



## Board Report

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Agenda Number: 19.

### PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 15, 2017

**SUBJECT: SEPULVEDA TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 20-month firm fixed price Contract No. PS4044200 to Sepulveda Mobility Partners, a joint venture between HNTB Corporation and WSP USA, Inc. (formerly Parsons Brinckerhoff) to prepare the Sepulveda Transit Feasibility Study and Technical Compendium, in the amount of \$6,537,482.39, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority (CMA) for Contract No. PS4044200 in the amount of \$980,622 to support the cost of any unforeseen issues that may arise during the course of the Contract.

#### **ISSUE**

On April 26, 2017, Metro issued a Request for Proposals (RFP No. PS40442) seeking a qualified contractor to conduct the Sepulveda Transit Feasibility Study and Technical Compendium (Study). The 20-month Study will analyze a variety of options for adding new rail transit service between the San Fernando Valley and Los Angeles International Airport (LAX) (see Attachment C). The results of the Study will support initiation of the environmental review process and further consideration of a Public Private Partnership (P3) delivery method.

Staff is requesting Board authorization to award the Contract.

#### **BACKGROUND**

The section of Interstate 405 (I-405) between the San Fernando Valley and LAX remains one of the nation's most congested urban freeway corridors. With more than 500,000 people moving through this section every weekday, the level of congestion shows that the demand greatly exceeds the capacity of the I-405 alone. Much of this is a result of the geography of the area and the limited number of roads and public transport options running north-south through the Santa Monica Mountains and on to LAX. In 2014, the Sepulveda Transit Corridor Improvement Project completed construction of a new northbound carpool lane between the 10 and 101 Freeways, including new on-

and off-ramps, bridges and retaining walls. However, these improvements have not resulted in the congestion relief hoped for by many commuters who travel the I-405 daily.

### **Previous Studies**

The 2012 Sepulveda Transit Corridor Systems Planning Study evaluated the potential for additional transit and/or highway improvements beyond the scope of the Sepulveda Transit Corridor Improvement Project, ultimately identifying six preliminary concepts warranting further technical study. Several of those concepts will be considered as part of this Study.

In 2015, Metro completed the Sepulveda Transit Corridor Project: Analysis of Financial Strategy report, which identified strategic financial options to consider once the scope of the transportation investment for the Sepulveda corridor was better defined. The report recommended several next steps, including the exploration of alternative project delivery methods, a need for more project definition and an approach to securing environmental approvals.

### **Public Private Partnership (P3)**

In 2016, Metro received Unsolicited Proposals for the Sepulveda Transportation Corridor which offered different approaches for adding innovation, accelerating project delivery, and reducing cost. Metro's Office of Extraordinary Innovation (OEI) is assessing whether a P3 project delivery method could be the best approach for the Sepulveda Transit Corridor Project. The P3 evaluation will proceed as a separate initiative from the Study. See Attachment D for an excerpt from the presentation provided to the Board in July 2017 showing the OEI process in parallel with this Study.

### **Project Funding**

The Sepulveda Transit Corridor Project is included in Metro's 2009 Long Range Transportation Plan (LRTP) and accelerated by the Measure M expenditure plan approved in 2016. Funding for the Project is broken down into three phases with approximately \$9.7 billion in total funding. Phase 1, with \$260 million in funding, includes implementation of Metro ExpressLanes on the I-405 between the 10 and 101 Freeways with an opening date of Fiscal Year (FY) 2026. Phase 2, with approximately \$5.7 billion in funding, includes a fixed-guideway transit service between the San Fernando Valley and the Westwood area of Los Angeles, with an opening year of FY 2033. Phase 3, with approximately \$3.8 billion in funding, involves extending the Phase 2 project southward to LAX, with an opening year of FY 2057.

### **DETERMINATION OF SAFETY IMPACT**

Award of the Contract will have no adverse impact to the safety of our customers and/or employees.

### **FINANCIAL IMPACT**

The FY18 budget includes \$3,575,000 in Cost Center 4350 (Transit Corridors), Project 460305 (Sepulveda Transit Corridor). Since this is a multi-year Contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

### **Impact to Budget**

The source of funds in FY18 is Proposition A, Proposition C, and Transportation Development Act Administration Funds which is not eligible for bus and rail operating and capital expenditures.

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**ALTERNATIVES CONSIDERED**

The Board could choose not to award the Contract. This is not recommended as it may delay the Measure M groundbreaking date of 2024.

**NEXT STEPS**

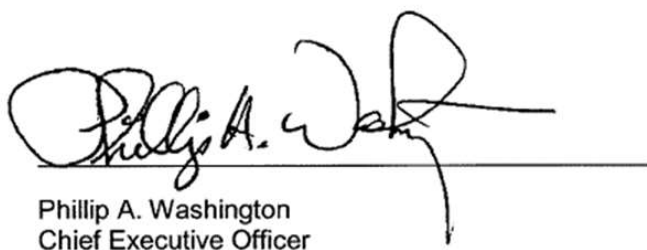
Upon Board approval, staff will execute Contract No. PS4044200 with Sepulveda Mobility Partners. Going forward, the title of this study will be the Sepulveda Transit Feasibility Study and Technical Compendium. Public outreach services will be provided through a separate contract which is scheduled to commence in parallel with this Study. See Attachment E for a preliminary milestone schedule for the Study.

**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Study Area Map
- Attachment D - OEI Parallel Process
- Attachment E - Preliminary Milestone Schedule

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