



## **Resolution #HSRA 17-08**

### **Direct Staff to Negotiate and Execute a Contract Amendment with the Los Angeles County Metropolitan Transportation Authority (Metro) to Share Project Development Costs for the Integration of High-Speed Rail at Los Angeles Union Station**

**Whereas**, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant California Public Utilities Code §185030 *et seq.*;

**Whereas**, the Authority may enter into contracts with private and public entities for the design, construction and operation of high-speed rail trains, including all tasks and segments thereof pursuant to California Public Utilities Code §185036;

**Whereas**, the California Legislature and the people of California declared in the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, Proposition 1 A, that "It is the intent of the Legislature ... and the people of California ... to initiate construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." (Cal. Sts. & High. Code §2704.04(a));

**Whereas**, the Los Angeles County Metropolitan Transportation Authority (Metro) acquired the historic Los Angeles Union Station (LAUS) property and rights of way in 2011, and is now prepared to implement improvements to LAUS through the Link Union Station (Link US) project that will preserve right of way at LAUS for high-speed rail use;

**Whereas**, the Link US project, previously named the Southern California Regional Interconnector Project (SCRIP), incorporates new run-through tracks on the LAUS site to serve existing local, regional, and intercity rail and is the consensus #1 project on the Southern California Memorandum of Understanding (MOU) list;

**Whereas**, Metro is conducting the Link US project to accommodate high-speed rail service at LAUS and projected increases in regional rail and local transit services, including an elevated rail yard, run-through tracks for both high-speed rail and regional rail, and an expanded multi-modal passenger concourse; and,

**Whereas**, the Authority agrees to pay for its proportional share of project development costs Metro will incur to update existing and in progress plans to accommodate high-speed rail at LAUS.

**Therefore, it is resolved:**

The Chief Executive Officer (CEO), or a qualified designee of the CEO, is hereby authorized to undertake all that is necessary to negotiate and execute a contract amendment with Metro to share project development costs for the integration of high-speed rail at Los Angeles Union Station. The contract amendment will increase the maximum amount of the Authority's contribution to the Metro Link US project from \$15,000,000 to \$18,726,102.

This authorization is contingent upon:

1. The Board, through the Finance and Audit Committee, conducting a detailed analysis and review of current financial resources prepared by staff to determine priorities for expenditure across the program before any similar transactions will be presented for approval by the Board.
2. The staff identifying an offsetting \$3,750,000 in savings from the program budget.

Vote: 5 – 1  
Yes: Lowenthal; Paskett; Richard; Rossi; Schenk  
No: Richards  
Absent: Curtin  
Date: 03/15/17

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