

MOTION

Directors Antonovich and Najarian

Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan

The Metrolink Antelope Valley Line, running 76.6 miles between Lancaster and Los Angeles Union Station, operates at less than 40 miles per hour because of the long stretches of curved and single track that cause trains to slow down or stop altogether during the total two-hour trip. Furthermore, the corridor features long stretches of unsecured right-of-way and 63 vehicle and pedestrian at-grade crossings that pose serious safety concerns that must be addressed.

To provide safer and faster Metrolink service for this vital rail corridor, MTA should work with Metrolink and prepare an infrastructure master plan for the Antelope Valley Line that will address these safety and operational concerns and create a strategy to identify projects, costs, benefits, funding sources and a proposed prioritization of project implementation.

This **Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan** must also synchronize with future High Speed Rail plans, sealed corridor initiatives and other proposed upgrades for the corridor so as to be as comprehensive and integrated as possible.

WE THEREFORE MOVE that the MTA Board directs the CEO to develop a comprehensive **Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan (Plan)**.

In developing this Plan the CEO shall:

- (1) work with the CEO of Metrolink to help develop this Plan
- (2) develop a budget and identify funds to support this Plan
- (3) use the MTA planning bench where possible to save time in the development of this Plan
- (4) present the full Plan to the Finance and Budget Committee, Planning and Programming Committee and the full Board no later than December 31, 2011, and
- (5) present a full progress report on the Plan at the Planning and Programming Committee and Finance and Budget Committee every two months starting in June 2011.

(continued)

This Plan will at minimum:

- (1) Identify safety improvement upgrades that include but are not limited to the following:
 - a. Grade separations
 - b. Fencing and gates to secure the ROW
 - c. Tunnel upgrades
 - d. Video enforcement
 - e. At-grade crossing closures
 - f. Grade Crossing Enhancements using Metrolink's recommended design practices
- (2) Identify operational improvement upgrades that include but are not limited to the following:
 - a. Straightening of curved segments
 - b. Double-tracking, triple-tracking, etc.
 - c. Sidings – new and/or extended
 - d. Signal improvements
 - e. Crossovers and other special trackwork
 - f. Track upgrades
- (3) Provide cost estimates and benefits to safety and operations for the upgrades identified in Sections 1 and 2 above.
- (4) Recommend a proposed prioritization of these projects for implementation based on a sound methodology that takes into account magnitude of existing hazards and risks, safety enhancements and operational performance in relation to cost of improvement.
- (5) Identify what improvements would be necessary to provide Metrolink service:
 - i. That takes less than one hour between the Antelope Valley and LA Union Station
 - ii. That takes less than 30 minutes between Santa Clarita Valley and LA Union Station
- (6) Evaluate funding that could be used to program these improvements, including but not limited to Measure R 3%, Prop C 10%, Section 190 CPUC Grade Separation Funds and future High Speed Rail funds, with the understanding that any programming of funds would require future MTA Board action.
- (7) Identify a strategy to implement the run-through tracks at Union Station which enhance service for all Los Angeles-bound Metrolink lines that will run through Union Station and enhance service for all Metrolink lines.
- (8) Review how the proposed High Speed Rail segment from Palmdale to Los Angeles would affect these improvements to the Metrolink Antelope Valley Line through timing, funding and compatibility requirements.

(continued)

- (9) Review any potential impact the proposed DesertXPress system, should it one day connect into Palmdale, would have on any elements of this plan.

WE ALSO MOVE that upon presenting the **Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan**, the CEO will also propose a plan to work with the Metrolink CEO to develop similar strategic plans for the segments of Metrolink lines that fall within Los Angeles County.

