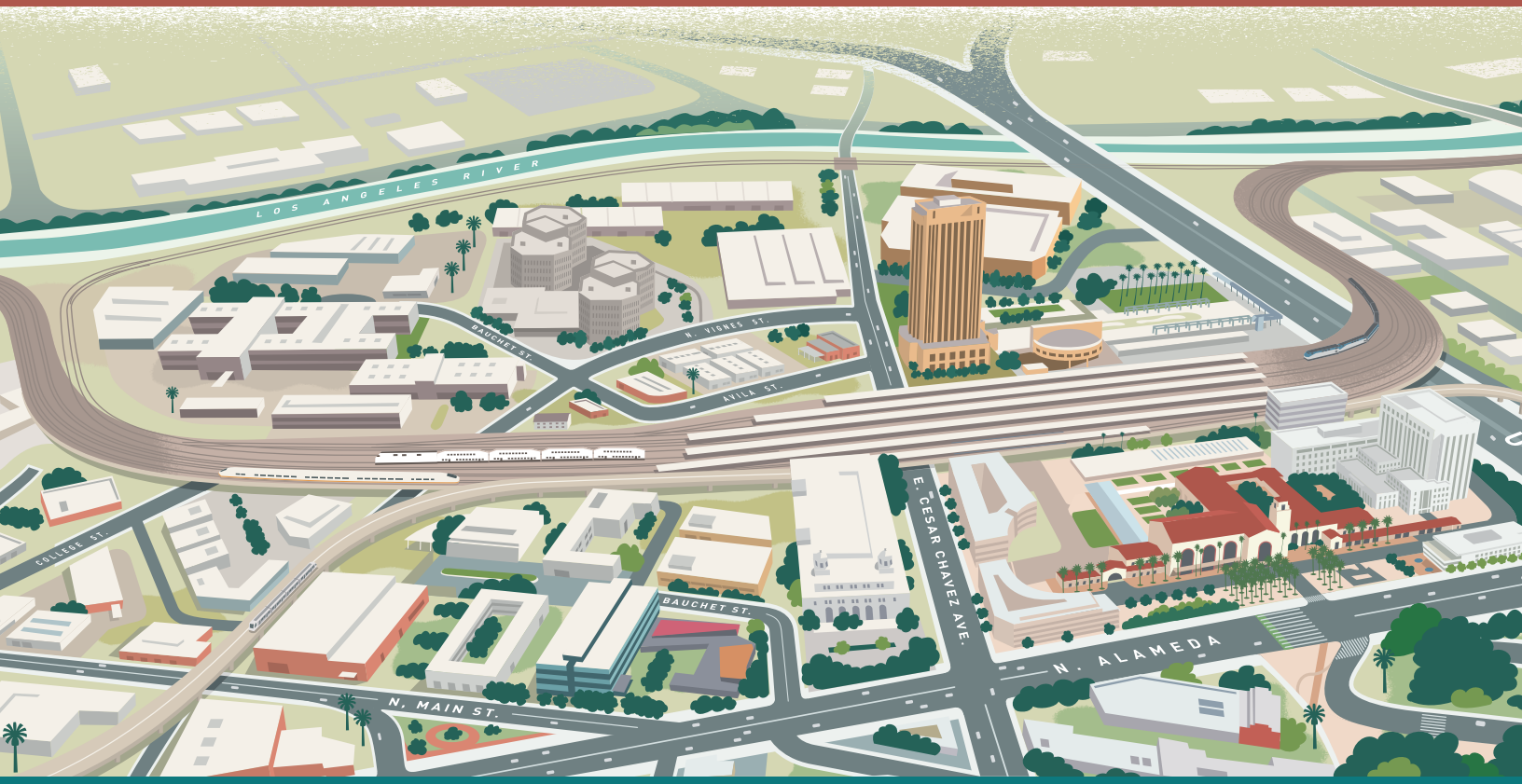
metro.net/linkus

Link Union Station (Link US)

Overview Fact Sheet



Conceptual artwork

Metro

SPRING 2024

Overview

Los Angeles Union Station (LAUS) is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. LAUS is the largest multi-modal hub in Southern California with commuter and intercity rail services across all six counties in Southern California and intrastate rail service to Seattle, Chicago, New Orleans and beyond. By 2040, passenger trips through LAUS are forecasted to increase from approximately 110,000 passengers to more than 200,000 passengers each weekday. The Link Union Station Project (Link US Project or Project) is proposed to increase regional/intercity rail capacity, improve transit connectivity, enable one-seat rides on the regional/intercity rail systems across Southern California, accommodate the planned high-speed rail (HSR) system at LAUS, and create potential opportunities for transit-oriented development.

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing Link US Project to address existing capacity constraints at LAUS. The Project consists of transforming LAUS from a stub end tracks station into a run-through tracks station by extending ten platform tracks south of LAUS Platforms 2 through 6 that would merge into a minimum of four tracks on the U.S. Highway 101 (US-101) viaduct and continue south to connect to mainline tracks along the west bank of the Los Angeles River, the replacement of the existing pedestrian passageway under the platforms and tracks with a new passenger concourse below an elevated rail yard, and 10 new run-through tracks for regional/intercity trains south of LAUS. The Run-Through Tracks Project or SCRIP did not accommodate the planned HSR system.

In January 2016, Metro rebranded the SCRIP as the Link US Project and initiated the process with the FRA (NEPA lead agency at the time) to define the purpose and need and consider a reasonable range of track alignment alternatives and concourse concepts to evaluate in the CEQA and NEPA process. In May 2016, Metro and the California High-Speed Rail Authority (CHSRA) entered into an agreement to complete the necessary Project-level environmental analysis and preliminary engineering to accommodate the planned HSR system as part of the Link US Project.

Environmental Process and Project Background

In May 2016, pursuant to the requirements of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), the Federal Railroad Administration (FRA) and Metro issued a Notice of Intent/Notice of Preparation to prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Link US Project.

In October 2018, Metro elected to prepare a standalone EIR in compliance with CEQA; and continue the NEPA process separate and independent of the CEQA process with the federal lead agency (FRA at the time). In November 2018, the Metro Board of Directors approved the designation of the CEQA Proposed Project prior to circulation of the Draft EIR for public review in January 2019. After circulation of the Draft EIR, Metro modified the CEQA Proposed Project and certified the Final EIR on June 27, 2019. The CEQA Final EIR Project included temporary impacts to the railroad improvements to the Burlington Northern Santa Fe (BNSF) Railroad Malabar Yard in the of City of Vernon.

In October 2021, Metro approved CEQA Addendum No.1 to the Final EIR. Since certification of the Final EIR and approval of the CEQA Addendum, there have been minor additions or changes to the Project, which requires the preparation of a Supplemental EIR.

Therefore, in April 2023, CHSRA and Metro agreed to prepare a joint EIS/Supplemental EIR to complete the NEPA and CEQA process. The final EIS/SEIR is expected in Spring 2025.

Project Description

The major Project components from north to south of LAUS are summarized below:

> North of LAUS
- Safety Improvements at North Main Street
- 6 Lead Tracks
- Vignes Street and Cesar Chavez Avenue Bridge Replacements

> At LAUS
- New Expanded Passageway
- East and West Plazas
- Elevated Rail Yard with 7 New Platforms and Canopies

> South of LAUS
- 10 New Run-Through Tracks (6 tracks for regional/intercity trains and 4 for HSR trains)
- Common Bridges and Embankments from LAUS to First Street
- BNSF West Bank Yard

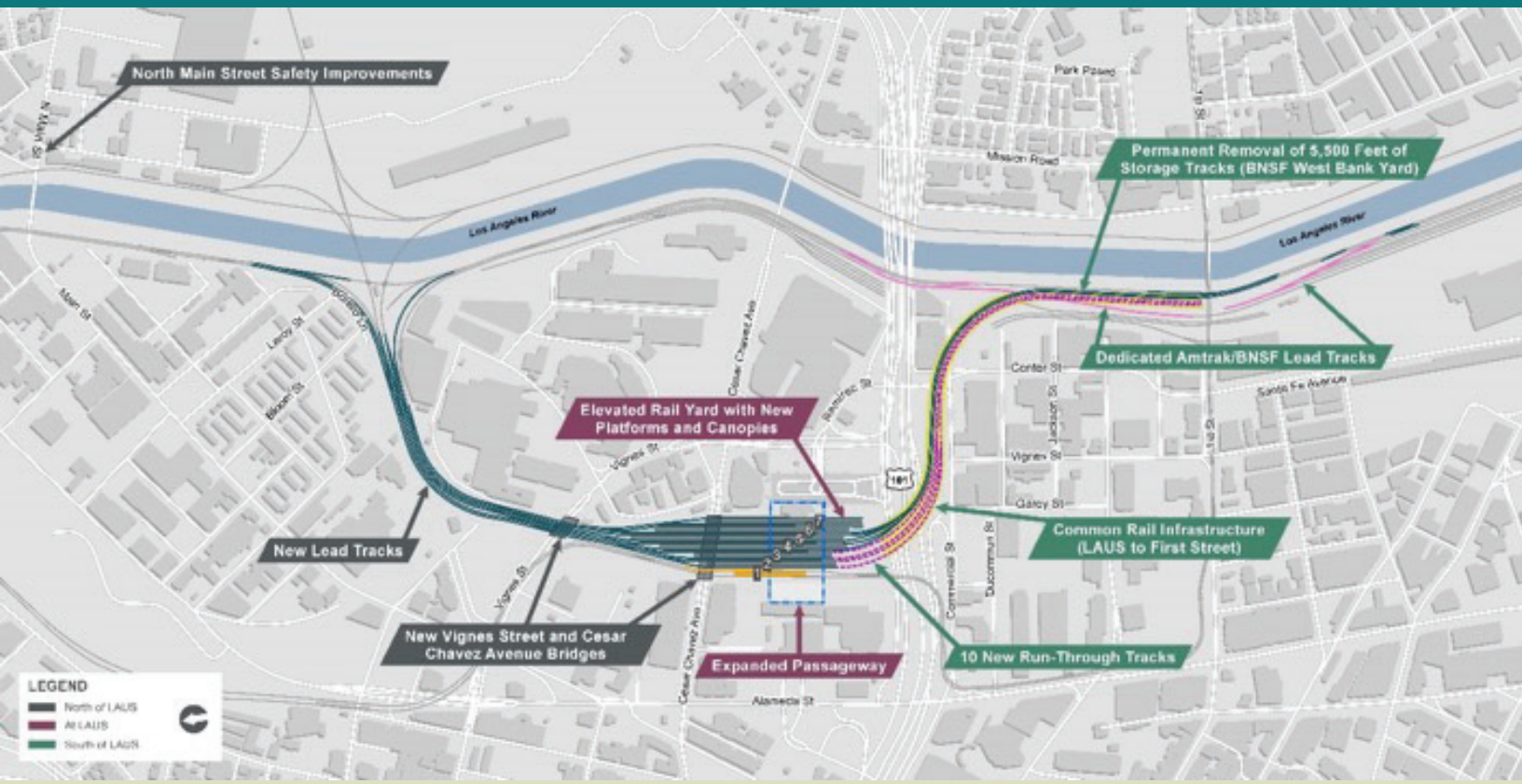
> Dedicated lead tracks for BNSF freight trains and Amtrak trains

> Permanent removal of 5,500 feet of storage track capacity

Additional details of the Project components are provided below.

North of LAUS

The Project includes one new lead track, for a total of six lead tracks, to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and future operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks north of LAUS. The existing railroad bridges at Vignes Street and Cesar Chavez Avenue would also be reconstructed. The Project also includes



safety improvements at the Main Street public at grade railroad crossing to facilitate future implementation of a quiet zone by the City of Los Angeles.

New sound walls along the perimeter of William Mead Homes and Hilda L. Solis Care First Village are also required to minimize noise impacts.

At LAUS

The Project includes an elevated rail yard and expansion of the existing 28-foot-wide pedestrian passageway. New passenger platforms would be constructed on the elevated rail yard with associated pedestrian improvements (stairs, escalators, and elevators) to enhance safety and improve Americans with Disabilities Act (ADA) accessibility. The new and improved 140-foot wide expanded passageway would accommodate a substantial increase in passenger capacity with new functionally modern passenger safety amenities. Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. Other features include:

> East and West Plazas (Canopy over West Plaza)

> Transit serving Retail Uses (up to 160,000 square feet)

> Office/Commercial Uses (up to 30,400 square feet)

The Project also includes new canopies extending up to 25 feet above each platform and that would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms.

South of LAUS

The Project includes new run-through tracks on common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support regional intercity rail and future HSR run-through service. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet). As proposed mitigation to offset the permanent loss of freight rail storage tracks at the BNSF West Bank Yard, CHSRA and Metro would implement two railroad improvements at BNSF's Malabar Yard in the City of Vernon, as described below:

1. Closure of the at-grade railroad crossing at 49th Street (49th Street Closure); and
2. New 1,000-foot track connection along 46th Street between Pacific Boulevard and Seville Avenue (46th Street Connector).

Anticipated Project Benefits

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY	IMPROVE REGIONAL CONNECTIVITY	INCREASE RAIL SERVICE CAPACITY	REDUCE TRAIN IDLING TIMES	FUTURE DEVELOPMENT
HSR; Metrolink, Amtrak, Metro Rail; Metro and municipal bus systems; ridesharing	One-seat rides to key destinations in Southern California	Accommodate future demand	Shorter wait times; fuel savings and emissions reductions per train	Opportunity for transit-oriented development

GENERATE NEW JOBS	IMPROVE PEDESTRIAN ACCESS	ENHANCE PASSENGER EXPERIENCE	IMPROVE US-101 & LOCAL ROADWAYS
Estimated 4,500 temporary jobs per year over 5-year period; 200+ permanent jobs	Enhanced accessibility and safety with new elevators, escalators, and stairways.	Expanded Passageway, new platforms, retail/office space, and other amenities	Updated design and enhanced safety

Link US CEQA and NEPA Process and Key Milestones

MILESTONE I

NOI/NOP

30-DAY PUBLIC SCOPING PERIOD

PUBLIC SCOPING MEETING

MILESTONE II

REVISED NOI

30-DAY PUBLIC SCOPING PERIOD

PUBLIC SCOPING MEETING

MILESTONE III

RELEASE DRAFT EIS/SEIR

PUBLIC COMMENT PERIOD

PUBLIC HEARING

MILESTONE IV

PUBLISH FINAL EIS/SEIR

RESPONSE TO COMMENTS

MILESTONE V

SEIR CERTIFICATION WITH RECORD OF DECISION (ROD)

Contact Us

Please visit the Link US website for the latest information regarding project updates and meetings: *metro.net/linkus*

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