

**Board Report**

File #: 2022-0862, **File Type:** Contract**Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
February 15, 2023**SUBJECT: SEPULVEDA TRANSIT CORRIDOR****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,108,638.43 for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design, increasing the total contract value from \$54,592,930 to \$58,701,568.43.

ISSUE

The execution of Contract Modification No. 4 will allow for the preparation of documents necessary for state and federal environmental processes. It would also allow Metro to perform the necessary design work and analysis associated with Alternative 6. These technical services should be conducted by the existing contractor team for continuity and to avoid any delays associated with procuring a separate contractor.

BACKGROUND

In 2016, Los Angeles County voters approved the Measure M Expenditure Plan, which included transit improvements between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). The Measure provides for the implementation of the Sepulveda Transit Corridor Project in two phases: the first segment between the San Fernando Valley and the Westside and a second segment extension to LAX.

Metro conducted the Sepulveda Transit Corridor Feasibility Study between 2017 and 2019 that identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019 ([Legistar File 2019-0759 <https://boardagendas.metro.net/board-report/2019-0759/>](https://boardagendas.metro.net/board-report/2019-0759/)).

The contract for environmental and design services with HTA was awarded in August 2020 ([Legistar File 2020-0296 <https://boardagendas.metro.net/board-report/2020-0296/>](https://boardagendas.metro.net/board-report/2020-0296/)). Three contract

modifications were subsequently implemented to perform an administrative adjustment to the scope of work language, to expand the environmental review from three to six alternatives ([Legistar File 2021-0710 <https://boardagendas.metro.net/board-report/2021-0710/>](https://boardagendas.metro.net/board-report/2021-0710/)), and to implement proprietary protocols.

In March 2021 ([Legistar File 2021-0072 <https://boardagendas.metro.net/board-report/2021-0072/>](https://boardagendas.metro.net/board-report/2021-0072/)), the Board approved the award of Pre-Development Agreements (PDA) with two contractor teams for the further definition and design development of their transit alternatives. In August 2021, a Notice to Proceed was issued to these teams that resulted in PDA alternatives (Alternatives 1-5) being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review. The current study alternatives include both monorail (Alternatives 1-3) and heavy rail (Alternatives 4-6) technologies and range between 14 and 16 miles in length. From north to south, these routes all connect to the Van Nuys Metrolink Station, Metro G Line (Orange), future Metro D Line (Purple), and Metro E Line (Expo).

The project began the CEQA environmental clearance process on November 30, 2021, and the duration of the scoping period was 74 days through February 11, 2022.

DISCUSSION

Staff recommends Board action to execute a contract modification for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design. The additional services include the following:

Planning and Environmental Linkages (PEL) Study (Alternatives 1-6): As a precursor to the National Environmental Policy Act (NEPA) process for the project, Metro is developing a PEL study at the request of, and in collaboration with, the Federal Transit Administration. The PEL study will engage federal agencies during the California Environmental Quality Act (CEQA) environmental process, prior to identification of a Locally Preferred Alternative (LPA), to identify potential issues of concern that would be studied further under a future NEPA process.

Project Study Report-Project Development Support (PSR-PDS) Project Initiation Document (PID) (Alternatives 1-6): Caltrans requested that Metro prepare a PSR-PDS PID for the Project, including a Preliminary Environmental Analysis Report (PEAR). The purpose of the PSR-PDS document is to outline the project and to gain approval for the project studies to move into the Project Approval and Environmental Document (PA&ED) phase. HTA is contributing materials for Alternative 6 to the PSR-PDS and preparing the PEAR for Alternatives 1-6.

Load flow analyses (Alternative 6): Load flow analyses are now being requested at an earlier stage of development by Metro Systems Engineering to better understand system requirements and implications for performance. Load flow analyses are required to determine the provision of traction power substations (TPSS) for the project, and the spacing of TPSS in the Santa Monica mountains should be studied in the environmental phase for potential impacts. During late 2022, Program Management requested that scope for load flow analyses for Alternative 6 be added to the environmental contract performed by HTA, with Program Management serving in a review capacity

as they are for the two PDA teams designing Alternatives 1 through 5 on the project.

Santa Monica Boulevard Station (Alternative 6): The viability of a previous station location has changed, and as a result, the station location must be moved. Changes include horizontal and vertical route alignment, station alignment, and the location of cross passages.

DETERMINATION OF SAFETY IMPACT

The environmental study and design phase will not impact the safety of our customers or employees.

FINANCIAL IMPACT

The FY 2022-2023 budget includes \$11,017,820 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, advanced conceptual engineering, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

This Board Action will allow the contractor to prepare documents to satisfy Caltrans and federal requirements and perform additional technical work for Alternative 6. This additional analysis will benefit future Metro transit riders, study area residents, and stakeholders by providing them with more information and a more robust environmental process. Modifying the contract would not harm anyone specifically or generally, and it would result in more informed decision-making on the project, with an increased probability that an alternative with fewer environmental impacts and greater benefits for the public will be selected.

HTA would continue to make a 20.61% Small Business Enterprise Program (SBE) commitment and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment through Contract Modification No. 4. The difference between the percentage committed and current participation reflects early stages of work completion and does not suggest an anticipated shortfall.

During the public scoping period, the project complied with the CEQA requirements for public engagement and executed a robust engagement program in accordance with Metro's Public Participation Plan, Title VI, and ADA compliance requirements. Metro increased project awareness and participation of Equity Focus Communities (EFCs), transit riders and individuals with disabilities, and limited English proficiency speakers. A wide range of digital and non-digital outreach methods were used to notify stakeholders about the scoping period and opportunities for comment, including bilingual blog posts, e-blasts to over 15,000 contacts, bus car cards, printed and online ads in Spanish-language newspapers, media coverage in more than 35 outlets, bilingual interactive StoryMap with over 10,000 hits, bilingual project video with over 7,000 views, transit app campaign, 11 local events, 13 presentations, and direct outreach via phone and email to over 90 organizations.

Metro encouraged the public to provide formal comments on the scope of the environmental document during the 74-day public comment period in writing, via the project comment form, project email, US mail, providing an oral comment during public scoping meetings, or by calling the project helpline. Three public meetings were held via Zoom on December 7, 2021, January 11, 2022, and January 22, 2022, which resulted in 554 participants and 90 oral comments. Metro received a total of 3,122 submissions from the public and from government agencies.

The project team will continue to listen to community input and concerns and collect stakeholder feedback to inform the project. The outreach team (inclusive of the outreach contractor) developed a broad range of activities, including booths at community events, outreach at transit stations and stops, bilingual online surveys and webinars, collaboration with community-based and faith-based organizations that will align with Metro's CBO Partnering Strategy, and coordination with elected officials representing the communities throughout the project area. Efforts are targeted to EFCs within and beyond the study area, to veterans and students accessing the West LA Veterans Affairs Medical Center and UCLA campuses, and to current and potential future transit riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Estimated travel times for the Feasibility Study alternatives were less than 30 minutes from the Metrolink and Amtrak station at Van Nuys Boulevard in the north to the E Line (Expo) in the south. This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt work on the project and delay the environmental phase of the project. If fewer alternatives were being studied, the cost of the contract modification would be minimally reduced. However, reducing the reasonable range of alternatives or eliminating alternatives still being considered is not recommended.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 4 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase for all six alternatives and the refinement of the Alternative 6 design.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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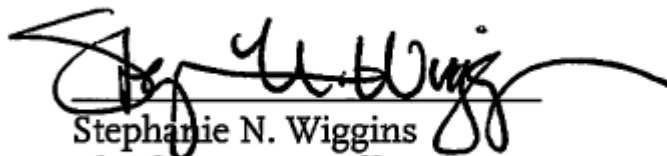
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