Regional Rail Update
Presentation to MTA TAC
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California High-Speed Rail

- Working to develop HSR solutions at Los Angeles Union Station.
- Working with CHSRA and other stakeholders in L.A. County to develop engineering solutions.
- Working with the CHSRA rail operations group to develop LOSSAN/I-5 Corridor solutions.
CHSRA Business Plan

- The 2012 Business Plan was released on November 1.
- Overall takes a more conservative approach.
- Outlines a “blended approach” to constructing the system.
- Describes overall phasing that includes regional transit agencies.
- Addresses regional connectivity.
LACMTA has been working with the Southern California Associated Governments, six other regional agencies, and the CHSRA on an MOU:
– Outlines advanced investment of up to $1B in southern California.
– Sets the stage for synergy in the region.
– Identifies a list of potential projects for the region.
– Sets prioritization criteria for project funding.
California High-Speed Rail

• The CHSRA reintroduced the I-5/Grapevine alignment for study:
  – Significant cost and engineering challenges in the Palmdale connection.
  – This option was discarded from further study in 2005.
• Metro has officially supported a Palmdale station.
• The recommendation to the CHSRA Board is to not proceed with the I-5/Grapevine alternative.
Metrolink

• Working with Metrolink on capital programs in L.A. County:
  – Grade Crossings
  – Siding Projects
  – Doran Street
  – Rancho Vista

• Strategic studies:
  – Antelope Valley Study
  – Other Metrolink lines in L.A. County

• Los Angeles Union Station improvements.
LOSSAN/I-5 Corridor
• Second to the Northeast Corridor in congestion.
• Three operating passenger railroads:
  – Amtrak
  – Metrolink
  – COASTER
• Two freight carriers:
  – BNSF
  – UPRR
The Future For This Corridor

• The LOSSAN Board has unanimously elected to move forward to assume local management of the Amtrak Surfliner service.

• A governance document has been developed.

• The service management will be modeled after the successful Capital Corridor.
The Advantages of Local Control

• Places the management locally with those that understand the corridor.
• Allows easier coordination of passenger services.
• Provides for more efficient management.
• Will develop a more customer oriented service plan.
LOSSAN Governance Activities

- Developing legislation.
- Establish governance documents.

Time Line:
- Fall 2012 Legislation Signed
- Early 2013 Member Agencies Approve New JPA
- July 2013 New Managing Agency Selected
- July 2014 New Local Control of Corridor to Start
Regional Rail Team Projects

- Regional Rail team working with Metrolink on:
  - Raymer Siding EIR and PE ARRA Grant,
  - Van Nuys Platform ARRA Grant.
- Working with Metrolink on other funded capital projects.
- Working with Metrolink, Glendale, and Los Angeles on grade crossings.
  - Doran Street, Sonora, Grandview
- City of Palmdale, Rancho Vista Grade Separation
For more information...

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