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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
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SUBJECT: UPDATE ON STATE GRANTS FOR METRO REGIONAL RAIL
PROJECTS - LINK UNION STATION AND METROLINK
ANTELOPE VALLEY LINE PROJECTS

ISSUE

On April 22, 2020, the California High Speed Rail Authority (CHSRA) Board approved the Funding Plan including \$423.335 million for Link Union Station (Link US) Project Phase A. Approval of this plan is a necessary step towards the release of \$423.335 million in State's Proposition 1A High Speed Rail (HSR) Bond funds to Metro to begin construction of the Link US Phase A Project.

On April 21, 2020, the California State Transportation Agency (CalSTA) awarded \$107.05 million in Transit and Intercity Rail Capital Program (TIRCP) funds to Metro for the Metrolink Antelope Valley Line Capital and Service Improvement Program. In addition, the award includes funding for a zero-emission rail multiple unit equipment pilot on the AVL corridor to assess potential to provide more cost-effective and flexible rail service and reduce the carbon and emissions footprint of rail service for the entire Metrolink system.

With these commitments of state funds it is imperative that Metro move forward with the respective project development activities as identified as next steps to meet the conditions of the state funding awards. These conditions include project delivery schedules linked to both project benefits as well as state funding capacity. CalSTA has also recognized that the awards of TIRCP funds during the COVID19 pandemic are

State investments to support the economic recovery of California in the years ahead.

DISCUSSION

Link US Project

The Link US Project will transform how the intercity and regional rail system operates in Southern California with run-through service capability that will enable one-seat rides between San Luis Obispo and San Diego. Given the funding constraints, the Link US Project will be implemented in two phases, Phase A and Phase B. Phase A, currently estimated to cost \$950.4 million, will construct a new rail communication and signal system and a new viaduct structure that will accommodate up to a total of nine run-through tracks with two new run-through tracks connecting Platform No. 4 tracks at LAUS south to the mainline tracks on the West Bank of the Los Angeles River. Phase B, when funded in the future, will comprise of new raised platforms, vertical circulation (elevators and escalators) and passenger concourse with retail and passenger amenities including the remaining seven run-through tracks for regional rail and future high-speed rail operations.

On April 22, 2020, the CHSRA Board approved the expenditure funding plan for the Link US Phase A Project including \$423.335 million in Proposition 1A HSR Bond funds. In close coordination with the Link US funding partners comprising of California State Transportation Agency (CalSTA), California High Speed Rail Authority (CHSRA) and Southern California Regional Rail Authority (SCRRA), Metro has identified \$950.40 million to date to implement the Link US Phase A Project:

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A High Speed Rail Bonds	\$423.34
State Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (various local sources)	\$64.94
SCRRA Joint Powers Authority Contribution (Non-Metro) (various sources)	\$40.00
Other CHSRA Funds (various sources)	\$18.73
LOSSAN/Amtrak Contribution	\$5.00
Total Funding Identified for Phase A	\$950.40

In June 2019, the Metro Board approved and certified the Final Environmental Impact Report (EIR) for the Link US Project. Right of way acquisitions are underway and are anticipated to be completed by end of 2021. In December 2019, the Metro Board approved the use of Construction Manager/General Contractor (CM/GC) project delivery method for the Link US Project. Subsequently in March 2020, the Request For Qualification (RFQ) for the Phase A CM/GC contract was released. The Request For Proposal (RFP) is anticipated to be released as early as June 2020. Staff anticipates returning to the Metro Board for the recommendation to award the Phase A CM/GC contract in early 2021.

Antelope Valley Line (AVL) Program

In December 2019 the Metro Board approved the AVL Program as one of three Metro projects to be submitted to the 2020 Transit and Intercity Rail Capital Program. This action included the commitment of up to \$102 million in North County Measure M Transit Multi-year Subregional Program (MSP) funds to be combined with North County Measure M Transit MSP and Measure R funds previously approved by the Board for project development activities. The AVL Program is responsive to the July 2019 Motion 5.1 that the Metro Board of Directors unanimously approved to support the implementation of a key set of infrastructure improvements that will allow Metrolink to operate an improved level of service through collaboration with Metro, subregional governments, and local jurisdictions. The AVL Program will incrementally increase bi-directional service up to 30-minutes from Los Angeles Union Station to Santa Clarita and 60-minutes to Lancaster through four targeted capacity-increasing infrastructure improvements (Balboa Double Track Extension, Lancaster Terminal Improvements, Canyon Siding Extension and Brighton to McGinley Double Track). It will also enable a future Amtrak service to Santa Clarita consistent with the California State Rail Plan. The estimated total cost of the proposed AVL capital and service improvements is approximately \$210.85 million. The project's funding plan includes \$97.05 million in TIRCP funds and Metro's commitment in matching funds of \$113.8 million in North County Measure M Transit Multi-year Subregional Program (MSP) funds.

The TIRCP was authorized by State of California law to fund transformative capital improvements that modernize California's transit systems, including bus and rail, to achieve all of the following policy objectives:

- reduce emissions of greenhouse gases
- expand and improve transit service to increase ridership
- integrate the rail service of the state's various rail operations (including integration with the high-speed rail system); and
- improve transit safety

In addition, the zero-emission rail multiple unit (ZEMU) equipment pilot was awarded \$10 million to test rail technology in one of the more challenging Metrolink corridors due to topography, density, temperature variations and elevation differences between Lancaster and Los Angeles. If the pilot project is successful on this corridor, it will bode well for ZEMU operations throughout the entire Metrolink regional rail network and help provide data and performance measurements useful to other agencies in California seeking to implement similar ZEMU rail technology. Technical assistance will be provided by the California Department of Transportation to integrate rail demonstration pilot efforts with statewide rolling stock planning.

NEXT STEPS

With the approval of the Proposition 1A Funding Plan, Metro staff will begin negotiation with CHSRA staff a Project Management and Funding Agreement (PMFA) which will

need to be executed and approved prior to the release of Proposition 1A funds to the Link US Phase A Project. The Link Union Station Phase A RFP is anticipated to be released in June 2020. Staff anticipates returning to the Board to award the CM/GC contract in early 2021. Metro staff will work with North County Transit Coalition, Metrolink, the State and stakeholders to advance environmental document and conceptual engineering design in order meet the project schedule as defined the in TIRCP application by Summer 2021.