

**Metro**

Metropolitan Transportation Authority

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metro.net**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 20, 2012****SUBJECT: LOSSAN JOINT POWERS AUTHORITY****ACTION: APPROVE SUBMISSION OF A PROPOSAL TO BECOME THE
MANAGING AGENCY OF LOSSAN JOINT POWERS AUTHORITY****RECOMMENDATION**

Direct staff to prepare a Proposal for the Los Angeles County Metropolitan Transportation Authority (Metro) to become the Managing Agency of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Service.

ISSUE

Metro is a member agency of the LOSSAN Rail Corridor Agency Joint Powers Board. This board serves in an advisory capacity to the State and Amtrak who manage and operate the Amtrak Pacific Surfliner service operating between San Diego and San Luis Obispo.

The California State Legislature passed SB 1225 allowing the formation of a new Joint Powers Authority (JPA) that will now manage this service and create synergy between the three passenger rail carriers operating in this corridor.

BACKGROUND

The LOSSAN Rail Corridor runs through a six-county coastal region in southern and central California from the City of San Diego, to the City of Los Angeles, and terminates in the City of San Luis Obispo. With the operation of state supported Amtrak's Pacific Surfliner (Surfliner), along with Metrolink and COASTER commuter rail service, this corridor is the second busiest inter-city rail corridor in the United States. Combined, these carriers served more than 8.5 million riders in fiscal year 2009.

In addition to the commuter and inter-city passenger rail operations, the Burlington Northern Santa Fe Railway (BNSF) and Union Pacific (UP) own portions of and provide freight rail transportation on the LOSSAN rail corridor that supports the movement of goods from the ports of San Diego, Los Angeles and Long Beach. The LOSSAN Corridor right-of-way is owned by the San Diego Metropolitan Transit System (MTS), North County Transit District (NCTD), Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transit Authority (Metro) and Ventura County Transportation Commission (VCTC), UP and BNSF.

The LOSSAN Joint Powers Board (JPB) completed the "LOSSAN Corridor Strategic Assessment" in January of 2010. This work supplemented the work completed by the JPB with the "LOSSAN North Strategic Business Plan" and the "LOSSAN Corridor-wide Strategic Business Plan". Both documents were completed in 2007. These documents outlined the overall vision for the Corridor based on long term strategic plans of the passenger carriers, riders, freight carriers and local municipalities.

The JPB has approved an inter-agency Memorandum of Understanding (MOU) and hired a Project Leader and support management team responsible for developing the Business Plan and Implementation Strategy, advancing a number of key short term improvements along the Corridor, and providing potential options for an organizational structure. This team reported to the LOSSAN Board of Directors with input from the LOSSAN Technical Advisory Committee (TAC) and oversight by a Steering Committee of the member agency chief executive officers (CEOs).

The stakeholders have created a vision for the Corridor that includes the following:

- Increased synergy among all passenger rail services along the Corridor by providing better coordinated and improved service on the corridor, maximized benefit of public investment in the Corridor, southern California control of the key design and delivery of service.
- A comprehensive infrastructure program that will allow more peak period trains, faster through-express trains and additional service improvements that meet current and future conventional and high-speed intercity, commuter, and freight demands both north and south of Los Angeles Union Station.
- Integrate regional fare policy and develop common fare media that are based in part on early implementation lessons in the Corridor as appropriate.
- Integrate and/or coordinate operations and develop efficient operating schedules and dispatching for corridor services.
- Implement a strategy for seamless rail travel in the Corridor.
- Collaborate to identify and establish new services for underserved markets.
- Integrate and improve traveler information.
- Coordinate with long-distance passenger rail and motor coach services
- Provide relief of traffic on the I-5 freeway.
- Facilitate local control of passenger services along the LOSSAN Corridor

On August 31, 2012, the California State Legislature passed SB 1225. This legislation permits the establishment of a JPA for local management of the Pacific Surfliner service.

As part of this legislation, a JPA will be formed that manages the service through a Managing Agency that will be selected from the members of the JPA. The existing LOSSAN JPA is preparing a request for proposals for the Managing Agency. This Managing Agency will handle all of the day-to-day management of the corridor services using employees of the Agency selected. This will allow the establishment of a management structure that is efficient and effective in maintaining the operations of the service. This staff would report to the Managing Director (also an employee of the Agency).

DISCUSSION

Metro is a major member agency of the LOSSAN JPA. We are centrally located on the LOSSAN Corridor. Our agency has the structure and staff capabilities to provide management services to the JPA. In addition, we have sufficient office space to house the management staff of the service and are centrally located to southern California.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with Metro management of the service.

FINANCIAL IMPACT

The operation of the JPA and the Managing Agency is expected to be revenue neutral since the costs for the JPA and the Managing Agency will come from the funding currently allocated to the intercity rail service. There will be costs associated with the development of governance documents related to the establishment of the JPA that would be borne by all member agencies and discussed in future Board reports.

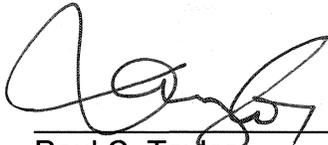
ALTERNATIVES CONSIDERED

The alternative is that Metro not propose to be the Managing Agency. However, Metro management provides maximum benefit to the users of the service and the commuters in Los Angeles County.

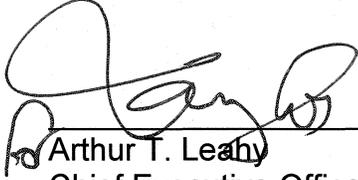
NEXT STEPS

- Staff will prepare a proposal to become the Managing Agency of the Pacific Surfliner service.
- If Metro is selected, the CEO will negotiate and execute an agreement establishing this management.

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