



# Metro

October 21, 2015

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PHW*  
CHIEF EXECUTIVE OFFICER

FROM: RICHARD F. CLARK *RFC*  
EXECUTIVE DIRECTOR, PROGRAM MANAGEMENT

SUBJECT: RESPONSE TO BOARD QUESTIONS ON THE SOUTHERN  
CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)

## ISSUE

The Southern California Regional Interconnector Project was presented to the Planning and Programming Committee on October 14, 2015. Listed below is additional information to address various questions raised by Committee members.

## DISCUSSION

Staff is requesting the following with the October Board action:

1. The expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate the high speed rail system within Union Station.

The SCRIP environmental and preliminary engineering phase has been underway since June 2014. The original plan for the environmental clearance of SCRIP is to prepare a Supplemental Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and a Sequential EIR/EIS on the passenger concourse. However, since then, the California High Speed Rail Authority (CHSRA) expressed a desire to come directly into the Los Angeles Union Station campus (LAUS). With the advent of high speed rail into LAUS, and the consequential impacts, the environmental footprint has changed requiring a new environmental document on the project. As part of this, Metro will be environmentally clearing SCRIP and the LAUSMP passenger concourse. Metro will be responsible for the environmental work regarding the conventional rail system and protecting for the accommodation of a high speed rail system. The CHSRA will be responsible for environmental clearance of the high speed rail system component depicted in Union Station as part of the California High-

Speed Rail Project, Burbank to Los Angeles Section, EIR/EIS which is anticipated to be completed by the end of 2017. With the recommended action, the new SCRIP EIR/EIS is also anticipated to be completed by the Fall of 2017.

2. Program \$15,000,000 in FY 16 Measure R 3% funds for SCRIP environmental and preliminary engineering.

Since the work on the environmental studies will continue, staff is recommending the Board to approve programming the already budgeted FY 2016 Measure R 3% funds for the SCRIP. Authorization from the Board is necessary to specifically allocate these funds for SCRIP. This month's Board action is not a modification of the existing consultant contract regarding SCRIP at this time. Staff will return to the Board for any associated contract modifications next month and the requested consultant budget breakdown will be given at that time. In the meantime, the current contract requirements, including the 28.6% SBE goal, will remain in place. The existing scope of the consultant contract consists of the following:

- Structural Studies: including bridges and retaining walls.
  - Civil Studies: including drainage, hydrology, roadwork, etc.
  - Environmental Technical Studies: including, noise and vibration, biological, community impacts, historical impacts, etc.
  - Track and Signal Design.
  - Operations Modeling: including modeling of the system for staging and capacity.
3. Accommodate high speed rail into LAUS as part of the Los Angeles Union Station Master Plan.

The Board approved the implementation of Los Angeles Union Station Master Plan (LAUSMP) in October 2014. The LAUSMP will have to be amended to include the study of the integration of high speed rail within Los Angeles Union Station. Currently, the LAUSMP is preparing a programmatic EIR/EIS which is anticipated to be completed by the end of 2016.

## **NEXT STEPS**

1. Subject to completion of associated due diligence, staff will come back to the board with a contract modification for the revised scope of the environmental and preliminary engineering work.
2. Staff is talking with the CHSRA regarding the funding of this project and how the goals of both agencies can be achieved with the change in scope of the SCRIP. Several agreements with CHSRA will need to be made as the project develops such as the business relationship of Metro and CHSRA, the funding responsibilities, the respective technical and environmental scopes of work and future access, operation and maintenance rights and responsibilities. As these

agreements are developed with the CHSRA, staff will come back to the Board for approval. The following preliminary steps are outlined for the process:

Preliminary Service Plan	June 2016
Draft Preliminary Funding Plan	December 2016
Preliminary Development Agreement	June 2017

3. The preliminary cost estimate of the SCRIP with the inclusion of passenger concourse and the accommodation of high speed rail is approximately over \$2.14 billion, including a funding contribution from CHRSA This estimate excludes the dedicated high speed rail elements (tracks, platforms, etc.). Staff is not seeking authorization for the overall project budget at this time. We will return to the Board in due course to seek full authorization once a funding plan and funding agreement with CHSRA has been determined.