



Board Report

File #: 2019-0555, File Type: Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

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.

ISSUE

Staff is requesting Metro Board to authorize the CEO to execute Contract Modification No.10 with HDR Engineering, Inc. to develop preliminary and advance engineering designs based on the FEIR project that was approved by the Metro Board in June 2019 and prepare a new National Environmental Protection Act (NEPA) Environmental Impact Statement (EIS). The Contract Modification also includes a California Environmental Quality Act (CEQA) amendment for a partial relocation of the Burlington North Santa Fe (BNSF) freight storage tracks located south of Los Angeles Union Station where the run through tracks connects to the main line tracks along the west bank of the Los Angeles River.

BACKGROUND

The Link Union Station (Link US) Project will transform how the commuter and intercity rail operates in Southern California with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego, increasing commuter and intercity rail services, and

accommodating future high-speed rail service. The Link US Project is planned to be implemented in two phases:

- Phase A would include construction of the full viaduct structure over the US-101 freeway that accommodates up to nine (9) new run-through tracks, track, signal and communication work in the throat area, run through platform, quiet zone ready improvements at Main Street grade crossing and active transportation improvements.
- Phase B would include raising of the rail yard up to 15 feet for the run-through track viaduct structure, new platforms, a new expanded passageway with retail and passenger amenities, escalators and elevators to all platforms, optimization of the throat with a new lead track and opportunity for a world class terminal station.

DISCUSSION

The Link Union Station Project has completed the FEIR in July 2019 and has expended approximately 95% of HDR's contract performing additional conceptual engineering designs, combined NEPA/CEQA environmental studies, analysis of the above-grade passenger concourse and expanded passage way in the Draft EIR, accommodation of West Santa Ana Branch (WSAB) light rail line, new active transportation improvements on Commercial Street, a new alignment for the combined Regional Rail and High Speed Rail run-through tracks structure with the elimination of the loop track, preparation of a standalone EIR, and other changes to the project.

The proposed Modification No. 10 is needed to address various changes to the project, complete the preliminary and advanced engineering design based on the FEIR project, complete a new NEPA EIS and prepare additional CEQA documentation with the partial relocation of the BNSF freight storage tracks to connect the run-through tracks to the main line tracks along the west bank of the Los Angeles River, preliminary engineering design of new Class IV active transportation improvements along Commercial Street, and other technical support related to the phasing and implementation of the project.

Third Party and Other Anticipated Costs

Additional third party costs are required to complete the preliminary engineering and environmental documentation phase. Funding agreements will need to be executed with SCRRA, Caltrans, City of Los Angeles Bureau of Engineering (BOE), Bureau of Street Lighting (BSL), Bureau of Street Services (BSS), Department of Transportation (DOT), Los Angeles Department of Water and Power, Amtrak, and other third parties as necessary.

Other anticipated project costs include real estate and legal support, testing and disposal of soils from subsurface geotechnical and utility investigations, additional as-needed technical support and coordination with William Mead Homes, the Housing Authority of the City of Los Angeles (HACLA) and Council District 1 for the Main Street Quiet Zone ready improvements. The Quiet Zone ready improvements will reduce train-horn noise experienced by residents at William Mead Homes.

Funding Plan

On April 26, 2018, California State Transportation Agency (CalSTA) awarded \$398.39 million to Phase A of Link US, as part of the 2018 Transit Intercity Rail Capital Program (TIRCP) grant award to Southern California Regional Rail Authority’s (SCRRA) Southern California Optimized Rail Expansion (SCORE) program. On September 12, 2019, Metro, California High Speed Rail Authority (CHSRA) and California State Transportation Agency (CalSTA) entered into a Memorandum of Understanding (MOU) for \$423.335 million of Proposition 1A funds for the Link US Project. Since then, the California Transportation Commission (CTC) authorized allocation of \$23.021 million for the Project Approval and Environmental Documentation (PA/ED) phase and \$68.531 million for the Right of Way phase of Link US from the TIRCP grant. Staff is continuously working with the funding partners to secure funding agreements for the project. Table 1 provides the funding plan totaling \$950.4 million for Phase A of Link US as of October 2019:

Table 1 - Link US Phase A Funding Plan as of October 2019

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽¹⁾
Metro (Measure M) or other local funds	\$13.27
SCRRA Joint Powers Authority Contribution (non-Metro)	\$40.00
Other CHSRA funds	\$18.73 ⁽¹⁾
Amtrak or other State funds	\$5
Total Funding Identified	\$950.40

Notes:

1. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Link US Phase B

The Link US Phase B is not funded and staff is working with the funding partners (CHSRA, CalSTA and SCRRA) to secure federal and state grants including public private partnership opportunities.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, state and federal requirements. Approval of the Link US project will have no impact on safety.

FINANCIAL IMPACT

Approval of this Contract Modification, third party and other associated anticipated costs would bring the total cost to complete the current phase of the Link US project to \$99,761,825 as summarized below:

Use of Funds	Amount
Contract No. PS2415-3172 with HDR Engineering, Inc.)	\$91,761,825 (including Contract Modification Authority amount of \$7,192,715)
Real Estate, Legal and Third-Party Costs, and Other Anticipated Costs (including \$4 million previously approved in 2017)	\$8,000,000
Total Costs	\$99,761,825

The source of funds for the costs above is as follows:

Source of Funds	Amount
Measure R 3%	\$51,671,243
Previously Committed HSR Funds	\$18,726,102
TIRCP Grant Funds (for Project Approval and Environmental Document [PA&ED])	\$23,021,000
TIRCP Grant Funds (for Plans Specifications and Estimates [PS&E])	\$1,927,370
TIRCP Grant Funds (for Right of Way [R/W] and Legal)	\$4,416,110
Total funding	\$99,761,825

The anticipated cash flow is as follows (amount in millions):

Expenditure from prior years	FY 20	FY 21	FY 22	Total
\$61,595,000	\$23,446,000	\$11,916,110	\$2,804,715	\$99,761,825

The amount of \$23.446 million in FY 20 is included in the approved FY20 budget for cost center 2415 under SCRIP 460089. Approval of the staff recommendations will program the funds Measure R 3% funds for costs to be reimbursed with HSR funds and the State’s TIRCP grant. Since this is a multi-year project Senior Executive Officer, Program Management/Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

There is no impact to the FY20 budget at this time. The source of funds for the requested contract modification and other related costs consist of the State’s TIRCP grant funds, additional CHSRA funds, and previously approved and programmed Measure R 3% funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommendation to execute Contract Modification No. 10 and other related costs and not advance the Link US Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges. In addition, this will be in conflict with the TIRCP grant award and CHSRA financial agreements.

NEXT STEPS

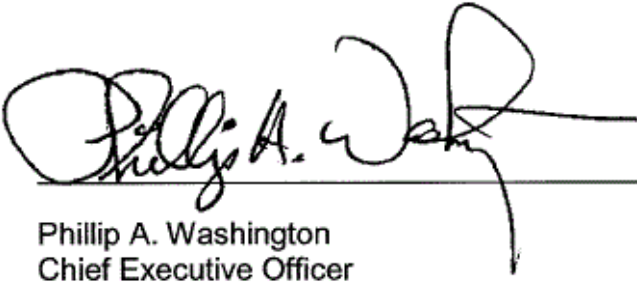
Upon Board approval, staff will execute Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link US Project. CHSRA staff has made a commitment to recommend to the CHSRA Board approval of a funding agreement with Metro in the amount of \$423.335 million for the Link US project by December 2019. Metro will return to the Board in December for a recommended project delivery approach for the Link US Phase A project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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