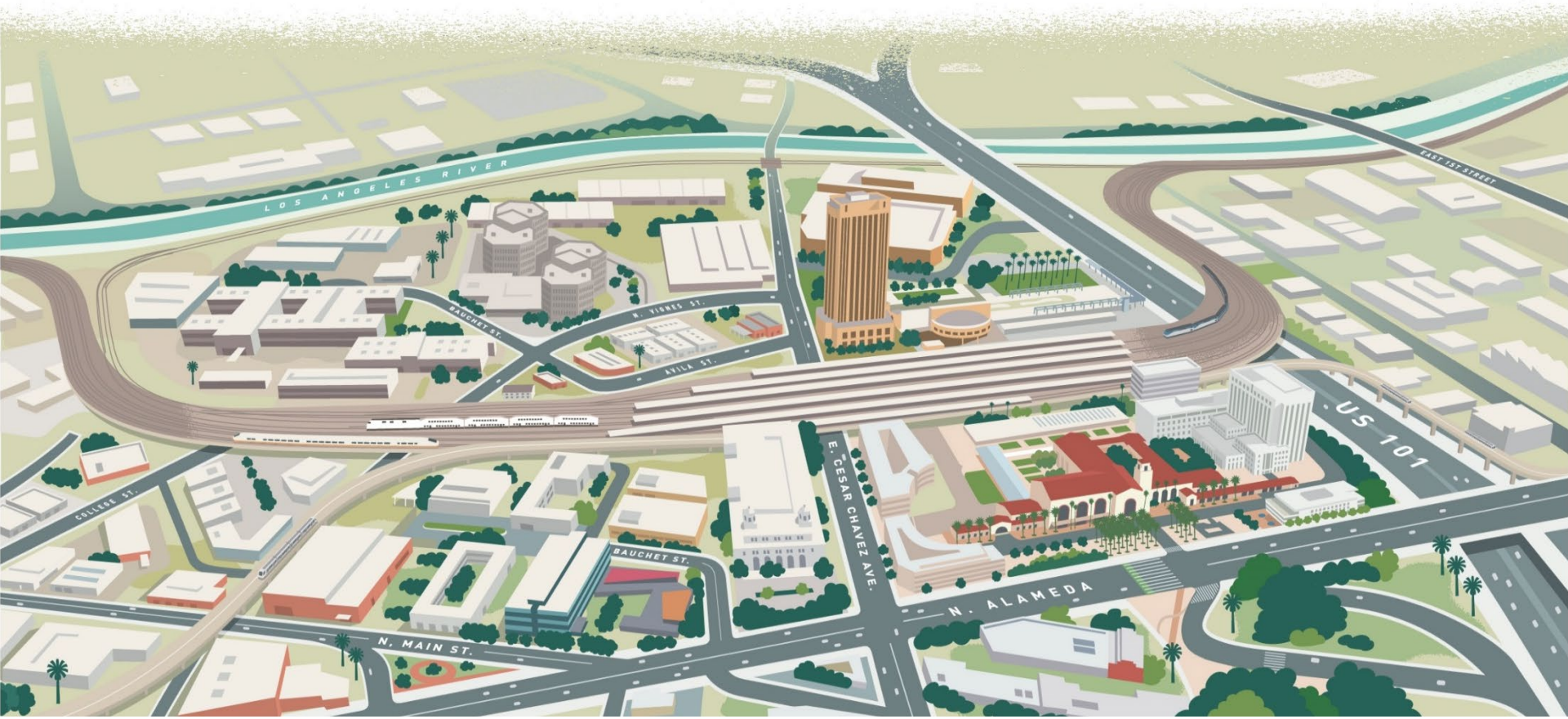
Link US – Project Update

California High Speed Rail Board Presentation



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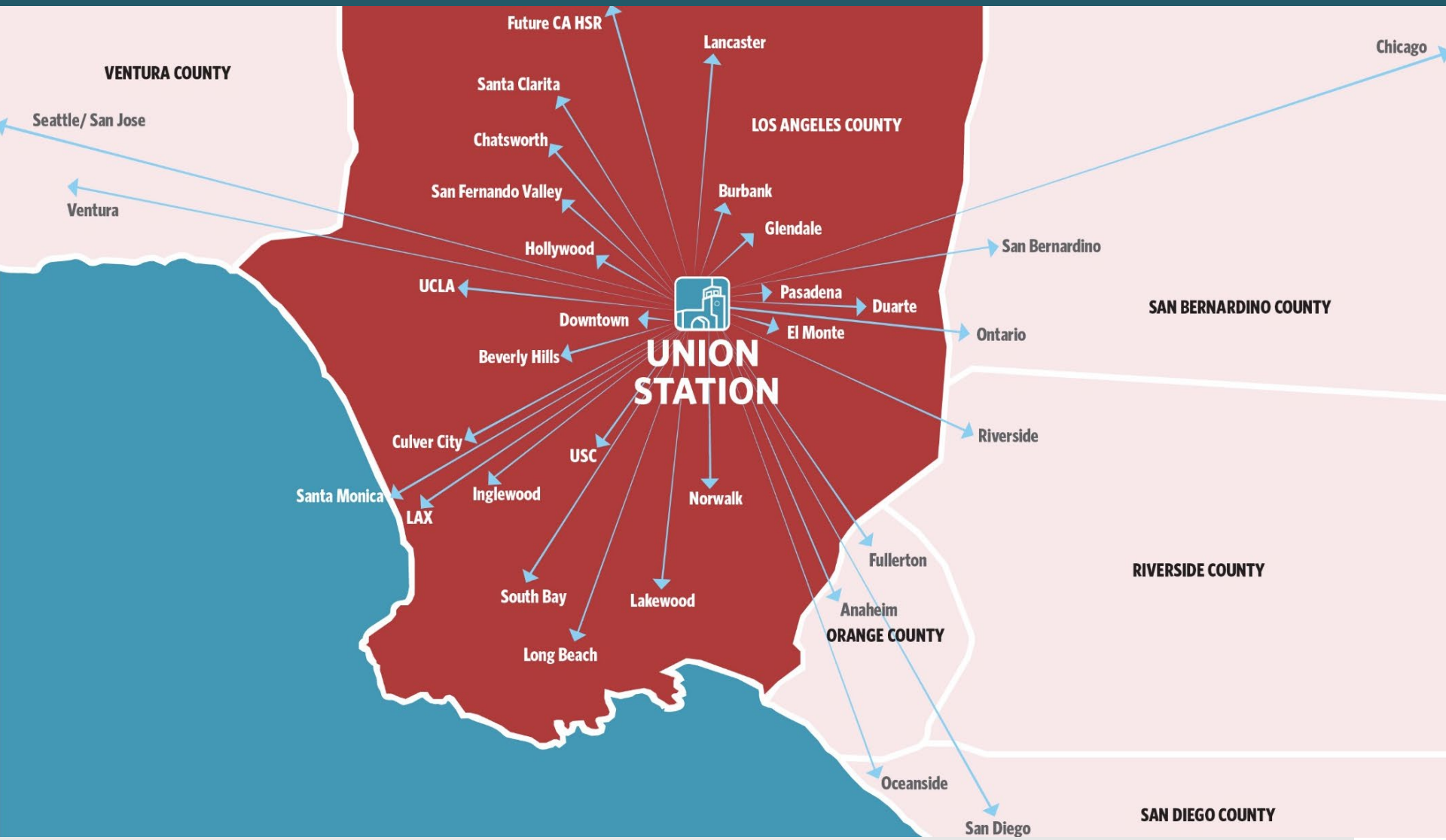
Scott McConnell – Metro Executive Officer

June 29, 2023

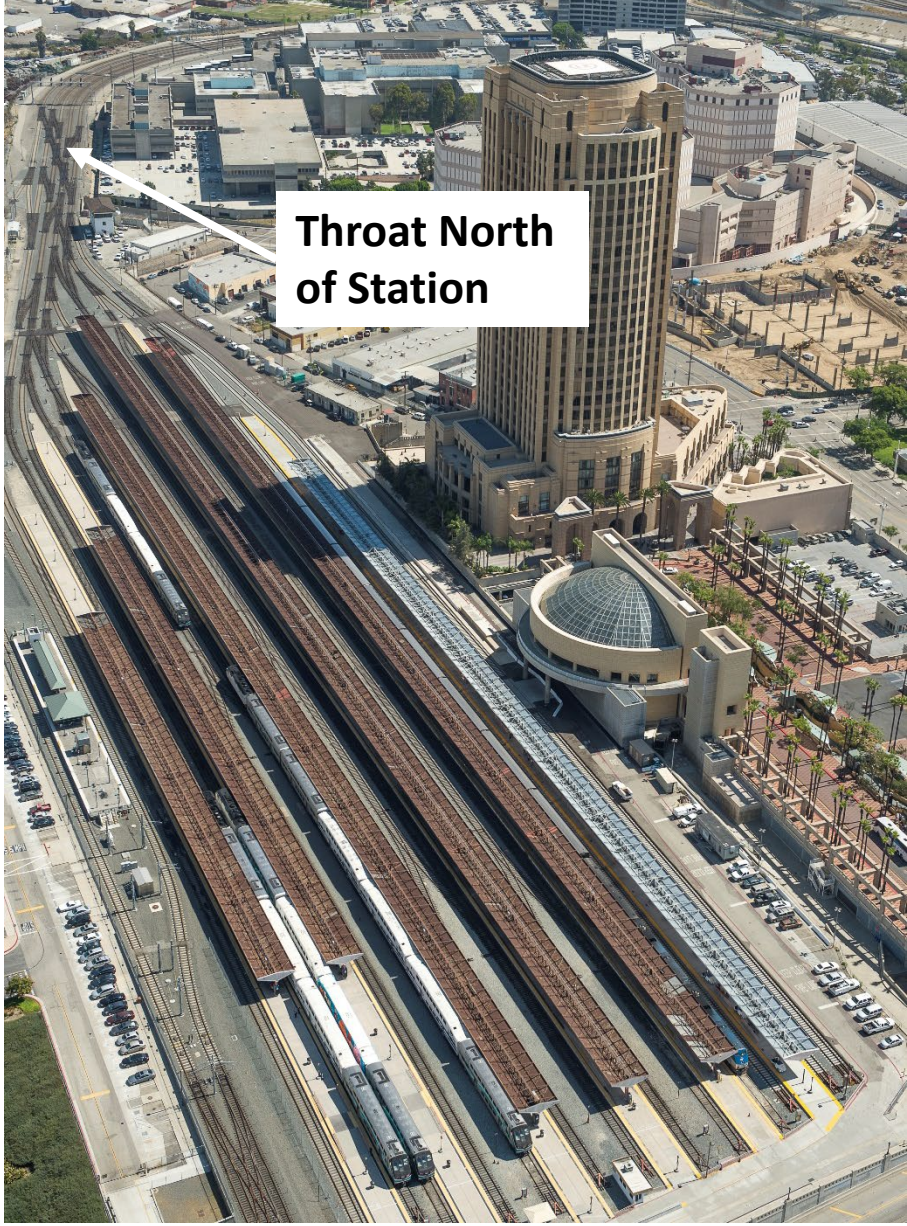
The Link to Southern California



Los Angeles Union Station is the largest multi-modal hub in Southern California with commuter and intercity rail services across all six counties in SoCal and intrastate rail service to Seattle, Chicago, New Orleans and beyond.

High-Speed Rail in Southern California

California High Speed Rail and Brightline

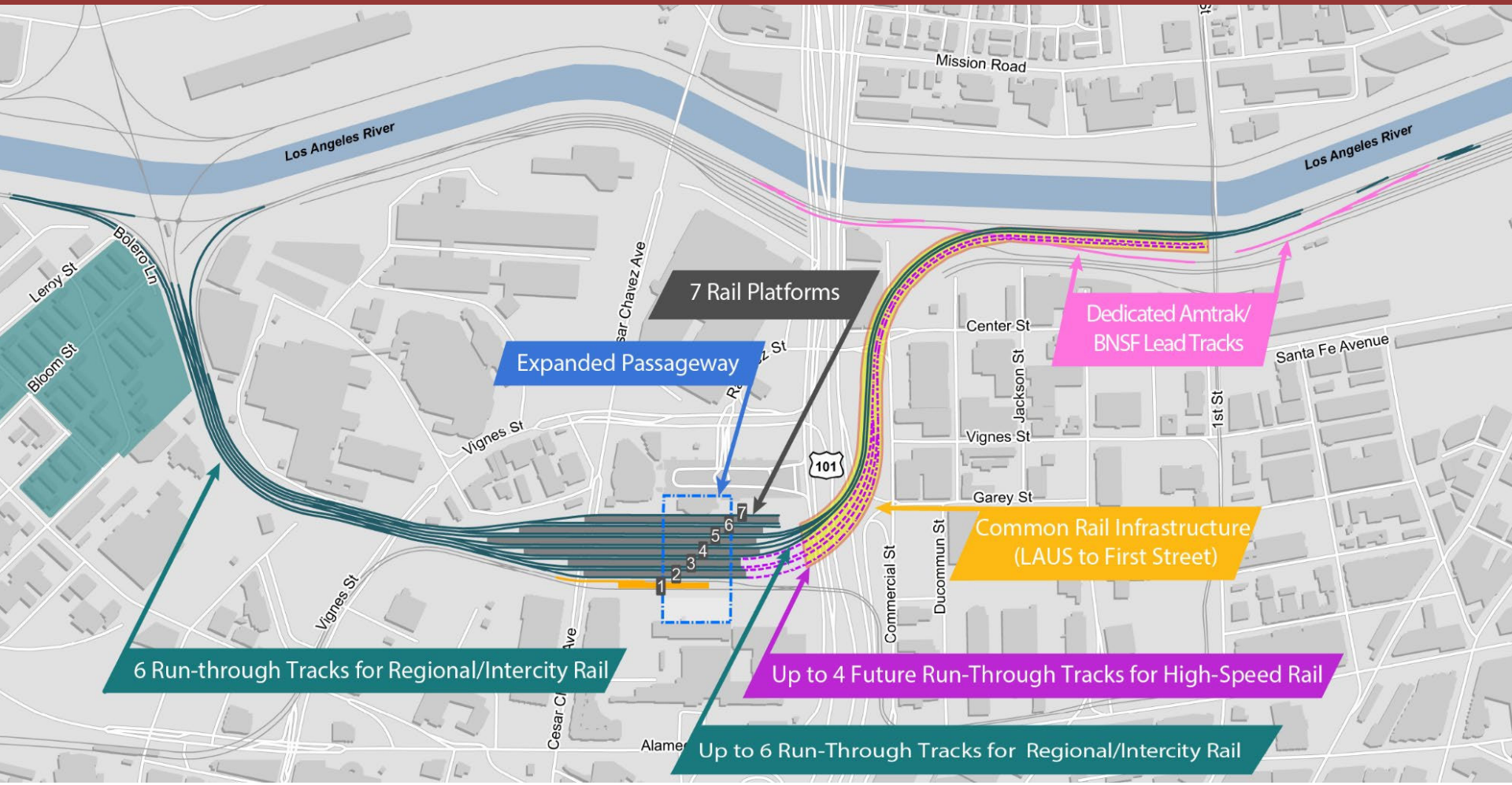


Los Angeles Union Station Today

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

Link US Project – Phase A and Phase B

Overview of Major Project Components



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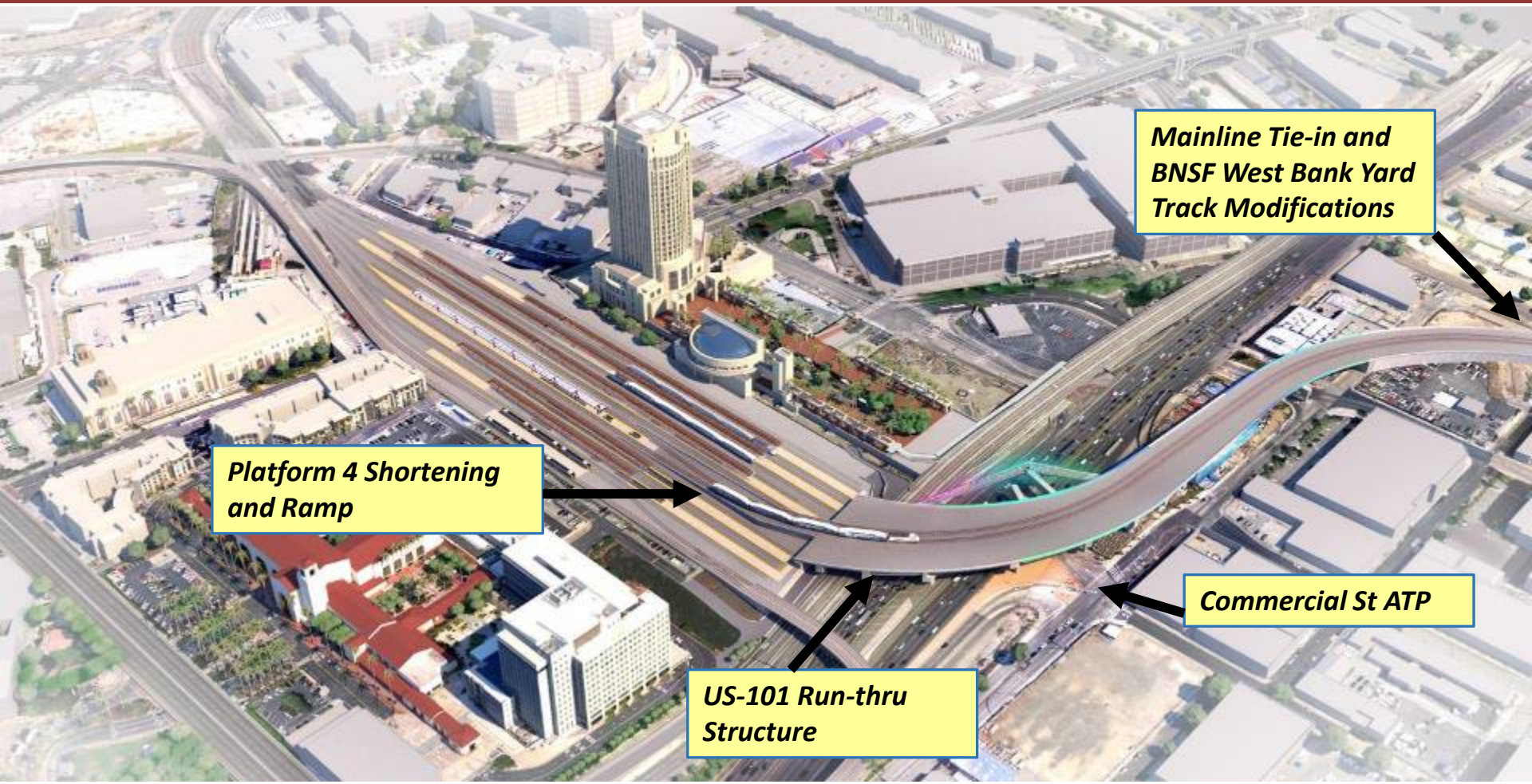
Link US Phase A Overview

Includes Two Interim Run-Through Track Operations for LOSSAN Service



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Link US Key Benefits

At completion of Phase A and B

1. Expand rail capacity. Run-through operations can accommodate an increase in rail service from 178 trains to over 500 trains (including future HSR trains)

2. Reduced Dwell Times. Run-through operations can reduce dwell times by 20 minutes or more

3. Provide one-seat rides across the SoCal region (e.g., Ventura to San Diego)

4. Expanded Passageway with improved passenger amenities

5. Wider Rail Platforms (from 21 feet to 28 feet)

6. ADA improvements with new elevators and escalators that replace all pedestrian ramps

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Link US – CHSRA Investment

From Project Management Funding Agreement (PMFA)

SCO ID: 2665-HSR2154

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER	PURCHASING AUTHORITY NUMBER (If Applicable)
HSR21-54	2665

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

California High-Speed Rail Authority

CONTRACTOR NAME

Los Angeles County Metropolitan Transportation Authority

2. The term of this Agreement is:

START DATE

June 1, 2022, or upon approval by both parties, whichever is later

THROUGH END DATE

June 30, 2028

3. The maximum amount of this Agreement is:

$423,335,000.00 Four Hundred Twenty-Three Million, Three Hundred Thirty-Five Thousand Dollars and Zero Cents

June 2022 investment of just over $423 Million

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Link US – Schedule Update

PMFA – Project Schedule (Phase A)

Key Milestone	Target Date	Forecast*
Completion of Environmental Impact Report (EIR)	Completed in Summer 2019	✓
Submit 35% Plans, Specifications, and Estimates	Completed in Fall 2019	✓
Award CM/GC Contract for Pre-Construction Services	Spring 2022	Fall 2024
Completion of Environmental Impact Statement (EIS)	Winter 2022/2023	Fall 2024
Submit 65% Plans, Specifications, and Estimates	Summer 2023	Winter 2024/2025
Submit 90% Plans, Specifications, and Estimates	Winter 2023/2024	Fall 2025
Right-of-Way Certification	Winter 2023/2024	Spring 2025 (not incl. Malabar Yard)
Submit 100% Plans, Specifications, and Estimates	Spring 2024	Summer 2026
Start of Construction	As early as 2023	As early as 2025
Completion of Construction	Summer 2028	Summer 2033[+]

*Based on 35% with CMGC Project Delivery, Subject to Change.

[+]Construction completion includes a 2-year Contingency.

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Link US – Cost Update

PMFA – Current Funding and Cost Plan (Phase A)

Table 3. Cost Estimate by Source and By Project Phase *(year of expenditure dollars in millions)*

Source of Funds	Total	PA&ED	PS&E	Right-of-Way	Construction-Early Work by SCRRA	Construction
Proposition 1A/HSR Bonds	$423.335		$21.00	$7.00		$395.335
Other CHSRA Funds	$18.726	$16.460	$2.266			
CalSTA TIRCP	$337.571	$23.021	$46.336	$130.063	$19.766	$118.385
ITIP	$60.820					$60.820
SCRRA JPA, non-Metro	$40.000				$29.504	$10.496
LACMTA (Measure R)	$51.672	$44.950	$6.722			
LACMTA (Measure M)	$13.274					$13.274
CalSTA/Caltrans (LOSSAN/Amtrak)	$5.000					$5.000
Total Funding	**$950.398**	**$84.431**	**$76.324**	**$137.063**	**$49.270**	**$603.310**

Note:

1. Current Cost Estimate amounts to $1,932 Million, with a project delivery in 2033.
2. These Cost Projections do not include Value Engineering that is currently taking place with Stakeholders

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Link US – Project Update

PMFA – Cost Variance

- It was anticipated that project costs would be within the funded amount based on an estimate performed in 2019, prior to COVID.
- Given the latest project schedule and current market conditions, the increase is attributed to the following.

		% of Increase
Construction	$256,177,000	26%
Additional Contingency	$267,01,000	27%
Escalation	$198,725,000	20%
Malabar Yard*	$107,942,000	11%
Soft Costs	$82,2313,000	8%
ROW & Acquisitions	$69,450,000	7%
Total	**$981,708,000**	**100%**

*not included in original estimate

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Link US – Coordination Meeting

PMFA – Remediation Plan (For Any Cost and Schedule Increases)

5.2 Funding Shortfalls, Cost Overruns, and Delays; Remediation Plan.

5.2.1 In the event that LACMTA learns (or CHSRA reasonably believes and so informs LACMTA in writing), at any time prior to or during the performance of the Phase A Link US Project work, that either (1) the Phase A Link US Project is unlikely to timely receiving Funding Parties-committed Funds (Attachment 1– Funding Sources list), (2) the costs of completing the Phase A Link US Project likely will exceed the budget (Attachment 5—Cost Plan) for completion of the Phase A Link UC Project for any reason, including but not limited to delays in Project Schedule, (3) LACMTA likely will not be able to complete the Phase A Link US Project within the time established in the Project Schedule, or (4) the Phase A Link US Project will not be completed in material conformance with the plans and specifications set forth in Attachment 4, LACMTA will promptly notify CHSRA and explain the nature and project extent of the funding shorfall, cost overrun, delay or specification noncompliance.

5.2.2 In response to a potential funding shortfall, cost overrun, schedule delay, or specification noncompliance, LACMTA will provide CHSRA with a plan ("Remediation Plan") that LACMTA proposes to (i) to identify and quantify realistic potential cost savings measures from Project scope reductions and/or the course of additional funds that can be available to LACMTA to compete the Phase A Link US Project, (ii) brings the costs of the Phase A Link US Project into balance with the available funds, (iii) implement measures to mitigate or eliminate delays in the completion of construction, and/or (iv) correct material noncompliance with CHSRA-approved specifications (Attachment 4).

Link US – Update

Next Steps

Next Steps

1. Develop Remediation Plan (Fall 2023)
   a. New Cost and Schedule with Value Engineering
   b. Work with Stakeholders to Reduce Risk
   c. Develop a Funding Strategy
      - FRA, FTA, State and Amtrak
      - Get on Funding Calendar

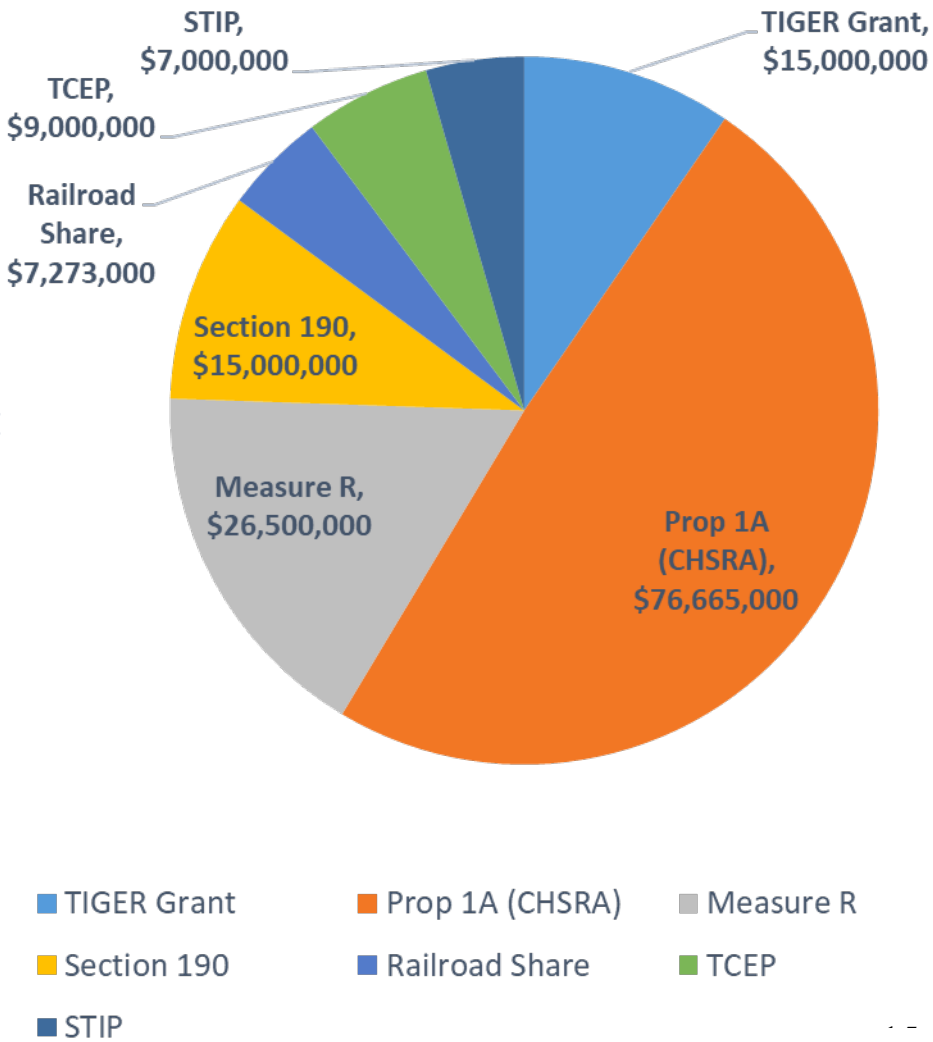
Rosecrans/Marquardt Grade Separation Project

1. This is the **Diagonal At-Grade Crossing at Rosecrans Ave Marquardt Ave Intersection located in the City of Santa Fe Springs**.
2. **It was ranked #1 by CPUC in 2016 as the most hazardous at-grade crossing in California with 26 incidents, 5 fatalities and 6 injuries** that consists of over 120 trains and 45,000 vehicles daily crossing totaling approximately 21 hours gate down time per week (or 45 days per year)

Rosecrans Marquardt Funding Plan

Fully Funded- Estimated at $156.439 million

1. TIGER Grant - $15 million
2. Proposition 1A-(CHSRA) $76.665 million
3. Measure R - $26.5 million
4. Trade Corridor Enhancement Program (TCEP) - $9 million
5. State Transportation Improvement Program(STIP) - $7 million
6. BNSF Railway – Up to $7.273 million
7. California Public Utilities Commission -Section 190 - $15 million



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Rosecrans/ Marquardt Benefits

Community, Environmental and Goods Movement

1. **Improved safety due and elimination of train-to-vehicle accidents and pedestrian accidents.**

2. **Better air quality due to elimination of idling trains.**

3. **Increases rail efficiency with time savings of 21 hours per week due to vehicles idling to allow train passage across this intersection.**

4. **Enhances Goods Movement (Passenger/Freight) rail services today and accommodates the future potential future California High-Speed Rail.**

Rosecrans Marquardt Project Update

1. **November 2018: Completed** environmental clearance under the National Environmental Policy Act (NEPA) **COMPLETED**

2. **December 2020:** Right-of-Way Certification – **COMPLETED**

3. **June 2021:** 100% Final Plans, and specs were **COMPLETED** & Construction Package was Issued For Bid in August 2021

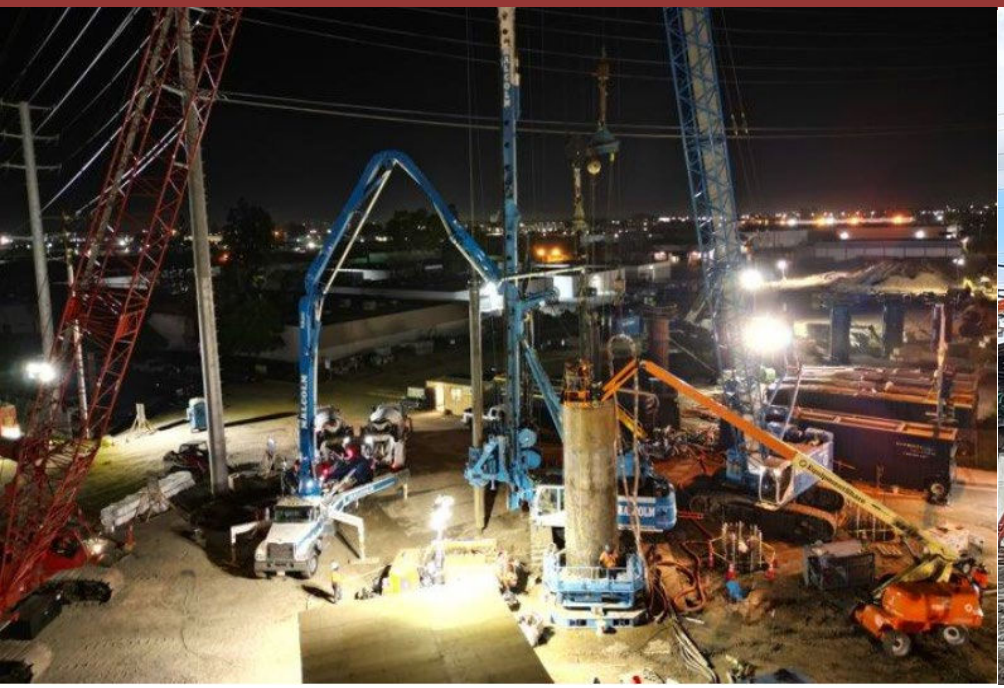
4. **April 18, 2022**: Construction Contract was **AWARDED** to Flatiron West, Inc. and NTP was issued on June 13, 2022.

5. **May 2022: COMPLETED** Advance Utility Relocation

6. **Fall 2025**: Anticipated Construction completion

Rosecrans/ Marquardt Project

Construction Progress



Caisson Installation

Bent Cap Construction

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Rosecrans/ Marquardt Project

Construction Progress

Mechanically Stabilized Earth (MSE) Wall No. 2

Precast Girders between Abutment 1 and 2

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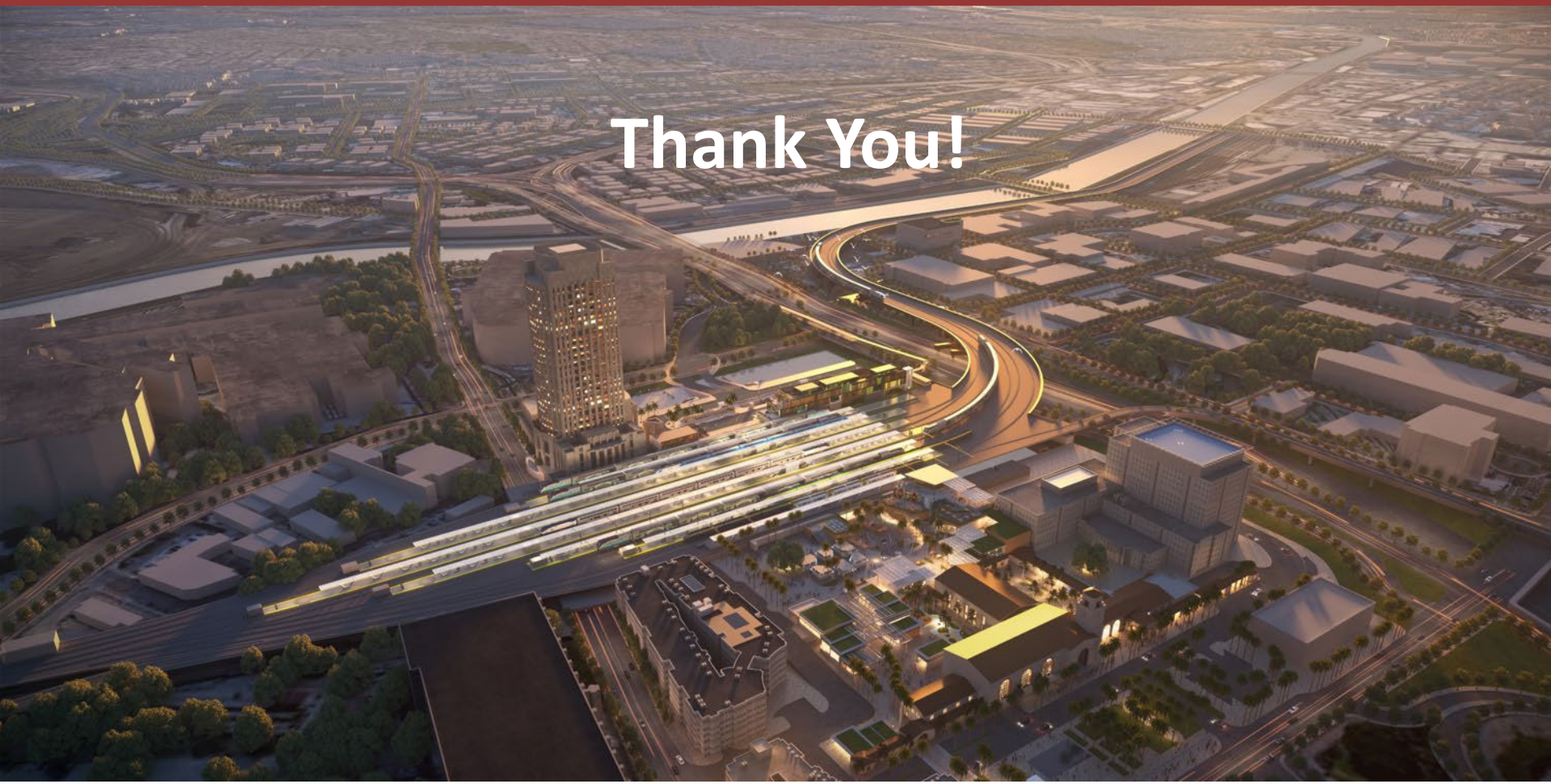
Link US/ Rosecrans – Project Update

Comments/Questions



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