



Metro

Board Report

File #:2016-0284, **File Type:**Motion / Motion Response

Agenda Number:9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: BURBANK-GLENDALE-LOS ANGELES CORRIDOR

ACTION: AUTHORIZE STUDIES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. CONDUCT a study for providing up to **two additional Metrolink stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased Metrolink train service throughout the day from Union Station to the City of Burbank with opportunities to include expanded service to the Antelope Valley as a first step in examining increased rail connectivity in the Los Angeles, Glendale and Burbank Corridor. Additional stations would need to be spaced appropriately and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley;
- B. PROGRAM AND AMEND the FY 17 budget to add \$900,000 in Measure R Commuter Rail service funds to conduct this study; and
- C. INVENTORY the options for increasing the City of Glendale's access to the Regional Transit System given the existing baseline Metrolink and future High Speed Rail service. This inventory will examine the existing infrastructure, planned and funded projects and potential future initiatives to improve connectivity to the greater Metro system.

ISSUE

At the March 24, 2016 Board meeting, the Board directed the CEO to look at creating a new Metrolink station at Rio Hondo College on the Riverside Line and relocating the Northridge Station on the Ventura County Line. This motion was amended to direct the CEO to look at the environmentally cleared Burbank-Glendale-Los Angeles Light Rail Transit Line as it relates to the Doran Street Grade Separation and the County, City and Army Corps of Engineers Los Angeles River Master Plans and projects. Attachment A contains the adopted Board motion and amendments. This report responds to the Board directive.

This is in response to the March 24, 2016 Board directive to report back on the Burbank-Glendale-Los Angeles Rail Transit Project which was environmentally cleared in 1994, as it relates to today's plans for the corridor.

DISCUSSION

Background

Between 1988 and 1994 the Los Angeles County Transportation Commission (predecessor agency to Metro) undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit Project that was planned to operate between Union Station and the Hollywood-Burbank Airport. The project would have included 10 stations and would have operated along a segment of what is now the Metro Gold Line near Chinatown before branching off to generally follow the railroad right-of-way along San Fernando Road and the Los Angeles River through Glassell Park, Atwater Village, Glendale and Burbank to a terminus at the Hollywood-Burbank Airport. Attachment B contains a map of the certified alignment.

Prior to the preparation of the above EIR, this railroad right-of-way served freight rail and Amtrak service only. However, in October 1992, Metrolink service was initiated and previously planned light rail stations in Glendale, Burbank and the Burbank Airport were developed as Metrolink Stations instead of light rail stations.

Existing Conditions

Metro owns an approximate 100-foot wide right-of-way along the Burbank-Glendale-Los Angeles Corridor which currently accommodates two tracks serving Metrolink, Amtrak and freight rail service. There is potential room for two additional tracks with certain widening that would be needed at Metrolink rail transit stations to accommodate boarding platforms and other station features. The California High Speed Rail Authority proposes to use the remaining right-of-way in this corridor for up to two main line tracks to provide High Speed Rail service in Southern California. In addition, as Metrolink service expands in the future, there will be a need for additional mainline tracks and/or platforms in the right-of-way. For the above reasons, no additional planning has been considered prudent or feasible for implementation of the light rail service that was considered in the early 1990s. There is, however, opportunity to examine additional stations along the Metro right-of-way such as in Glendale, Glassell Park, Taylor Yard and other locations as appropriate, as well as increased Metrolink service to provide greater access to the regional transit system. Additional stations would need to be carefully considered and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley.

The Doran Street Grade crossing is one of the hazardous grade crossings in the City of Glendale. Metro proposes to separate vehicles, bicycles and pedestrian crossings with an aerial bridge over the existing railroad tracks as part of the Doran Street and Broadway/Brazil Grade Separation Project to enhance safety and traffic flow as well as increase transit regional mobility to Glendale. The project will be designed with accommodations for the High Speed Rail system and/or expansion of the Metrolink tracks.

The California High Speed Rail Authority is currently working on its environmental document for the

segment of the proposed line from Palmdale to Los Angeles which is expected to be completed by December 2017. The draft environmental document is anticipated to be released in Spring 2017 for public review at which time more will be known about the alignment, profile and track needs through Burbank, Glendale and Los Angeles to Union Station.

Other Studies

In July and October 2014, the Board directed staff to undertake a technical study for implementing Bus Rapid Transit (BRT) between North Hollywood (NoHo) and Pasadena (BRT Connector Orange/Red Line to Gold Line). This study was initiated in July 2015. It is using the Line 501 NoHo to Pasadena Express Bus Pilot as a basis for analysis and should be completed in early winter 2017. The Study is examining both arterial and freeway alignments through the Cities of Los Angeles, Burbank, Glendale and Pasadena and will inform future work in this corridor.

Los Angeles River Restoration Coordination

Staff met with representatives of the LA River to gain a better understanding of future plans. These discussions focused on the possibility of adding stations in Glassell Park and potentially adjacent to Taylor Yard. This will be examined as part of the proposed Metrolink Study.

Meeting with Cities of Los Angeles, Glendale and Burbank

Staff met with representatives of the Cities of Los Angeles, Glendale, and Burbank to discuss the above findings concerning the Burbank-Glendale-Los Angeles line and to better understand local connectivity needs to the emerging Regional and Urban Transit System. The City of Glendale discussed their existing and future plans and needs for transit connectivity. Based on this discussion, there seemed to be general agreement that additional Metrolink stations and increased train service throughout the day should be explored including the potential for additional service to the Antelope Valley. Additionally, Metro staff will prepare an inventory to determine the existing and proposed transit infrastructure, what is planned and funded to improve connectivity and potential future initiatives. Upon Board authorization, this inventory would be completed later in the fiscal year when more is known about the status of Measure M. The study of additional stations and expansion of Metrolink service would take approximately six to eight months to complete once Notice to Proceed is authorized.

DETERMINATION OF SAFETY IMPACT

These studies will have no impact on the safety of our passengers and employees.

FINANCIAL IMPACT

With Board approval, \$900,000 in Measure R 3% funds will be added to the FY 2016-17 budget in cost center 2415, Regional Rail, for the additional Metrolink stations and service expansion study.

Impact to Budget

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize the study of additional Metrolink stations and expansion of Metrolink services from Union Station to Burbank and potentially the Antelope Valley or to prepare an inventory of current, planned and funded transit programs for the corridor. This alternative is not recommended as the corridor could benefit from additional Metrolink stations and service and the inventory would assist in identifying connectivity gaps to the regional transit system.

NEXT STEPS

With Board authorization, both planning efforts will be initiated. Upon completion of the work, staff will meet with the Cities of Glendale, Burbank and Los Angeles and then return to the Board with the results of the findings.

ATTACHMENTS

Attachment A - March 2016 Board Motion

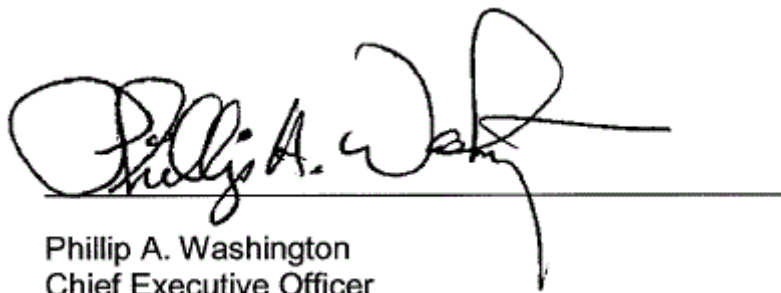
Attachment B - Burbank-Glendale-Los Angeles Light Rail Corridor Alignment Map

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Metro



Board Report

File #:2016-228, File Type:Motion / Motion
Response

Agenda Number:39

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

- A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;
- B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and
- C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

- A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:
 1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage
 2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;
- B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;
 - C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and
 - D. report back on all the above during the May 2016 Board cycle.

AMENDMENT BY DIRECTORS NAJARIAN, GARCETTI AND ANTONOVICH

March 24, 2016

Item # 39

In 1992, an Environmental Impact Report was completed for a Burbank-Glendale-Los Angeles Rail Transit Project. Subsequent to its completion, the project was ranked #10 on the Long Range Transportation Plan and remained in the top ten until the passage of Measure R. The project is referenced in the current draft Expenditure Plan on Attachment I, Systemwide Connectivity. With the advent of High Speed Rail and its intention to reconfigure along this alignment near Doran Street at upwards of \$100 million, it would be prudent to review this document to better coordinate with High Speed Rail, MTA staff and the cities of Los Angeles and Glendale.

WE THEREFORE MOVE:

- The Board direct the CEO to assign staff to review the above named document as it relates to today's plans for this corridor, including Doran Street and County, City, and Army Corps of Engineers LA River master plans and projects; and
- Identify any cost-saving measures, including but not limited to High Speed Rail reconfiguration; and
- Identify potential rail connectivity with Metrolink, High Speed Rail and Burbank-Glendale-Los Angeles Rail project and local bus services; and
- Explore possible TOD and TOC opportunities and opportunities to support revitalization and/or restoration of the LA River; and
- Identify possible funding sources to support recommendations; and
- Form a working group, including but not limited to the Cities of Glendale, Los Angeles, MTA planning staff and community relations; and
- Report back on all the above during the ~~May~~ 2016 Board cycle.

July

**Burbank-Glendale-Los Angeles
Rail Transit Corridor
1992 – 1994 Certified EIR Alignment**

ATTACHMENT B

