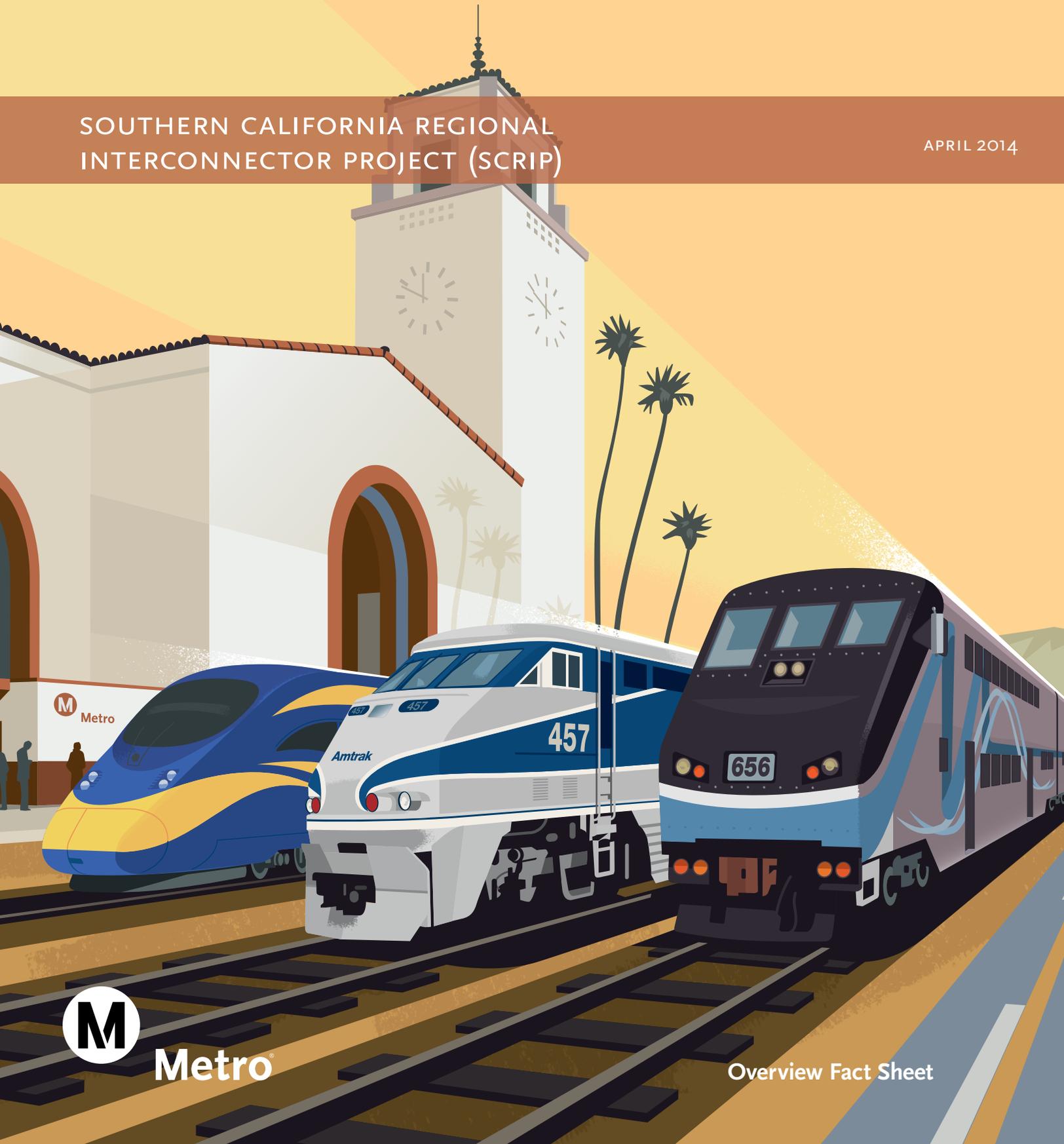


We're connecting the future.

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)

APRIL 2014



Metro[®]

Overview Fact Sheet

Regional Rail for Southern California

The Southern California Regional Interconnector Project (SCRIP) was born of the need for longer term rail solution for Southern California. Metrolink and Amtrak operations at Los Angeles Union Station will increase over the coming years. SCRIP will be an important part in the movement towards a statewide integrated passenger rail system.

Furthermore, the construction of Measure R projects will expand the bus and rail transit system in L.A. County, and will provide additional connections that will facilitate a larger passenger base, increasing the importance of Amtrak and Metrolink regional connections.

The introduction of the California High Speed Rail (CHSR) “Blended System” and the Initial Operating Segment (IOS) enhances the need for additional throughput at Union Station. Metrolink and Amtrak trains will provide connections between the IOS terminal in the San Fernando Valley and the historic downtown L.A. station. The additional capacity created by SCRIP will be needed to establish that connection. The CHSR project will ultimately connect directly at Union Station. This will provide additional ridership for local regional rail modes, further increasing the need for additional throughput. In particular, it is expected that high speed trains traveling from Northern California will provide ridership to Amtrak and Metrolink.

Laying Tracks for Future Demand

Union Station is a “stub-end” station; all commuter and intercity trains enter and exit the terminal through the five-track throat at the north end. The SCRIP project will extend several of the yard tracks to “run through” the station, exiting the south end, crossing over the 101 freeway, and ultimately joining the railroad right-of-way along the west bank of the L.A. River. This track configuration will increase capacity by 40% to 50% and provide greater operational flexibility in scheduling trains, as well as increase passenger loading with longer trains. The addition of loop tracks adds the flexibility to move trains out of the station between boarding/alighting and provides train storage closer to the terminal than the Central Maintenance Facility. Reconfigured tracks also will allow one-seat rides between destinations in the Metrolink and Amtrak service area and will greatly improve timing for through-moves at the station.

Establishing Priorities

The legislation that authorizes the California High Speed Rail project also funds a Memorandum of Understanding (MOU) between the CHSR Authority and several Southern California agencies, including Metro. The top priority under this MOU is the construction of interconnection tracks at Union Station to increase the overall capacity of the station and prepare our region for the expected growth of commuter and regional rail, in addition to providing additional capacity for future needs.

The final Environmental Impact Report /Environmental Impact Statement (EIR/EIS) for the Los Angeles Union Station Run-Through Tracks Project was completed in 2005. The environmental document identified the Purpose and Need of the project as well as the appropriate mitigations to address environmental issues. Since the approval of the EIR/EIS document, the project has been renamed to the Southern California Regional Interconnector.

PROJECT BENEFITS

- > Improve operational efficiencies and scheduling reliability for trains using Los Angeles Union Station by reducing the constraint on train movements that results from stub-end operations.
- > Improve pedestrian access and functionality of the passenger platforms, while also improving connectivity with other transit services.
- > Increase the capacity of Union Station to accommodate planned growth of Amtrak and Metrolink train services. With the implementation of the Project, the station can accommodate an anticipated train demand of 278 trains by 2025.

Project Schedule and Milestones

SCRIP will be designed and constructed in three phases:

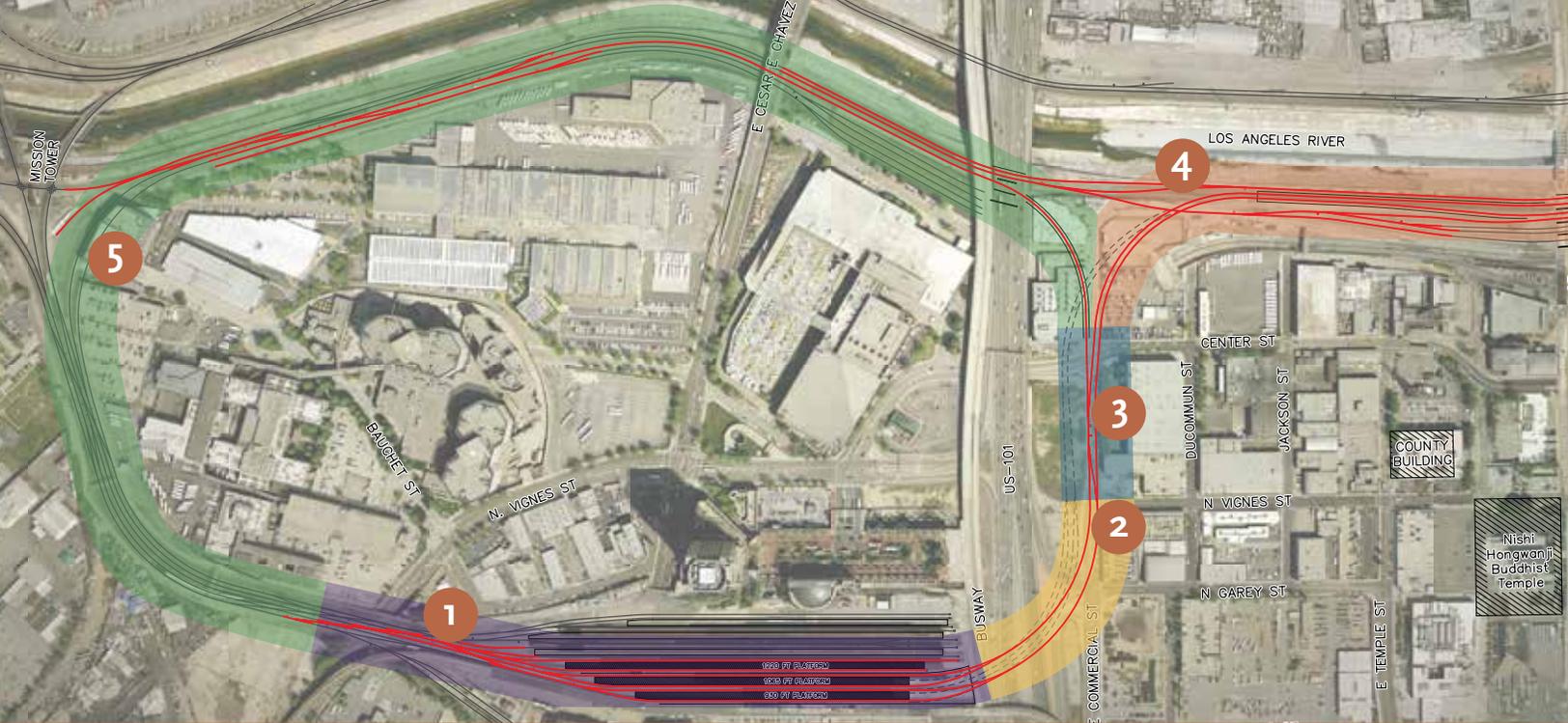
- PHASE 1** Update of environmental documents and preliminary engineering
- PHASE 2** Development of final Plans, Specifications, and Estimates for the Project
- PHASE 3** Design support during construction

APRIL
2014

Notice to Proceed for environmental and engineering work

APRIL
2015

Environmental and preliminary engineering complete



SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)

1. UNION STATION IMPROVEMENTS/EL MONTE BUSWAY 2. US 101 CROSSING/CALTRANS 3. COMMERCIAL/DUCOMMUN ST 4. RAIL YARD 5. THE LOOP

Additional Benefits

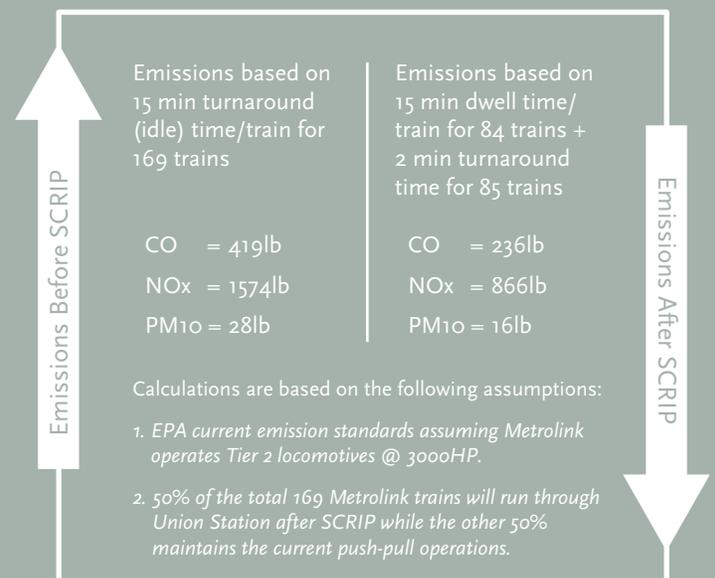
TRAVEL TIME AND LABOR HOURS SAVED

It is anticipated that the SCRIP Project will lead to a reduction in commuter travel times, given the increased efficiency of rail service in a run-through track configuration as compared to the present stub-end tracks. Currently, due to the stub-end operations, it takes an average of 15 minutes to turn trains around. For SCRRA alone, this 15-minute turnaround time translates to over 42 cumulative hours of idling time daily (169 Metrolink trains go into Union Station daily on weekdays). With the implementation of Positive Train Control (PTC), the turnaround time is anticipated to further increase to 20 minutes per train, which would mean over 56 cumulative hours average daily delay. The implementation of SCRIP will eliminate the need for trains to turn around, and therefore reduce the travel time, labor hours, and emissions associated with the current operations.

ENVIRONMENTAL BENEFITS

When the Project is constructed, there will be fewer emissions as the current 15-minute turnaround time may potentially be reduced to a two minute dwell time for passenger loading and unloading. In particular, emissions of CO, NO_x, and PM₁₀ are estimated to be lower with the Project as shown in the graphic below. In addition, an alternative mode of transportation to and from the downtown Los Angeles area will be provided which will potentially decrease vehicular travel and the emissions associated with vehicular travel, further increasing the environmental benefits.

COMPARISON OF LOCOMOTIVE EMISSIONS BEFORE AND AFTER SCRIP



DECEMBER
2016

Final plans, specifications, and estimates

DECEMBER
2019

Construction complete



Los Angeles Union Station

Los Angeles Union Station is a major passenger rail terminal and transit station located near downtown Los Angeles that serves as a hub for Amtrak, Metrolink, Metro Rail and bus operations.

This station has been operational since 1939 and has a significant historical context. Union Station serves the Amtrak Pacific Surfliner Intercity rail service with 2.6 million riders annually and 1.6 million boardings. The station is located on the LOSSAN corridor, which is the second busiest intercity passenger rail corridor in the U.S.

The station also serves as the hub for Metrolink commuter rail operations by providing connections between six of Metrolink's seven lines to six southern California counties. Metrolink operates 169 trains per weekday and 76 trains on the weekends at Union Station, with eight million boardings and departures a year. In addition, approximately 300 Metro Rail trains depart the station every weekday, along with the Metro Silver Line and other local and long distance bus lines.

Developing a Master Plan

Metro purchased the station in 2011. Since that purchase, there has been a significant effort to change the overall use of the station to allow for a better passenger experience. Currently, Metro is developing a Master Plan for the station and the entire campus that will redefine the presence of Union Station in Los Angeles as well as the region. As part of this work, the Master Planning team is looking at all facilities at the station to provide better passenger circulation, coordination of space and facilities, and more efficient transit connections. The Master Plan has the following goals and objectives:

- > Accommodate the variety of transit modes for the multi-modal center now and into the future, including bus service, high speed rail, regional intercity and commuter rail, subway, and light rail expansions.
- > Create an iconic place of extraordinary design and vision as the central transportation hub for L.A. County.
- > Enhance and protect the historic Union Station through appropriate repurposing.
- > Establish development opportunities that capitalize on the entitlements secured for the property in a manner that supports Union Station's transit role, while acting as a catalyst for improvements in surrounding communities.
- > Ensure flexibility to allow the plan to adapt to changes in transit requirements and the needs of multiphase commercial development.
- > Improve access and connectivity for pedestrians and bicyclists to the environs of Union Station, including La Plaza, Little Tokyo, the Civic Center, the Arts District, Boyle Heights, and Chinatown.
- > Incorporate sustainable best practices in planning, design and implementation.

Contact Us

Please use the following contact tools to access more project information, ask questions or provide comments.

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