

**Board Report**

File #: 2015-0706, **File Type:** Contract

Agenda Number: 27.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED AS AMENDED (3-0) authorizing the Chief Executive Officer to:

- A. execute Contract Modification No. 12 for Contract No. PS4320-2003, **Metro Eastside Transit Corridor Phase 2 Project Alternatives Analysis, Environmental Clearance and Conceptual Engineering Consultant Services, with CDM Smith/AECOM**, Joint Venture, in the amount of \$2,898,336 to address post-Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/EIR) Cooperating Agency comments and investigate refinements as directed by the Metro Board in November 2014, increasing the total contract value from \$15,548,379 to \$18,446,715;

ISSUE

At the November 2014 meeting, the Board received the Eastside Transit Corridor DEIS/EIR and approved carrying forward two build alternatives, SR-60 Light Rail Transit (LRT) Alternative North Side Design Variation (NSDV) and the Washington Blvd. Alternative into further technical study. Staff was directed to address comments received from Cooperating and Public Agencies, identify a potential alternative north-south connection to Washington Blvd., and analyze environmental impacts and performance of both alternatives in operation, including conducting cost containment studies. Attachment B contains the Board directive. Board approval is needed to modify the technical and outreach services contracts in order to proceed with the directed Technical Study.

DISCUSSION

Both the SR-60 NSDV and Washington Blvd. Alternatives studied in the DEIS/EIR would provide environmental and social benefits and would address mobility challenges faced in the project area by 2035, including connecting the project area to Metro's regional rail network and providing much needed transportation services.

Comments received from stakeholders and project cities during the 60-day Public Comment period from August 22, 2014 to October 21, 2014 indicated strong support for both Alternatives.

Comments received from Cooperating and Participating Public Agencies identified the need to conduct further technical study that supplies the additional detail requested to inform decisions relating to future approvals and permits in their area of jurisdictional responsibility.

SR 60 North Side Design Variation (NSDV) Alternative

The SR 60 NSDV would extend the existing Metro Gold Line Eastside line from the Atlantic/Pomona Station approximately 6.9 miles to Peck Rd. in the City of South El Monte. The Alternative would operate primarily within the southern portion of the SR 60 Freeway right of way (ROW). To minimize potential impacts near the Operating Industries, Inc. (OII) Superfund site, the alignment transitions to the north side of the SR 60 just west of Greenwood Ave. and back to the south side just west of Paramount Blvd. This Alternative proposes four stations with supporting park and ride lots. Attachment C shows the alignment.

Washington Blvd Alternative

The Washington Blvd. Alternative would extend the existing Metro Gold Line Eastside line from the existing Atlantic/Pomona station approximately 9.5 miles to Lambert Rd. in the City of Whittier. It transitions to an aerial guideway on the south side of SR 60 to Garfield Ave., then continues east on Washington Blvd. all in an aerial configuration. At Montebello Blvd., the Alternative would continue at-grade to the terminus station at Lambert Rd. This Alternative proposes six stations with supporting park-and-ride lots at five stations. Attachment C shows the alignment. Two design variations were studied as part of the Washington Blvd. Alternative. The first is an aerial crossing at Rosemead Blvd. to minimize potential traffic impacts at that intersection. The second is an aerial crossing over the San Gabriel River/I-605 Freeway and Pioneer Blvd. to address potential physical constraints.

The DEIS/EIR concluded that the aerial structure on Garfield Ave. between Via Campo and Whittier Blvd. would result in unavoidable adverse impacts after mitigations are implemented. There would be removal of community resources, resulting in a change to the social and physical character within the immediate community. There would also be significant impacts to the visual character of Garfield Ave. due to the presence of shade and shadows cast by the aerial guideway structure. For these reasons, in November 2014, the Board eliminated from further consideration the aerial configuration on Garfield Ave. and directed staff to explore other north-south alignments to Washington Blvd.

Technical Study

The Technical Study will involve consultation with the multiple jurisdictions and agencies and additional investigation in the following areas:

- Environmental Protection Agency (EPA) to further address comments regarding the impact of construction and operation of the project on the OII Superfund site, and comments regarding the Omega Superfund Site;
- United States Army Corps of Engineers (USACE) to address Executive Order 11988 and Section 408 as they relate to the construction and operation of the proposed Santa Anita

Station in the City of South El Monte and supporting park and ride on the site of the Whittier Narrows Dam Basin;

- Caltrans to address comments regarding design of the SR 60 NSDV Alternative;
- Department of Interior and California Department of Fish and Wildlife to address comments related to habitat and wetlands delineation;
- Southern California Edison (SCE) to address potential conflicts with existing and planned transmission lines and facilities;
- City of Monterey Park to address comments regarding visibility;
- Refine the Washington Blvd. Alternative to identify an alternate north-south connection to Washington Blvd.

The DEIS/EIR analyzed each alternative independent of one another. Given the demonstrated need for transit service in each subregion, strong community support from the subregions for their respective Alternative and the identification of two Eastside Phase 2 Alternatives, the Board directed staff to study the impacts, performance and cost of having both alternatives in operation.

Technical work to evaluate how two Alternatives could be operated would build upon the analysis in the DEIS/EIR to identify potential environmental impacts, impacts on ridership and operational issues. Staff was also directed to update project costs, explore cost containment strategies, including analyzing a minimum operable segment.

The Technical Study findings will inform the DEIS/EIR, and a potential implementation strategy for the Eastside Transit Corridor Phase 2 project.

West Santa Ana Branch - Eastside Phase 2 Connection Study

Through a separate study effort, staff is procuring consultant services through the Countywide Planning Bench to conduct the Board-directed West Santa Ana Branch - Eastside Phase 2 Connection Study. The purpose of this study effort is to investigate the feasibility of connecting the Washington Blvd. Alternative to the West Santa Ana Branch project to access downtown Los Angeles. Staff will work closely with the West Santa Ana Branch - Eastside Phase 2 Connection study team to ensure both study efforts are coordinated and fully informed of each other's developments.

DETERMINATION OF SAFETY IMPACT

The Technical Refinement Study will not have any adverse safety impacts on our customers or employees.

FINANCIAL IMPACT

The FY16 Budget includes \$1,225,000 in Cost Center 4350 (Transit Corridors-Westside), under Project 460232 (Eastside Extension Phase 2). Since this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting costs in future

years.

Impact to Budget

The source of funds is Repayment of Capital Project Loans Fund 3562. These funds are eligible for bus and/or rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could consider using in-house resources to perform the Technical Study. Using in-house staff is not recommended because extensive specialized technical expertise is needed to perform the requirements of a study of this magnitude and scope.

NEXT STEPS

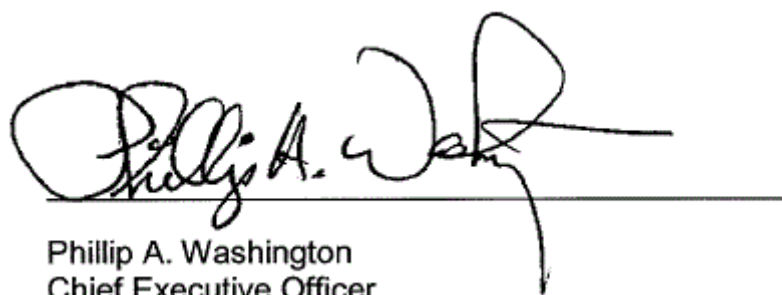
Upon Board approval, staff will execute contract modifications with CDM Smith/AECOM and Arellano Associates for the Technical Study and Outreach support. Additionally, staff will continue the procurement of professional services using the Countywide Planning Bench to conduct the West Santa Ana Branch - Eastside Phase 2 Connection Study.

ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B - November 2014 Board Action
Attachment C - Study Area Map

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