



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

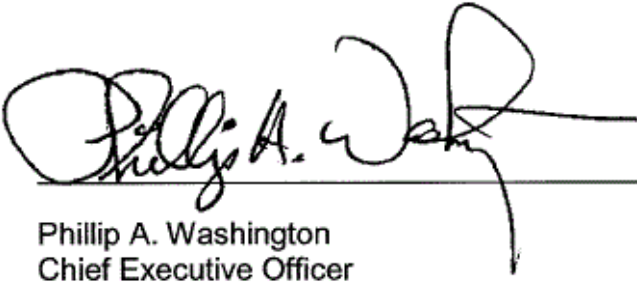
Upon Board approval, staff will execute Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link US Project. CHSRA staff has made a commitment to recommend to the CHSRA Board approval of a funding 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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Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LINK UNION STATION (LINK US) PROJECT
PS2415-3172

1.	Contract Number: PS2415-3172		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Environmental and preliminary engineering design services on the Link Union Station (Link US) Project.		
4.	Contract Work Description: Professional environmental and engineering services for Link US Project.		
5.	The following data is current as of: 09/24/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04/24/14	Contract Award Amount: \$29,805,884
	Notice to Proceed (NTP):	04/25/14	Total of Modifications Approved: \$32,987,116
	Original Complete Date:	08/21/20	Pending Modifications (including this action): \$23,360,000
	Current Est. Complete Date:	12/31/21	Current Contract Value (with this action): \$86,153,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Jeanet Owens		Telephone Number: (213) 418-3189

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued in support of environmental and preliminary engineering design services on the Link US Project. This Contract Modification also extends the period of performance through December 31, 2021.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and maintains a cost-plus fixed fee contract structure. All other terms and conditions remain unchanged.

On April 24, 2014, the Board authorized staff to negotiate and execute a four-year, with two, one-year options, Contract No. PS2415-3172 with HDR Engineering, Inc. for the Link Union Station Project, formerly known as Southern California Regional Interconnector Project (SCRIP). In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of \$29,805,884.

A total of nine modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding. Fee remains unchanged from the original contract.

Metro staff successfully negotiated a cost savings of \$1,531,683 by reducing the duplication of efforts and clarifying the intent of the scope of services.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
\$24,891,683	\$23,227,625	\$23,360,000

**CONTRACT MODIFICATION/CHANGE ORDER LOG
LINK UNION STATION (LINK US) PROJECT/PS2415-3172**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost administrative changes.	Approved	09/04/14	\$0
2	Additional requirement to include the Los Angeles Union Station (LAUS) Master Plan concourse engineering study.	Approved	09/18/14	\$831,520
3	Revised Scope of Work to include LAUS Master Plan passenger concourse and accommodate HSR. Adjustments to Phase 1; and deletion of Phases 2 and 3.	Approved	03/23/16	\$17,641,953
4	Environmental and preliminary engineering services for the expansion of Link US to connect with Patsaouras Transit Plaza to the east and the historic Union Station to the west.	Approved	03/23/17	\$13,761,273
5	Grant application assistance for up to 10 applications for the CA Freight Investment Program/Trade Corridors Enhancement Program and the Fostering Advancement in Shipping and Transp. for the Long-term Achievement of National Efficiencies Grant Programs.	Approved	07/24/17	\$299,370
6	Add SBE/DVBE subcontractor	Approved	08/16/18	\$0
7	Period of performance (POP) extension through 6/30/19.	Approved	02/28/19	\$0
8	POP extension through 9/30/19.	Approved	06/28/16	\$0
9	Add Task 15 for LAUS Architectural and Development Plan and extend POP through 12/31/19.	Approved	09/24/19	\$453,000
10	Environmental and preliminary engineering design services on the Link US Project and extension of POP through 12/31/21.	Pending	Pending	\$23,360,000
	Modification Total:			\$56,347,116
	Original Contract:	04/24/14		\$29,805,884
	Total:			\$86,153,000

DEOD SUMMARY

LINK UNION STATION (LINK US) PROJECT / CONTRACT NO. PS-2415-3172

A. Small Business Participation

HDR Engineering, Inc. (HDR) made an overall SB commitment of 28.61%, which is inclusive of a 14.92% Disadvantage Business Enterprise (DBE), 2.4% Disabled Veteran Business Enterprise (DVBE), 9.45% Small Business Enterprise (SBE), and 1.20% for SB Microbusiness. HDR confirmed that the project is 94% complete. Current overall SB participation is 23%, which is inclusive of 10.63% DBE, 2.42% DVBE, 9.11% SBE, and 0.85% SB Microbusiness participation, representing a shortfall of 5.61% in the DBE, DVBE, SBE and SB Microbusiness commitments.

HDR provided two primary reasons for their shortfall: 1) significant SBE participation was scoped in the 35% design phase of the project which was not initiated by Metro due to project redefinition activities; and 2) eight major project scope changes directed by Metro and/or stakeholders necessitated expedited feasibility analyses and complex design changes that required highly specialized skill sets not available with currently contracted SBEs. HDR’s Shortfall Mitigation Plan was updated in August of 2019 demonstrating increased participation in all SB categories that began in March of this year and is projected to peak in August of 2020 when SB firms will complete design components of US 101 Bridge and Phase 8.

For this pending contract modification, HDR committed 45% of the work to listed firms, and by the second quarter of 2021, the Prime has indicated that it expects to have met its commitments for all small business categories and firms, with the exception of two SBEs that HDR will seek approval to substitute due to operational closure and critical staff departures. Additionally, HDR has demonstrated its commitment in implementing its SBE Mentor Protégé program offering business proposal and marketing development assistance for its SBE subconsultants.

SMALL BUSINESS COMMITMENT	28.61%	SMALL BUSINESS PARTICIPATION	23.01%
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	Subcontractors (DBE/DVBE/SBE/SB Micro)	% Commitment	% Participation
1.	Atwell Consulting Group (DBE)	0.33%	0.09%

2.	BA Inc. (DBE)	0.79%	1.66%
3.	Earth Mechanics (DBE)	1.74%	1.38%
4.	MBI Media (DBE)	1.14%	1.96%
5.	Pacific Railway Enterprises (DBE)	4.91%	0.54%
6.	PacRim Engineering (DBE)	0.48%	0.51%
7.	Rail Surveyors & Engineers (DBE)	4.88%	1.27%
8.	V & A Inc. (DBE)	0.65%	1.92%
9.	Resource Sciences/Planning (DBE)	added	0.16%
10.	Harris Miller Miller & Hanson, Inc	added	0.23%
11.	The Alliance Group (DBE)	added	0.61%
12.	T.A. Group (DBE)	added	0.11%
13.	G2B Consulting	added	0.19%
	Sub Total DBE*	14.92%	10.63%
14.	Abacus/Rubicon Engineering (DVBE)	0.33%	0.18%
15.	Cal Vada Surveying (DVBE)	0.34%	0.10%
16.	The REM Engineering (DVBE)	1.76%	0.32%
17.	Schwab Engineering (DVBE)	0.24%	0.24%
18.	Value Management Institute (DVBE)	0.25%	0.02%
19.	Aurora Industrial Hygiene (DVBE)	0.12%	0.00%
20.	Ohana Vets, Inc. (DVBE)	added	0.29%
21.	Amheart Solutions	added	1.03%
22.	ZMAssociates Environmental (DVBE)	added	0.24%
	Sub Total DVBE*	3.04%	2.42%
23.	Blair, Church & Flynn (SBE)	0.31%	0.05%
24.	FPL & Associates (SBE)	1.13%	0.17%
25.	WKE, Inc. (SBE)	8.01%	2.45%
26.	GPA Consulting (SBE)	added	0.35%
27.	Paleo Solutions (SBE)	added	0.26%
28.	Thomas Frawley Consulting (SBE)	added	0.00%
29.	S&K Engineers (SBE)	added	0.46%
30.	W2 Designs, Inc. (SBE)	added	0.50%
31.	IDC Consulting Engineers (SBE)	added	0.46%
32.	D'Leon Consulting (SBE)	added	1.22%
33.	Aguilar Associates (SBE)	added	0.34%
34.	Guida Surveying (SBE)	added	0.81%
35.	Penco Engineering (SBE)	added	0.88%
36.	C2PM (SBE)	added	0.61%
37.	VCA Engineers (SBE)	added	0.15%
38.	Fariba Nation Consulting (SBE)	added	0.00%
39.	Lentini Design & Marketing (SBE)	added	0.16%
40.	Gibson Transportation	added	0.24%
	Sub Total SBE*	9.45%	9.11%
41.	AirX Utility Surveyors (SB Micro)	0.13%	0.63%
42.	Acoustic Strategies Inc. (SB Micro)	0.29%	0.01%
43.	Jacobus & Yuang, Inc. (SB Micro)	0.30%	0.20%
44.	Morcos Group (SB Micro)	0.48%	0.01%
	Sub Total SB Micro*	1.20%	0.85%
	TOTAL	28.61%	23.01%

** Defined as Small Business under the CHSRA SB Program*

B. Living Wage and Service Contract Worker Retention Policy Applicability

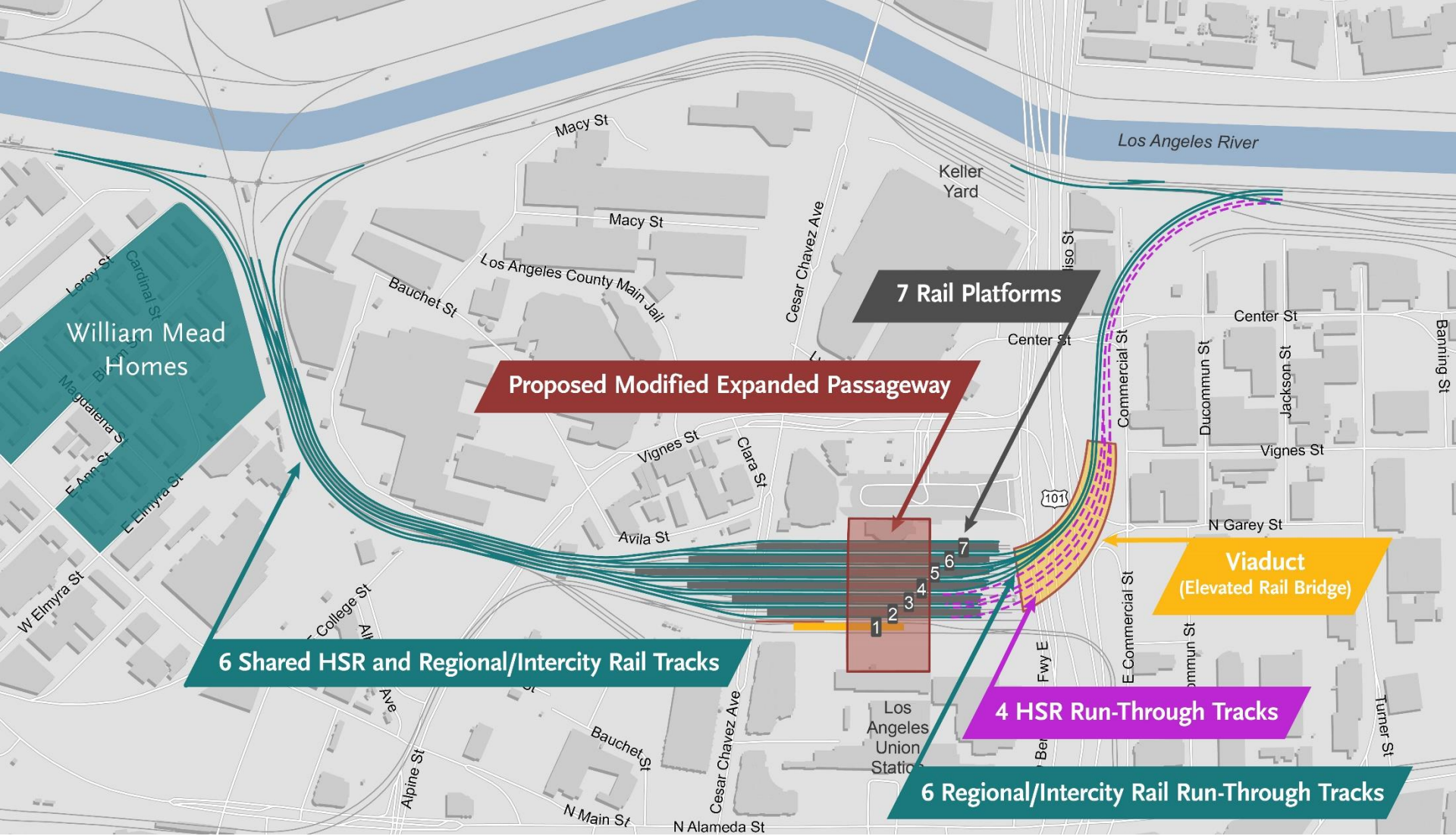
The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Link Union Station Project

Planning and Programming Committee

Agenda Number: 8
October 16, 2019



Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

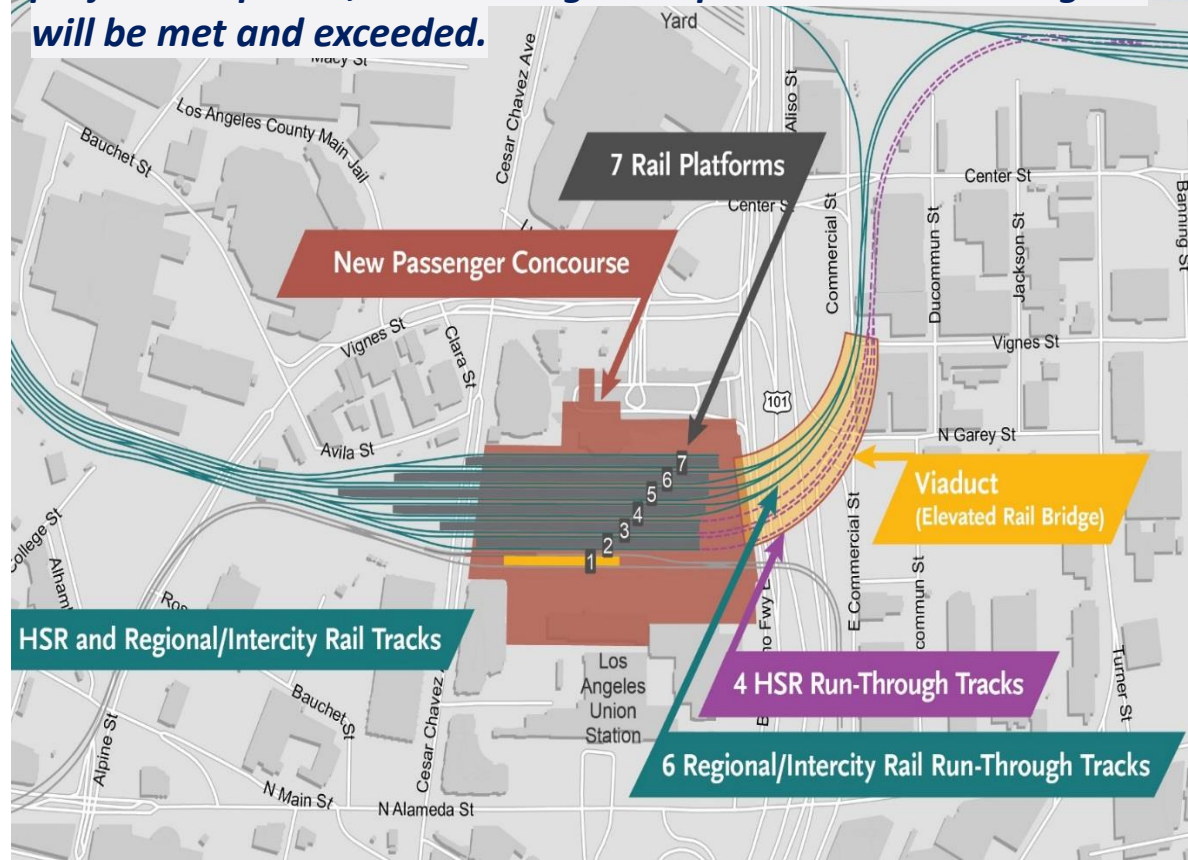
- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to **provide environmental, preliminary and advanced engineering design services** on the Link Union Station (Link US) Project in the amount not-to-exceed **\$23,360,000**, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
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- 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.**

Changes to Link Union Station

Since March 2017

1. **West Santa Ana Branch (WSAB):** accommodation of **WSAB in the Union Station platform area adjacent to Gold Line**, Regional Rail and future High Speed Rail (HSR), including an option of locating and phasing in WSAB on the same run-through track structure with Regional Rail;
2. **Passenger Concourse:** evaluation of **above-grade** and **at-grade concourse**, an **expanded passageway** and **modified expanded passageway**;
3. **Run-through Tracks Structure:** A 15% PE conceptual design has been completed in **December 2017** when request for further concept studies of 8, 9 and 10 tracks, separate Regional Rail and HSR structures with a loop track and a HSR combined structure without a loop track further delaying the EIR & EIS;
4. Separation of NEPA EIS and NEPA EIR
5. **New Construction Phasing based on FEIR**
6. Accommodation of Division 20 Portal Widening

*The various conceptual design schemes during the 3 years extended environmental process impacted the SBE goal of 28.61%, currently at 23.825% (shortfall of 4.785%). **With the FEIR project completed, the PE design is in process and the SBE goal will be met and exceeded.***



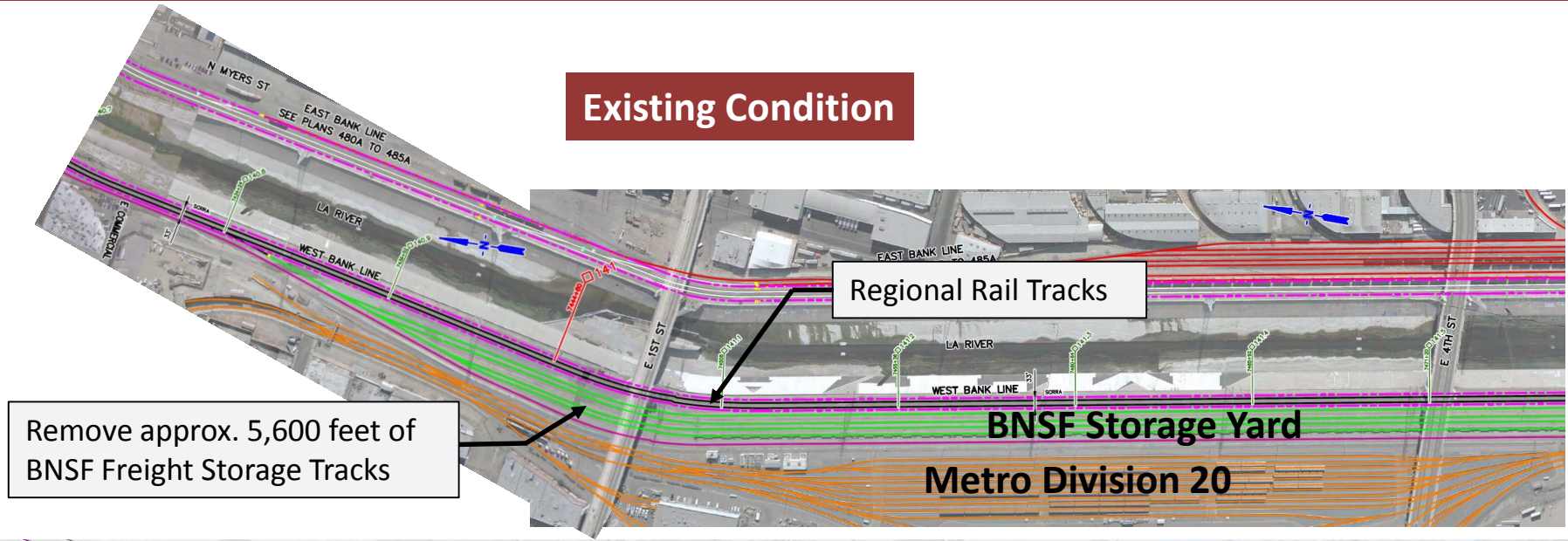
Additional Scope of Work in Contract Modification No. 10 and Third Party Costs

1. **New preliminary and advanced engineering designs** based on the CEQA Final EIR project approved by the Board in June 2019;
2. **New Class IV active transportation improvements** along Commercial Street;
3. CEQA Amendment for the **partial relocation of the BNSF freight storage tracks on the west bank of the Los Angeles River**;
4. **A new NEPA Environmental Document** ; and
5. **Additional third party work** including third-party agency reviews, real estate and legal support costs, and as-needed technical support for Link Union Station Project

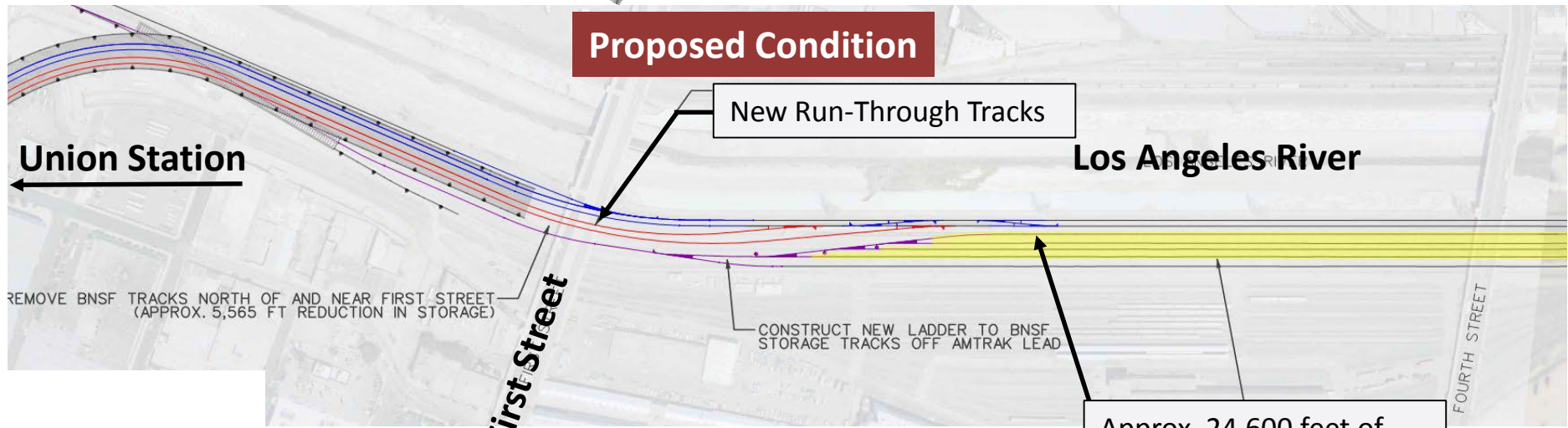


Partial Relocation of the BNSF Storage Yard

Existing Condition



Proposed Condition



Note: Conceptual design shown subject to change

Approx. 24,600 feet of remaining BNSF Storage Tracks

Link US Implementation Plan (Phase A & B)



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

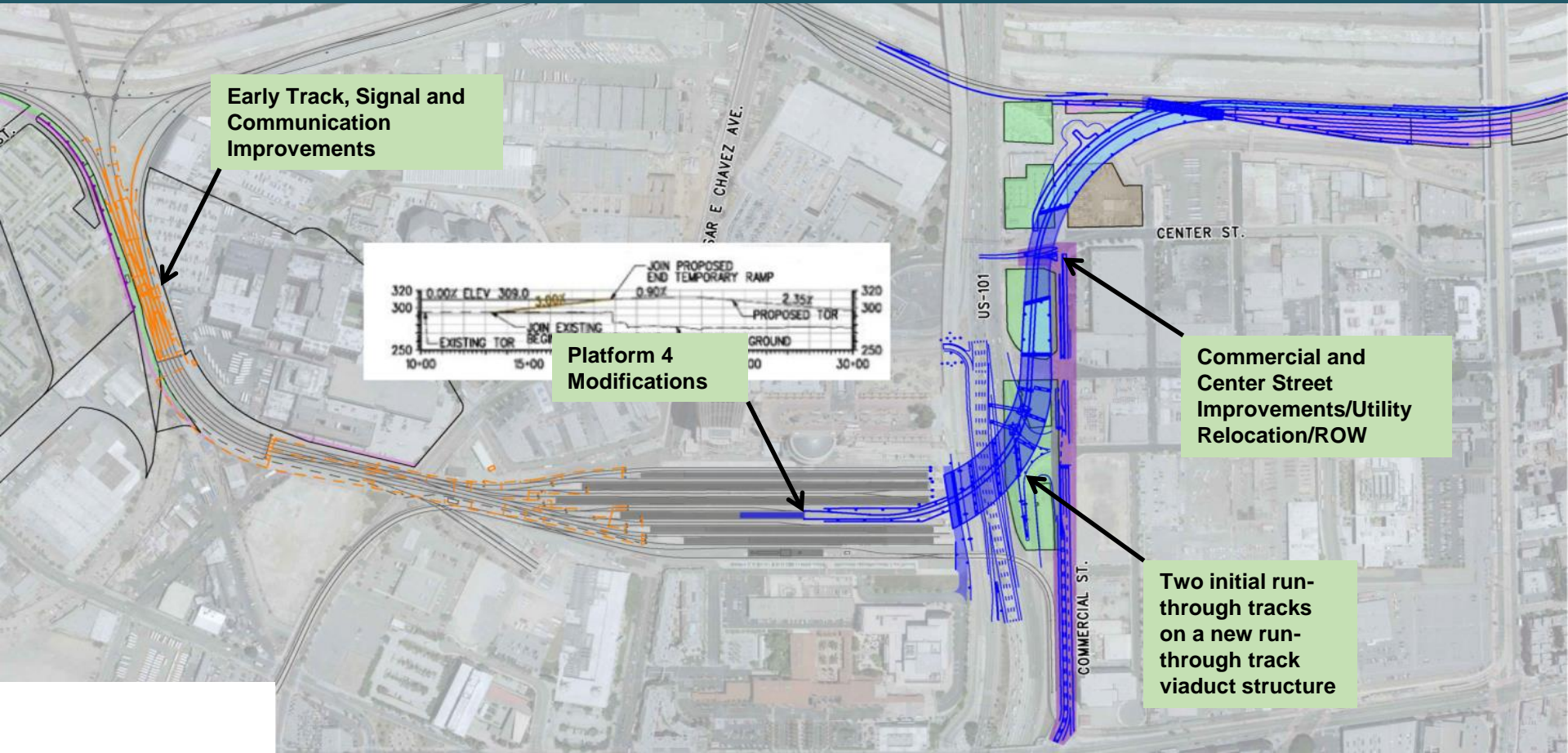
1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

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

Phase A (Funded)



Key Project Components

1. Early track, signal and rail communication work (to be constructed by Metrolink)
2. Utility relocation and street improvements
3. Platform #4 modifications and two initial run-through tracks to First Street on a viaduct structure over the US 101 freeway

Link US Funding Plan (Phase A)

Funding Source	Amount (in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.3
State Transit Intercity Rail Capital Program (TIRCP)	\$337.6
State Interregional Transportation Improvement Program (ITIP)	\$60.8
Measure R	\$51.7
Measure M	\$13.3
Other High Speed Rail Funds	\$18.7
SCRRA JPA (Non-Metro)	\$40.0
Amtrak/State	\$5.0
Total	\$950.4¹

On Sept 12, 2019, Metro, HSR and CalSTA entered into a Memorandum of Understanding for \$423.335 million.

As part of the 2018 Transit and Intercity Rail Capital Program under Metrolink's SCORE program, Link US was awarded \$398.4 million (revised to \$337.6 million with the reprogramming of ITIP funds).

Subject to CTC approval of the reprogramming of the \$60.8 million in 2018 ITIP from the Raymer to Bernson Project to Link US in 2020 ITIP.



Note

1. Metro and HSR have contributed \$70.398 Million for environmental & preliminary engineering (Metro \$51.672 M and HSR \$18.726 M).

Next Steps

1. Upon Board Approval, staff will execute Modification No. 10 to HDR's Contract.
2. CHSRA staff has committed to recommend to the **CHSRA Board approval of a funding agreement with Metro for \$423.335 million by December 2019.**
3. Staff will return to the Board **in November/December 2019 for a recommended project delivery approach for the Link US Phase A project.**
4. Staff will complete CEQA Amendment by Spring 2020.
5. **Staff will complete NEPA Environmental Document by Fall 2020.**

Metro Projects at Union Station

1. West Santa Ana Branch Transit Corridor – Alternative E (Underground) with Forecourt and MWD Station Options
Measure M Project
2. Link Union Station
Phase A construction funded for \$950.4 million from State and local sources; Phase B not funded
3. Alameda and Los Angeles Streets Active Transportation Improvements
Design and Construction funded for \$18 million from State ATP Grants
4. Patsaouras Bus Plaza Station
Construction funded for \$50.9 million from Federal and local sources
5. Eastside Access Project (First/Last mile connection to the Regional Connector 1st/Central Station)
Construction funded for \$17.0 million from Federal and local sources

