

Link Union Station Project

Planning and Programming Committee

Agenda Number: 8
 October 16, 2019



Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

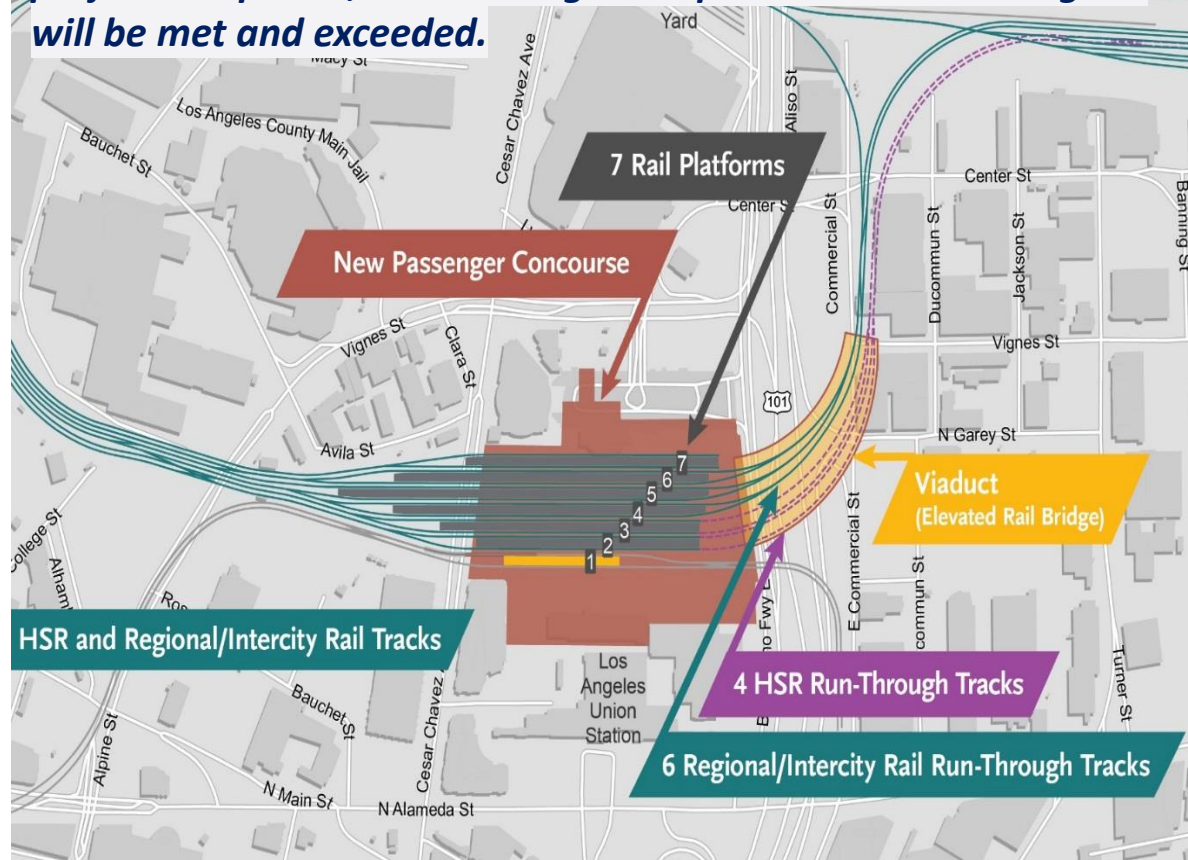
- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to **provide environmental, preliminary and advanced engineering design services** on the Link Union Station (Link US) Project in the amount not-to-exceed **\$23,360,000**, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
- B. **INCREASE the Contract Modification Authority (CMA) in the amount of \$2,836,000, increasing the total CMA amount from \$4,356,715 to \$7,192,715 and execute future contract modifications up to the CMA authorized amount; and,**
- C. EXECUTE all necessary agreements and task orders with **third parties to support the Link US Project** for a total amount of up to **\$8,000,000.**

Changes to Link Union Station

Since March 2017

1. **West Santa Ana Branch (WSAB):** accommodation of **WSAB in the Union Station platform area adjacent to Gold Line**, Regional Rail and future High Speed Rail (HSR), including an option of locating and phasing in WSAB on the same run-through track structure with Regional Rail;
2. **Passenger Concourse:** evaluation of **above-grade** and **at-grade concourse**, an **expanded passageway** and **modified expanded passageway**;
3. **Run-through Tracks Structure:** A 15% PE conceptual design has been completed in **December 2017** when request for further concept studies of 8, 9 and 10 tracks, separate Regional Rail and HSR structures with a loop track and a HSR combined structure without a loop track further delaying the EIR & EIS;
4. Separation of NEPA EIS and NEPA EIR
5. **New Construction Phasing based on FEIR**
6. Accommodation of Division 20 Portal Widening

*The various conceptual design schemes during the 3 years extended environmental process impacted the SBE goal of 28.61%, currently at 23.825% (shortfall of 4.785%). **With the FEIR project completed, the PE design is in process and the SBE goal will be met and exceeded.***



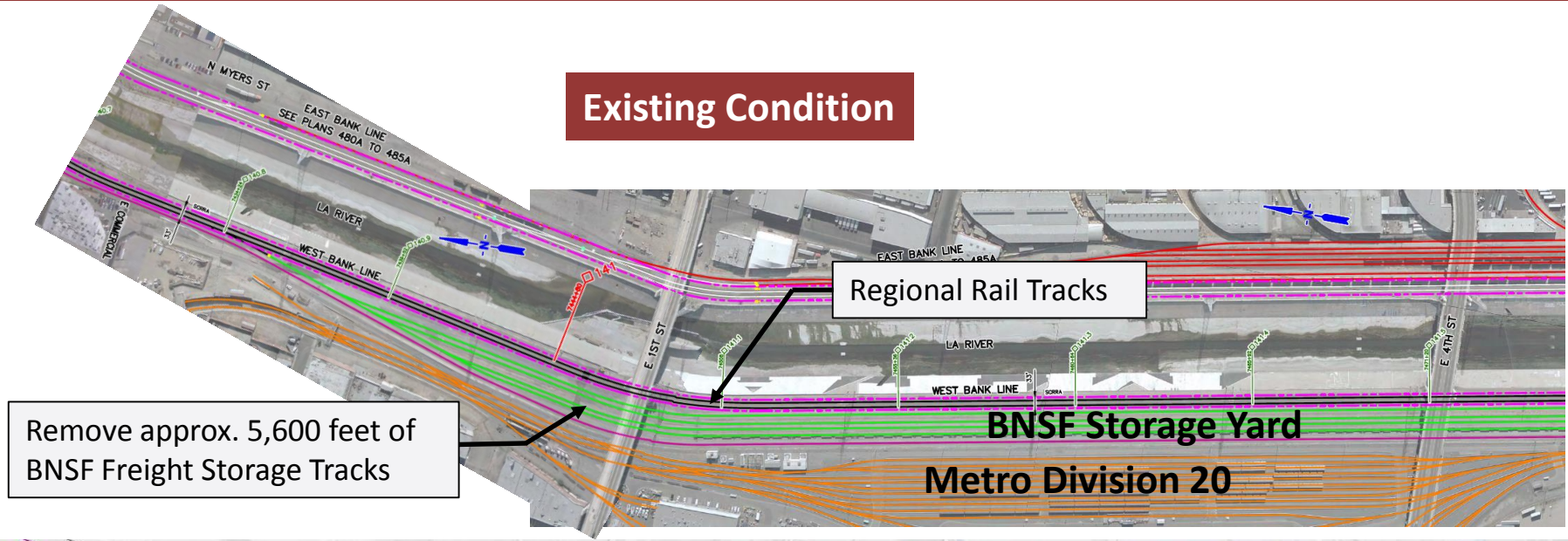
Additional Scope of Work in Contract Modification No. 10 and Third Party Costs

1. **New preliminary and advanced engineering designs** based on the CEQA Final EIR project approved by the Board in June 2019;
2. **New Class IV active transportation improvements** along Commercial Street;
3. CEQA Amendment for the **partial relocation of the BNSF freight storage tracks on the west bank of the Los Angeles River**;
4. **A new NEPA Environmental Document** ; and
5. **Additional third party work** including third-party agency reviews, real estate and legal support costs, and as-needed technical support for Link Union Station Project

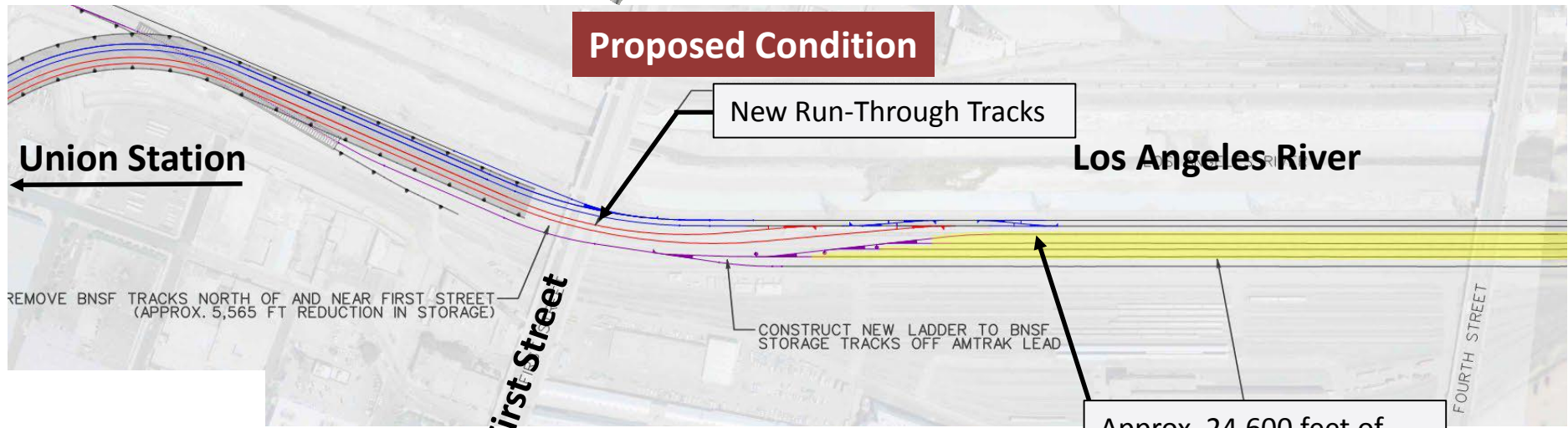


Partial Relocation of the BNSF Storage Yard

Existing Condition



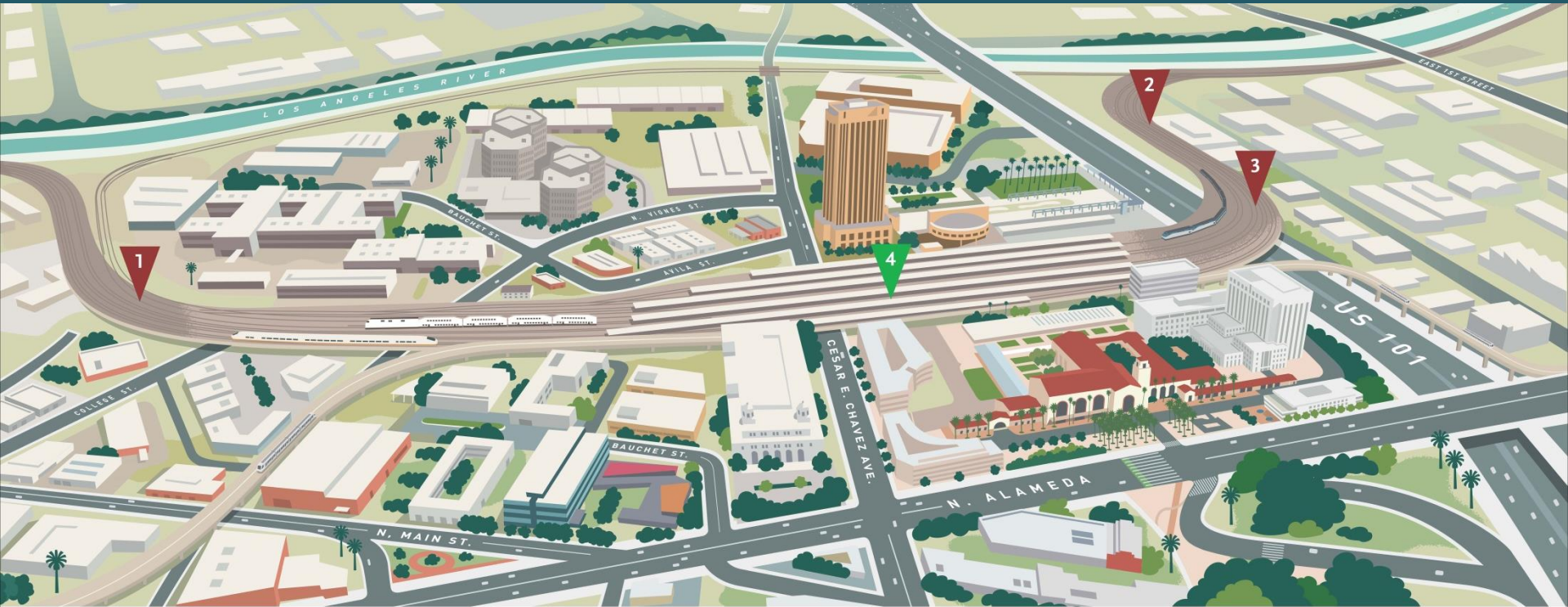
Proposed Condition



Approx. 24,600 feet of remaining BNSF Storage Tracks

Note: Conceptual design shown subject to change

Link US Implementation Plan (Phase A & B)



Phase A - Funded

SEGMENT 1 – THROAT AREA

1. Rail signal, communications and track work
2. Utility relocation

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

SEGMENT 3 – VIADUCT & RUN-THROUGH

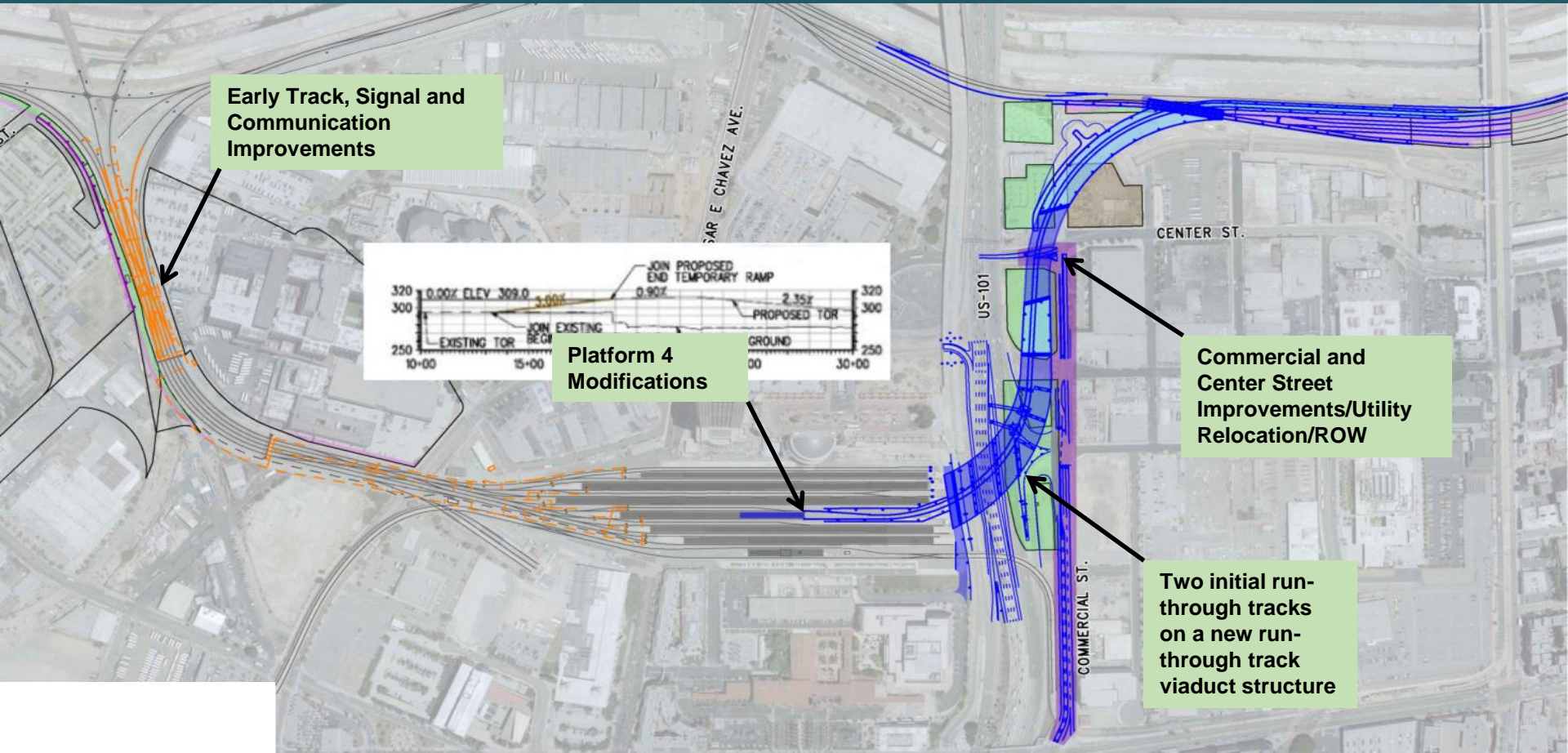
1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

Phase B - Not Funded

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through tracks and new lead track in the throat

Phase A (Funded)



Key Project Components

1. Early track, signal and rail communication work (to be constructed by Metrolink)
2. Utility relocation and street improvements
3. Platform #4 modifications and two initial run-through tracks to First Street on a viaduct structure over the US 101 freeway

Link US Funding Plan (Phase A)

Funding Source	Amount (in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.3
State Transit Intercity Rail Capital Program (TIRCP)	\$337.6
State Interregional Transportation Improvement Program (ITIP)	\$60.8
Measure R	\$51.7
Measure M	\$13.3
Other High Speed Rail Funds	\$18.7
SCRRA JPA (Non-Metro)	\$40.0
Amtrak/State	\$5.0
Total	\$950.4¹

On Sept 12, 2019, Metro, HSR and CalSTA entered into a Memorandum of Understanding for \$423.335 million.

As part of the 2018 Transit and Intercity Rail Capital Program under Metrolink's SCORE program, Link US was awarded \$398.4 million (revised to \$337.6 million with the reprogramming of ITIP funds).

Subject to CTC approval of the reprogramming of the \$60.8 million in 2018 ITIP from the Raymer to Bernson Project to Link US in 2020 ITIP.



Note

1. Metro and HSR have contributed \$70.398 Million for environmental & preliminary engineering (Metro \$51.672 M and HSR \$18.726 M).

Next Steps

1. Upon Board Approval, staff will execute Modification No. 10 to HDR's Contract.
2. CHSRA staff has committed to recommend to the **CHSRA Board approval of a funding agreement with Metro for \$423.335 million by December 2019.**
3. Staff will return to the Board **in November/December 2019 for a recommended project delivery approach for the Link US Phase A project.**
4. Staff will complete CEQA Amendment by Spring 2020.
5. **Staff will complete NEPA Environmental Document by Fall 2020.**

Metro Projects at Union Station

1. West Santa Ana Branch Transit Corridor – Alternative E (Underground) with Forecourt and MWD Station Options
Measure M Project
2. Link Union Station
Phase A construction funded for \$950.4 million from State and local sources; Phase B not funded
3. Alameda and Los Angeles Streets Active Transportation Improvements
Design and Construction funded for \$18 million from State ATP Grants
4. Patsaouras Bus Plaza Station
Construction funded for \$50.9 million from Federal and local sources
5. Eastside Access Project (First/Last mile connection to the Regional Connector 1st/Central Station)
Construction funded for \$17.0 million from Federal and local sources

