TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON
CHIEF EXECUTIVE OFFICER

FROM: RICHARD CLARK
EXECUTIVE DIRECTOR, PROGRAM MANAGEMENT

SUBJECT: UPDATE ON THE MOTION 14.2: FEASIBILITY OF RELOCATING THE EL MONTE METROLINK STATION

ISSUE

Motion 14.2 was introduced at the October Board meeting to examine relocating the Metrolink El Monte Station to have a direct connection at the El Monte Transit Center. The existing El Monte Metrolink Station, located on the Metrolink San Bernardino Line, is located approximately one mile from the Metro El Monte Transit Center thereby making connections between the commuter rail and the transit center difficult.

DISCUSSION

The Metrolink El Monte Station is located on the Metrolink San Bernardino Line. This line is the busiest on the Metrolink system with over 11,000 daily riders. Currently the Metrolink Station is served by Foothill Transit, Metro buses, City of El Monte Commuter Shuttles, and the City of El Monte Trolley. The Station is located approximately one mile from the El Monte Transit Center. This Transit Center serves between 22,000 and 25,000 daily patrons and is the largest bus terminal west of Chicago.

In September of 2014 the Metro Regional Rail team completed a study of the San Bernardino Line. This study examined the line for potential improvements that would increase capacity, safety, operational reliability, and improve customer service. As part of this study, the El Monte station was examined for possible relocation to the El Monte Transit Center.

Several alternatives were examined with various degrees of impact. The preferred alternative was a center platform station with vertical circulation. This station would have an at-grade direct connection to the El Monte Bus Way. The platform would be located to the south of the existing SBL mainline on the elevated Rio Hondo River Bridge adjacent to Santa Anita Avenue in El Monte. To serve both sides of the station,
an additional siding track is proposed at the station starting just west of the Rio Hondo River and terminating west of the existing Metrolink El Monte Station. The siding has the potential to provide additional capacity and improved rail operations.

There are several challenges associated with this option as follows:

• Constrained right-of-way
• Permitting adjacent to the Rio Hondo River
• The design and funding of the aerial structure.
• New bridge over Valley Blvd.
• Development of the El Monte Gateway
• The planned Santa Fe Train Plaza
• Funding for the project

Due to the limitations of the study, the alternative was not advanced further and additional study was recommended.

The El Monte Station Relocation Feasibility Study will examine the previous work and build upon that work. The ultimate goal is to determine the feasibility of relocating this station. Alternatives will be analyzed with conceptual costs estimates and potential sources of funding. In addition, operational feasibility will be addressed through modeling of operations on the San Bernardino Line. This study is expected to be complete in the fourth quarter of 2016.

DETERMINATION OF SAFETY IMPACT

The station concepts will be developed in coordination with Metrolink and in accordance with Metrolink standards and will be compliant with the Americans with Disabilities Act. No safety impacts are expected.

FINANCIAL IMPACT

Measure R 3% funds will be used for this study.

Since this is a multi-year contract/project, the Executive Officer, Regional Rail will be accountable for budgeting the cost in future years.

Impact to Budget

$500,000 in Measure R 3% funds will be programmed for this study from cost center 2415, Regional Rail.

ALTERNATIVES CONSIDERED

An alternative would be to not advance the Project. This will go against previous Board action to study this connection.
NEXT STEPS

Staff is developing a Request for Proposals to seek a qualified consultant from the Regional Rail Engineering and Planning for the El Monte Station Relocation Feasibility Study. The procurement process will begin in April. The study should begin in July of 2016 with a completion in the third quarter of FY 2017.