Southern California Regional Interconnector Project (SCRIP)

Connecting the future.

Open House
December 10, 2014
Project Facts

• SCRIP is not a new project
• Project has been planned and environmentally cleared for almost a decade
• Will extend and reconfigure tracks
• Will reduce travel time and increase capacity
• Funds have been secured
• Project can now move forward
Southern California Regional Interconnector Project (SCRIP)
# Project History

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
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<tbody>
<tr>
<td>2000</td>
<td>Project Study Report completed on Los Angeles Union Station operations</td>
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<td>2002</td>
<td>Conceptual engineering and environmental analysis begins</td>
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<td>2006</td>
<td>Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for Run-Through Tracks Project approved</td>
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<td>2012</td>
<td>Board allocates funding to advance project</td>
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<td>2013</td>
<td>California High Speed Rail approves Memorandum of Understanding (MOU)</td>
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Project Purpose

- Enhance station track capacity
- Improve operational reliability and flexibility
- Provide capacity to meet future regional rail needs
Project Features

• Extends tracks south of LAUS
• Adds a new loop for operations
• Improved facilities at LAUS
• Elevated rail viaduct over US-101 and city streets
48 Initial Concepts Considered
Evaluation Criteria

• **Engineering/ Operational Screening**
  – Track Design
  – Rail Operations
  – Structural Considerations
  – Local Traffic Circulation/Parking

• **Environmental Screening**
  – Noise and Vibration Impacts
  – Historical Resources
  – Property Acquisitions

• **Other Criteria**
  – Utility Impacts
  – Cost Considerations
4 Concepts for Further Study
Recommended Alignments
SCRIP Potential Refined Alternative

1. LAUS IMPROVEMENTS / EL MONTE
   - Revise/upgrade terminal throat trackage for extra capacity
   - Modify existing pedestrian tunnel, stairways, and ramps for new platforms
   - Update infrastructure including electrical, plumbing, fire hydrant systems, communication, wayfinding, potential vertical evacuation systems
   - Repair/historic platform canopies

2. US-101 CROSSING / CALTRANS
   - Construct three steel girder bridge over US-101
   - Steel structure type facilitates staged construction over freeway with minimum impact on traffic

3. COMMERCIAL / DOCOMMUN STREET
   - Incorporate aesthetic treatments/architectural enhancements to bridge structure to compliment the goals of the LAUS Master Plan
   - Widened portion of Commercial Street impacted by overhead bridge structure accommodate enhanced pedestrian and bicycle traffic
   - Consider undergrounding of existing overhead electrical utilities to improve aesthetics

4. RAIL YARD
   - Property acquisition of two buildings is required to accommodate alignment
   - Utilize compensated rail grades in mainline curves to enhance train performance
   - Minimize impacts to existing Amtrak and BNSF trackage to gain rail yard buy-in and facilitate approvals

5. THE LOOP
   - Provide trackwork connections to reduce train congestion in vicinity of Mission Tower
   - Use RTC modeling to evaluate staged construction
   - Construct upgraded train signal system and Positive Train Control for new and reconfigured trackwork
Coordination with LAUS Master Plan

- Both projects currently under design
- Collaboration between projects
- Integration will be important
- Final design will create a new traveling experience for the public
Project Benefits

• Enhance station track capacity
• Provide operational reliability and flexibility
• Provide capacity to meet future regional rail needs
• Improved air quality
• Improved mobility
• Increase quality of life
Timeline

- Winter 2014: Public meeting/Open House
- Spring 2015: Public meeting, Draft Supplemental Project Report, Draft SEIR/SEIS
- Summer 2015: Public meeting, Public review
- Fall 2015: Public meeting, Final SEIR/SEIS/MMRP Findings & SOC
Contact

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Thank you