

Metro

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



Agenda - Final

Wednesday, January 20, 2016

11:30 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad-Hoc Regional Rail Committee

Directors/Alternates:

Paul Krekorian, Chair / Doug Mensman

Michael Antonovich, Vice Chair / Roxana Martinez / Jennifer Brogin / Michael Cano

Sheila Kuehl / Nicole Englund

*Ara Najarian / Maureen Micheline**

Hilda Solis / Joseph Gonzalez

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

**via telephone*

*37344 Medjpool Ave.
Palm Desert, CA 92211*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES (ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - www.metro.net
TDD line (800) 252-9040

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

52. RECEIVE oral report on **Metrolink On-time Performance and other Operational Issues** [2016-0043](#)
53. RECEIVE AND FILE status report and provide guidance on the **scope and objective of staff's proposed Cost/Benefit Analysis of Metro's subsidy to Metrolink.** [2016-0023](#)
Attachments: [motion40](#)
54. RECEIVE oral report on **Metrolink Short Range Transit Plan and Ten Year Strategic Plan** [2016-0018](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2016-0023, **File Type:** Informational Report

Agenda Number: 53.

**AD-HOC REGIONAL RAIL COMMITTEE
JANUARY 20, 2016**

SUBJECT: SCOPE AND OBJECTIVES - COST/BENEFIT ANALYSIS OF METRO'S SUBSIDY TO METROLINK

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report and provide guidance on the **scope and objective of staff's proposed Cost/Benefit Analysis of Metro's subsidy to Metrolink.**

ISSUE

At its meeting of December 3, 2015 Metro's Board adopted Motion 40 recommending:

- A. The CEO assign staff to complete a comprehensive Cost/Benefit analysis for the Los Angeles County subsidy to Metrolink; and
- B. That until such analysis is completed and approved by the board, any and all funding requests from Metrolink that increase, or have the potential to increase the Metro contribution above the FY16 approved budget, or affect Los Angeles County residents/riders negatively, shall come to the MTA board for approval prior to Metrolink full board approval; and
- C. That the Chair of the MTA board create an ad hoc committee to convene, as required, to vote on Los Angeles County Metrolink issues and to direct the cost/benefit analysis. Said study shall include MTA staff, including, at a minimum, finance and innovation executives, to oversee a cost/benefit analysis to look at innovative ways the MTA can best serve the Los Angeles County constituency; and
- D. That the ad hoc Metrolink committee be convened beginning January 2016; and
- E. That staff complete the cost/benefit analysis and report back to the board in March 2016.

DISCUSSION

Through the initiation of a Cost/Benefit Study of LA Metro's subsidy of Metrolink, staff will seek to provide information that allows the Committee and Metro's Board to examine, review, and make recommendations based on the following:

Costs

- Metrolink's cost structure and performance in relation to Commuter Rail industry standards; and
- Metrolink's performance in key categories in comparison to Metro's other modes of transportation cost and performance; and
- An examination of Metro's contributions in relation to the other Member Agencies
- Other Information as requested by the committee

Benefits

- Measure of the benefit of Metrolink services to and within Los Angeles County including:
 - Los Angeles County residents utilization of the system
 - Potential congestion relief on parallel freeways
 - Economic benefits to Los Angeles County including Downtown Los Angeles
 - Potential avoided costs of alternative service provisions (ie Long Distance Commute)
 - Direct funding benefits such as Federal and State Formula funds.

Finally, in light of the ongoing space planning study efforts here at Metro's Gateway headquarters building, we will highlight the cost and revenue effects of continuing to retain Metrolink as a tenant within the building compared to the costs of leasing alternative space for Metro activities.

Staff's objective is to provide sufficient information to the Committee and the Board to:

- Determine if the current Metro contribution to Metrolink is commensurate with identified benefits; and
- Ensure alignment of Metro's priorities with services and funding provided; and
- Identify opportunities for improvement in Metro's relationship, oversight and participation in Metrolink policy decisions; and
- Seek innovative solutions that advance the regional mobility of Los Angeles County residents.

FINANCIAL IMPACT

The completion of a Cost/Benefit analysis of Metro's subsidy to Metrolink will provide the Board a clearer understanding of Metro's investment in commuter rail in Los Angeles County and identify potential cost savings opportunities..

Impact to Budget

There is currently no budget impact in the initiation of a Cost/Benefit Analysis of Metro's subsidy to Metrolink

ALTERNATIVES CONSIDERED

None. This action implements a Board directive.

NEXT STEPS

Staff is currently engaged in the identification, collection, and analysis of available data. We will return to the Committee to:

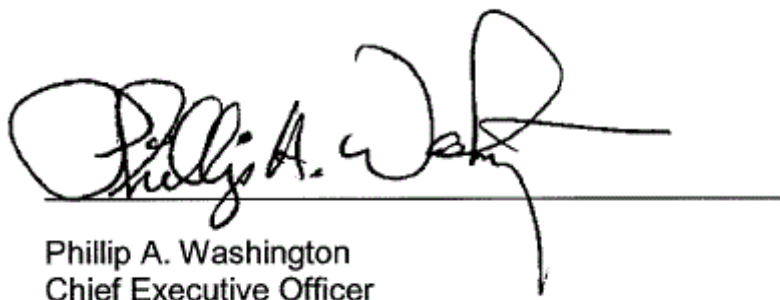
- Identify potential data gaps and seek out the latest research relating to Commuter Rail industry operations; and
- Provide for Committee review the factors that lead to the subsidy share calculations among the member agencies; and
- Provide an update of preliminary data trend analysis; and
- Continue to report back to the Committee on an ongoing basis.

ATTACHMENTS

Attachment A - Motion 40 as adopted December 3, 2015

Prepared by: Drew Phillips, Director, Budget, (213) 922-2109

Reviewed by: Nalini Ahuja, Executive Director, Finance & Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

Ad Hoc Regional Rail Committee

January 20, 2016



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Excellence in Service and Support

Background

At its meeting of December 3, 2015 Metro's Board adopted Motion 40 recommending:

- A. The CEO assign staff *to complete a comprehensive Cost/Benefit analysis for the Los Angeles County subsidy to Metrolink*, and
- B. That until such analysis is completed and approved by the board, any and all funding requests from Metrolink that increase, or have the potential to increase the Metro contribution above the FY16 approved budget, or affect Los Angeles County residents/riders negatively, shall come to the MTA board for approval prior to Metrolink full board approval; and
- C. That the Chair of the MTA board create an ad hoc committee to convene, as required, to vote on Los Angeles County Metrolink issues and to direct the cost/benefit analysis. Said study shall include MTA staff, including, at a minimum, finance and innovation executives, to oversee a cost/benefit analysis to look at innovative ways the MTA can best serve the Los Angeles County constituency; and
- D. That the ad hoc Metrolink committee be convened beginning January 2016; and
- E. That staff complete the cost/benefit analysis and report back to the board in March 2016.



Objectives

Through the initiation of a Cost/Benefit Study of LA Metro's subsidy of Metrolink, staff will seek to provide information that allows the Committee and Metro's Board to examine, review, and make recommendations based on the following:

- The nature of Metro's mobility investment in commuter rail operations in Los Angeles County
- The size and scale of the that investment
- The determination and basis of calculating that investment
- The rate of return to Metro and the residents of Los Angeles County



Framework

The Southern California Regional Rail Authority (SCRRA) was formed as Joint Exercise of Powers Authority (JPA) to Design, Build, Operate and Maintain (DBOM) a regional commuter rail operation on behalf of its Member Agencies. The system is operated under the brand name Metrolink



Scope

Proposed specific areas of analysis that staff will advance for the committee's review:

Costs

- Metrolink's cost structure and performance in relation to Commuter Rail industry standards; and
- Metrolink's performance in key categories in comparison to Metro's other modes of transportation cost and performance; and
- An examination of Metro's contributions in relation to the other Member Agencies
- A review of Metro's regulatory and State of Good Repair (SOGR) requirements
- A review of the Revenue and Expense effects of Metrolink's tenancy at Gateway

Benefits

Measure of the benefit of Metrolink services to and within Los Angeles County including:

- Los Angeles County residents utilization of the system
- Potential congestion relief on parallel freeways
- Economic benefits to Los Angeles County including Downtown Los Angeles
- Potential avoided costs of alternative service provisions (ie Long Distance Commute)
- Direct funding benefits such as Federal and State Formula funds.



Staff's objective is to provide sufficient information to the Committee and the Board to:

- Determine if the current Metro contribution to Metrolink is commensurate with identified benefits; and
- Ensure alignment of Metro's priorities with services and investment provided; and
- Identify opportunities for improvement in Metro's relationship, oversight, and participation in Metrolink policy decisions; and
- Seek innovative solutions that advance the regional mobility of Los Angeles County residents.

Next Steps

- Identify, collect and analyze available data
- Provide the Committee review of factors that determine Metro's share of Metrolink subsidy
- Provide the Committee with an update of preliminary data trend analysis
- Address issues or concerns of the Committee based on results to date

Questions



Board Report

File #:2015-1673, File Type:Motion / Motion
Response

Agenda Number:40.

REVISED
SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
NOVEMBER 19, 2015

Motion by:

Directors Antonovich, Najarian and Solis

November 19, 2015

Cost/Benefit Analysis for Metrolink Subsidy

It has been 9 years since the MTA board directed staff to conduct a cost/benefit study to determine how best to direct MTA's subsidy to Metrolink. The study was prompted by Metrolink's successful manipulation of frozen data from 1994 to 2004, that eventually raised the Los Angeles County share of the Metrolink budget to 60.7%, a disproportionate share of the 5-county JPA. As a result of the study, a change in the formula subsidy was approved by the participating entities in 2007 and has not been reviewed since.

The rising overhead costs due to additional layers/salaries and benefits, the failure to repay MTA the \$18 million loan, it is appropriate that the MTA board request staff for an updated cost/benefit study on behalf of Los Angeles County. The study will determine if funding would be better served improving service within the county. The analysis should include, but not be limited to, governance versus subsidy inequities, operating assumptions, the benefits of limiting subsidies to Los Angeles County, and innovative solutions to regional rail issues.

MOTION by Antonovich, Najarian and Solis that:

- A. The CEO assign staff to complete a comprehensive Cost/Benefit analysis for the Los Angeles County subsidy to Metrolink; and
- B. That until such analysis is completed and approved by the board, any and all funding requests from Metrolink that increase, or have the potential to increase the Metro contribution above the FY16 approved budget, or affect Los Angeles County residents/riders negatively, shall come to the MTA board for approval prior to Metrolink full board approval; and
- C. That the Chair of the MTA board create an ad hoc committee to convene, as required, to vote on Los Angeles County Metrolink issues and to direct the cost/benefit analysis. Said study shall include MTA staff, including, at a minimum, finance and innovation executives, to oversee a

cost/benefit analysis to look at innovative ways the MTA can best serve the Los Angeles County constituency; and

- D. That the ad hoc Metrolink committee be convened beginning January 2016; and
- E. That staff complete the cost/benefit analysis and report back to the board in March 2016.



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Metropolitan Transportation
Authority
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Los Angeles, CA

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

Regional Rail

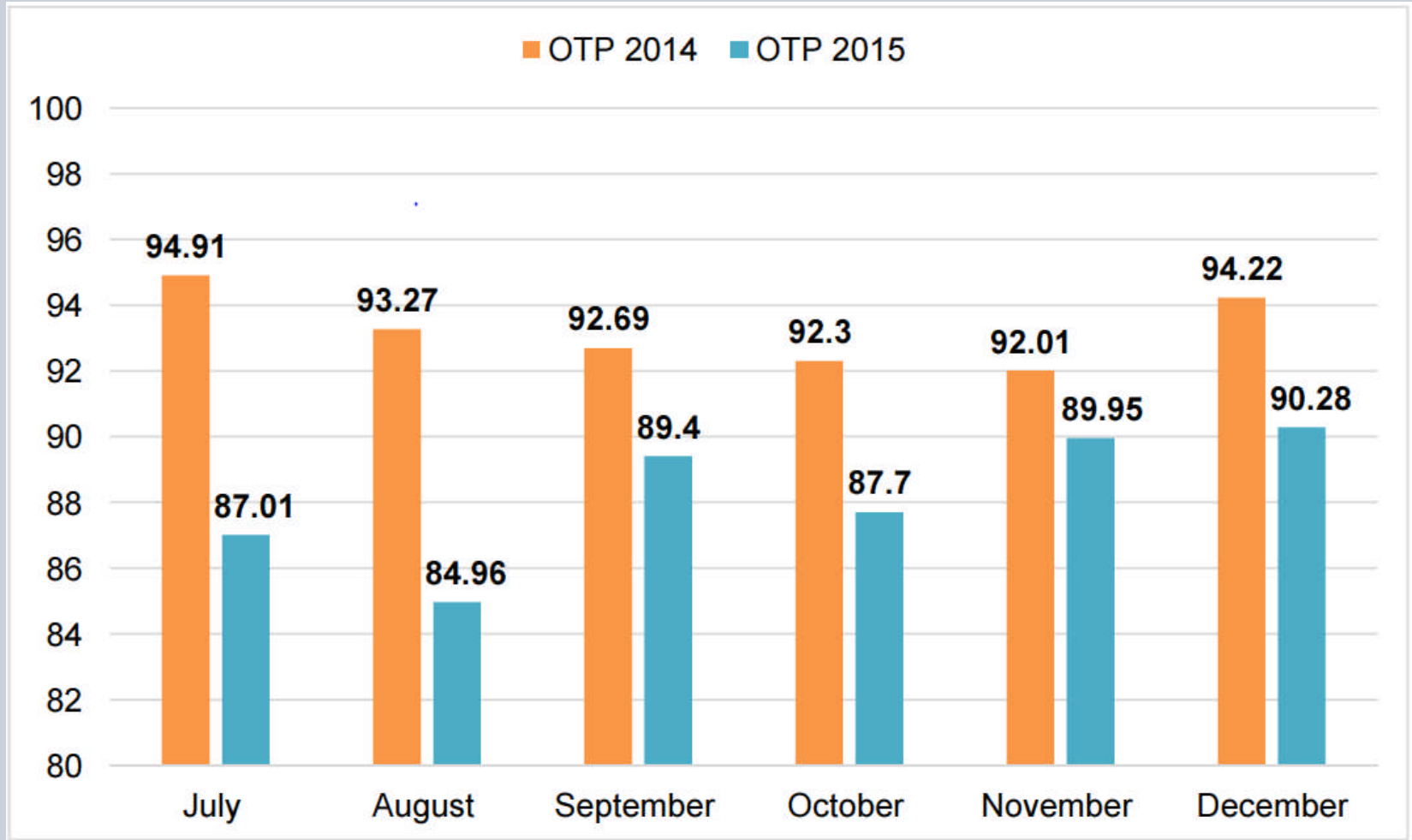
Ad-Hoc Regional Rail Committee



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.

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

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.

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.

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.