

**Metro**

Metropolitan Transportation Authority

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metro.net**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 15, 2014****SUBJECT: REGIONAL RAIL UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the Regional Rail Update through September 2014

**ISSUE**

The Regional Rail unit of the Engineering and Construction Department 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 42,000 riders per day throughout the southern California Region.

LACMTA is also a member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority which coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor.

LACMTA is 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.

**Capital Projects**

The Regional Rail unit has 17 projects currently at various stages of development. The projects are described in detail in Attachment A. Of particular note are the following projects:

- **Southern California Regional Interconnector Project (SCRIP)**

At least four tracks from the south end of LAUS will be extended across the 101 freeway to connect with the main tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and leave the station at either end, as opposed to the current single entrance and exit point. With this project, the capacity of the station will be increased by 40% - 50% as well as sharply reduce greenhouse gases associated with idling locomotives.

The Board awarded the contract for environmental and final engineering in April 2014. By the time of this report, a contract has been executed and technical work is underway.

The consultant team has been gathering information. In addition, the team has been meeting with railroad operations as well as the Union Station Master Plan team to ascertain the basis of the design and development of the SCRIP project.

The SCRIP project was previously developed with the raising of just two platforms and related tracks, showing that the project can be completed and operated without raising the entire yard. However, a separate task has been added to the engineering contract to study the effects of raising the entire yard to accommodate the concourse that is part of the Union Station Master Plan as well as identifying any associated operational benefits. This work will study, operations, constructability, engineering, cost, and scheduling associated with raising the entire rail yard and implementing an expanded concourse.

Currently, the project is projected to be completed in late 2019 – early 2020. These dates are based on early estimates. As the project is developed, the delivery dates will be adjusted to fit the advanced knowledge of the project, and the Board will be provided updates.

- **Bob Hope Airport/Hollywood Way Station, Antelope Valley Line**

The environmental and final engineering work is underway. LACMTA is the lead and is working with Metrolink to accelerate the project. The design of the project is at the 90% level. The team is working with third parties to relocate utilities and address other issues related to the project.

The original plan was for the Bob Hope/ Burbank Airport to develop the parking lot located on their property and that LACMTA would develop the station. However, recently the Airport requested that LACMTA engineer and construct the parking lot. In July, the LACMTA board approved \$350,000 in Measure R 3% funds for the engineering and construction of the parking lot.

- **Vincent Grade/Acton Station Second Platform and Vincent Siding Extension**

LACMTA is funding and Metrolink is constructing a 4,000 foot siding extension near the Vincent Grade/Acton Station to create two miles of continuous double track. A second side platform will be added at the Vincent Grade/Acton Station. SCRRA completed the environmental and final engineering work in summer 2014. SCRRA is

seeking California Transportation Commission (CTC) approval this winter to program \$8.2M in Trade Corridor Improvement Funds (TCIF) for construction. SCRRA expects to release the Request For Bids for construction in early 2015.

- Doran Street Grade Separation

The Doran Street grade crossing has been identified by the California Public Utilities Commission as one of the most dangerous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and operational efficiency. The project is currently in the Alternative Analysis (AA) phase.

There are three alternatives under consideration. The first alternative closes Doran Street grade crossing with an overpass structure. The second alternative closes both Doran Street and the nearby Broadway/Brazil grade crossing with two separate overpass structures. Finally, the third alternative closes only the Doran Street grade crossing with two separate bridges. The first bridge spans across the Los Angeles River and the second bridge is a connector structure to the Fairmont Avenue bridge.

LACMTA has been working with staff and elected officials from the cities of Glendale and Los Angeles to develop alternatives that are acceptable to the communities while meeting the needs of the project. In addition, the alternatives need to meet the planning needs related to the Los Angeles River. A Project Study Report Equivalent (PSRE) will be completed this fall.

Phase 2 environmental studies and preliminary engineering is expected to be completed by summer 2015. Public outreach has begun with future outreach through the life of the project.

A contract amendment was issued to the Contractor in September to complete the engineering of the interim condition of Doran Street. This one – way westbound configuration will be in place through the development of the grade separation.

In September, Metro in partnership with Caltrans, submitted an application for a \$3 million grant from the Federal Railroad Administration Intercity Passenger Rail Grade Crossing Improvements fund for construction of the Doran Street grade separation.

- Van Nuys Second Platform

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys station. A center platform will be constructed, along with a pedestrian underpass to the center platform. Preliminary engineering and environmental work are complete. In December LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July and will take 15 to 18 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. In addition, potholing of utility locations, surveying and geotechnical engineering of the project site is in progress.

A public meeting will be held with the community this winter to present the architectural vision for the proposed station.

- Raymer to Bernson Double Track

6.4 miles of second main line track will be constructed between the Van Nuys and Chatsworth Stations. A second side platform will also be built at the Metrolink Northridge Station as well as enhancements to nine at-grade crossings in the corridor. Preliminary engineering and environmental work are complete. In January, LACMTA received an allocation of \$6.5 million from the CTC for final design. Final design started in August and will take 12 to 15 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. In addition, potholing of utility locations, surveying and geotechnical engineering of the project site is in progress.

- Brighton to Roxford Double Track

This project will double track 10 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and increase service levels on the Antelope Valley Line. Railroad bridges will be upgraded and 16 crossings improved to the latest Metrolink safety standards. The project will be designed to be compatible with the future high speed rail alignment. The RFP for the environmental and engineering work was released in September. Staff will return to the board to award the contract in January 2015.

- Rosecrans Marquardt Grade Separation

The Rosecrans and Marquardt intersection with BNSF/Metrolink rail tracks will be grade separated. This is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This grade separation will allow the completion of the triple track project. The project positively affects capacity in the corridor and has both freight and commuter rail benefits. The environmental and final design was completed in January 2005. However, the previous design does not meet the changing needs of the passenger and freight railroad operating in the corridor. This will require the complete redesign of the grade separation. The RFP for final design was released in September. Staff will return to the board in January 2015 to award the contract.

- Burbank Bob Hope Airport Station Pedestrian Grade Separation, Ventura Line

In January 2014, the Regional Rail Team was awarded \$7M in Interregional Transportation Improvement Program (ITIP) funds to support the development of an elevated passenger walkway from Bob Hope Airport Regional Intermodal Transit Center (RITC) to the existing train station on the Ventura Line/Ventura Subdivision. This grant will be applied to the construction of this project. In June 2014, the LACMTA board approved an additional \$3.5 million in Measure R 3% funds to fully fund the project through engineering and construction. The RFP for final design was scheduled to be released in October. Staff intends to return to the board in January 2015 to award the contract.

- L.A. County Grade Crossing and Corridor Safety Program  
This is a comprehensive grade crossing and corridor safety program. This project will analyze the 111 at-grade crossings and 165 miles of LACMTA owned and Metrolink operated right of way. A strategy for the development of enhancements to the at-grade crossings will be part of the work. In addition, the corridors will be examined for enhancements for safety. The program will include recommendations for advancing grade crossings for grade separation. The RFP was scheduled to be released in October. Staff intends to return to the board to award the contract in January 2015.
- San Bernardino Line Strategic Study  
This feasibility study will identify and prioritize projects to enhance safety and add capacity on the Metrolink San Bernardino line. LACMTA funded 60% of the study costs, and the other 40% of the costs are funded by San Bernardino Association of Governments (SANBAG). The final report was completed in September 2014. Staff will return to the board in early 2015 with a presentation on the results of the study.

The Lone Hill to CP White double track project was proposed as a result of the modeling efforts of this study. In October 2013, the LACMTA board approved \$3 million for environmental and preliminary engineering for the double track project. Staff will release a RFP for environmental and preliminary engineering in early 2015.

### Metrolink Commuter Rail

- Metrolink Operations  
In July Metrolink added two weekend round trips on the 91 line which runs from Riverside to downtown Los Angeles. Ridership is strong at 110+ boardings per train and continues to grow.  
  
In September Metrolink ran additional weekend late night service on the San Bernardino Line from the L.A. County Fairgrounds back to Los Angeles. This enabled people attending the fair to stay until closing on weekends to enjoy concerts and nighttime activities.  
  
Metrolink had a schedule change on October 6<sup>th</sup>. One significant change was the conversion of a mid-day round trip on the 91 line to peak hour round trip. This increases the number of 91 line peak hour round trips from two to three per week day.
- Metrolink Ridership Update  
July ridership on Metrolink averaged 41,000 boardings per weekday, which is 1% less than July 2013. However, August ridership was 1% higher than August 2013. This is the first year-over-year ridership increase since January 2013. This suggests that Metrolink's recent declining ridership trends might be coming to an end. Ridership has been particularly strong on the Orange County Line, which has benefitted from an aggressive campaign to promote taking the train to Los Angeles as an alternative to the I-5 HOV lane construction project.

More Metrolink ridership information is available in Attachment B.

- Metrolink Finances

LACMTA received the audit findings for LACMTA funded Metrolink projects in late August from LACMTA auditors Simpson & Simpson. LACMTA is requesting additional information regarding bad debt expenses and deferred revenue before acting upon the audit findings which reflect an approximate \$600K deficit.

LACMTA met with Metrolink in September to discuss cash flows for the next three years and capital rehabilitation projects. LACMTA reduced the FY2015 rehabilitation budget from \$16.375M to \$8M because projects were not being completed pursuant to Metrolink's annual work program requests. With the information received from this meeting we anticipate the backlogged projects to be brought current and an increase of future projects.

In September, Metrolink provided LACMTA with a reconciliation of all open MOUs as a result of Metrolink exceeding MOU amounts. LACMTA is meeting with Metrolink to compare the reconciliation LACMTA has prepared to agree upon adjustments needed.

Metrolink is making great strides towards bringing their billing current and spending programmed funding in the time frame programmed. We will continue to monitor Metrolink project expenditures and assist with developing processes to remain on track.

### LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor travels through six counties in Southern California and is the second busiest intercity rail corridor in the nation (see Attachment C). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.7 million on Amtrak Pacific Surfliner plus 4.5 million on Metrolink and Coaster commuter rail.

For July 2014 thru August 2014, Pacific Surfliner ridership was down 0.2% compared to prior year. Revenues were up 6.7% More detailed trends are included in Attachment D.

The LOSSAN Joint Powers Authority (JPA) continues to transition from State to local management of the intercity rail service. Several chapters of the business plan have been written. A complete draft of the Business Plan and Interagency Transfer Agreement (ITA) will be presented to the LOSSAN board in late 2014 for review and comment. The deadline to execute the ITA with the State is June 2015 and is on schedule.

### High Speed Rail

The Governor's budget was signed in June. This budget allocates 25% of Cap and Trade funds to high speed rail.

The Supplemental Alternative Analysis work is underway on the Los Angeles to Palmdale segment in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that

takes a more direct route between Palmdale and Burbank. LACMTA is waiting on the route decision in order to proceed with the Brighton to Roxford Double Track Project. This delay is necessary in order to define the project effectively since the project is vastly different when the high speed rail system is located within the right-of-way,

In June the CHSRA Board elected to maintain the Palmdale Transportation Center as the station in Palmdale. This eliminated the western station option that was situated away from the existing railroad right-of-way.

The Board also approved the extension of the tunnel in Santa Clarita for further study. This longer tunnel avoids many of the community impacts from the previous alignment.

In addition to the other two items, the Board officially adopted that the San Fernando Valley Station, and the Initial Operating Segment terminus, will be located in Burbank near Burbank/Bob Hope Airport. This location further enhances plane to train connections in the region.

### **NEXT STEPS**

- Continue to develop the projects defined in Attachment A
- Develop projects for funding under the high speed rail MOU
- Award the contract in January 2015 for the Brighton to Roxford double track project
- Award the contract in January 2015 for the Rosecrans to Marquardt grade separation project.
- Award the contract in January 2015 for the Bob Hope Airport Station pedestrian overpass
- Award the contract in January 2015 for the Los Angeles County grade crossing and corridor safety program
- Release the RFP in early 2015 for the Lone Hill to White double track (PS&E)

### **ATTACHMENTS**

Attachment A -- Regional Rail Capital Projects

Attachment B -- Metrolink Ridership Trends

Attachment C -- LOSSAN Corridor Map

Attachment D -- LOSSAN Corridor Trends

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**ATTACHMENT A - REGIONAL RAIL PROJECTS AND PROGRAMS**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
1	Bob Hope Airport/Hollywood Way Station <i>Env/Eng Design &amp; Construction (2)</i>	Adds a new station on the Antelope Valley Line at Hollywood Way. The purpose of siting a station at this location would be to accommodate commuter rail and to provide a vital train to plane connection.	Env: 08/13 - 02/14 PS&E: 02/14 - 07/14	\$3.75M	Measure R 3% STURRA (BHA)	\$2M \$1.75M	Substantial completion early 2015. Accelerated Env/Eng is in progress. Advance utility work. Working with Bob Hope Airport on design.
2	Vincent Grade/Acton Station Second Platform and Vincent Siding Extension <i>Env/Eng Design and Construction</i>	Extend the existing Vincent Siding by 4000 feet, and add a second side platform at the Vincent Grade/Acton Station. Provides for more freight and passenger train throughput.	PS&E: 11/13 - 05/14 Const: 04/15-04/17	\$17.4M	Measure R 3% TCIF Other	\$7.5M \$8.2M \$1.7M	Measure R 3% funds was approved by the MTA Board in 10/13. NTP for PS&E was issued in 11/13. PS&E was completed in 05/14. \$8.2M Prop 1B TCIF matching funds to be programmed by the CTC in December 2014. SCRRA will release the RFP for construction this Spring 2015.
3	Doran Street Grade Separation <i>Env/Eng Design and Construction (1)</i>	Grade separates Doran Street in the cities of Glendale and Los Angeles. Options that are being explored include a single grade separation that will allow the closure of two at-grade crossings.	Env.: 07/13 - 09/15 PS&E: 09/15 - 11/16 Const.: 11/16 - 11/18	\$90M	Measure R 3% ARRA Prop 1A TOTAL	\$6.6M \$15.8M \$17.6M \$40M	The Project is currently in the alternative analysis and Env. Clearance phase. Public outreach is ongoing. The cost estimate will be refined at the end of the alternative analysis phase.
4	Van Nuys North Platform <i>Env/ Eng Design and Construction (1)</i>	Add a center platform to serve the two existing main tracks at the Van Nuys Station. Currently there are two main tracks served by a single side platform. This creates a bottleneck in the system. This project will allow both main tracks to be utilized for passenger rail operations at the station. A pedestrian undercrossing will be provided.	PS&E: 07/14 - 12/15 Const: 04/16-04/18	\$35.5M	Measure R 3% Prop 1B HSIPR	\$0.2M \$34.5M \$0.8M	The PE and Env. Clearance was completed in 07/13. The CTC allocated \$4M for the PS&E phase in 12/13. In 05/14, the MTA Board awarded the contract for the final design phase. NTP was issued in 06/14.
5	Raymer to Berson Double Track <i>Env/Eng Design and Construction (1)</i>	Adds 6.4 miles of second track between CP Raymer and CP Berson. The second track will provide continuous double track service in L.A. County on the second busiest intercity passenger rail corridor in the country.	PS&E: 08/14 - 08/15 Const: 02/16-02/18	\$88M	Prop 1B 15/16 STIP Measure R 3% HSIPR	\$16.8M \$63.5M \$0.4M \$1.6M	The PE and Env. Clearance phase was completed in 03/14. In 01/14, the CTC allocated \$6.5M for the PS&E phase. The MTA Board awarded the contract for the final design phase in 06/14. NTP will be issued in 08/14. Programmed funds total \$82.3M. Source of remaining \$5.7 is TBD.
6	Southern California Regional Interconnector Project (SCRIP) <i>Env/Eng Design and Construction (1,2)</i>	Creates run-through tracks at LAUS. Increases station capacity by 40% - 50% and significantly reducing greenhouse gas emissions by reducing the number of idling trains in the station.	Env.: 07/14 - 07/15 PS&E: 07/15 - 11/16 Const.: 02/17 - 06/20	\$350M	Measure R 3% Prop 1A ARRA TOTAL TBD	\$4M \$175M \$16.2M \$195.2M \$154.8M	In 04/14, the MTA Board approved a \$31 M contract award for the Env. clearance and Engineering phases. The Limited NTP for the Env. clearance and PS&E phase was issued in 05/14.

**ATTACHMENT A - REGIONAL RAIL PROJECTS AND PROGRAMS**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
7	San Bernardino Line Strategic Study (2)	Evaluation of the San Bernardino Line for strategic infrastructure improvements.	Comp. Date: 06/14	\$1M	Measure R 3%	\$1M	Final report was submitted in 06/14. SANBAG will reimburse MTA for 40% of the project cost. The Lone Hill to CP White Project was identified as a result of this study.
8	Rancho Vista Grade Separation Engineering	Grade separates Rancho Vista Blvd. at the Sierra Hwy/SCRRRA/UP grade crossing and other crossing improvements in the City of Palmdale. Project is being led by the city of Palmdale and is underway.	PS&E: 04/13 - 04/15 Const: TBD	\$3.54M	Measure R 3% Federal Funds	\$3M \$0.54M	\$3M Measure R 3% was approved by the MTA Board in 09/12. The City of Palmdale also received \$0.54M Federal Demonstration Funds. PS&E is currently underway. Construction costs and schedule are TBD.
9	Bob Hope Airport Pedestrian Bridge <i>Env/Eng Design &amp; Construction</i>	Provides an elevated pedestrian overcrossing connection between the Metrolink Bob Hope Airport Station and the under construction Regional Intermodal Transportation Center (RITC).	RFP for PS&E: 10/14 PS&E: 12/14 - 12/15 Const: 4/17	\$15M	Measure R PTMISEA ITIP	\$5.2M \$5.375M \$7M	\$1.7 M in Measure R 3% was approved through a MTA Board Motion in 05/13. A PSR was completed in 09/13. \$7M in ITIP funds was approved in 02/14. MTA Board approved an additional \$3.5M in 06/14. The RFP for PS&E will be issued in October 2014.
10	Rosecrans/Marquardt Grade Separation <i>Env/Eng Design &amp; Construction</i>	Grade separates Rosecrans/Marquardt intersection with the BNSF Line in the City of Santa Fe Springs. The Project is related to the triple track project of the BNSF San Bernardino Subdivision.	RFP: 09/14 Env/PE: 01/15 - 01/16 PS&E: 01/16 - 03/17 Const.: 06/17 - 06/19	\$120M	Measure R 20% BNSF	\$35M \$6-\$12M	Environmental clearance and final design were completed in 01/05. Metro procurement for the Program Management is underway. Discussions are continuing regarding the state of the existing design.
11	Brighton to Roxford Double Track <i>Env/Eng Design &amp; Construction (1,2)</i>	Adds a second track east of the existing mainline track that double tracks the segment of the AVL between Burbank and Sylmar. Allows for the addition of HSR to the R/W.	Env: 01/15/14 - 01/16 PS&E: 1/16 - 1/17 Const: 6/17 - 6/19	\$110M	Measure R 3% CHSRA TBD	\$3M \$10M \$97M	Moving the project forward with an HSR compatible alignment.
12	Lone Hill to CP White Double Track <i>Env/Eng Design</i>	Add approximately 4 miles of double track between Lone Hill Avenue and CP White.	Env. RFP expected early 2015	\$3M	Measure R 3%	\$3M	This Project was identified in the SBL Study. \$3M for PE/Env. was approved by the MTA Board in 10/13. Project Study Report is being developed. The RFP for the Env. and PE phase will be issued in early 2015.
13	Station Needs Assessment (2)	Conduct a study of all Metrolink Stations in L.A. County to determine minimum standards for customer amenities.	RFP: 10/14 NTP: 12/14	\$0.5M	Measure R 3%	\$0.5M	The RFP is currently under development.
14	Project Study Reports (2)	Project Study Reports to define priority grade separations.	TBD	\$2M (assumes four reports)	Measure R 3%	\$2M	Target grade crossings will be determined with the L.A. County Grade Crossing and Corridor Safety Program.

**ATTACHMENT A - REGIONAL RAIL PROJECTS AND PROGRAMS**

No.	Project	Description	Estimated Timeline	Estimated Cost	Funding		Status
					Source	Amount	
15	L.A. County Grade Crossing and Corridor Safety Program (2)	Full analysis of Metro owned and Metrolink operated right-of-way for grade crossing enhancement priority and corridor safety measures.	RFP: 10/14 NTP: 01/15	\$2M (for first two task orders)	Measure R 3%	\$2M	Working with Metrolink and others to identify target issues.
16	L.A. County Grade Separation Priority (2)	Will take the results of the Safety Program and advance grade separations through PS&E.	Part of Safety Program	\$500K (for prioritization)	Measure R 3%	\$0.5M	Will be part of the task for the L.A. County Grade Crossing and Corridor Safety Program.
17	Lancaster Station Expansion (2)	Expand the capacity at the Lancaster Station.	TBD	\$3M	Measure R 3%	\$3M	Pending City of Lancaster and City of Palmdale discussion of station work.
1 - Indicates project on the HSR regional MOU list.							
2 - Indicates project is part of the Regional Rail Capital Program.							
ARRA - American Recovery and Reinvestment Act AVL - Antelope Valley Line BHA - Bob Hope Airport CEQA - California Environmental Quality Act CHSRA - California High Speed Rail Authority Const - Construction CP - Control Point CTC - California Transportation Commission Env - Environmental Eng - Engineering HRCSA - Highway Railroad Crossing Safety Account HSR - High Speed Rail HSIPR - High Speed Intercity Passenger Rail ITIP - Interregional Transportation Improvement Program LAUS - Los Angeles Union Station			MOU - Memorandum Of Understanding NTP - Notice to Proceed NEPA - National Environmental Policy Act PE - Preliminary Engineering PSR - Project Study Report PS&E - Plans, Specifications, and Estimates RFP - Request for Proposals R/W - Right-of-Way SANBAG - San Bernardino Association of Governments SBL - San Bernardino Line SCRRA - Southern California Regional Rail Authority STIP - Statewide Transportation Improvement Program STURRA - Surface Transportation and Uniform Relocation and Assistance TBD - To Be Determined TCIF - Trade Corridor Improvement Funds				

**SCRR - METROLINK AVERAGE WEEKDAY PASSENGER TRIPS**

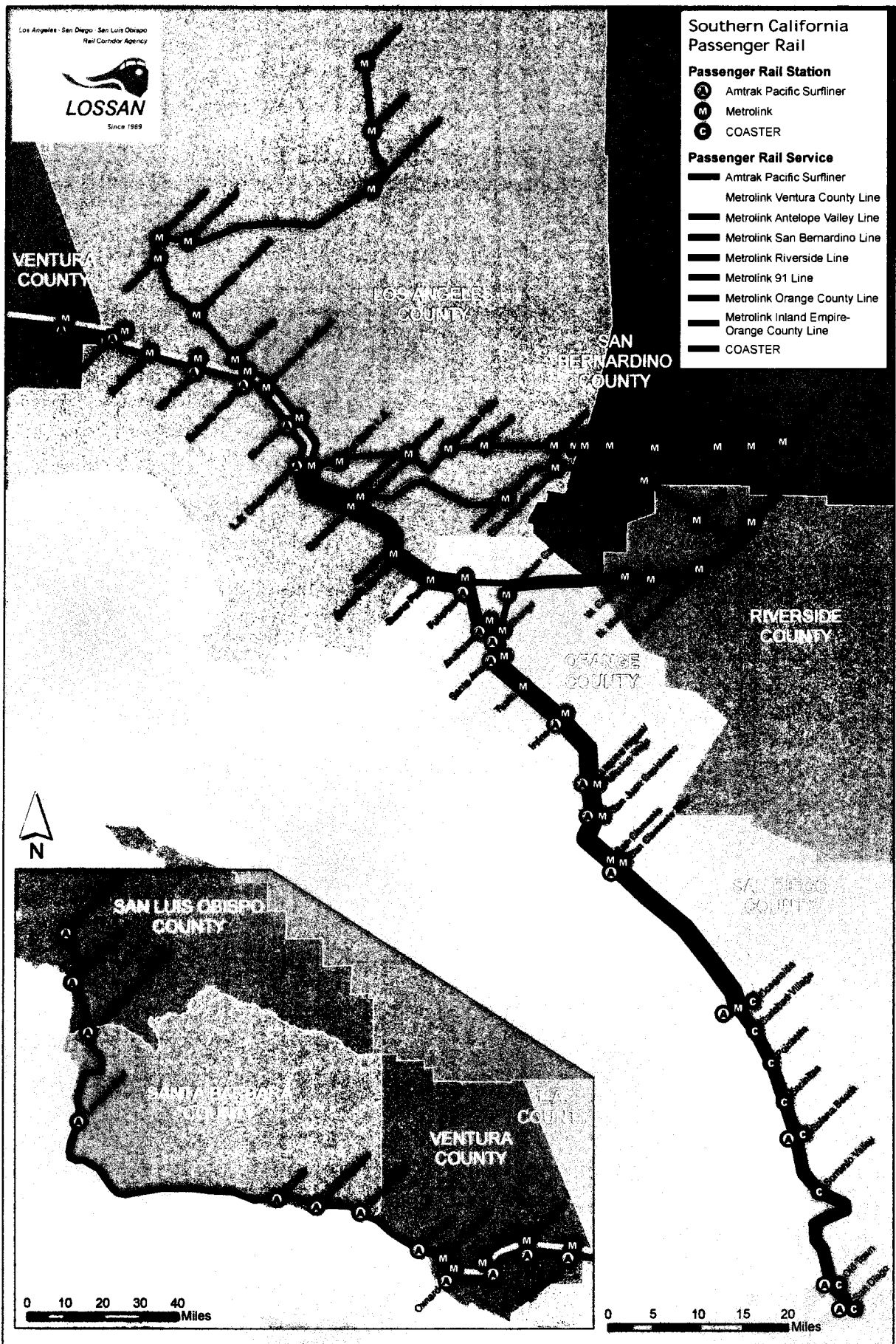
**THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED**

7/1/2013

7/31/2014

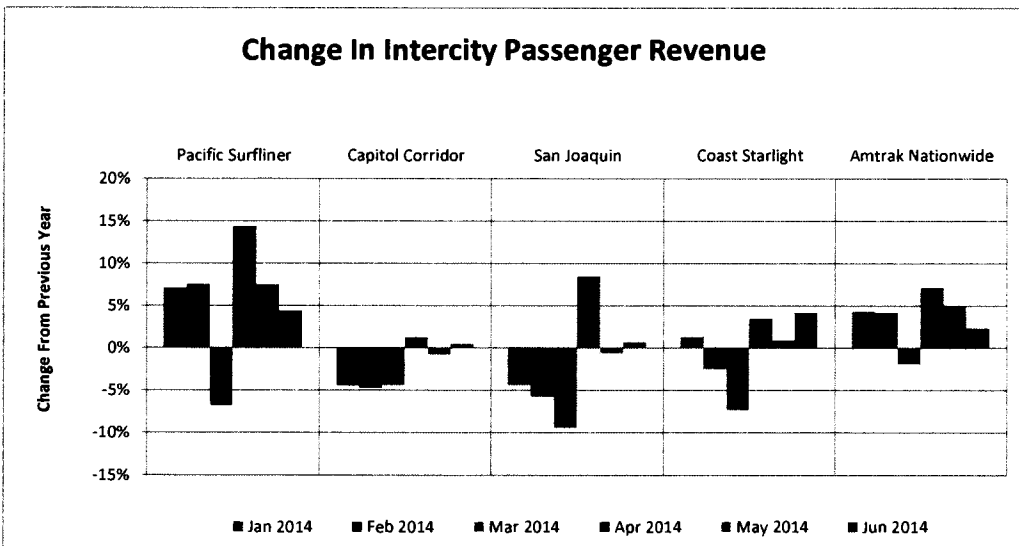
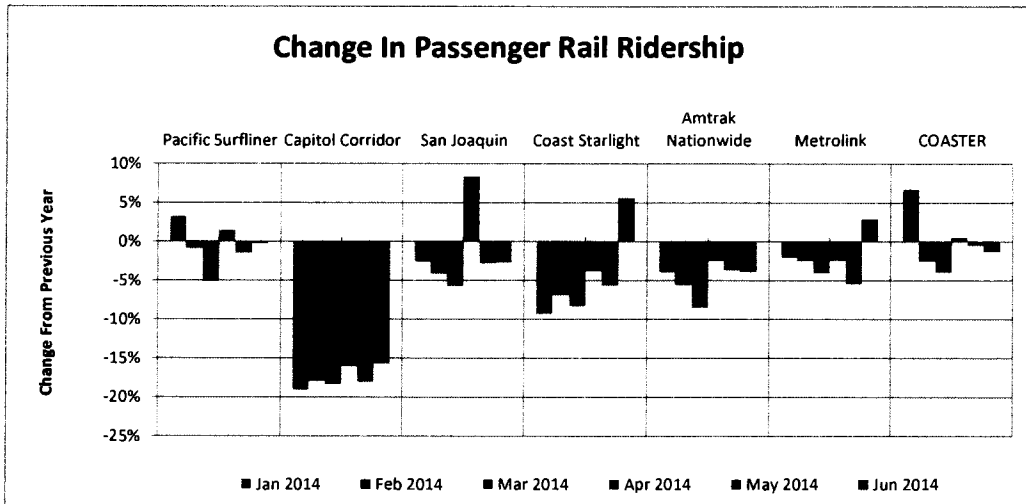
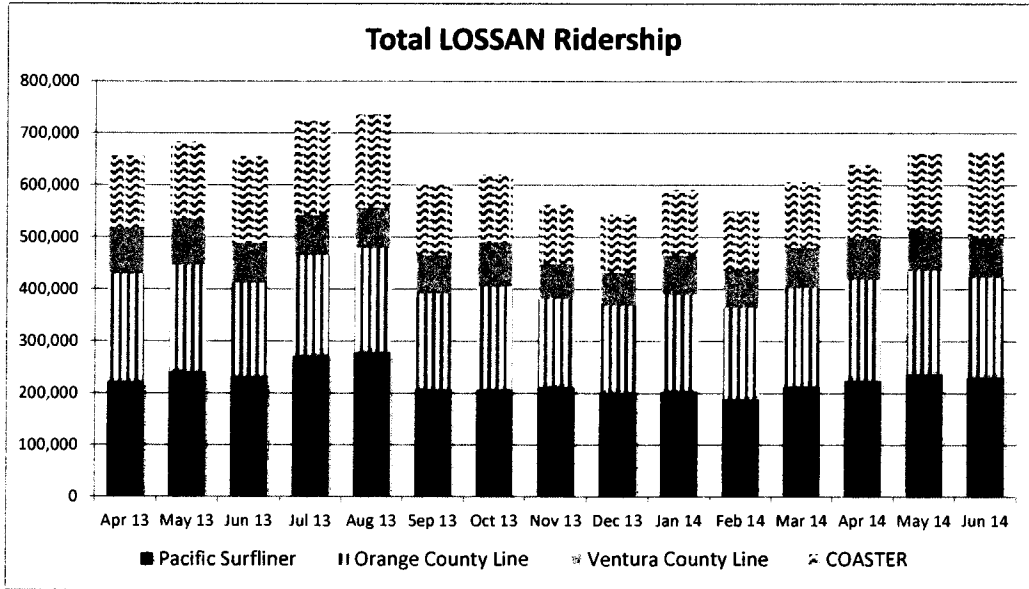
	VENTURA COUNTY	ANTELOPE VALLEY	SAN BERNARDINO	RIVERSIDE	ORANGE COUNTY	INLAND EMPIRE / OC	RIV-FULL-LA	BURBANK TURNS	TOTAL SYSTEM	%Change Vs Prior Month
Jul-13	3,672	6,110	11,321	4,875	8,098	4,496	2,340	477	41,388	0.0
Aug-13	3,590	5,827	11,063	4,715	8,158	4,511	2,372	464	40,701	-1.7
Sep-13	3,773	5,913	11,158	4,888	8,340	4,706	2,434	468	41,680	2.4
Oct-13	3,772	5,986	11,487	4,999	7,996	4,847	2,492	488	42,066	0.9
Nov-13	3,643	6,069	11,573	4,941	8,218	4,790	2,487	471	42,193	0.3
Dec-13	3,207	5,421	10,427	4,585	7,578	4,296	2,187	438	38,138	-9.6
Jan-14	3,543	5,706	11,080	4,981	8,016	4,755	2,341	459	40,880	7.2
Feb-14	3,677	5,829	11,164	4,973	8,278	4,773	2,441	475	41,611	1.8
Mar-14	3,760	5,825	11,154	4,855	8,209	4,848	2,397	504	41,552	-0.1
Apr-14	3,676	5,838	11,559	5,038	8,319	4,704	2,549	516	42,200	1.6
May-14	3,691	5,730	11,522	4,913	8,583	4,685	2,589	515	42,230	0.1
Jun-14	3,679	5,994	11,012	4,878	8,243	4,686	2,416	516	41,423	-1.9
Jul-14	3,570	5,855	10,953	4,650	8,560	4,549	2,364	487	40,987	-1.1
<b>% Change Jun-14 Jul-14</b>	-3.0	-2.3	-0.5	-4.7	3.8	-2.9	-2.1	-5.7	-1.1	
<b>% Change Jul-14 Jul-13</b>	-2.8	-4.2	-3.2	-4.6	5.7	1.2	1.0	2.1	-1.0	

# Los Angeles – San Diego – San Luis Obispo Rail Corridor Map



ATTACHMENT D

Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends  
Fourth Quarter Fiscal Year 2014 (Apr-May-Jun)



**ATTACHMENT D**

**Los Angeles - San Diego - San Luis Obispo Rail Corridor Trends  
Fourth Quarter Fiscal Year 2014 (Apr-May-Jun)**

