




December 15, 2025

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director 

**Subject:** Letter of Support for the Los Angeles County Metropolitan Transportation Authority's Link Union Station Project Federal Grant Application

### **Overview**

The Los Angeles County Metropolitan Transportation Authority has requested the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provide a letter of support for a grant application seeking Federal funding under the Federal Railroad Administration's National Railroad Partnership Program to support the Los Angeles County Metropolitan Transportation Authority's Link Union Station project.

### **Recommendation**

Authorize the Managing Director to provide a letter of support for Los Angeles County Metropolitan Transportation Authority's federal grant application under the Federal Railroad Administration's National Railroad Partnership program for the Link Union Station project.

### **Background**

The Link Union Station (LinkUS) project (Project), led by the Los Angeles County Metropolitan Transportation Authority (LA Metro), seeks to address existing capacity constraints at Los Angeles Union Station (LAUS) by transforming LAUS from a stub-end terminal into a run-through station. The conceptual engineering and environmental analysis for the Project began around 2002. The Project was formally added to LA Metro's Regional Capital Plan in July 2012 and named the Southern California Regional Interconnector Project (SCRIP), which consisted of transforming LAUS from a stub end tracks station into a run-through tracks station. In 2016, the project was re-branded as LinkUS, expanding the scope to include concourse improvements, updated passenger circulation and accommodating future high-speed rail.

## **Discussion**

The Project is planned to extend ten platform tracks south of LAUS's current stub end platforms, which would merge into four tracks on the U.S. Highway 101 viaduct and continue south to connect to mainline tracks along the west bank of the Los Angeles River, creating the run-through tracks. The Project also includes the replacement of the existing pedestrian passageway under the platforms and track with a new passenger concourse below an elevated rail yard. The Final Supplemental Environmental Impact Report was approved by the LA Metro Board of Directors (Board)) on October 23, 2025, and preliminary engineering has been completed. The next steps of the Project include final design through the summer of 2027, early construction from Spring 2026 through 2027 and main construction Summer of 2027 through Summer of 2031.

The Project is expected to provide operational benefits for both intercity, regional and future high-speed rail by doubling the existing rail capacity, Northbound and Southbound run-through service for both Pacific Surfliner and Metrolink, including one-seat rides, reducing dwell times by up to 20 minutes, and the planned accommodation for future high-speed rail.

For Amtrak Pacific Surfliner intercity rail service, dwell time savings realized from the Project could potentially be up to 15 -20 minutes only after a new layover facility can be identified and developed on the south end of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor. This is due to having the ability to complete tasks such as café car restocking, crew changes and other operational tasks that currently take time to complete at LAUS. The LOSSAN Rail Corridor Agency is currently engaged in efforts to develop a LOSSAN corridor south end layover and maintenance facility. LOSSAN staff will provide updates to the Board once potential viable locations can be identified.

The estimated \$1.596 billion Project currently has secured \$950.4 million in funding from various local sources, and LA Metro will be applying for the remainder of the funding need through the Fiscal Year 2024-25 Federal Railroad Administration's National Railroad Partnership program. This program provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service.

## **Summary**

The Los Angeles County Metropolitan Transportation Authority has requested the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency provide a letter of support for a grant application seeking Federal funding under the

Federal Railroad Administration National Railroad Partnership Program to support the Los Angeles County Metropolitan Transportation Authority's Link Union Station project. Staff recommends authorizing the letter of support, recognizing expected future benefits to Pacific Surfliner intercity rail service, as well as this project grant funding proposal will not negatively impact the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's operating funding.

***Attachment***

- A. Draft Letter of Support