

**Board Report**

File #: 2018-0591, **File Type:** Project**Agenda Number:** 43.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 19, 2018****SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

ISSUE

At the December 2016 Board Meeting, Metro staff provided a Raymer to Bernson Project funding update with a receive and file highlighting next steps for staff to continue to monitor state funds and return to the Board with recommendations by the first quarter of FY 19 if any changes occurred. Staff is providing an update on the change in direction of approximately \$80 million state funding for the Project. With the change in direction, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

DISCUSSION

The Raymer to Bernson Double Track Project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains.

On August 31, 2018, Metro received a letter from Southern California Regional Rail Authority (SCRRA) stating that SCRRA performed an operations analysis confirming the Raymer to Bernson Double Track Project provides strong reliability benefits, but that it only benefits capacity when train frequencies in the corridor reach 15 minutes in the future. The letter also indicated California State Transportation Agency intentions to reprogram the \$80 million funding of the State Transportation Improvement Program and Proposition 1B to other SCRRA's Southern California Optimized Rail Expansion (SCORE) Projects. Refer to Attachment A.

California State Transportation (CalSTA) awarded a Transit and Intercity Rail Capital Program (TIRCP) award to Southern California Regional Rail Authority (SCRRA) in April 2018 to achieve initial objectives of the California Southern California Optimized Rail Expansion (SCORE) Program,

including basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN Corridor).

Staff has spent \$6.3 million to date for the final design of the Raymer to Bernson Double Track Project before it was placed on hold in 2015. However, in light of the SCRRA's letter and CalSTA's intention to reprogram the remaining funds of approximately \$74 million, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

FINANCIAL IMPACT

Metro secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail.

Impact to Budget

The final design of the Project is on hold since 2015. CalSTA is reprogramming the remaining state funds which will have no impact to Metro's operating and capital budget.

ALTERNATIVES CONSIDERED

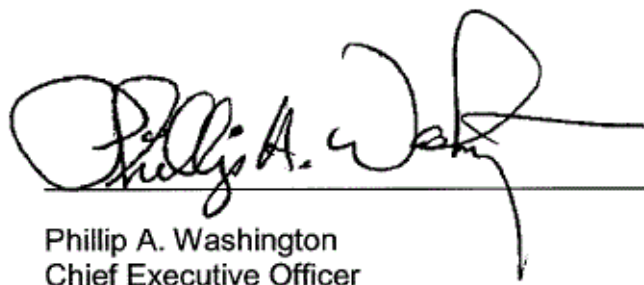
The alternative would be for the Board not to receive this report. This is not recommended as this update was requested by the Board.

ATTACHMENTS

Attachment A - Letter from SCRRA CEO to Metro CEO

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Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer



METROLINK.

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metrolinktrains.com

August 31, 2018

Mr. Phil Washington, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Analysis of Raymer-Bernson Double Track Project for SCORE and the
2018 Transit and Intercity Rail Capital Program

Dear Phil:

This letter provides background regarding the Raymer-Bernson double track project and the Southern California Regional Rail Authority's (SCRRA's) application for funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the Southern California Optimized Rail Expansion (SCORE) Program.

SCRRA believes that the Raymer-Bernson project is an essential component of the SCORE program.

The Authority's application for funding from the 2018 TIRCP for the entire Southern California regional rail system included a broad range of projects, including those that add capacity, provide reliability, and promote safety. The California State Transportation Agency (CalSTA) awarded a TIRCP grant to SCRRA to achieve initial objectives of the SCORE Program, including providing the basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor).

One of those projects included in the application was the Raymer-Bernson double track project being advanced along the LOSSAN Corridor in Los Angeles County. An operations analysis performed by SCRRA confirmed that the Raymer-Bernson double track project does provide strong reliability benefits, but that it benefits capacity when train frequencies in the corridor reached every 15 minutes. The analysis indicated that the project is not as essential at frequencies of 30 minutes or 60 minutes.

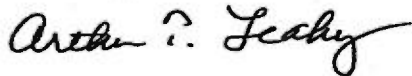
It has come to our attention that CalSTA is recommending a reprogramming of \$61 million in FY21 State Transportation Improvement Program Funding from the Raymer Bernson double track Project to projects in the Los Angeles County portion of the SCORE

Program. Eligible projects in Los Angeles County for the reprogrammed STIP funding include Link US and improvements to Burbank Junction, which will allow for 30- and 60-minute service frequencies. Separately, we understand that CalSTA is recommending reprogramming \$13 million of Proposition 1B Intercity Rail funds to other projects along the LOSSAN Corridor for similar reasons.

The Raymer-Bernson project is still important to the success of the SCORE program, especially when service in that section of the LOSSAN Corridor evolves toward higher 15-minute frequencies. SCRRA and SCORE partners will work with Metro to continue seeking funds to support investment in Raymer-Bernson double track.

We look forward to working with you on these important enhancements.

Sincerely,



Arthur T. Leahy
Chief Executive Officer