



Board Report

File #: 2026-0098, File Type: Contract

Agenda Number: 12.

**CONSTRUCTION COMMITTEE
APRIL 15, 2026**

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of \$7,501,189, increasing the Total Contract Value from \$20,714,530 to \$27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and
- B. APPROVE programming an additional \$10,701,189, increasing the programmed Measure R 3% and TIRCP funds from \$26,378,741 to \$37,079,930, in order to achieve shovel-ready project status.

ISSUE

At its December 2025 Meeting, the Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study final report and approved the Scenario 2 Metrolink Option as the preferred alternative for the East San Fernando Valley Light Rail Transit Project. At the same meeting, staff was authorized to continue the planning work on improvements related to Scenario 2, consisting of rail crossing safety improvements at six at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL) among other improvements.

The rail crossing safety improvements at the six at-grade rail crossing locations are within the footprint of the Brighton to Roxford Double Track project, requiring staff to review the impact of the East San Fernando Valley Shared Right-of-Way Study and the subsequent Board direction on this Project. This effort is required to rescope the Brighton to Roxford Double Track Project (Project) to account for the changes made per the recommendations from the East San Fernando Valley Shared Right-of-Way Study. Board approval of the staff recommendations will allow the Brighton to Roxford Double Track Project Team to advance design effort associated with the six at-grade crossing improvements and bring the overall Brighton to Roxford Double Track Project to shovel-ready level while continuing to explore construction funding opportunities for this Project. The

Project Team also plans to advance four at-grade crossings in Segment 4, as this segment is most advanced in terms of design level, to comply with period of performance requirements associated with Transit and Intercity Rail Capital Program (TIRCP) grants.

BACKGROUND

To expand the future commuter rail service and improved network integration along the Metrolink Antelope Valley Line corridor, there are a total of four planned modules: 1) at-grade crossing safety improvements at all at-grade crossings along this rail corridor, 2) double tracking the Metrolink Antelope Valley Line from Burbank to Sylmar, 3) adding an in-fill station near Van Nuys Boulevard and 4) adding a mobility hub adjacent to Van Nuys Boulevard and San Fernando Road . The Brighton to Roxford Double Track Project and At-grade Crossing Safety Improvements would enable uninterrupted commuter and intercity rail service through the cities of Burbank and San Fernando and the communities of Sun Valley, Pacoima and Sylmar.

At its December 2025 meeting, the Board authorized staff to proceed with the 30% preliminary engineering design and obtain environmental clearance of the at-grade crossing safety improvements along the Metrolink Antelope Valley Line in the north San Fernando Valley as a result of the East San Fernando Valley Shared Railroad Right-of-Way Study findings. These 6 at-grade crossings (4 within City of San Fernando and 2 within City of Los Angeles) are within the project footprint of the original Brighton to Roxford Double Track Project - Segment 3, for which the Board previously 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 (Study). Based on findings from the recently completed Study, it was determined that the future LRT will not share the right-of-way with the existing Metrolink Antelope Valley Line single-track corridor. The project team now needs to a) separate the six at-grade crossings in Segment 3 from the original Brighton to Roxford Double Track Project, under the assumption that these at-grade crossing improvements will be constructed ahead of the double track project, under a separate package and b) re-scope the existing Brighton to Roxford Double Track Project to account for any impacts of the Study found on the Project, and the assumption that the double track portion of the project will be constructed after these at-grade crossing safety improvements being constructed in place, and c) advance four at-grade crossings in Segment 4 to comply with period of performance requirements associated with TIRCP grants.

The at-grade crossing safety improvements for each of these six locations typically include the additions of automatic warning device assembly (vehicular exit gates), pedestrian protection gates at all approaches, additions of hand railings and emergency exit swing gates, ADA ramps to meet the current requirements, additional warning signs, flashers and bells, raised center medians, upgrading the signal controller housing at each crossing locations, upgrading the traffic signal pre-emption at nearby signalized intersections etc. The additional four at-grade crossings in Segment 4 will also have similar safety improvements.

At the beginning of design phase of the Brighton to Roxford Double Track Project, while waiting for the Study to be completed, staff also paused the NEPA clearance process since there are some time-sensitive studies that need to be current at the time of submitting the application for NEPA clearance. Without knowing the application submission timeline, it would have been risky to

proceed with this work. Now that a decision has been made on the East San Fernando Valley Light Rail Transit Project, the design team has a clear direction to proceed with the work. Understanding that NEPA clearance is necessary for the project, the design team needs to rework the remaining NEPA application to account for the changes since the CEQA clearance was secured in 2017.

Metro will continue to seek state and federal level grant opportunities for the remaining construction funding needed as the capital project continues to advance to a shovel-ready level.

DISCUSSION

The Brighton to Roxford Double Track Project was originally planned to be designed and built as a single project. In order to be consistent with the other projects in the area (City of Los Angeles Bike Path Project and the East San Fernando Valley Light Rail Transit Project), the Board authorized the Project Team to proceed with the project in a four-phased/segmented approach during the Board Meeting held in July 2018 . Currently, Segment 1 (Control Point Brighton to Sun Valley Siding) is at 100% design review stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80% final design stage. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage (paused since April 2017), and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 80% design phase.

With the new direction from the Board at its December 2025 meeting to advance the at-grade crossing safety improvement work in Segment 3 ahead of the rest of the project and separate these improvements from the original Segment 3 package, the design team needs to modify the current design to account for the technical findings identified at the East San Fernando Valley Shared Railroad Right of Way Study, potential track alignment modifications to account for the Light Rail Transit alternative not continuing in the corridor, to accommodate the future in-fill Metrolink station at Van Nuys Boulevard, and the soon to be constructed San Fernando Bike Path Project initiated by the City of Burbank while maintaining the current Metrolink train services along Antelope Valley Line uninterrupted. In addition, the Project Team plans to advance four at-grade crossings in Segment 4 to comply with the period of performance requirements associated with TIRCP grants. All of these project elements and changes were not accounted for when staff first negotiated the scope of the Project with the design team. For this request, staff proposes to allocate budget in anticipation of potential land acquisition needs for any advance utility relocations required outside Metro’s right-of-way.

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	\$20,214,759	\$7,501,189	\$27,715,948
Agency - Metro	\$2,500,000	\$1,800,000	\$4,300,000
Outreach	\$369,232	\$150,000	\$519,232
Real Estate/ Acquisition of Land	\$30,300	\$1,000,000	\$1,030,300

Project Controls	\$88,450	\$250,000	\$338,450
3rd Party Agreements - City/County/Others	\$3,176,000	\$0	\$3,176,000
Total Project Cost	\$26,378,741	\$10,701,189	\$37,079,930

Table 1: Brighton and Roxford Double Track Project

Community Outreach:

Metro staff will develop a comprehensive community outreach program to engage the north San Fernando Valley communities regarding the latest developments and future planning of the Antelope Valley Improvements, including the Brighton to Roxford Project and the San Fernando Valley/Pacoima Metrolink Station and Mobility Hub. The funding plan for Brighton to Roxford identifies \$150,000, which will be combined with funding from Countywide Planning and Development for the planning work for the Metrolink Station and Mobility Hub for Community Relations to secure an outreach contractor in Spring/Summer 2026 from its Communications Bench. The outreach efforts will build from the robust engagement conducted during the East San Fernando Valley Shared Right of Way Study and will continue to maximize public participation in the diverse communities of the north San Fernando Valley by enhancing accessibility and eliminating barriers to engagement, supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, federal, state and local elected officials, and community-based organizations.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Fernando Valley community. The at-grade crossing improvements in San Fernando will be designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The recommended \$10,701,189 programming is part of FY26 Adopted and FY27 Proposed Budgets for this Project. This is a multi-year capital project, and the Project Manager of Regional Rail under Program Management and the Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460074 as shown in Attachment D, Brighton to Roxford Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY26/27 and future fiscal year programming for the project is TIRCP and Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Antelope Valley Line Improvements - Brighton to Roxford Double Tracks & At-grade Crossings Safety Improvement Project falls in the City of San Fernando and the neighborhoods of Pacoima and Sylmar areas within City of Los Angeles, along the Metrolink Antelope Valley Line. These communities were identified as Equity Focus Communities (EFCs) in prior analyses. The six grade crossings are all located in census tracts in the categories of “Very High Need” and “High Need” in Metro’s 2022 Equity Need Index (MENI). The median income is \$40,823 in the Antelope Valley, 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.

This project will enhance safety and improve line reliability, on-time performance and lead to more reliable commuter rail service for the communities located in the vicinity of the project, which comprises of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents. The community of the City of San Fernando will directly benefit from this project.

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro’s systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements 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 may choose to not authorize the work associated with the six at-grade crossing improvements in Segment 3, four at-grade-crossings in Segment 4, and the rescoping of the existing Brighton to Roxford Double Track Project to account for any impact of the ESFV ROW Study findings on the Project. This is not recommended since the northern San Fernando Valley communities have serious concerns about the pedestrian safety of these at-grade crossings and the close proximity of these crossings to the nearby middle school. For the City to pursue other grants to fund the design and construction of the project (such as Section 130 Grade Crossing Hazard Elimination Program of the CPUC), a 30% design is necessary when submitting the grant application. Additionally, advancement of Segment 4 at-grade crossings is necessary to comply with the performance requirements of associated TIRCP grants.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete the preliminary engineering and environmental clearance for the At-grade Crossing Improvements in the northern San Fernando Valley and modify the remaining project elements of the Brighton to Roxford Double Track Project to shovel-ready level, accounting for the project to be constructed in separate phases. Staff will continue close coordination with Countywide Planning and Development on the Antelope Valley Line Improvements - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub and conduct robust community engagement.

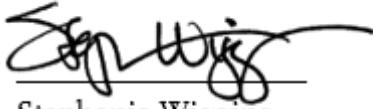
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - Brighton to Roxford Funding and Expenditure Plan

Prepared by:

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Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

1.	Contract Number: PS2415-3412		
2.	Contractor: STV Inc.		
3.	Mod. Work Description: This modification is to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance through 6/30/28.		
4.	Contract Work Description: Professional services to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering.		
5.	The following data is current as of: 3/18/26		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/23/15	Contract Award Amount: \$12,490,781
	Notice to Proceed (NTP):	08/25/15	Total of Modifications Approved: \$8,223,749
	Original Complete Date:	09/01/18	Pending Modifications (including this action): \$7,550,309
	Current Est. Complete Date:	06/30/28	Current Contract Value (with this action): \$28,264,839
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Charles Tsang		Telephone Number: (213) 348-3810

A. Procurement Background

This Board Action is to approve Modification No. 12 to Contract No. PS2415-3412 to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance from July 31, 2026, to June 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On July 23, 2015, the Board awarded a cost reimbursable Contract No. PS2415-3412 to STV Inc. in the amount of \$12,490,781 for the Brighton to Roxford Double Track Project.

A total of eleven modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical analysis, fact finding and negotiations. Staff successfully negotiated a savings of \$104,544.

Proposal Amount	Metro ICE	Recommended Amount
\$7,654,853	\$7,258,885	\$7,550,309

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope for flagging crews, right of entry (ROE) permits and field survey work on SCRRA (Metrolink) rail track.	Approved	09/24/15	\$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	\$90,948
3	No cost period of performance (POP) extension through 09/01/20 to complete Phase 2 of the project.	Approved	08/14/18	\$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Approved	10/25/18	\$2,203,529
5	Supplemental additional design tasks and POP extension through 07/30/21.	Approved	4/30/20	\$101,375
6	No cost POP extension through 06/30/22.	Approved	7/29/21	\$0
7	Supplemental geotechnical investigation, far side American with Disabilities Act ramps, relocation of Sun Valley Station pedestrian crossing, revise raised median design and Hollywood Way Underpass lighting, traffic engineering and POP extension through 12/31/22.	Approved	7/26/22	\$499,511
8	No cost POP extension through 04/28/23.	Approved	12/12/22	\$0
9	No cost POP extension through 07/31/23.	Approved	4/3/23	\$0
10	Signal and communication design coordination and modifications to the Brighton to	Approved	7/27/23	\$4,776,915

	Roxford project, divide the project into four segments and POP extension through 7/31/26.			
11	Supplemental scope to address comment resolution meetings with project stakeholders as a result of 90% final design submittal.	Approved	8/7/25	\$499,771
12	Advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and POP extension through 6/30/28.	Pending	Pending	\$7,550,309
	Modification Total:			\$15,774,058
	Original Contract:		07/23/15	\$12,490,781
	Total:			\$28,264,839

DEOD SUMMARY

**ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE
TRACK PROJECT / PS2415-3412**

A. Small Business Participation

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. Based on payments, the project is 76% complete. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

Small Business Commitment	26.62% SBE	Small Business Participation	33.60% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	B A Inc.	4.07%	3.98%
2.	Ryan Snyder Associates, LLC (Terminated)	0.20%	0.05%
3.	Cornerstone Studios, Inc.	0.55%	0.31%
4.	Diaz Consultants, Inc.	2.52%	4.46%
5.	Epic Land Solutions, Inc.	0.94%	0.06%
6.	LIN Consulting, Inc.	2.88%	4.93%
7.	Pacific Railway Enterprises, Inc.	11.33%	15.32%
8.	Wagner Engineering & Survey, Inc.	4.13%	2.92%
9.	Safeprobe, Inc.	Added	1.57%
	Total	26.62%	33.60%

¹Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least \$50 million.

Regional Rail Projects Funding and Expenditure Plan

Brighton to Roxford Double Track Project					
Project Number: 460074					
Project Programming					
Use of Funds	Inception thru FY25	FY26	FY27	FY28+	Total Capital Costs
Professional Services	18,000,000.00	3,980,000.00	5,735,948.00	0.00	27,715,948.00
Agency - Metro	2,470,000.00	255,000.00	600,000.00	975,000.00	4,300,000.00
Outreach	334,616.00	54,616.00	100,000.00	30,000.00	519,232.00
Real Estate/ Acquisition of Land	20,300.00	25,000.00	25,000.00	960,000.00	1,030,300.00
Project Controls	253,600.00	22,000.00	22,000.00	40,850.00	338,450.00
3rd Party Agreements - City/County/Others	1,623,000.00	50,000.00	200,000.00	1,303,000.00	3,176,000.00
Total Project Cost	22,701,516.00	4,386,616.00	6,682,948.00	3,308,850.00	37,079,930.00
Source of Funds	Inception thru FY25	FY26	FY27	FY28+	Total Project Funding
Measure R 3%	25,009,366.00	1,000,000.00	3,250,000.00	320,564.00	29,579,930.00
Measure M - MSP Transit Program Funds, North County Subregion	250,000.00			0.00	250,000.00
TIRCP 2020, Cycle 4	250,000.00	3,500,000.00	3,500,000.00	0.00	7,250,000.00
Total Project Funding	25,509,366.00	4,500,000.00	6,750,000.00	320,564.00	37,079,930.00

Antelope Valley Line Improvements - Brighton to Roxford Double Track Project

**Construction Committee
April 23, 2026**

Staff is requesting Board Approval to:

- A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of \$7,501,189, increasing the Total Contract Value from \$20,714,530 to \$27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

- B. APPROVE programming an additional \$10,701,189 , increasing the programmed Measure R 3% and TIRCP funds from \$26,378,741 to \$37,079,930, in order to achieve shovel-ready project status.

1. The Brighton to Roxford Double Track (B2RDT) Project will improve network integration along the Antelope Valley Line corridor. It was originally designed as one project and eventually broken into four segments
2. On December 4, 2025, Metro Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study (ESFV ROW Study) which approved Scenario 2 Metrolink Option as the preferred alternative, and authorized staff to continue planning work on improvements related to Scenario 2.
3. The rail crossing safety improvements are within the footprint of B2RDT Project which was put on hold until a decision was made on ESFV ROW Study. This decision allows the B2RDT project to move forward with the next steps.

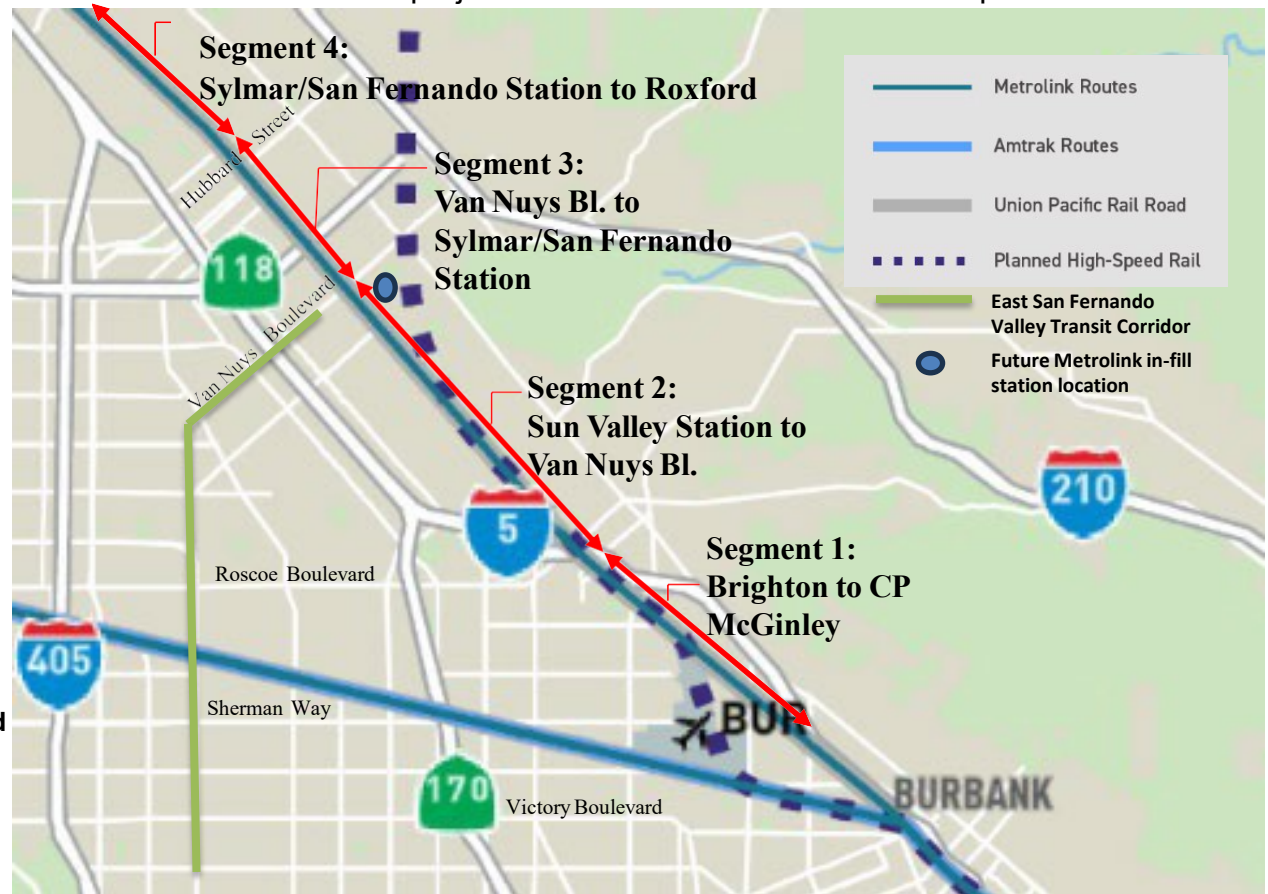
Segment 4:
4 at-grade crossings safety improvements at approx. 80% design complete*

Segment 3:
6 at-grade crossings safety improvements at prelim. design stage (approx. 30%)*

Segment 2:
80% design complete

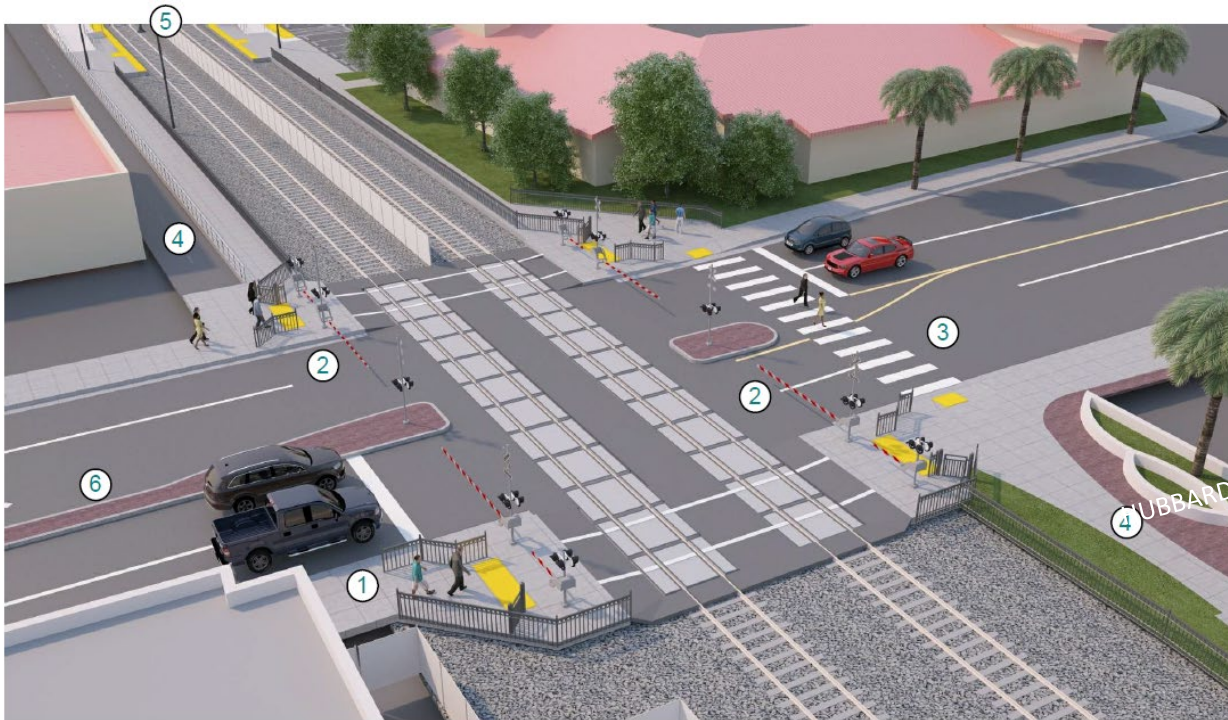
Segment 1:
100% design completed, under final review

*Note: % completion based on entire segment to be constructed at the same timeframe.



BENEFITS OF TYPICAL AT-GRADE CROSSING SAFETY IMPROVEMENTS

Antelope Valley Line Improvements – Brighton to Roxford Double Track Project



- ① Pedestrian Safety Improvements
- ② Four Quadrant Gate System
- ③ Crosswalk
- ④ Bike Path
- ⑤ Sylmar/San Fernando Metrolink Station
- ⑥ Raised Median

Conceptual rendering; subject to change

- > Provide enhanced safety at existing at-grade roadway crossings and pedestrian-only crossing along the Antelope Valley Line railroad corridor as early works package.
- > Allow Metro to coordinate with the Cities of San Fernando and Los Angeles to pursue CPUC Section 130 Railroad-Highway Crossing Program Funds to eliminate hazards at existing public road crossings.
- > Comply with the period of performance requirements of the available Transit and Intercity Rail Capital Program (TIRCP) grant.

USE OF FUNDS

Antelope Valley Line Improvements – Brighton to Roxford Double Track Project

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	\$20,214,759	\$7,501,189	\$27,715,948
Agency - Metro	\$2,500,000	\$1,800,000	\$4,300,000
Outreach	\$369,232	\$150,000	\$519,232
Real Estate/Acquisition of Land	\$30,300	\$1,000,000	\$1,030,300
Project Controls	\$88,450	\$250,000	\$338,450
3 rd Party Agreements (City/County/Others)	\$3,176,000	\$0	\$3,176,000
Total Project Cost	\$26,378,741	\$10,701,189	\$37,079,930



Metro

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete:

- a. Preliminary engineering and environmental clearance for the 6 at-grade crossing improvements in north San Fernando Valley (segment 3) as early works package,
- b. Final Plan, Specifications & Estimate (PS&E) for the 4 at-grade crossing safety improvements within segment 4,
- c. Design for the remaining project elements (segments 1 thru 4) to shovel-ready level, accounting for the project to be constructed in separate phases.

Staff will continue coordination with Metro Planning for the future Antelope Valley Line Improvements San Fernando Valley/Pacoima Metrolink Station and Mobility Hub projects;

Conduct comprehensive and inclusive community outreach in the northeast San Fernando Valley communities.