







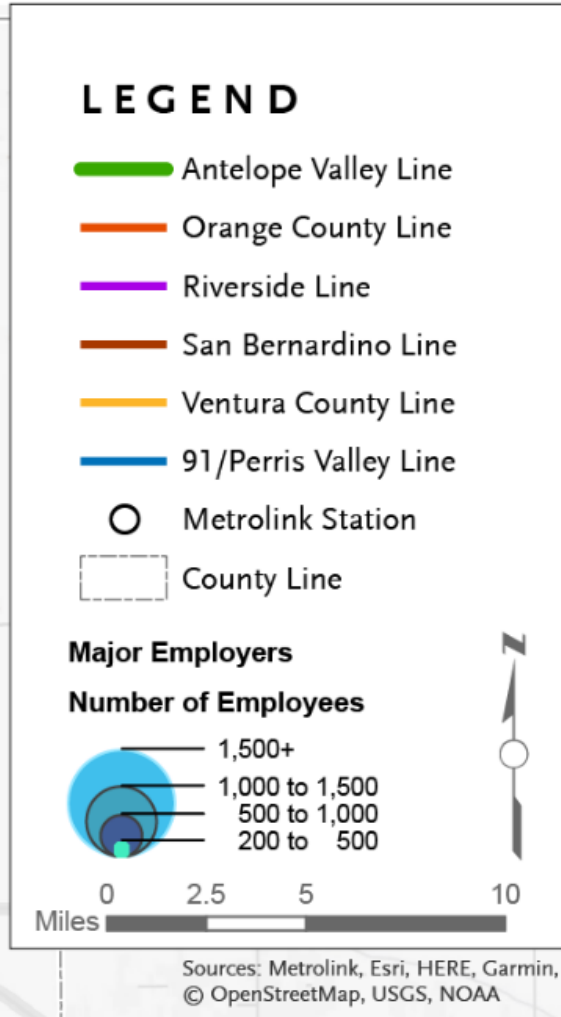
We're increasing Regional Rail  
Service on the Antelope Valley Line.

# Agenda

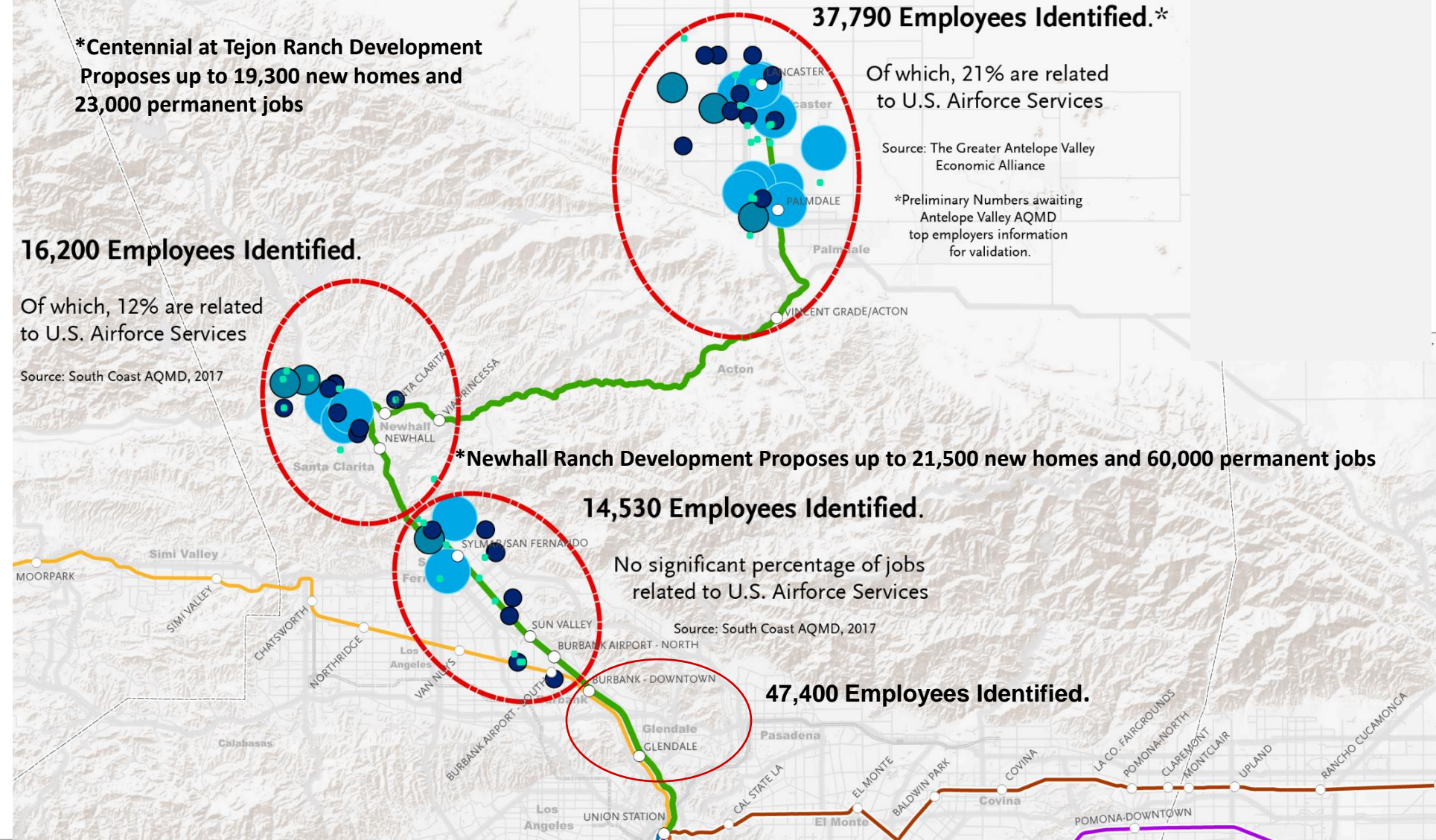
- I. Antelope Valley Line Market Assessment
- II. Program Overview
- III. Proposed Project
- IV. Project Walkthrough
- V. Program Schedule
- VI. Next Steps



# AVL Market Assessment: Top Employers

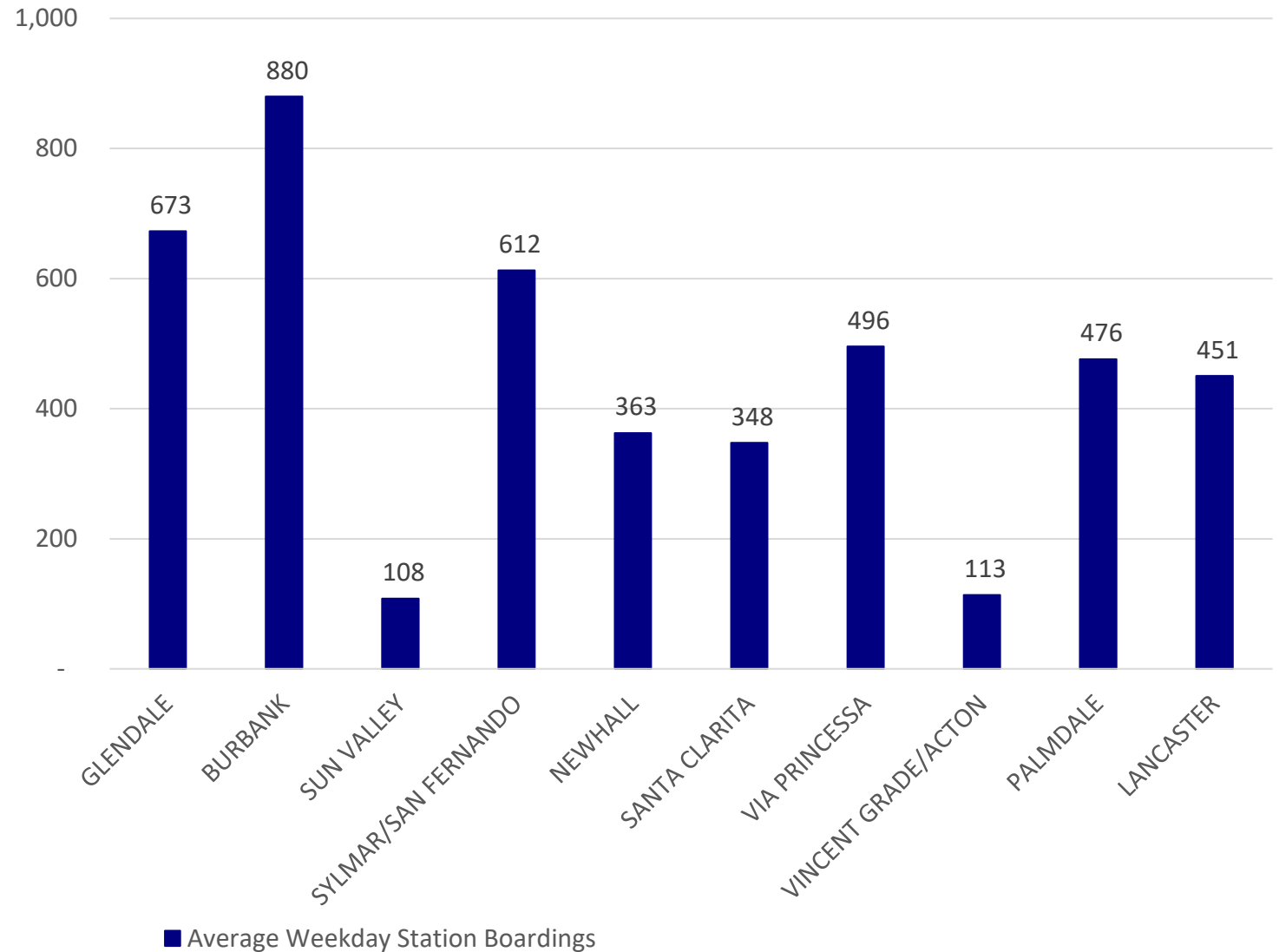


## Major Employers (200+ Employees) in the AVL Study Project Area



# AVL Market Assessment: Takeaways in 2019

1. Busiest Stations along the AVL during the weekdays are Downtown Burbank, Glendale and Sylmar/ San Fernando Stations.
2. Lowest Average Boarding Stations along the AVL during the weekdays are Sun Valley and Vincent Grade/ Acton stations.
3. Union Station is the most important destination for riders boarding from the Newhall, Santa Clarita and Via Princessa/Vista Canyon stations. (266,061 trips)





# AVL Market Assessment: SCRRA Origin/ Destination Data for Vincent Grade/ Acton, Palmdale and Lancaster Stations

Origin of 370,000 trips of the approximated total 1,360,000 annual weekday trips on the AVL (PRIOR to COVID-19)

Top Five Destination Stations along AVL .

Rank	AVL Station Destination	Number of Trips
1	Sylmar/ San Fernando	60,195
2	Burbank	29,861
3	Santa Clarita	25,718
4	Glendale	24,292
5	Newhall	18,081

Top Five Destination Stations from the AVL.

Rank	Metrolink Station Destination	Number of Trips
1	LAUS	159,175
2	Cal State LA	2,392
3	Burbank Airport – South	1,764
4	San Bernardino Depot	1,632
5	Fullerton	1,490

Through a breakdown of the data station-to-station results show trip beginning to end.

Destinations	Number of Trips	Percent of Trips
Stations in other AVL Groups	187,106	51%
LAUS, Commerce, Norwalk/Santa Fe Springs, Buena Park, Fullerton	162,067	44%
Burbank Airport – South, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura – East	4,676	1%
Cal State LA, El Monte, Baldwin Park, Covina, Pomona – North, Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino Depot	7,362	2%
Montebello/Commerce, Industry, Pomona – Downtown, Ontario – East, Jurupa Valley/Pedley	372	0%
Anaheim Canyon, Corona – West, Corona – North Main, Riverside – La Sierra, Riverside – Downtown, Riverside – Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown, Perris – South	2,661	1%
Anaheim, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel/Mission Viejo	3,278	1%
San Juan Capistrano, San Clemente, San Clemente Pier, Oceanside	1,130	0%
<b>Total Annual Trips</b>	<b>368,652</b>	<b>100%</b>

# AVL Capacity and Service Improvements Program Overview

## Funding

Capital Costs of program are fully funded:

1. **October 2019** - North Los Angeles County Transportation Coalition Board committed up to \$113.8M with their Measure M subregional funds to kick start the program.
2. **April 2020** - CalSTA awarded \$107.05M in TRICP grant fund

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
<b>\$107.05</b> MILLION	<b>\$113.80</b> MILLION	<b>\$220.85</b> MILLION



## Project Objective

1. Enable 30 minute bi-directional passenger rail service along the Antelope Valley Line corridor.

## AVL Plan By the Numbers

15 → 30 Weekday trains  
in each direction

7,000 → 17,500 Daily AVL riders  
by 2028

150% Increase in AVL ridership from  
2019 to 2030

9 Minutes trip time reduction  
Palmdale-to-L.A. Union Station



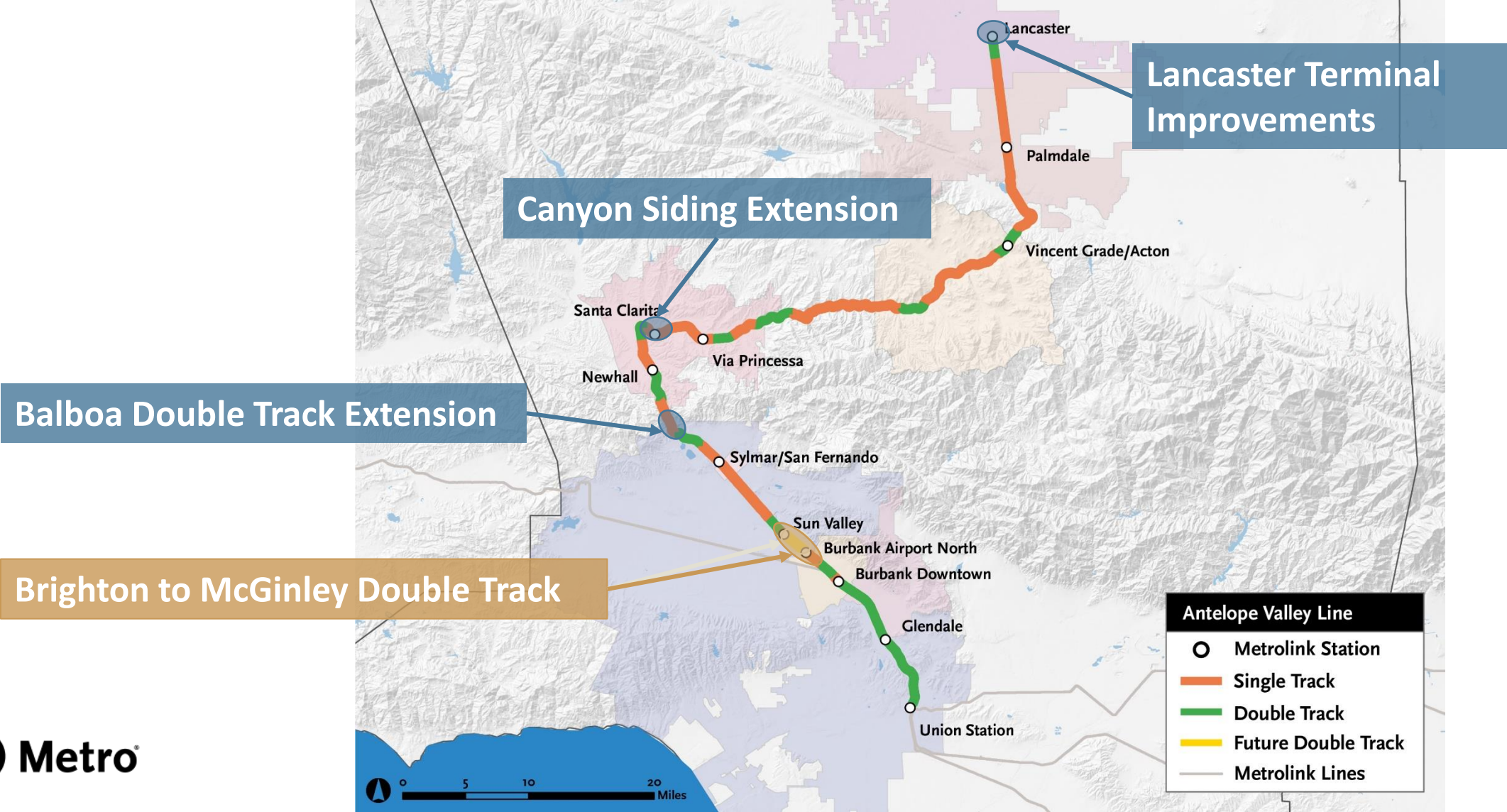
Clockface off-peak and  
weekend schedules

34% → 44% Percent of the AVL  
double-tracked



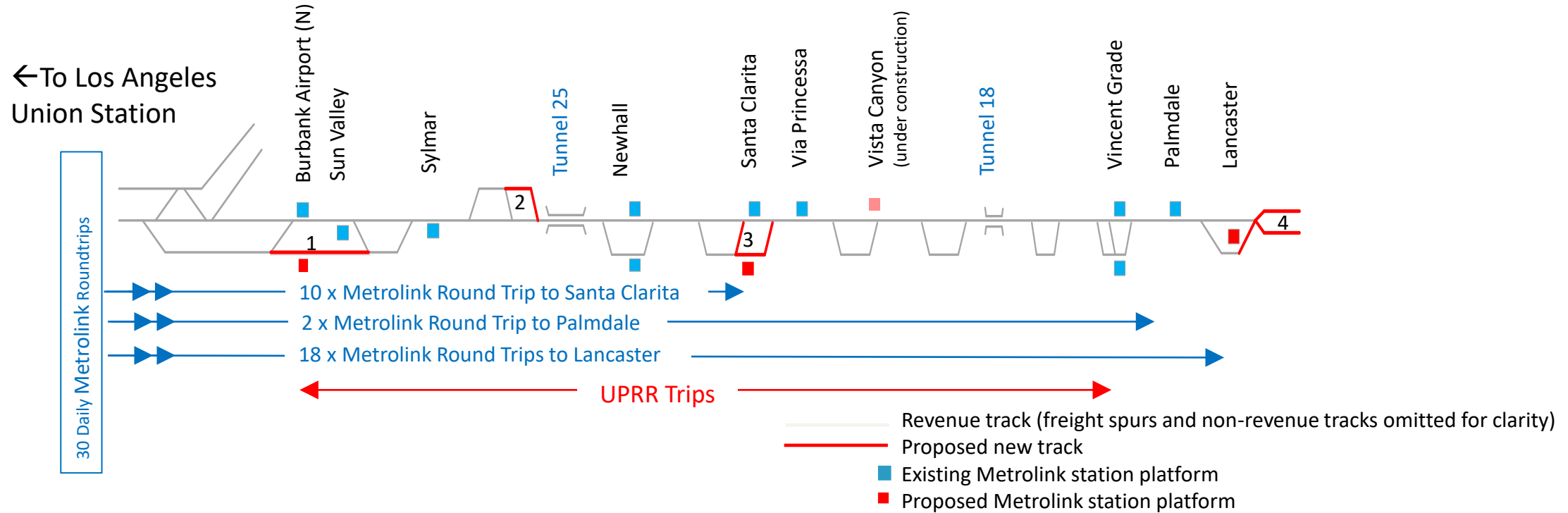
# Proposed Project

## Existing Conditions and Proposed Improvements



# Proposed Project

## Location of AVL Program Improvements



1. Brighton-McGinley double track – cleared by separate environmental process
2. Balboa double track
3. Canyon double track
4. Lancaster Terminal improvements



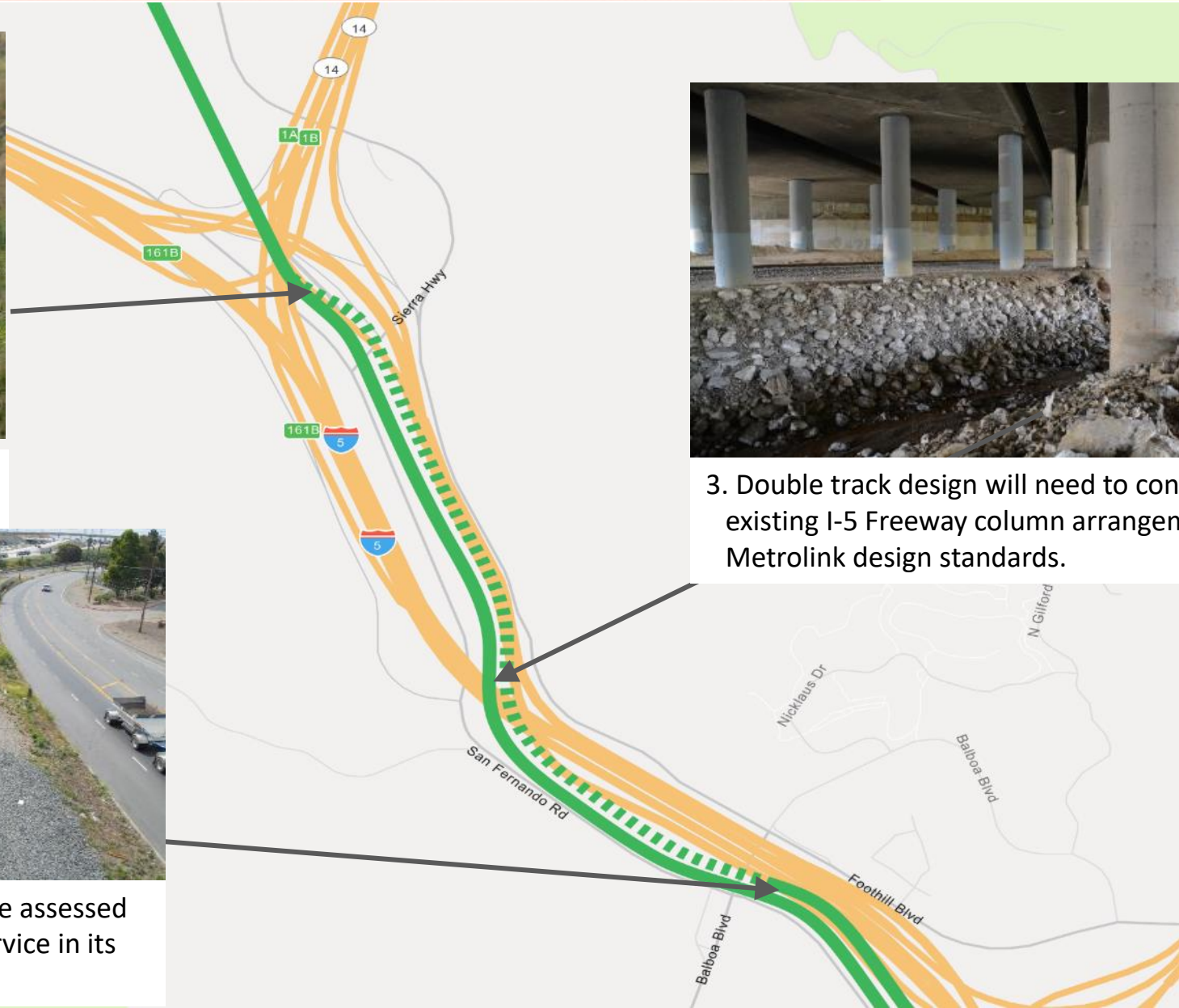
# Project Walkthrough: Balboa Double Track Extension



2. Maintenance siding at north end of double track extension will require further design consideration.



1. Existing Sylmar Siding should be assessed for its suitability for revenue service in its current condition.



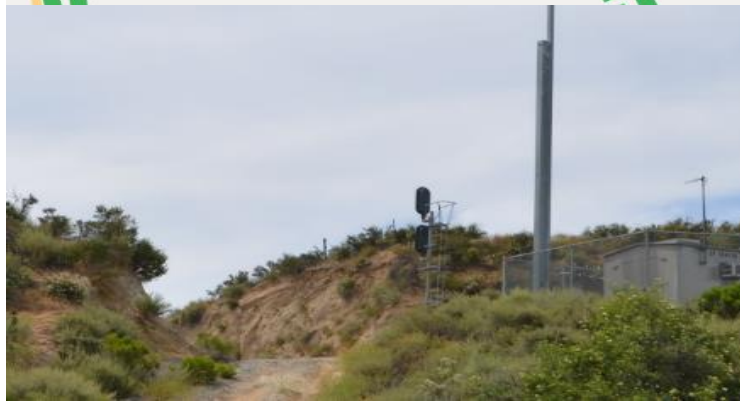
3. Double track design will need to consider existing I-5 Freeway column arrangement and Metrolink design standards.



# Project Walkthrough: Canyon Siding Extension



1. Second track and new side platform at Santa Clarita Station to be designed.



2. Existing slopes along current right-of-way need to be incorporated into design.



# Project Walkthrough: Lancaster Terminal Improvements



2. Modifications required at existing Lancaster Blvd grade crossing to allow trains to move to storage/layover tracks



1. Baseline with maintain existing side platform



3. 2 no. additional storage/layover tracks required at Lancaster.



# Program Schedule

**Environmental Study and Conceptual  
Engineering**  
**2020-2021**

**Feasibility studies**  
**Completed**  
**2019**



**Engineering**  
**2022-2024**



**Right-of-Way**  
**2022-2025**



**Construction**  
**2024-2027**

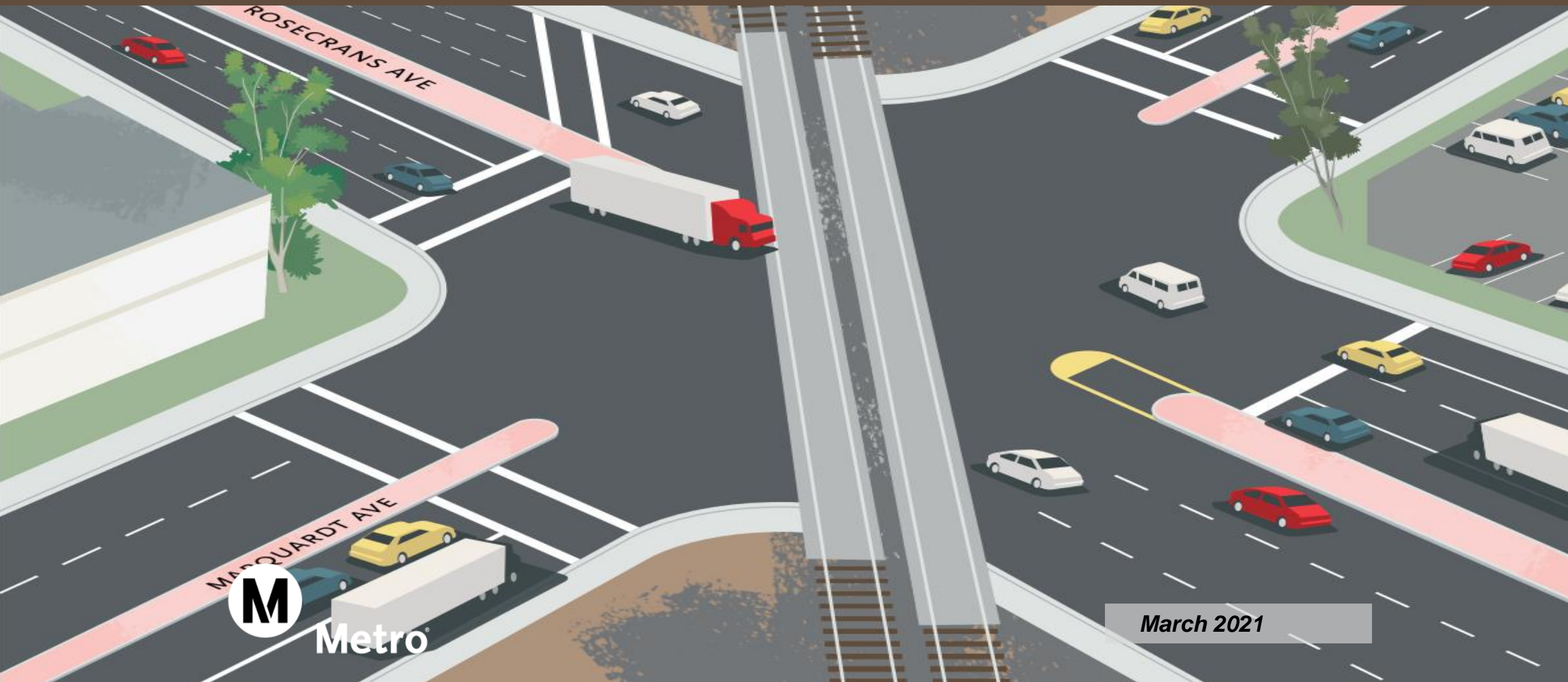


# Next Steps

## Antelope Valley Line Service and Capacity Improvements Project

1. Release Draft EIR release by July 2021
2. Submit Final EIR by December 2021
3. Start Final Design Projects for Balboa, Canyon and Lancaster in 2022

# Rosecrans/Marquardt Grade Separation Project



Metro

March 2021



# Overview

- > Crossing Location
  - Rosecrans Ave / Marquardt Ave in Santa Fe Springs
  - Diagonal rail crossing at the intersection
- > Existing Traffic Conditions
  - Most hazardous grade crossing in California (CPUC)
  - Over 112 trains and 45,000 vehicles use this crossing daily
  - 21 hours gate down time per week = 45 days per year



- > 26 incidents
- > 5 fatalities
- > 6 injuries

# Final Design and Key Features



1. Raise Rosecrans Ave. (four lanes) over the tracks, with a realignment to the south.
2. Connect Marquardt Ave. (south of the crossing) to Rosecrans Ave. under the bridge.
3. Connect Marquardt Ave. (north of the crossing) to Stage Rd.
4. Access to Rosecrans Ave. on the east side is provided via Iseli Rd.





# Rendering – Street View



M



# Construction Staging





# Construction Staging



M



# Construction Staging





# Construction Staging



M



# Construction Staging



M

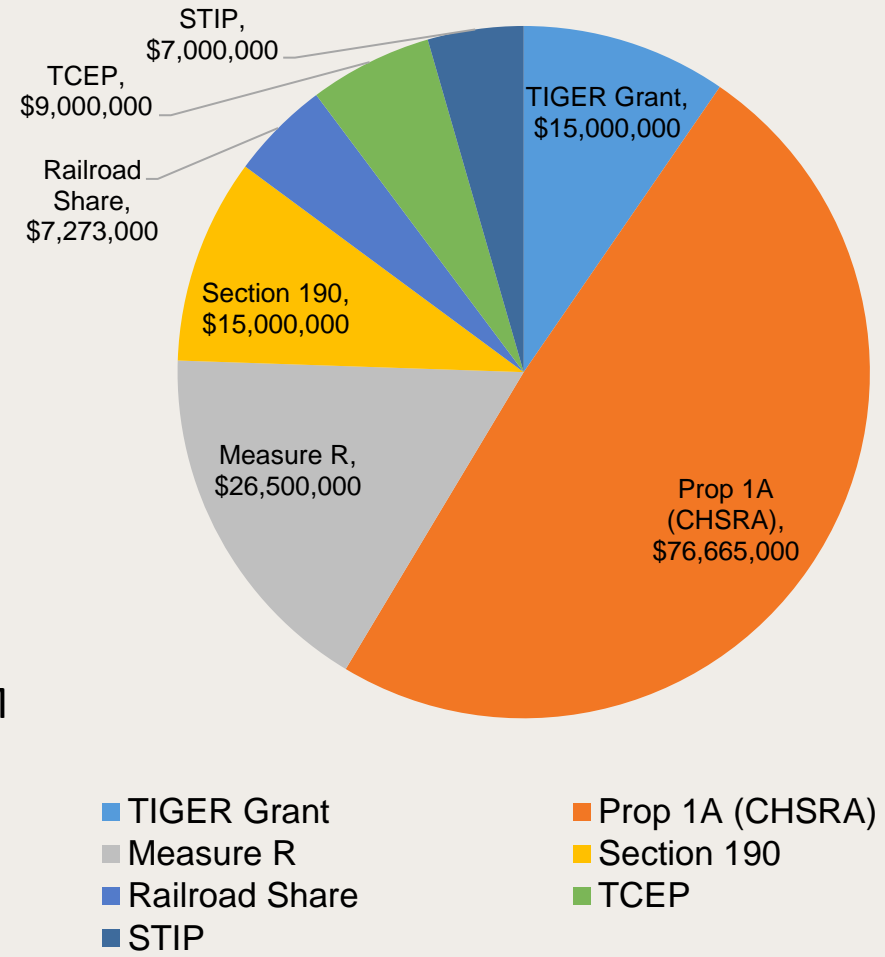


# Funding

## Life of Project Budget (\$156.438 Million)

### TIGER Grant - \$15 M

1. Proposition 1A - \$76.665 M
2. Measure R - \$26.5 M
3. Trade Corridor Enhancement Program - \$9 M
4. State Transportation Improvement Program - \$7 M
5. BNSF Railway – Up to \$7.273 M
7. California Public Utilities Commission
  - (CPUC) Section 190 - \$15 M



# Community and Environmental Benefits

- > Improved safety due and elimination of train-to-vehicle accidents and pedestrian accidents
- > Better air quality due to elimination of idling trains
- > Time savings of 21 hours per week due to vehicles idling to allow train passage across this intersection
- > Increased efficiency of rail systems (BNSF, Amtrak, and Metrolink)
- > Accommodate potential future California High-Speed Rail





# Status of Design and Engineering

- > **November 2018:** Finalize environmental clearance under the National Environmental Policy Act (NEPA) – **COMPLETED**
- > **December 2020:** Right-of-way Certification – **COMPLETED**
- > **May 2021: Complete Plans, Specifications, and Estimates**
- > **June 2021: Issue for Bid**
- > **November 2021: Complete Advanced Utility Relocations**
- > **December 2021: Bid Award/Issue for Construction**

# Advanced Utility Relocation

- > **Anticipated Completion:** November 2021
- > These include:
  - Southern California Edison –(Phase 1 Completed)
  - Telecommunications (Frontier, AT&T, Charter Spectrum)
  - Verizon Wireless (Relocation Completed)
  - Southern California Gas(Relocation Completed)
  - Time Warner (Cable TV)



# Next Steps

1. June 2021 – Issue for Bid
2. November 2021 – Complete Advanced Utility Relocations
3. December 2021 – Pre-Construction Community Meeting
4. March 2022 – Begin Construction
5. September 2024- End Construction

# Questions?

