



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 stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased 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.

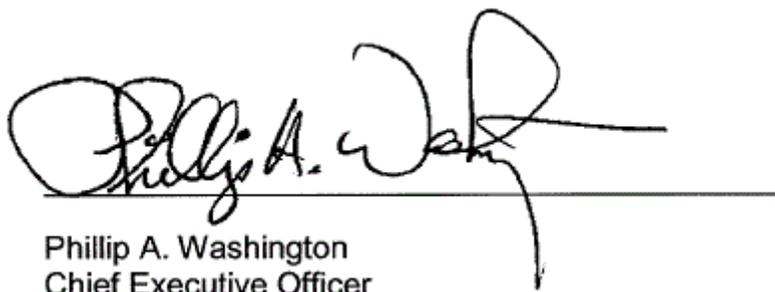
ATTACHMENTS

Attachment A - March 2016 Board Motion

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

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