SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION
Receive and File the Regional Rail Update thru September 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.

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 45,000 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 the second busiest intercity rail corridor in the nation, with combined annual boardings of 8 million per year.

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.

- Metrolink Commuter Rail

The weekend of September 29-30 Metrolink added additional service in support of the shutdown of the I-405 freeway in the Sepulveda Pass area. Metrolink added seven round trips on the Ventura Line and lengthened train sets on the Antelope Valley Line to increase capacity and give people more options to increase mobility that weekend.
On October 15th, Michael P. DePallo was scheduled to assume his position as Metrolink's new CEO. He is a veteran transit leader with over 30 years of experience, most recently as Director and General Manager for the Port Authority Trans Hudson Corporation (PATH), which transports over 70 million passengers a year between Manhattan and New Jersey.

Staff is currently participating in two Metrolink board-level ad-hoc task forces. The Fare Enforcement Task Force (FETF) is tasked to develop methods to improve fare collection and ensure fairness to paying passengers. The Right-of-Way Task Force (ROWTF) is tasked to reduce the number of trespassers and, consequently, trespasser incidents along the Metrolink right-of-way (ROW) thru education, enforcement, and engineering. Draft Charters for both task forces are being developed. All of the Member Agencies are participating in these two groups.

Staff is working closely with Metrolink on two new initiatives that would increase Metrolink service. The first is the introduction of additional service, using Metrolink equipment, which would go from Los Angeles Union Station beyond Oceanside to San Diego. The second is to increase peak hour service on the 91 line, which travels from Riverside to Los Angeles, via Fullerton. Staff will return to the Board in early 2013 with further details.

Metrolink Ridership and Revenue Update

For the first two months of FY 2012-13, Metrolink ridership and revenues are positive. Ridership is up 2% compared to FY 2011-12 and is up 4% compared to the FY 2012-13 budget. Revenues are up 8% compared to FY 2011-12, and are on budget for FY 2012-13, so far. This revenue increase is expected, as Metrolink implemented a 7% fare increase for FY 2012-13.

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<tr>
<th>METROLINK FY 2012-13 YEAR-TO-DATE THRU 8/31/12</th>
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<tr>
<td>RIDERSHIP (Millions)</td>
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<td>TOTAL</td>
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- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN agency CEOs continue to work on governance issues to create a strong local authority to better manage the state-supported intercity passenger rail service. Local governance will lead to better coordination and integration of intercity, commuter and freight rail operations along the LOSSAN corridor.

Governor Brown has signed SB 1225 (Padilla) which provides for a local managing agency to manage the day-to-day operations and plan for the future growth of the corridor. LACMTA will have members of the managing agency board. Last month, the Board directed that LACMTA apply to become the managing agency for LOSSAN. That application process will start this Fall, and the successful applicant could assume its duties as managing agency in the Spring of 2013.
LOSSAN Corridor Ridership

Although ridership in the LOSSAN corridor as a whole is strong, ridership on the Pacific Surfliner continues to be consistently down compared to the prior year. Ridership is down 10 of the last 11 months, including 5% in August 2012. Some of the ridership loss is attributable to extraordinary trackwork, corresponding service disruptions, elimination of off-peak fares and a significant drop in Rail2Rail passengers. During the same time frame, ridership on Metrolink, Coaster and the other Amtrak services in California and nationwide is consistently up compared to the prior year. Staff is working closely with Amtrak to determine the root causes of the ridership loss.

Change In Passenger Rail Ridership

Metrolink Capital Projects

Positive Train Control (PTC) – On September 10th, Metrolink held a highly successful press event to showcase its Positive Train Control (PTC) fully equipped test train. Metrolink continues to work towards the development and implementation of PTC, which is an overlay system designed to control train movements, and lead to greater safety along the right-of-way.

There have been challenges in obtaining some equipment and radio spectrum but solutions have been developed to address these issues. Testing is continuing on rolling stock. Metrolink’s PTC system is scheduled for revenue service in Sept. 2013; this is well ahead of the Federal mandate of December 2015.
LACMTA Capital Projects

With the approval of the Regional Rail Capital Program, staff has been developing projects within Los Angeles County. In particular, the following projects are underway or in development.

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<tr>
<th>Project</th>
<th>Status</th>
<th>Completion Date</th>
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<tr>
<td>Raymer to Bernson Double Track Project</td>
<td>Preliminary engineering and</td>
<td>Environmental Clearance – June 2013</td>
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<td>environmental stage</td>
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<tr>
<td>Van Nuys Second Platform</td>
<td>Preliminary engineering and</td>
<td>Environmental Clearance – June 2013</td>
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<td>environmental stage</td>
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<tr>
<td>Regional Rail Bench</td>
<td>Procurement</td>
<td>NTP Winter 2013</td>
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<tr>
<td>Doran Street Grade Separation</td>
<td>Procurement</td>
<td>NTP Winter 2013</td>
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<tr>
<td>Southern California Regional Interconnector</td>
<td>Project development</td>
<td>NTP April 2013</td>
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<tr>
<td>Project (LAUS Run-Through Tracks)</td>
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<tr>
<td>Hollywood Way Station at Bob Hope Airport</td>
<td>Procurement</td>
<td>NTP Winter 2012</td>
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Of particular importance are the following:

- Van Nuys Second Platform – LACMTA received a grant to develop the environmental document and preliminary engineering on a second platform at the Van Nuys station on the Ventura line, also part of the LOSSAN Corridor. This project is proceeding according to schedule.

- Raymer to Bernson Double Track - LACMTA received a grant to develop the environmental document and preliminary engineering to provide a second track on the Ventura line between Van Nuys and Chatsworth. This project is moving forward according to schedule.

- Southern California Regional Interconnector Project – Formally referred to as the LAUS Run-Through Tracks Project, this project will extend at least four tracks through LAUS completing a loop that could circulate trains in either direction. This project will increase the capacity of the station by 40% - 50%. This will have a positive impact on Amtrak and Metrolink trains entering and exiting this terminal.

With the passing of the high speed rail funding legislation, the need for this project is accelerated. This legislation will provide some of the funding for the construction of this project.
High Speed Rail (HSR)

The signing of legislation related to the funding of the California High Speed Rail Project provides funding for the initial construction of the project as well as the funding of the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and the southern California agencies. LACMTA has several projects on this list that are now eligible for funding. LACMTA is working with the CHSRA and the other southern California agencies to advance funding of the MOU projects.

Staff is continuing to work with the CHSRA to develop the program as it reaches Los Angeles County. In particular, staff has been working with the CHSRA and other state agencies to determine and mitigate the impacts that the blended service and the Initial Operating Segment have on right-of-way owned by LACMTA.

Los Angeles County is the first county that will be affected by the high speed rail project. A significant amount of the LACMTA owned right-of-way on the Antelope Valley Line will be utilized or closely paralleled by high speed rail tracks. Staff is working with the CHSRA to look at funding options to provide infrastructure improvements along this corridor that provide benefit for the existing Metrolink service as well as the longer term benefits for high speed rail. In particular, LACMTA has been looking at opportunities to provide grade separations of the right-of-way and local streets that will bring independent utility by benefitting all trains operating in the corridor as well as the communities.

With the hiring of a Project Director for the CHSRA in southern California, the CHSRA is looking to move forward with the Phase 2 portion of the project. Specifically, the work will begin on the Los Angeles to San Diego segment via the Inland Empire. Outreach will begin to the stakeholders of that corridor to begin the alignment work.

NEXT STEPS

- Continue to develop the capital program approved by the Board in July 2012.
- Release the Request for Proposals for the Doran Street Grade Separation.
- Develop the Request for Proposals for the Southern California Regional Interconnector Project.
- Develop the Request for Proposals for the Los Angeles County Grade Crossing and Corridor Safety Program.

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