

# 2022 Solutions for Congested Corridors

## FACT SHEET



## Project Scope

The Southern California Association of Governments (SCAG) and the Southern California Regional Rail Authority (SCRRA), are jointly nominating the **Metrolink Sustainable Locomotive Replacement Project** (Project) as an eligible capital (construction) project which will procure eight (8) new Tier 4 diesel locomotives. These locomotives will replace eight MP36 Tier 2 diesel locomotives now operating within SCRRA's existing fleet and are a more cost-effective and environmentally sustainable alternative to undertaking costly major overhauls of the aging locomotives. The Metrolink Board has directed staff to pursue the cleanest available technology for the replacement locomotives, which is currently Tier 4.

The procurement will include the development of technical specifications and provisioning for conversion to enable a mid-life (year 15) transition to hybrid or zero-emissions operations, further reducing the emissions for the Metrolink fleet, and advancing SCRRA's goal of zero-emissions operations. This project element will advance locomotive technology and aid in knowledge transfer to other operators.

### COST

Total Cost:	\$104 million
Total SCCP Requested:	\$46.5 million (45%)
Total Local Funding:	\$57.5 million (55%)

### SCHEDULE

Environmental Completion:	June 2023 (CEQA Statutory Exemption)
Construction:	January 2024–Mid 2027 (Substantial Completion)
First Year of Revenue Operation:	2027

## Major Project Benefits and Outcomes

- Improves Metrolink service reliability, on-time performance, and customer experience
- Maintains regional rail transit capacity that will avoid the loss of more than 1 million riders per year on average, beginning in 2035, resulting in a total of more than 500 million highway vehicle miles traveled
- Improves public health by eliminating 269 tons of CO<sub>2</sub>, 2,071 tons of NO<sub>x</sub>, and 69 tons of particulates over 30 years
- Eliminates 4.6 million person-hours of delay over 30 years
- Avoids 3 fatalities, 216 serious injuries, and \$25.9 million in accident costs over 30 years on parallel highways and arterials as millions of riders are kept safe on the cleanest possible Metrolink trains
- Creates 1,352 construction-related jobs and moves more people on fewer vehicles through congested corridors to more jobs in Southern California

# Greenhouse Gas Emission Impacts

By upgrading 8 locomotives to Tier 4 and avoiding more than 500 million new vehicle miles traveled (VMT) from cars on Southern California freeways and arterials, this regional rail Project will reduce greenhouse emissions by an estimated 144,631 metric tons of carbon dioxide (MTCO<sub>2</sub>e) over the 30-year analysis period, or 4,828 on average each year for that period.

Emissions**	ROG	PM	NOx
TIER 2	0.30	0.10	5.5
TIER 4	0.14	0.03	1.3
% Difference	-53%	-70%	-76%

\*\*Grams per brake horsepower-hour (g/bhp-hr)

## Transportation Equity

This Project will maintain critical intercounty regional rail mobility by replacing eight aging and higher-polluting Tier 2 locomotives with best available, cleanest Tier 4 locomotives. The Project provides continued service, and more reliable, on-time service, throughout the Metrolink service area, while reducing emissions associated with the eight locomotives, thus providing direct and meaningful benefits to predominantly disadvantaged and low-income communities and transit-dependent households. The Project's cleanest available replacement locomotives will utilize sustainable diesel fuel in areas with some of the poorest air-quality and worst traffic congestion in the nation.

The Project is in complete alignment with the State's equity goals, as well as with Metrolink's Equity definition and related policies, which affirms that transportation is key to overcoming inequity through providing affordable non-auto access to jobs, housing, education, health, and safety. As a means of improving regional rail service for large numbers of disadvantaged and low-income Southern California residents, the Project is important to achieving SCAG and Metrolink environmental justice and congestion management policy goals.

## Mitigated/Avoided Negative Community Impacts

The Project is expected to be cleared through a California Environmental Quality Act (CEQA) statutory exemption (SE), in accordance with State Public Resources Code 21080 (B)(10), as the Project is part of normal operations within an existing rail right-of-way. The SE process will be initiated in late 2022 or early 2023, and completed by June 30, 2023.

The Project will deliver on longstanding community needs for clean, affordable, and reliable Metrolink service, with higher frequencies connecting people to inter-county and suburb-to-suburb destinations each day. The need and community support for this service have been identified through the Inland Empire Comprehensive Multimodal Corridor Plan, which included focused outreach to disadvantaged communities and priority populations.



# METROLINK