

Metro



Board Report

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Response

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017

Motion by:

DIRECTORS BARGER & NAJARIAN

Study of Metrolink Antelope Valley Line

The Antelope Valley Line (AVL) plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year, the highest percentage of transit-dependent riders.

Currently, due to numerous constraints, a trip from the Antelope Valley to Union Station can take over two hours, with speeds averaging just 35 miles per hour from end-to-end. There are also gaps in service throughout the day which may further discourage ridership.

Through previous board actions, progress has been made to address some of the AVL service issues such as the *Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan* dated March 2012, the *North County Multimodal Integrated Transportation Study (NCMITS)* dated 2013, and the new *Los Angeles-Burbank-Glendale Corridor Feasibility Study*; but to date, a comprehensive study has yet to take place to analyze constraints on the northern segment of the AVL.

~~As Metro embarks on updating its Long Range Transportation Plan,~~ To be compatible with future planning efforts and to best prepare for as new funding sources that will become available to the North County Subregion in the coming years, it is important that stakeholder agencies understand the most cost-effective solutions to break down the constraints that continue to hold back the AVL from maximizing its service potential.

SUBJECT: MOTION BY DIRECTORS BARGER AND NAJARIAN

RECOMMENDATION

WE THEREFORE MOVE that the Metro Board:

AUTHORIZE a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster

that determines a range of frequency of service to maximize regional accessibility throughout the day; assesses the status of existing tracks, culverts, tunnels, crossings and other infrastructure which limits operational flexibility & service reliability; recommends needed infrastructure & capital improvements (in level of priority) to support the range of frequency of service, service reliability, safety, and on-time performance, including latest technologies in rail propulsion, controls and rail stock; estimates the costs associated with the aforementioned improvements; and provides a cost-benefit analysis with prioritization of said improvements that ~~can~~ could be used to help guide both Metro, and Metrolink agencies and the North County Subregion in a direction to best achieve the above stated goals, while ensuring compatibility with future planning processes;

DIRECT staff to coordinate with Metrolink and local North County stakeholders on this study and to incorporate any previous or ongoing efforts such as the *Antelope Valley Infrastructure Improvements Strategic Plan*, the *NCMITS*, the *Los Angeles-Burbank-Glendale Corridor Feasibility Study* and Metrolink efforts to address state of good repair, so as to avoid being duplicative;

ACKNOWLEDGE that execution of this study shall not hinder any efforts currently underway by Metro or Metrolink to deliver capital improvements or address state of good repair on the AVL; and

DIRECT the CEO to report back to the board in September with an update on stakeholder outreach, identification of potential funding sources for the study, along with a timeline for study implementation.