

Metro Regional Rail Program

Construction Network – Regional Transit Projects
September 12, 2019

Metro Regional Rail Overview

1. With Metro as the Transportation Commission for Los Angeles County, the Metro Regional Rail team is responsible for managing Metro's involvement in rail services in Los Angeles County that Metro does not operate:
 - A. Metrolink – Southern California Regional Rail Authority (SCRRA)
 - B. Los Angeles – San Diego – San Luis Obispo (LOSSAN) Corridor/Amtrak Pacific Surfliner
 - C. Amtrak Long Distance Coast Starlight
 - D. Future California High Speed Rail

2. Metro owns over 150 miles of railroad right-of-way in Los Angeles County.

3. As such, under the direction of the Metro Board of Directors, Metro's responsibilities are vast and complex with the core mission of "Excellence in Service and Support".

Metrolink Service

Metro is a majority member of the Metrolink JPA by providing 51% of Metrolink operational costs. Of which Metro contributes 100% of the funding to the Antelope Valley Line.



METROLINK

	Antelope Valley Line		Station Served by Multiple Lines
	Inland Empire-Orange County Line		Amtrak Pacific Surfliner
	Orange County Line		Metro Rail/Metro Bus
	Riverside Line		LAX FlyAway Bus
	San Bernardino Line		Coaster
	Ventura County Line		Oceanside to San Diego
	91/Perris Valley Line		Sprinter
	Future Station		Oceanside to Escondido

metrolinktrains.com Effective January 1, 2016

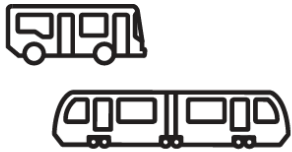
Why do we need Link US Project?



1. **Los Angeles Union Station is the largest multi-modal transit terminal in Southern California.**
2. **Link US will transform how our Regional Rail system (Intercity and commuter) operate in Southern California with run-through track that will increase rail capacity.**
3. **Link US will create a world class transit terminal station as a destination with a new expanded passenger concourse, retail and transit amenities (platforms, elevators, escalators, etc).**

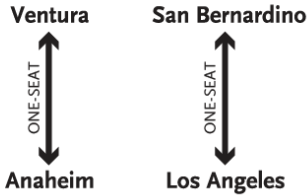
Project Benefits

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



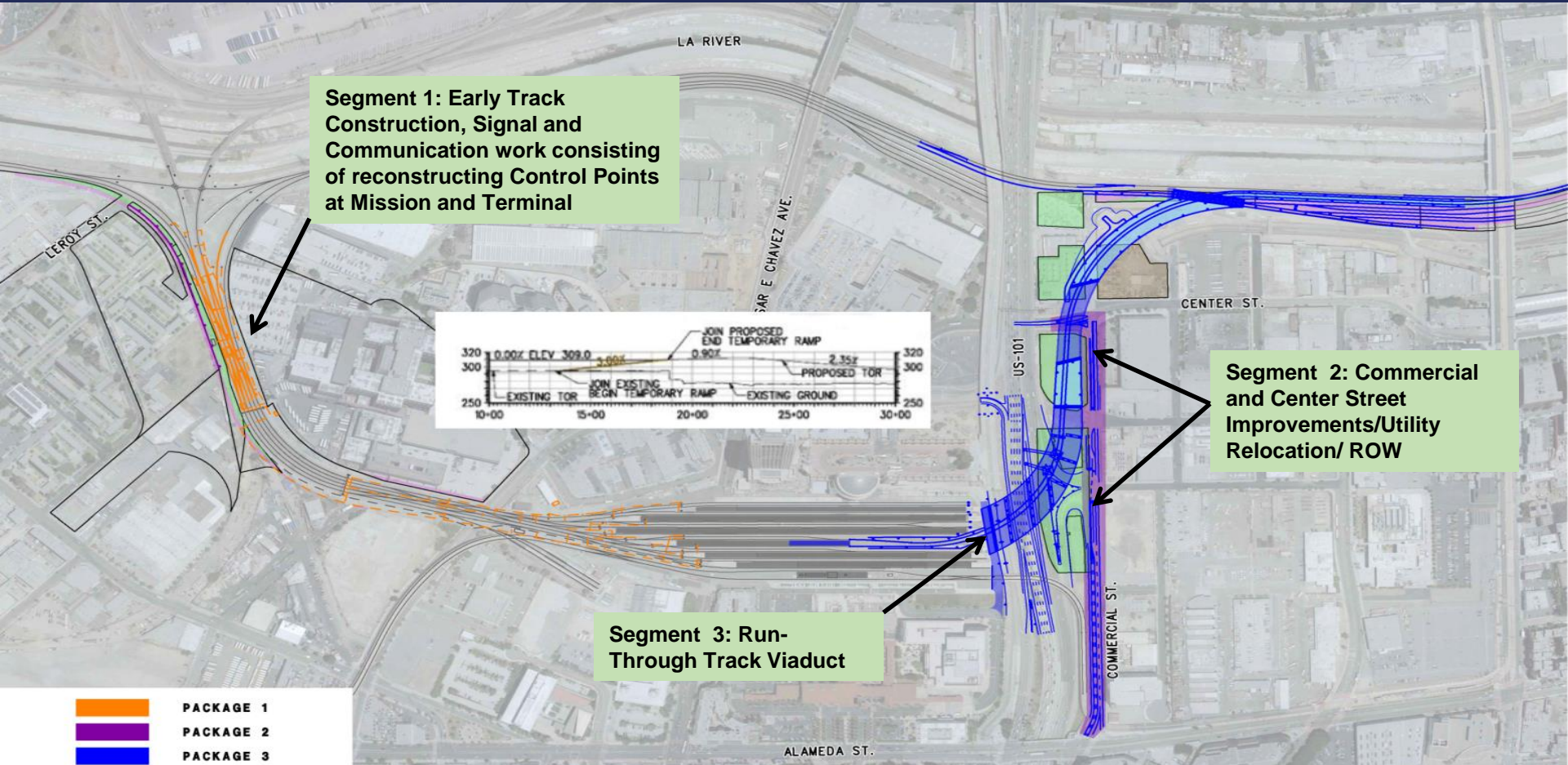
New concourse, retail and other amenities, and new expanded platforms

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

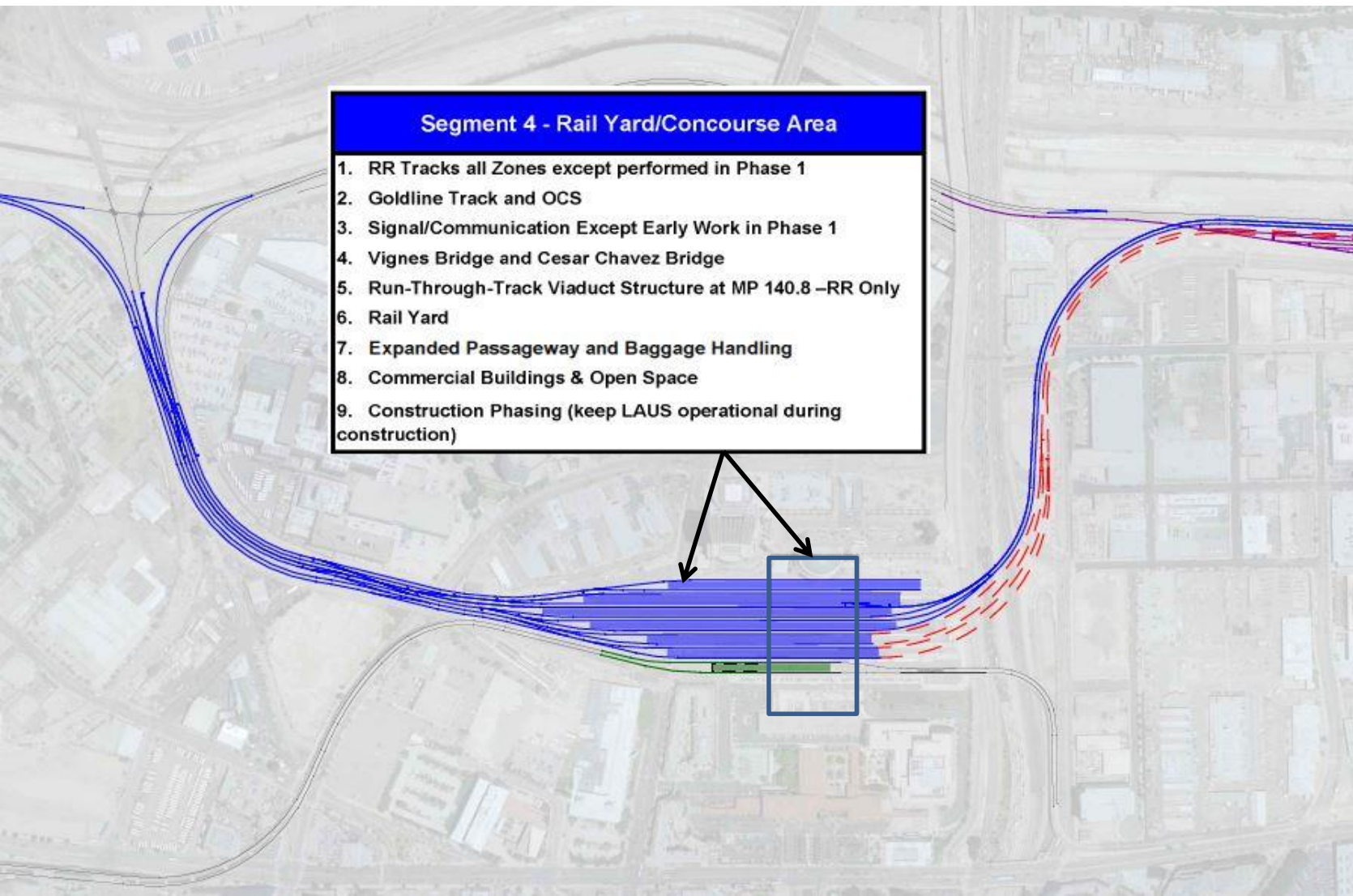
LINK US – Phase A



Run-through tracks and rail communication and signals that will enable commuter and intercity rail trains (Metrolink and Amtrak) to realize early benefits with an interim two-track run-through configuration at LAUS.

LINK US - Phase B

New lead tracks, new modified expanded passageway, raising of the train yard, new platforms with up to 8 run-through tracks including accommodating HSR with 1 platform and 2 tracks.



LINK US – Funding

1. **\$950M in funding has been identified for the Phase A portion of the project.**
2. **Although, the LINK US Project is funded for Phase A, Metro is partnering with the State, HSR and Metrolink to actively pursue federal and state grants. Metro is also pursuing P3 opportunities for up to six million square feet of potential mixed use development available at Union Station. Ideally, the goal is to build both phases in time for the 2028 Olympic Games.**

LA Union Station Concept Video

1. The following 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.

[*Link US Concept Video*](#)



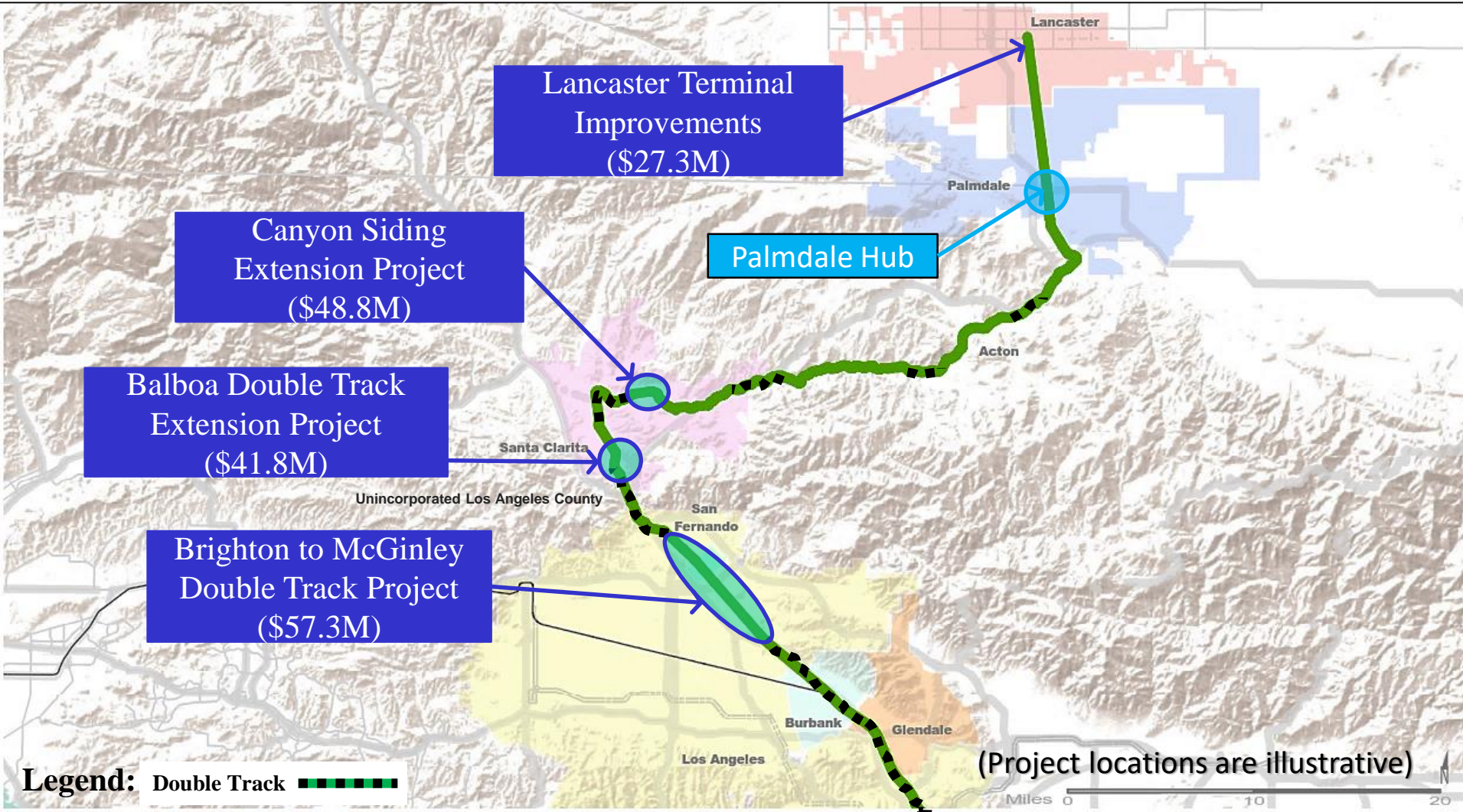
Proposed Modified Expanded Passageway

Concept Renderings – Subject to Change



Antelope Valley Line Study

In July, the Metro Board supported the implementation of 30 minute bi-directional service to Santa Clarita and hourly service to the Antelope Valley with priority to the Balboa Siding Project.



Brighton to Roxford Double Track Project

Project Overview:

Construction of 11 miles of double track on the Antelope Valley Line (AVL) between Burbank and Sylmar

Project Goal:

Improve on-time performance and operational reliability on the AVL



Doran Street and Broadway/Brazil Grade Separation Project



Salem/Sperry Overpass



Conceptual rendering; subject to change.

Doran St

Sperry St

Salem St

W San Fernando Rd

San Fernando Rd

Wilson St

Concord St

Brazil St

San Fernando Road West Extension



Lone Hill to White Double Track Project

Project Location: Between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the Metrolink San Bernardino Line



Rosecrans Marquardt Grade Separation Project

EXISTING CONDITIONS

1. Located on the City of Santa Fe Springs, Rosecrans Ave & Marquardt Ave is a diagonal rail crossing at the intersection
2. Most hazardous grade crossing in California by the CPUC in 2016 with over 112 trains and 45,000 vehicles use this crossing daily
 - **Trains cross the intersection about every ten minutes**
 - Each week the crossing arms are down for combined 21 hours



Rosecrans Marquardt Grade Separation Project

PROPOSED CONDITIONS



PROJECT BENEFITS:

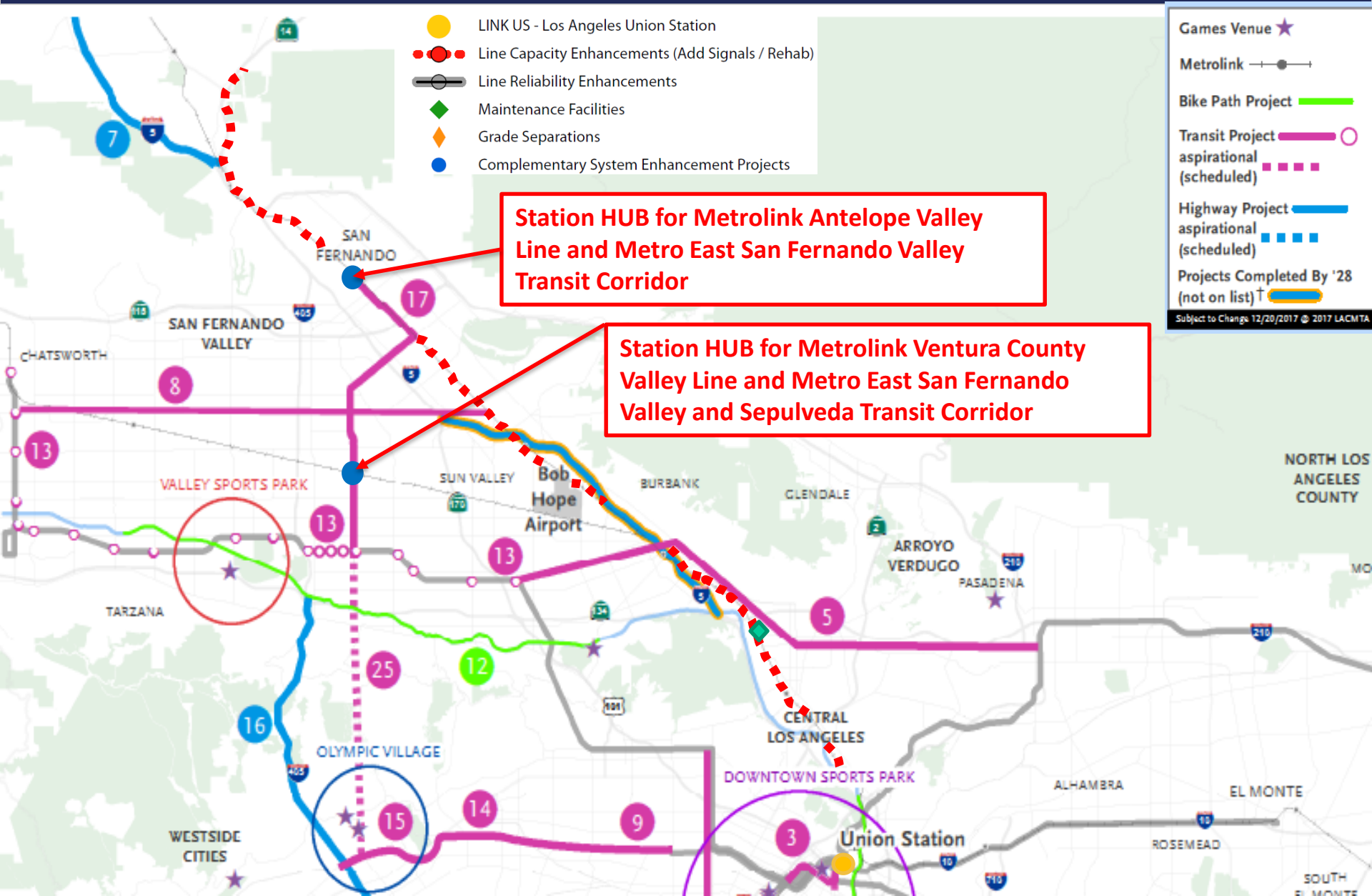
1. **Significantly Improve safety** by separating pedestrians and vehicles from trains at the railroad crossing **AND Reduce Traffic Congestion & eliminating Delays**
2. Supports BNSF 3rd mainline track that **provides 32 additional passenger train time slots** for Metrolink and Amtrak trains.
3. **Accommodates future HSR tracks.**

Rosecrans Marquardt Video

Visual representation of the grade separation subject to change during final design engineering and construction.

[Rosecrans Video](#)

Metro Network Integration



- LINK US - Los Angeles Union Station
- - - Line Capacity Enhancements (Add Signals / Rehab)
- Line Reliability Enhancements
- ◆ Maintenance Facilities
- ◆ Grade Separations
- Complementary System Enhancement Projects

- Games Venue ★
 - MetroLink —●—
 - Bike Path Project —
 - Transit Project aspirational (scheduled) —○—
 - Highway Project aspirational (scheduled) —■—
 - Projects Completed By '28 (not on list) —
- Subject to Change 12/20/2017 © 2017 LACMTA

Station HUB for Metrolink Antelope Valley Line and Metro East San Fernando Valley Transit Corridor

Station HUB for Metrolink Ventura County Valley Line and Metro East San Fernando Valley and Sepulveda Transit Corridor

VALLEY SPORTS PARK

OLYMPIC VILLAGE

DOWNTOWN SPORTS PARK

Union Station

Thank you!