

**Board Report**

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**File #:** 2018-0129, **File Type:** Contract**Agenda Number:** 21.

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**PLANNING AND PROGRAMMING COMMITTEE  
MAY 16, 2018****SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID  
TRANSIT (BRT) ENVIRONMENTAL AND PLANNING  
STUDY****ACTION: AWARD ARCHITECTURAL AND ENGINEERING PROFESSIONAL SERVICES  
CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 40-month firm fixed price Contract No. AE49369000 to Kimley-Horn and Associates, Inc., in the amount of \$6,768,898 for a base contract to complete the Planning and Environmental Study for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor and one of two optional tasks to advance the design through either 1) Advanced Conceptual Engineering (ACE) in an amount not to exceed \$2,954,561, or 2) Preliminary Engineering (PE) in an amount not to exceed \$4,860,264, for a total not to exceed amount of \$11,629,162, subject to resolution of protest(s), if any.

**ISSUE**

The North Hollywood to Pasadena BRT Corridor is identified and funded by Measure M, with a projected opening date of Fiscal Year (FY) 2022 to FY 2024. Currently, \$267 million in Measure M funds are allocated for this project. This project was also highlighted in the Twenty-Eight by '28 initiative adopted by the Board in January 2018. In order to meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternatives Analysis (AA) and environmental review study.

The 28-month base contract is for both the AA and environmental review needed to complete a Draft and Final Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). Two optional tasks are also included for up to an additional 12 months for either ACE to the 15% level of design or PE to the 30% level of design. ACE or PE would begin after a preferred alternative is selected.

Board approval of the Contract is needed in order to proceed with the AA and environmental clearance of the project.

## **DISCUSSION**

### **Background**

The North Hollywood to Pasadena BRT Corridor Study Area (Attachment C) extends approximately 16 miles from the North Hollywood Metro Red/Orange Line Station to the Metro Gold Line in Pasadena. It traverses the communities of North Hollywood and Eagle Rock, in the City of Los Angeles, as well as the cities of Burbank, Glendale, and Pasadena. The study area has a dense residential population with many cultural, entertainment, shopping and employment areas, including Hollywood Burbank Airport, Burbank Media Center, Glendale Galleria, Americana at Brand, downtown Eagle Rock, and Old Pasadena.

Of the 700,000 daily trips entering the study area, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

In February 2017, Metro completed the North Hollywood to Pasadena BRT Corridor Technical Study, which explored the feasibility of implementing BRT, including bus lanes and other key BRT features. Based on extensive feedback received from the corridor cities, staff narrowed down routing options to two promising concepts, a street running concept and freeway running concept. Both concepts are viable and have potential to address the unmet travel needs in the study area. In March 2017, the Board approved the advancement of both concepts into the Alternatives Analysis and environmental phase.

### **Planned Outreach Efforts**

Public and stakeholder engagement throughout the planning and environmental process will provide valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including an initial set of pre-scoping, public scoping, and public hearings, will be conducted as part of the process. Individual briefings with key stakeholders and elected officials will also be on-going. All outreach activities will be managed through a separate contract using the Board approved On-call Communications Bench. The selected planning and environmental firm will work collaboratively with the outreach contractor throughout the study period.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's customers or employees.

## **FINANCIAL IMPACT**

The FY 2019 proposed budget includes \$1,303,270 in Cost Center 4240 (Connectivity Team 1),

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Project 471401 (BRT Connector Red/Orange Line). Since this is a multiyear 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 is Measure M 35% Transit Construction. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

**ALTERNATIVES CONSIDERED**

The Board could consider completing the Planning and Environmental Study using in-house resources. This option is not recommended as there are insufficient in-house resources to conduct a study of this magnitude placing the Measure M schedule at risk.

**NEXT STEPS**

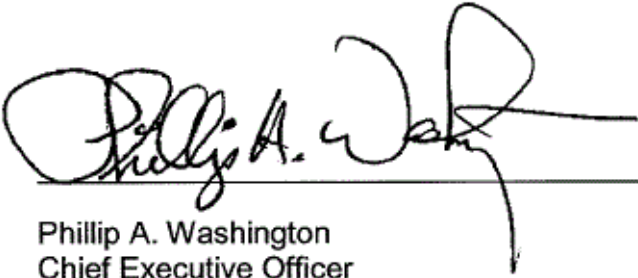
Upon Board approval, staff will execute Contract No. AE49369000 with Kimley-Horn and Associates, Inc. and initiate work.

**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - North Hollywood to Pasadena BRT Corridor Study Area

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