

Metrolink Tier 4 Fact Sheet

METROLINK®



WHAT IS A METROLINK TIER 4 LOCOMOTIVE?

The Tier 4 locomotive, officially known as the EMD F125, is a four-axle passenger diesel locomotive. The locomotive is commonly known as a Tier 4 because it meets the U.S. Environmental Protection Agency's Tier 4 emissions compliance – making it the cleanest diesel locomotives in the nation. Compared to Metrolink's oldest locomotives, it reduces emissions by 85 percent and has 57 percent more horsepower.

FEATURES

▪ Safety

- Equipped with Positive Train Control (PTC)
 - ◆ Metrolink is a leader in implementing PTC and the first passenger rail to use the technology throughout its entire network
 - ◆ PTC prevents train to train collisions, overspeed derailments and unauthorized incursions
- Crash Energy Management System (CEM)
 - ◆ CEM absorbs energy in the event of a collision to protect passengers
 - ◆ This technology is already in use on Metrolinks passenger cars
 - Metrolink was the first passenger train service in the nation to include CEM in passenger cars

▪ Clean

- Reduces particulate matter and nitrogen oxide by up to 85 percent
- Reduction of 13.75 tons of emissions, equivalent to removing 783 passenger vehicles a year or eliminating 8,850,451 miles driven by an average passenger vehicle
- Saves eight percent of fuel compared to Tier 0 locomotives

▪ Power

- 64 percent more horsepower compared to Tier 0
 - ◆ Added reliability to transport passengers on time

TIMELINE

- **May 31, 2013** - Metrolink first ordered the Tier 4 locomotives
 - Initially 10 locomotives were ordered, but was quickly upped to 40 locomotives
- **June 2016** - The first locomotives were delivered to Metrolink in 2016
- **June 2017** - Testing, as mandated by the Federal Railroad Administration, began, lasting three months
- **October 2017** - A Tier 4 Roadshow to showcase the locomotives begins
- **Winter 2017** - Tier 4 Locomotives expected to begin passenger service

FUNDING

The cost for the 40 Tier 4 locomotives is \$279,765,367. Funding was achieved through partnerships including:

- South Coast Air Quality Management District
- CalTrans
- CalSTA
- LILO
- Member Agencies (Metro, OCTA, VCTC, SBCTA, RCTC)
- State of California Cap & Trade program
- California High Speed Rail

TIER 4 LOCOMOTIVE FUNDING SUMMARY (\$ IN MILLIONS)		
SOURCE	AMOUNT	SHARE
FEDERAL FUNDS	\$21	8%
STATE FUNDS	\$132	47%
REGIONAL FUNDS	\$110	39%
LOCAL FUNDS	\$17	6%
	\$280	100%

- (1) Federal funds are federal formula funds administered by FTA
- (2) State funds are bond funds and formula funds administered by Caltrans
- (3) Regional funds are Carl Moyer Air Quality funds administered by SCAQMD
- (4) Local funds are county sales tax and associated revenues administered by member agencies and SCRRA

More than 30 letters of support by elected officials, transportation partners and community members helped secure funding.

- Asm. Gilbert Cedillo
- Congr. Xavier Becerra
- Congr. Karen Bass
- Senator Carol Liu
- Asm. Wilmer Amina Carter
- LA Mayor Antonio Villaraigosa
- Sen. Pro Tem Kevin De Leon
- Asm. Mike Eng
- Asm. Mike Gatto
- Sen. Bob Huff
- LA Councilmember Jose Huizar
- Asm. Bonnie Lowenthal
- Sen. Fran Pavley
- Asm. Anthony Portantino
- Sen. Sharon Runner
- Sen. Tony Strickland
- Cong. Adam Schiff
- Cong. Brad Sherman
- Sen. Mark Wyland
- Breathe LA
- LA Conservation Corps
- Environmental Defense Fund
- Elysian Valley Neighborhood Council
- Friends of the Los Angeles River
- Inland Action
- LA Chamber of Commerce
- Jardin Del Rio
- Fixing Angelinos Stuck in Traffic
- Northeast LA Residents for Clean Air
- United States Dept. of the Interior
- Nation Resources Defense Council
- LA River Revitalization Corporation