



Conceptual artwork

# Next step: we're connecting the future.

## LINK UNION STATION (LINK US) — Frequently Asked Questions

### 1 What is the Link US project?

This project comprises several key components:

1. New rail communications, signals and tracks
2. New run-through tracks over the US-101 freeway to provide potential one-seat rides to key destinations in Southern California
3. A new passenger concourse with retail, food services, passenger waiting areas, and other transit-serving amenities, as well as new expanded platforms, escalators and elevators
4. Accommodation of California High-Speed Rail (HSR) with a new lead track, optimized throat and railyard

In June, the Metro Board of Directors will consider the approval of the Final EIR Project, which includes a new modified expanded passageway under the railyard and run-through track alignment without the new loop track.

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

Approximately 110,000 passenger trips are made through LAUS each weekday. Forecasted population and employment growth will create additional demand on bus and rail, resulting in over 200,000 passenger trips through LAUS each weekday by 2040, not including trips from the planned HSR system. Link US enables LAUS to accommodate future demands by increasing regional rail capacity, improving transit connectivity and enabling one-seat rides on the regional/intercity rail systems across Southern California. Link US will also enhance the passenger experience by reducing travel times and improving access and circulation at LAUS.

### 3 Who is working on the project?

The Link US team comprises a number of agency partners working collaboratively to make this project a success. Although Metro is spearheading the project, other federal, state, regional and local agencies have a responsibility to advise and provide feedback throughout the project. These agency partners include the Federal Railroad Administration (FRA), the California State Transportation Agency (CalSTA), the California High-Speed Rail Authority (CHSRA), the Southern California Regional Rail Authority (SCRRA, also known as Metrolink), Amtrak, Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, Caltrans and the City of Los Angeles.

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

LAUS is a “stub-end” or dead-end station where all commuter and intercity 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 the throat, therefore increasing travel times for passengers and limiting operational capacity at the station.

### 5 What is the source of funding?

In addition to Measure R funds Metro has contributed in 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/High Speed Rail Bonds - included for Link US Project in CHSRA's 2018 Business Plan
2. **\$398M** in Transit and Intercity Rail Capital Program (TIRCP) Grants - identified for the Link US Project from Metrolink's SCORE program
3. **\$129M** in funds from local, regional and other sources

Metro plans to deliver the first phase, Phase A, of the Link US project with the available funding to date. Phase A will enable regional and intercity rail trains (Metrolink and Amtrak) to realize early benefits from an interim two-track, run-through configuration at LAUS. The Link US team is pursuing additional funding for construction of the Phase B improvements.

## 6 How will construction of the project impact the downtown Los Angeles community?

The majority of construction would occur on the LAUS or properties owned by Metro. Construction would also occur over and adjacent to the US-101 freeway, Center Street and Commercial St for bridge, track and road improvements. Lastly, construction would occur at the North Main St railroad crossing for safety improvements. Metro will work closely with the communities, City Council Districts 1 and 14 and City of Los Angeles staff and rail and transit operators to ensure that construction impacts are minimized. Please refer to the mitigation measures in the Final EIR.

## 7 What is the history of the project and how has it changed?

The Link US project is formerly known as the Run-Through Tracks project (2006) and SCRIP (2014). In October 2015, the Metro Board approved the expansion of SCRIP to include a new passenger concourse and potential accommodation of the planned HSR system at LAUS. In March 2017, the Metro Board approved the build alternatives to be further studied in the environmental document, and also requested staff to develop a new lower-cost above-grade passenger concourse option, in addition to the at-grade option. In November 2018, the Metro Board approved the designation of the proposed project in the Draft EIR prior to circulation of the Draft EIR for public review in January 2019.

## 8 What was studied in the Draft EIR?

Below are the three alternatives that were studied under the Draft EIR.

### 1. PROPOSED PROJECT

- a. Up to 10 run-through tracks over US-101 including a loop track\*
- b. One new additional lead track in the “throat” area (six lead tracks total). Future high-speed rail trains would operate on two shared lead tracks with regional/intercity rail trains
- c. Above-grade passenger concourse with new expanded passageway

### 2. BUILD ALTERNATIVE

- a. Up to 10 run-through tracks over US-101 including a loop track\*
- b. Two new additional lead tracks in the “throat” area (seven lead tracks total). Future high-speed rail trains would operate on two separate (dedicated) lead tracks
- c. At-grade passenger concourse

### 3. NO PROJECT / NO BUILD ALTERNATIVE

Assumes LAUS and the existing stub-end tracks remain as-is.

To learn more about the Draft EIR, visit [metro.net/linkus](http://metro.net/linkus).

\* In June, Metro Board will consider the approval of the Final EIR project which does not include the new loop track

## 9 How has the project changed since release of the Draft EIR?

During the Draft EIR 45-day public comment period, over 600 comments were received from various agencies, organizations, tribes and members of the public. Primary areas of concerns included the above-grade passenger concourse; construction impacts related to air quality, rail operations and traffic; hazardous materials/contaminated soils; public art and amenities; as well as the permanent closure of Vignes Street.

Based on comments received in opposition to the above-grade passenger concourse and the outcome of considerable coordination with project funding partners and rail operators, the Final EIR includes the following modifications to the proposed project:

- > Removal of Above-Grade Passenger Concourse
- > Removal of Loop Track that runs by the river
- > Removal of construction access road located on LAUS property
- > Removal of Construction Staging/Assembly Areas

The Final EIR will address all comments and proposed modifications subject to Metro Board approval in June 2019.

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

In response to public comments, the Final EIR Project includes modifications to the expanded passageway considered in the Draft EIR to include transit amenities so the elevated portion of the above-grade passenger concourse can be removed. The expanded passageway in the Draft EIR, will be modified from a width of approximately 120 feet to 140 feet in the Final EIR to include additional space for waiting areas, restrooms, retail areas, and other passenger amenities, while providing sufficient pedestrian capacity to meet the 2040 forecasted ridership of 200,000 passengers at LAUS. The new modified expanded passageway will provide similar transfer times and travel convenience as the existing passageway, with enhanced pedestrian access and ADA accessibility to the platforms by replacing the existing ramps with elevators and escalators, and enable Metro to meet current fire and life safety requirements. Please visit the Link US website for the latest information regarding project updates and meetings: [metro.net/linkus](http://metro.net/linkus).



## How can I get more information?

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

 213.922.2524

 [linkunionstation@metro.net](mailto:linkunionstation@metro.net)

 [metro.net/linkus](http://metro.net/linkus)

 [facebook.com/regionalrail](https://www.facebook.com/regionalrail)

 [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro)