

# SCORE

Southern  
California  
Optimized  
Rail  
Expansion

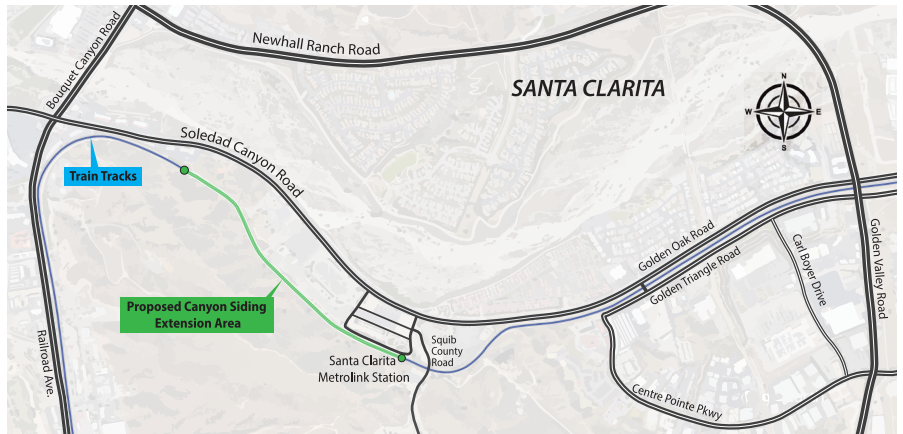
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## Antelope Valley Line: Canyon Siding Extension Project

The Canyon Siding Extension Project will extend the Saugus siding by adding approximately 4,700 feet of new track between Bouquet Canyon Road and Santa Clarita Station. The Project will include a second side-platform at the existing Santa Clarita Metrolink Station with a pedestrian underpass from the parking lot to allow passengers to access the new station platform.

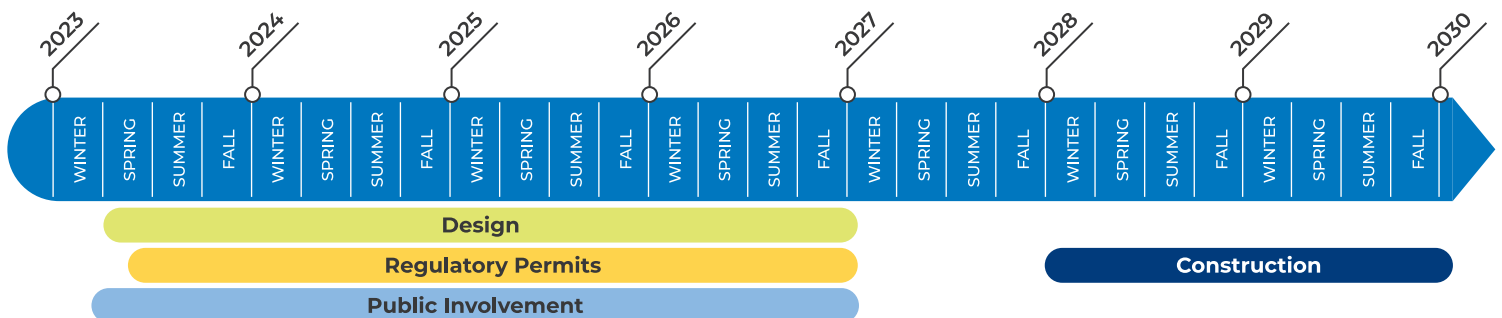


### The Canyon Siding Extension Project will:

- Extend the existing Saugus Siding approximately 4,700 feet to Santa Clarita Station
- Convert the existing turnout to a crossover track to facilitate turnback of Metrolink trains at the Santa Clarita Station and improve operational flexibility and reliability
- Add a second side platform at Santa Clarita Station with a pedestrian underpass, linking both platforms to the parking lot
- Reduce wait times by 80%
- Add additional service lines for mid-day commuters

### The Canyon Siding 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 key projects such as the Balboa Double Track Extension, the Canyon Siding Extension, and the Lancaster Improvements Project. These improvements will enable Metrolink commuter rail service to achieve 30-minute wait times 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.



# Antelope Valley Line: Canyon Siding Extension 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](mailto:floresj@scrra.net)

## How will the Canyon Siding Extension 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 Canyon Siding Extension Project?

Design is set for completion in 2027. Construction is scheduled to begin in 2028 with completion expected in 2030.

## Where can I get more information about this Project?

For more information, please visit [metrolinktrains.com/score](http://metrolinktrains.com/score)

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