



Board Report

File #: 2019-0191, File Type: Motion / Motion Response

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on potential changes in the California High Speed Rail system.

ISSUE

On February 28, 2019, Directors Barger, Najarian and Krekorian directed the Chief Executive Officer to:

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

DISCUSSION

Background

The CAHSR 2018 Business Plan dated June 1, 2018 identifies the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments as critical to supporting the Southern California economy. Since then, a high-speed rail audit by the State Auditor was released on November 15, 2018 faulting the CAHSR for cost overruns and delays and identified a number of

areas of improvement. The CAHSR responded to the State Auditor and stressed commitment to its mission to deliver high-speed rail to California, while also being good stewards of taxpayer dollars. Furthermore, the Authority Board of Directors marked a program milestone in November 2018 by advancing environmental clearances in Southern California for three project sections: Palmdale to Burbank, Burbank to Los Angeles and Los Angeles to Anaheim. Then in Governor's State of the State address delivered on February 12, 2019, the Governor refocused the priority of the high speed rail system to completing the Central Valley. The CAHSR indicated that Governor's State address did not change the CAHSR's approach with respect to project delivery in Southern California and stated the Governor's commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Given CAHSR's focus on the Central Valley to Silicon Valley segments, the arrival of high speed rail into the Southern California region may take longer than 2033 which will further increase the high speed rail project costs due to market escalation.

- A. In partnership with the City of Palmdale, the California High Speed Rail Authority is proposing a new multi-modal station in the City of Palmdale, located near Avenue Q and Sierra Highway, adjacent to the Metrolink Palmdale Station. This new multi-modal Palmdale Transportation Center (PTC) will feature a Metrolink station with local and commuter bus hub. The PTC will also serve the proposed Virgin USA Trains (formerly Brightline and XpressWest) high speed rail service via the future High Desert Corridor. This proposed PTC is currently part of the Palmdale Transit Village Specific Plan, a 110-acre transit-oriented, mixed-use planning area located between Rancho Vista Boulevard and Avenue R and between State Route 14 and 15th Street East, and includes the Palmdale Airport. The Palmdale Transit Village Specific Plan will be used to guide land use changes to promote economic development, encourage station accessibility and enhance regional mobility. The multimodal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016-2040) and California High Speed Rail Authority (CAHSR) 2018 Business Plan.
- B. Staff from Metro's Government Relations, County-wide Planning and Regional Rail engages regularly with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members. Staff continues to discuss the progress CAHSR's contribution totaling \$500 million to the bookend projects of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR. At staff's recent meetings with CalSTA and CAHSR in February and April of 2019, CAHSR and Calsta have confirmed that there are no changes to the HSR plan outlined in the CAHSR 2018 Business Plan. On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain. Staff testified on the significant benefits that can come from CAHSR making more new investments in the existing rail infrastructure system in Southern California especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that will provide immediate benefits that speed up rail service in Southern California with decreased travel times as well as improved commutes for people in Southern California who are already making two to three hour commutes one way. Staff also reminded the Senators the importance of HSR's guiding principle of making strategic concurrent investments that will be

linked over time with the HSR system that enhance mobility and provide, economic and environmental benefits to Southern California while positioning CAHSR to construct additional segments as funding becomes available.

- C. Proposition 1A High Speed Passenger Train Bond Act stipulates that the high-speed train would need to move at a speed of at least 200 mph and connect San Francisco to Los Angeles Union Station in 2 hours and 40 minutes or less. Therefore, CAHSR has proposed dedicated high speed rail corridors statewide to meet the speed and travel time requirement for the high speed rail system. In densely populated and developed urban areas where an existing rail corridor exists, CAHSR has proposed to improve those corridors, currently used by other commuter and intercity rail operators (e.g. Metrolink and Amtrak) and freight railroads (e.g. Union Pacific Railroad and Burlington Northern Santa Fe), and operate high-speed trains at the same speed as other rail operators and freight in a shared corridor with a blended approach. Staff believes with additional infrastructure investments by CAHSR on the Metrolink Antelope Valley Line in which high-speed trains can begin to operate in Southern California sooner, although overall travel time may be longer given the lower operating speed. Staff has coordinated with Metrolink and other local agencies to propose the following specific projects for advancement that would provide immediate regional mobility benefits that will relieve traffic congestion while accommodating a future HSR system totaling \$1.044 billion or \$522 million of new CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Los Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million
14. ~~Burbank Junction - CP Taylor Track Improvements - \$13.4 million~~

Cities and communities along the existing Metrolink corridors will benefit immediately from the early high speed rail investments. For example, the proposed new intermodal Palmdale Transportation Center as discussed in Item A will promote economic development and enhance regional mobility. The proposed Rancho Vista Boulevard and Doran Street and Broadway/Brazil Grade Separation projects will improve safety and traffic circulation in Cities of Palmdale, Glendale, and Los Angeles. The proposed Brighton to Roxford Double Track project will improve regional rail service and mobility while enhancing safety for the corridor communities and

commuters on the Metrolink Antelope Valley Line. It should be noted that the recipient of the Proposition 1A funds shall provide matching funds in an amount not less than the amount awarded, i.e. a 50-50 match, under the Proposition 1A Bond Act. Therefore, the total cost of the specific projects is approximately \$1.044 billion which is approximately \$522 million of new CAHSR investments.

In addition, Metrolink has proposed a list of shovel-ready rehabilitation and capital projects for advancement on the Antelope Valley and Burbank to Anaheim corridor within the HSR project segments between Palmdale and Anaheim, including significant upgrades to track, signal and other railroad infrastructure with a total estimated cost of \$80.3 million. See Attachments A-1 and A-2 for a detail listing of proposed projects from Metrolink.

~~As part of the A study of the Antelope Valley Line Study between Lancaster and Burbank is currently underway, as directed by Directors Barger and Najarian, in coordination with Metrolink and the North Los Angeles County Transportation Coalition (NCTC) stakeholders, Study has to analyzed various capital projects and service improvement scenarios in order to develop a prioritized list of projects on the Antelope Valley Line. In April 2019, the North Los Angeles County Transportation Coalition (NCTC) stakeholders recommended that four (4) projects, at a total estimated cost of \$175 million, be advanced for further development in order to deliver a 30 minute service to Santa Clarita and hourly service to Lancaster. The Study is expected to be completed in August July 2019 with recommendation for strategic capital project advancements to and will be presented to the Metro Board for consideration by at the July 2019 board meeting.~~

Staff has coordinated with the CAHSR in regards to this Board motion and CAHSR has provided a memorandum in response to the motion (see Attachment B). This memorandum illustrates the long-standing working relationship between CAHSR, Metro, Metrolink, CalSTA, and other regional partners and reassures that there have been no changes to CAHSR priorities in Southern California and the commitments to the Southern California MOU projects from 2012. To date CAHSR has contributed and committed a total of \$888 million from Proposition 1A funds, including \$500 million in bookend projects (Link Union Station and Rosecrans/Marquardt Grade Separation) and \$388 million in connectivity projects (Regional Connector and others). The CAHSR is in the process of environmentally clearing the statewide Phase 1 system.

The projects proposed for advancement from staff, Metrolink and CAHSR take into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

FINANCIAL IMPACT

This report is a response to Board inquiry on high-speed rail changes. There is no direct financial impact by this Receive and File report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1, 3 and 4. This receive and file supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit

connections throughout the network and serves to implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Staff will complete the Antelope Valley Line Study by June 2019 with recommendation for capital project advancements to be presented to the Metro Board for consideration in July 2019. Staff will continue to coordinate with Metrolink and CAHSR to advance the capital projects and seek funding for construction.

ATTACHMENTS

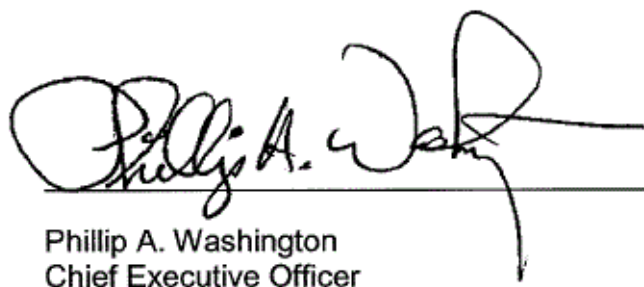
Attachment A-1 - Metrolink's Burbank to Anaheim Shovel-Ready Projects

Attachment A-2 - Metrolink's Antelope Valley Line Capital Program

Attachment B - CAHSR's Memorandum on Readiness in Response to Potential High-Speed Rail Changes

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer



METROLINK

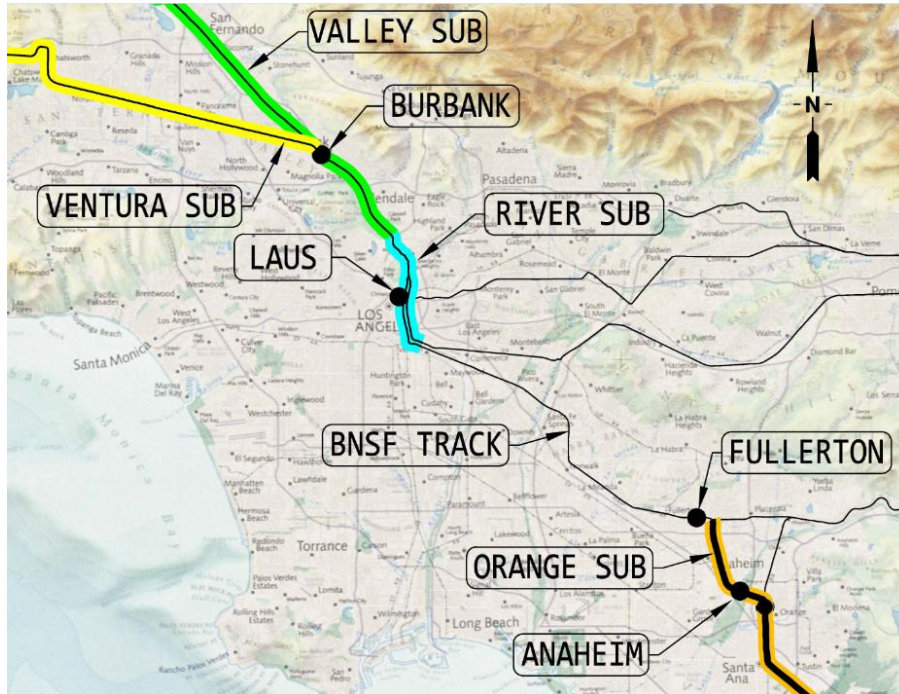
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

2558 Supply Street Pomona, CA 91767

metrolinktrains.com

Burbank to Anaheim Shovel-Ready Projects Fact Sheet

The Corridor between Burbank and Anaheim is one of Metrolink's busiest corridors that serves LOSSAN, Orange County bound trains, trains from both the Antelope Valley and the Ventura Lines, Amtrak, Union Pacific (UPRR), and Burlington Northern Santa Fe (BNSF). Metrolink owns and maintains the tracks along three subdivisions on this corridor: the Valley Subdivision, the River Subdivision, and the Orange Subdivision. The stretch of track between the River Subdivision and the Orange Subdivision is owned, dispatched, and maintained by BNSF.



Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the heavy train traffic along these corridors, the segments between Burbank and Anaheim have a growing list of rehabilitation, state of good repair (SGR), and other construction projects that are shovel-ready and can break ground within 3-12 months of funding being allocated.

Currently, there are a number of capacity expansion projects in development within this corridor but due to their early stage of development will not be shovel ready within 3-12 months and thus are not considered shovel-ready.

The rehabilitation shovel-ready projects listed below have either the design complete or near completion or require little to no design using Metrolink's standard plans and can move immediately into construction (many rehabilitation projects are like this). Metrolink also has the ability, using job order contracts, to begin construction almost immediately once funding is allocated on standard railroad projects such as rail, tie, and culvert replacements.

Priority	Capital Rehabilitation & Expansion Projects:	Project Benefit	Assemb./Senate Dist. No.	Total Projected Cost
1*	LAUS Track and Signal Modernization	Reliability	Assemb. 51 – Sen. 24	\$28,643,632
2	FY20 Valley Signal System Request	Reliability	Assemb. 43,51 – Sen 24,25	\$1,000,825
3	FY20 Facilities Request – CMF	Reliability	Assemb. 51 – Sen. 24	\$1,810,000
4	Burbank Jct – CP Taylor Track Improvements	Reliability	Assemb. 43,51 – Sen 24,25	\$13,400,000
5	River Sub Track Improvements CP Taylor to CP Chavez	Reliability	Assemb. 51,53 – Sen. 24	\$4,500,000
6	Station Communications Upgrades – Burbank to Anaheim	Customer Experience	Assemb. 43, 51, 53, 68, 69 – Sen. 24, 25, 29, 34, 37	\$1,720,000
7	River Sub West Bank Track Improvements - Chavez to Redondo	Reliability	Assemb. 53 – Sen. 24	\$6,000,000
8	Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$2,300,000
9	Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	Reliability	Assemb. 43,51 – Sen 24,25	\$2,000,000
10	Orange Sub Signal Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$300,000
11	Valley Signal Rehabilitation between Burbank and CP Taylor	Reliability	Assemb. 43,51 – Sen 24,25	\$1,300,000
12	River Sub Bridge 3.35 Grading, Drainage, and Fencing	Safety and Security	Assemb. 51 – Sen. 24	\$300,000
13	River Sub Signal Rehabilitation – CP Taylor to Redondo	Reliability	Assemb. 51,53 – Sen. 24	\$3,500,000
14	Burbank to Los Angeles Lubricator Replacements and Enhancements	SGR	Assemb. 43,51 – Sen 24,25	\$1,000,000

15	Main St – West Bank Crossing Track Rehabilitation	SGR	Assemb. 51 – Sen. 24	\$650,000
16	Fencing/Slope Stabilization between Capitol and Dayton	Safety and Security	Assemb. 51 – Sen. 24	\$250,000
17	Valley Sub Grading and Ditching between Chevy Chase and Colorado and Glendale Fwy to CP Taylor	SGR	Assemb. 43,51 – Sen 24,25	\$1,500,000
18	Replacement of East and West Diamonds into CP Mission	Reliability	Assemb. 51 – Sen. 24	\$1,600,000
19	Orange-Olive Wye Modernization and Signal Improvements	Operational Efficiencies and Reliability	Assemb. 68 – Sen. 37	\$5,000,000
20	Orange Siding and Spur Tracks – MSEP Phase 2	Operational Efficiencies and Reliability	Assemb. 69 – Sen. 29	\$3,000,000
21	“Roundhouse” Lead Rehabilitation – Siding Track to Amtrak Yard	SGR	Assemb. 53 – Sen. 24	\$500,000
Total				\$80,274,457

*LAUS Track and Signal Modernization project is partially funded, with a funding gap of approximately \$28.6M for the preferred Scope of Work.



METROLINK

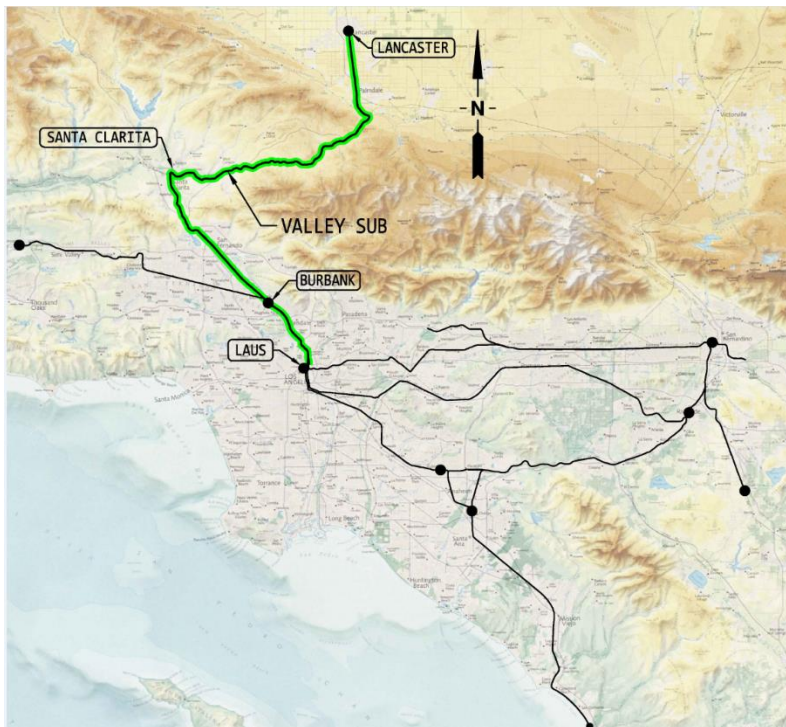
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

2558 Supply Street Pomona, CA 91767

metrolinktrains.com

Antelope Valley Line Capital Program – Fact Sheet

The Antelope Valley Line is one of Metrolink's busiest lines that brings passengers from Lancaster into Los Angeles, passing through both the Antelope and San Fernando Valleys. Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the mountainous geography that this line traverses, the Antelope Valley Line requires a combination of Capital Rehabilitation projects and Capital Expansion projects to provide reliable service and enable more frequent passenger service in the future. There are existing structures that date back as far as the 1930s, which are in dire need of replacement to maintain reliable services for our existing operation and proposed service increases.



Metrolink's Rehabilitation Plan prioritizes rehabilitation needs throughout the system using a condition and performance-based assessment methodology. Rehabilitation projects along the Antelope Valley Line listed below address large scale issues in two primary areas: (1) the most geographically difficult area between Palmdale and Santa Clarita; and (2) the busiest section of track between Burbank and Los Angeles. In addition, the initial goal of Metrolink's Southern California Optimized Rail Expansion (SCORE) program

for the Antelope Valley line is to enable reliable bi-directional 30-minute service to Santa Clarita and an hourly peak express train to Lancaster.

The prioritized list below includes both Rehabilitation and Capital Expansion projects. The Rehabilitation projects are prioritized ahead of the Expansion projects to ensure reliable service is provided for the existing operations, regardless of when the Expansion projects are implemented. However, it is assumed that the Expansion projects, with priority rankings 6 through 14 below, include rehabilitation of the existing infrastructure within the project footprint, bringing the assets up to a State of Good

Repair and ensuring the reliability of service into the future. Rehabilitation projects have been identified in the MRP and Expansion projects have been identified in the SCORE Program.

Priority	Capital Rehabilitation & Expansion Projects:	Total Projected Cost
1*	Tunnel 25 Track and Drainage	\$10,000,000
2*	Burbank Jct. – CP Taylor Track Improvements	\$13,400,000
3*	Valley Rail and Ties between Palmdale and CP Soledad**	\$37,500,000
4*	Valley Culverts between Palmdale and CP Soledad (36 Total)	\$18,849,246
5*	Valley Signal Rehabilitation	\$3,156,030
6	Balboa Siding Extension and Speed Improvements	\$41,800,000
7	Santa Clarita Double Track	\$95,400,000
8	Brighton-Roxford Double Track	\$214,400,000
9	Lancaster Terminal Improvements	\$27,300,000
10	Saugus-Hood Double Track	\$41,600,000
11	Acton Downtown Double Track	\$56,000,000
12	Expanded Maintenance Facilities	\$68,300,000
13	Palmdale-Lancaster Double Track	\$127,300,000
14	Ravenna-Agua Dolce Double Track	\$77,300,000
Total		\$832,305,276

*Rehabilitation Project. Does not include FY20 Capital Rehabilitation Projects.

**Project includes resiliency upgrades from wood to concrete ties along portions of mountainous curved track. These upgrades have a large upfront cost but reduce Operating Maintenance costs long-term due to the longer life of these investments.



RE: Readiness in Response to Potential High-Speed Rail Changes

The California High-Speed Rail Authority (Authority) is providing the Los Angeles County Metropolitan Transportation Authority (Metro) with this memo in response to the motion presented at the Metro Board meeting on February 28, 2019 titled: Readiness in Response to Potential High-Speed Rail Changes. The motion was initiated so that Metro staff can understand how changes to the high-speed rail project might impact the region and to combine efforts with local and state partners to identify and promote critical projects that can provide mutual benefits.

In Governor Newsom's State of the State address delivered on February 12, 2019, the Governor did not change the Authority's approach with respect to project delivery in Southern California. The Governor stated a commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Nevertheless, while there are no recent changes to the high-speed rail project that may impact the Southern California region, the Authority is glad to provide Metro staff with information that may be helpful for a response to the Metro Board motion.

Text from the Metro Board motion are provided in italics within this memo. Information from the Authority in response to the motion is provided below each section of text.

Paragraph 1: *A great amount of uncertainty remains over potential impacts to the Los Angeles region as a result of any changes to the California High-Speed Rail project. Metro and the Authority have entered into a funding agreement for the critical Rosecrans/Marquardt grade separation, and a Memorandum of Understanding (MOU) for the Link Union Station project.*

Authority Response: The Rosecrans/Marquardt Project Management and Funding Agreement (PMFA) signed by the Authority and Metro in May 2018 remains in effect, with a maximum Proposition 1A funding commitment of \$76.665 million towards this important grade separation project.

The Authority will direct the remaining \$423.335 million in Proposition 1A Southern California early investment funding to the Link Union Station (Link US) project, as stated in the Authority's 2018 Business Plan adopted by the Authority Board in May 2018. This direction is also consistent with Senate Bill 1029 signed into law in July 2012 that legislatively appropriated \$500 million in funding to Southern California early investment projects, a letter sent by former Governor Brown to the Metro Board in March 2017 that affirms a commitment to the Link US early investment project (provided as an attachment to this memo), and Governor Newsom's State of the State address in February 2019 that called for completion of regional bookend projects in Southern California. The decision on the Proposition 1A funding allocation to the Link US project is final. The Authority and Metro are currently completing the required administrative steps, including developing the Link US subdivision (d) funding plan.

This \$500 million in Proposition 1A bookend funding is in addition to about \$388 million of Proposition 1A connectivity funding for major capital projects in Southern California including Metro's Regional Connector, SCRRA's new Tier 4 locomotives, and San Diego MTS Blue Line improvements.

Paragraphs 2 and 3: *The Authority, Metro, and other Southern California partner agencies also entered into an MOU in 2012 for the purpose of identifying and investing in local rail corridors to prepare for future integrated service and operations. This MOU identified a "prioritized rail improvement list"*

(PRIL), resulting from a collaborative process, for a region-wide series of improvements and enhancements, including the HSR phase 1 corridor and feeder rail corridors, that would support a blended systems/operations model.

A majority of the PRIL projects are in Los Angeles County and a significant number of those fall on the Metrolink Antelope Valley Line (AVL), between Palmdale (where a future HSR station is to be built) and Union Station. The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Authority Response: The State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 Southern California MOU was executed, as shown in the table below.

PRIL#	County	Description	Lead Agency	Project Cost, in millions	State Funds, in millions	State Funds, percentage
1	LA	Link Union Station	Metro	\$2,100.0	\$845.5	40.3%
4	Riv	McKinley St Grade Separation	RCTC	\$91.3	\$84.5	92.5%
5	SB	CP Lilac to CP Rancho Double Track	SBCTA	\$72.0	\$2.3	3.2%
6	SD	San Onofre to Pulgas Double Track	SANDAG	\$67.7	\$38.9	57.4%
9	Riv	Jurupa Rd Grade Separation	RCTC	\$108.4	\$108.4	100.0%
14	Ora	Laguna Niguel to SJ Capistrano Siding	OCTA	\$30.8	\$7.9	25.7%
16	SD	Elvira to Morena Double Track	SANDAG	\$192.0	\$66.0	34.4%
30	SD	Sorrento to Miramar Phase 2	SANDAG	\$98.0	\$2.0	2.0%
31	LA	Vincent Siding Extension and Platform	Metro	\$17.4	\$8.2	47.1%
32	LA	Rosecrans/Marquardt Grade Separation	Metro	\$156.4	\$107.7	68.8%
38	LA	Raymer to Bernson Double Track	Metro	\$104.4	\$6.3	6.0%
40	LA	Van Nuys Station Platform	SCRRA	\$34.9	\$31.1	89.1%
48	LA	Durfee Grade Separation	ACE	\$91.1	\$2.7	3.0%
Total				\$3,164.5	\$1,311.4	41.4%

Notes:

- County abbreviations – LA: Los Angeles, Ora: Orange, Riv: Riverside, SB: San Bernardino, SD: San Diego.
- Lead Agency abbreviations – ACE: Alameda Corridor-East Construction Authority, Metro: Los Angeles County Metropolitan Transportation Authority, OCTA: Orange County Transportation Authority, RCTC: Riverside County Transportation Commission, SANDAG: San Diego Association of Governments, SBCTA: San Bernardino County Transportation Authority, SCRRA: Southern California Regional Rail Authority.
- Project Cost is the latest available estimated total project cost reported by the lead agency.
- State Funds include the following state funding sources: Proposition 1A, Transit Intercity and Rail Capital Program (TIRCP), Cap and Trade, Senate Bill (SB) 1, SB 132, State Transportation Improvement Program (STIP), California Public Utilities Commission (CPUC) Section 190, Proposition 1B, Proposition 116, and Caltrans' Division of Rail.
- A Proposition 1A funding commitment of \$423.3 million for Link Union Station, and a \$5.0 million funding commitment from CalSTA and Caltrans, are in progress. These amounts are included in the state funding of \$845.5 million indicated for the project.

The State's investment of over \$1.3 billion in the PRIL projects includes about \$1.0 billion in funding for projects in Los Angeles County, of which \$853.7 million is going towards projects located on the Metrolink AVL Line (#1: Link Union Station, #31: Vincent Siding Extension).

The Authority is also environmentally clearing four Southern California project sections of the high-speed rail Phase 1 system: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. This includes the environmental clearance of 20 PRIL projects, including 13 projects in Los Angeles County of which 9 are located on the AVL Line:

- #3: State College Blvd Grade Separation (Orange County)
- #8: Ball Rd Grade Separation (Orange County)
- #12: Orangethorpe Ave Grade Separation (Orange County)
- #20: Lancaster to Palmdale Double Track (Los Angeles County – AVL Line)
- #26: Sycamore St Closure (Orange County)
- #33: Norwalk Blvd / Los Nietos Rd Grade Separation (Los Angeles County)
- #35: Glendale Slide Relocation (Los Angeles County – AVL Line)
- #36: Glendale Station Redesign (Los Angeles County – AVL Line)
- #43: Sheldon St Grade Separation (Los Angeles County – AVL Line)
- #45: Chevy Chase Closure / Goodwin Ave Grade Separation (Los Angeles County – AVL Line)
- #52: Grandview Ave Grade Separation (Los Angeles County – AVL Line)
- #53: Sonora Ave Grade Separation (Los Angeles County – AVL Line)
- #63: Alondra Blvd Grade Separation Reconstruction (Los Angeles County)
- #64: Carmenita Rd Grade Separation Widening (Los Angeles County)
- #66: Pioneer Blvd Grade Separation (Los Angeles County)
- #67: Vermont Ave Grade Separation (Orange County)
- #68: South St Closure (Orange County)
- #69: Penrose St Closure (Los Angeles County – AVL Line)
- #70: Broadway St Grade Separation (Orange County)
- #73: Main St Grade Separation (Los Angeles County – AVL Line)

Within the portion of the AVL Line between Lancaster and Palmdale, the Authority is environmentally clearing projects that include adding a second mainline track for Metrolink service, adding a high-speed rail station in Palmdale that will be used by future California high-speed rail service and XpressWest service to/from Las Vegas, 11 new grade separations for both Metrolink and high-speed rail trains, and a new high-speed rail maintenance facility that could potentially be shared with Metrolink. The Authority is glad to discuss additional opportunities to improve the AVL Line with Metro.

In summary:

- The State of California has provided over \$1.3 billion in funding towards the design and construction of 13 PRIL projects since the year 2012 MOU was executed. About \$1.0 billion of that investment is going towards six projects in Los Angeles County, of which \$853.7 million is going towards two projects located on the Metrolink AVL Line.
- The Authority is environmentally clearing 20 other PRIL projects; 13 are in Los Angeles County of which 9 are located on the Metrolink AVL Line. Environmental clearance of these projects is an important step that is necessary for the Authority and/or other agencies to advance these projects into final design and construction.

Paragraph 4: *It is important that Metro take this opportunity to engage local and state partners to understand how any changes to the HSR project might impact the region and to combine efforts to identify and promote critical projects that can provide mutual benefits, should an opportunity arise to advance them.*

Authority Response: The Authority has coordinated closely with our local and state partners since execution of the year 2012 Southern California MOU. Staff from each of the 2012 MOU signatory agencies participated in the Southern California Passenger Rail Partners Working Group, which was formed to maintain the list of early investment projects in Southern California, develop funding plans for projects on the list, and work collaboratively to implement projects consistent with the commitments made in the year 2012 MOU. As noted in our response to Paragraphs 2 and 3, the State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 MOU was executed.

In its 2016 and 2018 Business Plans, the Authority identified the rail corridor connecting Burbank, Los Angeles, and Anaheim as being of regional and statewide significance, critical to supporting the Southern California economy. The Authority and its partners are focusing on modernizing and improving this shared urban mobility corridor because:

- The corridor facilitates cargo movements to and from the Ports of Los Angeles and Long Beach, the nation's two busiest ports based on container traffic.
- The corridor is part of the nation's second busiest Amtrak line and is served by four of Metrolink's seven regional rail lines.
- The corridor will be an essential link in the statewide high-speed rail system, connecting with some of California's most significant tourist, entertainment, cultural and business destinations.

Working with our partners to improve the Burbank to Anaheim rail corridor will have tremendous benefits for the region including enhanced capacity and reliability for all rail operators in the corridor, improved safety and air quality, increased passenger rail ridership, and reduced traffic congestion. The "Triple Bottom Line" objectives of this work are to: improve safety and state of good repair, protect and enhance existing services, and establish the foundation for introduction of high-speed rail service.

The Authority recently partnered with Metro, SCRRA, the LOSSAN Rail Corridor Agency, and BNSF Railway and applied in January 2018 to the California State Transportation Agency (CalSTA) for funding from the Transit and Intercity Rail Capital Program (TIRCP). The application, submitted by SCRRA as the lead agency, was for the Southern California Optimized Rail Expansion (SCORE) Program which would fundamentally transform, expand, connect and improve regional rail service throughout Southern California in advance of the Los Angeles 2028 Summer Olympics. CalSTA awarded a TIRCP grant of \$875.7 million to SCRRA in April 2018 for the SCORE Program.

SCRRA subsequently developed its multi-year allocation plan for the SCORE Program that included \$398.4 million to the Link US project and \$477.3 million for numerous additional regional rail investments throughout Southern California, including double-track projects, grade separations, station improvements and maintenance facilities. The Authority, CalSTA, SCRRA, and BNSF worked together to identify early action projects for implementation in the Burbank to Anaheim rail corridor during the next five years, including:

- Relocation of the Commerce Metrolink station, which will enable the separation of passenger trains and freight trains near the BNSF Commerce Yard.

- The Fullerton Interlocker project, which will help untangle passenger and freight train crossing movements near the Fullerton Metrolink and Amtrak station.
- A passenger track flyover between I-710 and I-5, which will help enhance capacity, reliability, and on-time performance in the corridor.

The Authority has also coordinated closely with Metro on project-level environmental clearance work since 2015:

- In February 2015, the Authority and Metro executed a contract for Metro to engage with Authority staff to complete the Authority's environmental clearance of high-speed rail service in Southern California and to make sure that high-speed rail trains can operate in a shared urban corridor. Through this agreement, Metro has reviewed the Authority's draft preliminary engineering work and provided comments to the Authority.
- In May 2016, the Authority and Metro executed a contract for the Authority to share project development costs for the integration of high-speed rail service at Los Angeles Union Station (LAUS) in downtown Los Angeles, for up to \$15.0 million. The Authority and Metro executed an amendment in August 2017 to increase the contract value from \$15.0 million to \$18.7 million. Through this agreement, the Authority has reviewed Metro's environmental and preliminary engineering work for the Link US project and provided comments to Metro.

The Authority's environmental clearance work is essential to implement a number of the PRIL projects (as identified in our response to Paragraphs 2 and 3), to make investments on the AVL Line in the Antelope Valley, and to move forward with early action projects in the Burbank to Anaheim shared urban mobility corridor.

These activities collectively demonstrate the Authority's ongoing commitment to work with our local and state partner agencies to modernize the passenger and freight rail network in Southern California, and advance early investment projects that bring mobility, reliability, and connectivity benefits to Southern California travelers in an expedited timeframe. The Authority will continue to work with Metro and our partners to deliver projects throughout the region.

Actions Requested by the Metro Board for the Metro CEO to take:

- A. *Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region.*

Authority Response: The Authority agrees with the importance of multimodal connectivity in the City of Palmdale. The Authority has been working closely with the City of Palmdale to develop a station area plan for the area adjacent to the Palmdale Transportation Center. The intent of this work is to plan for expanded regional rail services, expanded local and commuter bus services, new California high-speed rail service, and new XpressWest service to Las Vegas via the future High Desert Corridor.

- B. *Engage with the office of Governor Newsom, the Authority, and the California State Transportation Agency (CalSTA) to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements.*

Authority Response: As noted in our response to Paragraph 4, the Authority welcomes further discussion with Metro and our partner agencies on opportunities to advance critical regional improvements throughout Southern California.

C. Engage Metrolink, CalSTA, and the Authority to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Authority Response: The Authority has coordinated closely with SCRRA on development and implementation of the Metrolink SCORE Program over the past year. The Authority provided input to the California Department of Transportation (Caltrans) for the California State Rail Plan in 2016 and 2017, and was in contact with the Southern California Association of Governments (SCAG) regarding development of SCAG's 2020 RTP/SCS earlier this year. The Authority has also discussed Metro's ongoing Antelope Valley Line study and development of the countywide Freight & Goods Movement Strategic Plan with Metro staff earlier this year.

The Authority welcomes further discussion with Metro, SCRRA, CalSTA, SCAG, and Caltrans on ways to advance specific projects that are described or will be described in these plans and studies. The Authority believes there is strong alignment between the goals and objectives of these agencies with respect to improving the passenger and freight rail network in Southern California, which provides a solid foundation for moving forward with project implementation.

D. Report back to the Board in 90 days with an update on progress and findings.

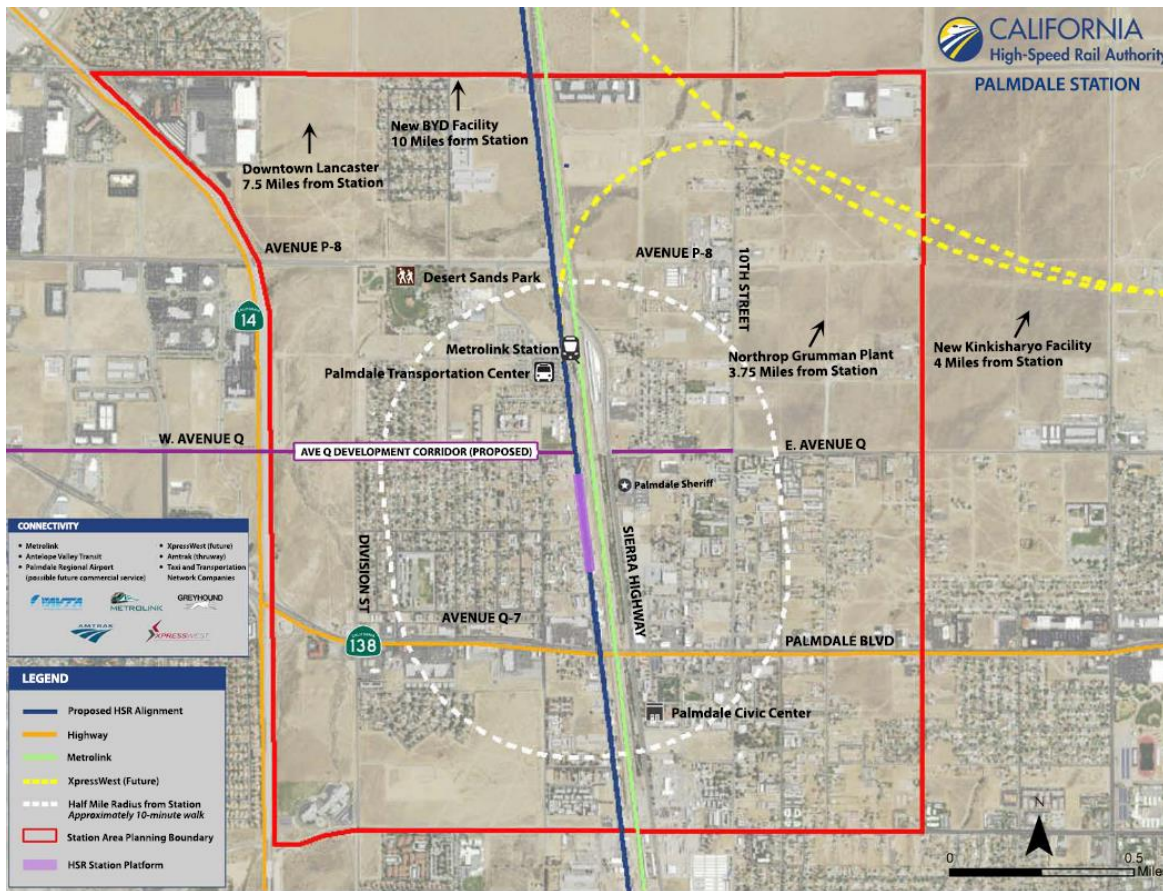
Authority Response: The Authority intends for this memo to provide information to Metro that may be helpful as Metro staff prepares an update to the Metro Board.

Readiness in Response to Potential High Speed Rail Changes

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Metro Planning and Programming Committee Meeting
May 15, 2019

Palmdale Transportation Center (PTC)



This will be a new high speed rail station that features a Metrolink station with local and commuter bus hub.



This multi-modal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016 – 2040) and California High Speed Rail Authority 2018 Business Plan.



Metrolink

Engagement with the office of the Governor

1. At staff's recent meetings with CAHSR and Calsta have confirmed that there are **no changes to the HSR plan** outlined in the CAHSR 2018 Business Plan.
2. Staff from Metro's Government Relations, County-wide Planning and Regional Rail **engages regularly** with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members.
3. Staff continues to discuss the progress CAHSR's contribution totaling **\$500 million to the bookend projects** of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR.

California Senate Hearing on HSR

On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain.

Staff testified on the significant benefits that can come from CAHSR **making more new investments in the existing rail infrastructure system in Southern California** especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that **will provide immediate benefits** that speed up rail service in Southern California with **decreased travel times** as well as **improved commutes for people in Southern California** who are already making two to three hour commutes one way.

Opportunities to Advance Critical Regional Improvements

A future HSR blended service/blended operations system totaling \$1.044 billion or \$522 million of new potential CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million

Additional Feedback from Metrolink

Metrolink provided fact sheets to address HSR blended service/blended operations new investment on the Antelope Valley Line and shovel ready projects within the Metrolink system shown as attachments A-1 and A-2 to this board report. Below are some additional capital rehabilitation and expansion projects not included in the \$1.044 Billion investment needed for Southern California:

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
LAUS Track and Signal Modernization	\$28,643,632
FY20 Valley Signal System Request	\$1,000,825
FY20 Facilities Request – CMF	\$1,810,000
Burbank Jct – CP Taylor Track Improvements	\$13,400,000
River Sub Track Improvements CP Taylor to CP Chavez	\$4,500,000
Station Communications Upgrades – Burbank to Anaheim	\$1,720,000
River Sub West Bank Track Improvements - Chavez to	\$6,000,000

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	\$2,300,000
Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	\$2,000,000
Orange Sub Signal Rehabilitation – Fullerton to Anaheim	\$300,000
Valley Signal Rehabilitation between Burbank and CP Taylor	\$1,300,000
River Sub Bridge 3.35 Grading, Drainage, and Fencing	\$300,000
River Sub Signal Rehabilitation – CP Taylor to Redondo	\$3,500,000
Burbank to Los Angeles Lubricator Replacements and Enhancements	\$1,000,000

Additional Feedback from CAHSR



CALIFORNIA High-Speed Rail Authority

RE: Readiness in Response to Potential High-Speed Rail Changes

CAHSR provided response to comments in attachment B to this board report regarding the board motion to illustrate their continued commitment to book-end investments and breakdown of state funding to-date by sources toward Southern California capital projects.



Metro

Thank You

