



Conceptual artwork

# Link Union Station (Link US)

## Frequently Asked Questions

### 1 What is the Link US Project?

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project (Link US Project or Project) to address existing capacity constraints at Los Angeles Union Station (LAUS). The Link US Project comprises several key components:

1. New lead tracks with an elevated rail yard with new platforms and canopies
2. New concourse-related improvements, including a 140-foot-wide expanded passageway below the rail yard with new escalators and elevators
3. New run-through tracks south of the LAUS over US-101
4. Accommodation of California High-Speed Rail Authority's (CHSRA) planned high-speed rail (HSR) system on common rail infrastructure to support future HSR trains
5. New rail communications, signals, and safety improvements

### 2 Why is Link US needed and how is it valuable to the region?

By 2040, passenger trips through LAUS are expected to increase from 110,000 passengers per day to approximately 200,000 passengers per day. The anticipated Project benefits include: improved transit connectivity, improved regional connectivity, increased rail service capacity, reduced train idling times, opportunities for transit-oriented development, new jobs, improved pedestrian access, enhanced passenger experience, and improvements to US-01 and local roadways.

### 3 Who is working on the Project?

The Link US team comprises several agency partners working collaboratively to make the Project a success. Metro is the lead agency under the California Environmental Quality Act (CEQA), local project sponsor, and joint-lead agency under the National Environmental Policy Act (NEPA). Pursuant to 23 United States Code (USC) Section 327, the Federal Railroad Administration (FRA) and the State of California executed a Memorandum

of Understanding dated July 23, 2019, in which the State of California, acting through the California State Transportation Agency and CHSRA, assumed FRA's responsibilities under NEPA and other federal environmental laws for projects necessary for the design, construction, and operation of the California HSR system and for other railroad projects directly connected to stations on the California HSR system, including the Link US Project.

Other federal, state, regional, and local agencies that have a responsibility to advise and provide feedback throughout the project development and environmental processes include the California State Transportation Agency (CalSTA), the Southern California Regional Rail Authority (SCRRA, also known as Metrolink), Amtrak, Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, California Department of Transportation (Caltrans), and the Cities of Los Angeles and Vernon.

### 4 How are the tracks at LAUS currently configured?

LAUS is a terminal (stub-end or dead-end) station where all arriving and departing trains enter and exit through a five-track throat at the north end of the station. These stub-end tracks require trains to be pushed into and then pulled out of the station through a complex network of tracks, switches, and crossovers; thereby increasing travel times for passengers and limiting operational capacity at the station.

### 5 What type of concourse improvements are being proposed?

The existing 28-foot-wide pedestrian passageway would be replaced with a 140-foot-wide expanded passageway designed with sufficient space for passenger circulation, waiting areas, wayfinding and signage, transit-related retail, food and other amenities. Concourse-related improvements would enhance safety, passenger capacity, and ADA accessibility, while allowing for more efficient passenger egress movements to and from the various transit modes at LAUS.

## 6 What is the source of Project funding?

In addition to the Measure R funds, Metro has contributed through planning, environmental, and preliminary engineering work, Metro has received commitment from other state and regional funding partners for a total of \$950 million to date. The major funding sources include:

1. **\$423M** in State Proposition 1A/HSR Bonds – approved by the CHSRA Board in April 2020.
2. **\$398M** in Transit and Intercity Rail Capital Program (TIRCP) Grants – awarded by CalSTA in April 2018 as part of Metrolink's Southern California Optimized Rail Expansion (SCORE) program.
3. **\$129M** in funds from local, regional, and other sources.

Metro plans to deliver the first phase of the Link US Project with the available funding. The first phase (identified as the interim condition) would include an interim two-track, run-through configuration at LAUS, and common rail infrastructure from LAUS to the main line tracks along the Los Angeles River. The Link US team is pursuing additional funding for construction of the second phase (identified as the full build-out condition), to enable construction of the new lead tracks and elevated rail yard, platforms, and canopies in conjunction with new concourse-related improvements.

## 7 How will construction of the Project impact downtown Los Angeles?

Most of the construction would occur on the LAUS campus or properties owned by Metro. Construction would occur over the course of several phases, extending for a 6-year duration of time, and would consist of construction activities over and adjacent to the US-101 and Center and Commercial Streets for run-through track improvements. Roadway improvements would also occur on the North Main Street Bridge over the Los Angeles River. Metro will work closely with the affected local communities, City Council Districts 1 and 14 for the City of Los Angeles, and the rail and transit operators to avoid and minimize construction-related impacts on surrounding communities. Mitigation measures included in the final environmental documents will be implemented during construction.

## 8 What type of improvements are being proposed in the City of Vernon?

The Link US Project would result in the permanent loss of approximately 5,500 track-feet of freight rail storage capacity at BNSF's West Bank Yard near LAUS. As proposed mitigation to offset the permanent loss of freight rail storage tracks at the

BNSF West Bank Yard, two railroad improvements at BNSF's Malabar Yard in the City of Vernon are required, 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).

## 9 Why was the Malabar Yard selected as a proposed mitigation location to offset the permanent loss of freight rail storage at the BNSF West Bank Yard? Were other locations considered?

BNSF's operations require an intermodal storage yard to be readily available in close proximity to nearby ports in the region and the facility must be west of BNSF's Hobart and Commerce Intermodal Facilities (IMFs) to maximize efficient goods movement to and from the Ports of Long Beach and Los Angeles. Due to its location and with improvements, its ability to accommodate longer train car sets, Malabar Yard in the City of Vernon was selected as a location where freight rail impacts could be mitigated.

Multiple locations were considered to restore and offset the loss of freight rail storage tracks at the West Bank Yard. In addition to considering Malabar Yard, the following locations were considered:

- > Hobart IMF: This facility was deemed to have insufficient storage capacity.
- > Commerce IMF: This facility was deemed to have insufficient storage capacity.
- > Pico Rivera Yard: This facility was deemed to have insufficient storage capacity and distant proximity to regional ports and BNSF's Hobart/Commerce IMFs.
- > Buena Park/Fullerton Yard: This facility was deemed to have insufficient storage capacity and distant proximity to regional ports and BNSF's Hobart/Commerce IMFs.
- > New Yard Locations: No adequate commercially available properties are located on BNSF's rail line to offset the storage function that is currently utilized by BNSF at the West Bank Yard.

## 10 How can I get more information?

Please use the following contact tools to access more Project information, ask questions, or provide comments.

## Contact Us



213.922.2524



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