



RE: Readiness in Response to Potential High-Speed Rail Changes

The California High-Speed Rail Authority (Authority) is providing the Los Angeles County Metropolitan Transportation Authority (Metro) with this memo in response to the motion presented at the Metro Board meeting on February 28, 2019 titled: Readiness in Response to Potential High-Speed Rail Changes. The motion was initiated so that Metro staff can understand how changes to the high-speed rail project might impact the region and to combine efforts with local and state partners to identify and promote critical projects that can provide mutual benefits.

In Governor Newsom's State of the State address delivered on February 12, 2019, the Governor did not change the Authority's approach with respect to project delivery in Southern California. The Governor stated a commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Nevertheless, while there are no recent changes to the high-speed rail project that may impact the Southern California region, the Authority is glad to provide Metro staff with information that may be helpful for a response to the Metro Board motion.

Text from the Metro Board motion are provided in italics within this memo. Information from the Authority in response to the motion is provided below each section of text.

***Paragraph 1:** A great amount of uncertainty remains over potential impacts to the Los Angeles region as a result of any changes to the California High-Speed Rail project. Metro and the Authority have entered into a funding agreement for the critical Rosecrans/Marquardt grade separation, and a Memorandum of Understanding (MOU) for the Link Union Station project.*

Authority Response: The Rosecrans/Marquardt Project Management and Funding Agreement (PMFA) signed by the Authority and Metro in May 2018 remains in effect, with a maximum Proposition 1A funding commitment of \$76.665 million towards this important grade separation project.

The Authority will direct the remaining \$423.335 million in Proposition 1A Southern California early investment funding to the Link Union Station (Link US) project, as stated in the Authority's 2018 Business Plan adopted by the Authority Board in May 2018. This direction is also consistent with Senate Bill 1029 signed into law in July 2012 that legislatively appropriated \$500 million in funding to Southern California early investment projects, a letter sent by former Governor Brown to the Metro Board in March 2017 that affirms a commitment to the Link US early investment project (provided as an attachment to this memo), and Governor Newsom's State of the State address in February 2019 that called for completion of regional bookend projects in Southern California. The decision on the Proposition 1A funding allocation to the Link US project is final. The Authority and Metro are currently completing the required administrative steps, including developing the Link US subdivision (d) funding plan.

This \$500 million in Proposition 1A bookend funding is in addition to about \$388 million of Proposition 1A connectivity funding for major capital projects in Southern California including Metro's Regional Connector, SCRRRA's new Tier 4 locomotives, and San Diego MTS Blue Line improvements.

***Paragraphs 2 and 3:** The Authority, Metro, and other Southern California partner agencies also entered into an MOU in 2012 for the purpose of identifying and investing in local rail corridors to prepare for future integrated service and operations. This MOU identified a "prioritized rail improvement list"*

(PRIL), resulting from a collaborative process, for a region-wide series of improvements and enhancements, including the HSR phase 1 corridor and feeder rail corridors, that would support a blended systems/operations model.

A majority of the PRIL projects are in Los Angeles County and a significant number of those fall on the Metrolink Antelope Valley Line (AVL), between Palmdale (where a future HSR station is to be built) and Union Station. The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Authority Response: The State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 Southern California MOU was executed, as shown in the table below.

PRIL#	County	Description	Lead Agency	Project Cost, in millions	State Funds, in millions	State Funds, percentage
1	LA	Link Union Station	Metro	\$2,100.0	\$845.5	40.3%
4	Riv	McKinley St Grade Separation	RCTC	\$91.3	\$84.5	92.5%
5	SB	CP Lilac to CP Rancho Double Track	SBCTA	\$72.0	\$2.3	3.2%
6	SD	San Onofre to Pulgas Double Track	SANDAG	\$67.7	\$38.9	57.4%
9	Riv	Jurupa Rd Grade Separation	RCTC	\$108.4	\$108.4	100.0%
14	Ora	Laguna Niguel to SJ Capistrano Siding	OCTA	\$30.8	\$7.9	25.7%
16	SD	Elvira to Morena Double Track	SANDAG	\$192.0	\$66.0	34.4%
30	SD	Sorrento to Miramar Phase 2	SANDAG	\$98.0	\$2.0	2.0%
31	LA	Vincent Siding Extension and Platform	Metro	\$17.4	\$8.2	47.1%
32	LA	Rosecrans/Marquardt Grade Separation	Metro	\$156.4	\$107.7	68.8%
38	LA	Raymer to Bernson Double Track	Metro	\$104.4	\$6.3	6.0%
40	LA	Van Nuys Station Platform	SCRRA	\$34.9	\$31.1	89.1%
48	LA	Durfee Grade Separation	ACE	\$91.1	\$2.7	3.0%
Total				\$3,164.5	\$1,311.4	41.4%

Notes:

- County abbreviations – LA: Los Angeles, Ora: Orange, Riv: Riverside, SB: San Bernardino, SD: San Diego.
- Lead Agency abbreviations – ACE: Alameda Corridor-East Construction Authority, Metro: Los Angeles County Metropolitan Transportation Authority, OCTA: Orange County Transportation Authority, RCTC: Riverside County Transportation Commission, SANDAG: San Diego Association of Governments, SBCTA: San Bernardino County Transportation Authority, SCRRA: Southern California Regional Rail Authority.
- Project Cost is the latest available estimated total project cost reported by the lead agency.
- State Funds include the following state funding sources: Proposition 1A, Transit Intercity and Rail Capital Program (TIRCP), Cap and Trade, Senate Bill (SB) 1, SB 132, State Transportation Improvement Program (STIP), California Public Utilities Commission (CPUC) Section 190, Proposition 1B, Proposition 116, and Caltrans' Division of Rail.
- A Proposition 1A funding commitment of \$423.3 million for Link Union Station, and a \$5.0 million funding commitment from CalSTA and Caltrans, are in progress. These amounts are included in the state funding of \$845.5 million indicated for the project.

The State's investment of over \$1.3 billion in the PRIL projects includes about \$1.0 billion in funding for projects in Los Angeles County, of which \$853.7 million is going towards projects located on the Metrolink AVL Line (#1: Link Union Station, #31: Vincent Siding Extension).

The Authority is also environmentally clearing four Southern California project sections of the high-speed rail Phase 1 system: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. This includes the environmental clearance of 20 PRIL projects, including 13 projects in Los Angeles County of which 9 are located on the AVL Line:

- #3: State College Blvd Grade Separation (Orange County)
- #8: Ball Rd Grade Separation (Orange County)
- #12: Orangethorpe Ave Grade Separation (Orange County)
- #20: Lancaster to Palmdale Double Track (Los Angeles County – AVL Line)
- #26: Sycamore St Closure (Orange County)
- #33: Norwalk Blvd / Los Nietos Rd Grade Separation (Los Angeles County)
- #35: Glendale Slide Relocation (Los Angeles County – AVL Line)
- #36: Glendale Station Redesign (Los Angeles County – AVL Line)
- #43: Sheldon St Grade Separation (Los Angeles County – AVL Line)
- #45: Chevy Chase Closure / Goodwin Ave Grade Separation (Los Angeles County – AVL Line)
- #52: Grandview Ave Grade Separation (Los Angeles County – AVL Line)
- #53: Sonora Ave Grade Separation (Los Angeles County – AVL Line)
- #63: Alondra Blvd Grade Separation Reconstruction (Los Angeles County)
- #64: Carmenita Rd Grade Separation Widening (Los Angeles County)
- #66: Pioneer Blvd Grade Separation (Los Angeles County)
- #67: Vermont Ave Grade Separation (Orange County)
- #68: South St Closure (Orange County)
- #69: Penrose St Closure (Los Angeles County – AVL Line)
- #70: Broadway St Grade Separation (Orange County)
- #73: Main St Grade Separation (Los Angeles County – AVL Line)

Within the portion of the AVL Line between Lancaster and Palmdale, the Authority is environmentally clearing projects that include adding a second mainline track for Metrolink service, adding a high-speed rail station in Palmdale that will be used by future California high-speed rail service and XpressWest service to/from Las Vegas, 11 new grade separations for both Metrolink and high-speed rail trains, and a new high-speed rail maintenance facility that could potentially be shared with Metrolink. The Authority is glad to discuss additional opportunities to improve the AVL Line with Metro.

In summary:

- The State of California has provided over \$1.3 billion in funding towards the design and construction of 13 PRIL projects since the year 2012 MOU was executed. About \$1.0 billion of that investment is going towards six projects in Los Angeles County, of which \$853.7 million is going towards two projects located on the Metrolink AVL Line.
- The Authority is environmentally clearing 20 other PRIL projects; 13 are in Los Angeles County of which 9 are located on the Metrolink AVL Line. Environmental clearance of these projects is an important step that is necessary for the Authority and/or other agencies to advance these projects into final design and construction.

Paragraph 4: *It is important that Metro take this opportunity to engage local and state partners to understand how any changes to the HSR project might impact the region and to combine efforts to identify and promote critical projects that can provide mutual benefits, should an opportunity arise to advance them.*

Authority Response: The Authority has coordinated closely with our local and state partners since execution of the year 2012 Southern California MOU. Staff from each of the 2012 MOU signatory agencies participated in the Southern California Passenger Rail Partners Working Group, which was formed to maintain the list of early investment projects in Southern California, develop funding plans for projects on the list, and work collaboratively to implement projects consistent with the commitments made in the year 2012 MOU. As noted in our response to Paragraphs 2 and 3, the State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 MOU was executed.

In its 2016 and 2018 Business Plans, the Authority identified the rail corridor connecting Burbank, Los Angeles, and Anaheim as being of regional and statewide significance, critical to supporting the Southern California economy. The Authority and its partners are focusing on modernizing and improving this shared urban mobility corridor because:

- The corridor facilitates cargo movements to and from the Ports of Los Angeles and Long Beach, the nation's two busiest ports based on container traffic.
- The corridor is part of the nation's second busiest Amtrak line and is served by four of Metrolink's seven regional rail lines.
- The corridor will be an essential link in the statewide high-speed rail system, connecting with some of California's most significant tourist, entertainment, cultural and business destinations.

Working with our partners to improve the Burbank to Anaheim rail corridor will have tremendous benefits for the region including enhanced capacity and reliability for all rail operators in the corridor, improved safety and air quality, increased passenger rail ridership, and reduced traffic congestion. The "Triple Bottom Line" objectives of this work are to: improve safety and state of good repair, protect and enhance existing services, and establish the foundation for introduction of high-speed rail service.

The Authority recently partnered with Metro, SCRRA, the LOSSAN Rail Corridor Agency, and BNSF Railway and applied in January 2018 to the California State Transportation Agency (CalSTA) for funding from the Transit and Intercity Rail Capital Program (TIRCP). The application, submitted by SCRRA as the lead agency, was for the Southern California Optimized Rail Expansion (SCORE) Program which would fundamentally transform, expand, connect and improve regional rail service throughout Southern California in advance of the Los Angeles 2028 Summer Olympics. CalSTA awarded a TIRCP grant of \$875.7 million to SCRRA in April 2018 for the SCORE Program.

SCRRA subsequently developed its multi-year allocation plan for the SCORE Program that included \$398.4 million to the Link US project and \$477.3 million for numerous additional regional rail investments throughout Southern California, including double-track projects, grade separations, station improvements and maintenance facilities. The Authority, CalSTA, SCRRA, and BNSF worked together to identify early action projects for implementation in the Burbank to Anaheim rail corridor during the next five years, including:

- Relocation of the Commerce Metrolink station, which will enable the separation of passenger trains and freight trains near the BNSF Commerce Yard.

- The Fullerton Interlocker project, which will help untangle passenger and freight train crossing movements near the Fullerton Metrolink and Amtrak station.
- A passenger track flyover between I-710 and I-5, which will help enhance capacity, reliability, and on-time performance in the corridor.

The Authority has also coordinated closely with Metro on project-level environmental clearance work since 2015:

- In February 2015, the Authority and Metro executed a contract for Metro to engage with Authority staff to complete the Authority's environmental clearance of high-speed rail service in Southern California and to make sure that high-speed rail trains can operate in a shared urban corridor. Through this agreement, Metro has reviewed the Authority's draft preliminary engineering work and provided comments to the Authority.
- In May 2016, the Authority and Metro executed a contract for the Authority to share project development costs for the integration of high-speed rail service at Los Angeles Union Station (LAUS) in downtown Los Angeles, for up to \$15.0 million. The Authority and Metro executed an amendment in August 2017 to increase the contract value from \$15.0 million to \$18.7 million. Through this agreement, the Authority has reviewed Metro's environmental and preliminary engineering work for the Link US project and provided comments to Metro.

The Authority's environmental clearance work is essential to implement a number of the PRIL projects (as identified in our response to Paragraphs 2 and 3), to make investments on the AVL Line in the Antelope Valley, and to move forward with early action projects in the Burbank to Anaheim shared urban mobility corridor.

These activities collectively demonstrate the Authority's ongoing commitment to work with our local and state partner agencies to modernize the passenger and freight rail network in Southern California, and advance early investment projects that bring mobility, reliability, and connectivity benefits to Southern California travelers in an expedited timeframe. The Authority will continue to work with Metro and our partners to deliver projects throughout the region.

Actions Requested by the Metro Board for the Metro CEO to take:

- A. *Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region.*

Authority Response: The Authority agrees with the importance of multimodal connectivity in the City of Palmdale. The Authority has been working closely with the City of Palmdale to develop a station area plan for the area adjacent to the Palmdale Transportation Center. The intent of this work is to plan for expanded regional rail services, expanded local and commuter bus services, new California high-speed rail service, and new XpressWest service to Las Vegas via the future High Desert Corridor.

- B. *Engage with the office of Governor Newsom, the Authority, and the California State Transportation Agency (CalSTA) to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements.*

Authority Response: As noted in our response to Paragraph 4, the Authority welcomes further discussion with Metro and our partner agencies on opportunities to advance critical regional improvements throughout Southern California.

C. Engage Metrolink, CalSTA, and the Authority to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Authority Response: The Authority has coordinated closely with SCRRA on development and implementation of the Metrolink SCORE Program over the past year. The Authority provided input to the California Department of Transportation (Caltrans) for the California State Rail Plan in 2016 and 2017, and was in contact with the Southern California Association of Governments (SCAG) regarding development of SCAG's 2020 RTP/SCS earlier this year. The Authority has also discussed Metro's ongoing Antelope Valley Line study and development of the countywide Freight & Goods Movement Strategic Plan with Metro staff earlier this year.

The Authority welcomes further discussion with Metro, SCRRA, CalSTA, SCAG, and Caltrans on ways to advance specific projects that are described or will be described in these plans and studies. The Authority believes there is strong alignment between the goals and objectives of these agencies with respect to improving the passenger and freight rail network in Southern California, which provides a solid foundation for moving forward with project implementation.

D. Report back to the Board in 90 days with an update on progress and findings.

Authority Response: The Authority intends for this memo to provide information to Metro that may be helpful as Metro staff prepares an update to the Metro Board.