| 10:45 | 11:52 | 2:00 | 3:30 | 5:45 | 7:22 | 10:40 |

AM times **PM** times

NOTES: See page 3

RIVERSIDE LINE

Riverside to L.A.

L.A. to Riverside

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 401 | 403 | 405 | 407 | 409 | 411 |
|-----------------------|------|------|------|------|------|-------------|
| Riverside - Downtown | 4:47 | 5:42 | 6:15 | 6:50 | 8:10 | 3:07 |
| Pedley | 4:58 | 5:53 | 6:26 | 7:01 | 8:21 | 3:18 |
| Ontario - East | 5:08 | 6:03 | 6:36 | 7:11 | 8:31 | 3:28 |
| Pomona - Downtown | 5:20 | 6:15 | 6:48 | 7:23 | 8:43 | 3:40 |
| Industry | 5:29 | 6:24 | 6:57 | 7:32 | 8:52 | 3:49 |
| Montebello/Commerce | 5:47 | 6:42 | 7:15 | 7:50 | 9:10 | 4:07 |
| L.A. Union Station ★ | 6:10 | 7:07 | 7:35 | 8:15 | 9:35 | 4:35 |

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 402 | 404 | 406 | 408 | 410 | 412 |
|-----------------------|------|------|------|------|------|------|
| L.A. Union Station ★ | 1:20 | 4:15 | 5:00 | 5:30 | 6:00 | 6:30 |
| Montebello/Commerce | 1:37 | 4:32 | 5:17 | 5:47 | 6:17 | 6:47 |
| Industry | 1:55 | 4:50 | 5:35 | 6:05 | 6:35 | 7:05 |
| Pomona - Downtown | 2:04 | 4:59 | 5:44 | 6:14 | 6:44 | 7:14 |
| Ontario - East | 2:16 | 5:12 | 5:56 | 6:26 | 6:56 | 7:26 |
| Pedley | 2:28 | 5:24 | 6:08 | 6:38 | 7:08 | 7:38 |
| Riverside - Downtown | 2:48 | 5:42 | 6:27 | 6:58 | 7:25 | 7:57 |

Check 91 Line schedule for additional trains to Riverside - Downtown via Fullerton.

AM times **PM** times

NOTES: See page 3

91/PERRIS VALLEY LINE

Perris to L.A.

L.A. to Perris

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 701 | 703 | 705 | 731 | 733 | 735 | 707 |
|-----------------------------|------|------|------|------|--------------|-------------|-------------|
| Perris - South | 4:37 | 5:06 | 5:42 | 7:45 | 11:30 | 2:45 | |
| Perris - Downtown | 4:45 | 5:13 | 5:50 | 7:51 | 11:36 | 2:51 | |
| Moreno Valley/March Field | 4:58 | 5:25 | 6:03 | 8:08 | 11:53 | 3:08 | |
| Riverside - Hunter Park/UCR | 5:09 | 5:36 | 6:14 | 8:23 | 12:08 | 3:23 | |
| Riverside - Downtown | 5:27 | 5:56 | 6:32 | 8:35 | 12:20 | 3:35 | 6:07 |
| Riverside - La Sierra | 5:37 | 6:04 | 6:42 | | | | 6:17 |
| Corona - North Main | 5:45 | 6:12 | 6:50 | | | | 6:25 |
| Corona - West | 5:51 | 6:18 | 6:56 | | | | 6:31 |
| Fullerton ★ | 6:16 | 6:43 | 7:21 | | | | 6:54 |
| Buena Park | 6:23 | 6:50 | 7:29 | | | | 7:00 |
| Norwalk/Santa Fe Springs | 6:31 | 6:58 | 7:36 | | | | 7:06 |
| L.A. Union Station ★ | 7:05 | 7:32 | 8:10 | | | | 7:45 |

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 700 | 732 | 734 | 736 | 702 | 704 | 706 | 708 |
|-----------------------------|------|-------|-------------|-------------|-------------|-------------|-------------|-------------|
| L.A. Union Station ★ | 5:45 | | | | 3:35 | 4:20 | 5:30 | 6:50 |
| Norwalk/Santa Fe Springs | 6:06 | | | | 3:56 | 4:41 | 5:51 | 7:11 |
| Buena Park | 6:12 | | | | 4:03 | 4:47 | 5:57 | 7:17 |
| Fullerton ★ | 6:19 | | | | 4:09 | 4:54 | 6:04 | 7:24 |
| Corona - West | 6:43 | | | | 4:35 | 5:18 | 6:28 | 7:48 |
| Corona - North Main | 6:50 | | | | 4:41 | 5:25 | 6:35 | 7:55 |
| Riverside - La Sierra | 6:59 | | | | 4:50 | 5:34 | 6:44 | 8:04 |
| Riverside - Downtown | 7:15 | 9:10 | 1:00 | 4:30 | 5:03 | 5:45 | 6:55 | 8:25 |
| Riverside - Hunter Park/UCR | | 9:23 | 1:13 | 4:43 | 5:16 | 5:58 | 7:08 | |
| Moreno Valley/March Field | | 9:36 | 1:26 | 4:57 | 5:29 | 6:11 | 7:16 | |
| Perris - Downtown | | 9:55 | 1:45 | 5:16 | 5:48 | 6:30 | 7:35 | |
| Perris - South | | 10:05 | 1:55 | 5:25 | 6:00 | 6:40 | 7:50 | |

Check Orange County Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.
Check Riverside Line schedule for additional trains to Riverside-Downtown.

AM times **PM** times

NOTES: See page 3

SATURDAY AND SUNDAY

Metrolink Service No. 751 753

| | | |
|--------------------------|------|-------|
| Riverside - Downtown | 7:50 | 9:00 |
| Riverside - La Sierra | 8:00 | 9:10 |
| Corona - North Main | 8:08 | 9:18 |
| Corona - West | 8:14 | 9:24 |
| Fullerton ★ | 8:39 | 9:49 |
| Buena Park | 8:46 | 9:56 |
| Norwalk/Santa Fe Springs | 8:54 | 10:04 |
| L.A. Union Station ★ | 9:30 | 10:40 |

SATURDAY AND SUNDAY

Metrolink Service No. 752 754

| | | |
|--------------------------|------|------|
| L.A. Union Station ★ | 3:15 | 7:12 |
| Norwalk/Santa Fe Springs | 3:36 | 7:33 |
| Buena Park | 3:42 | 7:39 |
| Fullerton ★ | 3:49 | 7:46 |
| Corona - West | 4:13 | 8:10 |
| Corona - North Main | 4:20 | 8:17 |
| Riverside - La Sierra | 4:29 | 8:26 |
| Riverside - Downtown | 4:52 | 8:52 |

Check Orange County Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times **PM** times

NOTES: See page 3

91/PERRIS VALLEY LINE

Riverside to L.A.

L.A. to Riverside

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 681 | 601 | 603 | 605 | 683 | 607 | 685 | 687 | 633 | 635 | 641 | 609 | 689 | 643 | 707 | 645 |
|-----------------------------|------|------|------|------|------|------|------|-------|------|-------|------|------|------|------|------|------|
| Oceanside ★ | | 4:43 | 5:16 | 5:42 | | 6:34 | | | | | 2:59 | 3:26 | | | | |
| San Clemente Pier ★ | | ↓ | ↓ | ↓ | | ↓ | | | | | ↓ | ↓ | | | | |
| San Clemente | | 5:06 | 5:38 | 6:04 | | 6:56 | | | | | 3:21 | 3:48 | | | | |
| San Juan Capistrano ★ | | 5:15 | 5:47 | 6:13 | | 7:05 | | | | | 3:31 | 3:57 | | | | |
| Laguna Niguel/Mission Viejo | 4:05 | 5:22 | 5:53 | 6:19 | | 7:11 | 8:03 | 8:43 | 8:58 | 11:30 | 3:39 | 4:04 | | 5:55 | | 8:50 |
| Irvine ★ | 4:15 | 5:32 | 6:03 | 6:29 | 7:10 | 7:22 | 8:13 | 8:54 | 9:08 | 11:40 | 3:50 | 4:15 | 5:17 | 6:05 | | 9:00 |
| Tustin | 4:21 | 5:38 | 6:09 | 6:36 | 7:16 | 7:28 | 8:19 | 9:00 | 9:14 | 11:46 | 3:57 | 4:22 | 5:23 | 6:11 | | 9:06 |
| Santa Ana ★ | 4:27 | 5:44 | 6:16 | 6:43 | 7:22 | 7:34 | 8:25 | 9:06 | 9:20 | 11:52 | 4:04 | 4:29 | 5:29 | 6:17 | | 9:12 |
| Orange | 4:32 | 5:52 | 6:21 | 6:49 | 7:27 | 7:39 | 8:30 | 9:11 | 9:25 | 11:57 | 4:09 | 4:34 | 5:34 | 6:22 | | 9:17 |
| Anaheim ★ | 4:36 | 5:57 | 6:26 | 6:55 | 7:32 | 7:44 | 8:35 | 9:16 | 9:29 | 12:01 | 4:14 | 4:39 | 5:39 | 6:27 | | 9:22 |
| Fullerton ★ | 4:43 | 6:04 | 6:35 | 7:02 | 7:41 | 7:51 | 8:42 | 9:25 | 9:41 | 12:15 | 4:24 | 4:46 | 5:46 | 6:40 | 6:54 | 9:35 |
| Buena Park | 4:49 | 6:10 | 6:41 | 7:08 | 7:47 | 7:57 | 8:48 | 9:30 | | | | 4:52 | 5:52 | | 7:00 | |
| Norwalk/Santa Fe Springs | 4:57 | 6:18 | 6:49 | 7:16 | 7:55 | 8:05 | 8:56 | 9:37 | | | | 5:00 | 6:00 | | 7:06 | |
| Commerce | ↓ | ↓ | 7:00 | 7:26 | ↓ | 8:19 | 9:08 | ↓ | | | | ↓ | ↓ | | ↓ | |
| L.A. Union Station ★ | 5:25 | 6:45 | 7:20 | 7:45 | 8:19 | 8:40 | 9:26 | 10:04 | | | | 5:26 | 6:27 | | 7:45 | |

Check 91 Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times PM times

NOTES: See page 3

MONDAY THROUGH FRIDAY

| Metrolink Service No. | 682 | 600 | 632 | 634 | 684 | 602 | 686 | 640 | 604 | 688 | 606 | 608 | 708 | 642 | 644 |
|-----------------------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|-------|
| L.A. Union Station ★ | 6:50 | 7:58 | | | 2:11 | 3:19 | 3:47 | | 4:30 | 4:50 | 5:46 | 6:40 | 6:50 | | |
| Commerce | ↓ | ↓ | | | ↓ | 3:33 | 4:01 | | 4:44 | ↓ | 6:00 | ↓ | ↓ | | |
| Norwalk/Santa Fe Springs | 7:12 | 8:20 | | | 2:33 | 3:43 | 4:12 | | 4:55 | 5:12 | 6:10 | 7:03 | 7:11 | | |
| Buena Park | 7:19 | 8:27 | | | 2:40 | 3:50 | 4:19 | | 5:03 | 5:19 | 6:17 | 7:10 | 7:17 | | |
| Fullerton ★ | 7:25 | 8:33 | 10:00 | 1:40 | 2:46 | 3:56 | 4:25 | 4:55 | 5:10 | 5:25 | 6:23 | 7:16 | 7:24 | 7:35 | 10:10 |
| Anaheim ★ | 7:32 | 8:40 | 10:07 | 1:47 | 2:54 | 4:03 | 4:33 | 5:02 | 5:17 | 5:33 | 6:31 | 7:23 | | 7:43 | 10:18 |
| Orange | 7:38 | 8:45 | 10:12 | 1:52 | 2:59 | 4:08 | 4:38 | 5:07 | 5:22 | 5:39 | 6:37 | 7:28 | | 7:47 | 10:23 |
| 25 Santa Ana ★ | 7:44 | 8:50 | 10:17 | 1:57 | 3:05 | 4:13 | 4:43 | 5:12 | 5:27 | 5:45 | 6:42 | 7:33 | | 7:52 | 10:27 |
| Tustin | 7:51 | 8:56 | 10:23 | 2:03 | 3:12 | 4:19 | 4:49 | 5:18 | 5:33 | 5:52 | 6:48 | 7:39 | | 7:58 | 10:33 |
| Irvine ★ | 8:00 | 9:04 | 10:31 | 2:11 | 3:21 | 4:27 | 5:02 | 5:26 | 5:41 | 6:01 | 6:56 | 7:47 | | 8:05 | 10:41 |
| Laguna Niguel/Mission Viejo | 8:15 | 9:14 | 10:44 | 2:25 | 3:36 | 4:40 | | 5:40 | 5:51 | 6:15 | 7:06 | 7:58 | | 8:20 | 10:51 |
| San Juan Capistrano ★ | | 9:20 | | | | 4:46 | | | 5:57 | | 7:12 | 8:04 | | | 10:58 |
| San Clemente | | 9:30 | | | | 4:59 | | | 6:06 | | 7:22 | 8:17 | | | 11:07 |
| San Clemente Pier ★ | | ↓ | | | | ↓ | | | ↓ | | ↓ | ↓ | | | ↓ |
| Oceanside ★ | | 10:01 | | | | 5:28 | | | 6:37 | | 7:54 | 8:46 | | | 11:35 |

Train 644 may be held for special events in Anaheim. Please visit metrolinktrains.com for details.

Check 91 Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times **PM** times

NOTES: See page 3

SATURDAY AND SUNDAY

| Metrolink Service No. | 660 | 662 | 664 | 666 |
|-----------------------------|-------|-------|------|------|
| L.A. Union Station ★ | 8:40 | 10:50 | 2:00 | 4:40 |
| Commerce | ↓ | ↓ | ↓ | ↓ |
| Norwalk/Santa Fe Springs | 9:02 | 11:12 | 2:22 | 5:02 |
| Buena Park | 9:09 | 11:19 | 2:29 | 5:09 |
| Fullerton ★ | 9:15 | 11:25 | 2:35 | 5:15 |
| Anaheim ★ | 9:22 | 11:32 | 2:42 | 5:22 |
| Orange | 9:27 | 11:37 | 2:47 | 5:27 |
| Santa Ana ★ | 9:32 | 11:42 | 2:52 | 5:32 |
| Tustin | 9:38 | 11:48 | 2:58 | 5:38 |
| Irvine ★ | 9:46 | 11:56 | 3:06 | 5:46 |
| Laguna Niguel/Mission Viejo | 9:56 | 12:06 | 3:16 | 5:56 |
| San Juan Capistrano ★ | 10:01 | 12:13 | 3:21 | 6:01 |
| San Clemente | 10:12 | 12:25 | 3:34 | 6:15 |
| San Clemente Pier ★ | 10:15 | 12:28 | 3:36 | 6:18 |
| Oceanside ★ | 10:52 | 1:00 | 4:15 | 6:55 |

SATURDAY AND SUNDAY

| Metrolink Service No. | 661 | 663 | 665 | 667 |
|-----------------------------|-------|-------|------|------|
| Oceanside ★ | 8:15 | 11:24 | 1:24 | 5:36 |
| San Clemente Pier ★ | 8:35 | 11:48 | 1:43 | 5:55 |
| San Clemente | 8:38 | 11:50 | 1:46 | 5:58 |
| San Juan Capistrano ★ | 8:50 | 12:00 | 2:00 | 6:11 |
| Laguna Niguel/Mission Viejo | 8:58 | 12:08 | 2:07 | 6:19 |
| Irvine ★ | 9:08 | 12:19 | 2:17 | 6:29 |
| Tustin | 9:14 | 12:25 | 2:23 | 6:35 |
| Santa Ana ★ | 9:20 | 12:31 | 2:29 | 6:41 |
| Orange | 9:25 | 12:36 | 2:34 | 6:46 |
| Anaheim ★ | 9:30 | 12:41 | 2:39 | 6:51 |
| Fullerton ★ | 9:37 | 12:48 | 2:46 | 6:58 |
| Buena Park | 9:43 | 12:54 | 2:52 | 7:04 |
| Norwalk/Santa Fe Springs | 9:51 | 1:02 | 3:00 | 7:12 |
| Commerce | ↓ | ↓ | ↓ | ↓ |
| L.A. Union Station ★ | 10:30 | 1:37 | 3:39 | 7:56 |

AM times **PM** times

NOTES: See page 3

AMTRAK SCHEDULE - 2014/2016

PACIFIC SURFLINER®

SAN LUIS OBISPO - LOS ANGELES - SAN DIEGO

Effective June 6, 2016



PACIFIC SURFLINERSM

SAN LUIS OBISPO - SANTA BARBARA
VENTURA - LOS ANGELES
ORANGE COUNTY - SAN DIEGO
and intermediate stations

CALIFORNIA COASTAL SERVICES

connecting

NORTHERN AND SOUTHERN CALIFORNIA

Includes: **Summer Service for Del Mar**
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Amtrak is a registered service mark of the National Railroad Passenger Corporation.
National Railroad Passenger Corporation, Washington Union Station, 60 Massachusetts Ave. N.E.,
Washington, DC 20002.

NRPC Form W31-50M-6/6/16 Stock#02-3313R. Schedules subject to change without notice.

| Train Number ▶ | 5804 | 5818 | 562 | 564 | 1566 | 566 | 768 | 768 |
|-----------------------------------|-------|--------|----------|-------|-------------------------|-------------------------|-----------|-----------|
| Normal Days of Operation ▶ | Daily | Daily | Daily | Daily | SaSuHo | Mo-Fr | SaSu | Daily |
| Will Also Operate ▶ | | | | | 9/5,11/24, 12/26,1/2 | | *See Note | |
| Will Not Operate ▶ | | | | | | 9/5,11/24, 12/26,1/2 | | *See Note |
| On Board Service ▶ | | | | | | | | |
| | Mile | Symbol | ▼ | | | | | |
| SAN LUIS OBISPO, CA | | | | | | | | |
| -Cal Poly | 0 | ○ | Dp | | | | | |
| -Amtrak Station | | ● | | | | | | |
| Grover Beach, CA | 12 | ○ | | | | | | |
| Santa Maria, CA-IHOP | 24 | ○ | | | | | | |
| Guadalupe-Santa Maria, CA | 25 | ○ | | | | | | |
| Lompoc-Surf Station, CA | 51 | ○ | | | | | | |
| Lompoc, CA-Visitors Center | 67 | ○ | | | | | | |
| Solvang, CA | 68 | ○ | | | | | | |
| Buellton, CA-Opposite Burger King | 72 | ○ | | | | | | |
| Goleta, CA | 110 | ○ | | | | | | |
| SANTA BARBARA, CA | 119 | ● | Ar Dp | | | | | |
| Carpinteria, CA | 129 | ○ | | | | | | |
| Ventura, CA | 145 | ○ | | | | | | |
| Oxnard, CA | 155 | ● | | | | | | |
| Camarillo, CA | 165 | ○ | | | | | | |
| Moorpark, CA | 175 | ○ | | | | | | |
| Simi Valley, CA | 186 | ○ | | | | | | |
| Chatsworth, CA | 194 | ○ | | | | | | |
| Van Nuys, CA-Amtrak Station | 203 | ● | | | | | | |
| Burbank-Bob Hope Airport, CA ✈ | 209 | ○ | | | | | | |
| Glendale, CA | 216 | ○ | | | | | | |
| LOS ANGELES, CA ✈ | 222 | ● | Ar Dp | | | | | |
| Fullerton, CA | 248 | ● | | | | | | |
| Anaheim, CA (Disneyland®) | 253 | ● | | | | | | |
| Santa Ana, CA | 258 | ● | | | | | | |
| Irvine, CA | 268 | ● | | | | | | |
| San Juan Capistrano, CA | 280 | ● | | | | | | |
| San Clemente Pier, CA | 288 | ○ | | | | | | |
| Oceanside, CA (LEGOLAND) 🏰 | 309 | ● | | | | | | |
| Carlsbad (Village), CA | 312 | ○ | | | | | | |
| Carlsbad (Poinsettia), CA | 316 | ○ | | | | | | |
| Encinitas, CA | 321 | ○ | | | | | | |
| Solana Beach, CA | 325 | ● | | | | | | |
| Sorrento Valley, CA | 332 | ○ | | | | | | |
| San Diego (Old Town), CA | 347 | ○ | | | | | | |
| SAN DIEGO, CA ✈ | 350 | ● | Ar | | | | | |
| (Tijuana) | | | | | | | | |

*This train operates only on Saturdays and Sundays, July 16 through September 4, and September 5.
 *This train does NOT operate on Saturdays or Sundays, July 16 through September 4, nor September 5.

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Service on Pacific Surfliner®

- Coaches: Unreserved.
- Reserved.
- Pacific Business class:** Reserved seat service with complimentary beverages, light snacks and newspaper. Amtrak Metropolitan Lounge is available in Los Angeles for Pacific Business class passengers.
- Café:** Sandwiches, snacks and beverages.
- Checked baggage at select stations; size restriction for carry on luggage is 28" x 22" x 11". Consult Amtrak.com for latest baggage policies.
- Wi-Fi available.
- Connection between Thruway bus and train at Los Angeles.
- Connection between Thruway bus and train at Santa Barbara.
- Metrolink commuter train connection available. Separate ticket required. Call Metrolink at (800) 371-LINK for exact departure times.
- LEGOLAND is located 8 miles from Oceanside station. Transfers may be made by taxi at passenger's expense.
- Checked baggage service at this location available on weekends only.
- Thruway bus connection at San Luis Obispo Amtrak Station arrives Atascadero at 9:05 p.m. and Paso Robles at 9:25 p.m.

- 66 Connection between Thruway bus and train at San Luis Obispo Amtrak Station.
- 76 Thruway bus connects to San Joaquin trains at Bakersfield.
- 90 Travel on this bus is reserved and must be part of an itinerary involving a train trip in one direction or the other. Also, the Los Angeles ticket office is open 30 minutes ahead of departure for night buses 5804 and 5818.
- 91 Travel on this bus is reserved and must be part of an itinerary involving a train trip in one direction or the other. Since most stations are unstaffed at the hours the buses operate, advance reservations can be made and tickets purchased online at Amtrak.com, at Metrolink Ticket Vending Machines or Amtrak Quik-Trak kiosks located at most stations. Reserved, ticketed customers have priority seating. Unreserved, ticketed passengers are carried on a space-available basis. The ticket office is open at Los Angeles, San Diego and Oceanside 30 minutes before the departure of the bus.

Smoking is prohibited on trains and only permitted in designated areas at stations.

Bicycles: Most Pacific Surfliner trains have racks for seven bicycles located in the cab car, at the opposite end of the train from the locomotive. These slots are available by reservation only and are offered without charge. Passengers must properly secure their bicycles in the racks. For some train departures and on Thruway buses, reservations are not available and only a limited number of bicycles can be carried. When space is available, unboxed bicycles may be put in the baggage bin under connecting Thruway buses. Amtrak disclaims liability for loss or damage. Passengers connecting to Trains 2, 4 and 14 must send their bicycles as checked baggage. There is a \$10 fee, and the bicycle must be boxed; if needed, a bicycle box can be purchased from Amtrak for \$15.

SYMBOLS KEY

- A Time Symbol for A.M.
- P Time Symbol for P.M.
- N Time Symbol for Noon.
- D Stops only to discharge passengers; train may leave before time shown.
- R Stops only to receive passengers.
- M Meal stop
- ☞ Thruway Bus stop
- ✈ Airport connection
- QT Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Staffed Station with ticket office; may or may not be open for all train departures.
- ♻ Station wheelchair accessible; no barriers between station and train.
- ♿ Station wheelchair accessible; not all station facilities accessible.

| Train Number ▶ | 572 | 572 | 774 | 580 | 582 | 784 | 790 | 1790 | 796 |
|-----------------------------------|-----------|-----------|-------|-------|-------|-------|----------------------|----------------------|-------|
| Normal Days of Operation ▶ | SaSu | Daily | Daily | Daily | Daily | Daily | Mo-Fr | SaSuHol | Daily |
| Will Also Operate ▶ | *See Note | | | | | | | 9/5,11/24, 12/26,1/2 | |
| Will Not Operate ▶ | | *See Note | | | | | 9/5,11/24, 12/26,1/2 | | |
| On Board Service ▶ | | | | | | | | | |
| | Mile | Symbol | | | | | | | |
| SAN LUIS OBISPO, CA | | | | | | | | | |
| -Cal Poly | 0 | ○ | Dp | | | | | | |
| -Amtrak Station | | ● | Ar | | | | | | |
| Grover Beach, CA | 12 | ○ | | | | | | | |
| Santa Maria, CA-IHOP | 24 | ○ | | | | | | | |
| Guadalupe-Santa Maria, CA | 25 | ○ | | | | | | | |
| Lompoc-Surf Station, CA | 51 | ○ | | | | | | | |
| Lompoc, CA-Visitors Center | 67 | ○ | | | | | | | |
| Solvang, CA | 68 | ○ | | | | | | | |
| Buellton, CA-Opposite Burger King | 72 | ○ | | | | | | | |
| Goleta, CA | 110 | ○ | | | | | | | |
| SANTA BARBARA, CA | 119 | ○ | Ar | | | | | | |
| Carpinteria, CA | 129 | ○ | | | | | | | |
| Ventura, CA | 145 | ○ | | | | | | | |
| Oxnard, CA | 155 | ○ | | | | | | | |
| Camarillo, CA | 165 | ○ | | | | | | | |
| Moorpark, CA | 175 | ○ | | | | | | | |
| Simi Valley, CA | 186 | ○ | | | | | | | |
| Chatsworth, CA | 194 | ○ | | | | | | | |
| Van Nuys, CA-Amtrak Station | 203 | ○ | | | | | | | |
| Burbank-Bob Hope Airport, CA ✈ | 209 | ○ | | | | | | | |
| Glendale, CA | 216 | ○ | | | | | | | |
| LOS ANGELES, CA ✈ | 222 | ○ | Ar | | | | | | |
| Fullerton, CA | 248 | ○ | | | | | | | |
| Anaheim, CA (Disneyland®) | 253 | ○ | | | | | | | |
| Santa Ana, CA | 258 | ○ | | | | | | | |
| Irvine, CA | 268 | ○ | | | | | | | |
| San Juan Capistrano, CA | 280 | ○ | | | | | | | |
| San Clemente Pier, CA | 288 | ○ | | | | | | | |
| Oceanside, CA (LEGOLAND) 🇺🇸 | 309 | ○ | | | | | | | |
| Carlsbad (Village), CA | 312 | ○ | | | | | | | |
| Carlsbad (Poinsettia), CA | 316 | ○ | | | | | | | |
| Encinitas, CA | 321 | ○ | | | | | | | |
| Solana Beach, CA | 325 | ○ | | | | | | | |
| Sorrento Valley, CA | 332 | ○ | | | | | | | |
| San Diego (Old Town), CA | 347 | ○ | | | | | | | |
| SAN DIEGO, CA ✈ | 350 | ○ | Ar | | | | | | |
| (Tijuana) | | | | | | | | | |

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PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Pacific Surfliner Thruway Bus Connections

Fullerton • Palm Springs • Indio

| 768/572/769 | 784/785 | Connecting Train Number | 769/572 | 785/784 |
|-------------|---------|---------------------------------|---------|---------|
| Daily | Daily | Days of Operation | Daily | Daily |
| 4968 | 4984 | Thruway Number | 4969 | 4985 |
| 12 05P | 6 25P | Fullerton, CA-Trans. Ctr. | 11 15A | 5 25P |
| D12 55P | D7 10P | Riverside, CA-Metrolink Station | R10 20A | R4 25P |
| D1 35P | D7 50P | Palm Springs, CA | R9 30A | R3 35P |
| D2 00P | D8 20P | -Downtown SunLine Transit | R9 00A | R3 10P |
| 2 10P | D8 25P | Palm Springs, CA-Airport ✈ | R8 55A | 3 05P |
| | D8 55P | Palm Desert, CA-SunLine Transit | R8 25A | |
| | D9 05P | La Quinta, CA-SunLine Transit | R8 10A | |
| | 9 15P | Indio, CA-Hwy. 111 at Monroe | 8 00A | |

NOTE—All Pacific Surfliner Thruway Bus Connections above require reservations.

SHADING KEY

Daytime train Connecting train Thruway and connecting services

See page 4 for Connecting Transit Services, page 5 for Airport Connections, and page 8 for Route Map.

This Service is financed primarily through funds made available by the LOSSAN Agency through the California Department of Transportation

See in San Diego

How to get there from San Diego's Santa Fe Depot & Old Town Transit Center

Balboa Park and San Diego Zoo: MTS Rapid Bus Route 215 from Kettner Blvd. adjacent to Santa Fe Depot

SeaWorld San Diego: From Old Town take MTS Route 9 (west side of station); From Santa Fe Depot take Green Line to Old Town and transfer to MTS Bus Route 9

International Border at San Ysidro (for Tijuana): From Santa Fe Depot cross Kettner Blvd. to America Plaza Station to MTS Blue Line Trolley

Petco Park: MTS Green Line Trolley from Santa Fe Depot (or Old Town) to Gaslamp Quarter (headsign will read "Imperial")

Qualcomm Stadium: MTS Green Line Trolley from Old Town (or Santa Fe Depot) to Qualcomm Stadium (headsign may read "Santee")

San Diego Cruise Terminal/International Airport: MTS Route 992 bus runs from the Santa Fe Depot to the airport every 15 minutes during the weekday and every 30 minutes on the weekend. Board on the corner of Broadway and Kettner (near Starbucks). The trip to the airport takes only 10 minutes. Exact change one-way fare is \$2.25.

The Cruise Terminal is also served by Route 992, but is only a three block walk from Santa Fe Depot.

| Train Number ▶ | 5801 | 5811 | 761 | 1761 | 763 | 565 | 1567 | 567 | 769 | 573 |
|-------------------------------------|-------|--------|-------------------------|-------------------------|-------------------|-------------------|-------------------------|-------------------------|-------------------|-------------------|
| Normal Days of Operation ▶ | Daily | Daily | Mo-Fr | SaSuHo | Daily | Daily | SaSuHo | Mo-Fr | Daily | Daily |
| Will Also Operate ▶ | | | | 9/5,11/24, 12/26,1/2 | | | 9/5,11/24, 12/26,1/2 | | | |
| Will Not Operate ▶ | | | 9/5,11/24, 12/26,1/2 | | | | | 9/5,11/24, 12/26,1/2 | | |
| On Board Service ▶ | R | R | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ | B ☕ B ☕ B ☕ |
| | Mile | Symbol | ▼ | | | | | | | |
| SAN DIEGO, CA ▲ (Tijuana) | 0 | ●●QR | Dp | | | | | | | |
| San Diego (Old Town), CA | 3 | ○●QR | | | | R6 14A | R7 03A | R8 12A | R8 30A | R9 27A |
| Sorrento Valley, CA | 19 | ○ | | | | | | 8 34A | 8 54A | 11 11A |
| Solana Beach, CA | 26 | ●●QR | | | | 6 45A | 7 36A | 8 43A | 9 03A | 9 58A |
| Encinitas, CA | 30 | ○ | | | | | | 8 50A | 9 09A | 11 22A |
| Carlsbad (Poinsettia), CA | 34 | ○ | | | | | | 8 57A | 9 15A | 11 36A |
| Carlsbad (Village), CA | 38 | ○ | | | | | | 9 04A | 9 23A | 11 42A |
| Oceanside, CA (LEGOLAND) 𠄎 | 41 | ●●QR | | | | 7 03A | 7 55A | 9 11A | 9 29A | 10 15A |
| San Clemente Pier, CA | 63 | ○ | | | | | | | | |
| San Juan Capistrano, CA | 70 | ●●QR | | | | 7 36A | 8 27A | 9 45A | 10 07A | 10 47A |
| Irvine, CA | 83 | ●●QR | | | | 7 54A | 8 42A | 10 01A | 10 22A | 11 01A |
| Santa Ana, CA | 92 | ●●QR | | ☞☞1 45A | ☞☞3 45A | ☞☞5 25A | ☞☞5 25A | ☞☞8 05A | ☞☞8 54A | ☞☞10 12A |
| Anaheim, CA (Disneyland®) | 97 | ●●QR | | | | | | ☞☞8 14A | ☞☞9 03A | ☞☞10 21A |
| Fullerton, CA | 102 | ●●QR | | ☞☞2 05A | ☞☞4 05A | ☞☞5 50A | ☞☞5 50A | ☞☞8 22A | ☞☞9 11A | ☞☞10 29A |
| LOS ANGELES, CA ▲ | 128 | ●●QR | Ar | ☞☞2 45A | ☞☞4 45A | ☞☞6 35A | ☞☞6 35A | ☞☞8 57A | ☞☞9 46A | ☞☞11 04A |
| Glendale, CA | 134 | ○● | Dp | ☞☞2 55A | ☞☞4 55A | ☞☞7 35A | ☞☞7 50A | ☞☞9 20A | | |
| Burbank-Bob Hope Airport, CA ▲ | 142 | ○●QR | | ☞☞3 10A | ☞☞5 10A | 7 48A | 8 02A | 9 32A | | |
| Van Nuys, CA—Amtrak Station | 147 | ●●QR | | ☞☞3 25A | ☞☞5 25A | 8 00A | 8 12A | 9 42A | | |
| Chatsworth, CA | 157 | ○● | | | | ☞☞8 10A | ☞☞8 21A | ☞☞9 52A | | |
| Simi Valley, CA | 164 | ○● | | | | 8 32A | 8 33A | 10 04A | | |
| Moorpark, CA | 175 | ○● | | | | 8 45A | 8 45A | 10 16A | | |
| Camarillo, CA | 186 | ○● | | | | 8 57A | 8 57A | | | |
| Oxnard, CA | 195 | ●●QR | | | | 9 10A | 9 10A | 10 40A | | |
| Ventura, CA | 205 | ○●QR | | | | ☞☞9 21A | ☞☞9 21A | ☞☞10 53A | | |
| Carpinteria, CA | 221 | ○●QR | | | | 9 35A | 9 35A | 11 09A | | |
| SANTA BARBARA, CA | 232 | ●●QR | Ar | | | 10 06A | 10 06A | 11 31A | | |
| Goleta, CA | 241 | ○●QR | Dp | | | ☞☞10 19A | ☞☞10 19A | ☞☞11 55A | | |
| Solvang, CA | 267 | ○● | | | | ☞☞10 22A | ☞☞10 22A | ☞☞12 05P | | |
| Buellton, CA—Opposite Burger King | 271 | ○ | | | | 10 34A | 10 34A | 12 08P | | |
| Lompoc, CA—Visitors Center | 284 | ○● | | | | | | ☞☞12 45P | | |
| Lompoc-Surf Station, CA | 300 | ○ | | | | | | ☞☞12 50P | | |
| Guadalupe-Santa Maria, CA | 326 | ○●QR | | | | 11 40A | 11 40A | | | |
| Santa Maria, CA—IHOP | 327 | ○● | | | | 12 16P | 12 16P | | | |
| Grover Beach, CA | 338 | ○●QR | | | | | | ☞☞1 30P | | |
| SAN LUIS OBISPO, CA | 350 | ●●QR | Ar | | | 12 35P | 12 35P | ☞☞1 55P | | |
| —Amtrak Station | | ○ | | | | | | | | |
| —Cal Poly | | ○ | | | | ☞☞1 00P | ☞☞1 00P | ☞☞2 25P | | |
| | | | | | | ☞☞1 15P | ☞☞1 15P | ☞☞2 35P | | |

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Connecting Transit Services in Southern California

Metrolink provides commuter rail service radiating from Los Angeles Union Station to the Antelope Valley, downtown Burbank, Oxnard, Riverside, San Bernardino and Orange County. It supplements *Pacific Surfliner* service between Oxnard and Oceanside. (800) 371-5465; metrolinktrains.com. *Rail 2 Rail:* The Rail 2 Rail program offers *Pacific Surfliner* monthly pass holders access to Metrolink and COASTER commuter trains within the station limits of their pass.

Los Angeles County Metropolitan Transportation Authority provides bus, subway, and light rail services in the Los Angeles area; Metro's Red, Purple and Gold lines originate at Union Station and provide rail connections to Hollywood, Universal City and Pasadena. 323.GO.METRO; metro.net

North County Transit District operates the COASTER commuter rail service which supplements *Pacific Surfliner* service between San Diego and Oceanside including additional stops at Sorrento Valley, Solana Beach, Encinitas and Carlsbad. The Sprinter operates frequent rail service between Oceanside, Vista, San Marcos and Escondido. The Breeze also provides bus service at many *Pacific Surfliner* stations. (760) 966-6500; www.gonctd.com.

San Diego Metropolitan Transit System operates bus and the San Diego Trolley service. Direct service to San Diego's Santa Fe Depot and Old Town stations. (619) 233-3004; sdmts.com.

Orange County Transportation Authority provides bus transit service throughout Orange County including *Pacific Surfliner* stations in Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano and San Clemente. (714) 636-7433; www.octa.net.

Santa Barbara Metropolitan Transit District provides bus transit service in Santa Barbara County, including connections to the Downtown and Waterfront shuttles serving State Street, the Santa Barbara Zoo and Santa Barbara Harbor. (805) 963-3366; sbmtd.gov.

Anaheim Resort Transit provides convenient bus connections from the Anaheim station to the Disneyland Resort and Anaheim Convention Center. (888) 364-2787; www.rideart.org

NEW!
Transit Transfer Program

The *Pacific Surfliner* Transit Transfer Program provides free transfers to connecting transit providers at most stations. Simply show your Amtrak *Pacific Surfliner* paper ticket or e-Ticket when you board the bus or shuttle. You can also purchase a discounted one-day transit pass for Metro (Los Angeles) and MTS (San Diego) in the Café car. Visit PacificSurfliner.com for details.

SHADING KEY

Daytime train Connecting train
Thruway and connecting services

See pages 2-3 for Services, Symbols and Reference Marks; and page 8 for Route Map.

For a complete list of connecting public transit providers, visit PacificSurfliner.com

| Train Number ▶ | 777 | 579 | 583 | 583 | 785 | 591 | 591 | 595 | 5809 | | |
|-------------------------------------|-------|-------|-----------|-----------|--------|-----------|-----------|---------|---------|---------|---------|
| Normal Days of Operation ▶ | Daily | Daily | Daily | SaSu | Daily | Daily | SaSu | Daily | Daily | | |
| Will Also Operate ▶ | | | | *See Note | | | *See Note | | | | |
| Will Not Operate ▶ | | | *See Note | | | *See Note | | | | | |
| On Board Service ▶ | ☺☺☺ | | ☺☺☺ | | ☺☺☺ | | ☺☺☺ | | 76 | | |
| SAN DIEGO, CA † (Tijuana) | 0 | ●☺☺ | Dp | ☺11 57A | ☺1 36P | ☺2 47P | ☺3 05P | ☺3 58P | ☺6 50P | ☺8 59P | ☺9 45P |
| San Diego (Old Town), CA | 3 | ○☺☺ | | | | R2 54P | R3 12P | R4 05P | R6 57P | R6 57P | R9 06P |
| Sorrento Valley, CA | 19 | ○ | | | | | | | | | 9 28P |
| Solana Beach, CA | 26 | ●☺☺ | | 12 32P | 2 11P | 3 28P | 3 50P | 4 36P | 7 28P | 7 33P | 9 39P |
| Encinitas, CA | 30 | ○ | | | | | | | | | 9 45P |
| Carlsbad (Poinsettia), CA | 34 | ○ | | | | | | | | | 9 51P |
| Carlsbad (Village), CA | 38 | ○ | | | | | | | | | 9 57P |
| Oceanside, CA (LEGOLAND) ☒ | 41 | ●☺☺ | | ☺12 47P | 2 27P | ☺3 45P | ☺4 06P | ☺4 53P | 7 44P | 7 49P | 10 03P |
| San Clemente Pier, CA | 63 | ○ | | | | 4 07P | 4 30P | 5 19P | | | ☺11 20P |
| San Juan Capistrano, CA | 70 | ●☺☺ | | 1 19P | 2 59P | 4 22P | 4 51P | 5 34P | 8 17P | 8 22P | 10 35P |
| Irvine, CA | 83 | ●☺☺ | | 1 33P | 3 14P | 4 38P | 5 09P | 5 49P | 8 32P | 8 43P | 10 49P |
| Santa Ana, CA | 92 | ●☺☺ | | ☺1 44P | 3 25P | ☺4 51P | ☺5 24P | ☺6 00P | 8 43P | 8 54P | 11 01P |
| Anaheim, CA (Disneyland®) | 97 | ●☺☺ | | ☺1 53P | 3 34P | ☺5 01P | ☺5 36P | 6 10P | 8 52P | 9 03P | 11 10P |
| Fullerton, CA | 102 | ●☺☺ | | ☺2 01P | ☺3 42P | ☺5 10P | ☺5 48P | ☺6 20P | ☺9 00P | ☺9 13P | ☺11 18P |
| LOS ANGELES, CA † | 128 | ●☺☺ | Ar | ☺2 40P | ☺4 17P | ☺5 45P | ☺6 28P | ☺6 55P | ☺9 35P | ☺9 54P | ☺11 52P |
| Glendale, CA | 134 | ○☺ | Dp | ☺3 05P | ☺4 44 | ☺4 44 | ☺7 15P | ☺7 15P | ☺10 05P | ☺10 10P | ☺11 15A |
| Burbank-Bob Hope Airport, CA † | 142 | ○☺☺ | | 3 17P | ☺4 44 | ☺4 44 | 7 27P | 7 37P | ☺10 05P | ☺10 25P | ☺11 15A |
| Van Nuys, CA—Amtrak Station | 147 | ●☺☺ | | ☺3 37P | ☺4 44 | ☺4 44 | ☺7 47P | ☺7 47P | ☺10 30P | ☺10 50P | ☺11 45A |
| Chatsworth, CA | 157 | ○☺☺ | | 3 49P | ☺4 44 | ☺4 44 | 7 59P | 7 59P | ☺10 50P | ☺11 10P | |
| Simi Valley, CA | 164 | ○☺☺ | | 4 01P | ☺4 44 | ☺4 44 | 8 11P | 8 11P | ☺11 10P | ☺11 30P | |
| Moorpark, CA | 175 | ○☺☺ | | | ☺4 44 | ☺4 44 | | | ☺11 25P | ☺11 45P | |
| Camarillo, CA | 186 | ○☺ | | 4 27P | ☺4 44 | | 8 35P | 8 35P | ☺11 35P | ☺11 55P | |
| Oxnard, CA | 195 | ●☺☺ | | ☺4 38P | ☺4 44 | | ☺8 46P | ☺8 46P | ☺11 45P | ☺12 05A | |
| Ventura, CA | 205 | ○☺☺ | | 4 57P | | | 9 00P | 9 00P | ☺11 59P | ☺12 20A | |
| Carpinteria, CA | 221 | ○☺☺ | | 5 21P | | | 9 22P | 9 22P | ☺12 15A | ☺12 35A | |
| SANTA BARBARA, CA | 232 | ●☺☺ | Ar | ☺5 40P | ☺5 43P | | ☺9 50P | ☺9 55P | ☺12 35A | ☺12 55A | |
| Goleta, CA | 241 | ○☺☺ | Dp | 5 55P | | | 10 03P | 10 03P | ☺12 50A | ☺1 10A | |
| Solvang, CA | 267 | ○☺ | | | | | ☺10 40P | ☺10 45P | | | |
| Buellton, CA—Opposite Burger King | 271 | ○ | | | | | ☺10 45P | ☺10 45P | | | |
| Lompoc, CA—Visitors Center | 284 | ○☺ | | | | | | | | | |
| Lompoc-Surf Station, CA | 300 | ○ | | 7 01P | | | | | | | |
| Guadalupe-Santa Maria, CA | 326 | ○☺☺ | | 7 37P | | | | | | | |
| Santa Maria, CA—IHOP | 327 | ○☺ | | | | | ☺11 25P | ☺11 25P | | | |
| Grover Beach, CA | 338 | ○☺☺ | | 7 54P | | | ☺11 50P | ☺11 50P | | | |
| SAN LUIS OBISPO, CA | 350 | ●☺☺ | Ar | ☺8 35P | | | ☺12 15A | ☺12 30A | | | |
| —Amtrak Station | | ○ | Ar | ☺8 45P | | | | | | | |
| —Cal Poly | | | | | | | | | | | |

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Pacific Surfliner Thruway Bus Connections

Los Angeles • Long Beach • San Pedro

| 573/774 | 777 | 583/784 | 591/796/11 | Connecting Train Number | | 566/761/1761 | 572/769 | 777 | 580/785 |
|---------|--------|---------|------------|-------------------------|---------------------------------|--------------|---------|--------|---------|
| 5702 | 5712 | 5714 | 5716 | Thruway Number | | 5713 | 5715 | 5717 | 5703 |
| Daily | Daily | Daily | Daily | Days of Operation | | Daily | Daily | Daily | Daily |
| 2 50P | 4 35P | 6 50P | 10 00P | Dp | Los Angeles, CA—Union Station † | Ar | 7 20A | 10 25A | 12 45P |
| D3 45P | D5 30P | D7 45P | D10 55P | Ar | Long Beach, CA—Transit Gallery | Dp | R6 00A | R9 20A | R11 45A |
| D4 00P | D5 45P | D8 00P | D11 10P | Ar | San Pedro, CA—Catalina terminal | Dp | R5 45A | R9 05A | R11 30A |
| 4 15P | 6 00P | 8 15P | 11 25P | Ar | —Library | Dp | 5 35A | 8 55A | 11 20A |
| | | | | | | | | | R1 30P |
| | | | | | | | | | 1 20P |

NOTE—All Pacific Surfliner Thruway Bus Connections above require reservations.

Airport Connections

Los Angeles International Airport

FlyAway bus service operates directly from Los Angeles Union Station to all terminals of Los Angeles International Airport. Buses depart on the half-hour from 5:00 a.m.-1:00 a.m., then at 2:00 a.m., 3:00 a.m. and 4:00 a.m. Travel time is 40-45 minutes. Reservations are not required. Tickets are available on board buses departing throughout the day from berth 9 of the Patsaouras Transit Plaza on the east side of Union Station. Credit and debit cards only are accepted, no cash. For further information, including purchasing tickets online, limited service from Van Nuys and Westwood (UCLA), etc., go to lawa.org/flyaway or call (866) 435-9529.

Burbank-Bob Hope Airport

The Burbank-Bob Hope Airport train station/Thruway bus stop is one short block from the main air terminal. Shuttle service between the rail station and airport terminal is available on call from the courtesy telephone on the sidewalk by the Empire Avenue crosswalk. Rental car agencies are located between the rail station and airport.



Book Your Bike!

Bicycle reservations are required on all Pacific Surfliner trains. Reservations are complimentary and can be obtained on-line at Amtrak.com (click the "Add Bike to Trip" tab after selecting your departure and class of service), at Quik-Trak kiosks, from station ticket agents, or by calling 1-800-USA-RAIL. Bike reservations are required for each travel segment and must accompany a valid Amtrak ticket. Amtrak Multi-Ride Ticket holders (10-trip or Monthly Pass) may obtain bike reservations only through station ticket agents or by calling 1-800-USA-RAIL. Passengers are required to properly secure bicycles in bike racks. Book early, as bike space is limited and may not be available on all trains or departures.

| Train Name ▶ | Capitol Corridor | | Pacific Surfliner | Capitol Corridor | | Coast Starlight | Capitol Corridor | | Capitol Corridor | |
|--|---------------------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Pacific Surfliner | Pacific Surfliner | | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner |
| Train Number ▶ | 549/768 | 749/768 | 784 | 523/790 | 723/1790 | 11/796 | 527/796 | 727/796 | 537/737 | |
| Normal Days of Operation ▶ | Mo-Fr ⁷⁴ | SaSuHo ⁷⁴ | Daily | Mo-Fr | SaSuHo | Daily | Mo-Fr | SaSuHo | Daily | |
| On Board Service ▶ | ☺ ☕ 🚲 | | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 | ☺ ☕ 🚲 |
| | Mile | Symbol | ▼ | | | | | | | |
| SACRAMENTO, CA | 0 | ●● | Dp | 6 55P | 7 35P | | | | | 12 10P |
| Davis, CA | 13 | ●● | | 7 10P | 7 50P | 5 30A | 6 10A | 7 00A | 8 10A | 12 25P |
| Suisun-Fairfield, CA | 40 | ○● | | 7 34P | 8 14P | 5 45A | 6 25A | 7 15A | 8 25A | 12 49P |
| Martinez, CA | 57 | ●● | | 7 54P | 8 34P | 6 09A | 6 49A | 7 39A | 8 49A | 1 09P |
| Richmond, CA | 76 | ○● | | 8 20P | 9 00P | 6 29A | 7 09A | 7 59A | 9 09A | 1 35P |
| Berkeley, CA | 82 | ○● | | 8 28P | 9 08P | 6 55A | 7 35A | 8 25A | 9 35A | 1 43P |
| Emeryville, CA | 84 | ●● | | 8 35P | 9 15P | 7 03A | 7 43A | 8 33A | 9 43A | 1 50P |
| OAKLAND, CA | 89 | ●● | Ar | D8 51P | 9 33P | 7 10A | 7 50A | 8 40A | 9 50A | 2 01P |
| —Jack London Square | | | Dp | ☺10 00P | ☺10 00P | ☺7 21A | ☺8 01A | ☺8 51A | ☺10 01A | 2 03P |
| Oakland Coliseum, CA. | 94 | ○● | | | | ☺7 10A | ☺7 40A | ☺8 50A | ☺9 55A | 2 12P |
| San Francisco, CA—Transbay Term. | | ●● | | ☺10 45P | ☺10 45P | 7 32A | 8 12A | 9 02A | 10 12A | 2 23P |
| Hayward, CA | 102 | ○● | | | | ☺10 45P | ☺10 45P | ☺10 30A | ☺10 30A | 2 39P |
| Fremont-Centerville, CA | 114 | ○● | | | | 7 43A | 8 23A | 9 13A | 10 23A | 2 56P |
| Santa Clara, CA—Great America | 125 | ○● | | | | 7 59A | 8 39A | 9 29A | 10 39A | 3 04P |
| Santa Clara, CA—University Station | 128 | ○ | | | | 8 16A | 8 56A | 9 46A | 10 56A | 3 18P |
| SAN JOSE, CA | 132 | ●● | Ar | ☺11 55P | ☺11 55P | 8 24A | 9 04A | 9 54A | 11 04A | 3 25P |
| | | | Dp | ☺11 59P | ☺11 59P | 9 18A | 9 58A | 10 48A | 11 58A | 3 35P |
| Salinas, CA | 203 | ●● | | ☺11 15A | ☺11 15A | 8 38A | 9 18A | 10 08A | 11 18A | 3 40P |
| King City, CA—McDonald's | | ○● | | ☺12 10A | ☺12 10A | ☺10 05A | ☺10 30A | ☺11 40A | ☺12 40P | ☺MD5 35P |
| Paso Robles, CA | 300 | ○● | | ☺3 10A | ☺3 10A | ☺10 40A | ☺12 15P | ☺12 35P | 1 38P | ☺D6 20P |
| Atascadero, CA—Transit Center | 310 | ○ | | | | | | | | ☺2 40P |
| San Luis Obispo, CA—Cal Poly | 334 | ○ | | ☺3 40A | ☺3 40A | ☺10 10A | ☺12 50P | ☺1 10P | ☺3 15P | ☺3 15P |
| SAN LUIS OBISPO, CA | 335 | ●● | Ar | ☺3 50A | ☺3 50A | ☺10 25A | ☺11 10P | ☺11 30P | 3 07P | ☺3 30P |
| | | | Dp | ☺3 50A | ☺3 50A | ☺10 30A | ☺11 30P | ☺12 00P | ☺3 20P | ☺3 30P |
| Grover Beach, CA | 348 | ○● | | ☺4 15A | ☺4 15A | ☺10 55A | 1 55P | 2 20P | ☺4 10P | ☺4 10P |
| Santa Maria, CA—IHOP | 360 | ○● | | ☺4 40A | ☺4 40A | ☺11 20A | | | ☺4 35P | ☺4 35P |
| Guadalupe-Santa Maria, CA | 361 | ○● | | | | | 2 11P | 2 36P | | ☺D7 55P |
| Lompoc-Surf Station, CA | 388 | ○ | | | | | 2 51P | 3 16P | | |
| Lompoc, CA—Visitors Center | 404 | ○● | | | | ☺12 05P | | | | |
| Solvang, CA—Solvang Park | 436 | ○● | | ☺5 15A | ☺5 15A | ☺12 35P | | | ☺5 10P | ☺5 10P |
| Buellton, CA—Opposite Burger King | | ○ | | ☺5 20A | ☺5 20A | ☺12 40P | | | ☺5 15P | ☺5 15P |
| Goleta, CA | 447 | ○● | | 6 35A | 6 35A | 1 50P | 3 57P | 4 22P | 6 45P | 6 45P |
| SANTA BARBARA, CA | 456 | ●● | Ar | ☺6 30A | ☺6 30A | ☺11 45P | ☺4 09P | ☺4 37P | ☺5 55P | ☺6 40P |
| | | | Dp | ☺6 49A | ☺6 49A | ☺12 04P | ☺4 12P | ☺4 40P | ☺6 02P | ☺6 59P |
| Carpinteria, CA | 466 | ○● | | 7 04A | 7 04A | 2 19P | 4 27P | 4 55P | 7 15P | 7 15P |
| Ventura, CA | 482 | ○● | | 7 29A | 7 29A | 2 41P | 4 49P | 5 21P | 7 37P | 7 37P |
| Oxnard, CA | 492 | ●● | | ☺7 43A | ☺7 43A | ☺2 57P | ☺5 07P | ☺5 35P | ☺D7 05P | ☺7 51P |
| Camarillo, CA | 502 | ○● | | 7 54A | 7 54A | 3 08P | | | 8 02P | 8 02P |
| Moorpark, CA | 512 | ○● | | 8 08A | 8 08A | 3 20P | 5 36P | 6 04P | | |
| Simi Valley, CA | 523 | ○● | | 8 23A | 8 23A | 3 35P | 5 54P | 6 20P | D7 48P | 8 38P |
| Chatsworth, CA | 531 | ○● | | 8 40A | 8 40A | 3 52P | 6 12P | 6 33P | | 8 50P |
| Van Nuys, CA—Amtrak Station | 540 | ●● | | ☺8 56A | ☺8 56A | ☺4 14P | ☺6 31P | ☺6 45P | ☺D8 22P | ☺9 06P |
| Burbank-Bob Hope Airport, CA ✈ | 546 | ○● | | 9 04A | 9 04A | 4 22P | 6 39P | 6 53P | D8 31P | 9 13P |
| Glendale, CA | 553 | ○● | | 9 16A | 9 16A | 4 32P | 6 50P | 7 04P | 9 23P | 9 23P |
| LOS ANGELES, CA ✈ | 559 | ●● | Ar | ☺9 35A | ☺9 35A | ☺4 50P | ☺7 10P | ☺7 20P | ☺9 00P | ☺9 45P |
| | | | Dp | ☺9 55A | ☺9 55A | ☺5 10P | ☺7 31P | ☺7 40P | ☺10 10P | ☺10 10P |
| Fullerton, CA | 585 | ●● | | ☺10 26A | ☺10 26A | ☺5 42P | ☺8 02P | ☺8 11P | ☺10 41P | ☺10 41P |
| Anaheim, CA (Disneyland [®]) | 590 | ●● | | ☺10 34A | ☺10 34A | ☺5 51P | ☺8 10P | ☺8 19P | ☺10 49P | ☺10 49P |
| Santa Ana, CA | 595 | ●● | | ☺10 43A | ☺10 43A | 6 00P | ☺8 19P | ☺8 28P | ☺10 58P | ☺10 58P |
| Irvine, CA | 605 | ●● | | 10 54A | 10 54A | 6 13P | 8 32P | 8 39P | 11 09P | 11 09P |
| San Juan Capistrano, CA | 617 | ●● | | 11 09A | 11 09A | 6 27P | 8 47P | 8 54P | 11 24P | 11 24P |
| San Clemente Pier, CA | 625 | ○ | | 11 22A | 11 22A | | | | | |
| Oceanside, CA (LEGOLAND) | 646 | ●● | | ☺11 47A | ☺11 47A | ☺7 03P | ☺9 20P | ☺9 27P | ☺11 57P | ☺11 57P |
| Carlsbad (Village), CA | 649 | ○ | | | | 7 08P | 9 25P | 9 32P | 12 03A | 12 03A |
| Carlsbad (Poinsettia), CA | 653 | ○ | | | | 7 14P | 9 32P | 9 39P | 12 12A | 12 12A |
| Encinitas, CA | 658 | ○ | | | | 7 23P | 9 40P | 9 48P | 12 19A | 12 19A |
| Solana Beach, CA | 662 | ●● | | 12 08P | 12 08P | 7 29P | 9 47P | 9 55P | 12 26A | 12 26A |
| Sorrento Valley, CA | 669 | ○ | | | | 7 39P | 9 57P | 10 06P | 12 36A | 12 36A |
| San Diego (Old Town), CA | 684 | ○● | | D12 41P | D12 41P | D8 01P | D10 19P | D10 27P | D12 58A | D12 58A |
| SAN DIEGO, CA ✈ | 687 | ●● | Ar | ☺12 49P | ☺12 49P | ☺8 09P | ☺10 30P | ☺10 39P | ☺11 06A | ☺11 06A |

CAPITOL CORRIDOR SCHEDULES EFFECTIVE 8/22/16. PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16.

⁷⁴ Modified Summer Weekend Schedule for Overnight Coastal Service

⁷⁴ The Amtrak Thruway buses for trains 749/768 and 549/768 operate 70 minutes earlier from Oakland to Santa Barbara on Friday and Saturday nights between July 15 and September 3, as well as Sunday night September 4. For Train 768 (Pacific Surfliner) schedule on those nights, see page 2. Capitol Corridor train schedule does not change.

See page 4 for Connecting Transit Services.
See page 5 for Airport Connections.
See page 8 for Route Map.

| Train Name ▶ | | Capitol Corridor | Capitol Corridor | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | Pacific Surfliner | |
|------------------------------------|------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|
| Train Number ▶ | | 732 | 538 | 761/546 | 1761/742 | 763/548 | 763/14 | 763/748 | 769 | 777 | 785/522 | 785/720 | |
| Normal Days of Operation ▶ | | SaSuHo | Mo-Fr | Mo-Fr | SaSuHo | Mo-Fr | Daily | SaSuHo | Daily | Daily | Mo-Fr | SaSuHo | |
| On Board Service ▶ | | | | | | | | | | | | | |
| | Mile | Symbol | | | | | | | | | | | |
| SAN DIEGO, CA † | 0 | ●●QR | Dp | | | | ▫6 07A | ▫6 07A | ▫6 07A | ▫9 20A | ▫11 57A | ▫3 58P | ▫3 58P |
| San Diego (Old Town), CA | 3 | ○●QR | | | | | R6 14A | R6 14A | R6 14A | R9 27A | | R4 05P | R4 05P |
| Solana Beach, CA | 26 | ●●QR | | | | | 6 45A | 6 45A | 6 45A | 9 58A | 12 32P | 4 36P | 4 36P |
| Oceanside, CA (LEGOLAND) | 41 | ●●QR | | | | | ▫7 03A | ▫7 03A | ▫7 03A | ▫10 15A | ▫12 47P | ▫4 53P | ▫4 53P |
| San Clemente Pier, CA | 63 | ○ | | | | | | | | | | 5 19P | 5 19P |
| San Juan Capistrano, CA | 70 | ●● | | | | | 7 36A | 7 36A | 7 36A | 10 47A | 1 19P | 5 34P | 5 34P |
| Irvine, CA | 83 | ●● | | | | | 7 54A | 7 54A | 7 54A | 11 01A | 1 33P | 5 49P | 5 49P |
| Santa Ana, CA | 92 | ●● | | ▫5 25A | ▫5 25A | ▫8 05A | ▫8 05A | ▫8 05A | ▫8 05A | ▫11 12A | ▫1 44P | ▫6 00P | ▫6 00P |
| Anaheim, CA (Disneyland) | 97 | ●● | | | | | ▫8 14A | ▫8 14A | ▫8 14A | ▫11 22A | ▫1 53P | ▫6 10P | ▫6 10P |
| Fullerton, CA | 102 | ●●QR | | ▫5 50A | ▫5 50A | ▫8 22A | ▫8 22A | ▫8 22A | ▫8 22A | ▫11 30A | ▫2 01P | ▫6 20P | ▫6 20P |
| LOS ANGELES, CA † | 128 | ●●QR | Ar | ▫6 35A | ▫6 35A | ▫8 57A | ▫8 57A | ▫8 57A | ▫8 57A | ▫12 05P | ▫2 40P | ▫6 55P | ▫6 55P |
| Glendale, CA | 134 | ○● | Dp | 7 48A | 8 02A | 9 32A | | | 9 32A | 12 42P | 3 17P | 7 27P | 7 27P |
| Burbank-Bob Hope Airport, CA † | 142 | ○●QR | | 8 00A | 8 12A | 9 42A | R10 29A | 9 42A | 9 42A | 12 52P | 3 27P | 7 37P | 7 37P |
| Van Nuys, CA-Amtrak Station | 147 | ●●QR | | ▫8 10A | ▫8 21A | ▫9 52A | ▫R10 40A | ▫9 52A | ▫9 52A | ▫1 02P | ▫3 37P | ▫7 47P | ▫7 47P |
| Chatsworth, CA | 157 | ○● | | 8 32A | 8 33A | 10 04A | | | 10 04A | 1 14P | 3 49P | 7 59P | 7 59P |
| Simi Valley, CA | 164 | ○● | | 8 45A | 8 45A | 10 16A | R11 11A | 10 16A | 10 16A | 1 26P | 4 01P | 8 11P | 8 11P |
| Moorpark, CA | 175 | ○● | | 8 57A | 8 57A | | | | | 1 39P | | | |
| Camarillo, CA | 186 | ○● | | 9 10A | 9 10A | 10 40A | | | 10 40A | 1 54P | 4 27P | 8 35P | 8 35P |
| Oxnard, CA | 195 | ●●QR | | ▫9 21A | ▫9 21A | ▫10 53A | ▫11 44A | ▫10 53A | ▫10 53A | ▫2 05P | ▫4 38P | ▫8 46P | ▫8 46P |
| Ventura, CA | 205 | ○●QR | | 9 35A | 9 35A | 11 09A | | | 11 09A | 2 19P | 4 57P | 9 00P | 9 00P |
| Carpinteria, CA | 221 | ○●QR | | 10 06A | 10 06A | 11 31A | | | 11 31A | 2 47P | 5 21P | 9 22P | 9 22P |
| SANTA BARBARA, CA | 232 | ●●QR | Ar | ▫10 19A | ▫10 19A | ▫D11 55A | ▫12 33P | ▫D11 55A | ▫D11 55A | ▫D3 05P | ▫5 40P | ▫D9 50P | ▫D9 50P |
| Goleta, CA | 241 | ○●QR | Dp | ▫6 15A | ▫8 10A | ▫10 22A | ▫10 22A | ▫12 05P | ▫12 05P | ▫12 08P | ▫3 18P | ▫9 55P | ▫9 55P |
| Solvang, CA-Solvang Park | 279 | ○● | | 10 34A | 10 34A | | | | ▫12 45P | ▫12 45P | ▫D4 00P | ▫D10 40P | ▫D10 40P |
| Buellton, CA-Opp. Burger King | | ○ | | | | | | | ▫12 50P | ▫12 50P | ▫D4 05P | ▫D10 45P | ▫D10 45P |
| Lompoc, CA-Visitors Center | 288 | ○● | | | | | | | | ▫D4 30P | | | |
| Lompoc-Surf Station, CA | 300 | ○ | | 11 40A | 11 40A | | | | | | 7 01P | | |
| Guadalupe-Santa Maria, CA | 326 | ○●QR | | 12 16P | 12 16P | | | | | | 7 37P | | |
| Santa Maria, CA-IHOP | 327 | ○● | | ▫7 30A | ▫9 25A | | | | ▫1 30P | ▫1 30P | ▫D4 35P | ▫D11 25P | ▫D11 25P |
| Grover Beach, CA | 338 | ○●QR | | ▫8 00A | ▫9 55A | 12 35P | 12 35P | ▫1 55P | ▫1 55P | ▫D5 30P | 7 54P | ▫11 50P | ▫11 50P |
| SAN LUIS OBISPO, CA | 350 | ●●QR | Ar | ▫8 20A | ▫10 15A | ▫1 00P | ▫1 00P | ▫2 20P | 3 22P | ▫2 20P | ▫5 15P | ▫8 35P | ▫12 15A |
| San Luis Obispo, CA-Cal Poly | 351 | ○ | Dp | ▫8 25A | ▫10 20A | ▫1 05P | ▫1 05P | ▫2 25P | ▫3 35P | ▫2 25P | ▫5 20P | ▫8 36P | ▫12 20A |
| Atascadero, CA-Transit Center | 375 | ○ | | ▫8 30A | ▫10 25A | ▫1 15P | ▫1 15P | ▫2 35P | ▫2 35P | ▫2 35P | ▫5 30P | ▫D8 45P | ▫12 30A |
| Paso Robles, CA | 385 | ○● | | ▫9 05A | ▫11 00A | ▫1 40P | ▫1 40P | ▫3 05P | 4 37P | ▫3 05P | ▫5 55P | ▫9 25P | ▫12 55A |
| King City, CA-McDonald's | | ○● | | ▫M10 10A | ▫M12 05P | ▫M2 50P | ▫M2 50P | ▫M4 15P | | ▫M4 15P | ▫M6 55P | | ▫M2 05A |
| Salinas, CA | 483 | ●● | | ▫11 15A | ▫1 10P | ▫3 50P | ▫3 50P | ▫5 15P | ▫6 28P | ▫5 15P | ▫7 55P | | ▫3 05A |
| SAN JOSE, CA | 554 | ●●QR | Ar | ▫12 50P | ▫2 45P | ▫D5 05P | ▫D5 05P | ▫D6 30P | 8 11P | ▫D6 30P | ▫D9 10P | | |
| Santa Clara, CA-University Station | 561 | ○ | Dp | 1 05P | 3 16P | 5 56P | 5 10P | 7 15P | ▫8 23P | 9 10P | | ▫4 20A | ▫4 20A |
| Santa Clara, CA-Great America | 564 | ○●QR | | 1 11P | 3 16P | 5 56P | 5 16P | 7 21P | | 9 16P | | | |
| Fremont-Centerville, CA | 573 | ○●QR | | 1 19P | 3 24P | 6 04P | 5 24P | 7 29P | | 9 24P | | | |
| Hayward, CA | 585 | ○●QR | | 1 36P | 3 43P | 6 21P | 5 41P | 7 46P | | 9 41P | | | |
| San Francisco, CA-Transbay Term. | | ○●QR | | 1 51P | 3 59P | 6 36P | 5 56P | 8 01P | | 9 56P | | | |
| Oakland Coliseum, CA | 593 | ○●QR | | | | ▫D6 20P | ▫D6 20P | ▫D7 40P | ▫D10 00P | ▫D7 40P | ▫D10 25P | ▫D5 35A | ▫D5 35A |
| OAKLAND, CA | 598 | ●●QR | Ar | 2 01P | 4 09P | 6 46P | 6 06P | 8 11P | | 10 06P | | | |
| —Jack London Square | | ○●QR | Dp | 2 08P | 4 18P | ▫6 45P | ▫6 45P | ▫D8 10P | 9 24P | ▫D8 10P | ▫D10 45P | ▫6 05A | ▫6 05A |
| Emeryville, CA | 603 | ○●QR | | 2 10P | 4 20P | 6 55P | 6 20P | 8 20P | ▫9 39P | 10 15P | | 6 25A | 8 15A |
| Berkeley, CA | 604 | ○●QR | | 2 20P | 4 30P | 7 05P | 6 30P | 8 30P | ▫10 04P | 10 25P | ▫D10 55P | 6 35A | 8 23A |
| Richmond, CA | 610 | ○●QR | | 2 24P | 4 34P | 7 09P | 6 34P | 8 34P | | 10 29P | | 6 39A | 8 29A |
| Martinez, CA | 630 | ○●QR | | 2 32P | 4 42P | 7 17P | 6 42P | 8 42P | | 10 37P | | 6 47A | 8 37A |
| Suisun-Fairfield, CA | 647 | ○●QR | | 2 59P | 5 09P | 7 44P | 7 09P | 9 09P | ▫10 46P | 11 04P | | 7 14A | 9 04A |
| Davis, CA | 674 | ○●QR | | 3 18P | 5 28P | 8 03P | 7 28P | 9 28P | | 11 23P | | 7 33A | 9 23A |
| SACRAMENTO, CA | 687 | ○●QR | Ar | 3 42P | 5 52P | 8 27P | 7 52P | 9 52P | ▫11 25P | 11 47P | | 7 57A | 9 47A |
| | | ○●QR | | 4 13P | 6 23P | 8 58P | 8 12P | 10 28P | ▫11 59P | 12 18A | | 8 23A | 10 13A |

CAPITOL CORRIDOR SCHEDULES EFFECTIVE 8/22/16. PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16.

Service on California Coastal Routes

- M Meal stop.
- ☒ Bus 4784 operates express service to Santa Barbara via San Luis Obispo.
- ☒ For detailed service information for the *Capitol Corridor* between Reno and San Jose, please refer to our corresponding timetable folder (W34).
- ☒ For detailed service information for the *Pacific Surfliner* between San Luis Obispo and San Diego, please refer to pages 2-5.

- ☒ For detailed service information for the *Coast Starlight* between Seattle and Los Angeles, please refer to our corresponding timetable folder (P11).
- ☒ Train departs Oakland two minutes after arrival and makes connection with southbound coastal bus at San Jose.

See pages 2-3 for Services, Symbols and Reference Marks.

SHADING KEY

- Daytime train
- Overnight train
- Thruway and connecting services

Smoking is prohibited on trains and only permitted in designated areas at stations.

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CHICAGO - KANSAS CITY - TOPEKA
DODGE CITY - RATON - LAMY (SANTA FE)
ALBUQUERQUE - FLAGSTAFF - LOS ANGELES

and intermediate stations



NRPC Form P3-200M-6/9/14 Stock #02-3618

Schedules subject to change without notice. Amtrak is a registered service mark of the National Railroad Passenger Corp. National Railroad Passenger Corporation Washington Union Station, 60 Massachusetts Ave. N.E., Washington, DC 20002.

SOUTHWEST CHIEF

| 3 | | ◀ Train Number ▶ | | 4 | |
|-----------|------|------------------------------------|--------|-------|---------|
| Daily | | ◀ Normal Days of Operation ▶ | | Daily | |
| | | ◀ On Board Service ▶ | | | |
| Read Down | Mile | | Symbol | | Read Up |
| 3:00P | 0 | Chicago, IL—Union Station (CT) | ● QT | Ar | 3:15P |
| | | Madison—see back | | | |
| R3 35P | 28 | Naperville, IL | ● QT | | D2 42P |
| 4 24P | 83 | Mendota, IL | ○ | | 1 19P |
| 4 46P | 104 | Princeton, IL | ○ | | 12 58P |
| 5 38P | 162 | Galesburg, IL—S. Seminary St. (Z) | ● QT | | 12 08P |
| 6 42P | 220 | Fort Madison, IA (Keokuk) | ● QT | | 11 09A |
| 7 51P | 298 | La Plata, MO (Kirksville) | ○ | | 9 55A |
| 10 11P | 437 | Kansas City, MO | ● QT | Dp | 7 43A |
| 10 45P | | | | Ar | 7 24A |
| 11 52P | 477 | Lawrence, KS | ○ | | 5 47A |
| 12 29A | 503 | Topeka, KS | ● | | 5 18A |
| 2 45A | 638 | Newton, KS (Wichita) | ● | | 2 59A |
| 3 20A | 671 | Hutchinson, KS | ○ | | 2 19A |
| 5 25A | 791 | Dodge City, KS | ○ | | 12 27A |
| 6 21A | 841 | Garden City, KS (CT) | ● QT | | 11 17P |
| 6 59A | 941 | Lamar, CO | ○ | | 8 40P |
| 8 15A | 993 | La Junta, CO | ● | Dp | 7 41P |
| 8 30A | | | | Ar | 7 31P |
| 9 50A | 1074 | Trinidad, CO | ○ | | 5 49P |
| 10 56A | 1098 | Raton, NM | ○ | | 4 50P |
| | | Denver—see back | | | |
| 12 38P | 1209 | Las Vegas, NM | ○ | | 3 03P |
| 2 24P | 1274 | Lamy, NM | ● QT | | 1 17P |
| | | Santa Fe—see back | | | |
| 3 55P | 1341 | Albuquerque, NM | ● QT | Dp | 12 10P |
| 4 45P | | | | Ar | 11 42A |
| 7 08P | 1514 | Gallup, NM (MT) | ○ | | 8 21A |
| 7 50P | 1641 | Winslow, AZ (MST) | ○ | | 5 39A |
| 8 51P | 1699 | Flagstaff, AZ | ● QT | Dp | 4 41A |
| 8 57P | | Grand Canyon, Phoenix—see back | | Ar | 4 36A |
| 9 33P | 1730 | Williams Jct., AZ (Grand Can. Ry.) | ○ | | 3 50A |
| 11 46P | 1873 | Kingman, AZ (MST) | ○ | | 1 33A |
| | | Laughlin, Las Vegas—see back | | | |
| 12 49A | 1940 | Needles, CA (PT) | ○ | | 12 23A |
| 3 39A | 2109 | Barstow, CA | ○ | | 9 56P |
| 4 18A | 2146 | Victorville, CA | ○ | | 9 10P |
| 5 32A | 2193 | San Bernardino, CA | ○ | | 7 59P |
| 5 53A | 2203 | Riverside, CA | ○ | | 7 33P |
| D6 34A | 2239 | Fullerton, CA | ● QT | | R6 50P |
| 8 15A | 2265 | Los Angeles, CA (PT) | ● QT | Dp | 6 15P |
| | | Las Vegas—see back, below | | | |

Executive Transportation operates Thruway van service from Springfield, IL for connections to Train 22 to Trains 3 and 5 at Galesburg, IL and from Galesburg, IL for connections from Trains 4 and 6 to Train 21 at Springfield, IL. Passengers with disabilities must provide advance notification of needs. For additional information call (217) 523-5466.

SOUTHWEST CHIEF ROUTE MAP and SYMBOLS



- A Time Symbol for A.M.
- P Time Symbol for P.M.
- D Stops only to discharge passengers; train may leave before time shown.
- R Stops only to receive passengers.
- CT Central time
- MT Mountain time
- MST Mountain Standard time
- PT Pacific time
- Bus stop
- Airport connection
- QT Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Attended station
- Staffed ticket office; may or may not be open for all train departures
- ♿ Station wheelchair accessible; no barriers between station and train
- ♿ Station wheelchair accessible; not all stations facilities accessible

Service on the Southwest Chief®

- Coaches:** Reservations required.
- Sleeping cars:** Superliner sleeping accommodations.
 - Amtrak Metropolitan Lounge available in Chicago and Los Angeles for Sleeping car passengers.
- Dining:** Full meal service.
- Sightseer Lounge:** Sandwiches, snacks and beverages.
- Checked baggage at select stations.
- Free shuttle service between Williams Grand Canyon Railway station and Williams Junction Amtrak station. Reservations required.
- This location does not observe Daylight Saving Time. Schedule times at this station will be ONE HOUR LATER beginning with the Fall time change on November 2, 2014.

Smoking is prohibited.

Trails and Rails Program: In cooperation with the National Park Service, volunteer rangers from Bent's Old Fort National Historic Site provide narrative between La Junta and Albuquerque on Train 3 Friday and Sunday and on Train 4 Saturday and Monday, May 4 through September 1; volunteers from Texas A&M University provide narrative between Chicago and La Plata on Train 3 Tuesday and Thursday and Train 4 Wednesday and Friday, May 13 through September 15 and November 11 through January 1. Seasonal programs are subject to change. Visit nps.gov/trailsandrails and amtraktoparks.com.

Thruway Bus Connections

Flagstaff • Phoenix (Arizona Shuttle)

NOTE—in addition to the same-day train connections at Flagstaff shown on the next page, this service offers overnight connections for travel between Phoenix and the Grand Canyon or points east of Flagstaff.

| 8561 | | 8563 | | 8555 | | 8557 | | 8559 | | 8565 | | 8567 | | 8581 | | 8589 | | Thruway Number | | 8560 | | 8554 | | 8562 | | 8578 | | 8556 | | 8558 | | 8564 | | 8566 | | 8568 | |
|-------|--------|--------|--------|--------|-------|-------|-------|--------|--------|------|---------------------|--------|----|--------|--------|--------|--------|----------------|-------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|------|--|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Mile | Days of Operation | Symbol | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| 5:00A | 7:00A | 8:00A | 9:00A | 11:00A | 1:00P | 3:00P | 5:00P | 7:00P | 9:00P | 0 | Flagstaff, AZ (MST) | ● | Ar | 10:20A | 12:20P | 2:20P | 3:20P | 4:20P | 6:20P | 8:20P | 10:20P | 12:20A | | | | | | | | | | | | | | | |
| 6:00A | 8:00A | 9:00A | 10:00A | 12:00N | 2:00P | 4:00P | 6:00P | 8:00P | 10:00P | 50 | Camp Verde, AZ | ○ | Dp | 9:00A | 11:00A | 1:00P | 2:00P | 3:00P | 5:00P | 7:00P | 9:00P | 11:00P | | | | | | | | | | | | | | | |
| 7:50A | 9:50A | 10:50A | 11:50A | 1:50P | 3:50P | 5:50P | 7:50P | 9:50P | 143 | Ar | Phoenix, AZ | ○ | Dp | 7:30A | 9:30A | 11:30A | 12:30P | 1:30P | 3:30P | 5:45P | 7:30P | 9:30P | | | | | | | | | | | | | | | |
| 8:10A | 10:10A | 11:10A | 12:10P | 2:10P | 4:10P | 6:10P | 8:10P | 10:00P | 145 | Ar | Phoenix, AZ | ○ | Dp | 7:00A | 9:00A | 11:00A | 12:00N | 1:00P | 3:00P | 5:00P | 7:00P | 9:00P | | | | | | | | | | | | | | | |

NOTE—Additional service: Bus 8579 departs Flagstaff 2:00 p.m., arriving Camp Verde 5:00 p.m., Phoenix Metro Center 4:50 p.m. and Sky Harbor Airport 5:10 p.m. Bus 8580 departs Sky Harbor Airport 6:00 p.m., Metro Center 6:30 p.m. and Camp Verde 8:00 p.m., arriving Flagstaff 9:20 p.m.

Los Angeles • Las Vegas (Greyhound Lines) NOTE—Greyhound schedules subject to change.

| 8534 | | 8536 | | Thruway Number | | 8535 | |
|--------|-------|------|--------------------------------------|----------------|----|-------|-------|
| Daily | Daily | Mile | Days of Operation | Symbol | | Daily | Daily |
| 10:45A | 3:10P | 0 | Los Angeles, CA—Union Station (PT) | ● QT | Ar | 3:15P | 3:15P |
| 4:55P | 8:20P | 271 | Las Vegas, NV—Greyhound Station (PT) | ○ | Dp | 9:05A | 9:05A |

Shading Key

- Long-distance train
- Thruway and connecting services

Thruway Bus Connections

Madison • Rockford • Chicago

(Van Galder—en route transfers may be necessary)

| 8964 | Mile | ▼ | Thruway Number | Symbol | ▲ | 8965 |
|--------|------|----|--|--------|----|-------|
| 10 00A | 0 | Dp | Madison, WI (CT) —Univ. of Wisconsin/Chazen Museum | ○ | Ar | 8 35P |
| 10 15A | 6 | | —Dutchmill Park & Ride | ○ | | 8 20P |
| 11 00A | 35 | | Janesville, WI | ○ | | 7 30P |
| 11 25A | 48 | | South Beloit, IL | ○ | | 7 10P |
| 11 50A | 65 | Dp | Rockford, IL | ○ | Ar | 6 50P |
| 1 45P | 140 | Ar | Chicago, IL —Union Station (CT) | ● | Dp | 5 00P |

Denver • Colorado Springs • Pueblo • Raton

(Greyhound Lines)

| 3 | Connecting Train Number | | | | | 4 |
|--------|-------------------------|----|--|--------|----|-------|
| 8603 | Mile | ▼ | Thruway Number | Symbol | ▲ | 8604 |
| 5 30A | | Dp | Denver, CO —Amtrak Station (MT) | ●♿ | Ar | 9 10P |
| 7 10A | | Ar | Colorado Springs, CO | ○ | Dp | 7 40P |
| 8 10A | | Ar | Pueblo, CO | ○ | Dp | 6 45P |
| 10 20A | | Ar | Raton, NM —Amtrak Station (MT) | ○ | Dp | 5 05P |

Lamy • Santa Fe (Lamy Shuttle)

Lamy Shuttle Service van meets Trains 3 and 4 daily. From Lamy to Santa Fe, advance reservations required; call 1-800-USA-RAIL. From Santa Fe to Lamy, shuttle will pick up at your hotel; call (505) 982-8829 the day prior to departure to arrange pickup.

Grand Canyon • Williams (Grand Canyon Railway)

| 7903 | Grand Canyon Railway Train Number | | | | | 7904 |
|-------|-----------------------------------|----|--|--------|----|--------|
| Daily | Mile | ▼ | Days of Operation | Symbol | ▲ | Daily |
| 3 30P | 0 | Dp | Grand Canyon, AZ (MST) —Grand Canyon Railway Station | ○♿ | Ar | 11 45A |
| 5 45P | 64 | Ar | Williams, AZ (MST) —Grand Canyon Railway Station | ○♿ | Dp | 9 30A |

NOTE—The Grand Canyon Railway station at the Grand Canyon is located near the Canyon rim, across the road from the El Tovar Hotel. Please visit www.thetrain.com/schedule for any updates to 2014 train schedule.

Williams • Williams Junction ^[53]

(Shuttle service provided by Grand Canyon Railway)

| 3 | Connecting Train Number | | | | | 4 |
|-----------------------|-------------------------|----|--|--------|----|-----------------------|
| 6903 | Thruway Number | | | | | 6904 |
| Daily | Mile | ▼ | Days of Operation | Symbol | ▲ | Daily |
| ^[69] 9 10P | 0 | Dp | Williams, AZ (MST) —Grand Canyon Railway Station | ○♿ | Ar | ^[69] 4 10A |
| ^[69] 9 20P | 3 | Ar | Williams Junction, AZ (MST) —Amtrak Station | ○♿ | Dp | ^[69] 4 00A |
| 6803 | Thruway Number | | | | | 6804 |
| ^[69] 9 40P | 0 | Dp | Williams Junction, AZ (MST) —Amtrak Station | ○♿ | Ar | ^[69] 3 40A |
| ^[69] 9 50P | 3 | Ar | Williams, AZ (MST) —Grand Canyon Railway Station | ○♿ | Dp | ^[69] 3 30A |

Kingman • Laughlin • Las Vegas (Commuter Services)

| 8003 | Mile | ▼ | Thruway Number | Symbol | ▲ | 8004 |
|------------------------|------|----|--|--------|----|-----------------------|
| ^[69] 11 50P | 0 | Dp | Kingman, AZ —Amtrak Station (MST) | ○ | Ar | ^[69] 1 00A |
| 12 50A | 33 | Ar | Laughlin, NV —Tropicana Express (PT) | ○ | Dp | 12 01A |
| 3 10A | 128 | Ar | Las Vegas, NV (PT) —McCarran International Airport | ○ | Dp | 9 30P |

Flagstaff • Phoenix (Greyhound Lines)

| 3 | Connecting Train Number | | | | | 4 |
|------------------------|-------------------------|----|---|--------|----|------------------------|
| 8703 | Thruway Number | | | | | 8704 |
| Daily | Mile | ▼ | Days of Operation | Symbol | ▲ | Daily |
| ^[69] 10 10P | 0 | Dp | Flagstaff, AZ —KP Transport. (MST) | ○ | Ar | ^[69] 2 20A |
| ^[69] 12 40A | 145 | Ar | Phoenix, AZ —Greyhound Sta. (MST) | ○ | Dp | ^[69] 11 40P |

Rail Runner Commuter Rail Service

Belen—Albuquerque—Santa Fe

For information call (866) 795-7245 or visit www.nmrailrunner.com.

See other side for Shading Key, Route Map and Symbols.

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SUNSET LIMITED

| 1 [20] | | ◀ Train Number ▶ | | 2 [20] | |
|------------------------|------|------------------------------|---------------------------------------|------------------------|----|
| As indicated in column | | ◀ Normal Days of Operation ▶ | | As indicated in column | |
| | | ◀ On Board Service ▶ | | | |
| Read Down | Mile | Symbol | Symbol | Read Up | |
| 09 00A MoWeSa | 0 | Dp | New Orleans, LA (CT) | 09 40P TuFrSu | Ar |
| | | | Baton Rouge—see below | | |
| 10 30A MoWeSa | 56 | | Schriever, LA (Houma/Thibodaux) | 07 03P TuFrSu | |
| 11 56A MoWeSa | 127 | | New Iberia, LA | 05 41P TuFrSu | |
| 12 24P MoWeSa | 145 | | Lafayette, LA | 05 15P TuFrSu | |
| 01 55P MoWeSa | 219 | | Lake Charles, LA | 03 29P TuFrSu | |
| 03 48P MoWeSa | 281 | | Beaumont, TX (Port Arthur) | 02 05P TuFrSu | |
| 06 18P MoWeSa | 363 | Ar | Houston, TX | 12 10P TuFrSu | Dp |
| 06 55P MoWeSa | | Dp | Galveston—see below | 11 10A TuFrSu | Ar |
| 12 05A TuThSu | 573 | Ar | San Antonio, TX | 06 25A TuFrSu | Dp |
| 02 45A TuThSu | | Dp | | 04 50A TuFrSu | Ar |
| 05 49A TuThSu | 742 | | Del Rio, TX | 01 02A TuFrSu | |
| 08 24A TuThSu | 868 | | Sanderson, TX | 10 36P MoThSa | |
| 10 38A TuThSu | 959 | | Alpine, TX (Big Bend Nat'l Park) (CT) | 08 45P MoThSa | |
| 01 22P TuThSu | 1178 | Ar | El Paso, TX (MT) | 03 35P MoThSa | Dp |
| 01 47P TuThSu | | Dp | (Ciudad Juarez, Mexico) | 03 10P MoThSa | Ar |
| 03 18P TuThSu | 1264 | | Deming, NM | 11 10P MoThSa | |
| 04 13P TuThSu | 1325 | | Lordsburg, NM (MT) | 12 15P MoThSa | |
| 05 18P TuThSu | 1443 | | Benson, AZ (MST) | 09 15A MoThSa | |
| 06 45P TuThSu | 1493 | Ar | Tucson, AZ | 08 15A MoThSa | Dp |
| 07 35P TuThSu | | Dp | | 07 28A MoThSa | Ar |
| 08 52P TuThSu | 1579 | Ar | Maricopa, AZ (Phoenix) | 05 40A MoThSa | Dp |
| 09 02P TuThSu | | Dp | | 05 30A MoThSa | Ar |
| 11 49P TuThSu | 1744 | | Yuma, AZ (MST) | 02 47A MoThSa | |
| 02 02A WeFrMo | 1890 | | Palm Springs, CA (PT) | 12 36A MoThSa | |
| D3 54A WeFrMo | 1957 | | Ontario, CA | 10 54P SuWeFr | |
| D4 04A WeFrMo | 1964 | | Pomona, CA | 10 41P SuWeFr | |
| 05 35A WeFrMo | 1995 | Ar | Los Angeles, CA | 10 00P SuWeFr | Dp |

SUNSET LIMITED ROUTE MAP and SYMBOLS



- A** Time Symbol for A.M.
- P** Time Symbol for P.M.
- D** Stops only to discharge passengers; train may leave before time shown.
- CT** Central time
- ET** Eastern time
- MT** Mountain time
- MST** Mountain Standard time
- PT** Pacific time
- Bus stop**
- Flag stop**
- Airport connection**
- QT** Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Staffed ticket office; may or may not be open for all train departures
- ♿** Station wheelchair accessible; no barriers between station and train
- ♿** Station wheelchair accessible; not all stations facilities accessible

Service on the Sunset Limited®

- Coaches:** Reservations required.
- Sleeping cars:** Superliner sleeping accommodations.
 - Magnolia Room is available in New Orleans and Amtrak Metropolitan Lounge in Los Angeles for Sleeping car passengers.
 - Sleeping car passengers arriving at Los Angeles are welcome to occupy their accommodations until 6:30 a.m.
- Dining:** Full meal service.
- Sightseer Lounge:** Sandwiches, snacks and beverages.
- Checked baggage** at select stations.
- Train stops** only when passengers are present, either on the train or station platform, and ticketed to and/or from this station. Reservations are required. Boarding passengers must reserve as far in advance as possible.
- This location** does not observe Daylight Saving Time. Schedule times at this station will be ONE HOUR LATER beginning with the Fall time change on November 2, 2014.

Smoking is prohibited.

Trails and Rails Program: In cooperation with the National Park Service, volunteer rangers from the New Orleans Jazz National Historical Park provide a narrative on Train 1, Monday and Saturday, and Train 2, Tuesday and Sunday, between New Orleans and Beaumont, May 22 through September 2. Seasonal programs are subject to change. Visit nps.gov/trailsandrails and amtraktoparks.com.

Scenic Highlights

- Gulf Coast
- Mexican border
- Bayou Country
- Southwestern desert

Modified Amtrak Service for the Sunset Limited

[20] The *Sunset Limited* service between Orlando and New Orleans has been suspended. Future service has not been determined.

Shading Key

- Long-distance train
- Thruway and connecting services

Thruway Bus Connections

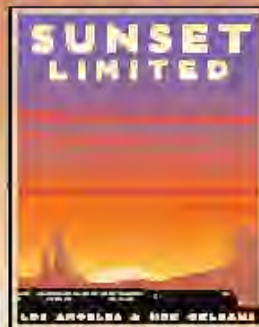
Galveston • Houston (Lone Star Coach)

| 6022 | | Thruway Number | | | 6021 | |
|--------|------|---------------------------------|--------|-------|------|--|
| Daily | Mile | Days of Operation | Symbol | Daily | | |
| 11 30A | 0 | Galveston, TX (CT) | ○ | 2 45P | Ar | |
| | | -123 Rosenberg | | | | |
| 01 05P | 47 | Houston, TX—Amtrak Station (CT) | ● | 1 15P | Dp | |

New Orleans • Baton Rouge (Greyhound Lines)

| 8059 | | Thruway Number | | | 8058 | |
|-------|------|---------------------------|--------|-------|------|--|
| Daily | Mile | Days of Operation | Symbol | Daily | | |
| 6 10P | 0 | New Orleans, LA (CT) | ● | 7 00A | Ar | |
| | | -Union Passenger Terminal | | | | |
| 7 55P | 80 | Baton Rouge, LA (CT) | ○ | 5 15A | Dp | |

Discover NEW HORIZONS.



For reservations and information visit Amtrak.com or call 1-800-USA-RAIL.



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En efecto a partir del
9 DE JUNIO DE 2014

**ENGLISH
VERSION**
on other side

SUNSET LIMITED®

NEW ORLEANS

- y -

LOS ANGELES



NEW ORLEANS - HOUSTON

SAN ANTONIO - TUCSON

MARICOPA - LOS ANGELES

y estaciones intermedias



Formulario de NRPC P1-125M-6/9/14 Artículo #02-3608

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SUNSET LIMITED

| 1 [20] | ◀ Número de tren ▶ | | | | 2 [20] |
|------------------------------|-----------------------|----|---------------------------------------|-----------|------------------------------|
| Como se indica en la columna | ◀ Días de operación ▶ | | | | Como se indica en la columna |
| [R] [A] [X] [C] [U] | ◀ Servicio a bordo ▶ | | | | [R] [A] [X] [C] [U] |
| Leer hacia abajo | Milla | | Símbolo | | Leer hacia arriba |
| 09 00A LMIS | 0 | Dp | New Orleans, LA (CT) | ● [C] [Q] | 09 40P MVD |
| 10 30A LMIS | 56 | | Baton Rouge—ver la derecha | | 10 03P MVD |
| 11 56A LMIS | 127 | | Schriever, LA (Houma/Thibodaux) | ○ [C] | 11 41P MVD |
| 12 24P LMIS | 145 | | New Iberia, LA | ○ [C] | 12 15P MVD |
| 1 55P LMIS | 219 | | Lafayette, LA | ○ [C] | 3 29P MVD |
| 3 48P LMIS | 281 | | Lake Charles, LA | ○ [C] | 5 05P MVD |
| 6 18P LMIS | 363 | Ar | Beaumont, TX (Port Arthur) | ○ [C] | 12 10P MVD |
| 6 55P LMIS | | Dp | Houston, TX | ● [C] | 11 10A MVD |
| 12 05A MJD | 573 | Ar | Galveston—ver la derecha | | 11 10A MVD |
| 12 45A MJD | | Dp | San Antonio, TX | ● [C] [Q] | 11 25A MVD |
| 5 49A MJD | 742 | | Del Rio, TX | ○ [C] | 12 50A MVD |
| 8 24A MJD | 868 | | Sanderson, TX | ○ | 1 02A MVD |
| 10 38A MJD | 959 | | Alpine, TX (Big Bend Nat'l Park) (CT) | ○ [C] | 10 36P LJS |
| 11 22P MJD | 1178 | Ar | El Paso, TX (MT) | ● [C] [Q] | 8 45P LJS |
| 11 47P MJD | | Dp | (Ciudad Juarez, Mexico) | | 3 35P LJS |
| 3 18P MJD | 1264 | | Deming, NM | ○ [C] | 3 10P LJS |
| 4 13P MJD | 1325 | | Lordsburg, NM (MT) | ○ [C] | 1 10P LJS |
| 5 18P MJD | 1443 | | Lordsburg, NM (MST) | ○ [C] | 12 15P LJS |
| 6 45P MJD | 1493 | Ar | Tucson, AZ | ● [C] [Q] | 9 15A LJS |
| 7 35P MJD | | Dp | Tucson, AZ | ● [C] [Q] | 8 15A LJS |
| 8 52P MJD | 1579 | Ar | Maricopa, AZ (Phoenix) | ● [C] | 7 28A LJS |
| 9 02P MJD | | Dp | Maricopa, AZ (Phoenix) | ● [C] | 8 40A LJS |
| 11 49P MJD | 1744 | | Yuma, AZ (MST) | ○ [C] | 5 30A LJS |
| 2 02A MIVL | 1890 | | Palm Springs, CA | ○ [C] | 4 7A LJS |
| 3 54A MIVL | 1957 | | Ontario, CA | ○ [C] | 12 36A LJS |
| 4 04A MIVL | 1964 | | Pomona, CA | ○ [C] | 10 54P DMIV |
| 5 35A MIVL | 1995 | Ar | Los Angeles, CA | ● [C] [Q] | 10 41P DMIV |
| | | | Los Angeles, CA | ● [C] [Q] | 10 00P DMIV |

Servicio en el Sunset Limited®

- Clase económica: se requiere reservación.**
- Cabinas dormitorio:** Dormitorios en Superliner.
 - El Salón Magnolia está disponible en Nueva Orleans y el Salón Metropolitano en Los Angeles para los pasajeros con servicio de coche-cama.
 - Los pasajeros con servicio de coche-cama que lleguen a Los Angeles pueden ocupar sus lugares hasta las 6:30 a.m.
- Comedor:** servicio de comida completo.
- Lounge Sightseer:** sándwiches, refrigerios y bebidas.
- Equipaje facturado en estaciones selectas.
- El tren se detiene en una estación sólo cuando hay pasajeros en el tren con boleto hasta dicha estación o en la plataforma de la misma con boleto para salir desde allí. Es necesario hacer reservaciones. Los pasajeros que se van a embarcar deben reservar con la mayor anticipación posible.
- Esta ubicación no respeta el horario de verano. Los horarios programados para esta estación se RETRASARÁN UNA HORA a partir del cambio de horario de otoño que comenzará a regir el 2 de noviembre de 2014.

Está prohibido fumar.

Programa Trails and Rails: en cooperación con el Servicio de Parques Nacionales, los guardaparques voluntarios del Parque Histórico Nacional de Jazz de Nueva Orleans realizarán una narración en el tren 1, los lunes y los sábados, y en el tren 2, los martes y los domingos, entre Nueva Orleans y Beaumont, desde el 22 de mayo hasta el 2 de septiembre. Los programas de temporada están sujetos a modificación. Visite nps.gov/trailsandrails y amtraktoparks.com.

Conexión de Thruway Bus

Galveston • Houston (Lone Star Coach)

| 6022 | Numero de Thruway | | | | 6021 |
|-------------|-------------------|-------------------|------------------------------------|-------------|-------|
| Diariamente | Milla | Días de operación | Símbolo | Diariamente | |
| 11 30A | 0 | Dp | Galveston, TX (CT) | ○ | 2 43P |
| | | | -123 Rosenberg | | |
| 11 05P | 47 | Ar | Houston, TX—Estación de Amtrak(CT) | ● [C] | 1 15P |

New Orleans • Baton Rouge (Greyhound Lines)

| 8059 | Numero de Thruway | | | | 8058 |
|-------------|-------------------|-------------------|---------------------------|-------------|-------|
| Diariamente | Milla | Días de operación | Símbolo | Diariamente | |
| 6 10P | 0 | Dp | New Orleans, LA (CT) | ● | 7 00A |
| | | | -Union Passenger Terminal | | |
| 7 55P | 80 | Ar | Baton Rouge, LA (CT) | ○ | 5 15A |

Convenciones del sombreado

| | |
|-------------------------|---------------------------------|
| Tren de larga distancia | Thruway y servicios de conexión |
|-------------------------|---------------------------------|

Servicio Amtrak modificado para Sunset Limited

[20] El servicio de *Sunset Limited* entre Orlando y New Orleans ha sido suspendido. No se ha determinado cuándo iniciará el servicio futuro.

Descubra NUEVOS HORIZONTES.



Descargue los podcast de **Sunset Limited** en www.AmtrakRailGuide.com <<http://www.AmtrakRailGuide.com/>>.

SUNSET LIMITED MAPA DE LA RUTA y SÍMBOLOS



- A** Símbolo de tiempo para A.M.
- N** Símbolo de tiempo para mediodía.
- P** Símbolo de tiempo para P.M.
- D** Sólo se detiene para bajar pasajeros; el tren puede partir antes de la hora que se muestra.
- CT** Hora del Centro
- ET** Hora del Este
- MT** Hora de la Montaña
- MST** Hora estándar de la Montaña
- PT** Símbolo de tiempo para P.M.
- [A]** Parada de autobús
- [X]** Parada a petición del pasajero
- [A]** Conexión al aeropuerto
- [Q]** Quiosco Quik-Trak, venta de boletos autoservicio
- Estación no provista de personal
- Oficina de boletos provista de personal; puede no estar abierta en todos los horarios de salida
- [W]** Estación con acceso para silla de ruedas; no hay obstáculos entre la estación y el tren.
- [W]** Estación con acceso para silla de ruedas; no todas las instalaciones de la estación son accesibles

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Appendix B:
Metrolink and Amtrak Forecast – Daily and for 6-Hour AM/PM
Peak for 2026, 2031, and 2040

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| Table B-1. 2026 Metrolink Projection by Line | | |
|---|--------------------------|------------|
| Breakdown by Metrolink Line | | |
| Ventura County Line | Total Daily ^a | 70 |
| | 6-hour peak ^b | 24 |
| | LAUS-CMF | 0 |
| Orange County Line | Total Daily ^a | 74 |
| | 6-hour peak ^b | 26 |
| | LAUS-CMF | 0 |
| Antelope Valley Line | Total Daily ^a | 81 |
| | 6-hour peak ^b | 32 |
| | LAUS-CM | 10 |
| San Bernardino Line | Total Daily ^a | 62 |
| | 6-hour peak ^b | 28 |
| | LAUS-CMF | 10 |
| Riverside Line | Total Daily ^a | 12 |
| | 6-hour peak ^b | 9 |
| | LAUS-CMF | 10 |
| 91/Perris Valley Line | Total Daily ^a | 71 |
| | 6-hour peak ^b | 25 |
| | LAUS-CMF | 10 |
| Total Daily | | 410 |
| # of Rev Trains | | 370 |
| # of dead head equipment moves* | | 40 |
| Total 6-hour Peak (AM and PM combined) | | 144 |

Source: Source: SCRRRA 2018a

Notes:

^a Includes deadhead moves between LAUS and CMF

^b Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM

Service frequencies assumed at 30-minutes based on direction from Metrolink

2026 15 Minute Peak:

AM: 6:00 – 6:15; 7:00 – 7:15; 7:30 – 7:45;

PM: 4:30 – 4:45; 5:00 – 5:15; 5:30 – 5:45;

Table B-2. 15-min peak breakdown – AM

| Line | Time | | | | | | | | | | | | TOTAL |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | |
| VCL | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 12 |
| OCL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 13 |
| AVL | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 1 | 16 |
| SBL | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 15 |
| Riv | 1 | — | — | — | 1 | — | 1 | — | — | 1 | — | — | 4 |
| 91/Perris | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 12 |
| TOTAL | 9 | 2 | 8 | 3 | 9 | 3 | 9 | 3 | 8 | 4 | 8 | 6 | 72 |

Table B-3. 15-min peak breakdown – PM

| Line | Time | | | | | | | | | | | | TOTAL |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | |
| VCL | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 12 |
| OCL | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 13 |
| AVL | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 1 | 16 |
| SBL | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 13 |
| Riv | — | — | — | — | — | 1 | 1 | — | 1 | — | 1 | 1 | 5 |
| 91/Perris | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 13 |
| TOTAL | 7 | 3 | 8 | 3 | 7 | 5 | 9 | 3 | 9 | 4 | 8 | 6 | 72 |

Source: SCRRRA 2018a

| Table B-4. 2031/2040 Metrolink Projection by Line | | |
|---|--|------------|
| Breakdown by Metrolink Line | | |
| Ventura – Orange County Line | Total Daily ^a | 304 |
| | VC-OC High Frequency Local ^c | 288 |
| | Ventura County Express | 16 |
| | 6-hour peak ^b | 112 |
| | LAUS-CMF | 0 |
| Antelope Valley Line - Perris Valley Line | Total Daily ^a | 276 |
| | Antelope Valley/91-Perris Valley Regional ^c | 132 |
| | Santa Clarita High-Frequency Local | 144 |
| | 6-hour peak ^b | 92 |
| | LAUS-CMF | 0 |
| San Bernardino Line | Total Daily ^a | 86 |
| | San Bernardino Regional | 78 |
| | San Bernardino Express | 8 |
| | 6-hour peak ^b | 34 |
| | LAUS-CMF | 0 |
| Riverside Line | Total Daily ^a | 24 |
| | 6-hour peak ^b | 12 |
| | LAUS-CMF | 12 |
| | Total Daily | 690 |
| | # of Rev Trains | 678 |
| | # of dead head equipment moves * | 12 |
| | Total 6-hour Peak (AM and PM combined) | 250 |

Source: SCRRA 2018b

Notes:

^a Includes deadhead moves between LAUS and CMF

^b Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM

^c Run-through trains are counted as separate moves and hence doubled

Calculations based off 2028 Service Levels – 2018 TIRCP Application Assumptions

2031/2040 15 Minute Peak:

AM: 7:00 – 6:15; 7:30 – 7:45; 8:00 – 8:15; 8:30 – 8:45

PM: 4:00 – 4:15; 4:30 – 4:45; 5:00 – 5:15; 5:30 – 5:45

Table B-5. 15-min peak breakdown – AM

| Line | Time | | | | | | | | | | | | TOTAL |
|--------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | 6:00 | 6:15 | 6:30 | 6:45 | 7:00 | 7:15 | 7:30 | 7:45 | 8:00 | 8:15 | 8:30 | 8:45 | |
| VCL/OCL | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 56 |
| AVL/PVL | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 46 |
| SBL | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 17 |
| Riv | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 |
| TOTAL | 10 | 8 | 10 | 10 | 12 | 10 | 12 | 10 | 12 | 10 | 12 | 9 | 125 |

Table B-6. 15-min peak breakdown – PM

| Line | Time | | | | | | | | | | | | TOTAL |
|--------------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|------------|
| | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | |
| VCL/OCL | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 | 56 |
| AVL/PVL | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 46 |
| SBL | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 17 |
| Riv | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 |
| TOTAL | 10 | 8 | 10 | 10 | 12 | 10 | 12 | 10 | 12 | 10 | 12 | 9 | 125 |

Source: SCRRRA 2018b

Table B-7. 2026 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)

| | 6 hour peak | | | Daily Total | | |
|--------------------|-------------|---------------|-----------|-------------|---------------|-----------|
| | LOSSAN | Long Distance | TOTAL | LOSSAN | Long Distance | TOTAL |
| Revenue Trains | 19 | 1 | 20 | 48 | 5 | 53 |
| Non-Revenue Trains | 0 | 1 | 1 | 10 | 5 | 15 |
| Total | 19 | 2 | 21 | 58 | 10 | 68 |

Source: SCRRRA 2018a

Notes:

Assumptions:

- 7 LAUS to north of LAUS Round Trips
- 15 LAUS to San Diego Round Trips
- 2 LAUS to Coachella/Indio Round Trips
- Equipment in LAUS: 4 Pacific Surfliner (LOSSAN), 1 Coachella
- No Future Growth on Amtrak Long Distance

Table B-8. 2031 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)

| | 6 hour peak | | | Daily Total | | |
|--------------------|-------------|---------------|-----------|-------------|---------------|-----------|
| | LOSSAN | Long Distance | TOTAL | LOSSAN | Long Distance | TOTAL |
| Revenue Trains | 19 | 1 | 20 | 56 | 5 | 61 |
| Non-Revenue Trains | 0 | 1 | 1 | 14 | 5 | 19 |
| Total | 19 | 2 | 21 | 70 | 10 | 80 |

Source: SCRRRA 2018b

Notes:

Assumptions:

- 18-hour Service Day
- 8 LAUS to north of LAUS Round Trips
- Hourly service between LAUS and San Diego
- 2 LAUS to Coachella/Indio Round Trips
- Equipment in LAUS: 6 Pacific Surfliner (LOSSAN), 1 Coachella
- No Future Growth on Amtrak Long Distance

Table B-9. 2040 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)

| | 6 hour peak | | | Daily Total | | |
|--------------------|-------------|---------------|-----------|-------------|---------------|------------|
| | LOSSAN | Long Distance | TOTAL | LOSSAN | Long Distance | TOTAL |
| Revenue Trains | 37 | 1 | 38 | 112 | 5 | 117 |
| Non-Revenue Trains | 0 | 1 | 1 | 18 | 5 | 23 |
| Total | 37 | 2 | 39 | 130 | 10 | 140 |

Source: SCRRRA 2018b

Notes:

Assumptions:

- 18-hour Service Day
- Hourly service between LAUS and north of LAUS
- 30-minutes service between LAUS and San Diego
- 2 LAUS to Coachella/Indio Round Trips
- Equipment in LAUS: 8 Pacific Surfliner (LOSSAN), 1 Coachella
- No Future Growth on Amtrak Long Distance