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Los Angeles County
Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2014**

SUBJECT: FINAL DESIGN FOR TWO INTERCITY RAIL CAPACITY PROJECTS

ACTION: AMEND BUDGET AND EXECUTE FUNDING AGREEMENTS

RECOMMENDATION

- A. Amend the FY 2013-14 LACMTA budget, to add \$10.5 million to complete final design for two projects located on the Ventura Subdivision along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) corridor in the San Fernando Valley; and,
- B. Authorize the Chief Executive Officer to enter into Funding Agreements with Caltrans to reimburse LACMTA up to \$10.5 million in State funds for final design for two projects located on the Ventura Subdivision along the LOSSAN corridor in the San Fernando Valley.

ISSUE

Van Nuys North Platform Project

In December 2013, the California Transportation Commission (CTC) allocated \$4 million in Proposition 1B Intercity Improvement Program (ICR1B) funds to LACMTA to complete final design for the Van Nuys North (Center) Platform Project. Recommendations A and B will program funds for final design, and authorize the CEO to enter into the Funding Agreement with Caltrans to reimburse LACMTA for project costs.

Raymer to Bemson Double Track Project

California Environmental Quality Act (CEQA) clearance has been obtained for the Raymer to Bemson Double Track Project. The required National Environmental Policy Act (NEPA) clearance is likely to occur in early 2014. Once NEPA clearance is obtained in early 2014, the CTC is expected to allocate an additional \$6.5 million in ICR1B funds to LACMTA for final design. Pending CTC allocation of funds for final design, recommendations A and B will program funds for final design, and authorize the CEO to enter into the Funding Agreement with Caltrans to reimburse LACMTA for project costs.

The cost for final design for both projects will be revenue neutral to LACMTA.

DISCUSSION

LOSSAN is the second busiest intercity rail corridor in the nation, with 2.6 million Amtrak Pacific Surfliner boardings per year. Metrolink commuter rail also operates the Ventura Line through the San Fernando Valley. Caltrans Division of Rail has identified these two projects as among the highest priority projects to add capacity and improve operational reliability along the LOSSAN corridor.

In December 2013, the CTC affirmed its commitment to these projects by amending the ICR1B project list to add \$4 million for final design and \$30.5 million for construction of the Van Nuys North Platform Project, and an additional \$9.3 million for construction of the Raymer to Bernson Double Track Project.

Van Nuys North Platform Project

In 2010 LACMTA was awarded \$800,000 in Federal High Speed Intercity Passenger Rail (HSIPR) grant funds for preliminary engineering and NEPA clearance for the Van Nuys North Platform Project, located on the LACMTA owned right-of-way, on the Ventura Subdivision, along the LOSSAN corridor. In June 2011 the Board programmed \$200,000 in Measure R funds as 20% match for the PE/NEPA work for the project.

In October 2011 the Board authorized staff to advance \$1 million in Measure R funds to the Southern California Regional Rail Authority (SCRRA) for the PE/NEPA work, with \$800,000 to be reimbursed by the State, using the HSIPR funds. The PE/NEPA work was initiated in early 2012 and completed in late 2013. The Van Nuys North Platform Project is now ready to advance to final design and ultimate construction, although the subject funds are for engineering only.

Currently, there are two main tracks at Van Nuys Station; however, there is only one side platform. A center platform will be added to provide service to both tracks. In addition, a pedestrian underpass will be constructed to provide safe pedestrian access to the platform.

The project has the following benefits; improved travel times, improved operational reliability, improved station safety, and enhanced cross modal benefits to the intercity, commuter, and freight rail services. Furthermore, connectivity to the future East San Fernando Valley North South Transit Corridor along Van Nuys Boulevard will be enhanced. Environmentally, the project has been cleared at both the State and Federal level. The project is estimated to cost \$35.5 million.

FUNDING SOURCE	PA/ENV.	FINAL DESIGN	CONST.	TOTAL
Measure R	\$200,000			\$200,000
Federal	\$800,000			\$800,000
1B (State)		\$4,000,000	\$30,500,000	\$34,500,000
TOTAL:	\$1,000,000	\$4,000,000	\$30,500,000	\$35,500,000

Raymer to Bernson Double Track Project

In 2010 LACMTA was awarded \$1,564,000 in Federal High Speed Intercity Passenger Rail (HSIPR) grant funds for preliminary engineering and NEPA clearance for the Raymer to Bernson Double Track Project, located on the LACMTA owned right-of-way, on the Ventura Subdivision, along the LOSSAN corridor. In June 2011 the Board programmed \$391,000 in Measure R funds as 20% match for the PE/NEPA work for the project.

In October 2011 the Board authorized staff to advance \$1,955,000 in Measure R funds to the Southern California Regional Rail Authority (SCRRA) for the PE/NEPA work, with \$1,564,000 to be reimbursed by the State, using the HSIPR funds. The PE/NEPA work was initiated in early 2012 and substantially completed in late 2013. Pending Federal environmental approval in early 2014, the Raymer to Bernson Double Track Project is now ready to advance to final design and ultimate construction, although the subject funds are engineering only.

A second main line will be added to provide an additional 6.4 miles of double track along the Ventura Subdivision, along the LOSSAN corridor. Grade crossing enhancements will be conducted as part of the double track project. In addition, a second side platform and pedestrian underpass will be constructed at the Northridge Station. When complete, the Ventura subdivision in Los Angeles County will be double tracked from Burbank Junction to north of Chatsworth Station. This will create 18.2 miles of continuous double track through the San Fernando Valley.

The project has the following benefits; improved running times and on time performance, improved safety, additional capacity, and overall operational reliability. Environmentally, the project has been cleared at the State level and is pending Federal approval in early 2014. The project is estimated to cost \$88 million.

FUNDING SOURCE	PA/ENV.	FINAL DESIGN	CONST.	TOTAL
Measure R	\$391,000			\$391,000
Federal	\$1,564,000			\$1,564,000
1B (State)		\$6,500,000	\$10,300,000	\$16,800,000
STIP (State)			\$63,500,000	\$63,500,000
TBD			\$5,745,000	\$5,745,000
TOTAL:	\$1,955,000	\$6,500,000	\$79,545,000	\$88,000,000

DETERMINATION OF SAFETY IMPACT

The Van Nuys North Platform Project will include a new pedestrian underpass built to current Metrolink standards. This will provide pedestrian -access to the platform without crossing active railroad tracks.

The Raymer to Bernson Double Track Project will include a new pedestrian underpass at the Northridge Station, built to current Metrolink standards, plus an inter-track fence which will restrict pedestrians from crossing between the two tracks. Nine intersections will be reconfigured to channelize pedestrian traffic, and to install grade crossing enhancements in accordance with Metrolink's latest design standards.

FINANCIAL IMPACT

Van Nuys North Platform Project

Staff is requesting to add \$4 million to the FY2013-14 budget for the Van Nuys North Platform Project, in cost center 2415, Regional Rail, project number 460064, task 05. Recommendation A will budget funds to complete final design. Recommendation B will authorize the CEO to enter into a Funding Agreement with Caltrans to reimburse LACMTA for up to \$4 million in final design costs, using ICR1B funds. There is no net financial impact to LACMTA.

Raymer to Bernson Double Track Project

Staff is requesting to add \$6.5 million to the FY2013-14 budget for the Raymer to Bernson Double Track Project, in cost center 2415, Regional Rail, project number 460064, task 04. Recommendation A will budget funds to complete final design. Recommendation B will authorize the CEO to enter into a Funding Agreement with Caltrans to reimburse LACMTA for up to \$6.5 million in final design costs, using ICR1B funds. There is no net financial impact to LACMTA.

Impact to Budget

- A. Source of funds: \$10.5 million in State Proposition 1B Intercity Improvement Program (ICR1B) funds.

ALTERNATIVES CONSIDERED

An alternative is to not advance these projects. This is not recommended since the region would miss an opportunity to eliminate the existing bottleneck at the Van Nuys Station and the single track bottleneck between Raymer and Bernson. Implementation of the projects will lead to greater on time performance, operational flexibility and reliability along the LOSSAN corridor. Additionally, the region would lose \$10.5 million in State funds for final design plus an additional \$104.3 million programmed for construction.

NEXT STEPS

Van Nuys North Platform Project

The Request For Proposal (RFP) for final design will be released in early 2014. A Funding Agreement will be executed with Caltrans. Staff will return to the Board to award the contract in Spring 2014. Final design is likely to be completed by Fall 2015.

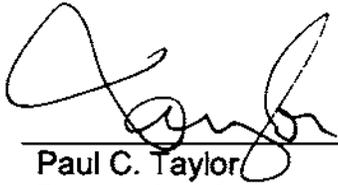
Raymer to Bernson Double Track Project

The Request For Proposal (RFP) for final design will be released in early 2014. Subject to Federal environmental approval, a Funding Agreement will be executed with Caltrans in Spring 2014. Staff will return to the Board to award the contract in Summer 2014. Final design is likely to be completed by Fall 2015.

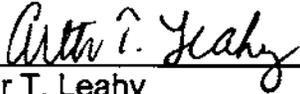
ATTACHMENTS

Attachment A – Ventura Subdivision Schematic

Prepared by: Jay Fuhrman, Transportation Planning Manager, (213) 922-2810
Don A. Sepulveda, P.E. Executive Officer, (213) 922-7491



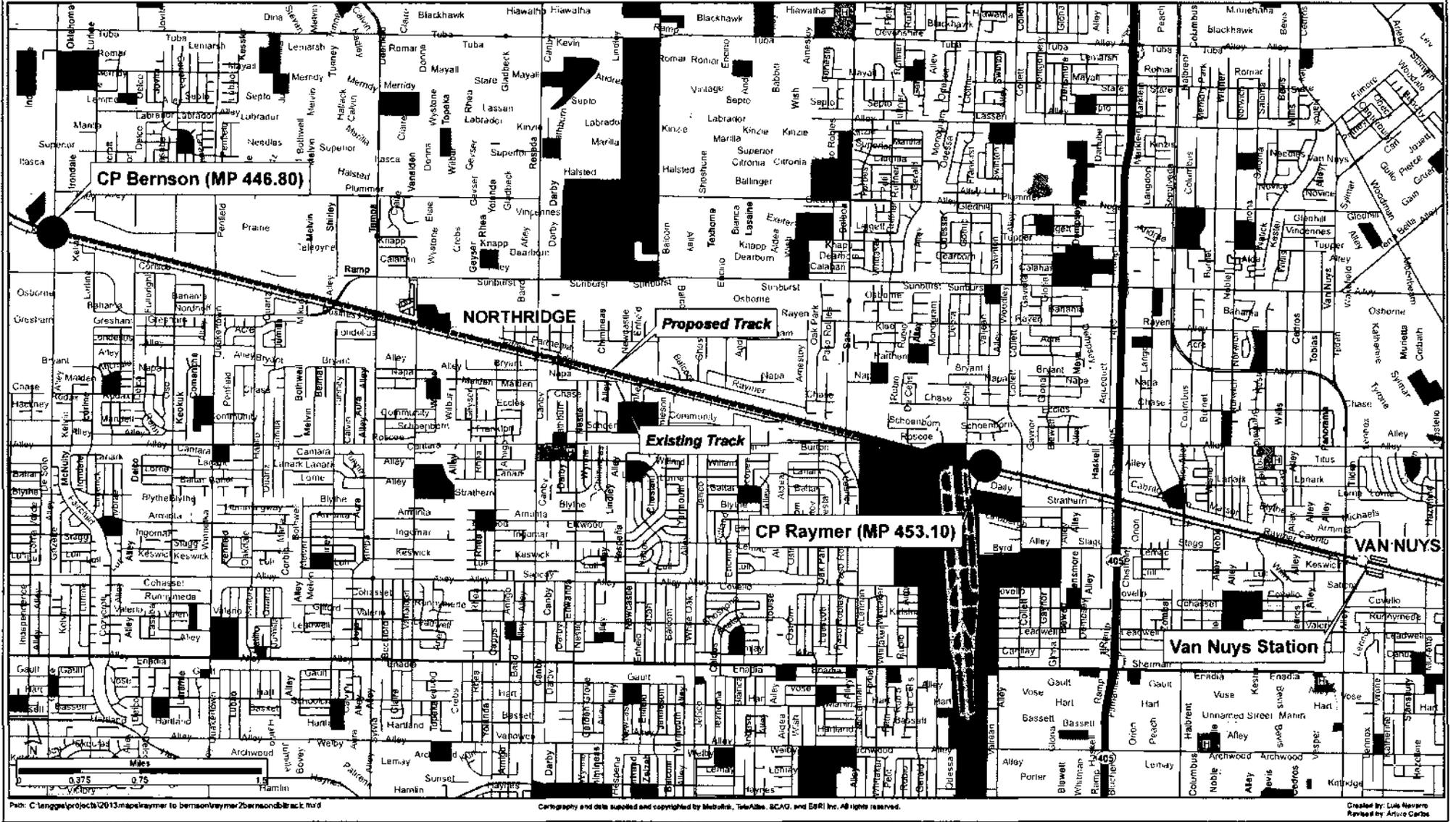
Paul C. Taylor
Deputy Chief Executive Officer



Arthur T. Leahy
Chief Executive Officer

Attachment A

CP Bernson to CP Raymer Second Main Track Project and Van Nuys Station North Platform Project



Path: C:\engproj\2013\mapraymer to bernson\raymer2bernsn\track1.mxd

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Created by Luis Navarro
Revised by Arturo Carbo

