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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
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August 31, 2018

Mr. Phil Washington, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Analysis of Raymer-Bernson Double Track Project for SCORE and the
2018 Transit and Intercity Rail Capital Program

Dear Phil:

This letter provides background regarding the Raymer-Bernson double track project and the Southern California Regional Rail Authority's (SCRRA's) application for funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the Southern California Optimized Rail Expansion (SCORE) Program.

SCRRA believes that the Raymer-Bernson project is an essential component of the SCORE program.

The Authority's application for funding from the 2018 TIRCP for the entire Southern California regional rail system included a broad range of projects, including those that add capacity, provide reliability, and promote safety. The California State Transportation Agency (CalSTA) awarded a TIRCP grant to SCRRA to achieve initial objectives of the SCORE Program, including providing the basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor).

One of those projects included in the application was the Raymer-Bernson double track project being advanced along the LOSSAN Corridor in Los Angeles County. An operations analysis performed by SCRRA confirmed that the Raymer-Bernson double track project does provide strong reliability benefits, but that it benefits capacity when train frequencies in the corridor reached every 15 minutes. The analysis indicated that the project is not as essential at frequencies of 30 minutes or 60 minutes.

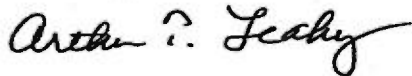
It has come to our attention that CalSTA is recommending a reprogramming of \$61 million in FY21 State Transportation Improvement Program Funding from the Raymer Bernson double track Project to projects in the Los Angeles County portion of the SCORE

Program. Eligible projects in Los Angeles County for the reprogrammed STIP funding include Link US and improvements to Burbank Junction, which will allow for 30- and 60-minute service frequencies. Separately, we understand that CalSTA is recommending reprogramming \$13 million of Proposition 1B Intercity Rail funds to other projects along the LOSSAN Corridor for similar reasons.

The Raymer-Bernson project is still important to the success of the SCORE program, especially when service in that section of the LOSSAN Corridor evolves toward higher 15-minute frequencies. SCRRA and SCORE partners will work with Metro to continue seeking funds to support investment in Raymer-Bernson double track.

We look forward to working with you on these important enhancements.

Sincerely,



Arthur T. Leahy
Chief Executive Officer