



Board Report

File #: 2019-0106, **File Type:** Motion / Motion Response

Agenda Number: 38.

**REGULAR BOARD MEETING
FEBRUARY 28, 2019**

Motion by:

Barger, Najarian and Krekorian

Item 38: Readiness in Repsonse to Potential High Speed Rail Changes

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 (HSR) project. Metro and the California High Speed Rail Authority (Authority) have entered into a funding agreement for the critical Rosecrans/Marquardt grade separation, and an MOU for the Link Union Station project.

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.

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.

SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES

APPROVE Motion by Barger, Najarian and Krekorian that the Board direct the CEO to:

- 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 office of Governor Newsom, the California High Speed Rail Authority (Authority), 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;

- 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, and;

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

HAHN AMENDMENT: Report back to the Board in 90 days on all impacts this change will have on Metro projects