Metro Board Motion

At the October 2016 Board meeting, the Metro Board of Directors directed staff to conduct a study to evaluate:

1. Up to two new rail stations in the City of Glendale and up to two new rail stations in the City of Los Angeles;

2. Increased passenger rail service from Union Station to the City of Burbank; and

3. Opportunities for increased access to the regional transit network in the City of Glendale

Source: Ron Reiring, Flickr 2007
Purpose of the Study

a) Identify opportunities to add more frequent rail service to better serve the communities and reduce traffic congestion on the freeway and local streets

b) Address recent growth in population and employment in the corridor

c) Provide alternative to the congested I-5 corridor
1. Assess Potential Station Locations

1. Evaluated corridor from LAUS to Burbank Airport North Station

2. Goal was to identify up to two station sites in the City of Los Angeles and up to two station sites in the City of Glendale

3. Five station sites were initially identified and evaluated

4. Station locations were discussed with the Corridor Cities Working Group and through a public outreach survey which received over 2,500 respondents

5. Stakeholders and analysis confirmed that the River Park and Grandview/Sonora station locations should be examined further
## 2. Evaluate Rail Service by Mode

<table>
<thead>
<tr>
<th>Locomotive Haul Coaches (LHC) e.g. Metrolink</th>
<th>Rail Multiple Unit (RMU) Trains e.g. Redlands Passenger Rail Project (SBCTA)</th>
<th>Light Rail Transit (LRT) e.g. Metro Gold Line</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridor Operations</strong></td>
<td>Shared track with freight and DMU (FRA compliant)</td>
<td>Shared track with freight and LHC (FRA compliant)</td>
</tr>
<tr>
<td><strong>Speed (avg speed with stops and max corridor speed)</strong></td>
<td>36 / 79 mph</td>
<td>40 / 79 mph</td>
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<tr>
<td><strong>Average Station Spacing</strong></td>
<td>5 miles</td>
<td>1 – 4 miles</td>
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<tr>
<td><strong>Level of Investment</strong></td>
<td>Low (New locomotive at $7M; new passenger car at $2M corridor upgrades TBD)</td>
<td>Medium (New vehicles at $10-15M/vehicle; new MS at $30-50M; corridor upgrades TBD)</td>
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<tr>
<td><strong>Similar Project Costs</strong></td>
<td>$290M – Redlands Passenger Rail Project</td>
<td>$2.3B – Gold Line Extension Phase 2b to Pomona</td>
</tr>
<tr>
<td><strong>Max. Passenger Capacity</strong></td>
<td>840 sitting (six-car sets)</td>
<td>450 sitting and standing (three-car sets)</td>
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</table>
3. Evaluate Increases to Passenger Rail Service

1. **Metrolink Scenarios** studied in increments:
   a) M Option 1: Add one evening round trip
   b) M Option 2: Add two new stations
   c) M Option 60M: 60-minute bi-directional service
   d) M Option 30M: 30-minute bi-directional service
   e) M Option 15M: 15-minute bi-directional service

2. **RMU Option**:
   a) 15-minute bi-directional Blended Metrolink and RMU service to Via Princessa

3. **LRT Scenarios** studied different corridors:
   a) LRT Option 1: Parallel to Metrolink from LAUS to Burbank Airport North
   b) LRT Option 2: LAUS to Downtown Glendale, Downtown Burbank to Burbank Airport North
Study Results

1. The Metrolink 30-min option can be achieved in phases. LRT options require substantial capital/operating funds up front.
   a) Between Los Angeles and Burbank, less than 30-minute headways can be achieved when combined with existing Ventura County Line and Amtrak services under this scenario
   b) Interim improvements for the short-term (5-years) include an additional evening round trip, additional midday round trip, and reaching 60-minute off-peak/30-minute peak service on the AVL
   c) If funding is identified, 30-minute bi-directional service can be achieved in 10-years

2. Based on the stakeholder survey, participants noted a preference for more express service for longer commutes

3. Increasing service on the corridor can be accomplished at lower operational costs without impacting other passenger and freight rail services within the corridor
   a) This can also be tested with a RMU pilot program to identify O&M cost saving opportunities
Questions