

**Board Report**

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**File #:** 2022-0647, **File Type:** Contract**Agenda Number:** 9.

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**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 16, 2022****SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)  
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR  
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO SYLMAR/SAN  
FERNANDO STATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

**ISSUE**

This item provides an update on the ESFVTC Shared ROW Study and outlines the additional analysis and coordination that would be conducted in the next phase of the work, pending authorization by the Metro Board.

**BACKGROUND**

At the December 2020 meeting, the Metro Board certified the Final EIS/EIR for the East San Fernando Valley Transit Corridor Project, a 9.2-mile light rail project from the Metro G Line (Orange) Van Nuys Station at the south, to the Sylmar/San Fernando Metrolink Station to the north (Legistar File [2020-0024 <https://boardagendas.metro.net/board-report/2020-0024/>](https://boardagendas.metro.net/board-report/2020-0024/)). The Board also approved an initial operating segment (IOS) as the 6.7-mile segment along Van Nuys Boulevard from the Metro G Line (Orange) Van Nuys Station to an interim terminus station at Van Nuys/San Fernando Road. To address the remaining 2.5-mile segment not included in the IOS, the Board also approved Motion 10.1 (Attachment A), instructing staff to prepare a plan to further evaluate the

remaining segment, which is within the Metro-owned Antelope Valley Line (AVL) corridor shared right-of-way (ROW), from Van Nuys/San Fernando Road to the Sylmar/San Fernando Metrolink Station. See Attachment B for maps of the 9.2-mile ESFVTC Final EIS/EIR alignment and of the ESFV Shared ROW Study area.

This analysis was requested in response to comments received from Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final EIS/EIR. Given the concurrent development of SCRRA's SCORE program and other related projects and services that would share the ROW in this corridor, comments received were primarily related to updating the project's definition to include a four-track scenario (two Light Rail tracks and two commuter rail/freight tracks) versus the three-track scenario assumed in the ESFVTC EIS/EIR (two Light Rail tracks and one commuter rail/freight track). The comments also requested that additional traffic, safety, and ROW analyses be conducted along the Shared ROW based on the four-track scenario.

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1. Staff procured this study through Metro's Countywide Planning bench and released the competitive Task Order Request for Proposals (RFP) in September 2021. The Metro Board awarded the task order for work to commence on Phase 1 at the March 2022 meeting.

This update includes an overview of the work conducted to date in the study, including coordination with Metrolink and City of San Fernando to address their comments and concerns with the proposed light rail project within the existing AVL corridor Shared ROW. It also outlines the analysis to be conducted during the next phase of work, pending authorization by the Board.

Upon completion of this study, staff will provide a recommendation based on analysis and evaluation to be conducted on three potential scenarios as follows:

- **Full-Build:**
  - Assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Metrolink Station (two commuter rail/freight tracks) within the 2.5-mile Shared ROW segment.
  - Build two additional LRT tracks for a total of four tracks in the 2.5-mile Shared ROW of the AVL corridor from Van Nuys Boulevard to Sylmar/San Fernando Metrolink Station.
- **ESFV Initial Operating Segment (IOS) With New Connection:**
  - Assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Metrolink Station (two commuter rail/freight tracks) within the 2.5-mile Shared ROW segment.
  - Create a new transfer connection between the ESFV Light Rail and Metrolink services at Van Nuys/San Fernando.
  - This concept would not include an extension of ESFV Light Rail beyond the Van Nuys/San Fernando Light Rail station.
- **FRA-Compliant Light Rail:**
  - Use of FRA Tier-III Compliant standards for Light Rail along the Shared ROW.

- This concept will be further developed as the study advances, in coordination with SCRRRA.

## **DISCUSSION**

The work conducted during the initial phase of this study was intended to set the groundwork for the more detailed analysis and conceptual design that would be conducted during Phase 2.

### **I. Work Conducted During the Initial Study Phase**

#### **Transportation Data Collection**

To establish a baseline set of data for subsequent analyses included in this study, traffic data were collected for “Existing Conditions” and “Future with Proposed Project” scenarios in the vicinity of the six grade crossings along the Shared ROW. These data included:

- Peak Hour Turning Movement Counts
- Pedestrian and Bicycle Counts (AM and PM peak hour)
- Roadway Average Daily Traffic (ADT) Data

Existing data was normalized to account for changes to traffic patterns resulting from the Covid-19 pandemic, while the future year was confirmed as 2040 for consistency with the ESFVTC Environmental document. These data served as direct inputs for the grade crossing analyses conducted during this initial study phase and would be utilized to support the additional analyses that would be conducted during Phase 2 of this study, pending Board authorization.

#### **Grade Crossing Analysis**

A preliminary grade crossing analysis was conducted to understand whether grade separation would need to be considered with a four-track scenario (two Light Rail tracks and two commuter rail/freight tracks) along the Shared ROW. This analysis studied six railroad crossings within a 2.5-mile segment of the Shared ROW:

**ESFV Shared ROW Study Crossings - Existing Conditions**

Number	Street Crossing	Existing Conditions
1	Hubbard Avenue	• High vehicle volumes • Longest gate-down time (next to Sylmar/San Fernando Metrolink Station)
2	Maclay Avenue	• Adjacent to Downtown San Fernando and Civic Center • High pedestrian volume
3	Brand Boulevard	• Adjacent to City of San Fernando Police Department, Downtown San Fernando, and San Fernando Middle School • High pedestrian volumes
4	Jesse/Wolfskill Street	• Southeast terminus of Mission City Trail in ROW. San Fernando Road Bike Path continues outside of ROW. • Lowest vehicle and pedestrian volumes among the six grade crossings
5	Paxton Street	• High vehicle volumes • Adjacent to SR-118 freeway ramps • Adjacent to large trip generators (e.g., Costco)
6	Van Nuys Boulevard	• High vehicle and pedestrian volumes • Highest bicyclist volume among the six crossings • Terminus of ESFV LRT Project

To assess the need for grade separation, staff utilized Metro’s Grade Crossing Safety Policy for Light Rail Transit. Additionally, as requested by Metrolink, staff applied the SCRRRA Grade Crossing Evaluation Criteria. These policies define a stepwise method and a series of evaluation criteria to identify potential grade-separation(s) to ensure safety and to minimize impacts on the traffic operations of the grade crossings and nearby intersections.

- Metro’s policy includes up to three steps, known as “Milestones”. The first of these steps (Milestone 1) identifies conditions under which grade separations may be required. The application of the Milestone 1 analysis did not indicate a clear requirement, but that grade separation may need to be studied further based on additional considerations. Phase 2 of this study therefore will analyze each crossing in further detail in subsequent step(s) of the Milestone process.
- The Metrolink analysis begins with an Initial Factors Form, which sets a threshold of potential factors that might drive the need for grade separation. The application of this initial Metrolink step found that, due to the number of potential factors that might require a grade crossing, additional analysis is needed at all six crossings.

As this was the initial step for both Metro’s and SCRRRA’s grade crossing analyses, more detailed engineering and safety analysis would need to be conducted during Phase 2 of this study to identify locations along the Shared ROW, if any, that merit consideration for grade separation.

**Alignment Review**

To understand ROW requirements and other implications of a four-track, at-grade configuration, staff

reviewed previous project designs along this segment, including ESFVTC 15%/30% design drawings and the Brighton to Roxford Double Track Project plans. The analysis considered potential ROW impacts and other modifications to previous design plans and preliminarily found the following:

- **ROW Implications - General**
  - Compared to the ROW impacts identified in the ESFVTC Final EIS/EIR, additional ROW impacts are preliminarily anticipated.
  - This additional ROW is required due to shifting the active train warning devices, increases to tangent lengths, and to meet horizontal clearance requirements associated with adding a fourth track in the Shared ROW.
- **Mission City Bike Trail** (from Jessie/Wolfskill St. to Hubbard Ave.)
  - The Mission City Bike Trail, which is within the Shared ROW, would need to be relocated outside of the ROW to accommodate the second commuter rail/freight track (i.e., the additional fourth track) and to avoid further ROW impacts.

Upon Board authorization, Phase 2 includes further study and design to refine these preliminary analyses and findings. Staff will continue coordinating with stakeholders, as described below, and with the East San Fernando Valley Light Rail Project team during Phase 2 of this study.

### **Stakeholder Coordination During Phase 1 and Phase 2 of this Study**

During Phase 1 of this study, staff provided targeted updates to staff from cities, city council staff (City of San Fernando and City of Los Angeles districts 2, 6, and 7), and Metro Board staff. Metro staff held two technical meetings with City of San Fernando and Metrolink to share progress and incorporate input for the Phase 1 work.

Staff will continue technical coordination with SCRRA, City of San Fernando, and City of Los Angeles, as well as targeted updates for other area staff, during Phase 2 of this study. Staff will also continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, additional engagement opportunities could be revisited at that time.

### II. Phase 2 Analysis

To address requests for additional analysis, refined designs for ROW evaluation and to continue addressing City and SCRRA concerns, Phase 2 of this study will evaluate the feasibility of additional alternatives not considered in the environmental document. This includes evaluation of the following scenarios (as described previously in this report):

- **Full-Build:** two Light Rail tracks and two commuter rail/freight tracks
- **ESFV Initial Operating Segment (IOS) With New Connection**
- **FRA-Compliant Light Rail**

The following tasks are included in Phase 2 of this study, in response to comments from City of San Fernando and Metrolink on the ESFVTC Final EIS/EIR:

1. Alternatives Definition, building on alignment review conducted in Phase 1

2. Transportation Benefits/Systems Performance Analysis
3. Grade Crossing and Corridor Safety Study
4. Constraints Analysis
5. Right-of-way Assessment, Alignment Design and Refinement
6. Safety Assessment for Corridor Motorists, Bicyclists, and Pedestrians
7. Vehicle Counts and Traffic Circulation Plan
8. Alternatives Analysis and Structural Type Considerations
9. Conceptual Drawings and Cost Estimates

Phase 2 will include high-level cost estimates based on a conceptual (5%) design level for up to three scenarios along this 2.5-mile segment of the Shared ROW.

Any changes to the project definition for this segment, if different from what the Metro Board certified as part of the ESFVTC EIS/EIR, could require supplemental environmental review to previous environmental documents for the East San Fernando Valley Light Rail Project, AVL Capacity and Service Improvements Program, and Brighton to Roxford Double Track Project.

### **DETERMINATION OF SAFETY IMPACT**

Authorization of the task order modification for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees, as this study is in the planning process phase and no capital or operational impacts result from this Board action.

### **FINANCIAL IMPACT**

#### Impact to Budget

The FY23 budget contains \$1,555,904 in Cost Center 4370, Project 465521 for professional services of Phase 2. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

The source of funds for this action is State Transportation Improvement (STIP) funds. These funds are not eligible for bus and rail operations.

### **EQUITY SECTION**

The study area communities of Pacoima, Sylmar, and City of San Fernando were identified as Equity Focus Communities (EFCs) in prior analyses, and equity assessments will be reevaluated as appropriate as the study evolves. Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the Shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. The study is intended to identify existing harms to EFCs stemming from existing traffic and safety conditions along this Shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific

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consideration to EFCs, vulnerable/marginalized communities, and transit riders. The study's final report will include an assessment of safety and mobility for each study scenario, with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders along the Shared ROW. This assessment will be based on the design and analysis to be conducted during Phase 2 of this study. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This study supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board could decide to not authorize this task order modification at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA's and City of San Fernando's comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

### **NEXT STEPS**

Upon Board approval, staff will execute Modification No. 2 for Optional Phase 2 to Task Order No. PS80628-5433000 with Mott MacDonald to initiate the work.

Upon completion of this study, staff will provide a recommendation to the Metro Board based on analysis and evaluation to be conducted on the three potential scenarios within the Shared ROW.

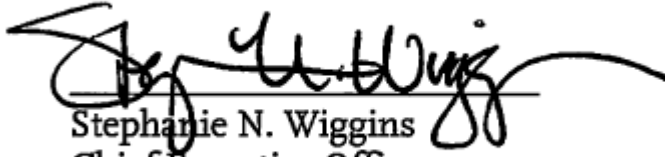
Should findings and recommendations result in changes to the project definition from what the Board certified as part of the ESFVTC EIS/EIR, staff would provide recommendations on next steps for any required updates to the environmental documents for this effort and related Metro projects.

### **ATTACHMENTS**

- Attachment A - Metro Board Motion 10.1 (December 2020)
- Attachment B - ESFV Maps
- Attachment C - Procurement Summary
- Attachment D - DEOD Summary
- Attachment E - Contract Modification/Change Order Log

Prepared by: Ivan Gonzalez, Sr. Manager, Countywide Planning & Development, (213) 922-7506  
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Stephanie N. Wiggins  
Chief Executive Officer





# Metro

## Board Report

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**File #:** 2020-0780, **File Type:** Motion / Motion Response

**Agenda Number:** 10.1.

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**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 18, 2020**

**Motion by:**

**DIRECTORS NAJARIAN AND KUEHL**

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL  
IMPACT REPORT**

**RECOMMENDATION**

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

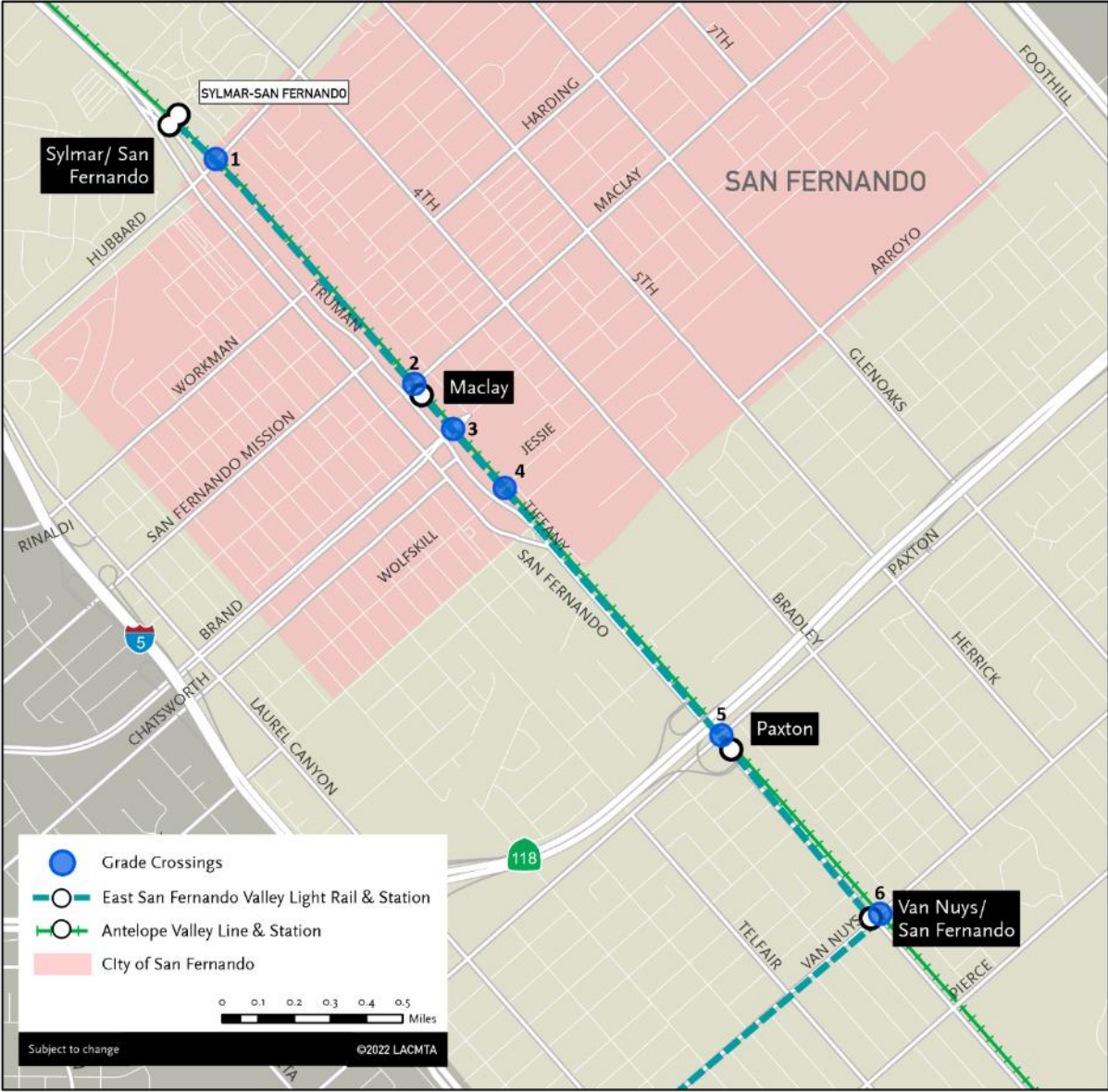
ESFVTC – 9.2-mile Final EIS/EIR Alignment



ESFV Shared ROW Study Area



ESFV Shared ROW Study Crossings





## PROCUREMENT SUMMARY

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)  
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR  
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO  
SYLMAR/SAN FERNANDO STATION/PS80628-5433000**

1.	<b>Contract Number:</b> Task Order No. PS80628-5433000, under Contract No. PS54330021		
2.	<b>Contractor:</b> Mott MacDonald		
3.	<b>Mod. Work Description:</b> Optional Phase 2		
4.	<b>Contract Work Description:</b> Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study).		
5.	<b>The following data is current as of:</b> 10/12/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	3/24/22	<b>Contract Award Amount:</b> \$343,218
	<b>Notice to Proceed (NTP):</b>	4/4/22	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	9/5/22 (Phase 1)	<b>Pending Modifications (including this action):</b> \$1,463,005
	<b>Current Est. Complete Date:</b>	6/30/24 (Phase 2)	<b>Current Contract Value (with this action):</b> \$1,806,223
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Ivan Gonzalez		<b>Telephone Number:</b> (213) 922-7506

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 2 issued for the Optional Phase 2 of the ESFVTC.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the task order type is firm fixed price.

On March 24, 2022, the Board awarded firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the ESFVTC from Sylmar/San Fernando to Van Nuys Boulevard.

One modification has been issued to date.

Refer to Attachment E – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive Task Order award in March 2022. Pricing remains unchanged.

Mott MacDonald’s negotiated amount increased from the proposal amount because the initial level of effort was not consistent with the work identified in the Task Order RFP. The discrepancy between the independent cost estimate (ICE) and negotiated price was due to Metro taking a conservative approach on the ICE and the contractor identifying efficiencies on certain tasks.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$1,276,861	\$2,268,123	\$1,463,005

## DEOD SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BLVD.,  
SHARED RAILROAD RIGHT-OF-WAY (PHASE 1 AND PHASE 2)/PS80628-5433000**

**A. Small Business Participation**

Mott MacDonald (Mott) made a 23.04% Small Business Enterprise (SBE) commitment and a 3.01% Disabled Veterans Business Enterprise (DVBE) commitment on this task order. The project is 46% complete and the current SBE participation is 16.24% and the DVBE participation is 0.00%, representing shortfalls of 6.80% and 3.01%, respectively.

Mott has a shortfall mitigation plan on file. Mott explained that the SBE/DVBE shortfall is due to work planned for the SBE/DVBE partners starting later in the schedule. Specifically, FPL and Associates, an SBE, is not anticipated to begin until Phase 2 of the project. Mott contents, per their plan, that Phase 2 will be completed within 18 months after Notice to Proceed and anticipates no shortfalls by the end of the project. Mott further reported that when the payments for their September 2022 invoices are reported, the SBE/DVBE participation levels will increase. In particular, the September invoice includes 100% of the work for The LeBaugh Group, Inc., which signifies the 3.01% DVBE commitment. In the current modification, Mott is proposing 23.25% SBE and 3.53% DVBE participation.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor contract progress to ensure that Mott meets and/or exceeds its commitments.

<b>Small Business Commitment</b>	<b>SBE 23.04% DVBE 3.01%</b>	<b>Small Business Participation</b>	<b>SBE 16.24% DVBE 0.00%</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	FPL and Associates	2.86%	0.00%
2.	Zephyr UAS, Inc.	20.18%	16.24%
	<b>Total</b>	<b>23.04%</b>	<b>16.24%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	The LeBaugh Group, Inc.	3.01%	0.00%
	<b>Total</b>	<b>3.01%</b>	<b>0.00%</b>

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)  
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR  
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO  
SYLMAR/SAN FERNANDO STATION/PS80628-5433000**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Extended period of performance to December 30, 2022 for Phase 1	Approved	8/26/22	\$0
2	Optional Phase 2 and extension of period of performance through June 30, 2024	<b>Pending</b>	<b>Pending</b>	\$1,463,005
	<b>Modification Total:</b>			<b>\$1,463,005</b>
	<b>Original Task Order:</b>	<b>Approved</b>	<b>3/24/22</b>	<b>\$343,218</b>
	<b>Total:</b>			<b>\$1,806,223</b>

# East San Fernando Valley Shared Right-of-Way (ROW) Study

## Planning and Programming Committee

### November 16, 2022





# Recommendation

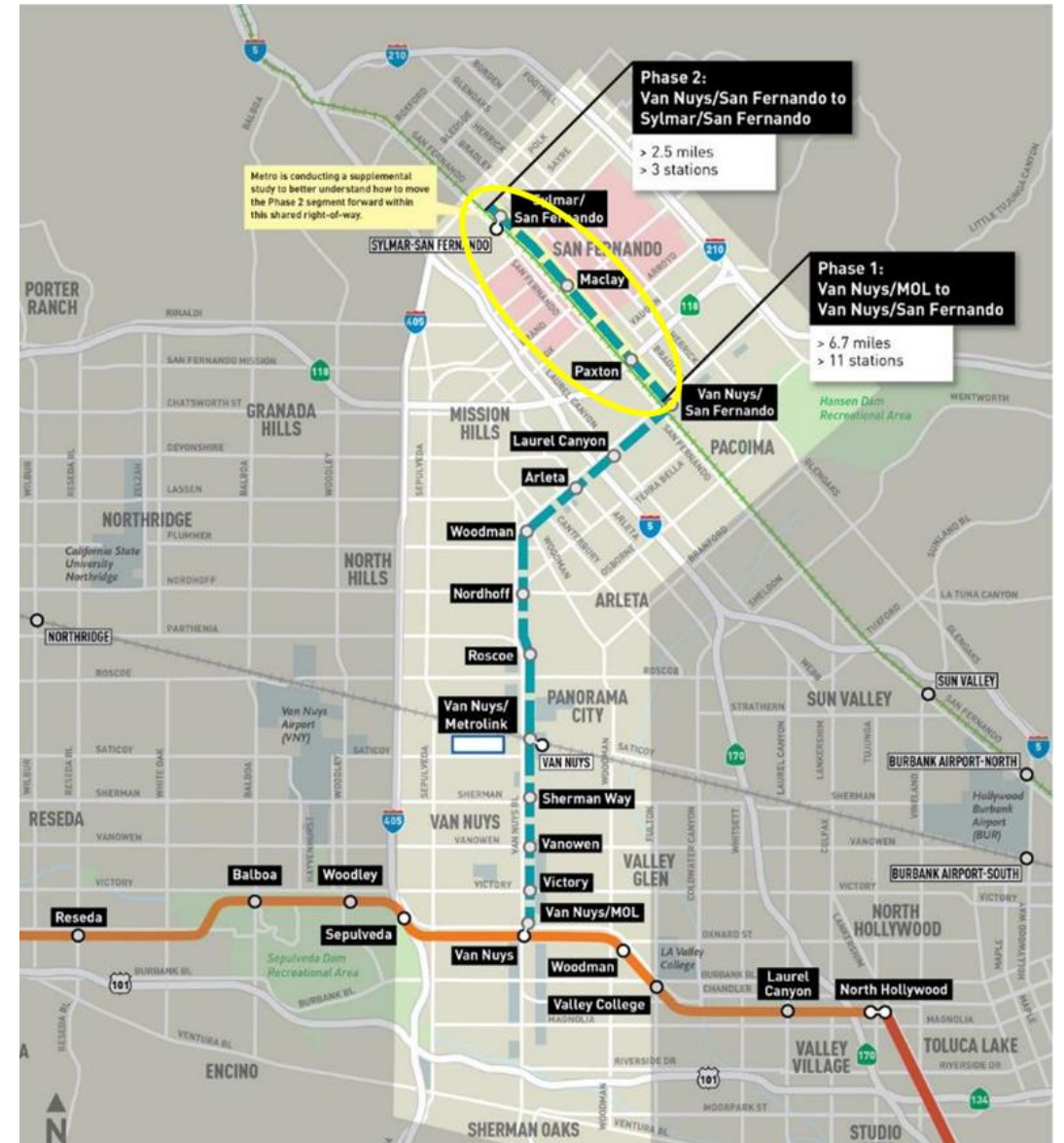
## CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.



# Study Background

- > **December 2020** - Metro Board certified the East San Fernando Valley Light Rail Transit Final EIS/EIR (FEIS/FEIR) and directed further study of the 2.5-mile segment along the Antelope Valley Line shared ROW (Motion 10.1).
- > **March 2022** – Board awarded contract and authorized start of Phase 1 of this Shared ROW Study.
- > **April – September 2022:** Study team conducted data collection and preliminary analysis; staff prepared to report back to the Board with initial findings.





# Phase 1 Study Update: Initial Grade Crossing Analysis and Alignment Review - Further Analysis Needed

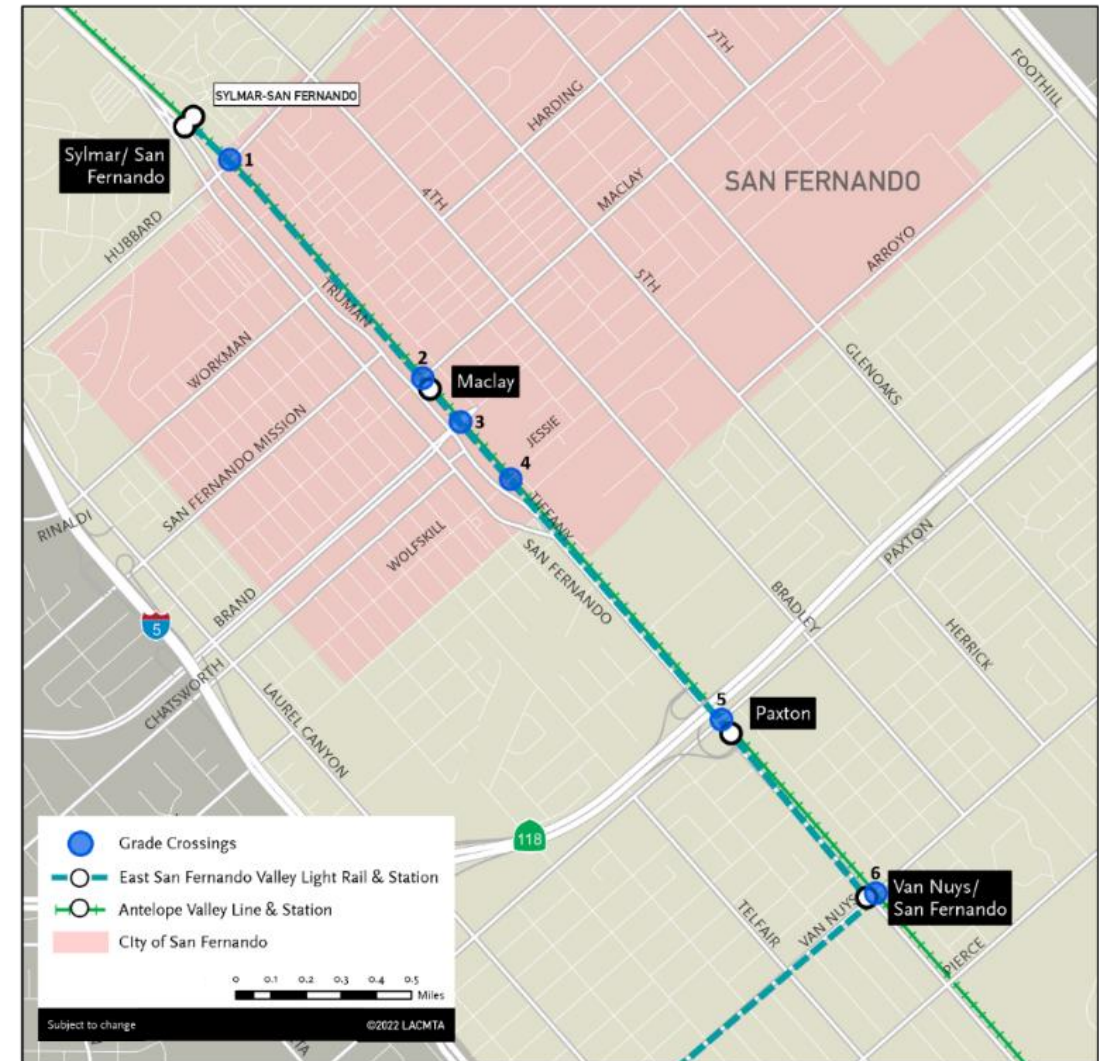
## Analysis Conducted in Phase 1 of the Study:

### Grade Crossing Studies

- > Applying Metro and SCRRA criteria, initial findings indicate that additional traffic and safety analysis is needed to identify if potential grade separation(s) may be required.

### Alignment/ROW Studies

- > Addition of a fourth track may result in additional ROW impacts (compared to three tracks assumed in the ESFVTC FEIS/FEIR).
- > Mission City Bike Trail (City of San Fernando): Would need to be relocated outside of the ROW to accommodate the additional fourth track and to avoid further ROW impacts.



# Stakeholder Engagement During Phase 1 of the Study

## Technical Coordination

### > Metrolink

- April 2022: Discussed study overview and coordination approach.
- August 2022: Presented preliminary grade crossing analysis results to staff.

### > City of San Fernando

- May 2022: Met with staff to seek inputs on data collection and grade crossing analysis methodologies.
- September 2022: Presented the grade crossing analysis (Milestone 1) and design plan of four tracks to staff.

## Briefings

- > City of San Fernando staff, San Fernando City Council, City of Los Angeles Council Districts 2, 6, and 7 staff, City of Los Angeles/LADOT staff, SFVCOG, and Metro Board staff



# Next Steps: Phase 2 Study (up to 18 months)

## > **Phase 2 to study three scenarios:**

- **Full-Build:** two Light Rail tracks and two commuter rail/freight tracks
- **ESFV Initial Operating Segment (IOS) With New Connection**
- **FRA-Compliant Light Rail**

## > **Phase 2 study scope includes:**

- Additional Grade Crossing Analysis: Metro Milestones 2 and 3 (if needed) and Metrolink Step 2 analysis
    - Includes traffic and safety analysis
  - Conceptual design (up to 5%) and right-of-way analysis
- > Upon study completion, staff to provide a recommendation based on analysis and evaluation of the three study scenarios.
- > If needed, staff would provide recommendations on next steps for required updates to the environmental documents for this effort and related Metro projects.

