Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2016-0018, **File Type:** Informational Report **Agenda Number:** 54.

AD HOC REGIONAL RAIL COMMITTEE MEETING
JANUARY 20, 2016

RECEIVE **oral report on Metrolink Short Range Transit Plan and Ten Year Strategic Plan**

Prepared by: Don Sepulveda, Executive Officer, Regional Rail, (213) 922-7491

Reviewed by: Rick Clarke, Executive Director, Program Management

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Regional Rail

Ad-Hoc Regional Rail Committee



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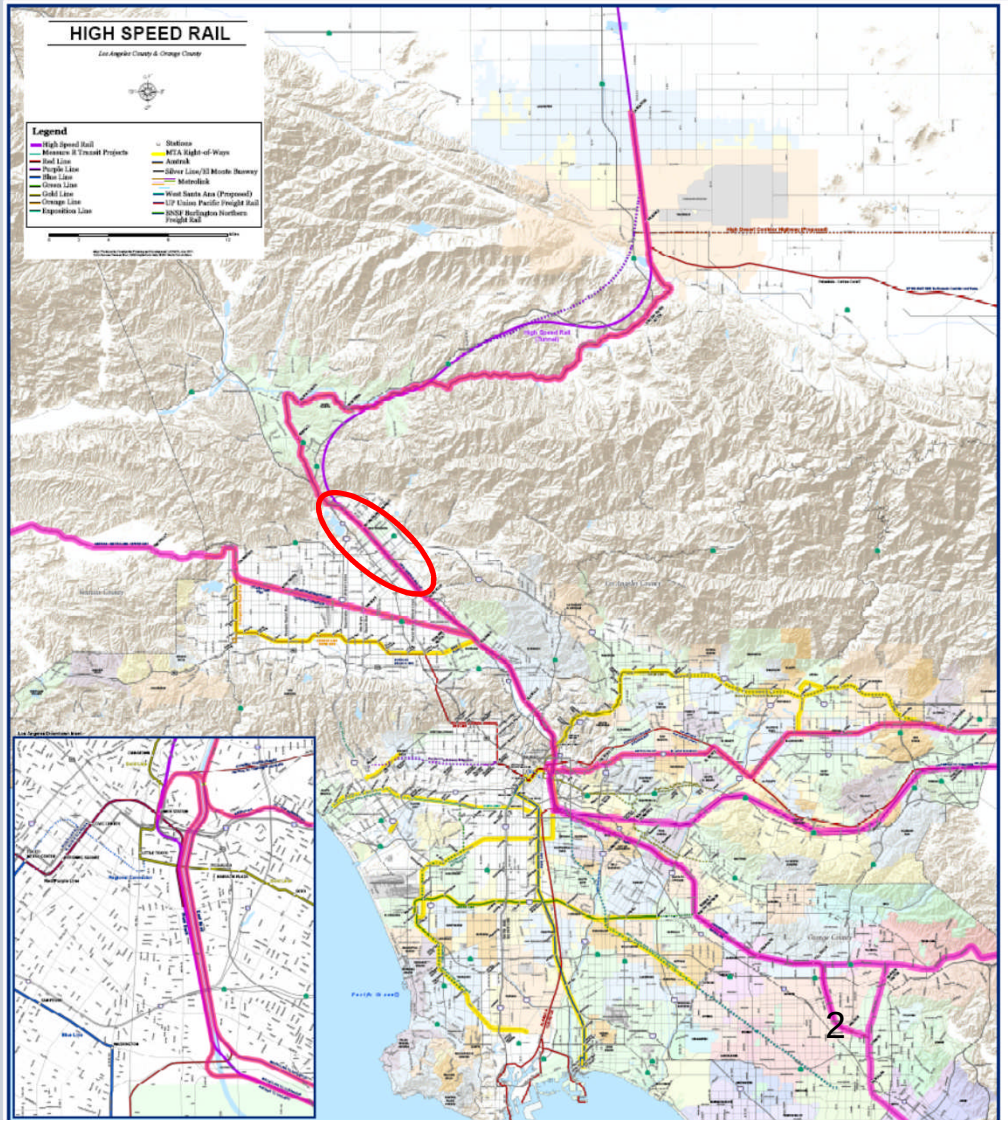
Brighton to Roxford Double Track

- Adds a second track between Burbank and Sylmar on the AVL.
  - 10.2 miles
  - 17 grade crossings
  - 3 stations
- Identified in AVL study as a significant constraint.
- Second on the regional MOU priority list.
- Project is in the environmental stage. Completion September 2016.
- In procurement for an outreach consultant for the project.



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On Time Performance

- Since PTC implementation in Spring/Summer 2015 the OTP has declined.
- The addition of BNSF locomotives has further contributed to the OTP due to:
  - Double spotting of trains
  - Slower acceleration rate
- Mechanical issues are delaying trains.
- Operational issues – PNAs, late meets, other operational issues.

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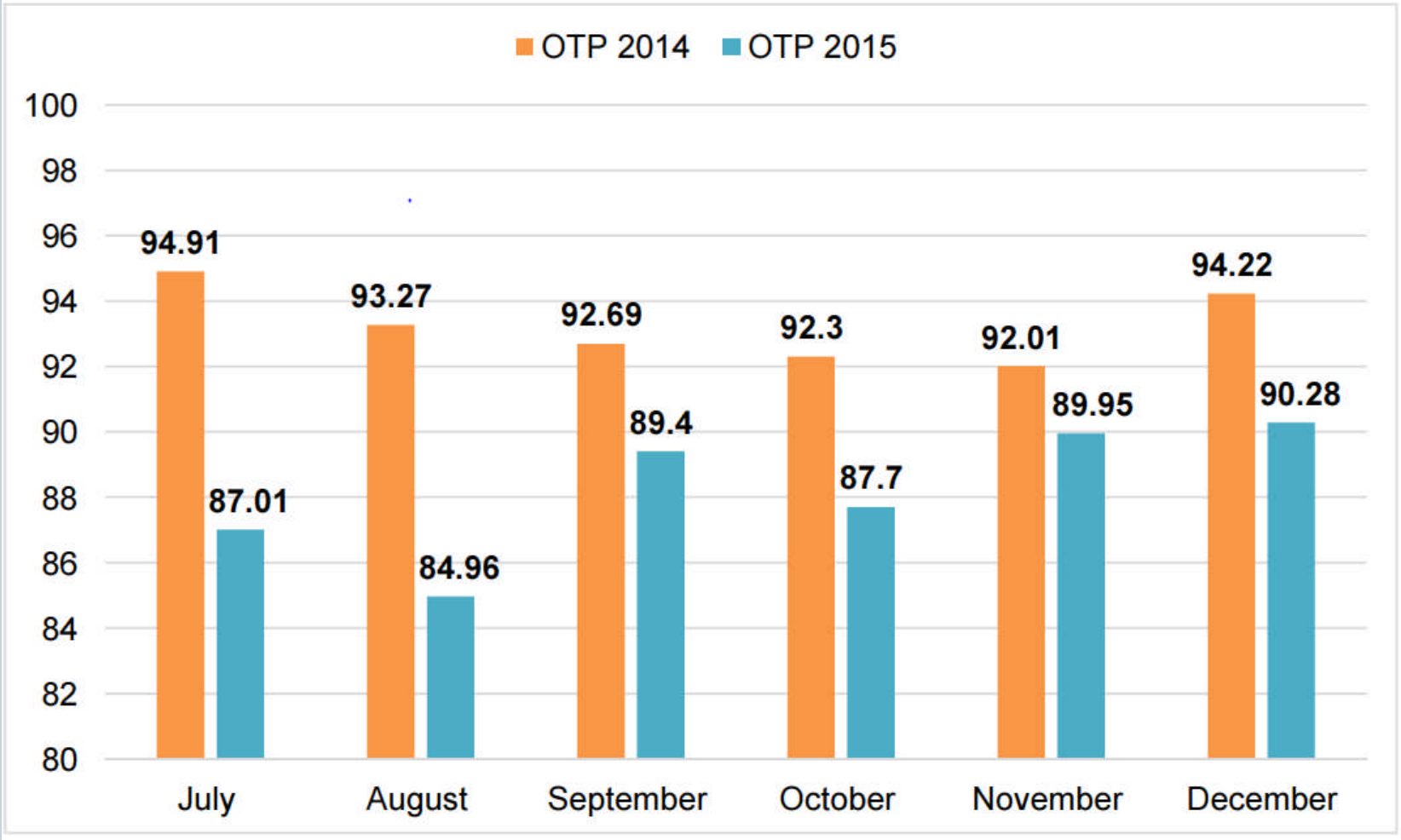
On Time Performance



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On Time Performance

Delay Type Responsibility	2014	2015	Responsibility Total
Intercity - Amtrak	48	35	83
Force Majeure	289	536	825
BNSF	478	626	1104
Mechanical	466	588	1054
Track	26	40	66
Operations	518	1144	1662
Signal	123	249	372
Crossing	117	249	366
Communications	38	9	47
UPRR	185	255	440
Red Line	12	1	13
NCTD	35	27	62
CAD	47	23	70
PTC	0	613	613
System Wide Total	2382	4395	6777

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Antelope Valley Line Cancellations

- On December 30 a pedestrian was struck by Metrolink train 215 at 5:55 p.m. It was a fatality.
- Accident occurred between the Lancaster and Palmdale Stations.
- This delayed train 285 by 2 hours into Palmdale.
- Train 215 was released at 10:50 p.m. Tracks were released at 10:59 p.m.
- This resulted in a cancelation of 8 inbound trains and 5 outbound trains on December 31.

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Antelope Valley Line Cancellations

- The five hour delay in clearing the tracks was caused by a communication gap between the Metrolink Sheriffs and the Palmdale Sheriff station.
- There were a significant number of train cancellations due to crew timing.
  - With the delay of five hours and the ripple effect, this delayed crews getting into the station.
  - The crews needed at least 8 hours between shifts.
  - This resulted in crews not being available at the start of the morning peak time.

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San Bernardino Line OTP

- In October Metrolink changed the San Bernardino Line schedule moving the trains to 30 minute peak period headways versus the 20 minute headways that were scheduled.
- Significant spike in customer complaints in October and November
- The canceled trains created a significant crowding issue.
  - Metrolink added two cars to some of the consists.
- The addition of the BNSF locomotive added delays due to the different acceleration rate and double spotting.
- There has also been signal issues along the line.

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