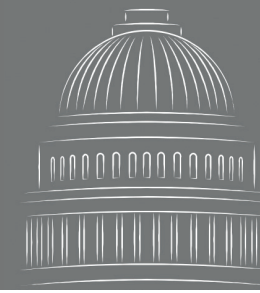


2020 Transit and Intercity Rail Capital Program (TIRCP) State Discretionary Grant Funding Request



METROLINK ANTELOPE VALLEY LINE IMPROVEMENTS



Metro is partnering with Metrolink in this request for funds to deliver faster and more frequent, reliable commuter rail service from Los Angeles to Lancaster, while reducing particulates and greenhouse gas emissions.

TIRCP GRANT REQUEST	LOCAL MATCH	TOTAL PROJECT COST
\$107.05 MILLION	\$113.80 MILLION	\$220.85 MILLION

The Metrolink Antelope Valley Line Capital and Service Improvements include:

Four Major Capacity Enhancing Capital Projects -

- Balboa Double Track Extension
- Lancaster Terminal Improvements
- Canyon Siding Extension
- Brighton to McGinley Double Track

The Project also includes a Zero-Emissions Multiple Unit (ZEMU) Pilot to test new zero-emission technology on a Metrolink rail corridor challenged with steep terrain, tight curves, significant temperature variations, and high train volumes. Metro and Metrolink are committed to testing and implementing zero-emissions trains throughout Los Angeles County and Southern California service area.

Metrolink's Antelope Valley Line serves 3.3 million people along twelve stations in the corridor. With state funding, local funds will be leveraged to improve commuter rail service – taking thousands of cars off of the I-5 and SR-14 highways daily. These service improvements will allow commuters access to better connections to Burbank Airport, Amtrak and future Metro bus rapid transit service to the San Fernando Valley.

CAPITAL PROJECTS ARE TIED TO NEW SERVICE ON THE ANTELOPE VALLEY LINE

In 2021, the first small service increment – one late-night round trip per week – will attract an annual average of 22,199 new Metrolink trips, through 2025.

With the completion of the Balboa Double Track project, Service Scenario 2 will begin in 2026, providing regular 60-minute bi-directional service with 8 new round trips per day. This will attract an annual average of 913,764 net new riders over baseline, between 2026 and 2030.

In 2030, completion of the AVL Project allows Metro to deploy 30-minute service, which will yield over 2.57 million new riders in its first year, due to saturated, reliable and clockface schedules, better transfers and one-seat rides through LAUS.

Additionally, in 2025, a year-long ZEMU pilot will assess the potential of operational flexibility and cost savings related to emerging clean rail technology.

