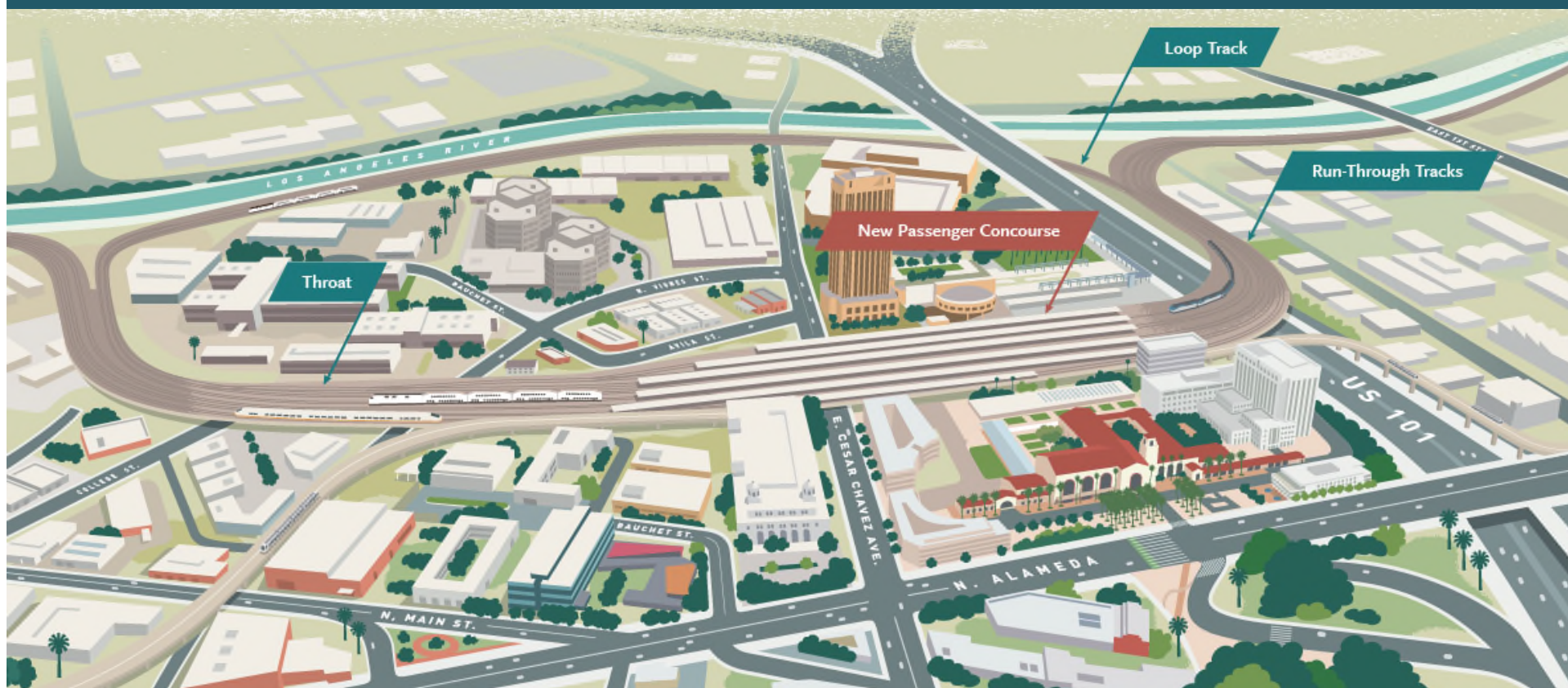


Link Union Station (Link US)



Link US Major Project Components

1. New rail communication, signals, and tracks
2. New run-through tracks over US-101 and new loop track
3. New expanded passenger concourse, platforms, escalators, and elevators
4. Accommodation of HSR with a new lead track and optimized throat and rail yard

Anticipated Project Benefits

What will Link US Provide?

INCREASE RAIL SERVICE CAPACITY



Accommodate future demand

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



HSR; Metrolink, Amtrak, Metro rail; Metro and municipal bus systems; ridesharing

ENHANCE PASSENGER EXPERIENCE



New concourse, retail and other amenities and new expanded platforms

IMPROVE PEDESTRIAN ACCESS



Enhanced mobility options and safety features

FUTURE DEVELOPMENT



Opportunity for transit-oriented development

IMPROVE REGIONAL CONNECTIVITY



One-seat rides to key destinations in Southern California

REDUCE TRAIN IDLING TIMES



Shorter wait times, fuel savings, emissions reductions

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

GENERATE 4,500 JOBS PER YEAR



During five-year construction period

CEQA Proposed Project - Alternative 1 with Design Option B

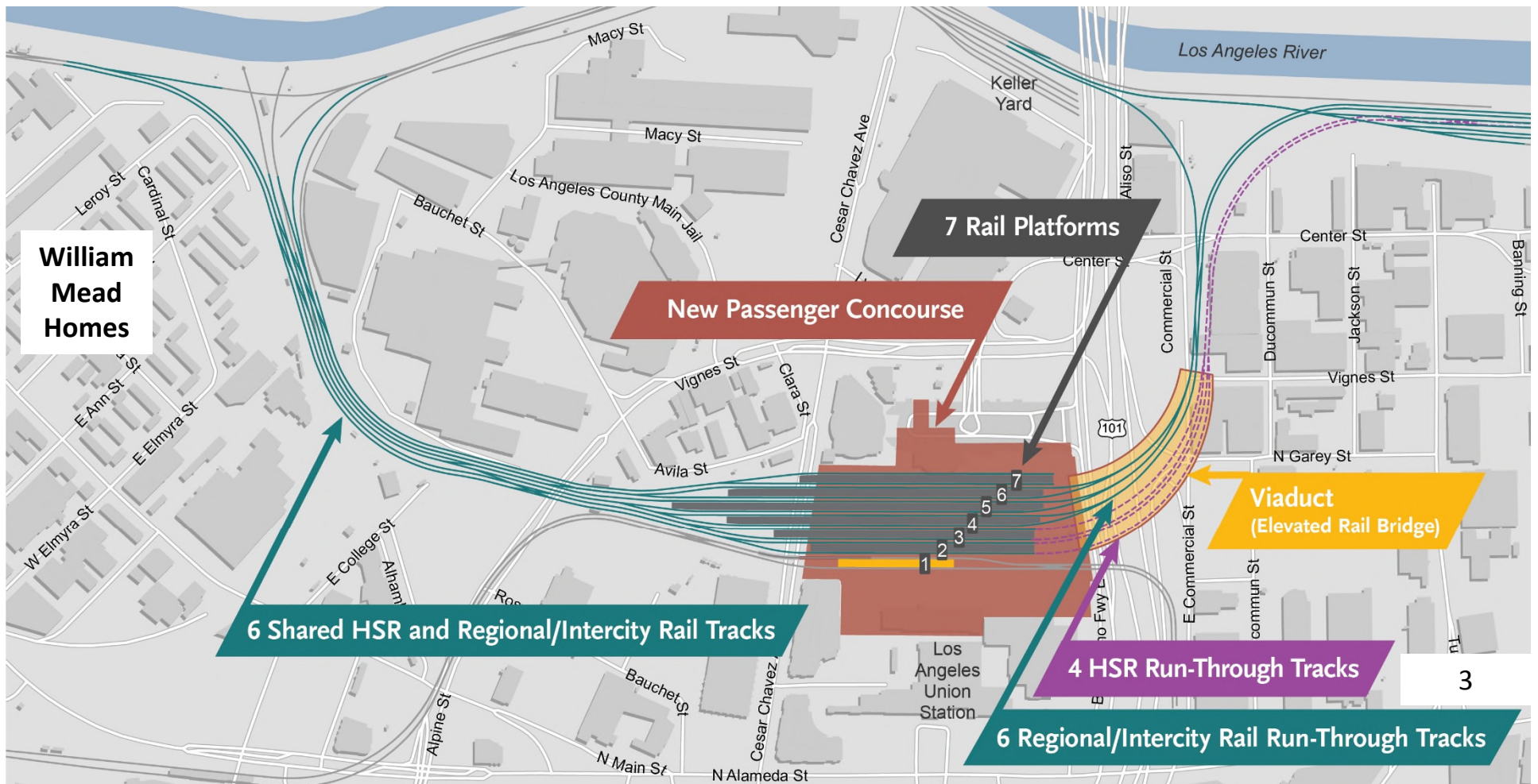
Up to 10 New Run-Through Tracks with Shared Lead Tracks including an Above-Grade Passenger Concourse

Shared Tracks

Avoids right-of-way impacts to William Mead Homes Property

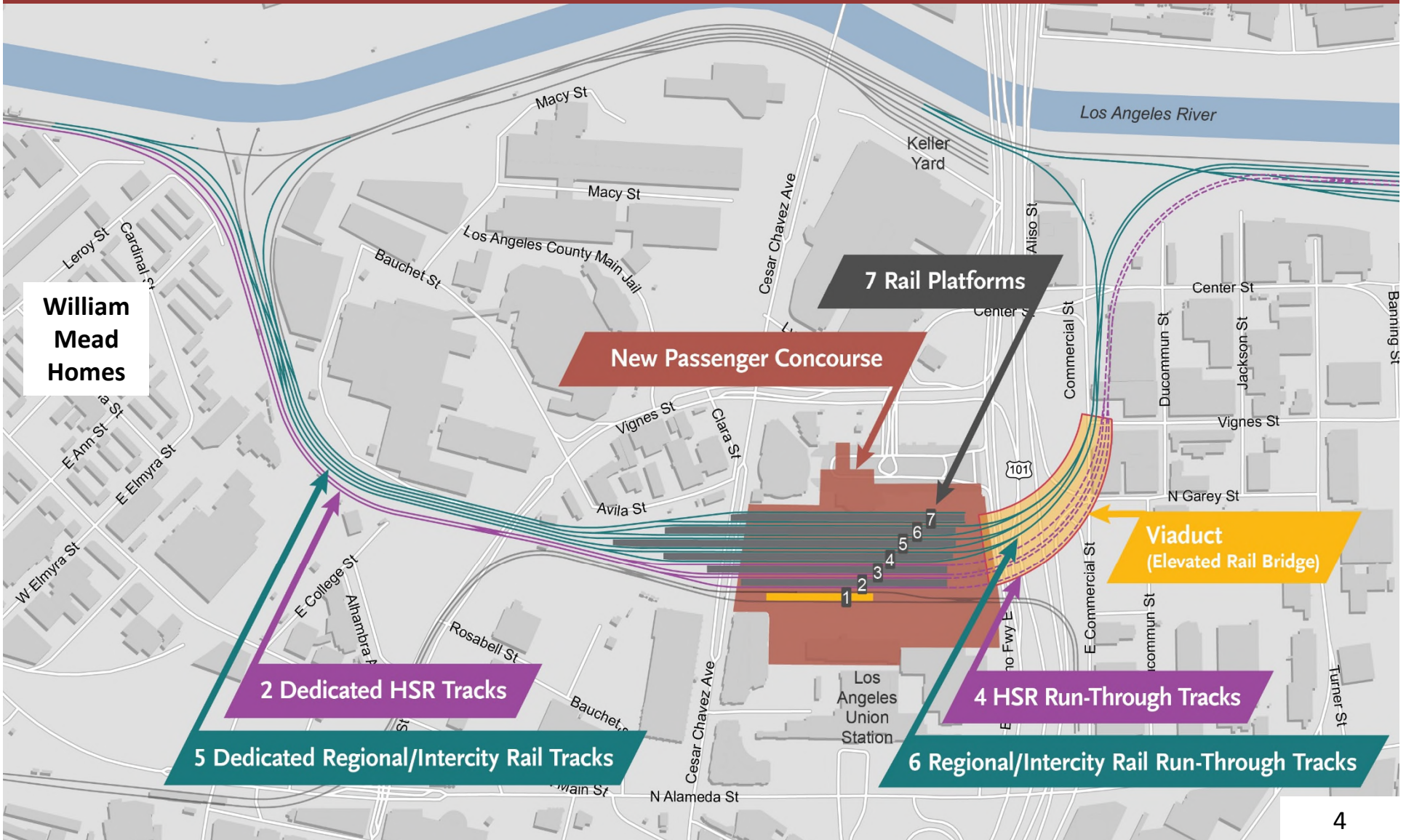
Above-Grade Passenger Concourse

Impacts rail operation less and costs approx. \$500 million less than the at-grade concourse (Design Option A)



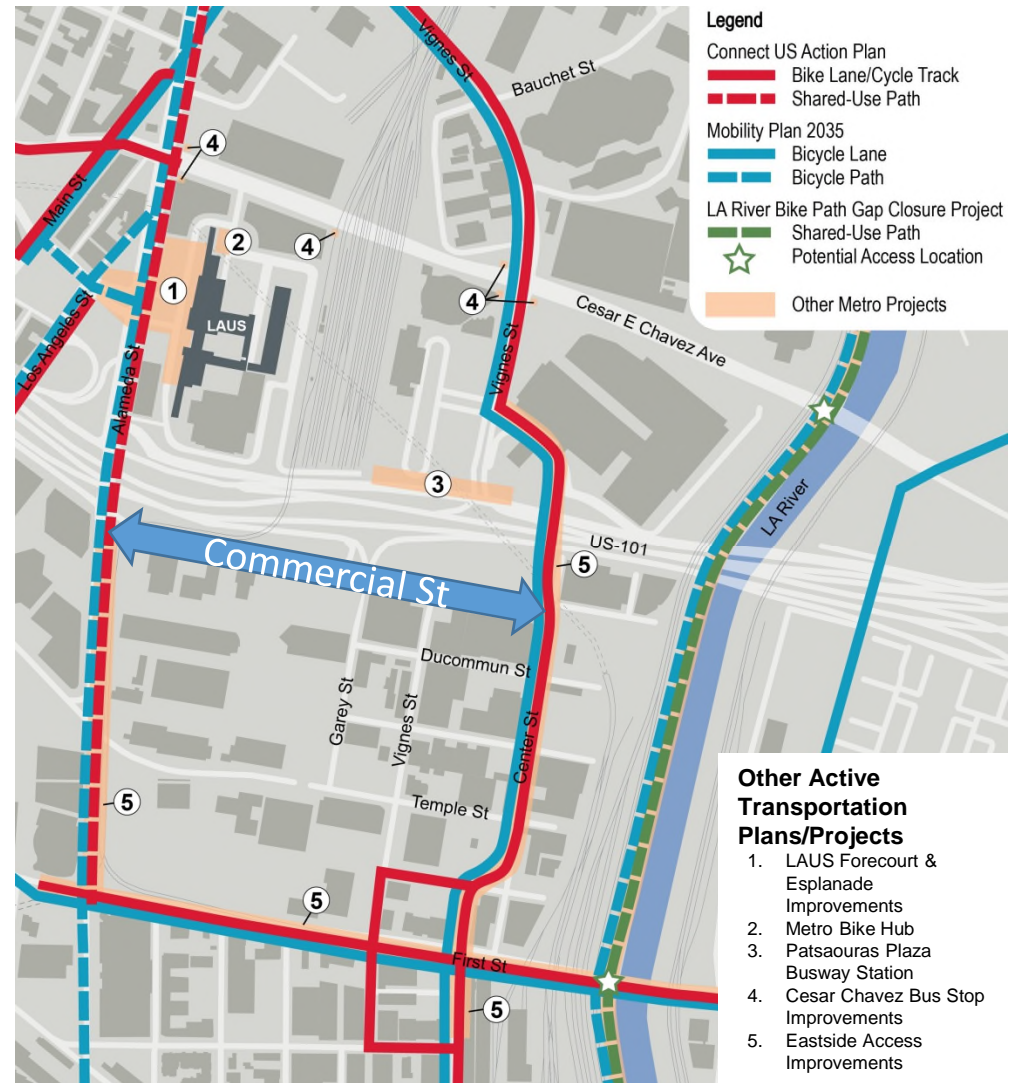
Alternative 2

Up to 10 New Run-Through Tracks with Dedicated Lead Tracks



Link US Active Transportation Improvements

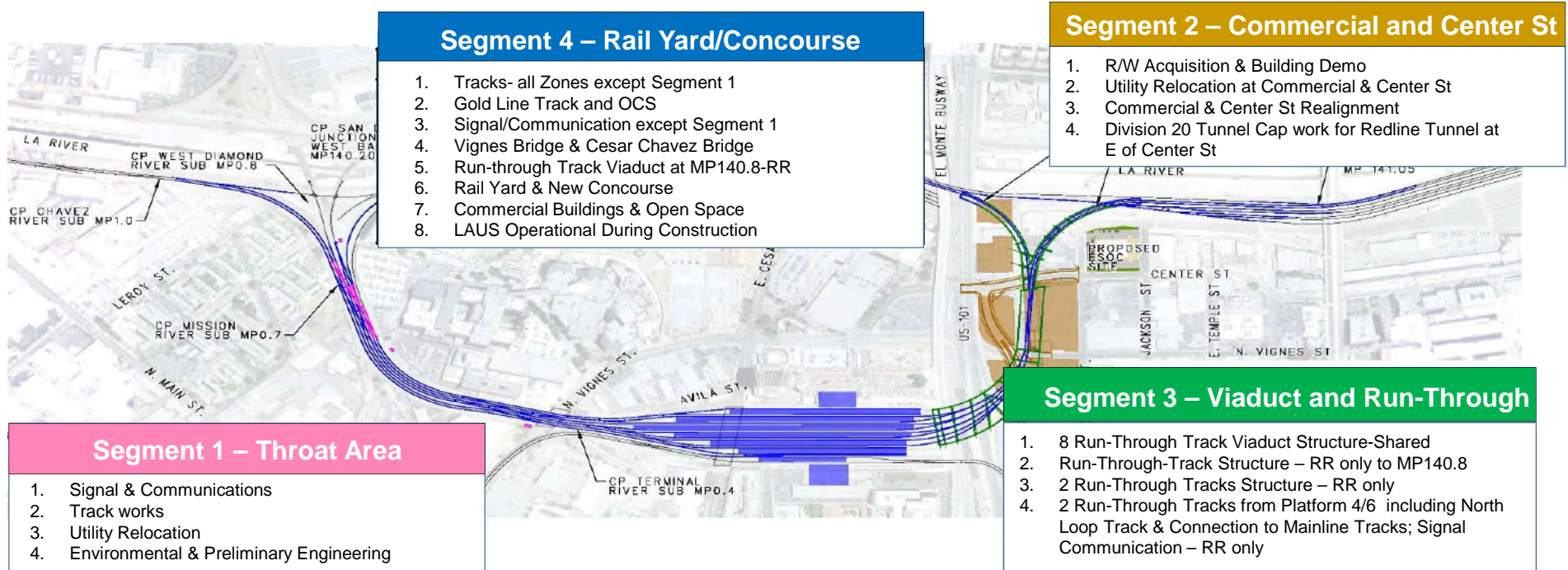
1. Link US CEQA study includes new bike lanes on Commercial St from Alameda St to Center St, which could facilitate a future connection to the Proposed LA River Path.
2. As an alternative to and in lieu of the at-grade active transportation improvements, if additional funding is identified, the Link US CEQA study also includes a new dedicated pedestrian/bike bridge over the US-101.



- Other Active Transportation Plans/Projects**
1. LAUS Forecourt & Esplanade Improvements
 2. Metro Bike Hub
 3. Patsaouras Plaza Busway Station
 4. Cesar Chavez Bus Stop Improvements
 5. Eastside Access Improvements

Link US: Phasing Overview

Phase A – Early Action Interim Improvements - Funded

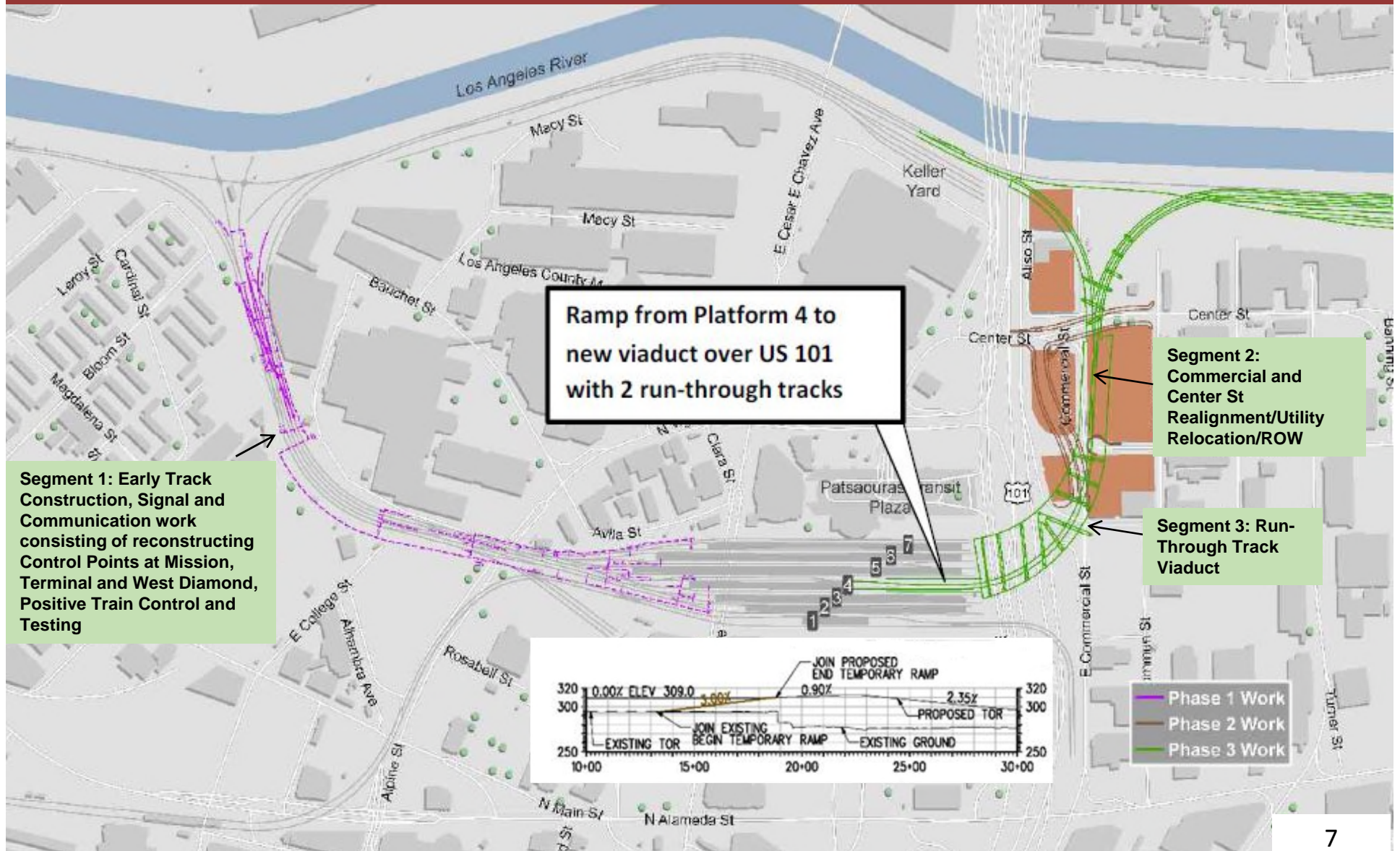


Phase A (FUNDED)	Phase B (NOT FUNDED)
Segments 1, 2, 3 \$950 million	Segment 4 \$1.15 Billion - \$1.6 Billion (Seeking funds)



Link US: Phase A

Interim condition with 2 run-through tracks - FUNDED



Link US Funding Plan

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail	\$423.34
Bonds	
State Transit and Intercity Rail	\$398.39
Capital Program (TIRCP)	
Metro (Measure R 3% Commuter Rail)	\$51.67
American Recovery and Reinvestment Act (ARRA) Funds	\$14.81
Other CHSRA Funds	\$3.92
Other Local Funds	\$58.27
Total Funding Identified for Phase A	\$950.40

California High Speed Rail Authority provided a funding commitment of \$423 million in their 2018 Business Plan.

In April 2018, the Southern California Optimized Rail Expansion (SCORE) received \$876 million from CalSTA as part of the 2018 TIRCP grant. The Link US Project will receive \$398 million from the funds awarded for SCORE*.



**SCRRA's SCORE plans to provide minimum hourly, 30-minute coverage in most areas, as frequent as 15-minutes on some trunk segments during peak times and bi-directional on all lines.*

Next Steps

Staff Recommendation - Subject to Metro Board Approval

1. Draft CEQA Environmental Impact Report (EIR) will evaluate all alternatives and passenger concourse design options **equally**.
2. Circulation of Draft CEQA EIR anticipated as early as **January 2019**. CEQA Environmental Clearance is expected to be completed by **June 2019**.

LA Union Station Concept Videos

1. The following videos are 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 subject to change through future design and preliminary engineering.

Above-Grade
Concourse
Option
(\$1.15 Billion)



At-Grade
Concourse
Option
(\$1.6 Billion)

