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**PLANNING AND PROGRAMMING COMMITTEE  
JUNE 20, 2012**

**SUBJECT: REGIONAL RAIL UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file the Regional Rail Update through May 2012.

**ISSUE**

The Regional Rail unit is responsible for providing overall coordination, management, and the programming of funds for LACMTA's commitment to the commuter, intercity and high speed rail networks serving Los Angeles County. In addition, this unit also manages and coordinates capital improvement projects along the LACMTA owned railroad right-of-way.

With the passage of Measure R, there is a dedicated funding source for capital projects in Los Angeles County along LACMTA owned right-of-way which can benefit the existing Metrolink commuter rail, Amtrak intercity rail and future high speed rail networks.

**BACKGROUND**

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 44,000 riders per day throughout the Los Angeles basin.

LACMTA is also a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Joint Powers Authority, which coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this corridor. LOSSAN is working towards gaining local management of the Amtrak Pacific Surfliner service in this corridor.

LACMTA is also instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail alignment connecting northern California to southern California.

## DISCUSSION

- Metrolink Commuter Rail

### Annual Budget Process for FY 2012-13

This month, in a separate board action, the Board will be asked to amend the budget to approve the Metrolink budget and the LACMTA Commuter Rail Program for FY 2012-13. SCRRA is anticipating a \$14 million increase in operating expenses for FY 12-13. In May 2012, the LACMTA Board recommended that SCRRA adopt a 9% fare increase for FY 2012-13. However, the Metrolink Board, after public comment, approved a 7% fare increase. With this increase LACMTA's operating subsidy is anticipated to increase to \$46 million for FY 13.

FY	11-12 (millions)	12-13 (millions)
Total Operating Costs	\$180	\$194
Revenues (7% fare increase)	\$ 99	\$104
Diff (member agency subsidy)	\$ 81	\$ 90
MTA Subsidy	\$ 40	\$ 46

### Ridership and Revenue Update

Metrolink ridership for July 2011 thru April 2012 is up 8% year-over-year and revenues are up 6%; however, revenues are down 3% (\$2 million) compared to budget. This is a significant negative variance and staff continues to monitor this negative trend.

- Bob Hope Airport Station

As part of the Antelope Valley Line Infrastructure Improvement Strategic Plan, LACMTA evaluated the feasibility of locating a passenger rail station on the Antelope Valley Line near Hollywood Way. LACMTA and their consultant, HNTB, worked with representatives from the Bob Hope Airport to develop and screen alternatives that would most efficiently serve passengers traveling to the airport as well as complement future development plans. This work was done in coordination with the ground access study and other regional access studies that the airport is working on to further enhance overall regional connectivity.

Currently the Bob Hope Airport is serviced on the Metrolink Ventura County Line at the Burbank – Bob Hope Airport Station. This station provides convenient access to airport travelers coming from Ventura County or Los Angeles Union Station. However, airport travelers coming to the airport from the Antelope Valley and Santa Clarita rely on a shuttle from the Downtown Burbank station.

The proposed station will be placed close to Hollywood Way on the Antelope Valley Line to better accommodate those using the station. Metro plans to add a second track through this location in the future so the proposed platform will be designed to

accommodate a two track scenario but be able to function in a one track scenario in the immediate future. A side platform on the west side of the right-of-way serving the existing track will best meet these needs. In addition, bus and shuttle access can be provided at this station to provide additional connectivity.

The airport is committed to advancing this station as it meets their ultimate goal of regional connectivity. Metro is continuing to work with the airport and Metrolink to further advance this station.

- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

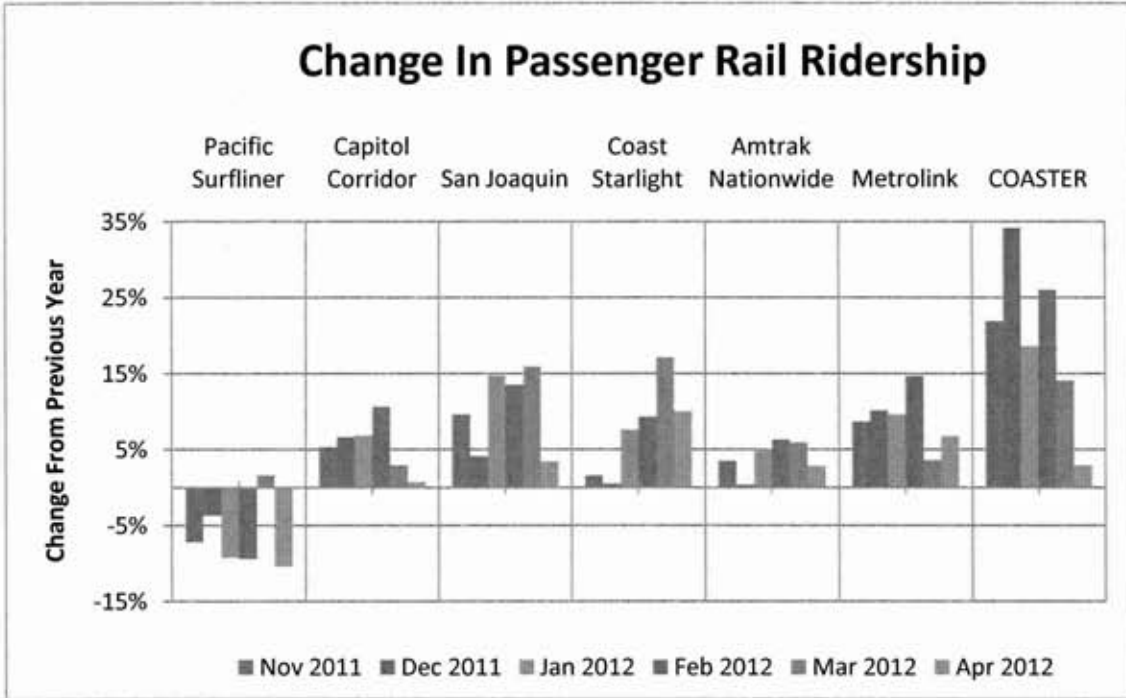
#### LOSSAN Governance Issues

The LOSSAN agency CEOs continue to work on governance issues that will lead towards a strong local authority to better manage the state-supported intercity passenger rail service (Amtrak Pacific Surfliner). Local governance will provide for better coordination and integration of intercity, commuter and freight rail operations, and appropriate institutional and organizational structure for the future success of the LOSSAN corridor.

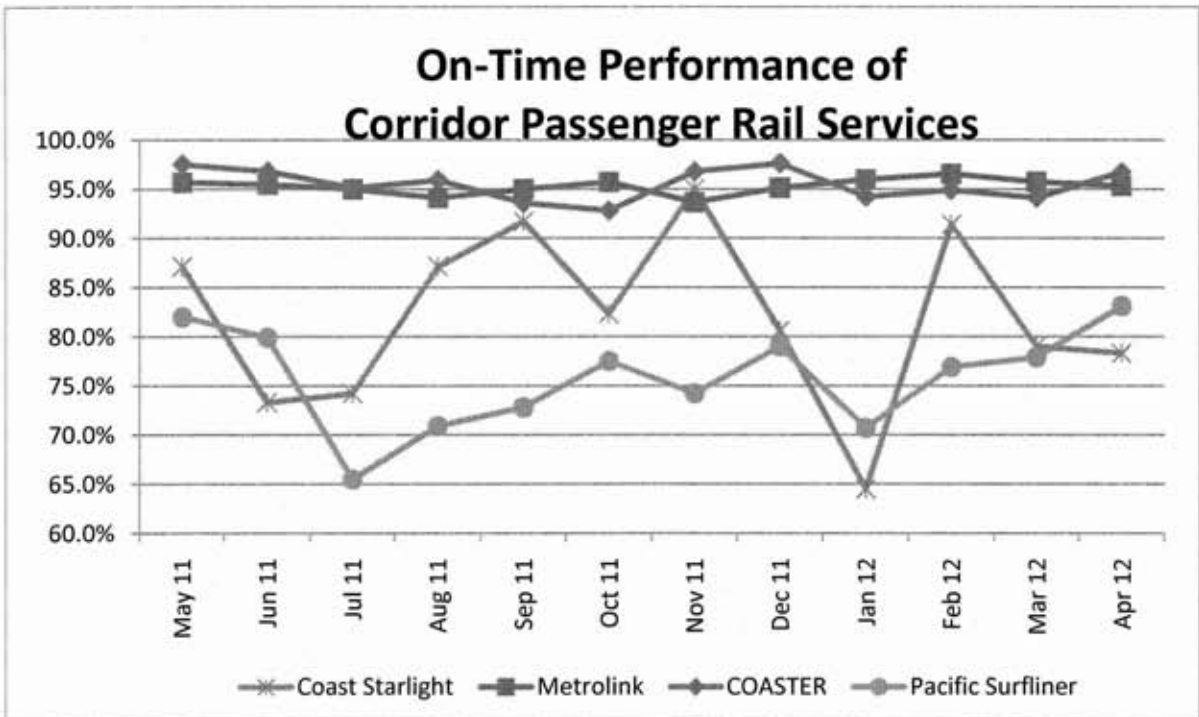
On February 23, 2012, SB 1225 (Padilla) was introduced into the State legislature. This bill establishes a governance framework for the LOSSAN corridor. The bill, with amendments, passed the Transportation and Appropriations Committees and was approved on the Senate floor by a 32-0 vote. If the bill is signed by the Governor this year, the new LOSSAN agency could be operational by June 2014.

- Amtrak Pacific Surfliner Operating Statistics

Ridership on the Pacific Surfliner has been consistently down for FY 2011-12. For November 2011 thru April 2012, ridership has declined for five out of six months, (6%) compared to the prior year. This is likely attributable to several factors, including poor on-time performance (OTP), weekend service disruptions, the elimination of seasonal fare discounts and the elimination of one train. Staff is working closely with Amtrak to determine the root causes of the reduced ridership.



On Time Performance (OTP) on the Pacific Surfliner was 83% in April 2012, the third consecutive increase, and its highest level in over a year. Although OTP is improved, the other commuter services along the corridor are well over 90%. Much of the delays to the Pacific Surfliner are due to on-going track work and slow orders, which occur primarily on the weekends, thus impacting the Pacific Surfliner more than Metrolink and Coaster commuter services.



## High Speed Rail (HSR)

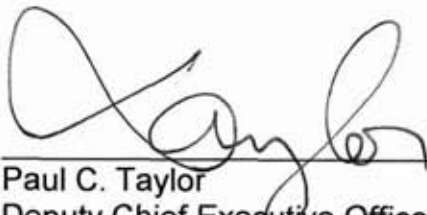
Metro staff has been working closely with the California High Speed Rail Authority (CHSRA) on this program in Los Angeles County. Specifically, the following items are moving forward:

1. Memorandum of Understanding (MOU): At the January 2012 Board meeting the CEO was authorized to negotiate an MOU between CHSRA and seven other southern California agencies. The project list and performance criteria associated with the MOU are being further refined and will be complete in June 2013.
2. Project Phasing: Staff has been working with CHSRA to develop a means of closing the gap between Bakersfield and Los Angeles. The high speed train system will go through Palmdale to reach Los Angeles. In addition, work is continuing to develop the plan for improving the capacity of the Antelope Valley Line to meet high speed trains at Palmdale between 2020 and 2025. This work includes a modeling effort from the CHSRA to support Metrolink service along this corridor.
3. LACMTA has been working closely with the CHSRA, the Federal Railroad Administration, and other passenger railroads in California to develop interconnectivity and a statewide rail system. This work will move forward in conjunction with the development of the high speed train system and supports the "blended approach" specified in the 2012 CHSRA Business Plan..

## NEXT STEPS

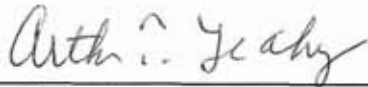
Staff will release a Request For Qualifications (RFQ) in June 2012 for a Regional Rail Planning and Engineering Bench and the Doran Street Grade Separation Project. Staff intends to select the bench of qualified vendors in Summer 2012. In the summer of 2012, a study of the Metrolink San Bernardino Line will begin.

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