



# Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency **TECHNICAL ADVISORY COMMITTEE**

MARCH 7, 2019 MEETING MINUTES

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) Technical Advisory Committee (TAC) met on March 7, 2019, at 12:30 p.m. at the Orange County Transportation Authority, Conference Room 103.

## **Committee members in attendance:**

### *In Person:*

Danny Veeh, SANDAG  
Rosa Guillen-Sanchez, OCTA

### *Via Teleconference:*

Anna Devers, SLOCOG  
Heather Miller, VCTC  
Sheldon Peterson, RCTC  
Eric Roe, NCTD  
Scott Spaulding, SBCAG

## **Guests and Staff in attendance:**

### *In Person:*

James Campbell, LOSSAN  
Jazmin Amini, SANDAG  
Jason Jewell, LOSSAN  
Roger Lopez, LOSSAN  
Dan Weatherby, HDR  
Jerry Martin, Public

Michael Litschi, LOSSAN  
Michael Johnson, NCTD

### *Via Teleconference:*

Tim Gillham, SLOCOG

## **Welcome and Introductions**

The March 7, 2019, LOSSAN Agency TAC meeting was called to order by Mr. Michael Litschi, Communications and Passenger Experience Manager (LOSSAN), who welcomed the LOSSAN Agency TAC to the Orange County Transportation Authority, 600 South Main Street, California. Mr. Litschi asked the participants in the room and over the teleconference line for introductions.

Mr. Litschi informed the Committee that a quorum of members was not reached, so no action would be taken during this meeting.

## **1. Public Comments**

Mr. Eric Reese submitted comments to Mr. Peterson (RCTC) for inclusion in the meeting minutes. Those comments are attached.

## **SPECIAL CALENDAR**

There were no Special Calendar matters.

## **CONSENT CALENDAR**

### **2. Approval of Minutes**

*No action was taken due to lack of quorum.*

## **REGULAR CALENDAR**

*There were no Regular Calendar items.*

## **DISCUSSION ITEMS**

### **3. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Business Plan for Fiscal Years 2019-20 and 2020-21**

Mr. Lopez (LOSSAN) thanked the Committee for the input provided on the draft Business Plan and provided a brief update on the status of the Business Plan and addressed questions about reporting to the Committee.

The Committee requested additional reporting on root-cause delays on a regular basis. There was no further discussion.

### **4. Update on the Expansion of the Pacific Surfliner Layover Facility in the City of Goleta**

Mr. Campbell (LOSSAN) provided an update on the efforts underway for the expansion of the layover facility in Goleta. The City of Goleta (City) and Santa Barbara County Association of Governments (SBCAG) received Transit and Intercity Rail Capital Program grant funding to design and construct an intermodal transportation facility adjacent to the layover facility and platform in Goleta. LOSSAN Agency staff is in communication with City staff as the projects move forward. Mr. Campbell informed the Committee that a cooperative agreement would be put before the Board of Directors at the March 18, 2019 meeting between the LOSSAN Agency and Amtrak for the design of the expanded layover facility.

Mr. Spaulding (SBCAG) provided a brief update on the intermodal transportation facility to address questions posed by the Committee.

There was no further discussion.

### **5. Continuance of Rail 2 Rail Agreements with the Southern California Regional Rail Authority and North County Transit District**

Mr. Campbell (LOSSAN) provided background on the Rail 2 Rail agreements with the Southern California Regional Rail Authority (SCRRA) and the North County Transit District (NCTD). A new Rail 2 Rail agreement with the SCRRA will be brought to the Board of Directors for approval at the March 18, 2019 meeting. An amendment to the existing agreement with the NCTD will extend the Rail 2 Rail

program for one year and update the reimbursement rate to \$4.44 per boarding, which is consistent with NCTD's recent comprehensive annual financial report. The amendment will be going to the March 18 Board of Directors meeting as well.

The Committee asked questions regarding cost per boarding reimbursements and a potential step-up payment program. There was no further discussion.

## **6. Upcoming Agenda Items**

Mr. Litschi (LOSSAN) provided a brief overview of the agenda items for the March 18, 2019 Board of Directors meeting. There was no discussion.

## **7. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Update**

Mr. Litschi (LOSSAN) reviewed weekend work windows dates, the April 8, 2019 coordinated schedule change, Disneyland Resort promotions, and a new midweek fare promotion. In addition, Mr. Litschi announced that the LOSSAN Agency was awarded approximately \$700,000 in State Rail Assistance funds for the station wayfinding signage program.

Ms. Bergener (LOSSAN) gave a brief update on the Rosecrans Marquardt triple-track project and how that project impacts the planned 13<sup>th</sup> roundtrip between San Diego and Los Angeles. Ms. Bergener also informed the Committee that Staff is working with LA Metro and Metrolink to get Pacific Surfliner ticket holders access through the subway gates at Union Station as part of the Transit Transfer program.

## **8. Technical Advisory Committee Members' Report**

Mr. Peterson (RCTC) announced the State Rail Assistance award of \$5.9 million for a special events platform at Indio station.

Ms. Devers (SLOCOG) announced that San Luis Obispo Council of Governments was awarded \$2.2 million State Rail Assistance funds to be used by Coast Rail Coordinating Council and member agencies to the Coast Rail Corridor Service Implementation Plan and pre-construction activities for a new passenger platform.

Ms. Guillen-Sanchez (OCTA) reported on the 25<sup>th</sup> anniversary of Orange County Metrolink Line – customer appreciation events at several stations, including coffee and donuts for morning commuters. Ms. Guillen-Sanchez also provided an Angels Express update.

Mr. Veeh (SANDAG) yielded to Ms. Amini (SANDAG) to provide an update on Federal Railroad Administration State of Good Repair grant application for the Del Mar Bluffs Stabilization Project.

Mr. Spaulding (SBCAG) requested an update on the Committee request to agendize the election of a chair and vice chair.

**9. Closed Session**

There is no Closed Session scheduled.

**10. Adjournment**

The meeting adjourned at 1:12 p.m.

The next regularly scheduled meeting of this Committee will be held at:

Thursday, May 9, 2019

12:30 p.m. – 2:30 p.m.

Los Angeles County Metropolitan Transportation Authority

Henry Huntington Room – Third Floor

One Gateway Center, Los Angeles, California

LOSSAN Technical Advisory Committee Meeting March 7, 2019 Public Comment

Dear LOSSAN Technical Advisory Committee Members,

Hello, my name is Eric Reese and my public comment is in regards for future committee and LOSSAN Staff analysis on the proposal to add a Northridge siding to the existing Metrolink Ventura Subdivision. The siding project that I am talking about would enhance an existing siding spur (the southern most portion below the main track) that is used on the Ventura Subdivision between Parthenia St in Northridge and the Northridge Station. This existing siding spur track is around 2,112 feet in length and has the possibility to hold up to 16 cars and 1 locomotive, when factoring in the PTC penalty breaking distance/penalty zone of 262 feet. Because of the short siding length, trains that need to wait for a passing train would proceed into the siding at a restricted speed of 15 mph (flashing red signal). The proposal would consist of having Metrolink's right of way maintenance contractor, Veolia, conducting an in depth rail inspection of the rail, ties, and ballast to determine the feasibility of using this existing siding with minimal reconstruction efforts. The proposal would also consist of adding centralized traffic control (CTC) to the siding, adding remote controlled-powered turnout switches rated for 40 mph, reconfiguring the Metrolink computer aided dispatch system to account for this siding, and adding PTC protection. This proposal would help enormously in reducing the delays experienced by Pacific Surfliner trains and Metrolink trains, when these trains are out of their assigned slot time. Adding a Northridge siding would reduce the Raymer to Bernson double track gap by 3 miles from Northridge to Raymer (Van Nuys) and 3 miles from Northridge to Bernson (Chatsworth). Adding a Northridge siding would also help to increase capacity and the number of train slots available to Metrolink and Amtrak. Overall, this proposal would help to increase dispatch fluidity, increase Metrolink's on time performance incentive, reduce delays, and increase capacity at a fraction of the cost and environmental review needed to double track the Raymer to Bernson double track gap. I have included a design rendering of the proposed Northridge siding along with my public comment. Thank you for your time and consideration of this important proposal.

Sincerely,  
Eric Reese