



Board Report

File #: 2017-0575, **File Type:** Motion / Motion Response

Agenda Number: 17.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 20, 2017**

SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY BETWEEN BURBANK AND LANCASTER

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING an update on the stakeholder outreach, timeline, and funding for the Antelope Valley Line Study between Burbank and Lancaster and
- B. AUTHORIZING the transfer of \$500,000 in underruns from the Metrolink Antelope Valley Line fare discount program to fund the Antelope Valley Line Study.

ISSUE

At the July 19, 2017 Board meeting, Motion #47 by Directors Barger and Najarian authorized a study of the Metrolink Antelope Valley Line between Burbank and Lancaster and requested a report back at its September meeting on related stakeholder outreach, identification of potential funding sources, and a timeline for the study’s implementation (Attachment A).

BACKGROUND

The Metrolink Antelope Valley Line (AVL) Study between Burbank and Lancaster will identify existing constraints between Antelope Valley and Burbank Junction to improve train mobility and Regional Rail service of the entire line while accommodating for planned future growth.

The AVL has the third highest ridership in Metrolink’s commuter rail system. Currently, up to 42 trains operate on this AVL segment per day (30 Metrolink trains and 12 Union Pacific Railroad trains) on approximately 66% single mainline track.

The study is expected to directly link previous transit studies and strategic plans in the area as a baseline in order to expand on existing conditions and provide a series of recommendations on a priority basis without being duplicative of earlier efforts.

Other Studies

Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan (March 2012)

The goals of this study were to: (1) identify infrastructure improvements which add operational flexibility and reliability with consequent improved service, and (2) identify safety improvements for pedestrian and vehicular traffic across the corridor. It also considered opportunities to build for future capacity needs, and to accommodate expanded/future service in the corridor for freight and other passenger operators, including high-speed train service. The new study will be focused on the latest motion language on the need to identify infrastructure upgrades, increased speed and enhanced service opportunities along the Metrolink Antelope Valley Line using current information.

North County Multi-modal Integrated Transportation Study (NCMITS) (2013)

This study was set out to achieve two goals: (1) Examine the ground access to the airport to facilitate Palmdale's Part 139 Certification to assist the development of the Palmdale Airport Master Plan; and (2) Examine the Metrolink service in general, and provide input to a separate study to examine the feasibility of consolidating and relocating the Lancaster's Metrolink Station into a regional station to serve the general Antelope Valley area and hence the impact on the Metrolink service. The new study will include opportunities to enhance Metrolink service but will not include a task for first/ last mile improvements and connectivity at each Metrolink station within the Antelope Valley.

Burbank-Glendale-Los Angeles Corridor Study (In-progress)

This study will evaluate additional stations in the City of Los Angeles and Burbank and expansion of services from Union Station to Burbank. Results from this study will prepare an inventory of current, planned and funded transit projects for the corridor. All data gathered with the potential to improve service to the Antelope Valley will be shared between projects.

DISCUSSION

Meeting with the Stakeholders

Since the Board meeting in July, staff has met with representatives from the Cities of Santa Clarita, Palmdale, Lancaster, Los Angeles, County of Los Angeles Public Works and Antelope Valley Transit Authority to discuss required elements for the study scope of work, study timeline and potential funding sources for this study. Each representative had an opportunity to discuss local infrastructure and additional needs along the transit system. Based on this discussion, there seems to be general agreement of the need for this study. On August 23, 2017 staff met with the North County Transportation Coalition to discuss elements of the scope of work, proposed implementation timeline and potential funding sources of the study.

DETERMINATION OF SAFETY IMPACT

This study will not have an impact on safety standards for Metro. Any design concepts, recommended actions, or project priorities will be developed in coordination with Metrolink and in accordance with Metrolink standards. No safety impacts are expected.

FINANCIAL IMPACT

The \$500,000 required in FY18 for this study is included in the adopted budget through the transfer of cost underruns in the Metrolink fare subsidy program for the Antelope Valley Line.

Impact to Budget

After analysis of the current Metro operating contribution to Metrolink, staff believes there is capacity within current and previously appropriated funding so as not to require new additional resources within FY18. Funding will be provided through a combination of anticipated FY18 under-runs and surplus revenues approved from previous periods. The final combination of funding will be determined as part of Metro's annual year-end reconciliation of our contribution to Metrolink.

Fund designated for this study are not eligible for Metro bus and rail operations and are designated for commuter rail activities in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board can elect not to use the funds from the Antelope Valley Line fare subsidy program as a funding source for the Study. This alternative is not recommended as transfer of these funds still benefits the corridor.

NEXT STEPS

Upon Board authorization, staff will prepare a scope of work and engage a consultant by December 2017 to prepare the study. The study will take approximately 12 months to complete. Refer to Attachment B for the Study Implementation Timeline.

ATTACHMENTS

Attachment A - July 2017 Board Motion
Attachment B - Study implementation Timeline

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Chief Executive Officer



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REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017

Motion by:

DIRECTORS BARGER & NAJARIAN

Study of Metrolink Antelope Valley Line

The Antelope Valley Line (AVL) plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year. the highest percentage of transit dependent riders.

Currently, due to numerous constraints, a trip from the Antelope Valley to Union Station can take over two hours, with speeds averaging just 35 miles per hour from end-to-end. There are also gaps in service throughout the day which may further discourages ridership.

Through previous board actions, progress has been made to address some of the AVL service issues such as the Metrolink *Antelope Valley Line Infrastructure Improvement Strategic Plan* dated March 2012, the North County Multimodal Integrated Transportation Study (NCMITS) dated 2013, and the new *Los Angeles-Burbank-Glendale Corridor Feasibility Study*; but to-date, a comprehensive study has yet to take place to analyze constraints on the northern segment of the AVL.

As Metro embarks on updating its Long Range Transportation Plan, To be compatible with future planning efforts and to best prepare for as new funding sources that will become available to the North County Subregion in the coming years, it is important that stakeholder agencies understand the most cost-effective solutions to break down the constraints that continue to hold back the AVL from maximizing its service potential.

SUBJECT: MOTION BY DIRECTORS BARGER AND NAJARIAN

RECOMMENDATION

WE THEREFORE MOVE that the Metro Board:

AUTHORIZE a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster

that determines a range of frequency of service to maximize regional accessibility throughout the day; assesses the status of existing tracks, culverts, tunnels, crossings and other infrastructure which limits operational flexibility & service reliability; recommends needed infrastructure & capital improvements (in level of priority) to support the range of frequency of service, service reliability, safety, and on-time performance, including latest technologies in rail propulsion, controls and rail stock; estimates the costs associated with the aforementioned improvements; and provides a cost-benefit analysis with prioritization of said improvements that ~~can~~ could be used to help guide both Metro, and Metrolink agencies and the North County Subregion in a direction to best achieve the above stated goals, while ensuring compatibility with future planning processes;

DIRECT staff to coordinate with Metrolink and local North County stakeholders on this study and to incorporate any previous or ongoing efforts such as the *Antelope Valley Infrastructure Improvements Strategic Plan*, the *NCMITS*, the *Los Angeles-Burbank-Glendale Corridor Feasibility Study* and Metrolink efforts to address state of good repair, so as to avoid being duplicative;

ACKNOWLEDGE that execution of this study shall not hinder any efforts currently underway by Metro or Metrolink to deliver capital improvements or address state of good repair on the AVL; and

DIRECT the CEO to report back to the board in September with an update on stakeholder outreach, identification of potential funding sources for the study, along with a timeline for study implementation.

North County Transit Corridor Planning Study

Study Implementation Timeline

