



Board Report

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Agenda Number: 12

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2017

SUBJECT: Regional Rail Update through December 2016

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **Regional Rail Update through December 2016.**

ISSUE

The Regional Rail unit of the Program Management Department is responsible for providing overall coordination, management, and the programming of funds for Los Angeles County Metropolitan Transportation Authority's (Metro) 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 Metro owned railroad right-of-way.

DISCUSSION

Metro 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. Metro 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.

Metro is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail system connecting northern California to southern California. Staff is also involved with regional and statewide agencies 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 10 capital improvement projects that it is actively managing. These projects range from planning studies to the design of capacity and safety related projects. See Attachment A-1 and Attachment A-2.

1. North Burbank Airport Station (Station), Antelope Valley Line

The North Burbank Airport Station, formerly called Bob Hope Airport/Hollywood Way Station will add

a new Metrolink station on the Antelope Valley Line to provide a vital plane-to-train transit connection to the Burbank-Glendale-Pasadena Airport Authority. The first Invitation for Bids (IFB) for construction took place in March 2016. The construction bids came in approximately 50 percent over budget so all construction bids were declined in May 2016. Staff went back to the Board to increase the Life of Project (LOP) budget in June 2016 to include additional funds for construction, third party costs, and station redesign to reduce operation and maintenance (O&M) costs. The project redesign was completed in July 2016 and the IFB was reissued in August 2016. Construction bids were received on September 16, 2016. On December 6, City of Burbank Council unanimously approved the operation and maintenance (O&M) of the station. Since 70 percent of the proposed station is located in the City of Burbank and the remaining 30 percent of the station is located in the City of Los Angeles, City of Los Angeles has committed to funding 30 percent of the total cost of the operation and maintenance of the station. Staff is working with the City of Burbank, City of Los Angeles, and SCRRA to execute an O&M agreement. Burbank-Glendale-Pasadena Airport Authority is committed to provide free courtesy shuttle service from the station to the airport. Construction Contract award is anticipated by January 2017 and revenue operation is anticipated by March 2018.

2. Bob Hope Airport Pedestrian Grade Separation, Ventura Line

The Bob Hope Airport Pedestrian Grade Separation project consist of an elevated walkway to improve safety by providing a separate dedicated passageway for passengers to access the Bob Hope Airport from the Metrolink station. Staff has placed the Project on hold as Airport, LOSSAN, and City of Burbank has declined to accept O&M responsibility for the pedestrian bridge. Metro and SCRRA do not maintain Metrolink stations and associated grade separation structures. The \$7 million in State Interregional Transportation Improvement Program (ITIP) funds approved by the State for the construction of the Project has been deferred to FY 20/21. Since the project is on permanent hold, SCRRA has reallocated \$5.375 million Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds from the Project to fund SCRRA State of Good Repair projects.

3. Brighton to Roxford Double Track

This project will double track approximately 11 miles of the Antelope Valley Line between Burbank and Sylmar. All crossings will be designed to be quiet-zone.

The consultant is currently working on Phase-2 Design Documents (65% PS&E) which is targeted for submittal on April 2017.

4. Doran Street and Broadway/Brazil Grade Separation Project

The objective of the Doran Street and Broadway/Brazil Grade Separation Project, formerly referred to as the Doran Street and Broadway/Brazil Safety and Access Project, is to significantly improve safety and enhance mobility by closing two at-grade rail crossings located in the City of Glendale and the City of Los Angeles. The project consisted of two components that will accommodate future rail expansion. First is the Salem/Sperry Overpass which connects West San Fernando Road to San Fernando Road in the vicinity of Sperry Street in Los Angeles and Salem Avenue in Glendale. The second component is the Northerly Access Point Overpass, formerly called the Fairmont Connector, which would be the extension of West San Fernando Road over the Verdugo Wash with a two-way connection to Fairmont Avenue. The Northerly Point of Access Overpass utilizes Fairmont Avenue,

resulting in a significant cost savings by using existing infrastructure as part of the solution.

In June 2015, the Metro Board partially approved the Doran Street and Broadway/Brazil Safety Access Project, Alternative 2 Fairmont Connector and Salem/Sperry Overpass. The Board approved the Salem/Sperry Overpass but Director Najarian amended the motion and directed staff to work with the City of Glendale and the City of Los Angeles to examine the project without the Fairmont Connector and to report back to the Board on furthering the study to develop another feasible alternative to the Fairmont Connector that meets the short term and long term goals of the region and local communities.

Traffic Study

Staff has completed a new traffic study that examined several alternatives, including prohibiting public access, one-way outbound traffic, and two-way traffic solutions. The results of the study indicate that both the Salem/Sperry Overpass and the Fairmont Connector, currently referred to as the “Northerly Point-of-Access”, with a two-way connection to Fairmont Avenue work in tandem, and together these provide a comprehensive solution that addresses the existing and forecasted traffic growth. The two-way traffic solution is critical for the economic vitality of the North Atwater Village businesses while not significantly impacting the intersection operations on Fairmont Avenue. The Salem/Sperry Overpass and two-way Northerly Point-of-Access to Fairmont Avenue will allow for the closure of both the Doran Street and Broadway/Brazil at-grade rail crossings, resulting in a substantial safety and mobility improvement for the community. In January 2017, staff will be requesting the Board to approve the recommended Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation for the environmental documents and preliminary engineering design phase including third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties.

Community Meeting

Metro conducted 2 community meetings on December 7, 2016 and updated the community participants with additional traffic and circulation analysis, the preferred alternative, and the future transit corridor improvements.

Funding

The project is funded for environmental and design phase only. Funding for real estate acquisition and construction is yet to be determined. The project is listed in the 2012 Southern California Memorandum of Understanding Agreement with California High Speed Rail Authority with a potential financial commitment of 50 percent of the total project cost.

5. Los Angeles County Grade Crossing and Corridor Safety Program

This is a comprehensive at-grade crossing and corridor safety program, including 110 at-grade crossings along the 160 miles of Metro owned and Metrolink operated right-of-way.

The team has developed preliminary recommendations on grade crossing and corridor safety improvements. In addition, the team has developed a preliminary ranking for grade crossing improvements and grade separation candidates. The team will be sharing the preliminary results and

recommendations with cities along the rail corridors and incorporating feedback into the final results and recommendations. The final report is anticipated to be completed in early 2017.

6. Raymer to Bernson Double Track

The Raymer to Bernson Double Track Project is currently on hold. This 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. This project is located in the rail corridor owned by Union Pacific Railroad (UPRR) and Metro. As part of this work, nine at-grade rail crossings and two bridges will be reconstructed including a new second side platform and a new grade separated pedestrian crossing at the existing Northridge Metrolink Station.

Background

There are currently two mainline tracks between Los Angeles Union Station and CP Raymer. North of CP Raymer, it is a single track with passing sidings located along the corridor through Ventura County. When northbound and southbound train schedules require a meet in the single-track corridor, one train must wait in a siding location for the other train to pass. This not only delays service but also results in trains idling in the sidings. Since CP Bernson to CP Topanga currently has two mainline track, the double track project as originally proposed would then allow for a continuous double-track railroad for additional 8.7 miles north of CP Raymer to CP Topanga, near the Chatsworth Metrolink station, improving the regional mobility, increasing the reliability of train services and reducing greenhouse gas emissions from idling trains

Modified Double Track Alternative

In response to concerns of residents adjacent to the project site, Metro has engaged WSP Parsons Brinkerhoff to analyze an alternative configuration of a partial double track that consist of leaves in-place the existing 1.5 miles of single track by the residential neighborhood between Lindley Avenue and Balboa Boulevard (north of CP Raymer) and provides 5 miles of a new second mainline track between Balboa Boulevard to CP Bernsen. The purpose of the study is to determine the operational benefits of the existing condition compared to the “partial double track” alternative and the full double track alignment.

The study concluded that both configurations (partial and full double track) can support the current train service schedules (passenger and freight) and the forecasted future train service growth defined by Metrolink’s 10-Year Strategic Plan and LOSSAN Corridorwide Strategic Implementation Plan. The operational capacity would increase by 150% for a partial double track alternative compared to a 200% increase for the full double track alignment. The study also indicated that additional capacity under both the partial and full double track alignments is possible through modification of the existing signal system.

State’s Response

Staff has shared the results of the study with the California State Transportation Agency and the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation. Caltrans is supportive of the full double track project as it is a much needed improvement that will enhance regional mobility for the LOSSAN corridor. Caltrans was not receptive to the proposed partial double

track concept and preferred the full double track configuration. Caltrans also indicated that the state funds can only be redirected to the improvements along the LOSSAN corridor which is along the Metrolink Ventura Line in Los Angeles County.

Staff also met with Sherwood Forest residential neighborhood in October 2016 to discuss the findings of the study including the State's response on the preference for the full double track configuration. Staff will continue to keep the Sherwood Forest residential neighborhood and any interested stakeholders updated with any new developments of the project.

Funding

Metro has 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. The California Transportation Commission has postponed the funding of the project to fiscal year 2019. As of June 2016, Caltrans has ended the funding contract for the design phase of the project and Metro has placed the project on hold. Staff will continue to monitor state funding for the project and if state funding is still available, staff will return to the Board with recommendations by the first quarter of FY 19

7. Rosecrans/Marquardt Grade Separation

Rosecrans/Marquardt Grade Separation is major safety improvement to the confluence of railroad tracks crossing the intersection of Rosecrans and Marquardt Avenues in the City of Santa Fe Springs. The railroad tracks run in a diagonal direction at the Rosecrans and Marquardt grade crossing and is ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. An estimated 45,000 vehicles and 130 trains use the intersection of Rosecrans and Marquardt daily with over 60 freight and 52 passenger trains daily. Train crossings are approximately every ten minutes bringing vehicular traffic to a standstill for a total of 21 hours gate down time per week.

The project completed 65 percent design in November 2016 and updated the total project budget from \$137.2 million to \$155.3 million based on this more detailed engineering work. Staff is in real estate acquisition on all eight full takes with the goal on beginning the remaining partial take real estate acquisition by Spring 2017. The real estate acquisition phase is the critical path on the project schedule as the process will take a total of two years or longer. The project is anticipated to be complete with 100 percent design by Summer 2017. The target start date for construction is Spring 2019.

Third Main Line Track

In advance of construction of the Rosecrans/Marquardt grade separation, BNSF in partnership with Caltrans is working on constructing the last segment of 1.3 mile of a third main line track at Rosecrans Avenue and Marquardt Avenue crossing which will facilitate the completion of the 14.7 mile triple track project from Redondo Junction in Los Angeles County to Fullerton in Orange County. Currently, there are no available time slots for passenger trains along this BNSF rail corridor with 28 time slots for Metrolink and 24 time slots for Amtrak. The triple track project will add capacity to the corridor by providing 32 new time slots with 10 additional time slots for Amtrak (for a total of 34 time slots) and 22 additional time slots for Metrolink (for a total of 50 time slots) and relieving a significant operational constraint in the corridor.

The CPUC's approval of the third main line track is conditioned upon the construction of the Rosecrans/Marquardt grade separation. As an additional benefit, having an operational third track during construction of the grade separation would eliminate the occasional need of reducing capacity from two tracks to one. This will help create a safer and more efficient working environment, lessen impacts on all rail operations, and will reduce potential construction delays.

Funding Plan

In July 2016, Metro was awarded a TIGER Grant for \$15 million for the Project. Metro also received a letter of financial commitment for \$68.6 Million funding from the California State Transportation Agency (Calsta). Since the project is ranked No.1 the CPUC list, it is eligible for Section 190 fund in the amount of \$15 million. Metro has committed \$26.5 million for Measure R funds. BNSF has also committed \$7 million. Staff is working with the California State Transportation agency to secure additional state funding sources to make up the \$23.3 million funding gap. In the meantime, staff is working with all the funding partners (i.e. California High Speed Rail Authority, BNSF, Calsta, City of Santa Fe Springs) to execute full funding agreements for right of way acquisition and construction.

8. Link Union Station (Link US)

The Link US project will reconfigure the railyard at Los Angeles Union Station (LAUS) to expand rail service capacity and enhance operational flexibility by creating up to 10 new run through tracks leaving LAUS to the south over US 101 and meeting mainline tracks along the Los Angeles River, and creating a northern loop track. Link US will significantly increase the capacity of the station and also significantly reduce greenhouse gases associated with idling locomotives. The project will provide the track infrastructure needed to support potential one-seat rides to key destinations in Southern California.

The project is currently in the Preliminary Engineering and Environmental Clearance phase. The Draft EIR/EIS is scheduled to be released to the public in summer 2017 and FRA's Record of Decision is scheduled for winter 2017. Staff will report to the Board in January with a recommendation on the Recommended Alternative that will be included in the Draft EIR/EIS.

Staff is continuing to coordinate the development of Link US with Metrolink and the CHSRA. Regular meetings are occurring among the Link US team, Metrolink and the CHSRA about accommodating the high speed rail program into the footprint of Link US EIR/S. Staff continues to work with the CHSRA on the necessary agreements including a full funding agreement and operations and maintenance agreement that addresses the implementation phase of the project (right of way acquisition and construction).

9. Van Nuys North 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.

Final design was completed in Summer 2016. In June 2016 both the Metro and SCRRA boards, plus the CTC, approved the transfer of the construction of this project from Metro to SCRRA. This is a

pilot project, and if successful, will establish a path forward for Metrolink to manage the construction of future Metro class 1 commuter rail projects in Los Angeles County.

Metrolink released the IFB for construction in December 2016. Metrolink expects to award the construction contract in March 2017, and issue the NTP in April 2017. Construction is anticipated to take two years and be completed in early 2019.

10. Lone Hill to CP White Second Track

The Metrolink San Bernardino line is 70% single track. This project will add a 3.9 mile section of additional second track in the cities of La Verne and San Dimas. All 12 crossings will be designed to be quiet-zone ready.

The project is in the environmental clearance and 30% design phase. Community meetings were held in late November 2016. Survey work is mostly complete and the project is in the noise and vibration, environmental studies, and 30% design phase. Further outreach to the community will occur this Spring. The project is scheduled to be completed Summer 2017.

Metrolink Commuter Rail Operations

- Ticket Vending Machine Update

Metrolink is proceeding with their TVM procurement with a suggested recommendation for a cashless system with the option for cash TVMs. Metro has emphasized our Board's request for a TVM cash option in Los Angeles County and submitted a station by station request for one or more cash TVM at all Los Angeles County stations.

Metrolink has concluded their Title 6 analysis. Metro's TAP, OMB and Regional Rail departments meet regularly with Metrolink to provide input on the TVM procurement.

- Metrolink Request for Additional Rehab Funding (\$33M)

In November, the Metrolink board approved a budget amendment to provide additional rehabilitation and renovation funding, in order to prevent slow orders from occurring, as early as summer 2017. The majority of the work includes bridge, track and tie replacement along the Antelope Valley and Ventura lines, the River Corridor, and the rehabilitation of the canopies at Union Station.

Metro's share of the budget amendment is \$33M, which must be independently approved by the Metro board. In response to this budget amendment request, Regional Rail is hiring a consultant to verify the condition and state of good repair of Metro owned assets. Staff anticipates the consultant will be engaged by February 2017.

In the interim, staff accompanied SCRRA staff on a Hi-Rail trip on November 23, 2016 and December 8, 2016 to review asset conditions in advance of hiring the consultant (Attachment E - Metrolink Asset Inspection Summary). Staff's findings indicate that there are certain tracks, ties, bridges and culverts that are recommended for replacement immediately. However, there are a few bridges and culverts that despite their age are in fair condition and should be annually inspected. Staff will return to the board with a recommendation for additional state of good repair funding by April 2017.

- FY 2015-2016 CAFR and Audit

Metro's auditors Vasquez and Company are awaiting Metrolink's notice to proceed with field work which was expected to begin on around December 31, 2016. Metro staff will come back to the board when the final audit report is issued.

- \$18 Million Loan

Metro received Metrolink's first payment of \$5 million on April 1, 2016.

The following is a summary of Metrolink's repayment plan for the remaining payments and what has been paid to date:

\$5 million on or before March 31, 2016 - PAID

\$5 million on or before May 31, 2016 - PAID

\$590,240.76 Interest Payment received on July 29, 2016

\$1 million on or before August 31, 2016 - PAID

\$1 million on or before November 30, 2016 - PAID

\$1 million on or before February 28, 2017

The balance on or before June 30, 2017

This will achieve final payment by the loan maturity date of June 30, 2017.

- Metrolink Invoices and Billing Issues

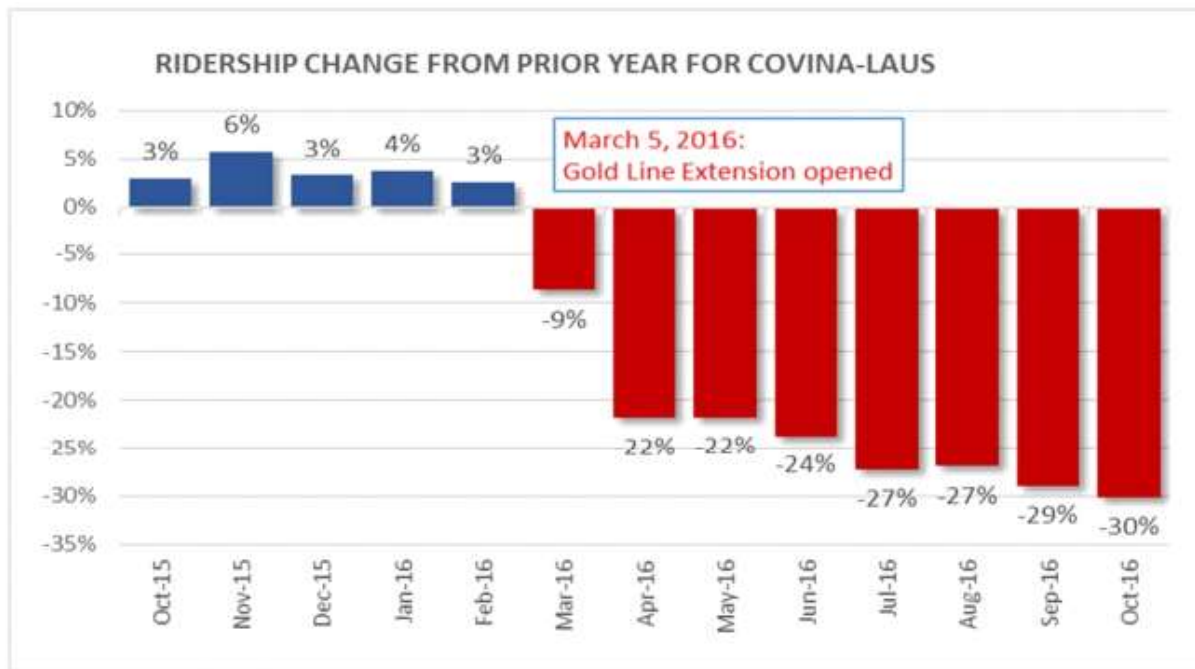
Metrolink has made some progress in submitting invoices to draw down on the \$30M of funding. However, there remains an issue with billing member agencies for Oracle 111 reimbursements for fiscal years 2011, 2012 and 2013. Metro's board approved extending the lapsing date to June 30, 2017, to allow Metrolink an opportunity to expend these funds. Metrolink has provided an invoicing and expenditure plan to meet the June 30, 2017, deadline to expend the lapsing funds. Staff will monitor Metrolink's progress in meeting the expenditure plan and will continue to meet with Metrolink management to resolve the invoicing backlog.

- Metrolink Ridership and Revenues for FY 2015-16

For FY 2015-16 (July 2015 thru June 2016) Metrolink ridership was 1.2% below budget. Revenues were 1% above budget. Ridership was down 1% and revenues were even compared to FY 2014-15 actuals. More information is available in Attachment B.

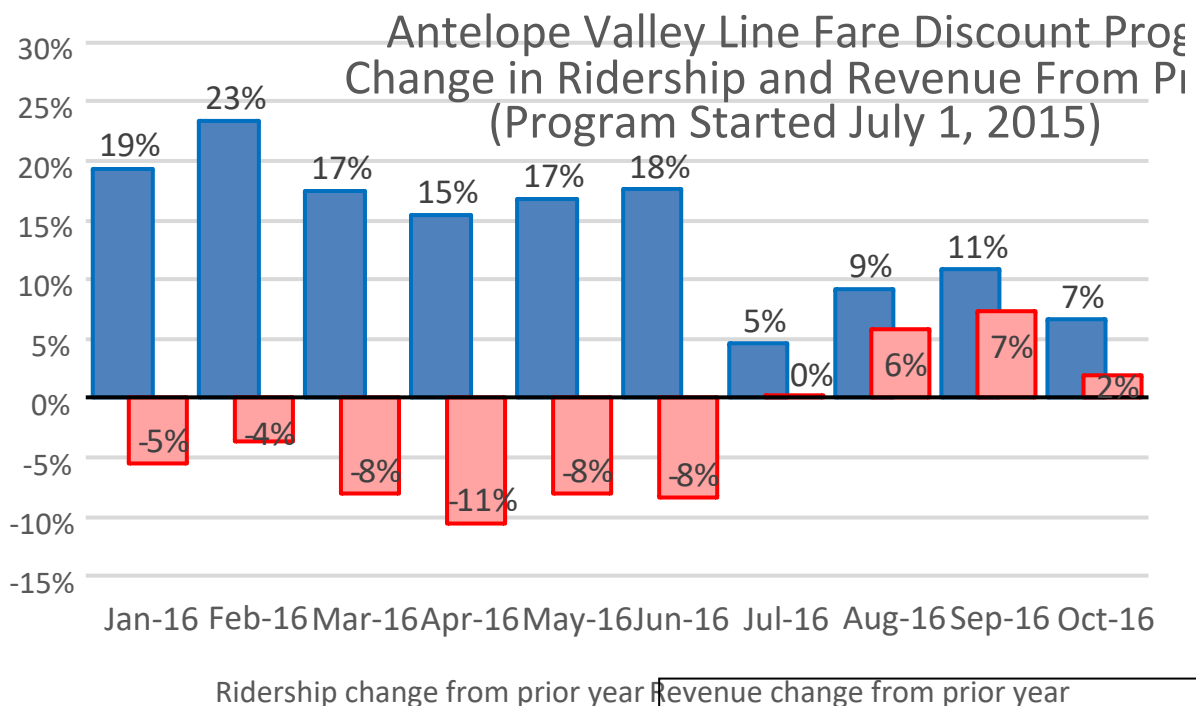
- Metrolink San Bernardino Line Ridership

Since the extension of the Metro Gold Line to Azusa in March 2016, ridership on the Metrolink San Bernardino Line has declined 12% year over year from July 2016 thru December 2016. Ridership to Los Angeles is down from El Monte (-13%), and Baldwin Park (-15%); however, decline from Covina has been most noticeable, down 28% since the opening of the Metro Gold Line.



• Antelope Valley Line (AVL) 25% Fare Discount Program

Since this program's inception in July 2015, the AVL fare discount program has been highly successful in attracting new riders to the AVL. Ridership growth for January 2016 thru November 2016 averaged 14% increase in ridership compared to the prior year. Fare revenues have increased, and the program is recovering more than half of the budgeted costs.



- Metrolink Rams Service

In late September Metrolink began operating the first of seven weekends of special Metrolink service to LA Rams home games. The service includes one additional round trip on each of the Antelope Valley, San Bernardino, Orange County and 91/Perris Valley lines. Ridership thru the first five games was strong, averaging 30% increase ridership compared to the prior weekend. Several trains were packed with hundreds of riders and standees. So far, the special Rams service has been highly successful at attracting additional Metrolink ridership.

- LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN 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 2.9 million on the Amtrak Pacific Surfliner plus 5.1 million on Metrolink and Coaster commuter rail.

For the 12 months ending June 2016, Amtrak Pacific Surfliner intercity rail ridership was 2.9M boardings, a 4% increase over prior year, and the most in fiscal year history since inception in 1977. Revenues on the Pacific Surfliner were also up 3% compared to the prior year. Farebox recovery is 75%. Attachment D shows the top 25 LOSSAN corridor station pairs for both ridership and revenues.

In early November 2016, additional service was added between Los Angeles and San Diego. This 12th round trip arrives at Los Angeles at 7:00 a.m. and provides a needed early morning arrival to Los Angeles. The return trip leaves at 8:25 p.m. and fills a previous three hour gap in the existing schedule.

Also in November, LOSSAN had 80,000 boardings on the Pacific Surfliner during the five days of Wednesday thru Sunday of the busy Thanksgiving week. This is a 6% increase in ridership compared to 2015.

LOSSAN and SCRRRA agreed to extend the term of the Rail-2-Rail Agreement thru June 30, 2016 for an increase in the contract value by \$662,000, for a total contract value of \$2.8 million. This is consistent with the current Metrolink budget for fiscal year 2016-17, and does not require an increase in subsidy from the Metrolink member agencies.

However, by June 30, 2017, LOSSAN is requesting to negotiate and execute a new R2R agreement that includes an increased reimbursement rate of \$7.00 per boarding (current rate is \$4.50) consistent with the average fare per boarding on the Metrolink Orange County and Ventura County lines. LOSSAN indicated that their recommended \$7.00 per boarding represents an equitable distribution of fare revenue between the two services.

The fiscal impact to each of the member agencies of this increase in reimbursement rate is summarized below.

Member Agency	Current Subsidy	Proposed Subsidy	Net Change
OCTA 63%	\$885,000	\$1,371,775	\$486,775
LA METRO 32%	\$446,000	\$696,774	\$250,774
VCTC 5%	\$69,000	\$108,871	\$39,871
TOTAL	\$1,400,000	\$2,177,420	\$777,420

Discussions continue between LOSSAN, SCRRA and the member agencies, including Metro, regarding a long-term Rail-2-Rail agreement.

- 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. The Draft 2016 Business Plan has been released by the CHSRA. This Plan has redefined the Initial Operating Segment (IOS) to be between the Central Valley north to San Jose. This is a departure from the previous plans that showed the IOS to be between the Central Valley and Burbank. In addition, the plan discussed an investment of \$4 billion dollars into southern California in advance of high speed rail. Metro in partnership with SCRRA provided comments to the CHSRA Supplemental Alternative Analysis Report for the Burbank to Los Angeles Project Section on October 5, 2016 (refer to Attachment F).

The Link US project accommodates HSR with up to 2 platforms and 4 tracks in LAUS. HSR has made a formal offer to acquire real estate at 728 Commercial Street for the Link US project.

NEXT STEPS

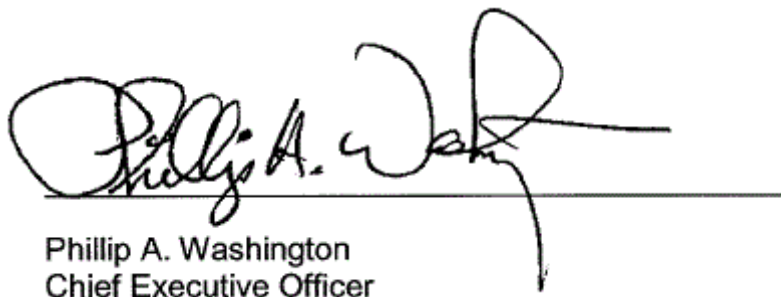
- Continue to develop the projects defined in Attachment A1
- Develop projects for funding under the High Speed Rail MOU

ATTACHMENTS

- Attachment A-1 -- Regional Rail Capital Projects Status Report
- Attachment A-2 - Regional Rail Capital Projects Budget
- Attachment B -- Metrolink Ridership and Revenue Report
- Attachment C -- LOSSAN Corridor Map
- Attachment D -- LOSSAN Corridor Top 25 Station Pairs
- Attachment E - Metrolink Asset Inspection Summary
- Attachment F - Agency Comments on CHSRA Supplemental Alternative Analysis

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