

SCORE

Southern California
Optimized
Rail
Expansion

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METROLINK

Antelope Valley Line: Balboa Double Track Project

The Balboa Double Track Extension Project will extend the existing Sylmar siding, a section of track approximately 5,600 feet north from Balboa Boulevard to Sierra Highway, allowing for optimized train operations before entering the largest tunnel segment along the Antelope Valley Line (AVL).

The Balboa Double Track Extension will extend the existing Sylmar siding approximately 5,600 feet north from Balboa Boulevard to Sierra Highway. The improvement will require realignment of the existing Main Track through portions of the site to accommodate the second track and the required clearance to existing structures. The proposed double track will be positioned to the east of the existing AVL Main Track and would tie-in at the existing Main Track at the north end just south of the Sierra Highway Road bridge.



The Balboa Double Track Extension Project will:

- Extend existing double railroad track approximately 5,600 feet north to Sierra Highway
- Provide protection for existing I-5 bridge columns
- Provide a passing area for trains traveling in opposite directions
- Reduce wait times by 80%
- Add additional service lines for mid-day commuters

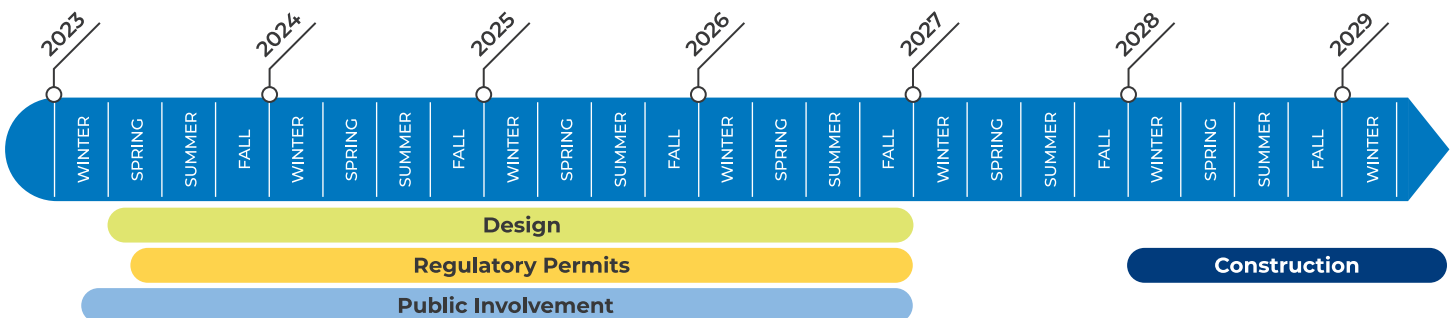
The Balboa Double Track Extension Project is part of the Antelope Valley Line Capacity and Service Improvements Program.

The proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program is part of Phase 1 of the Metrolink SCORE Program. This program includes several key projects: the Balboa Double Track Extension, the Canyon Siding Extension, and the Lancaster Improvements Project. These upgrades will enable Metrolink commuter rail service along the AVL to achieve 30-minute intervals between

Los Angeles Union Station and the Santa Clarita Valley, reducing wait times by 80%. By 2028, wait times between the Santa Clarita Valley and the Lancaster Terminal will be reduced to as low as 60 minutes.

Brighton to McGinley

The Brighton to McGinley Project is the first of four construction segments under the Brighton to Roxford Double Track Project which is led by Metro. This project is also on the Antelope Valley Line and will work in partnership with the Balboa Double Track Extension Project that is led by Metrolink.



Antelope Valley Line: Balboa Double Track Project

What is SCORE?

SCORE is a \$10+ billion capital improvement program — grade crossing, station, and signal improvements as well as track additions and work that accelerates progress towards Metrolink's zero-emissions future. Improvements that allow some cities to apply for quiet zones. The SCORE program is part of Metrolink's vision to enhance mobility. SCORE is a capital improvement program to upgrade rail infrastructure enabling bi-directional service throughout the day. In addition to increasing capacity, SCORE initiatives will modernize signaling, grade crossings, add siding tracks and provide additional safety enhancements. SCORE improvements are projected to result in reduced commute times and better air quality to address traffic gridlock in Southern California.

How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$595 million, Metrolink leveraged those funds against state-level grant opportunities. In 2018, Metrolink was awarded an \$876 million grant from the California Transit Intercity Rail Capital Program (TIRCP) for Phase One of SCORE. To date, Metrolink has raised approximately 24%, or \$2.4 billion, of the \$10+ billion funding goal. Metrolink is identifying and pursuing additional grant opportunities to reach the overall funding goal.

How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan – a 20-year planning and implementation framework for California's rail network – Metrolink identified railroad improvements that would improve safety, enable more frequent service, and make existing service more reliable. Metrolink's planning team conducted a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as Metrolink, Amtrak, BNSF, UPRR and possibly high-speed rail.

Are there any benefits to the community?

The project would generate jobs and business opportunities, provide environmental benefits, and increase the capacity and the reliability of Metrolink service. Los Angeles County would see reduced traffic congestion and emissions on adjacent freeways, as Metrolink removes the equivalent of one lane of parallel freeway traffic during the peak hour in peak direction. Reduced traffic congestion would also result in fewer accidents, reduced air pollution and emissions, and decreased energy consumption.

We appreciate your cooperation and understanding while we work to improve tracks in Antelope Valley.

Have a question or a comment about the Antelope Valley Line: Capacity and Service Improvements Program?

Contact: Jeanette Flores, Assistant Director of Public Affairs, SCORE at floresj@scrra.net

How will the Balboa Double Track Project benefit riders?

In the future, passengers will go to a train station and wait no more than 30 minutes for the next train in both directions between LAUS and Santa Clarita Valley. Passengers will also wait no more than 60-minutes in both directions between LAUS and Lancaster Station resulting in increased speed and fluid operations. This proposed project includes critical infrastructure enhancements as well as additional or modified platforms at the Lancaster and Santa Clarita Stations.

Are there any economic benefits to the area?

The Los Angeles Economic Development Corporation (LAEDC) was commissioned to produce a study assessing the impact of the construction investment of the SCORE program. The benefits from SCORE will make the region increasingly attractive for the millions projected to arrive for the 2028 Summer Olympics and Paralympics and create regional prosperity in the decades to come. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity.

What is the timeline for the Balboa Double Track Project?

Design is set for completion in 2027. Construction is scheduled to begin 2028 with completion expected in 2029.

Where can I get more information about this Project?

For more information, please visit metrolinktrains.com/score

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