

**Metro**

Metropolitan Transportation Authority

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metro.net**PLANNING AND PROGRAMMING COMMITTEE  
APRIL 17, 2013****SUBJECT: REGIONAL RAIL UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the Regional Rail Update through March 2013.

**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. The LOSSAN Corridor, with a significant portion in Los Angeles County, is the second busiest intercity rail corridor in the nation, with combined annual boardings of 7 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. As part of this, staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

**Metrolink Commuter Rail**

- Metrolink Ad Hoc Finance Committee Findings/Recommendations

In February 2013, the Metrolink Board Ad Hoc Finance Committee issued a report with findings and recommendations regarding Metrolink's financial management practices. Metrolink developed an action plan to address the findings and has been

reaching out to the member agencies for support and advice. A Member Agency Advisory Committee (MAAC) was established and SCRRA is working closely with the member agencies, including LACMTA, to address the Ad Hoc findings and improve its financial management. On April 12, a presentation was made to the SCRRA Board with the requested financial reports and a work/action plan addressing the Ad Hoc Committee findings.

- **Metrolink Ridership and Revenue Update (July thru December 2012)**

Metrolink ridership and revenues are positive for FY12-13. Ridership is up 2% year-over-year and is up 2% compared to the FY 2012-13 budget. Revenues are up 9% year-over-year and are at budget for FY 2012-13. This revenue increase is expected, as Metrolink implemented a 7% fare increase for FY 2012-13.

<b>METROLINK FY 2012-13 YEAR-TO-DATE THRU 12/31/12</b>						
	<b>RIDERSHIP (Millions)</b>			<b>REVENUES (Millions)</b>		
	<b>FY 12</b>	<b>FY 13</b>	<b>CHANGE</b>	<b>FY 12</b>	<b>FY 13</b>	<b>CHANGE</b>
<b>TOTAL</b>	5.9	6.0	+ 2%	\$38.8	\$ 42.3	+ 9%

Weekend ridership is up 26% over budget for the year and weekend revenues are 9% over budget for the year. This is largely attributable to the popularity and convenience of the \$10 weekend pass.

- **Metrolink Budget Development for FY 2013-14**

SCRRA is currently developing the preliminary budget for FY 2013-14. The budget will be transmitted to the member agencies on May 1<sup>st</sup>. There will be significant operational cost increases when Positive Train Control (PTC) comes online in the Fall of 2013. These increases will be related to maintenance and support of this advanced signaling and train control system. Additional information will be shared with the Board in May, as the budget numbers are further refined. Once finalized, staff will take a separate action to the LACMTA Board in June, to adopt the Metrolink Annual Work Program for FY 2013-14.

### LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN member agencies are in the process of approving new JPA language to begin local management of the Amtrak Pacific Surfliner service. Local management will allow better coordination, integration, and efficiencies in intercity, commuter, and freight rail operations, scheduling and management of equipment and capital projects in the LOSSAN corridor.

All LOSSAN member agencies must approve the new JPA. LACMTA and most other LOSSAN member agencies have already approved the new JPA. North County Transit District (NCTD) has not agreed to the new JPA, in spite of efforts to address their concerns. NCTD has asked for amended language and guarantees and protection against future financial commitments that cannot be made at this time. At

the March LOSSAN Board meeting, the other member agencies discussed, and are considering different options to break this impasse. The LACMTA Board approved the amended JPA in January 2013. Since that approval, there have been some minor amendments that will be brought to the LACMTA Board for approval. Further action will be discussed at the April LOSSAN Board meeting.

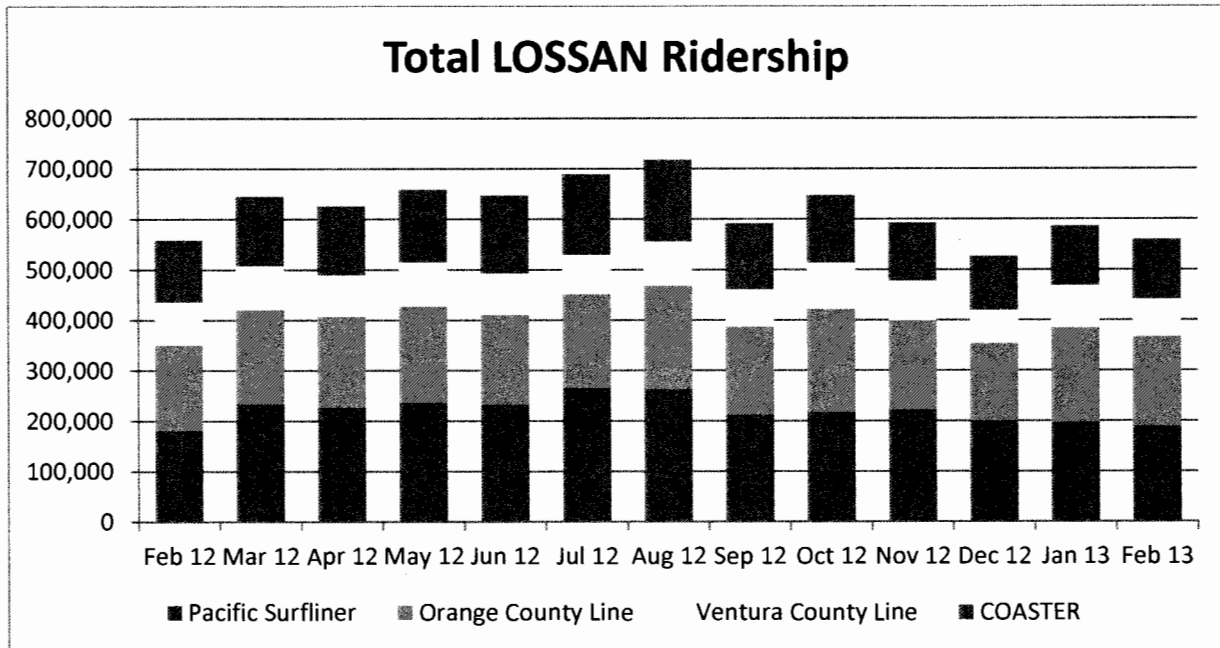
The proposed dates for the implementation of the new LOSSAN JPA are as follows:

- Managing agency selection – May 2013
- Managing agency begin management of the transition – July 2013
- Negotiations with the State begin – July 2013
- LOSSAN JPA assumes authority for Pacific Surfliner not later than June 2015

This could be delayed as much as a year if an agreement is not made with NCTD.

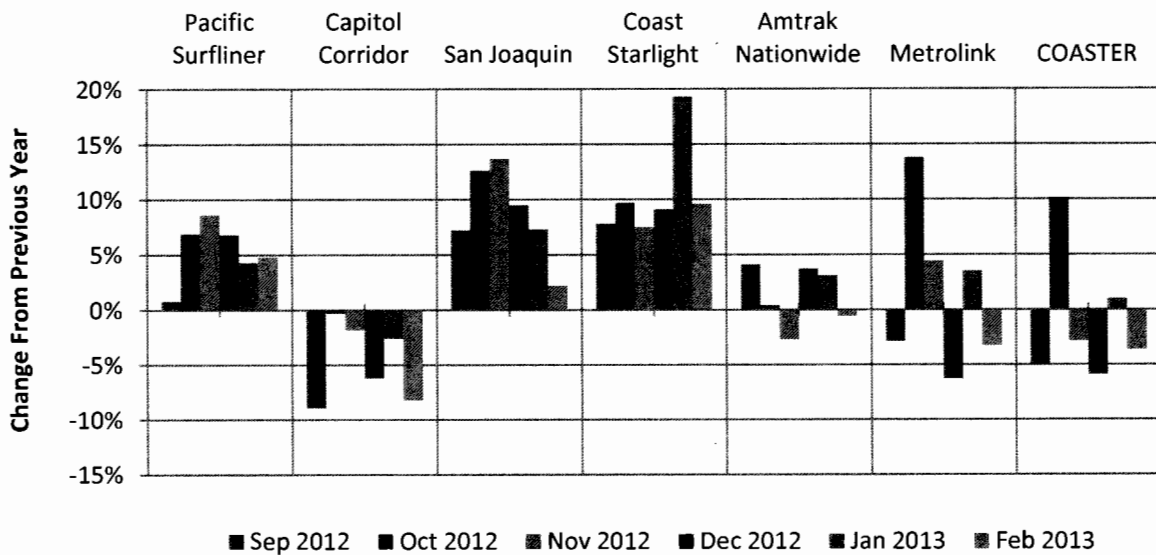
- LOSSAN Corridor Ridership, Revenues and On-Time Performance (OTP)

The Pacific Surfliner is Amtrak's second busiest intercity rail corridor in the nation, averaging 2.6 million boardings per year. Combined ridership in the corridor, including the commuter services, is 7 million boardings per year. Ridership peaks during the summer, weekends and holidays.



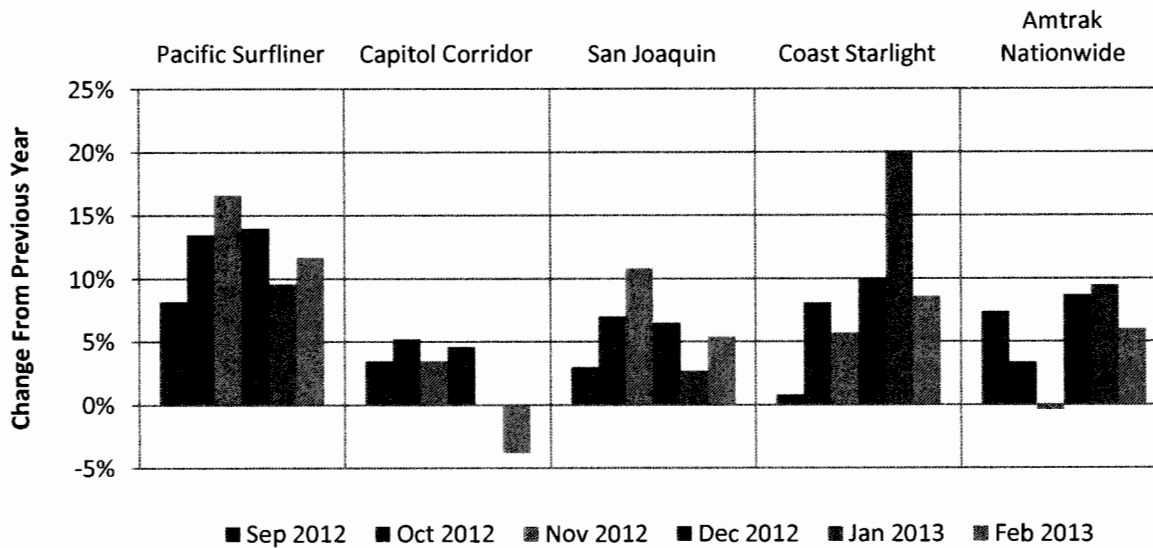
Ridership on the Pacific Surfliner is trending back up after a recent decline. Ridership has now been up year-over-year, for six consecutive months.

## Change In Passenger Rail Ridership



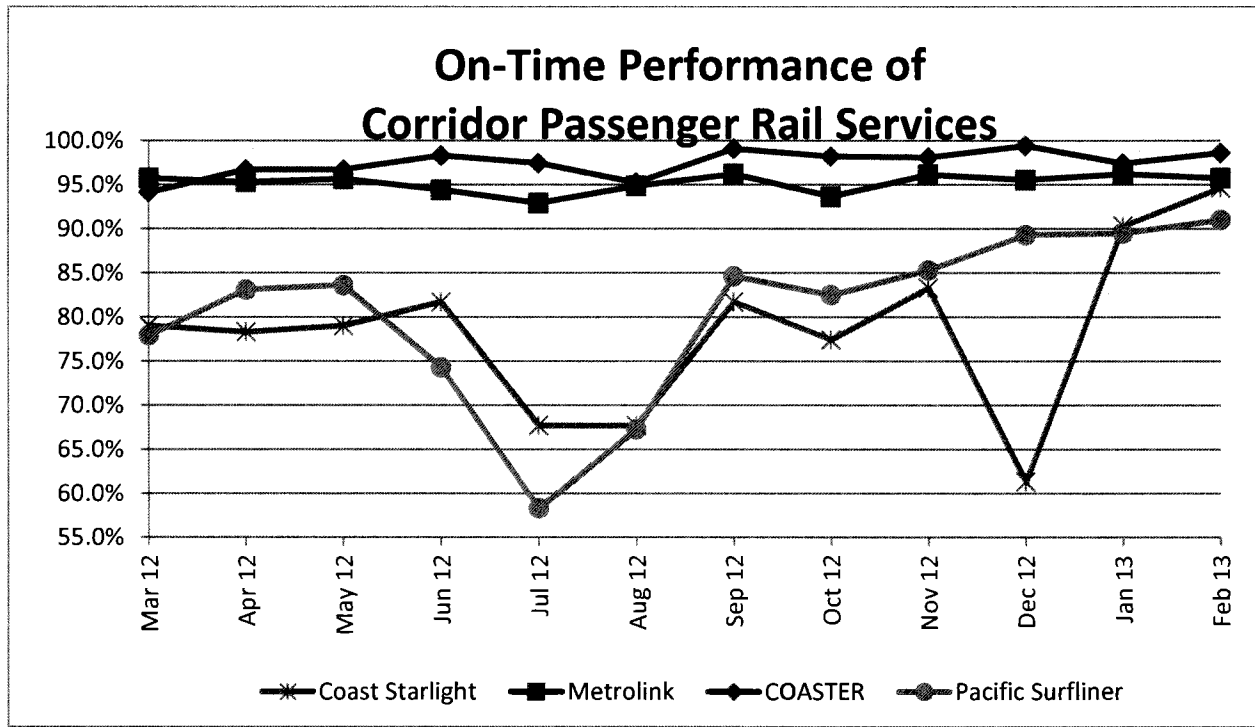
Fare revenues continue to be strong on the Pacific Surfliner. Revenues are up in 14 of the last 15 months, including a 12% in February 2013. Some of this is attributable to a 2% fare increase in August 2012, and the elimination of off some peak discounts.

## Change In Intercity Passenger Revenue



On time performance (OTP) for the Pacific Surfliner has improved since September. The 90% OTP for December thru February is the highest in more than five years. Although improved, OTP on the Pacific Surfliner is still lower than the Metrolink commuter services,

which average 95% OTP. Staff continues to work with Amtrak staff to identify the root causes of Pacific Surfliner OTP issues.



**Capital Projects**

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

Project	Status	Completion Date
Raymer to Bernson Double Track Project	The environmental document is complete, Preliminary engineering has begun.	Environmental Clearance – Spring 2013
Van Nuys Second Platform	The environmental document is complete, Preliminary engineering has begun.	Environmental Clearance – Spring 2013
Regional Rail Bench	Procurement complete	NTP March 2013
San Bernardino Line Strategic Study	Procurement with Regional Rail Bench	NTP March 2013
Doran Street Grade Separation	Procurement – RFP released December 2012. Selection is complete	Recommendation to Board April 2013 NTP April 2013
Southern California Regional Interconnector Project (LAUS Run-Through Tracks)	Project development	RFP /May 2013
Hollywood Way Station at Bob Hope Airport	Procurement	NTP Spring 2013

Of particular importance are the following:

- Raymer to Bernson Double Track - LACMTA received a grant to develop the environmental document and preliminary engineering to provide a second main line track on the Ventura line between Van Nuys and Chatsworth. 30% design to be completed in Spring 2013.
- Van Nuys Second Platform - LACMTA received a grant to develop the environmental document and preliminary engineering on a north platform at the Van Nuys station on the Ventura line, also part of the LOSSAN Corridor. 30% design to be completed in Spring 2013.
- Regional Rail Engineering and Planning Bench – The Bench selections are complete. The first project is the San Bernardino Strategic Study and will be underway in March 2013. Currently the contracts are being finalized.
- San Bernardino Line Strategic Study – The consultant for this study has been selected as part of the Bench selection. This will be a strategic study of this line with the same format as that study completed for the completed AVL Study. This study will be conducted jointly between LACMTA and San Bernardino Associated Governments (SANBAG). A Memorandum of Understanding will be signed between both agencies regarding the cost sharing. The costs for this study will be shared between the two agencies. This study is expected to be underway in Spring 2013. The goal of the study is to identify projects that will increase capacity and enhance service and safety on the San Bernardino line.
- Southern California Regional Interconnector Project -- Formally referred to as the LAUS Run-Through Tracks Project, this project will extend at least four tracks out the south end of LAUS, across the 101 freeway to connect with the tracks along the Los Angeles River. This will complete a loop that will allow trains to enter the station at either end, as opposed to the single entrance today. This project will increase the capacity of the station by 40% - 50% and will have a positive impact on Amtrak and Metrolink trains entering and exiting this terminal. This project is a regional priority that will benefit all of southern California. That Request for Proposals (RFP) is being developed and will be released in May 2013. The release of the RFP was delayed in order to schedule a “Meet and Greet” between potential prime and subcontractors. With the passage of the high speed rail funding legislation, the need for this project is accelerated. This legislation along with the Memorandum of Understanding with the California High Speed Rail Authority will provide the funding for the construction of this project.
- Rancho Vista Grade Separation – The City of Palmdale released an RFP in December for final design. NTD anticipated in April 2013. Previously LACMTA programmed Measure R funds to support final design. The city has received responses to the RFP. Metro staff is supporting the city in this effort.

### California State Rail Plan

LACMTA staff reviewed and provided comment on the Administrative Draft of the 2013 California State Rail Plan. Subsequently, staff reviewed the Final Draft and provided comments to Caltrans. This is a comprehensive plan that outlines passenger and freight rail in California. This new plan addresses incorporating high speed rail into the state rail system and addresses synergy between the rail systems in the state. These comments were distributed to the board in a Board box in March.

### 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.

A working sub-committee has been established that will develop a strategy for funding of the MOU projects in northern and southern California. The challenges associated with obtaining the funding for these projects will be addressed.

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. Modeling of the blended service and the impact on the local commuter and intercity railroads has been completed. The results of this modeling were available in January 2013. The modeling validated many of the projects and priorities that were assigned to them as part of the work on the MOU. There were several additional projects shown that were not addressed in the MOU that staff is working with the CHSRA to resolve.

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.

### **NEXT STEPS**

- Continue to develop the Regional Rail Capital Funding Program approved by the Board in July 2012.
- Lead the San Bernardino Line Strategic Study planning effort.
- Develop projects for funding under the high speed rail MOU.

- Work with the CHSRA to advance projects in L.A. County that provide independent utility for commuter rail in the short term, while providing long range benefit for the high speed rail system. Also, continue to work with the other state agencies to develop funding strategies for the high speed rail MOU.
- Release the Request for Proposals for the Southern California Regional Interconnector Project, and the Los Angeles County Grade Crossing and Corridor Safety Program.

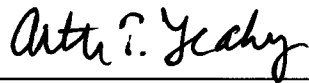
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