

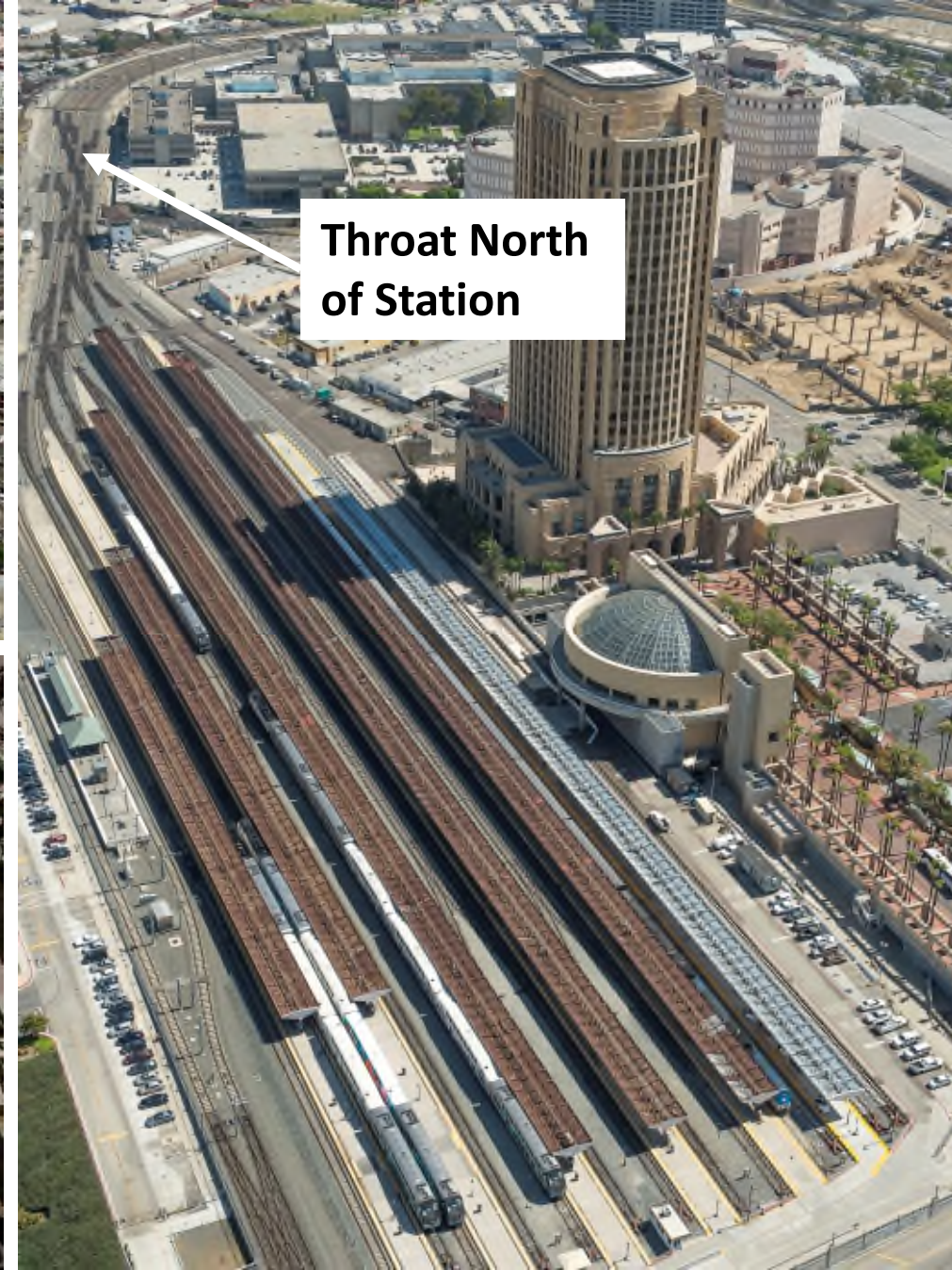
Link Union Station (Link US) Project



Concept Rendering – subject to change

Construction Committee
May 19, 2022





Stub-ended tracks



Los Angeles Union Station Today

Built in 1939 | Union Station is a stub end station and has not been modernized since it was built

Existing Commuter and Intercity Rail Services at Los Angeles Union Station (Pre-Covid)

Carrier	Service	# of Weekday Trains (2020)
Metrolink	Riverside	12
	91 / Perris Valley Line	11
	Antelope Valley	30
	Orange County	23
	San Bernardino	38
	Ventura	33
	LOSSAN	Pacific Surfliner
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited	5

Total 178

There is a total of 178 commuter and intercity trains every weekday in addition to Metro light rail service and Metro subway service every 15 minutes or less during the peak



Link US Project Full Buildout (Phases A and B)

Up to 9 run-through tracks, 6 new reconstructed platforms



Proposed Commuter and Intercity Rail Services with the Link US Project

New High-Speed Rail Service with the Same Number of Platforms at Los Angeles Union Station

Carrier	Service	# of Weekday Trains (2040)
Metrolink	Riverside	Weekday Trains are expected to almost triple by 2040, with new High-Speed Rail service
	91 / Perris Valley Line	
	Antelope Valley	
	Orange County	
	San Bernardino	
	Ventura	51
LOSSAN	Pacific Surfliner	38
Amtrak	Southwest Chief; Coast Starlight; Sunset Limited and future routes	9
California High-Speed Rail	San Francisco to Los Angeles Union Station	173
Brightline West High-Speed Rail	Las Vegas to Los Angeles Union Station (via Palmdale using High Desert Corridor)	50

CHSRA Project Management Funding Agreement

APPROVE \$423.335 MILLION for Link Union Station Phase A



1. **April 27, 2022**- The California High Speed Rail Authority (CHSRA) Board approved the Project Management Funding Agreement (PMFA) for Link Union Station Project subject to the review and approval by California State Department of Finance (DOF).
2. **May 11, 2022** - The DOF approved the PMFA for the Link Union Station Project.

APPROVE Project Management Funding Agreement

FOR \$423.335 MILLION for Link Union Station Phase A

In Partnership with CHSRA and SCRRA, staff is requesting approval of the CHSRA PMFA that will grant the CHSRA the following rights and benefits:

- 1. HSR station in the heart of downtown Los Angeles**
- 2. At CHSRA's sole cost, the right to build all necessary improvements to allow HSR operations and operate two (2) HSR tracks on the LACMTA Railroad Right of Way consistent with a consensus design for the corridor and without impairing functionality or the uses of, or the maximum capacity and subject to the requirements of all existing or modified Shared Use Agreements (as they may be further modified) that govern the use and operation of such existing tracks within the Railroad Right of Way. In partnership with CHSRA, has the option to construct two HSR tracks in the corridor and subject to the restrictions identified above.**
- 3. The right to operate four (4) HSR trains per hour per direction on the four-track shared corridor. The Parties jointly and cooperatively commit to identify and pursue funding, if needed, for an additional (fifth) track in the LACMTA-owned Right-of-Way, needed to accommodate future uses by other passenger rail and/or freight operators. When the State makes further investments in the corridor beyond the Funds to be provided under this PMFA, CHSRA will coordinate with LACMTA on further agreements for an expansion of operating rights beyond four (4) trains per hour per direction.**

CHSRA Project Management Funding Agreement

APPROVE \$423.335 MILLION for Link Union Station Phase A

(continue) In Partnership with CHSRA and SCRRA, staff is requesting approval of the CHSRA PMFA that will grant the CHSRA the following rights and benefits:

- 4. Non-exclusive inter-city operating rights on the Railroad Right of Way subject to the approval by the United States Surface Transportation Board (STB).** LACMTA will cooperate and support CHSRA's efforts to obtain such STB approval. **CHSRA will exercise its operating rights along this route, with the understanding that a more detailed operating plan will be required, along with follow-on agreements for maintenance and operations** and any required amendments to the existing Shared Use Agreements between or among CHSRA and SCRRA, BNSF Railway and Union Pacific Railroad (UPRR) which will need to be negotiated in good faith prior to any exercise of such operating rights by CHSRA.
- 5. Cooperation and support for CHSRA in negotiating such maintenance and operations agreements and amendments to the Shared Use Agreements with SCRRA, BNSF Railway and UPRR as may be needed to allow for HSR operations on two (2) HSR tracks based on an approved HSR operating plan provided by CHSRA, and without limiting the operating rights and requirements for construction and operation of rail projects already approved by LACMTA's Board.**

Link US Funding Plan (established in 2018)

FUNDING SOURCES

Funding Source	Amount (\$ in millions)	Partial Preconstruction Phase LOP Budget Request
State Proposition 1A/High Speed Rail Bonds	\$423.335*	-
State Transit Intercity Rail Capital Program (TIRCP)	\$337.571*	\$227.420
State Transportation Improvement Program (STIP)	\$60.820*	-
Metro Measure R 3%	\$51.672*	\$51.672
Other Metro Local funds	\$13.274**	-
SCRRRA JPA Contribution (Non-Metro)	\$40.000*	-
Other HSR Funds	\$18.726*	\$18.726
LOSSAN/Amtrak	\$5.000**	-
Total	\$950.398 *	\$297.818

1. 98% of the funding for Link US Phase A funding plan as been secured with the CHSRA approval of the PMFA – \$932.124 million (out of \$950.398 million)
2. Staff is working is on securing the remaining 2% or \$18.274 million which is not needed until main line construction begins as early as 2024.

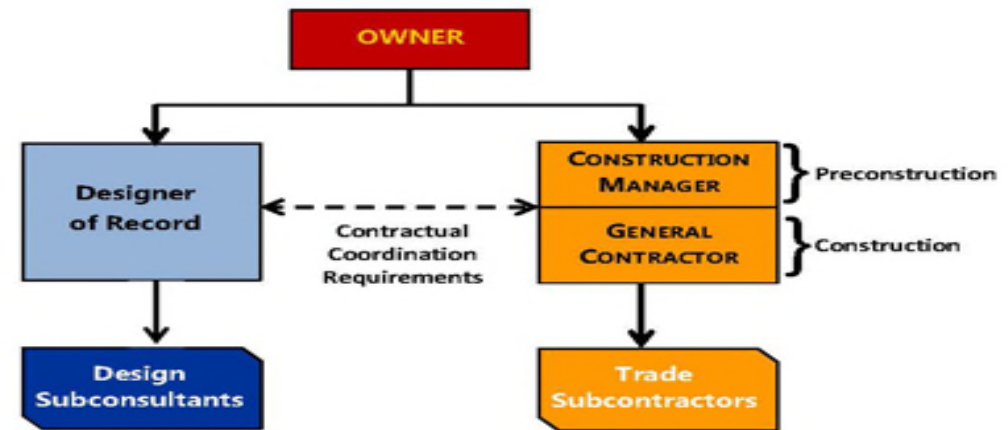
Construction Management/General Contractor

Two Phases of CMGC Project Delivery Method

1. The CM/GC project delivery method consists of two phases:

a) Preconstruction Phase

b) Construction Phase



2. The goal of the CMGC project delivery method is to design and construct to budget.

a) The contractor acts as the (construction manager) consultant during the design process and can offer constructability and pricing feedback on design options and can identify risks based on the contractor's established means and methods. As noted earlier, **this process also allows the owner to be an active participant during the design process and make informed decisions on design options based on the contractor's expertise.**

b) When the owner considers the design to be complete, the construction manager then has an opportunity to negotiate a price on the project based on the completed design, schedule and risks. **If the owner, designer and independent cost estimator agree that the contractor has submitted a fair price, the owner issues a construction contract and the construction manager then becomes the general contractor.**

CMGC Project Life Cycle (Metro Board approved CMGC 12/5/19)

Staff is requesting Partial Life of Project Budget for Preconstruction Phase

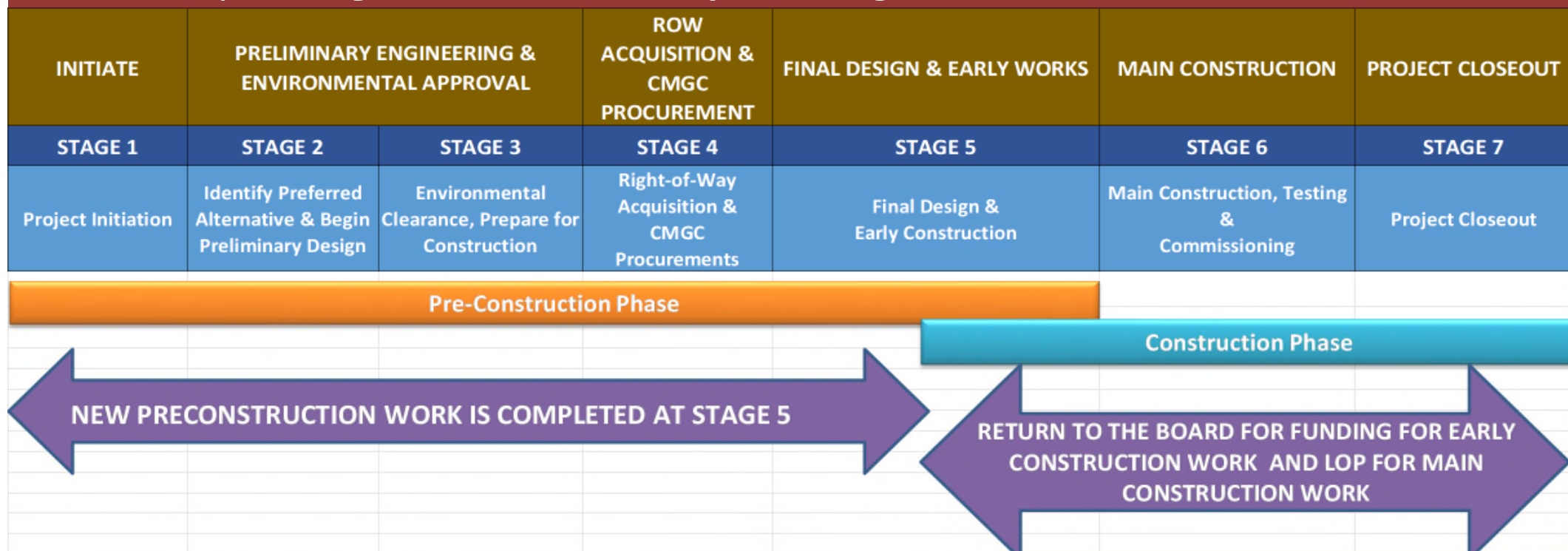
Staff is seeking approval of a Partial Preconstruction Life of Project (LOP) Budget in the amount of \$297.818 million comprising of:

1. **\$121.382 million of new Preconstruction Work**
2. **Previously Board approved Preconstruction work totaling \$176.426 million since 2015** for environmental, planning, preliminary engineering design, third party work, soft costs and real estate acquisitions for Phase A. The CEQA FEIR was completed July 2019 and amended in October 2021.

INITIATE		PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL		ROW ACQUISITION & CMGC PROCUREMENT	FINAL DESIGN & EARLY WORKS	MAIN CONSTRUCTION	PROJECT CLOSEOUT
STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7	
Project Initiation	Identify Preferred Alternative & Begin Preliminary Design	Environmental Clearance, Prepare for Construction	Right-of-Way Acquisition & CMGC Procurements	Final Design & Early Construction	Main Construction, Testing & Commissioning	Project Closeout	
Pre-Construction Phase							
					Construction Phase		

CMGC – PRECONSTRUCTION PHASE

Staff is requesting Partial Life of Project Budget for Preconstruction Phase



New Preconstruction Work of \$121.382 million

1. Complete the NEPA Environmental Document by August 2023
2. Continue with Third Party agreements for advance utility relocations (LADWP, Telecomm, Gas, etc.)
3. Continue with Real Estate Acquisitions and on-going engineering support services
4. Continue work on preliminary engineering/final design
5. Prepare for CMGC award for Preconstruction Services subject to Board approval in June 2022

CMGC – PRECONSTRUCTION PHASE

Staff is requesting Partial Life of Project Budget for Preconstruction Phase

Activity/Phase	Board Authorized Amount from Inception to October 2019	Board Authorized Amount in June 2021	New Preconstruction Work	TOTAL Partial Preconstruction Phase LOP Budget Request
<u>PA&ED Phase:</u> Planning/Environmental/Preliminary Engineering, Third Party Work and Related Soft Costs	\$ 80.431	-	\$ 4.000	\$ 84.431
<u>PS&E Phase:</u> Final Design, Third Party Work/Utility Relocation, project management and all related soft costs	\$ 14.915	-	\$ 61.409	\$ 76.324
<u>R/W Phase:</u> Real Estate Acquisitions and Early Demolition	\$ 4.416	\$ 76.674	\$ 55.973	\$ 137.063
TOTAL	\$99.762	\$ 76.674	\$ 121.382	\$ 297.818

All funding has been secured and there is no impact to the FY22 budget as the amount of \$63.1 million is included in the approved FY22 budget for cost center 2415 under Link US 460089.

Next Steps

After Board approval, staff will

- 1. Work with CHSRA to receive an executed PMFA by June 2022.**
- 2. Return to the Board in June 2022 to seek approval for CMGC contract award for preconstruction services only.**
- 3. Complete the NEPA environmental work by Summer 2023.**
- 4. Return to the Board by Fall 2023 for funding for Early Construction Work to supplement the Partial Preconstruction LOP budget.**

QUESTIONS?