



LINK US Project

LOSSAN Board Meeting

September 21, 2020

Link US Project Video



1. The video is meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded and subject to change through future design and preliminary engineering.

Union Station - The Link to Southern California

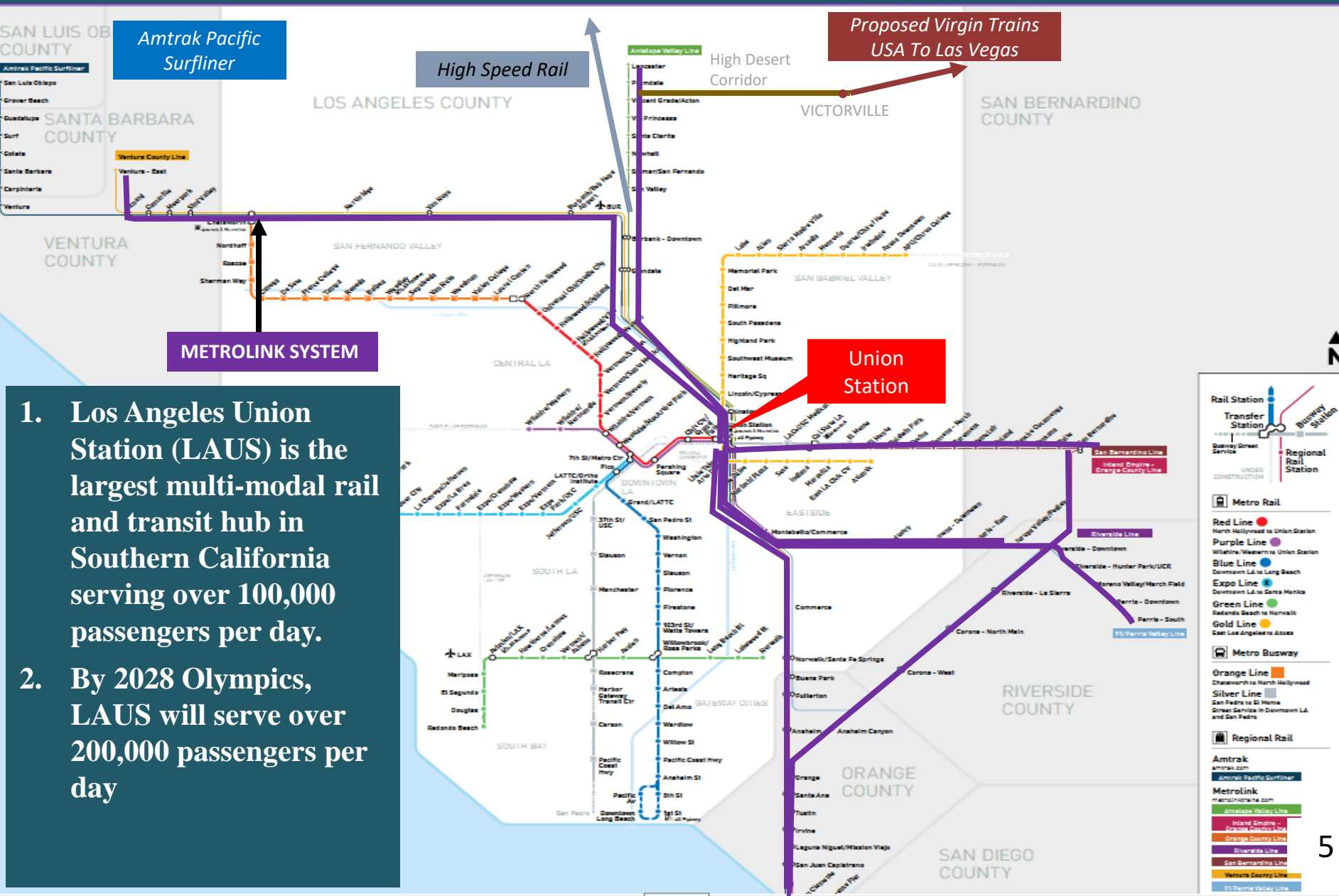




Los Angeles Union Station Today

Built in 1939 | Largest model hub in Southern California

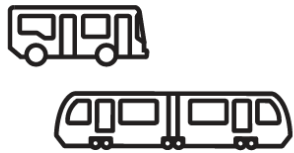
Regional Rail Network Integration



Link US Project Anticipated Benefits

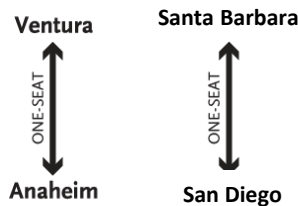
What will Link US Provide?

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



High-speed rail; Metrolink, Amtrak, Metro Rail; Metro and municipal bus systems; ridesharing

IMPROVE REGIONAL CONNECTIVITY



One-seat rides to key destinations in Southern California

INCREASE RAIL SERVICE CAPACITY



Accommodate future demand

REDUCE TRAIN IDLING TIMES



Shorter wait times; fuel savings and emissions reductions per train

FUTURE DEVELOPMENT



Opportunity for transit-oriented development

GENERATE NEW JOBS



Estimated 4,500 temporary jobs per year over five-year period; 200+ permanent jobs

IMPROVE PEDESTRIAN ACCESS



Enhanced mobility options and safety features

ENHANCE PASSENGER EXPERIENCE



New concourse, retail and other amenities, and new expanded platforms

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

Link US Project Overview

Regional Rail at Los Angeles Union Station

Carrier	Service	# of Weekday Passengers (2020)	# of Weekday Trains (2020)	Estimated Number of Weekday Trains (2040**)
Metrolink	Riverside	2,600	12	22
	91 / Perris Valley Line	2,288	11	23
	Antelope Valley	4,589	30	48
	Orange County	7,038	23	41
	San Bernardino	7,543	38	48
	Ventura	3,143	33	51
LOSSAN	Pacific Surfliner	5,116	26	38
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited; [2040 includes future Coast Daylight, Coachella Valley]	540	5	9

40% increase

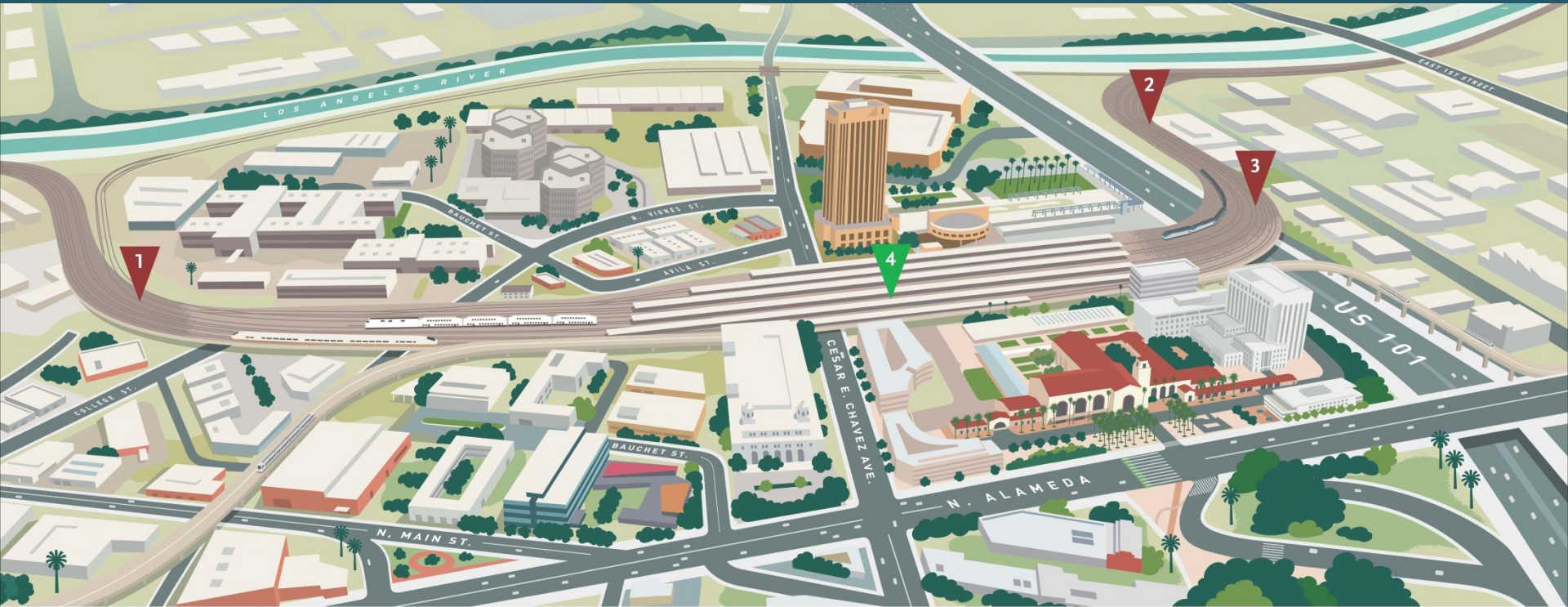
Link US Project Overview

One Seat Ride Benefits to LOSSAN

1. Reduce dwell times from 20 minutes (on average) to 10 minutes or less
2. Increased service capacity by 40%
3. Reduce running time with a new entry from the south into Union Station
4. Improved on-time performance, schedule reliability and recovery from delay



Link US Project Overview (Phases A & B)



Phase A - Funded

SEGMENT 1 – THROAT AREA

1. Rail signal, communications and track work
2. Utility relocation

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

SEGMENT 3 – VIADUCT & RUN-THROUGH

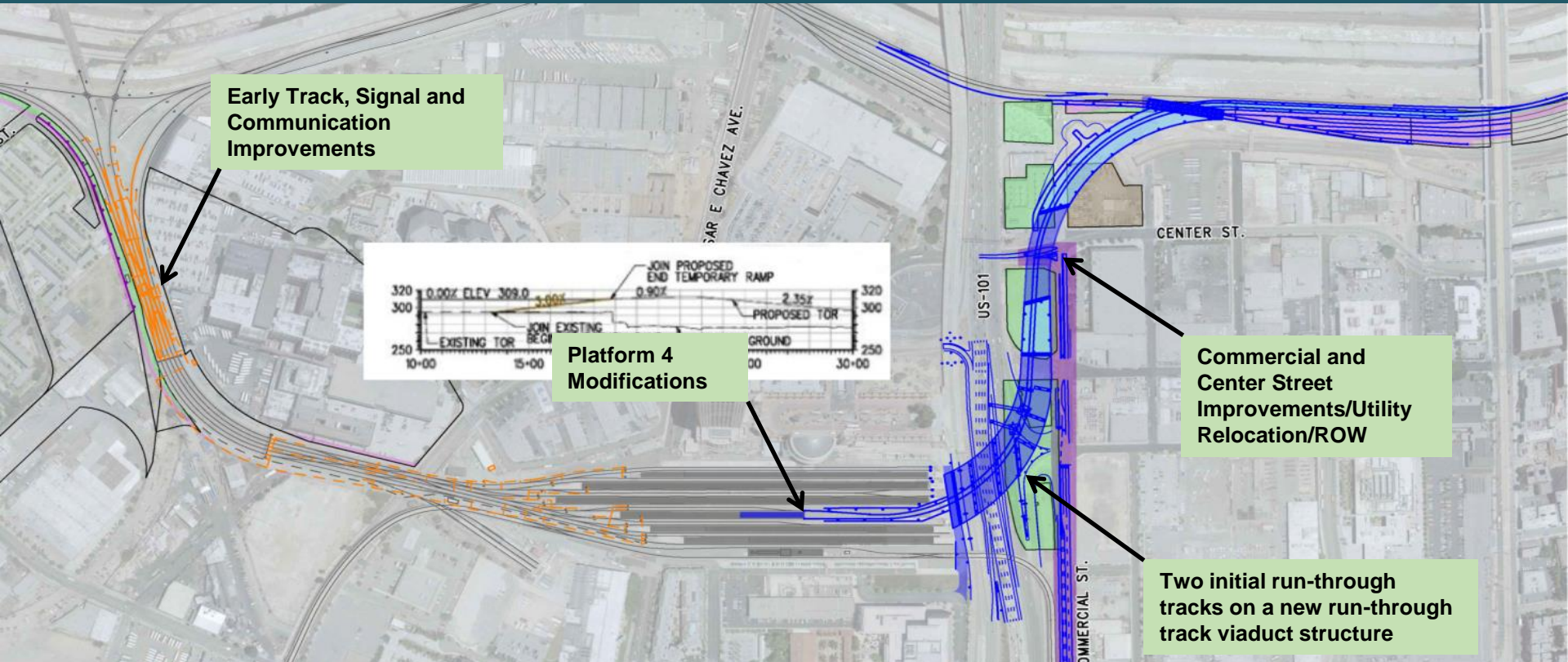
1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

Phase B - Not Funded

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through track and new lead track in the throat

Link US Phase A (Funded)



Key Project Components

1. New rail communication, signals and early tracks to be performed by Metrolink
2. Utility relocation and street improvements
3. Platform #4 and Viaduct structure over the US 101 freeway

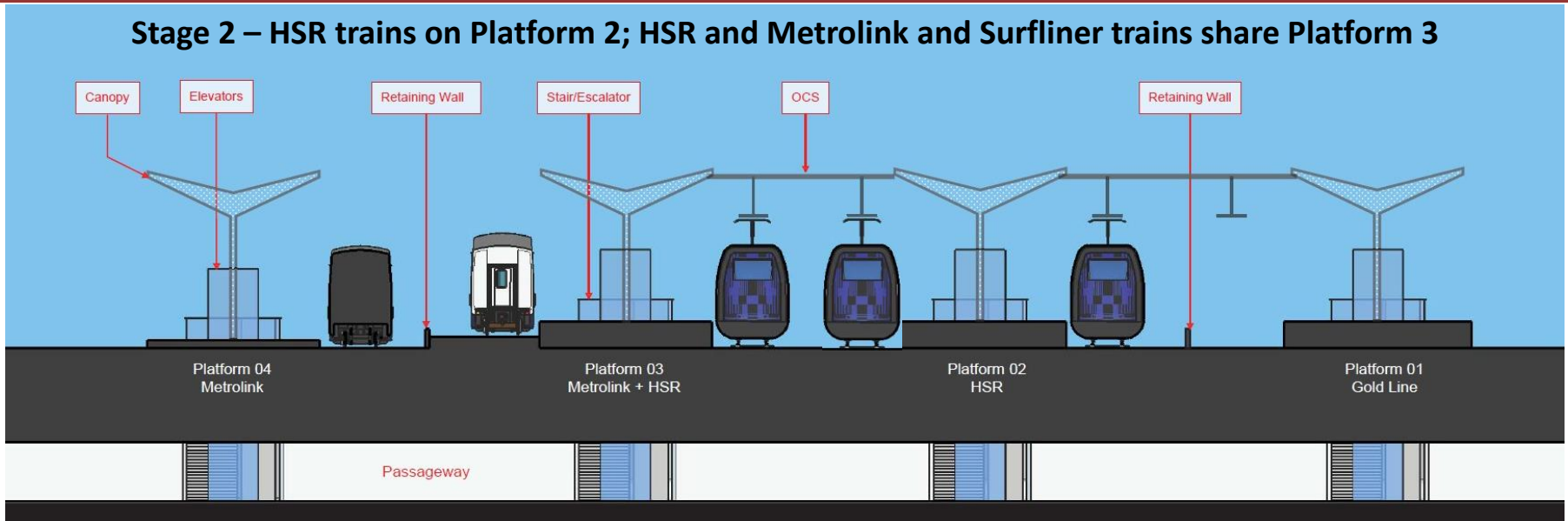
Link US Phase B (Not Funded)

1. Raising of entire rail yard from the Vignes St Bridge by up to 15 feet
2. New platforms and expanded passageway with retail and passenger amenities including escalators and elevators to all platforms
3. Optimization of the throat with a new lead track
4. Completion of the remaining run-through tracks over US-101 freeway



Phase B - HSR Accommodation

Concept of future HSR operations at Los Angeles Union Station



Concept Renderings – Subject to Change

1. Due to different floor heights between Metrolink and HSR Trains (15" vs 51" floor to top of rail), Platforms 2 and 3 will be constructed at the ultimate height for HSR trains (51" floor height).
2. Additional retaining walls will be constructed to allow for future lowering of tracks to be used by HSR without impacting adjacent tracks.
3. No modifications to elevators, escalators or stairs are needed in the future to accommodate HSR.

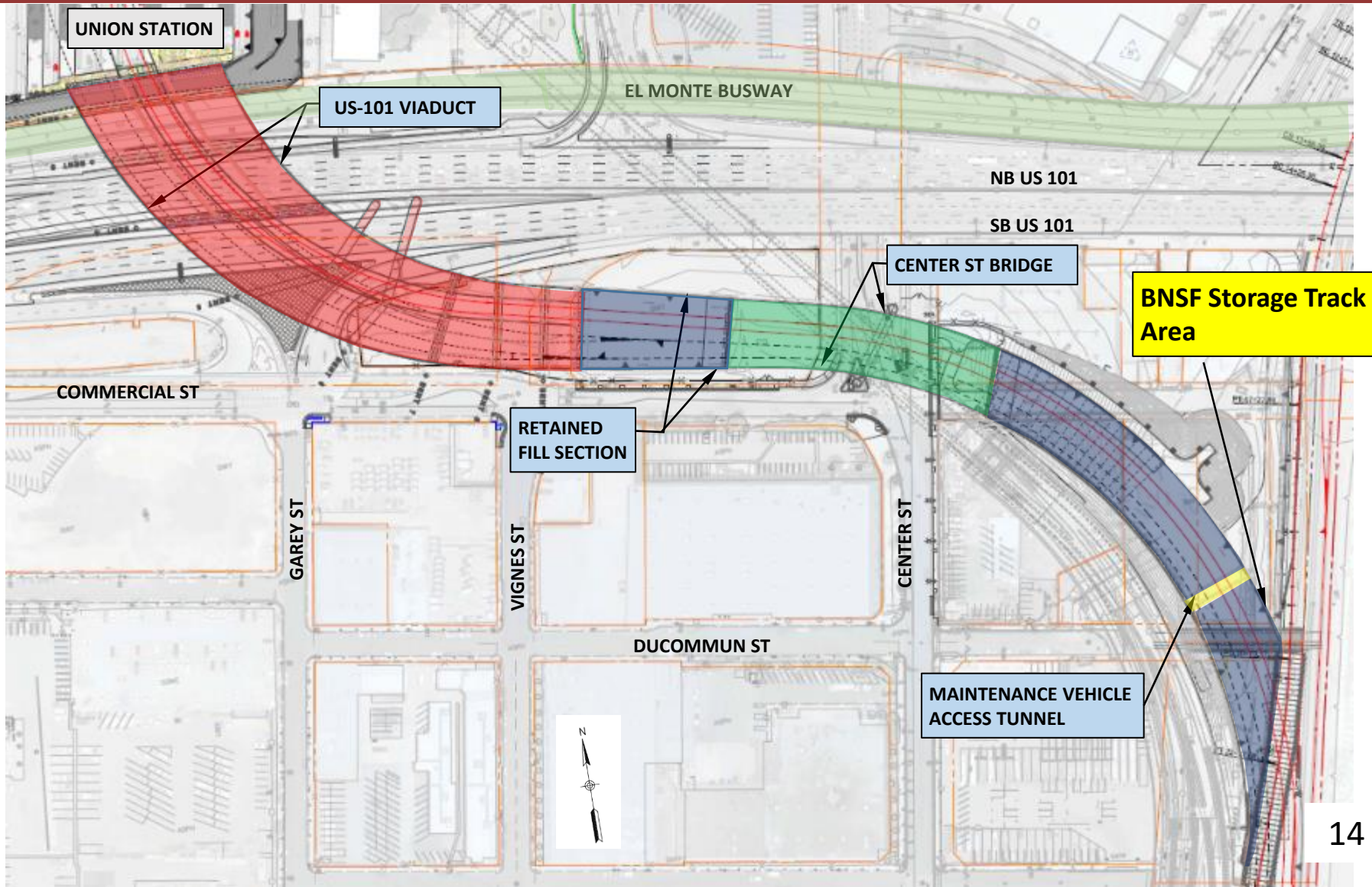
Link US Funding Plan (Phase A)

Funding Source	Amount (\$ in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.335
State Transit Intercity Rail Capital Program (TIRCP)	\$337.571
State Transportation Improvement Program (STIP)	\$60.820
Measure R	\$51.672
SCRRRA JPA Contribution (Non-Metro)	\$40.000
Other HSR Funds	\$18.726
Measure M	\$13.274
LOSSAN/Amtrak	\$5.000
Total	\$950.398

Metro's funding partners includes CHSRA, CalSTA and SCRRRA

LINK US PHASE A PROJECT

Area 3 – Run-through Track Structure South of Union Station



LINK US PHASE A PROJECT

Area 4 - BNSF Yard – Project Elements

CMGC Collaboration Opportunities:

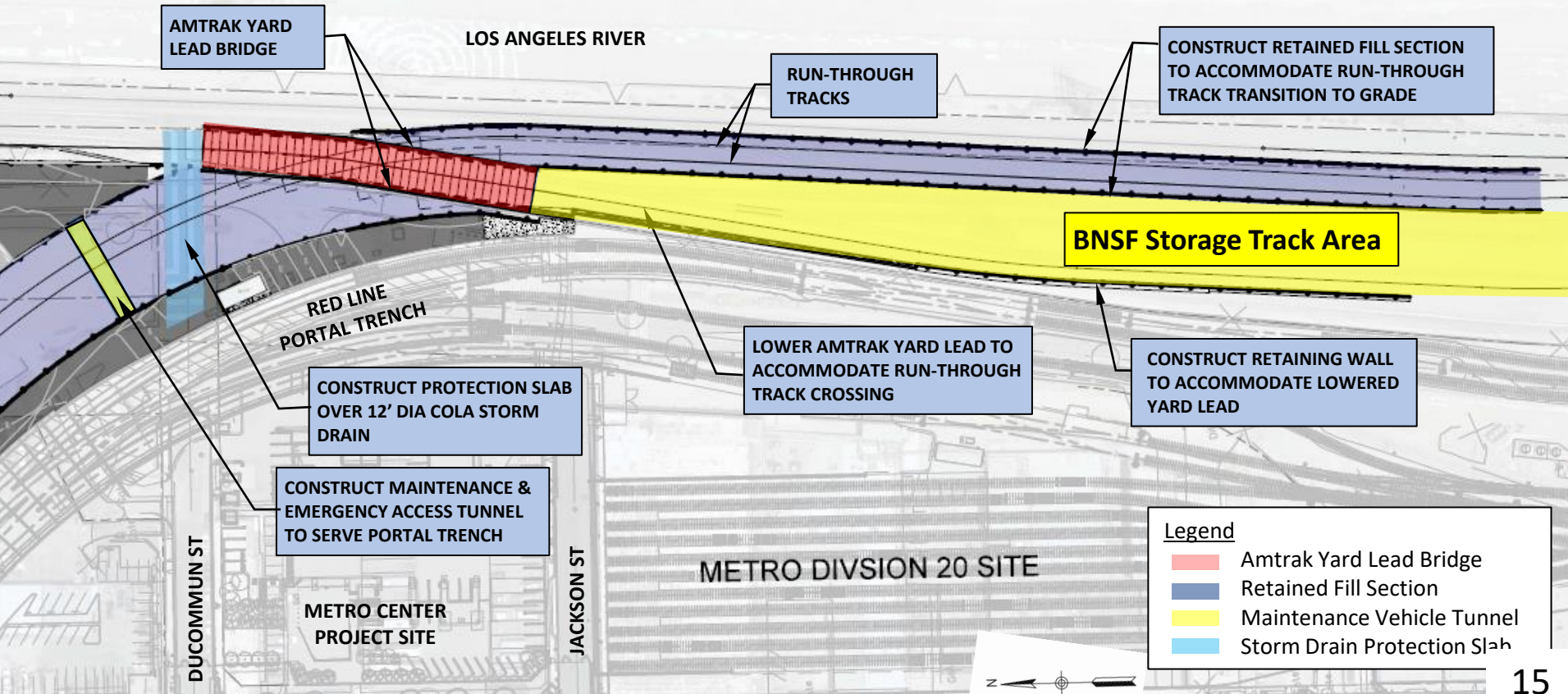
- a. Construction methods and abutment design to maintain track operation
- b. Optimize lightweight fill retaining walls and slab bridge protection structure

Key Features:

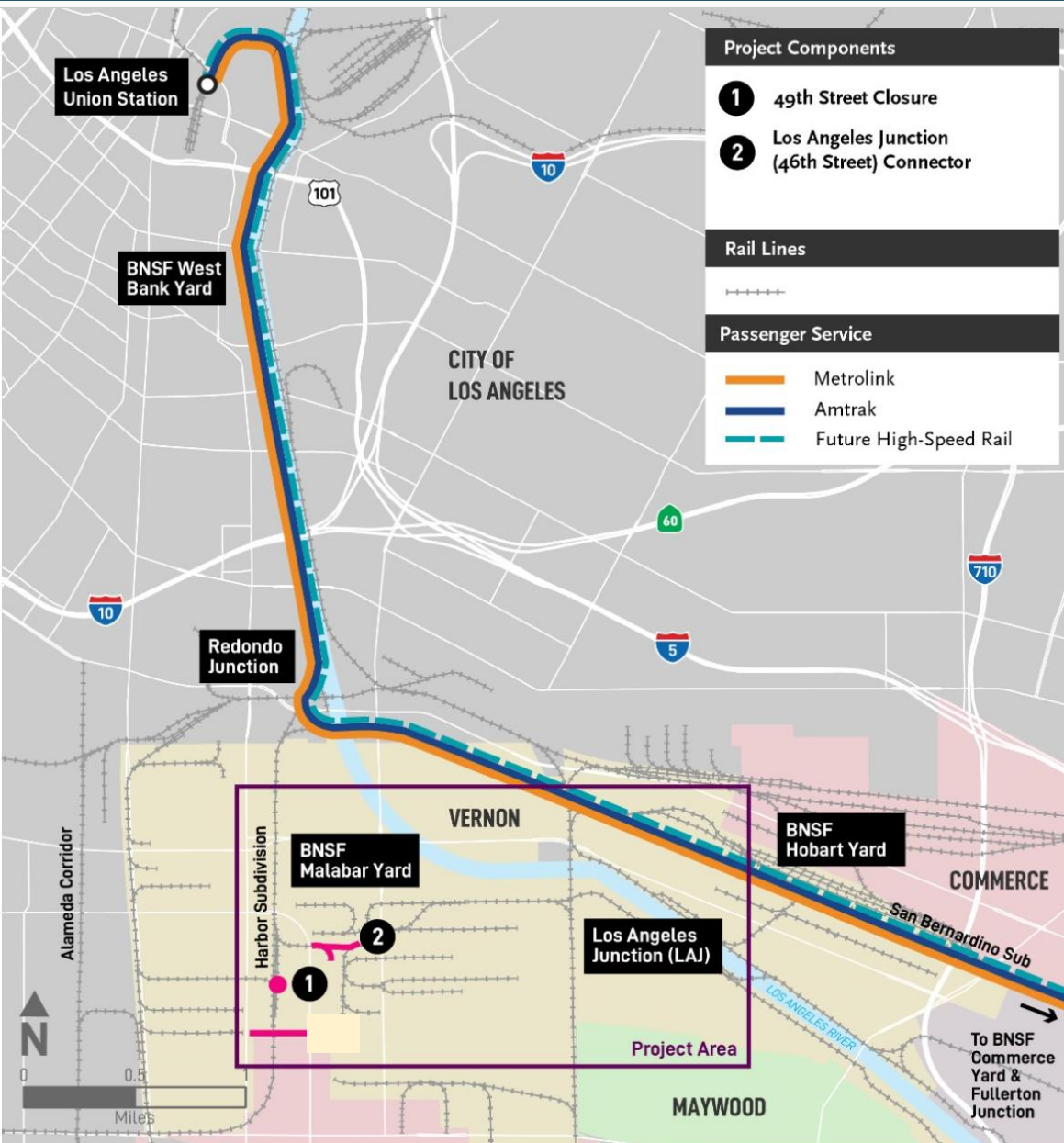
- a. Lightweight fill retaining walls
- b. Box fire/maintenance access tunnel
- c. Protection slab over storm drain
- d. Lowered Amtrak yard lead

Key Constraints:

- a. Red Line portal trench
- b. 12' dia COLA storm drain
- c. Need to maintain Amtrak yard lead
- d. Track clearance under First St Bridge



Link US Project and BNSF Malabar Yard



1. The proposed Link US run-through tracks at **Los Angeles Union Station** will require removal and displacement of a portion of the storage tracks in the **BNSF West Bank Yard** located south of Los Angeles Union Station.
2. The proposed project at the **BNSF Malabar Yard** is to replace and offset the loss of storage capacity at the BNSF West Bank Yard, including:
 - A. 49th Street Closure
 - B. **Los Angeles Junction** (46th Street) Connector

Link US CMGC Procurement Timeline

Dates Subject to Change

August 3, 2020
INDUSTRY OUTREACH

August 10, 2020
RELEASE RFQ

October 26, 2020
RELEASE RFP

March 25, 2021
Metro Board Award of CMGC

December 10, 2020
CMGC RFP Due Date