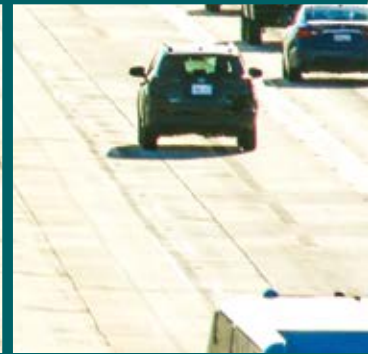




Keeping Southern California's Future on Track



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WHO WE ARE

Metrolink is Southern California's regional commuter rail service in its 25th year of operation. Metrolink is governed by The Southern California Regional Rail Authority (SCRRA), a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Metrolink operates seven routes through a six-county, 538-route-mile network with 60 stations.

For more information, including how to ride, go to www.metrolinktrains.com



MISSION STATEMENT

Our mission is to provide safe, efficient, dependable and on-time transportation service that offers outstanding customer experience and enhances quality of life. For more information, including how to ride, go to [metrolinktrains.com](https://www.metrolinktrains.com).



MESSAGE FROM THE BOARD CHAIR

Metrolink started 25 years ago when the five counties that compose our joint powers authority—Los Angeles, Riverside, Orange, San Bernardino and Ventura—came together for a common purpose—offering commuter rail service in a traffic-choked region. By reducing 8.7 million car trips annually, Metrolink has proven to be an effective relief valve taking enough pressure off the freeways to avert gridlock.

Our double-decker trains make it possible for residents from the Inland Empire to Ventura, northern Los Angeles County and elsewhere to access jobs and education throughout Southern California and explore a region rich in culture and entertainment. We serve workers, students, families, seniors and tourists. We have carried millions of riders in safety, comfort and reliability at an affordable price.

Metrolink also moves the economy. Each month Metrolink Operations staff efficiently dispatches more than 1,400 freight trains and 4 million pounds of goods on Metrolink tracks used by BNSF and Union Pacific that wend their way from the ports of Los Angeles and Long Beach bound for inland manufacturing centers and shipment across the country.

This is an agency that has grown over the years in so many ways. It transcends service expansion. Metrolink has grappled with tragedy, notably the fatal crash in Chatsworth in 2008, and emerged as a national safety leader. It advanced positive train control that can stop a train and prevent train-to-train collisions and derailments and other safety improvements.

Metrolink has harnessed cutting-edge technology in other areas, too. Its new Tier 4 locomotives are the cleanest, most powerful and safest diesel engines of any major commuter rail agency in the nation. We're making it easier to buy tickets with a mobile app, track trains online and communicate better with our customers.

New technologies such as autonomous shuttles connecting riders with Metrolink stations may debut in the not so distant future. Building a throughway at Union Station for trains, construction of new inner city light rail systems like the Regional Connector in downtown Los Angeles that connect with Metrolink, and other projects will bolster ridership.

This next quarter century Metrolink will grow its network, add more trips and convert more drivers to train riders by offering quality commuter rail service. Grade separations and more track along our existing corridors will allow Metrolink to improve its current service and add service for the next 25 years and beyond.

Plans for future connections, such as Disneyland, LAX and Ontario

International Airport, are being integrated into strategies to expand and improve our network.

It's fitting that as Metrolink is poised to expand, we look to an ensemble of funding partners—the private sector, federal and state governments—to augment what the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura contribute. Investing in Metrolink is much more cost-effective than pouring concrete for new ribbons of highway.

With roadways congested and at capacity, the future of mobility lies in public transportation. Metrolink is the only way to travel the vast region of Southern California for a safe, stress-free commute. ●



Andrew F. Kotyuk, Board Chair



WITH ROADWAYS CONGESTED AND AT CAPACITY, THE FUTURE OF MOBILITY LIES IN PUBLIC TRANSPORTATION. METROLINK IS THE ONLY WAY TO TRAVEL THE VAST REGION OF SOUTHERN CALIFORNIA FOR A SAFE, STRESS-FREE COMMUTE.



Metrolink exists to take cars off the road.

There is no cheaper or more effective way to do that and give relief to our congested freeways. That held true 25 years ago. It holds true today.

But we're really talking about people. Fewer cars means people can get where they need to go faster and without stress. And as we look ahead, Metrolink is uniquely poised to do even more to ease traffic in a region that suffers from the worst congestion in the nation.

Major job expansion will take place in San Bernardino and Orange Counties in cities like Irvine but also in Riverside, Santa Clarita and northern Los Angeles County and other areas. Downtown Los Angeles will remain the vital center of the region and its transportation system.

As it has for a quarter century, Metrolink will knit these disparate communities together, providing access to jobs, schools, hospitals, shopping, sports, cultural and entertainment venues. Our regional service complements local transit operators as well as Amtrak.

At the same time Metrolink must secure adequate funding to, most importantly, ensure that our equipment, track, bridges, signals and maintenance facilities are kept in a state of good repair and bolster safety as well as expand service.

Metrolink has a resourceful, financially prudent staff and an enterprising governing board that has always found creative ways to succeed. In an era when major transit agencies are losing riders, Metrolink is still showing gains. On-time performance and service reliability keep improving.

Still, we can't rest on our laurels. Metrolink should consider drawing new riders by offering such passenger amenities as a beverage



car or extending service to Santa Barbara or San Luis Obispo. Perhaps we should explore truncating some Oceanside service at Irvine to add trains on the Inland Empire-Orange County line to meet pent-up demand.

We need to double-track the entire Metrolink system and add more signals to bolster speed and reliability. Run-through tracks at Union Station could save travel time. Diesel multiple units and rail cars – smaller trains powered by on-board diesel engines instead of locomotives – might be an option in the not so distant future to run more midday and evening trains.

Metrolink could partner more with ride-hailing companies Uber and Lyft to help shuttle riders to and from our stations. And we must figure out how to reduce fares while still recovering 44 percent of our trip costs from riders and other sources, the highest among public transit operators in Southern California.

Above all we must put our customers first. That's the ticket for siphoning more cars off our freeways and keeping our region on the move. ●

Arthur P. Leahy
Art Leahy, CEO

**ABOVE ALL WE
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REGION ON THE
MOVE.**

Metrolink eases traffic volume by about one or two parallel lanes of freeway traffic during rush hours.

The era of freeway construction is ending, even if billions of tax dollars were readily available. But we can add more trains to help handle not only today's demand for service but future demand in Southern California as our population grows by 4 million residents by 2035 to about 23 million people. Half that growth will take place in the Inland Empire.



People. They're the essence of Metrolink, not the powerful locomotives or the hundreds of miles of track that knit together dozens of far-flung communities in the sprawling Southern California region. For the past 25 years Metrolink has given desperate commuters and others an alternative to slogging through the nation's worst traffic and made commuting a more humane experience.

"I love the train and will never commute on Southern California highways again," says Metrolink rider Kristi Hall, who switched to Metrolink two years ago after fighting traffic on the 405, 55, 22 and 73 freeways.

We love being able to relax and enjoy the view," say Metrolink riders Andrew and Elizabeth Leal, seconding that sentiment. "We don't have to worry about anything and can save time avoiding traffic."

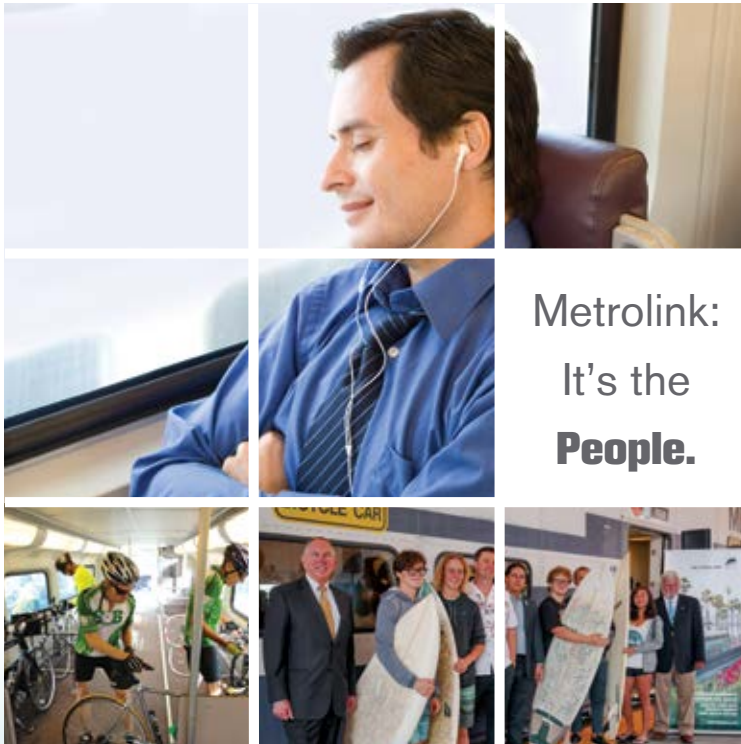
Tens of thousands of Metrolink passengers can relate, but statistics don't tell the Metrolink story. People do.

It's people like Carlos Perez, Metrolink's assistant director of equipment maintenance, and his crew readying trains before dawn. It's conductor Blythe Reynolds greeting familiar passengers and newcomers on the Ventura County Line, scanning their tickets and handing them a smile, that puts

a human face on the Southern California Regional Rail Authority, commonly known as Metrolink.

"The people. That's why I do this job," says Maurice Stokes, who has

been a conductor on Metrolink trains the past nine years and is currently working the early morning Antelope Valley Line as well as midday service on the Ventura County Line.



**Metrolink:
It's the
People.**

THE METROLINK STORY

"I'm part of something that is changing Southern California," says Charlene Ariza, a Metrolink marketing manager who was there at the beginning. She's passionate about helping to untangle the traffic knot in Southern California, a commitment shared by Metrolink CEO Art Leahy and his staff and the 11-member Metrolink board chaired by San Jacinto Councilman Andrew Kotyuk.

The board represents the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties that came together in the early 1990s to give their travel-weary constituents an option to buck freeway traffic.

When the first double-decker Metrolink train rolled out of the Moorpark Station bound for Los Angeles Union Station at 5:06 a.m. on Oct. 26, 1992, it marked the return of regional passenger rail

service for the first time since the last of the Pacific Electric Railway's Big Red cars quit running in 1961.

"Looking back over the past quarter century, Metrolink has made the most significant difference in Southern California transportation," notes Hasan Ikhtrata, executive director of the Southern California Association of Governments (SCAG), himself a Metrolink rider.

Ikhtrata explains that for most residents of the region, Metrolink offered the first real alternative to driving. That accounts for the rapid growth of Metrolink, which started with three lines serving two counties spanning 112 route miles, 11 stations and 2,300 daily boardings.

Today Metrolink operates seven lines through six Southern California counties. There are 60 stations along 538 miles of railroad track.

Dozens of Southern California cities from Lancaster and Ventura to Los Angeles, Anaheim, Riverside, San Bernardino, Perris and Oceanside are seamlessly connected. Metrolink trains glide along at up to 90 miles per hour in some corridors, making them competitive with the automobile sans the stress of driving as trains pass congested freeway traffic.

Metrolink riders travel more than 400 million miles each year (8 billion since inception), making Metrolink the second-busiest public transportation provider in Southern California.

Metrolink also is the third-largest commuter rail agency in the United States based on directional route miles and the eighth-largest based on annual ridership.

As other transit providers have experienced decreasing ridership, perhaps in part due to rideshare apps like Uber and Lyft which offer more convenience for some short trips, Metrolink ridership has remained steady. Most Metrolink riders commute long distances.

It's mind-boggling to think that this massive enterprise was launched just two years after railroad right-of-way was acquired from Southern Pacific

METROLINK RIDERS TRAVEL MORE THAN 400 MILLION MILES EACH YEAR (8 BILLION SINCE INCEPTION), MAKING METROLINK THE SECOND-BUSIEST PUBLIC TRANSPORTATION PROVIDER IN SOUTHERN CALIFORNIA.



"Looking back over the past quarter century, Metrolink has made the most significant difference in Southern California transportation." –Hasan Ikhtrata, executive director, Southern California Association of Governments



Richard Stanger, Metrolink's first CEO, helped launch Metrolink a quarter century ago to relieve commuters and others frustrated by traffic.

Railroad in October 1990. Additional track was secured over the next two years from Santa Fe and Union Pacific railroads.

"If it didn't get done in that window, there never would have been a Metrolink," recalls Richard Stanger, Metrolink's first CEO, who along with Neil Peterson, executive director of the former LA County Transportation Commission, and South Bay transit leader Jacki Bacharach, conceived and delivered Metrolink.

"It was just like the sun beaming through the clouds for a brief period," Stanger says. He explains state and local tax resources became available at a time when Philip Anschutz of Staples Center fame was eager to unload Southern Pacific right-of-way.

This fortuitous turn of events played out against a backdrop of worsening traffic as the Southland's population and economy grew, and frustrated

drivers began pressing their elected officials for relief.

Bringing People Together

From the outset, Stanger and his fellow pioneers envisioned Metrolink not as inanimate trains but rather vehicles for bringing people from all walks of life together on a

shared journey to reach their many destinations. Metrolink would give them a unique riding experience with access to jobs and school and other venues as well as a community of fellow travelers.

Barbara and Chip Clampitt can attest to that. They met on the Inland Empire-Orange County Line in 2012 and married three years later.

Martha Susana Campos uses Metrolink to stay connected to her family, riding the train from Northridge to Corona to visit her niece and baby.

A fellow Metrolink passenger taught M. Feldstein of Los Angeles how to crochet and that led to her teaching The Art of Crocheting at a local college.

Young surfer Ian Hughes of Riverside successfully lobbied Metrolink to permit surfboards on trains so he can ride to the ocean and catch a wave. Now he brings his friends.



THE METROLINK STORY



Metrolink ferried Lisa Diggs and her young summer arts program students to the Los Angeles County Museum of Art. It was their first time riding public transportation.

Likewise, hundreds of students from Golden Valley High School in Santa Clarita and A.B. Miller High School in Fontana recently chartered Metrolink trains to usher students safely to proms.

"I think it's awesome because I do get anxiety on the freeway, and there's no traffic when you're on a train," says A.B. Miller student Vanessa Rivera.

Ian Price bonded with Dijon Jamir Venable, Hunter Laubach and Matthew Velazquez on a half-hour ride from Fullerton to Los Angeles.

Jean Flores fondly recalls taking her two grandsons on Metrolink for the first time, boarding at the Covina Station bound for downtown, an adventure they enjoy even as teens.

When Candy Vong's parents visited from Macao, she took them on Metrolink and made a free connection to the Metro Red Line to show them the magic of Hollywood while avoiding the unglamorous reality of costly and nerve-wracking parking and traffic.

K. Cumming says, "Multiple sclerosis may have changed my life, but Metrolink changed my commute," echoing an oft repeated sentiment from commuters that riding the train

eliminates the stress of driving.

"I thank God every day for Metrolink," Ikhata of SCAG says. "When I look out the window and see the 10 Freeway, I'm so glad not to be in one of those cars stuck in traffic."

Of course, Ikhata and his fellow Metrolink passengers could've been clogging the freeways. Eighty-two percent of Metrolink riders have access to a car, about the opposite of most public transit operators, who largely serve the transit-dependent.

Students, seniors, families, tourists, all commute and commune on Metrolink. They lug aboard their laptops, smartphones, books, bicycles, skateboards, even surfboards. They're all part of the human mosaic that makes Metrolink trains more than just steel behemoths trundling along whistling track or mere lines on a map.

**METROLINK
DRAWS A
DIVERSE MIX OF
RIDERS. NEARLY
TWO THIRDS
ARE ETHNIC
MINORITIES.**



The trains are filled with people. Some doze in the designated Quiet Cars where talking on cell phones and loud conversations are taboo. Mosey through the other compartments and catch familiar riders – many Metrolink passengers have been riding for years – engaged in animated conversation about everything from the Dodgers to gardening or commiserating about work.

Others are tapping away on their laptops, reading, staring dreamily out the window, watching movies and television shows on their portable devices, or chatting with family and friends. They're not detoured by distracted driving. Some crack jokes, maybe share a bite of last night's cooking triumph or toast a commuting buddy's birthday.

"It's a community," Ariza smiles.

The trains also are emblematic of a lifeline of sorts, especially for college and university students seeking access to affordable education beyond their communities.



A
Ticket to
Explore



"Metrolink is no doubt a commodity that California State University Los Angeles students don't take for granted," says Carmen Gachupin, director of California State University Los Angeles's parking and transportation services. She added many students from different counties

and staff have opted to take Metrolink to save money and also avoid the hassle of finding a parking spot in the midst of a shortage.

Outside the bustling work week, Metrolink beckons explorers with the best travel bargain anywhere – \$10 for either a Saturday or Sunday unlimited-rides pass. The beaches at San Clemente and Oceanside, the Mission at San Juan Capistrano, Riverside's historic Mission Inn, Angel Stadium, Honda Center (home of the Anaheim Ducks) Disneyland, the Lancaster Performing Arts Center, Olvera Street, Chinatown, Little Tokyo and Hollywood, Old Town Pasadena, the San Bernardino Museum and so many other destinations are a quick jaunt away.



Young surfer Ian Hughes of Riverside, center, successfully lobbied Metrolink to permit surfboards on trains so he can ride to the ocean and catch a wave. Now he brings his friends.

THE METROLINK STORY



Metrolink's new Tier 4 locomotives are the cleanest, most powerful and safest diesel engines of any major commuter rail agency in the nation.

METROLINK ALSO HAS REACHED OUT TO UBER AND LYFT, AS HAVE OTHER TRANSIT OPERATORS, TO EXPLORE A PARTNERSHIP THAT WOULD DELIVER RIDERS SHORT DISTANCES TO AND FROM METROLINK STATIONS.

And Metrolink passengers enjoy free transfers to dozens of local bus and rail operators throughout the region. Moreover, Metrolink monthly pass holders along the Orange and Ventura County corridors can travel on Amtrak Pacific Surfliner trains within the station pairs of their pass at no additional charge.

For travelers bound for more distant adventures, Metrolink offers direct service to Bob Hope Burbank Airport and easy connections to John Wayne Airport and LAX.

Metrolink makes all of Southern California accessible in more ways than one. Never was that truer than following the 1994 Northridge earthquake, when damage to Interstate 5 and the 14 and 118 freeways isolated north Los Angeles County and the Antelope Valley.

Within days, Metrolink's small but nimble staff mobilized makeshift train

stations to serve commuters, and ridership skyrocketed. The gains have been sustained even as other local and national public transit operators have seen their ridership plunge, perhaps because of competition with ride-hailing companies like Uber and Lyft.

Metrolink Remains an Enigma

Yet, Metrolink remains an enigma. Even the media confuses Metrolink with Metro, which operates buses and trains strictly within Los Angeles County. Many confuse Metrolink trains with Amtrak, the national rail carrier.

Metrolink also draws a diverse mix of riders. Nearly two thirds are ethnic minorities.

Haunted by horrific tragic accidents in the past, Metrolink has made safety its top priority, one of many ways Metrolink stands out from the pack.

Consider:

- ▶ Metrolink was the first commuter rail agency in the United States to install and operate positive train control (PTC) during regular service on all hosted lines. This GPS-based safety technology, introduced in 2015, can stop a train and prevent train-to-train collisions and derailments caused by speeding and unauthorized train movement.
- ▶ Complementing this major safety advance, Metrolink also bought new crash energy management passenger cars and installed inward- and outward-facing cameras in the cabs to monitor the safety behavior of its engineers.
- ▶ Metrolink also was the first commuter rail agency in the nation to purchase new Tier 4 clean air operating locomotives that emit less emissions, generate more horsepower and are safer than older diesel models.

► Likewise, Metrolink was the first among commuter rail operators to offer universal fares good for service on its trains and on local transit lines.

► In addition, Metrolink is at the vanguard of mobile ticketing and has a robust social media following that it taps to keep riders informed about service impacts in real time.

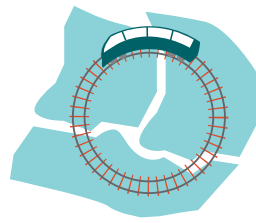
Despite being an innovator and catalyst advancing safety and other technology for commuter rail and freight operators across America, Metrolink is rarely recognized for its role as the regional transit operator.

Metrolink covers a huge swath of Southern California extending into six counties and is an integral part of the public transportation fabric. It's not the Lone Ranger by any means, rather Metrolink complements other carriers like Metro in Los Angeles County and the Orange County Transportation Authority and vice versa, as well as other bus companies and Amtrak.

Indeed, throngs of Metrolink commuters pass through Los Angeles Union Station during weekday rush hours, transferring to the subway, light rail, Metro bus lines, shuttles, taxis and Uber and Lyft. An argument could be made that Metrolink galvanized the fledgling Metro Rail system in the 1990s by feeding it

riders, and that early success helped muster public support for future Los Angeles County transit sales taxes.

60%
OF METROLINK
RIDERS
TRAVEL ACROSS
COUNTY LINES



MAKING METROLINK A TRUE REGIONAL CARRIER

Sixty percent of Metrolink commuters cross county lines on their commute, and they travel long distances – 36 miles is the average one-way trip, more than double that of other commuter rail networks and about nine times the trip length of an average bus rider in Southern California.

This is a key point since 82 percent of the long-distance Metrolink riders have cars but opt for the train. If Metrolink did not exist, one or two additional freeway lanes in each direction would

be needed for the added traffic during the peak commute hour on parallel freeways.

Imagine how congested Southland freeways would be if Metrolink didn't act as a relief valve. It's conservatively estimated there would be more than 15,000 cars on Southland freeways.

“Metrolink exists to take cars off the freeway,” says Metrolink CEO Leahy. “There is no cheaper or more effective way to do that and give relief to our crowded, decaying freeways. That was true 25 years ago. It's true today. But we're really talking about people. Fewer cars mean people can get where they need to go faster and without the stress.”

Over the past 25 years Metrolink has removed 164 million car trips from the region's freeways for a total reduction of 5.9 billion vehicle miles traveled.



Movement on the vast Metrolink system is closely monitored to enhance safety.

THE METROLINK STORY

But Leahy points out the era of freeway construction is nearing an end so the only way to relieve traffic is through Metrolink.

“Metrolink is a solid public investment,” Leahy says noting, the average construction cost per mile of Metrolink track is \$8 million compared to \$30 million per mile of new freeway,

assuming space is even found to build new freeway. Moreover, 44 percent of Metrolink trip costs are covered by riders and other sources such as fees paid by freight operators to Metrolink for dispatching services, the highest among public

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roads and good transportation options for commuters and other travelers.”

Jenny Larios, executive director of Mobility 21, Southern California’s transportation advocacy coalition,

transit operators in Southern California.

“Metrolink is part of the multimodal solution to address traffic congestion and mobility in Southern California,” notes Stephen Finnegan, manager of public and government affairs with the Automobile Club of Southern California. “To work well, our region needs both better

underscores that point: “Metrolink takes 8.7 million annual automobile trips off local roads, and that not only reduces traffic congestion but also minimizes the environmental impacts to our communities.”

Mother Nature Loves Metrolink Riders

Mother Nature loves Metrolink riders. By not driving solo to work, the average Metrolink commuter reduces his or her CO2 emissions by eight tons a year. That’s equal to about a 35 percent reduction in all greenhouse gases produced by a typical two-adult, two-car household.

If Metrolink didn’t exist in the past quarter century, more than 2.7 million metric tons of additional greenhouse gas emissions would have been spewed into the atmosphere. Couple that with energy savings – nearly 310 million gallons of fuel saved.

And Metrolink is reducing its own carbon footprint. Its new Tier 4 locomotives – the first have just been ushered into service – will reduce emissions by up to 85 percent over standard diesel engines. When all 40 of these Tier 4 locomotives are operating, it will be equivalent to reducing the annual emissions of 31,320 vehicles.

“METROLINK TAKES 8.7 MILLION ANNUAL AUTOMOBILE TRIPS OFF LOCAL ROADS, AND THAT NOT ONLY REDUCES TRAFFIC CONGESTION BUT ALSO MINIMIZES THE ENVIRONMENTAL IMPACTS TO OUR COMMUNITIES.”

–JENNY LARIOS,
EXECUTIVE DIRECTOR
OF MOBILITY 21

Traveling for Fun and Adventure



The South Coast Air Quality Management District (SCAQMD) helped fund the Tier 4 locomotive purchases, the first by any U.S. commuter rail network.

“This funding is the first of its kind to a local agency to purchase the cleanest locomotives available,” says Dr. William Burke, SCAQMD Governing Board chairman. “The public health benefits will be significant for the Southland.”

Metrolink Doesn't Just Move People

Here's another little-known fact: Metrolink doesn't just move people. Each month Metrolink Operations staff efficiently dispatches more than 1,400 freight trains and 4 million pounds of goods on Metrolink tracks used by BNSF and Union Pacific that wend their way from the ports of Los Angeles and Long Beach bound for inland manufacturing centers and shipment across the country.

“Without Metrolink, Orange County would look very different today,” says



Metrolink is becoming the safe vehicle of choice for many high-school students bound for their proms.

Lucy Dunn, president and CEO, Orange County Business Council. “Southern California's success depends on the ability for goods and people to move fluidly throughout the region, and Metrolink has been a critical part of that success story for the past 25 years, offering one of the most innovative and adaptable transit programs in the nation, reducing gridlock and increasing commerce.”

Gary Toebben, president and CEO of the Los Angeles Area Chamber of

Commerce, echoes that sentiment saying, “All of us understand the only way to reduce congestion on our freeways is through mass transit.” He points out Metrolink helps in that regard and other ways.

Parking is becoming more expensive and challenging for employers to provide, Toebben adds while underscoring Metrolink helps employers in Los Angeles recruit workers from throughout the region. The majority of Metrolink trips are by



THE METROLINK STORY

commuters bound for jobs in central Los Angeles, though trips to jobs in Orange County and elsewhere are picking up as the population and employment sectors there grow.

Metrolink is uniquely poised to capture this growth. It is projected that by 2035 another 4 million people will live in the SCAG region – Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial counties – a total of 23 million people. Half the future growth will occur in the Inland Empire.

Metrolink Faces Challenges

After operating for a quarter century, Metrolink finds itself at a crossroads facing daunting challenges. Consider:

- Metrolink is nearing operational capacity during weekday peak hours.
- Its fleet is aging along with infrastructure such as track and bridges. Separate rehabilitation costs, including assets like stations owned and maintained by cities served by Metrolink, over the next 10 years are estimated at \$1.9 billion.
- Sixty percent of the system is single track. To add service, increase speeds and reduce delays, Metrolink

The Average METROLINK COMMUTER'S



TRIP IS

36

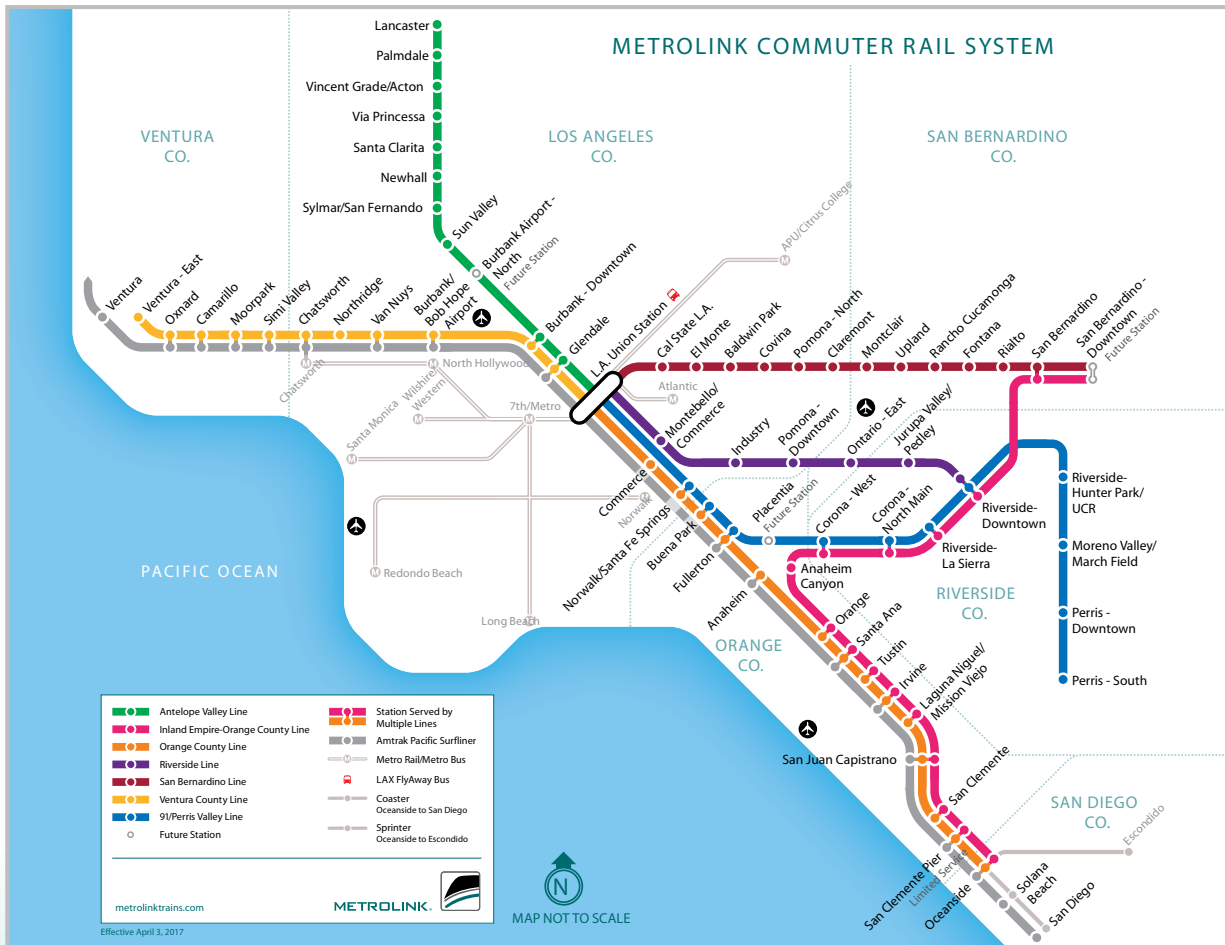
MILES

needs to add track and signals and construct new maintenance facilities along with Quiet Zones.

To live up to its moniker and become a true regional “link” that passengers can turn to as an alternative to driving, Metrolink needs to add more midday and late-night service.

Metrolink faces competition from fellow transit agencies

running overlapping service and, to a lesser degree, rideshare apps like Uber and Lyft.



- ▶ Access to train stations must be improved so that riders don't necessarily have to drive there. Bike sharing, connecting shuttles and more local public transit would help.
- ▶ High fares. Even though it's far cheaper to travel by Metrolink than drive solo, Metrolink is still expensive compared to other carriers that enjoy higher tax

Still, Metrolink CEO Leahy is upbeat. "I think the future is very bright for Metrolink and its customers."

Leahy is pleased with Metrolink's strides with safety and notes on-time performance also is up (94.4 percent in March 2017, up 10 points from a year earlier). Double-tracking studies and safety enhancements at grade crossings are taking place throughout the system. And there is other major

Metrolink board workshop, there was discussion of exploring a small multi-county sales tax as well as carving a niche by offering new passenger amenities such as a beverage car to boost ridership. Likewise, Metrolink could play a more active role in encouraging development around stations to build ridership and recruit new corporate partners to subsidize employee transit passes as a job benefit.



subsidies. Metrolink does offer discounts to students and seniors, and its weekend fare is the best bargain in town. Metrolink fares also are good for transfers to many local lines and some Amtrak service, and the agency is implementing cheaper rates for short trips and expanding its corporate partner program.

Ikhmeta of SCAG says the lack of a dedicated, sustainable funding source is the biggest challenge facing Metrolink because current funding is limited for Metrolink expansion.

construction work such as extending Metrolink to San Bernardino's Transit Center, bringing the first passenger rail service to downtown San Bernardino in at least 70 years.

This comes on the heels of the 2016 opening of the 91/Perris Valley service between Riverside and Perris. The 24-mile extension with four new stations cost \$247 million and was the first major expansion of Metrolink service in more than a decade.

However, the CEO says Metrolink will have to be even more flexible and creative moving forward. At a recent

Top 10 Reasons To Ride Metrolink

1

Driving in Southern California has been known to increase health risks; Metrolink is the antidote to driving stress.

Metrolink Operations staff hopes to deploy smaller diesel multiple units and rail cars – smaller trains powered by on-board diesel engines instead of locomotives – or a hybrid version to run more midday and evening trains at less cost, however, no dates or locations for such service have been determined.



People Tell the Metrolink Story





Metrolink CEO Sees Bright Future

“I THANK GOD EVERY DAY FOR METROLINK,” SAYS HASAN IKHRATA OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS. “WHEN I LOOK OUT THE WINDOW TO THE RIGHT AND SEE THE 10 FREEWAY, I’M SO GLAD NOT TO BE IN ONE OF THOSE CARS STUCK IN TRAFFIC.”

Metrolink also has reached out to Uber and Lyft, as have other transit operators, to explore a partnership that would deliver riders short distances to and from Metrolink stations.

One project that could save up to 20 minutes in travel time for riders would be extending run-through tracks at Los Angeles Union Station

south over the US 101 Freeway so trains don’t just have to enter and exit from the north. This also could allow one-seat rides to regional destinations. Multiple transportation agencies are pursuing funding.

And Leahy said Metrolink should explore truncating some Oceanside service at Irvine to add trains on the Inland Empire-Orange County line to tap pent-up demand and perhaps extend Metrolink service to Santa Barbara and San Luis Obispo.

Stanger, fondly referred to by some as the father of Metrolink, is confident 25 years from now Metrolink will be celebrating its Golden Anniversary.

“Just like the early railroads tied Southern California together, Metrolink does that today,” muses

Top 10 Reasons To Ride Metrolink

2

Save money. AAA says in 2016 the average cost of driving in Southern California was 57 cents a mile or about \$713 a month, assuming 15,000 annual miles in a typical sedan.

Stanger. He said the freeways need relief, but so do so many people who rely on Metrolink as the antidote for stressful driving.

He recalls with pride how the member agencies came together a quarter century ago to grapple with worsening traffic, and how a skeleton staff delivered the railroad in two short years on time and under budget. Was it luck? Stanger smiles.

“Sometimes you’re lucky, but sometimes you make your own luck.”

To learn more about Metrolink, including how to ride, go to www.metrolinktrains.com ●



Former Los Angeles Mayor Tom Bradley, center, and other elected officials and dignitaries were on hand for Metrolink's inaugural celebration.



In an era when it can take decades to debate, plan, cobble together funding and build even a short rail line or busway, the visionaries behind Metrolink launched one of the nation's largest regional rail systems just two years after acquiring hundreds of miles of underutilized freight railroad right-of-way.

To put this in context, for the first time since the Pacific Electric Railway gave up the ghost, the debut of Metrolink connected major cities in Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, giving long-distance commuters and others their only alternative to slogging through worsening traffic. And today Metrolink also runs service to Oceanside in San Diego County.

By the late 1980s commuters and others all over Southern California were squeezed in a knot of ever-tightening traffic. That gave impetus to voter approval of transit sales taxes in the late 1980s and the early 1990s first in Riverside and San Bernardino then Los Angeles and Orange counties. For the first time funds were committed for a commuter rail system. And coupled with new state rail funding, the timing

was fortuitous – Southern Pacific, Santa Fe and Union Pacific were eager to sell hundreds of miles of railroad right-of-way for the venture.

The counties quickly realized they should leverage their collective bargaining power in negotiations with the railroads before the opportunity slipped away.

“It was just like the sun beaming through the clouds for a brief period,” recalls Richard Stanger, Metrolink’s first executive director and a founding member of the triad including Neil Peterson, executive director of the former LA County Transportation Commission, and South Bay transit leader Jacki Bacharach that conceived and delivered Metrolink.

“If it didn’t get done in that window, there never would have been a

HOW IT ALL BEGAN

Metrolink,” Stanger says. “All the pieces came together.”

Everything was on a fast track. Stanger and his team opted not to seek federal funds so the project was spared cumbersome and time-consuming federal environmental reviews. They made each city responsible for local environmental clearance of their stations and pledged a short schedule and fixed budget. In contracting for operators and maintenance work, they also insisted on a no-strike clause.

Moreover, with rider convenience in mind, the Metrolink visionaries

conceived the concept of a universal fare policy, becoming the first transit company in Southern California to arrange free transfers with other operators.

Each team member had a unique role to play.

Peterson ran interference with local and state opponents.

Bacharach, Metrolink's first board chair, who had experience guiding development of the Metro Blue Line linking Long Beach and Los Angeles, helped the 11-member board



Neil Peterson, executive director of the former LA County Transportation Commission, played a key role in launching Metrolink 25 years ago.

coalesce. Stanger kept a nimble staff of 20 focused on the task at hand, and he had the foresight to hire John Rinard, a veteran freight rail engineer who liked to build railroads and build them fast. Rinard would become Metrolink's first engineering director.

“My first gut feeling was that they were crazy,” Rinard says of Stanger and Peterson's plans to build a commuter rail line from scratch. But he embraced the challenge and quickly gained the support and respect of the new Metrolink board, especially during protracted negotiations to buy right-of-way from the railroads.

“One of the smartest things we ever did was hire freight guys because they could talk the language. It's a fraternity,” says Bacharach.

Luck, good contacts and fast footwork melded, and Southern California's new commuter rail system was delivered on time within budget.

The first double-decker Metrolink train rolled out of the Moorpark Station bound for Los Angeles Union Station at 5:06 a.m. on Oct. 26, 1992. It marked the return of regional passenger rail service for the first time since the last of the Pacific Electric Big Red cars quit running several decades earlier.

Metrolink debuted with three rail lines – Ventura County, Santa Clarita (later the Antelope Valley Line) and San Bernardino. Service to Riverside was added the following year. Then the Northridge earthquake struck, isolating many commuters in the Antelope Valley and elsewhere, so Metrolink's small cadre of workers, contractors and Navy Seabees sprang into action.

They expedited construction of the Antelope Valley Line, delivering six stations in six weeks along the corridor. The Lancaster and Palmdale stations were built in a mere three days, and trains started running just one week after the earthquake rocked the region.

METROLINK DEBUTED WITH THREE RAIL LINES – VENTURA, SANTA CLARITA (LATER THE ANTELOPE VALLEY LINE) AND SAN BERNARDINO. SERVICE TO RIVERSIDE WAS ADDED THE FOLLOWING YEAR.

HOW IT ALL BEGAN

Service also was extended on the Ventura County Line to Oxnard. The Orange County Line opened in March. Today it is the longest in the Metrolink system, stretching 87 miles from Union Station to Oceanside with 14 stations.

In October 1995 Metrolink launched the Inland Empire-Orange County route, the first suburb-to-suburb commuter rail line in the nation. A year later Metrolink opened its first beach service. Sun lovers relished taking trains directly to San Clemente and Oceanside.

In 1998 the Ventura County Transportation Commission approved more service to Moorpark. Four years later the 91 Line opened, becoming Metrolink's seventh route and

EACH WEEKDAY
METROLINK TRAIN RIDERS
TRAVEL MORE THAN

1.3 million miles

ENOUGH TO JOURNEY
MORE THAN

5X
TO THE MOON.



linking Riverside-Downtown, Fullerton and downtown Los Angeles. Finally, in 2016 Metrolink debuted the Perris Valley Line, a 24-mile extension of the 91 Line that is Metrolink's first major expansion since the early 1990s.

Metrolink started with three lines serving two

counties spanning 112 route miles, 11 stations and 2,300 daily boardings. Today Metrolink operates seven routes through a six-county, 538- route-mile network with 60 stations.

Dozens of cities from Lancaster and Ventura to Los Angeles, Anaheim, Irvine, Riverside, San Bernardino, Perris and Oceanside are seamlessly

connected. Metrolink trains glide along at up to 90 miles-per-hour in some corridors, making them competitive with the automobile sans the stress of driving.

But only adding more track and trains belies the resilient nature of Metrolink and how it responds to demand and circumstances, good and bad.

Following fatal crashes in Glendale in 2005 and Chatsworth in 2008, the authority's board of directors instituted a safety-top-priority culture that takes precedent over every aspect of Metrolink operations.

...METROLINK WAS THE FIRST COMMUTER RAIL SYSTEM IN THE NATION TO INTRODUCE POSITIVE TRAIN CONTROL (PTC) TO STOP A TRAIN AND PREVENT TRAIN-TO-TRAIN COLLISIONS AND DERAILMENTS CAUSED BY SPEEDING AND UNAUTHORIZED TRAIN MOVEMENT.



Top 10 Reasons To Ride Metrolink

3

You can thumb your nose at stalled parallel freeway traffic as you glide to work in comfort, relaxing or getting a head start on the workday.



A
Remarkable
25-Year
History



HOW IT ALL BEGAN

As a result, Metrolink was the first commuter rail system in the nation to introduce positive train control (PTC) to stop a train and prevent train-to-train collisions and derailments caused by speeding and unauthorized train movement.

PTC is just one of a series of safety measures, including inward-facing cameras in the locomotives and cab



Metrolink was the first commuter rail system in the nation to introduce positive train control (PTC).

cars to monitor engineers and new passenger cars to absorb energy during a crash, initiated by Metrolink that set the standard for other train operators across America.

“We’ve gone through unspeakable tragedy, we’ve cried, we’ve picked



Photo courtesy of Ventura County Transportation Commission

ourselves up, and worked on rebuilding the agency,” former Metrolink Board Chair Keith Millhouse notes. “And we’ve led the way in rail safety in this country. We’ve saved countless lives as a result of our efforts with PTC, cameras and new rail cars.”



Top 10 Reasons To Ride Metrolink

4

Reduce your carbon footprint by 8 tons a year taking the train compared to driving solo.

Metrolink today is a stronger, more ebullient agency having emerged from the crucible of change. And 25 years after the first train carrying Stanger, Bacharach and Metrolink vice chair Larry Walker of San Bernardino County broke through a banner at Union Station the morning of Oct. 26, 1992, it's still proving that it is a vehicle for bringing the region together.

“I think I’m most proud that we got all the counties and staff pitching in,” recalls Metrolink’s first executive director Richard Stanger. “Everyone sensed we were doing something important, that we weren’t going to just talk. We would do something.” ●







Metrolink's safety credo is born of tragedy. Following fatal crashes in Glendale in 2005 and Chatsworth in 2008, the authority's board of directors instituted a safety-top-priority culture that takes precedent over every aspect of Metrolink operations. As a result, Metrolink was the first commuter rail system in the nation to:

Operate positive train control (PTC) during regular service on all hosted lines. This GPS-based safety technology, introduced in 2015, can stop a train and prevent train-to-train collisions, derailments caused by speeding and unauthorized train movement.

Use crash energy management in passenger cars. Metrolink started operating rail cars with Crash Energy Management (CEM) in

2010. The car bodies in Metrolink's Hyundai Rotem Guardian Fleet have crumple zones that cushion the impact of crashes and other safety features now required by the federal government such as breakaway tables, more fire-retardant materials and improved rescue access.

Install inward- and outward-facing cameras. In 2009 Metrolink installed video and audio recording systems in its locomotive and

cab cars. This provides additional accountability for train operators and allows management to review footage to prevent future incidents.

Purchase Tier 4 locomotives with positive train control and crash energy management. In 2016 Metrolink received the first of 40 of these new clean air operating locomotives that emit less emissions, generate more horsepower and are safer than older diesel models.



Riverside high-school students promoted rail safety at an event where they signed a pledge to spread the word about safety.

Top 10 Reasons To Ride Metrolink

5

It's safe. There are roving conductors on every Metrolink train, security guards at the stations, and deputies who do random train boardings.

METROLINK'S TOP PRIORITY: SAFETY

Make rail-crossing safety enhancements to create the nation's longest Quiet Zone in Orange County.

A Quiet Zone is a segment of a rail line containing one or several consecutive public highway-rail crossings in which locomotive horns are not routinely sounded. The Orange County Quiet Zone spans 34 railroad crossings where safety enhancements were made to a total of 52 crossings in eight cities. The project was completed in 2012, and the entire process took seven years and cost \$85 million. Typical safety enhancements included extended and widened center medians; improved sidewalks; improved highway approach geometry; four-quadrant pedestrian gates and flashers; exit gates; pre-signals; queue-cutter signals; vehicle traffic signal system interconnections with advanced preemption; and reconstructed and lengthened highway-rail grade crossing surfaces.

Two Metrolink Quiet Zones in the City of Riverside opened in 2016. The first extends more than seven miles along the BNSF railway line between Mary Street and Buchanan Street (running parallel to the SR-91 Freeway). With 12 at-grade crossings, this stretch of tracks averages more than 100 trains per day (including those operated by BNSF, Metrolink and Amtrak).

The second Riverside Quiet Zone went into effect December 28, 2016. Running along the Perris Valley Line, this Quiet Zone is composed of four crossings between Mt. Vernon

Avenue and Marlborough Avenue and averages 15 trains per day. A third Quiet Zone is planned for the four crossings from Palm Avenue to Cridge Street. The crossings at Palm, Brockton and Panorama are operated by the Union Pacific Railroad (UPRR), while Cridge is operated by BNSF. These crossings average approximately 30 trains per day (run by BNSF, Metrolink and Union Pacific).

In 2017 Metrolink also designated a

new Quiet Zone in Glendale along three intersections at the Sonora Avenue, Grandview Avenue and Flower Street crossings by San Fernando Road. Train engineers only will need to blast their horns in the event of an emergency such as a person or car on the tracks.

Other Safety Projects

Among other safety-related projects, in 2017 Metrolink constructed rail-highway grade crossing improvements in Covina.



Metrolink's Top Priority: Safety



Improvements from this project include the installation and coordination of traffic signals,

improved signage, striping and warning strips, driveway and pedestrian ramp modifications and vehicular and pedestrian gates with flashing signals.

Altogether, Metrolink is seeking to enhance safety at 312 grade crossings throughout the region.

Double-tracking is another key safety improvement underway throughout the Metrolink system. Running track in each direction allows trains to pass each other safely, quickly and

efficiently, which increases safety, speed and reliability.

With single track, trains traveling in opposite directions can only pass by slowing or stopping so one can move onto a side track. In 2017 about 60 percent of the Metrolink system operated with single track. Considering Metrolink shares track with major freight operators BNSF and Union Pacific, double-tracking will do much to enhance the commuter rail system's capacity and reliability as well as safety. Adding additional signals is another safety priority that will also enhance speed and reliability.

Metrolink's fleet of 55 locomotives and 258 passenger cars is showing signs of aging after a quarter century, so purchasing new vehicles and rehabilitating older ones is an ongoing commitment to ensuring the fleet is maintained in a state of good repair along with work on track, bridges, stations and maintenance facilities

Beyond safe operation of its trains, Metrolink puts a premium on security. Passengers can take comfort knowing conductors are on every train and security guards patrol the 60 Metrolink stations. ●



DOUBLE-TRACKING IS ANOTHER KEY SAFETY IMPROVEMENT UNDERWAY THROUGHOUT THE METROLINK SYSTEM. RUNNING TRACK IN EACH DIRECTION ALLOWS TRAINS TO PASS EACH OTHER SAFELY, QUICKLY AND EFFICIENTLY, WHICH INCREASES SAFETY, SPEED AND RELIABILITY.



Photo courtesy of San Bernardino County Transportation Authority



Mother Earth loves Metrolink riders. By not driving solo to work, the average Metrolink commuter reduces his or her CO2 emissions by eight tons a year.* That's equal to about a 35 percent reduction in all greenhouse gases produced by a typical two-adult, two-car household.

▶ If Metrolink didn't exist in the past quarter century, more than 2.7 million tons of additional carbon dioxide would have been spewed into the atmosphere.

Here are other Metrolink green facts:

▶ Metrolink's new Tier 4 locomotives will reduce PM and NOx emissions by up to 85 percent over standard diesel engines. When all 40 of

these Tier 4 locomotives are in service it will be equivalent to reducing the annual emissions of 31,320 vehicles. The locomotives also are more fuel-efficient (8 percent compared to Tier 0), more powerful (64 percent more horsepower) and safer (equipped with PTC and crash management system to absorb energy in the event of a collision to protect passengers).

IF METROLINK DIDN'T EXIST IN THE PAST QUARTER CENTURY, MORE THAN

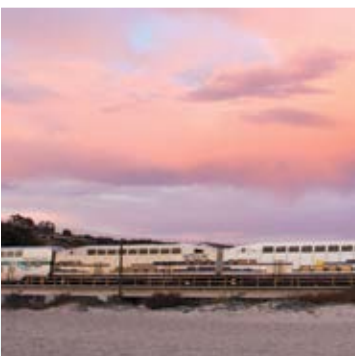
2.7
MILLION
TONS



OF ADDITIONAL
CARBON DIOXIDE
WOULD HAVE BEEN SPEWED INTO THE ATMOSPHERE.



Metrolink:
Good
for the
Environment



► Further reducing its own carbon footprint, Metrolink has installed Automatic Engine Start/Stop technology on its locomotives to reduce idling and also installed ground power at its maintenance yards to further reduce idling and noise while equipment is being maintained.

► “Reduce, reuse and recycle” is a concept Metrolink abides by. Most waste material is recycled. Metrolink disposes and recycles engine oil, antifreeze, oil filters, train brakes and batteries and many other parts in an environmentally friendly way. ●

*American Public Transportation Association research based on a solo commuter switching his/her commute from a private vehicle to public transit.



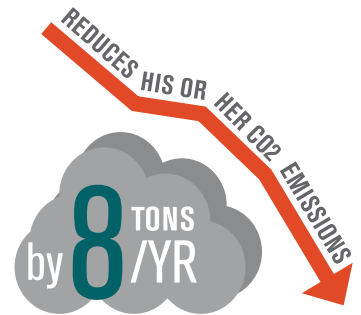
State Senate President pro Tempore Kevin de Leon and other local, state and federal officials took the first clean powered ride on a train driven by one of Metrolink’s new Tier 4 locomotives.



BY NOT DRIVING SOLO



THE AVERAGE METROLINK COMMUTER



Top 10 Reasons To Ride Metrolink

6

Free transfers to dozens of public transit operators are included in the Metrolink fare. Metrolink monthly pass holders along the Orange and Ventura County corridors can travel on Amtrak Pacific Surfliner trains within the station pairs of their pass at no additional charge.



Driving in Southern California can make you sick. Numerous medical studies have documented that commuting to work and other destinations in heavy traffic over time causes blood pressure and blood sugar to rise, adds inches to your waist, boosts cholesterol, causes neck and back pain, makes you anxious and depressed, hurts sleep, ruins relationships and negatively affects work. Breathing exhaust fumes also is not conducive to good health.

Metrolink is the antidote for driving stress, particularly for long-distance commuters who are most at risk. A 2012 study in the *American Journal of Preventive Medicine* found that the farther people commute by vehicle, the higher their blood pressure and body mass index is likely to be.

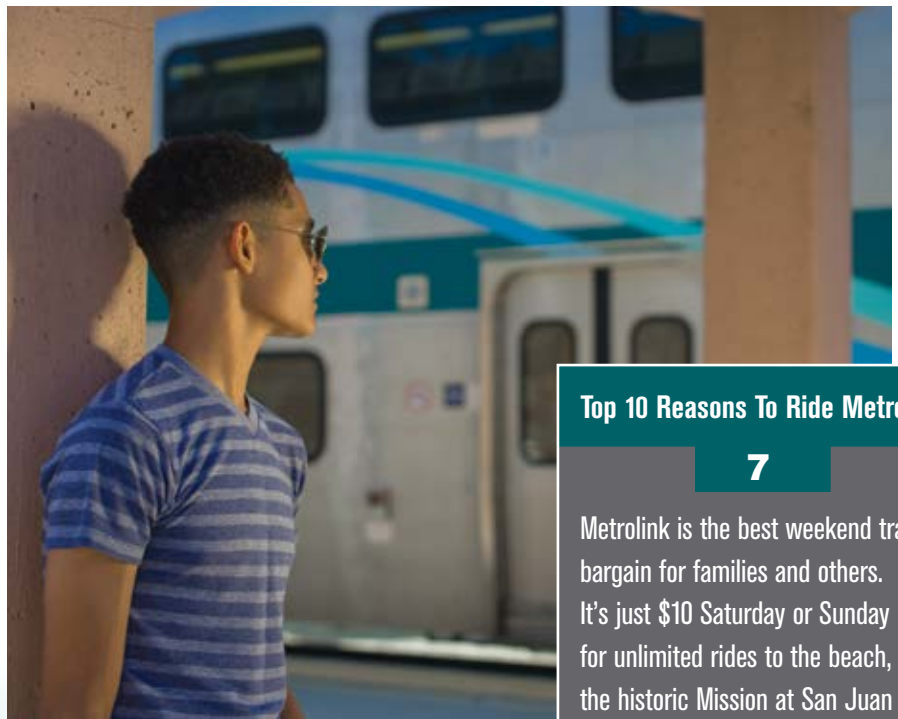
Considering that many Southern California residents travel upwards of 30 miles one way to work in central Los Angeles, Orange County, Burbank, Glendale and elsewhere, that's a lot of stress. And freeway traffic here is the worst in the nation, according to data company Inrix.

The average driver in the Los Angeles-Long Beach-Santa Ana region spent 81 hours stuck in freeway traffic in 2015. It's almost as bad in other parts of Southern California thanks to an abundance of jobs in Orange County and affordable housing in the Inland

Empire. Three sections of Interstate 5 between Irvine and downtown Los Angeles rank among the most clogged stretches of highway in the United States. The 91 freeway between Fullerton and Corona is another dubious competitor.

And traffic annually costs the average driver in the region nearly \$2,000

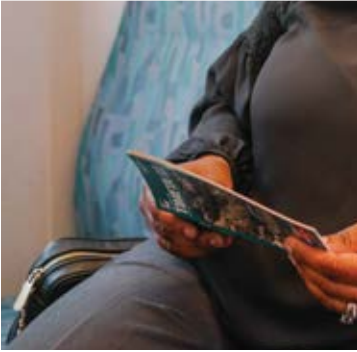
in lost wages and productivity. Gridlock also contributes to air pollution. Thousands of Southern California residents die each year from breathing polluted air, much of it spawned by cars and trucks idling in traffic. Congestion also wastes millions of gallons of fuel.



Top 10 Reasons To Ride Metrolink

7

Metrolink is the best weekend travel bargain for families and others. It's just \$10 Saturday or Sunday for unlimited rides to the beach, the historic Mission at San Juan Capistrano and many other fun destinations.



**Metrolink
Relieves
Driving Stress.**



METROLINK RELIEVES DRIVING STRESS

So, it's no surprise that traffic remains the top concern for Southern California residents, topping personal safety, housing costs and retirement savings in a recent *Los Angeles Times* poll, findings echoed by Metrolink riders. Sixty-seven percent of riders surveyed said less stress than driving is why they take the train.

"I now come home relaxed," says Steve Dooner, who recently started taking Metrolink from Moorpark to

work in Burbank after tiring of stop-and-go traffic driving the I-5.

"I thank God every day for Metrolink," says Hasan Ikhata, executive director of the Southern California Association of Governments (SCAG). "When I look out the window to the right and see the 10 Freeway, I'm so glad not to be in one of those cars stuck in traffic."

To learn more about Metrolink, including how to ride, go to www.metrolinktrains.com ●

"I NOW COME HOME RELAXED," SAYS STEVE DOONER, WHO RECENTLY STARTING TAKING METROLINK FROM MOORPARK TO WORK IN BURBANK...



Top 10 Reasons To Ride Metrolink

8

Make new friends on the commute to and from work.

METROLINK: WHERE PEOPLE MATTER MOST







CURRENT BOARD OF DIRECTORS

CHAIR



Andrew Kotyuk

VICE-CHAIR



Brian Humphrey

2ND VICE-CHAIR



Ara Najarian



Kathryn Barger



Paul Eaton



Deborah Franklin



Paul Krekorian



Larry McCallon



Shawn Nelson



Hilda Solis



Gregory Winterbottom

BOARD MEMBERS PAST AND PRESENT

Board Member	Official Title During Metrolink Tenure	Representation
Bill Alexander	SCRRA Board Member Mayor, Rancho Cucamonga	SANBAG
Walter Allen, III	SCRRA Board Alternate Council Member, City of Covina	Metro
Michael Antonovich	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Jacki Bacharach	SCRRA Board Member Mayor Pro Tempore, City of Palos Verdes	Metro
Don Bankhead	SCRRA Board Alternate	OCTA
Kathryn Barger	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Robert T. Bartlett	SCRRA Board Alternate Mayor, City of Monrovia	Metro
Michael Barry	SCRRA Board Alternate	RCTC
Patricia Bates	SCRRA Board Alternate Supervisor, County of Orange	OCTA
Brian Berkson	SCRRA Board Alternate Council Member, City of Jurupa Valley	RCTC
Hal Bernson	SCRRA Board Member Council Member, City of Los Angeles	Metro
Anthony Bejarano	SCRRA Board Member Council Member, City of Baldwin Park	Metro
Paul Biane	SCRRA Board Alternate Supervisor, County of San Bernardino	SANBAG
Lou Bone	Ex-Officio Member SCAG Mayor, City of Tustin	Ex-Officio – SCAG
Carrie Bowen	Ex-Officio Member Caltrans, Interim Director, District 7	Ex-Officio – State of CA
Nate Brogin	SCRRA Board Alternate	Metro
Art Brown	SCRRA Board Member Mayor, City of Buena Park	OCTA
	Ex-Officio Member Council Member, City of Buena Park/ SCAG Regional Council 21st District Representative	SCAG

BOARD MEMBER SPOTLIGHT



Michael Antonovich
Los Angeles County

served 36 years on the L.A. County Board of Supervisors representing a sprawling district that included all or parts of the Antelope Valley, Santa Clarita, San Fernando and San Gabriel Valleys, and Pomona. Antonovich also served many years on the governing boards for Metrolink, LA County Metro and the South Coast Air Quality Management District board, where he was a staunch fighter for safety and clean air funding for Metrolink Positive Train Control and Tier 4 clean locomotives as well as improvements in service on Metrolink's Antelope Valley Line.



Jacki Bacharach
Los Angeles County

(Metrolink's First Board Chair) currently executive director of the South Bay Cities Council of Governments. Along with Metrolink's first CEO, Richard Stanger, and Neil Peterson, who headed the former Los Angeles County Transportation Commission (LACTC), Bacharach was part of the triumvirate that launched Metrolink a quarter century ago. The former Rancho Palos Verdes mayor's career is intertwined with the modern era of public transportation in Southern California. Bacharach also was a member of the Los Angeles-San Diego Rail Corridor Agency, overseeing area Amtrak service, and served on the LACTC governing board, overseeing development of the Metro Blue and Green rail lines.

BOARD MEMBERS PAST AND PRESENT

Board Member	Official Title During Metrolink Tenure	Representation
Daryl Busch	SCRRA Board Member Mayor, City of Perris	RCTC
Sarah L. Catz	SCRRA Board Member	OCTA
Carolyn V. Cavecche	SCRRA Board Member Mayor, City of Orange	OCTA
Ryan Chamberlain	Ex-Officio Member Caltrans, Director, District 12	Ex-Officio – State of CA
Kelly Chastain	SCRRA Board Member Council Member, City of Colton	SANBAG
John Chlebnik	SCRRA Board Alternate Mayor Pro Tem, City of Calimesa	RCTC
Alex Clifford	SCRRA Board Member Council Member, Riverside	RCTC
Laurie Davies	SCRRA Board Alternate Council Member, City of Laguna Niguel	OCTA
Bill Davis	SCRRA Chair Mayor, City of Simi Valley	VCTC
Jaime de la Vega	SCRRA Board Alternate Deputy Mayor, City of Los Angeles General Manager, Department of Transportation	Metro
Richard Dixon	SCRRA Board Member Mayor, City of Lake Forest	OCTA
Paul Eaton	SCRRA Board Member Mayor, City of Montclair	SANBAG
John Fasana	SCRRA Board Alternate Council Member, City of Duarte	Metro
Deborah Franklin	SCRRA Board Member Mayor Pro Tem At Large, City of Banning	RCTC
Ginger Gherardi	SCRRA Board Alternate Council Member, City of Santa Paula	VCTC
Patricia Gilbreath	SCRRA Board Alternate Mayor Pro Tem, City of Redlands	SANBAG
Paul Glaab	SCRRA Board Member Mayor, City of Laguna Niguel	OCTA
Joseph J. Gonzales	SCRRA Board Alternate Council Member, City of South El Monte	Metro
Jan Harnik	SCRRA Board Alternate Mayor, City of Palm Desert	RCTC
Jon Harrison	SCRRA Board Alternate Council Member, City of Redlands	SBCTA

BOARD MEMBER SPOTLIGHT



Sarah L. Catz
Orange County

was a founding member and two-term chair on the Metrolink governing board. Catz served 10 years with the Orange County Transportation Authority and served as board chair.



Carolyn V. Cavecche
Orange County

served five years as a Metrolink board member and alternate. A fiscal watchdog, the former mayor of Orange focused on bolstering Metrolink's accounting and other financial practices to ensure fiscal integrity.



Ginger Gherardi
Ventura County

currently an alternate on the Metrolink governing board, the vice mayor of Santa Paula is one of the early pioneers that helped steer Metrolink service to Ventura County. Gherardi was instrumental in creating the Ventura County Transportation Commission and served as its first executive director and held the post from 1989 to 2007, when she retired.

BOARD MEMBERS PAST AND PRESENT

Board Member	Official Title During Metrolink Tenure	Representation
Michael Hennessey	SCRRA Board Member	OCTA
Brian Humphrey	SCRRA Board Member	VCTC
Frank Johnston	SCRRA Board Alternate	RCTC
Richard Katz	SCRRA Board Member	Metro
Will Kleindienst	SCRRA Board Member Mayor, City of Palm Springs	RCTC
Don Knabe	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Andrew Kotyuk	SCRRA Board Member Council Member, City of San Jacinto	RCTC
Paul Krekorian	SCRRA Board Member Council Member, City of Los Angeles	Metro
Thomas Lackey	SCRRA Board Alternate Council Member, City of Palmdale	Metro
Jeffrey Lalloway	SCRRA Board Alternate Mayor Pro Tem, City of Irvine	OCTA
James C. Ledford, Jr.	SCRRA Board Alternate Mayor, City of Palmdale	Metro
Borja Leon	SCRRA Board Alternate	Metro
John Longville	SCRRA Board Member	SANBAG
Robin Lowe	SCRRA Board Alternate Council Member, City of Hemet	RCTC
Larry McCallon	SCRRA Board Member Mayor Pro Tem, City of Highland	SANBAG
Michele Martinez	Ex-Officio Member Council Member, City of Santa Ana SCAG Regional Council	Ex-Officio – SCAG
Roxana Martinez	SCRRA Board Alternate Council Member, City of Palmdale	Metro
Maureen Micheline	SCRRA Board Alternate	Metro
Michael Miles	Ex-Officio Member Caltrans – District 7 Director	Ex-Officio – Caltrans

BOARD MEMBER SPOTLIGHT



Brian Humphrey
Ventura County

is the current vice-chair of the Metrolink governing board. Appointed to the Metrolink board in 1997, Humphrey is the longest current serving board member. He is a 31-year member of the City of Los Angeles Fire Department (LAFD) with service as a firefighter/paramedic and LAFD public information officer.



Richard Katz
Los Angeles County

was a former board chair who was a key advocate for Positive Train Control following the Chatsworth tragic accident. He also played a major role in putting together a funding strategy for purchase of the Tier 4 clean diesel locomotives.



Andrew Kotyuk
Riverside County

is the current chair of the Metrolink governing board and has been a Metrolink director since 2013. He is a San Jacinto councilman and former mayor and serves on the Riverside County Transportation Commission and is a past commission chair.

BOARD MEMBERS PAST AND PRESENT

Board Member	Official Title During Metrolink Tenure	Representation
Keith Millhouse	SCRRA Board Member Council Member, City of Moorpark	VCTC
Tom Minor	SCRRA Board Member	SANBAG
Gloria Molina	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Ameal Moore	SCRRA Board Member Council Member, City of Riverside	RCTC
Patrick Morris	SCRRA Board Member Mayor, City of San Bernardino	SANBAG
Richard Murphy	SCRRA Board Alternate Council Member, City of Los Alamitos	OCTA
Ara Najarian	SCRRA Board Member Council Member, City of Glendale	Metro
Shawn Nelson	SCRRA Board Member Supervisor, County of Orange	OCTA
Judy Nieburger	SCRRA Board Alternate	RCTC
Robert Nolan	SCRRA Board Member Mayor, City of Upland	SANBAG
Francine Oschin	SCRRA Board Alternate	Metro
Greg Pettis	SCRRA Board Alternate	RCTC
Beatrice Proo	SCRRA Board Alternate	Metro
Andrea Puga	SCRRA Board Alternate Council Member, City of Corona	RCTC
James Ramos	SCRRA Board Alternate Supervisor, County of San Bernardino	SANBAG
Mark Ridley-Thomas	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Richard J. Riordan	SCRRA Board Member Mayor, City of Los Angeles	Metro
Susan Ritschel	SCRRA Board Alternate Council Member, City of San Clemente	OCTA
Frank Roberts	SCRRA Board Member Mayor, City of Lancaster	Metro
Ron Roberts	SCRRA Board Member Council Member, City of Temecula	Ex-Officio - SCAG

BOARD MEMBER SPOTLIGHT



Larry McCallon

San Bernardino County

currently serves on the Metrolink governing board and served as a past chair. As a member of the South Coast Air Quality Management District (SCAQMD), McCallon helped secure SCAQMD funding to purchase new Tier 4 clean locomotives.



Keith Millhouse

Ventura County

served a decade on the Metrolink governing board, including a stint as chairman during the tragic Metrolink crash with a freight train in Chatsworth in 2008 that killed 25 and injured 135 passengers. In the aftermath, Millhouse fought for a multilayered safety system that included installation of in-cab video cameras to monitor behavior of engineers, purchase of crash energy management rail cars, and positive train control, measures that have set a new safety model for the nation.



Patrick Morris

San Bernardino County

was a longtime Metrolink board member who served as chair. The former San Bernardino mayor was instrumental in developing a plan to extend Metrolink service to Redlands and development of a multimodal transit center in downtown San Bernardino.

BOARD MEMBERS PAST AND PRESENT

Board Member	Official Title During Metrolink Tenure	Representation
Adam Rush	SCRRA Board Alternate Mayor Pro Tem, City of Eastvale	RCTC
Charles V. Smith	SCRRA Board Member Supervisor, County of Orange	OCTA
Hilda Solis	SCRRA Board Member Supervisor, County of Los Angeles	Metro
Karen Spiegel	SCRRA Board Member Council Member, City of Corona	RCTC
Todd Spitzer	SCRRA Board Alternate Supervisor, County of Orange	OCTA
Gary Slater	Ex-Officio Alternate Caltrans, Deputy Director, District 7	Ex-Officio – State of CA
James Tolbert	SCRRA Board Member	Metro
Judith Valles	SCRRA Board Member Mayor, City of San Bernardino	SANBAG
Larry Walker	SCRRA Board Alternate Auditor/Controller-Recorder County of San Bernardino	SANBAG
Alan D. Wapner	SCRRA Board Alternate Council Member, City of Ontario	SANBAG
Frank West	SCRRA Board Alternate Council Member, City of Moreno Valley	RCTC
Diane Williams	SCRRA Board Alternate Mayor Pro Tem, City of Rancho Cucamonga	SANBAG
Michael Wilson	SCRRA Board Alternate Mayor Pro Tem, City of Indio	RCTC
Thomas W. Wilson	SCRRA Board Member Supervisor, County of Orange	OCTA
Gregory Winterbottom	SCRRA Board Member	OCTA
Judy Wright	SCRRA Board Member Council Member, City of Claremont	Metro
Larry Zarian	SCRRA Board Member	Metro



Photo courtesy of San Bernardino County Transportation Authority

Top 10 Reasons To Ride Metrolink

9

Metrolink riders can receive up to \$255/month in tax-free commuting benefits from their employers. Metrolink also offers steep discounts to students, seniors and the disabled.



Los Angeles County Supervisor and Metrolink board member Hilda Solis recently visited Cal State University, Los Angeles to talk about mobility issues with students.

Twenty-two employees have worked for Metrolink and its contractors since the beginning or joined the Metrolink team soon after service began in 1992. Below is a list of employees and years of service as of Oct. 1, 2017.

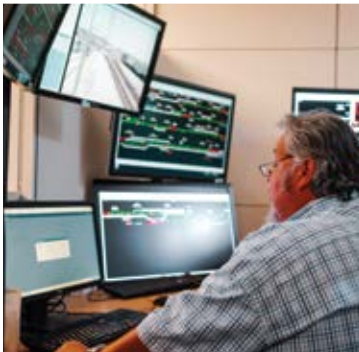


Karen Sakoda and Ron Mathieu have worked for Metrolink since its debut.

1 Ronald Mathieu	Senior Public Projects Specialist, Planning + Development	26.75
2 Karen Sakoda	Planning Manager, Planning + Development	25.08
3 Gregory Wong	Program Management Analyst II	25.42
4 Gary Lettengarver	Chief Operating Officer	25.33
5 Pamela Hempsted	Accounting Assistant	25.17
6 Rod Elliker	Manager, Special Projects	25.08
7 Phil Dearing	Train Dispatcher	24.92
8 Evangelia McNeil-Kakaris	Assistant Director, Contracts	24.83
9 Elsa Mendoza	ROW Maintenance Coordinator	24.83
10 Jaime Romo	Assistant Director, PTC Technical Services	24.67
11 Kenneth Dolph	Train Dispatcher	24.50
12 Gary Peterson	Train Dispatcher	24.50
13 Jacqueline Tyler	Supervisor, Dispatching Operations	23.83
14 Samuel McLawyer	Operations Compliance Officer	23.67
15 Linda Zander	Customer Engagement Representative	23.25
16 Mark Ziegler	Train Dispatcher	23.08
17 Charlene Ariza	Marketing Manager	23.08
18 Sergio Marquez	Director, Dispatching Operations	22.67
19 Rick Browning	Train Dispatcher	22.25
20 Melvin Lawson	Train Dispatcher	22.25
21 Scott Mallette	Department Assistant	20.50
22 Lance Rapscher	Business Administrator	20.00



Metrolink
Employees
Put
Customers
First

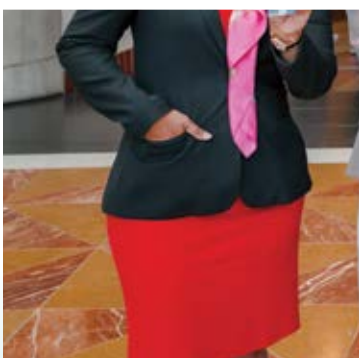


SAGEWAY TO TRAINS AND B

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It's the employees who make Metrolink shine.

Metrolink staff and contractors deliver outstanding customer service and always strive to put a smile on the face of riders.



OUR ENGINEERS



Veronica Brown and her daughter Danyell Jones are both Metrolink locomotive engineers and so are Veronica's nephew Richard Brown and son-in-law Akili Wells. Veronica's brother-in-law Dennis Brown is a retired Metrolink engineer, as is Veronica's husband, Frank Brown, who also helped train his wife.



Richard Albitre has been a conductor for 24 years, including 19 with Metrolink. Albitre says he used to be an insurance agent with a desk job but much prefers being able to move around the trains and helping people. He reckons he walks at least five miles a day on six train trips.

FACTS AT A GLANCE

- ▶ Metrolink is the second-busiest public transportation provider in Southern California. It is the third largest-commuter rail agency in the United States based on directional route miles and the eighth largest based on annual ridership.
- ▶ More than 400 million passenger miles per year. More than 8 billion miles since 1992.
- ▶ 44% of Metrolink trip costs are covered by riders and other sources – the highest of any public transit agency in Southern California

44% OF
METROLINK
TRIP COSTS
 ARE COVERED BY RIDERS
 AND OTHER SOURCES



HIGHEST OF ANY
 PUBLIC TRANSIT AGENCY IN
 SOUTHERN CALIFORNIA

- ▶ 60% of Metrolink riders travel across county lines
- ▶ 81% of weekday trips are work-related. Los Angeles County is the predominant work destination, followed by Orange County.
- ▶ 82% of Metrolink riders own an automobile but choose Metrolink.
- ▶ 65% of riders in 2015 were non-Caucasian, up from 45% in 2000.

- ▶ The average one-way commute for Metrolink riders is 36 miles, the longest of any commuter rail operator in the U.S.

Metrolink's service:

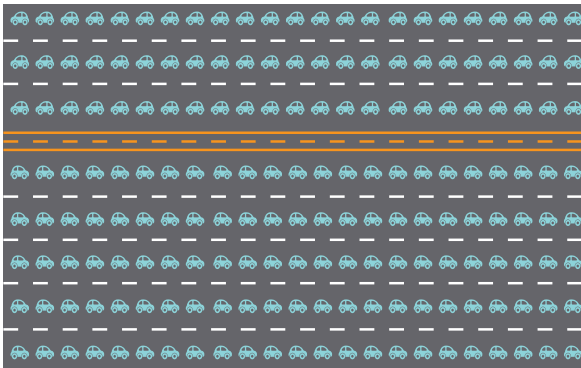
- ▶ Reduces 8.7 million car trips annually
- ▶ Reduces 110,338 metric tons of greenhouse gasses (GHG) (2.7 million metric tons of CO2 since 1992)
- ▶ Reduces traffic volume by 30% on parallel freeways
- ▶ The average construction cost per mile of Metrolink track is \$8 million compared to \$30 million per mile for freeway lanes

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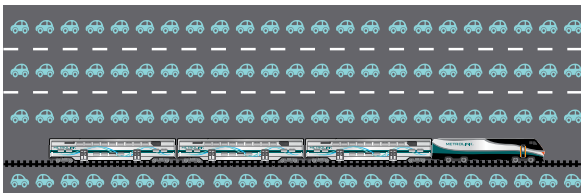
LOS ANGELES COUNTY IS THE PREDOMINANT WORK DESTINATION, FOLLOWED BY ORANGE COUNTY

WITHOUT METROLINK



METROLINK REMOVES THE EQUIVALENT OF 1-2 LANES OF PARALLEL FREEWAY TRAFFIC IN EACH DIRECTION DURING THE PEAK HOUR ON THE 5, 10, 60, 91, 101 AND 134 FREEWAYS.

WITH METROLINK



METROLINK IS THE MOST EFFECTIVE WAY TO CUT FREEWAY CONGESTION.



Top 10 Reasons To Ride Metrolink

10

There is direct service to see the Angels and Anaheim Ducks plus easy connections to Dodgers, Lakers, Clippers and other sports, avoiding parking cost and traffic hassles.

Photo courtesy of San Bernardino County Transportation Authority

