



Metro

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

Board Report

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Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

**SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR METROLINK SCORE
PHASE 1 PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or her designee to:

- A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);
- B. EXECUTE funding agreements with SCRRA in the amount of \$4,177,500 for the SCORE Projects; and,
- C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

ISSUE

At request of the Southern California Regional Rail Authority (SCRRA), approval of the recommended actions will support the Southern California Optimized Rail Expansion Program (SCORE) Phase 1 Program by providing Real Estate, Design Review, Third Party Utility Coordination Support and Community Outreach Support.

BACKGROUND

Metro is a member of the Southern California Regional Rail Authority (SCRRA) Joint Powers Authority, which operates Metrolink commuter rail service in and through LA County. In September 2019, the Metro Board received a presentation on the Metrolink SCORE Program and approved a Board motion to “adopt as policy SUPPORT for the build-out of the Metrolink SCORE master plan to improve regional mobility, increase transit ridership, and reduce greenhouse gas emissions.”

SCORE Program

SCORE is SCRRA's \$10 Billion capital program which invests in track, signal, grade crossing, station, and other capacity and safety improvements to meet the region's future passenger rail needs. When SCORE is implemented, anticipated in time for the 2028 Olympic and Paralympic Games, most Metrolink lines will have the capacity to operate 30-minute bi-directional service, a significant increase compared to current service levels. Additional SCORE benefits will include cleaner air and greenhouse gas reductions, more access to jobs, economic development and affordable housing, and seamless connections to other transportation services as described further in the Attachment A to this report.

Los Angeles County would see reduced traffic congestion and emissions on adjacent freeways, as Metrolink removes the equivalent of one lane of parallel freeway traffic during the peak hour in peak direction in some locations, with similar improvements in other counties served. Fewer vehicles on the road results in fewer accidents, reduced air pollution and emissions, and decreased energy consumption for the residents in Los Angeles County. The envisioned SCORE program is expected to reduce 7.4 million pounds of reactive organic gas emissions, 103.6 million pounds of oxides of nitrogen, 3.6 million pounds of atmospheric particulate matter that have a diameter less than 2.5 micrometers, and 4.0 million pounds of diesel particulate matter (black soot) between 2023 and 2078, and well beyond.

The Los Angeles Economic Development Corporation produced a study assessing the impact of the construction investment in the SCORE program. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity. To date, SCRRA has received \$2.3 Billion in committed funding, and most of the projects are in various stages of environmental clearance, design, and pre-construction activities. Of the committed funding to-date, Metro had a significant role in achieving total awarded funds. In partnership with the SCORE Program, Metro was successfully awarded \$337.57 million by CalSTA in 2018 TIRCP grant funds toward the LINK Union Station Phase A project. Then in 2019, North Los Angeles County Transportation Coalition Board committed up to \$113.8 million using Measure M subregional funds in order for Metro to successfully receive an additional \$97.05 million by CalSTA in 2020 TIRCP grant funds for the Antelope Valley Line Capital Improvements consisting of Balboa Double Track, Canyon Siding Extension, Lancaster Terminal Improvements and Brighton to McKinley Double Track Improvements. It should be noted, Brighton to McKinley is Segment 1 of the Brighton to Roxford Double Track Improvements which is now in 90% final design. Attachment B shows the location of the 21 SCORE Phase 1 projects that SCRRA or the member agencies are currently advancing to a shovel-ready level.

DISCUSSION

Staff is requesting approval of the recommended actions that provide support services to SCRRA for four (4) of the 21 capital projects for the Metrolink SCORE Phase 1 program which include Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements (i.e the SCORE Projects).

SCRRA is currently in final design process for Chatsworth Station Improvements, El Monte Siding Extension and Marengo Siding Extension projects. The Burbank Junction Speed Improvements project is starting construction which is entirely within the Metro owned right-of-way. On a parallel path, SCRRA is in the process of completing appraisals and preparing to extend offers for various parcels on the other projects. SCRRA requests that Metro provides various real estate services in support of property acquisition, including condemnation support, if needed. SCRRA also requests that Metro provide additional support services for design review, third party utility coordination support and communication outreach support on an as needed basis. See Attachment C for a list of representative Metro tasks and responsibilities in support of the SCORE Phase 1 Program.

Supporting Four SCORE Phase 1 Projects

Metro staff has worked closely with SCRRA staff to develop separate funding agreements for Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension and Burbank Junction Speed Improvement projects which will identify roles and responsibilities, terms, and reimbursement to Metro for providing support services for the SCORE Phase 1 Program as summarized below.

Chatsworth Station Improvements

The Chatsworth Station Improvements Project will create a pedestrian underpass and make other pedestrian, signal, and track improvements at the Metrolink Chatsworth Station such track rehabilitation, signal upgrades, and removal of an existing pedestrian at-grade crossing. Representative Metro support functions may include design oversight and condemnation counsel support, plus property acquisition costs. Since this project is more than the CEO's \$500,000 signature authority, board action will authorize the Chief Executive Officer to enter into a funding agreement with SCRRA in the amount of \$3,160,391 for the Chatsworth Station Improvements Project.

Burbank Junction Speed Improvements

The Burbank Junction Speed Improvement Project will install higher-speed trackwork. A new crossover will be installed between the Ventura and Valley subdivisions to assist with passenger train and freight movement. Other improvements include reconfiguration and lengthening of tracks within the railroad right-of-way, allowing this key junction to service trains more efficiently, ultimately leading to more frequent and reliable service. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

Marengo Siding Extension

The Marengo Siding Extension Project is along the San Bernardino line and will allow continuous movement of trains. The existing Marengo Siding will be lengthened by 3,300 feet towards Cal State Los Angeles. The work includes performing grading along the guideway, installing approximately 0.75 miles of track, installing a turnout, removing existing signals and installing new signals and segment of wall. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

El Monte Station Improvements and Siding Extension

The El Monte Station Improvements and Siding Extension project consist of two main items of work. First are the pedestrian improvements at the station and the Tyler Avenue grade crossing and second is the lengthening of the existing siding by approximately 2,900 feet further east to the Peck Road bridge, allowing for more capacity, throughput, and reliability along the Metrolink San Bernardino Line. Additional work involves sidewalk improvements, emergency swing gates, pedestrian gates, warning signals, walkway delineators and signage. Existing track shall be shifted, and new track will need to be constructed to support the additional trackwork. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

Other SCORE Phase 1 Program in Los Angeles County

The other SCORE Phase 1 capital projects will require separate funding agreements with specified roles and responsibilities for Metro and Metrolink under separate future board actions such as Link Union Station, Chatsworth ADA Improvements and the Antelope Valley Line Capital Improvements. It is important to note, the Antelope Valley Line Capital Improvements would provide the capacity required to allow commuter and intercity rail service to increase along the Antelope Valley Line to 30-minute bi-directional headways between Los Angeles Union Station and Santa Clarita Valley and up to 60 minute bi-directional headways to Lancaster Terminal by the year 2030.

DETERMINATION OF SAFETY IMPACT

The Metrolink SCORE Program will construct additional sidings, double track segments, pedestrian grade separated crossings, improved signal and communications infrastructure, and make quiet zone ready improvements to the at-grade crossings, all consistent with improved safety along the Metrolink commuter rail system. All improvements will be designed to the latest safety standards established by the FRA and other regulatory agencies.

FINANCIAL IMPACT

SCRRA was awarded a \$875,708,000 Transit and Intercity Rail Capital Program (TIRCP) grant by CALSTA in April 2018 for the SCORE Program, including design and construction of these four capital projects. These Projects are eligible for funding and reimbursement of all Metro's support service costs under the 2018 TIRCP grant.

Subject to Metro Board approval, the SCRRA funding agreements will provide a mechanism for SCRRA to reimburse Metro costs in support of the Metrolink SCORE Program. Eligible Metro costs for reimbursement would include staff time, property acquisition related costs, and consultant support costs. SCRRA has received CTC allocations of 2018 TIRCP funds for SCORE Phase 1 project costs for the four projects identified within this report. Metro will track SCORE Phase 1 project costs via a new project number, advance any expenses required to support the Metrolink SCORE program, generate monthly invoices and obtain reimbursement by SCRRA, via the funding agreement terms.

EQUITY PLATFORM

The Metrolink SCORE program represents a 21st Century transportation system accessible to residents in each of the five counties, regardless of occupation or neighborhood. In Los Angeles County, the SCORE Phase 1 capital projects would directly improve quality of life in the Equity Focus Communities of Lancaster, Santa Clarita, San Fernando, Chatsworth, Burbank, Glendale, Los Angeles, Monterey Park, Alhambra, El Monte and Rosemead, which have or are located near a Metrolink system station.

It should be noted, all four SCORE Phase 1 capital projects that Metro will be supporting are within or adjacent to the Equity Focus Communities of Chatsworth, Burbank, Monterey Park, Alhambra, El Monte and Rosemead. These four capital projects collectively have operations on three of the seven Metrolink Rail Networks. Specifically, the Rail Networks for the capital projects that Metro is supporting under the SCORE Phase 1 program operate on the Ventura County Line, Antelope Valley Line, and San Bernardino Line. The median income by Line is \$76,166 on the Ventura, \$40,823 on the Antelope Valley and \$60,913 on the San Bernardino according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro membership in the new Agency supports Vision 2028 Strategic Plan goals 1, 2 and 3, as follows:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system;
- Goal 3: Enhance communities and lives through mobility and access to opportunity;

ALTERNATIVES CONSIDERED

The Board could choose to not provide support services to SCRRA, such as Real Estate services. This would not allow SCRRA to finalize acquisitions offers since Metro is the owners of the railroad corridor. In other cases, SCRRA would have more costly third party related expenses, and they would not have the benefit of the existing Metro utility agreements, experience and subject matter experts. Metro involvement is also required for project messaging and community outreach support using internal resources and connections only available to Metro. Since Metro involvement is required for these support functions, these Board actions will enable Metro staff and their consultants support teams to participate fully in the SCORE project delivery process and obtain reimbursement for Metro's efforts.

NEXT STEPS

Subject to Board approval of the staff recommendation, Metro and Metrolink will execute the funding agreement required for the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects. This will enable Metro Real Estate to provide real estate related support services

necessary to acquire permanent and temporary rights required for the four SCORE Phase 1 projects. Services include but are not limited to valuation analysis, acquisitions and negotiations, condemnation coordination, and execution of real estate related transactional documents. Metro Program Management will engage in design plan review and Third-party coordination support. Metro Community outreach staff will support future community meetings and SCORE project groundbreaking activities as requested by SCRRA, which will occur as early as November 2022. Staff will return to the Board on other SCORE Phase 1 Program in Los Angeles County such as the Link Union Station, Chatsworth ADA Improvements, and Antelope Valley Line Capital Improvements.

ATTACHMENTS

Attachment A - SCORE Program Fact Sheet

Attachment B - SCORE Phase 1 Projects

Attachment C - Metro Tasks in Support of SCRRA SCORE Phase 1 Program

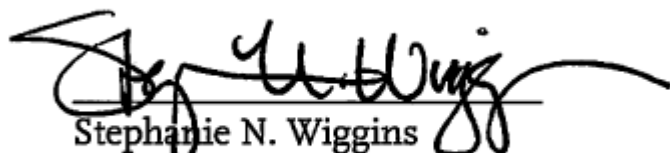
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METROLINK

SCORE

Southern
California
Optimized
Rail
Expansion

GET MORE WITH SCORE



What is SCORE?

Metrolink's Southern California Optimized Rail Expansion (SCORE) is a \$10+ billion capital improvement program that includes grade crossing, station and signal improvements as well as track additions across five counties. As Metrolink's service area continues to grow from its current 18 million people, we must do more to serve Californians and meet the state's ambitious goals to reduce greenhouse gases and improve access to affordable housing and jobs. SCORE will accelerate Metrolink's goal towards a zero-emissions future and prepare for the millions of tourists, workers and residents expected to celebrate the 2028 Olympics and Paralympics. SCORE represents a 21st Century transportation system equitable to residents in each of the five counties, regardless of occupation or neighborhood.

With

SCORE the region gets **MORE.**



More safety improvements



More seamless connections to other transit providers



More peak and off-peak rail service



More jobs and economic development



More access to job centers and affordable housing



Healthier air for all

Metrolink is the only public transit option for long distance travel throughout the entire region.

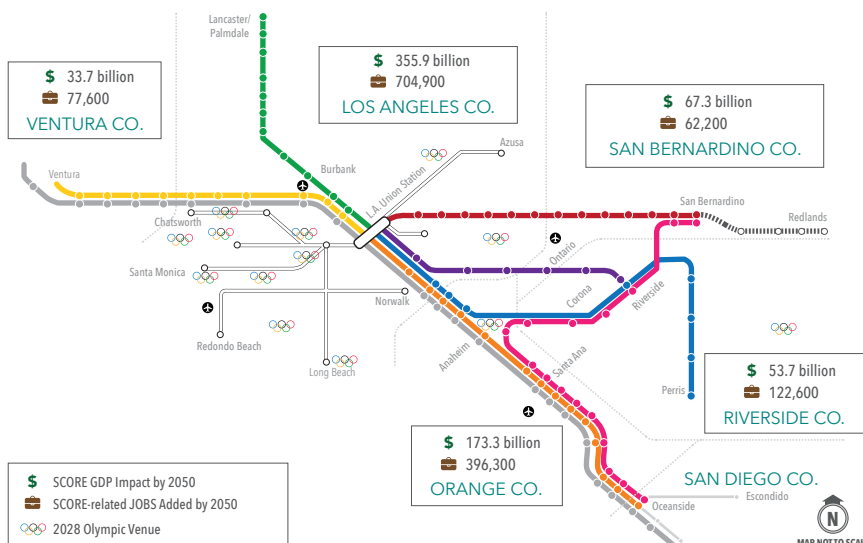
Metrolink carries passengers across all city and county lines, taking riders from city-to-city, county-to-county for a region-wide commute, and runs parallel to five of Southern California's major freeways.

• SCORE investments advance access to transportation for those who need it most, including essential workers

• SCORE's construction plan alone will create over 113,100 good paying jobs – each on average nearly \$64,000

• SCORE will reduce 51.7 million metric tons of carbon dioxide

• The cross-county and inter-city connections will promote active transportation and improve public health and safety



2028 Goal:

With millions expected to visit California for the 2028 Olympics, the SCORE program is an ambitious plan to upgrade Metrolink's railway system. Metrolink is the third largest commuter rail system in the nation and has reduced 9.3 million car trips annually to eliminate 3.4 billion vehicle miles traveled from 2023-2078.

Metrolink is the answer to freeway gridlock and gives people a better quality of life, while protecting our environment. The benefits from SCORE will make the region increasingly attractive for the millions projected to arrive in SoCal in 2028 and, will contribute to the economic engine of the region for decades to come.



SCORE Frequently Asked Questions (FAQs)

1. How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$595 million, Metrolink successfully leveraged those funds against state-level grant opportunities. In 2018, Metrolink was awarded an \$876 million grant from the California Transit Intercity Rail Capital Program (TIRCP) for Phase One of SCORE. To date, Metrolink has raised approximately 23%, or \$2.3 billion, of the \$10 billion funding goal. Metrolink is now in the process of identifying and pursuing additional grant opportunities to reach the overall funding goal.

2. How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan – a 20-year planning and implementation framework for California's rail network – Metrolink identified railroad improvements that would upgrade safety, enable more frequent service, and make existing service more reliable. Metrolink's planning team underwent a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as Metrolink, Amtrak, BNSF, UPRR and future High-Speed Rail.

3. What are the benefits to the community?

The projects would generate jobs and business opportunities, provide environmental benefits, and increase the frequency and the reliability of Metrolink service. Los Angeles County would see reduced traffic congestion and emissions on adjacent freeways, as Metrolink removes the equivalent of 1 lane of parallel freeway traffic during the peak hour in peak direction in some locations, with similar improvements in other counties served. Fewer vehicles on the road results in fewer accidents, reduced air pollution and emissions, and decreased energy consumption.

4. How will the SCORE Improvements Projects benefit riders?

Passengers will go to a train station and wait no more than 30 minutes for the next train in both directions. The Project improvements and updates would enable Metrolink to operate safe and reliable services, which means a better customer experience for passengers.

5. Are there any economic benefits to the area?

The Los Angeles Economic Development Corporation (LAEDC) produced a study assessing the impact of the construction investment in the SCORE program. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity. SCORE is Metrolink's legacy initiative.

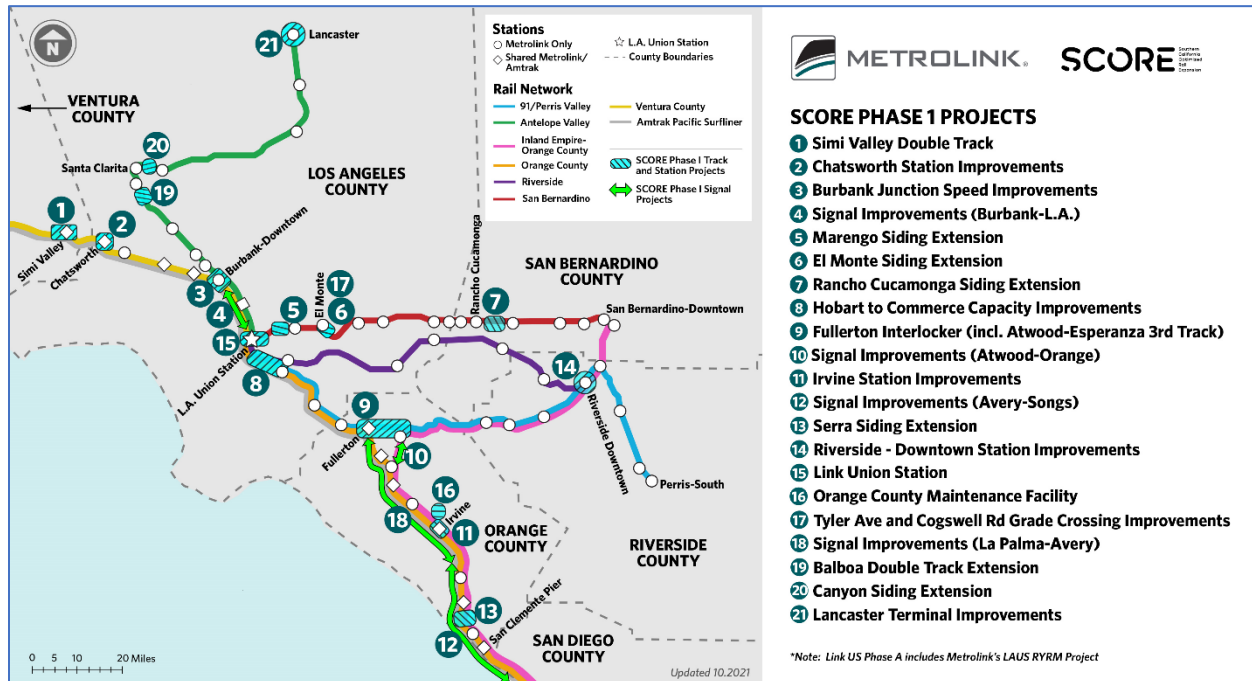
For more information about SCORE projects.

Please visit: metrolinktrains.com/score

Contact: Jeanette Flores,
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SCORE at floresj@scrra.net

Attachment B

Metrolink SCORE Phase 1 Projects



ATTACHMENT C

Metro Tasks and Responsibilities in Support of SCORE Program (Phase 1 Projects)

Chatsworth Station Improvements Burbank Junction Speed Improvements Marengo Siding Extension El Monte Station Improvement and Siding Extension (Design (PS&E) Phase)

Projects Status:

The Projects are currently in the Design (PS&E) Phase.

SCRRA has completed CEQA Environmental Clearance for the Projects, and is currently undertaking NEPA Environmental Clearance, if and where applicable. The Environmental Phase for the Projects has completed.

SCRRA has completed the Preliminary Design (30% design level) for the Projects, and SCRRA is currently developing the Final Design (90% to 100% / Camera-ready design level) for the Projects. The Design Phase for the Projects is scheduled to continue through 2023.

Scope of LACMTA Services:

This scope of work is for Los Angeles County Metropolitan Transportation Authority (LACMTA) to provide support to the Projects, as set forth below:

1. Right-of-Way Acquisition Support

LACMTA shall provide supporting right-of-way acquisition services for the Projects, which includes support to SCRRA for acquisition of right-of-way, easements, and temporary construction easements. LACMTA's roles and responsibilities for the ROW Acquisition Work are as follows:

1. Review title reports and provide comments to SCRRA regarding required property conditions/title clearances, SCRRA to coordinate title clearances
2. Review and comment on property impact statements
3. Set Just Compensation
4. Review and approve offer packages
5. Review and approve administrative and litigation settlements
6. Execute escrow and transaction related documents
7. In the event condemnation is needed to acquire any Property Interests, obtain approval from LACMTA Board of Directors or delegee in connection with

Resolutions of Necessity for condemnation, amount of just compensation, and any other approvals needed as determined by LACMTA in its sole discretion

8. Engage outside legal counsel and experts, as needed in connection with condemnation proceedings

2. Design Review

LACMTA shall review the design plans for each of the remaining design levels for the Projects, provide written comments to SCRRA, and participate in comment resolution meetings. As part of this review process, LACMTA will review the Projects' cost estimates, milestones for the Projects, and consultant deliverables at each of the milestones. LACMTA will provide comments on the design plans within twenty-five (25) business days' of receipt of the Project design documents. The work product from this phase of design review work shall be PS&E documents for the procurement of the construction of each of the Projects.

3. Utility Coordination Support

LACMTA shall provide legal support services for the Projects where existing utilities are impacted by the Projects. This includes coordination with utility owners on possible relocations or protections as agreed upon in existing license agreements between LACMTA and utility owners.

4. Community Outreach Support

LACMTA shall provide community outreach support services for the Projects. At least one LACMTA community outreach representative would attend community outreach meetings for the Projects as scheduled and led by SCRRA (or SCRRA's Public Outreach consultant). SCRRA anticipates three (3) community meetings and one (1) public hearing meeting for each of the Projects. The LACMTA Public Outreach representative would coordinate with SCRRA's Community Relations Manager and SCRRA's Public Outreach consultant during the and Design Phase of the Projects, and will distribute SCRRA-provided public notices as needed through digital media, such as LACMTA's metro.net website and social media.

Milestones and Deliverables:

Expected completion of Design (PS&E) Phase: December 30, 2023