

# METROLINK **MATTERS** NEWS & EVENTS

## KEEPING SOUTHERN CALIFORNIA'S FUTURE ON TRACK

**SPECIAL ANNIVERSARY EDITION**



**METROLINK®**



**KEEPING SOCAL'S  
FUTURE ON TRACK.**

# METROLINK: KEEPING SOUTHERN CALIFORNIA'S FUTURE ON TRACK

It's been 25 years since Metrolink trains opened its doors to serve Southern Californians on October 26, 1992. Throughout the years, Metrolink has become a leader in the industry and has made great advances. The agency has expanded its service and has strongly supported the mobility of people in the region. Metrolink continues to look forward to the future. Before looking forward, join Metrolink as it looks back on its history.



## THE BEGINNING: 1988-1992

Public support throughout the five counties that make up Metrolink is what helped create commuter railroad in Southern California. Beginning in 1988, Riverside County residents approved Measure A, followed by San Bernardino County residents passing Measure I in 1989, and Los Angeles and Orange County residents passed Proposition C and Measure M respectively in 1990.

Also in 1990, leaders from Los Angeles, Ventura and San Bernardino counties purchased 173 miles of active and abandoned rights-of-way from the Southern Pacific Railroad.

In 1991, the Southern California Regional Rail Authority (SCRRA) was formed as a Joint Powers Authority (JPA) and the name "Metrolink" was

chosen as the official name for the upcoming agency. Metrolink purchased 366 miles of track from the then Atchison, Topeka and Santa Fe Railway (now BNSF Railway), and purchased 67 more miles of track from the Southern Pacific Railway.

## METROLINK OPENING DAY: OCTOBER 26, 1992

Metrolink began service in Southern California by offering three routes along some of the region's busiest transit corridors. These routes are currently the Ventura County Line, the San Bernardino Line, and the Santa Clarita Line, which eventually becomes the Antelope Valley Line. Centered at Los Angeles Union Station, Metrolink offered transportation weekday commuting options to 11 stations, reaching out to the cities of Moorpark, Pomona and Santa Clarita with 10 train sets.



## THE FIRST 10 YEARS: 1992 – 2002

Metrolink leaders knew that in order to be successful, the agency would need to grow rapidly to expand service throughout the region. In 1993, only after only seven months in operation, Metrolink expanded by opening the fourth route: the Riverside Line.

In January 1994, after a major earthquake in Northridge, which impacted multiple areas of Southern California and damaged many major roadways,



2015 | PTC TECHNOLOGY INSTALLED



2010-2015 | HYUNDAI ROTEM CARS INTRODUCED/UPGRADED

federal officials expedited funding and construction, which allowed Metrolink to expand the Antelope Valley Line to Lancaster and the Ventura County Line to Oxnard, while also building six new stations in just six weeks.

In March 1994 the Orange County Line opened with three weekday round-trips between Los Angeles Union Station and Oceanside, becoming the agency's fifth and longest route in the system.

Metrolink expanded its service again by providing the nation's first suburb-to-suburb commuter rail line when it opened the Inland Empire – Orange County Line in October 1995.

In the summer of 1995, Metrolink began to offer its first weekend trains,

the San Bernardino Line's Saturday Explorer. Another special train debuted the next summer with the introduction of the Beach Trains on the Inland Empire – Orange County Line, taking riders from Riverside to San Clemente. In 1997 Saturday service expanded to the Antelope Valley Line.

Looking again to increase connectivity in the region, Metrolink opened the seventh route in 2002: the 91 Line (now known as the 91/Perris Valley Line) which linked Downtown Riverside, Fullerton and Downtown Los Angeles.

## METROLINK INNOVATES INDUSTRY: 2003 – 2016

Metrolink's second decade of service reinforced safety as a priority in all operations. After tragedies in Glendale in 2005, Chatsworth in 2008 and Oxnard in 2015, Metrolink implemented a sweeping set of safety measures to transform itself into the nation's safest commuter rail system.



2017 | TIER 4 LOCOMOTIVES INTRODUCED

In 2005, Metrolink worked with legislators, regulators and federal lawmakers to gain support for a comprehensive strategy of safer crossings, less accessible right-of-ways and the development of Crash Energy Management (CEM) rail cars. In 2006, it ordered 117 safety-enhanced rail cars using the CEM technology, which were designed to absorb impact and reduce injuries in the event of a collision. In addition, that same year, Metrolink initiated the Sealed Corridor Program, which reduced the potential for accidents at 57 different at-grade crossings, by separating trains from vehicles, motorists and pedestrians. These first sealed corridors became a reality in 2007.

In 2008, in response to the Chatsworth incident, Metrolink expanded its commitment to safety by strongly supporting the Rail Safety and Improvement Act of 2008, which required the implementation of Positive Train Control (PTC).

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