

**METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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[metrolinktrains.com](http://metrolinktrains.com)

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**MEMORANDUM**

**Date:** February 20, 2019

**TO:** Jeanet Owens, PE – Senior Executive Officer – Regional Rail, Metro  
Will Ridder – Executive Officer – State Policy & Programming, Metro  
Chad Edison – Deputy Secretary, Transportation - CalSTA  
Michelle Boehm – Southern California Regional Director – CHSRA  
Bruce Armistead – Director of Operations & Maintenance – CHSRA

**FROM:** Justin Fornelli, PE – Director, Engineering and Construction

**RE:** **Link Union Station (Link US) – North Loop and Number of Run-through Tracks**

The Link US project is a regionally critical project that will transform rail operation in and through Los Angeles Union Station (LAUS) for services currently operated by Southern California Regional Rail Authority or Metrolink (SCRRA), the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN), the National Passenger Railroad Corporation (Amtrak), and future services operated for the California High Speed Rail Authority (CHSRA). The Los Angeles County Metropolitan Transportation Authority (Metro) has requested the position of SCRRA related to two questions to guide Metro's design efforts during the preliminary engineering phase for the Link US Project:

- Is elimination of the “North Loop” in advanced design efforts acceptable?
- What track configuration (8 through tracks versus 10 through tracks) shall be advanced?

This memorandum is intended to memorialize SCRRA's position and concurrence on specific design considerations for the Link US Project at its current stage of 10% design and other considerations associated with operating the Metrolink system in a run-through configuration, to present our responses to the two key questions, and to present areas of concern that deserve continued attention and resolution. We feel our joint focus should be on reaching a consensus for the two run-through track design for the conventional regional rail operators, SCRRA and Amtrak within the allocated budget. Furthermore, we concur that our efforts should not preclude strategic features that support future expansion to CHSRA.

Please note that as SCRRA considers these questions, our key objectives incorporate several priorities:

- Introduction of through service to accommodate service/ridership growth;
- Improved access for passengers (platforms, ramps, concourse);
- State of good repair improvements; and
- Maintaining safe and reliable service throughout construction.

### **Elimination of North Loop**

The elimination of the “North Loop” alignment of the Link US Project (noted in Exhibit A) to achieve a cost reduction and remain within the \$950M budget represents a substantial change to the functional design of the proposed facility. It would eliminate some combinations of run-through service (e.g. between the San Bernardino and Antelope Valley Lines) and reduce the added capacity of the expanded station, creating less new capacity to share between existing and prospective tenants. The elimination of the North Loop would also trigger the need to continue to make many turn-back moves and therefore negatively affects the capacity of this terminal.

A key benefit of the North Loop is to facilitate non-revenue moves between LAUS and the Central Maintenance Facility (CMF). Metrolink Lines that will benefit include Antelope Valley, Orange County, Riverside, San Bernardino, Ventura County and 91/Perris Valley Lines. Such moves are fundamentally critical to Metrolink’s current CMF-based equipment maintenance strategy. Our existing outlying maintenance facilities cannot support the type of maintenance activities that we currently undergo at the CMF, so the CMF remains as a critical location in our current operations plan.

Such moves may not be as critical in a future operating scenario with bidirectional service and equipment maintenance occurring at outlying points. The capital investments needed for these future operating scenarios remain largely unfunded, with existing outlying facilities only partially built, and new railroad maintenance facilities at new locations extremely difficult to develop and operate due to community concerns and environmental regulations.

As such, SCRRA conditionally agrees to move forward with the elimination of the North-Loop from the design under these conditions:

1. Further detailed operational analysis and network planning by SCRRA is required to determine the optimal future configuration of LAUS without the North Loop at two phases of operation – at the end of a first phase with just two run-through tracks (Phase A) and at the end of a second phase (Phase B) with use of two to four fewer platform tracks in the long-term operating configuration. This analysis and planning effort will be complete by Fall 2019.
2. Prior to beginning work on any stage of construction that takes any tracks or platforms out of service, Metro, in collaboration with SCRRA, shall prepare and test construction staging and operating plans that don’t degrade the existing performance and would in general sustain 94% on time performance (OTP) during

construction of both Phase A and Phase B. It is our understanding that the North Loop would have helped to mitigate construction impacts during Phase B construction.

3. Absent any future agreement or funding to transition to new operating strategies or complete the infrastructure needed for those new operating strategies, including but not limited to modifications and expansions to existing facilities (e.g. CMF, Eastern Maintenance Facility, Moorpark, Lancaster, and South Perris) and new facilities (e.g. Southside Turn Facility and Orange County Maintenance Facility), Metrolink shall operate at LAUS with the method of operation as it does today and with its planned level of service.

### **Run-through Tracks – 8 vs 10**

Based on operating analyses conducted in partnership with CHSRA and Metro, SCRRA has determined that Metrolink's service goals, as defined in the Link US Rail Planning Technical Memorandum, may be best met with the use of six run-through tracks for conventional rail use, corresponding with three platforms at LAUS. The amount and length of turn back stub ended tracks is also important, especially for trains operating on routes that may not use the run-through capability for all runs (San Bernardino Line and the Riverside Line) or trains that need to be serviced at CMF. The optimum amount of run-through tracks and corresponding platforms for regional rail and CHSRA is a very complicated, interdependent planning challenge closely tied to the overall network operations.

SCRRA understands that CHSRA's desire is to expand from two tracks to four in the long-term future at LAUS. **Any such expansion shall not impact Metrolink operations – including protecting capacity for Metrolink's anticipated growth, as defined in the Link US Rail Planning Technical Memorandum.** This issue is most relevant if CHSRA desires to expand from two to four tracks at LAUS in the future.

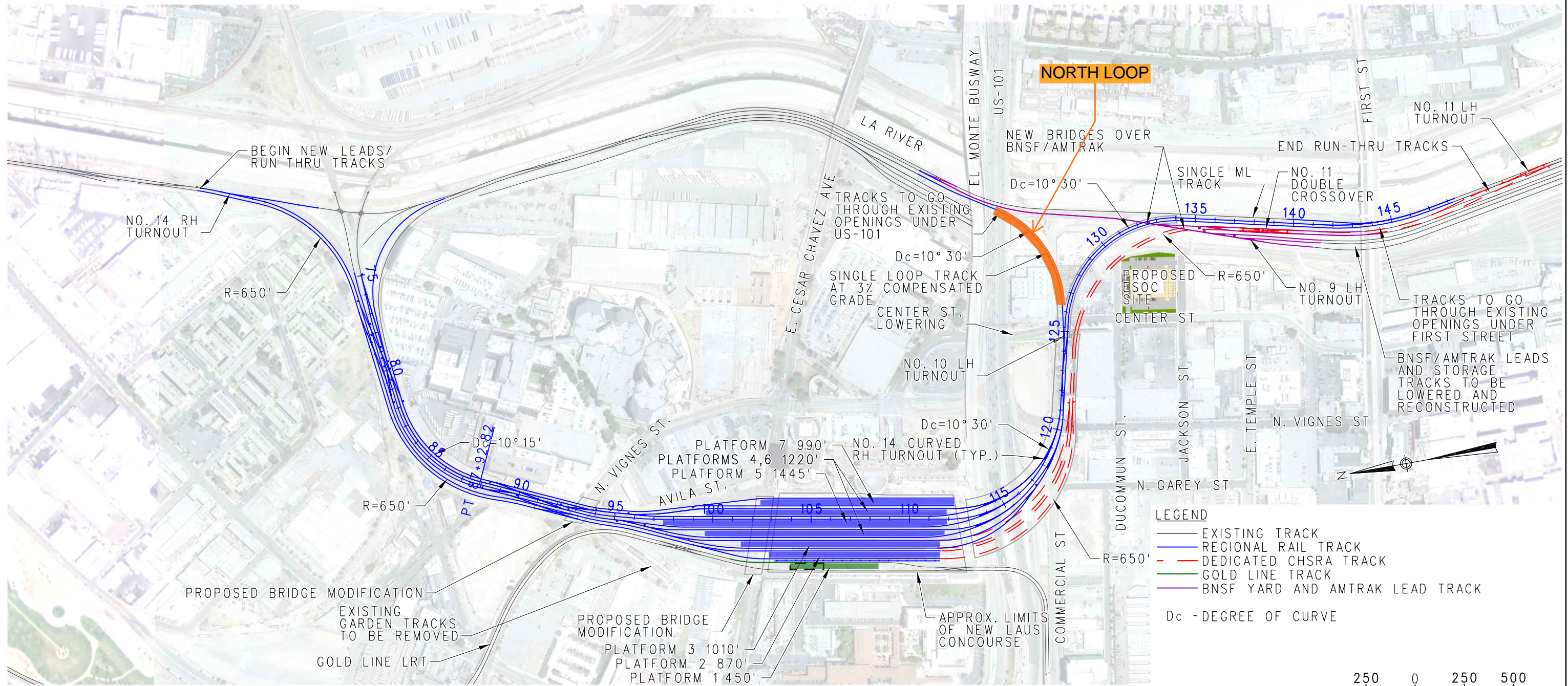
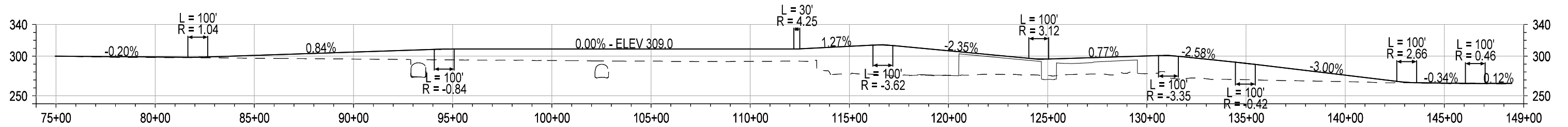
With regard to the present Metro-submitted 10% design, SCRRA agrees to move forward with the design of eight run-through tracks at LAUS under these conditions:

1. Ten tracks, six of which are run-through, are available for Metrolink and Amtrak, with compatible platform boarding heights in the long-term condition;
2. Should, in the future, CHSRA desire to convert any of those tracks and platforms to predominant CHSRA use, CHSRA shall not impact Metrolink operations, including protecting capacity for Metrolink's anticipated service growth. This could include shared platform use, technological and process improvements, and/or infrastructure investments (e.g. "Southside Turn Facility");

**Closing Remarks**

Given the significant impact of Link US to the operation of the rail system, there are many areas that still require coordination and satisfactory resolution beyond the current planning phase for the complete Link US concept to be fully accepted by SCRRA. There are design exceptions in the current design which cannot be considered final until SCRRA has completed our review and approval. We are committed to working with Metro, CHSRA, and LOSSAN to finalize the design to fulfill the needs of all operators during construction and through final build-out.

cc: Stephanie Wiggins – Chief Executive Officer, SCRRA  
Darrell Maxey - Interim Chief Operating Officer, SCRRA  
Elizabeth Lun – Interim Deputy Chief Operating Officer, SCRRA



**LEGEND**

- EXISTING TRACK
- REGIONAL RAIL TRACK
- - - DEDICATED CHSRA TRACK
- GOLD LINE TRACK
- BNSF YARD AND AMTRAK LEAD TRACK

Dc - DEGREE OF CURVE

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		<b>LINK UNION STATION ALTERNATIVE 1 UP TO 10 RUN-THROUGH TRACKS (SHARED TRACK ALIGNMENT)</b>	SCALE: 1"=500' DATE: 03-27-2018
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