



Board Report

File #:2017-0214, **File Type:**Motion / Motion Response

Agenda Number:

**REGULAR BOARD MEETING
MARCH 23, 2017**

Motion by:

Chair Fasana, Supervisor Barger, Supervisor Solis and Director Dupont-Walker

March 23, 2017

Item 28, File ID 2017-0121; Link Union Station

At the February 2017 MTA Board meeting, the CEO requested that the Board carry forward a “Preferred Alternative” (six regional rail run-through tracks and four High Speed Rail run-through tracks) to the Draft Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) Draft Environment Impact Statement (EIS) phase and continue evaluating four other alternatives for the Link Union Station project, at an estimated project cost of \$2.7 billion.

MTA Board members raised concerns over the costs and feasibility of building the Preferred Alternative due to a lack of identified funding sources. Since last month, MTA staff revised the design and construction approach, and through value engineering methods and scope changes, the total project cost for the Preferred Alternative was brought down to \$2.0 billion.

In analyzing the new recommended Preferred Alternative, the substructure and concourse project elements still contribute to more than half of the total project cost.

To ensure future funding eligibility, it is important that the Preferred Alternative proceed for environmental clearance; however, it should be reasonably expected that MTA staff identify an alternative to the substructure and concourse project elements that may allow for reduced overall project costs.

A new Alternative would limit the scope of an underground concourse and allow passengers to access the rail station above or at-grade with the rail yard, all while creating an opportunity for an outdoor, community-oriented space.

A new substructure and concourse alternative may also set the stage for future development around Union Station, creating a focal point and centerpiece of the surrounding area.

Motion by Solis and Dupont-Walker that the Board direct the CEO to:

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- A. Authorize an amendment to the Link Union Station contract - within the limits of the approved contract authority and proposed modification - to develop a new alternative that modifies the substructure and concourse which includes, but is not limited to, the following:
1. An outdoor and community-oriented passenger concourse option that is above or at-grade with the rail yard and maximizes panoramic views of Unions Station, the LA River and Downtown Los Angeles to passengers and visitors;
 2. Allows passengers and the community to access the train terminals from above or at-grade with the rail station and track facility while enhancing ADA accessibility and meets modern standards for fire and life safety;
 3. Limits the substructure and concourse elements to core facility operations, baggage handling, etc.;
- B. Require for this modified alternative be as cost-effective as possible.
- C. Direct MTA's joint development team to lead the following coordinated efforts in parallel to the Link Union Station project:
1. Release a Request for Information/Request for Qualifications (RFI/RFQ) to attract private development opportunities within Union Station and Gateway Plaza.
 2. Partner with the City and County of Los Angeles and surrounding property owners to develop a common joint-development plan.
- D. Evaluate opportunities to create pedestrian/active transportation linkages to the LA River.
- E. Direct Metro's Union Station/Civic Center Taskforce to establish a volunteer-based, architectural review panel to offer suggestions and recommendations aimed at ensuring design consistency in and around Union Station that amalgamates the historic and modern elements of the surrounding area while promoting innovative ideas.
- F. Develop a comprehensive community engagement strategy designed to capture input that is representative of the cultural diversity in the Union Station service area.
- G. Report back on all the above during the July 2017 Board cycle.

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