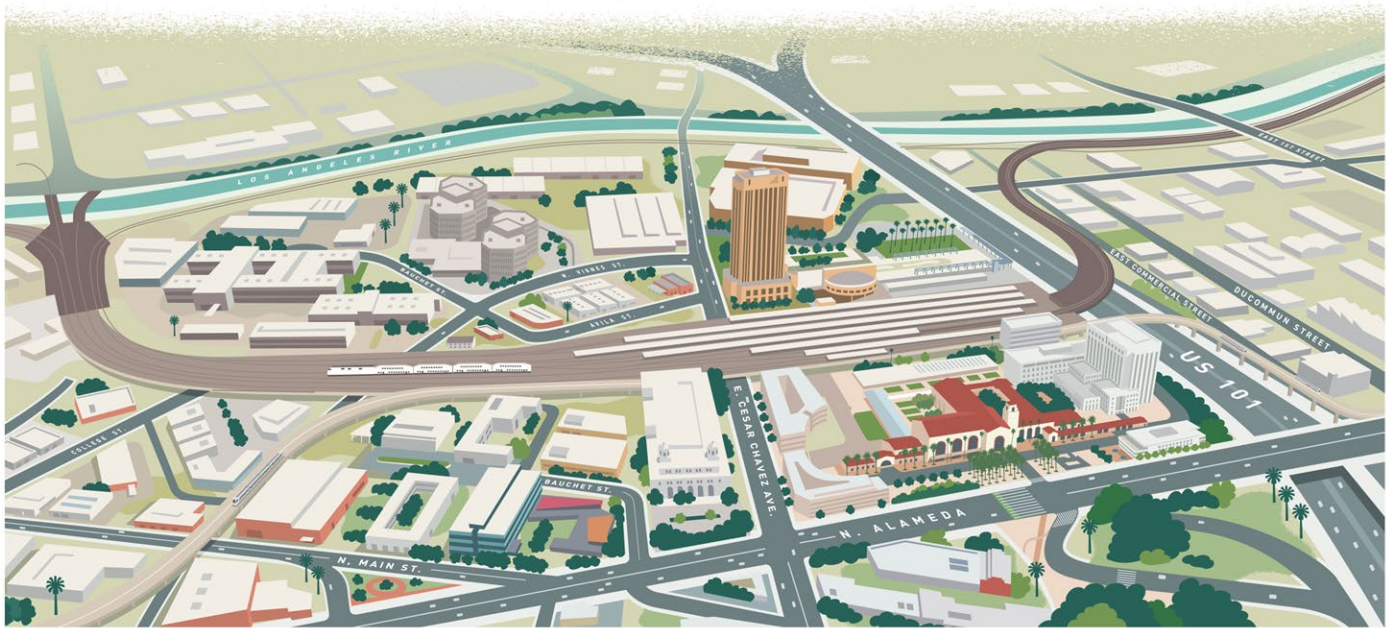




Link US

LOSSAN – Board of Directors Presentation
November 17, 2025



Stub-ended tracks



**Throat North
of Station**



- **2nd Busiest Intercity Passenger Rail Corridor in the United States**
- **Serves Lossan (Pacific Surfliner), Metrolink, and LOSSAN**
- **Rail is expanding in Southern California**



Los Angeles Union Station Today

Built in 1939 | Union Station is a stub end station and has not been modernized since it was built

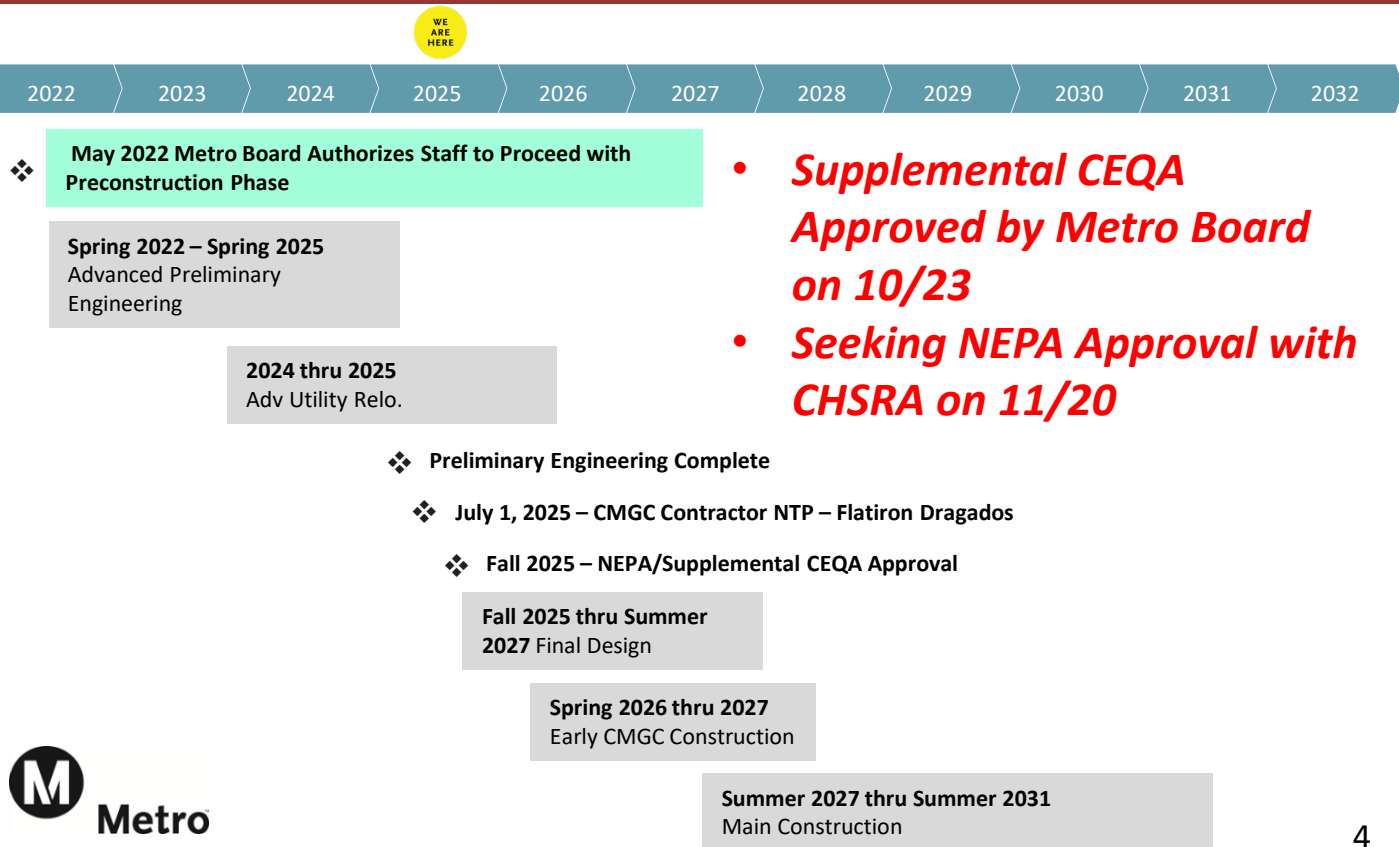
Link US Run-thru Structure



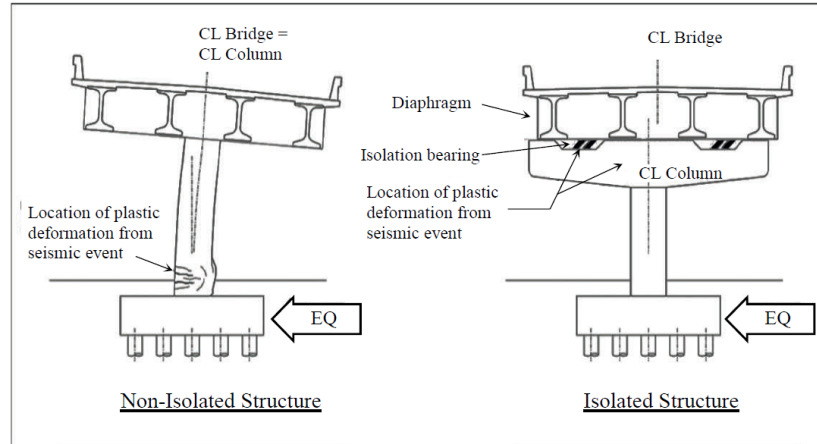
Benefits

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail

Program Schedule – CMGC Project Delivery



Run-thru Structure – Isolation Bearings



Benefits

- Less Rigid Structure – More Flexible
- Bridge Can Remain in Service after Design Level Earthquake
- Columns and Girders Suffer No Damage after Design Level Earthquake
- Seismic Loads are Dissipated, Resulting in Smaller Pile and Column Sizes



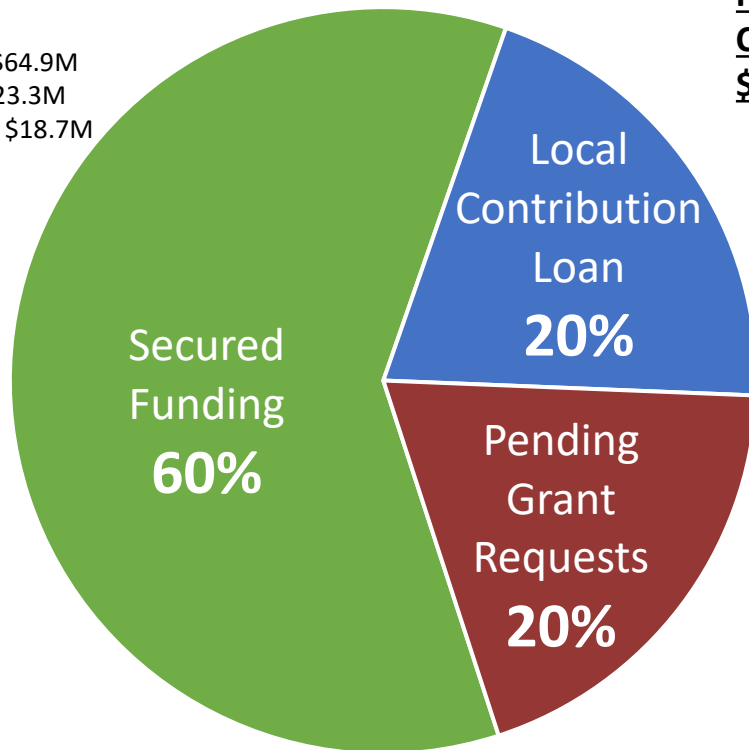
Project Cost and Funding

Secured Funding

\$950.4M

- Metro Measure R 3%/M \$64.9M
- Proposition 1A: CHSR \$423.3M
- ARRA (Other CHSR funds) \$18.7M
- Metrolink JPA \$40M
- TIRCP \$337.6M
- STIP \$60.8M
- Amtrak \$5M

**Proposed Local
Contribution Loan
\$TBD**



**Proposed/Pending
Grant Requests
\$TBD**

- FRA Federal-State Partnership \$TBD
- CTC \$TBD

Project Cost \$1.596B TOTAL

Project Delivery Fall 2031

Comments/Questions

Thank You!



Metro