



Board Report

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Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE JUNE 14, 2017

**SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR TRANSIT ORIENTED
DEVELOPMENT STRATEGIC IMPLEMENTATION PLAN**

ACTION: AWARD CONTRACT

RECOMMENDATION

AWARD AND EXECUTE an 18-month firm fixed price Contract No. PS36724000 to City Design Studio LLC, in the amount of \$1,632,788, to complete the Transit Oriented Development (TOD) Strategic Implementation Plan for the West Santa Ana Branch (WSAB) Transit Corridor, subject to resolution of protest(s), if any.

ISSUE

In June 2016, Metro, in partnership with the City of South Gate and the Eco-Rapid Transit Joint Power Authority (JPA), submitted a grant application to the Federal Transit Administration (FTA) requesting \$2 million from the TOD Planning Pilot Program for the WSAB Transit Corridor TOD Strategic Implementation Plan (the Plan). In the grant application, Metro committed to provide \$500,000 in Measure R 35% transit funds to meet FTA's local match requirement.

In October 2016, FTA notified Metro that it was the recipient of the grant. As provided in the grant, the Plan will provide a recommended, holistic TOD land use and economic development strategy for the 13 cities within and adjacent to the WSAB Transit Corridor. Attachment C contains the WSAB Transit Corridor Project Definition map currently included in the Corridor's Environmental Study. The 20-mile Light Rail Transit corridor, extending from the Los Angeles Union Station to the City of Artesia, would benefit from a unified TOD strategy to leverage the future transit investment in the corridor.

Board approval of the Contract is needed in order to proceed with the development of the Plan.

DISCUSSION

Background

In February 2016, the Board directed staff to allocate a budget, not to exceed \$18 million, to pursue Sustainable Transit Oriented Communities (TOC) pre-development and planning activities for the

WSAB Transit Corridor. The Corridor includes 13 cities; nine are within (Los Angeles, Vernon, Huntington Park, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia) and four are adjacent to the WSAB Transit Corridor (Bell, Bell Gardens, Cudahy and Maywood), all of which are expected to benefit from the transit investment. Upon final determination of the Locally Preferred Alternative, expected in fall 2018, up to 15 rail stations would be developed along the corridor. The WSAB Transit Corridor will bring service to over 600,000 residents (many of whom are transit dependent) in the southeast Gateway Cities subregion of Los Angeles County, an industrial/manufacturing corridor with low development intensities/densities, disadvantaged communities, and some of California's most impacted environmental justice census tracts. The WSAB Transit Corridor would be well-served by a unified TOD strategy to leverage the investment of future rail infrastructure and provide economic development opportunities for transit-dependent communities. Additionally, a unified TOD strategy supports implementation of the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) and the Sustainable Communities Strategy of the Southern California Association of Governments.

To prepare the Plan, the Contractor will:

1. Engage community stakeholders to create a unified approach to TOD along the corridor, and maximize community assets and potential benefits from future rail investment;
2. Provide baseline analysis of the WSAB corridor's population, market conditions, key industries, and real estate conditions;
3. Review existing land use policies and update/prepare station area plans with TOD strategies and renderings/visualizations; and
4. Develop an implementation strategy to support sustainable community revitalization along the transit corridor, which is tailored to the unique needs and strengths of the surrounding communities.

When completed, the Plan will have fulfilled the FTA grant obligation by:

1. Creating a cohesive vision for integrated land use and transportation planning along the 20-mile Light Rail corridor;
2. Providing 13 cities with TOD expertise and station area plans with TOD strategies that the local agencies may then consider for adoption into their land use regulations to facilitate TOD projects to leverage the WSAB Transit Corridor investment;
3. Addressing at-risk populations and concerns regarding gentrification and displacement; and
4. Developing a holistic implementation strategy for transit-supportive economic development tailored to the unique needs and strengths of the corridor.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2016-17 budget includes \$800,000 in Cost Center 4370, Project 460201 (WSAB Transit Corridor). Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding for this project comes from the FTA grant and Measure R 35% transit funds. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider deferring initiation of the Plan and/or completing this Plan and outreach activities using in-house resources. Neither of these options is recommended due to the FTA TOD Planning Pilot Program requirement for matching funds to be eligible for the grant funding award and insufficient in-house resources to develop a plan of this magnitude.

NEXT STEPS

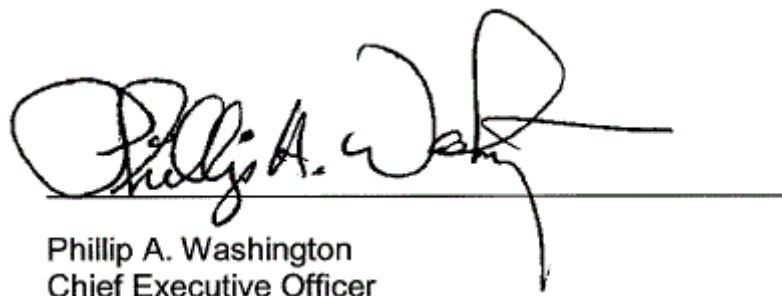
Upon Board approval, staff will execute Contract No. PS36724000 with City Design Studio LLC and initiate work. In addition, staff will execute the Funding Agreement with City of South Gate and the Eco-Rapid Transit JPA to establish the partnership.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - WSAB Transit Corridor Project Map

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