

Overview

Los Angeles Union Station (LAUS) is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. By 2040, over 200,000 passenger trips through LAUS each weekday are expected to occur. The Link Union Station Project (Link US or project) is proposed to meet the multi-modal transportation demands at LAUS by:

- > Increasing the regional and intercity rail service capacity of LAUS;
- > Improving schedule reliability at LAUS through the implementation of a run-through tracks configuration and elimination of the current stub-end tracks configuration;
- > Preserving current levels of freight rail operations;
- > Accommodating the planned HSR system in Southern California;
- > Increasing the passenger/pedestrian capacity; and,
- > Enhancing the safety of LAUS through the implementation of a new passenger concourse.

Project History and Background

As a stub-end, or dead-end, station, all regional and intercity trains (Metrolink and Amtrak) enter and exit LAUS through a five-track throat (or station lead tracks) located north of the station. This results in a 20-minute or longer idle time for trains in the station.

In 2006, the LAUS Run-Through Tracks Project included the extension of four tracks over US-101. With the addition of a new passenger concourse and accommodation of the planned HSR system, the original project evolved into the Southern California Regional Interconnector Project in 2015 and, eventually, into what is known today as the Link US Project.

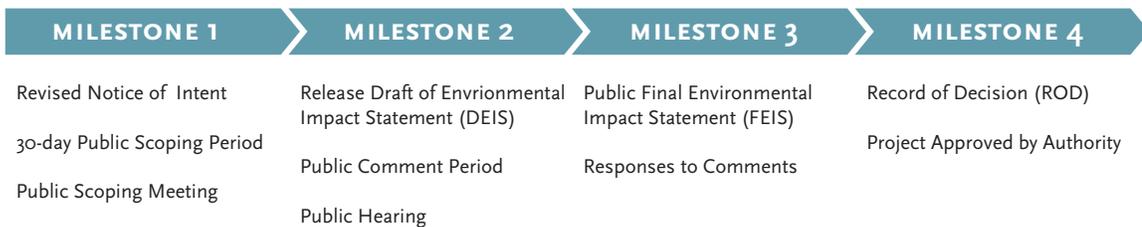
Environmental Process

In 2016, the Los Angeles County Metropolitan Transportation Agency (Metro) and the Federal Railroad Administration (FRA) conducted a formal scoping process to collect public and agency feedback on the scope of environmental analysis for the Link US Project per the requirements of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). At the same time, Metro and FRA began the preparation of a joint environmental impact report (EIR) and environmental impact statement (EIS) document by publishing a Notice of Preparation and a Notice of Intent (NOI) in accordance with CEQA and NEPA, respectively. In 2018, Metro, as the lead agency under the CEQA, elected to separate the CEQA and NEPA processes and prepare a stand-alone EIR. Metro circulated a Draft EIR for a 45-day review period in January 2019 and certified a Final EIR in June 2019.

In July 2019, FRA and the State of California executed a Memorandum of Understanding (MOU) under Title 23 and Section 327 of the United States Code¹ (U.S.C.). Through that MOU, FRA assigned, through the California State Transportation Agency and CHSRA, the federal responsibilities under NEPA and other federal environmental laws for certain projects including the Link US Project. In response to the addition of new project components in the City of Vernon, CHSRA is issuing a Revised NOI to initiate additional scoping and solicit additional public and agency input regarding the development of the Draft EIS for the Link US Project.

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

Link US NEPA Process and Key NEPA Milestones



ONGOING PUBLIC PARTICIPATION

CONTACT US

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Key Link US Project Components

- > New lead tracks, elevated rail yard and platforms
- > New concourse-related improvements, including new escalators, elevators and canopies
- > New run-through tracks (including the possibility of a loop track) south of LAUS, over US-101
- > Accommodation of CHSRA's planned HSR system on common infrastructure² to support future HSR trains
- > New rail communications, signals and safety improvements
- > Off-site improvements to BNSF Malabar Yard

¹ The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and an MOU dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

² Common infrastructure corresponds to structures and embankments to support run-through service for Metrolink, Amtrak and future HSR trains.

Expanded Concourse Capacity

The existing 28-foot wide pedestrian passageway would be replaced with an expanded concourse 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 Americans with Disabilities Act (ADA) accessibility, while allowing for more efficient passenger egress movements to and from the various transit modes at LAUS.

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY HSR; Metrolink, Amtrak, Metro Rail; Metro and municipal bus systems; ridesharing	IMPROVE REGIONAL CONNECTIVITY One-seat rides to key destinations in Southern California	INCREASE RAIL SERVICE CAPACITY Accommodate future demand
REDUCE TRAIN IDLING TIMES Shorter wait times; fuel savings and emissions reductions per train	FUTURE DEVELOPMENT Opportunity for transit-oriented development	GENERATE NEW JOBS Estimated 4,500 temporary jobs per year over five-year period; 200+ permanent jobs
IMPROVE PEDESTRIAN ACCESS Enhanced accessibility and safety with new elevators, escalators and stairways.	ENHANCE PASSENGER EXPERIENCE New concourse, retail and other amenities, and new expanded platforms	IMPROVE US-101 & LOCAL ROADWAYS Updated design and enhanced safety