



Conceptual artwork

Next step: 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 loop track to provide operational flexibility
4. A new expanded passenger concourse with retail, food services, passenger waiting areas, and other transit-serving amenities, as well as new expanded platforms, escalators and elevators
5. Accommodation of California High-Speed Rail (HSR) with a new lead track, optimized throat and railyard

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

Approximately 110,000 passenger trips are made through LA Union Station (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 anticipated future California HSR services. Link US enables LAUS to accommodate future demands by increasing peak capacity, improving regional rail connectivity and providing connections to more transportation options. 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 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 What is the new expanded passenger concourse?

Link US proposes a new and expanded passenger concourse with a wide array of retail and transit-serving amenities, transforming LAUS into a world-class transit and mobility hub for visitors, tourists and our communities. As envisioned, the new passenger concourse would connect with the Patsaouras Bus Plaza to the east and the historic Union Station to the west. The two passenger concourse options under study would allow passengers to access the train platforms from either an at-grade concourse or an above-grade concourse with a new expanded passageway.

5 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 push into and then pull out of the station instead of running straight through on the tracks, increasing travel times for passengers and limiting operational capacity at the station.

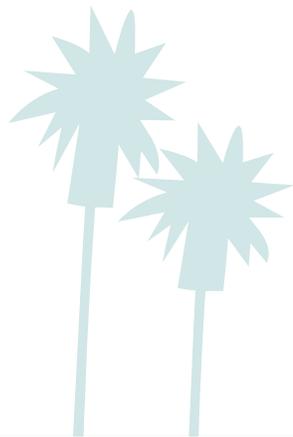
6 What is the source of funding?

Funding for the Link US project consists of two phases, Phase A and Phase B. 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 funding for construction of Phase B. Current funding sources include:

1. \$423M – California High-Speed Rail Authority's 2018 Business Plan includes \$423 million for the Link US Project.
2. \$398M – As part of the 2018 Transit and Intercity Rail Capital Program, CalSTA awarded \$875 million to Metrolink's SCORE program; \$398 million is identified for Link US.

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

The majority of construction would occur on the LAUS property. Construction would also occur over the US-101 freeway, Commercial St and Center St adjacent to the west bank of the LA River for the new run-through tracks. In addition, construction would occur along Commercial St for pedestrians and bicycle improvements. Lastly, construction would occur at the N. Main St railroad crossing for safety and “quiet-zone ready” improvements. Metro will work closely with City Council Districts 1 and 14 and City of Los Angeles staff to ensure that construction impacts are minimized. Please refer to the upcoming draft environmental documents for proposed environmental mitigations.



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

The Link US project, formerly known as the LAUS Run-Through Tracks project (2006) and SCRIP (2014), has been expanded. In October 2015, the Metro Board approved the expansion of SCRIP to include a new passenger concourse and potential accommodation of California HSR at LAUS. In March 2017, the Metro Board approved the build alternatives to be further studied in the environmental document. In addition, the Metro Board requested staff to develop a new lower-cost passenger concourse option, in addition to the at-grade option, that allows passengers to access the train platforms from above.

9 What is being studied in the EIR?

There are three alternatives under study:

1. PROPOSED PROJECT

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

2. BUILD ALTERNATIVE

- a. Up to 10 run-through tracks over US-101
- b. High-speed rail trains would operate on two separate (dedicated) lead tracks
- c. Two new additional lead tracks in the “throat” area (seven lead tracks total)
- d. 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 alternatives under study, visit 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.

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