

Agenda Report

TO: City Council

DATE: June 10, 2002

FROM: City Manager

SUBJECT: Support for the Phase II Extension of the Metro Gold Line from Pasadena to Claremont and recommendation of light rail technology as the preferred alternative along the Metro Gold Line Phase II extension corridor

RECOMMENDATION:

It is recommended that the City Council adopt the attached resolution in support of the Phase II Extension of the Metro Gold Line from Pasadena to Claremont and authorize the Mayor to send a letter to the Los Angeles to Pasadena Metro Blue Line Construction Authority (Authority) recommending light rail transit as the preferred alternative of transportation along the I-210 corridor.

BACKGROUND:

The extension of the Gold Line will serve the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont as well as some unincorporated areas of Los Angeles County. Light rail will support the planning of appropriate growth and will strengthen established downtowns in the Foothill communities. It will offer shorter commuting trips, reduced traffic congestion, increased energy savings (1.5 million gallons of gasoline each year) and reduced levels of pollution (4 tons of carbon monoxide).

The Los Angeles to Pasadena Metro Blue Line Construction Authority, in collaboration with the San Gabriel Valley Council of Governments, is in the initial planning stages of the Phase II extension of the Metro Gold Line from Pasadena to Claremont. Before beginning the environmental review process, it is necessary that they determine the locally preferred mode alternative of cities along the corridor.

The four alternatives examined were as follows:

1. Institute a Bus Transit express route along I-210
Brief Background: Buses would operate on existing public streets. Buses are 67% more expensive to operate than light rail in the Los Angeles region (per Federal Transit Administration Annual Report), however Capital costs would be low as the buses would use existing streets. Efficiency would be limited since the buses would operate within standard rush hour congestion.
2. Construct a Bus Rapid Transit single use facility in the rail right-of-way
Brief Background: Buses are 67% more expensive to operation than light rail in the Los Angeles region (per Federal Transit Administration Annual Report). Capital costs are estimated at \$570 million for a Busway.
3. Build a Light Rail Transit system
Brief Background: Light rail is less expensive to operate (3¢ per passenger mile versus 5¢ per passenger mile for buses). Capital cost is estimated at \$816 million. Light Rail Transit has a passenger capacity of over 200 passengers per articulated car or over 600 for a three car train. A 40' bus has a capacity of 60 passengers.

Electric Light Rail does not produce contaminants to the environment.

4. Utilize Diesel Multiple Units along a fixed rail track
Brief Background: Self propelled Diesel Multiple Unit (DMU) vehicles on rail are less than buses in operating costs. There are no self propelled light rail units and no DMU light rail type vehicle in use in the United States. There would need to be redundant maintenance facilities in addition to current light rail to maintain this type vehicle. Capital costs are estimated at \$770 million.

Diesel Multiple Units produce contaminants to the environment.

Diesel Multiple Units would require a transfer at Sierra Madre Villa and would have a negative impact on ridership.

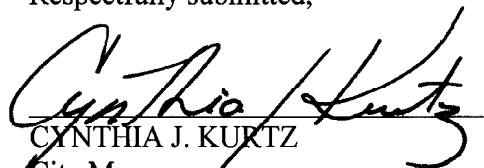
City staff has reviewed the alternatives. Light Rail is the recommended preferred alternative since it is less costly to operate, has a much greater passenger capacity, does not pollute the environment and continues to use the mode and support facilities of Phase I.

The Construction Authority has asked that each City formally select a preferred technology. Once the results from the 11 corridor cities have been received, the Construction Authority will then make a final determination on the alternatives and begin the environmental review process.

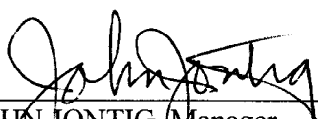
FISCAL IMPACT:

There is no fiscal impact as a result of this recommendation.

Respectfully submitted,

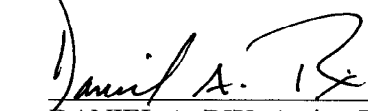

CYNTHIA J. KURTZ
City Manager

Prepared by:



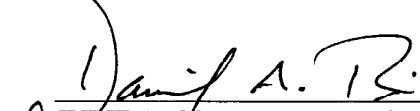
JOHN JONTIG, Manager
Light Rail Project

Reviewed by:



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Approved by:



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