

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net**PLANNING AND PROGRAMMING COMMITTEE  
MARCH 18, 2015****SUBJECT: METROLINK GRADE CROSSING IMPROVEMENTS AND SPEED  
INCREASE PROJECT****ACTION: PROGRAM MEASURE R 3% FUNDS****RECOMMENDATION**

- A. Program \$8,000,000 in Measure R 3% funds For the Grade Crossing Improvements at Ramona Boulevard, Citrus Avenue, and CP Soledad Speed Increase Projects.
- B. Authorize the Chief Executive Officer, or his designee, to negotiate and execute all agreements necessary for this action.

**ISSUE**

\$5,617,500 in Proposition 1B Trade Corridor Improvement Funds (TCIF) is available to the Southern California Regional Rail Authority (SCRRA), for goods movement improvements along the Metrolink right-of-way IN Los Angeles County. Two grade crossing improvements and a speed increase project have been identified by SCRRA as high priority candidate projects for TCIF funding. Metro funds are required for 100% of design plus 50% match for construction.

**DISCUSSION**

The Southern California Regional Rail Authority (SCRRA) seeks to implement a sealed corridor to improve safety at crossings along the Metrolink San Bernardino Line. SCRRA has determined that the crossings at Ramona Boulevard and Citrus Avenue are among the highest priority to receive grade crossing improvements. This may include median barriers, four-quad gates, signals, signage, and striping and fencing improvements to enhance the safety of trains, passengers, motorists, and pedestrians along the Metro owned/Metrolink operated right-of-way.

The improvements at Control Point (CP) Soledad along the Metrolink Antelope Valley Line (AVL) will replace a turnout to increase the speed of the existing siding from 20 MPH to 40 MPH. A spur track will be upgraded and crossing panels, tracks, crossing

signals and drainage will be improved. This will enable passenger trains to move faster through the siding, resulting in an average travel time decrease of four minutes per train. These improvements are consistent with Metro's desire to make capital improvements to add capacity and operate faster, more reliable service along the AVL.

Proposition 1B TCIF Funding

TCIF is a \$2 billion dollar program that invests in goods movement and safety-related improvements on corridors with high freight traffic volume. TCIF is almost completely allocated and there is some final, residual funding available to eligible applicants in southern California.

A Southern California Consensus Group previously recommended \$8 million in TCIF funds for SCRRRA projects. This includes \$5,617,500 to Los Angeles County for the improvements at Ramona, Citrus and CP Soledad.

TCIF will fund 50% of the construction of the projects in L.A. County. However, since the TCIF funds cannot be used for engineering, another \$2,382,500 is needed for engineering, bringing the total costs for Los Angeles County to \$8,000,000. The costs are broken down in the following table:

| Project      | Metro              | TCIF               | Total               |
|--------------|--------------------|--------------------|---------------------|
| Engineering  | \$2,382,500        | 0                  | \$2,382,500         |
| Construction |                    |                    |                     |
| Ramona Blvd. | \$1,455,000        | \$1,455,000        | \$2,910,000         |
| Citrus Ave.  | \$1,455,000        | \$1,455,000        | \$2,910,000         |
| CP Soledad   | \$2,707,500        | \$2,707,500        | \$5,415,000         |
| <b>Total</b> | <b>\$8,000,000</b> | <b>\$5,617,500</b> | <b>\$13,617,500</b> |

Attachment A shows the conceptual engineering and construction cost breakdown for the three projects.

**DETERMINATION OF SAFETY IMPACT**

The Ramona Boulevard and Citrus Avenue grade crossing improvements will be designed to the latest Metrolink design standards and will result in significant improvement to the overall safety at these crossings. The speed improvements at CP Soledad will be designed and constructed to the latest Metrolink design standards, and will improve the overall state of good repair of the siding.

**FINANCIAL IMPACT**

\$8,000,000 in Measure R 3% funds will be programmed for this project in cost center 2415, Regional Rail, project number 460092, Ramona Boulevard, Citrus Avenue, and CP Soledad Speed Increase Projects. Since this is a multi-year contract/project, the Executive Officer, Regional Rail will be accountable for budgeting the cost in future

years. Expenses will start to be incurred in FY 2015-16, and will be budgeted as part of the FY 2015-16 budget process.

Impact to Budget

A. Source of funds: \$8,000,000 in Measure R 3% funds

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

**ALTERNATIVES CONSIDERED**

An alternative is to not program the funds for the Ramona Boulevard, Citrus Avenue, and CP Soledad Speed Increase Projects. This is not recommended since the Ramona and Citrus crossings are among the highest priority recommended in Los Angeles County to be upgraded to the latest Metrolink safety standards. The CP Soledad project will increase speed and improve throughput and reliability on the Antelope Valley Line. If funds are not programmed, Los Angeles County would miss an opportunity to receive an allocation of \$5,617,500 in Proposition 1B TCIF funds for these important safety and capacity improvements in Los Angeles County.

**NEXT STEPS**

SCRRA, acting on Metro's behalf, will seek California Transportation Commission (CTC) programming approval for \$5,612,500 in TCIF funds. SCRRA will start design and environmental work in summer 2015. Construction will start in summer 2016 and be completed in late 2017.

**ATTACHMENTS**

Attachment A – Cost Estimate

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

*B. Pennington*

---

Bryan Pennington  
Executive Director, Engineering and Construction

## ATTACHMENT A

### Metrolink Grade Crossing Improvements and Speed Increase Project Cost Estimate

|   | Romona<br>Boulevard<br>Grade Crossing | Citrus Avenue<br>Grade<br>Crossing | CP Soledad          | Total                |
|---|---------------------------------------|------------------------------------|---------------------|----------------------|
| Design *                                    | \$ 390,000                            | \$ 390,000                         | \$ 845,000          |                      |
| Flagging                                    | \$ 30,000                             | \$ 30,000                          | \$ 65,000           |                      |
| Agency Cost                                 | \$ 100,000                            | \$ 100,000                         | \$ 150,000          |                      |
| Implementation of<br>Positive Train Control | \$ 35,000                             | \$ 35,000                          | \$ 122,500          |                      |
| Reserve                                     | \$ 20,000                             | \$ 20,000                          | \$ 50,000           |                      |
| <b>Design Total</b>                         | <b>\$ 575,000</b>                     | <b>\$ 575,000</b>                  | <b>\$ 1,232,500</b> | <b>\$ 2,382,500</b>  |
| Construction *                              | \$ 2,450,000                          | \$ 2,450,000                       | \$ 4,435,000        |                      |
| Design Support During<br>Construction       | \$ 100,000                            | \$ 100,000                         | \$ 210,000          |                      |
| Construction<br>Management                  | \$ 100,000                            | \$ 100,000                         | \$ 210,000          |                      |
| Flagging                                    | \$ 70,000                             | \$ 70,000                          | \$ 150,000          |                      |
| Agency Cost                                 | \$ 80,000                             | \$ 80,000                          | \$ 180,000          |                      |
| Implementation of<br>Positive Train Control | \$ 55,000                             | \$ 55,000                          | \$ 115,000          |                      |
| Reserve                                     | \$ 55,000                             | \$ 55,000                          | \$ 115,000          |                      |
| <b>Construction Total</b>                   | <b>\$ 2,910,000</b>                   | <b>\$ 2,910,000</b>                | <b>\$ 5,415,000</b> | <b>\$ 11,235,000</b> |
| <b>Project Total</b>                        | <b>\$ 3,485,000</b>                   | <b>\$ 3,485,000</b>                | <b>\$ 6,647,500</b> | <b>\$ 13,617,500</b> |
|   |                                       |                                    |                     |                      |
| TCIF Funds                                  | \$ 1,455,000                          | \$ 1,455,000                       | \$ 2,707,500        | \$ 5,617,500         |
| Measure R 3%                                |                                       |                                    |                     | \$ 8,000,000         |
| <b>Total Funding</b>                        |                                       |                                    |                     | <b>\$ 13,617,500</b> |

\* Includes contingencies