

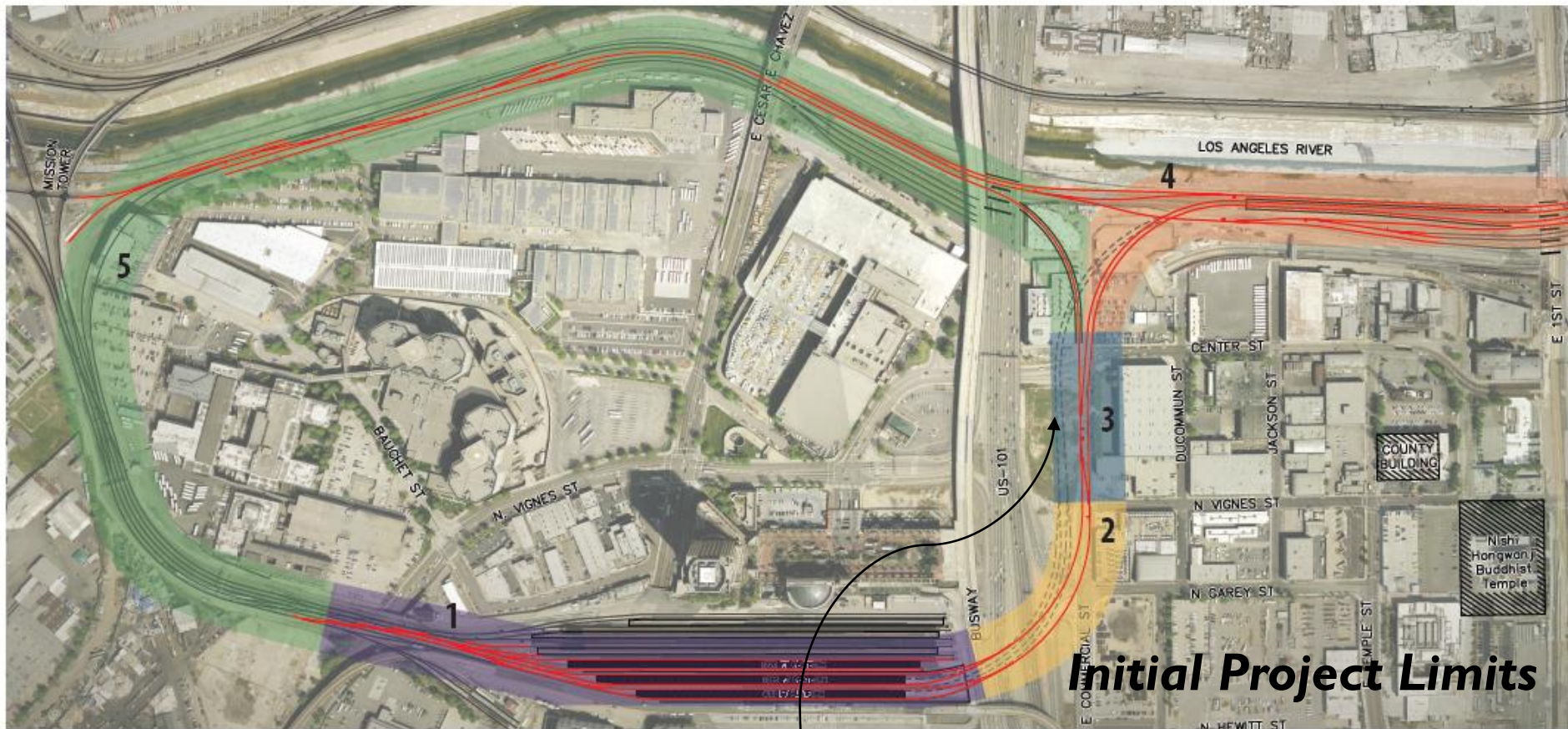
Southern California Regional Interconnector Project (SCRIP) & California High Speed Rail (CHSR)



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**Metro Board Presentation
October 22, 2015**

Southern California Regional Interconnector Project (SCRIP)



Initial Project Limits

- 1 - LAUS Improvements/El Monte Busway 2 - US-101 Crossing/Caltrans 3 - Commercial/Ducommun Street 4 - Rail Yard 5 - The Loop



Los Angeles Union Station Run-Through Tracks EIR/EIS approved in 2006

BENEFITS: Improve Regional Rail Service in Southern California

- ▶ Significantly increase the number of trains that can use the station each day (from 180 to 278 trains)
- ▶ Reduces travel times (dwell times reduced from 20 minutes to 5 minutes per run-through train) which in turn reduces greenhouse gas emissions by approximately 44%.
- ▶ Improve rail service throughout Southern California
 - By providing a one seat ride to more destinations
 - By improving reliability and on-time performance of train service
- ▶ Improve the passenger experience at the station
 - Within Los Angeles Union Station
 - On the Platforms at Los Angeles Union Station
- ▶ Expand local, regional, and statewide multi-modal service options
 - West Santa Ana Branch
 - Active Transportation

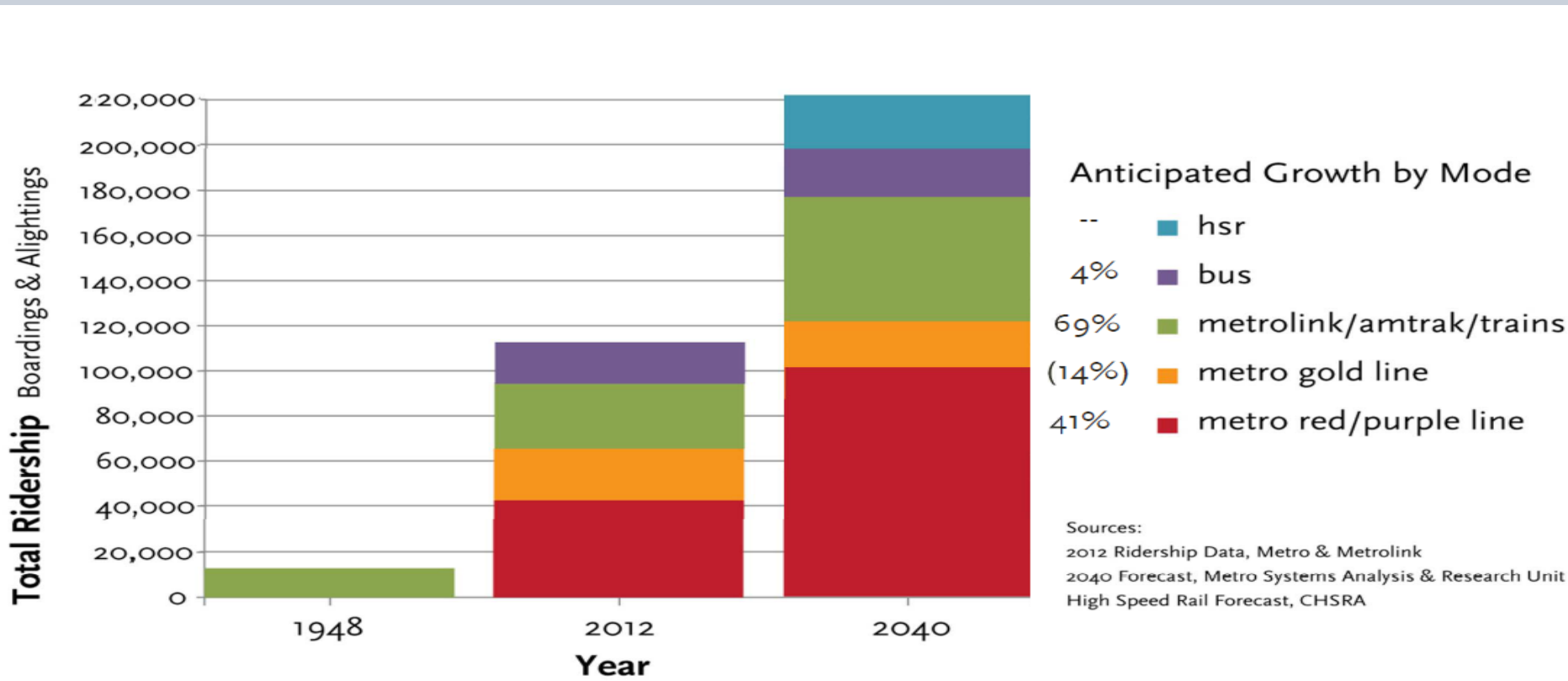


High-Speed Rail

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Why SCRIP/Master Plan are Required: LAUS Station Use Forecast 2040

- ▶ Nearly 200,000 (196,700) people will step on or off transit or rail services at LAUS in 2040
- ▶ HSR service increases this number by approximately 25,000/day



SCRIP UPDATE

1. SCRIP Environmental and Preliminary Engineering phase has been underway since June 2014.
2. In order to effectively provide vertical circulation and minimize throw-away cost, the LAUS Master Plan passenger concourse should be integrated with SCRIP.
3. In addition, CHSRA express a desire to be within LAUS.
4. Multiple Concurrent Environmental Activities Underway:
 - ▶ Metro
 - SCRIP: Complete Fall 2017
 - Master Plan: Complete Winter 2016
 - ▶ High-Speed Rail
 - Burbank to LA: Complete Winter 2017
 - LA to Anaheim: Complete Winter 2017
5. In order to meet a high speed rail service by 2024, Metro needs to incorporate the passenger concourse and not to preclude HSR in the SCRIP Environmental and Preliminary Engineering phase. CHSRA is responsible for environmentally clearing the HSR elements of SCRIP (as part of CHSRA EIR/EIS Burbank to Anaheim corridor).



CHSRA at LAUS

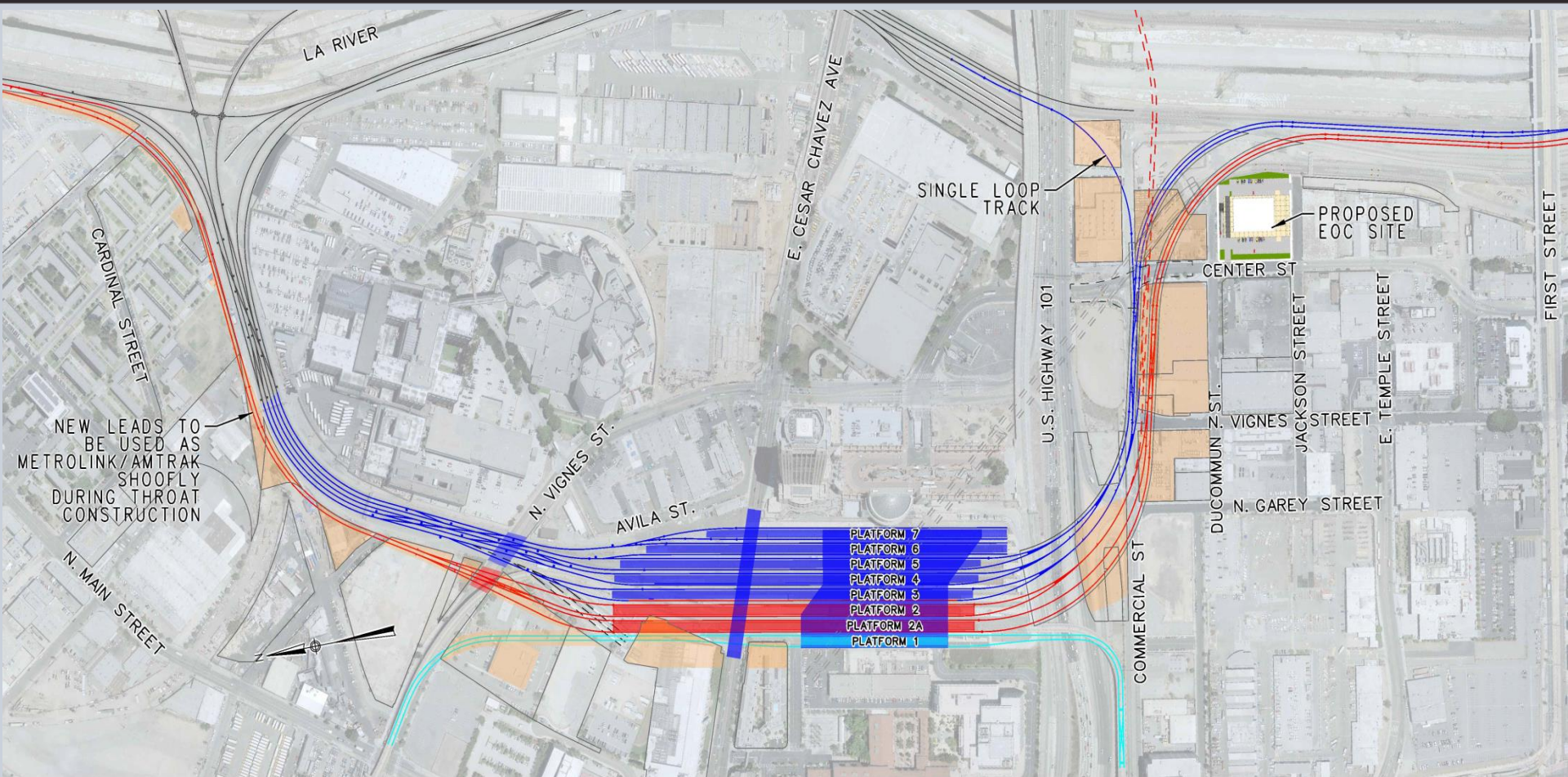
CHSRA has expressed a desire for the following at LAUS:

- Initial operations at LAUS by 2024
- Two (2) dedicated station platforms and 4 tracks at the rail yard
- A track and structure design integrated with SCRIP and the new concourse

HSR Integration Alternative – 1 CHSRA platform and 2 CHSRA tracks (in Phase 1)



HSR Integration Alternative – 2 CHSRA Platforms and 4 CHSRA Tracks (Phase 2)



Board Action

- ▶ Authorize modification of the SCRIP project to include passenger concourse and not preclude HSR within LAUS due to the inter-relationships between projects to maximize project efficiencies
- ▶ Accommodate high speed rail within LAUS as part of the implementation of the LAUS Master Plan.
- ▶ Program \$15,000,000 in already budgeted FY 16 funds for the enhance SCRIP environmental and preliminary engineering work.



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Next Steps for the Board

1. Return to the Board for a negotiated contract modification for the project.
2. Several agreements with the CHSRA will be necessary as the project develops including; Service Plan, Funding Plan, Development Plan, and Funding Agreement. The following preliminary steps are outlined:
 - Preliminary Service Plan June 2016
 - Draft Preliminary Funding Plan December 2016
 - Preliminary Development Agreement June 2017
3. Staff will be coming back to the Board at each step and provide regular updates on the progress of the development of the project.
4. Staff will return to the Board once a funding plan and agreements with CHSRA have been determined.

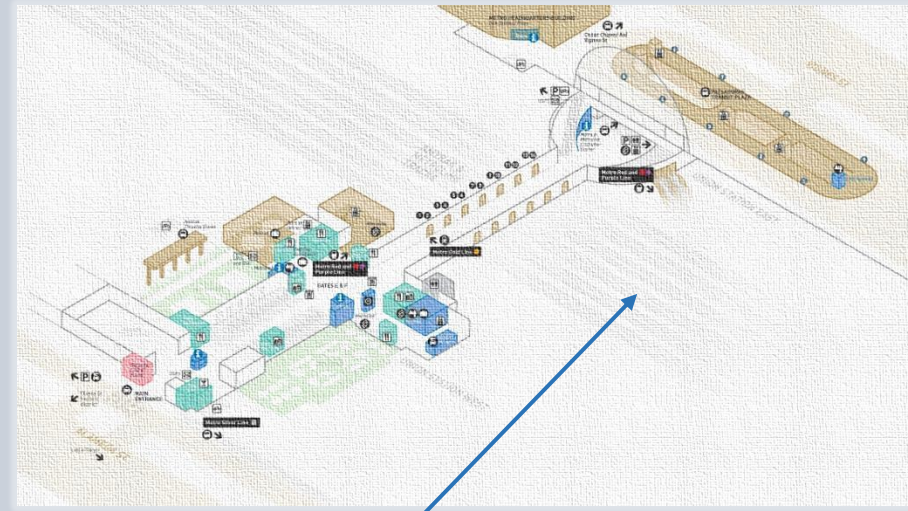
High-Speed Rail in Southern California

- ▶ **Connect to Southern California**
 - Close the passenger rail gap over the Tehachapi Mountains
- ▶ **Connect within Southern California**
 - Bakersfield to Palmdale in 20-25 minutes
 - Palmdale to Burbank in 15-20 minutes
 - Burbank to LA Union Station in 10 minutes
 - LA Union Station to Anaheim in 30 minutes
 - LA Union Station to San Diego in 1 hour, 20 minutes
 - LA Union Station to San Francisco in 2 hours, 40 minutes
- ▶ **Connect to Airports**
 - Palmdale, Bob Hope Airport, Ontario Airport, San Diego Airport
- ▶ **Create Multi-Modal Transportation Hubs**
 - Palmdale, Burbank, LA Union Station, ARTIC
 - Transportation-oriented and sustainable development



HSR Update

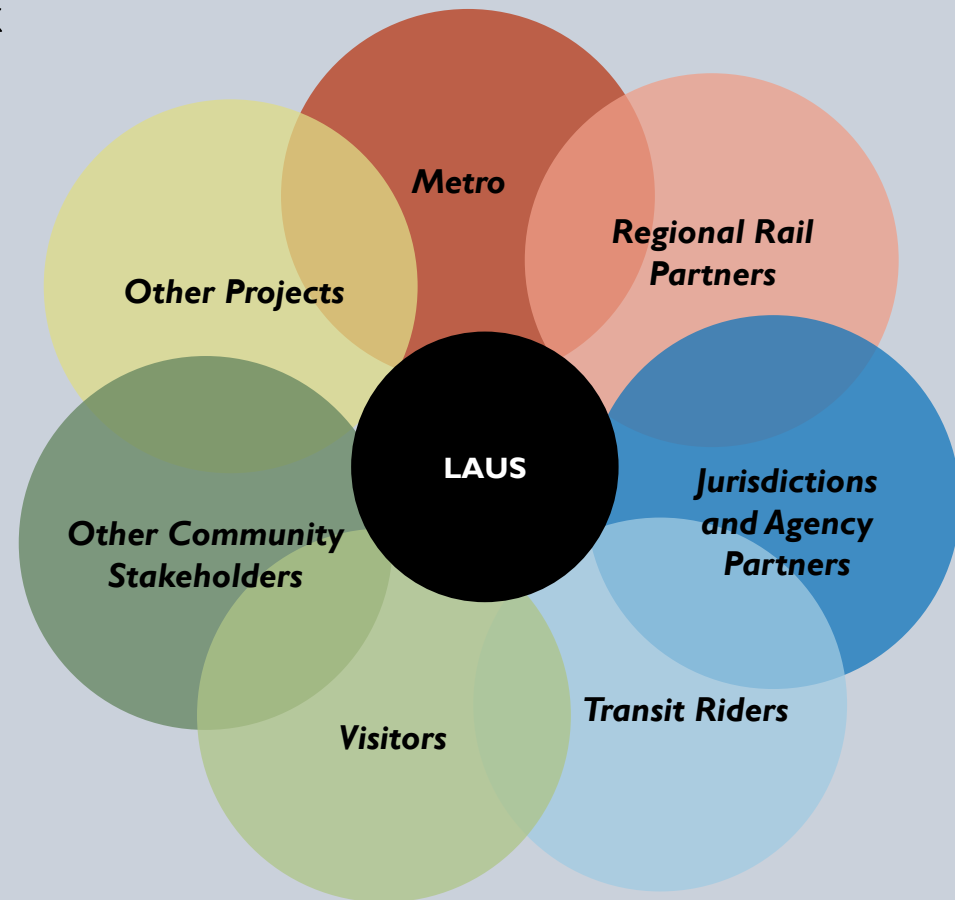
- ▶ Complete Environmental Documents for Burbank to Los Angeles and Los Angeles to Anaheim projects by December 2017
 - Conduct comprehensive public outreach program
 - Achieve SBE goal (30%) in contracting
- ▶ Partner with local transportation providers to expand benefits
 - Connectivity
 - Mobility
 - Jobs, education, and training
 - Transit Oriented Communities
 - Customer experience
- ▶ Cooperatively plan connected service at LAUS
 - Integrate platforms and tracks if possible
 - Meet all SCRIP/Master Plan, HDC, Regional Rail, and transit requirements



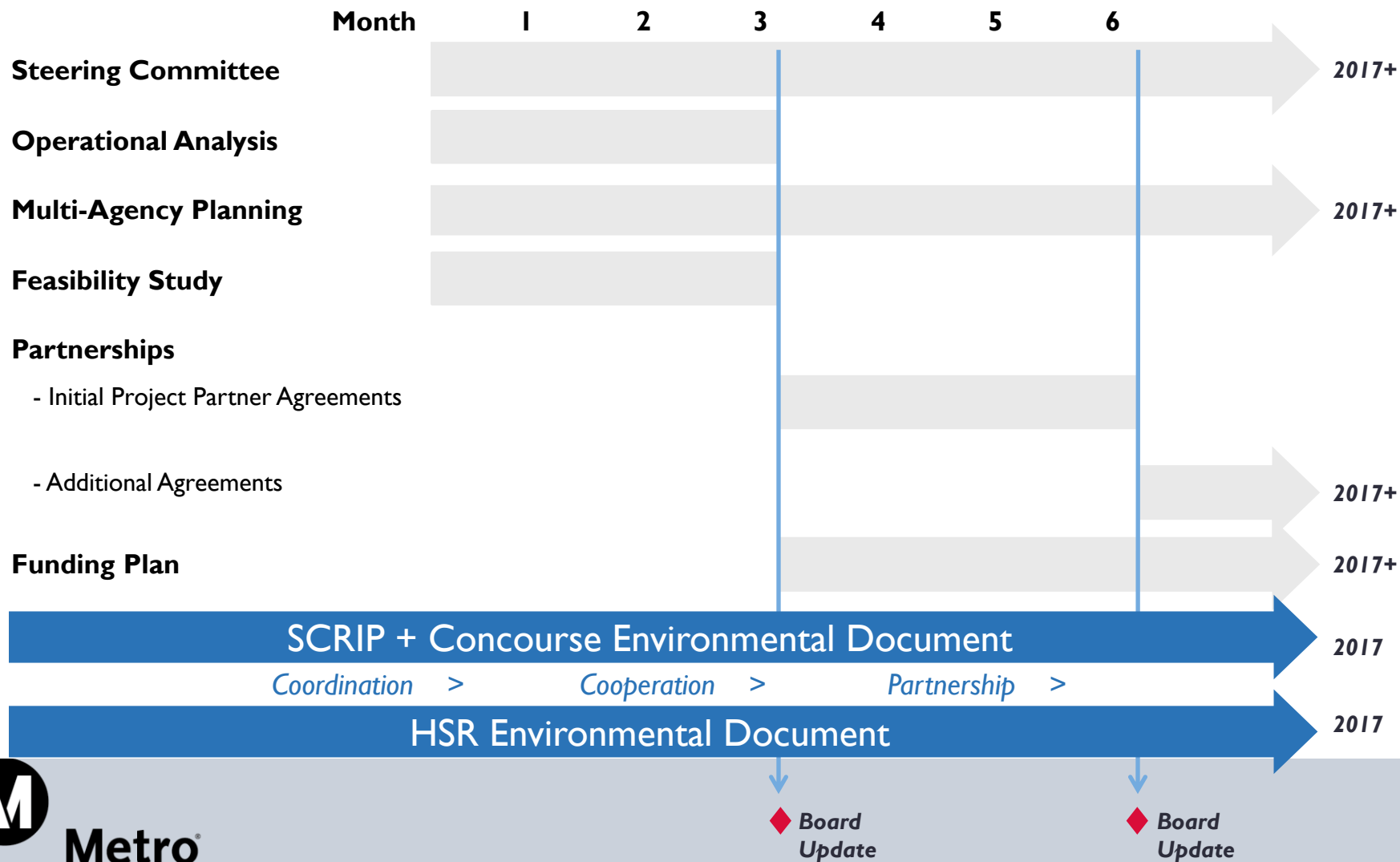
Possible HSR
Integration

Efficiencies Achieved Through Collaboration

- ▶ Each project retains responsibility for clearance and funding of related work efforts
- ▶ Each project relies on the other projects for data and information in order to complete work
- ▶ Additional partnerships with regional rail providers and other community stakeholders will also be required
- ▶ Stakeholder and community outreach required for all documents
- ▶ Common themes and messages will support better public understanding of work and regional benefits
- ▶ Finish more work sooner to reduce cost and deliver benefits by 2024



Sequencing Required Activities Streamlines Delivery



Questions



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