

**Metro**

Metropolitan Transportation Authority

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metro.net**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 18, 2013****SUBJECT: REGIONAL RAIL UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file the Regional Rail Update through July 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.

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 Ridership and Revenue Update (July thru May 2013)

Metrolink ridership is up 2% year-over-year and is 1% under budget for FY 2012-13. Metrolink revenues are up 7% year-over-year and are 3% below budget for FY 2012-13. Revenues on all lines except the Orange County Line are below budget.

METROLINK FY 2012-13 THRU 5/31/13 BY LINE						
Line	Ridership to Budget (000s)			Revenue to Budget (000s)		
	Budget	Actual	%	Budget	Actual	%
Antelope Valley	1,686	1,732	3%	12,358	11,615	-6%
Inland Empire / Orange County	1,118	1,095	-2%	6,873	6,758	-2%
Orange County	2,332	2,419	4%	17,548	18,300	4%
Riverside	1,261	1,157	-9%	9,404	8,716	-7%
San Bernardino	3,203	3,187	0%	23,425	22,337	-5%
Ventura	1,033	981	-5%	6,323	6,190	-2%
91 Line	569	570	0%	4,551	3,978	-13%
TOTAL	11,202	11,141	-1%	80,482	77,894	-3%

Effective July 1, Metrolink began a more comprehensive fare enforcement program at Union Station. At least 85% of the trains leaving Union Station are fully inspected for tickets. This program was rolled out at Union Station because 63% of Metrolink riders begin or end their trips at Union Station. Previous studies had shown an overall fare evasion rate of 3%. More information will be provided regarding the effectiveness of the program in later reports.

- Added Service on Antelope Valley Line on Sundays

In accordance with Supervisor Antonovich's motion, Metrolink added three new round trips on the Antelope Valley Line, effective August 18th. This doubles service on Sundays and creates for an identical schedule of six round trips on Saturday and Sunday. This will provide significant additional weekend transit options to north L.A. County residents to get to and from the greater L.A. area. Times were also adjusted to provide for better connections to other trains at Union Station. The first weekend saw an increase of 350 passengers over the prior weekend.

In addition to the new Sunday service, train schedules have been modified to create more efficient transfers between Antelope Valley Line trains and those of the other Metrolink lines.

- Subway Gate Latching

In July and August, LACMTA completed the latching of the gates at all of its subway stations. Metrolink successfully created TAP enabled fare media with a special chip to get Metrolink riders through the latched subway gates. Approximately 11,500 Metrolink riders are TAPing through the LACMTA gates each weekday without issue. These numbers will rise as the gate latching program is expanded this Fall to include the Metro Gold, Blue and Green lines.

- Los Angeles County Fair

Metrolink is celebrating 20 years of providing special weekend stops at the Los Angeles County Fair, which is currently running through September 29th. In addition,

the fair is offering a discounted admission ticket of \$10 when riders show their Metrolink ticket. This is a savings of \$9 off the regular \$19 fair admission cost.

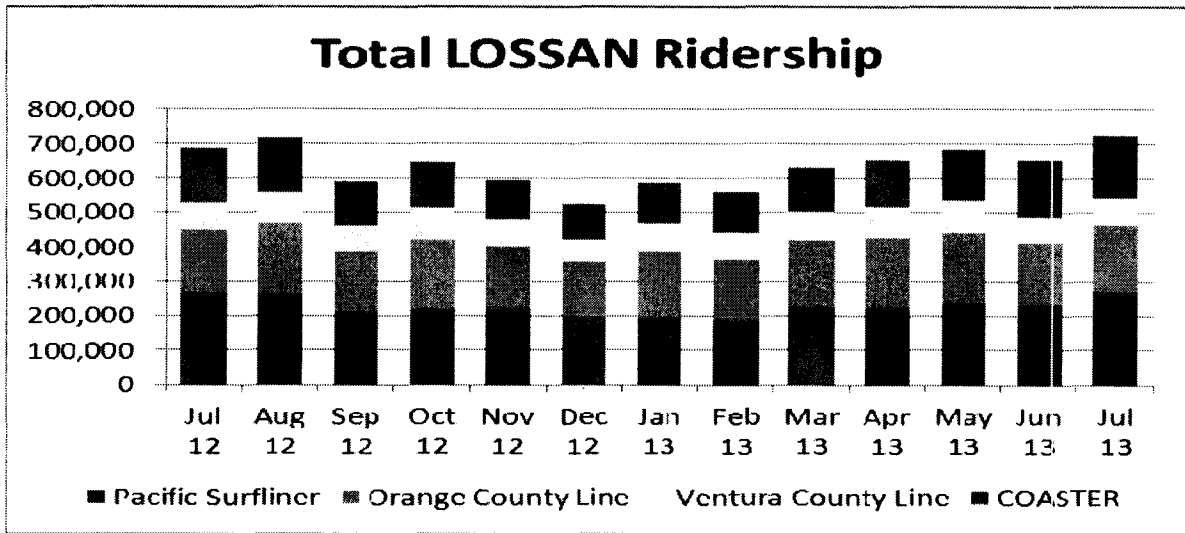
LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN Joint Powers Authority (JPA) is moving to local governance and management of the Pacific Surfliner. The LOSSAN JPA released an RFP for proposals for the managing agency of the service. With Board direction, staff submitted a proposal for Metro to be that managing agency.

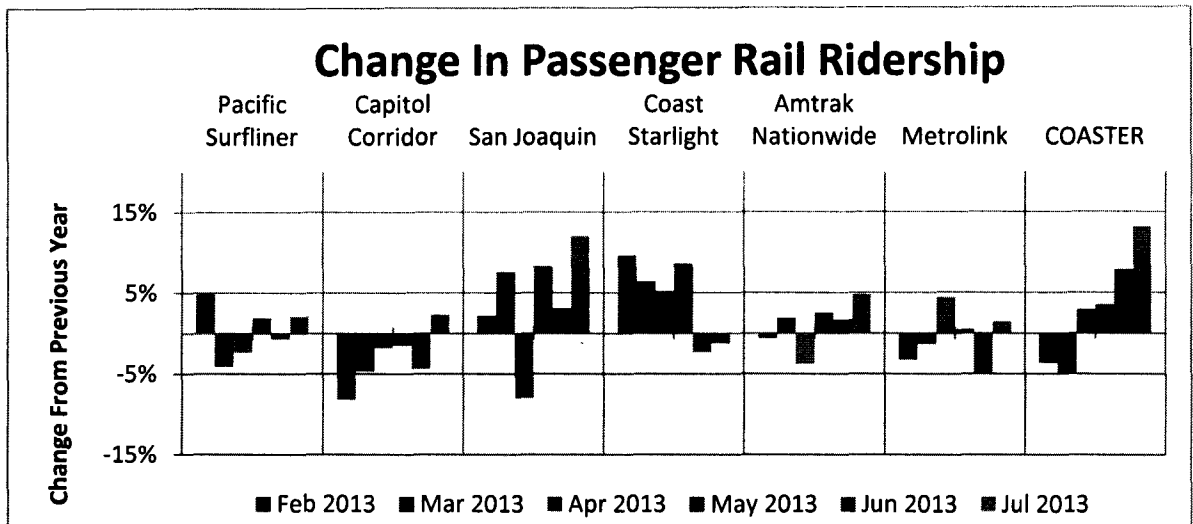
Three proposals were received by the LOSSAN Board for the managing agency. Metro along with the Orange County Transportation Authority (OCTA), and San Diego Metropolitan Transit Service each submitted proposals. These proposals were reviewed by a screening committee. Upon recommendation from the screening committee and after a lot of board discussion, OCTA was selected to be the managing agency at the August 23 LOSSAN Board meeting.

- **LOSSAN Corridor Trends**

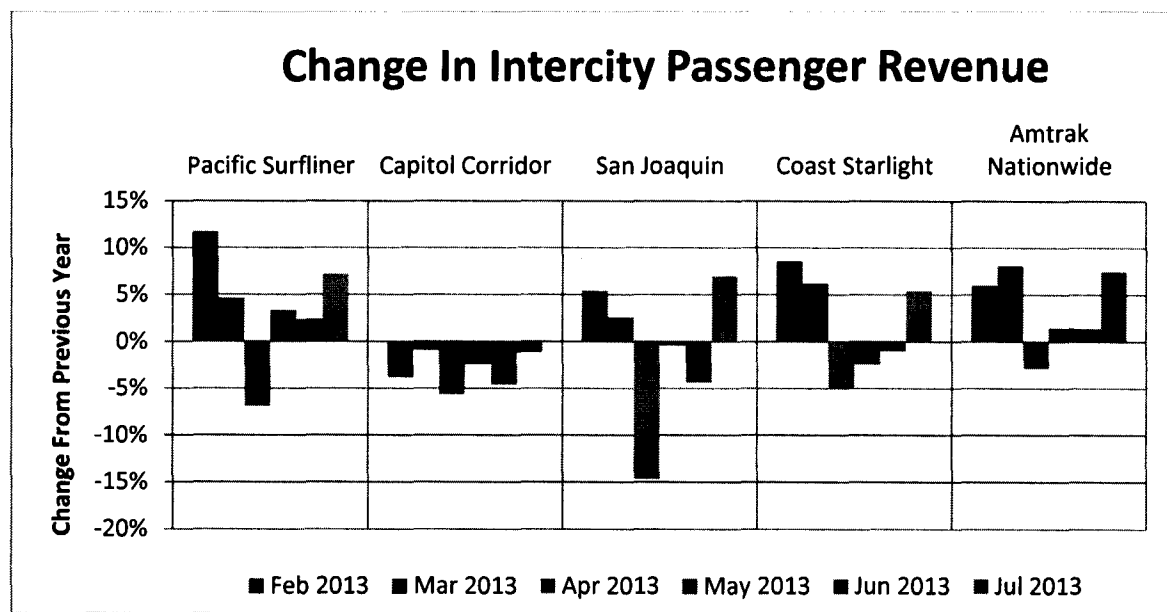
The Pacific Surfliner is Amtrak’s second busiest intercity rail corridor in the nation, averaging 2.6 million boardings per year. Combined ridership in the corridor, including the commuter services, is 7 million boardings per year. Ridership peaks during the summer, weekends and holidays.



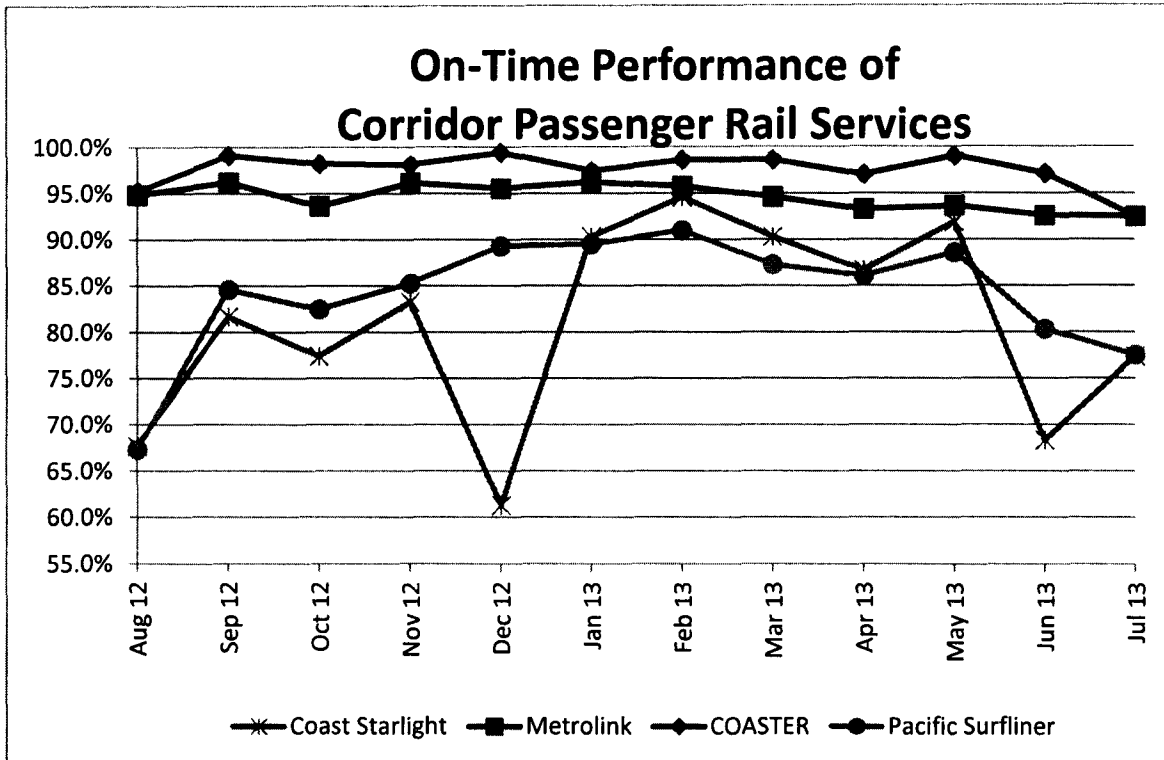
Ridership has been flat on the Pacific Surfliner for last six months, although it was up 2% in July 2013 compared to 2012.



Fare revenues continue to be strong on the Pacific Surfliner, up in 11 of the last 12 months, including 7% in July 2013.



On time performance (OTP) for the Pacific Surfliner had been stronger, averaging 85% or higher since September 2012. However, in June and July OTP dropped, mostly due to mechanical and trespasser issues, plus brushfires and heat restrictions. Metrolink and Coaster commuter services are averaging 93% OTP. The commuter services generally have higher OTP than intercity services due to shorter routes and higher capacity infrastructure over which they operate.



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>
Regional Rail Bench	Procurement complete	May 2013
Raymer to Bernson Double Track Project	The environmental document and preliminary engineering is complete. The CEQA Notice of Exemption was received in August. The RFP for final engineering is in development. The project is completely funded through Caltrans Division of Rail.	Environmental Clearance – Fall 2013 Final Engineering RFP – Fall 2013 Begin Final Engineering – February 2014
Van Nuys Second Platform	Environmental work and preliminary engineering is complete. The Categorical Exclusion for the project was received in July 2013. The RFP for final engineering is in development. The project is completely	Environmental Clearance – July 2013 RFP for final engineering to be release Fall 2013

	funded through Caltrans Division of Rail.	
San Bernardino Line Strategic Study	Project is underway	January 2014
Doran Street Grade Separation	Project is underway.	NTP July 2013
Southern California Regional Interconnector Project (LAUS Run-Through Tracks)	This project is in procurement.	RFP September 2013
Hollywood Way Station at Bob Hope Airport	Project is underway	Station substantial completion January 2015
L.A. County Grade Crossing and Corridor Safety Program	RFP is in development	Expected RFP September 2013

Of particular importance are the following:

- Raymer to Bernson Double Track - Preliminary engineering and environmental work is complete. The CEQA Notice of Exemption was received in August 2013. The State Division of Rail will be seeking an allocation request from the California Transportation Commission (CTC) in October for \$6.5 million for final design. LACMTA will the lead this project. An RFP is in development for final engineering with an expected release in the Fall of 2013.
- Van Nuys Second Platform - Preliminary engineering and environmental work is complete. Categorical Exclusion was received in June 2013. The State Division of Rail will be seeking an allocation request from the CTC in October for \$4 million for final design. LACMTA will the lead this project. An RFP is in development for final engineering with an expected release in the Fall of 2013.
- 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 is funding 60% of the study costs, and the other 40% of the costs are funded by San Bernardino Associated Governments (SANBAG). The study will recommend segments for double track that will enable more service to be operated, including additional express trains. The study will be completed in January 2014.
- Southern California Regional Interconnector Project (SCRIP) – Formally referred to as the LAUS Run-Through Tracks Project, this project will extend at least four tracks from 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 requests for Proposals (RFP) is being developed and will be released in September 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 matching funds for existing funding are being sought.

- Hollywood Way Station at Bob Hope Airport – This will promote the plane-to-train concept by directly connecting the Antelope Valley Line to Bob Hope Airport. LACMTA has committed \$2.0 million of Measure R funds. An additional \$1.7M has been committed that will be used for other train – to – plane connections at the airport. This project is underway. The substantial completion date for the station is forecasted to be January 2015. Staff is working closely with the Airport to develop this and other projects.

LACMTA staff has been working to expedite the development of the project. The following milestone dates have been established:

Environmental/Preliminary Engineering	July-September 2013
Final Design	September –December 2013
Advertise and Procure Construction	December 2013 – March 2014
Construction	April 2014 – January 2015
Substantial Completion	January 2015

This is an accelerated schedule that will put the station in service in January 2015. This includes overlapping of some of the tasks necessary to complete the work.

The groundbreaking for this station was held on June 21, 2013.

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 develop double tracking projects and 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. The CHSRA is developing the 2014 Business Plan that will further define potential projects along the Antelope Valley Line that could serve both the existing Metrolink service as well as future high speed rail service.

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.

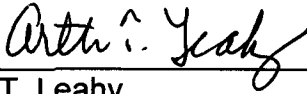
NEXT STEPS

- 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.
- 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.
- Release the RFP for final design for the Raymer to Bernson Double Track and the Van Nuys Station projects.

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