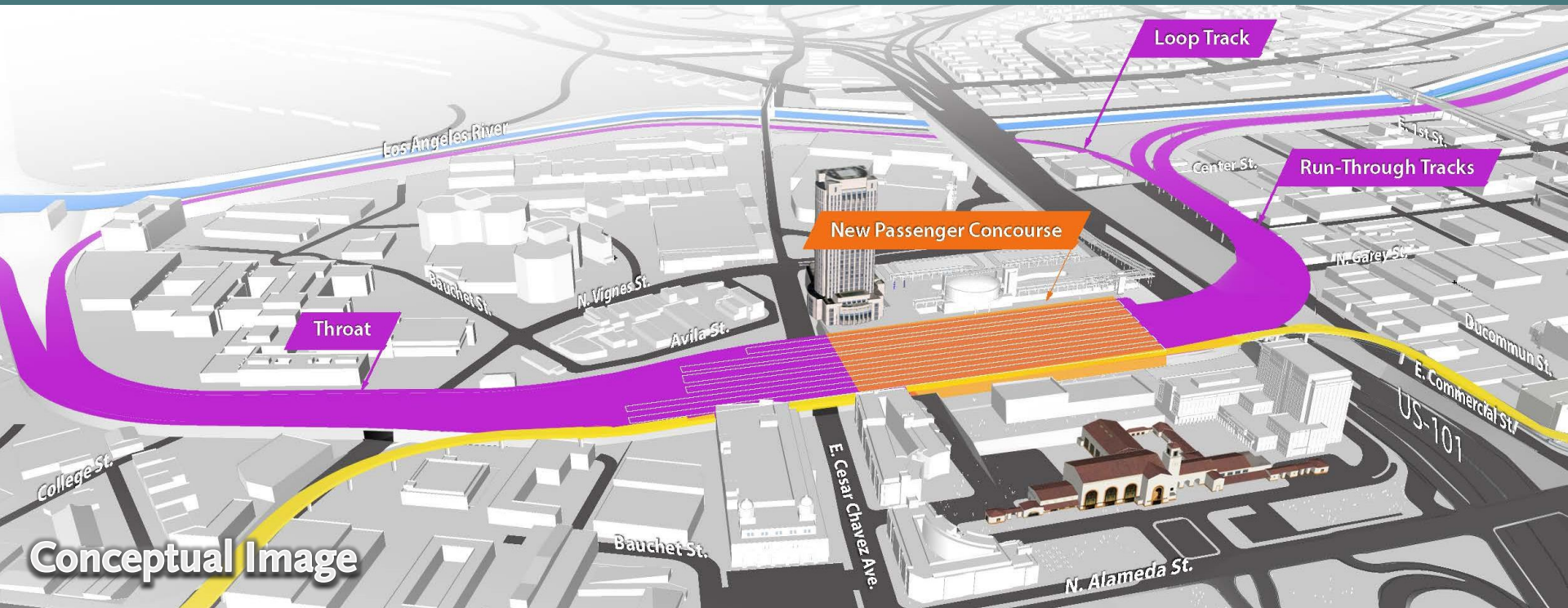




Project Update

February 9, 2017

Project Overview

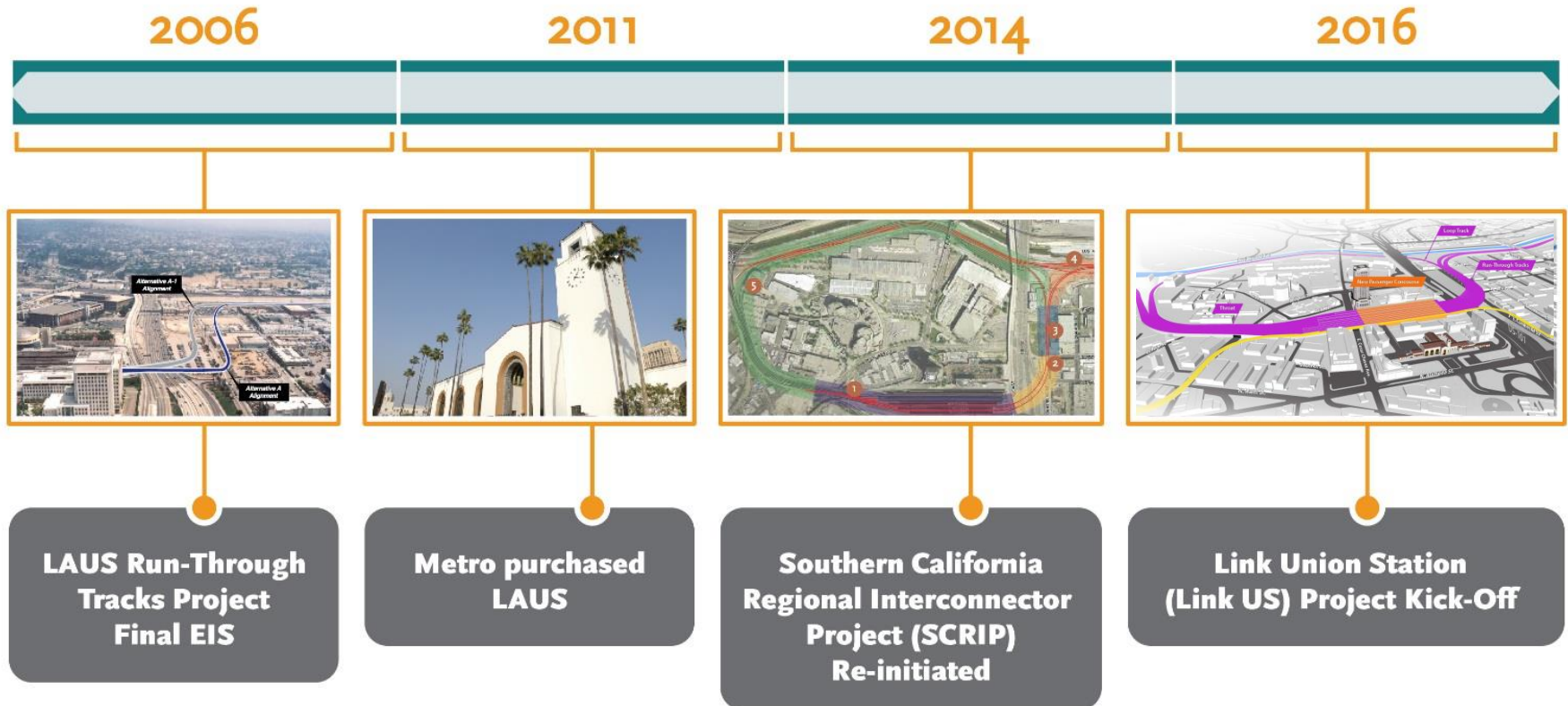


- > New expanded passenger concourse with retail and passenger amenities
- > Reconfiguration of the “throat” (station entry tracks), elevation of the rail yard, run-through tracks and loop track
- > Accommodation of California High-Speed Rail
- > New environmental process (DEIS/DEIR)



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Project History



Project Need

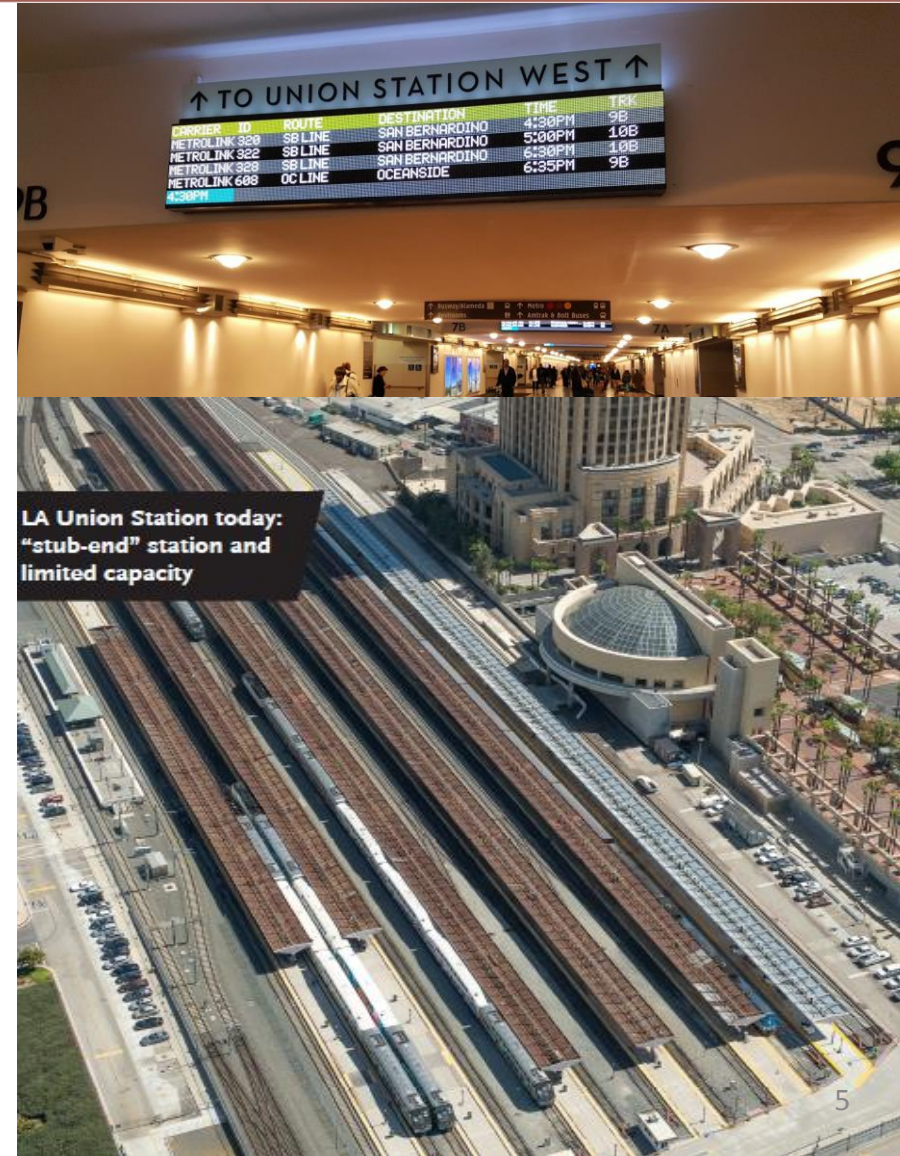
Why Do We Need Link US?



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

Anaheim

One-Seat Rides

San Bernardino

Los Angeles

LOCAL CONNECTIVITY

BUS



SUBWAY /
LIGHT RAIL



INTERSTATE CONNECTIVITY



REDUCED TRAIN
IDLING TIMES



MAKE LOS ANGELES UNION STATION A WORLD CLASS TRANSIT STATION



VISITORS



TOURISTS

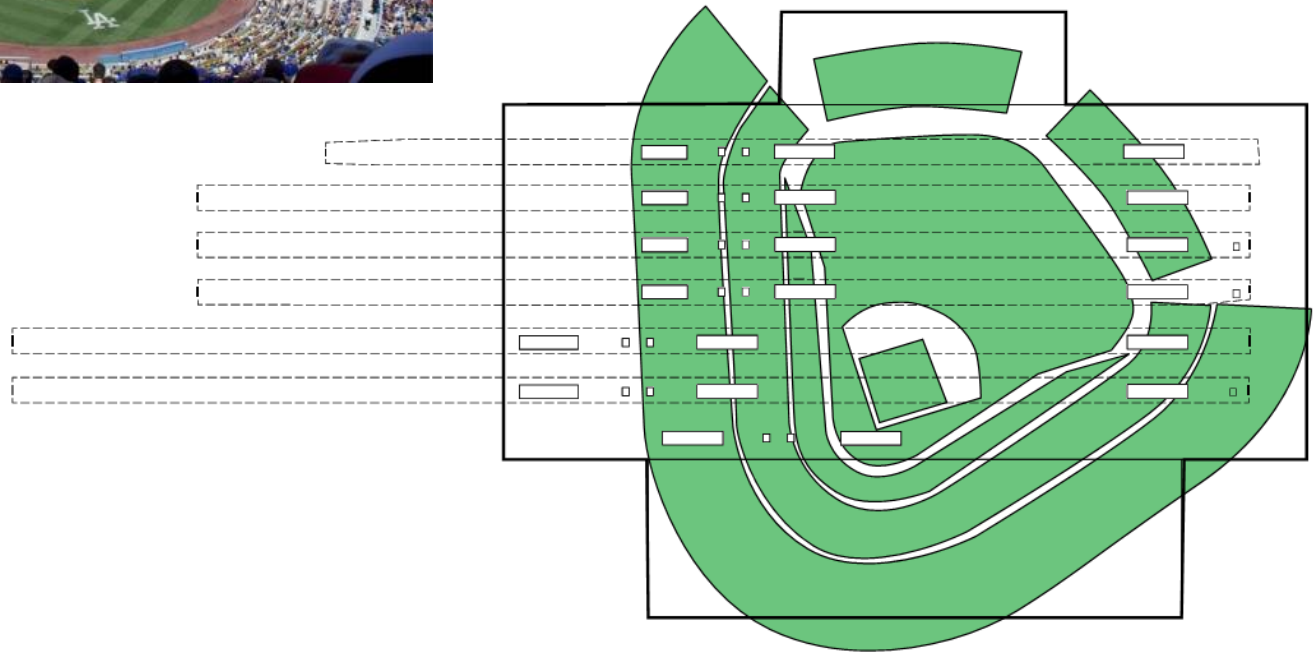


RESIDENTS



World Class Transit Station

Size Comparison: Dodger Stadium vs. LA Union Station



World Class Transit Station

Preliminary Concepts (Sample Images)



DRAFT IMAGES



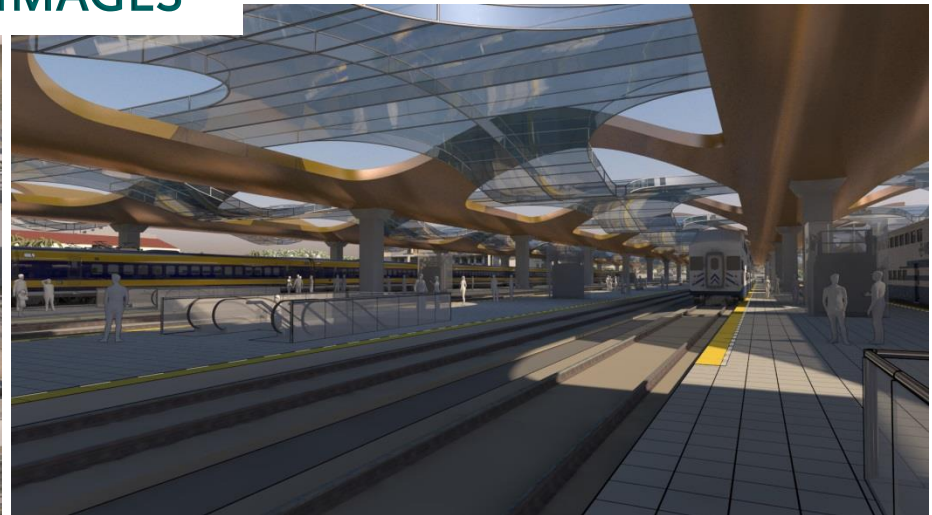
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World Class Transit Station

Preliminary Canopy Concepts (Sample Images)



DRAFT IMAGES



Potential World Class Transit Station Opportunities

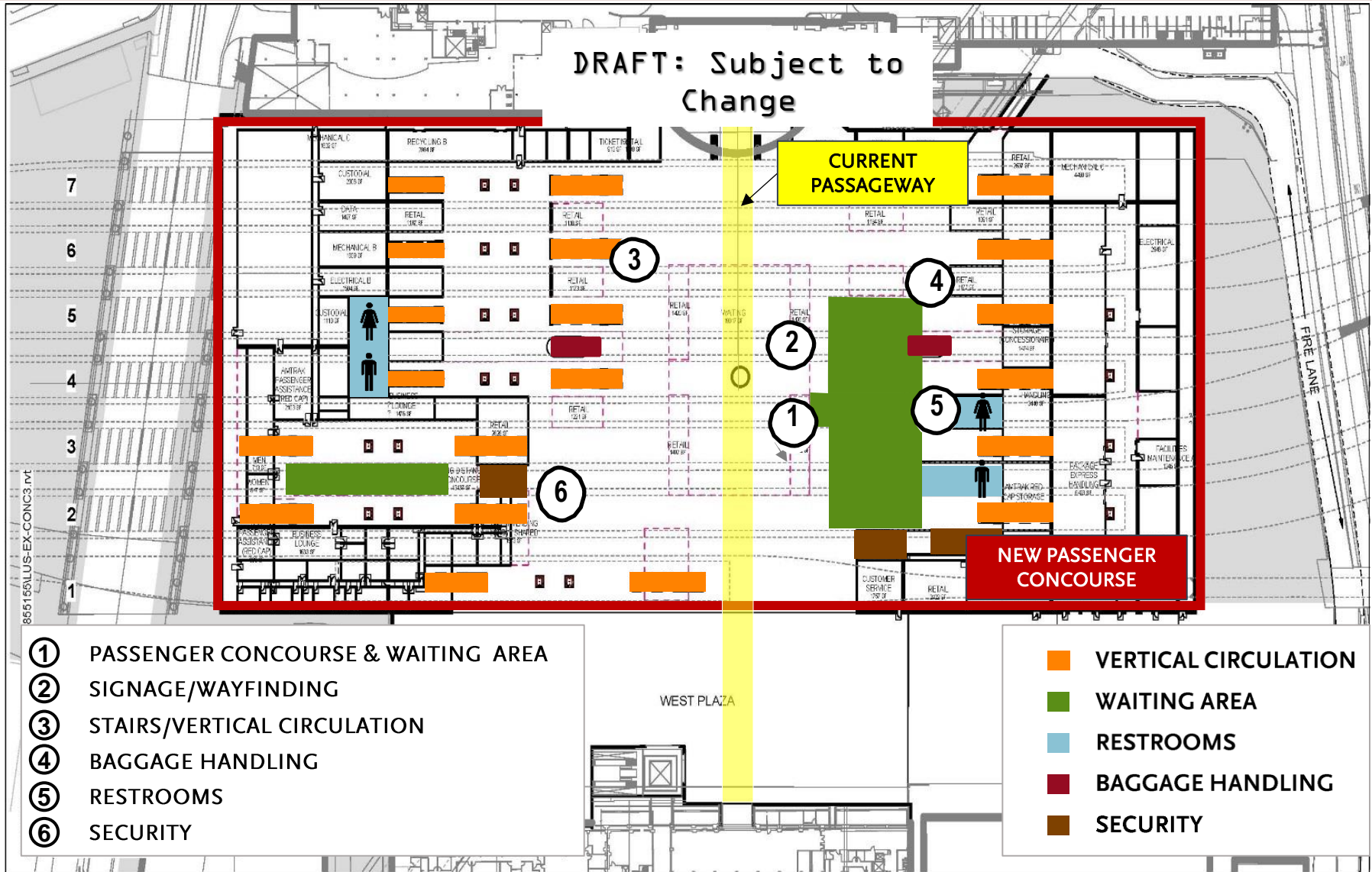
Conceptual Images of New and Expanded Passenger Concourse



- 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.

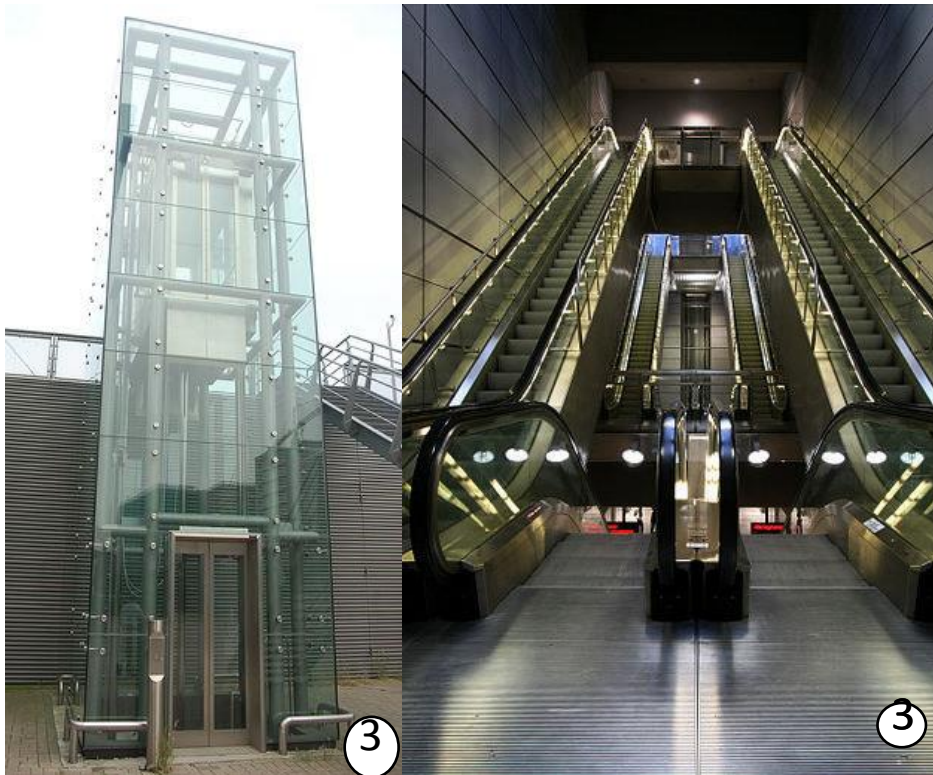
New Passenger Concourse Opportunities

Passenger Amenities of New and Expanded Concourse



Potential World Class Transit Station Opportunities

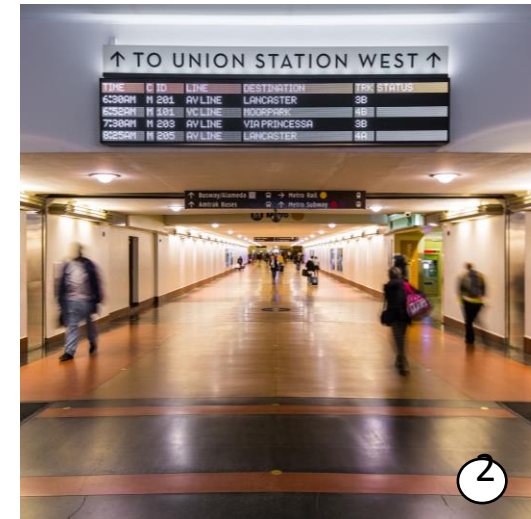
Conceptual Key Features of New and Expanded Passenger Concourse



Vertical Circulation



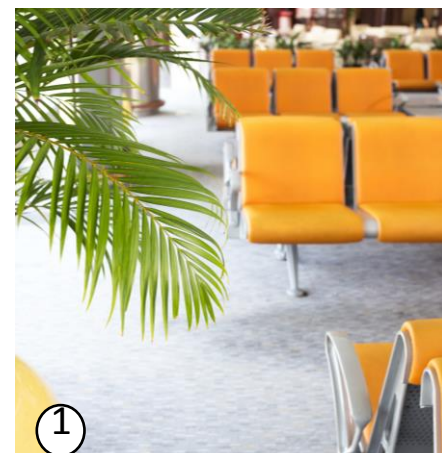
Restrooms



Wayfinding



Baggage Handling



Waiting Areas



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Sample Images

Potential World Class Transit Station Opportunities

Conceptual Key Features of New and Expanded Passenger Concourse



Security



Public Art



Retail and Food Services



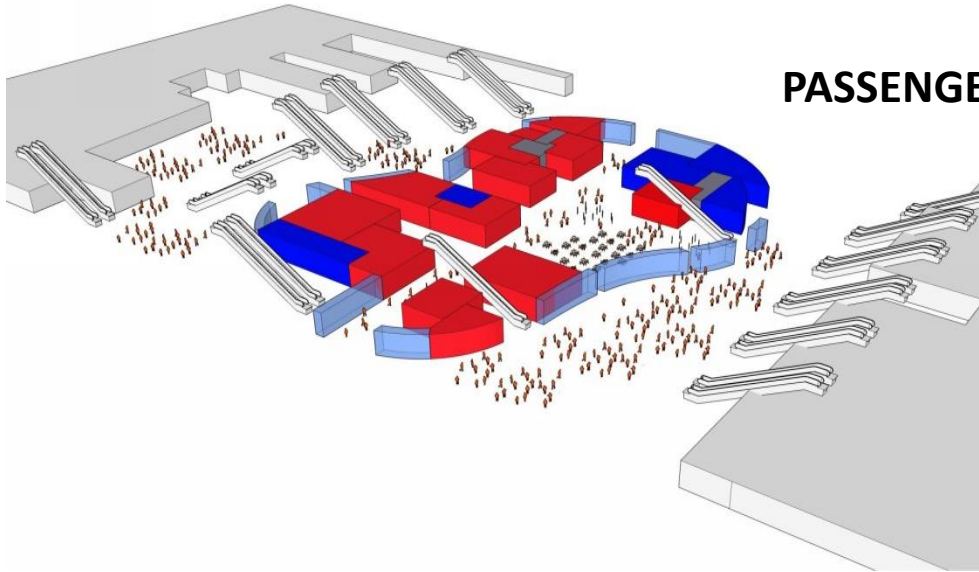
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Sample Images



Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse- RETAIL

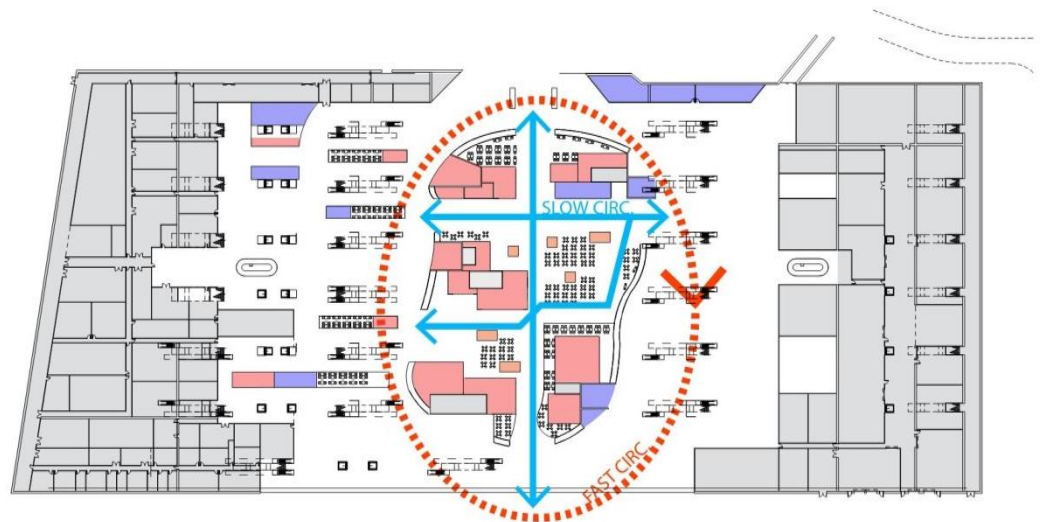


PASSENGER CONCOURSE PLAZA DISTRICTS

RETAIL CIRCULATION DIAGRAM

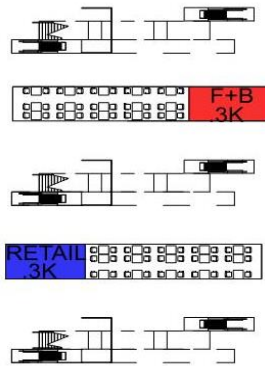


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Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse- RETAIL

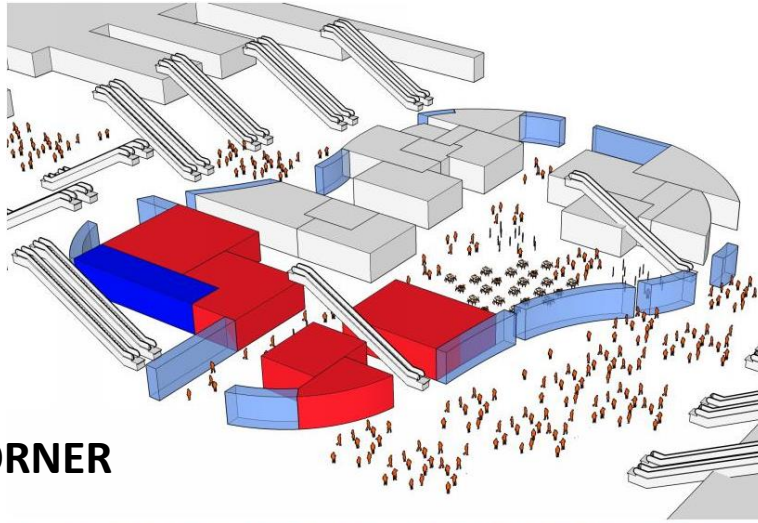


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PASSENGER WAITING/ARRIVAL

Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse- RETAIL



CHEF'S CORNER

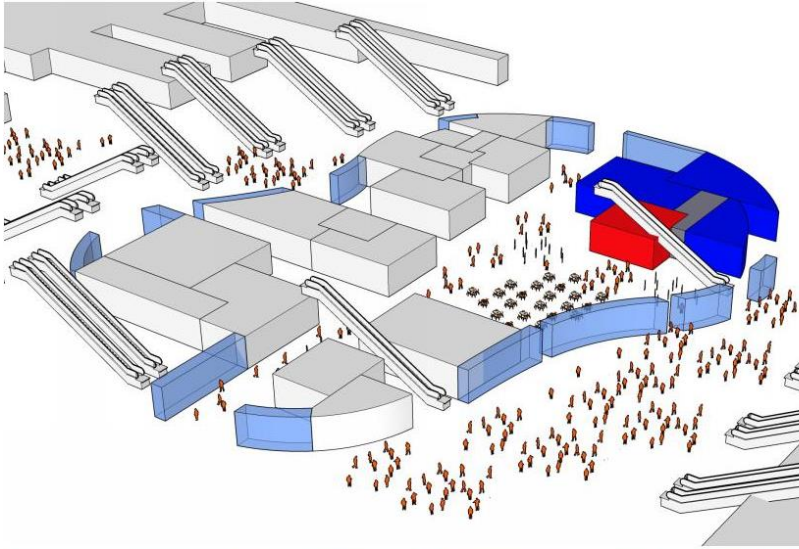


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Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse- RETAIL

STOP-N-SHOP

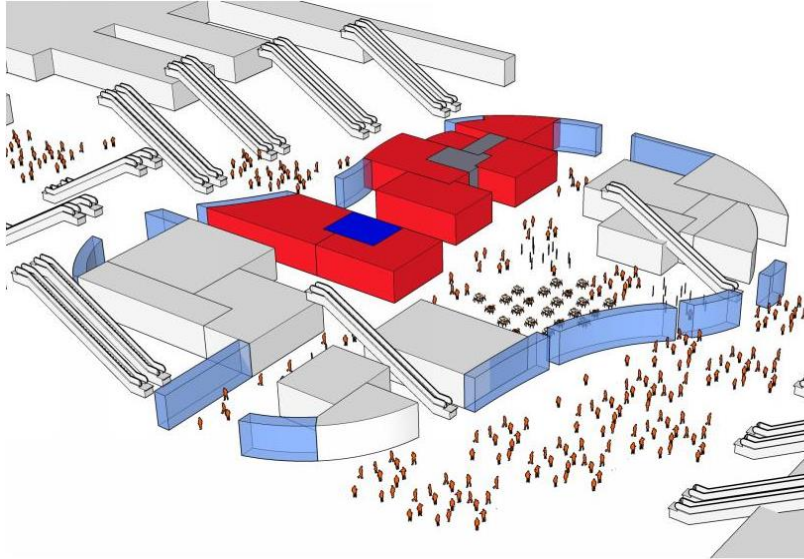


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Potential World Class Transit Station Opportunities

Conceptual Images of New and Expanded Passenger Concourse- RETAIL

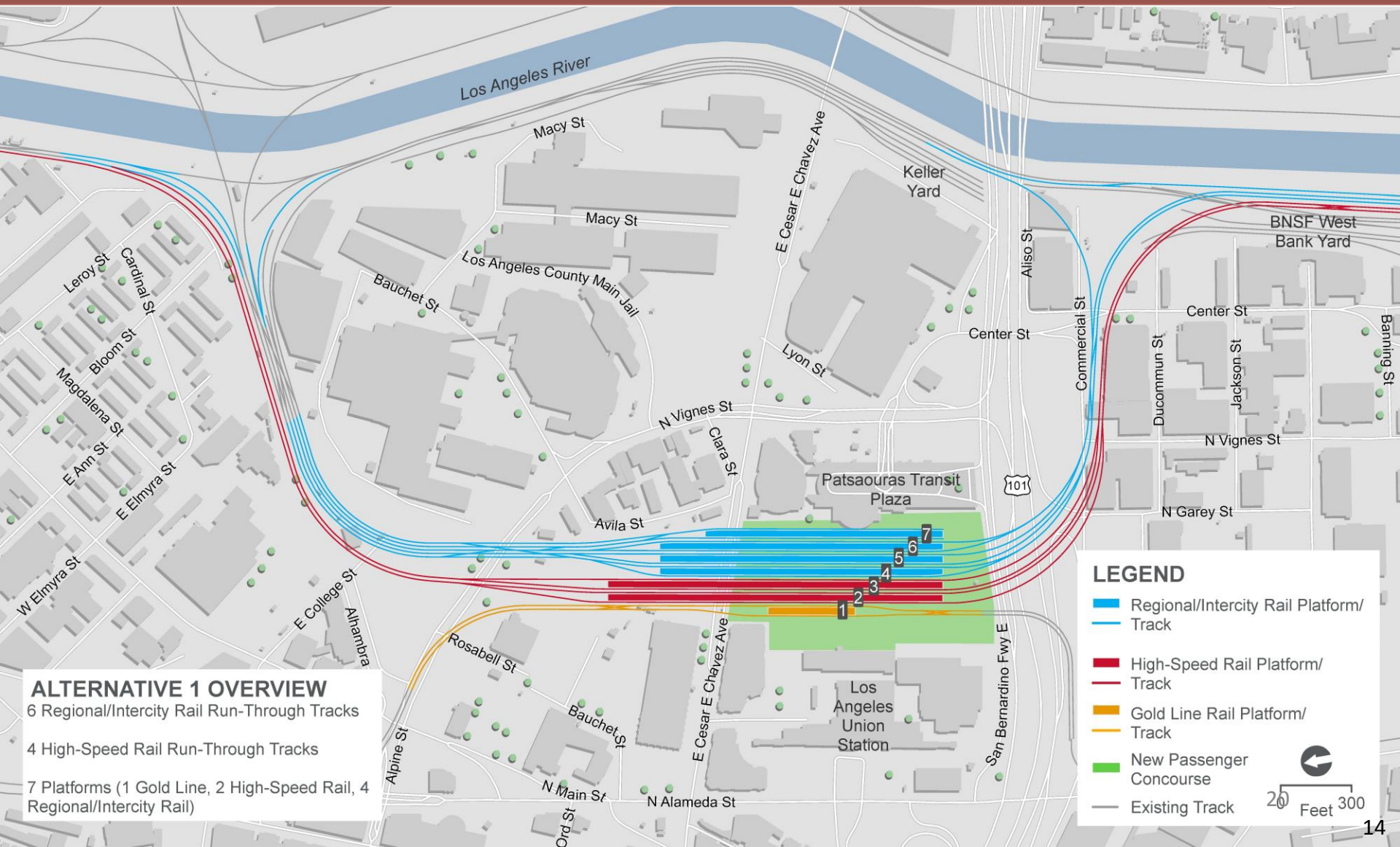
GRAB-N-GO



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Staff Recommended - Alternative 1

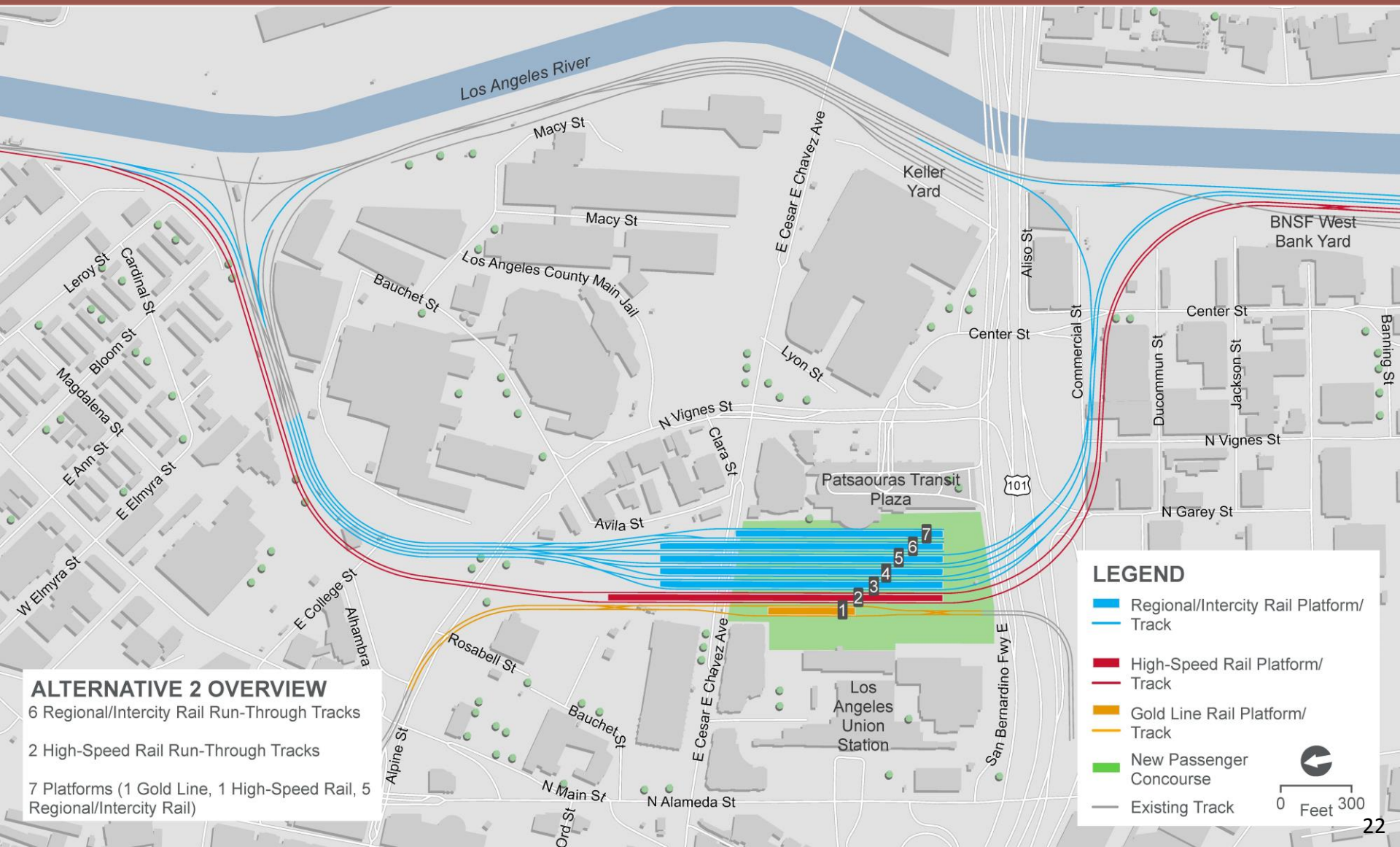
6+4 (6 Regional Rail, 4 HSR Combined Viaduct over US101)



Justifications for Recommended Alternative

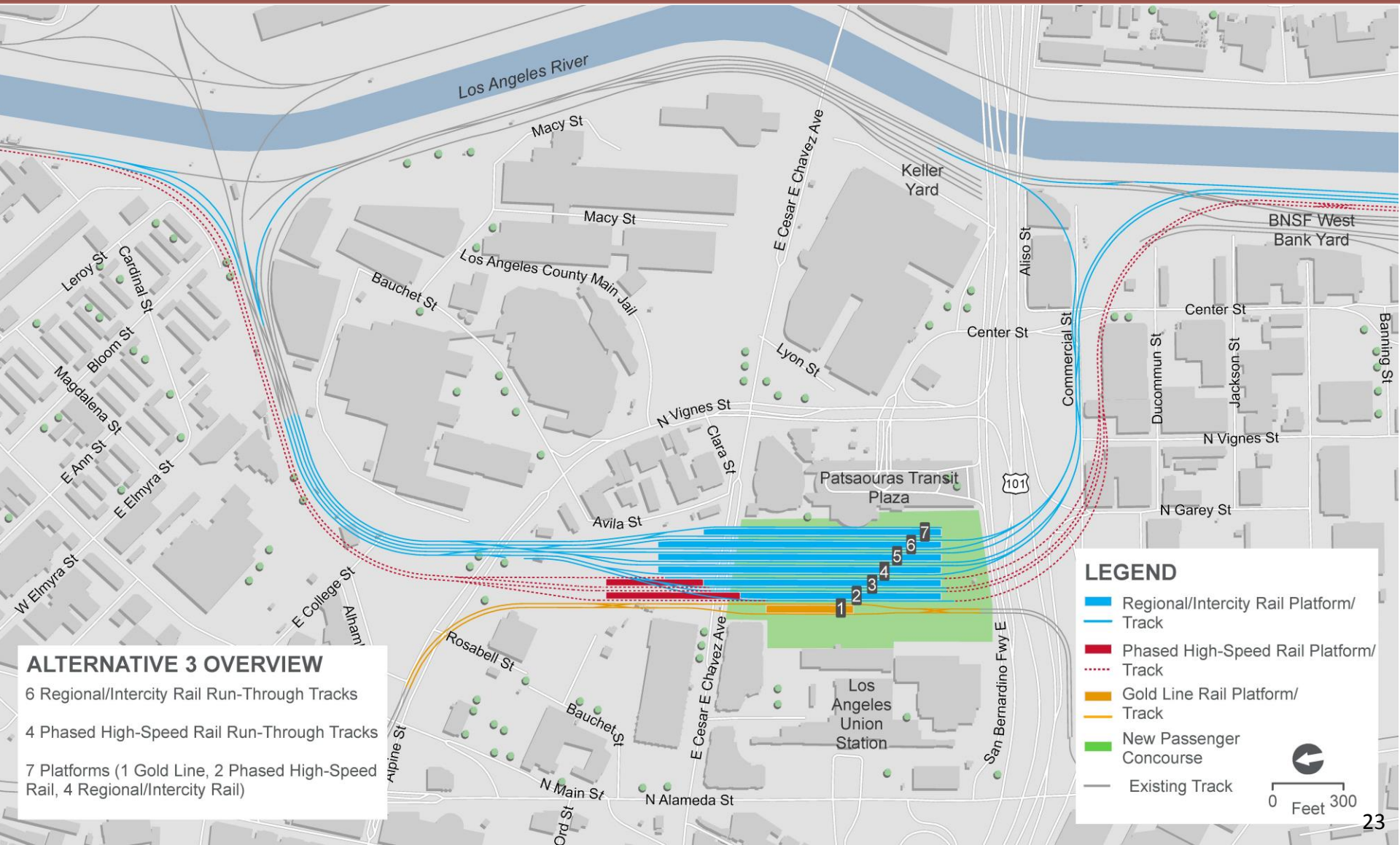
- Provides the greatest rail operating capacity for Regional Rail (Metrolink and Amtrak), and HSR services at LAUS
- Provides the best value and greatest operational flexibility at LAUS, allowing Regional Rail and HSR to respond to changes in future rail demand
- Impacts to LAUS passengers and the public 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

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



Concepts Considered – Alternative 3

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



Concepts Considered – Alternative 4

6 Regional Rail, No HSR Accommodation

