



Board Report

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Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

SUBJECT: REGIONAL RAIL UPDATE THROUGH DECEMBER 2017

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Regional Rail Report through December 2017.

ISSUE

The Regional Rail unit of the Program Management Department is responsible for planning, programming and implementing commuter rail projects in Los Angeles County that are operated by other agencies such as Southern California Regional Rail Authority (SCRRA), Amtrak, California High Speed Rail Authority (CHSRA) and freight. This unit also manages and coordinates capital improvement projects, including studies, engineering and construction, along approximately 140 miles of Metro owned and Metrolink operated railroad right-of-way.

DISCUSSION

SCRRA is a joint powers authority (JPA) which operates the Metrolink commuter rail service on behalf of the five counties in the greater Los Angeles metropolitan region. The Los Angeles County Metropolitan Transportation Authority (Metro) is a member agency of the SCRRA. In addition, Metro is a member agency of the Los Angeles-San Diego LOSSAN Joint Powers Authority. The LOSSAN corridor is the second busiest intercity rail corridor in the nation.

Metro is instrumental in the planning and coordination efforts within the County of Los Angeles for the future high speed rail program connecting northern California to southern California. Regional Rail unit is involved with regional and statewide groups working to develop integrated commuter and intercity passenger and freight rail service in Southern California.

Regional Rail Capital Projects

1. Bob Hope Airport/Hollywood Way Station (Station), Antelope Valley Line

This project will add a new Metrolink station on the Antelope Valley Line, to provide rail transit access to the Hollywood Burbank Airport. Construction is within budget and on schedule, with revenue operations anticipated for June 2018 or sooner. Staff continues to engage the community with quarterly electronic newsletters (e-newsletters) providing construction updates.





2. Brighton to Roxford Double Track (B2R) Project

This project will add a second main line track on approximately 11 miles of the Metrolink Antelope Valley Line (AVL) between Burbank and Sylmar which will result in over 25 miles of continuous

double track rail from Los Angeles Union Station to the northern San Fernando Valley. The goal of project is to improve the reliability of the Metrolink service, improve the grade crossings, and enhance safety for the communities along the corridor.

Following the passage of Measure M in November 2016, the East San Fernando Valley Transit Corridor Project (ESFVTC Project) could have significant impact to the B2R Project, as these two projects would partially share the same right-of-way. Metro Regional Rail most recently conducted a coordination meeting with ESFVTC team to identify the potential impacted properties that need to be acquired outside of the Metro right-of-way. Staff will continue to coordinate with the ESFVTC team to ensure maximum potential benefits of the two projects. Staff will return to Metro board in early 2018 for selection of a Locally Preferred Alternative (LPA) for ESFVTC. If LRT is chosen as the LPA, then the ESFVTC project would share 2.5 miles of rail right-of-way with the B2R project. Metro will plan to complete the environmental process for the ESFVTC Project to complement the environmental process for the B2R Project.

Additional funding will also need to be identified for construction of the B2R Project, as it is currently only funded through final engineering and design. Metro Regional Rail is planning to further reevaluate the B2R Project once the ESFVTC Project is environmentally cleared in order to more accurately reflect a new “baseline condition” (or, new “existing condition”) in the B2R final design.

3. Doran Street and Broadway/Brazil Safety and Access Project

The Doran Street grade crossing has been identified by the California Public Utilities Commission (CPUC) 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 has completed the Alternative Analysis (AA) phase when the Metro Board approved Alternative 2 Salem/ Sperry Overpass and a Northerly Point of Access to start the environmental work.

There were two community meetings held in October 4, 2017 to inform the public with project status updates, expectations for the environmental process, new proposed interim condition improvement at Doran Street and next steps for the project. One of the next steps for the project, in partnership with the City of Glendale and Los Angeles staff, is upgrading the traffic signal at the intersection of San Fernando Road and Brazil/Broadway Street. Metro has executed agreements with both Cities to move forward with the traffic signal upgrade at the San Fernando Road and Brazil/Broadway Street intersections with design to be completed by Spring 2018 and improvements constructed by Fall 2018.

Metro is in the process of submitting a CPUC Petition to modify Doran Street from one-way into two-way interim conditions which was fully supported by the surrounding communities of Los Angeles and Glendale at the October 4th community meeting. The proposed new two-way interim conditions on Doran Street will enable quiet zone improvement readiness so that the City of Glendale may apply to the Federal Rail Administration for a quiet zone at the Doran Street. All stakeholders provided letters of support for the CPUC Petition to modify Doran Street from one-way into two-way interim conditions.

4. L.A. County Grade Crossing and Rail Corridor Study

This study includes 110 at-grade railroad crossings along 132 miles of Metro-owned railroad right-of-

way that Metrolink operates commuter rail service in Los Angeles County.

Staff has completed the Phase 1 work, which includes a planning level cost estimate for safety enhancements at grade crossings and along the rail corridors, priority rankings for near-term grade crossing and pedestrian improvements, and priority rankings for long-term grade separation candidate projects. Based on the findings from the Phase 1 work and discussions with staff from cities that have jurisdiction over the crossing roadways, staff has identified four grade crossings that will be further evaluated in Phase 2 (PSRE report): 1. Palmdale Boulevard in City of Palmdale, 2. Van Nuys Boulevard in City of Los Angeles, 3. Indian Hill Boulevard in City of Claremont, 4. Garey Avenue in City of Pomona.

After several months of close coordination with cities of Claremont and Pomona, staff has developed feasible grade separation concepts for Indian Hill Boulevard and Garey Ave and generated a rough order of magnitude cost estimate for both locations. City staff requested that the grade separation studies be concluded given a lack of identified funding sources for design or construction in the near term. PSRE reports for Palmdale Boulevard and Van Nuys Boulevard are underway and anticipated to be completed by May 2018.

5. Rosecrans/Marquardt Grade Separation

This project will grade separate the existing at-grade crossing at the Rosecrans and Marquardt intersection in City of Santa Fe Springs, which has been ranked No. 1 on the California Public Utilities Commission (CPUC) Section 190 list as the most hazardous crossing in the state. The CPUC approved the grade separation application (General Order 88-B) in March 2017.

In the Summer of 2016, Metro was awarded \$15 million in TIGER grant for the Project. Based on the 65% design plans, Metro is proposing a life of project budget of \$155.3 million. Once all the funding has been determined to support the proposed LOP budget, staff will seek Board approval of the LOP budget for the Project. Metro conducted a project site visit with Federal Rail Administration (FRA) and California High Speed Rail (CAHSR) team on June 8th. The CAHSR Board approved the funding plan of \$76.665 million on June 14, 2017 for the project. On June 22, 2017, the Metro Board approved the administrative settlement in the total amount of \$11,368,500 for the acquisition of three properties located at 13720 Rosecrans Avenue, 13750 Rosecrans Avenue and 13900 Rosecrans Avenue in the City of Santa Fe Springs. The properties at 13720, and 13750 were acquired by Metro in July, and the property at 13900 is targeted to open escrow in October 2017.

CAHSR hosted a Value Engineering (VE) workshop on July 10-12, 2017 in the City of Santa Fe Springs and the draft VE report was provided to Metro for review. Metro completed Value Analysis Study Report review and HSR agreed to keep the current alternative. In partnership with the City of Santa Fe Springs, staff conducted a community meeting in October 2017 in an open house format with two presentation sessions. Over 45 people attended the event, including La Mirada Councilmembers Steve De Ruse and John Lewis, La Mirada Planning Commission Chair, Lee Olsen, as well as various community organizations, business owners, and residents. A Los Angeles Times News Press writer was in attendance. The Director of Public Works for the City of Santa Fe Springs was in attendance as a representative for the City and as part of the project team. Metro's Real Estate Division acquired 3 of 8 full take properties. Metro is currently working with BNSF and City of

Santa Fe Springs to execute the Construction and Maintenance agreement as well as a Master Corporative Agreement with the City of Santa Fe Springs. Staff is also working on executing a Project Management and Funding Agreement with CAHSR by January 2018. Metro is also in full negotiation with City of SF Springs and Caltrans for submitting the application for the section 190 funds for \$15 Million. Staff is working on the 90 percent design plans which are anticipated to be completed by December 2018.

The FRA has completed their review of the draft NEPA Environmental Assessment (EA). Metro received SHPO's approval letter with no objection to the FRA's finding of no historic properties affected. The EA is anticipated to be released for public review by January 2018.

6. Link Union Station (Link US)

The Link US project will convert the stub-ended rail yard at Los Angeles Union Station (LAUS) to a run-through rail yard which will significantly increase rail service capacity by 40 percent and enhance operational flexibility. Link US will include new run-through tracks over US 101, a new 6th lead track and reconfiguration of the throat and raising of the rail yard, addition of a northern loop track, and a new expanded multi-modal passenger concourse designed to meet the demands from the growing ridership at LAUS. Link US will significantly reduce greenhouse gases associated with idling locomotives and provide the infrastructure needed to support potential one-seat rides to key destinations in Southern California. Lastly, Link US will be designed to accommodate the footprint of the future California High Speed Rail (HSR) and West Santa Ana Branch (WSAB) Line Light Rail services.

Staff has been in coordination with the Division 20 Portal Widening project team and developed modifications to the preliminary design of the proposed Red/Purple Line Portal in order to accommodate the future Regional Rail run-through tracks. Staff has developed the preliminary design of the reconfigured throat that would include a new 6th lead track to LAUS based on the shared track concept, which would allow future HSR trains to operate on the some of the same tracks with Regional Rail trains.

Staff participated in the LAUS Commercial Development Industry Forum in October and presented the Link US project along with the Metro Transit Oriented Communities (TOC) team. Over 200 people attended the event and Metro received direct feedback from the development community regarding the development opportunities at LAUS through 11 one-on-one interviews and from written responses to the questions Metro posed. Metro is fully assessing and evaluating the feedback to determine the best path forward for this solicitation.

The project is currently in the Preliminary Engineering and Environmental Clearance phase. The draft Alternative Analysis Report has been completed and was submitted to FRA and CHSRA for review and comment. The Draft Environmental Impact Report is scheduled to be released to the public in Spring of 2018. The CEQA Notice of Determination is scheduled for Winter of 2018. Staff anticipates the Federal Rail Administration (FRA)'s Record of Decision will be completed by late 2019, while working closely with the FRA staff to develop a final schedule.

Staff is continuing to coordinate the development of Link US with the California High Speed Rail

Authority (CHSRA). Regular meetings are occurring between the Link US team, SCRRRA, LOSSAN and the CHSRA about accommodating the high speed rail program into the footprint of Link US EIR and EIS. Staff continues to work with the CHSRA on the funding agreement for construction which is anticipated to be completed by June 2018.

7. Lone Hill to CP White Second Track

This project will complete environmental clearance and 30% design for a 3.9 mile section of additional second track on the Metrolink San Bernardino Line in the cities of San Dimas and La Verne. All 12 crossings will be designed to be quiet-zone ready. In May 2017 community meetings were held in the cities of La Verne and San Dimas. Environmental studies and 30% design were completed in July 2017.

This Fall both cities took formal positions to support advancing the project to final design. The City of La Verne took a position of support for the project at their council meeting on September 18. The city also asked that Fulton Road be added to the project scope, to provide an additional quiet zone crossing. The City of San Dimas took a position of support for the project at their council meeting on October 24th. Both cities asked that Metro look further into quiet zone liability, insurance and risk management issues. Staff is working to identify funds for final design and will return to the board with an update in Summer 2018.

8. Regional Rail Studies

a. Metrolink San Bernardino Line Diesel Multiple Unit (DMU) Study

Metro is partnering with San Bernardino County Transportation Authority (SBCTA) to perform a study to assess the feasibility of operating Diesel Multiple Unit (DMU) service on the Metrolink San Bernardino Line between Redlands in San Bernardino and Los Angeles Union Station. DMU service presents unique opportunities to operate additional transit service and/or achieve cost savings for commuter rail operations. Modeling of various operational scenarios and cost estimates are currently being developed. The study will be completed by Spring 2018.

b. LA - Burbank - Glendale Corridor Feasibility Study

This study will look at various technologies and opportunities to operate more frequent rail service and add up to four new stations in the corridor between Los Angeles Union Station and the new Burbank Airport-North Station. The study is currently in procurement and the consultant is expected to be selected by February 2018.

c. Metrolink Antelope Valley Study

This study will look at opportunities to operate additional service along the Metrolink Antelope Valley Line to Lancaster. The study will also identify infrastructure needs, operating schedules, ridership projections, operating costs, etc. This study is currently in procurement and the consultant is expected to be selected by Spring 2018.

d. Claremont Station Study

At the September 28, 2017 Board meeting, the Metro Board directed the CEO and staff to evaluate the benefits and/or impacts related to removing the Metrolink Claremont Station. Metro staff worked closely with staff from the Foothill Gold Line Construction Authority, Southern California Regional Rail

Authority (SCRRA), and City of Claremont to complete the study as directed by the Board. The preliminary findings of the study were presented at a City of Claremont hosted Town Hall meeting on December 11, 2017. The findings and recommendations of the study are presented in a separate Board Report no. 2017-0836 for January 2018 Planning and Programming Committee.

Metrolink Commuter Rail Operations

1. Metrolink Request for Additional Rehab Funding

WSP and Metro staff conducted further due diligence assessments on the Slow Order Priority B projects. As promised, staff has prepared a separate January 2018 board report detailing their findings and recommending additional funding for the remaining rehabilitation projects to ensure the highest priority rehabilitation projects are funded and Metro's right of way is maintained in a state of good repair.

Metro staff continues to work collaboratively with SCRRA and will monitor SCRRA's progress on completion of these projects. As noted below, SCRRA is making great progress toward completing rehabilitation projects. Metro staff will report back to the Board on a quarterly basis with project status updates.

2. Metrolink Invoices and Billing Issues

In a separate January 2018 board item, Metro staff is recommending to approve Metrolink's request to extend funds allocated in fiscal years 2011, 2012, 2013 and 2014 which lapsed as of June 30, 2017. Metrolink has reconciled the MOUs for FYs 2011, 2012 and 2013 and determined that approximately \$3 million is available for repurposing to SCRRA's backlog of state of good repair capital projects. Staff will continue to monitor Metrolink's invoicing progress and will continue to meet with Metrolink management to decrease invoicing lag time.

3. Mobile and Online Ticketing Project Update (Metro Gate Integration)

SCRRA has been using a phased approach to implement mobile and online ticketing. In 2016, SCRRA launched the Metrolink App. Currently 26% of Metrolink ticket sales are through the Metrolink App. However, Metrolink App riders have not been able to transfer through the Metro rail gates due to TAP compatibility issues. This has limited the further adoption rate for the Metrolink App.

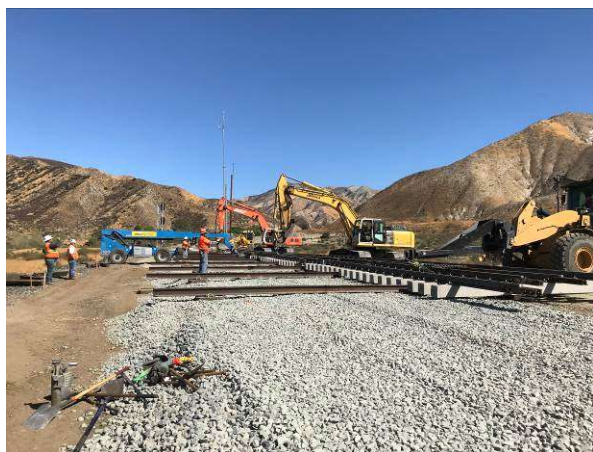
The optical readers were installed at Metro rail gates in December 2017, with a target projected date to go-live early 2018. Optical readers will enable riders using the Metrolink App to seamlessly transfer through Metro's locked rail gates. SCRRA is projecting that 37% of Metrolink ticket sales, or higher, over time, will be made with the Metrolink App. instead of at the TVM. This will be a significant convenience for all Metrolink passengers, promote seamless transferability, and reduce costs associated with TVMs and traditional cash collection. Below is a test optical reader and a smart phone with QR code:



4. CP Soledad Speed Increase Project (Antelope Valley Line)

In October 2017, SCRRA completed construction of the CP Soledad Speed Increase Project. This project upgraded the signal system at CP Soledad, replaced the wood tie turnout at CP Soledad with a concrete tie turnout, replaced a timber culvert with two smooth steel pipe culverts, upgraded a wood turnout on Lang Siding, removed, reinstalled and paved the set out tracks near Lang Yard, and replaced 40% of the wood ties on the main track and siding between CP Lang and CP Soledad in the Canyon Country area.

As a result, passenger rail speeds on Lang Siding have been increased from 20 mph to 50 mph. This reduces the travel time of north and southbound Metrolink trains between Lancaster and LA Union Station, and increases the speed of freight running through the area. Metro provided \$3.9 million in Measure R 3% funds. The State provided \$2.7 million in matching Proposition 1B Trade Corridor Improvement Funds (TCIF) for a total project cost of \$6.6 million. The project was completed on schedule and under budget.



5. Metrolink Ridership and Revenues for FY 2017-18 (July thru September)

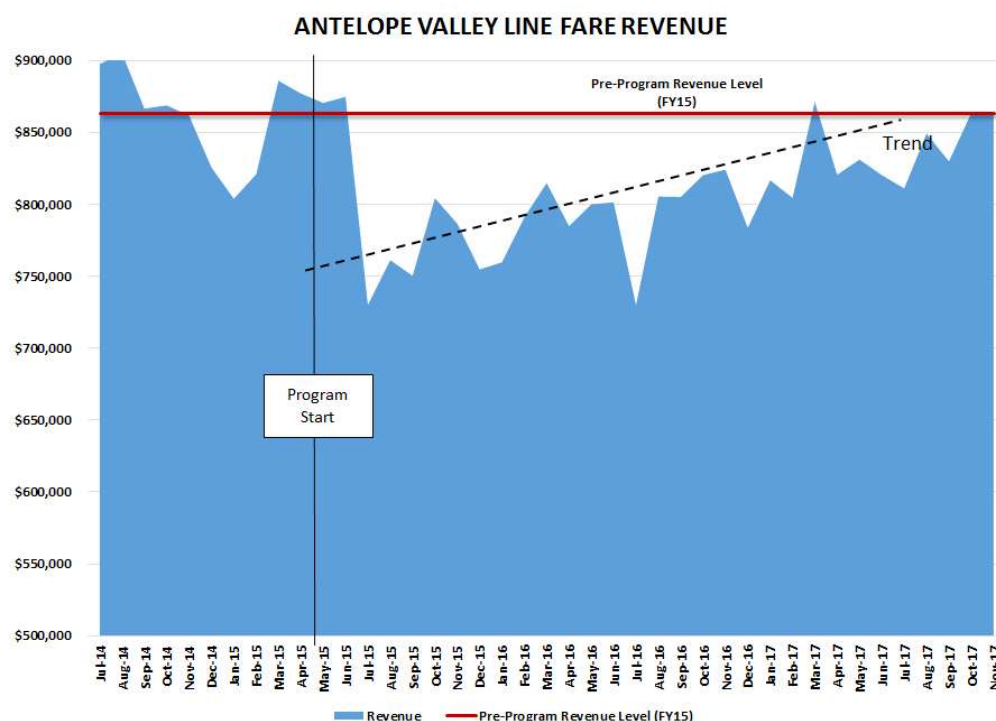
For FY 2017-18 first quarter, Metrolink ridership was 2.9 million boardings, a 1% decrease over FY

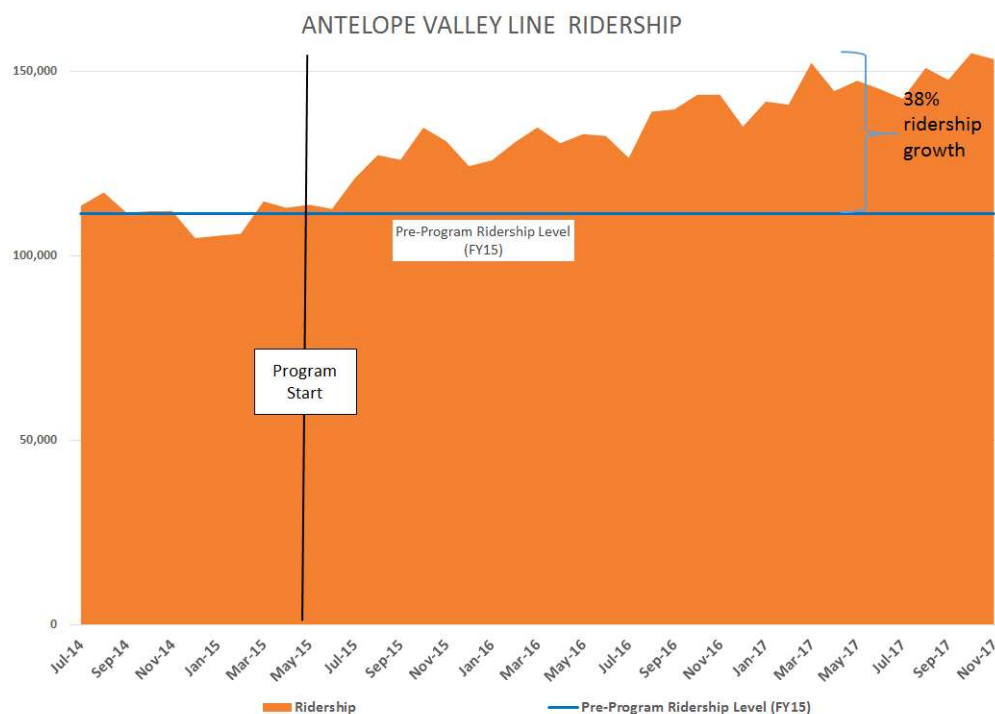
17. Revenues were \$21 million, a decrease of 2% compared to FY 17. The Antelope Valley Line continues to experience ridership growth, up 5% over FY 17. Five of the other six lines continue to experience ridership loss, including 4% decline on the San Bernardino Line.

METROLINK FY 18 FIRST QUARTER RIDERSHIP AND REVENUE DATA (JULY 2017)						
Route	RIDERSHIP			REVENUES		
	FY17 YTD	FY18 YTD	% Change	FY17 YTD	FY18 YTD	% Change
Ventura County Line	270,000	269,000	-0.4%	\$ 1,563,000	\$ 1,509,000	-3.5%
Antelope Valley Line	419,000	441,000	5.0%	\$ 2,701,000	\$ 2,836,000	5.0%
San Bernardino Line	699,000	672,000	-4.0%	\$ 5,370,000	\$ 5,147,000	-4.2%
Riverside Line	252,000	246,000	-2.4%	\$ 2,204,000	\$ 2,104,000	-4.5%
Orange County Line	710,000	709,000	-0.1%	\$ 5,596,000	\$ 5,555,000	-0.7%
IEOC Line	373,000	347,000	-7.5%	\$ 2,153,000	\$ 1,969,000	-8.5%
91/Perris Valley Line	217,000	219,000	0.9%	\$ 1,394,000	\$ 1,403,000	0.6%
Total	2,940,000	2,903,000	-1.3%	\$ 20,981,000	\$ 20,523,000	-2.2%

6. Antelope Valley Line (AVL) 25% Fare Discount Program

Since this program's inception in July 2015, the AVL 25% Fare Discount Program has been successful in attracting new riders to the AVL. Ridership has increased steadily on the AVL, and is now 38% higher than before the program began. Fare revenues continue to increase. The program is recovering approximately 90% of the original programmed funds, and is almost at the "break even" point compared to fare revenues generated before the program began. For FY 19, Metro is projecting zero subsidy for the program since it will have achieved its revenue break-even point.





7. Metrolink Special Service

Rams Trains

For the 2017 season, Metrolink is operating additional service on four Metrolink lines to bring fans to seven LA Rams home games this season. This service is funded by a Mobile Source Air Pollution Reduction Review Committee (MSRC) grant from the SCAQMD. This is year two of the successful program that was first operated during the 2016 season. After five games, ridership was strong, averaging 25% more ridership than Sundays without Rams Trains. Some of the trains, particularly on the San Bernardino and Orange County lines, were packed, with several hundred passengers going to and from the games. Ridership data for the full season will be available as part of the next Regional Rail quarterly report.

Festival of Lights



Metrolink ran additional service on four weekends in November and December to provide additional service from Los Angeles to Riverside for the popular Festival of Lights events in downtown Riverside. After three weekends ridership was up significantly compared to 2016. Ridership data for the full service will be available as part of the next Regional Rail quarterly report. The service was funded by a MSRC grant from the SCAQMD.

LOSSAN Intercity Rail (Amtrak Pacific Surfliner)

The LOSSAN corridor is the second busiest intercity rail corridor in the nation . 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.

April 2017 thru June 2017, Amtrak Pacific Surfliner intercity rail ridership was up 5% compared to prior year. The 2.9 million annual boardings were a 3% increase over the prior fiscal year, and the most in fiscal year history since inception in 1977. Revenues were up 10% compared to prior year. Farebox recovery continues to be strong, at 81%, April 2017 thru June 2017.



High Speed Rail (HSR)

The environmental document work is underway on the Burbank to Palmdale and Anaheim segments in L.A. County. The California High Speed Rail Authority (CHSRA) will be extending the environmental review and outreach process so there is ample time to collaborate on the alternatives under study. At the appropriate time, CHSRA will release an updated schedule to reflect this additional time for outreach, information sharing and coordination. Regional Rail is coordinating with CHSRA on the Rosecrans/ Marquardt Grade Separation, Doran and Broadway/ Brazil Grade Separation and Link Union Station projects on design options that would be usable under any high speed rail scenario for this corridor to minimize or eliminate throw away work.

In November, the State of California working through its State Transportation Agency (CalSTA) and High Speed Rail Authority submitted a draft NEPA Assignment application to the FRA and released it for public review. If approved by the FRA, the State of California will assume FRA's responsibilities as lead, cooperating, or participating agency, as appropriate, for the environmental review, consultation, or other actions necessary for projects comprising the HSR system, including the following projects and HSR project sections in Southern California:

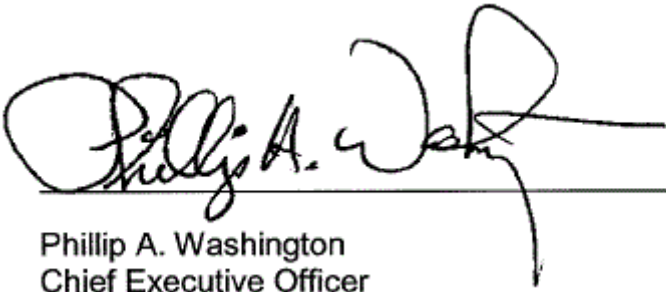
1. Link Union Station

2. West Santa Ana Branch Transit Corridor
3. Palmdale to Burbank
4. Burbank to Los Angeles
5. Los Angeles to Anaheim
6. Los Angeles to San Diego

The state anticipates the completion of NEPA Assignment process in spring 2018.

Prepared by: Jay Fuhrman, Manager, Transportation Planning (213) 418-3179
Jeanet Owens, Senior Executive Officer (213) 418-3189

Reviewed by: Richard Clarke, (213) 922-7557



Phillip A. Washington
Chief Executive Officer