

**Board Report**

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**File #:** 2019-0823, **File Type:** Contract**Agenda Number:** 13.

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**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 15, 2020****SUBJECT: GREEN LINE EXTENSION TO TORRANCE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 42-month, firm fixed price Contract No. AE63445000 with STV Incorporated (STV), in the amount of \$32,555,439 to provide environmental, advanced conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services, subject to resolution of protest(s), if any.

**ISSUE**

Measure M and Measure R allocate \$619 million and \$272 million respectively to the Green Line Extension to Torrance Project (Project). The project has been selected as one of the four Pillar Projects. In September 2018, the Metro Board received the Supplemental Alternatives Analysis Study and approved carrying two alternatives forward into environmental clearance. An environmental study is needed to identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA).

Board approval is needed for Contract No. AE63445000 to initiate the environmental study, select the LPA, and initiate PE design services. Completing these tasks now will support early project delivery strategies to potentially move the project into construction prior to the Measure M groundbreaking date of Fiscal Year (FY) 2026.

**BACKGROUND****Measure M Project Description**

The project is identified in Measure M as an extension of the existing Metro Green Line light rail transit (LRT) to Crenshaw Boulevard in Torrance. The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment, and stations. Per Measure M and Metro's 2009 Long Range Transportation Plan, the project has an \$891 million (2015 dollars) allocation based on the cost estimate that was current at the time that the Measure M Expenditure Plan was approved.

### History

Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro right-of-way (ROW) between downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the Green Line Extension from Redondo Beach to Torrance, utilizing the Metro ROW, as the highest priority project in the AA. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) studied No Build, Transportation Systems Management, and LRT Alternative along the ROW. After the failure of Measure J in 2012, this Draft EIS/EIR was put on hold due to funding concerns.

After the passage of Measure M, Metro reinitiated the planning studies for the project in spring 2017 with the Supplemental Alternative Analysis (SAA) which was completed in September 2018.

### **DISCUSSION**

At the September 2018 meeting (Legistar File 2018-0317), the Board received the findings of the Green Line Extension to Torrance SAA and approved carrying forward two (2) Build Alternatives for environmental review (Attachment C):

- Metro Green Line Marine/Redondo Station to 190<sup>th</sup> Street (Metro ROW overcrossing, Manhattan/Inglewood); and
- Hawthorne Blvd. to 190<sup>th</sup> Street (Hawthorne/166<sup>th</sup> Street).

Each alternative would share the same alignment approximately south of 190<sup>th</sup> Street and terminate at the Torrance Transit Center.

### Equity Platform

The project is consistent with the adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and/or low-income populations within the project area. The project would run primarily through Environmental Justice (EJ) communities, which the completed SAA defines as populations of over 50% minority, low-income, or limited-English proficiency. These communities are burdened by existing land use and transportation issues within the project area. Further, the South Bay as a whole is not well connected to the regional transit system. According to the 2016 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, population and employment within the project area are projected to grow by 8% and 21%, respectively, by 2040.

The project will improve access to these jobs, as well as to major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. All of the aforementioned project benefits will collectively expand access to opportunities for residents of 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 beginning of the environmental study and design phase.

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## **FINANCIAL IMPACT**

The FY 2020 budget includes \$1,500,000 for Professional Services in Cost Center 4350, Project 460304 (Green Line Extension). 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 and/or rail operating expenses.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal 1: provide high quality mobility options that enable people to spend less time traveling. The project area currently faces a number of interrelated land use and transportation issues. Major arterial roadways are congested throughout much of the day. Consequently, bus routes in the South Bay experience slow travel speeds and a high variation in travel times. There are numerous transit operators in the project area but poor connections between local and regional systems. Additionally, there is a lack of high quality, frequent transit services that connect to key destinations and employment centers locally and outside the project area.

A more convenient and reliable connection between the Metro rail system and South Bay communities would reduce transit travel times and provide a viable alternative to driving. The project aims at providing a reliable, high-frequency transit service and improving mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay.

## **ALTERNATIVES CONSIDERED**

The Board could choose not approve any or all of the recommendations. This is not recommended as this work is necessary in order to select the locally preferred alternative and implement the project.

## **NEXT STEPS**

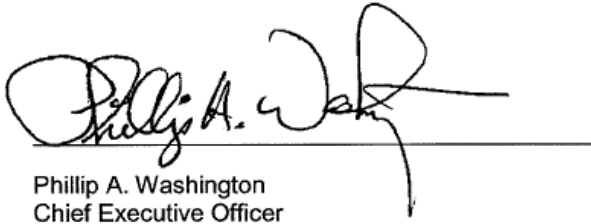
Upon Board approval, staff will execute Contract No. AE63445000 with STV to complete the environmental study, ACE, and optional PE design services.

## **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary  
Attachment C - Project Study Area Map

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