

**Metro**

Metropolitan Transportation Authority

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metro.net**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2013****SUBJECT: REGIONAL RAIL UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the Regional Rail Update through April 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 Budget Development for FY 2013-14

SCRRA transmitted the preliminary budget for FY 2013-14 to the member agencies on May 1st. There will be significant cost increases when Positive Train Control (PTC) becomes operational in the Fall of 2013. The impact to member agency

subsidies is likely to be substantial. Staff is working with Metrolink to identify savings and areas to reduce expenses. A fare increase is likely as part of the FY 2013-14 budget. Some service reductions to low ridership trains are also being considered. In June, the Metrolink Annual Work Plan for FY 2013-14 will be presented to the MTA Board for approval.

- **Metrolink Ridership and Revenue Update (July thru March 2013)**

Metrolink ridership is up 1% year-over-year and is 1% below budget for FY 2012-13. Metrolink revenues are up 7% year-over-year and are 3% below budget for FY 2012-13. Revenues on the Antelope Valley line, which LACMTA funds 100%, are down 6% compared to budget. Staff is looking into this issue.

METROLINK FY 2012-13 YEAR-TO-DATE THRU 3/31/13						
	RIDERSHIP (Millions)			REVENUES (Millions)		
	FY 12	FY 13	CHANGE	FY 12	FY 13	CHANGE
TOTAL	8.9	9.0	+ 1%	\$59.2	\$ 63.3	+ 7%

Metrolink Service to Dodgers and Angels Games

For the third year in a row, Metrolink is operating a special round trip train from L.A. Union Station to Anaheim for 48 Angels home games this season. The "Angels Express," which started in April, averages approximately 150 round trip boardings to/from the games. Angels Express is funded with a Mobile Source Reduction Committee (MSRC) grant and LACMTA and Orange County Transportation Authority (OCTA). Starting Memorial Day weekend, Metrolink will also operate special promotional train round trip service from Irvine to L.A. Union Station to promote four rivalry games at Dodger Stadium against the Angels and San Diego Padres. Additional marketing efforts that couple baseball players with games and trains are underway by Metrolink.

LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

LOSSAN is in the process of approving new JPA language to transition management of the Amtrak Pacific Surfliner service from Caltrans to a local managing agency. 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.

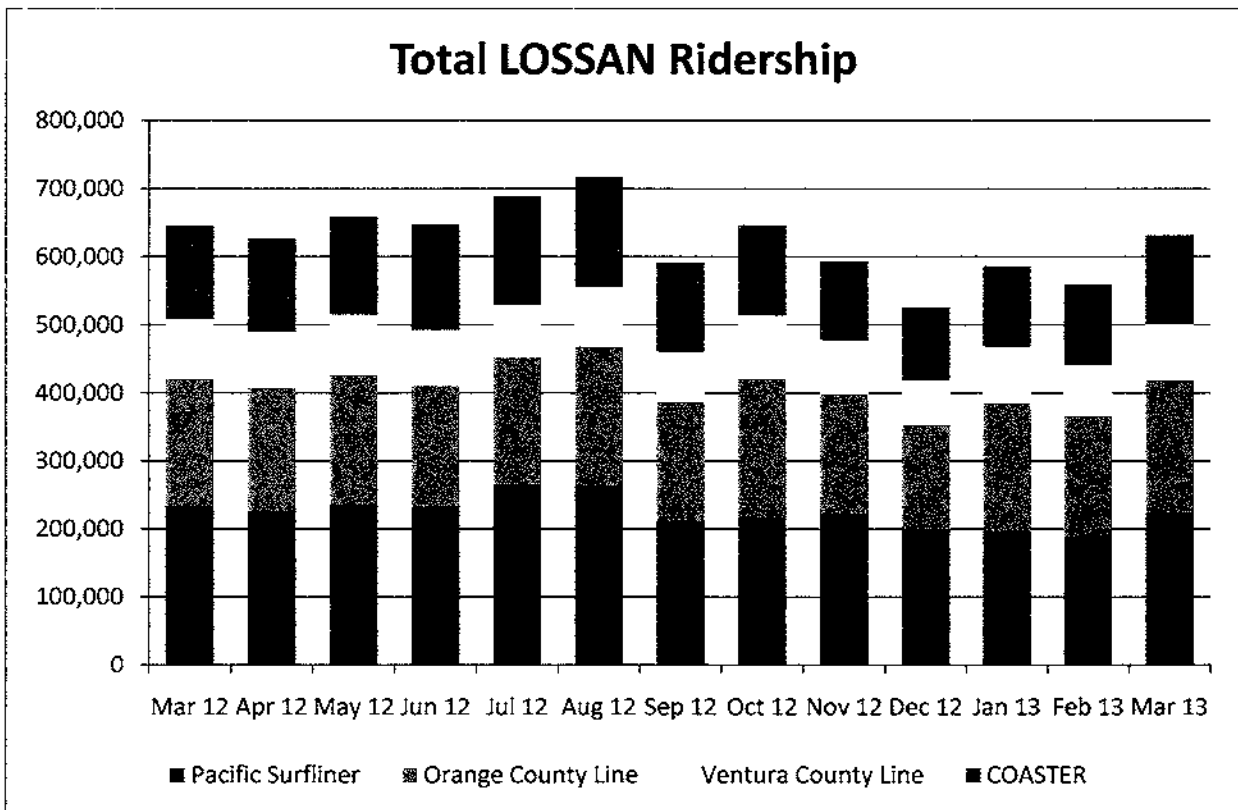
All LOSSAN member agencies must approve the new JPA. LACMTA and most other LOSSAN member agencies previously approved the new JPA. Concerns were raised by North County Transit District (NCTD), resulting in further amendments to the LOSSAN JPA. NCTD and all LOSSAN member agencies are now supportive of the revised JPA. Staff will take the final revised LOSSAN JPA to the LACMTA Board for approval in June 2013.

In April the LOSSAN Board authorized the release of the final Request for Proposals (RFP) to select the managing agency for the LOSSAN corridor. LACMTA, through Board action, will be submitting a proposal to become the managing agency. The dates for selection of the LOSSAN managing agency are as follows:

- Release RFP for Managing Agency – April 29, 2013
- RFPs Due – June 12, 2013
- LOSSAN Board Selects Managing Agency – August 2013
- Negotiations with the State begin – December 2013
- LOSSAN JPA assumes authority for Pacific Surfliner -- not later than June 2015

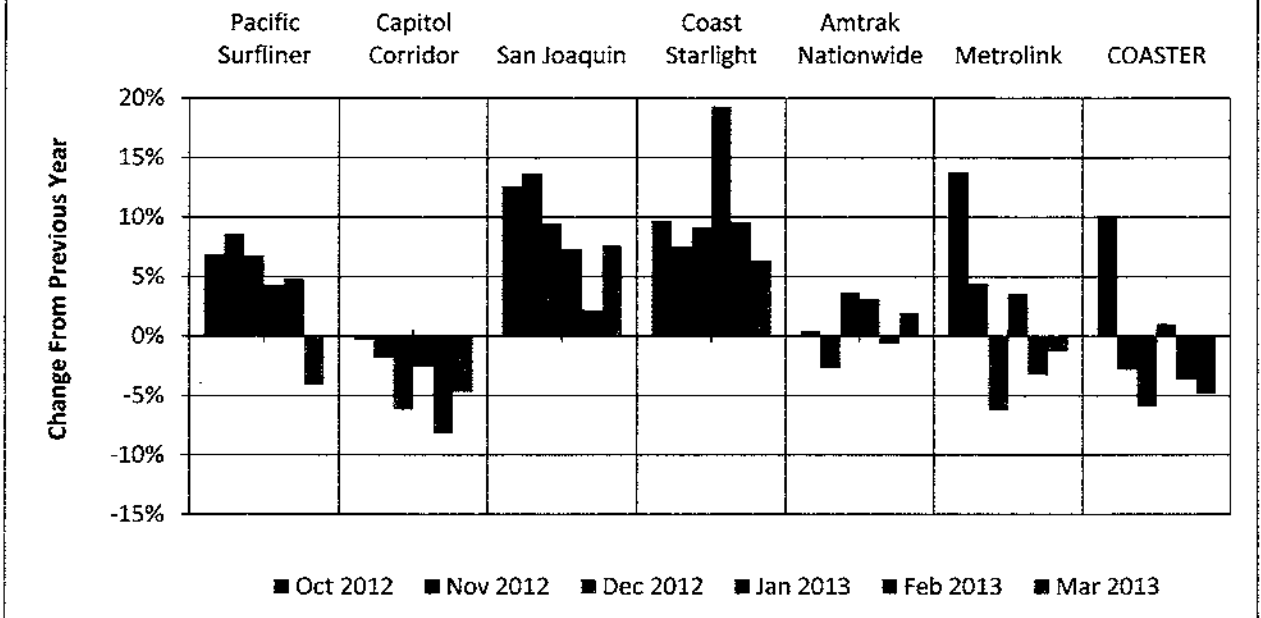
- LOSSAN Corridor Ridership, Revenues and On-Time Performance (OTP)

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.



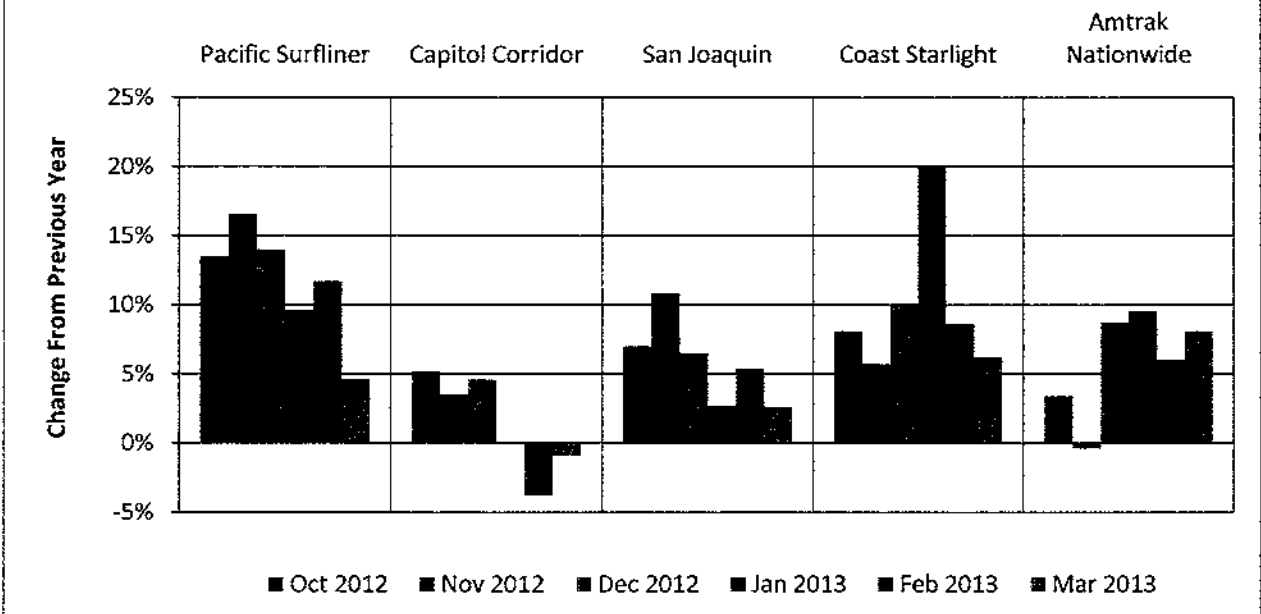
Ridership on the Pacific Surfliner has been up, year-over-year, for five of the last six months. Staff is working with Amtrak to assess the 5% decline in ridership in March.

Change In Passenger Rail Ridership

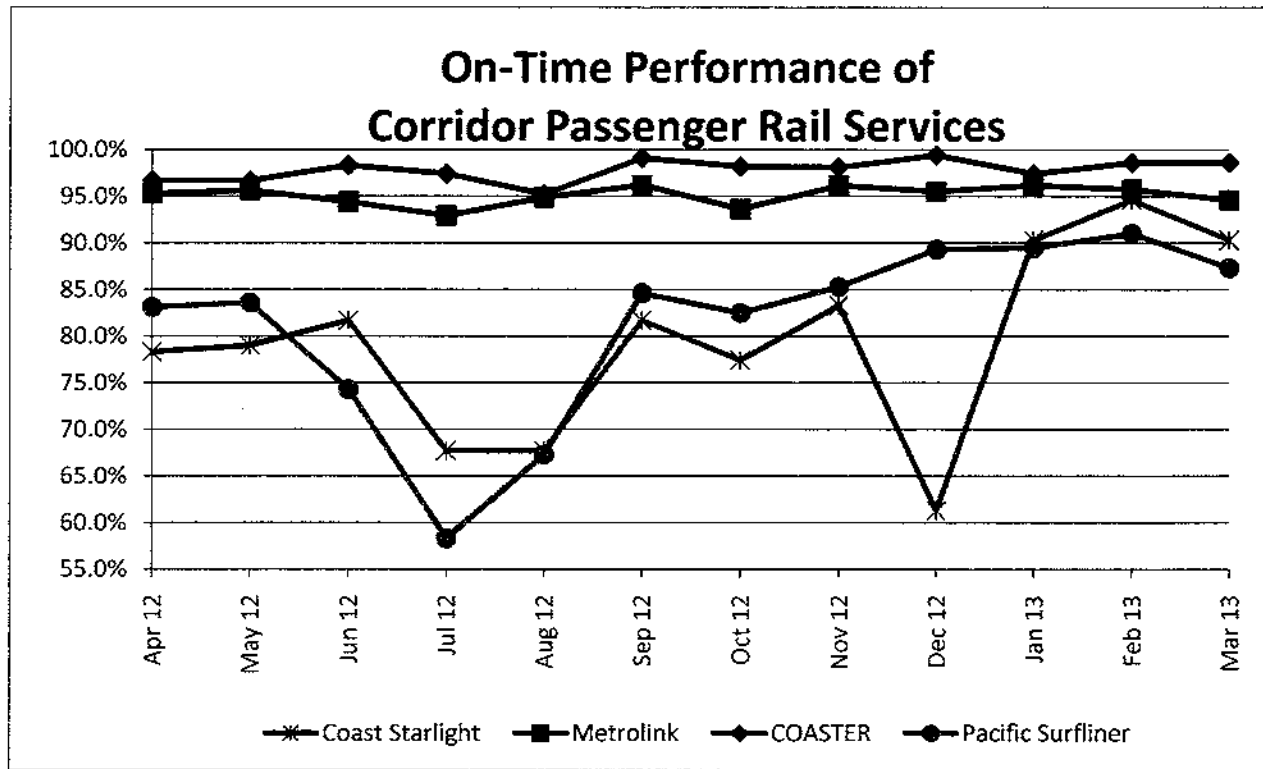


Fare revenues continue to be strong on the Pacific Surfliner. Revenues are up in 15 of the last 16 months, including 5% in March 2013.

Change In Intercity Passenger Revenue



On time performance (OTP) for the Pacific Surfliner has recently been strong, close to 90%, although it declined slightly in March to 87%.



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

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. There are additional tasks that are planned for the Bench in the near future.
- 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 May 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. 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.

The release of the RFP was delayed in order to schedule a "Meet and Greet" to connect potential primes and subcontractors. This Meet and Greet was held on April 19 and was attended by more than 400 individuals.

- Rancho Vista Grade Separation – The City of Palmdale released an RFP in December for final design. Proposals were received 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.

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.

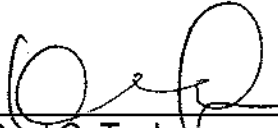
Los Angeles County is the first county that will be affected by the high speed rail project. A significant amount of the LACMTA owned right-of-way on the Antelope Valley Line will be utilized or closely paralleled by high speed rail tracks. Staff is working with the CHSRA to look at funding options to 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.

Of particular attention is the movement of the State to a fully integrated rail system. The Federal Railroad Administration is working with the CHSRA, LACMTA, and other agencies throughout the state to develop this plan. This integration will coordinate and connect all the passenger rail systems in the state to develop coordinated, effective, and safe travel throughout the state.

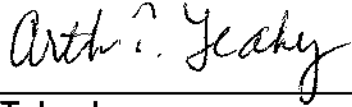
NEXT STEPS

- Continue to develop the projects defined in 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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