Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0640, **File Type:** Project **Agenda Number:** 15.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of $27,617,625 to advance construction; and

B. NEGOTIATE AND EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

ISSUE

The Brighton to Roxford Double Track Project is divided into four segments, which are in different stages of development from preliminary to final design. Segment 4 At-Grade Crossing Improvements has completed 100 percent final design plans. A phased and segmented procurement strategy is being implemented to meet funding, regulatory, right-of-way, and third-party coordination requirements. Staff is requesting Board approval of LOP Budget for two at-grade crossings (Astoria and Polk) within Segment 4 of the Brighton to Roxford Project.

Establishing the LOP Budget at this time is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

In 2017, Metro conducted corridor-wide community outreach for the Brighton to Roxford Double Track Project through mailed notices, flyers, stakeholder briefings, and two public information meetings. Participants raised concerns about crossing safety, pedestrian and vehicle circulation, train noise, and potential impacts to nearby properties. This feedback provides context for the Astoria and

Polk crossing improvements and for Metro's planned outreach as construction approaches.

In April 2017, the design effort for the overall Brighton to Roxford project was paused, including design for Segment 4 Crossings, while Metro evaluated how the East San Fernando Valley Light Rail project would affect the shared corridor. The Board directed staff to coordinate with the East San Fernando Valley Transit Corridor Team, awaiting completion of the East San Fernando Valley Shared Railroad Right of Way Study.

In 2025, as part of the East San Fernando Valley Transit Corridor Shared Right-of-Way Study, Metro conducted extensive outreach in the corridor, and had the following key findings:

- Overall, the responses reflected a community that values safety, connectivity, and comfort.
- Traffic congestion was identified as a major frustration
- Pedestrian safety is a recurring priority, suggesting a strong desire for walkable, human-centered infrastructure

The Brighton to Roxford Double Track Project is part of the Antelope Valley Line Improvements program and is intended to improve operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line corridor. The Project is being implemented in four segments and includes associated railroad infrastructure improvements and at-grade crossing safety improvements.

The Project is currently at various stages of design. Segment 1 (Control Point Brighton to Sun Valley Siding) is at the 100 percent design stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80 percent final design. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage, and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 90 percent design.

To support timely delivery and comply with the TIRCP period-of-performance requirements, two at-grade crossings, Astoria and Polk, within Segment 4 are being advanced to construction. These Segment 4 crossings were selected because the design for this Segment is most advanced and is sufficiently developed to proceed with construction while the remaining segments continue development of the design.

At its April 2026 meeting, the Board authorized Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design of Segments 1 through 4 and approved additional programming to bring the overall Brighton to Roxford Project to shovel-ready status. Establishing the proposed LOP Budget for Astoria and Polk Crossings is the next step in advancing the Segment 4 at-grade crossing improvements from design into construction.

Timely advancement of project activities is critical to maintain the Project schedule and meet the period of performance requirements associated with TIRCP funding. Delays in advancing the Project, including delays in establishing the LOP Budget, could jeopardize access to committed State funding.

DISCUSSION

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project (Project) is intended to enhance safety for motorists, pedestrians, cyclists, and rail passengers while supporting reliable

Metrolink operations along the Antelope Valley Line. The work will include roadway and railroad crossing improvements, safety-related infrastructure, and associated civil, utility, and railroad coordination work.

The Project will implement improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination, additional crossing gate arms, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching. These improvements will make the crossings quiet-zone ready for the City to implement quiet-zone operations.

The requested LOP Budget reflects the estimated costs necessary to complete the improvements, including construction phase professional services, construction, construction management, third-party coordination, railroad support services, contingencies, and other construction- related project delivery costs.

Approval of this action will allow Metro to advance the Astoria Street pedestrian crossing and Polk Street at-grade crossing as separate construction packages while design and funding plans for the balance of Segment 4 continue to be developed.

Astoria will be delivered through Metro's Job Order Contracting program using coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements. This approach permits Metro to advance discrete construction elements and long-lead railroad signal procurement concurrently.

Polk Street at-grade crossing will be delivered as a standalone, competitively procured design-bid-build contract encompassing the complete crossing-specific civil, track, railroad signal, traffic signal, utility, drainage, pedestrian, and safety improvement scope. Separating Polk Street at-grade crossing from the larger Segment 4 package provides a clearly defined construction contract and supports competitive bidding, while enabling Metro to utilize available grant funding within the associated performance requirements.

Metro will advance the two packages on parallel tracks and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and other affected third parties. Work will be sequenced around railroad access, long-lead equipment procurement, testing, and commissioning requirements to maintain the project schedule and maximize eligible expenditures before the June 30, 2027 TIRCP deadline.

Metro's Community Relations team plans to do the following:

- Prior to construction, reintroduce the project, proposed safety enhancements, and communication tools to elected offices and project area communities.
- During construction, introduce the contractor and the proposed construction schedule.
- Keep the public informed through the life of the project by sharing updates with the community and in collaboration with community organizations.

Outreach for the Astoria and Polk crossings will be conducted in coordination with other Antelope

Valley Line Improvement projects, including Pacoima Metrolink Station and Pacoima Mobility Hub, as appropriate.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety at one existing at-grade roadway crossing and one pedestrian-only crossing by implementing improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination to reduce the likelihood of vehicles queuing or stopping on the tracks, additional crossing gate arms to deter motorists from entering the crossing when a train is approaching, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching.

At Polk Street, the existing crossing has flashing lights and standard entry gates. The proposed design adds roadway exit gates and pedestrian entry and exit gates, making it harder for drivers and pedestrians to enter the crossing when a train approaches. The Federal Highway Administration estimates that, in general, upgrading from flashing lights and standard gates to a four-quadrant gate system can reduce highway-rail collisions by 82 percent.

FINANCIAL IMPACT

Establishment of the LOP Budget for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project would enable the award of the construction contract and assist Metro in meeting the period-of-performance requirements associated with the TIRCP grant. Establishing the LOP Budget will also allow Metro to maximize expenditure of the grant funds within the applicable deadline.

Upon Board approval, a project number will be setup for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project to allow award of the construction contracts and task orders and initiation of construction activities.

Impact to Budget

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is fully funded with local and state grants as shown in Attachment A - Funding and Expenditure Plan. These sources are not eligible for Metro bus or rail operating purposes.

EQUITY PLATFORM

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is located in the City of Los Angeles, along the Metrolink Antelope Valley Line corridor. Based on Metro’s 2025 Metro Equity Need Index (MENI), the Segment 4 at-grade crossings, including Astoria and Polk, are located in census tracts categorized as " High Need" and "Medium Need" According to the 2025 Metrolink Customer Surveys, sixty-one percent of riders are people of color, with 40% identifying as Hispanic, and 27% of riders do not have access to a car.

Approval of the LOP Budget will ensure that funding for the Project's safety improvements is maintained while supporting improved operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line corridor.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes investment in at-grade crossing improvements that will benefit drivers along with providing enhanced safety. This project also improves pedestrian safety that may offset the increase in VMT. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 1.2: Improve LA County's overall transit network and assets by enhancing safety at at-grade crossings.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the LOP Budget. This is not recommended as Metro will incur undesirable schedule delays, cost increases, and potential loss of committed funding. Furthermore, not approving the LOP Budget will delay construction and could jeopardize the Project's ability to meet the TIRCP expenditure and reimbursement deadline of June 30, 2027.

NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant

contracts.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

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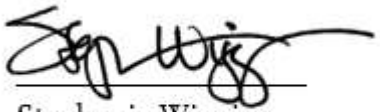

Stephanie Wiggins
Chief Executive Officer

Attachment A
Astoria and Polk At-Grade Crossings Improvement Project
Brighton to Roxford Double Track Project
Funding and Expenditure Plan

Use of Funds	Proposed LOP Budget	FY27	FY28
Professional Services, Third-party Support Services, etc.	**$ 4,684,733**	$ 4,057,393	$ 627,340
Construction	**$ 19,780,184**	$ 19,780,184	$ -
Project Contingency	**$ 3,152,709**	$ 3,082,769	$ 69,940
Total Project Cost	**$ 27,617,625**	**$ 26,920,345**	**$ 697,280**

Source of Funds	Proposed LOP Budget	FY27	FY28
Measure R 3%, Measure M 1%, Proposition C 10%, and/or Proposition C 25%	**$ 8,878,625**	$ 8,181,345	$ 697,280
TIRCP 2023 Cycle 6*	**$ 18,739,000**	$ 18,739,000	
Total Project Funding	**$ 27,617,625**	**$ 26,920,345**	**$ 697,280**

**The total TIRCP Cycle 6 grant award is $25.25 million. This total excludes the previously allocated amount of $6.511 million.*

Los Angeles County Metropolitan Transportation Authority

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2026-0640: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-GRADE CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

Construction Committee, October 14, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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ISSUE

- Final design for the Astoria and Polk crossing improvements is complete.
- A Life of Project Budget is required to advance the improvements into construction.
- These improvements are funded by, TIRCP Cycle 6 funds, which has a period of performance requirement to expend and be reimbursed by **June 30, 2027**.
- Delays could increase costs and jeopardize committed State funding

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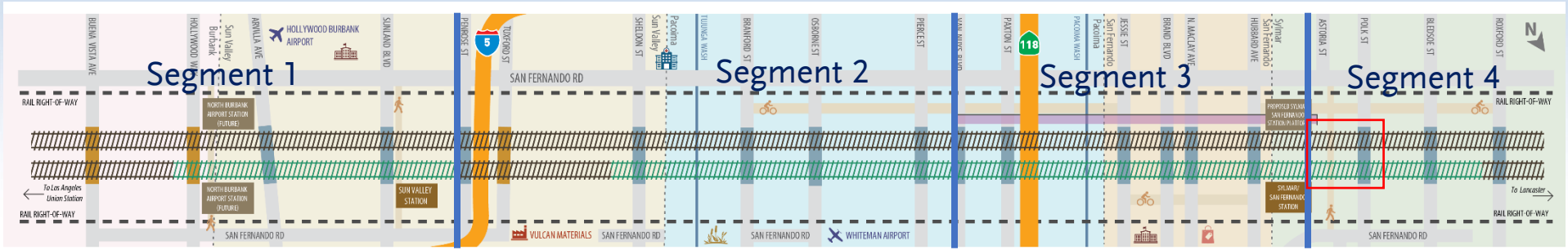
BACKGROUND

- The Brighton to Roxford Project will improve operational flexibility, reliability, and capacity along the Antelope Valley Line.
- The project consists of four segments that are at different stages of design.
- Astoria and Polk are being advanced because their designs are sufficiently complete to proceed into construction.
- The Board previously authorized additional design work to advance all four segments toward shovel-ready status.
- This action advances the two Segment 4 crossings from design into construction.



PROJECT DELIVERY STRATEGY

- Advance Astoria and Polk as separate construction packages.
- Deliver Astoria through Metro's Job Order Contracting program.
- Use coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements.
- Deliver Polk Street through a competitively procured design-bid-build contract.
- Advance both packages concurrently and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and affected third parties.
- Sequence work around railroad access, long-lead equipment procurement, testing, and commissioning.

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NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant contracts.