

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Wednesday, November 14, 2018

2:00 PM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

Janice Hahn

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

15. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

[2018-0404](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

1. Approve an updated project definition (Attachment A) for Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR);
2. Negotiate and execute third party agreements between Metro and project corridor cities and agencies;
3. Execute Modification No. 6 to Contract No. AE5999300 with WSP USA, Inc. for technical services to advance the level of design to 15% to support Draft EIS/EIR in the base amount of \$6,300,216, with an optional task for third-party coordination in the amount of \$1,678,228, for a total amount of \$7,978,444, increasing the total contract value from \$12,405,244 to \$20,383,688; and
4. Execute Modification No. 2 to Contract No. PS2492300 with Arellano Associates to provide additional outreach support in the amount of \$1,324,503, increasing the total contract value from \$922,203 to \$2,246,706.

B. RECEIVING AND FILING finding in response to May 2018 comment to evaluate the feasibility and need for 4-car platforms on the West Santa Ana Branch line.

Attachments: [Attachment A - Updated Project Definition](#)
[Attachment B - Updated Alignment Map and Profile](#)
[Attachment C-1 Procurement Summary](#)
[Attachment C-2 Procurement Summary](#)
[Attachment D-1 Contract Modification Log](#)
[Attachment D-2 Contract Modification Log](#)
[Attachment E-1 - DEOD Summary for A-1 AE5999300 \(Mod. 6\)](#)
[Attachment E-2 - DEOD Summary for A-2 PS2492300 \(Mod. 2\) JJ](#)
[Presentation](#)

**16. SUBJECT: JOINT DEVELOPMENT PROJECTS IN BOYLE HEIGHTS
AND TAYLOR YARD**

[2018-0573](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute:

- A. An amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with Bridge Housing Corporation - Southern California and East LA Community Corporation (“Bridge/ELACC”), that extends the term of the ENA to December 31, 2019 and provides for up to an additional 12-month term extension, if deemed necessary and prudent; and
- B. An amendment to an existing Joint Development Agreement (“JDA”) with Taylor Yards, LLC, a development entity created by McCormack Baron Salazar, that extends the term of the JDA to March 31, 2020 and provides for up to an additional 12-month term extension, if deemed necessary and prudent.

17. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH

[2018-0574](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD 29 bench Contract Nos. PS54330000 through PS54330028 under the Countywide Planning and Development Bench for professional services with the contractors recommended in Attachment A-1 for a three-year base period in the funding amount of \$25 million, with two, one-year options, in the funding amount of \$5 million for each option year, for a not-to-exceed cumulative total funding amount of \$35 million, subject to resolution of protest(s) if any:
 - 1. Discipline 1 - Transportation Planning:
 - 1.1. AECOM Technical Services, Inc
 - 1.2. Cambridge Systematics, Inc.
 - 1.3. CH2M Hill, Inc.
 - 1.4. Chen Ryan Associates, Inc. (SBE/DBE)
 - 1.5. Fehr & Peers
 - 1.6. HDR Engineering, Inc.
 - 1.7. Kimley-Horn & Associates, Inc.
 - 1.8. Mott MacDonald, LLC
 - 1.9. Steer
 - 1.10. STV Incorporated
 - 1.11. TransLink Consulting, LLC (SBE/DBE)
 - 1.12. WSP USA;
 - 2. Discipline 2 - Environmental Planning:
 - 2.1. AECOM Technical Services, Inc.

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- 2.2. HDR Engineering, Inc.
 - 2.3. STV Incorporated
 - 2.4. Terry A. Hayes Associates, Inc. (SBE/DBE)
 - 2.5. WSP USA;
 3. Discipline 3 - Traffic/Transportation Engineering:
 - 3.1. AECOM Technical Services, Inc.
 - 3.2. Cambridge Systematics, Inc.
 - 3.3. CH2M Hill, Inc.
 - 3.4. FPL and Associates, Inc. (SBE/DBE)
 - 3.5. HDR Engineering, Inc.
 - 3.6. Iteris, Inc.
 - 3.7. KOA Corporation
 - 3.8. Mott MacDonald, LLC;
 4. Discipline 4 - Economic and Financial Analysis:
 - 4.1. AECOM Technical Services, Inc.
 - 4.2. Arup Advisory, Inc.
 - 4.3. BAE Urban Economics, Inc. (SBE/DBE)
 - 4.4. Morgner Construction Management (SBE/DBE)
 - 4.5. WSP USA;
 5. Discipline 5 - Community Design and Land Use:
 - 5.1. AECOM Technical Services, Inc.
 - 5.2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)
 - 5.3. M. Arthur Gensler Jr. & Associates, Inc
 - 5.4. Gruen Associates
 - 5.5. Here Design Studio, LLC (SBE/DBE)
 - 5.6. John Kaliski Architects (SBE);
 6. Discipline 6 - Sustainability/Active Transportation:
 - 6.1. AECOM Technical Services, Inc.
 - 6.2. Alta Planning + Design
 - 6.3. Chen Ryan Associates, Inc. (SBE/DBE)
 - 6.4. Fehr and Peers;
 7. Discipline 7 - Demand Modeling and Geographic Information System:
 - 7.1. AECOM Technical Services, Inc.
 - 7.2. Cambridge Systematics, Inc.
 - 7.3. WSP USA;
 8. Discipline 8 - Data Base Development and Data Analysis:
 - 8.1. Cambridge Systematics, Inc.
 - 8.2. Iteris, Inc.;
 9. Discipline 9 - Real Estate Project Management:
 - 9.1. Tierra West Advisors, Inc. (SBE/DBE);
 10. Discipline 10 - Research and Surveying:
 - 10.1. Cambridge Systematics, Inc.
 - 10.2. ETC Institute
 - 10.3. Moore & Associates, Inc.
 - 10.4. Redhill Group, Inc. (SBE); and

-
- B. EXECUTE individual task orders under the Bench Contracts for up to \$1 million per task order.

Attachments: [Attachment A - Procurement Summary.pdf](#)
 [Attachment A - 1- Recommended Firms by Discipline.pdf](#)
 [Attachment B - DEOD Summary.pdf](#)

18. SUBJECT: METRO BIKE SHARE GREENHOUSE GAS REDUCTION [2018-0608](#)
FUND GRANT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) for the Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant in the amount of \$6,342,126, increasing the total contract value from \$89,001,735 to \$95,343,861;
- B. APPROVE the increase of the Phase III Expansion Life of Project (LOP) budget by \$2.83M increasing total LOP from \$10.5M to \$13.33M; and
- C. NEGOTIATE and EXECUTE a Memorandum of Understanding (MOU) amendment to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (accessed at http://media.metro.net/board/Items/2015/01_january/20150114p&pitem25.pdf) with the City of Los Angeles as it relates to the GGRF Grant award.

Attachments: [Attachment A - GGRF Grant Award](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Contract Modification Log](#)
 [Attachment D - Funding and Expenditure Log](#)
 [Attachment E - DEOD Summary](#)

19. SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 4 [2018-0690](#)
REGIONAL PROGRAM SCORING

RECOMMENDATION

APPROVE the assignment of up to ten points as presented in Attachment A to candidate projects for the Active Transportation Program (ATP) Cycle 4 Southern California Association of Governments' (SCAG) Regional ATP competition.

Attachments: [Attachment A - Proposed Los Angeles County Point Assignment](#)
 [Attachment B - Proposed Point Assignment Method](#)

20. SUBJECT: LINK UNION STATION

[2018-0694](#)

RECOMMENDATION

APPROVE the designation of the California Environmental Quality Act (CEQA) "Proposed Project" in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

Attachments: [Attachment A - Link US Concourse Study Summary of Findings](#)
 [Attachment B - Link US Community Engagement Activities](#)
 [Presentation](#)

**21. SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE
SEPARATION STUDY**

[2018-0245](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

Attachments: [Attachment A - January 2017 Board Motion](#)
 [Attachment B - February 2017 Board Action](#)
 [Attachment C - Map of Inglewood Projects](#)
 [Attachment D – Centinela Avenue Grade Separation Traffic Study](#)
 [Presentation](#)
 [Staff Report](#)

(ALSO ON CONSTRUCTION COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0715](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0404, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

1. Approve an updated project definition (Attachment A) for Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR);
2. Negotiate and execute third party agreements between Metro and project corridor cities and agencies;
3. Execute Modification No. 6 to Contract No. AE5999300 with WSP USA, Inc. for technical services to advance the level of design to 15% to support Draft EIS/EIR in the base amount of \$6,300,216, with an optional task for third-party coordination in the amount of \$1,678,228, for a total amount of \$7,978,444, increasing the total contract value from \$12,405,244 to \$20,383,688; and
4. Execute Modification No. 2 to Contract No. PS2492300 with Arellano Associates to provide additional outreach support in the amount of \$1,324,503, increasing the total contract value from \$922,203 to \$2,246,706.

B. RECEIVING AND FILING finding in response to May 2018 comment to evaluate the feasibility and need for 4-car platforms on the West Santa Ana Branch line.

ISSUE

At the May 2018 meeting, the Board took action on the West Santa Ana Branch (WSAB) Project northern alignments and selected Alternative E (Alameda Underground) and Alternative G (Downtown Transit Core) for further analysis in the Draft EIS/EIR. In response to comments received from the 2017 scoping and 2018 updated scoping meetings, staff has worked closely with corridor cities, particularly cities along the southern alignment, and has conducted additional technical

analysis and design. These efforts have resulted in refinements to the project alignment and project definition.

The existing technical contract includes design development up to conceptual level (5% design). Advancing the design to 15% will help address questions received through the scoping process, inform the subsequent preliminary engineering (PE) work and provide more specificity to the Public-Private Partnership (P3) community. Augmenting the outreach services contract will also allow Metro to continue with additional public outreach and community engagement opportunities in support of the environmental document.

In an effort to achieve an early project delivery, third party agreements between Metro and project corridor cities and agencies will be conducted in a parallel process with environmental clearance.

BACKGROUND

The WSAB Project is a proposed 20-mile Light Rail Transit (LRT) line that would connect the cities of southeast Los Angeles County (LA County) to downtown Los Angeles and the Metro rail network. South of downtown Los Angeles, a single alignment has been identified following the existing right-of-way (ROW) parallel to the Blue Line owned by Union Pacific Rail Road (UP), then turning east along Randolph Avenue in the City of Huntington Park, transitioning south following the San Pedro Subdivision Branch (owned by Port of Los Angeles and Port of Long Beach), to the eight-mile, Metro-owned, abandoned Pacific Electric (PE) ROW to the southern terminus in the City of Artesia. Attachment B illustrates the project alignment. WSAB would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents.

Measure M Project Description

The Project is identified in Measure M as a proposed LRT line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County). 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 Long-Range Transportation Plan (LRTP) financial forecast as amended, the Project has a \$4 billion (B) (2015\$) allocation of funding (comprised of Measure M and other local, state, and federal sources) based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Per Measure M, funding becomes available in two cycles as follows:

Measure M Expected Opening Date	LRTP Funding Allocation (2015\$)
FY 2028	\$1 billion (\$535 million Measure M)
FY 2041	\$3 billion (\$900 million Measure M)

Measure M indicates that an early delivery of the subsequent project phase may be made possible with a P3 delivery method. A P3 with a comprehensive delivery approach is being pursued as a strategy for accelerating the subsequent project phase, and may enable Metro to deliver the project in one phase, or alternatively, as a significantly increased project scope, by 2028.

The Project is also identified in Metro's Twenty-Eight by '28 Initiative. Accordingly, efforts are underway to facilitate an early project delivery.

DISCUSSION

Updated Project Definition

The project definition has been updated in response to comments received as part of the scoping process, ongoing coordination with corridor cities, particularly cities in the south, and on-going refinement of technical and environmental analysis in order to minimize or avoid environmental impacts. The updated project definition will be carried forward into the Draft EIS/EIR. Attachment A summarizes the proposed refinements and rationale and Attachment B includes the updated project alignment map and sketch profiles.

The key updates include:

- Three stations: Washington, Vernon and 183rd/Gridley Station will be removed from further study.
- Alignment will be aerial grade-separated over the existing I-10 freeway and continue in an aerial configuration until Slauson Station.
- Five aerial grade-separations will be added.
- Alternative G2 Pershing Square design option will be removed from further study.
- Optional Bloomfield extension and station will be removed from further study.

Updated Cost Estimate

The current updated end-to-end project capital cost for the two alternatives (Alternatives E & G) is estimated at \$6.5 to \$6.6B (in 2018\$). The cost includes Rough Order of Magnitude (ROM) right-of-way estimates, but these numbers are contingent upon negotiation with the freight railroads. The first-last mile (FLM) cost estimates will be prepared during the Advanced Conceptual Engineering phase and will increase the project capital cost estimate. As mentioned above, per Measure M and Metro's LRTP financial forecast, the Project has a \$4B (2015\$) funding allocation based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Per Measure M, funding becomes available in two cycles with \$1B available through FY2028 and \$3B through FY2041.

The project cost at completion in FY2041 (including inflation) is estimated at approximately \$9.6B (year of expenditure [YOE] for a Twenty-Eight by '28 delivery would be different), while the Measure M and LRTP funding allocation escalated to that same YOE is \$6.3B. Separate, but related work underway at the Board's direction to explore how to achieve the Twenty-Eight by '28 Initiative will consider this funding gap.

Third-Party Agreements

In an effort to accelerate delivery of the WSAB project, third party agreements including Letters of Agreement (LOAs) with corridor cities and agencies are needed in order to set the guidelines for roles and responsibilities between the parties towards project delivery and meet the critical schedule of the Project. Given the critical schedule of the project and the generally longer timing of obtaining a Master Cooperative Agreement (MCA), Metro will be working with each respective city or agency to execute LOAs as interim agreements until formal MCAs can be executed.

The agreements, amongst other items, will define reimbursement eligibility for third party city and agencies, establish schedule and review commitments and specify the procedures which Metro and the corridor cities will follow in advancing the design of the Project. As this work will be conducted in parallel to the environmental process, Planning will continue to lead with Program Management providing support and coordinating third-party agreement efforts through Planning.

Public and Stakeholder Engagement

Since the Board's May 2018 meeting, staff conducted a series of updated scoping meetings that were held during the summer to update communities and public agencies on the northern alignment options to be carried forward into the environmental document and gather their feedback, as required by NEPA and CEQA. Staff also engaged with city managers, cities' staff, Eco-Rapid and other stakeholder groups during this period to seek feedback on the project alignment and address concerns.

Four-car Platforms Evaluation

At the May 2018 Board meeting, Director Fasana requested staff to study the feasibility and need to have 4-car platforms on the WSAB Project in response to the projected WSAB ridership in order to ensure the line is designed so as to adequately meet demand. Additional ridership and capacity (passenger load) analysis for opening day and the horizon 2042 year were conducted. The results indicate that the capacity is expected to be adequate for Alternative E. For Alternative G, forecast passenger loads are expected to exceed the planned capacity for the segment between Slauson Station and 7th/Metro Station during peak periods. This is due in part to the large number of Blue Line customers forecast to transfer to the WSAB line at the Slauson Station in order to reach the downtown transit core.

The increase from 3- to 4-car train consists was analyzed but was not deemed cost effective as it would not significantly improve the capacity north of Slauson Station. A longer vehicle size and corresponding platform size will also have impacts to the corridor cities and the project including additional capital costs, traffic impacts due to increased time necessary to pass through at-grade intersections in the southern segment, potential need for the intersections to be grade separated, and higher operating and maintenance costs.

The most effective solution for addressing long-term capacity issues between Slauson and the downtown transit core is to plan for the ability to operate a "short-line" service with 2.5 minutes headway during the peak. This would allow up to a doubling of capacity focused on the most impacted segment of the route. This solution provides the ability to contain capital and operating cost increases by targeting improvements in the high-demand segment.

Therefore, 4-car platforms on the WSAB line is not recommended as 3-car train consists would provide sufficient capacity when a short-line service is taken into account for the alignment segment north of Slauson Station.

Technical Services Contract Modification No. 6

The execution of Contract Modification No. 6 to WSP USA, Inc. will allow Metro to advance the level of design to 15% in support of the Draft EIS/EIR. The existing contract includes design development

to a conceptual level (5% design). Advancing the design to 15% will provide the additional level of detail to more fully address design elements including alignment, station and Park & Ride lot design, first-last mile and station access points, among others. The advanced design will provide better understanding of the constructability of the alignment, especially for the proposed tunneling through downtown and ensure a feasible project is being analyzed as part of the environmental document. More detailed engineering design will provide more specificity to the P3 community in support of a potential P3 project delivery.

Outreach Services Contract Modification No. 2

The execution of Contract Modification No. 2 to Arellano Associates will allow Metro to provide enhanced and community focused outreach services to the corridor communities in support of the environmental document. Activities such as tours of existing Metro lines, additional community update meetings, and coordination meetings with cities will allow for greater engagement opportunities. The recent updated scoping meetings and comment period underscored the need for additional rounds of public meetings in support of the environmental process as well as focused outreach to the corridor communities.

Consistency with Metro's Equity Platform Framework

The Project, and the recommended project definition modifications, are consistent with the recently-adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and low-income populations within the Project Area. The corridor has been identified as having environmental justice communities along the entire 20-mile alignment. Minority residents consist of 66% of the total Project area population and 25% of Project area residents live below poverty, which is higher than the Los Angeles County average of 17%. Most of the transit service in the Project area is local with limited express buses operating on the congested roadway network. These communities have been historically underserved by transit investments. The Project definition modifications also aim to better integrate with the communities that the project serves and will improve access and connectivity to densely populated areas, major employment centers, and local and regional destinations. The Project, and the recommended Project definition modifications, will also significantly reduce travel times and Vehicle Miles Traveled (VMT) in the Project area, which could lead to air quality, safety, and livability improvements for the Project area's most vulnerable communities.

All of the aforementioned Project benefits will collectively expand economic opportunities and enhance the quality of life for residents of the Project area. Metro staff will ensure that Metro's Equity Platform Framework will guide the process for evaluating the project in the Draft EIS/EIR.

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 study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2018-19 budget includes \$4,691,953 in Cost Center 4370 (Systemwide Team 3), Project 460201 (WSAB Corridor Admin) for professional services. Since this is a multi-year contract, the

Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this Project is from State Senate Bill (SB) 1 grant. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus or other rail capital or operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended Project definition modifications will improve operations, safety and improve overall travel time. These recommendations support Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. WSAB is anticipated to provide an approximately 35-minute one-seat ride from the proposed Pioneer station in the southern terminus to either WSAB northern terminus. Taking a similar trip today on existing Metro bus and rail lines would take approximately 2-3 times as long, depending on the route, number of transfers, and local traffic conditions. The WSAB corridor traverses some of Los Angeles County's most densely-developed, historically underserved and environmental justice communities. Many of the Project area communities are characterized by heavily transit dependent populations who currently lack access to a reliable transit network. The Project area is served by buses that operate primarily along a heavily congested freeway and arterial network with limited connections to the Metro rail system. With the recommended Project definition modifications, the Project will be better integrated with the communities that the rail line will traverse.

A high-capacity and reliable transit investment between the Metro rail system and Gateway Cities would provide mobility and travel choices within the WSAB corridor and reduce dependence on auto travel. The Project aims to increase mobility, reduce travel times on local and regional transportation networks and accommodate future population and employment growth in southeastern Los Angeles County.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommendations. This alternative is not recommended, as the updated Project definition further develops the project to best align with the Metro Vision 2028 Strategic Plan goals. In addition, the recommended Project definition modifications were developed through coordination with the corridor cities, the communities and stakeholders, and in response to feedback received, better aligning the project to community priorities. Not approving the recommendations would also impact the Project's environmental clearance schedule and would not be consistent with prior Board direction to advance the Project. An updated project definition, advancing third-party agreements and execution of contract modifications will ensure the Project advances in an effort to accelerate Project delivery.

NEXT STEPS

Upon Board approval, staff will continue with the environmental work and conduct advanced conceptual engineering. Staff will also execute the contract modifications for technical services to perform the necessary environmental analyses and for outreach services to complete the Draft

EIS/EIR.

Staff anticipates conducting public community meetings in early 2019 to share the modifications to the Project Definition.

ATTACHMENTS

Attachment A - WSAB Updated Project Definition Table
Attachment B - WSAB Updated Alignment Map and Sketch Profile
Attachment C-1 - Procurement Summary AE5999300
Attachment C-2 - Procurement Summary PS2492300
Attachment D-1 - Contract Modification/Change Order Log AE5999300
Attachment D-2 - Contract Modification/Change Order Log PS2492300
Attachment E-1 - DEOD Summary for C-1
Attachment E-2 - DEOD Summary for C-2

Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931

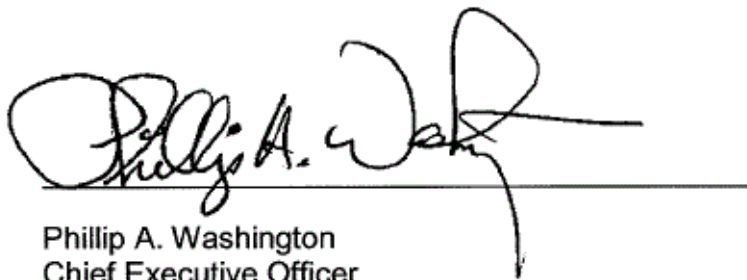
Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885

David Mieger, EO, Countywide Planning & Development, (213) 922-3040

Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

West Santa Ana Branch Transit Corridor: Updated Project Definition

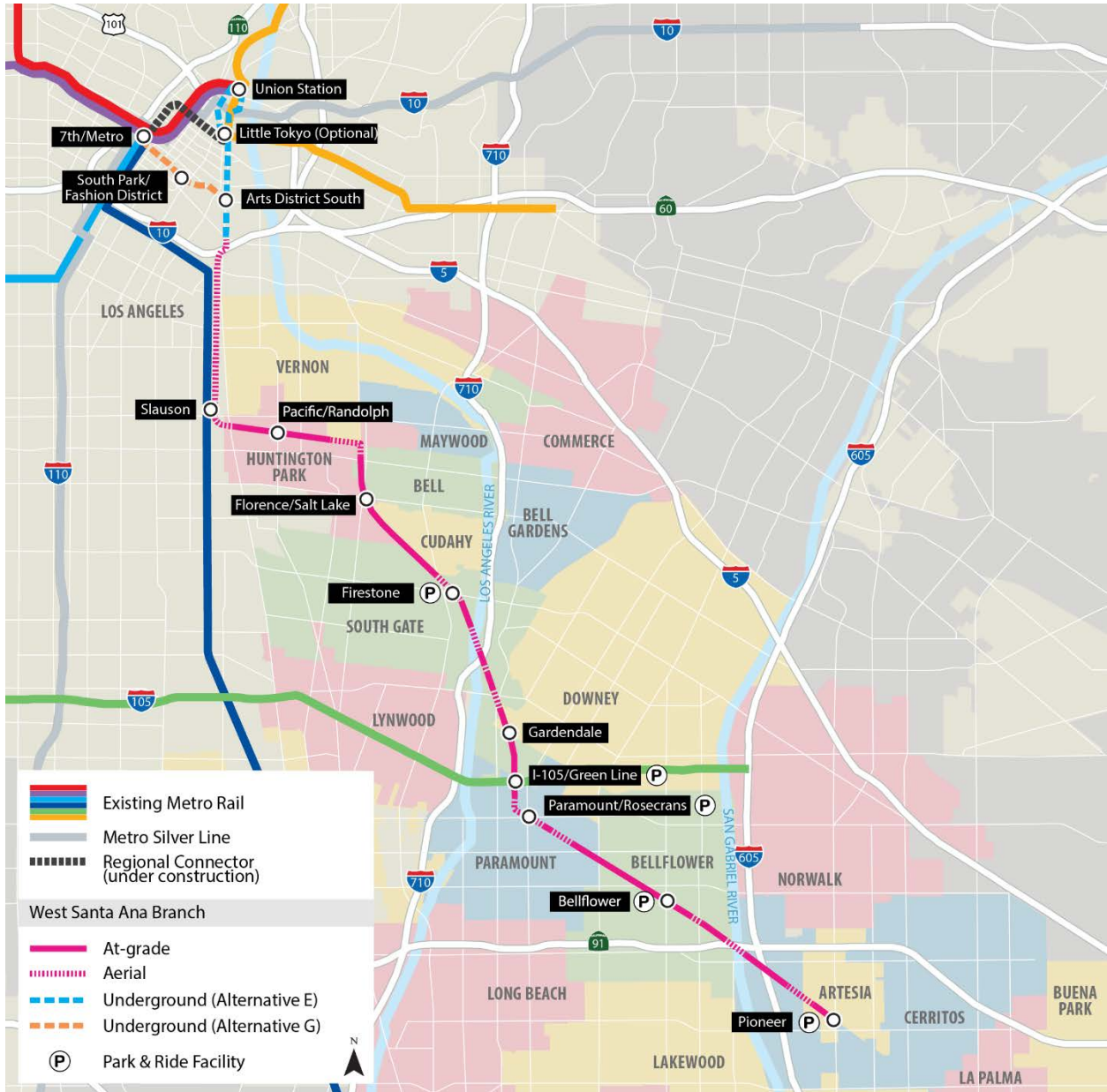
Previous Design	Recommended Refinements	Justification
City of Los Angeles		
<ul style="list-style-type: none"> Alternative G: Downtown Transit Core had two design option with a terminus station near either the existing 7th St/Metro Center Station or the existing Pershing Square Station. 	<ul style="list-style-type: none"> The Pershing Square design option will be removed from further study. 	<ul style="list-style-type: none"> A Pedestrian Simulation/Circulation Report was conducted which found that the 7th & Metro Station can operate at an adequate level of service with a connection to the proposed WSAB station at 8th/Flower. Given that the 7th St/Metro Center Station option provides better connectivity to the regional transit network, the Pershing Square Station option is recommended to be removed from further study.
<ul style="list-style-type: none"> Alternative E: Alameda - Union Station Forecourt station located under existing Union Station surface parking lot. 	<ul style="list-style-type: none"> Union Station Forecourt Station to be relocated further east of Alameda Street, closer to Union Station. 	<ul style="list-style-type: none"> Station relocation will avoid impacts to the Alameda streetscape and adjacent First 5 LA building. (Project staff is coordinating closely with the Union Station Forecourt and Esplanade team.)
<ul style="list-style-type: none"> Alternative E: Alameda - Little Tokyo station located under Alameda Street between 1st and 2nd Streets. 	<ul style="list-style-type: none"> Little Tokyo Station southern portal to be relocated to the Department of Water and Power (DWP) parcel at Alameda Street/2nd Street and northern portal entrance will share the same plaza as the under construction Regional Connector. 	<ul style="list-style-type: none"> Southern portal relocation will provide better pedestrian connectivity to the Arts District. The northern portal entrance will share the same plaza as the under construction Regional Connector to provide a connection opportunity to Regional Connector.
<ul style="list-style-type: none"> At-grade profile under the I-10 freeway overpass and transitioning to aerial grade-separated south of the I-10 freeway to an aerial Washington Station. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated over the existing I-10 freeway and continue in an aerial configuration until Slauson Station. 	<ul style="list-style-type: none"> Avoids future potential conflicts due to at-grade crossings near freeway on/off ramps and intensity of existing development in this area.

Previous Design	Recommended Refinements	Justification
<ul style="list-style-type: none"> Aerial grade-separated Washington Station and Vernon Station adjacent to the existing Blue Line Stations. 	<ul style="list-style-type: none"> Washington Station and Vernon Station will be removed from further study. 	<ul style="list-style-type: none"> Travel Demand Forecasts show that the vast majority of transfers between the Blue Line and WSAB occur at the Slauson Station. This is due to Slauson Station being the first transfer point on the northbound train between the lines and that WSAB will provide shorter travel time, than the Blue Line, to either the Downtown Transit Core or Union Station. This also allows WSAB to travel faster, with fewer stations, while these two existing stations remained served by the Blue Line.
City of South Gate		
<ul style="list-style-type: none"> At-grade crossing at Firestone Boulevard. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Atlantic Avenue and Firestone Boulevard before descending at-grade to Rayo Avenue. 	<ul style="list-style-type: none"> This grade separation will allow for optimal station placement that is better integrated with the City's Gateway District Specific Plan.
<ul style="list-style-type: none"> At-grade crossing at Garfield Avenue and Imperial Highway. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Imperial Highway and Garfield Avenue before descending at-grade to Gardendale Station. 	<ul style="list-style-type: none"> Grade separation will improve travel time reliability, reduce traffic impacts, and improve pedestrian/vehicle safety.
<ul style="list-style-type: none"> Firestone station located close to Atlantic Ave. 	<ul style="list-style-type: none"> Firestone Station will be shifted south. 	<ul style="list-style-type: none"> The relocated Firestone Station is in a more optimal location to better integrate with the City's Transit-Oriented Development as identified in the South Gate Gateway District Specific Plan.

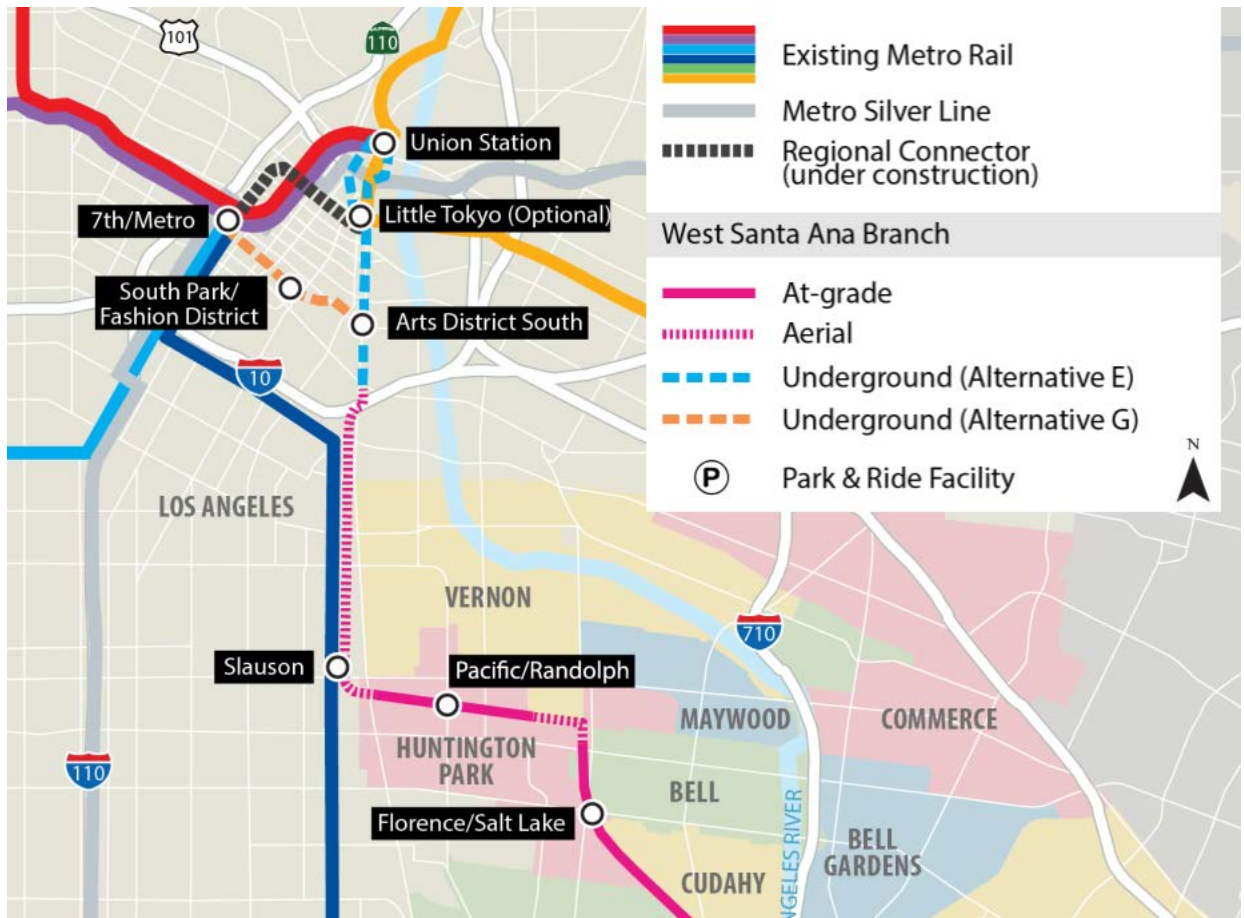
Previous Design	Recommended Refinements	Justification
City of Paramount		
<ul style="list-style-type: none"> Existing pedestrian bridge connecting Paramount High School campuses. 	<ul style="list-style-type: none"> Pedestrian bridge connecting the Paramount high school campuses will be reconstructed below-grade. 	<ul style="list-style-type: none"> The existing pedestrian bridge crosses the alignment aerial and will need to be reconstructed. The pedestrian crossing will be reconstructed below-grade to provide a safer pedestrian connection between the campuses and improve ADA access.
<ul style="list-style-type: none"> At-grade crossing at Downey Avenue. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Downey Avenue before descending at-grade to Somerset Boulevard and continuing east to Bellflower Station. 	<ul style="list-style-type: none"> Due to the proximity to Paramount High School and Harry Wirtz Elementary School, this intersection has high pedestrian volumes. Grade separation will improve pedestrian safety and travel time reliability.
<ul style="list-style-type: none"> I-105/Green Line Station located above the I-105 freeway trench. 	<ul style="list-style-type: none"> I-105/Green Line Station will be shifted north. 	<ul style="list-style-type: none"> Station relocation provides better connectivity to the proposed park and ride lot and will reduce right of way impacts to the single-family homes south of the I-105 freeway.
<ul style="list-style-type: none"> Paramount Station located east of Paramount Boulevard. 	<ul style="list-style-type: none"> Paramount Station will be shifted closer to Paramount Boulevard. 	<ul style="list-style-type: none"> Station shift will provide better connectivity to the proposed park and ride lot, connecting bus service, and local businesses.
City of Bellflower		
<ul style="list-style-type: none"> At-grade crossing at the intersection of Flower Street/Woodruff Avenue 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of Flower Street/Woodruff Avenue. 	<ul style="list-style-type: none"> Grade separation will allow for maintained access to the businesses along Flora Vista Street and avoids potential traffic impacts due to the unique street configuration in this area.

Previous Design	Recommended Refinements	Justification
City of Artesia		
<ul style="list-style-type: none"> Option of continuing alignment south to Bloomfield Avenue with a Bloomfield Station. 	<ul style="list-style-type: none"> Pioneer Station to be the southern terminus and will be designed as a multi-modal transit hub. 	<ul style="list-style-type: none"> The Pioneer station in the City of Artesia has greater potential as a terminus location.
<ul style="list-style-type: none"> Portion of Pioneer Station parking located in City of Cerritos. 	<ul style="list-style-type: none"> Pioneer Station parking site will be relocated to just south of Pioneer Station and will be entirely within City of Artesia limits. 	<ul style="list-style-type: none"> Previous potential park and ride location was partially located in the City of Cerritos, while the station itself is wholly within Artesia. Shifting the parking site allows for a stronger multi-modal hub and maximizes potential for partnerships with Artesia.
City of Cerritos		
<ul style="list-style-type: none"> At-grade crossing at 183rd Street/Gridley Road. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of 183rd Street/Gridley Road before descending at-grade to 186th Street and continuing east to Pioneer Station. 	<ul style="list-style-type: none"> Grade separation will reduce traffic impacts and improve travel time and safety.
<ul style="list-style-type: none"> 183rd/Gridley Station located at northwest corner of the intersection. 	<ul style="list-style-type: none"> 183rd/Gridley Station will be removed from further study. 	<ul style="list-style-type: none"> Station removed because it is very close to the Pioneer station and has limited ridership potential.
<ul style="list-style-type: none"> Optional Bloomfield extension and station. 	<ul style="list-style-type: none"> Optional Bloomfield extension and station will be removed from further study. 	<ul style="list-style-type: none"> The Pioneer Station in the City of Artesia has greater potential as a terminus location to enhance mobility and Transit-oriented Communities potential.

West Santa Ana Branch Transit (WSAB) Corridor: Updated Alignment Map



WSAB Corridor: Updated Northern Alignment

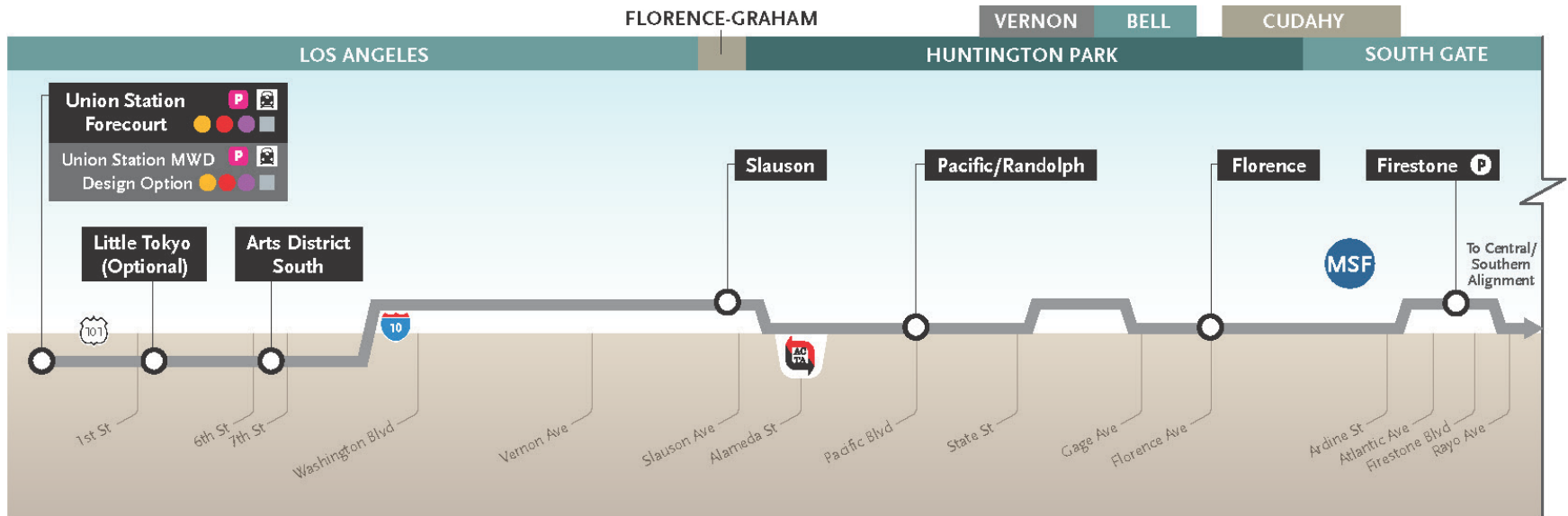


WSAB Corridor: Updated Southern Alignment



WSAB Corridor: Updated Profile

i. Union Station (Alt E)/Downtown Transit Core (Alt G) to South Gate



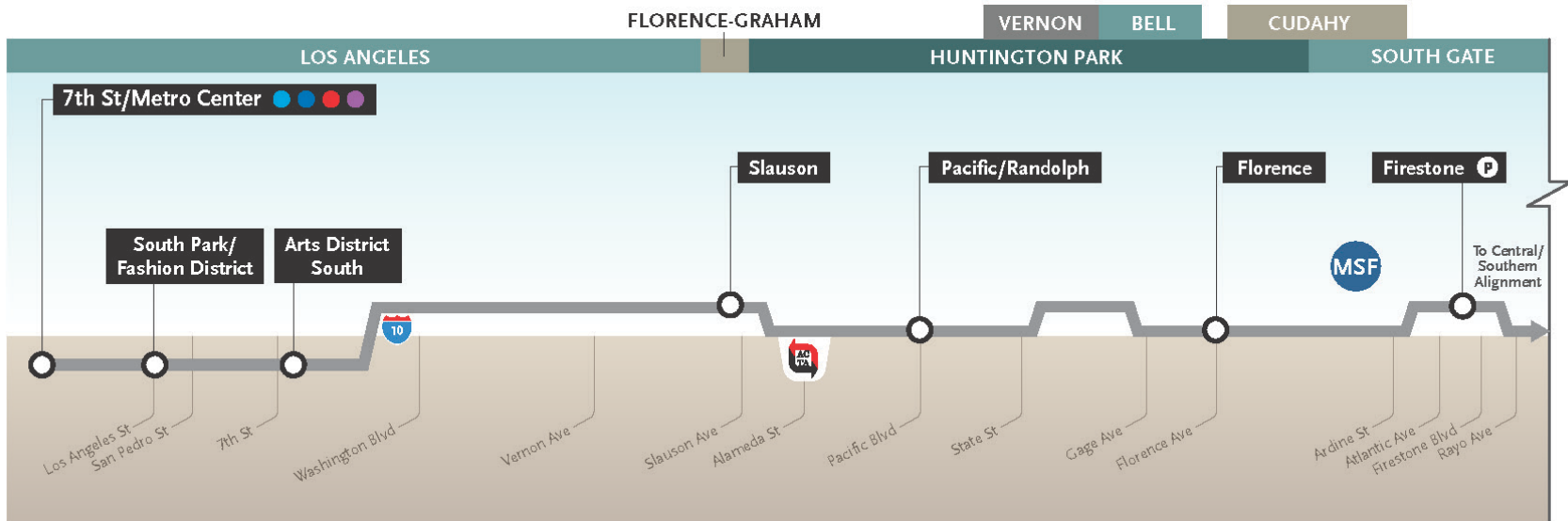
Note: Transition to vertical profile not to scale

PROPOSED

-  Station
-  Alignment
-  Maintenance & Storage Facility (Potential MSF sites under consideration)
-  Park & Ride Facility

EXISTING

-  Station Parking
-  Alameda Corridor (Owned by Alameda Corridor Transportation Authority)



Note: Transition to vertical profile not to scale

West Santa Ana Branch (WSAB)

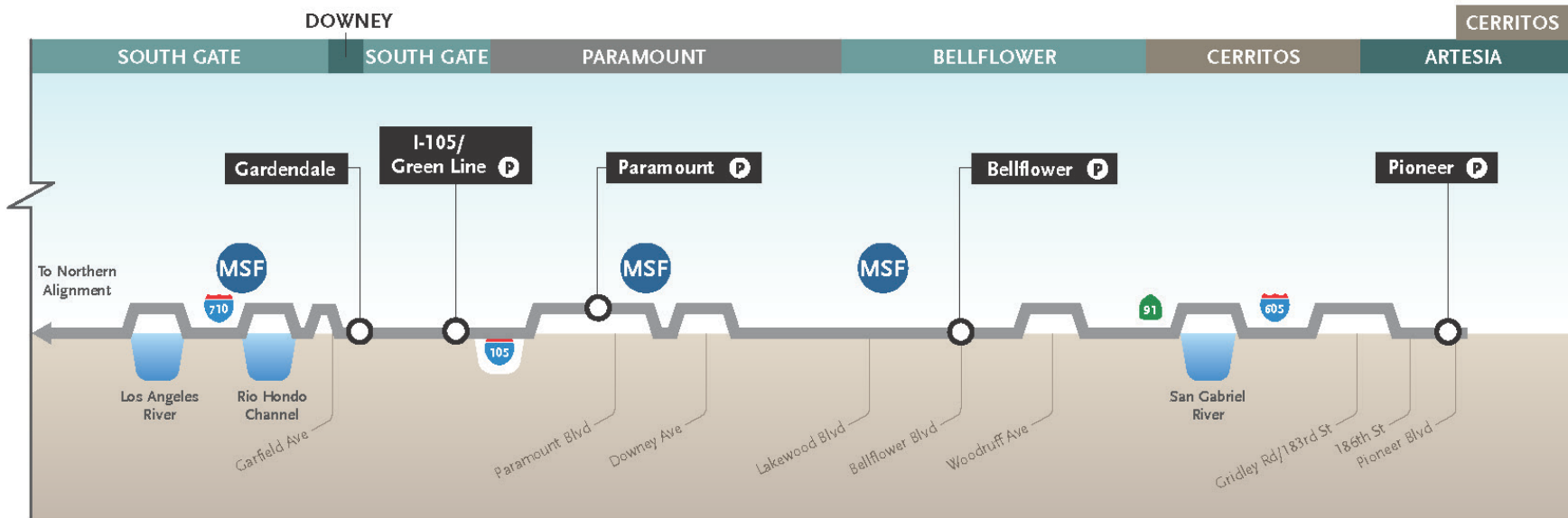
PROPOSED

-  Station
-  Alignment
-  Maintenance & Storage Facility
(Potential MSF sites under consideration)
-  Park & Ride Facility

EXISTING

-  Station Parking
-  Alameda Corridor
(Owned by Alameda Corridor Transportation Authority)

ii. South Gate to Artesia



West Santa Ana Branch (WSAB)

PROPOSED

-  Station
-  Alignment
-  Maintenance & Storage Facility (Potential MSF sites under consideration)
-  Park & Ride Facility

Note: Transition to vertical profile not to scale

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: Technical services to advance the level of design to 15% to support Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: October 22, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/16	Contract Award Amount: \$9,392,326
	Notice to Proceed (NTP):	06/26/17	Total of Modifications Approved: \$3,012,918
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$7,978,444
	Current Est. Complete Date:	09/30/20	Current Contract Value (with this action): \$20,383,688
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558
8.	Project Manager: Meghna Khanna		Telephone Number: (213) 922-3931

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued for technical services to advance the level of design to 15% to support the Draft EIS/EIR for the West Santa Ana Branch Transit Corridor.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 26, 2016, the Board awarded firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor technical services.

Refer to Attachment D-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, and fact finding. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Modification Amount
\$7,998,072	\$8,846,876	\$7,978,444

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION
PROGRAM / PS2492300

1.	Contract Number: PS2492300		
2.	Contractor: Arellano Associates, LLC		
3.	Mod. Work Description: Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance of the West Santa Ana Branch Transit Corridor Project (WSAB).		
4.	Contract Work Description: Outreach services as part of the Community Participation Program for WSAB.		
5.	The following data is current as of: October 16, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	9/26/16	Contract Award Amount: \$492,893
	Notice to Proceed (NTP):	9/26/16	Total of Modifications Approved: \$429,310
	Original Complete Date:	9/25/20	Pending Modifications (including this action): \$1,324,503
	Current Est. Complete Date:	9/25/20	Current Contract Value (with this action): \$2,246,706
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Teresa Wong		Telephone Number: (213) 922-2854

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued to augment the Community Participation Program to continue implementing focused outreach services to the corridor communities in support of the environmental documents for the WSAB Transit Corridor Project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 26, 2016, the Board approved award of firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of \$492,893 to perform the environmental clearance study community outreach for the WSAB Transit Corridor pending passage of Measure M.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, and the technical analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,324,503	\$1,309,070	\$1,324,503

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	11/21/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS (EIR/EIS) for the West Santa Ana Branch Transit Corridor.	Approved	05/24/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Pending	TBA	TBA
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Pending	TBA	TBA
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Pending	TBA	TBA
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR	Pending	12/06/18	\$6,300,216
	Optional third-party coordination			\$1,678,228
	Modification Total:			\$10,991,362
	Original Contract:		09/26/16	\$9,392,326
	Total:			\$20,383,688

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION
PROGRAM / PS2492300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	06/28/18	06/28/18	\$429,310
2	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Pending	12/06/18	\$1,324,503
	Modification Total:			\$1,753,813
	Original Contract:		09/26/16	\$492,893
	Total:			\$2,246,706

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR / AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The project is 59% complete and the current DBE participation is 20.43%, a shortfall of 4.60%. WSP explained that their shortfall is related to the timing of certain scope items that will be performed by DBE's. WSP indicated that much of the engineering work performed by the non-DBE subcontractors has already been completed, the environmental work heavily weighted toward DBE subcontractors, is still in progress. In addition, WSP proposed to commit an additional \$2.2M of the pending modification, or 27.62% to DBE's, including two additional DBE subcontractors to perform work on the contract. This Modification is projected to decrease WSP's overall shortfall to 0.76%.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. DEOD will request WSP to submit an updated mitigation plan to address the current shortfall. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	25.03% DBE	Small Business Participation	20.43% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA Inc.	African American	1.65%	2.23%
2.	CityWorks Design	Hispanic American	3.67%	3.55%
3.	Connetics Transportation Group	Asian Pacific American	0.78%	0.86%
4.	Epic Land Solutions	Caucasian Female	1.19%	1.37%
5.	Geospatial Professional Services	Asian Pacific American	0.26%	0.34%
6.	Lenax Construction	Caucasian Female	2.32%	1.57%
7.	Terry A. Hayes Associates	African American	11.40%	7.20%
8.	Translink	Hispanic American	3.76%	2.67%

	Consulting			
9.	Dunbar Transportation Consulting	Caucasian Female	Added	0.64%
Total			25.03%	20.43%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract/ Modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

DEOD SUMMARY

**WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY
PARTICIPATION/PS2492300**

A. Small Business Participation

Arellano Associates, LLC, a Small Business Enterprise (SBE) Prime, made a 100% SBE commitment. The SB Prime (Set-Aside) project is 44% complete and is currently meeting its commitment with 100% SBE participation.

SMALL BUSINESS PRIME (SET-ASIDE)

Small Business Commitment	100% SBE	Small Business Participation	100% SBE

	SBE Prime	% Committed	Current Participation
1.	Arellano Associates, LLC	100%	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract/Modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Planning and Programming: November 14, 2018
File 2018-0404



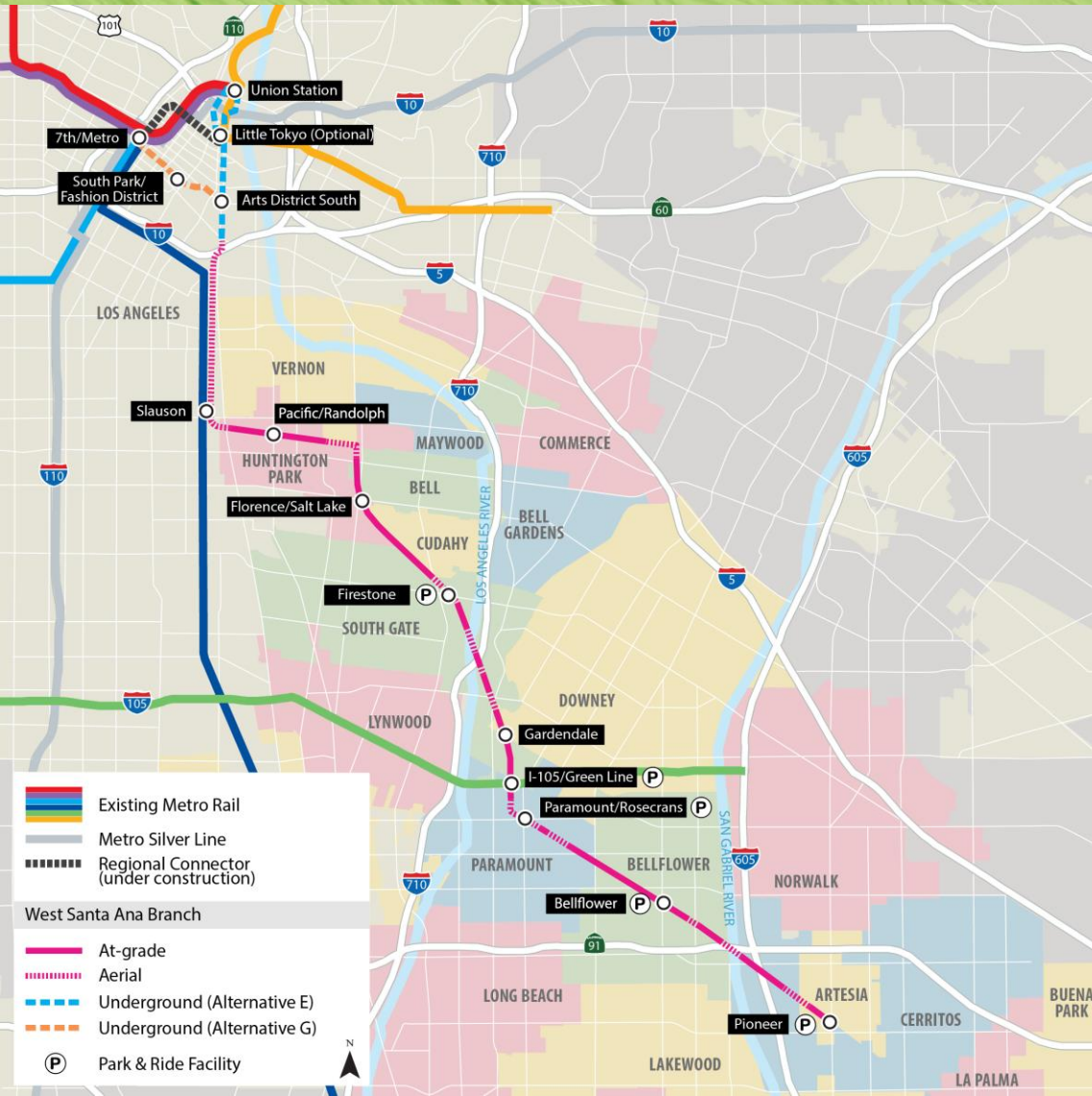
Recommendation

A. AUTHORIZING:

1. Approve an updated project definition for Draft EIS/EIR
2. Negotiate and execute third party agreements
3. Technical services Contract Modification No. 6 in the amount of \$7,998,072, to advance the design to 15%
4. Technical services Contract Modification No. 2 in the amount of \$1,324,503, to provide additional outreach support

B. RECEIVING AND FILING finding to evaluate the feasibility and need for 4-car platforms

Updated Project Definition



Key updates:

- Three stations will be removed from further study:
 - Washington,
 - Vernon and
 - 183rd/Gridley Station
- Alignment will be aerial grade-separated over the I-10 until Slauson Station
- Five aerial grade-separations will be added
- Alternative G2 (Pershing Square design option) will be removed from further study
- Optional Bloomfield extension and station will be removed from further study

28 x 2028 Status

- WSAB is included in the 28 x 2028 project, list for a single yet-to-be determined alignment:
 - Measure M Expenditure Plan \$4 B (in 2015 \$)
 - Updated Project Cost Estimate \$6.5 to \$6.6 B (in 2018\$)

Public Stakeholder Engagement



- July 2018:
 - Cerritos community workshop
 - Three updated scoping meetings (Los Angeles, Bellflower and Cudahy)
- August to October 2018: Meetings with City managers and staff
- October 2018: Presentation to Eco-Rapid Board



Four-car Platforms Evaluation

- Forecasted peak-periods passenger loads capacity between Slauson & 7th/Metro Stations :
 - Alternative E: Adequate capacity
 - Alternative G: Exceeds planned capacity due to transfers to WSAB line at Slauson station
- Four-car Platforms:
 - Not cost effective
 - Traffic impacts due to increased crossing time
 - Potential need for additional grade separations
 - Higher O&M costs
- Recommendation: “Short-line” service with 2.5 minute headway for Alternative G

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Thank You!





Board Report

File #: 2018-0574, File Type: Contract

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 29 bench Contract Nos. PS54330000 through PS54330028 under the Countywide Planning and Development Bench for professional services with the contractors recommended in Attachment A-1 for a three-year base period in the funding amount of \$25 million, with two, one-year options, in the funding amount of \$5 million for each option year, for a not-to-exceed cumulative total funding amount of \$35 million, subject to resolution of protest(s) if any:

1. Discipline 1 - Transportation Planning:
 - 1.1. AECOM Technical Services, Inc
 - 1.2. Cambridge Systematics, Inc.
 - 1.3. CH2M Hill, Inc.
 - 1.4. Chen Ryan Associates, Inc. (SBE/DBE)
 - 1.5. Fehr & Peers
 - 1.6. HDR Engineering, Inc.
 - 1.7. Kimley-Horn & Associates, Inc.
 - 1.8. Mott MacDonald, LLC
 - 1.9. Steer
 - 1.10. STV Incorporated
 - 1.11. TransLink Consulting, LLC (SBE/DBE)
 - 1.12. WSP USA;
2. Discipline 2 - Environmental Planning:
 - 2.1. AECOM Technical Services, Inc.
 - 2.2. HDR Engineering, Inc.
 - 2.3. STV Incorporated
 - 2.4. Terry A. Hayes Associates, Inc. (SBE/DBE)
 - 2.5. WSP USA;
3. Discipline 3 - Traffic/Transportation Engineering:
 - 3.1. AECOM Technical Services, Inc.
 - 3.2. Cambridge Systematics, Inc.

- 3.3. CH2M Hill, Inc.
- 3.4. FPL and Associates, Inc. (SBE/DBE)
- 3.5. HDR Engineering, Inc.
- 3.6. Iteris, Inc.
- 3.7. KOA Corporation
- 3.8. Mott MacDonald, LLC;
4. Discipline 4 - Economic and Financial Analysis:
 - 4.1. AECOM Technical Services, Inc.
 - 4.2. Arup Advisory, Inc.
 - 4.3. BAE Urban Economics, Inc. (SBE/DBE)
 - 4.4. Morgner Construction Management (SBE/DBE)
 - 4.5. WSP USA;
5. Discipline 5 - Community Design and Land Use:
 - 5.1. AECOM Technical Services, Inc.
 - 5.2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)
 - 5.3. M. Arthur Gensler Jr. & Associates, Inc
 - 5.4. Gruen Associates
 - 5.5. Here Design Studio, LLC (SBE/DBE)
 - 5.6. John Kaliski Architects (SBE);
6. Discipline 6 - Sustainability/Active Transportation:
 - 6.1. AECOM Technical Services, Inc.
 - 6.2. Alta Planning + Design
 - 6.3. Chen Ryan Associates, Inc. (SBE/DBE)
 - 6.4. Fehr and Peers;
7. Discipline 7 - Demand Modeling and Geographic Information System:
 - 7.1. AECOM Technical Services, Inc.
 - 7.2. Cambridge Systematics, Inc.
 - 7.3. WSP USA;
8. Discipline 8 - Data Base Development and Data Analysis:
 - 8.1. Cambridge Systematics, Inc.
 - 8.2. Iteris, Inc.;
9. Discipline 9 - Real Estate Project Management:
 - 9.1. Tierra West Advisors, Inc. (SBE/DBE);
10. Discipline 10 - Research and Surveying:
 - 10.1. Cambridge Systematics, Inc.
 - 10.2. ETC Institute
 - 10.3. Moore & Associates, Inc.
 - 10.4. Redhill Group, Inc. (SBE); and

B. EXECUTE individual task orders under the Bench Contracts for up to \$1 million per task order.

ISSUE

Metro's Countywide Planning and Development (CPD) department requires a bench contract for professional services with ten disciplines: transportation planning, environmental planning, traffic/transportation engineering, economic and financial analysis, community design and land use,

sustainability/active transportation, demand modeling and geographic information system, database development and data analysis, real estate project management, and research and surveying.

A list of the qualified contractors for each discipline is shown in Attachment A-1. Depending on the scope of services, the project manager will decide which discipline is to be used. A task order will be awarded to a contractor in a specific discipline at the completion of a competitive procurement process.

BACKGROUND

Over the past four years, CPD's needs have evolved with some disciplines no longer needed and some covered in other bench contracts. In addition, new disciplines have been identified due to Measure M and scopes of services have been expanded in other functional units. Disciplines included in the existing Bench were evaluated and updated to reflect the evolving needs of the department.

The CPD Bench has been widely used by project managers within CPD and other departments throughout Metro to expedite different technical studies. Many of the projects and studies listed in the Bench contract categories are small- or mid-scale that, once identified, must be initiated and completed in a relatively short period of time. The CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The current CPD Bench has been utilized over the past four years and has proven to be a very successful method in reducing staff resources expended on the procurement of service contracts and allowing for projects to be completed in a more efficient manner. The authorized funding amount under the current Bench, which expires December 2018, is \$30 million with 17 disciplines, with individual task orders issued in a not-to-exceed amount of \$1 million. Since the Bench was established in 2013, 51 task orders have been awarded totaling \$29.2 million.

Staff is recommending the total funding value of \$35 million for this new CPD Bench in anticipation of increasing costs and higher demand for technical consultant services in the next five years. However, there may be unforeseen requirements for other project changes or schedule acceleration which may exceed existing assumptions and exhaust the approved total contract value before the end of contract period. Under these circumstances, if needed, staff will return to the Board requesting for contract funding amendment.

DETERMINATION OF SAFETY IMPACT

The approval of this Bench will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of the CPD Bench will have no impact on the existing FY19 budget. Funding for FY19 has been included in the CPD budget in numerous cost centers and projects. Each task order awarded

to a contractor will be funded with the source of funds identified for that project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for these task orders is dependent upon the specific project. Generally, Propositions A and C, Measure M and Transportation Development Act (TDA) Administration funds used for planning activities which are not eligible for bus or rail capital and operating will be used.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed. It is critical to expedite the procurement process to complete long range planning, mobility corridors planning, community mobility planning and other technical studies in order to meet tight project schedules.

Approving the recommendation for the CPD Bench aligns with Strategic Goal 4: Transform Los Angeles County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the award of these task orders would then be pursued as separate procurements which, for each task order, could potentially take up to nine months to complete. This would limit our ability to respond quickly to needs and to meet tight project delivery schedule constraints. Additionally, extending the existing Bench is also recommended as this Bench was created five years ago. The approval of this Bench contract will create new contracting opportunities. The Board could also elect not to approve the CEO's authority to award individual task orders up to \$1million. This is not recommended as our experience has shown that the cost of professional service contracts is higher than five years ago. Also, the requested task order threshold is needed as it will allow for more mid-scale project procurements to be expedited.

NEXT STEPS

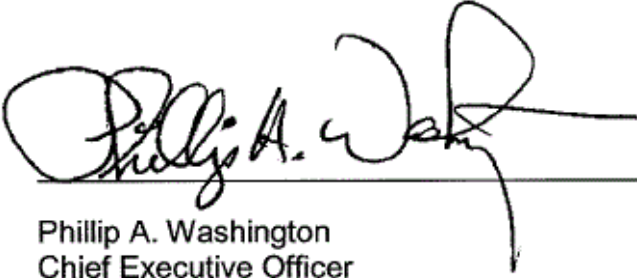
Upon Board approval, staff will establish and execute the Bench contracts. As needed, staff will solicit responses to individual task orders from specific disciplines. SBE, DVBE and/or DBE goal requirements will be set for each individual task order. We will report annually to the Board on the usage of the CPD Bench.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Recommended Firms by Discipline
Attachment B - DEOD Summary

Prepared by: Linnea Berg, Sr. Manager, Transportation Planning, (213) 922-2815 Regina Li-Armijo,
Director, Finance & Administrative Management Services, (213) 922-7214

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A-1

**RECOMMENDED FIRMS BY DISCIPLINE
COUNTYWIDE PLANNING AND DEVELOPMENT BENCH**

Discipline	Contractors	
1. Transportation Planning	1. AECOM Technical Services, Inc.	7. Kimley-Horn & Associates, Inc.
	2. Cambridge Systematics, Inc.	8. Mott MacDonald, LLC
	3. CH2M Hill, Inc.	9. Steer
	4. Chen Ryan Associates, Inc. (SBE/DBE)	10. STV Incorporated
	5. Fehr & Peers	11. TransLink Consulting, LLC (SBE/DBE)
	6. HDR Engineering, Inc.	12. WSP USA
2. Environmental Planning	1. AECOM Technical Services, Inc.	4. Terry A. Hayes Associates, Inc. (SBE/DBE)
	2. HDR Engineering, Inc.	5. WSP USA
	3. STV Incorporated	
3. Traffic/ Transportation Engineering	1. AECOM Technical Services, Inc.	5. HDR Engineering, Inc.
	2. Cambridge Systematics, Inc.	6. Iteris, Inc.
	3. CH2M Hill, Inc.	7. KOA Corporation
	4. FPL and Associates, Inc. (SBE/DBE)	8. Mott MacDonald, LLC
4. Economic and Financial Analysis	1. AECOM Technical Services, Inc.	4. Morgner Construction Management (SBE/DBE)
	2. Arup Advisory, Inc.	5. WSP USA
	3. BAE Urban Economics, Inc. (SBE/DBE)	
5. Community Design and Land Use	1. AECOM Technical Services, Inc.	4. Gruen Associates
	2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)	5. Here Design Studio, LLC (SBE/DBE)
	3. M. Arthur Gensler Jr. & Associates, Inc	6. John Kaliski Architects (SBE)
6. Sustainability/Active Transportation	1. AECOM Technical Services, Inc.	3. Chen Ryan Associates, Inc. (SBE/DBE)
	2. Alta Planning + Design	4. Fehr and Peers
7. Demand Modeling/GIS	1. AECOM Technical Services, Inc.	3. WSP USA
	2. Cambridge Systematics, Inc.	
8. Database Development and Data Analysis	1. Cambridge Systematics, Inc.	2. Iteris, Inc.
9. Real Estate Project Management	1. Tierra West Advisors, Inc. (SBE/DBE)	

10. Research and Surveying	1. Cambridge Systematics, Inc.	3. Moore & Associates, Inc.
	2. ETC Institute	4. Redhill Group, Inc. (SBE)

PROCUREMENT SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS54330000-PS54330028

1.	Contract Number: PS54330000 through PS54330028	
2.	Recommended Vendor: Various (see Attachment A-1)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: June 5, 2018	
	B. Advertised/Publicized: June 5, 2018	
	C. Pre-Proposal Conference: June 13, 2018	
	D. Proposals Due: July 23, 2018	
	E. Pre-Qualification Completed: In process	
	F. Conflict of Interest Forms Submitted to Ethics: August 7, 2018	
	G. Protest Period End Date: November 23, 2018	
5.	Solicitations Picked up/Downloaded: 341	Bids/Proposals Received: 187
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Linnea Berg	Telephone Number: (213) 922-2815

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS54330000 through PS54330028, issued in support of the Countywide Planning and Development Department across ten disciplines for a base term of three years and two, one-year options, for a cumulative funding amount not-to-exceed \$35 million. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

The Bench is intended to assist in the planning and design of multimodal transportation projects and programs including short and long range planning and programming, regional mobility and connectivity-planning and improvements, active transportation planning, station and facility designs, system integrations, rail and bus-way projects, land use, grants management, and goods movement. The qualified contractors will provide professional and technical services in the following disciplines: (1) Transportation Planning, (2) Environmental Planning, (3) Traffic and Transportation Engineering, (4) Economic and Financial Analysis, (5) Community Design and Land Use, (6) Sustainability/Active Transportation, (7) Demand Modeling and Geographic Information System, (8) Database Development and Data Analysis, (9) Real Estate Project Management and (10) Research and Surveying.

Request for Information and Qualifications (RFIQ) No. PS54330 was issued in accordance with Metro’s Acquisition Policy and the contract type will be on a task order basis.

Individual task order requests under the Bench Contracts will be issued to all qualified Contractors within a specific discipline and will be competed and awarded based the specific scope of work. Non-architectural and engineering (A&E) task orders will be awarded to the highest rated proposer with price being a consideration. A&E task orders will be awarded to the highest qualified firm as stipulated by Federal and California regulations governing A&E awards. All task orders awarded will be in compliance with Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE) and/or Disadvantaged Business Enterprise (DBE) Program requirements.

Two amendments were issued during the solicitation phase of this RFIQ:

- Amendment No. 1, issued on June 15, 2018, revised the list of certified DBE firms;
- Amendment No. 2, issued on July 11, 2018, revised the Certificate of Compliance with 49 CFR PART 655, Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations form.

A pre-proposal conference was held on June 13, 2018, and was attended by 152 participants representing 117 firms. During the solicitation phase, 124 questions were asked and responses were released prior to the proposal due date.

A total of 341 firms downloaded the RFIQ and were included in the planholders list. A total of 187 proposals were received on July 23, 2018 covering the 10 disciplines.

B. Evaluation of Proposals

Proposal Evaluation Teams (PETs) consisting of Metro's Countywide Planning and Development staff were established for each discipline. Each PET conducted an independent, comprehensive technical evaluation of the proposals received for each of the designated disciplines.

The proposals were evaluated based on the following evaluation criteria:

- | | |
|--|-----|
| 1. Firm's Qualifications and Availability | 30% |
| 2. Project Manager and Key Staff's Qualifications and Availability | 50% |
| 3. Effective Scheduling/Cost Management Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services Bench procurements.

PET meetings were held for each discipline throughout the months of August and September 2018.

Of the 187 proposals received, 137 proposals were determined to be outside the competitive range and were not included for further consideration. The remaining 50 proposals were determined to be within the competitive range and are listed in Attachment A-1. Of the 50 proposals, 29 firms are represented. Several firms have been qualified for one or more disciplines. Of the 29 recommended firms, 11 firms are Metro certified Small Business Enterprise (SBE) and 9 are Disadvantaged Business Enterprise (DBE).

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a multi-national engineering firm that provides design, consulting, construction, and management services to a wide range of clients. AECOM has experience working with similar projects to those identified under the discipline(s) for which they have qualified. AECOM has worked on several Metro projects and has performed satisfactorily.

Alta Planning + Design

Alta Planning + Design was founded in 1996 and is headquartered in Portland, Oregon. Alta Planning + Design is a multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Alta Planning + Design has experience working with similar projects to those identified under the discipline(s) for which they have qualified. Alta Planning + Design has worked on several Metro projects and has performed satisfactorily.

Arup Advisory, Inc.

Arup Advisory, Inc. (Arup), was established in 1946 and is headquartered in London, United Kingdom, with additional offices and staff located in Los Angeles and worldwide. Arup is a multi-national professional services firm which provides engineering, design, planning, project management and consulting services. Arup has worked on several Metro projects and has performed satisfactorily.

BAE Urban Economics, Inc.

BAE Urban Economics Inc. (BAE) was founded in 1986 and is headquartered in Berkeley, California. BAE is an urban economics and real estate advisory consulting firm that is both SBE and DBE certified. BAE has experience working with similar projects to those identified under the discipline(s) for which they have qualified. BAE has worked on Metro projects and has performed satisfactorily.

BASE Architecture, Planning & Engineering, Inc.

BASE Architecture, Planning & Engineering, Inc. (BASE) was founded in 2003 and is headquartered in Los Angeles, California. BASE is an urban design, architecture, planning and civil engineering firm that is both SBE and DBE certified. BASE has experience working with similar projects to those identified under the discipline(s) for

which they have qualified. BASE has worked on Metro projects previously and has performed satisfactorily.

Cambridge Systematics, Inc.

Cambridge Systematics, Inc. (CS) was founded in 1972 and is headquartered in Cambridge, Massachusetts, with additional offices and staff located nationwide and abroad. CS specializes in transportation with a focus on policy, strategic planning and management; transit; rail planning; economic analysis; and intermodal planning; forecasting; performance-based planning and program management; and data management. CS has experience working with similar projects as identified under the disciplines for which they have qualified. CS has worked on several Metro projects and has performed satisfactorily.

CH2M Hill, Inc.

CH2M Hill, Inc. (CH2M), founded in 1946, provides consulting, design, design-build, operations, and program management services and is headquartered in Englewood, Colorado, with offices and staff worldwide, including Los Angeles. CH2M has experience working with similar projects as identified under the disciplines for which they have qualified. CH2M has worked on several Metro projects and has performed satisfactorily.

Chen Ryan Associates, Inc.

Chen Ryan Associates, Inc. (Chen Ryan) was founded in 2012 and is headquartered in San Diego, California. Chen Ryan is a transportation planning and traffic engineering firm that is both SBE and DBE certified. Chen Ryan has experience working with similar projects to those identified under the discipline(s) for which they have qualified. Chen Ryan has worked on Metro projects and has performed satisfactorily.

ETC Institute

ETC Institute was founded in 1982 and is based in Olathe, Kansas. The ETC Institute completes research projects, surveys and focus groups throughout the U.S. ETC Institute has not worked on Metro projects previously.

Fehr & Peers

Fehr & Peers Associates, Inc. (Fehr & Peers) was founded in 1985 and is based in Walnut Creek, California, with additional offices in Nevada, Washington, Utah, and Colorado. Fehr & Peers provides transportation planning and traffic engineering services to public and private sectors. Fehr & Peers has worked on several Metro projects and has performed satisfactorily.

FPL and Associates, Inc.

FPL and Associates, Inc. (FPL and Associates) was founded in 1988 and is based in Irvine, California. FPL and Associates provides civil and traffic engineering services to federal, state, municipal, and private clients. FPL and Associates is both SBE and DBE certified. FPL and Associates has not worked on Metro projects previously.

Gruen Associates

Gruen Associates (Gruen), located in Los Angeles, California, and established in 1946, provides architectural, interior design, planning, urban design, environmental assessment, landscape architecture, community participation, and transportation services worldwide. Gruen's service expertise includes traffic and transportation, and landscape architecture. Gruen has worked on several Metro projects and has performed satisfactorily.

HDR Engineering, Inc.

HDR Engineering, Inc. (HDR) was established in 1917 and is headquartered in Omaha, Nebraska, with offices and staff worldwide, including Los Angeles. HDR is an architectural engineering services firm that has worked on several Metro projects and has performed satisfactorily.

Here Design Studio, LLC

Here Design Studio, LLC (Here LA) was founded in 2015 and is based in Los Angeles, California. Here LA is an inter-disciplinary design practice that is both SBE and DBE certified. Here LA has worked on several Metro projects and has performed satisfactorily.

Iteris, Inc.

Iteris, Inc. (Iteris), founded in 1987, is headquartered in Santa Ana, California, and provides intelligent information solutions to the traffic management market. Iteris has worked on several Metro projects and has performed satisfactorily.

John Kaliski Architects

John Kaliski Architects (JKA), founded in 2000 and based in Los Angeles, California, is a full-service urban design and architecture firm that specializes in urban infill architecture projects, urban design programs, and feasibility studies for municipalities, non-profits, and the private sector. JKA is a Metro certified SBE. JKA has worked on several Metro projects and has performed satisfactorily.

Kimley-Horn & Associates, Inc.

Kimley-Horn and Associates, Inc. (Kimley-Horn), incorporated in 1967 and headquartered in Raleigh, North Carolina, is a planning, engineering, and design consulting firm. Kimley-Horn has worked on several Metro projects and has performed satisfactorily.

KOA Corporation

Founded in 1987, KOA Corporation (KOA) is based in Monterey Park, California, provides engineering, planning, active transportation and management services. KOA has previously worked with Metro and has performed satisfactorily.

M. Arthur Gensler Jr. & Associates, Inc.

M. Arthur Gensler Jr. & Associates, Inc. (Gensler) was founded in 1965 and is headquartered in San Francisco, California with 43 offices around the world. Gensler specializes in multiple practices including: commercial office buildings, workplace, retail, airports, hospitality, education, mixed-use and entertainment, planning and urban design, brand strategy, and others. Gensler has worked on several Metro projects and has performed satisfactorily.

Moore & Associates, Inc.

Moore & Associates, Inc (Moore) is based in Bethesda, Maryland, and was established in 1979 as a commercial real estate development company. Moore has worked on several Metro projects and has performed satisfactorily.

MORGNER Construction Management

MORGNER Construction Management (MORGNER) established in 1992, is based in Sherman Oaks, California. MORGNER provides professional and technical services to assist in the planning and design of multimodal transportation projects and programs. MORGNER is both SBE and DBE certified firm.

Mott MacDonald, LLC

Mott MacDonald, LLC (Mott MacDonald) provides engineering, management, and development consultant services. The firm was formed in 1989 and is headquartered in the United Kingdom. Mott MacDonald has worked on several Metro projects and has performed satisfactorily.

Redhill Group, Inc.

Redhill Group, Inc. (Redhill) is a full-service market research firm specializing in transportation, entertainment, customer satisfaction, and ad tracking. Redhill was founded in 1988 and is based in Irvine, California. Redhill Group is a Metro certified SBE and has worked on several Metro projects and has performed satisfactorily.

Steer

Steer was founded in 1978 and is headquartered in London, United Kingdom. Steer provides transport consultant services, such as development planning, transport policy and planning, and sustainable transport. Steer has worked on several Metro projects and has performed satisfactorily.

STV Incorporated

STV Incorporated (STV), based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects, and has performed satisfactorily.

Terry A. Hayes Associates, Inc.

Terry A. Hayes Associates, Inc. (TAHA), located in Culver City, California, has been providing urban and environmental planning services to public and private clients

since 1984. TAHA is both SBE and DBE certified. TAHA has worked on Metro projects and has performed satisfactorily.

Tierra West Advisors, Inc.

Tierra West Advisors, Inc. (Tierra West), located in Los Angeles, California, was founded in 2007. Tierra West provides a range of community development, project management, financial analysis, real estate acquisition and disposition, and affordable housing programs. Tierra West is both SBE and DBE certified firm and has not worked on Metro projects previously.

TransLink Consulting, LLC

TransLink Consulting, LLC (TransLink), located in Fullerton, California was founded in 2015. TransLink is a transportation consulting firm specializing in the planning of transit, parking and alternate modes. TransLink is both SBE and DBE certified firm and has worked on Metro projects and has performed satisfactorily.

WSP USA

WSP USA (WSP) was founded in 1885 and is based in New York, New York, with additional offices in the United States and internationally. WSP provides engineering and professional services in the areas of building, transportation, and environment sectors. WSP has worked on Metro projects and has performed satisfactorily.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific Statement of Work. Each future RFP/task order will contain a specific Statement of Work which will be competed with the firms within the discipline. The Bench contractors will propose according to the requirements in the task order and a cost/price analysis will be performed, as appropriate, on task orders issued.

D. Background on Recommended Contractor

All 29 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS54330000-PS54330028

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) contract-specific participation goals based upon review of each task order prior to issuance for Planning, Architectural, and Engineering Services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of the Planning Bench.

For each task order, DBE or SBE/DVBE goals will be recommended based on scopes of work and estimated dollar value for task orders that are federally and/or state/locally funded. Participants on the Bench will be required to meet the DBE or SBE/DVBE contract-specific goal.

The Countywide Planning and Development Bench is subject to the Small Business Prime Program. If there are at least three certified small businesses within a bench discipline, the task order solicitation shall be set aside for small businesses only. One Discipline currently has at least 3 SBE firms: Discipline 5: Community Design and Land Use. Additionally, Discipline 9 (Real Estate Project Management) has a sole prime contractor that is both DBE and SBE certified.

Discipline 1: Transportation Planning

Prime: AECOM Technical Services

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC		X	X
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X

18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AVS Consulting	X		
2.	Chen Ryan Associates	X		X
3.	Connectics Transportation Group (CTG)	X		X
4.	GPA Consulting	X		X
5.	Here Design Studio (dba Here LA)	X		X
6.	JMDiaz, Inc. (dba JMD)	X		
7.	System Metrics Group, Inc.	X		
8.	UrbanTrans Consultants, Inc. dba UrbanTrans North America	X	X	X

Prime: CH2M Hill

	Subcontractors	SBE	DVBE	DBE
1.	CityWorks Design	X		X
2.	Here Design Studio (dba Here LA)	X		X
3.	Kal Krishnan Consulting Services, Inc.	X		X
4.	MA Engineering	X	X	X
5.	Nuvis	X		X
6.	Transportation Management & Design, Inc.	X		

Prime: Chen Ryan Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Cambridge Systematics, Inc.			
3.	Iteris, Inc.			

Prime: Fehr & Peers

	Subcontractors	SBE	DVBE	DBE
1.	Cityworks Design	X		X
2.	Foursquare Integrated Transportation Planning, Inc.	X		X
3.	Here Design Studio, LLC (Here LA)	X		X
4.	PlaceWorks			
5.	Sapphos Environmental, Inc.	X		X
6.	The Tioga Group, Inc.	X		

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AMMA Transit Planning			X
2.	Chen Ryan Associates, Inc.	X		X
3.	ECONorthwest	X		
4.	Intueor Consulting, Inc.	X		X
5.	Lenax Construction Services, Inc.	X		X
6.	Media Beef, Inc.	X		X

Prime: Kimley Horn & Associates, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Arellano Associates	X		X
3.	CHS Consulting Group	X		X
4.	CityWorks Design	X		X
5.	Connectics Transportation Group	X		X
6.	Land Econ Group, LLC	X		X
7.	Leland Saylor Associates		X	
8.	Raw International, Inc.	X		X
9.	Resource Systems Group, Inc.			
10.	Terry A. Hayes Associates, Inc.	X		X
11.	The Tioga Group, Inc.	X		
12.	TransLink Consulting LLC	X		X

Prime: Mott MacDonald, LLC

	Subcontractors	SBE	DVBE	DBE
1.	IBI Group, a California Partnership			
2.	Kittelson & Associates, Inc.			
3.	Ross Infrastructure Development	X	X	
4.	Resource Systems Group, Inc.			
5.	Terry A. Hayes Associates Inc.	X		
6.	The LeBaugh Group, Inc.	X	X	
7.	TransLink Consulting, LLC	X		X
8.	VRPA Technologies, Inc.	X		X

Prime: Steer Davies & Gleave Inc. (dba Steer)

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Glory to the Lord Investments, Inc. (dba CFR & Associates)		X	
3.	Here Design Studio, LLC (Here LA)	X		X
4.	John Bowman			
5.	KOA Corporation			
6.	Leslie Scott Consulting	X		X
7.	Terry A. Hayes Associates Inc.	X		X
8.	Transpo Group, USA Inc.			

Prime: STV Incorporated

	Subcontractors	SBE	DVBE	DBE
1.	CHS Consulting Group, Inc.	X		X
2.	CityWorks Design	X		X
3.	Convergent Pacific LLC			X
4.	Epic Land Solutions, Inc.	X		
5.	Intueor Consulting, Inc.	X		X
6.	The LeBaugh Group, Inc.		X	

Prime: TransLink Consulting, LLC (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Kimley-Horn and Associates, Inc.			
2.	Kittelson & Associates, Inc.			
3.	Terry A. Hayes Associates, Inc.	X		
4.	WSP USA, Inc.			

Prime: WSP USA Inc.

	Subcontractors	SBE	DVBE	DBE
1.	System Metrics Group, Inc.	X		
2.	TransLink Consulting, LLC	X		X

Discipline 2: Environmental Planning

Prime: AECOM Technical Services

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Chen Ryan Associates, Inc.	X		X
2.	Harris Miller Miller & Hanson, Inc.			X
3.	Paleo Solutions, Inc.	X		X
4.	Paleo West Archaeology			
5.	Transolutions, Inc.	X		X
6.	Zmassociates Environmental Corp.	X	X	

Prime: STV Incorporated

	Subcontractors	SBE	DVBE	DBE
1.	CHS Consulting, Inc.	X		X
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
3.	Epic Land Solutions, Inc.	X		
4.	GPA Consulting	X		X
5.	Intueor Consulting, Inc.	X		X
6.	The LeBaugh Group, Inc.		X	

Prime: Terry A. Hayes Associates, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Arup North America, Ltd.			
2.	Connectics Transportation Group, Inc.	X		X
3.	Cross Spectrum Acoustics, Inc.			X
4.	Environmental Science Associates			
5.	Fehr and Peers			
6.	ICF Jones & Stokes, Inc.			
7.	Intueor Consulting, Inc.	X		X
8.	Iteris, Inc.			
9.	Kittelsohn & Associates, Inc.			
10.	Mott MacDonald, LLC			
11.	Paleo Solutions, Inc.	X		X
12.	Rincon Consultants, Inc.			
13.	SCST, Inc.		X	
14.	Steer Davies & Gleave Inc. (DBA Steer)			
15.	TransLink Consulting, LLC	X		X
16.	Watearth, Inc.	X		X
17.	WSP USA, Inc.			

Prime: WSP USA, INC.

	Subcontractors	SBE	DVBE	DBE
1.	Terry A. Hayes Associates, Inc.	X		X
2.	W2 Design, Inc.	X		X

Discipline 3: Traffic Transportation Engineering

Prime: AECOM Technical Services

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evary GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics

	Subcontractors	SBE	DVBE	DBE
1.	Intueor Consulting	X		X

Prime: FPL and Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Alta Planning + Design			
2.	National Data and Surveying Services			
3.	AECOM Technical Services, Inc.			

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Four Square ITP	X		X
2.	Chen Ryan Associates	X		X
3.	FPL & Associates	X		X
4.	Intueor Consulting, Inc.	X		X

Prime: Iteris, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	TransLink Consulting LLC	X		X
2.	CDM Smith			
3.	JMDiaz (dba JMD)	X		X
4.	Civic Projects	X		X
5.	LIN Consulting, Inc.	X		X

Prime: CH2M Hill, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	David Engineering, LLC	X		X
2.	FPL and Associates	X		X
3.	Here LA	X		X
4.	KKCS	X		X
5.	MA Engineering	X	X	X
6.	System Metrics Group	X		
7.	Wiltec	X		X

Prime: KOA Corporation

	Subcontractors	SBE	DVBE	DBE
1.	TransLink Consulting LLC	X		X
2.	LIN Consulting, Inc.	X		X
3.	Steer Davies & Gleave, Inc dba Steer			
4.	ECONorthwest	X		
5.	Wiltec	X		X
6.	W2 Design, Inc.	X		X

Prime: Mott MacDonald, LLC

	Subcontractors	SBE	DVBE	DBE
1.	IBI Group			
2.	Kittelsohn & Associates, Inc.			
3.	Ross Infrastructure Development	X	X	
4.	VRPA Technologies, Inc	X		X

Discipline 4: Economic and Financial Analysis**Prime: AECOM Technical Services, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc.	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	

32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc.	X		
35.	TransLink Consulting, LLC	X		X

Prime: Arup Advisory, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	BAE Urban Economics	X		X
2.	CDM Smith			
3.	Estolano LeSar Advisors	X		X
4.	Tierra West Advisors, Inc.	X		X

Prime: BAE Urban Economics (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	CDM Smith			
2.	Arup Advisory, Inc.			
3.	Here Design Studio, LLC (Here LA)	X		X

Prime: Morgner Construction Management (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Accenture, LLP			
3.	Casamar Group, LLC	X	X	X
4.	Leyland Saylor Associates		X	
5.	WSP USA, Inc.			

Prime: WSP USA, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Evan Brooks Associates, Inc.	X		X
2.	Systems Metrics Group, Inc.	X		

Discipline 5: Community Design and Land Use

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X

10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: BASE Architecture, Planning & Engineering, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Johnson Fain, Inc. (DBA Johnson Fain)			
2.	AHBE Landscape Architects, Inc.			X
3.	Arup North America, Ltd.			

Prime: M. Arthur Gensler Jr. & Associates

	Subcontractors	SBE	DVBE	DBE
1.	Arup North America, Ltd.	X		X
2.	Kilograph	X		
3.	Leland Saylor Associates			
4.	Oyler Wu Collaborative Inc.		X	
5.	RAW International	X		X
6.	MLA Green, Inc (dba Studio-MLA)	X		X
7.	TransLink Consulting, LLC	X		X
8.	Turner Engineering Corporation	X		X

Prime: Gruen Associates

	Subcontractors	SBE	DVBE	DBE
1.	Cityworks Design	X		X
2.	Oyler Wu Collaborative, Inc.	X		
3.	Fehr and Peers			
4.	Leland Saylor Associates		X	
5.	Schwab Engineering	X	X	
6.	VCA Engineers, Inc.	X		X
7.	Intueor Consulting, Inc.	X		X
8.	CWE	X		X
9.	Yunsoo Kim Design, Inc.	X		X
10.	Madrid Consulting Group, LLC	X		X

Prime: Here Design Studio, LLC (Here LA) (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Alta Planning + Design			
2.	BAE Urban Economics	X		X
3.	CH2M Hill, Inc.			
4.	Fehr & Peers			
5.	Gensler			
6.	PlaceWorks, Inc.			
7.	Proforma (DVE Global Marketing)		X	

Prime: John Kaliski Architects (SBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Moore Iacofano & Goltsman, Inc. (MIG, Inc.)			
2.	MLA Green, Inc. dba Studio-MLA	X		X
3.	Arup North America, Ltd.			
4.	HR&A Advisors, Inc.			
5.	KOA Corporation			

Discipline 6: Sustainability Active Transportation

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Alta Planning + Design

	Subcontractors	SBE	DVBE	DBE
1.	FPL and Associates, Inc.	X		
2.	Here Design Studio, LLC (Here LA)	X		X
3.	MA Engineering	X	X	X
4.	Raimi + Associates, Inc.	X		
5.	Sapphos Environmental, Inc.	X		X
6.	Wiltec	X		X

Prime: Chen Ryan Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Cambridge Systematics, Inc.			
3.	Nuvis	X		X

Prime: Fehr and Peers

	Subcontractors	SBE	DVBE	DBE
1.	Deborah Murphy Urban Design + Planning	X		X
2.	Buro Happold Consulting Engineers, Inc.			
3.	Gruen Associates			
4.	Here Design Studio, LLC (Here LA)	X		X
5.	ICF Jones & Stokes, Inc.			
6.	Leland Consulting Group, Inc.	X		
7.	Terry A. Hayes Associates, Inc.	X		X

Discipline 7: Demand Modeling GIS

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evri GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Connectics Transportation Group, Inc.	X		X
2.	Chen Ryan Associates, Inc.	X		X

Prime: WSP USA, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Dunbar Transportation Consulting LLC	X		X
2.	Tovar Geospatial Services (Tovar GEO)	X		X

Discipline 8: Database Development and Data Analysis**Prime: Cambridge Systematics, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	Lumenor Consulting Group, Inc.	X		X

Prime: Iteris, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Civic Projects	X		X
2.	Evairi GIS Consulting	X		
	Stanley R. Hoffman Associates			

Discipline 9: Real Estate Project Management**Prime: Tierra West Advisors, Inc. (SBE/DBE Prime)****Discipline 10: Research and Surveying****Prime: Cambridge Systematics, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	Redhill Group, Inc.	X		

Prime: ETC Institute

	Subcontractors	SBE	DVBE	DBE
1.	Connectics Transportation Group, Inc.	X		X
2.	Stat Team, Inc.			X

Prime: Moore & Associates

	Subcontractors	SBE	DVBE	DBE
1.	ANIK International	X		
2.	M. J. Green & Associates	X		
3.	Continental Interpreting Services		X	
4.	Diego & Son Printing		X	
5.	Customer Research International			

Prime: Redhill Group, Inc. (SBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Cambridge Systematics, Inc.			

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to these Contracts.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to these Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Countywide Planning and Development Bench Contracts

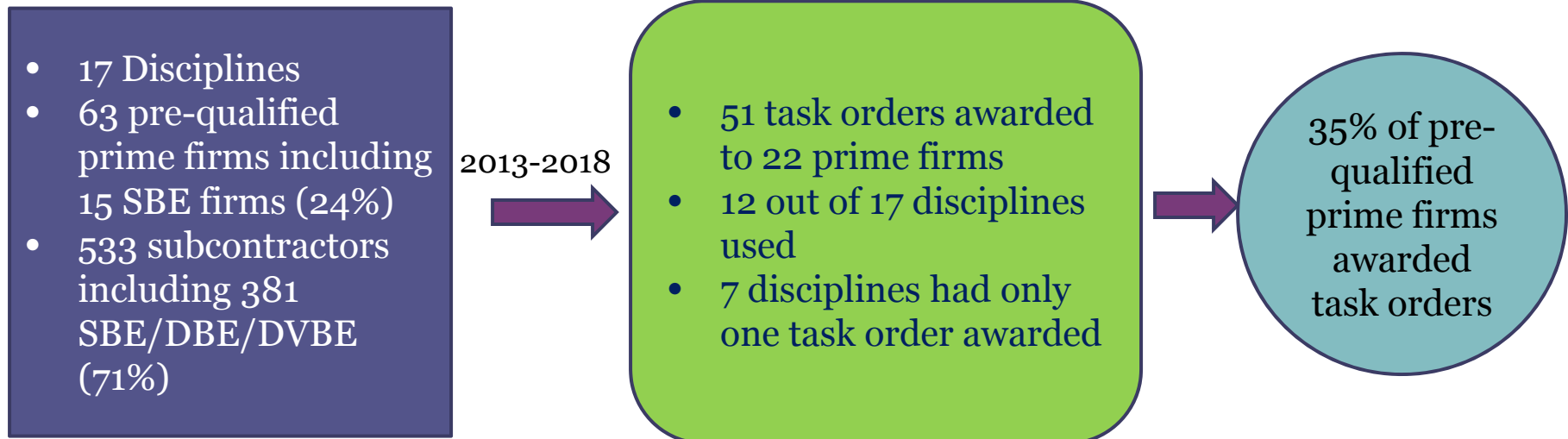


What is a Bench

- Multiple disciplines for various types of technical and consultant services
- A list of the most competitive pre-qualified contractors are approved for each discipline
- Project Manager selects the discipline from the Bench based on Statement of Work (SOW)
- RFP and SOW for a task order are sent to pre-qualified contractors on a discipline
- A task order is awarded to the most competitive pre-qualified prime firm on a discipline

Existing Planning Bench

- Three-year base term and two one-year options
- Cumulative contract funding \$30M
- Task Order Awards up to \$1M each



Lessons Learned

- Reduce number of disciplines (from 17 to 10)
 - Broader disciplines distribute firms expertise
- Reduce number of pre-qualified prime firms (from 63 to 29)
 - Increase probabilities for task order award

Proposed New Planning Bench

- Three-year base term for \$25M
- Two one-year options for \$5M each year
- Cumulative contract funding \$35M
- Task Order Awards up to \$1M each

- 10 Disciplines
- 29 pre-qualified prime firms including 11 SBE firms (38%)
- 454 subcontractors including 369 SBE/DBE/DVBE (81%)

**Board Report**

File #: 2018-0608, **File Type:** Contract

Agenda Number: 18.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018**

SUBJECT: METRO BIKE SHARE GREENHOUSE GAS REDUCTION FUND GRANT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) for the Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant in the amount of \$6,342,126, increasing the total contract value from \$89,001,735 to \$95,343,861;
- B. APPROVE the increase of the Phase III Expansion Life of Project (LOP) budget by \$2.83M increasing total LOP from \$10.5M to \$13.33M; and
- C. NEGOTIATE and EXECUTE a Memorandum of Understanding (MOU) amendment to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (accessed at http://media.metro.net/board/items/2015/01_january/20150114p&pitem25.pdf) with the City of Los Angeles as it relates to the GGRF Grant award.

ISSUE

Board authorization is currently needed to purchase and maintain equipment affiliated with the GGRF grant award of \$2.546M. This equipment will be located in the service area adjacent to downtown Los Angeles, supplementing the Board-approved Phase III Expansion.

BACKGROUND

In January 2014, the Board authorized the CEO to procure, contract, and administer a countywide bike share program through Motion 58. At the June 2015 meeting, the Board awarded a contract to BTS for the provision, installation and maintenance of equipment, and operation of the Metro Countywide Bike Share Program. The contract includes phases for expanding bike share to other cities throughout the County. The Board has since authorized expansion phases twice, in October 2016 and May 2018. In July 2016, the Metro Bike Share program was initiated with the downtown Los Angeles Pilot. In 2017, the program implemented Phase II Expansion and currently, efforts are underway for Phase III Expansion.

DISCUSSION

In June 2018, the California Transportation Commission allocated GGRF grant funds to Metro in the amount of \$2.546M for additional expansion of the Metro Bike Share Program in the service area adjacent to downtown Los Angeles (\$2.287M for infrastructure and \$259K for non-infrastructure). This continued expansion will provide additional convenience for patrons and augment ridership for Metro Bike Share and connections to transit. The GGRF grant will also introduce new electric-assist or “e-bike” technology. E-bike technology will expand the catchment area for the Metro Bike Share network and may attract new users traveling longer distances or over hilly terrain.

The downtown Los Angeles service area is currently the largest in the Metro Bike Share Program with 65 stations and approximately 700 bicycles. Contiguous expansion offers great benefits for users. Expansion efforts are currently underway with new stations anticipated in operation in fall/winter 2018. The GGRF grant will focus on supplementing ongoing expansion efforts in adjacent service areas with high bike share suitability. The City of Los Angeles has expressed strong interest in expanding Metro Bike Share to such communities and city council action took place in April 2018 in support of this. Launch is anticipated in mid-2019.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bike Share GGRF grant will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Approval of this request will increase the Metro Bike Share LOP by \$2.83M for Phase III capital and pre-launch operations, maintenance and Metro labor costs, under Project 210119. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any future phase(s) the Board authorizes to be exercised.

Impact to Budget

There is no impact to the FY19 budget. Funding for the total LOP of \$13.33M of Metro’s share will include allocations from the GGRF grant, user fees, PC 25%, and Measure M 2% Active Transportation. These funds are not eligible for bus and rail operations and capital.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Bike Share Program expansion and serve to implement the following Metro Vision 2028 Strategic Plan Goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to exercise the contract phases and utilize the allocated grant funds. This alternative does not allow the Bike Share Program to respond to past performance, customer feedback, and current conditions and is not in line with previous Board direction.

NEXT STEPS

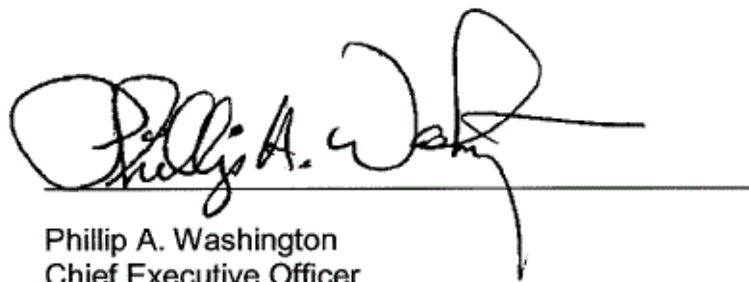
Staff will execute Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., and amend the MOU with the City of Los Angeles to include equipment related to the GGRF Grant.

ATTACHMENTS

- Attachment A - GGRF Grant Award
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - Funding and Expenditure Log
- Attachment E - DEOD Summary

Prepared by: Carolyn Mamaradlo, Manager, Countywide Planning & Development, (213) 922-5529
Basilia Yim, Senior Manager, Countywide Planning & Development, (213) 922-4063
Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

Memorandum

Tab 23

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.26
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF 2017 ACTIVE TRANSPORTATION PROGRAM – GREENHOUSE GAS REDUCTION FUNDS**
RESOLUTION G-17-26, AMENDING RESOLUTION G-16-32

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations.

In summary, staff recommends programming \$10,000,000 in Active Transportation Program – Greenhouse Gas Reduction Funds to three projects valued at \$16,274,000. This includes programming of \$7,100,000 to two projects that provide benefits to disadvantaged communities.

Commission staff recommends that the Commission adopt the following three projects into the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds:

- 1) City of South Lake Tahoe – Sierra Boulevard Complete Streets Project
- 2) Los Angeles County Metropolitan Transportation Authority – Metro Bike Share USC/South Los Angeles/Expo Line Communities Expansion
- 3) San Gabriel Valley Council of Governments – Bike Share Expansion into the San Gabriel Valley

The Commission received 27 applications requesting funds from the 2017 Active Transportation Program – Greenhouse Gas Reduction Fund Program. These applications were reviewed and evaluated by Commission, California Department of Transportation (Caltrans), and California Air Resources Board staff. While Commission and Caltrans staff evaluated project applications based on all aspects of the Commission's adopted guidance, the California Air Resources Board staff limited their review to project eligibility, greenhouse gas reductions, and disadvantaged

community benefit criteria. Based on the evaluations conducted, it was determined that 17 projects did not meet the requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds and were removed from the evaluation process.

Of the 10 eligible projects remaining, based on the evaluations conducted, Commission staff recommends funding the three projects identified above and detailed further in Attachment A.

Due to the limited programming capacity available for the successful applicants, staff recommends funding only \$4,554,000 of the \$6,850,000 requested by the San Gabriel Valley Council of Governments for the Bike Share Expansion into the San Gabriel Valley project. Commission staff will work with the San Gabriel Valley Council of Governments to determine if the project may be delivered with the funds available.

BACKGROUND:

Assembly Bill (AB) 1613 (Budget Act of 2016), signed by the Governor on September 14, 2016, appropriated Greenhouse Gas Reduction Funds totaling \$10 million for the Active Transportation Program necessitating an amendment to the 2017 Active Transportation Program Guidelines. The Commission adopted amendments to the Active Transportation Program Guidelines for the use of these funds at the October 2016 Commission meeting.

AB 1532 (Pérez, Chapter 807, Statutes of 2012), Senate Bill (SB) 535 (De León, Chapter 830, Statutes of 2012), and SB 1018 (Budget and Fiscal Review Committee, Chapter 39, Statutes of 2012) provide the framework for how the Greenhouse Gas Reduction Funds must be appropriated and expended. Goals derived from AB 1532, established for the investment of auction proceeds, and SB 535, requirements for allocating funds to benefit disadvantaged communities, are:

- Reduce greenhouse gas emissions;
- Maximize economic, environmental, and public health benefits to the State;
- Foster job creation by promoting in-State greenhouse gas emission reduction projects carried out by California workers and businesses;
- Complement efforts to improve air quality;
- Direct investment toward the most disadvantaged communities and households in the State;
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions; and
- Lessen the impacts and effects of climate change on the State's communities, economy, and environment.

Pursuant to AB 1613, the \$10 million appropriated from the Greenhouse Gas Reduction Fund for the Active Transportation Program must be allocated by the Commission no later than June 30, 2018 and liquidated by June 30, 2020.

Attachments:

- Attachment A: 2017 Active Transportation Program – Greenhouse Gas Reduction Funds: Staff Recommendations

- Attachment B: Resolution G-17-26

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM

GREENHOUSE GAS REDUCTION FUNDS

RESOLUTION G-17-26

Amending Resolution No. G-16-32

- 1.1** **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2** **WHEREAS**, Streets and Highways Code section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the ATP; and
- 1.3** **WHEREAS**, Assembly Bill 1613, signed by the Governor on September 14, 2016, appropriated \$10 million from the Greenhouse Gas Reduction Fund for the Active Transportation Program; and
- 1.4** **WHEREAS**, Senate Bill 535, set forth that no less than 25% of Greenhouse Gas Reduction Funds must be allocated to projects that benefit disadvantaged communities; and
- 1.5** **WHEREAS**, not all programs utilizing Greenhouse Gas Reduction Funds can contribute towards the disadvantaged community requirements, certain programs are required to exceed the statutory minimum; therefore, the Administration specified a 50% funding target for the Active Transportation Program; and
- 1.6** **WHEREAS**, on October 20, 2016, the Commission adopted an amendment to the 2017 ATP Guidelines for the use of Greenhouse Gas Reduction Funds and issued a call for projects on June 1, 2017; and
- 1.7** **WHEREAS**, the Commission staff recommendations for the 2017 Active Transportation Program were published on July 31, 2017; and
- 1.8** **WHEREAS**, Streets and Highways Code section 2382(a) requires the California Transportation Commission (Commission) to develop guidelines for the Active Transportation Program; and

- 1.9** WHEREAS, the staff recommendations conform to the Fund Estimate and other requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds; and
- 1.10** WHEREAS, the Commission considered staff recommendations and public testimony at its August 16-17, 2017 meeting.
- 2.1** NOW THEREFORE BE IT RESOLVED, that the Commission hereby adopts the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds to include the program described in the staff recommendations, including the attachment to this resolution; and
- 2.2** BE IT FURTHER RESOLVED, that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and report back to the Commission with project specific programming recommendations to resolve those issues; and
- 2.3** BE IT FURTHER RESOLVED, that having a project included in the adopted 2017 Active Transportation Program – Greenhouse Gas Reduction Funds, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and
- 2.4** BE IT FURTHER RESOLVED, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

**2017 Active Transportation Program - Greenhouse Gas Reduction Funds
(\$1,000's)
Staff Recommendations**

Application ID	Co	Project Title	DAC SB 535 (CES 2.0)	Total Project Cost	Total Fund Request	Funding Recommendation	17-18	CON	CON NI
3-South Lake Tahoe-1	ED	Sierra Boulevard Complete Streets Project		6,267	2,900	2,900	2,900	2,900	0
7-Los Angeles County Metropolitan Transportation Authority-2	LA	Metro Bike Share USC/South LA/Expo Line Communities Expansion	X	2,546	2,546	2,546	2,546	2,287	259
7-San Gabriel Valley Council of Governments-1*	LA	Bike Share Expansion into the San Gabriel Valley	X	7,461	6,850	4,554	6,850	6,577	273
		Totals		16,274	12,296	10,000	12,296	11,764	532

* Applicant requested \$6850. \$4554 was the remaining available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP - GGRF funding

CES: CalEnviroScreen

CON: Construction Funding

DAC: Benefit to Disadvantaged Communities

NI: Non-Infrastructure

PROCUREMENT SUMMARY

METRO BIKE SHARE / PS272680011357

1.	Contract Number: PS272680011357		
2.	Contractor: Bicycle Transit Systems, Inc.		
3.	Mod. Work Description: Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant		
4.	Contract Work Description: Metro Bike Share Program		
5.	The following data is current as of: 10/23/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/24/15	Contract Award Amount: \$11,065,673 Pilot Phase I – DTLA
	Notice to Proceed (NTP):	07/31/15	Total of Modifications Approved: \$77,936,062
	Original Complete Date:	Phase I 07/31/17 Phases II - V 07/29/22	Pending Modifications (including this action): \$6,342,126
	Current Est. Complete Date:	07/29/22	Current Contract Value (with this action): \$95,343,861
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Basilia Yim		Telephone Number: (213) 922-4063

A. Procurement Background

This Board Action is to approve Contract Modification No. 8 issued in support of the Metro Countywide Bike Share GGRF grant.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 25, 2015, the Board approved a firm fixed Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$6,342,126 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), a cost analysis, and the technical analysis.

Proposal Amount	Metro ICE	Amount
\$6,342,126	\$6,107,262	\$6,342,126

The ICE did not adequately estimate the e-bike equipment as additional costs were identified for spare batteries and manual battery swaps.

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BIKE SHARE / PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Pending	12/06/18	\$6,342,126
	Modification Total:			\$84,278,188
	Original Contract:		07/24/15	\$11,065,673
	Total:			\$95,343,861

BIKE SHARE FUNDING & EXPENDITURE PLAN FOR MODIFICATION 8

ATTACHMENT D

	Year 4 FY18/19	Year 5 FY19/20	Year 6 FY20/21	Year 7 FY21/22	Grand Total
Greenhouse Gas Reduction Fund Grant					
Capital Costs					
<i>Metro Contribution (0%)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>City of Los Angeles Contribution (0%)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>GGRF Grant (100%)</i>	\$ 2,286,904	\$ -	\$ -	\$ -	\$ 2,286,904
<i>Total</i>	\$ 2,286,904	\$ -	\$ -	\$ -	\$ 2,286,904
Pre-Launch Operations & Maintenance					
<i>Metro Contribution (35%)</i>	\$ 164,756	\$ -	\$ -	\$ -	\$ 164,756
<i>City of Los Angeles Contribution (65%)</i>	\$ 305,975	\$ -	\$ -	\$ -	\$ 305,975
<i>Total</i>	\$ 470,730	\$ -	\$ -	\$ -	\$ 470,730
On-going Operations & Maintenance					
<i>Metro Contribution (35%)</i>	\$ 91,344	\$ 376,340	\$ 387,630	\$ 399,259	\$ 1,254,573
<i>City of Los Angeles Contribution (65%)</i>	\$ 169,640	\$ 698,916	\$ 719,884	\$ 741,480	\$ 2,329,920
<i>Total</i>	\$ 260,984	\$ 1,075,256	\$ 1,107,514	\$ 1,140,739	\$ 3,584,493
Grand Total	\$ 3,018,618	\$ 1,075,256	\$ 1,107,514	\$ 1,140,739	\$ 6,342,126

DEOD SUMMARY

METRO BIKE SHARE / PS272680011357

A. Small Business Participation

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment. The project is 26% complete and the current DBE participation is 16.99%, a shortfall of 5.38%, a decrease of 1.26% from Modification No. 7, which was executed in May 2018. BTS explained that the shortfall is a result of high price equipment purchased from a non-DBE at the beginning of each expansion. BTS reported that DBE participation is achieved through staffing, which is a slower spending at first but increases each year. According to BTS' forecast, DBE participation is expected to exceed the current commitment at the end of year seven of the contract.

Notwithstanding, Metro Project Manager and Contract Administrator, will work in conjunction with DEOD to ensure that BTS is on schedule to meet or exceed its DBE commitment. If BTS is not on track to meet its small business commitment, Metro staff will ensure that BTS submits an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	22.37% DBE	Small Business Participation	16.99% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian Pacific American	15.28%	10.64%
2.	Bike Hub	Asian Pacific American	5.48%	3.99%
3.	Toole Design Group, LLC	Caucasian Female	0.93%	1.30%
4.	Say Cargo Express	Hispanic American	0.68%	1.06%
5.	Delphin Computer Supply	Caucasian Female	Added	0.00%
	Total		22.37%	16.99%

¹Current Participation = Total Actual Amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract/ Modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2018-0690, File Type: Program

Agenda Number: 19.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 4 REGIONAL PROGRAM SCORING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the assignment of up to ten points as presented in Attachment A to candidate projects for the Active Transportation Program (ATP) Cycle 4 Southern California Association of Governments' (SCAG) Regional ATP competition.

ISSUE

The ATP Cycle 4 includes regional competitions in large Metropolitan Planning Organization (MPO) areas - in Metro's case, the SCAG region. The ATP enabling statute, Senate Bill 99 (SB 99), requires SCAG to select projects in consultation with its member counties, which SCAG accomplishes by asking Metro and the other counties to assign points to be added to the State's score for each ATP project application (as approved in the 2019 Active Transportation Guidelines by the California Transportation Commission [CTC] in May 2018,

http://www.catc.ca.gov/programs/atp//2019/docs/051618_2019_ATP_Guidelines_Final_Adopted.pdf).

The point assignment is an opportunity for Metro to influence the funding for up to \$47 million available for bicycle and pedestrian projects that will advance several important Metro Board initiatives. The methodology of assigning these additional points is designed to reflect the contribution of each project to advancing local and regional plans, policies, and priorities adopted by the Metro Board based on the assignment method described in Attachment B.

DISCUSSION

The ATP Cycle 4 will distribute \$446 million over four years (fiscal years 2019-20 through 2022-23), as shown in Table 1 (Funding available is based on the 2019 ATP Fund Estimate adopted by the CTC in May 2018, http://www.dot.ca.gov/hq/transprog/ctcbooks/2018/0518/024_4.6.pdf). All Los Angeles County candidate projects were submitted to the Statewide Competition administered by the CTC, which allocates 50% of the funding available. The remaining 10% is directed to rural areas across the state.

All Los Angeles County candidate projects not awarded funding through the Statewide Competition will then be considered in the Large MPO competition, which allocates 40% of the funding available.

Table 1
ATP Cycle 4 - Program Components

ATP Cycle 4 - Program Component	% Share	Funds
Statewide Competition	50%	\$ 218,780,000
Large MPO	40%	\$ 175,024,000
Small Urban/Rural	10%	\$ 43,756,000
Program Components Total	100%	\$ 437,560,000
California Conservation Co appropriation (FY 2020-21)		\$ 8,000,000
TOTAL		\$ 445,560,000

In the Large MPO competition, SCAG will receive (by formula) 53% of the funding available for all Large MPOs (Table 2).

Table 2
ATP Cycle 4 - Large MPO Component

ATP Cycle 4 - Large MPO Component	% Share	Funds
SCAG Regional Program	53%	\$ 92,572,000
Other Large MPOs	47%	\$ 82,452,000
Large MPO Component Total	100%	\$ 175,024,000

Within the SCAG Regional Program (Table 3), 5% of the funding is set aside for Planning and Capacity Building grants. The remaining 95% of the funding is dedicated to Implementation Projects and flows to each of the six SCAG counties by formula - with Los Angeles County's 54% share resulting in approximately \$47 million.

Table 3
ATP Cycle 4 - SCAG Regional Program

ATP Cycle 4 - SCAG Regional Program	% Share	Funds
Implementation Projects - 95% completed		
Los Angeles County Share (54% of 9)		\$ 47,489,41
Other SCAG Counties' Share (46% of 9)		\$ 40,453,90
Planning & Capacity Building - 5% completed		\$ 4,628,60
Overall SCAG Regional Program	100%	\$ 92,572,00

The ATP enabling statute, SB 99, requires SCAG to select projects in consultation with its member counties. To accomplish this requirement, SCAG starts with the scores developed by the CTC's multidisciplinary evaluation panel and then asks its member counties to assign additional points to the CTC score to reflect the consistency of each project with local and regional plans. The resulting prioritization of projects for the LA County share totaling \$47.5 million is the subject of this action.

In keeping with plans and policies adopted by the Metro Board, staff proposes the following method to assign these additional points to Los Angeles County projects through three criteria:

- Bonus for First/Last Mile Strategic Plan - 5 bonus points assigned support the implementation of the First/Last Mile Strategic Plan and First/Last Mile Board Action 14.1 of May 2016.
- Disadvantaged Communities - 3 points assigned help ensure Metro's scoring supports the goals of the Metro Equity Platform.
- Consistency with Local and Regional Plans - 2 points assigned recognize board priorities, such as First/Last Mile, leveraging Measure M projects, board-adopted projects, and implementation of the Active Transportation Strategic Plan.

The proposed point assignment is listed in Attachment A. The point assignment method is described in further detail in Attachment B.

Consistency with Metro's Equity Platform Framework

The inclusion of the disadvantaged communities criterion in the proposed point assignment method advances the following pillar of the Metro Equity Platform Framework:

- Pillar 3: Focus and Deliver

Assigning additional points to projects that benefit disadvantaged communities is a direct action Metro can take to advance more equitable transportation outcomes. Metro is directly responsible for

the point assignment and project ranking process that results in active transportation investment for Los Angeles County. Concentrating points for projects that benefit disadvantaged communities, together with points for implementation of other key local and regional mobility goals, ensures that investment is made in high quality projects for underserved communities.

DETERMINATION OF SAFETY IMPACT

Approval of this item has the potential to improve the safety of Metro customers, as a large majority of Metro's transit patrons link to or depart from transit stations and stops via cycling and walking. Assigning additional points to first/last mile projects prioritized in the Metro Board-adopted First/Last Mile Strategic Plan will direct funding to projects designed to improve the safety and convenience of active transportation users connecting with the regional transit system.

FINANCIAL IMPACT

Approval of the staff recommendations will result in a positive impact on the funding outcomes for First/Last Mile projects and other Board priorities and initiatives, such as Vision 2028 and the Twenty-eight by '28 Initiative. Approximately \$47 million in ATP Cycle 4 funds are available for Los Angeles County projects between FY 2019-20 and 2022-23 from the SCAG Regional ATP Competition.

Impact to Budget

The approval of this item would have no impact to the FY 2018-19 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By directing ATP resources towards projects that advance Metro plans and policies, the staff recommendation will assist in implementing the following goals of the Metro Vision 2028 Strategic Plan:

- Goal #1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal #3: Enhance communities and lives through mobility and access to opportunity.

The current competitive ATP grant program administered by the CTC provides Metro with an opportunity to acquire a significant share of revenues available for Los Angeles County projects. Under the ATP Metro's share of revenues received has closely tracked Los Angeles County's share of California's population, as Metro has been successful in securing awards from the Statewide Competition portion of the ATP to complement the funds received by formula through the SCAG Regional Program.

ALTERNATIVES CONSIDERED

The Board could elect to assign up to twenty additional points rather than ten, as the SCAG Guidelines adopted by the CTC on August 15, 2018 include a new provision for the assignment of up to twenty points. Staff does not recommend this alternative, as assigning 20 points would not change

the proportion of points given for various Metro policies and plans, therefore providing no distinction in priority rankings.

NEXT STEPS

Upon Board approval, the following milestone steps will be taken by Metro staff as well as SCAG and the CTC:

December 2018 - Staff will transmit the point assignments to SCAG

January 2019 - Staff will obtain state scores, combine them with Metro scores, and use new scores to identify top-scoring projects, with funding requests approximating the \$47 million available for Los Angeles County projects; staff will work with project sponsors to identify projects for any remaining funds and submits resulting program to SCAG for approval

April 2019 - SCAG Regional Council will adopt SCAG Regional ATP

June 2019 - CTC will adopt SCAG Regional ATP

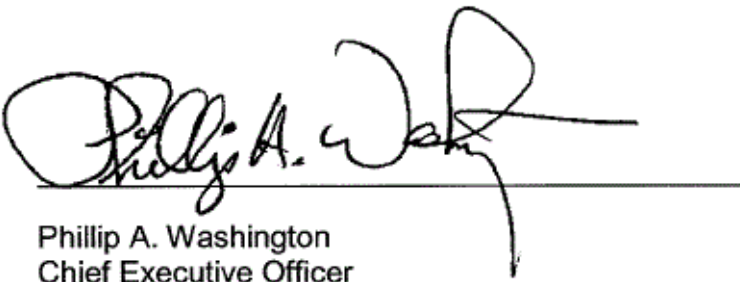
ATTACHMENTS

Attachment A - Proposed Los Angeles County Point Assignment

Attachment B - Proposed Point Assignment Method

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Phillip A. Washington
Chief Executive Officer

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
1	Amigos de los Rios	Altadena Safe Schools and Streets Pilot Program	0	3	2	5
2	City of Artesia	Pioneer Boulevard Pedestrian and Bicycle Improvements	5	3	2	10
3	City of Avalon	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	0	0	0	0
4	City of Burbank	Los Angeles River Bridge	5	3	2	10
5	City of Carson	City of Carson Active Transportation Project	5	3	2	10
6	City of Cerritos	Improvements to Various Cerritos Arterial Pedestrian Crossings Serving Local Schools	0	3	0	3
7	City of Commerce	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	5	3	2	10
8	City of Commerce	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	0	3	2	5
9	City of Compton	Blue Line First/Last Mile Improvements: Compton & Artesia Station Areas	5	3	2	10
10	City of Culver City	Downtown to Expo Class IV Bikeway	5	0	2	7
11	City of Diamond Bar	Golden Springs Drive Mobility Improvements Project	0	0	2	2
12	City of Downey	Downey Citywide Bicycle Master Plan Implementation (BMP) - Phase 1	5	3	2	10
13	City of Downey	South Downey Active Transportation Enhancements	0	3	0	3
14	City of Duarte	Duarte Active Transportation Safety Project	5	3	2	10
15	City of El Monte	Active Streets El Monte	5	3	2	10
16	City of Huntington Park	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	5	3	2	10
17	City of LA BOE	Envision Eastern: El Sereno Pedestrian Safety Project	5	3	2	10

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
18	City of LA BOE	LA River Greenway, West San Fernando Valley Gap Closure	5	3	2	10
19	City of LA BSS	Broadway-Manchester Active Transportation Equity Project	5	3	2	10
20	City of LA BSS	Rock The Blvd: Transforming Eagle Rock with Walkable Bikeable Streets	5	3	2	10
21	City of LA BSS	Valley Glen Community Pedestrian Improvements to Orange Line Project	0	3	0	3
22	City of LA BSS	Watts Central Avenue Streetscape, Phase II	5	3	2	10
23	City of La Canada Flintridge	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	0	0	0	0
24	City of LA DOT	112th Street and Flournoy Elementary Schools Safety Improvements Project	5	3	2	10
25	City of LA DOT	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
26	City of LA DOT	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	5	3	2	10
27	City of LA DOT	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	5	3	2	10
28	City of LA DOT	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	5	3	2	10
29	City of LA DOT	Expo Bike Path Northvale Gap Closure	5	0	2	7
30	City of LA DOT	Grant Elementary School Neighborhood Safety Improvements Project	5	3	2	10
31	City of LA DOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	0	3	2	5
32	City of LA DOT	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
33	City of LA DOT	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	5	3	2	10
34	City of La Puente	Valley Boulevard Pedestrian Improvements	0	3	0	3

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
		First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
35 City of Lancaster	Trail Expansion at Prime Desert Woodland Preserve	0	3	0	3
36 City of Lomita	Intersection Improvements at Walnut Street, 253rd Street and Ebony Lane	5	3	2	10
37 City of Lomita	Lomita Corridor Pedestrian Improvement Program (LCPSIP)	0	3	0	3
38 City of Long Beach	11th Street Bicycle Boulevard	5	3	2	10
39 City of Long Beach	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	5	3	2	10
40 City of Long Beach	Orange Avenue Backbone Bikeway and Complete Streets Improvements	5	3	2	10
41 City of Long Beach	Pine Avenue Bicycle Boulevard	5	3	2	10
42 City of Long Beach	San Gabriel River Bike Trail Bridge Rehabilitation	0	0	2	2
43 City of Long Beach	Walnut Avenue Bicycle Boulevard	0	3	2	5
44 City of Lynwood	Mid City Pedestrian and Bicycle Safety	5	3	2	10
45 City of Manhattan Beach	Rowell Avenue Safe Route to School Connectivity Improvement Project	0	3	0	3
46 City of Maywood	Slauson Avenue Pedestrian Safety Project	5	3	2	10
47 City of Monrovia	Monrovia Active Community Link	5	3	2	10
48 City of Monterey Park	Monterey Park School and Crosswalk Safety Enhancement Project	5	3	2	10
49 City of Palmdale	Avenue R Complete Streets and Safe Routes Project – Construction Phase	0	3	2	5
50 City of Palmdale	Palmdale Avenue R-8 Safe Crossings to School Project	0	3	0	3
51 City of Palmdale	Palmdale Avenue S Safe Crossings to School Project	0	3	2	5

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
52	City of Paramount	West Santa Ana Branch Bikeway Phase 3	5	3	2	10
53	City of Pasadena	Mobility & Safety Enhancements for Pedestrians & Vehicles at Various Loc.	0	0	0	0
54	City of Pico Rivera	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	0	3	2	5
55	City of Pomona	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	5	3	2	10
56	City of Pomona	San Jose Creek Bike Path	0	3	0	3
57	City of Rosemead	HAWK system installation at Rosemead High School	5	3	2	10
58	City of Rosemead	Installation of Rectangular Rapid Flashing Beacons by Emerson Elementary School	5	3	2	10
59	City of San Fernando	San Fernando Pedestrian Mobility Project	5	3	2	10
60	City of Santa Clarita	Newhall Metrolink Station Pedestrian and Bicycle Access Improvements	5	3	2	10
61	City of South El Monte	South El Monte Safe Routes to School Pedestrian Safety Project	0	3	2	5
62	City of South Gate	South Gate Regional Bikeway Connectivity Project	5	3	2	10
63	City of South Gate	Tweedy Boulevard Complete Streets Project	5	3	2	10
64	City of West Covina	West Covina Safe Routes to School Project	0	3	2	5
65	County of Los Angeles DPH	East Los Angeles Safe Routes for Seniors	5	3	2	10
66	County of Los Angeles DPW	Acton Safe Routes to School Project	0	0	0	0
67	County of Los Angeles DPW	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	5	3	2	10
68	County of Los Angeles DPW	Dominguez Channel Greenway Extension	5	3	2	10

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
69	County of Los Angeles DPW	East LA Active Transportation Education and Encouragement Program	0	3	2	5
70	County of Los Angeles DPW	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	0	0	2	2
71	County of Los Angeles DPW	Lake Los Angeles Pedestrian Plan Implementation – Phase 1	0	3	0	3
72	County of Los Angeles DPW	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	0	3	2	5
73	County of Los Angeles DPW	San Gabriel River Bike Path Extension, Azusa	0	0	2	2
74	County of Los Angeles DPW	San Gabriel Valley Four Corners Bike Path Gap Closures	0	3	2	5
75	County of Los Angeles DPW	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	5	3	2	10
76	County of Los Angeles DPW	Vincent & Citrus Communities Safe Route to School	0	3	0	3
77	County of Los Angeles DPW	Westmont West Athens Community Pedestrian Plan Implementation (Phase 1)	0	3	2	5
78	County of Los Angeles DPW	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	0	3	2	5
79	Metro	Doran Street Grade Separation Active Transportation Access Project	5	3	2	10
80	Metro	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	5	3	2	10

Proposed Point Assignment Method
ATP Cycle 4 SCAG Regional Program

Following the statewide ATP competition that distributes 50% of the ATP funding (\$219 million), there is a regional competition administered by SCAG. SCAG distributes approximately \$93 million, of which Metro receives approximately \$47 million for Los Angeles County implementation projects. SCAG consults with Metro on the development of competitive project selection criteria for Los Angeles County projects funded through the Regional Program. In developing the program of projects, Metro is responsible for assigning an additional ten to twenty points to all Los Angeles County ATP applications to reflect consistency with local and regional plans.

In Cycles 1 and 2, ten points were awarded to all projects except those which were clearly not consistent with local and regional plans. In Cycle 3, some of these points were awarded based on the projects' contributions to implementing Metro plans and policies. To date, each project has received all possible points, effectively maintaining the state ranking of these projects through Metro's waiving of its opportunity to influence project selection in the Regional Program.

In the interim between Cycles 3 and 4, the Metro Board has adopted the Vision 2028 Strategic Plan, the Equity Platform, and the First/Last Mile Strategic Plan. Consequently, Metro should update its method of assigning these points to better reflect and maintain consistency with these new overarching plans and policies.

Methodology Methodology for Assigning Points

The Cycle 4 point assignment method is consistent with the ATP Cycle 4 Priorities Framework adopted by the Board in October 2017, the May 2016 Board Motion 14.1 prioritizing first-last mile improvements, and the Equity Platform Framework, adopted February 2018.

Table 1 compares the proposed method for assigning additional points in Cycle 4 to the existing method for assigning additional points in Cycle 3.

Table 1
Comparison of Point Assignment Methods: Cycle 3 vs. Cycle 4

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
A. Bonus for First/Last Mile <ul style="list-style-type: none"> • Improves safety and access to transit station(s) among the 661 locations defined in the ATSP • Reinforces Pathway Network Concept (e.g. not a single corridor project.) • Features broad community engagement influencing project selection/design 	N/A	5

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
<p>B. Disadvantaged Communities</p> <ul style="list-style-type: none"> • Project is located within or partially within a disadvantaged community census tract (based on income or CalEnviroscreen score); or • Within 2 miles of a school where 75% or more of students are eligible for free or reduced-price meals 	N/A	<u>3</u> 2
<p>C. Consistency with local/regional plans</p> <ul style="list-style-type: none"> • Leverages Measure M: <ul style="list-style-type: none"> ○ Expenditure Plan Major Projects, Multi-year Subregional Projects, or 2% Metro Active Transportation Program; or ○ Minimum of 20% of funding comes from Measure M • Implements Board Priorities, such as: <ul style="list-style-type: none"> ○ LA River Bikepath ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor • Implements the Active Transportation Strategic Plan: <ul style="list-style-type: none"> ○ Serves one of the 661 designated transit stations; or ○ Implements a corridor designated in the Regional Active Transportation Network 	10	<u>2</u> 3
Total	10	10

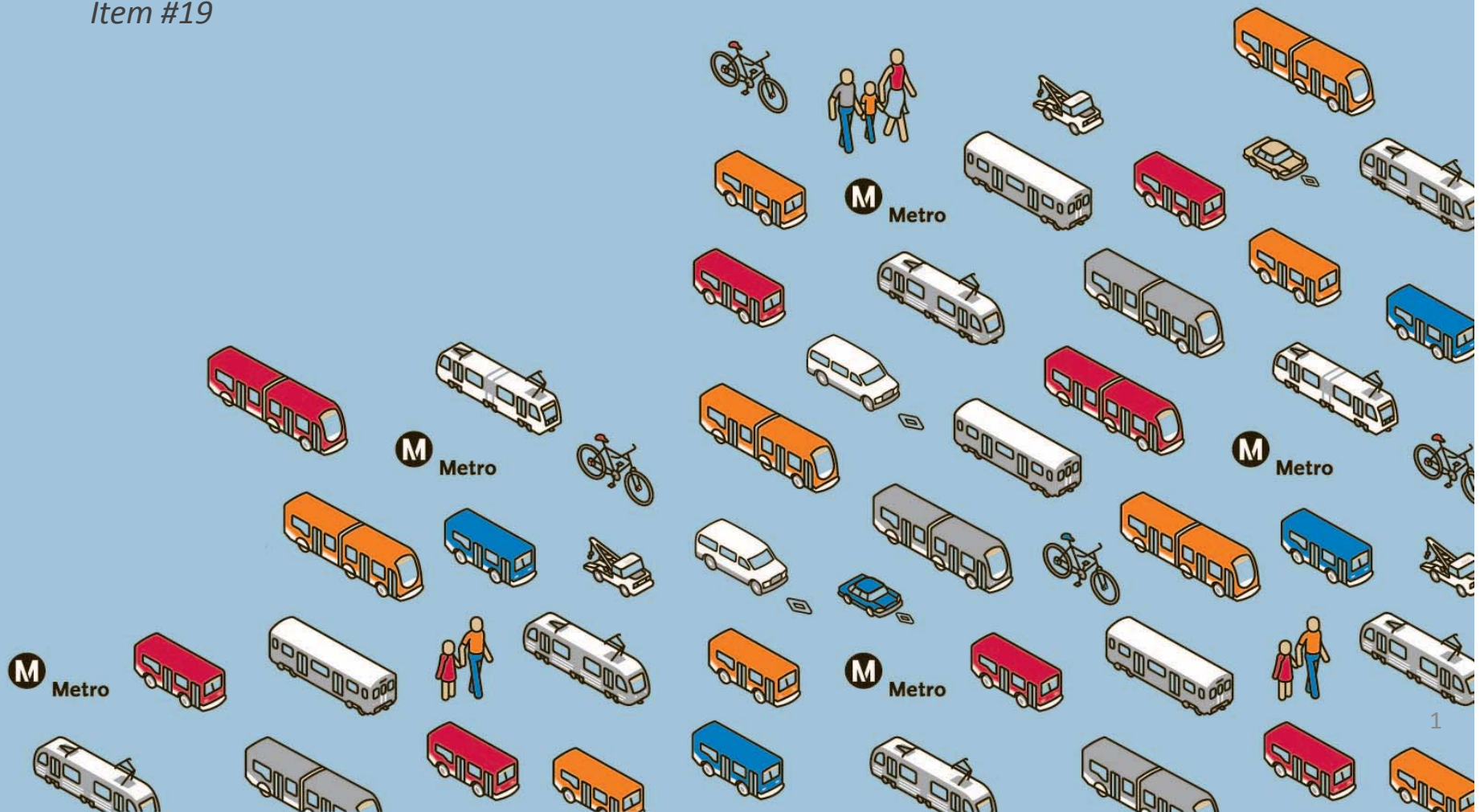
Active Transportation Program Cycle 4 Regional Program Scoring

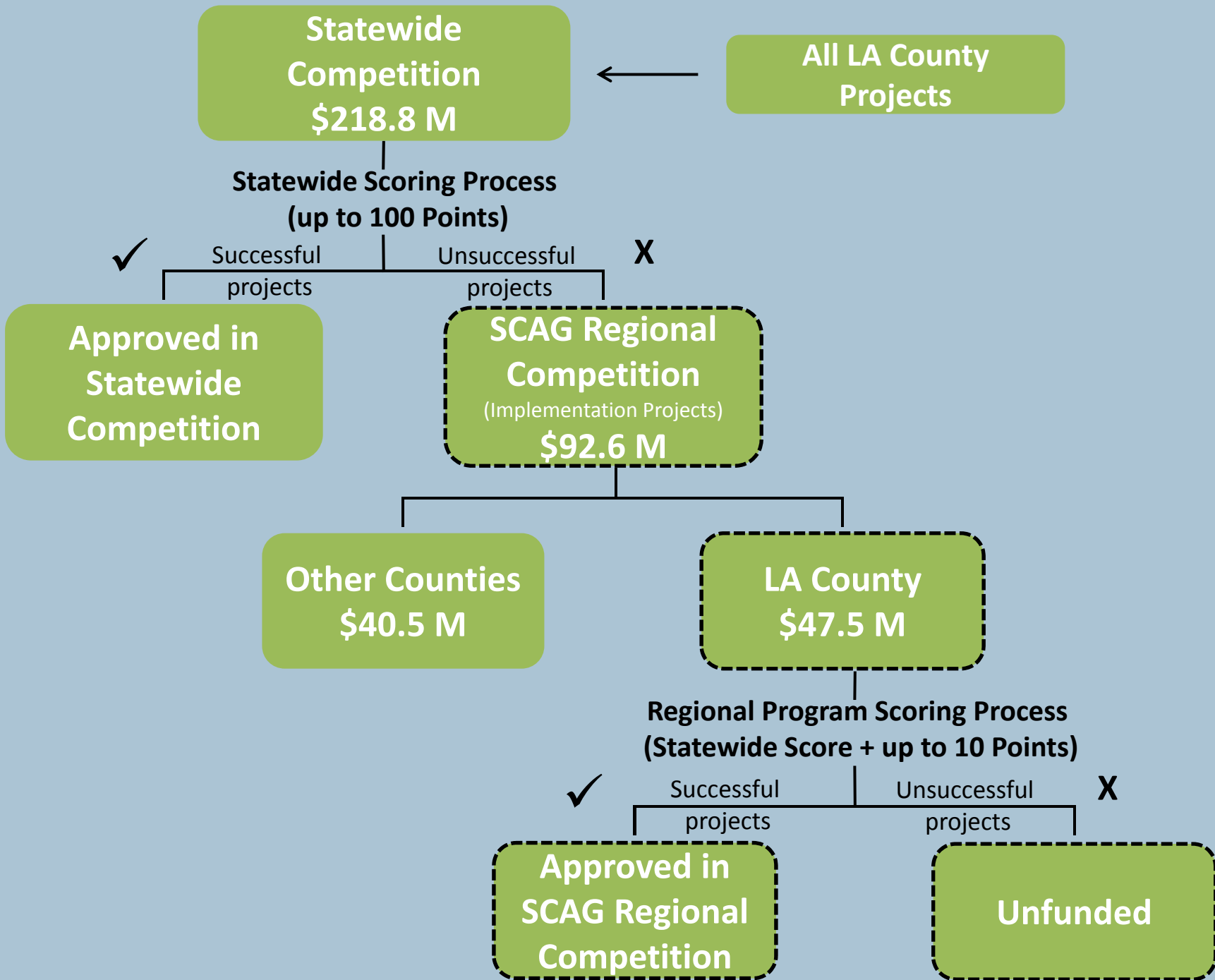
Planning and Programming Committee

November 14, 2018

Legistar #2018-0690

Item #19





Statewide Scoring Process

Selection based on 100-point score*:

- 10-30 points: Disadvantaged Communities
- 20-53 points: Need
- 10-25 points: Safety
- 10-25 points: Public Participation
- 2-10 points: Scope/Plan Consistency
- 0-5 points: Leveraging, Cost Effectiveness, Context Sensitivity

*Scoring criteria and points based on size of project (large/medium/small)



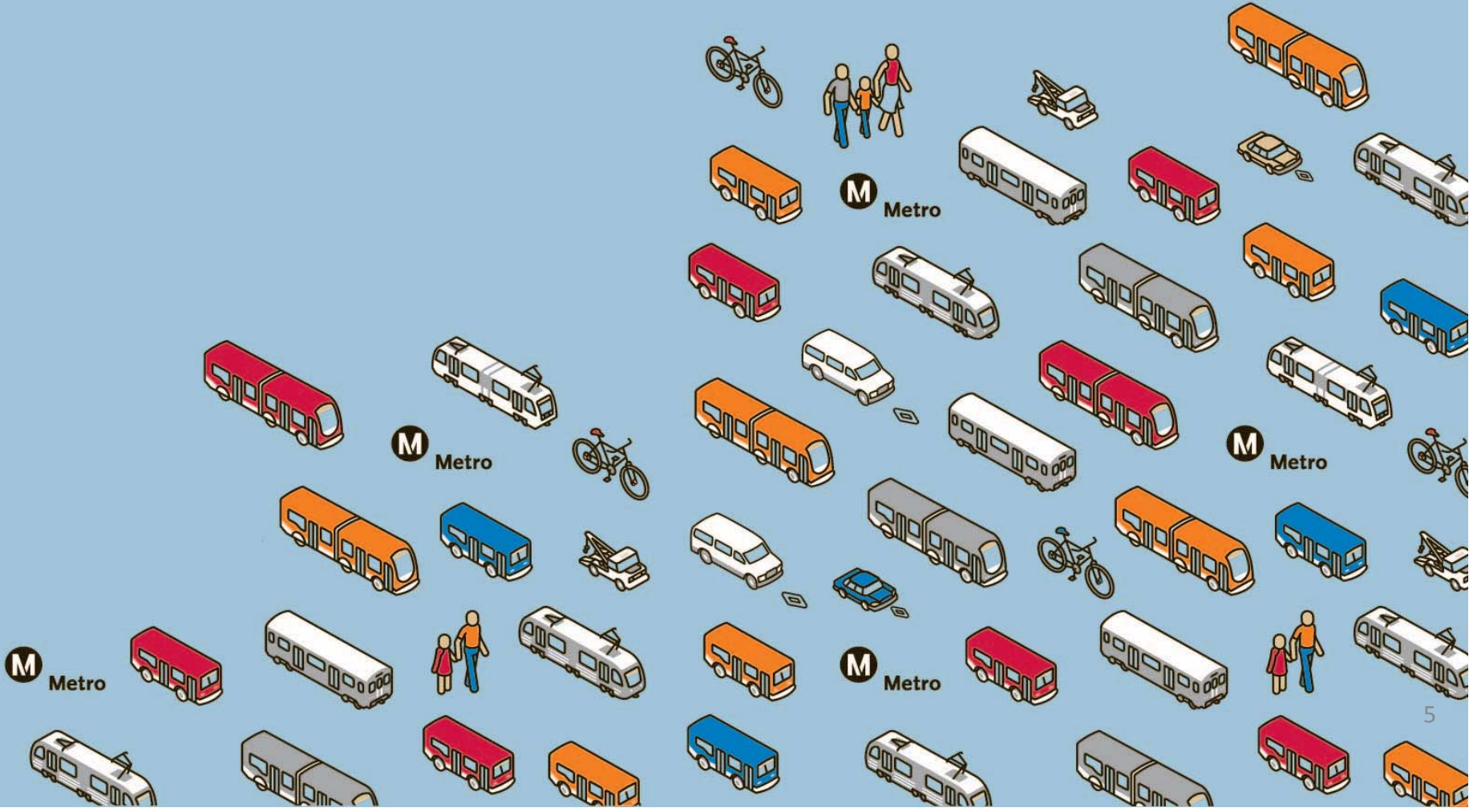
Regional Program Scoring Process

Selection based on 100-point statewide score plus up to 10 points added by Metro:

- 5 points: First/Last Mile Strategic Plan
- 3 points: Disadvantaged Communities
- 2 points: Consistency with Local and Regional Plans



Thank you



**Board Report**

File #: 2018-0694, **File Type:** Project**Agenda Number:** 20.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018****SUBJECT: LINK UNION STATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the designation of the California Environmental Quality Act (CEQA) "Proposed Project" in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

ISSUE

The Draft Environmental Impact Report (DEIR) for the Link US Project is scheduled to be circulated for public review in January 2019. The DEIR includes a total of three alternatives:

1. Alternative 1 - Up to 10 run-through tracks with shared lead tracks;
2. Alternative 2 - Up to 10 run-through tracks with dedicated lead tracks;
3. Alternative 3 - No Build

With each build alternative, the DEIR includes two design options for the proposed passenger concourse:

1. Design Option A: At-grade passenger concourse
2. Design Option B: Above-grade passenger concourse

All the alternatives and design options are being evaluated at an equal level of detail in the DEIR. In addition, all alternatives and options will maintain the historical integrity of the Los Angeles Union Station. In an effort to be more transparent and help the public focus the comments on the DEIR, staff recommends that the DEIR identify a CEQA "Proposed Project" for Alternative 1 with Design Option B as the CEQA Proposed Project of up to 10 run-through tracks with shared lead tracks and above-grade passenger concourse with a new expanded passage way to begin the first step in the DEIR process. Staff will return to the Board in June 2019 to adopt the preferred alternative of the passenger concourse for the Final EIR (FEIR). The above-grade passenger concourse with a new expanded passage way is approximately \$500 million less than the at-grade passenger concourse.

BACKGROUND

The environmental process began in 2016 with a combined CEQA and National Environmental Policy Act Environmental (NEPA) environmental documents which are led by Metro for CEQA and the Federal Railroad Administration (FRA) for NEPA. In February 2018, the State of California acting through the California State Transportation Agency (CalSTA) and California High Speed Rail Authority (CHSRA) applied to the FRA to assume their federal environmental review responsibilities under the NEPA, or otherwise known as NEPA Assignment. Under NEPA Assignment, CHSRA would be considered the NEPA Lead Agency on the High Speed Rail (HSR) program including Link US and other HSR related rail projects, enabling more efficient reviews and approvals of the federal environmental documents.

Due to a longer NEPA process which may take up to two years, Metro is moving forward with a separate CEQA environmental document to meet the expectations of the funding partners comprising of the CalSTA, CHSRA, and Southern California Regional Rail Authority (SCRRA). With the approval of the staff recommendation for the CEQA Proposed Project, the CEQA environmental document is anticipated to be released for public circulation in January 2019 with an anticipated completion by June 2019.

Staff will continue to work closely with the FRA and CHSRA to expedite the NEPA environmental document.

DISCUSSION

CEQA Proposed Project

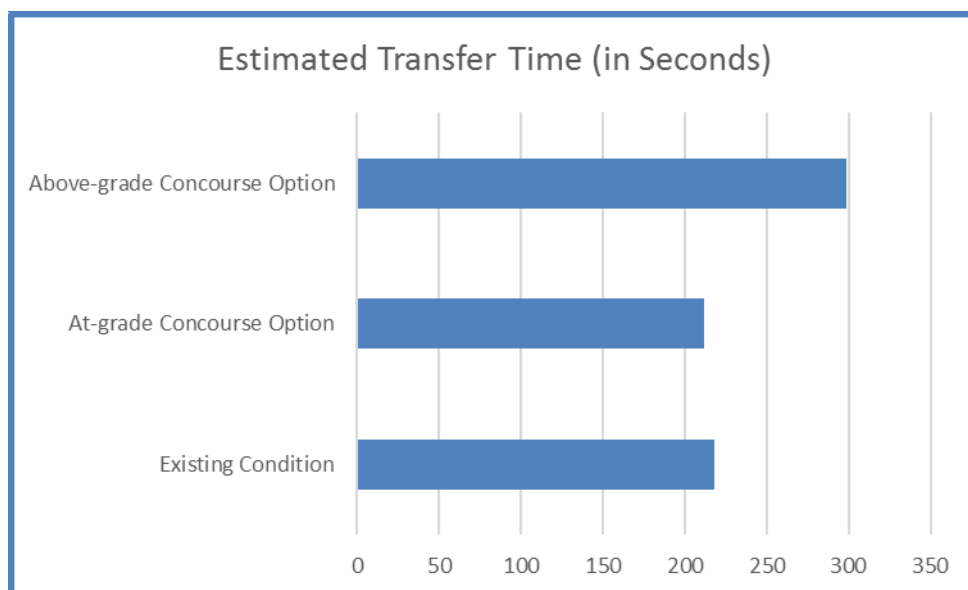
The DEIR analyzed both Alternatives 1 and 2 at an equal level of detail. Based on the preliminary results from the DEIR, staff recommends Alternative 1, up to 10 run-through tracks with shared lead tracks, as the CEQA Proposed Project because it would address the purpose and need of the project and would result in less environmental impacts compared to Alternative 2. In particular, Alternative 2 would result in right-of-way (ROW) impacts to the William Mead Homes (WMH) property, while Alternative 1 would avoid ROW impacts to the WMH property. Alternative 2 would result in impacts to a baseball field, a handball court, a laundry facility, on-street parking of the WMH property. However, no residents would be displaced or require to be relocated under Alternative 2. WMH, constructed in the 1950s, was the first affordable housing project in the City of Los Angeles and is eligible to be added to the National Register of Historic Places (NRHP).

Recommended Concourse Option

Staff recommends the above-grade concourse option with a new expanded passageway be included as part of Metro's CEQA Proposed Project given the significant cost differential between the two options. The DEIR analyzed both Design Options A (at-grade option) and B (above-grade option) at an equal level of detail. Based on the conceptual design of the two concourse options, the Link US project team has estimated that the at-grade passenger concourse option (Design Option A) is approximately \$500 million more expensive than the above grade passenger concourse (Design Option B). As analysis has progressed, staff have identified a design concept that captures the benefit of both concourse design options, by widening and expanding the existing passageway.

A focused technical study, Concourse Study, is being prepared to evaluate feasible options for a new expanded passenger concourse that would replace the existing pedestrian passageway and recommend options to be carried forward for further analysis in the DEIR. The existing passage way is approximately 30 feet wide. The new expanded passage way for the above-grade concourse will be approximately 100 feet wide to accommodate the increase of passengers from the current 110,000 per day to over 200,000 passengers per day at Union Station by 2040. The new expanded passage way will provide the identical travel path convenience as the at-grade passenger concourse for the same cost value of the above grade passenger concourse. The Concourse Study recommended that both the at-grade and above-grade concourse options be carried forward for further analysis to begin the first step in the DEIR. The staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA Proposed Project still allows staff and ultimately the Board flexibility to modify the concourse option based on additional technical studies and ongoing community input through the environmental process. Staff will continue to include both concourse options in the environmental process. Staff will return to the Board in June 2019 to adopt the final preferred alternative in the FEIR. Furthermore, since the second phase (Phase B) of the project which includes the passenger concourse is not funded, staff will return to the Board at a future date when funding has been identified to make a final determination on passenger concourse options.

The Concourse Study also evaluated the two concourse options in terms of passenger transfer time, environmental impacts, impacts to rail operations during construction, capital cost and other factors. See Attachment A for a comparison between the two concourse options. In particular, preliminary results suggest that the transfer time under the above-grade option would be approximately 1.5 minute longer for passengers with disabilities than the time under the at-grade option, if a passenger makes a transfer from the future Platform 4 to the Red/Purple Line platform. Transfer time differences vary with different start and end points of the transfer at the station. See chart below for a comparison of estimated transfer time between the existing condition, future condition with the above-grade concourse and the at-grade concourse.



Note: Estimated times shown are for the transfer between Platform 4 to the Red/Purple Line Platform

Community Outreach

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils, and elected officials. Additionally, the project team has participated in public events to share project information including CicLAvia, Union Station Farmers Market, Union Station TrainFest, etc, and has provided status updates to Union Station Area Roundtable discussions hosted by Metro Communications. On September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. See Attachment B for more details on community engagement activities since July 2017. Through our community outreach activities, staff has received some comments in support of the above-grade passenger concourse option; however, the majority of comments received regarding the passenger concourse were in favor of the at-grade option. In addition, staff has received a significant amount of comments from the general public in regard to the passenger concourse specifically concerning the increase of travel time with the above-grade concourse option. In response to these comments, staff will work on enhancing the above-grade concourse option to reduce passenger travel times to closely resemble the travel times of the at-grade passenger concourse option.

Active Transportation Improvements

As part of the Link US CEQA environmental study, staff will include new bike lanes on Commercial Street from Alameda to Center Streets, which could facilitate a future connection to the Proposed LA River Bike Path near Center Street. In addition to the at-grade connections identified by stakeholders and adopted in the Connect US Action Plan, if additional funding is identified, the Link US CEQA environmental document includes a dedicated bicycle/pedestrian bridge over the US-101 as an alternative option in lieu of the at-grade active transportation element. This dedicated bridge is desired to provide a seamless off-street connection between Metro's LA River Bike Path project and Union Station, ensuring that users of the River Path have high quality, low-stress access to Southern California's primary transportation hub. Staff is working with the FRA and CHSRA on how they would like to address ATP in the NEPA environmental document.

In March 2017, the Metro Board directed staff to evaluate opportunities to create pedestrian/active transportation ("ATP") linkages to the LA River. The Link US project has taken into consideration the Connect US Action Plan, a community driven plan that identifies bicycle and pedestrian improvements connecting LAUS, the Civic Center, Chinatown, Little Tokyo and the LA River. Since completion of this plan in 2015, the City of Los Angeles has adopted the Plan's recommended ATP improvements as part of its Mobility Element, and the improvements are also expected to be adopted in the Central City and Central City North Community Plan updates underway. Importantly, the City of Los Angeles and Metro have successfully partnered to secure \$60 million in grants toward implementing identified ATP projects, with future grant applications anticipated. The funded projects offer a near complete set of improvements that create street level access between LAUS and the LA River, tracking the travel patterns identified by stakeholders.

Under a separate Project Study Report (PSR) study by Metro's County-wide Planning, Metro will be partnering with the City of Los Angeles in early 2019 to complete a PSR looking at the intersection of Alameda and the entrance to the 101 freeway to complete this component of the ATP street network

connections to the LA River. This separate PSR study and resultant plan, coupled with at-grade ATP improvements on Commercial Street to be implemented by the Link US project, will complete the street network of ATP connections to the LA River.

Update on Project Funding and Phasing

In January 2018, staff submitted a grant application to the 2018 Transit and Intercity Rail Capital Program (TIRCP) and proposed an interim condition, hereafter referred to as Phase A, with an initial 2-track run-through operation that has independent utility. On April 26, 2018, CalSTA awarded \$398.39 million to Phase A of Link US, as part of the grant award to SCRRA’s Southern California Optimized Rail Expansion (SCORE) program. In May 2018, the CHSRA Board adopted its 2018 Business Plan which reiterated the agency’s commitment to direct the remaining \$423.34 million of Southern California MOU funds to the Link US project. Table 1 below lists the funding plan totaling \$950.4 million for the Link US project.

Table 1 - Link US Funding Plan as of October 2018

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34 ⁽¹⁾
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽²⁾
SCRRA Joint Powers Authority Contribution (non-Metro), Amtrak and other local funds	\$58.27
Other CHSRA funds	\$18.73 ⁽²⁾
Total Funding Identified for Phase A	\$950.40

Notes:

1. Staff is working closely with CHSRA to seek CHSRA Board approval of the funding of \$423.335 million for Link US and authorize the CHSRA CEO to execute the Project Management Funding Agreement with Metro.
2. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Phase A of Link US would include construction of the full viaduct over the US-101 freeway, right of way acquisition, utility relocation and street improvements along Commercial and Center Streets, early signal and communication work in the throat, and a 2-track ramp from Platform 4 to the new viaduct. Staff has been working closely with project funding partners to develop value engineering strategies to ensure that Phase A can be delivered within the total budget of \$950.4 million (based on 2017 project cost estimate). Staff is currently working with other funding partners to secure funding agreements for the project.

Phase B work of Link US includes raising of the railyard, optimization of the throat with a new lead track, all remaining run-through trackwork, signal and communication work, six new and enhanced regional rail platforms and enhancements to the Gold Line platform with escalators and elevators, the new West Plaza, and the new passenger concourse (at-grade or above-grade option). The estimated cost of Phase B of Link US is approximately \$1.15 billion (based on 2017 project cost estimate) which is currently not funded. The funding plan for Phase B of Link US will require further coordination with CHSRA, CalSTA, SCRRA and other agency partners, as well as Metro Transit

Oriented Community regarding the private public partnership opportunities at LAUS.

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal and state requirements. The recommended CEQA Proposed Project for the Link Union Station project will have no impact on safety.

FINANCIAL IMPACT

Approval of the staff recommended alternative as the CEQA Proposed Project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the EIR/EIS consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and funds from CHSRA. These funds are not eligible for Metro bus/rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommended alternative as the CEQA Proposed Project in the Draft EIR, and/or proceed with completing the environmental document for Link US. This alternative is not recommended as it would be contrary to prior Board directions and it would delay the implementation of the Link US project.

Additionally, the staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA proposed project is the first step needed to begin the DEIR environmental process and does not lock the board in. Staff will continue to include both options in the environmental documents. Staff will return to the by June 2019 adopt the preferred alternative of

the passenger concourse options for the FEIR.

NEXT STEPS

The Link US Project Team anticipates circulation of the Draft EIR as early as January 2019 to further gather feedback from the community and the general public. Staff will return to the Board in January 2019 for a contract modification to address project changes as required to meet the funding requirements, CEQA process, etc. Once the DEIR has been released in January, staff will return to the Board in June for the selection of the preferred alternative of the passenger concourse options to be included in the Final EIR.

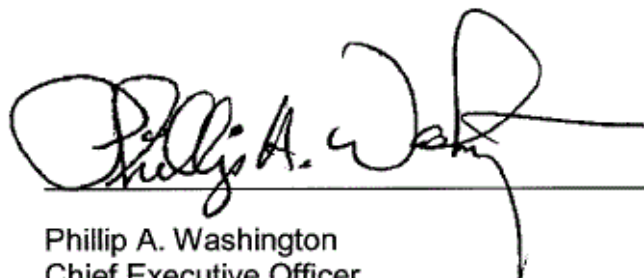
ATTACHMENTS

Attachment A - Link US Concourse Study Summary of Findings

Attachment B - Link US Community Engagement Activities Since July 2017

Prepared by: Vincent Chio, Director, Regional Rail, (213) 418-3178
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Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – COMPARISON BETWEEN THE TWO CONCOURSE OPTIONS

Factor	At-Grade Concourse Option	Above-Grade Concourse Option with New Expanded Passageway
Estimated Passenger Transfer Time*	Reduces transfer time from the existing condition by approximately 6 seconds (or 3% faster), for the transfer between the Platform 4 and the Red/Purple Line Platform	Reduces transfer time from the existing condition by approximately 6 seconds (or 3% faster), for the transfer between the Platform 4 and the Red/Purple Line Platform
Passenger Amenities including restrooms and waiting areas	Included	Included
Environmental Impacts	Larger amount of excavation, thereby increasing: <ul style="list-style-type: none"> ○ Potential to encounter archaeological resources ○ Potential to encounter hazardous materials ○ Construction-related truck trips and associated air quality impacts 	Less amount of excavation, thereby reducing: <ul style="list-style-type: none"> ○ Potential to encounter archaeological resources ○ Potential to encounter hazardous materials ○ Construction-related truck trips and associated air quality impacts
Impacts to Rail Operations During Construction	Gold Line would have to be temporarily relocated to construct the concourse	No need to relocate Gold Line to construct the concourse.
Preliminary Capital Cost Estimate	Estimated project cost with the At-Grade Concourse option is \$2.6 Billion.	Estimated project cost with the Above-Grade Concourse option is \$2.1 Billion.

*Estimated time varies for other start and end points of transfer at the station

ATTACHMENT B – LINK US COMMUNITY ENGAGEMENT ACTIVITIES SINCE JULY 2017

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils and elected officials. See table below for more detail on the project stakeholders that received the project briefings.

Community and Business Organizations, and Neighborhood Councils	Elected Offices
Historic Cultural Neighborhood Council Boyle Heights Neighborhood Council William Mead Homes Resident Advisory Council Metro Service Councils Arts District Business Improvement District El Pueblo Commission Chinatown Lincoln Heights Little Tokyo First 5 California Metropolitan Water District	Los Angeles County Supervisorial District 1 City of Los Angeles Mayor’s Office City of Los Angeles Council District 1 City of Los Angeles Council District 14

Additionally, the project team has participated in several public events to share project information including:

- “Dreams In Motion” TrainFest on July 14, 2018
- Union Station Farmers Market on August 16, 2018
- High-Speed Rail Open House on September 17, 2018
- CicLAvia on September 30, 2018

Lastly, the project team has participated in Union Station Area Roundtable discussions, hosted by Metro Communications for interested stakeholders around Union Station, to share project status updates.

September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. The project team was available to interact with the attendees and answer questions. The Link US project team received a great deal of comments from the attendees and will continue to consider public input through the completion of the DEIS/EIR. The project team collected over 90 e-mails from the public to join the email list and distributed over 150 project Fact Sheet and Frequently Asked Questions (FAQs) to members of the public. Throughout the various events the project team increased their email distribution list to over 1,500.

The Regional Rail Facebook page has reached over 17,000 people with 924 post engagements and increased page likes to more than 300. The project team has added over 15 posts over the past 6 months to educate the public about the value of the project and keep the public informed of upcoming outreach events like farmer’s markets, open house events, and other pop-ups.

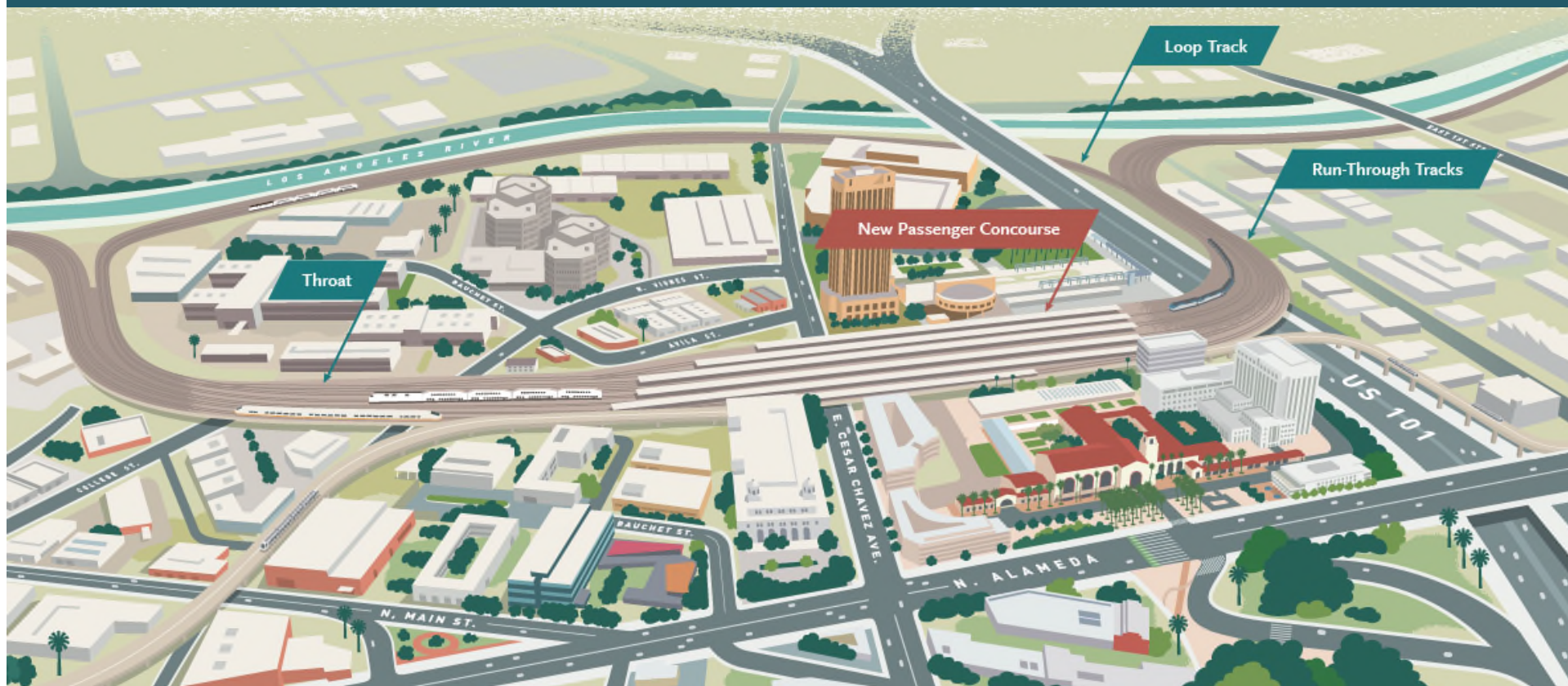
ATTACHMENT B – LINK US COMMUNITY ENGAGEMENT ACTIVITIES SINCE JULY 2017

During all outreach activities the project team provides project renderings, project boards, business cards, sign-in sheets, and project collaterals including Fact Sheet and FAQs in the following languages, which are also available on the project website:

- English
- Spanish
- Japanese
- Chinese
- Vietnamese

The Link Union Station project website has been expanded and updated to include the latest information highlighting the anticipated project benefits, project alternatives under study, environmental process, two concourse videos which were released in October 2017 and January 2018 and the environmental review process.

Link Union Station (Link US)











Link US Major Project Components

1. New rail communication, signals, and tracks
2. New run-through tracks over US-101 and new loop track
3. New expanded passenger concourse, platforms, escalators, and elevators
4. Accommodation of HSR with a new lead track and optimized throat and rail yard

Anticipated Project Benefits

What will Link US Provide?

<p>INCREASE RAIL SERVICE CAPACITY</p>  <p>Accommodate future demand</p>	<p>IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY</p>  <p>HSR; Metrolink, Amtrak, Metro rail; Metro and municipal bus systems; ridesharing</p>	<p>ENHANCE PASSENGER EXPERIENCE</p>  <p>New concourse, retail and other amenities and new expanded platforms</p>	<p>IMPROVE PEDESTRIAN ACCESS</p>  <p>Enhanced mobility options and safety features</p>	<p>FUTURE DEVELOPMENT</p>  <p>Opportunity for transit-oriented development</p>
<p>IMPROVE REGIONAL CONNECTIVITY</p>  <p>One-seat rides to key destinations in Southern California</p>	<p>REDUCE TRAIN IDLING TIMES</p>  <p>Less Than Five Minutes</p> <p>Shorter wait times, fuel savings, emissions reductions</p>	<p>IMPROVE US-101 & LOCAL ROADWAYS</p>  <p>Updated design and enhanced safety</p>	<p>GENERATE 4,500 JOBS PER YEAR</p>  <p>During five-year construction period</p>	

CEQA Proposed Project - Alternative 1 with Design Option B

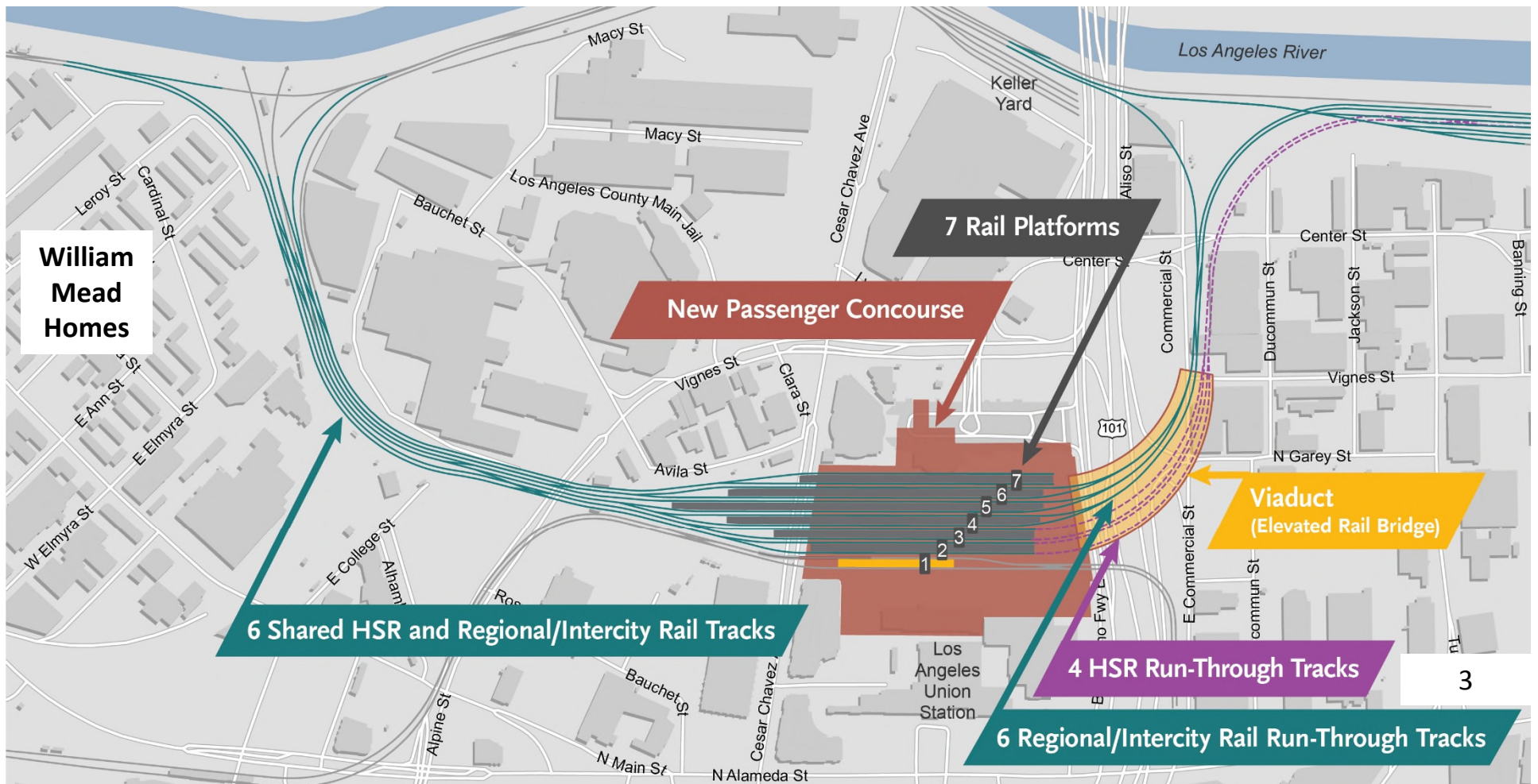
Up to 10 New Run-Through Tracks with Shared Lead Tracks including an Above-Grade Passenger Concourse

Shared Tracks

Avoids right-of-way impacts to William Mead Homes Property

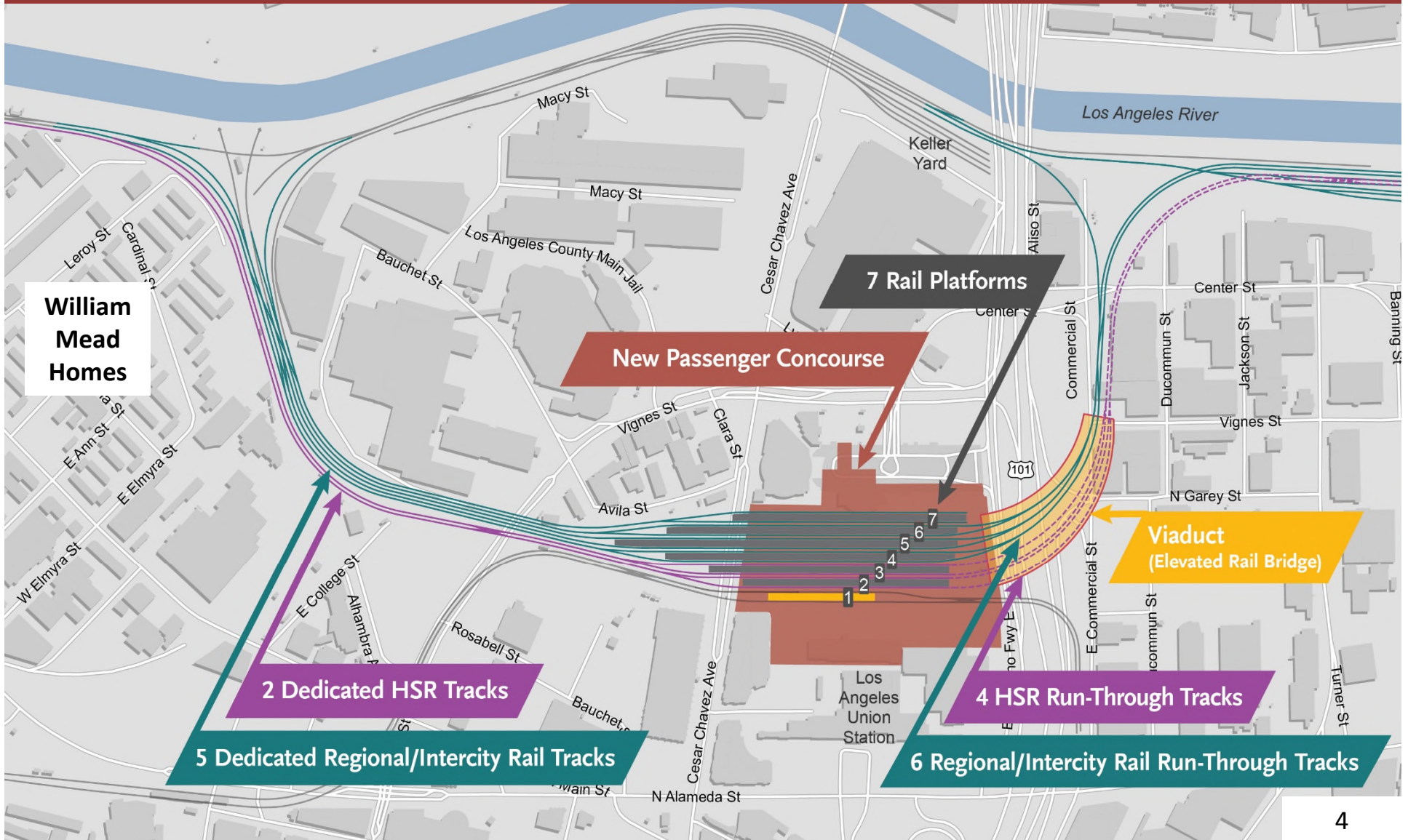
Above-Grade Passenger Concourse

Impacts rail operation less and costs approx. \$500 million less than the at-grade concourse (Design Option A)



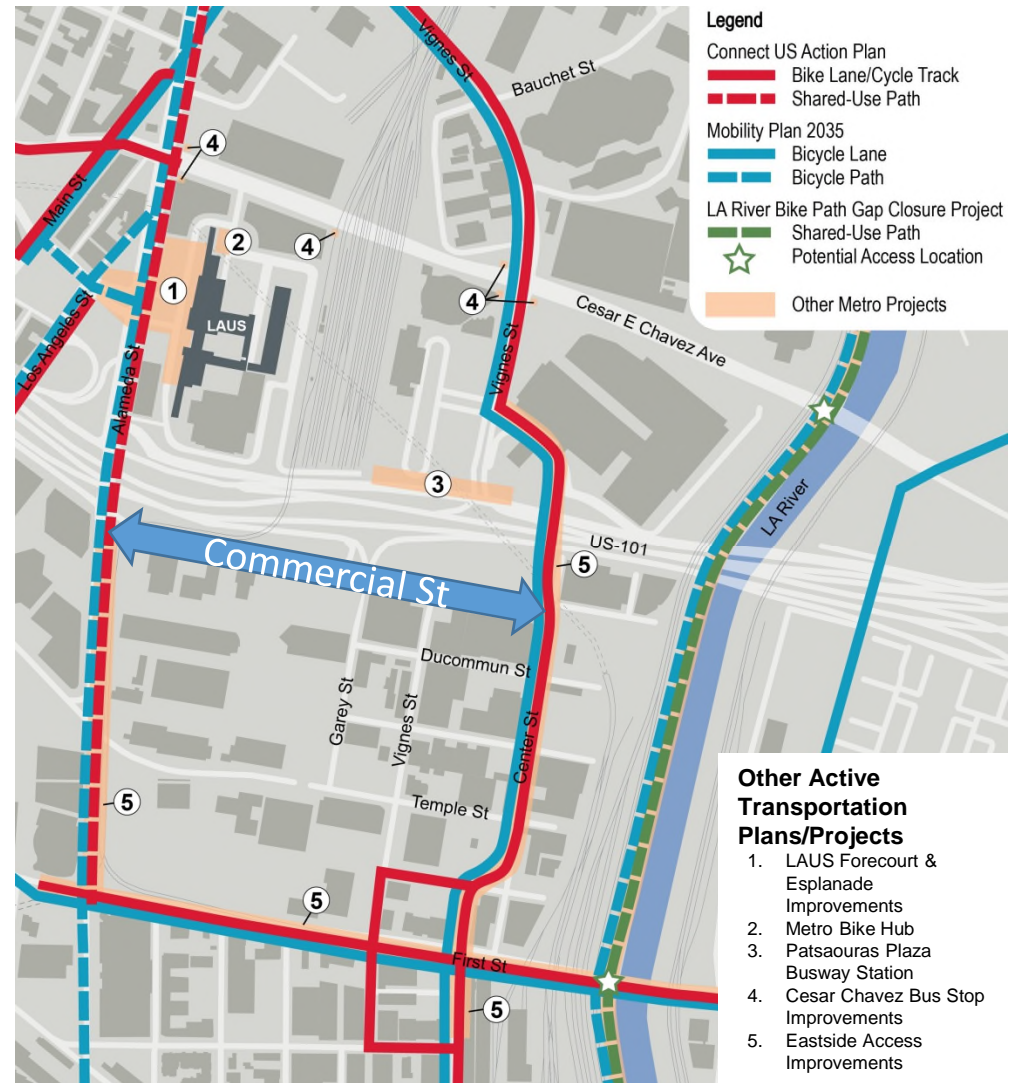
Alternative 2

Up to 10 New Run-Through Tracks with Dedicated Lead Tracks



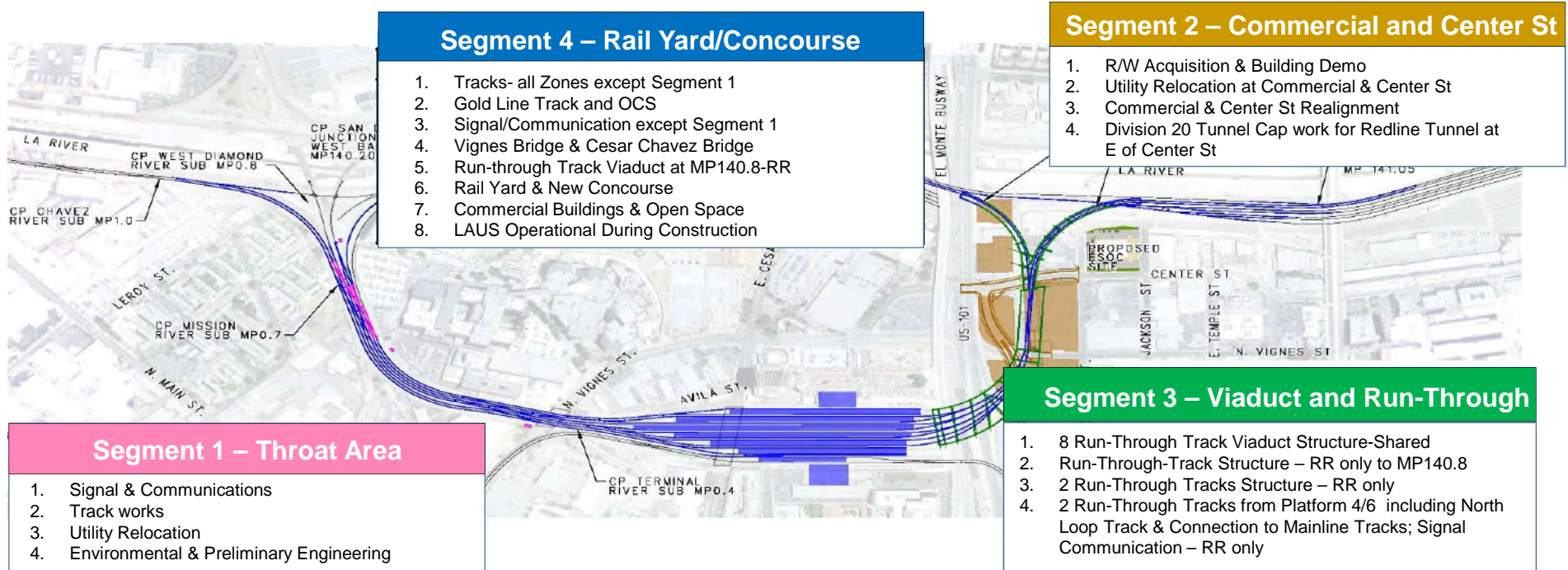
Link US Active Transportation Improvements

1. Link US CEQA study includes new bike lanes on Commercial St from Alameda St to Center St, which could facilitate a future connection to the Proposed LA River Path.
2. As an alternative to and in lieu of the at-grade active transportation improvements, if additional funding is identified, the Link US CEQA study also includes a new dedicated pedestrian/bike bridge over the US-101.



Link US: Phasing Overview

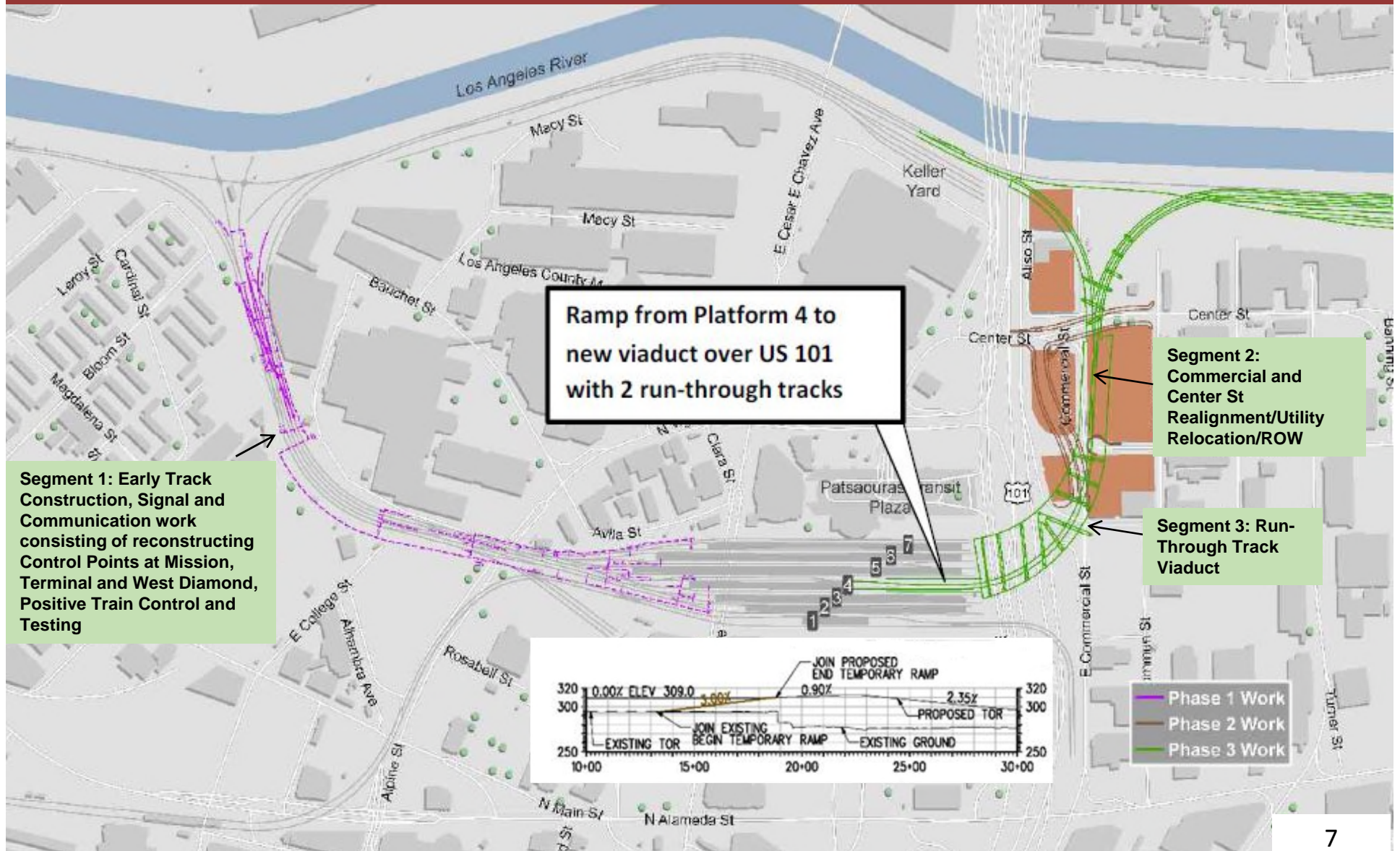
Phase A – Early Action Interim Improvements - Funded



Phase A (FUNDED)	Phase B (NOT FUNDED)
Segments 1, 2, 3 \$950 million	Segment 4 \$1.15 Billion - \$1.6 Billion (Seeking funds)

Link US: Phase A

Interim condition with 2 run-through tracks - FUNDED



Link US Funding Plan

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail	\$423.34
Bonds	
State Transit and Intercity Rail	\$398.39
Capital Program (TIRCP)	
Metro (Measure R 3% Commuter Rail)	\$51.67
American Recovery and Reinvestment Act (ARRA) Funds	\$14.81
Other CHSRA Funds	\$3.92
Other Local Funds	\$58.27
Total Funding Identified for Phase A	\$950.40

California High Speed Rail Authority provided a funding commitment of \$423 million in their 2018 Business Plan.

In April 2018, the Southern California Optimized Rail Expansion (SCORE) received \$876 million from CalSTA as part of the 2018 TIRCP grant. The Link US Project will receive \$398 million from the funds awarded for SCORE*.



**SCRRA's SCORE plans to provide minimum hourly, 30-minute coverage in most areas, as frequent as 15-minutes on some trunk segments during peak times and bi-directional on all lines.*

Next Steps

Staff Recommendation - Subject to Metro Board Approval

1. Draft CEQA Environmental Impact Report (EIR) will evaluate all alternatives and passenger concourse design options **equally**.
2. Circulation of Draft CEQA EIR anticipated as early as **January 2019**. CEQA Environmental Clearance is expected to be completed by **June 2019**.

LA Union Station Concept Videos

1. The following videos are meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded subject to change through future design and preliminary engineering.

Above-Grade
Concourse
Option
(\$1.15 Billion)



At-Grade
Concourse
Option
(\$1.6 Billion)



**Board Report**

File #: 2018-0694, **File Type:** Project**Agenda Number:** 20.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018****SUBJECT: LINK UNION STATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the designation of the California Environmental Quality Act (CEQA) "Proposed Project" in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

ISSUE

The Draft Environmental Impact Report (DEIR) for the Link US Project is scheduled to be circulated for public review in January 2019. The DEIR includes a total of three alternatives:

1. Alternative 1 - Up to 10 run-through tracks with shared lead tracks;
2. Alternative 2 - Up to 10 run-through tracks with dedicated lead tracks;
3. Alternative 3 - No Build

With each build alternative, the DEIR includes two design options for the proposed passenger concourse:

1. Design Option A: At-grade passenger concourse
2. Design Option B: Above-grade passenger concourse

All the alternatives and design options are being evaluated at an equal level of detail in the DEIR. In addition, all alternatives and options will maintain the historical integrity of the Los Angeles Union Station. In an effort to be more transparent and help the public focus the comments on the DEIR, staff recommends that the DEIR identify a CEQA "Proposed Project" for Alternative 1 with Design Option B as the CEQA Proposed Project of up to 10 run-through tracks with shared lead tracks and above-grade passenger concourse with a new expanded passage way to begin the first step in the DEIR process. Staff will return to the Board in June 2019 to adopt the preferred alternative of the passenger concourse for the Final EIR (FEIR). The above-grade passenger concourse with a new expanded passage way is approximately \$500 million less than the at-grade passenger concourse.

BACKGROUND

The environmental process began in 2016 with a combined CEQA and National Environmental Policy Act Environmental (NEPA) environmental documents which are led by Metro for CEQA and the Federal Railroad Administration (FRA) for NEPA. In February 2018, the State of California acting through the California State Transportation Agency (CalSTA) and California High Speed Rail Authority (CHSRA) applied to the FRA to assume their federal environmental review responsibilities under the NEPA, or otherwise known as NEPA Assignment. Under NEPA Assignment, CHSRA would be considered the NEPA Lead Agency on the High Speed Rail (HSR) program including Link US and other HSR related rail projects, enabling more efficient reviews and approvals of the federal environmental documents.

Due to a longer NEPA process which may take up to two years, Metro is moving forward with a separate CEQA environmental document to meet the expectations of the funding partners comprising of the CalSTA, CHSRA, and Southern California Regional Rail Authority (SCRRA). With the approval of the staff recommendation for the CEQA Proposed Project, the CEQA environmental document is anticipated to be released for public circulation in January 2019 with an anticipated completion by June 2019.

Staff will continue to work closely with the FRA and CHSRA to expedite the NEPA environmental document.

DISCUSSION

CEQA Proposed Project

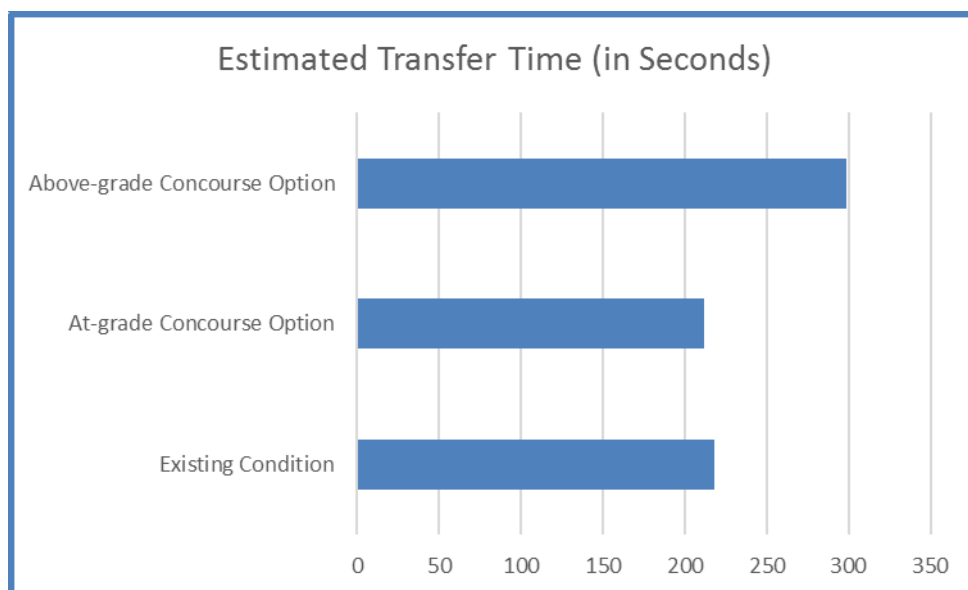
The DEIR analyzed both Alternatives 1 and 2 at an equal level of detail. Based on the preliminary results from the DEIR, staff recommends Alternative 1, up to 10 run-through tracks with shared lead tracks, as the CEQA Proposed Project because it would address the purpose and need of the project and would result in less environmental impacts compared to Alternative 2. In particular, Alternative 2 would result in right-of-way (ROW) impacts to the William Mead Homes (WMH) property, while Alternative 1 would avoid ROW impacts to the WMH property. Alternative 2 would result in impacts to a baseball field, a handball court, a laundry facility, on-street parking of the WMH property. However, no residents would be displaced or require to be relocated under Alternative 2. WMH, constructed in the 1950s, was the first affordable housing project in the City of Los Angeles and is eligible to be added to the National Register of Historic Places (NRHP).

Recommended Concourse Option

Staff recommends the above-grade concourse option with a new expanded passageway be included as part of Metro's CEQA Proposed Project given the significant cost differential between the two options. The DEIR analyzed both Design Options A (at-grade option) and B (above-grade option) at an equal level of detail. Based on the conceptual design of the two concourse options, the Link US project team has estimated that the at-grade passenger concourse option (Design Option A) is approximately \$500 million more expensive than the above grade passenger concourse (Design Option B). As analysis has progressed, staff have identified a design concept that captures the benefit of both concourse design options, by widening and expanding the existing passageway.

A focused technical study, Concourse Study, is being prepared to evaluate feasible options for a new expanded passenger concourse that would replace the existing pedestrian passageway and recommend options to be carried forward for further analysis in the DEIR. The existing passage way is approximately 30 feet wide. The new expanded passage way for the above-grade concourse will be approximately 100 feet wide to accommodate the increase of passengers from the current 110,000 per day to over 200,000 passengers per day at Union Station by 2040. The new expanded passage way will provide the identical travel path convenience as the at-grade passenger concourse for the same cost value of the above grade passenger concourse. The Concourse Study recommended that both the at-grade and above-grade concourse options be carried forward for further analysis to begin the first step in the DEIR. The staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA Proposed Project still allows staff and ultimately the Board flexibility to modify the concourse option based on additional technical studies and ongoing community input through the environmental process. Staff will continue to include both concourse options in the environmental process. Staff will return to the Board in June 2019 to adopt the final preferred alternative in the FEIR. Furthermore, since the second phase (Phase B) of the project which includes the passenger concourse is not funded, staff will return to the Board at a future date when funding has been identified to make a final determination on passenger concourse options.

The Concourse Study also evaluated the two concourse options in terms of passenger transfer time, environmental impacts, impacts to rail operations during construction, capital cost and other factors. See Attachment A for a comparison between the two concourse options. In particular, preliminary results suggest that the transfer time under the above-grade option would be approximately 1.5 minute longer for passengers with disabilities than the time under the at-grade option, if a passenger makes a transfer from the future Platform 4 to the Red/Purple Line platform. Transfer time differences vary with different start and end points of the transfer at the station. See chart below for a comparison of estimated transfer time between the existing condition, future condition with the above-grade concourse and the at-grade concourse.



Note: Estimated times shown are for the transfer between Platform 4 to the Red/Purple Line Platform

Community Outreach

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils, and elected officials. Additionally, the project team has participated in public events to share project information including CicLAvia, Union Station Farmers Market, Union Station TrainFest, etc, and has provided status updates to Union Station Area Roundtable discussions hosted by Metro Communications. On September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. See Attachment B for more details on community engagement activities since July 2017. Through our community outreach activities, staff has received some comments in support of the above-grade passenger concourse option; however, the majority of comments received regarding the passenger concourse were in favor of the at-grade option. In addition, staff has received a significant amount of comments from the general public in regard to the passenger concourse specifically concerning the increase of travel time with the above-grade concourse option. In response to these comments, staff will work on enhancing the above-grade concourse option to reduce passenger travel times to closely resemble the travel times of the at-grade passenger concourse option.

Active Transportation Improvements

As part of the Link US CEQA environmental study, staff will include new bike lanes on Commercial Street from Alameda to Center Streets, which could facilitate a future connection to the Proposed LA River Bike Path near Center Street. In addition to the at-grade connections identified by stakeholders and adopted in the Connect US Action Plan, if additional funding is identified, the Link US CEQA environmental document includes a dedicated bicycle/pedestrian bridge over the US-101 as an alternative option in lieu of the at-grade active transportation element. This dedicated bridge is desired to provide a seamless off-street connection between Metro's LA River Bike Path project and Union Station, ensuring that users of the River Path have high quality, low-stress access to Southern California's primary transportation hub. Staff is working with the FRA and CHSRA on how they would like to address ATP in the NEPA environmental document.

In March 2017, the Metro Board directed staff to evaluate opportunities to create pedestrian/active transportation ("ATP") linkages to the LA River. The Link US project has taken into consideration the Connect US Action Plan, a community driven plan that identifies bicycle and pedestrian improvements connecting LAUS, the Civic Center, Chinatown, Little Tokyo and the LA River. Since completion of this plan in 2015, the City of Los Angeles has adopted the Plan's recommended ATP improvements as part of its Mobility Element, and the improvements are also expected to be adopted in the Central City and Central City North Community Plan updates underway. Importantly, the City of Los Angeles and Metro have successfully partnered to secure \$60 million in grants toward implementing identified ATP projects, with future grant applications anticipated. The funded projects offer a near complete set of improvements that create street level access between LAUS and the LA River, tracking the travel patterns identified by stakeholders.

Under a separate Project Study Report (PSR) study by Metro's County-wide Planning, Metro will be partnering with the City of Los Angeles in early 2019 to complete a PSR looking at the intersection of Alameda and the entrance to the 101 freeway to complete this component of the ATP street network

connections to the LA River. This separate PSR study and resultant plan, coupled with at-grade ATP improvements on Commercial Street to be implemented by the Link US project, will complete the street network of ATP connections to the LA River.

Update on Project Funding and Phasing

In January 2018, staff submitted a grant application to the 2018 Transit and Intercity Rail Capital Program (TIRCP) and proposed an interim condition, hereafter referred to as Phase A, with an initial 2-track run-through operation that has independent utility. On April 26, 2018, CalSTA awarded \$398.39 million to Phase A of Link US, as part of the grant award to SCRRA’s Southern California Optimized Rail Expansion (SCORE) program. In May 2018, the CHSRA Board adopted its 2018 Business Plan which reiterated the agency’s commitment to direct the remaining \$423.34 million of Southern California MOU funds to the Link US project. Table 1 below lists the funding plan totaling \$950.4 million for the Link US project.

Table 1 - Link US Funding Plan as of October 2018

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34 ⁽¹⁾
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽²⁾
SCRRA Joint Powers Authority Contribution (non-Metro), Amtrak and other local funds	\$58.27
Other CHSRA funds	\$18.73 ⁽²⁾
Total Funding Identified for Phase A	\$950.40

Notes:

1. Staff is working closely with CHSRA to seek CHSRA Board approval of the funding of \$423.335 million for Link US and authorize the CHSRA CEO to execute the Project Management Funding Agreement with Metro.
2. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Phase A of Link US would include construction of the full viaduct over the US-101 freeway, right of way acquisition, utility relocation and street improvements along Commercial and Center Streets, early signal and communication work in the throat, and a 2-track ramp from Platform 4 to the new viaduct. Staff has been working closely with project funding partners to develop value engineering strategies to ensure that Phase A can be delivered within the total budget of \$950.4 million (based on 2017 project cost estimate). Staff is currently working with other funding partners to secure funding agreements for the project.

Phase B work of Link US includes raising of the railyard, optimization of the throat with a new lead track, all remaining run-through trackwork, signal and communication work, six new and enhanced regional rail platforms and enhancements to the Gold Line platform with escalators and elevators, the new West Plaza, and the new passenger concourse (at-grade or above-grade option). The estimated cost of Phase B of Link US is approximately \$1.15 billion (based on 2017 project cost estimate) which is currently not funded. The funding plan for Phase B of Link US will require further coordination with CHSRA, CalSTA, SCRRA and other agency partners, as well as Metro Transit

Oriented Community regarding the private public partnership opportunities at LAUS.

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal and state requirements. The recommended CEQA Proposed Project for the Link Union Station project will have no impact on safety.

FINANCIAL IMPACT

Approval of the staff recommended alternative as the CEQA Proposed Project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the EIR/EIS consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and funds from CHSRA. These funds are not eligible for Metro bus/rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommended alternative as the CEQA Proposed Project in the Draft EIR, and/or proceed with completing the environmental document for Link US. This alternative is not recommended as it would be contrary to prior Board directions and it would delay the implementation of the Link US project.

Additionally, the staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA proposed project is the first step needed to begin the DEIR environmental process and does not lock the board in. Staff will continue to include both options in the environmental documents. Staff will return to the by June 2019 adopt the preferred alternative of

the passenger concourse options for the FEIR.

NEXT STEPS

The Link US Project Team anticipates circulation of the Draft EIR as early as January 2019 to further gather feedback from the community and the general public. Staff will return to the Board in January 2019 for a contract modification to address project changes as required to meet the funding requirements, CEQA process, etc. Once the DEIR has been released in January, staff will return to the Board in June for the selection of the preferred alternative of the passenger concourse options to be included in the Final EIR.

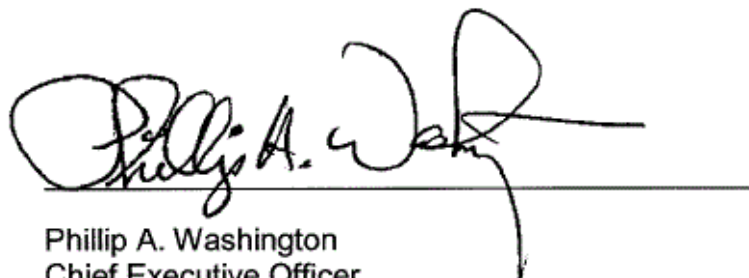
ATTACHMENTS

Attachment A - Link US Concourse Study Summary of Findings

Attachment B - Link US Community Engagement Activities Since July 2017

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Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0245, File Type: Project

Agenda Number: 21.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018
CONSTRUCTION COMMITTEE
NOVEMBER 15, 2018**

SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

ISSUE

In January 2017, the Board adopted Motion 48 (Attachment A) providing direction to conduct a study and environmental clearance for a grade separation at the Centinela/Florence crossing on the Crenshaw/LAX Light Rail Transit Line (LRT) line in the City of Inglewood. In February 2017 (Legistar File #2017-0077), staff reported that a traffic study would be conducted as the first step prior to commencing environmental clearance. This report presents the results from the Centinela/Florence Grade Separation Traffic Study. Board authorization to proceed into the next project phase is needed to move the potential project to the next steps.

BACKGROUND

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw/LAX line was completed in 2011. Metro’s Grade Crossing Policy was used to determine which crossings on the Crenshaw line could operate as at-grade crossings, and which ones would need to be grade separated. Such policy-based analysis is conducted for all Metro’s planned light rail lines. The results of this analysis indicated that the intersection of Centinela/Florence Avenues could operate as an at-grade crossing, which is how the crossing is currently being constructed. In 2013, the California

Public Utilities Commission (CPUC) granted approval for the at-grade crossing but added certain design features, including additional traffic lanes at the intersection for additional queuing capacity and traffic signal improvements to provide better traffic capacity and safety. The final as-built at-grade crossing will include all the CPUC's additional requirements.

In early 2015, the City of Inglewood approved the construction of a 72,000 seat NFL Stadium to be located approximately 1 ½ miles south of the Centinela/Florence Avenues crossing. The NFL Stadium is the anticipated event venue for regional events in the City of Inglewood, including the 2022 Super Bowl, 2023 College Football National Championship, 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games. Additional development has also been approved that will significantly increase trips, including a performance arts venue with 6,000 seats, 2,500 units of residential, 890,000 square feet of retail, 780,000 square feet of office, a 300-room hotel, 25 acres of new recreational and park amenities. More recently, in February 2018, the City of Inglewood initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC), which includes an 18,000-seat arena for the Los Angeles Clippers near the NFL Stadium. Attachment C maps these projects and describes expected events, as provided by the City of Inglewood.

These developments were approved or proposed after the certification of the 2011 EIS/EIR for the Crenshaw/LAX LRT and are anticipated to generate additional traffic, which was not considered in the initial grade crossing policy analysis for Centinela/Florence Avenues. To address some of the anticipated traffic growth, traffic mitigation measures have been funded by the developers that include a citywide installation of a modern traffic signal priority system and the City of Inglewood will prepare a special event traffic and access management plan for these venues. The City of Inglewood, however, remains concerned about the potential increases in regional trip-making and the impacts to traffic at the planned at-grade Florence/Centinela Avenues crossing. In response to these concerns, Metro Board actions in January and February 2017 (Attachments A and B) provided direction to staff to conduct a grade separation traffic analysis study for the Centinela/Florence Avenues crossing. In the intervening period, with progression of the land use decisions in the area as described above, the City of Inglewood staff requested sufficient time to coordinate City data and other information necessary to complete the Metro grade separation analysis. This input was received in July 2018. More about Inglewood's mobility planning efforts is available via <http://envisioninglewood.org/>.

DISCUSSION

The grade separation traffic study analyzed both the typical weekday commute peak period traffic at Centinela/Florence Avenue, as well as the anticipated surge traffic for special events. This study relied on cumulative growth and special event traffic forecasts provided by the City of Inglewood.

No safety issues were identified due to traffic queuing, when no large special events were occurring. The peak hour traffic analysis indicated that without special large event traffic surge conditions, at-grade operation of the Crenshaw/LAX line is anticipated to be feasible at the Centinela/Florence Avenues intersection in opening year 2019 and future 2040 conditions.

The special event surge analysis indicated that the post-NFL game traffic (9pm-10pm) would meet the volume threshold for “Grade Separation Normally Required Category”, if the Metro Grade Crossing Policy were applied, although that policy only applies to future Metro rail projects undergoing planning and environmental review. The analysis found that post-event traffic may be twice as high as the normal background traffic at this location. Substantial post-event traffic impacts were generated during the approximately 22 large NFL games per year, which may occasionally be simultaneous with other events in Inglewood.

Summary results of the peak hour traffic analysis for the typical traffic conditions are summarized below. With grade separation, the intersection level of service conditions would be improved.

Year	LRT Operations	Peak Hour Level of Service	Traffic Queuing (no special events)
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

Further engineering study, along with a funding and delivery strategy plan, is necessary to determine project design, cost for grade separating and how to fund it. In addition, staff will evaluate the value of potential safety improvements and delay reductions relative to the project costs of design and construction.

Coordination and Future Agreements with the City of Inglewood

Ongoing coordination with the City of Inglewood is proposed to include entering into a Funding Agreement to determine cost sharing responsibilities for the engineering and design work to advance the project. Staff proposes to also work with the City of Inglewood to develop a Funding and Delivery Strategy Plan for constructing this grade separation. The Funding and Delivery Strategy Plan is needed, as funding for a grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan, and therefore, is not currently funded. The agreement, among other items, will define cost allocations, sources of revenue, establish schedule and review commitments and specify the procedures which Metro and the City will follow in advancing the Project.

Policy Considerations

The traffic analysis for the Centinela/Florence Avenues grade crossing relied on Metro’s Grade Crossing Policy (Policy) as a baseline for understanding the potential need and feasibility of a grade separation arising from future growth and special event surge traffic. However, the Policy is intended for peak-hour analysis on new Metro projects or extensions. Metro does not currently have a policy for evaluating the effects of growth and land use changes at existing grade crossings. Similarly, the Policy does not address off-peak, special events. Therefore, Metro will need to consider how

decisions regarding this project are viewed relative to other related situations, where existing and planned growth may change traffic impacts at existing grade crossings. Considerations include the extent to which the circumstances of the Centinela/Florence Avenues grade crossing are unique to distinguish it from other similar grade crossings studied by Metro.

Environmental Analysis and Engineering Design Work

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15282 (g) "Any railroad grade separation project which eliminates an existing grade crossing, or which reconstructs an existing grade separation as set forth in Section 21080.13 of the Public Resources Code" is to be considered statutorily exempt from the analysis required under CEQA. Although it is anticipated that the proposed grade separation at Centinela Avenue would meet the criteria for Statutorily Exempt projects, Metro may still need to conduct additional assessment on air quality, noise, visual, and vibration issues related to the grade separation to reduce or eliminate potential new impacts during construction period.

Consistency with Metro's Equity Platform Framework

Should the Board advance the potential project for a grade separation at Centinela/Florence Avenues intersection, it will be approached and designed for consistency with Metro's Equity Platform Framework. In 2015, the City of Inglewood identified that 56.5 percent of its residents in Downtown Inglewood are African American and 35.7 percent are Hispanic (2015 City of Inglewood, Inglewood TOD Existing Conditions Report), while 20.7 percent of the residents in the City of Inglewood are classified as living in poverty (2017, American Community Survey). Additionally, Metro staff will work with the City of Inglewood to look to the Equity Platform Framework as the project outreach engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

FINANCIAL IMPACT

The cost of the environmental analysis and engineering design study is not budgeted in FY2019 and may be covered in part through a potential funding agreement with the City of Inglewood. With Board approval, staff will pursue this funding agreement and, if necessary, Countywide Planning & Development will identify funding for this study. Since this is a multi-year project, it will be the responsibility of the cost center manager and Chief Planning Officer to budget funds in future years.

Funding for construction of the Project is not currently allocated in Metro's LRTP, which is Metro's mechanism for identifying and allocating revenues to Board-approved projects. As and should Metro pursue construction of this project, it will require a determination of payment responsibility and the identification of the availability of potential funding sources. As the project scope, cost and schedule are further developed and payment responsibility is determined, Metro staff will work closely with the City of Inglewood to develop a funding strategy plan for the project that considers the availability and eligibility of the potential funding sources, and upon Board direction, attempt to secure the funds.

Impact to Budget

The action may have an impact to the budget, pending a potential funding agreement with the City of Inglewood for the cost of the design study.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

A grade separation of Crenshaw/LAX LRT crossing at Centinela/Florence intersection could support the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion. Specifically, the Project meets Vision 2028 Goal #4, *Transform LA County through regional collaboration and national leadership*, as this project will be advanced through a close partnership with the City of Inglewood to solve a regional challenge, as the special events at the NFL Stadium and other event venues in and around the Entertainment District at Hollywood Park are expected to attract attendees from throughout the region.

ALTERNATIVES CONSIDERED

The Board could decide not to authorize the procurement of design study for the Centinela/Florence Avenues grade-separation, initiation of the environmental process and development of the relevant funding agreements with the City of Inglewood. The Board could also direct staff to wait for the completion of the City of Inglewood's event traffic management plan and Metro's First/Last Mile study for the Downtown Inglewood Station before proceeding. The Board may also decide to only Receive and File this report and take no action. These alternatives would delay or not advance this potential project.

NEXT STEPS

Upon Board authorization, staff will initiate engineering design study to be funded in cooperation with the City of Inglewood. Staff will also proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood. Staff will return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.

ATTACHMENTS

- Attachment A - January 26, 2017 Board Motion
- Attachment B - February 23, 2017 Board Action
- Attachment C - Map of Inglewood Projects
- Attachment D - Centinela Avenue Grade Separation Traffic Study
- Attachment E - Presentation

Prepared by:

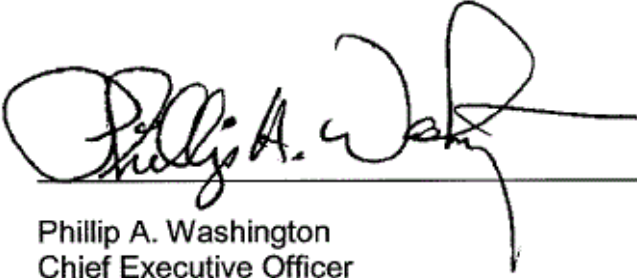
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Reviewed by:

Therese McMillan, Chief Planning Officer, Countywide Planning & Development, (213) 922-7077

Greg Kildare, Chief Risk, Safety & Asset Management Officer, Risk, Safety & Asset Management, (213) 922-4971

Rick Clarke, Chief Program Management Officer, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

Motion to Amend Item No. 48 by Director Butts

January 26, 2017

In October, 2010 the Metro Board approved a revision of the Grade Crossing Safety Policy to further emphasize the inclusion of "...public safety and economic development" as key elements in the technical evaluation

The 2010 Policy further states that:

Traffic flow analyses of grade crossing alternatives shall be calculated under three scenarios:

1. current automobile traffic levels,
2. traffic levels adjusted to reflect "natural growth" in traffic over 20 years, and
3. traffic levels adjusted to reflect the local jurisdiction's 'land use forecasts within a one-half mile radius of each crossing over 20 years, e.g. Centinela/Florence and Florence/Prairie.

This policy does not now adequately address the 2011 Crenshaw EIR as it pertains to the Centinela/Florence and adjacent Florence/Prairie intersections. The Crenshaw LRT will be sending approximately 360 trains per day through the Centinela-Florence intersection crossing. Because of the significantly changed conditions since the approval of the environmental document for the Crenshaw/LAX Line, including increased traffic levels anticipated with the opening of the NFL Stadium – a major new regional attractor – a grade separation at this intersection is essential.

Commitment now to build a grade separation is critical to ensure that Metro is both responsive to community concerns and does not miss the opportunity to serve one of the most historic redevelopment mega projects in the entire County.

I, Therefore, Move to amend this item in so far as this Board instructs the CEO to report back to the full Board, at its February 2017 meeting, having examined the proposed design and construction scenarios and determine how:

1. The scenarios can avoid impacting the October 2019 completion date for the Crenshaw/LAX Line;
2. Costs of design and construction of the Centinela/Florence Fly-over grade separation;
3. Cost estimates of constructing the grade separation now vs. retroactively constructing the grade separation after the Crenshaw line opens in 2019;
4. Identify sources of funding, and
5. Authorize, if needed, the expeditious preparation and release of necessary environmental documentation in order to proceed to design and construction.

(Item 37 – continued from previous page)

- 4. study of additional grade separations along the entire Blue Line alignment that would improve service reliability and schedule adherence; and

C. report back on all the above to the Construction Committee during the July 2017 Board cycle.

DUPONT-WALKER AMENDMENT: to extend to the Blue Line the graffiti deterrence program currently in effect on the Gold Line.

GARCIA AMENDMENT: to work with the City of Long Beach to reimagine the last stop on the Blue Line and consider adding a second stop closer to the water.

GARCETTI AMENDMENT: that the Eco-Rapid Transit Line Project studies incorporate the Blue Line Express concept, so the Blue Line could ultimately run directly to Union Station.

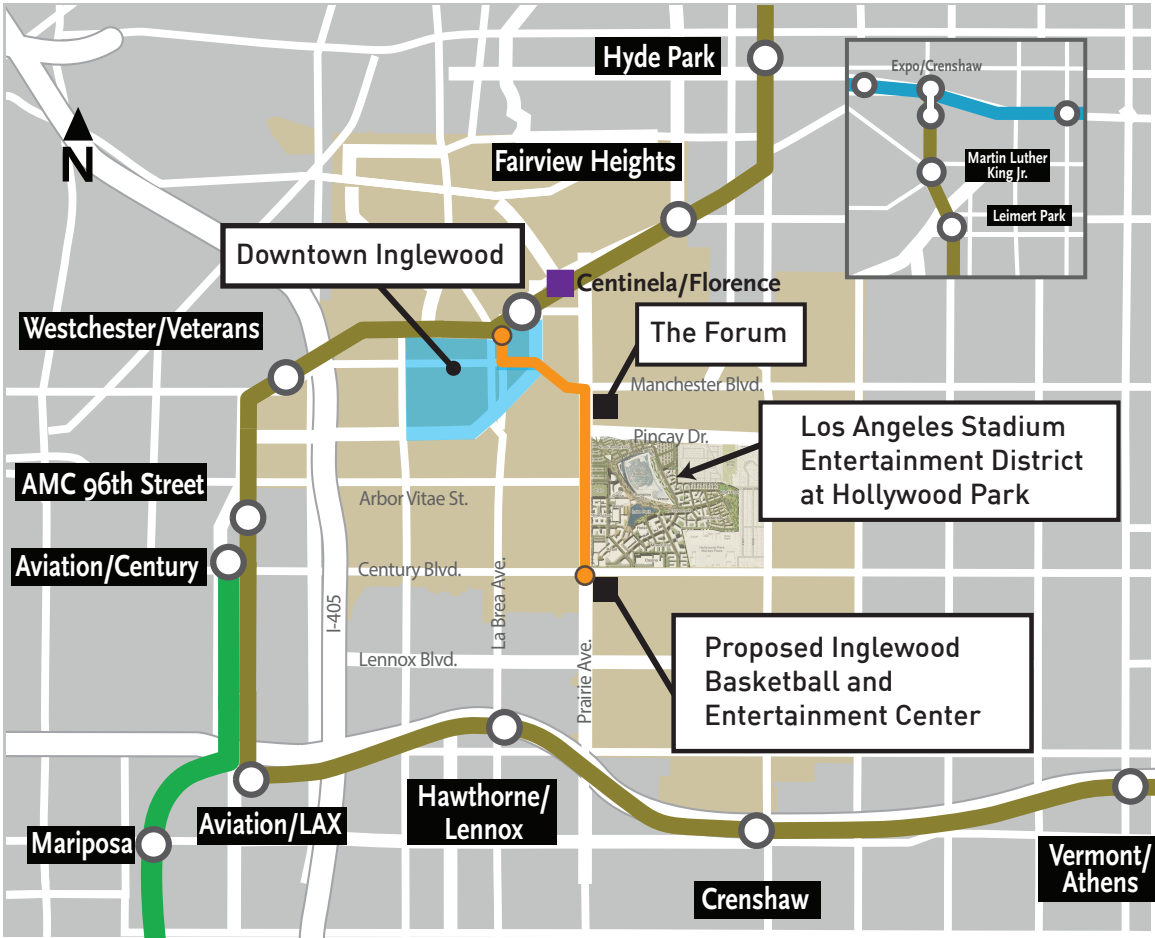
JH	PK	JDW	MB	KB	MRT	JF	EG	SK	JB	HS	AN	RG
Y	Y	Y	Y	A	A	Y	Y	Y	A	A	A	Y

- 38. APPROVED ON CONSENT CALENDAR **Motion by Hahn, Garcetti and Bowen** that the Board direct the CEO to work with Caltrans, Los Angeles County, and the City of Norwalk to enhance first-last mile access to Norwalk Station and identify first-last mile eligible funding that could be used towards a Metro contribution of up to 25% of the project cost, which is estimated to be up to a total of \$673,000. 2017-0093

- 39. AUTHORIZED the Chief Executive Officer (CEO) to conduct **feasibility studies and environmental clearance for a grade separation at the Centinela Avenue Light Rail Transit (LRT) crossing in the City of Inglewood.** 2017-0077

JH	PK	JDW	MB	KB	MRT	JF	EG	SK	JB	HS	AN	RG
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	A	A	Y

Map of Inglewood Projects



NFL Stadium (72,000 seats) & Performance Arena (6,000 seats)

- 50 Stadium events (incl. 22 NFL games, two on weekdays and 20 on weekends)
- 75 Arena events
- 10,000 parking spaces
- 23,600 event demand

Forum (17,500 seats)

- 82 events (37 large events)
- 3,000 parking spaces
- 5,400 event demand

Inglewood Basketball & Entertainment Center (Clippers Arena, 18,000 seats)

- 105 events (44 large events)
- 3,500 parking spaces
- 5,700 event demand

(Event Information Source: Inglewood)

Legend

- █ Metro Green Line
- █ Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)

Attachment D – Centinela Avenue Grade Separation Traffic Study

http://libraryarchives.metro.net/DB_Attachments/181029_Attachment%20D%20%20Centinela%20Avenue%20Grade%20Separation%20Traffic%20Study.pdf

A large, stylized white letter 'M' is positioned in the upper right quadrant of the slide. The 'M' is composed of several thick, white, 3D-looking rectangular blocks that form its structure. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area that curves across the middle of the slide. The bottom portion of the slide is a solid black background.

CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

Planning And Programming Committee, November 14, 2018

Construction Committee, November 15, 2018

Regular Board Meeting, December 6, 2018



Metro

File 2018-0245

Recommendations

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan

Background

- **2011** – Crenshaw/LAX Transit Corridor Final EIR certified with at-grade crossing at Centinela/Florence
- **2015** – City of Inglewood approved changes to Hollywood Park Specific Plan, including new development and NFL stadium
- **February 2017** – Metro Board authorized feasibility studies and environmental clearance for a grade separation at Centinela (File# 2017-0077)
- **January 2018** – Traffic counts and growth assumptions received from City of Inglewood
- **August 2018** – Special event data received from City of Inglewood for venues (NFL Stadium, Performance Arena, Forum, and Inglewood Basketball & Entertainment Center for Clippers)

Intersection Level of Service (no special event traffic surge)

	LRT Operations	Peak Hour LOS	Traffic Queuing
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

With grade separation, the intersection level of service conditions would be improved.

Inglewood Activity Centers and New Projects

- **Forum:** 17,500 seats (existing)
- **NFL Stadium (under construction):** 72,000 seats
- **Performance Arena (under construction):** 6,000 seats
- **Inglewood Basketball & Entertainment Center (proposed):** 18,000 seats
- **Inglewood Transit Connector:** proposed 1.8-mile automated people mover, connecting Downtown Inglewood and Hollywood Park

Approximately 312 special events per year at Hollywood Park

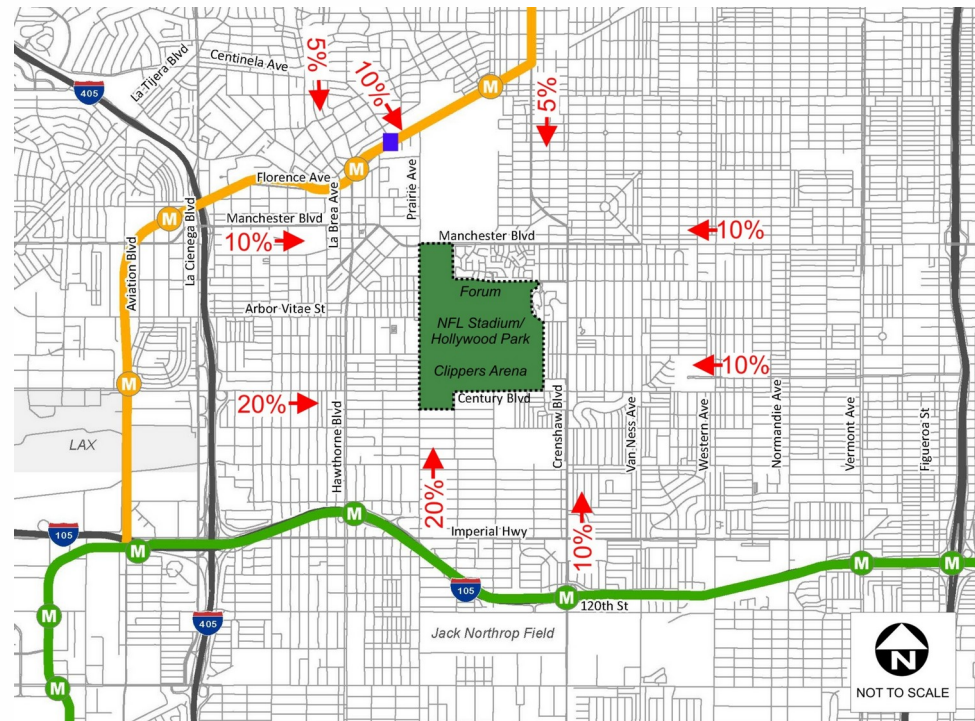


Legend

- Metro Green Line
- Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)

Special Event Traffic Surge Analysis Findings

- 10% of traffic via the Florence/Centinela Avenues crossing
- Substantial post-event traffic (9pm-10pm) is anticipated during the approximately 22 NFL games per year.
- Post-NFL game traffic would meet the volume threshold for “Grade Separation Normally Required Category”.



Trip distribution percentages based on the Hollywood Park Traffic Study, 2015 (City of Inglewood)

Considerations

- Grade separation of Creshaw/LAX line at Centinela Avenue is statutorily exempt (per CEQA Guidelines section 15282 (g) and Public Resources Code Section 21080.13)
- Grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan.
- Metro's Grade Crossing Policy is intended for peak-hour analysis on new projects or extensions.
 - No existing policy for evaluating growth and land use changes at grade crossings

Next Steps

- Initiate engineering design study to be funded in cooperation with the City of Inglewood;
- Proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood;
- Return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.