

# Los Angeles – San Diego – San Luis Obispo Rail Corridor Governance Initiative

Metro Board Executive Management Committee  
September 15, 2011



**Metro**

# Board Action

- Approve conceptually the development of “local control” approach to Amtrak Services on the LOSSAN Corridor.
- Direct staff to work with the LOSSAN Board and the other Member Agencies to:
  - Develop framework for JPA,
  - Introduce of legislation.

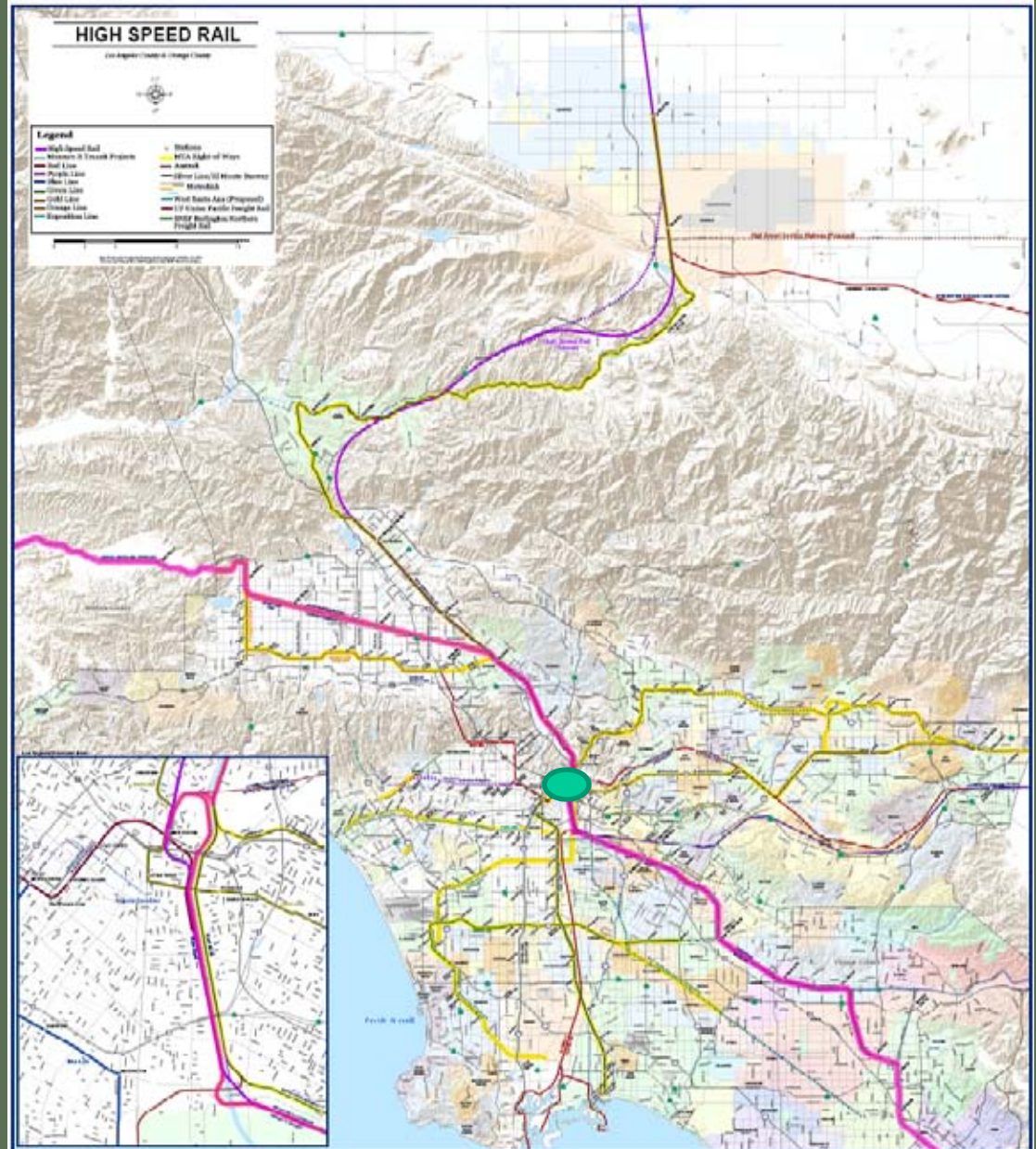
# LOSSAN/I-5 Corridor

- Second busiest rail corridor in the U.S.,
- Three operating passenger railroads:
  - Amtrak
  - Metrolink
  - COASTER
- Two freight carriers:
  - BNSF
  - UPRR



# LOSSAN/I-5 Corridor

- Includes 41 stations,
- More than 100 trains daily,
- 2.7 M annual riders on Amtrak,
- 4.5 M annual riders on Metrolink and Coaster.



# LOSSAN/I-5 Corridor

- The state supported Amtrak Pacific Surfliner service also has federal subsidies.
- Caltrans manages the service with Amtrak,
- After PRIIA Section 209 takes effect the state subsidy is expected to be between \$35 M - \$40 M.

# LOSSAN JPB Member Agencies

## Voting Members:

- Caltrans
- LACMTA
- NCTD
- OCTA
- SANDAG
- San Diego MTS
- San Luis Obispo COG
- Santa Barbara COG
- VCTC

## Ex-Officio Members:

- Amtrak
- CA High Speed Rail Authority
- RCTC
- SCAG

# Previous Actions

- The LOSSAN Rail Corridor Agency was established in 1989 to enhance passenger service.
- On 12-10-2009 LACMTA approved an MOU with the LOSSAN Board to adopt strategies to have a positive impact on passenger rail service.
- LOSSAN Corridor Strategic Assessment completed in January 2010.

# Business Plan

- A project leader was hired to oversee the development of the Strategic Implementation Plan and Business Case.
- This effort includes modeling of short term and longer term service improvements in the Corridor.
- This effort is expected to be completed in late 2011.



# Work by the CEOs

- The CEOs have been discussing the vision for the Corridor and updates on the progress of the business plan.
- Discussions of governance have resulted in the development of a white paper.
- This paralleled the development of the Business Plan.

# Results of CEO Discussions

- Assume local control of the state supported Amtrak Pacific Surfliner service.
- Place the Amtrak service under the management of a local Joint Powers Authority.
- This will make the service more responsive to local needs and consumer desires.
- Would be modeled after the very successful Capital Corridor.

# Advantages

- More efficient and effective allocation of resources and decision making.
- A unified voice at the State and Federal level when advocating on passenger rail issues and funding.
- Consolidated passenger services such as; fares, ticketing, information, and marketing.
- Coordinated capital improvement priorities benefitting the entire corridor.
- More focused oversight and management.

# LOSSAN Board Action

- At the August LOSSAN Board meeting it was agreed to move forward in concept.
- Agreed with the CEOs that local governance changes focus only on the Surfliner Service.
- The decision was unanimous by the Board.

# Next Steps

- Developing an Action Plan to move forward with governance.
- Develop the framework for the management of the JPA.
- Development of draft legislation that would form the new JPA.
- Develop the overall Board operational framework including membership and voting rights.

# Timeline

- Develop framework for the JPA – Summer 2011
- Draft legislation and identify author – Fall 2011
- Introduction of legislation – Winter/Spring 2012
- Effective Date – January 1, 2013.

Questions?