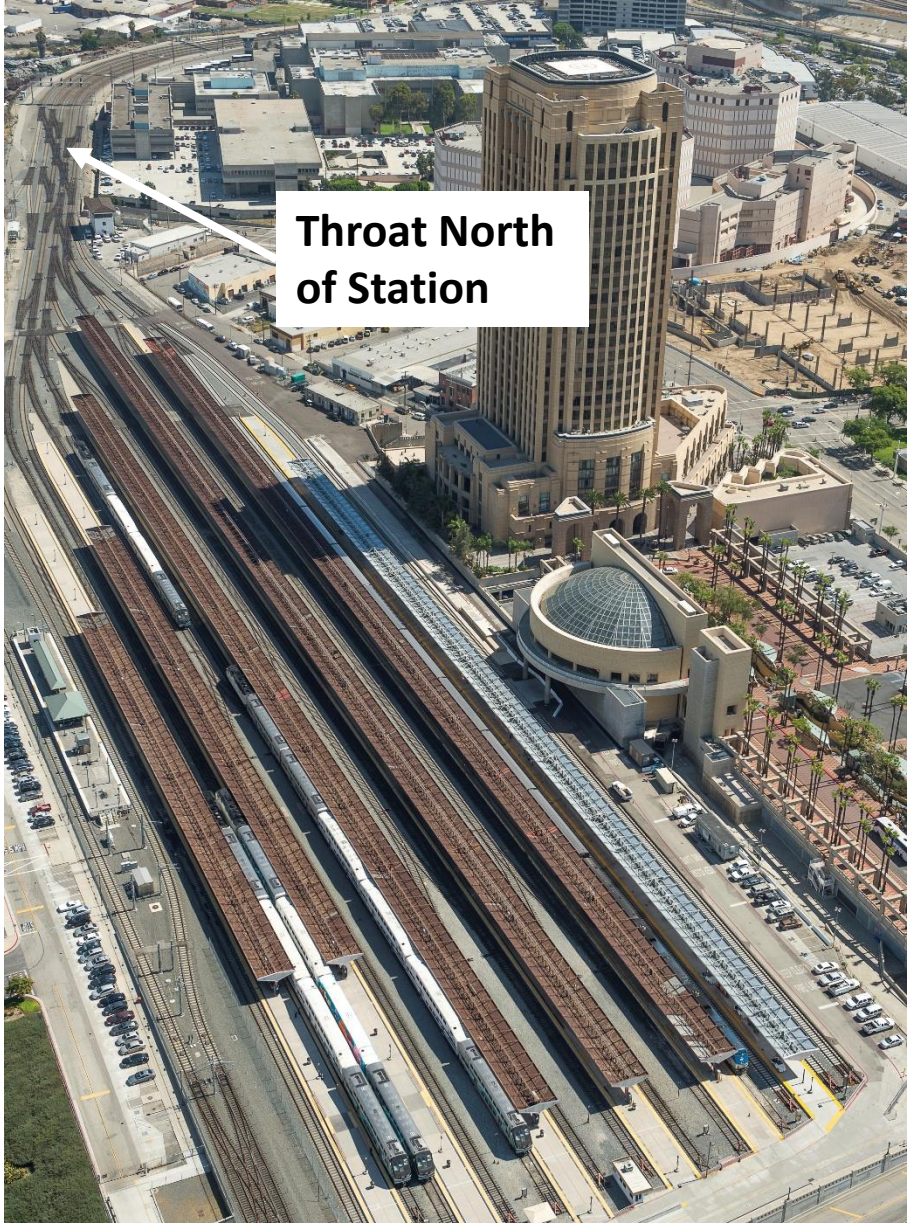
Link Union Station (Link US) Project

Concept Rendering – subject to change

LOSSAN TECHNICAL ADVISORY COMMITTEE

JUNE 2, 2022

Metro



Los Angeles Union Station Today

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

Link US Project is implemented in two phases, Phase A and Phase B

The major component of Phase A is the run-through bridge structure

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

Metro

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	26
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

Metro

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	22
	91 / Perris Valley Line	23
	Antelope Valley	48
	Orange County	41
	San Bernardino	48
	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
	Total	**503**

Weekday Trains are expected to almost triple by 2040, with new High-Speed Rail service

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:

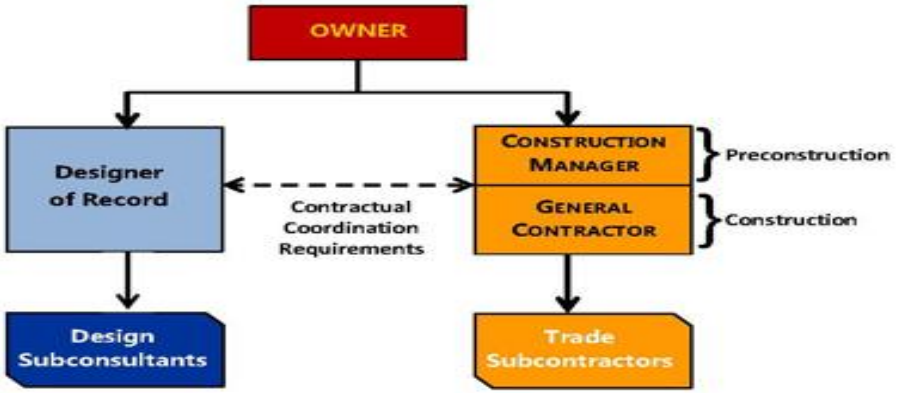
4. **Non-exclusive inter-city operating rights on the Railroad Right of Way subject to the approval by the United States Surface Transportation Board (STB).** LACMTA will cooperate and support CHSRA's efforts to obtain such STB approval. **CHSRA will exercise its operating rights along this route, with 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**.

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)

INITIATE (2015)	PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL (2016 thru 2019)		ROW ACQUISITION & CMGC PROCUREMENT (2020 and in progress)	FINAL DESIGN & EARLY WORKS (2021 thru 2026)	MAIN CONSTRUCTION (2025 thru 2029)	PROJECT CLOSEOUT (2029-2030)
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**
Define initial concept, framework, cost and schedule	15% Preliminary Engineering	35% Preliminary Engineering	Right-of-Way Acquisition/Early Demolition	Final Design (Constructability, Value Engineering, Building Information Model)	Start of Main Construction	Construction completed and transfer completed project from contractor to Agency
Initial scope evaluated in programmatic environmental impact	Risk Assessment, define preliminary scope, cost and schedule	FInal (EIR/EIS) Environmental Clearance	Procure CMGC Contractor & CMGC Support Services (RFQ/RFP/Award)	Site Investigation, Construction Phasing Plan and subcontracting plan	Manage shared risks, cost and schedule	Detailed project documentation complete
	Draft Environmental Impact Report (EIR/EIS)	Determine and Seek Approval of Project Delivery Method	Third party agreements/work - railroads, local jurisdictions, utilities	Design/Construction Schedule & Cost Estimates for each design milestone	Minimize scope creep, change order and/claims	Revenue Service
Identify potentional Risk	Evaluate Range of Alternatives & Identify Preferred Alternative	Identiy Right of Way and Utility Relocations	Environmental permits - federal agencies	Independent Cost Estimates to validate cost estimates & shared risk assessment	Substantial Completion	
		Risk Assessment, Scope, cost, schedule	Risk assessment	Third Party Agreement & Work and Advance utility relocation	Ready for track and systems	
			Refine Scope, cost, schedule	Negotiate Firm Fixed Price (FFP) for Early & Main Construction. If negotiation for FFP is successful, award early and main construction work within Board approved LOP	Track & Systems Testing and Commissioning	
				*If negotation of FFP is unsuccessful, pivot to Design Bid Build or other project delivery method	Pre-revenue testing	

Pre-Construction Phase

Construction Phase

QUESTIONS?