



**CALIFORNIA**  
High-Speed Rail Authority

**Los Angeles Union Station (Link US)**  
**Project Management & Funding Agreement Presentation**

April 27, 2022

# OUTLINE

---

- **Project Overview**
- **PMFA Purpose**
- **Current Status and History**
- **Project Description**
- **Budget**
- **Independent Consultant Recommendations**

# OVERVIEW & INTRODUCTION

---

- In April 2020, the Authority Board approved the Proposition 1A Part “d” Funding Plan to advance the Authority’s contribution of \$423.335 million to the Link Union Station Project, being undertaken by LA Metro.
- The approval of the “d” Plan triggered the requirement to produce a Project Management & Funding Agreement (PMFA) – the contractual mechanism by which the funds can be provided by the Authority to LA Metro.
- The PMFA also contains contractual provisions to protect the Authority’s interests and investment in the corridor, and guarantee access to it when needed.
- Authority staff have now finalized the PMFA, working in conjunction with LA Metro, and are returning it to the Board for approval.
- Upon Board approval, the CEO will submit the PMFA to Dept. of Finance for review and approval (as required by SB1029). Upon DOF approval the PMFA will be executed.

# PMFA PURPOSE AND INFORMATION

---

- The PMFA is designed to provide a contractual framework by which the Authority can provide Proposition 1A funds to the LA Metro for completion of the Link Union Station Project (Phase A)
- The PMFA has been developed and negotiated between the Authority and LA Metro, as authorized by the Board in April 2020 when the Funding Plan was approved.
- Pursuant to SB 1029 (Statutes of 2012), the Legislature requires that the Authority enter into a PMFA with the local project sponsor (LA Metro in this case).
- Among other things, the PMFA contains clauses designed to protect the Authority's investment and ensure that its interests are represented as the project is developed including:
  - » Authority rights to operate in and around Los Angeles Union Station.
  - » Authority approval processes.
  - » Authority's rights to approval, oversight and inspection.
  - » Conditions precedent for Proposition 1A funds to be provided.
  - » Project default provisions.

# PROJECT HISTORY

---

- **April 2012: Authority Board authorizes signature of the Southern California MOU to advance early investment projects in Southern California. Link US is the highest priority project on the MOU list**
- **July 2012: The Legislature approved and the Governor signed Senate Bill 1029, which appropriates \$500M in Proposition 1A funding for early improvement projects in Southern California**
- **May 2018: Authority Board approves the Final 2018 Business Plan, which specifies a commitment of \$423.335M in Proposition 1A early investment funds for the Link US project**
- **April 2020: Authority approves the Link US Proposition 1A Part “d” Funding Plan which provides \$423.335M to the project.**

# PROJECT OVERVIEW



## 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

- Recommended project alternative for Link US Final EIR includes:
  - » Modified at-grade Expanded Passageway
  - » Up to a total of 9 run-through tracks (4 high-speed rail, 5 regional/intercity rail in final condition)

# PROJECT OVERVIEW (PT 1)

---

- The Link Union Station (Link US) major upgrades:
  - » Throat and Elevated Rail Yard –
    - Add new lead track in the throat segment
    - Facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak)
    - Accommodate the planned HSR system.
  - » New Modified Expanded Passageway –
    - Expansion of the existing pedestrian passageway (concourse segment) to 140-foot width
    - Accommodate a substantial increase in passenger capacity
    - Enhanced passenger amenities, expand passenger concourse
  - » Run-Through Tracks –
    - The project includes up to 9 new run-through tracks (without a loop track) south of LAUS in Segment 3 of the project study area (run-through segment).
    - Improve interoperability for multiple rail service providers
    - Run-through tracks infrastructure from LAUS to the area where the Amtrak lead track is located would be constructed on “common” infrastructure to support regional/intercity rail and HSR trains.
- In the full build-out condition, the project will accommodate 5 tracks for regional and intercity rail service and up to 4 for future high speed rail service, with 2 of the 4 high speed rail tracks interoperable with other regional and intercity rail operators.

# PROJECT OVERVIEW (PT 2)

---

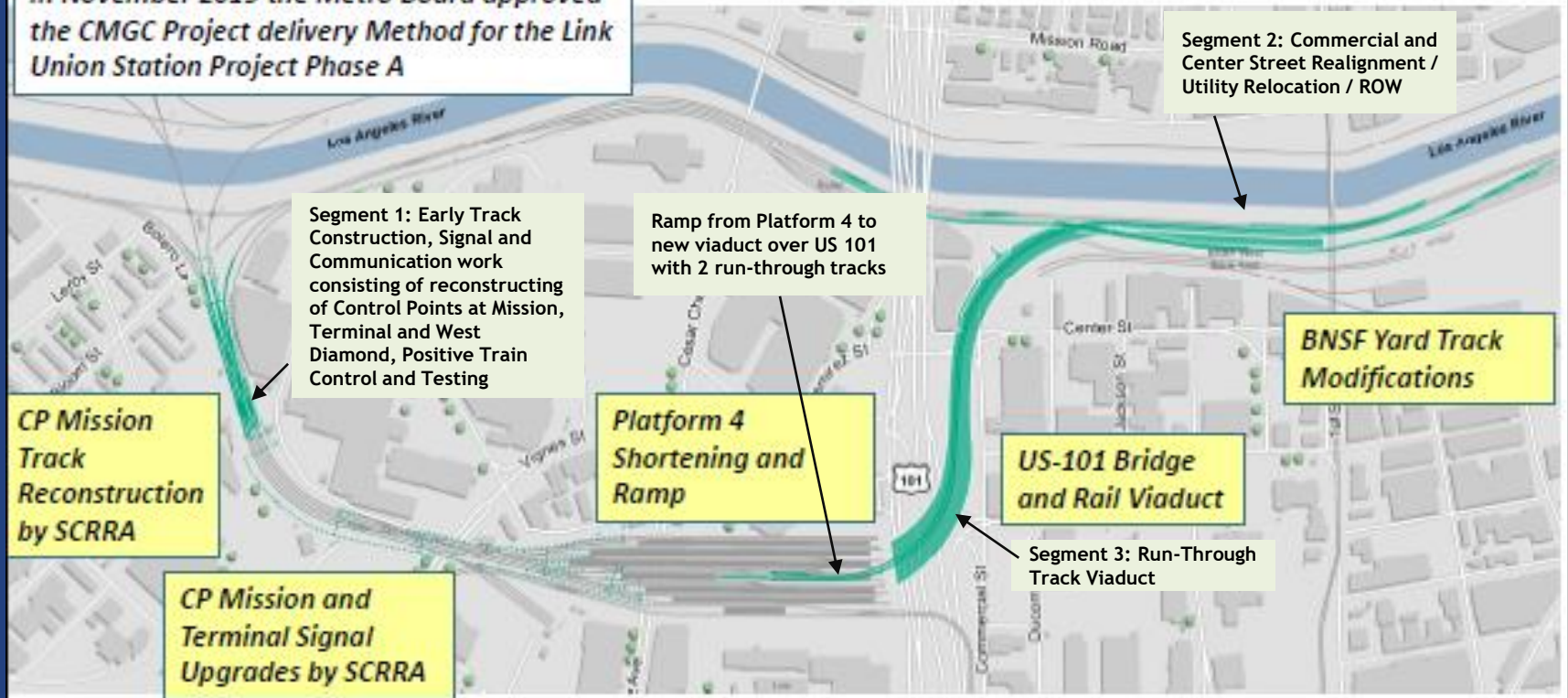
- The project also requires:
  - » Modifications to US-101 & local streets (including street closures & geometric modifications);
  - » Railroad signal, positive train control (PTC), and communications-related improvements;
  - » Modifications to the Gold Line light rail platform and tracks;
  - » Modifications to the main line tracks on the west bank of the Los Angeles River;
  - » Modifications to Keller Yard and BNSF West Bank Yard (First Street Yard);
  - » Modifications to the Amtrak lead track;
  - » New access roadways to the railroad right-of-way (ROW); additional ROW;
  - » New utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.
- From a funding and constructability perspective, the **Link Union Station Project** includes both an interim and full build out condition, commonly referred to as **Phases A and B**.
  - » Phase A – Implementation of early action/interim improvements primarily associated with the regional/intercity rail run-through track infrastructure south of LAUS and necessary signal modifications, roadway modifications, and property acquisitions to facilitate new run-through service would occur in the interim condition.
  - » Phase B – New lead tracks, the elevated rail yard, and the new passenger concourse would occur in the full build-out condition.



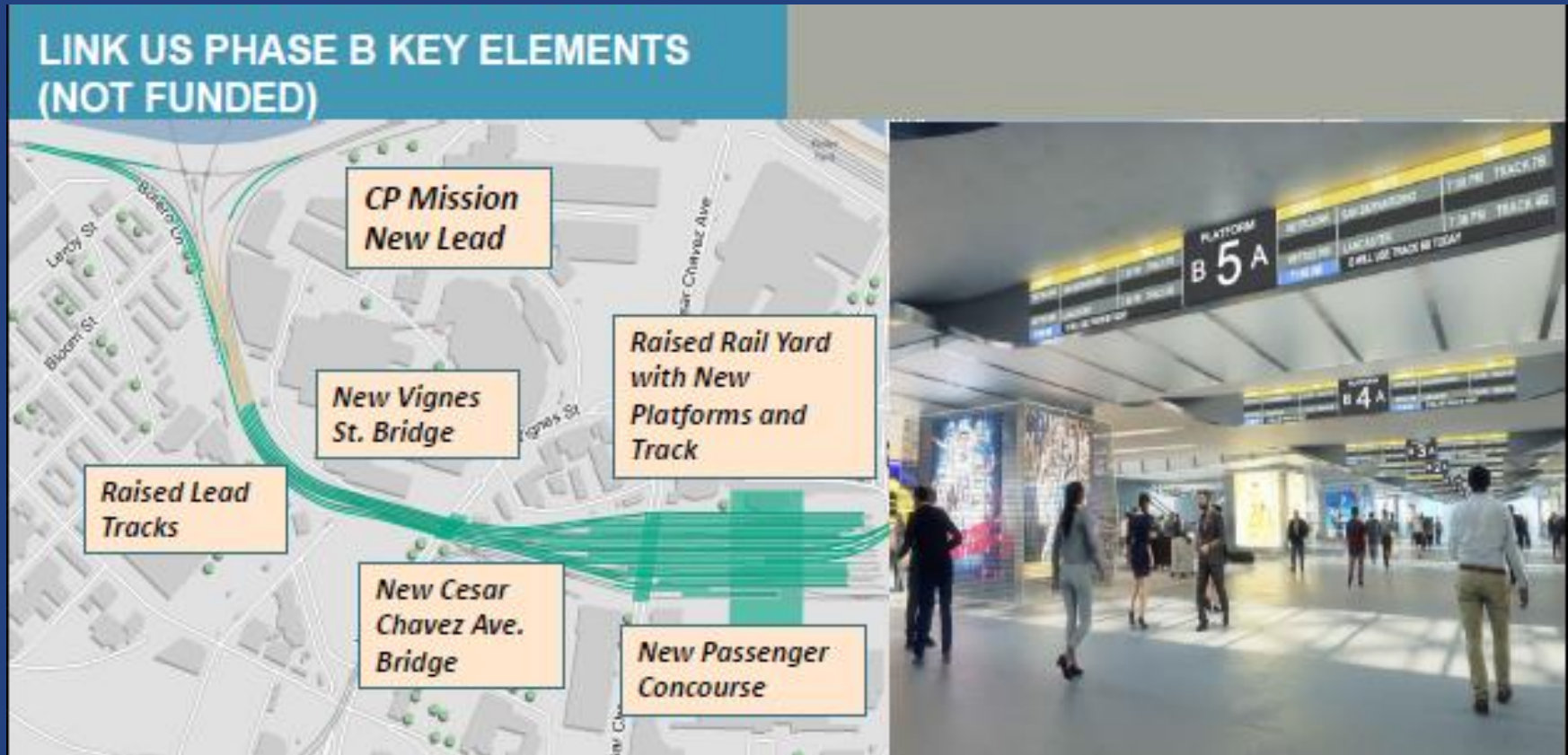
# PHASE A: INTERIM CONDITION

## LINK US PHASE A KEY ELEMENTS

*In November 2019 the Metro Board approved the CMGC Project delivery Method for the Link Union Station Project Phase A*



# PHASE B: FULL BUILD



- Phase B will include raising the LAUS rail yard, expanding an at-grade passenger concourse, and adding the remaining run-through tracks (from 2 to 9)
- Schedule, cost estimate, and funding for Phase B are being determined

# PHASE A: COST ESTIMATE AND FUNDING

The cost estimate for the Link US Project (Phase A) is \$950.4 million in year of expenditure dollars (YOES). In addition to the Proposition 1A bond proceeds of \$423.3 million, other funding sources are included below:

Source	Amount (\$ millions)
Proposition 1A bond proceeds	\$423.3
CHSRA Planning funds	\$18.7
State Transit and Intercity Rail Capital Program (TIRCP)	\$337.6
State Interregional Transportation Improvement Program (ITIP)	\$60.8
LA Metro Measure M funds	\$13.3
LA Metro Measure R funds	\$51.7
SCRRA – non-Metro funds	\$40.0
CalSTA and Caltrans	\$5.0
Total	\$950.4

# INDEPENDENT CONSULTANT RECOMMENDATIONS

---

- **The Independent Consultant made a number of recommendations during its review of the Authority's Link US D Plan.**
- **They are summarized as follows:**
  - » Ensure a maximum dollar cap liability for the Authority's contribution
  - » Ensure that the Authority maintains design approvals throughout the process
  - » Ensure that the Authority is guaranteed right to operate in corridor and access for future high-speed rail capital improvements
  - » Define exactly how Prop 1A funds may be used
  - » Ensure that there is a mechanism for the return of Prop 1A funds in the event of project default
  - » Ensure there is a mechanism for fair market sale of the asset in the event of default
  - » Ensure that firm commitments have been provided for the entirety of the project (Phase A) in advance of provision of funds.
- **In the Board resolution #HSRA 20-01 the Board required the Authority to address and incorporate the above recommendations during the negotiation of the PMFA.**
- **All of the above recommendations have been addressed in the PMFA. A more detailed summary which includes specific PMFA sectional references can be found within the accompanying Board Memo.**

# STAFF RECOMMENDATIONS TO THE BOARD

---

- This is an action item and Authority Staff recommend the Board approve the attached resolution that resolves:
  - The Authority approves the Project Management and Funding Agreement for the Los Angeles Union Station “Link US” Project.
  - The CEO is authorized to submit the Project Management and Funding Agreement to Department of Finance for review and approval, and to finalize and execute the Project Management and Funding Agreement upon Department of Finance approval.

**THANK YOU.**