

**Board Report**

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**File #:** 2018-0591, **File Type:** Project**Agenda Number:** 43.

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**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 19, 2018****SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

**ISSUE**

At the December 2016 Board Meeting, Metro staff provided a Raymer to Bernson Project funding update with a receive and file highlighting next steps for staff to continue to monitor state funds and return to the Board with recommendations by the first quarter of FY 19 if any changes occurred. Staff is providing an update on the change in direction of approximately \$80 million state funding for the Project. With the change in direction, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

**DISCUSSION**

The Raymer to Bernson Double Track Project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains.

On August 31, 2018, Metro received a letter from Southern California Regional Rail Authority (SCRRA) stating that SCRRA performed an operations analysis confirming the Raymer to Bernson Double Track Project provides strong reliability benefits, but that it only benefits capacity when train frequencies in the corridor reach 15 minutes in the future. The letter also indicated California State Transportation Agency intentions to reprogram the \$80 million funding of the State Transportation Improvement Program and Proposition 1B to other SCRRA's Southern California Optimized Rail Expansion (SCORE) Projects. Refer to Attachment A.

California State Transportation (CalSTA) awarded a Transit and Intercity Rail Capital Program (TIRCP) award to Southern California Regional Rail Authority (SCRRA) in April 2018 to achieve initial objectives of the California Southern California Optimized Rail Expansion (SCORE) Program,

including basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN Corridor).

Staff has spent \$6.3 million to date for the final design of the Raymer to Bernson Double Track Project before it was placed on hold in 2015. However, in light of the SCRRA's letter and CalSTA's intention to reprogram the remaining funds of approximately \$74 million, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

### **FINANCIAL IMPACT**

Metro secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail.

#### Impact to Budget

The final design of the Project is on hold since 2015. CalSTA is reprogramming the remaining state funds which will have no impact to Metro's operating and capital budget.

### **ALTERNATIVES CONSIDERED**

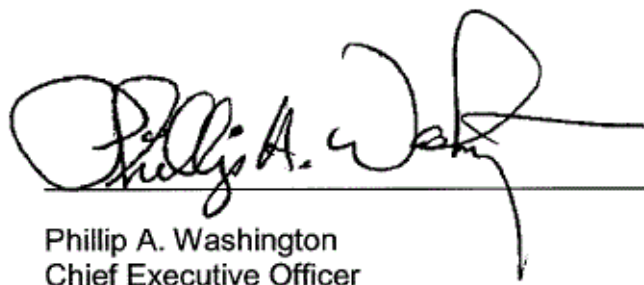
The alternative would be for the Board not to receive this report. This is not recommended as this update was requested by the Board.

### **ATTACHMENTS**

Attachment A - Letter from SCRRA CEO to Metro CEO

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