



Board Report

File #: 2015-0548, **File Type:** Informational Report

Agenda Number: 20.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**

SUBJECT: REGIONAL RAIL UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **Regional Rail Update through June 2015**.

ISSUE

The Regional Rail unit of the Engineering and Construction Department is responsible for providing overall coordination, management, and the programming of funds for LACMTA's commitment to the commuter, intercity, and high speed rail networks serving Los Angeles County. This unit also manages and coordinates capital improvement projects along the LACMTA owned railroad right-of-way.

BACKGROUND

LACMTA is the largest member agency for the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail network. Metrolink carries approximately 42,000 riders per day throughout the southern California Region.

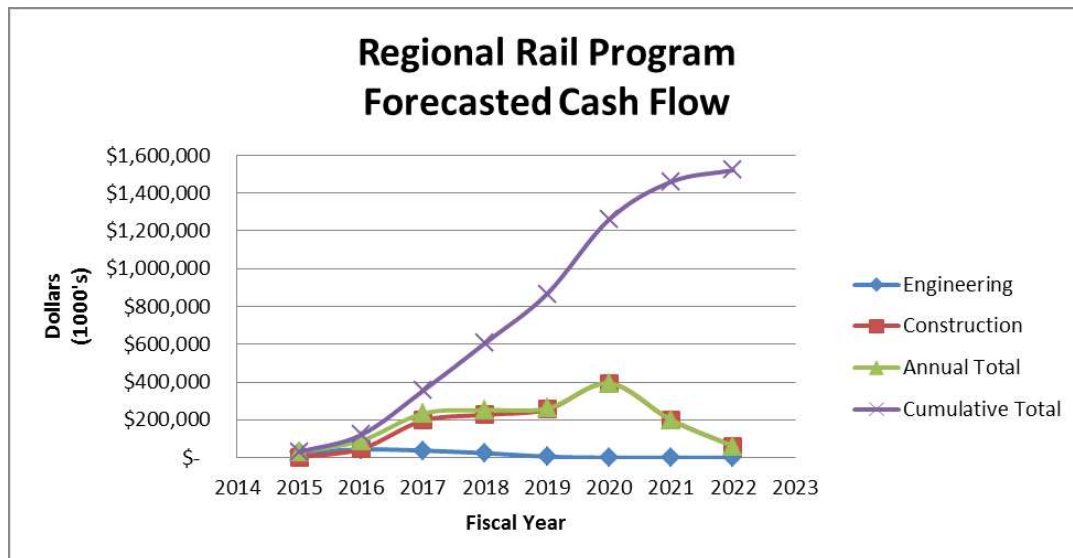
LACMTA is a member of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency. This Joint Powers Authority (JPA) coordinates the passenger rail services of the three carriers (Amtrak, Metrolink, and COASTER) within this intercity rail corridor. In July, day-to-day management of the Pacific Surfliner intercity rail service was transferred from the State to local control.

LACMTA is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail alignment connecting northern California to southern California. Staff is involved with regional and statewide groups working to develop integrated passenger rail service in the state.

The Regional Rail team coordinates and leads capital improvement projects for the Metro owned and Metrolink operated right-of-way.

Capital Projects

The Regional Rail unit has 19 (capital improvement projects currently at various stages of development. The following graph shows the relative timeframe of project expenditures:



The Southern California Regional Interconnector Project is the major driver of the cash flows. This graph shows the annual fiscal year total forecasted cash flow for the department as well as the cumulative total. The projects are described in more detail in Attachment A. Of note are the following:

Southern California Regional Interconnector Project (SCRIP)

Four to six tracks from the south end of LAUS will be extended across the 101 freeway to connect with the main tracks along the Los Angeles River. This will complete a loop that will allow trains to enter and leave the station at either end, as opposed to the current single entrance and exit point. With this project, the capacity of the station will be significantly increased as well as sharply reduce the greenhouse gases associated with idling locomotives.

The SCRIP project was previously developed with the raising of just two platforms and related tracks, showing that the project can be completed and operated without raising the entire yard. However, a separate task has been added to the engineering contract to study the effects of raising the entire yard to accommodate the concourse that is part of the Union Station Master Plan as well as identifying any associated operational benefits. The study of the concourse is complete.

Staff is continuing to coordinate the development of SCRIP with the California High Speed Rail Authority (CHSRA). Meetings have been held between the SCRIP team and the CHSRA about accommodating the high speed rail program into the footprint of Union Station. Modeling has been done that shows that this high speed rail can be incorporated into the Union Station rail yard. Discussions are underway as to what this would look like and other issues regarding the joint use of the yard. Further meetings will discuss this further. Once additional information is ascertained, staff will come to the Board for further direction.

Bob Hope Airport/Hollywood Way Station, Antelope Valley Line

The coordination of the relocation and/or encasement of the utilities are underway and have delayed the project. The 100% design documents were submitted in January 2015 and have been reviewed by the various stakeholders. Comments are currently being addressed. Coordination with third parties is continuing. Procurement documents for construction are under development. This is scheduled to be out to bid for construction in the summer of 2015.

Vincent Grade/Acton Station Second Platform and Vincent Siding Extension

A second side platform will be added at the Vincent Grade/Acton Station. A 5,000 foot siding extension will be built near the Vincent Grade/Acton Station to create two miles of continuous double track. This project will create more capacity for trains to pass one another along the Metrolink Antelope Valley Line.

In December 2014, the California Transportation Commission (CTC) allocated \$8.2M in Proposition 1B Trade Corridor Improvement Funds (TCIF) for construction. Metro has programmed \$9.6M in Measure R funds for final design and construction.

In April 2015, SCRRA conditionally awarded the construction contract. In May 2015, the Metro board programmed additional funding to fully fund the project. SCRRA has executed the funding agreement with the State and expects to issue the Notice to Proceed (NTP) to start construction in July 2015. Construction will be completed by fall 2016.

Doran Street and Broadway/Brazil Safety and Access Project

The Doran Street grade crossing has been identified by the California Public Utilities Commission as one of the most hazardous crossings on the Metrolink system. This project grade separates the crossing and enhances safety and mobility into the area. The project is currently in the Alternative Analysis (AA) phase.

There are three alternatives under consideration. The first alternative closes the Doran Street grade crossing, replacing it with an overpass structure. The second alternative closes both Doran Street and the nearby Broadway/Brazil grade crossing, replacing them with a single overpass with a separate connector. Finally, the third alternative closes only the Doran Street grade crossing with two separate bridges. The first bridge spans across the Los Angeles River and the second bridge is a connector structure to the Fairmont Avenue Bridge.

LACMTA has been working with staff and elected officials from the cities of Glendale and Los Angeles to develop alternatives that minimize impacts to the communities while meeting the needs of the project. In addition, the team has been working with the stakeholders regarding the Los Angeles River Revitalization program on alternatives that follow those plans. A Project Study Report Equivalent (PSRE) was completed in April 2014. Staff went to the Board with a separate item in May for the selection of the recommended alternative. This item was deferred to June board meeting to enable staff study a proposed option by a community member. This proposal has been studied by staff in conjunction with the design consultants and a memorandum has been prepared documenting the findings.

Pending Board approval of a Locally Preferred Alternative in June of 2015, the Phase 2 environmental study and preliminary engineering is expected to be completed by spring 2016. Public outreach has begun with future outreach planned through the life of the project.

A contract amendment was issued to the Contractor in September 2014 to complete the engineering of the interim condition at Doran Street. This one - way westbound configuration will be in place through the development of the grade separation. Meetings have been conducted with emergency responders and the CPUC and a consensus has been reached on the design of the crossing. Additional funding is needed to complete the signal engineering related to these interim improvements. That funding is the subject of Board action in July 2015.

Van Nuys Second Platform

Currently, there is only one single side platform serving the two main line tracks at the Amtrak/Metrolink Van Nuys station. A center platform will be constructed, along with a pedestrian underpass to the platform, providing safe access to both main tracks. Preliminary engineering and environmental work are complete. In December 2013 LACMTA received an allocation of \$4M from the CTC for final design. Final design started in July 2014 and will take 15 to 18 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. Public meetings to discuss the project progress and station architectural vision were held with the community in November 2014. Metro received the 65% design submittal from the design consultant in May 2015. The 65% design submittal has been reviewed by Metro Engineering and Estimating and the stakeholders.

Raymer to Bernson Double Track

Six miles of second main line track will be constructed between Van Nuys and Chatsworth, completing double tracking between the Los Angeles/Ventura County Line and Los Angeles. A second side platform will also be built at the Metrolink Northridge Station as well as enhancements to nine at-grade crossings in the corridor. Preliminary engineering and environmental work is complete. In January 2014, LACMTA received an allocation of \$6.5M from the CTC for final design. Final design started in August 2014 and will take 12 to 15 months to complete.

Engineering design coordination with stakeholders and third parties is ongoing. In addition, potholing of utility locations, surveying and geotechnical engineering of the project site was substantially complete in November 2014. A public meeting to discuss the project progress and to receive input from the community was held in April 2015. Additional public meetings are planned for the summer of 2015. The project team is continuing to coordinate the activities of third parties such as the fiber optic carriers. Staff is working with Caltrans for the advance utility work related to the project. Metro received the 90% design submittal from the design consultant in May 2015. The 90% design submittal is currently under review by Metro Engineering and Estimating and the stakeholders.

Brighton to Roxford Double Track

This project will double track 10.4 miles of the Antelope Valley Line between Burbank and Sylmar. Once completed, Metrolink will be able to significantly improve on time performance and increase service levels on the Antelope Valley Line. This project includes construction of 3 new railroad bridges, modification of 15 at-grade crossings, and modifications to three stations. These

modifications will be designed in accordance with the latest Metrolink safety standards. The project will also be designed to be compatible with the future high speed rail alignment. With construction of this project, there will be 13.9 mile segment of continuous double track between Burbank Junction and CP Balboa. The RFP for the environmental and engineering work was released in September 2014. Staff has negotiated the final fee for the environmental and engineering work. The project was pulled from the agenda in May. Notice to Proceed is expected to be issued in July pending board award of contract in June.

Rosecrans/Marquardt Grade Separation

This project is the development of a grade separation at the Rosecrans and Marquardt intersection with BNSF/Metrolink rail tracks in Santa Fe Springs. This at-grade crossing has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state, making a grade separation eligible for funding under that statute.

This project is related to the 14.7 mile triple track project that the BNSF Railway is constructing in the area. This grade separation will allow the completion of the triple track project and positively affects capacity in the corridor with freight, intercity passenger, and commuter rail benefits. The environmental and final design was completed in 2003. However, the previous design does not meet the changing needs of the passenger and freight railroad operations in the corridor. Therefore, the project will be developed to meet the long term needs of the rail corridor.

Board award of contract was approved in March 2015 and Notice to Proceed was issued on April 15, 2015. The kick-off and PDT meetings with the stakeholders have been conducted and the consultant is currently working on Phase-1 (Alternative Analysis). The Grant Application requesting a grant in amount of \$25 million of TIGER funds was submitted by Caltrans to USDOT on June 5, 2015.

Burbank Bob Hope Airport Station Pedestrian Grade Separation, Ventura Line

In January 2014, LACMTA received \$7M in Interregional Transportation Improvement Program (ITIP) funds to support the development of an elevated passenger walkway from Bob Hope Airport Regional Intermodal Transit Center (RITC) to the existing train station on the Ventura Line/Ventura Subdivision. In June 2014, the LACMTA board approved an additional \$3.5 million in Measure R 3% funds to fully fund the project through engineering and construction.

Board award of contract occurred in March 2015 and Notice to Proceed was issued in April 2015. The project has been initiated with meetings and preliminary work.

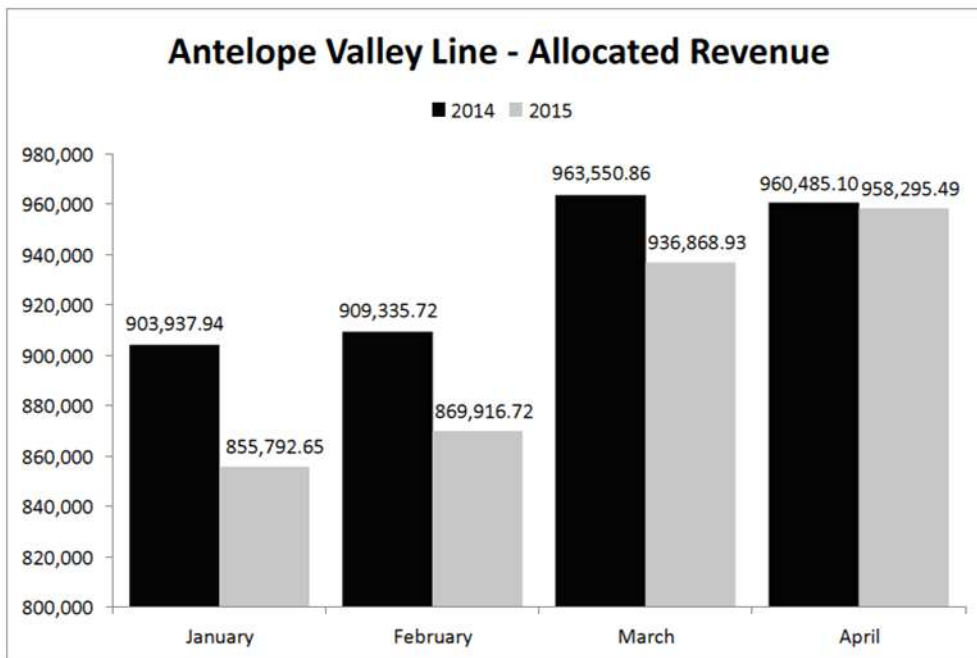
L.A. County Grade Crossing and Corridor Safety Program

This is a comprehensive grade crossing and corridor safety program. This project will analyze more than 150 at-grade crossings and 165 miles of LACMTA owned and Metrolink operated right of way. A strategy for the development of enhancements to the at-grade crossings and the railroad corridors will be part of the work. The program will include recommendations for advancing grade crossings for grade separation. The Request for Proposals was released in March 2015. Evaluations are underway.

Metrolink Commuter Rail

•Antelope Valley Line (AVL) Assistant Conductor Program

In December 2014, the Metro board approved \$1.7M in funding for 11 assistant conductors to provide 100% fare enforcement along the AVL. Data thru April 2015 indicates that ridership and revenues initially dropped; however, revenues are now even with 2014 and trending positive. This suggests that riders previously riding without a ticket are now paying proper fare, and that the program has been an overall success. Many passengers have expressed their support that the addition of a second conductor has enhanced customer service and passenger communications.

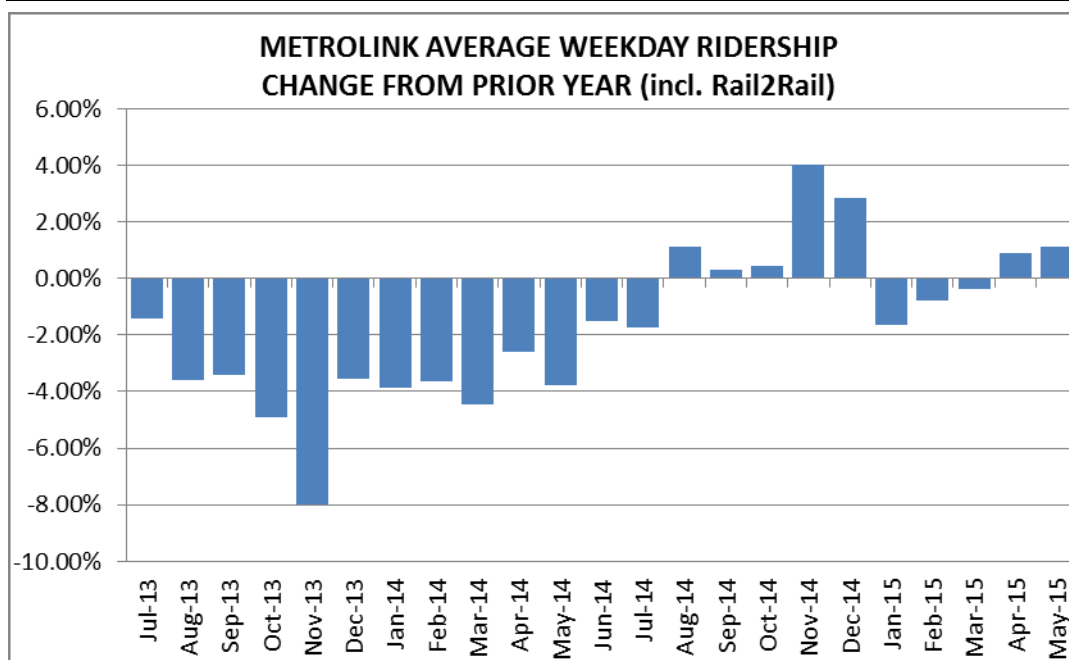


•AVL Fare Reduction Pilot Programs

In April 2014, the Metro board approved \$2.5M in funding for a six month pilot demonstration program to reduce fares by 25% on the AVL. A companion program will enable riders to ride for \$2 per station. The pilot programs began on July 1 and are expected to produce a significant increase in ridership on the AVL. This fall, staff will return to the board with an update on ridership, revenues, and recommendations to continue or modify the programs.

•Metrolink Ridership

The April 2015 ridership on Metrolink averaged 43,966 boardings per weekday, a less than one percent increase from April 2014. More information is available in Attachment B.



LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The Los Angeles - San Diego - San Luis Obispo (LOSSAN) rail corridor is the second busiest intercity rail corridor in the nation (see Attachment C). There are 41 stations and more than 150 daily passenger trains, with an annual ridership of 2.7 million on Amtrak Pacific Surfliner plus 4.5 million on Metrolink and Coaster commuter rail.

Ridership on the Pacific Surfliner continues to be strong, with ten consecutive months of year-over-year growth, including a 2% increase in May 2015. Revenues are even stronger, with year-over-year increases in 17 of the last 18 months, including 3% in May 2015. More detailed trends are included in Attachment D.

The LOSSAN Joint Powers Authority (JPA) continues to transition from State to local management of the intercity rail service. In June the LOSSAN Board approved the Interagency Transfer Agreement (ITA) with the State, in advance of the June 30, 2015 deadline. This formally transfers day-to-day management of LOSSAN from the State to the local managing agency, effective July 1, 2015. LOSSAN is in the process of hiring staff and working to implement a more robust and coordinated marketing campaign.

High Speed Rail

The Governor’s budget allocates 25% of Cap and Trade funds to high speed rail. This allows acceleration of the program.

The Supplemental Alternative Analysis work is underway on the Burbank to Palmdale and Burbank to Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) is evaluating an alternative that partially includes LACMTA owned right-of-way as well as one that takes a more

direct route between Palmdale and Burbank. LACMTA is developing the Brighton to Roxford Double Track Project in a manner that would be usable under any high speed rail scenario for this corridor. This will minimize or eliminate throw away work.

The Initial Operating Segment terminus will be located in Burbank near Burbank/Bob Hope Airport. This location further enhances plane to train connections in the region. Furthermore, the CHSRA is accelerating the development of the Palmdale to Burbank segment. Staff is working with the CHSRA to coordinate the development of the high speed rail system with commuter rail along Metro owned right of way.

NEXT STEPS

- Continue to develop the projects defined in Attachment A
- Develop projects for funding under the high speed rail MOU

ATTACHMENTS

Attachment A - Regional Rail Capital Projects

Attachment B - Metrolink Ridership Trends

Attachment C - LOSSAN Corridor Map

Attachment D - LOSSAN Corridor Trends

Prepared by:

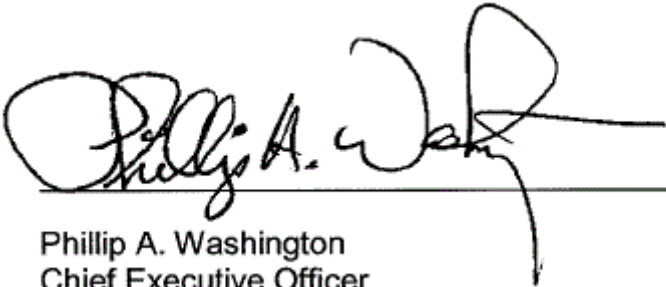
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