

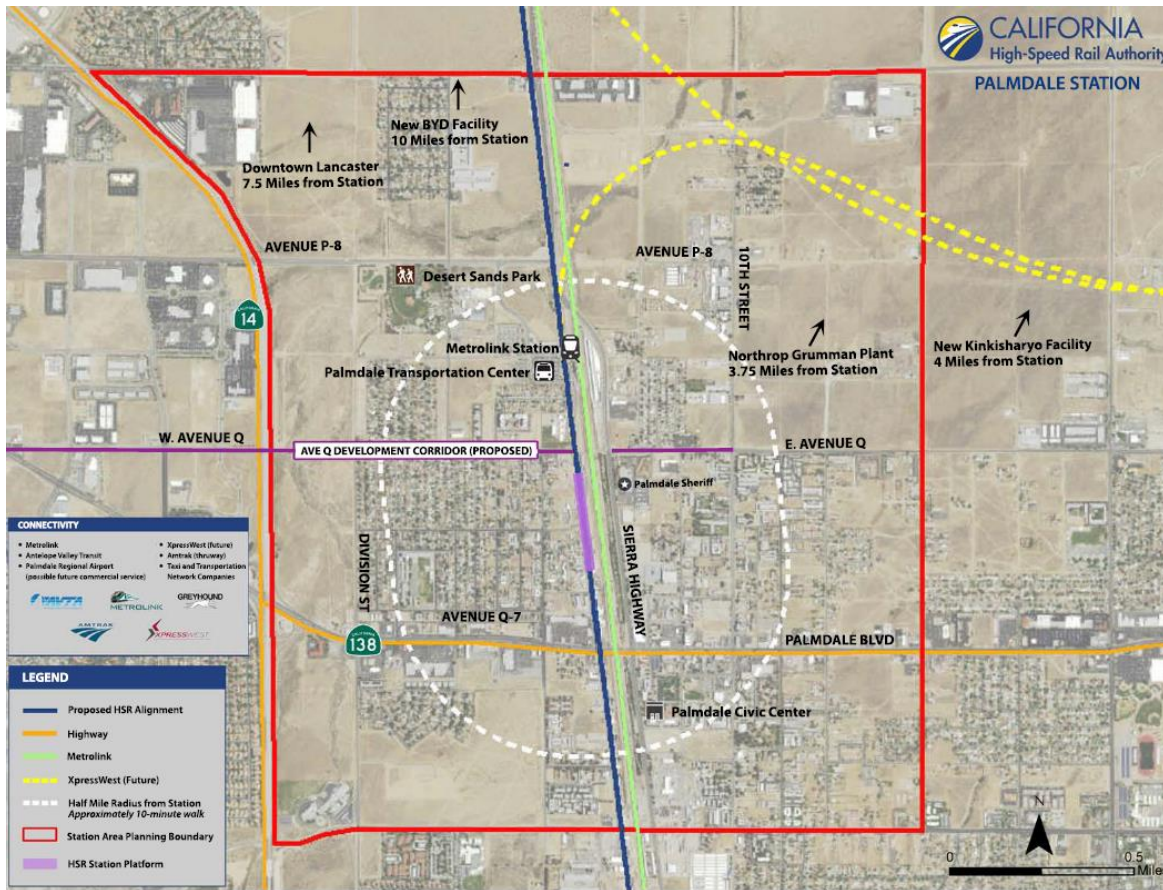
Readiness in Response to Potential High Speed Rail Changes

- 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;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the 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, and;
- C. Engage Metrolink, CalSTA, and the CAHSR 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.

Metro Planning and Programming Committee Meeting

May 15, 2019

Palmdale Transportation Center (PTC)



CALIFORNIA High-Speed Rail Authority
PALMDALE STATION

This will be a new high speed rail station that features a Metrolink station with local and commuter bus hub.



This multi-modal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016 – 2040) and California High Speed Rail Authority 2018 Business Plan.

Engagement with the office of the Governor

1. At staff's recent meetings with CAHSR and Calsta have confirmed that there are **no changes to the HSR plan** outlined in the CAHSR 2018 Business Plan.
2. Staff from Metro's Government Relations, County-wide Planning and Regional Rail **engages regularly** with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members.
3. Staff continues to discuss the progress CAHSR's contribution totaling **\$500 million to the bookend projects** of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR.

California Senate Hearing on HSR

On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain.

Staff testified on the significant benefits that can come from CAHSR **making more new investments in the existing rail infrastructure system in Southern California** especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that **will provide immediate benefits** that speed up rail service in Southern California with **decreased travel times** as well as **improved commutes for people in Southern California** who are already making two to three hour commutes one way.

Opportunities to Advance Critical Regional Improvements

A future HSR blended service/blended operations system totaling \$1.044 billion or \$522 million of new potential CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million

Additional Feedback from Metrolink

Metrolink provided fact sheets to address HSR blended service/blended operations new investment on the Antelope Valley Line and shovel ready projects within the Metrolink system shown as attachments A-1 and A-2 to this board report. Below are some additional capital rehabilitation and expansion projects not included in the \$1.044 Billion investment needed for Southern California:

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
LAUS Track and Signal Modernization	\$28,643,632
FY20 Valley Signal System Request	\$1,000,825
FY20 Facilities Request – CMF	\$1,810,000
Burbank Jct – CP Taylor Track Improvements	\$13,400,000
River Sub Track Improvements CP Taylor to CP Chavez	\$4,500,000
Station Communications Upgrades – Burbank to Anaheim	\$1,720,000
River Sub West Bank Track Improvements - Chavez to	\$6,000,000

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	\$2,300,000
Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	\$2,000,000
Orange Sub Signal Rehabilitation – Fullerton to Anaheim	\$300,000
Valley Signal Rehabilitation between Burbank and CP Taylor	\$1,300,000
River Sub Bridge 3.35 Grading, Drainage, and Fencing	\$300,000
River Sub Signal Rehabilitation – CP Taylor to Redondo	\$3,500,000
Burbank to Los Angeles Lubricator Replacements and Enhancements	\$1,000,000

Additional Feedback from CAHSR



CALIFORNIA High-Speed Rail Authority

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

CAHSR provided response to comments in attachment B to this board report regarding the board motion to illustrate their continued commitment to book-end investments and breakdown of state funding to-date by sources toward Southern California capital projects.



Metro

Thank You

