New expanded passenger concourse with retail and passenger amenities
Reconfiguration of the “throat” (station entry tracks), elevation of the rail yard, run-through tracks and loop track
Accommodation of California High-Speed Rail
New environmental process (DEIS/DEIR)
Project History

2006
LAUS Run-Through Tracks Project Final EIS

2011
Metro purchased LAUS

2014
Southern California Regional Interconnector Project (SCRIP) Re-initiated

2016
Link Union Station (Link US) Project Kick-Off
Project Need

Why Do We Need Link US?
LA Union Station (LAUS) is approaching operational capacity

Ridership to grow from 110,000 to 200,000 passenger trips by 2040

Current “stub-end” (dead end) tracks limit efficiency and station capacity

Critical transportation needs due to increase in forecasted ridership
Project Benefits

What Will Link US Provide?

**INCREASED RAIL SERVICE CAPACITY**

**REGIONAL CONNECTIVITY**

- Ventura
- One-Seat Rides
- Anaheim
- San Bernardino
- Los Angeles

**LOCAL CONNECTIVITY**

- BUS
- SUBWAY / LIGHT RAIL

**INTERSTATE CONNECTIVITY**

- Seattle
- Chicago
- Los Angeles
- New Orleans

**REDUCED TRAIN IDLING TIMES**

**MAKE LOS ANGELES UNION STATION A WORLD CLASS TRANSIT STATION**

- Visitors
- Tourists
- Residents
World Class Transit Station

Size Comparison: Dodger Stadium vs. LA Union Station
World Class Transit Station

Preliminary Concepts (Sample Images)

DRAFT IMAGES

Metro®
World Class Transit Station

Preliminary Canopy Concepts (Sample Images)

DRAFT IMAGES
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse

- Create a regional destination at Los Angeles Union Station with up to 100,000 SFT of retail serving amenities for visitors, tourists and residents.
- Improve pedestrian access and platform functionality.
- Enhance passenger experience with a new concourse and retail amenities.
New Passenger Concourse Opportunities

Passenger Amenities of New and Expanded Concourse

DRAFT: Subject to Change

CURRENT PASSAGEWAY

NEW PASSENGER CONCOURSE

1. PASSENGER CONCOURSE & WAITING AREA
2. SIGNAGE/WAYFINDING
3. STAIRS/VERTICAL CIRCULATION
4. BAGGAGE HANDLING
5. RESTROOMS
6. SECURITY

VERTICAL CIRCULATION
WAITING AREA
RESTROOMS
BAGGAGE HANDLING
SECURITY
Potential World Class Transit Station Opportunities

Conceptual Key Features of New and Expanded Passenger Concourse

Sample Images

1. Waiting Areas
2. Wayfinding
3. Vertical Circulation
4. Baggage Handling

- Metro
Potential World Class Transit Station Opportunities

Conceptual Key Features of New and Expanded Passenger Concourse

Sample Images

Security

Public Art

Retail and Food Services
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse - RETAIL

PASSENGER CONCOURSE PLAZA DISTRICTS

RETAIL CIRCULATION DIAGRAM
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse - RETAIL

PASSENGER WAITING/ARRIVAL
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse - RETAIL

CHEF’S CORNER

Metro
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse - RETAIL

STOP-N-SHOP

Metro
Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse - RETAIL

GRAB-N-GO
Staff Recommended - Alternative 1

6+4 (6 Regional Rail, 4 HSR Combined Viaduct over US101)

ALTERNATIVE 1 OVERVIEW
6 Regional/Intercity Rail Run-Through Tracks
4 High-Speed Rail Run-Through Tracks
7 Platforms (1 Gold Line, 2 High-Speed Rail, 4 Regional/Intercity Rail)

LEGEND
- Regional/Intercity Rail Platform/Track
- High-Speed Rail Platform/Track
- Gold Line Rail Platform/Track
- New Passenger Concourse
- Existing Track

26 Feet 300
Justifications for Recommended Alternative

- Provides the greatest rail operating capacity for Regional Rail (Metrolink and Amtrak), and HSR services at LAUS
- Provides the best value and greatest operational flexibility at LAUS, allowing Regional Rail and HSR to respond to changes in future rail demand
- Impacts to LAUS passengers and the public during construction will occur only once, whereas impacts would occur multiple times under phased HSR options
- Wider combined structure over US 101 will facilitate complex construction phasing and accommodate ease of maintenance
Concepts Considered – Alternative 2

6+2 (6 Regional Rail, 2 HSR Combined Viaduct over US 101)

ALTERNATIVE 2 OVERVIEW
6 Regional/Intercity Rail Run-Through Tracks
2 High-Speed Rail Run-Through Tracks
7 Platforms (1 Gold Line, 1 High-Speed Rail, 5 Regional/Intercity Rail)
Concepts Considered – Alternative 3

6+4 (6 Regional Rail, 4 HSR) Phased Construction

ALTERNATIVE 3 OVERVIEW
6 Regional/Intercity Rail Run-Through Tracks
4 Phased High-Speed Rail Run-Through Tracks
7 Platforms (1 Gold Line, 2 Phased High-Speed Rail, 4 Regional/Intercity Rail)
Concepts Considered – Alternative 4

6 Regional Rail, No HSR Accommodation

ALTERNATIVE 4 OVERVIEW
6 Regional/Intercity Rail Run-Through Tracks
0 High-Speed Rail Run-Through Tracks
7 Platforms (1 Gold Line, 6 Regional/Intercity Rail)