

# MAX

PROGRAM



Metro®

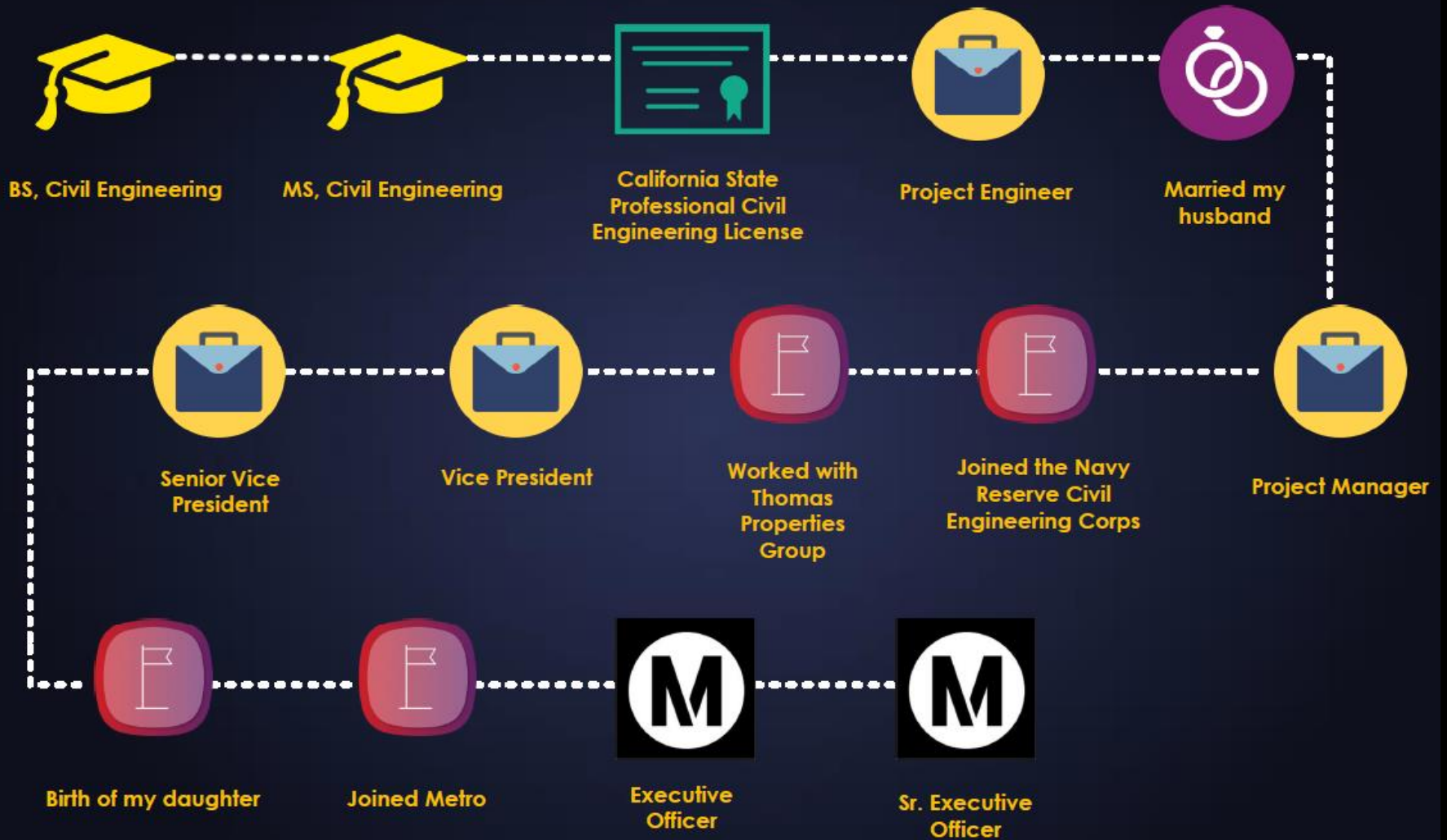




## UNION STATION 2.0

Jeanet Owens PE  
Senior Executive Officer  
Program Management/Regional Rail

# Jeanet Owens



# Los Angeles Union Station – Historic Photos

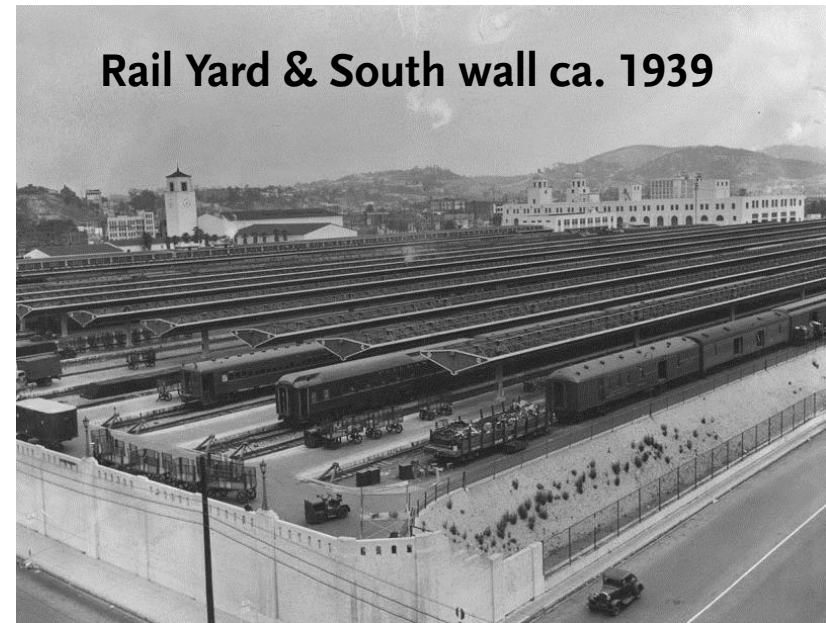


Celebration of LAUS Completion  
May 1939



Platforms ca. 1939

Waiting Room ca. 1939



Rail Yard & South wall ca. 1939

# Los Angeles Union Station – Today



**View from Alameda Street**



**Front Entrance**

**View of Rail Yard and Throat**



**Aerial view from the south**



# Los Angeles Union Station – Today

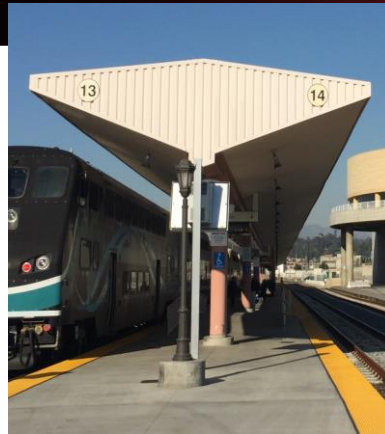


Historic Pedestrian Passageway



Passageway During Rush Hour

# Los Angeles Union Station – Today



Historic Era Ramps, platforms and Butterfly Shed Canopy



Platform During Rush Hour

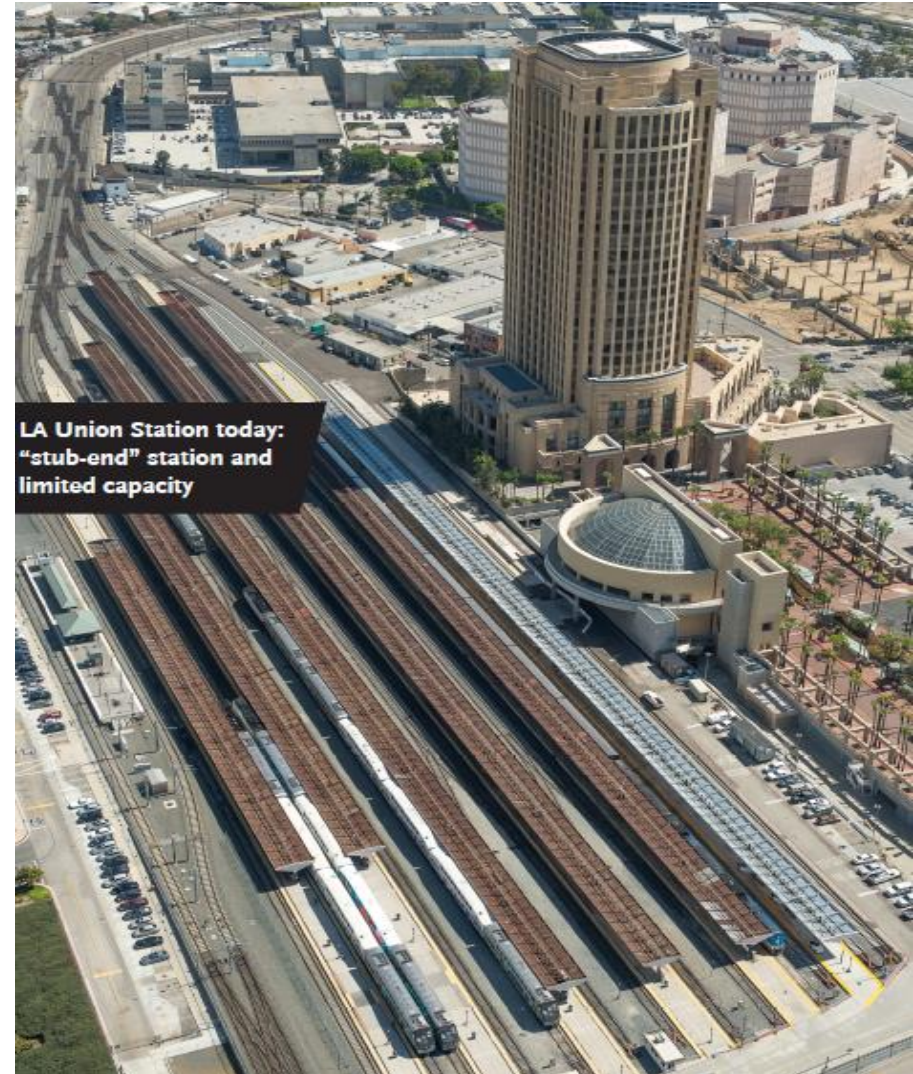


**MAX**  
PROGRAM

# Existing Conditions at Union Station

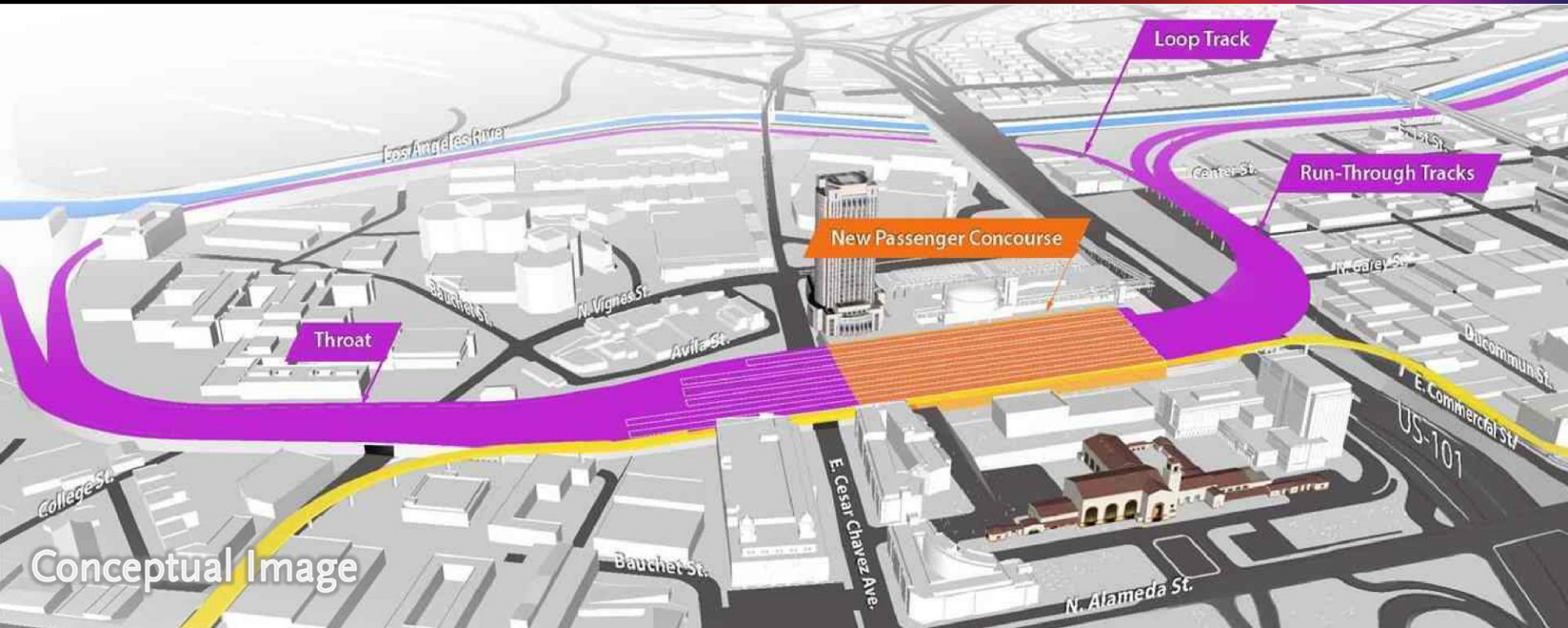
## Why do we need Link US?

1. LA Union Station (LAUS) is reaching capacity
2. Passenger trip growth from 110,000 to 225,000 by 2040
3. Current track layout limits train operations
4. Improvements needed to meet growing needs of LAUS and passengers





# Link US Overview



## Reconstructed Throat with New Lead Tracks, Run-Through Tracks and Loop Track

- Alternative 1 (Up to 10 New Run-Through Tracks with Shared Tracks)
- Alternative 2 (Up to 10 New Run-Through Tracks with Dedicated Tracks)

## New Passenger Concourse

- Design Option A (At-Grade)
- Design Option B (Above-Grade)



REDUCED TRAIN  
IDLING TIMES



# Why do we need Link US?



## REGIONAL CONNECTIVITY



Ventura ↔ Anaheim

One-Seat Rides

San Bernardino ↔ Los Angeles

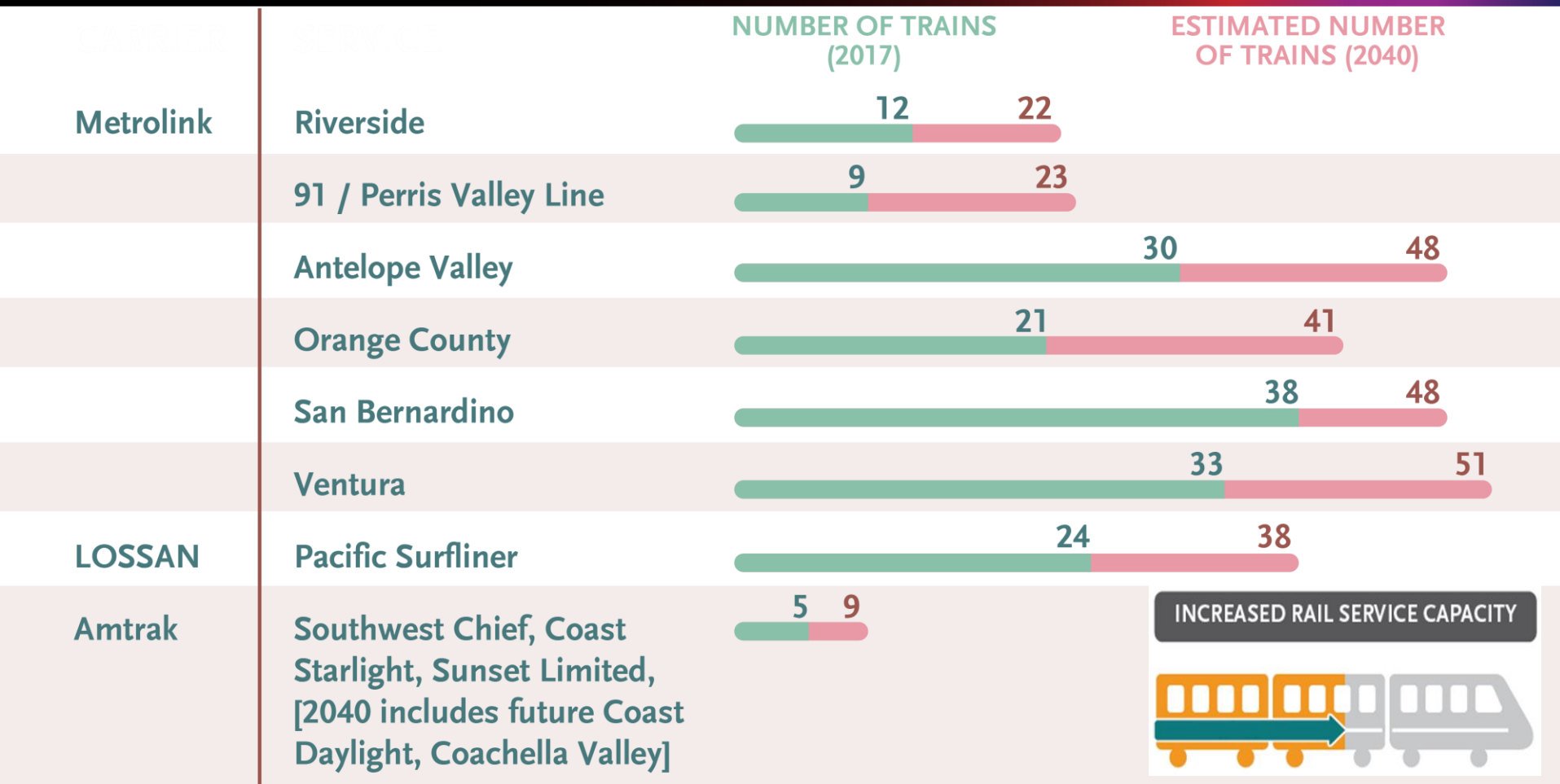
## LOCAL CONNECTIVITY

BUS →   

SUBWAY / LIGHT RAIL →   



# Project Benefits: Meeting Future Demand

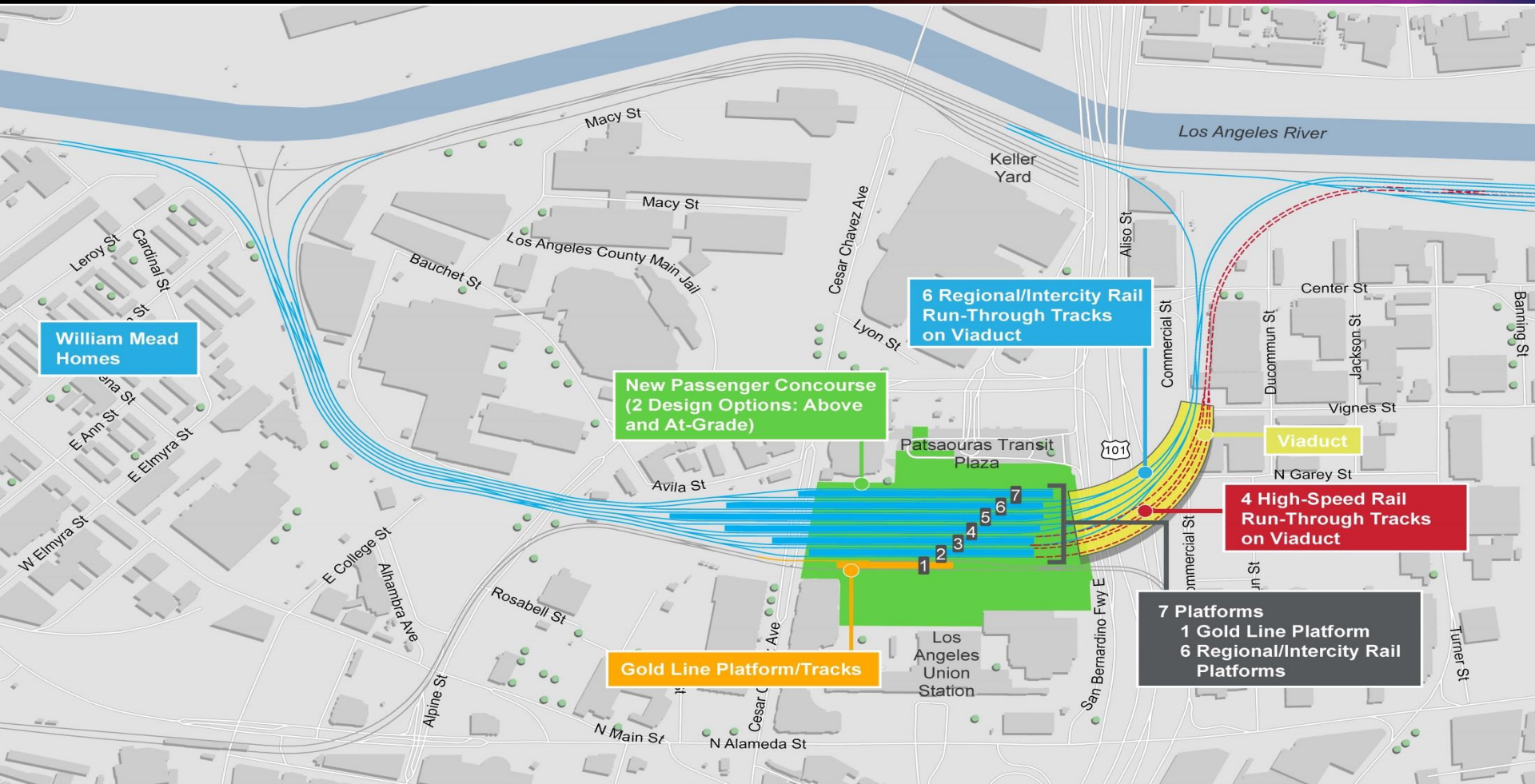


Increased regional rail from 172 to 280 trains per day – up to **63%**

*Note: 2040 train volumes are preliminary estimates consistent with the Metrolink 2025 Strategic Plan*

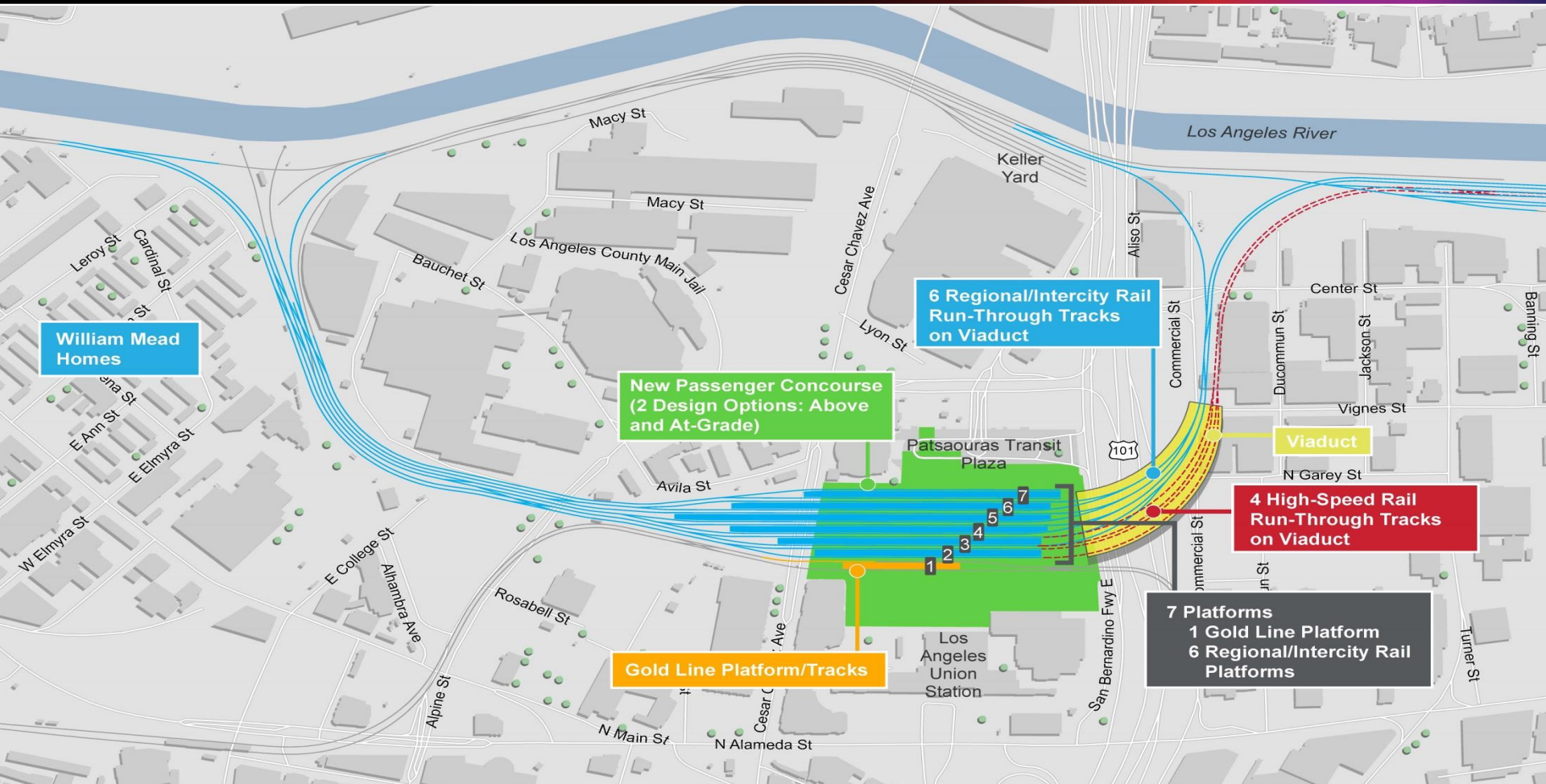
# Two Multi-Modal Transit Alternatives

## Alternative 1 - Up to 10 New Run-Through Tracks with Shared Tracks



# Two Multi-Modal Transit Alternatives

## Alternative 2 - Up to 10 New Run-Through Tracks with Dedicated Tracks



# Passenger Concourse

## Design Options (Conceptual Renderings)

### Option A: At-Grade Concourse



View from Patsaouras Bus Plaza looking West

### Option B: Above-Grade Concourse



View from Patsaouras Bus Plaza looking West

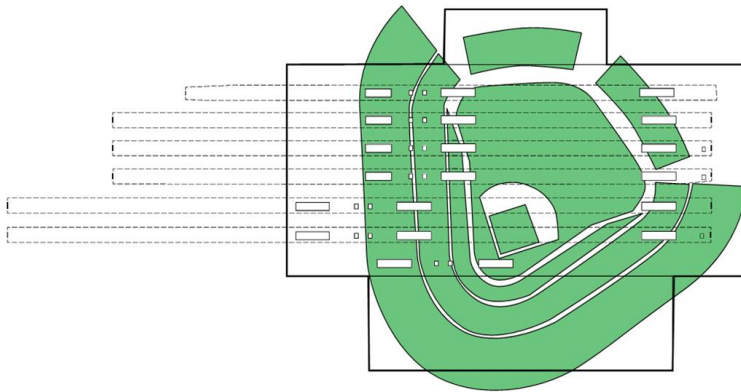
### The New Passenger Concourse will:

1. Increase passenger capacity, improve connectivity, accessibility and safety
2. Provide transit-related retail, food, and other amenities
3. Create an improved passenger experience

# Passenger Concourse

## Design Option A: At-Grade Passenger Concourse

1. The new concourse would be located below tracks and platforms, similar to existing condition
2. The existing pedestrian passageway would need to be demolished and replaced with the new at-grade concourse



# Passenger Concourse

## Design Option B: Above-Grade Passenger Concourse

1. The new concourse would be approximately 60 feet above the existing passageway
2. The existing pedestrian passageway would need to be demolished and reconstructed
3. Passengers would use the above-grade concourse to access the train platforms, and across the station between the Patsaouras Bus Plaza and the historic Union Station



View from the Proposed West Plaza

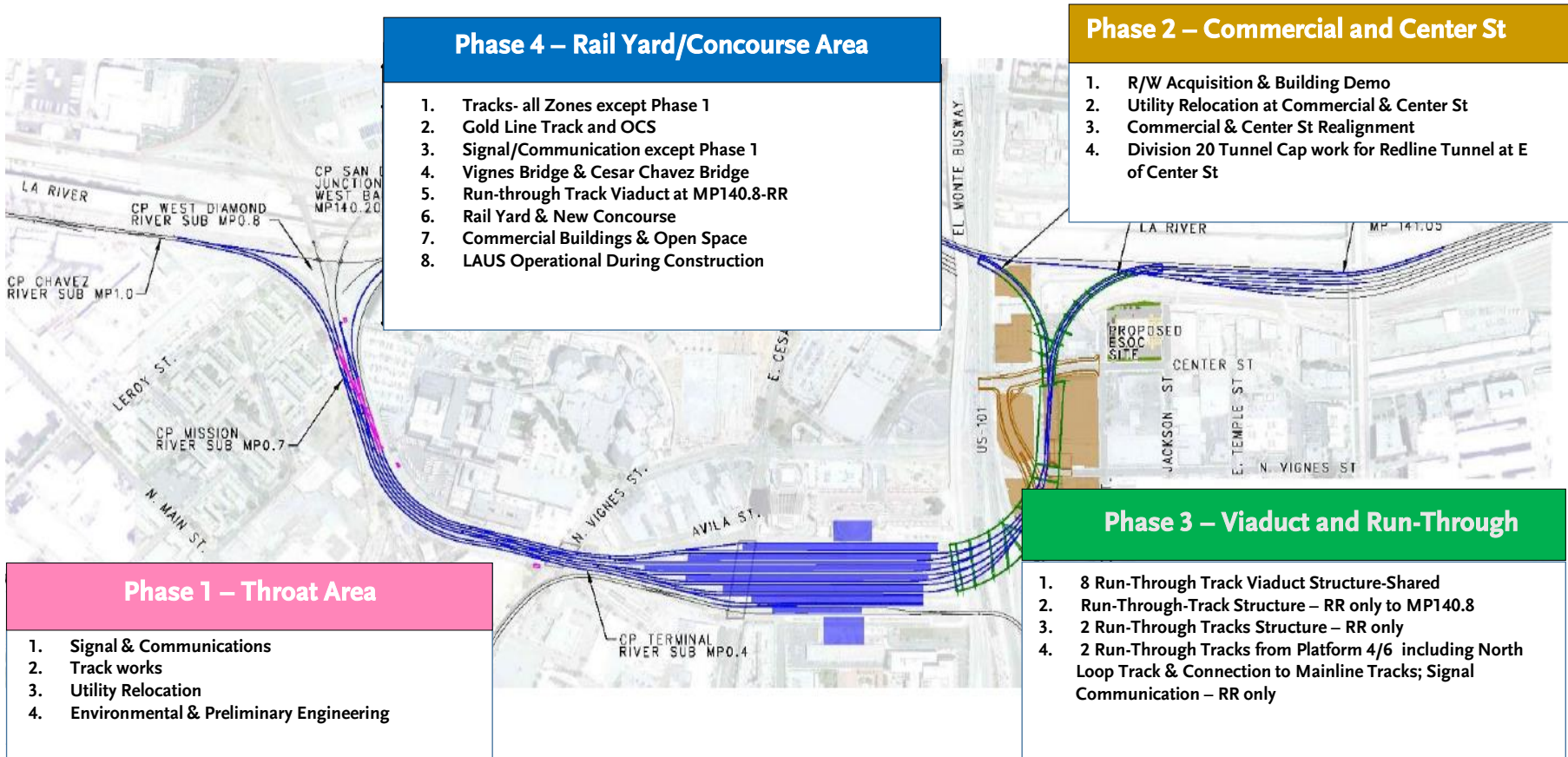


View from Patsaouras Bus Plaza Looking West



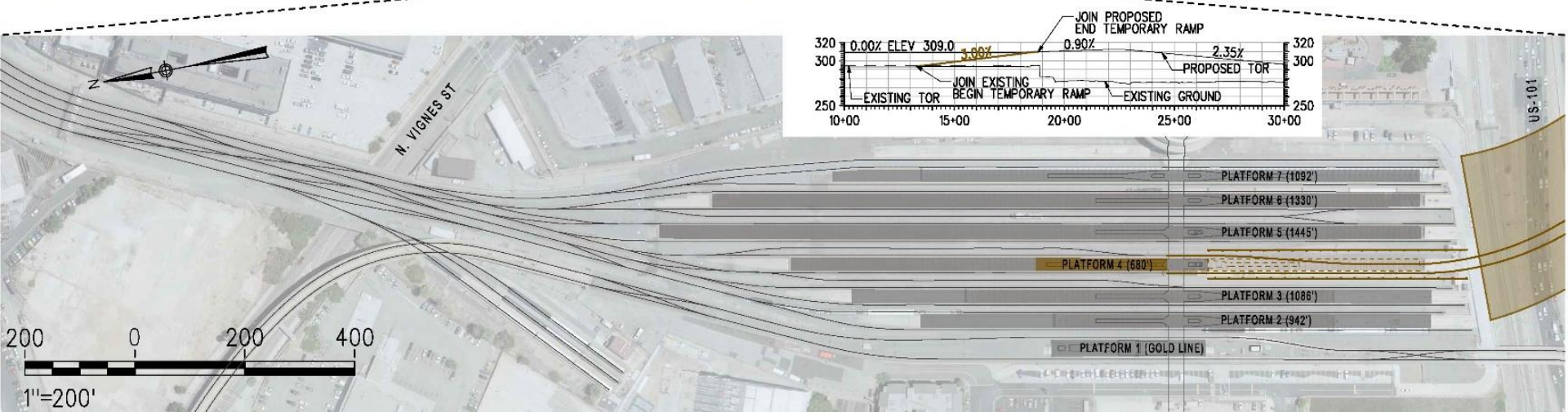
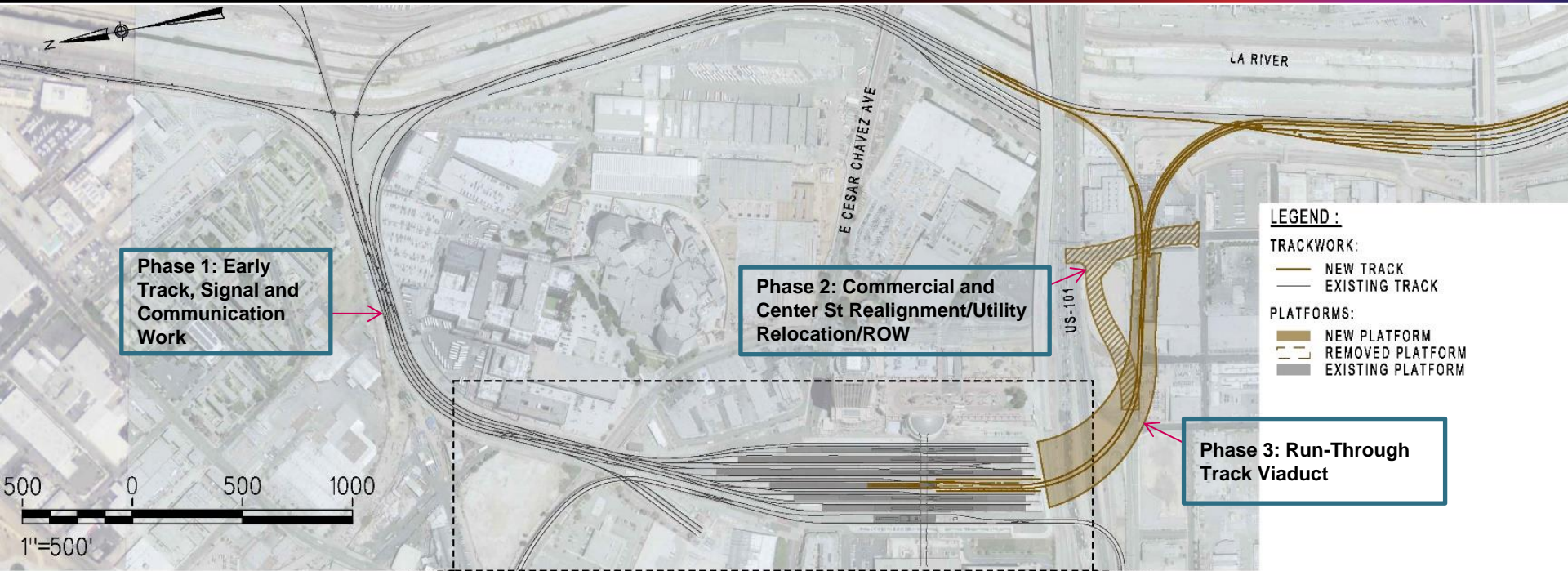
# Construction Phasing Overview

## Phase A: Early Action Interim Improvements - FUNDED



Phase A completed by 2023	Phase B completed by 2028
Construction Phase 1, 2, 3 \$950 Million	Construction Phase 4 \$1.15 Billion (Seeking funds)

# Phase A – 2 Run Through Track Concept



# \*Draft Schedule

<b><i>ENVIRONMENTAL CLEARANCE/DESIGN (Start – End)</i></b>	<b><i>PROCUREMENT (Start-End)</i></b>	<b><i>CONSTRUCTION (Start – End)</i></b>
<b>Final Environmental Clearance (Apr 2016-Feb 2019)</b>	<b>ROW Acquisition (March 2019-Aug 2020)</b>	
<b>Advance Utility Relocation (AUR)/Street Improvements (Jan 2019-Mar 2020)</b>	<b>AUR/ Street Improvement Design Build (DB) hard bid (April 2020-October 2020)</b>	<b>AUR/Street Improvements (Nov 2020-Jun 2022)</b>
<b>Signal &amp; Communications (Jan 2019-Dec 2019)</b>	<b>Signal &amp; Comm. DB hard bid (Jan 2019-Aug 2020)</b>	<b>Signal &amp; Comm. (Sept. 2020-Dec 2022)</b>
<b>Main Contract (Sept 2018-Feb 2020)</b>	<b>Engineering Design Support During Construction (Mar. 2020-Aug. 2020)</b>	<b>Engineering Design Support During Construction (Sept. 2020-Dec. 2023)</b>
	<b>Construction Support Services (Mar. 2020-Aug. 2020)</b>	<b>Construction Support Services (Sept. 2020-Dec. 2023)</b>
	<b>Main Contract DB Best Value (Mar 2020- Mar 2021)</b>	<b>Main Contract (Apr 2021- Dec 2023)</b>
<i>* Subject to change (critical path is environmental schedule)</i>		

# Challenge during construction

1. Keep the station operational and minimize disruption to transit customers during construction.
2. Unique to this project, is accommodating full transit operations, 172 daily Metrolink trains, Gold, Red and Purple lines and 1800 buses with minimal disruptions during construction. This accounts for 25% of project costs.

# Questions?

