

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 19, 2013****SUBJECT: REGIONAL RAIL UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the Regional Rail Update through May 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 for FY 2013-14

This month the LACMTA Board will be asked to approve the Metrolink budget for FY 2013-14. This is the subject of an additional Board agenda item before the Finance Committee.

Included in the budget are increased costs for Positive Train Control (PTC) which will become operational in the fall of 2013. There is also funding to add additional service on the Antelope Valley line on Sundays, and to add weekday service on the 91 Line between Riverside and Los Angeles. Metrolink is currently conducting public hearings to consider a fare increase up to 7% for FY 2013-14.

- Metrolink Ridership and Revenue Update (July thru April 2013)

Metrolink ridership is up 2% year-over-year and is at 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, Riverside, San Bernardino and 91 Lines are down compared to budget.

METROLINK FY 2012-13 YEAR-TO-DATE THRU 4/30/13						
	RIDERSHIP (Millions)			REVENUES (Millions)		
	FY 12	FY 13	CHANGE	FY 12	FY 13	CHANGE
TOTAL	9.9	10.1	+ 2%	\$66.1	\$ 70.6	+ 7%

- Supervisor Antonovich Motion to Improve Missed Connections

At the May committee meetings, Supervisor Antonovich introduced a motion for staff to return to the Board in June with a proposal to increase service on the Antelope Valley line on Sundays, and for staff to better coordinate schedules and minimize missed weekend connections between Antelope Valley Line trains and other Metrolink and Amtrak trains. This month in the Metrolink budget item, staff has included funding to double Sunday service on the Antelope Valley Line. Additionally, staff will convene a task force with Metrolink and Amtrak staff to identify opportunities to improve schedule coordination. A separate report is before the Planning and Programming Committee in June 2013 to provide the status of this.

LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

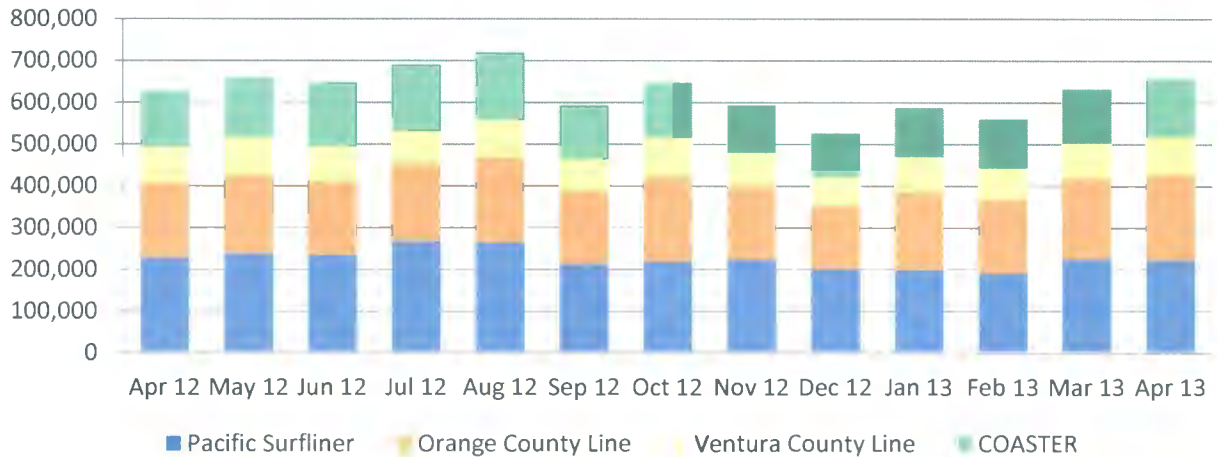
This month the LACMTA Board will have the opportunity to approve revisions to the LOSSAN JPA which empowers LOSSAN to transition management of the Amtrak Pacific Surfliner service from Caltrans to a local managing agency. This item will be before the Executive Management Committee. Local management will 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.

Earlier this month LACMTA responded to a Request for Proposals (RFP) and is applying to be the managing agency for the LOSSAN corridor. The managing agency will be selected this summer and they will start to assume their transitional duties this fall. The selected managing agency will negotiate a new Interagency Transit Agreement (ITA) with the State and that agreement for the transition of the service to the local managing agency is to be completed by June 2015.

- LOSSAN Corridor Trends

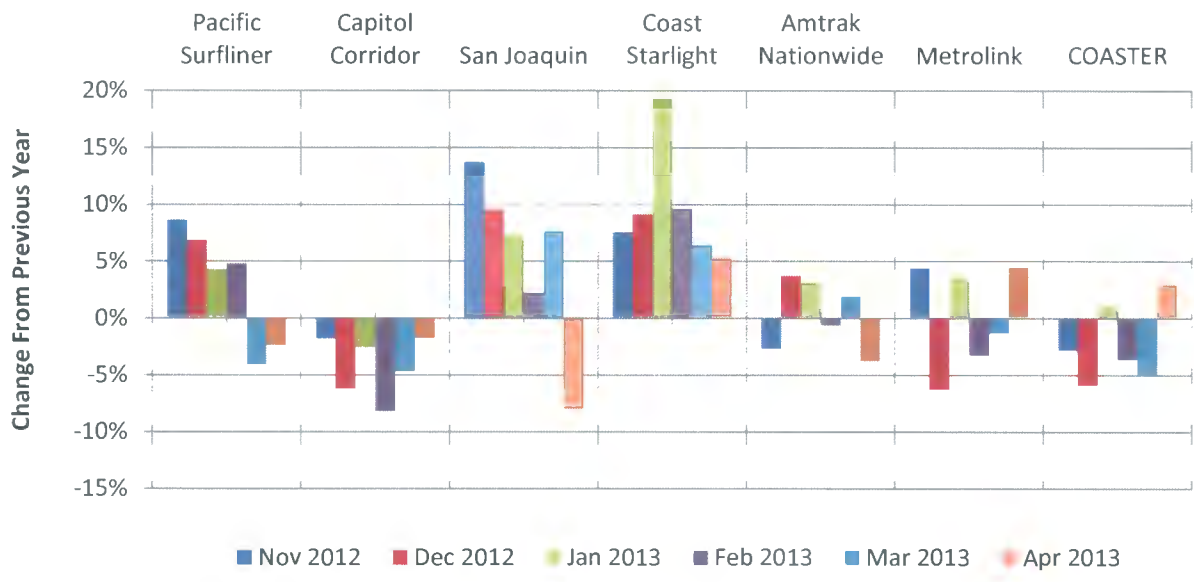
The Pacific Surfliner is Amtrak's second busiest intercity rail corridor in the nation, averaging 2.6 million boardings per year. Combined ridership in the corridor, including the commuter services, is 7 million boardings per year. Ridership peaks during the summer, weekends and holidays.

Total LOSSAN Ridership



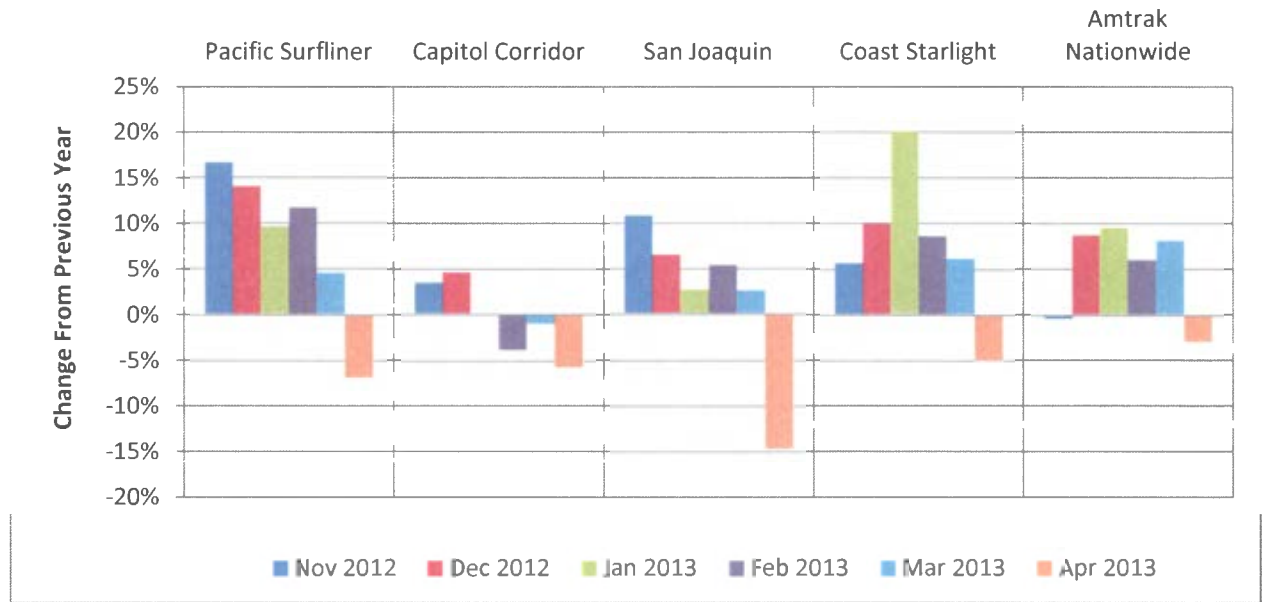
Ridership on the Pacific Surfliner has been up for six of the last eight months; however, ridership was down slightly in March and April. Staff is working with Amtrak staff to assess this recent drop in ridership.

Change In Passenger Rail Ridership



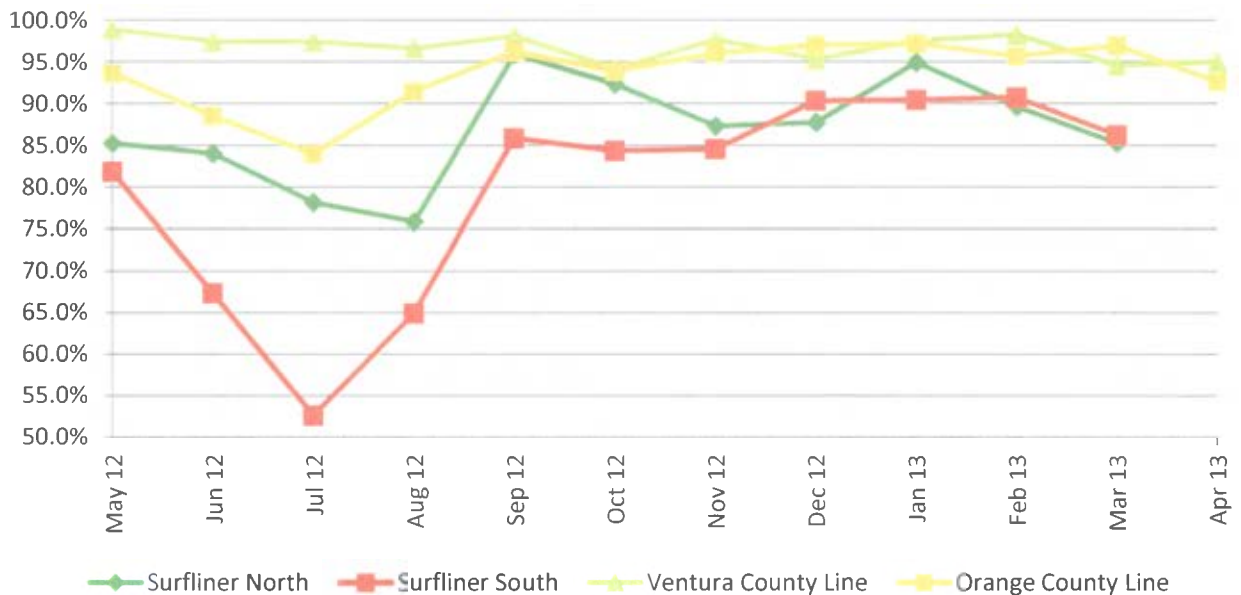
Fare revenues have been strong on the Pacific Surfliner, up in 15 of the last 17 months; however, revenue was down 7% in April 2013. The decline in April is consistent with State and national trends.

Change In Intercity Passenger Revenue



On time performance (OTP) for the Pacific Surfliner has been consistent, averaging 85% or higher. The commuter services generally have higher OTP than intercity services due to dispatching priorities which favor the commuter services.

On-Time Performance of LOSSAN North and LOSSAN South



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.

<u>Project</u>	<u>Status</u>	<u>Completion Date</u>
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	May 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	Negotiations are underway NTP June 2013
Southern California Regional Interconnector Project (LAUS Run-Through Tracks)	Project development	RFP June 2013
Hollywood Way Station at Bob Hope Airport	Procurement	RFP to the Regional Rail Bench May 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. Public meetings regarding this project are ongoing.
- 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. Public meetings regarding this project are ongoing
- 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. Notice to Proceed for this study has been given. RFPs for additional tasks are under development and will be released 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 will be underway in June 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 June 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.
- Rancho Vista Grade Separation – The City of Palmdale released an RFP in December for final design. A consultant team has been selected. A Memorandum of Understanding has been signed between LACMTA and the City. Metro staff will continue to support the city with this important 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.

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 in southern California 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 (FRA) 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, starting June 2013.
- 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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