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**AUGUST 11, 2017**

**TO:** BOARD OF DIRECTORS

**THROUGH:** PHILLIP A. WASHINGTON *PAW*  
CHIEF EXECUTIVE OFFICER

**FROM:** RICHARD CLARKE *RFC*  
CHIEF PROGRAM MANAGEMENT OFFICER

**SUBJECT:** STAFF-LEVEL TASK FORCE FOR METROLINK SAN  
BERNARDINO LINE AND METRO GOLD LINE PHASE 2B  
EXTENSION

### ISSUE

Since the opening of Metro Foothill Gold Line Extension Phase 2A from Pasadena to Azusa in March 2016, the Metrolink San Bernardino (SB) Line, especially at the Metrolink Covina Station, has experienced a substantial decline in ridership. The next phase of the Gold Line Extension (Phase 2B) from Glendora to Montclair is being planned to share a portion of the San Gabriel subdivision with Metrolink. Three Gold Line stations will be constructed immediately adjacent to the three existing Metrolink stations in the cities of Pomona, Claremont and Montclair (refer to Figure 1 Glendora to Montclair Segment). Upon opening of the Foothill Gold Line Phase 2B, ridership on the Metrolink SB Line is expected to further decline.

### DISCUSSION

Metro is proposing to form a staff-level task force to study the issue and offer recommendations. The task force would include representatives from the San Gabriel Valley Council of Governments (SGVCOG), cities of Pomona and Claremont, Metro, Southern California Regional Rail Authority, Foothill Transit, and Foothill Gold Line Construction Authority. The task force would facilitate discussions and collaborations among stakeholders, collect and review information, and report to respective boards and councils with recommendations. The objective of the task force would be to offer recommendations that would allow for the efficient and cost effective operation of both Metrolink and Gold Line Extension Phase 2A to Montclair. Starting in October 2017, the task force will meet on a monthly basis or more frequently if needed. Once formed, the task force will also coordinate with our regional partners including San Bernardino County Transportation Authority (SBCTA) and Southern California Association of Governments (SCAG).

In addition, staff is recommending board approval in September to engage a consultant to study, perform rail modeling and provide recommendations on how the respective transit services will complement one another. The technical information and recommendations from this study will inform the staff-level task force discussed above.

## **BACKGROUND**

The Metrolink San Bernardino (SB) Line runs from Los Angeles Union Station (LAUS) to San Bernardino including 13 stations in Los Angeles and San Bernardino Counties. With 38 trains on a typical weekday, the SB Line is the busiest line in the Metrolink system carrying approximately 3.1 million riders a year.

As of third quarter of FY17 (January to March 2017), the average weekday boarding at the Metrolink Covina station has declined by 25% compared to third quarter of FY16 (January to March 2016). Overall the Metrolink SB Line has experienced a 7.6% decline in ridership over the same time period. The presumption is that a significant number of Metrolink riders that previously used the Covina Station has switched to the Gold Line service, opened on March 5, 2016. Currently the closest Gold Line station to the Metrolink Covina station is the Azusa (APU/Citrus College) station and they are about 4 miles apart.

The Foothill Gold Line Extension Phase 2B project will extend the Metro Gold Line 12.3 miles to the east and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair. The project is currently planned to be opened by 2027. The conceptual engineering plans show the alignment of the Gold Line to join the alignment of the Metrolink SB Line starting in the City of La Verne all the way to the terminus of Gold Line Phase 2B extension in the City of Montclair. Three new Gold Line stations (Pomona, Claremont and Montclair) are shown to be located immediately adjacent to the three existing Metrolink stations, as well as new and expanded parking facilities that will be shared by Gold Line and Metrolink riders. The future Gold Line station in City of Claremont, in particular, is planned to be located at the existing Claremont Metrolink station, therefore requiring the relocation and construction of a new Metrolink station. In general, the close proximity between Metrolink and future Gold Line stations will facilitate convenient transfers between the two rail services; however, it may also create direct competition between the two services.

Potential improvements to the Metrolink SB Line are being evaluated in a planning study led by SBCTA to supplement existing Metrolink SB Line with Diesel Multiple Unit (DMU) service. One of the objectives of the study is to maintain or increase the existing level of rail service by potentially providing more frequent off-peak service for rail riders in the San Gabriel Valley. This study is scheduled to be completed by end of 2018.

## **Next Steps**

1. Staff is recommending board approval in September 2017 to engage a consultant to study, perform rail modeling and provide recommendations on how the respective transit services will complement one another. Upon board

approval, procure and engage an engineering consultant to conduct the study by Spring 2018.

2. Meet and coordinate with stakeholders from the San Gabriel Valley Council of Governments (SGVCOG), cities of Pomona and Claremont, Metro, Southern California Regional Rail Authority, Foothill Transit, and Foothill Gold Line Construction Authority to select a representative that will participate in a staff level task force by October 2017.
3. Provide an update to the Board via the Regional Rail quarterly report.

Please contact Jeanet Owens, Senior Executive Officer of Regional Rail, if you have any questions 213-418-3189.

Attachments: Figure 1 Glendora to Montclair Segment

FIGURE 1

# Glendora to Montclair Segment



Approved by Construction Authority Board of Directors – March 2013