

Brighton to Roxford Double Track Project

1. Staff is requesting Board Approval of programming dollars of \$11.528 M to complete the design of the Brighton to Roxford Double Track Project for “shovel ready” condition to be highly competitive for state and federal grants; and
2. Approving Design Revisions due to East San Fernando Valley Transit Corridor in the amount of \$1.078 M.

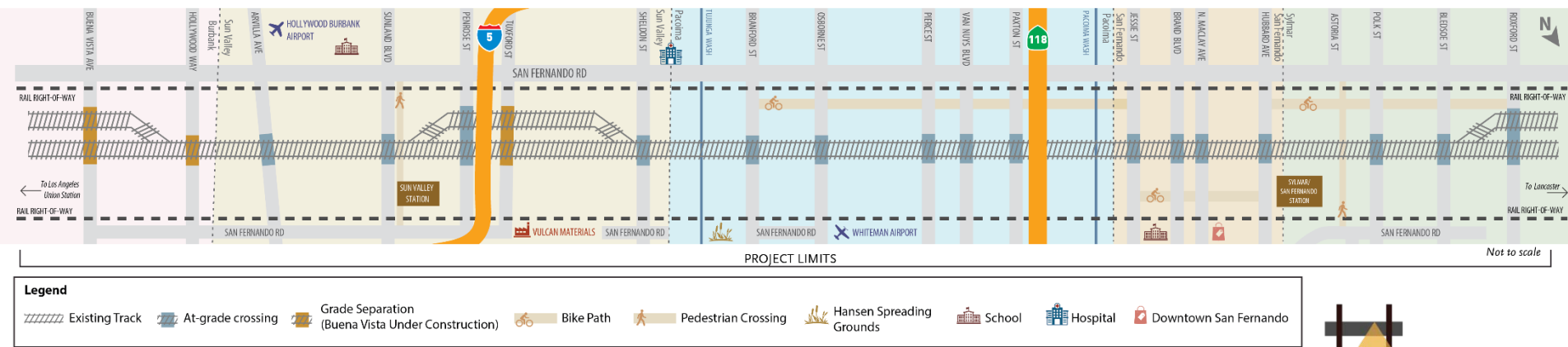
**Metro Board Meeting
July 26, 2018**

Brighton to Roxford Double Track Project



1. Metrolink is the only rail transit serving the Antelope Valley with connections to Burbank, San Fernando, Los Angeles (Sun Valley, Pacoima and Sylmar), Santa Clarita, Acton, Palmdale and Lancaster.
2. The Brighton to Roxford Project was approved by the Board in July 2015 and awarded the A/E design to STV for \$12.5 million with programming authority of \$3 million.

Existing Conditions on the Antelope Valley Line



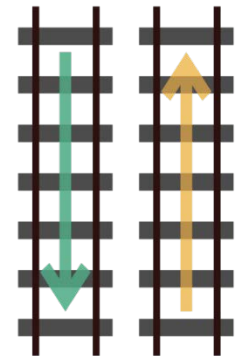
1. 60% of the Metrolink Antelope Valley Line (AVL) is single track which is operationally challenging. Operating on single line track is equivalent to a one lane road with bidirectional traffic.

2. There are approximately 30 passenger and 5 freight trains per week day on the AVL.



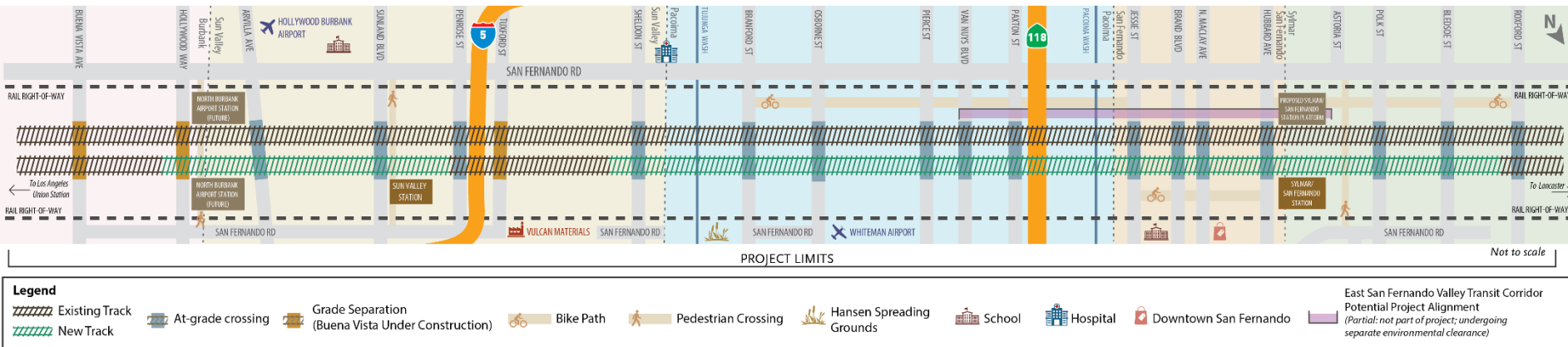
Shared Single Track

Separated Double Tracks



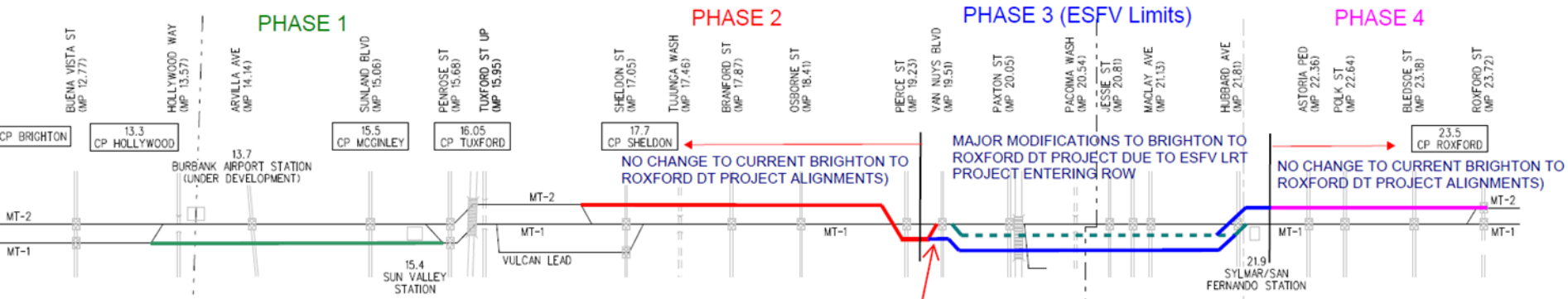
Track comparison

Brighton to Roxford – Project Benefits



- 1. Provides 25 miles of continuous double track from Union Station to San Fernando Valley that will provide 30 minute bi-directional service to the new Burbank Airport North Station up to the Sylmar/ San Fernando Station and first step to enable 30 minute clock phasing service to the cities of Santa Clarita, Palmdale and Lancaster.**
- 2. Enhances safety with Quiet Zone Ready improvements at 16 existing at-grade roadway crossings and one pedestrian-only crossing.**
- 3. Improves safety, efficiency along the Antelope Valley Line and on-time performance up to the San Fernando Valley.**

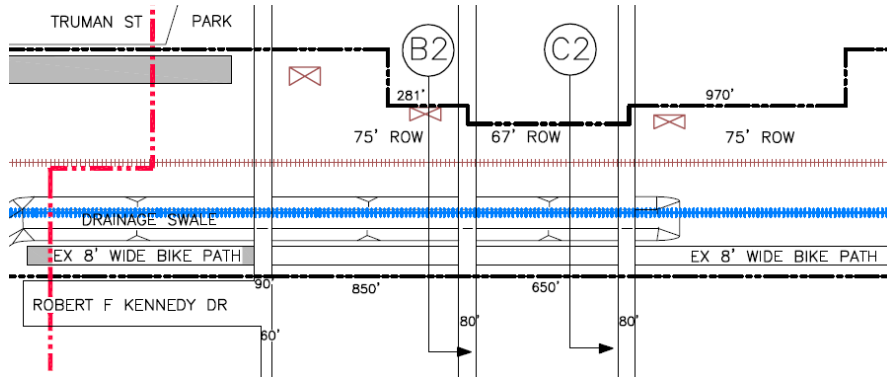
East San Fernando Valley Transit Corridor Project Coordination



1. Brighton to Roxford (B2R) is consistent with the proposed ESFV transit line. The B2R was placed on hold in June 2017 to wait for the ESFV transit to select a preferred alternative.
2. The B2R project will share approximately 2.5 miles of the corridor with 5 at-grade crossings (Paxton Street, Jessie Street, Brand Boulevard, Maclay Avenue and Hubbard Ave.) which will require

Coordination with the ESFVTC Project

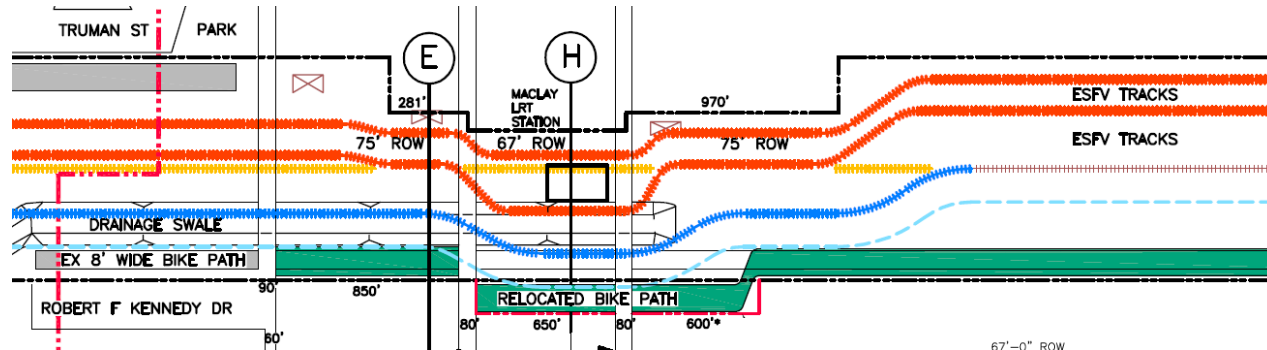
EXISTING CONDITIONS



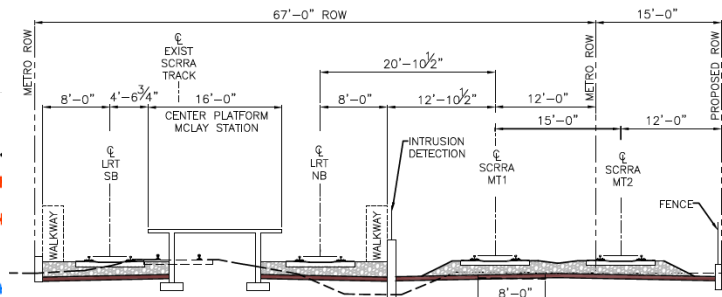
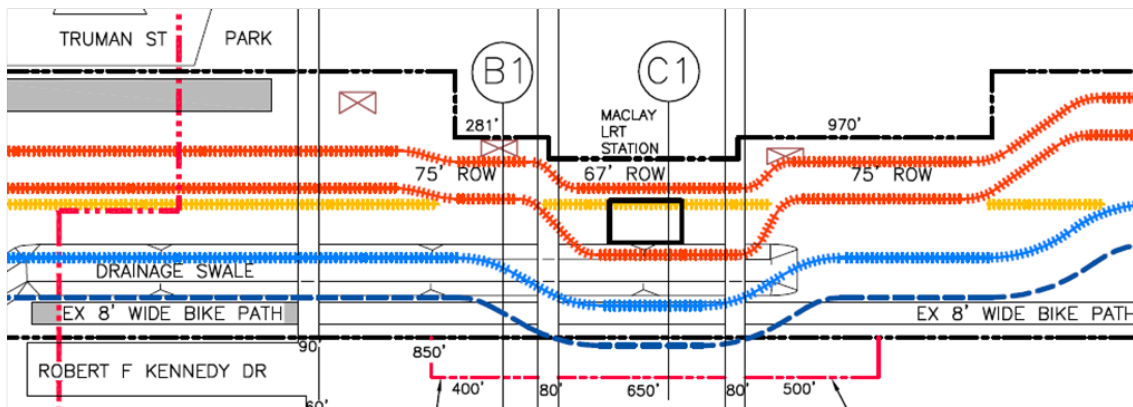
LEGEND:

- EXISTING TRACK
- EXISTING TRACK TO BE REMOVED/SHIFTED
- EXISTING SIGNAL HOUSE
- EXIST BIKE PATH
- PROPOSED METROLINK 2ND TRACK
- EXIST ROW
- PROPOSED ROW

POST ESFVTC PROJECT



POST BRIGHTON TO ROXFORD



SECTION C1

TYPICAL 4-TRACK CONFIGURATION
67'-0" ROW, WITH 15' WIDE ROW ACQUISITION
NO BIKE PATH WITHIN ROW

EXISTING BIKE PATH TO BE RELOCATED OFF ROW PER BRIGHTON TO ROXFORD DOUBLE TRACK PLANS.
*DESIGN CRITERIA EXCEPTION NEEDED FOR SCRR SIDE CLEARANCES AND TRACK CENTERS TO LRT, BUT COMPLIES WITH CPUC LEGAL MINIMUMS.

Programming Funds Breakdown and Proposed Cash Flow

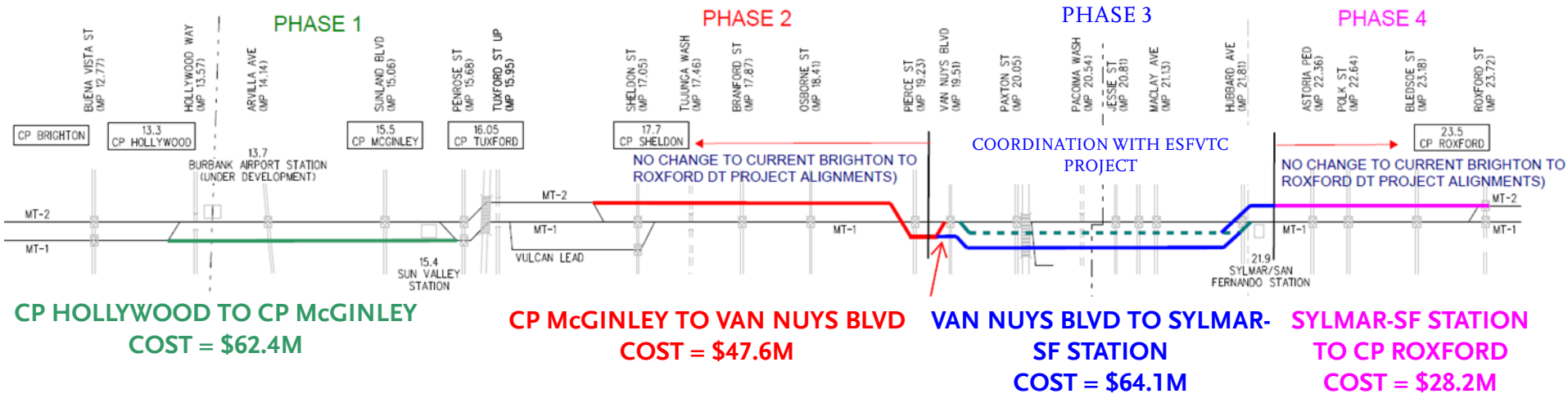
Programming Funds Breakdown

Project	Dollar Amount
Original Engineering Design Services Contract	\$12,500,000
Additional Design Services	\$3,000,000
Programmed Third Party Costs	\$2,176,000
Subtotal	\$16,704,416
Programmed Funds To-date	(\$5,176,000)
Total Programming Funds Requested	\$11,528,416

FY 15-18 Expended to date	FY 19 Metro Budget
\$5.2 million	\$5.67 million

Project Costs and Funding

Approval of staff recommendations will allow Brighton to Roxford Double Track Project to be highly competitive for state and federal grants.



PROJECT FUNDING	
Sources	Uses
Measure R 3% Funds (\$5.67M)	Planning, Environmental and Final Design
2018 BUILD Grant (\$28.2M) ¹	Construction of Phase 4

NOTE (1): Potential Project identified in SCRRRA Grant application to be submitted July 2018 with \$8.22M SCRRRA TIRCP obligation, \$2.428M TCIF obligation, \$22.56 request from Build Grant and \$3.2M local match.



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QUESTIONS?