



Board Report

File #: 2022-0046, File Type: Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL PROJECTS IN LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

ISSUE

At the December 2, 2021, meeting the Metro Board of Directors adopted Motion 46 (Attachment A) presented by Directors Barger, Najarian, and Solis, identifying directives to staff regarding improved mobility through strategic high-speed rail investments. This report provides an update on the progress of the directives in the motion.

BACKGROUND

Motion 46 intends to better position Los Angeles County to compete for State surplus funds and Federal infrastructure funding for high-speed, inter-city and commuter rail projects, which will increase mobility options for residents of the greater Los Angeles region. This motion includes efforts to identify and prioritize key high-speed rail early action projects plus transformational and strategic projects to significantly increase speed, capacity, and reliability along the Metrolink commuter rail system.

DISCUSSION

Motion #46 identified the following directives (A-F):

A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station (Link US) project and urge continued dialogue for release of the \$423 million in state funding.

Status: The Link US project will provide up to two platforms and four run-thru tracks at Los Angeles Union Station to enhance Metrolink and LOSSAN rail service. On April 21, 2020, the California High Speed Rail Authority (CHSRA) Board approved the funding plan for Phase A of the project, thus

authorizing the CHSRA CEO to negotiate a Project Management Funding Agreement (PMFA) with Metro. Staff is now working with CHSRA to complete the PMFA. The CHSRA is targeting their Board meeting in March 2022 for approval, pending staff-level agreement on the language. The release of \$423.335 million for the Link US Project, Phase A plus \$76.665 million for the Rosecrans/Marquardt Grade Separation will fulfill \$500 million in State legislative appropriations for high-speed rail in Los Angeles County.

B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities.

Status: Metro will collaborate with Metrolink to develop a process to apply evaluation criteria for the prioritization of CHSR capital projects in Los Angeles County. These criteria may include project readiness, safety, and mobility benefits, interoperability with commuter and inter-city rail corridors, designation in the Metrolink SCORE program, independent utility, equity, and other measures to be identified by the collaborating agencies. The objective is to develop and maintain a portfolio of prioritized projects that would be eligible and ready for consideration as different grant funding opportunities become available.

Staff has developed a preliminary draft of the Strategic LA County Rail Projects for Early Delivery (Attachment B) with input from Metrolink, CHSRA, and Amtrak. This list includes projects aligned with Metrolink and Amtrak objectives, the CHSRA project, the High Desert Corridor JPA, and Multimodal considerations.

C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service.

Status: Metro Government Relations have incorporated advocacy for commuter and high-speed rail projects into both the federal and state legislative programs. The Board approved the legislative program at its December 2021 meeting. Now that the federal infrastructure bill has passed, the focus of our advocacy turns to supporting the eventual grant applications submitted by our Planning Department. Government Relations coordinates closely with the Planning Department on all grant submissions to ensure our advocacy aligns with Planning efforts. In addition, the CEO has implemented a TIGER team to ensure that the agency is well-positioned to secure proportionate funding from federal grant opportunities.

D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects.

Status: In May 2019 staff provided to the Metro Board a list of 13 capital projects expected to significantly improve safety, speed, and reliability along the Metrolink Antelope Valley Line (AVL) and

provide capacity for more frequent AVL service. In October 2019 the North County Transit Coalition approved the use of \$113.8 million in Measure M Transit Connectivity funds as the local match for environmental, design, and construction of four AVL projects: 1) Brighton to Roxford Double Track (segment 1); 2) Balboa Double Track Extension; 3) Canyon Siding Extension, and 4) Lancaster Terminal Improvements.

This funding commitment supported Metro's successful State Transit and Intercity Rail Capital Program application for the AVL, which in April 2020 was awarded the full \$107 million requested to complete the funding required to construct these four capital projects. In total, \$220.8 million has been programmed to complete the environmental, design, and construction of these four important capital projects on the Metrolink AVL which will lead to 30-minute service to Santa Clarita and hourly service to Palmdale. The remaining AVL projects from the May 2019 list are identified on the Strategic LA County Rail Projects for Early Delivery List (Attachment B). Metro has coordinated closely with SCRRA on the Metrolink projects, and the projects have received updated cost estimates (Attachment C).

E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency, and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program.

Status: As discussed earlier, Attachment B represents the set of projects collectively identified by the four agencies (CHSR, SCRRA, LOSSAN, and Metro) for prioritization and future funding. The list includes CHSR projects in Los Angeles County, including the LAUS - Anaheim Segment. These projects will benefit the Metrolink commuter rail and Los Angeles - San Diego - San Luis Obispo (LOSSAN) inter-city (Amtrak) rail corridors. Metro has coordinated closely with CHSR staff to identify the independent utility and benefit of these projects, and cost estimates have been updated (Attachment C).

Staff developed a preliminary list of transformational projects (Attachment D) that could provide immediate and measurable improvements to the speed, safety, frequency, and reliability of Metrolink service throughout LA County along planned HSR corridors.

This list of Transformational LA County Rail Projects was selected based upon the projects' substantial improvement to future operating service scenarios for Metrolink, Amtrak and CAHSR that overlap on LA County's Regional Rail system. Also included in this list is Metro's LA County Transportation Technology Center of Excellence and Proving Ground, which provides a vital labor and educational dimension to LA County's overall investment strategy in its regional rail system.

The Transformational LA County Rail Project list comprises the following projects:

- Major Metrolink Upgrade Package to reach Service Scenario 4
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility

- Burbank to Los Angeles Third Track
- Lone Hill to White Double Track
- Pioneer Boulevard Grade Separation
- Strategic / Value Engineered Tunneling (Palmdale - Santa Clarita)
- LA County Transportation Technology Center of Excellence and Proving Ground

F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:

1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit.
2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion.

Status: At the State level, staff worked with the Board to submit the Golden Opportunity Package to the Los Angeles County Legislative Delegation. This bold and aggressive package recommends that the Legislature allocate \$16.5 billion of the budget surplus to transportation infrastructure. The package includes a recommendation that the State fund projects pursuant to the motion and create an ongoing funding program for these projects. The Golden Opportunity Package has also been endorsed by the Councils of Governments in Los Angeles County representing the 88 cities in Los Angeles County. Metro has been and will continue to coordinate with the COGs on advocacy efforts in Sacramento.

Staff has also been working with the Los Angeles County legislative delegation to support both the request for funding from the surplus and ongoing funding for these types of projects. As of the drafting of this report, we are working with members to support both the current year budget request and to author legislation creating an ongoing funding program.

An existing program, the State Rail Assistance Account could be an excellent candidate to allocate funds for the types of projects identified in this report. The program was established by SB 1 and is supported by commuter and intercity rail operators in California. The program is currently funded by 0.5% of the diesel sales tax that was approved by SB 1. As the state budget legislature continues to consider the state budget, we will continue to advocate for an allocation of surplus funds to this program consistent with the Golden Opportunity Package.

The motion also directs the agency to pursue an ongoing funding stream for these programs which does not compete with other public transit funds. This presents essentially two options. The first is to increase a tax to provide new revenue. The second is to transfer an existing funding source to this program. As mentioned above the current State Rail Assistance Program is funded with the 0.5% sales tax on diesel fuel. The Board could support an increase in that tax to pay for these projects.

Alternatively, the Board could support transferring another, non-transit, fund source. The range of options here is limited and inevitably involves taking funds away from another program. One possible source of funds is the portion of cap and trade funds which is currently not dedicated to

existing programs. These funds are subject to appropriation by the Legislature.

To further develop an ongoing funding program Metro Government Relations will explore possible funding sources for such a program and is reaching out to other rail agencies in the State to form a coalition of support for both the current year budget request and for the ongoing funding program.

EQUITY PLATFORM

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for members of Equity Focused Communities (EFCs) along Metrolink's Antelope Valley and San Bernardino Lines to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will provide greater opportunity for commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in EFCs adjacent to freeway facilities.

The way these projects are designed and implemented will require community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. The nature of regional rail investments creates dislocated benefits for more distant communities and impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will seek opportunities to engage local communities to understand these equity issues prior as part of its process to work with local stakeholders in support of better transit opportunities for all LA County residents. Finally, as Metro prioritizes the capital projects, evaluation criteria will be developed which will include equity and benefits to disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports strategic plan goals 1, 3, and 4. This report supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network, and 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 Board could consider not preparing a strategic early delivery and transformational list of Metrolink-related projects for LA County. Staff does not recommend this action as the influx of funding made available through state and federal sources may provide one-time funding opportunities for strategic projects that can improve service on LA County's Metrolink corridors.

NEXT STEPS

Upon receiving Board input staff will meet with Metrolink and necessary regional partners to finalize the strategic early delivery and transformational projects list and develop a more detailed advocacy strategy to identify and secure funding for these projects.

ATTACHMENTS

Attachment A - Metro Board Motion #46 - December 2021

Attachment B - List of Strategic LA County Rail Projects for Early Delivery

Attachment C - Strategic Early Delivery Project List Updated Cost Estimates

Attachment D - Transformational LA County Rail Projects

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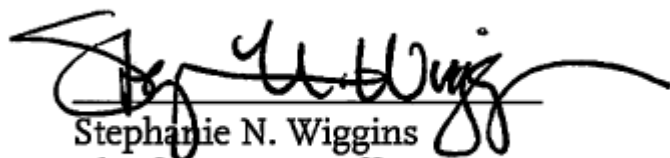
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Metro

Board Report

File #: 2021-0768, File Type: Motion / Motion Response

Agenda Number: 46.

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS BARGER, NAJARIAN, AND SOLIS

Improved Mobility through Strategic High Speed Rail Projects in L.A. County

3.3 million residents and 11.24 million jobs fall within the existing Metrolink Antelope Valley Line (AVL) corridor which serves as the only viable, fixed guideway transit alternative for the 700,000 plus people who reside in North Los Angeles County and the only fixed guideway alternative to one of the most heavily congested corridors in the greater LA region: the I-5 freeway. The vast majority of the corridor is also lined by SB 535 and AB 1550 designated communities.

North Los Angeles County, including the Santa Clarita and Antelope Valleys, continues to project as the area that will witness the county's most significant population growth in the future, as well as employment opportunities. The Antelope Valley, in particular, will continue to provide the most affordable housing development and housing opportunities in the county, and Metro has defined much of the area as an *Equity Focus Community*.

The existing 76-mile long AVL serves eleven cities and communities but is predominantly single track and suffers from additional constraints which limit the capacity, timeliness, efficiency of passenger rail service, and our ability to improve mobility, since it was built upon existing freight rail infrastructure from the early 1900s with a circuitous alignment, along a lengthy canyon setting that includes fully protected species, and dozens of at-grade rail crossings.

Despite those constraints, and the 2-hour plus trip time from Lancaster to Union Station, the AVL averaged approximately 7,000 daily boardings, pre-pandemic, and had experienced sustained month-over-month growth since 2015. A majority of riders choose to leave their car at home; but the AVL also serves the highest percentage of transit-dependent riders in the Metrolink system and includes a "train-to-plane" connection at Hollywood Burbank Airport.

The Metro Board of Directors has recognized the importance of improving the AVL over the past decade and most recently approved a number of capital projects that were fully funded through North LA County Measure M MSP and a TIRCP grant through the state. Completion of these projects alone project to increase daily ridership three-fold, to 22,800, while providing up to 30-minute bi-directional service, and improved reliability and safety. However, we believe that this is only a fraction of what can be achieved.

A significant portion of the proposed California High Speed Rail Project (CHSR) overlays the existing AVL, Orange County and San Bernardino Metrolink alignments and could provide a mechanism to transform these corridors through early, strategic, capital projects that would take millions of cars off our freeways, elevate the most vulnerable, expand our middle class, expedite delivery of key elements in the State Rail Plan, and help reach the state's climate goals. In early 2019, the Metro Board recognized this possibility when it unanimously approved a motion by Directors Barger, Najarian and Krekorian to explore opportunities to deliver early CHSR projects along the AVL. The resulting report back from Metro staff, Metrolink and the California High Speed Rail Authority laid a foundation from which to build a vision but recognized that funding would be a significant challenge.

With the state's record revenue surpluses, the recent passage of a \$1.2 trillion federal infrastructure bill, and the potential passage of the federal reconciliation bill with funding sources that do not compete with local transit priorities, Metro finds itself in a potential once-in-a-lifetime opportunity. Yet, we do not have a coherent countywide plan to capitalize, should these sources materialize.

Furthermore, recent transportation developments in the private sector, through Brightline West and its efforts to connect Las Vegas with Los Angeles, and the anticipated federal approval of the High Desert Corridor rail project bring further urgency and opportunity to revisit and build a plan and advocacy framework from the groundwork laid by the May 2019 report back to the Metro Board.

SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY

RECOMMENDATION

APPROVE Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;
- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
 - 1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 - 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

Strategic LA County Rail Projects for Early Delivery

Metrolink Projects	
Acton Downtown Double Track	Tunnel 25 / Second Tunnel
Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated)	Valley Culverts (between Palmdale & CP Soledad)
Ravenna – Agua Dulce Double Track	Valley Rail & Ties (between Palmdale & CP Soledad)
Saugus – Hood Double Track	Valley Signal Rehab
Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility)	Via Princessa to Honby Double Track
Tunnel 25 Track State of Good Repair	Vista Canyon Multimodal Maintenance Facility

California High-Speed Rail Authority Projects	
Antelope Valley Maintenance Facility	Norwalk Boulevard Grade Separation
Avenue K Grade Separation	Palmdale Drainage Improvements
Avenue M Grade Separation	Palmdale Multimodal High Speed Rail Transportation Center
Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation	Pioneer Boulevard Grade Separation
Full HSR Tunnel – Palmdale to Burbank Build Alternative	Rancho Vista Grade Separation
Glendale Slide Relocation and Colorado Street Bridge Reconstruction	Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita)
Grandview / Sonora / Flower Grade Separation	

ATTACHMENT B

Multimodal Projects	
Brighton to Roxford Double Track (Segments 2-4)	Lancaster Terminal Improvements (Phase 2)
Burbank to Los Angeles Third Track	Lone Hill to White Double Track
CMF* Modernization, Phase 1	North CMF Connection and Tail Track
CMF Modernization, Phase 2	Palmdale – Lancaster Double Track
Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation	* CMF = Central Maintenance Facility

Other Projects
High Desert Corridor Preliminary Engineering and Final Design

Strategic LA County Rail Projects for Early Delivery:
Updated Cost Estimates

As of February 23, 2022

Metrolink Antelope Valley Line Projects	
Project	2020 Estimated Cost (\$1000s)
Acton Downtown Double Track	\$40,200
Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated)	\$25,600
Ravenna – Agua Dulce Double Track	\$65,000
Saugus – Hood Double Track	\$41,600
Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility)	\$29,106
Tunnel 25 Track State of Good Repair	\$15,049
Tunnel 25 / Second Tunnel	\$752,456
Valley Culverts (between Palmdale & CP Soledad)	\$34,034
Valley Rail & Ties (between Palmdale & CP Soledad)	\$31,950
Valley Signal Rehab	\$10,303
Via Princessa to Honby Double Track	\$26,400
Vista Canyon Multimodal Maintenance Facility	\$68,300
TOTAL	\$1,139,998

ATTACHMENT C

California High-Speed Rail Authority Projects	
Project	2020 Estimated Cost (\$1000s)
Antelope Valley Maintenance Facility	\$200,000
Avenue K Grade Separation	\$85,000
Avenue M Grade Separation	\$150,000
Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation	\$85,000
Full HSR Tunnel – Palmdale to Burbank Build Alternative	\$16,800,000
Glendale Slide Relocation and Colorado Street Bridge Reconstruction	\$20,000
Grandview / Sonora / Flower Grade Separation	\$230,000
Norwalk Boulevard Grade Separation	\$331,000
Palmdale Drainage Improvements	\$10,000
Palmdale Multimodal High Speed Rail Transportation Center	\$233,000
Pioneer Boulevard Grade Separation	\$165,000
Rancho Vista Grade Separation	\$85,000
<i>Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita) -- if Full HSR Tunnel is not built</i>	<i>\$8,000,000</i>
TOTAL	\$18,394,000*

**Excludes Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita)*

ATTACHMENT C

Multimodal / Other Projects	
Project	2020 Estimated Cost (\$1000s)
Brighton to Roxford Double Track (Segments 2-4)	\$231,700
Burbank to Los Angeles Third Track	\$2,032,000
CMF* Modernization, Phase 1	\$78,000
CMF Modernization, Phase 2	\$21,600
Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation	\$269,000
High Desert Corridor Preliminary Engineering and Final Design	\$113,000
Lancaster Terminal Improvements (Phase 2)	\$30,100
Lone Hill to White Double Track	\$180,000
North CMF Connection and Tail Track	\$11,638
Palmdale – Lancaster Double Track	\$175,000
TOTAL	\$3,142,038

Transformational LA County Rail Projects		
Project	LA County Rail Corridor	Rationale
Major Metrolink Upgrade Package: <ul style="list-style-type: none"> • Acton Downtown Double Track • Brighton to Roxford Double Track (Segments 2-4) • Via Princessa to Honby Double Track • Saugus to Hood Double Track • Vista Canyon Multimodal Maintenance Facility 	Antelope Valley Line (AVL)	As a package these projects will allow Metrolink to implement Service Scenario 4 ¹ , which will: <ul style="list-style-type: none"> • Increase service from 26 to 34 weekday round trips • Double the number of Express trips • Add late-night/reverse peak service • Build a maintenance facility for additional rolling stock layover and servicing requirements • Increase reliability • Improve on-time performance • Save up 20 minutes per end-to-end trip
Burbank to Los Angeles Third Track	AVL Ventura Co. Line Amtrak (LOSSAN / Surfliner)	<ul style="list-style-type: none"> • Allows for full build out of Metrolink SCORE program • Supports multiple operators in the trunk of the Metrolink Ventura County and Antelope Valley Lines
Lone Hill to White Double Track	San Bernardino Line	<ul style="list-style-type: none"> • Key project in San Gabriel Valley that supports improved service on Metrolink's highest ridership line • Will support transit access to 2028 Olympics venue nearby • Allows for 12 community rail/highway crossings to be quiet zone ready

¹ Service Scenario 4 refers to the scenario found in the Metrolink Antelope Valley Line Study presented to the Board on July 17, 2019 (<https://boardagendas.metro.net/board-report/2019-0429>)

ATTACHMENT D

		<ul style="list-style-type: none"> Consistent with SCORE program which increases service on SBL from 38 to 70 weekday trains plus additional express / evening / reverse off peak service.
Pioneer Boulevard Grade Separation	<p>Orange County Line</p> <p>Amtrak (LOSSAN / Surfliner)</p>	<ul style="list-style-type: none"> Highway-rail grade separation project supports safer Amtrak and Metrolink service as independent utility Early action project in support of future HSR service in the LA-to-Anaheim corridor
Strategic / Value Engineered Tunneling (Palmdale – Santa Clarita)	Antelope Valley Line	<ul style="list-style-type: none"> Reduces running time on AVL by 20-30 minutes by creating a straight tunnel section that bypasses winding, slow single-track sections All operators (Metrolink, Union Pacific RR and future operators such as Amtrak, Brightline and possibly HSR) could use this tunnel section for their respective service. Serves as a first/interim phase for HSR Palmdale-to-Burbank segment with independent utility
LA County Transportation Technology Center of Excellence and Proving Ground	All	<ul style="list-style-type: none"> Reduce cost and accelerate project delivery throughout the Western United States Streamline Research and Development of Advanced Technology Create thousands of high-wage jobs; GEDs through Ph.D.s

**Item #8: Response to Motion on Improved
Mobility through High-Speed Rail Projects
in LA County**



**Metro Board of Directors
Planning & Programming Committee
March 16, 2022**

Focus of Motion 46 (Barger, Najarian, Solis)

Position Metro and partners to secure funding from new opportunities for regional rail investment to advance projects in HSR-aligned commuter rail corridors

Possible new funding sources:

- State surplus
- New federal programs

Commuter rail corridors:

- Antelope Valley Line/AVL (HSR: Palmdale to LA)
- Orange County Line/OCL (HSR: LA to Anaheim)
- San Bernardino Line/SBL (HSR: LA to IE)

Build upon existing \$107 million in state funding awards (TIRCP) that leveraged \$113.8 million in local North County funding to improve service to Scenario 3 on AVL

Early Delivery HSR / Regional Rail Projects

Metro met with Metrolink, Amtrak and California HSR Authority to meet motion requests by:

- Identifying support for general concept
- Creating an inventory of projects (*Attachment B*)
- Update costs and readiness factors (as of February 2022)

Update: Project Management Funding Agreement (PMFA) will go to the HSR Board in April

Staff will continue to meet with partners to do the following:

- Discuss and develop evaluative criteria (incl. equity) for early delivery projects
- Discuss advocacy measures
- Update costs and readiness factors

Transformational Project List (Proposed)

Goal:

Position LA County to secure new funding for rail service improvements along key corridors

Transformational Project List (*proposed*)

- **Major Metrolink Upgrade Package to reach Service Scenario 4 on the AVL – per prior Metro AVL Feasibility Study**
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility
- **Burbank to LA Third Track (AVL / VCL / LOSSAN)**
- **Lone Hill to White Double Track (SBL)**
- **Pioneer Boulevard Grade Separation (OCL / LOSSAN)**
- **Strategic / Value Engineered Tunneling between Palmdale – Santa Clarita (AVL)**
- **LA County Transportation Technology Center of Excellence and Proving Ground**

State and Federal Advocacy

1. **A \$16.5B Golden Opportunity Package of investments has been recommended to the State Legislature.**
2. **The Golden Opportunity Package includes a recommendation that the Legislature allocate \$1 billion to these types of projects.**
3. **CEO testimony on High-Speed Rail Business Plan.**
4. **Continued Advocacy in all budget related meetings.**
5. **Opportunities to create an ongoing funding stream.**
6. **Federal advocacy for future grant applications.**

Next Steps

- 1) Work with rail partners to develop appropriate criteria to be used to identify and prioritize LA County projects**
- 2) Continue to develop Federal Infrastructure and State surplus advocacy strategy and identify potential grant opportunities**
- 3) Create materials for advocacy (leave-behinds, etc.) to support advocacy**
- 4) Lead advocacy effort to create a dedicated funding source for next generation HSR-related capital projects aligned with this motion**