

ATTACHMENT C

LOS ANGELES – GLENDALE – BURBANK FEASIBILITY STUDY: OPTIONS RESULTS SUMMARY

	Existing	M 60-min	M 30-min	M 15-min	RMU	L Option 1	L Option 2
Weekday Round Trips	15 AVL 16 VCL 6 Amtrak	18 AVL 16 VCL 9 Amtrak	36 AVL 16 VCL 9 Amtrak	74 AVL 16 VCL 9 Amtrak	37 AVL to Lancaster 35 RMU to Via Princessa 16 VCL 9 Amtrak	15 AVL 130 LRT 16 VCL 9 Amtrak	15 AVL 16 VCL 9 Amtrak
Transit Accessibility	N/A	2 new stations but less frequency	2 new stations and more frequent service	2 new stations and more frequent service	4 new stations served by half of round trips	11 new LRT stations between Burbank and LA in existing corridor	13 new LRT stations between Burbank and LA
Ridership Forecasts 2042	36,000	39,000	50,000	61,000	55,000	83,000	86,000
Stakeholder Preferences	N/A	60% prefer more express and peak-direction service	Improved service but not as frequent as other options	Meets preference for frequent long distance service	20% of respondents prefer express services	Majority of respondents are long-distance commuters	75% of survey respondents say they are in favor
ROW Requirements	N/A	For potential River Park Station parking	For potential River Park Station parking	For River Park Station ROW and potential 3 rd track	Due to stations and MSF	Due to stations and MSF	Due to alignment through urban areas and MSF
Environmental Constraints	N/A	Minimal impacts limited to new station(s)	Minimal impacts limited to new station(s)	Impacts due to increased locomotive operations	Impacts due to ROW	High potential impacts due to ROW takings	Highest potential impacts due to ROW takings and visual impacts
Parking Considerations	N/A	Demand can be accommodated by existing parking facilities	Demand can be accommodated by existing parking facilities	New stations require demand strategies	Projected to exceed capacity by 40+ spaces	ML demand can be met, but LRT demand will require strategies	ML demand can be met, but LRT demand will require strategies
Travel Time & Headways	Varied headways between 25m – 90m	Minimal service improvement	Better than 30-min in trunk	Better than 15-minute in trunk	Better than 15-minute in trunk	6-min peak, 12-min off-peak	6-min peak, 12-min off-peak
Integration of Operations	N/A	No impacts to freight and future expansions	No impacts to freight and future expansions	May potentially conflict with UPRR operations	Third track would be required to accommodate freight	Would preclude HSR	Overlaps with existing and planned services; precludes HSR
Total Capital & Operating Costs	O&M: \$20M	Capital: up to \$118M O&M: up to \$26M	Capital: up to \$334M O&M: up to \$46M	Capital: up to \$1.1B O&M: up to \$80M	Capital: up to \$1.1B O&M: up to \$42M	Capital: up to \$4.3B O&M: up to \$37M	Capital: up to \$6B O&M: up to \$50M