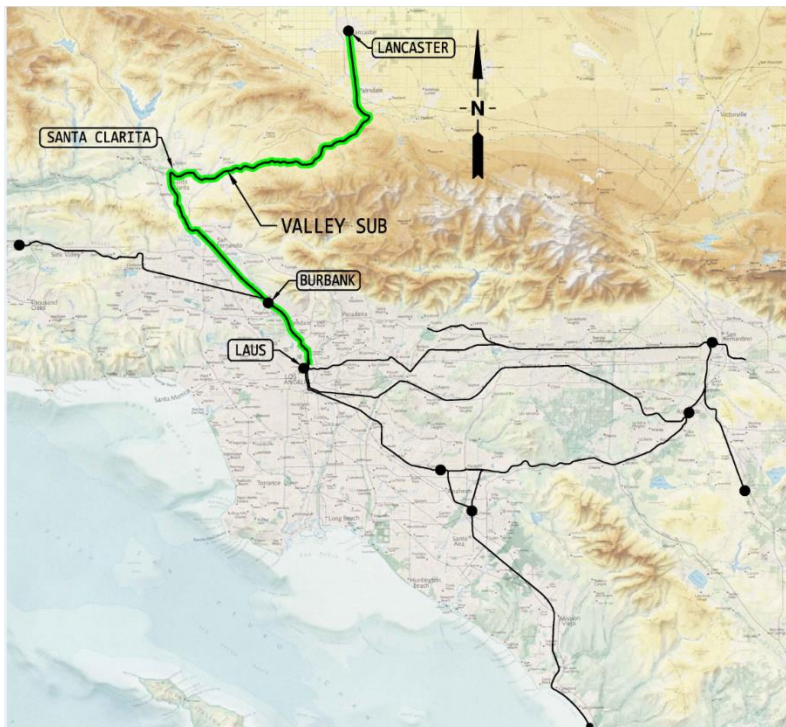




## Antelope Valley Line Capital Program – Fact Sheet

The Antelope Valley Line is one of Metrolink’s busiest lines that brings passengers from Lancaster into Los Angeles, passing through both the Antelope and San Fernando Valleys. Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the mountainous geography that this line traverses, the Antelope Valley Line requires a combination of Capital Rehabilitation projects and Capital Expansion projects to provide reliable service and enable more frequent passenger service in the future. There are existing structures that date back as far as the 1930s, which are in dire need of replacement to maintain reliable services for our existing operation and proposed service increases.



Metrolink’s Rehabilitation Plan prioritizes rehabilitation needs throughout the system using a condition and performance-based assessment methodology. Rehabilitation projects along the Antelope Valley Line listed below address large scale issues in two primary areas: (1) the most geographically difficult area between Palmdale and Santa Clarita; and (2) the busiest section of track between Burbank and Los Angeles. In addition, the initial goal of Metrolink’s Southern California Optimized Rail Expansion (SCORE) program

for the Antelope Valley line is to enable reliable bi-directional 30-minute service to Santa Clarita and an hourly peak express train to Lancaster.

The prioritized list below includes both Rehabilitation and Capital Expansion projects. The Rehabilitation projects are prioritized ahead of the Expansion projects to ensure reliable service is provided for the existing operations, regardless of when the Expansion projects are implemented. However, it is assumed that the Expansion projects, with priority rankings 6 through 14 below, include rehabilitation of the existing infrastructure within the project footprint, bringing the assets up to a State of Good

Repair and ensuring the reliability of service into the future. Rehabilitation projects have been identified in the MRP and Expansion projects have been identified in the SCORE Program.

Priority	Capital Rehabilitation & Expansion Projects:	Total Projected Cost
1*	Tunnel 25 Track and Drainage	\$10,000,000
2*	Burbank Jct. – CP Taylor Track Improvements	\$13,400,000
3*	Valley Rail and Ties between Palmdale and CP Soledad**	\$37,500,000
4*	Valley Culverts between Palmdale and CP Soledad (36 Total)	\$18,849,246
5*	Valley Signal Rehabilitation	\$3,156,030
6	Balboa Siding Extension and Speed Improvements	\$41,800,000
7	Santa Clarita Double Track	\$95,400,000
8	Brighton-Roxford Double Track	\$214,400,000
9	Lancaster Terminal Improvements	\$27,300,000
10	Saugus-Hood Double Track	\$41,600,000
11	Acton Downtown Double Track	\$56,000,000
12	Expanded Maintenance Facilities	\$68,300,000
13	Palmdale-Lancaster Double Track	\$127,300,000
14	Ravenna-Agua Dolce Double Track	\$77,300,000
Total		\$832,305,276

\*Rehabilitation Project. Does not include FY20 Capital Rehabilitation Projects.

\*\*Project includes resiliency upgrades from wood to concrete ties along portions of mountainous curved track. These upgrades have a large upfront cost but reduce Operating Maintenance costs long-term due to the longer life of these investments.