



Board Report

File #: 2021-0800, File Type: Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

ISSUE

At its December 2020 meeting, the Metro Board approved Motion 10.1, instructing staff to prepare a plan to complete additional studies along a 2.5-mile segment within the Antelope Valley shared right-of-way (ROW), from the Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard. These studies will address traffic and safety concerns raised by the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

BACKGROUND

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1 in December 2020. Staff subsequently finalized the scope of services and were prepared to negotiate the initial procurement using the Regional Rail On-Call Contract. However, in late May 2021, the identified contractor declined this contract due to a potential conflict with future work opportunities on the East San Fernando Valley Light Rail Project (Phase 1). Staff subsequently procured this study through Metro's Planning bench and released the competitive Request for Proposals (RFP) in September 2021.

DISCUSSION

This study will evaluate the feasibility of alternatives not considered in the environmental document for connecting the Sylmar/San Fernando Metrolink Station with a new ESFV LRT station to be located at the intersection of Van Nuys Blvd. and San Fernando Rd. This includes evaluation of the following scenarios:

- Full-Build: Quadruple Track from Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard
- ESFV IOS With New Connection: Build the IOS (Phase 1), create a new transfer connection at Van Nuys/San Fernando, and assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Station.
- FRA-Compliant Light Rail: Build ESFV to FRA Tier-III Compliant standards for Light Rail

The scope of services is structured in phases to align with budget availability in FY 22.

- Phase 1 will include a Grade Crossing Analysis (Milestone 1) for the Full-Build option to determine if grade separation is required along the 2.5-mile shared ROW. The expected duration for this phase is five (5) months after task order execution.
- Upon completion of Phase 1, the Metro Board will consider authorizing Phase 2. Phase 2 is an optional task that includes additional analysis for up to three scenarios recommended by SCRRA in their comment letter (and described above). The expected duration for this phase is eighteen (18) months after task order execution.

Staff will coordinate with SCRRA, City of San Fernando, City of Los Angeles, and other key stakeholders during the preparation of this Study.

This study will include conceptual (5%) cost estimates for up to three scenarios along this 2.5-mile segment of the shared ROW. Any changes in the scope for this segment would require supplemental environmental review to previous environmental documents for both the East San Fernando Valley Light Rail Project and the Antelope Valley Line.

DETERMINATION OF SAFETY IMPACT

Authorization of the task order award for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2021-22 budget contains \$350,000 in Cost Center 4350, Project 465521 for professional services. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action is Measure M 35% Transit Construction dedicated for the East

San Fernando Valley Transit Corridor. Funding has yet to be identified for this segment. Upon completion of this study, Metro may pursue state and federal funding opportunities pending the Metro Board's direction on a path forward along this segment.

EQUITY PLATFORM

The study area communities of Pacoima, Sylmar, and City of San Fernando have been identified as Equity Focused Communities (EFCs). Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. It is intended to identify harms to the EFCs stemming from existing traffic and safety conditions along this shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

Additionally, the ESFVTC Project (including the subject 2.5-mile segment) will be included in Metro's Transit Oriented Communities (TOC) Corridor Baseline Assessments, as will all Metro transit corridors. The purpose of the TOC Baseline Assessments is to evaluate all Metro transit corridors (beginning with Measure M funded projects) and identify strategies to equitably leverage benefits of transit investments and prepare for unintended consequences like gentrification and displacement.

Stakeholder Engagement

Metro previously conducted a robust community engagement process throughout the ESFVTC EIS/EIR phase. Most recently, during the Final EIS/EIR 45-day public comment period in fall 2020, staff hosted two virtual community meetings, one of which was entirely in Spanish. Metro also hosted fifteen (15) presentations to community stakeholder groups. In total, approximately 800 attendees participated in these engagement opportunities. Additionally, to make the contents of the Final EIS/EIR more accessible, a web-based platform was developed in English and Spanish.

As this is only a preliminary technical study, entities that Metro will engage with via technical meetings include, but are not limited to, City of San Fernando, City of Los Angeles, SCRRA, UPRR, and elected offices. Although targeted community outreach is not included as part of this study, staff will continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, the Metro Board will determine the path forward along the shared ROW and any additional engagement opportunities could be revisited at that time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize this task order award at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA and City of San Fernando comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

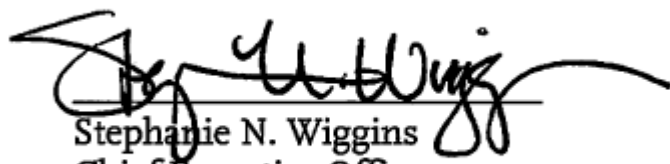
Upon Board approval, staff will execute Task Order No. PS80628-5433000 with Mott MacDonald to initiate work on Phase 1 of the scope of services, which is anticipated to be completed within five months of Task Order execution. Staff anticipates returning to the Metro Board in Fall 2022 to present findings on the Phase 1 work. At that time, the Board will consider authorizing work on the optional Phase 2. If authorized, Phase 2 is anticipated to be completed within 18 months from Task Order execution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - ESFV Shared ROW Study Area Map

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