



Board Report

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Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 17, 2018

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc. for the Eastside Transit Corridor Phase 2 Project to complete the reinitiated environmental clearance study, in the amount of \$7,847,298, increasing the total current contract value from \$19,048,725 to \$26,896,023;
- B. INCREASE in Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, for the Eastside Transit Corridor Phase 2 Project, in the amount of \$784,000, increasing the total CMA amount from \$2,532,711 to \$3,316,711, due to the complexity of the environmental study effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA;
- C. AWARD and execute a 36-month firm fixed price Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. in an amount not to exceed \$16,154,225 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study, subject to resolution of protest(s), if any; and
- D. APPROVE Contract Modification Authority specific to Contract No. AE51242000 in the amount of \$3,230,845 due to the complexity of the engineering and urban design effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA.

ISSUE

Measure M allocates \$6 billion to the Eastside Transit Corridor Phase 2 Project (Project), to be programmed in two cycles. Cycle 1 identifies \$3 billion with a 2029 groundbreaking date and an opening date of 2035. Cycle 2 identifies \$3 billion with a 2053 groundbreaking date and an opening date of 2057. One alignment (yet to be selected) has been identified as potential accelerated project schedule in the Twenty-Eight by '28 project list. A reinitiated environmental study is needed to

identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

Board approval is needed for Contract Modification No. 18, to reinitiate the environmental study and to award and execute Contract No. AE51242000 for the ACE design and urban design services contract to support the reinitiated environmental study.

BACKGROUND

Existing Contract No. PS4320-2003 with the CDM Smith/AECOM Technical Services, Inc. (JV) was effective August 9, 2007. The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was initiated in 2010. The Draft EIS/EIR analyzed the two Build Alternatives --State Route 60 (SR 60) and Washington Boulevard--in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. The project's Draft EIS/EIR was released on August 22, 2014 for an extended public comment period of 60 days. In November 2014, the Board approved carrying forward two Build Alternatives: the SR 60 NSDV and Washington Boulevard. The Board also directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative.

At the May 2017 meeting (Legistar File 2017-0154), the Board received the findings of the Post Draft EIS/EIR Technical Study and approved an updated project definition to include three (3) Build Alternatives for environmental review (Attachment D):

- SR 60 NSDV Alternative;
- Washington Boulevard Alternative with Atlantic below-grade option; and
- Combined Alternative, defined as full build out of the SR 60 NSDV and Washington Boulevard Alternatives.

DISCUSSION

The reinitiated environmental clearance study and supporting ACE work will update the August 2014 Draft EIS/EIR to reflect the new Board-approved project definition. This includes studying potential impacts and completing ACE for a new underground segment and three new stations on the Washington Boulevard Alternative, a modified track alignment for the SR 60 NSDV Alternative, and the added Combined Alternative, which was not studied in the 2014 Draft EIS/EIR. The reinitiated environmental clearance study will also study other project elements to reflect updated environmental baseline conditions.

The environmental analysis work will inform the selection of an LPA by the Metro Board and adhere to NEPA and CEQA requirements. In support of the environmental work, the ACE design work will refine the previously developed conceptual engineering plans and exhibits to a 15% level of design for three (3) Build Alternatives, provide information needed to secure regulatory approval from third party agencies and advance specific design issues raised by key stakeholders and communities in

the study area. The environmental analysis will also address comments received on the project from stakeholders.

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework, as it will provide the communities of the eastern Los Angeles County a more reliable and high quality transit alternative that will help to solve the mobility challenges in the project area and meet the mobility needs of the area's residents and businesses.

The 2014 Draft EIS/EIR identified transit-dependent and low-income populations in the project area with 16 percent of households categorized as low-income, 12 percent zero-vehicle households, and 38 percent of the population being less than 18 or greater than 65 years old. Specific mobility challenges in the project area are limited access to high-quality transit options including the Metro regional rail system, traffic congestion and slow travel times for both transit users and automobile drivers. Due in large part to expected population growth in the project area (reaching 760,000 people by 2035), these challenges are expected to worsen without appropriate transportation alternatives. By 2035, the average peak-period travel time within the project area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively.

The Project will address these issues by introducing a new transportation option to the eastside communities that will connect to the existing Metro Gold Line and the regional Metro rail network. The 2014 Draft EIS/EIR found that the Project could reduce travel times for its users by 10 to 14 percent compared to average peak auto travel time. The Project will also reduce vehicle miles traveled (VMT) in the project area, which could lead to air quality, safety, and livability enhancements for the project area's communities.

The Project will improve access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. Furthermore, with the implementation of Metro's Regional Connector Project (a separate project), residents would be able to take a one-seat ride from eastern Los Angeles County to downtown Los Angeles, University of Southern California (USC), Culver City, and Santa Monica.

All of the aforementioned project benefits will collectively expand economic opportunities and enhance the quality of life for those in the project area. Metro staff will look to Metro's Equity Platform Framework as the Project engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this project is at the environmental study phase.

FINANCIAL IMPACT

The FY 2019 budget includes \$5,028,240 for Professional Services in Cost Center 4310, Project

460232 (Eastside Transit Corridor Phase 2). 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 source of funds is Measure M 35% Transit Construction. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the previously discussed mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion and limited connections to the regional rail system.

The Project is responsive to these issues by aligning with Vision 2028 Goal #1 - *Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling*, as it will provide a high quality transportation option that will improve transit access, travel time, mobility, and connectivity to Metro's regional transit system. By 2035, the average peak-period travel time within the project study area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively. These challenges highlight the critical need for a high-quality transit option for the communities of eastern Los Angeles County. The Project is expected to reduce travel time by approximately 10 to 14 percent for transit passengers shifting from automobile trips within the project area.

The Project also supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary in order to update the Draft EIS/EIR and inform the selection of a locally preferred alternative, along with delaying the potential for achieving the aspirational schedule set forth in the Twenty-Eight by '28 initiative.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc. to complete the reinitiated environmental clearance study. Staff will also execute Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. to conduct the ACE design and urban design services.

ATTACHMENTS

Attachment A-1- Procurement Summary for PS4320-2003

Attachment A-2- Procurement Summary for AE51242000

Attachment B - Contract Modification/Change Order Log for PS4320-2003

Attachment C-1- DEOD Summary for PS4320-2003

Attachment C-2- DEOD Summary for AE51242000

Attachment D- Project Study Area Map

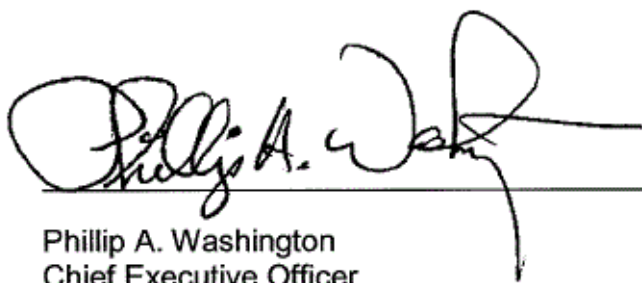
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