

Metro

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



Agenda - Final

Wednesday, October 16, 2019

11:00 AM

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

Planning and Programming Committee

Hilda Solis, Chair

Jacquelyn Dupont-Walker, Vice chair

Mike Bonin

Janice Hahn

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- 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
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

6. **SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT** [2019-0747](#)

RECOMMENDATION

APPROVE the Active Transportation Access for the Doran Street and Broadway/Brazil Grade Separation Project (refer to Attachment A).

Attachments: [Attachment A - Doran Active Transportation Conceptual Plan](#)
[Attachment B - Doran Street and Broadway-Brazil Grade Separation Project Ja](#)
[Attachment C - Salem Sperry Overpass](#)

7. **SUBJECT: REPORT ON THE IMPLEMENTATION OF THE ANTELOPE VALLEY LINE STUDY IN RESPONSE TO MOTION 5.1 FROM JULY 2019** [2019-0715](#)

RECOMMENDATION

RECEIVE AND FILE report on the implementation of the Antelope Valley Line Study in response to Board Motion 5.1 from July 2019.

Attachments: [Attachment A – Motion 5.1: July 2019 motion](#)
[Attachment B – Motion 47: July 2017 motion](#)
[Attachment C – Item 5: July 2019 Board Report on the Metrolink Antelope Valle](#)

8. **SUBJECT: LINK UNION STATION PROJECT** [2019-0555](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link Union Station (Link US) Project in the amount not-to-exceed \$23,360,000, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
- B. INCREASE the Contract Modification Authority (CMA) in the amount of \$2,836,000, increasing the total CMA amount from \$4,356,715 to \$7,192,715 and execute future contract modifications up to the CMA authorized amount; and,
- C. EXECUTE all necessary agreements and task orders with third parties to support the Link US Project for a total amount of up to \$8,000,000.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Mod Log](#)
 [Attachment C - DEOD Summary](#)

9. SUBJECT: I-5 NORTH HOV LANES CONTRACT

[2019-0557](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. AE469080015383 with CH2M Hill, Inc. (now Jacobs Engineering) for additional design services in the firm-fixed price amount of \$923,203 increasing the Total Contract Value from \$33,889,867 to \$34,813,070.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - ContractModifcaiton](#)
 [Attachment C - DEOD Summary](#)

10. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

[2019-0602](#)

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates LLC for the development of Metro-owned property, to extend the term for 18 months with an option to extend for an additional 12 months.

Attachments: [Attachment A - North Hollywood Joint Development Fact Sheet](#)

**11. SUBJECT: WB SR-91 ALONDRA BLVD. TO SHOEMAKER AVE.
IMPROVEMENT PROJECT**

[2019-0604](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE60979000 with Michael Baker International in the amount of \$11,474,367.25 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications, and Estimates (PS&E) for the WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project (Project), subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Project Location Map.pdf](#)

**12. SUBJECT: WEST SANTA ANA BRANCH TRANSIT ORIENTED
DEVELOPMENT STRATEGIC IMPLEMENTATION PLAN**

[2019-0664](#)

RECOMMENDATION

CONSIDER:

- A. Receiving and Filing the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (WSAB TOD SIP); and
- B. Authorizing the Chief Executive Officer or designee to enter into multiple agreements with WSAB corridor cities and the County of Los Angeles to fund implementation activities recommended in the WSAB TOD SIP in an aggregate amount not to exceed \$1,000,000.

Attachments: [Attachment A - Board Motion Revised Item 32.1](#)
[Attachment B - WSAB TOD SIP Executive Summary](#)
[Attachment C - WSAB TOD SIP](#)
[Presentation](#)

13. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM

[2019-0671](#)

RECOMMENDATION

APPROVE:

- A. the State Active Transportation Program (ATP) Cycle 5 Grant Assistance Priorities in Attachment A; and
- B. the regional ATP Point Assignment Method as described in Attachment B.

Attachments: [Attachment A - Grant Assistance Priorities](#)
[Attachment B - Point Assignment Method](#)

**14. SUBJECT: 2020 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM**

[2019-0679](#)

RECOMMENDATION

APPROVE the programming of up to \$51,440,000, as well as the proposed program amendments, in the 2020 Los Angeles County Regional Transportation Improvement Program (RTIP) as shown in Attachment A.

Attachments: [Attachment A - 2020 Los Angeles County RTIP Summary and Program](#)
[Attachment B - RTIP Project Descriptions](#)
[Presentation](#)

15. SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS

[2019-0690](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. AE51890001 for the State Route 57/State Route 60 Interchange Improvements (Project) with WKE, Inc. to provide professional services in the amount of \$3,384,081.72, increasing the total contract value from \$21,771,625 to \$25,155,706.72.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

[Attachment D - Project Map](#)

**51. SUBJECT: ALIGNING HIGHWAY PROGRAMS WITH STATE EMISSION
REDUCTION GOALS**

[2019-0782](#)

APPROVE motion by Directors Bonin, Hahn, Garcia and Najarian that the Board direct the CEO to report back to the Planning & Programming Committee in January 2020 with:

- A. An assessment of how Metro's highway program will be affected by the Executive Order;
- B. Steps that can be taken to align Metro's highway program with the Executive Order in order to ensure continued competitiveness for scarce State resources; and
- C. Recommended revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping, and selection criteria are consistent with State and regional planning goals.

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0761](#)

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 #: 2019-0747, File Type: Project

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Active Transportation Access for the Doran Street and Broadway/Brazil Grade Separation Project (refer to Attachment A).

ISSUE

In January 2017, the Metro Board approved the Doran Street and Broadway/Brazil Grade Separation Project with the Salem/Sperry Overpass and the Northerly Point of Access that includes a two-way traffic connection to Fairmont Avenue with a protected bike lane and sidewalk as the preferred alternative in the California Environmental Quality Act (CEQA)/National Environmental Pollution Act (NEPA) environmental documents (refer to Attachment B). Since then, staff determined the Northerly Point of Access structure was not able to include active transportation for it connects to the Fairmont Avenue Bridge that does not allow for non-motorized traffic.

The City of Los Angeles staff along with the City of Glendale staff preferred the active transportation of the Northerly Point of Access compromise of two separate proposed pedestrian/bicycle bridge structures. One pedestrian/bicycle bridge structure is called the River Walk Bridge and the other pedestrian/bicycle bridge structure is called River Access Bridge. Staff's recommendation is to approve the River Walk and River Access bridges which are designed to provide dedicated and safer pedestrian connectivity over the existing Verdugo Wash. In addition, staff is recommending approval of the active transportation on the Salem/Sperry Overpass (refer to Attachment C). The active transportation access creates an environment that encourages more residents, employees and visitors to choose non-motorized modes of transportation.

DISCUSSION

On August 28, 2017, the City of Glendale hosted a coordination meeting with the City of Los Angeles to propose the inclusion of active transportation elements into the Doran Street Grade Separation Project. All parties agreed on the importance of providing dedicated pedestrian connections to and along the Los Angeles River and adjacent trails.

In January 2019, the California Transportation Commission (CTC) approved the award of \$16,319,000 million from Active Transportation Program (ATP) funds for the Doran Street Grade Separation Active Transportation Access Project, which is a component of the Doran Street and Broadway/Brazil Grade Separation project. All project stakeholders provided letters of support for the ATP grant with both the City of Glendale and Los Angeles including letters of intent to assume responsibility for maintenance and operations of the two active transportation structures once constructed. In April 2019, staff received an approved California Environmental Quality Act Statutory Exemption for Doran Street and Broadway/Brazil Grade Separation Project including the River Walk and River Access bridge structures. Staff will continue to seek federal, state and local grants to fund the Doran Street and Broadway/Brazil Grade Separation project.

The Active Transportation Access component for the project that comprises of the River Walk Bridge and the River Access Bridge will improve safety and increase non-motorized access between employment centers, residencies and newly developed recreational opportunities in an area that are currently land locked by the Los Angeles River, Interstate 5 and State Route 134 freeways, and the Antelope Valley Line railroad corridor with up to 90 trains per day. With train volumes in this corridor expecting to increase with planned improvements to the commuter and intercity rail service and eventual arrival of High Speed Rail service, a project like this is essential to minimize risk of bicycle and pedestrian collisions.

The River Walk Bridge will provide new access across the Verdugo Wash and under the State Route 134 freeway, connecting residents of North Atwater Village in Los Angeles directly to the new Glendale Narrows Riverwalk Trail along the Los Angeles River. Travelers in the opposite direction from Glendale will now have direct access to businesses and restaurants in Atwater Village without having to cross the railroad tracks. Future active transportations projects illustrate a Los Angeles River Bridge in the area that will provide access from the Glendale Narrows Riverwalk Trail to the Los Angeles Zoo and Autry Museum of the American West. The River Access Bridge is designed to provide a safer route spanning over the railroad corridor for the City of Glendale and Los Angeles residents and businesses alike.

DETERMINATION OF SAFETY IMPACT

This active transportation component for the project will enhance safety along the commuter corridor and the Los Angeles River by providing two separate active transportation structures while allowing improved non-motorized circulation for the Atwater Village community and City of Glendale residents.

FINANCIAL IMPACT

Adoption of the active transportation access to the Doran Street Grade Separation Project would have no impact to the FY20 budget at this time. Staff will work with Metro Planning to identify an additional ATP funding estimated at approximately \$8,681,000 required for the final design of the Doran Street Grade Separation Active Transportation Access Project with a total preliminary estimate at approximately \$25,000,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to continue to complete the design documents for the active transportation components to the Doran Street Grade Separation Project. This alternative is not recommended due to the significant benefits this project provides to commuter rail transportation and active transportation. In addition, not recommending this alternative will risk the \$16 million in grant funding already awarded to this project.

NEXT STEPS

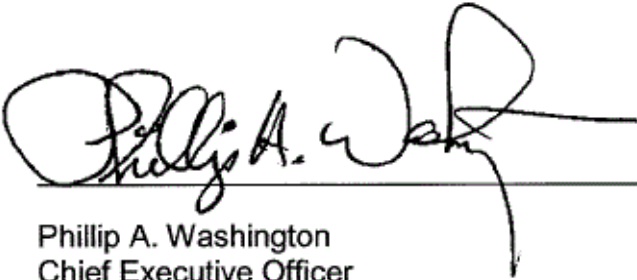
Staff shall report back to the board to program funding for the final design phase and return to the board should the final construction cost estimate exceed the ATP award of \$16.3 million.

ATTACHMENTS

- Attachment A - Doran Active Transportation Conceptual Plan
Attachment B - Doran Street and Broadway/Brazil Grade Separation Project
January 2017 Board Report
Attachment C - Salem Sperry Overpass

Prepared by: Brian Balderrama, Senior Director, (213) 418-3177
Jeanet Owens, Senior Executive Officer, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer



DORAN STREET GRADE SEPARATION ACTIVE TRANSPORTATION ACCESS PROJECT - CONCEPTUAL EXHIBIT

Active Transportation Facilities



ATTACHMENT A



Board Report

File #:2016-0967, File Type:Program

Agenda Number:19

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. The recommended **Alternative 2 Northerly Point of Access and Salem Sperry Grade Separation** for the environmental documents and preliminary engineering design phase; and
- B. Third party costs of up to \$2 million for the City of Glendale, City of Los Angeles, Southern California Regional Rail Authority and other third parties and authorize the Chief Executive Officer (CEO), or his designee, to negotiate and execute all agreements necessary for this action.

ISSUE

In June 2015, the Metro Board partially approved the Doran Street and Broadway/Brazil Safety Access Project, Alternative 2 Fairmont Connector and Salem/Sperry Overpass. The Board approved the Salem/Sperry Overpass but Director Najarian amended the motion and directed staff to work with the City of Glendale and the City of Los Angeles to examine the project without the Fairmont Connector and to report back to the Board on furthering the study to develop another feasible alternative to the Fairmont Connector that meets the short term and long term goals of the region and local communities (Refer to Attachment A).

Staff has completed a new traffic study that examined several alternatives, including prohibiting public access, one-way outbound traffic, and two-way traffic solutions. The results of the study indicate that both the Salem/Sperry Overpass and the Fairmont Connector, currently referred to as the "Northerly Point-of-Access", with a two-way connection to Fairmont Avenue work in tandem, and together these provide a comprehensive solution that addresses the existing and forecasted traffic growth. The two-way traffic solution is critical for the economic vitality of the North Atwater Village businesses while not significantly impacting the intersection operations on Fairmont Avenue. The Salem/Sperry Overpass and two-way Northerly Point-of-Access to Fairmont Avenue will allow for the closure of both the Doran Street and Broadway/Brazil at-grade rail crossings, resulting in a

substantial safety and mobility improvement for the community (Refer to Attachment B). Staff is requesting the Board to approve the recommended actions.

DISCUSSION

The goal of the Doran Street and Broadway/Brazil Grade Separation Project, formerly referred to as the Doran Street and Broadway/Brazil Safety and Access Project, is to significantly improve safety and enhance mobility by closing both at-grade rail crossings. The project as brought to the Board in June, 2015, consisted of two components. First is the Salem/Sperry Overpass which connects West San Fernando Road to San Fernando Road in the vicinity of Sperry Street in Los Angeles and Salem Avenue in Glendale (Refer to Attachment C). The second component was the Fairmont Connector, which would be the extension of West San Fernando Road over the Verdugo Wash with a two-way connection to Fairmont Avenue (Attachment D and D-1). This utilizes Fairmont Avenue as an overpass, resulting in a significant cost savings by using existing infrastructure as part of the solution.

Up to 90 Metrolink, Amtrak and freight trains a day run through the rail corridor which accounts for a total of 8 hours of gate-down time at the two at-grade crossings. Both crossings have considerable traffic volumes in the order of 7,000 vehicles a day crossing Doran Street and 5,000 vehicles a day crossing Broadway/Brazil Street. The California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most hazardous intersection in the City of Glendale and the City of Los Angeles with 14 recorded pedestrian and vehicular incidents by the Federal Railroad Administration (FRA). The CPUC also mandated that Doran Street be converted temporarily to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built. There are 9 recorded pedestrian and vehicular incidents reported by FRA at the Broadway/Brazil grade crossing.

In response to the amended motion by Director Najarian to find an alternative design in lieu of the Fairmont Connector, staff hired a new traffic consultant, Gibson Transportation, to work with HNTB to conduct a new traffic study (Refer to Attachment E). The new traffic study consists of new traffic counts for up to 35 intersections in the study area including origin- destination counts from the Doran Street at-grade crossing to and from State Route 134 on-ramps and off-ramps. Additionally, this data was integrated into the SCAG regional traffic model for year 2035 to better examine the traffic patterns and future growth in the vicinity of the project area. With this data, staff examined several alternatives for the Northerly Point-of-Access in lieu of the proposed Fairmont Connector. Staff concluded that the Northerly Point-of-Access with a “J-hook” or “P-hook” configuration that includes a two-way traffic connection to Fairmont Avenue with a protected bike lane and sidewalk is the best alternative. The results of the study indicate that the Salem/Sperry Overpass and Northerly Point-of-Access work in tandem to comprehensively address the existing and forecasted traffic growth of the area. While the study identified an increase of traffic on Fairmont Avenue by future year 2035, the increase does not significantly impact the intersection operations, where the projected Level of Service for the intersections will operate at Level B or C. The Northerly Point-of-Access provides a critical connection for emergency vehicles as well as for economic vitality of the businesses in North

Atwater Village. By implementing the two project components, the Salem/Sperry Overpass and the Northerly Point-of-Access, both at-grade rail crossings at Doran Street and Broadway/Brazil will be closed, substantially improving safety and enhancing mobility, eliminating the need for train horns, and improving the efficiency of train movement along this busy rail corridor.

Community Meetings

Metro conducted two community meetings on December 7, 2016 to present the results of the new traffic study and the recommended alternative for the project. Over 75 people total attended the community meetings. The comments received from the community meetings were favorable related to the results of the expanded traffic circulation analysis beyond Doran Street and Broadway/Brazil Street and the solutions as presented.

One topic of considerable discussion at both community meetings was the CPUC mandate to convert the Doran Street at-grade crossing to a one-way westbound configuration on an interim basis until such time that a grade separation can be constructed. The community concerns are related to the poor traffic signal operations and congestion at the Broadway/Brazil at-grade crossing. The interim condition at Doran would exacerbate the existing traffic condition at Broadway/Brazil Street. The issue is the limitation of the existing traffic signal controller at this very complex intersection at Broadway/Brazil Street and San Fernando Road. Metro staff is already engaged in discussions with the City of Glendale and Metrolink to purchase and upgrade the traffic signal software which will improve signal operations and alleviate congestion. The community was in favor of this signal upgrade. The recommended action for third party cost will include the design and implementation of the traffic signal software.

In addition, the community expressed interest in foregoing the interim at-grade improvements on Doran Street and instead expedite the construction the Northerly Point-of-Access. Another concern raised is the truck traffic on Fairmont Avenue and the community requested the evaluation of eliminating left-turn truck movements from the Northerly Point-of-Access onto Fairmont Avenue. If the Board approves the recommended actions, staff intends to analyze and implement the aforementioned comments received from the community meetings, if deemed feasible.

Third Party Costs

In May 2011, the Metro Board programmed \$6.6 million for the Project for environmental and engineering work. However, third party involvement from the City of Glendale, City of Los Angeles, County of Los Angeles Public Works, SCRRA and other agencies is necessary in order to complete the environmental and design documents. Up to \$2.0 million as listed in the table below is needed to fund third party agencies to participate in meetings, technical inputs, and review of technical and design documents during the environmental and design phases.

ITEM	COST
Traffic signal upgrades at Broadway/Brazil Street and Doran Street	\$500,000

City of Glendale	Up to \$500,000
City of Los Angeles	Up to \$400,000
SCRRA	Up to \$400,000
All other third party agencies	Up to \$200,000

With Board approval of this recommendation, Metro’s total commitment to the Project will increase from \$6.6 million to \$8.6 million.

Other Engineering and Environmental Cost

Based on the community engagement and feedback the project has received to date, the project will have other cost related to environmental work and engineering design. Staff had to analyze several more engineering alternatives including adding a J-hook configuration for the Northerly Access Point Overpass which delayed the project contract schedule approximately two years resulting in added escalation cost. Staff intends to return to the Board by April 2017 once the new traffic study has been finalized for the additional environmental and engineering work.

DETERMINATION OF SAFETY IMPACT

This Project will significantly improve safety as it is a grade separation of the roadway from active railroad right-of-way. With the construction of this project, two at-grade crossings at Doran Street and Broadway/Brazil Street will be closed, eliminating the possibility of train to vehicle collisions.

FINANCIAL IMPACT

The approval of third party costs will require a \$2.0 million increase in Metro’s \$6.6 million already programmed to the Project for a total \$8.6 million in Measure R 3% funds.

Since this is a multi-year contract, the cost center manager, and Chief of Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements in department 2415, Regional Rail, Project No. 460065, Tasks 6.3.01.02 and 6.3.01.03.

Impact to Budget

The source of funds for this request is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative would be not to approve the recommended actions. This is not recommended as the Project provides a significant safety improvement to the City of Glendale and Los Angeles, improves traffic flow and the efficiency of train movement along the Metrolink and LOSSAN rail corridor.

NEXT STEPS

Upon Board approval, staff will move forward with the environmental and design of the project and hold another community meeting by June 2017. Staff will return to the Board by April 2017 for

contract modification for the additional environmental and engineering work.

ATTACHMENTS

Attachment A - June 2015 Board Report

Attachment B - Northerly Point-of-Access and Salem/Sperry Overpass

Attachment C - Recommended Alternative 2 - Salem/Sperry Overpass

Attachment D - Recommended Alternative 2 - Northerly Point-of-Access (J-Hook)

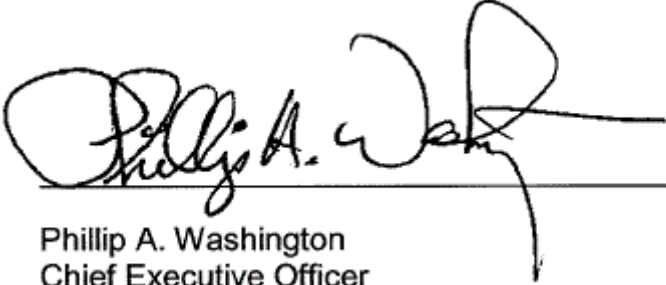
Attachment D1 -Recommended Alternative 2 - Northerly Point-of-Access (P-Hook)

Attachment E - Director Najarian Board Motion

Prepared by: Jeanet Owens, Senior Executive Officer, Program Management (213) 922-6877

Reviewed by: Nalini Ahuja, Chief Financial Officer, Office of Budget Management (213) 922-2296

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #:2015-0339, **File Type:**Policy

Agenda Number:20.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2015**

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT

ACTION: ADOPT LOCALLY PREFERRED ALTERNATIVE

RECOMMENDATION

APPROVED AS AMENDED BY Najarian Motion:

- A. receiving the **Doran Street and Broadway/Brazil Safety and Access Project Study Report Equivalent** (PSRE); and
- B. adopting Locally Preferred Alternative (LPA) 2 from the PSRE to advance into the Final Environmental Document.

ISSUE

The Project Study Report for the Doran Street and Broadway/Brazil Safety and Access Project (Project) was completed in March, 2015. Three alternatives are proposed. It is the recommendation to proceed with Alternative 2 as the Locally Approved Alternative to advance into the Final Environmental Document.

DISCUSSION

The Los Angeles County Metropolitan Transportation Authority (Metro) is working towards improving safety, mobility and quality of life for the Glendale and Los Angeles communities by closing the Doran Street at-grade crossing. As with any at-grade railroad crossing, safety is of significant importance. Furthermore, a unique combination of limited access, high traffic volumes, adjacent industrial uses, and residential interests, make mobility improvements important to this Project. Doran Street has 13 incidents on record resulting in two fatalities and one injury since 1976. These safety statistics have made the Doran Street crossing the subject of safety hearings and arbitrations by the California Public Utilities Commission (CPUC). The at-grade crossing of Doran Street with the Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. Additionally, this crossing has significant truck and vehicle traffic as well as 90 passenger and freight trains per day.

In May 2011, the Metro Board authorized \$6.6 million for improving the safety of the intersection of

Doran Street and the Metro owned right-of-way. A portion of these funds is being used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway. Since the crossing is located along the route of the proposed California High Speed Rail Project, staff has worked with the California High Speed Rail Authority (CHSRA) and the Federal Railroad Administration (FRA) to gain additional funding. This project has been ranked as number seven in the region in the Advance Investment Memorandum of Understanding with the CHSRA.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. This has included examining several grade separation alternatives that will provide the maximum safety benefit while minimizing impacts to the communities. This analysis has included existing and the proposed future uses of the railroad corridor. The first phase of the project was completed in April, 2015 and the key deliverable was the Project Study Report Equivalent highlighting three alternatives to close Doran Street and/or Broadway/Brazil crossings.

Community Outreach

A comprehensive community outreach program is underway to inform the public about the Doran Street and Broadway/Brazil Safety and Access Project. Metro has hosted two rounds of community outreach meetings and presented at 19 meetings hosted by other stakeholders.

For the two rounds of Metro hosted Community Outreach meetings, residents were notified of the public process through mailings, direct calls to businesses within the project area, Metro Daily Briefs, Metro's The Source, email blasts, a public telephone hotline, fact sheets, and a dedicated webpage on Metro's website. The project received media coverage in the Glendale News Press, Los Angeles Times, and NBC Los Angeles with a total of eight stories written about the project. Communication also went out in local newsletters and distribution lists for the City of Glendale and other local stakeholder organizations.

Community Meetings: Round 1 (February 6, 2014)

Two community workshops were held in Atwater Village on February 6, 2014, 3-5pm and 6-8pm, to accommodate participation from all stakeholders, including businesses and residents. Notification of the meeting was sent to more than 1,500 owners and tenants using the Los Angeles County Assessor's database. Three email notifications were sent out to the project stakeholder database. Individual phone calls were also placed to 69 businesses within the area. An additional eight stakeholder meetings were held prior to Feb. 6th including individual business owners, Pelanconi Estates HOA, the Atwater Village NC and staff from the Cities of Glendale and Los Angeles.

A total of 60 stakeholders attended the February 6th workshops and Metro received 63 comments. Issues raised included access for first responders, traffic and circulation for vehicles and trucks, safety, and impacts to residential and business areas.

Community Meetings: Round 2 (December 9, 2014)

Two community workshops were held in Atwater Village (3-5pm) and Glendale (6-8pm) on December 9, 2014. Notification of the meeting was sent to nearly 2,000 owners and tenants using an updated list pulled from the Los Angeles County Assessor's database. Two email notifications were sent out to individuals in the exiting project stakeholder database. Individual phone calls were also placed to 100 businesses within the area. An additional six stakeholder meetings were held prior to Dec. 9th including Council District 13, business owners, Pelanconi Estates HOA, Atwater Village Neighborhood Council, Walk Bike Glendale and the Los Angeles River Cooperating Committee. After the meeting, Metro held additional briefings with legislative representatives and business owners who were unable to attend the meeting on December 9th.

A total of 89 stakeholders participated at the workshops. Metro received 68 comments. The Stakeholders were shown several alternatives at the workshop. Input from the Stakeholders regarding additional alternatives. These alternatives were evaluated. Aspects of some of these alternatives were incorporated into the ultimate designs. Overall, the comments touched on safety, points of access to North Atwater Village, eminent domain, pedestrian and bicycle access, traffic in the residential areas of Glendale, the timeline for High-Speed Rail, property impacts, air quality, Glendale's Riverwalk Bike project, and the need for a grade separation following the recent improvements to Broadway/Brazil. Business and property owners within the project area expressed concerns about potential impacts and property takings.

There will be additional opportunities for the public to comment during the environmental phase of the project.

ALTERNATIVES FROM PROJECT STUDY REPORT (EQUIVALENT) (PSRE)

During the Alternative Analysis portion of the study, several alternatives were examined that would provide the benefit of closing the Doran Street crossing while minimizing the impacts to the communities. During the study it became apparent that the Broadway/Brazil crossing was closely related to the Doran Street crossing and alternatives considered had to address this relationship. As part of the analysis, the railroad corridor was examined to raise or lower the railroad tracks to cross under or over Doran Street and Broadway/Brazil. These alternatives are not feasible due to the constraints of the I-134 Freeway, Colorado Blvd. and Verdugo Wash.

In addition, grade separations that would lower the roadway under the railroad were eliminated due to the community impacts of several roadway and railroad detours needed to complete the construction.

The following alternatives were carried forward with the PSRE.

No Build: This alternative would keep Doran Street and Broadway/Brazil as at-grade crossings. However, this does not meet the requirements of the CPUC Order to take steps to close the Doran Street crossing.

Alternative 1: Doran Overpass: Alternative 1 proposes to raise Doran Street over San Fernando

Road, the rail tracks, and West San Fernando Road. The existing intersection of Doran Street and San Fernando Road will be replaced with a new signalized intersection at a widened and realigned Commercial Street. This will facilitate traffic movements between San Fernando Road, Doran Street and the State Route 134 ramps. Milford Street will tie to Commercial Street in a tee-intersection. West San Fernando Road will pass under the Doran Street overpass bridge and connect to Doran Street. This alternative will close the Doran Street at-grade crossing while Broadway/Brazil will remain open as an at-grade crossing. Refer to Figure 1 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 2: Fairmont Connector and Salem/Sperry Overpass: Alternative 2 has two components, the first consists of a connector road that extends West San Fernando Road to the Fairmont Avenue bridge and the second is an overpass crossing over San Fernando Road, the rail tracks, and West San Fernando Road in the vicinity of Salem Street and Sperry Street. This alternative will also consider two options for providing multi-modal movements over the Verdugo Wash as planned in the City of Glendale River Walk project. Alternative 2 will close both the Doran Street and Broadway/Brazil at-grade crossings. Refer to Figure 2 of Attachment A - Executive Summary for a conceptual layout of this alternative.

Alternative 3: Fairmont Connector and Zoo Drive Connector: Alternative 3 utilizes the same connector road from West San Fernando Road to the Fairmont Avenue Bridge as Alternative 2. However, this alternative proposes to construct this road in conjunction with a road that connects Doran Street across the Los Angeles River to Zoo Drive. Similar to Alternative 2, this alternative includes an option to construct a bridge to extend the Glendale River Walk across the Verdugo Wash. Alternative 3 will close the Doran Street at-grade crossing while Broadway/Brazil will remain an at-grade crossing. Refer to Figure 3 of Attachment A - Executive Summary for a conceptual layout of this alternative.

EVALUATION OF OPTION DISCUSSED AT MAY 20 PLANNING AND PROGRAMMING COMMITTEE MEETING

Alternatives 2 and 3 contained within the Project Study Report (Equivalent) (PSRE), dated May 18, 2015, include the Fairmont Connector which will extend West San Fernando Road to connect to the Fairmont Avenue bridge over the Verdugo Wash. The Fairmont Connector is planned to be striped for one lane of traffic in each direction and have a signalized intersection at Fairmont Avenue. During public comments at the Glendale Council Meeting on May 19, 2015, a community member suggested an option of making the Fairmont Connector available for first responders only and closed to the general public. The option is intended to address the CPUC and first responder's requirement to provide access for emergency vehicles to the northern Atwater Village area in the City of Los Angeles. The option would close the Doran Street at-grade crossing, facilitating a future quiet zone. The Metro Planning and Programming Committee confirmed the desire to evaluate this community option at their meeting on May 20, 2015 prior to selecting a preferred alternative for the Project. This

section summarizes the findings from the evaluation.

CONSIDERATIONS

The following considerations were factored into the evaluation of the option:

First Responders: Discussions with the first responders, both police and fire from the cities of Glendale and Los Angeles, were conducted via email and telephone in order to receive their input, feedback, and requirements on the proposed option.

LOSSAN Expansion: The LOSSAN Corridor Agency Strategic Implementation Plan will increase daily rail traffic from 84 trains to 124 trains by 2030, a 50% increase. This will result in additional vehicular delays at remaining at-grade crossings, such as Broadway/Brazil.

Los Angeles River: The cities of Glendale and Los Angeles voted to adopt Alternative 20 of the L.A. River Revitalization as the Locally Preferred Alternative (LPA). In May of 2014, the US Army Corps of Engineers adopted Alternative 20 and it is currently being advanced through the environmental clearance process. A goal of this project is to avoid or mitigate any encroachment into the Alternative 20 footprint.

Traffic Growth: The projected traffic forecast on Fairmont Avenue and in the vicinity of the eastbound and westbound SR-134 ramps is due primarily to the expansion of the Disney Grand Central Creative Campus (CG3).

Traffic Circulation: Overall circulation within the Atwater Village area must be considered with adequate Level of Service (LOS). The ability to reroute traffic and mitigate impacts of doing so will be challenging as existing right-of-way is narrow, 50-feet in width on most streets, and points of access to this area are limited.

CONCLUSION

The community option addresses a singular issue, providing access for first responders to the northern Atwater Village area that would address the CPUC and first responders concerns. The intent of this community option is to close the current Doran Street at-grade crossing, leading to a quiet zone.

The larger issue with the closure of the Doran Street at-grade crossing is the traffic circulation within Atwater Village and the ability to move traffic and goods through the West San Fernando Road/Brazil Street and San Fernando Road/Broadway intersections. Both of these intersections will be significantly impacted.

In summary, the closure of the Doran Street at-grade crossing, while it provides emergency responder access only, results in:

1. Closure of the Doran Street at-grade crossing that will result in 80% of the parcels in Atwater Village area, north of Colorado Street, being solely reliant upon the West San Fernando Road/Brazil Street intersection as the lifeline for their business.
 - Degradation of the West San Fernando Road/Brazil Street intersection from a Level of Services (LOS) D to LOS F.
 - Queuing in both the southbound and eastbound directions at the West San Fernando Road/Brazil Street intersection effectively gridlocks traffic to the west and north of this intersection.
 - Southbound left-turn queuing would require over 650 feet of turn pocket length where only 100 feet is available. Any queuing beyond 100 feet blocks through movements as well.
2. San Fernando Road/Broadway intersection remains a LOS F however operations are further impacted. Level of service is determined through Synchro analysis and is reflective of the signal operations. It does not, however, account for train delays. Inclusion of train delays will reduce available capacity resulting in even further degradation of the intersection operations.
 - Significant increase in southbound right-turn movement from San Fernando Road to Brazil Street (from 56 vehicles per hour (vph) to 452 vph in the AM peak hour), far exceeding capacity. This will significantly reduce capacity of the through traffic as the #2 southbound lane will be blocked by the right-turn queue.
 - To avoid the long queue and delay from the excessive southbound right-turn movement from San Fernando Road to Brazil Street, it could be expected that drivers will seek other routes with the most direct being Concord Avenue as a bypass to and from the SR-134 and Broadway.
3. If built in conjunction with Alternative 2 Salem/Sperry Overpass, excessive queuing would still exist and an additional lane of traffic at each intersection of the overpass would be required to address the turning movements. This will increase the right-of-way and construction costs.
4. If built in conjunction with Alternative 3 Zoo Drive Connector, the existing at-grade intersection would remain at Broadway/Brazil. While the Zoo Drive Connector redirects some traffic towards the I-5 Interchange, the remaining traffic still significantly impacts the West San Fernando Road/Brazil Street and San Fernando/Broadway intersections.

Based on the evaluation, the \$15 million expenditure for an emergency access only bridge does not outweigh the resultant impacts that closing the Doran Street at-grade crossing would have on overall traffic operations, local businesses, and the potential bypass traffic in Glendale. Staff does not recommend adopting this option.

RECOMMENDATION FROM METRO STAFF

A quantitative analysis was conducted to compare the three alternatives. A constraints analysis matrix was developed as part of this analysis. The constraints matrix included design considerations like cost/fundability, right-of-way impacts, environmental considerations, traffic circulation and diversion, constructability, railroad impacts, geometrics, utility impacts, consistency with the L.A. River revitalization plan and overall programmatic outlook keeping in mind future community impact. Please see Attachment B - Constraints Matrix Analysis for additional information about the development of the matrix.

Issue	Alt 1	Alt 2	Alt 3
Permanently closes Doran crossing	✓	✓	✓
Permanently closes Broadway/Brazil crossing		✓	
No future grade separation required		✓	
Keeps traffic on arterials	✓	✓	
Both crossings open during construction		✓	✓
Consistent with L.A. River Revitalization		✓	
Consistent with funding sources	✓	✓	

Figure 1: Alternatives Comparison

Metro Staff recommend Alternative 2 because it achieves the optimal safety goal to permanently close both Doran Street and Broadway/Brazil at-grade crossings. It eliminates the cumulative effects of constructing two separate grade separations at two different times. If a grade separation is constructed at only Doran Street right now, we anticipate another grade separation soon to improve safety at the Broadway/Brazil crossing. This will be required because of increased service levels from Metrolink and Amtrak and the proposed use of this corridor for high speed trains.

The effects of constructing two grade separations at two different times in Alternatives 1 and 3 will include cumulative impact on right-of-way because of the need for additional land acquisition and business relocation. This additional right-of-way need for Alternatives 1 and 3 in the future will be the same as the current need for the Salem/Sperry Overpass. Attachment C - Cumulative Right-of-Way Impact illustrates the cumulative right-of-way impacts for the three alternatives.

The overall programmatic costs accrued from adopting each alternative is shown in figure 2 below. In addition to the overall programmatic cost savings accrued from adopting alternative 2, significant cost savings are anticipated from economies of scale if a single grade separation is constructed to replace the two at-grade crossings. Alternative 2 ensures traffic stays on the arterials in the permanent condition, and keeps both crossing open during construction. Finally, this alternative is consistent with L.A. River Revitalization Plan and the requirements of the funding sources. A summary chart highlighting how each alternative meets the project objectives is shown in attachment D - Alternatives Comparison

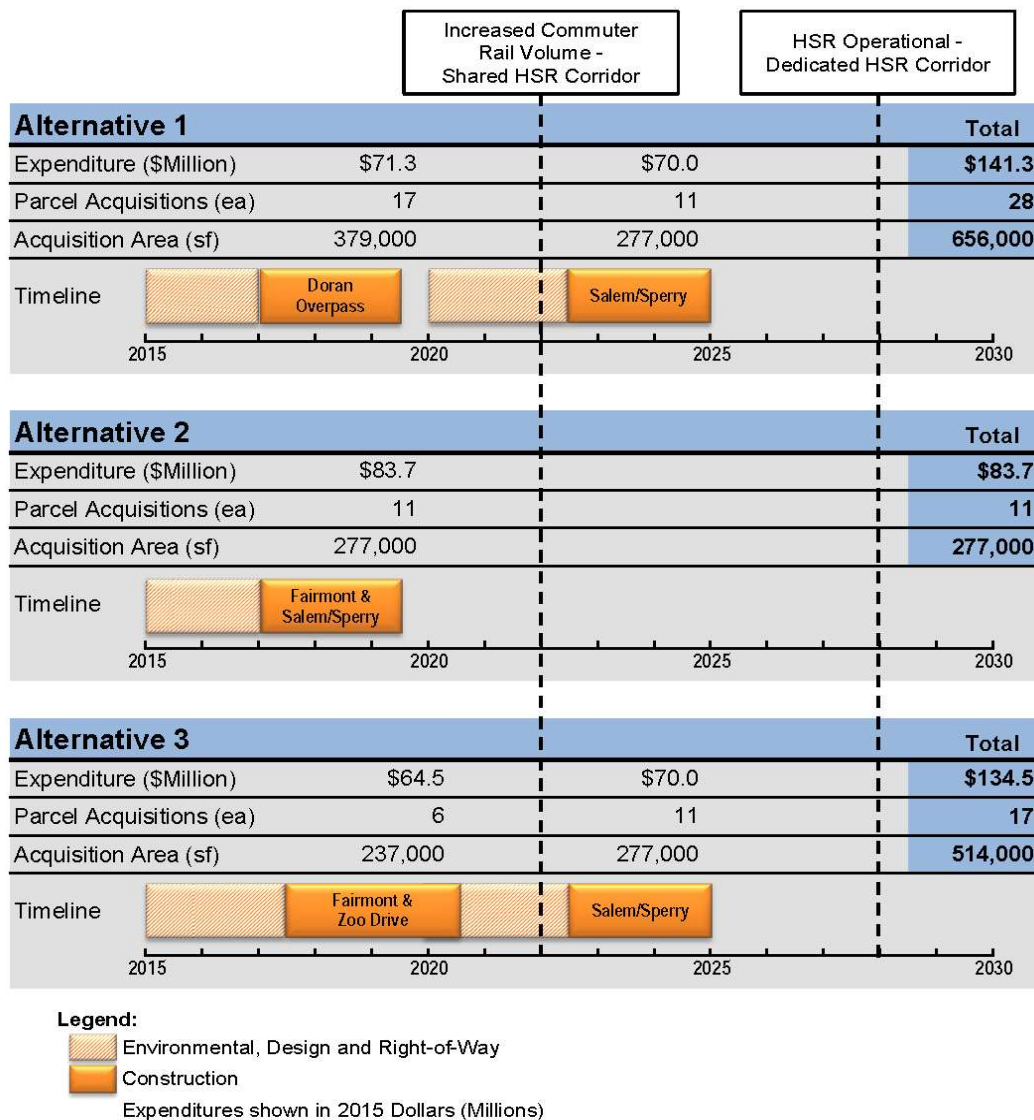


Figure 2: Project Programmatic Overview

DETERMINATION OF SAFETY IMPACT

Due to the urgent need to improve safety at this crossing, an Administrative Law Judge (ALJ) has ruled that the Doran Street at-grade crossing be closed permanently. However, there is a requirement to provide two points of access for emergency responders into the area west of the railroad corridor during an emergency. To accomplish this requirement, the ALJ required that Doran Street be converted to a one-way westbound movement until the crossing can be closed permanently.

The Broadway/Brazil at-grade crossing, located less than a half mile from the Doran Street crossing, has a similar safety record. Broadway/Brazil has 9 incidents resulting in five fatalities and three injuries. Broadway/Brazil was upgraded in December, 2014 as part of the mitigation agreement

between the city of Glendale and other agencies and the CPUC. In addition, Metro staff been involved with hearings and arbitrations initiated by the CPUC.

Irrespective of safety improvements adopted, at-grade crossings will always have the potential conflict between rail and vehicles, trucks and/or pedestrians. With a grade separation or closure, this conflict is eliminated. Over the coming years, Metrolink and Amtrak passenger service is expected to increase along this corridor. This further highlights the urgency to close these at-grade crossings. In addition to the increased service levels from Metrolink and Amtrak, the California High Speed Rail Authority (CHSRA) is also proposing this railroad corridor for their Palmdale/Los Angeles segment that is expected to be in service by 2022. In order for high speed rail to utilize this corridor, all at-grade crossings will have to be grade separated or closed.

This project has support from the Federal Railroad Administration (FRA), Caltrans, CPUC, Metrolink, Amtrak, and the CHSRA. The project comprises four phases: Alternative Analysis, Environmental Studies & Preliminary Engineering, Final Design, and Construction.

The project area includes a second at-grade crossing less than half mile south of Doran Street at Broadway/Brazil. With the two at-grade crossings being near each other, there is a higher chance for an accident occurring in the project area. Moreover, the number of incidents in Los Angeles County has continued to increase in the last five years, as shown in the Table 1 below. The ultimate safety enhancement would be to close both crossings and separate the vehicles and pedestrians from the trains.

Table 1: Los Angeles County Incident Table
(Source Federal Railroad Administration)

Year	Accidents	Fatalities	Injuries
2009	24	5	4
2010	20	6	9
2011	21	5	11
2012	20	9	19
2013	32	12	35
Totals	117	37	78

FINANCIAL IMPACT

\$2.5 million of Measure R 3% funding for design and construction of this project is included in cost center 2415, Regional Rail FY16 Budget in Project 460091 Doran Street Grade Separation. Since this is a multi-year contract, the Executive Officer, Regional Rail will be accountable to budget the

costs in future years.

Impact to Budget

FUNDING SOURCE	AMOUNT
Local Measure R 3%	\$6.6 Million
State Proposition 1A	\$45.0 Million
Federal American Recovery and Reinvestment Act (ARRA)	\$15.8 Million
CHSRA and other sources	\$19.6 Million
TOTAL	\$87.0 Million

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses. This programming action has no impact to the Proposition A and C, TDA or Measure R administration budgets.

The three alternatives studied have the following estimated project costs see table 3 below and the attached Project Study Report for additional information.

ALTERNATIVE	TOTAL PROJECT COSTS
1 Doran Overpass	\$71.31 Million
2 Fairmont Connector and Salem / Sperry Overpass	\$83.73 Million
3 Fairmont Connector and Zoo Drive Connector	\$64.49 Million

ALTERNATIVES CONSIDERED

The Board could choose not to select a locally preferred alternative. This alternative is not recommended due to the safety concerns at this crossing. The two at-grade crossings will still have the possibility of vehicle-train collisions. After several hearings and arbitrations with the CPUC, and the attempts by that agency to close the crossing, it was determined that there is a significant need to move to a grade separation.

NEXT STEPS

Upon selection of a locally preferred alternative by the Board, we will commence the environmental studies and preliminary engineering.

Upon approval of the request to program additional funds, Metro CEO will negotiate a design fee with Contractor HNTB Inc. and approve Modification 2 for signal engineering.

ATTACHMENTS

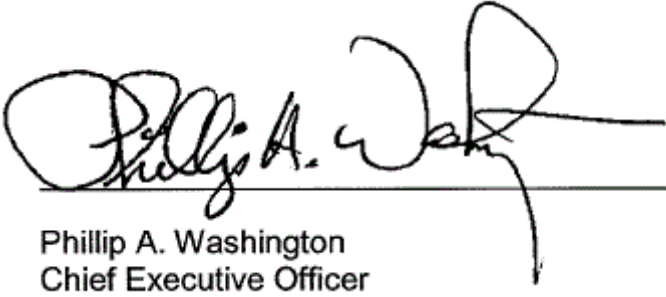
Attachment A - Project Study Report - Executive Summary
Attachment B - Constraints Analysis Matrix
Attachment C - Cumulative Right-of-Way Impact
Attachment D - Alternatives Comparison

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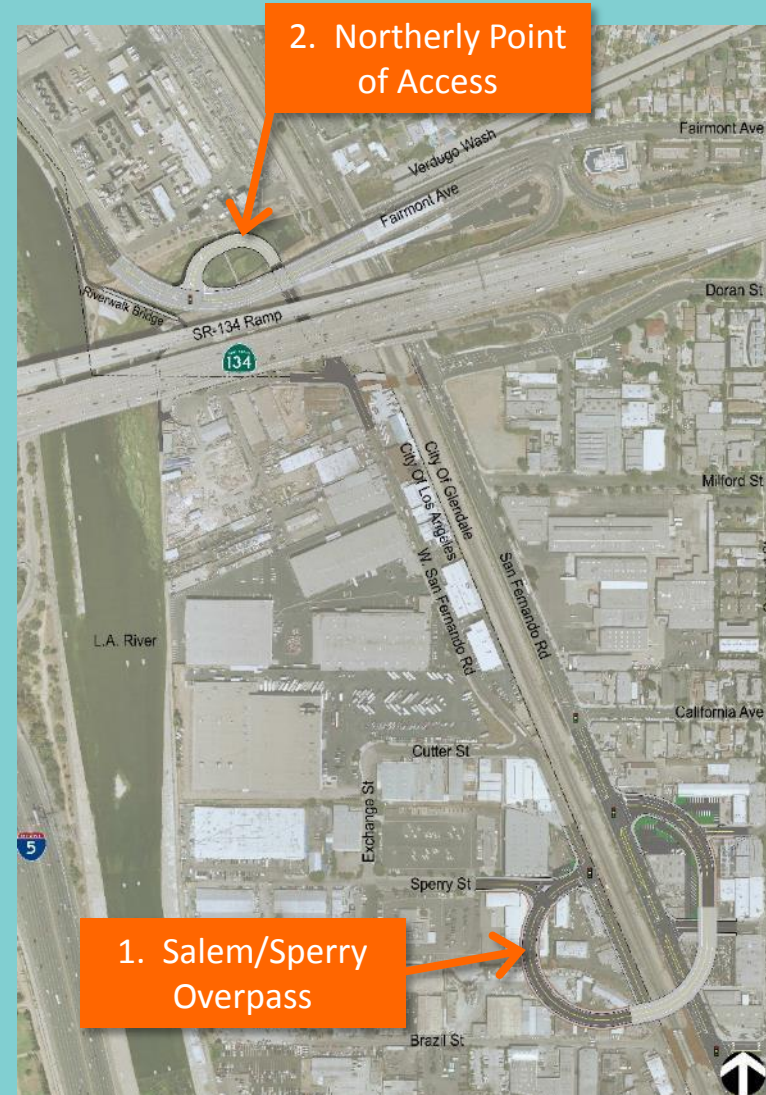


Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

Northerly Point-of-Access and Salem/Sperry Overpass

- These two components work in tandem to provide a comprehensive safety and access solution
- Benefits:
 - Closes two at-grade crossings,
 - Eliminates longer term impacts with no need for a future grade separation at Broadway/Brazil
 - Uninterrupted access over the railroad corridor with minimal diversion of traffic
 - The two components support Quiet Zones for Doran St and Broadway/Brazil



ATTACHMENT C

Recommended Alternative - Salem/Sperry Overpass

Conceptual rendering; subject to change.



ATTACHMENT D-1

Recommended Alternative 2 - Northerly Point-of-Access(P-Hook)

Conceptual rendering; subject to change.



ATTACHMENT D

Recommended Alternative 2 - Northerly Point-of-Access(J-Hook)

Conceptual rendering; subject to change.





Board Report

File #:2015-0954, File Type:Motion / Motion
Response

Agenda Number:20.1.

**REGULAR BOARD MEETING
JUNE 25, 2015**

Motion by:

Ara Najarian

June 17, 2015

**Item #20, File ID 2015-0339
Doran Street & Broadway/Brazil Safety & Access Project**

In response to the actions of the California Public Utilities Commission, Metro has been developing a grade separation that will allow the closure of the Doran Street and Broadway/Brazil at grade crossings. Several alternatives have been examined that would provide this closure and allow two points of access into the area west of the railroad right-of-way.

Local residents have expressed concerns that Alternatives 2 will place additional traffic into neighborhoods where there is currently minimal traffic. Consequently, the community has raised options for Alternative 2 that should be further studied. These options included the elimination or reconfiguration of the Fairmont Connector portion of Alternative 2.

Alternative 2 as presented to the Board provides the most opportunity for safety and mobility in the area. However, there is a possibility that this alternative will direct additional traffic into neighborhoods where there is currently minimal traffic. Furthermore, it appears that there are ways of providing the necessary access to the area with minimal impacts to the community.

APPROVED Najarian Motion to amend Item 20 so that staff proceeds with the Alternative 2 environmental work with the following stipulations:

- A. Staff to work with the City of Glendale and the City of Los Angeles on furthering this alternative;
- B. Staff to examine the access to the area without the Fairmont Connector; and
- C. Staff to report to the Metro Board periodically on progress in developing an alternative that meets the short term and long term goals of the region and local communities.

ATTACHMENT C

Recommended Alternative - Salem/Sperry Overpass

Conceptual rendering; subject to change.





Board Report

File #: 2019-0747, File Type: Project

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Active Transportation Access for the Doran Street and Broadway/Brazil Grade Separation Project (refer to Attachment A).

ISSUE

In January 2017, the Metro Board approved the Doran Street and Broadway/Brazil Grade Separation Project with the Salem/Sperry Overpass and the Northerly Point of Access that includes a two-way traffic connection to Fairmont Avenue with a protected bike lane and sidewalk as the preferred alternative in the California Environmental Quality Act (CEQA)/National Environmental Pollution Act (NEPA) environmental documents (refer to Attachment B). Since then, staff determined the Northerly Point of Access structure was not able to include active transportation for it connects to the Fairmont Avenue Bridge that does not allow for non-motorized traffic.

The City of Los Angeles staff along with the City of Glendale staff preferred the active transportation of the Northerly Point of Access compromise of two separate proposed pedestrian/bicycle bridge structures. One pedestrian/bicycle bridge structure is called the River Walk Bridge and the other pedestrian/bicycle bridge structure is called River Access Bridge. Staff's recommendation is to approve the River Walk and River Access bridges which are designed to provide dedicated and safer pedestrian connectivity over the existing Verdugo Wash. In addition, staff is recommending approval of the active transportation on the Salem/Sperry Overpass (refer to Attachment C). The active transportation access creates an environment that encourages more residents, employees and visitors to choose non-motorized modes of transportation.

DISCUSSION

On August 28, 2017, the City of Glendale hosted a coordination meeting with the City of Los Angeles to propose the inclusion of active transportation elements into the Doran Street Grade Separation Project. All parties agreed on the importance of providing dedicated pedestrian connections to and along the Los Angeles River and adjacent trails.

In January 2019, the California Transportation Commission (CTC) approved the award of \$16,319,000 million from Active Transportation Program (ATP) funds for the Doran Street Grade Separation Active Transportation Access Project, which is a component of the Doran Street and Broadway/Brazil Grade Separation project. All project stakeholders provided letters of support for the ATP grant with both the City of Glendale and Los Angeles including letters of intent to assume responsibility for maintenance and operations of the two active transportation structures once constructed. In April 2019, staff received an approved California Environmental Quality Act Statutory Exemption for Doran Street and Broadway/Brazil Grade Separation Project including the River Walk and River Access bridge structures. Staff will continue to seek federal, state and local grants to fund the Doran Street and Broadway/Brazil Grade Separation project.

The Active Transportation Access component for the project that comprises of the River Walk Bridge and the River Access Bridge will improve safety and increase non-motorized access between employment centers, residencies and newly developed recreational opportunities in an area that are currently land locked by the Los Angeles River, Interstate 5 and State Route 134 freeways, and the Antelope Valley Line railroad corridor with up to 90 trains per day. With train volumes in this corridor expecting to increase with planned improvements to the commuter and intercity rail service and eventual arrival of High Speed Rail service, a project like this is essential to minimize risk of bicycle and pedestrian collisions.

The River Walk Bridge will provide new access across the Verdugo Wash and under the State Route 134 freeway, connecting residents of North Atwater Village in Los Angeles directly to the new Glendale Narrows Riverwalk Trail along the Los Angeles River. Travelers in the opposite direction from Glendale will now have direct access to businesses and restaurants in Atwater Village without having to cross the railroad tracks. Future active transportations projects illustrate a Los Angeles River Bridge in the area that will provide access from the Glendale Narrows Riverwalk Trail to the Los Angeles Zoo and Autry Museum of the American West. The River Access Bridge is designed to provide a safer route spanning over the railroad corridor for the City of Glendale and Los Angeles residents and businesses alike.

DETERMINATION OF SAFETY IMPACT

This active transportation component for the project will enhance safety along the commuter corridor and the Los Angeles River by providing two separate active transportation structures while allowing improved non-motorized circulation for the Atwater Village community and City of Glendale residents.

FINANCIAL IMPACT

Adoption of the active transportation access to the Doran Street Grade Separation Project would have no impact to the FY20 budget at this time. Staff will work with Metro Planning to identify an additional ATP funding estimated at approximately \$8,681,000 required for the final design of the Doran Street Grade Separation Active Transportation Access Project with a total preliminary estimate at approximately \$25,000,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to continue to complete the design documents for the active transportation components to the Doran Street Grade Separation Project. This alternative is not recommended due to the significant benefits this project provides to commuter rail transportation and active transportation. In addition, not recommending this alternative will risk the \$16 million in grant funding already awarded to this project.

NEXT STEPS

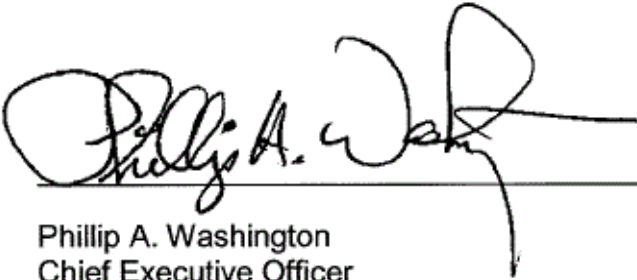
Staff shall report back to the board to program funding for the final design phase and return to the board should the final construction cost estimate exceed the ATP award of \$16.3 million.

ATTACHMENTS

- Attachment A - Doran Active Transportation Conceptual Plan
Attachment B - Doran Street and Broadway/Brazil Grade Separation Project
January 2017 Board Report
Attachment C - Salem Sperry Overpass

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0747, File Type: Project

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: DORAN STREET AND BROADWAY/BRAZIL GRADE SEPARATION PROJECT

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DISCUSSION

On August 28, 2017, the City of Glendale hosted a coordination meeting with the City of Los Angeles to propose the inclusion of active transportation elements into the Doran Street Grade Separation Project. All parties agreed on the importance of providing dedicated pedestrian connections to and along the Los Angeles River and adjacent trails.

In January 2019, the California Transportation Commission (CTC) approved the award of \$16,319,000 million from Active Transportation Program (ATP) funds for the Doran Street Grade Separation Active Transportation Access Project, which is a component of the Doran Street and Broadway/Brazil Grade Separation project. All project stakeholders provided letters of support for the ATP grant with both the City of Glendale and Los Angeles including letters of intent to assume responsibility for maintenance and operations of the two active transportation structures once constructed. In April 2019, staff received an approved California Environmental Quality Act Statutory Exemption for Doran Street and Broadway/Brazil Grade Separation Project including the River Walk and River Access bridge structures. Staff will continue to seek federal, state and local grants to fund the Doran Street and Broadway/Brazil Grade Separation project.

The Active Transportation Access component for the project that comprises of the River Walk Bridge and the River Access Bridge will improve safety and increase non-motorized access between employment centers, residencies and newly developed recreational opportunities in an area that are currently land locked by the Los Angeles River, Interstate 5 and State Route 134 freeways, and the Antelope Valley Line railroad corridor with up to 90 trains per day. With train volumes in this corridor expecting to increase with planned improvements to the commuter and intercity rail service and eventual arrival of High Speed Rail service, a project like this is essential to minimize risk of bicycle and pedestrian collisions.

The River Walk Bridge will provide new access across the Verdugo Wash and under the State Route 134 freeway, connecting residents of North Atwater Village in Los Angeles directly to the new Glendale Narrows Riverwalk Trail along the Los Angeles River. Travelers in the opposite direction from Glendale will now have direct access to businesses and restaurants in Atwater Village without having to cross the railroad tracks. Future active transportations projects illustrate a Los Angeles River Bridge in the area that will provide access from the Glendale Narrows Riverwalk Trail to the Los Angeles Zoo and Autry Museum of the American West. The River Access Bridge is designed to provide a safer route spanning over the railroad corridor for the City of Glendale and Los Angeles residents and businesses alike.

DETERMINATION OF SAFETY IMPACT

This active transportation component for the project will enhance safety along the commuter corridor and the Los Angeles River by providing two separate active transportation structures while allowing improved non-motorized circulation for the Atwater Village community and City of Glendale residents.

FINANCIAL IMPACT

Adoption of the active transportation access to the Doran Street Grade Separation Project would have no impact to the FY20 budget at this time. Staff will work with Metro Planning to identify an additional ATP funding estimated at approximately \$8,681,000 required for the final design of the Doran Street Grade Separation Active Transportation Access Project with a total preliminary estimate at approximately \$25,000,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to continue to complete the design documents for the active transportation components to the Doran Street Grade Separation Project. This alternative is not recommended due to the significant benefits this project provides to commuter rail transportation and active transportation. In addition, not recommending this alternative will risk the \$16 million in grant funding already awarded to this project.

NEXT STEPS

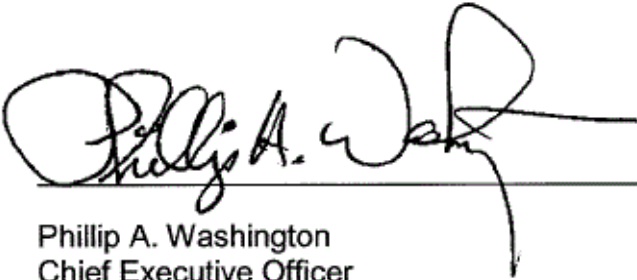
Staff shall report back to the board to program funding for the final design phase and return to the board should the final construction cost estimate exceed the ATP award of \$16.3 million.

ATTACHMENTS

- Attachment A - Doran Active Transportation Conceptual Plan
Attachment B - Doran Street and Broadway/Brazil Grade Separation Project
January 2017 Board Report
Attachment C - Salem Sperry Overpass

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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0715, **File Type:** Motion / Motion Response

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019**

SUBJECT: REPORT ON THE IMPLEMENTATION OF THE ANTELOPE VALLEY LINE STUDY IN RESPONSE TO MOTION 5.1 FROM JULY 2019

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the implementation of the Antelope Valley Line Study in response to Board Motion 5.1 from July 2019.

ISSUE

At the July 2019 Metro Board meeting, the Board unanimously approved Motion 5.1 (Attachment A) introduced by Directors Barger, Najarian, Krekorian and Solis to support the implementation of three augmented service scenarios, each with a corresponding set of infrastructure improvements, as part of a phased implementation plan to deliver higher quality, faster and safer Metrolink service on the Antelope Valley Line.

Motion 5.1 directed the CEO to report back this month on several items identified in the motion, including project development plans, cash flow considerations, and associated operating costs for the four projects necessary to implement the approved service scenarios, and an update on a discretionary grant strategy coordinated with Metrolink to fund fully these four projects.

This report provides staff's response to these items. Staff will continue to deliver the entirety of Motion 5.1 and report back with additional updates in a timely manner.

BACKGROUND

The Metrolink Antelope Valley Line (AVL) serves as the rail transit corridor that serves the communities between Lancaster in the Antelope Valley and Los Angeles Union Station, offering traffic congestion relief on State Route 14 and Interstate 5 which run parallel to this 76.6-mile class 4 rail corridor route owned by Metro and used primarily by SCRRRA running Metrolink commuter rail service and secondarily by the Union Pacific Railroad for class 1 freight service. Amtrak also operates LOSSAN intercity rail service on the southern portion of the line. Currently Metrolink runs up to 30 commuter trains and Union Pacific Railroad operates 12 freight trains daily on the AVL.

The AVL serves as the only rail transit system linking residents and employment opportunities in the North Los Angeles County region to the Los Angeles basin. Additionally, this line is also the only rail transit serving the cities of Glendale, Burbank, San Fernando and the northeast San Fernando Valley. Running parallel to Interstate 5 and State Route 14, the Metrolink AVL serves as a modal alternative to driving for commuters that live and work near the 11 stations between Lancaster and Glendale, with connections to the line made possible to other Metrolink, Metro Rail, Metro Bus and municipal bus lines that serve the line's southern terminus at Los Angeles Union Station. With future transit lines planned to intersect with the AVL throughout the region, including the East San Fernando Valley Transit Corridor, improvements along the AVL will generate additional benefits and opportunities for the regional transportation system.

The importance of this Metrolink line to Los Angeles County was never more apparent than when the Interstate 5/State Route 14 freeway interchange connector collapsed in the 1994 earthquake, sparking emergency action to extend the line beyond its then-terminus in Santa Clarita to Lancaster to provide a vital transportation alternative for North Los Angeles County communities severed from the regional transportation system for months. Twenty-five years later, this Metrolink corridor has evolved from a transportation lifeline to a growing transportation service of choice for 7,000 weekday passengers, equivalent to the removal of one million car trips annually from the regional highway system. The AVL enjoys its status as Metrolink's third most popular line despite many constraints to speed, capacity, reliability, and expansion of service on the line - these constraints include aging infrastructure, significant grades, curves through mountainous topography, and 60% of the corridor limited to single track.

Recognizing the impact these limitations have on the AVL's ability to meet the transportation, employment and equity goals of the communities along the corridor, the Metro Board commissioned several planning studies-the 2012 Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan and the 2013 North County Multimodal Integrated Transportation Study (NCMITS)-to begin the examination of these limitations and of the opportunities available to improve mobility in North Los Angeles County and along the AVL.

Building on these studies and the passage of Measure M in 2016, which provided additional funding for Metrolink service, Directors Barger and Najarian introduced Motion 47 (Attachment B) at the July 2017 Metro Board meeting. This motion, approved unanimously by the Board, authorized a more focused study of the Metrolink AVL between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:

- A) Determine a range of frequency of service to maximize regional accessibility throughout the day;
- B) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability; and
- C) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost-benefit analysis to support the range of frequency of service, service reliability, safety, and on-time performance including latest technologies in rail propulsion, controls and rail stock.

Metro collaborated with Metrolink, the North Los Angeles County Transportation Coalition, California State Transportation Agency and LOSSAN to develop the AVL study. At the July 2019 Planning and Programming Committee, Metro staff presented its findings with Item 5 (Attachment C), including six service scenarios that aligned with the California State Rail 2040 Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) Plan, along with a set of cost-effective infrastructure improvements needed to support each scenario, based on a phased implementation plan. Staff found that service Scenarios 1 through 3 offered the potential for tangible improvements in AVL service. Staff also found that the Balboa Siding Project was necessary to support Scenarios 2 through 6, and therefore was a critical path improvement to support additional service levels.

In response to Item 5, Directors Barger, Najarian, Krekorian, and Solis introduced Motion 5.1 and approved unanimously by the Metro Board, that supported the implementation of Scenarios 1 through 3, as detailed in the AVL Study, with the Balboa Siding Project prioritized in this effort. Implementing Scenarios 1 through 3 would result in the following outcomes:

- Three new late evening train trips,
- Bi-directional hourly mid-day service between Lancaster and Los Angeles Union Station, and
- Bi-directional 30-minute service during the regular weekday between Santa Clarita and Los Angeles Union Station.

The motion also called for the CEO to accomplish the following:

- Coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;
- Program Multi-year Subregional Program funding from the North County Subregion to bring the four projects supporting Scenarios 1 through 3 to "shovel ready" status;
- Develop project plans, cash flow considerations, and associated operating costs to implement Scenarios 1 through 3;
- Coordinate with Metrolink on a discretionary grant strategy and with the North County Subregion on additional local funding options that could be leveraged to fund the remaining construction costs of the capital projects included in Scenarios 1 through 3;
- Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the AVL; Coordinate with Metrolink in pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program; and
- Work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies to implement all directives of the motion.

This report is a first update on the implementation of Motion 5.1 and the elements of the motion that required a report back to the Metro Board during the October 2019 Board cycle.

DISCUSSION

In response to Motion 5.1, Metro staff initiated a recurring task force comprising board staff from the authors of the motion, various internal departments, Metrolink, and staff consultants to realize the full implementation of the motion through a collaborative partnership. As this effort continues to develop, additional stakeholders such as the North County Transportation Coalition and the California State Transportation Agency will be invited to participate in this collaborative effort.

The following updates are highlights responsive to Motion 5.1, with additional updates to be brought to the Board during the November/December 2019 Board cycle and beyond as needed.

Scenarios 1 through 3: Project Development Plans and Cash Flow Considerations

In response to Part C of Motion 5.1, Metro staff will generate a proposed 10-year programming schedule and cash flow to develop the four projects identified in Scenarios 1 through 3 to shovel-ready status and to be implemented by Fiscal Year 2030 should discretionary grant funding be secured for these projects in a timely manner. This proposed schedule will prioritize the Balboa Siding Project (i.e., Double Track Extension) as required by Motion 5.1. The costs and cashflow associated with these capital projects will continue to be refined and solidified to support efforts to secure discretionary grants to implement Scenarios 1 through 3. Metro staff will also coordinate with Metrolink and the North County Subregion to finalize these items and report back on these items during the November/December 2019 Board cycle.

Roles and Responsibilities

Metro and Metrolink will develop a formal agreement delineating roles and responsibilities for implementing the four capital projects necessary for Scenarios 1 through 3. Staff will update the Board on the outcome of this objective when it is completed.

Associated Operating Costs

Metro staff is currently refining the operating costs associated with the service augmentation to be implemented through Scenarios 1 through 3. With concurrence from the Board offices that authored Motion 5.1, staff will update the Board on these costs in full during the November/December 2019 Board cycle.

Local Funding Options

Motion 5.1 called upon Metro staff to coordinate with the North County Subregion on local funding options that could be leveraged to secure discretionary grant funding to deliver Scenarios 1 through 3. Metro staff will develop for the North County Transportation Coalition's consideration in October 2019 a funding source and cash flow proposal that would support competitive grant proposals to

secure state and/or federal funding.

Metro staff will report back to the Board on the progress of this effort during the November/December 2019 Board cycle.

Discretionary Grant Strategy

Metro staff will continue to coordinate with Metrolink staff to develop a comprehensive discretionary grant strategy that will pursue state and federal funding opportunities to leverage limited local resources to fully construct the four projects in Scenarios 1 through 3 of the AVL Study, as approved through Motion 5.1.

The most promising - and imminent - discretionary grant opportunity to fund the elements of Motion 5.1 is the 2020 Transit and Intercity Rail Capital Program (TIRCP) administered by the California State Transportation Agency. The TIRCP provides funding for rail capital projects that expand, enhance, or improve existing rail systems and connectivity to existing and future transit systems, including the high-speed rail system. This program was the major source of funding for Metrolink's SCORE program and the Link US project. The capital projects to be delivered through Motion 5.1 will all be eligible for funding in the TIRCP.

The TIRCP also provides an opportunity to fund the pilot program for the AVL using diesel, electric, battery electric, or hybrid multiple unit train technology as identified in the motion.

Staff will work with Metrolink and other stakeholders to develop a competitive grant application for the 2020 TIRCP grant competition that will encompass the capital projects and pilot program approved through Motion 5.1. Project applications for this next funding cycle are due in January 2020, and the amount of funding expected to be available statewide is between \$400 million and \$500 million.

Additionally, the AVL capital improvements are also eligible to be funded through the Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) administered by the California Transportation Commission (CTC). This program is funded at \$250 million per year through SB 1 funds and awards grants for construction only to projects that provide transportation, environmental, and community access improvements to reduce congestion throughout the state. The major eligibility criterion for this program is that the project must be part of a completed Comprehensive Multimodal Corridor Planning Study - in this case, the study would have to encompass Interstate 5 and State Route 14 to support an application.

While the NCMITS is helpful in this regard, an updated and augmented Multimodal Corridor Study for Interstate 5 and State Route 14 that meets the requirements of the CTC for the SCCP will allow for Metro to apply for limited SCCP funding in future cycles to implement the projects composing the approved AVL priorities set forth in Motion 5.1.

The SCCP is currently scheduled to provide funding opportunities in two-year cycles, with the next round of funding to be awarded in calendar year 2020. This program is currently in the process of updating its guidelines in advance of the next Call for Projects anticipated in mid-2020.

Metro staff will continue to coordinate with Metrolink on additional opportunities to apply for funding from additional state and federal programs, including but not limited to the following:

- Local Partnership Program (LPP) - administered by the CTC;
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) - administered by the Federal Railroad Administration; and
- Better Utilizing Investments to Leverage Development (BUILD) - administered by the United States Department of Transportation (USDOT).

Based on the existing criteria for the USDOT Infrastructure for Rebuilding America (INFRA) and the CTC Trade Corridor Enhancement Program (TCEP), staff does not consider these competitions to be viable options for Metro and Metrolink to secure discretionary grant funding for the AVL projects. Staff will continue to monitor these programs to determine if updated criteria for future cycles provide new opportunities to seek funding for this program.

Equity Platform

The implementation of Motion 5.1 will employ the Equity Platform Pillar III “Focus and Deliver” by planning resources to invest strategically in high quality mobility options for Los Angeles County, including the additional transit options available for many communities-including those designated as disadvantaged ones-along the Metrolink AVL corridor.

FINANCIAL IMPACT

The financial impact associated with implementing Motion 5.1 will be further refined and reported upon in the November/December 2019 Board cycle.

Impact to Budget

This report has no financial impact.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The AVL improvements adopted by the Board through Motion 5.1 will support multiple Strategic Plan goals, including the following:

- **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**
 - By supporting the delivery of infrastructure and service improvements designed to augment and enhance existing Metrolink service on the AVL, Motion 5.1 when implemented will directly serve the movement of people by rail transit to and from communities and employment opportunities along the rail corridor. Metrolink AVL service provides commuters with a high-quality transit alternative to driving on Interstate 5 and State Route 14, and once implemented, Motion 5.1 will allow these commuters to

have faster, safer, more reliable and more frequent rail service.

- **Goal #4: Transform LA County through regional collaboration and national leadership**
 - Motion 5.1 calls for Metro to collaborate with its regional partners in Metrolink, subregional governments, and local jurisdictions to develop an improved level of service on the AVL through infrastructure improvements and service augmentation. Creating a strong incentive for commuters to switch from using single-occupancy car trips to faster rail transit opportunities on the AVL afforded by Motion 5.1 will provide a transformative change in congestion reduction, emission reduction, and economic vitality for Los Angeles County. As part of Motion 5.1, Metro staff will also collaborate with the California State Transportation Agency and the federal government to deliver the funding necessary to deliver the projects necessary to provide improved Metrolink service on the AVL.

NEXT STEPS

Staff will continue to collaborate with Metrolink, regional partners, and CalSTA to develop a competitive grant application for the 2020 TIRCP grant competition that will potentially provide funding necessary to implement Motion 5.1. Staff will also examine other funding opportunities at the state and federal level to provide funding for these projects and report back to the Board during the November/December 2019 Board cycle.

Staff will also coordinate with stakeholders to develop a rail multiple unit pilot program responsive to the motion and will investigate additional state and federal grant opportunities beyond TIRCP to provide funding necessary to implement this program.

Staff will report back to the Board in the November/December 2019 Board cycle with more details on the project development plans, cash flow considerations and financial assumptions for constructing the projects and operating the service envisioned in Motion 5.1.

Staff will also work with the North County Subregion to develop local funding plans to support the grant applications necessary to deliver the projects and service as approved in Motion 5.1.

ATTACHMENTS

Attachment A - Motion 5.1: July 2019 motion

Attachment B - Motion 47: July 2017 motion

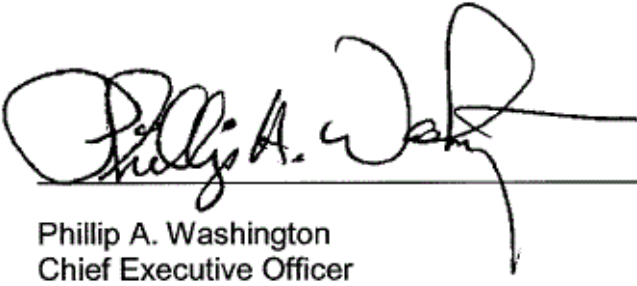
Attachment C - Item 5: July 2019 Board Report on the Metrolink Antelope Valley Study

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Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

File #: 2019-0571, File Type: Motion / Motion Response

Agenda Number: 5.1

REGULAR BOARD MEETING
JULY 25, 2019

Motion by:

DIRECTORS BARGER, NAJARIAN, KREKORIAN AND SOLIS

Related to Item 5: Antelope Valley Line Motion

Two recently completed MTA studies, the Metrolink Antelope Valley Line (AVL) Study and the LA-Burbank- Glendale Feasibility Study, recommend both short and mid-term goals to ultimately increase frequency to 30-minute headways with bi-directional service throughout the day. Short term improvements require \$41.8 million in capital improvements and \$4 million more in annual costs. Mid-term improvements would require approximately \$180 million in capital costs, mainly for double-tracking identified in the AVL study as 4 projects. To get these projects through environmental clearance and shovel ready, staff has estimated that \$12.75 million is required. Shovel-ready is an important benchmark to position these projects for grant funding opportunities. Implementation of Scenarios 1 through 3 in the Antelope Valley Line Study will significantly improve service, as detailed in both studies.

The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between. It carries the third highest ridership in Metrolink's commuter rail system, and growing, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Since the implementation of a now permanent fare reduction program in 2015, the AVL is the only rail transit line in Los Angeles County that has seen consistent, month-over-month ridership growth. As of last year, revenues from this ridership growth surpassed Metro's cost to subsidize the program. In many ways, the AVL is a model for the current regional rail system and it will play a critical role in unlocking regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program. It also faces serious physical constraints that limit its optimal performance.

SUBJECT: ANTELOPE VALLEY LINE MOTION

APPROVE Motion by Directors Barger, Najarian, Krekorian and Solis that the Board:

- A. Support implementation of Scenarios 1 through 3, as detailed in the Antelope Valley Line Study, and prioritize the Balboa Siding Project so as to open up the expedited delivery of hourly commuter rail service between North Los Angeles County and Los Angeles Union

Station;

- B. Direct the CEO and staff to coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;
- C. Authorize the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring the capital projects included in Scenarios 1 through 3 to "shovel-ready" status, and direct the CEO to report back to the Board in October with project development plans, cash flow considerations, and associated operating costs;
- D. Direct the CEO to coordinate with Metrolink on a discretionary grant strategy, and with the North County Subregion on additional local funding options that could be leveraged, to fully fund the remaining construction costs of the capital projects included in Scenarios 1 through 3, and include an update in the October report back to the Board;
- E. Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the Antelope Valley Line and direct the CEO to coordinate with Metrolink in the pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program, and;
- F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.

Metro



Board Report

File #:2017-0505, File Type:Motion / Motion
Response

Agenda Number:47

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017

Motion by:

DIRECTORS BARGER & NAJARIAN

Study of Metrolink Antelope Valley Line

The Antelope Valley Line (AVL) plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year, the highest percentage of transit-dependent riders.

Currently, due to numerous constraints, a trip from the Antelope Valley to Union Station can take over two hours, with speeds averaging just 35 miles per hour from end-to-end. There are also gaps in service throughout the day which may further discourages ridership.

Through previous board actions, progress has been made to address some of the AVL service issues such as the *Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan* dated March 2012, the *North County Multimodal Integrated Transportation Study (NCMITS)* dated 2013, and the new *Los Angeles-Burbank-Glendale Corridor Feasibility Study*; but ~~to date,~~ a comprehensive study has yet to take place to analyze constraints on the northern segment of the AVL.

~~As Metro embarks on updating its Long Range Transportation Plan,~~ To be compatible with future planning efforts and to best prepare for as new funding sources that will become available to the North County Subregion in the coming years, it is important that stakeholder agencies understand the most cost-effective solutions to break down the constraints that continue to hold back the AVL from maximizing its service potential.

SUBJECT: MOTION BY DIRECTORS BARGER AND NAJARIAN

RECOMMENDATION

WE THEREFORE MOVE that the Metro Board:

AUTHORIZE a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster

that determines a range of frequency of service to maximize regional accessibility throughout the day; assesses the status of existing tracks, culverts, tunnels, crossings and other infrastructure which limits operational flexibility & service reliability; recommends needed infrastructure & capital improvements (in level of priority) to support the range of frequency of service, service reliability, safety, and on-time performance, including latest technologies in rail propulsion, controls and rail stock; estimates the costs associated with the aforementioned improvements; and provides a cost-benefit analysis with prioritization of said improvements that ~~can~~ could be used to help guide both Metro, and Metrolink agencies and the North County Subregion in a direction to best achieve the above stated goals, while ensuring compatibility with future planning processes;

DIRECT staff to coordinate with Metrolink and local North County stakeholders on this study and to incorporate any previous or ongoing efforts such as the *Antelope Valley Infrastructure Improvements Strategic Plan*, the *NCMITS*, the *Los Angeles-Burbank-Glendale Corridor Feasibility Study* and Metrolink efforts to address state of good repair, so as to avoid being duplicative;

ACKNOWLEDGE that execution of this study shall not hinder any efforts currently underway by Metro or Metrolink to deliver capital improvements or address state of good repair on the AVL; and

DIRECT the CEO to report back to the board in September with an update on stakeholder outreach, identification of potential funding sources for the study, along with a timeline for study implementation.

Metro

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Los Angeles, CA



Board Report

File #: 2019-0429, File Type: Informational Report

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Motion 47 from the July 2017 Board of Director's meeting regarding the Metrolink Antelope Valley Line study (Refer to Attachment A).

ISSUE

Motion 47 authorized a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:

- a) Determine a range of frequency of service to maximize regional accessibility throughout the day;
- b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;
- c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

In collaboration with Metrolink, the North Los Angeles County Transportation Coalition (NCTC), California State Transportation Agency and LOSSAN, Metro presents the initial results of the Antelope Valley Line Study (Burbank to Lancaster) to incrementally improve rail service along the Antelope Valley Line along with a cost benefit analysis of the corresponding infrastructure and capital improvements.

DISCUSSION

This AVL Study is focused on the 65.2 mile portion of the rail line between the Burbank Downtown Station and the Lancaster Station. A separate study called Los Angeles-Glendale-Burbank study includes the remaining 11.4 mile portion of the route between Los Angeles Union Station to Burbank Downtown Station. In collaboration with NCTC and Metrolink, this AVL study identified six (6) service scenarios that align with the California State Rail 2040 Plan and Metrolink's Southern California

Optimized Rail Expansion Plan (SCORE), which advance more regular service frequencies in the corridor, along with a set of cost-effective infrastructure improvements needed to support each scenario. Furthermore, this study also developed a phased implementation plan and identified potential funding strategies to enhance regional mobility. The intent of the Antelope Valley Line Study is to define the initial steps, in terms of capital investment and improved rail service, that will set this corridor on a trajectory to achieve the State's and region's ambitious goals for rail transportation for the next twenty years.

Background

The Antelope Valley Line (AVL) is a 76.6 mile class 4 rail corridor route owned by Los Angeles County Metropolitan Transportation Authority (Metro) and used by the Southern California Regional Rail Authority (SCRRA) running Metrolink commuter rail service between Los Angeles Union Station and Lancaster as well as Union Pacific Railroad for class 1 freight service. There are up to 30 Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL line. The AVL has a variety of service challenges with largely 60% single track along with aging infrastructure, significant grades and curves through mountainous topography.

The average passenger rail travel time between Lancaster and Los Angeles Union Station with 11 station stops is approximately two (2) hours and 15 minutes. To shorten the commute to 1 hour and 40 minutes, Metrolink operates two weekday roundtrip express service from Los Angeles Union Station to Palmdale with service stops to select stations of Burbank Downtown, Sylmar/San Fernando, Santa Clarita and Palmdale. The Antelope Valley Transit Authority runs five (5) round trips with bus service between Santa Clarita and Lancaster. The AVL is currently Metrolink's third-busiest line with approximately 7,000 weekday passengers which is equivalent to removing more than 1 million car trips annually.

Service Scenarios

The AVL Study proposed six (6) service scenarios, each with a corresponding set of infrastructure improvements, which are based on a phased implementation. The different phases provide for flexibility based on demand for rail service.

1. **Service Scenario 1** - Provide additional one (1) late evening train
2. **Service Scenario 2** - Provide additional two (2) late evening trains and provide bi-directional hourly mid-day service
3. **Service Scenario 3** - Provide bi-directional 30 minute service during the regular weekday between Los Angeles Union Station and Santa Clarita.
4. **Service Scenario 4** - It is the same as Scenario 3 with additional express service.
5. **Service Scenario 5** - It is the same as Scenario 4 service during the regular weekday, additional express service and intermediate turns at Santa Clarita.
6. **Service Scenario 6** - It is the same as Scenario 4 with intermediate turns at Sylmar/San Fernando Station.

The service plans for the six (6) service scenarios were analyzed to determine where additional railroad capacity would be needed to enable trains running in opposite directions to pass each other, and where yard storage would need to be increased to accommodate a larger rolling stock fleet serving the AVL. Collectively, the six (6) service scenarios will require the 14 infrastructure

improvements shown in Table 1 below. The capital cost for each of these projects is categorized by project and description to support each service scenario. Each scenario requires a subset of these projects, most of which extend or add a second track in portions of the line that currently have only a single track.

Table 1: Infrastructure Improvement Capital Costs by Service Scenario

Project	Description	Scenario	Scenario 1	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Estimated Rough Order-of-Magnitude Capital Cost ¹
Lancaster Terminal - 6 train sets	New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) OPTION: Conversion to Service Tracks			X			X	\$ 27.3M Option: \$9M
Lancaster Terminal - 8 train sets	New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) OPTION: Conversion to Service Tracks				X	X		\$ 30.1M Option: \$12M
Palmdale North	New double track and 2 platform tracks at station (integrated with HSR)					X	X	\$ 127.3M
Acton Siding	New 13,200-foot siding				X			\$ 40.2M
Ravenna South	Extend existing siding by 13,200 feet (new double track)					X	X	\$ 56.3M
Via Princessa-Honby	Extend existing siding by 5,808 feet (new double track)				X			\$ 26.4M
Canyon-Santa Clarita	Extend double track by 8,448 feet			X	X	X	X	\$ 48.8M
Hood-Saugus	Connect sidings at each end and convert to double track				X			\$ 41.6M
Balboa-Tunnel	Extend double track by 6,336 feet		X	X	X	X	X	\$ 41.8M
Sylmar-Roxford	New 8,976-foot double track				X			\$ 42.7M
Sylmar Station	Second track at station (other costs included in Van Nuys - Sylmar)						X	\$ 22.9M
Van Nuys Blvd-Sylmar	New 12,672-foot double track							\$ 47.4M
Sheldon-Van Nuys Blvd	New 13,200-foot double track					X	X	\$ 67.0M
Brighton-McGinley	Connect double track segments at both ends			X	X	X	X	\$ 57.3M

TOTAL TOTAL	\$0	\$41.8	\$175.2	\$328.9	\$428.6	\$448.7	\$ 677.1M
WITH OPTIONS			\$184.2	\$340.9	\$440.6	\$458	\$ 698.1M

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Cost Benefit Analysis

The AVL Study employed rail service modeling and operations analysis that led to the identification of required capital improvements for each service scenario considering five (5) criteria: operations, regional connectivity, costs and financial performance, right-of-way impacts and applied technology.

The evaluation process was designed to assess each individual capital improvement on five (5) factors related to their contribution to improving AVL corridor service: (1) degree to which capital improvement supports sequential service scenario; (2) total capital cost; (3) independent utility of the project; (4) environmental or community impact issues; and (5) required right-of-way acquisitions, on a scale of 10 points to 50 points. The first criterion favors projects that preserve future flexibility to increase service according to a variety of possible service scenarios. Given limited available funding and widespread needs for new infrastructure investments across the entire rail network, proposed improvements with relatively low capital costs will be easier to fund and implement quickly. The independent utility criterion assesses the ability of a project to directly support improved rail service and deliver ridership benefits. The impact and right-of-way criteria measure the degree of risk associated with a project, favoring early action projects that minimize these risks.

The resulting cost to benefit evaluation scores are presented in Table 2 listed on the following page. The top scoring project is the Balboa double-track extension, which is required by Service Scenarios 2 through 6. The regular, repeating hourly service pattern on the AVL that this project enables is expected to be the backbone of any long-term future service plan on the AVL. As a result, this project is robust and logical for the first round of capital improvement investment.

The three proposed additional infrastructure improvements that comprise the second round of capital improvement investment also score high in the evaluation, because they support multiple future service scenarios, are relatively straightforward in terms of construction and are not expected to have significant negative impacts. The four combined infrastructure improvements facilitate Service Scenarios 2 and 3.

Table 2: Evaluation and Ranking of Infrastructure Improvements

Project Name	Description	Estimated Rough Magnitude	Total Capital Weighted Score
Lancaster Terminal – 6 train sets	New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	\$ 27,300,000 Op	37
Lancaster Terminal – 8 train sets	New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	\$ 30,100,000 Op	33
Palmdale North	New double track and 2 platform tracks at station (integrated with HSR)	\$ 127,300,000	16

Acton Siding	New 13,200-foot siding	\$ 40,200,000	24
Ravenna South	Extend existing siding by 13,200 feet (new double track)	\$ 56,300,000	23
Via Princessa-Honby	Extend existing siding by 5,808 feet (new double track)	\$ 26,400,000	25
Canyon-Sta. Clarita	Extend double track by 8,448 feet	\$ 48,800,000	40
Hood-Saugus	Connect sidings at each end and convert to double track	\$ 41,600,000	24
Balboa-Tunnel	Extend double track by 6,336 feet	\$ 41,800,000	49
Sylmar-Roxford	New 8,976-foot double track	\$ 42,700,000	23
Sylmar Station	Second track at station (other costs included in Van Nuys - Sylmar)	\$ 22,900,000	29
Van Nuys Blvd-Sylmar	New 12,672-foot double track	\$ 47,400,000	21
Sheldon-Van Nuys Blvd	New 13,200-foot double track	\$ 67,000,000	24
Brighton-McGinley	Connect double track segments at both ends	\$ 57,300,000	43
Total ROM Capital Cost		\$ 677,	

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Phased Implementation

Based on the evaluation findings and sensitivity analysis along with input from NCTC and Metrolink, it

became clear that improvements to service on the AVL (and the proposed infrastructure improvements needed to support the service scenarios) should be viewed as an incremental service improvement continuum as funding permits, rather than any one scenario being an end-all objective.

The study determined three (3) successive phases potentially at intervals (5 year, 10 year and 20 year) that are consistent with the California State Rail Plan and Metrolink's SCORE Plan. Each of the three phases identified proposed infrastructure improvements at build out conditions that allow Regional Rail operators to further analyze and determine the order of new services within a given phase. The AVL Study (Burbank to Lancaster) also took into consideration potential future growth passenger rail services and freight services by Union Pacific Railroad. The three phases of service improvement include:

Phase 1 (5 year Plan) - This five year plan considers increase in rail services within the existing rail infrastructure and operations and maintenance costs.

- a) Add late-night train departure from Los Angeles Union Station at 11 p.m. on Fridays and Saturdays.
- b) Potentially adjust off-peak schedules to improve service frequency and reduce schedule gaps.
- c) No capital investments are needed for this phase.

Phase 2 (10 year Plan) - The next ten years consider increase in rail services with defined set of infrastructure improvements needed to support the service.

- a) Adds two mid-day service round trips to provide hourly frequency between Los Angeles Union Station and Santa Clarita Valley.
- b) Hourly frequency between Los Angeles Union Station and Antelope Valley supported by Antelope Valley Transit Authority bus service. Where the Antelope Valley Transit Authority could reduce the current five round trips of bus service between Santa Clarita and Lancaster to three round trips.
- c) Allows for expanding late night service to remaining weekdays and adds a second frequency on selected days, based on ridership demand.
- d) Requires a capital investment of \$42 million for the Balboa Double Track Extension from Balboa Boulevard to Sierra Highway. Located in the unincorporated Los Angeles County, this project will extend double track to just south of Tunnel 25.

Phase 3 (20 year Plan) - The twenty (20) year plan considers more robust increase in rail service that also includes integration with Metro's San Fernando Light Rail and Sepulveda Corridor.

- a) Doubles volume of daily trains compared with existing service (30 daily round trips).
- b) Marginally increases peak service frequency and adds morning express train to Los Angeles Union Station.
- c) Provides more regular reverse-commute service.
- d) Further increase to mid-day service frequency - 30 minutes between Los Angeles Union

Station and Santa Clarita Valley; hourly between Los Angeles Union Station and Antelope Valley.

- e) Bus service round trips would double from existing conditions to provide 30 minute between Santa Clarita and Lancaster.
- f) Provides more frequent and regular service on weekends and holidays.
- g) Requires a capital investment of \$133.4 million for three additional capital improvements. (1) Lancaster Terminal Improvements (\$27.3 million) shall construct new double track to the end of the corridor, a second station platform and two storage tracks. (2) Canyon to Santa Clarita Double Track Extension (\$48.8 million) from Soledad Canyon Road to Golden Oak Road is located within the City of Santa Clarita. (3) Brighton to McGinley Double Track (\$57.3 million) is a segment of the Brighton to Roxford double track project that connects completes a gap in double track between Burbank and Sun Valley.

It should be noted, the time frame of the three phases of investments (5, 10 and 20 years) can be accelerated based on funding availability.

Findings

Service scenarios 1, 2 and 3 offer the potential for tangible improvements in AVL service, are all consistent with multiple future 2040 year plans, and are recommended for implementation if funding has been identified. The proposed infrastructure improvements identified in this study to support service scenarios 1, 2 and 3 are listed below and estimated at approximately \$175.2 million. At a minimum, the Balboa Double Track Extension is required to support service scenario 2 with hourly bi-directional service on the AVL at an approximate cost of \$41.8 million.

1. Balboa Double Track Extension - \$41.8 million
2. Brighton to McGinley Double Track- \$57.3 million
3. Canyon to Santa Clarita Double Track - \$48.8 million
4. Lancaster Terminal Improvements - \$27.3 million

Staff is working with NCTC and Metrolink to finalize the report by the end of July. It is important to note, the costs shown above only cover the preliminary estimated capital improvements required and does not include annual maintenance costs. Further analysis by each passenger or freight rail operator will be required to implement new service(s).

FINANCIAL IMPACT

This is a Receive and File report for information only with no financial impacts. Implementation of any of the scenarios would require funding to be identified for capital and operations costs.

Impact to Budget

This report has no financial impact.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service options improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. Goal was achieved by partnering with Metrolink, North County Transportation Coalition and the local jurisdictions to identify needed improvements to improve mobility.

NEXT STEPS

Staff will return to the Board on a project by project basis to seek approval to continue to advance any projects or service identified through this study if funding has been identified.

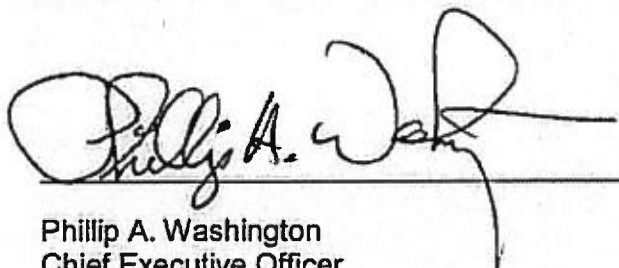
ATTACHMENTS

Attachment A - July 2017 Metro Board Motion 47

Attachment B - Antelope Valley Line Study Presentation

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0555, File Type: Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link Union Station (Link US) Project in the amount not-to-exceed \$23,360,000, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
- B. INCREASE the Contract Modification Authority (CMA) in the amount of \$2,836,000, increasing the total CMA amount from \$4,356,715 to \$7,192,715 and execute future contract modifications up to the CMA authorized amount; and,
- C. EXECUTE all necessary agreements and task orders with third parties to support the Link US Project for a total amount of up to \$8,000,000.

ISSUE

Staff is requesting Metro Board to authorize the CEO to execute Contract Modification No.10 with HDR Engineering, Inc. to develop preliminary and advance engineering designs based on the FEIR project that was approved by the Metro Board in June 2019 and prepare a new National Environmental Protection Act (NEPA) Environmental Impact Statement (EIS). The Contract Modification also includes a California Environmental Quality Act (CEQA) amendment for a partial relocation of the Burlington North Santa Fe (BNSF) freight storage tracks located south of Los Angeles Union Station where the run through tracks connects to the main line tracks along the west bank of the Los Angeles River.

BACKGROUND

The Link Union Station (Link US) Project will transform how the commuter and intercity rail operates in Southern California with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego, increasing commuter and intercity rail services, and

accommodating future high-speed rail service. The Link US Project is planned to be implemented in two phases:

- Phase A would include construction of the full viaduct structure over the US-101 freeway that accommodates up to nine (9) new run-through tracks, track, signal and communication work in the throat area, run through platform, quiet zone ready improvements at Main Street grade crossing and active transportation improvements.
- Phase B would include raising of the rail yard up to 15 feet for the run-through track viaduct structure, new platforms, a new expanded passageway with retail and passenger amenities, escalators and elevators to all platforms, optimization of the throat with a new lead track and opportunity for a world class terminal station.

DISCUSSION

The Link Union Station Project has completed the FEIR in July 2019 and has expended approximately 95% of HDR's contract performing additional conceptual engineering designs, combined NEPA/CEQA environmental studies, analysis of the above-grade passenger concourse and expanded passage way in the Draft EIR, accommodation of West Santa Ana Branch (WSAB) light rail line, new active transportation improvements on Commercial Street, a new alignment for the combined Regional Rail and High Speed Rail run-through tracks structure with the elimination of the loop track, preparation of a standalone EIR, and other changes to the project.

The proposed Modification No. 10 is needed to address various changes to the project, complete the preliminary and advanced engineering design based on the FEIR project, complete a new NEPA EIS and prepare additional CEQA documentation with the partial relocation of the BNSF freight storage tracks to connect the run-through tracks to the main line tracks along the west bank of the Los Angeles River, preliminary engineering design of new Class IV active transportation improvements along Commercial Street, and other technical support related to the phasing and implementation of the project.

Third Party and Other Anticipated Costs

Additional third party costs are required to complete the preliminary engineering and environmental documentation phase. Funding agreements will need to be executed with SCRRA, Caltrans, City of Los Angeles Bureau of Engineering (BOE), Bureau of Street Lighting (BSL), Bureau of Street Services (BSS), Department of Transportation (DOT), Los Angeles Department of Water and Power, Amtrak, and other third parties as necessary.

Other anticipated project costs include real estate and legal support, testing and disposal of soils from subsurface geotechnical and utility investigations, additional as-needed technical support and coordination with William Mead Homes, the Housing Authority of the City of Los Angeles (HACLA) and Council District 1 for the Main Street Quiet Zone ready improvements. The Quiet Zone ready improvements will reduce train-horn noise experienced by residents at William Mead Homes.

Funding Plan

On April 26, 2018, California State Transportation Agency (CalSTA) awarded \$398.39 million to Phase A of Link US, as part of the 2018 Transit Intercity Rail Capital Program (TIRCP) grant award to Southern California Regional Rail Authority’s (SCRRA) Southern California Optimized Rail Expansion (SCORE) program. On September 12, 2019, Metro, California High Speed Rail Authority (CHSRA) and California State Transportation Agency (CalSTA) entered into a Memorandum of Understanding (MOU) for \$423.335 million of Proposition 1A funds for the Link US Project. Since then, the California Transportation Commission (CTC) authorized allocation of \$23.021 million for the Project Approval and Environmental Documentation (PA/ED) phase and \$68.531 million for the Right of Way phase of Link US from the TIRCP grant. Staff is continuously working with the funding partners to secure funding agreements for the project. Table 1 provides the funding plan totaling \$950.4 million for Phase A of Link US as of October 2019:

Table 1 - Link US Phase A Funding Plan as of October 2019

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽¹⁾
Metro (Measure M) or other local funds	\$13.27
SCRRA Joint Powers Authority Contribution (non-Metro)	\$40.00
Other CHSRA funds	\$18.73 ⁽¹⁾
Amtrak or other State funds	\$5
Total Funding Identified	\$950.40

Notes:

1. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Link US Phase B

The Link US Phase B is not funded and staff is working with the funding partners (CHSRA, CalSTA and SCRRA) to secure federal and state grants including public private partnership opportunities.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, state and federal requirements. Approval of the Link US project will have no impact on safety.

FINANCIAL IMPACT

Approval of this Contract Modification, third party and other associated anticipated costs would bring the total cost to complete the current phase of the Link US project to \$99,761,825 as summarized below:

Use of Funds	Amount
Contract No. PS2415-3172 with HDR Engineering, Inc.)	\$91,761,825 (including Contract Modification Authority amount of \$7,192,715)
Real Estate, Legal and Third-Party Costs, and Other Anticipated Costs (including \$4 million previously approved in 2017)	\$8,000,000
Total Costs	\$99,761,825

The source of funds for the costs above is as follows:

Source of Funds	Amount
Measure R 3%	\$51,671,243
Previously Committed HSR Funds	\$18,726,102
TIRCP Grant Funds (for Project Approval and Environmental Document [PA&ED])	\$23,021,000
TIRCP Grant Funds (for Plans Specifications and Estimates [PS&E])	\$1,927,370
TIRCP Grant Funds (for Right of Way [R/W] and Legal)	\$4,416,110
Total funding	\$99,761,825

The anticipated cash flow is as follows (amount in millions):

Expenditure from prior years	FY 20	FY 21	FY 22	Total
\$61,595,000	\$23,446,000	\$11,916,110	\$2,804,715	\$99,761,825

The amount of \$23.446 million in FY 20 is included in the approved FY20 budget for cost center 2415 under SCRIP 460089. Approval of the staff recommendations will program the funds Measure R 3% funds for costs to be reimbursed with HSR funds and the State’s TIRCP grant. Since this is a multi-year project Senior Executive Officer, Program Management/Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

There is no impact to the FY20 budget at this time. The source of funds for the requested contract modification and other related costs consist of the State’s TIRCP grant funds, additional CHSRA funds, and previously approved and programmed Measure R 3% funds.

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 recommendation to execute Contract Modification No. 10 and other related costs and not advance the Link US Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges. In addition, this will be in conflict with the TIRCP grant award and CHSRA financial agreements.

NEXT STEPS

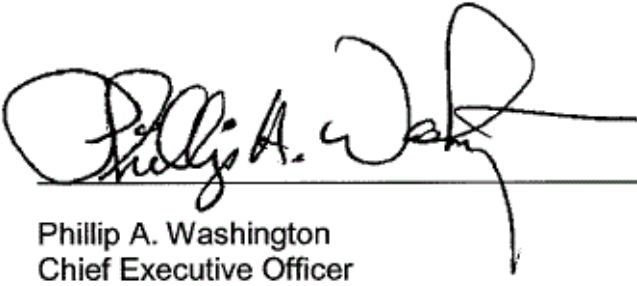
Upon Board approval, staff will execute Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to provide environmental, preliminary and advanced engineering design services on the Link US Project. CHSRA staff has made a commitment to recommend to the CHSRA Board approval of a funding agreement with Metro in the amount of \$423.335 million for the Link US project by December 2019. Metro will return to the Board in December for a recommended project delivery approach for the Link US Phase A project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LINK UNION STATION (LINK US) PROJECT
PS2415-3172

1.	Contract Number: PS2415-3172		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Environmental and preliminary engineering design services on the Link Union Station (Link US) Project.		
4.	Contract Work Description: Professional environmental and engineering services for Link US Project.		
5.	The following data is current as of: 09/24/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04/24/14	Contract Award Amount: \$29,805,884
	Notice to Proceed (NTP):	04/25/14	Total of Modifications Approved: \$32,987,116
	Original Complete Date:	08/21/20	Pending Modifications (including this action): \$23,360,000
	Current Est. Complete Date:	12/31/21	Current Contract Value (with this action): \$86,153,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Jeanet Owens		Telephone Number: (213) 418-3189

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued in support of environmental and preliminary engineering design services on the Link US Project. This Contract Modification also extends the period of performance through December 31, 2021.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and maintains a cost-plus fixed fee contract structure. All other terms and conditions remain unchanged.

On April 24, 2014, the Board authorized staff to negotiate and execute a four-year, with two, one-year options, Contract No. PS2415-3172 with HDR Engineering, Inc. for the Link Union Station Project, formerly known as Southern California Regional Interconnector Project (SCRIP). In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of \$29,805,884.

A total of nine modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding. Fee remains unchanged from the original contract.

Metro staff successfully negotiated a cost savings of \$1,531,683 by reducing the duplication of efforts and clarifying the intent of the scope of services.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
\$24,891,683	\$23,227,625	\$23,360,000

**CONTRACT MODIFICATION/CHANGE ORDER LOG
LINK UNION STATION (LINK US) PROJECT/PS2415-3172**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	No cost administrative changes.	Approved	09/04/14	\$0
2	Additional requirement to include the Los Angeles Union Station (LAUS) Master Plan concourse engineering study.	Approved	09/18/14	\$831,520
3	Revised Scope of Work to include LAUS Master Plan passenger concourse and accommodate HSR. Adjustments to Phase 1; and deletion of Phases 2 and 3.	Approved	03/23/16	\$17,641,953
4	Environmental and preliminary engineering services for the expansion of Link US to connect with Patsaouras Transit Plaza to the east and the historic Union Station to the west.	Approved	03/23/17	\$13,761,273
5	Grant application assistance for up to 10 applications for the CA Freight Investment Program/Trade Corridors Enhancement Program and the Fostering Advancement in Shipping and Transp. for the Long-term Achievement of National Efficiencies Grant Programs.	Approved	07/24/17	\$299,370
6	Add SBE/DVBE subcontractor	Approved	08/16/18	\$0
7	Period of performance (POP) extension through 6/30/19.	Approved	02/28/19	\$0
8	POP extension through 9/30/19.	Approved	06/28/16	\$0
9	Add Task 15 for LAUS Architectural and Development Plan and extend POP through 12/31/19.	Approved	09/24/19	\$453,000
10	Environmental and preliminary engineering design services on the Link US Project and extension of POP through 12/31/21.	Pending	Pending	\$23,360,000
	Modification Total:			\$56,347,116
	Original Contract:	04/24/14		\$29,805,884
	Total:			\$86,153,000

DEOD SUMMARY

LINK UNION STATION (LINK US) PROJECT / CONTRACT NO. PS-2415-3172

A. Small Business Participation

HDR Engineering, Inc. (HDR) made an overall SB commitment of 28.61%, which is inclusive of a 14.92% Disadvantage Business Enterprise (DBE), 2.4% Disabled Veteran Business Enterprise (DVBE), 9.45% Small Business Enterprise (SBE), and 1.20% for SB Microbusiness. HDR confirmed that the project is 94% complete. Current overall SB participation is 23%, which is inclusive of 10.63% DBE, 2.42% DVBE, 9.11% SBE, and 0.85% SB Microbusiness participation, representing a shortfall of 5.61% in the DBE, DVBE, SBE and SB Microbusiness commitments.

HDR provided two primary reasons for their shortfall: 1) significant SBE participation was scoped in the 35% design phase of the project which was not initiated by Metro due to project redefinition activities; and 2) eight major project scope changes directed by Metro and/or stakeholders necessitated expedited feasibility analyses and complex design changes that required highly specialized skill sets not available with currently contracted SBEs. HDR’s Shortfall Mitigation Plan was updated in August of 2019 demonstrating increased participation in all SB categories that began in March of this year and is projected to peak in August of 2020 when SB firms will complete design components of US 101 Bridge and Phase 8.

For this pending contract modification, HDR committed 45% of the work to listed firms, and by the second quarter of 2021, the Prime has indicated that it expects to have met its commitments for all small business categories and firms, with the exception of two SBEs that HDR will seek approval to substitute due to operational closure and critical staff departures. Additionally, HDR has demonstrated its commitment in implementing its SBE Mentor Protégé program offering business proposal and marketing development assistance for its SBE subconsultants.

SMALL BUSINESS COMMITMENT	28.61%	SMALL BUSINESS PARTICIPATION	23.01%
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	Subcontractors (DBE/DVBE/SBE/SB Micro)	% Commitment	% Participation
1.	Atwell Consulting Group (DBE)	0.33%	0.09%

2.	BA Inc. (DBE)	0.79%	1.66%
3.	Earth Mechanics (DBE)	1.74%	1.38%
4.	MBI Media (DBE)	1.14%	1.96%
5.	Pacific Railway Enterprises (DBE)	4.91%	0.54%
6.	PacRim Engineering (DBE)	0.48%	0.51%
7.	Rail Surveyors & Engineers (DBE)	4.88%	1.27%
8.	V & A Inc. (DBE)	0.65%	1.92%
9.	Resource Sciences/Planning (DBE)	added	0.16%
10.	Harris Miller Miller & Hanson, Inc	added	0.23%
11.	The Alliance Group (DBE)	added	0.61%
12.	T.A. Group (DBE)	added	0.11%
13.	G2B Consulting	added	0.19%
	Sub Total DBE*	14.92%	10.63%
14.	Abacus/Rubicon Engineering (DVBE)	0.33%	0.18%
15.	Cal Vada Surveying (DVBE)	0.34%	0.10%
16.	The REM Engineering (DVBE)	1.76%	0.32%
17.	Schwab Engineering (DVBE)	0.24%	0.24%
18.	Value Management Institute (DVBE)	0.25%	0.02%
19.	Aurora Industrial Hygiene (DVBE)	0.12%	0.00%
20.	Ohana Vets, Inc. (DVBE)	added	0.29%
21.	Amheart Solutions	added	1.03%
22.	ZMAssociates Environmental (DVBE)	added	0.24%
	Sub Total DVBE*	3.04%	2.42%
23.	Blair, Church & Flynn (SBE)	0.31%	0.05%
24.	FPL & Associates (SBE)	1.13%	0.17%
25.	WKE, Inc. (SBE)	8.01%	2.45%
26.	GPA Consulting (SBE)	added	0.35%
27.	Paleo Solutions (SBE)	added	0.26%
28.	Thomas Frawley Consulting (SBE)	added	0.00%
29.	S&K Engineers (SBE)	added	0.46%
30.	W2 Designs, Inc. (SBE)	added	0.50%
31.	IDC Consulting Engineers (SBE)	added	0.46%
32.	D'Leon Consulting (SBE)	added	1.22%
33.	Aguilar Associates (SBE)	added	0.34%
34.	Guida Surveying (SBE)	added	0.81%
35.	Penco Engineering (SBE)	added	0.88%
36.	C2PM (SBE)	added	0.61%
37.	VCA Engineers (SBE)	added	0.15%
38.	Fariba Nation Consulting (SBE)	added	0.00%
39.	Lentini Design & Marketing (SBE)	added	0.16%
40.	Gibson Transportation	added	0.24%
	Sub Total SBE*	9.45%	9.11%
41.	AirX Utility Surveyors (SB Micro)	0.13%	0.63%
42.	Acoustic Strategies Inc. (SB Micro)	0.29%	0.01%
43.	Jacobus & Yuang, Inc. (SB Micro)	0.30%	0.20%
44.	Morcos Group (SB Micro)	0.48%	0.01%
	Sub Total SB Micro*	1.20%	0.85%
	TOTAL	28.61%	23.01%

** Defined as Small Business under the CHSRA SB Program*

B. Living Wage and Service Contract Worker Retention Policy Applicability

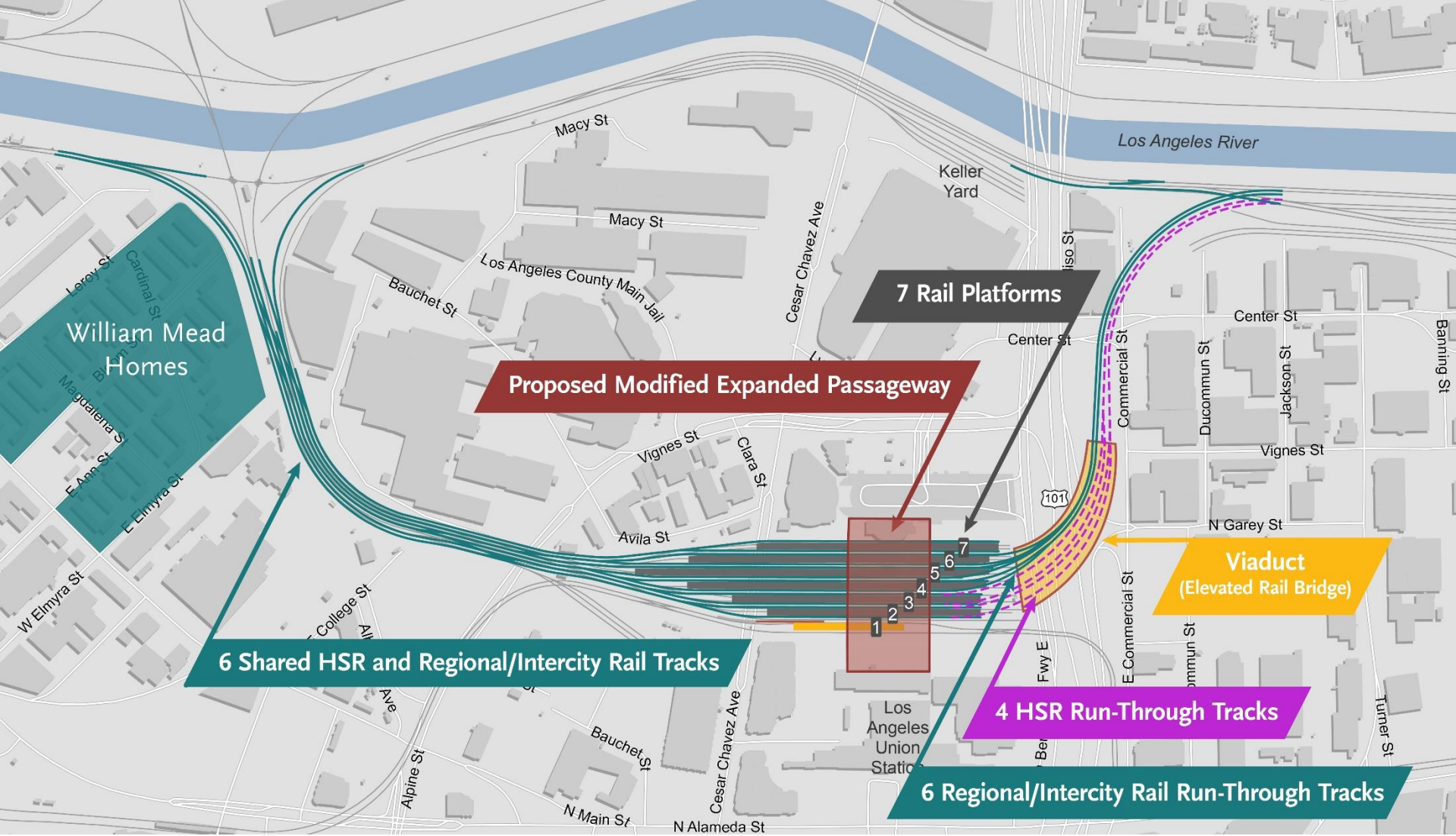
The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

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



Link Union Station Project

Planning and Programming Committee

Agenda Number: 8
 October 16, 2019



Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

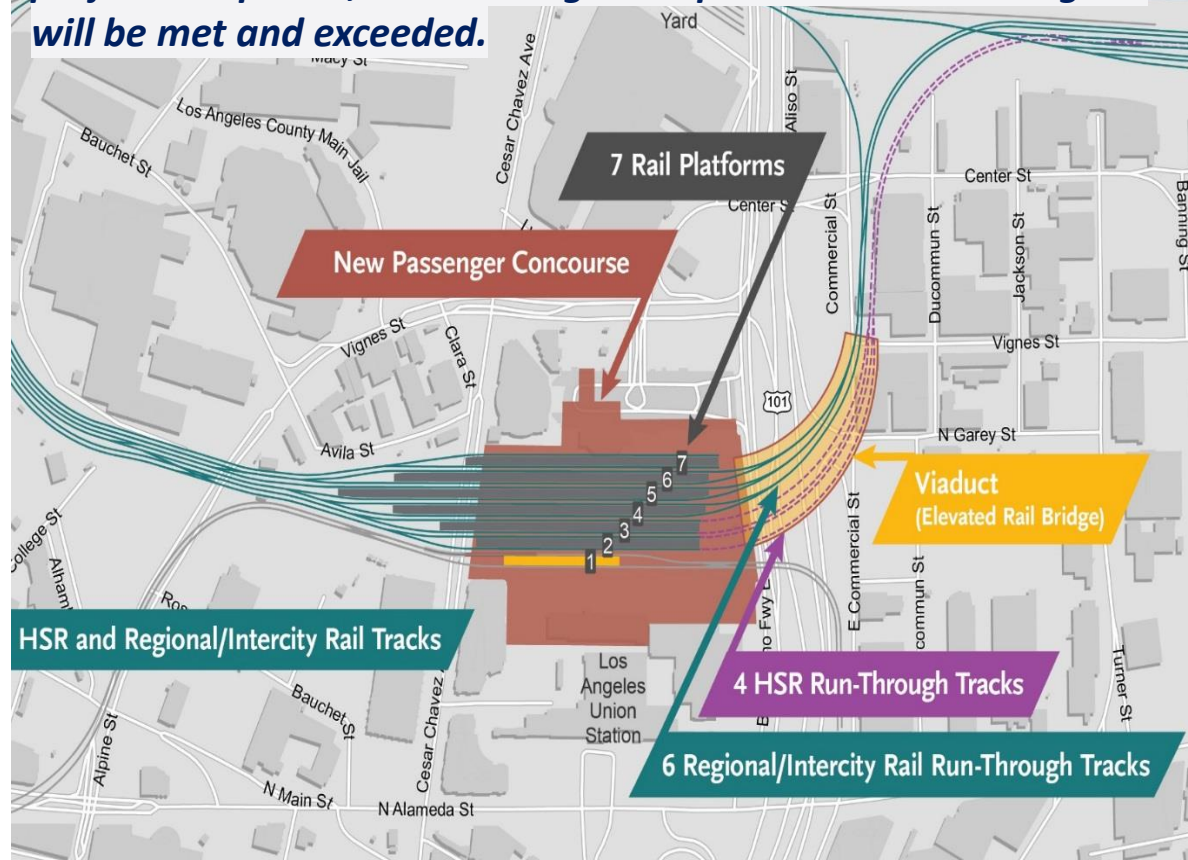
- A. EXECUTE Modification No. 10 to Contract No. PS2415-3172 with HDR Engineering, Inc. to **provide environmental, preliminary and advanced engineering design services** on the Link Union Station (Link US) Project in the amount not-to-exceed **\$23,360,000**, increasing the Total Contract Value from \$62,793,000 to \$86,153,000;
- B. **INCREASE the Contract Modification Authority (CMA) in the amount of \$2,836,000, increasing the total CMA amount from \$4,356,715 to \$7,192,715 and execute future contract modifications up to the CMA authorized amount; and,**
- C. EXECUTE all necessary agreements and task orders with **third parties to support the Link US Project** for a total amount of up to **\$8,000,000.**

Changes to Link Union Station

Since March 2017

1. **West Santa Ana Branch (WSAB):** accommodation of **WSAB in the Union Station platform area adjacent to Gold Line**, Regional Rail and future High Speed Rail (HSR), including an option of locating and phasing in WSAB on the same run-through track structure with Regional Rail;
2. **Passenger Concourse:** evaluation of **above-grade** and **at-grade concourse**, an **expanded passageway** and **modified expanded passageway**;
3. **Run-through Tracks Structure:** A 15% PE conceptual design has been completed in **December 2017** when request for further concept studies of 8, 9 and 10 tracks, separate Regional Rail and HSR structures with a loop track and a HSR combined structure without a loop track further delaying the EIR & EIS;
4. Separation of NEPA EIS and NEPA EIR
5. **New Construction Phasing based on FEIR**
6. Accommodation of Division 20 Portal Widening

*The various conceptual design schemes during the 3 years extended environmental process impacted the SBE goal of 28.61%, currently at 23.825% (shortfall of 4.785%). **With the FEIR project completed, the PE design is in process and the SBE goal will be met and exceeded.***



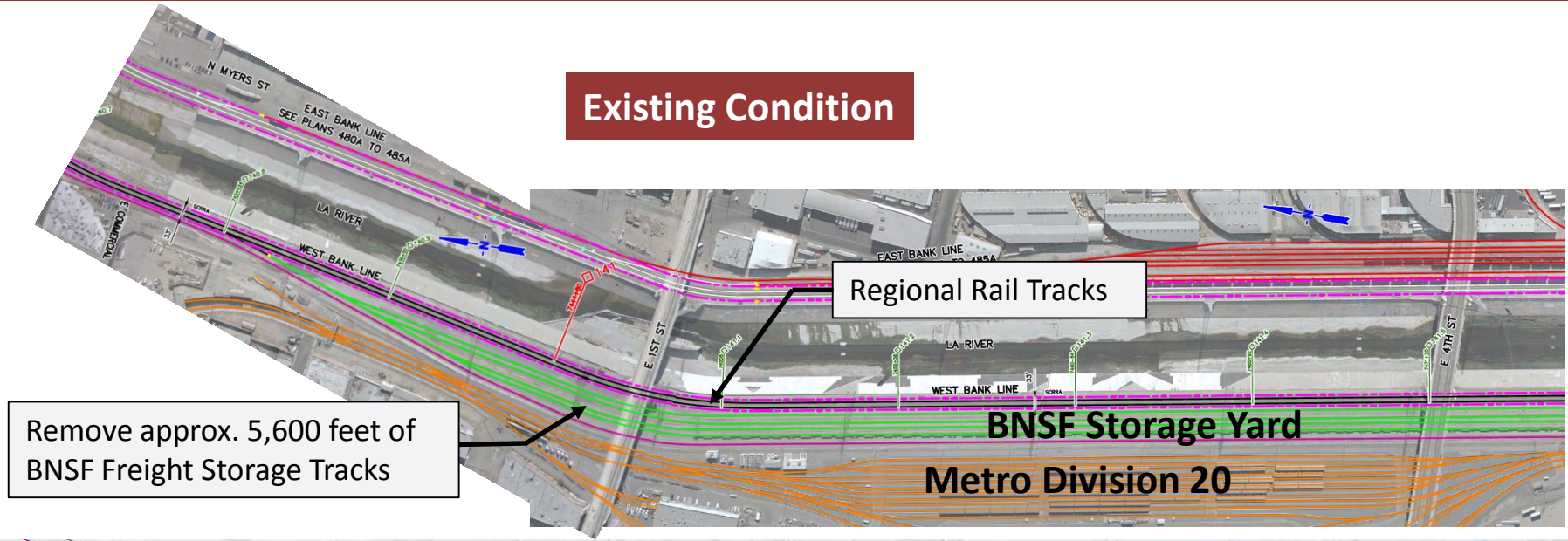
Additional Scope of Work in Contract Modification No. 10 and Third Party Costs

1. **New preliminary and advanced engineering designs** based on the CEQA Final EIR project approved by the Board in June 2019;
2. **New Class IV active transportation improvements** along Commercial Street;
3. CEQA Amendment for the **partial relocation of the BNSF freight storage tracks on the west bank of the Los Angeles River**;
4. **A new NEPA Environmental Document** ; and
5. **Additional third party work** including third-party agency reviews, real estate and legal support costs, and as-needed technical support for Link Union Station Project

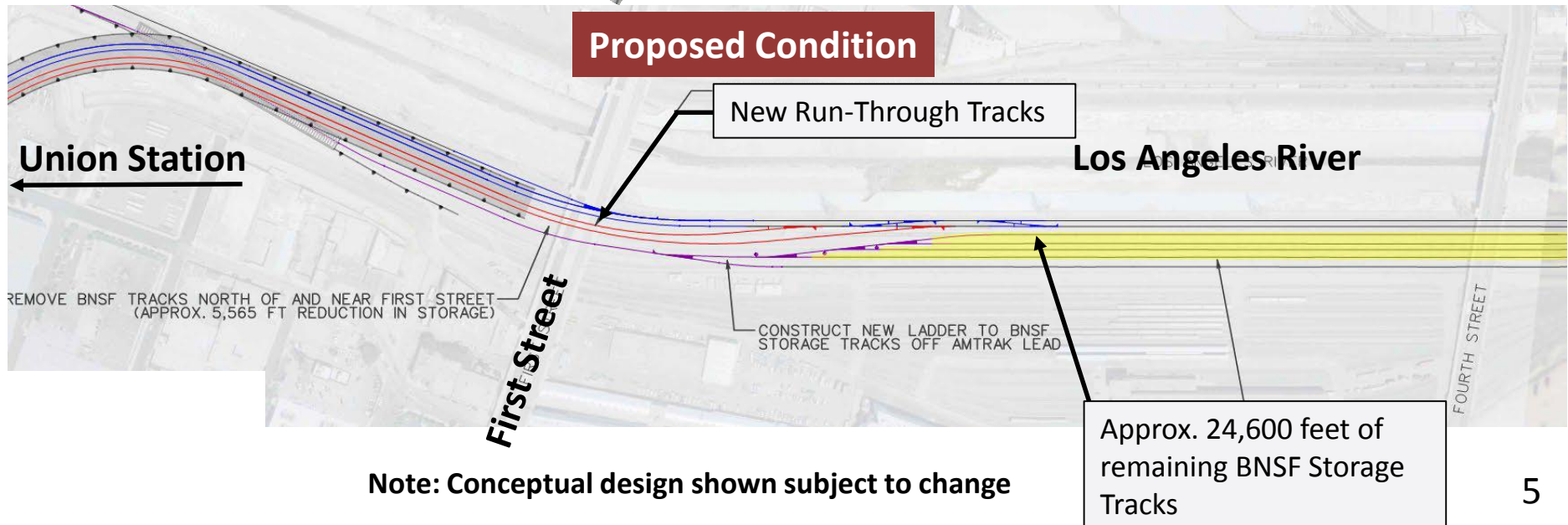


Partial Relocation of the BNSF Storage Yard

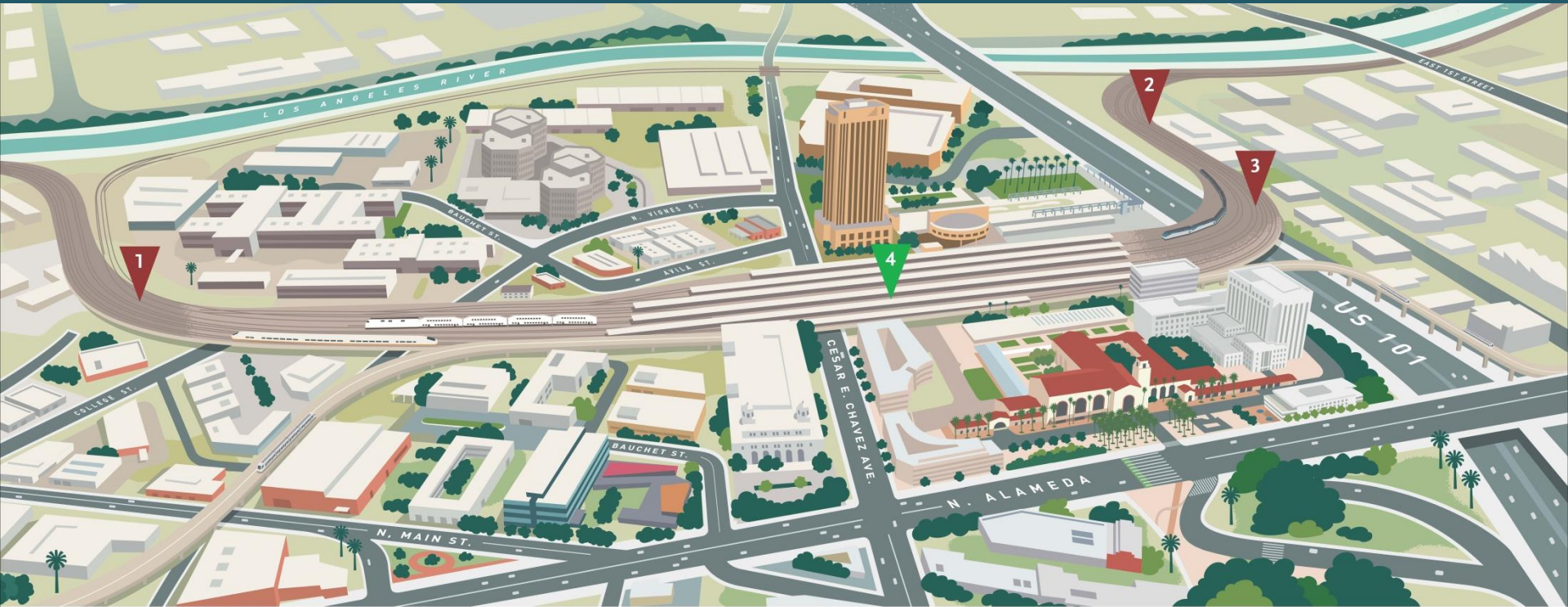
Existing Condition



Proposed Condition



Link US Implementation Plan (Phase A & B)



Phase A - Funded

SEGMENT 1 – THROAT AREA

1. Rail signal, communications and track work
2. Utility relocation

SEGMENT 2 – COMMERCIAL & CENTER ST

1. Property acquisition
2. Utility relocation
3. Street and ATP improvements

SEGMENT 3 – VIADUCT & RUN-THROUGH

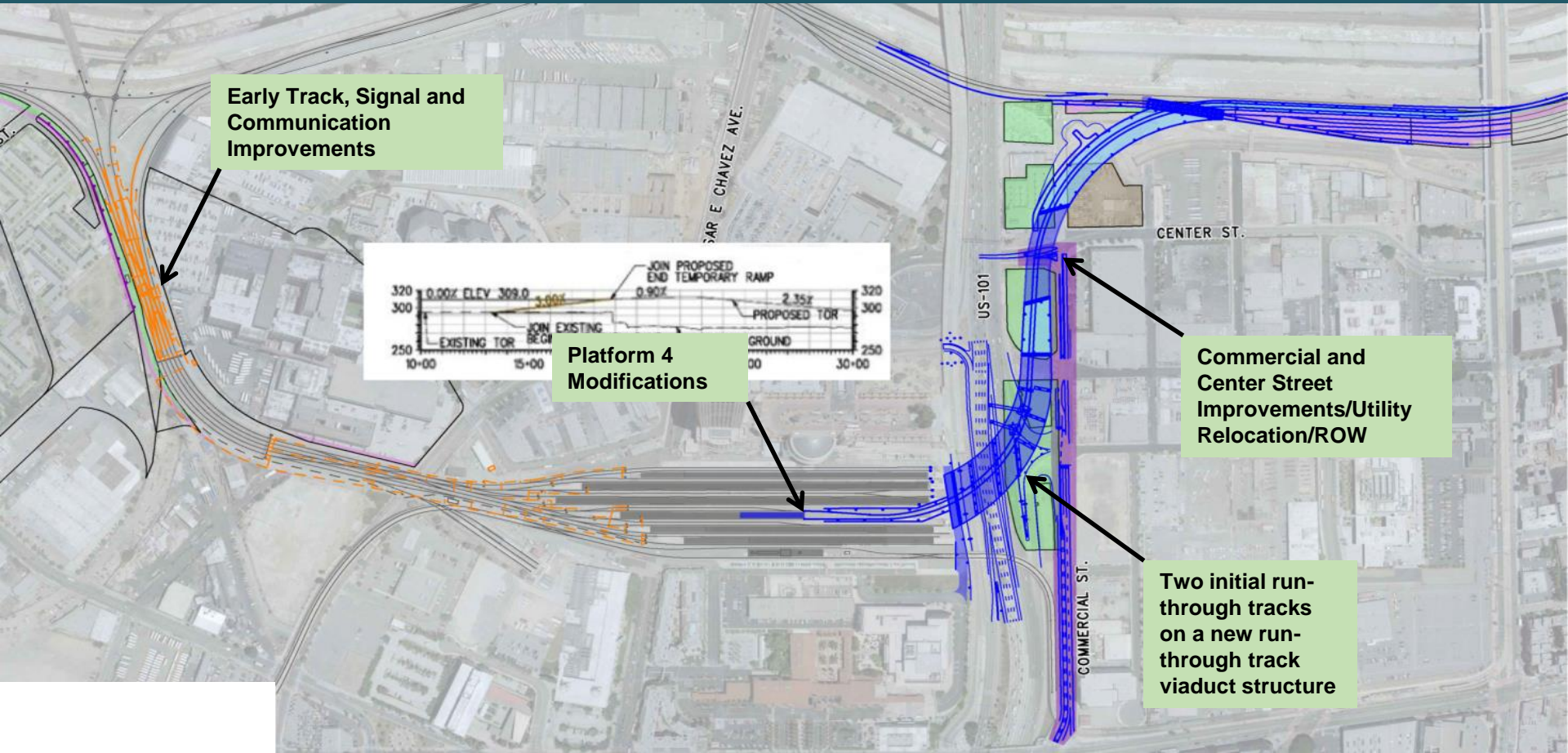
1. Viaduct structure over US-101 (full width) and south of US-101 to 1st Street.
2. Two run-through tracks from Union Station Platform 4 to mainline tracks
3. Signal and communication

Phase B - Not Funded

SEGMENT 4 – RAIL YARD/CONCOURSE AREA

1. Raising of the rail yard, including new platforms and tracks, new stairs, escalators and elevators, and new bridges over Cesar Chavez Avenue and Vignes Street.
2. Proposed modified expanded passageway, including including East and West Plazas
3. Add remaining run-through tracks and new lead track in the throat

Phase A (Funded)



Key Project Components

1. Early track, signal and rail communication work (to be constructed by Metrolink)
2. Utility relocation and street improvements
3. Platform #4 modifications and two initial run-through tracks to First Street on a viaduct structure over the US 101 freeway

Link US Funding Plan (Phase A)

Funding Source	Amount (in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.3
State Transit Intercity Rail Capital Program (TIRCP)	\$337.6
State Interregional Transportation Improvement Program (ITIP)	\$60.8
Measure R	\$51.7
Measure M	\$13.3
Other High Speed Rail Funds	\$18.7
SCRRA JPA (Non-Metro)	\$40.0
Amtrak/State	\$5.0
Total	\$950.4¹

On Sept 12, 2019, Metro, HSR and CalSTA entered into a Memorandum of Understanding for \$423.335 million.

As part of the 2018 Transit and Intercity Rail Capital Program under Metrolink's SCORE program, Link US was awarded \$398.4 million (revised to \$337.6 million with the reprogramming of ITIP funds).

Subject to CTC approval of the reprogramming of the \$60.8 million in 2018 ITIP from the Raymer to Bernson Project to Link US in 2020 ITIP.



Note

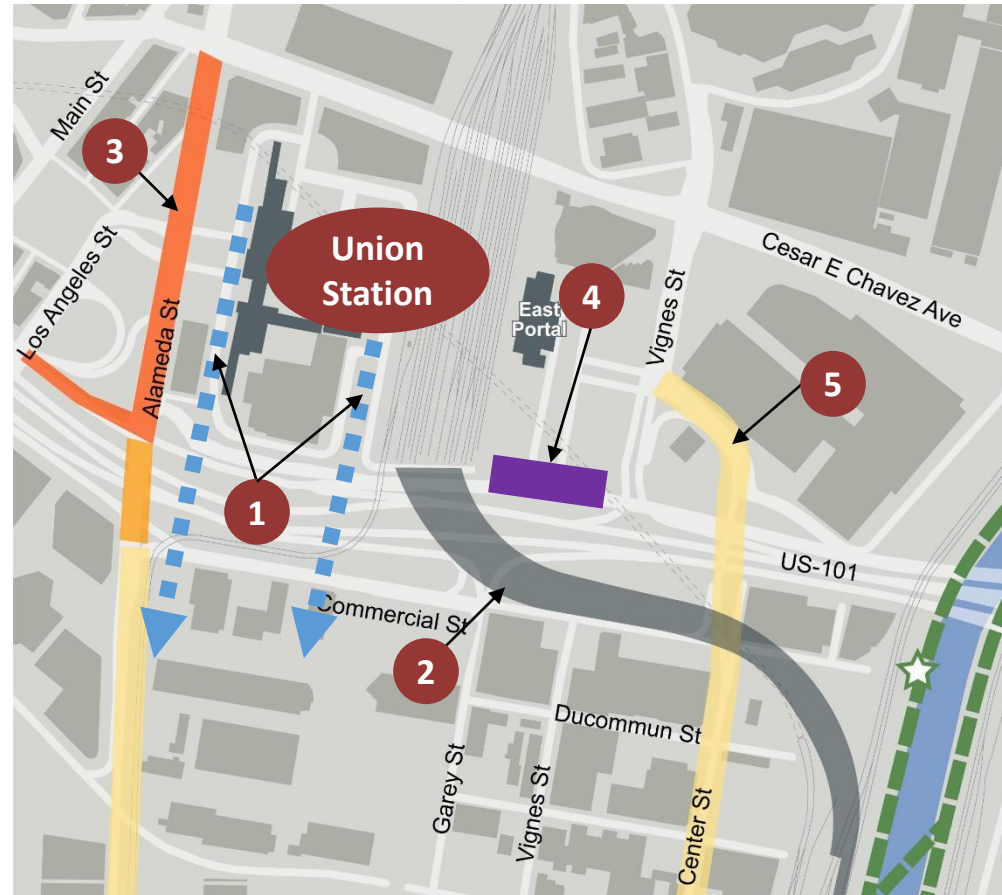
1. Metro and HSR have contributed \$70.398 Million for environmental & preliminary engineering (Metro \$51.672 M and HSR \$18.726 M).

Next Steps

1. Upon Board Approval, staff will execute Modification No. 10 to HDR's Contract.
2. CHSRA staff has committed to recommend to the **CHSRA Board approval of a funding agreement with Metro for \$423.335 million by December 2019.**
3. Staff will return to the Board **in November/December 2019 for a recommended project delivery approach for the Link US Phase A project.**
4. Staff will complete CEQA Amendment by Spring 2020.
5. **Staff will complete NEPA Environmental Document by Fall 2020.**

Metro Projects at Union Station

1. West Santa Ana Branch Transit Corridor – Alternative E (Underground) with Forecourt and MWD Station Options
Measure M Project
2. Link Union Station
Phase A construction funded for \$950.4 million from State and local sources; Phase B not funded
3. Alameda and Los Angeles Streets Active Transportation Improvements
Design and Construction funded for \$18 million from State ATP Grants
4. Patsaouras Bus Plaza Station
Construction funded for \$50.9 million from Federal and local sources
5. Eastside Access Project (First/Last mile connection to the Regional Connector 1st/Central Station)
Construction funded for \$17.0 million from Federal and local sources



**Board Report**

File #: 2019-0557, **File Type:** Contract**Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019****SUBJECT: I-5 NORTH HOV LANES CONTRACT****ACTION: APPROVE CONTRACT MODIFICATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. AE469080015383 with CH2M Hill, Inc. (now Jacobs Engineering) for additional design services in the firm-fixed price amount of \$923,203 increasing the Total Contract Value from \$33,889,867 to \$34,813,070.

ISSUE

This modification to contract No. AE469080015383 is required to complete the Plans, Specifications and Estimate (PS&E) of the I-5 North High Occupancy Vehicle Lanes Project from SR-14 to Parker Road (Project). The additional work is needed to address changes in the baseline conditions of the corridor and Caltrans' changes in design requirements that were not anticipated in the original scope of work. The additional scope includes, but is not limited to:

- additional roadway improvements including overhead sign work, changing the guardrail systems due to a change in Caltrans Design Standards, and changes to the Magic Mountain Parkway NB off-ramp improvements due to a hotel redevelopment that started while the Project design was in progress;
- design changes due to changes in existing conditions as a result of the on-going Caltrans pavement rehabilitation project;
- design updates due to the release of Caltrans 2018 Revised Standard Plans;
- 43 additional non-standard specifications exceeding the original Scope of Work assumptions;
- incorporating additional right of way requirements, including appraisal maps, legal descriptions, and plats for the Temporary Construction Easements (TCEs) and Permanent Easements; and
- additional landscape work based on Caltrans requirement to locate trees in the field and the permit condition of a 5-year plant establishment and monitoring period.

BACKGROUND

The 13.9-mile project on I-5 from SR-14 to Parker Road was identified for capacity enhancements to improve the operations and safety of the corridor, facilitate the movement of freight and people and to

reduce existing and future forecasted congestion due to expected growth in the area.

The proposed improvements include the addition of one High Occupancy Vehicle (HOV) lane in each direction to improve mobility; extension of truck lanes from Calgrove Blvd. to South of Weldon Canyon in the southbound direction (2.23 miles) and from the Gavin Canyon undercrossing to Calgrove Blvd. in the northbound direction (0.98 miles); auxiliary lanes at various locations along the corridor (2.5 miles); widening of the existing roadway and 7 bridges including the Gavin Canyon Undercrossing, Calgrove Boulevard Undercrossing, Butte Canyon Bridge, Magic Mountain Parkway Undercrossing, Santa Clara Overhead, Rye Canyon Undercrossing, and Castaic Creek Bridge; and the replacement of the Weldon Canyon bridge to accommodate the proposed freeway widening.

The original contract for final design was approved by the Board on April 20, 2016.

DISCUSSION

Additional design work/changes required by Caltrans, changes in Caltrans standards, and Hazardous Waste analysis led to additional work not anticipated/included under the original contract. All projects on the State Highway System initiated by Metro need to comply with Caltrans requirements. Hence, the escalation in the value of the current contract that requires Board approval.

Considerations

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or users of the facility. Caltrans highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

For FY20, \$15,862,673 has been budgeted in Highway Program Cost Center 4730, in the I-5 North Enhancements from SR-14 to Parker Road Project 460313, Task 5.5.101, in Professional Services Account 50316.

Impact to Budget

The sources of funds for this project are Measure R Highway Capital (20%) and Measure M (17%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal No. 1, to provide high quality mobility options that enable people to spend less time traveling. New HOV Lanes add capacity to the I-5 and provide an incentive for carpool formation.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff's recommendation. This option is not recommended. Without the design changes, final PS&E would not be approved, and the project would not advance to construction.

NEXT STEPS

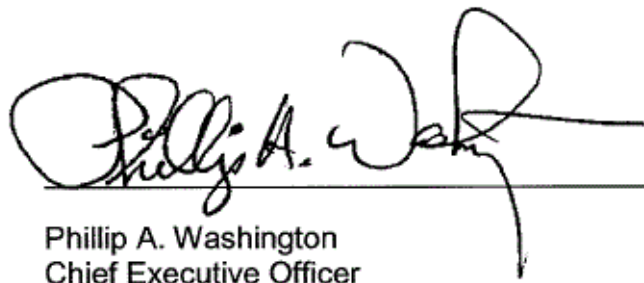
Upon approval by the Board, staff will execute Contract Modification No. 12 to Contract No. AE469080015383 with CH2M Hill, Inc. (now Jacobs Engineering).

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Carlos J. Montez, Sr. Director, Program Management, (213) 418-3241
Abdollah Ansari, Senior Executive Officer, (213) 922-4781
Bryan Pennington, Deputy Chief Programming Management Officer, (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PLANS, SPECIFICATIONS, & ESTIMATE FOR I-5 NORTH MANAGED LANES

AE469080015383

1.	Contract Number: AE469080015383		
2.	Contractor: CH2M Hill, Inc.		
3.	Mod. Work Description: Change alternative flared terminal systems, overhead signage work, design updates, appraisal maps, legal descriptions and plats for the I-5 North Managed Lanes Project.		
4.	Contract Work Description: Plans, Specifications & Estimate (PS&E) for I-5 North Managed Lanes		
5.	The following data is current as of: September 10, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	April 28, 2016	Contract Award Amount: \$30,975,446
	Notice to Proceed (NTP):	June 13, 2016	Total of Modifications Approved: \$2,914,421
	Original Complete Date:	November 30, 2018	Pending Modifications (including this action): \$923,203
	Current Est. Complete Date:	December 31, 2021	Current Contract Value (with this action): \$34,813,070
7.	Contract Administrator: Andrew Conriquez		Telephone Number: 213.922.3528
8.	Project Manager: Carlos Montez		Telephone Number: 213.418.3241

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 issued for professional services required to continue preparing Plans, Specification & Estimate (PS&E) on the I-5 North Managed Lanes.

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

On April 28, 2016, the Board awarded a 30-month firm fixed price Contract No. AE469080015383 to CH2M Hill, Inc., for Plans, Specifications and Estimate (PS&E) for I-5 North Managed Lanes in the amount of \$30,975,446.

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 the technical analysis, independent cost estimate (ICE) and fact finding.

Proposal Amount	Metro ICE	Negotiated Amount
\$923,203	\$923,200	\$923,203

CONTRACT MODIFICATION/CHANGE ORDER LOG

PLANS, SPECIFICATIONS, & ESTIMATE FOR I-5 NORTH MANAGED LANES

AE469080015383

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Scope Clarification	Approved	9/6/16	\$ 0
2	Modification to add sub-contractor	Approved	12/6/16	\$ 0
3	Added Supplemental Statement of Work	Approved	9/1/17	\$ 484,224
4	Added Supplemental Statement of Work	Approved	11/20/17	\$ 432,676
5	Added Supplemental Statement of Work	Approved	3/23/18	\$ 468,142
6	Added Supplemental Statement of Work	Approved	7/9/18	\$ 434,854
7	Modification to add sub-contractor	Approved	7/11/18	\$ 0
8	Added Supplemental Statement of Work	Approved	11/6/18	\$ 488,831
9	Modification to Extend the Period of Performance	Approved	12/20/18	\$ 0
10	Added Supplemental Statement of Work	Approved	6/10/19	\$ 473,039
11	Added Supplemental Statement of Work	Approved	8/13/19	\$ 132,655
12	Adding Supplemental Statement of Work	Pending	10/24/19	\$ 923,203
	Modification Total:			\$ 3,837,624
	Original Contract:		4/28/2016	\$ 30,975,446
	Total:			\$ 34,813,070

DEOD SUMMARY
I-5 NORTH HOV LANES / CONTRACT NO. AE469080015383

A. Small Business Participation

CH2M Hills, Inc. made a 23.98% commitment, inclusive of a 20.57% Small Business Enterprise (SBE) commitment and 3.41% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 97% complete and CH2M Hill, Inc. is exceeding its commitment. The current participation is 25.06%, inclusive of 21.57% SBE participation and 3.49% DVBE participation.

Small Business Commitment	20.57% SBE 3.41% DVBE	Small Business Participation	21.57% SBE 3.49% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Commitment	% Participation
1.	AP Engineering & Testing	0.35%	0.21%
2.	ACT Consulting Engineers	2.42%	2.39%
3.	Arellano Associates	0.91%	0.42%
4.	Civil Works Engineers	1.33%	1.25%
5.	FPL and Associates, Inc.	1.50%	2.71%
6.	Guida Surveying, Inc.	2.60%	3.49%
7.	Martini Drilling Group	1.14%	0.76%
8.	Tatsumi and Partners	1.86%	1.71%
9.	The Robert Group	0.11%	0.07%
10.	V & A Inc.	1.07%	1.10%
11.	Wagner Engineering and Survey	0.88%	0.91%
12.	WKE, Inc.	6.40%	6.55%
Total SBE Commitment		20.57%	21.57%

	DVBE Subcontractors	% Commitment	% Participation
1.	Calvada Surveying, Inc.	0.93%	0.96%
2.	Global Environmental Network	1.02%	0.39%
3.	USA-EPC Group, Inc.	0.62%	0.58%
4.	Virtek Company	0.84%	1.56%
Total DVBE Commitment		3.41%	3.49%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this 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 is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2019-0602, **File Type:** Agreement

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019**

SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates LLC for the development of Metro-owned property, to extend the term for 18 months with an option to extend for an additional 12 months.

ISSUE

Metro and NOHO Development Associates LLC (Developer) are parties to an Exclusive Negotiation Agreement and Planning Document (ENA) for the development of a 15-acre mixed-use project adjacent to the North Hollywood Station. The ENA is set to expire on December 12, 2019. An extension of the ENA term is necessary to allow the Developer sufficient time to fully entitle and environmentally clear the Project with the City of Los Angeles and finalize Joint Development Agreement (JDA) and Ground Lease (GL) terms, subject to Metro Board of Directors (Board) approval.

BACKGROUND

On June 24, 2016, following a competitive solicitation process, Metro and the Developer entered into a six-month Short Term ENA for the Project. Both parties executed a three-month administrative extension of the Short Term ENA on December 24, 2016, and the Board authorized an additional three-month extension on February 23, 2017. These extensions allowed additional time for Metro and the Developer to confirm feasibility of transit infrastructure requirements for Site and conduct further public outreach.

Having satisfactorily fulfilled the requirements of the Short Term ENA, on June 12, 2017 Metro and the Developer entered into a 24-month ENA, which was further extended on May 15, 2019 in order to refine the project design, negotiate terms for a JDA and GL, continue the outreach and community engagement and allow the Developer to complete the environmental clearance process. The ENA will expire on December 12, 2019.

DISCUSSION

The project (see Attachment A) consists of two primary components: (1) the integrated Transit Center, to be owned and operated by Metro; and (2) the commercial development to be ground leased to and operated by the Developer (Project). The commercial development is made possible by combining the existing Orange Line and local bus facilities and relocating the existing surface parking to allow for eight new development blocks surrounding the station.

The Transit Center includes:

- 14 local bus bays
- 12 60-foot bays for the Orange Line and future Bus Rapid Transit (BRT) Services
- A new portal to accommodate increased passenger flows between the Red Line and the Transit Center (more than double current capacity)
- Electric bus charging facilities for the Orange Line and new BRT services, with charging facility expansion capability including conduit and space allocation for future charging infrastructure at all local bus bays
- 915 dedicated park-and-ride spaces, reflecting current and projected demand for parking at the station
- Significantly reduced transfer times

The Commercial Development includes:

- 1,250-1,500 housing units (20% affordable)
- 80,000 to 120,000 square feet of ground floor retail activating the area around the Metro portal
- 400,000 - 500,000 square feet of office space
- Over two acres of landscaped public open space
- Extension of the existing street grid to improve neighborhood walkability and station access
- New bike infrastructure to support safe bike connections to and around the station
- Streetscape improvements and increased pedestrian amenities
- A Metro Bike Hub
- A dedicated pick-up and drop-off zone including a dedicated ADA pick-up and drop-off space

Metro, with support from an urban design consultant, has extensively reviewed the Developer's Project plans and provided feedback on the design. The review has focused on the public realm, transportation connections to the station and conformance with the community vision as outlined in the Guide for Development, which specifies standards and guidelines for development of the site, as

approved by the Board in 2015.

Metro's JD Process typically allows for a 30-month ENA period to refine the project design, set deal terms and allow the developer time to secure project entitlements. The 15-acre North Hollywood site is unique however, in that to make the site available for development, the Developer first had to design both a temporary and permanent transit center to house Metro's transit functions. The design of the transit center was carefully developed and refined with extensive input from and coordination with Operations, Security, ADA / Civil Rights, Systemwide Station Design, and Parking Management to accommodate projected increases in ridership at this station due to the implementation of several Measure M projects in the San Fernando Valley. This additional complexity, along with the scale and phasing of the eight remaining development blocks contained within the project site, have led to a more extended design review and entitlement timeline.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Project has gone through a lengthy community engagement process beginning with the creation of the Guide for Development, which articulates the community's vision for the site. The Developer continues to maintain a commitment to engaging with stakeholders, focusing especially on relationships with local businesses, artists and community non-profits. The vast public benefits contemplated by the Project represent an opportunity to "focus and deliver" by bringing high-quality open space, new bicycle and pedestrian infrastructure and streetscape improvements to the existing North Hollywood community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on safety as it only seeks a time extension for the ENA period during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed Project is included in the adopted FY20 budget in Cost Center 2210, Project 401011.

Impact to Budget

There is no impact to the FY20 budget. The ENA requires the Developer to pay Metro a non-refundable fee of \$50,000, as well as a \$50,000 deposit to cover certain Metro staff costs and third-party expenses. The deposit balance is replenished by the Developer as Metro draws down its costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to "enhance communities and lives through mobility and access to opportunity," specifically Initiative 3.2 which states "Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made." The proposed Project will deliver a number of community benefits, including transit-accessible housing, new open space and an expanded and enhanced transit center.

ALTERNATIVES CONSIDERED

The Board could choose not to extend the ENA term, in which case the ENA would expire in December 2019. Metro could then choose to solicit a new developer and proposal for development of the North Hollywood Station. Staff does not recommend this alternative because Metro and the Developer have worked diligently in good faith as partners to advance the Project. Furthermore, the recommended action builds upon the significant community input and procurement process that has transpired thus far. A new procurement process would delay the development of the Site, and Metro may fail to take advantage of currently favorable conditions in the real estate market.

NEXT STEPS

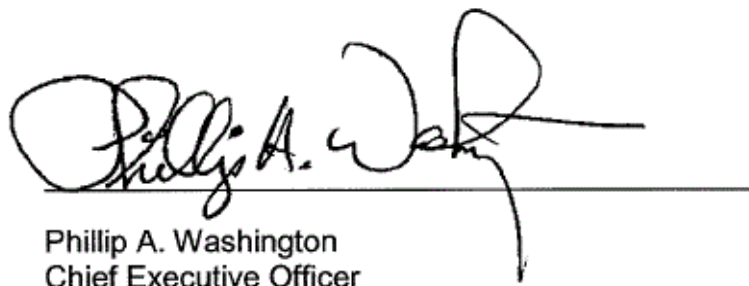
Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA extending the term for 18 months with the option to extend for an additional 12 months. Metro staff, with support from a financial consultant and County Counsel, will continue working with the Developer to finalize negotiations for a JDA and GL. Following the Developer's completion of the entitlements and environmental clearance process with the City of Los Angeles and before the end of the ENA negotiation period, staff will return to the Board with recommended JDA and GL terms. The Developer together with Metro will continue to engage with the community as the Project advances. Additionally, the Developer will begin to assemble financing for the Project including affordable housing resources.

ATTACHMENTS

Attachment A - North Hollywood Joint Development Project Fact Sheet

Prepared by: Wells Lawson, Sr. Director, Countywide Planning & Development, (213) 922-7217
Nick Saponara, Executive Officer (Interim), Countywide Planning & Development, (213) 922-4313
Holly Rockwell, Sr. Exec. Officer, Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

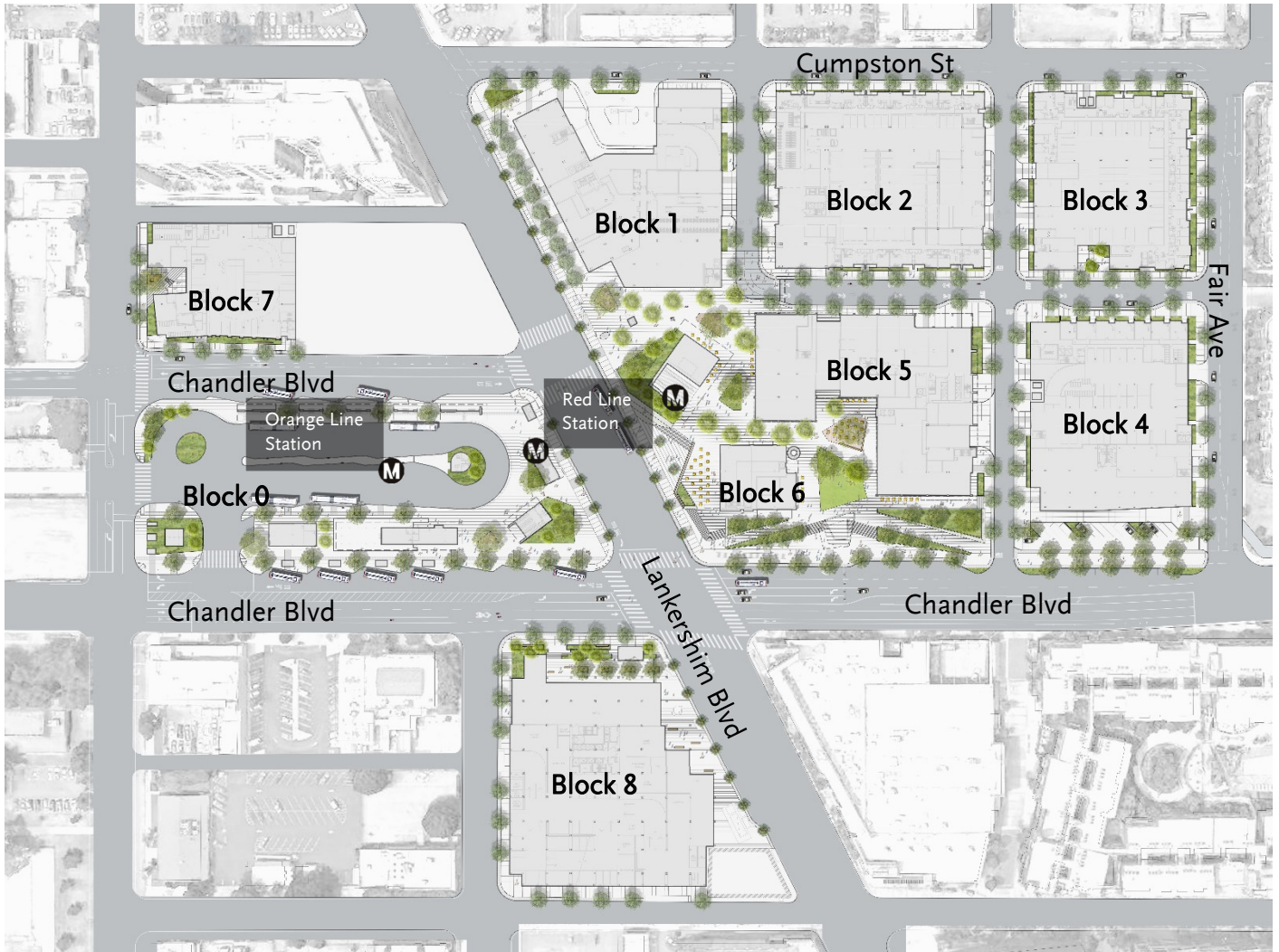
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A - North Hollywood Joint Development Project Fact Sheet

Joint Development Overview



Development Program

Affordable housing: 250-300 units
 Market-rate housing: 1,000-1,200 units
 Retail: 80,000-120,000 Square Feet

Office: 400,000-500,000 Square Feet
 Open space: Over 2 Acres
 Transit parking spaces: 800-1000 stalls

Project Schedule

District NoHo will be constructed in phases to ensure all transit services remain operational during construction. The first phase will construct a temporary transit center, followed by a permanent transit center and the first block of affordable housing.

DESIGN REVIEW & ENTITLEMENTS METRO BOARD CONSIDERATION	PHASE I: TEMPORARY TRANSIT CENTER CONSTRUCTION	PHASE II: PERMANENT TRANSIT CENTER & AFFORDABLE HOUSING	PHASES III - VII: NOHO SQUARE CONSTRUCTION & BEYOND
24 MONTHS	6 – 8 MONTHS	18 – 20 MONTHS	4 – 8 YEARS

Project Renderings



The Project design and architecture is organized around transit and mobility.

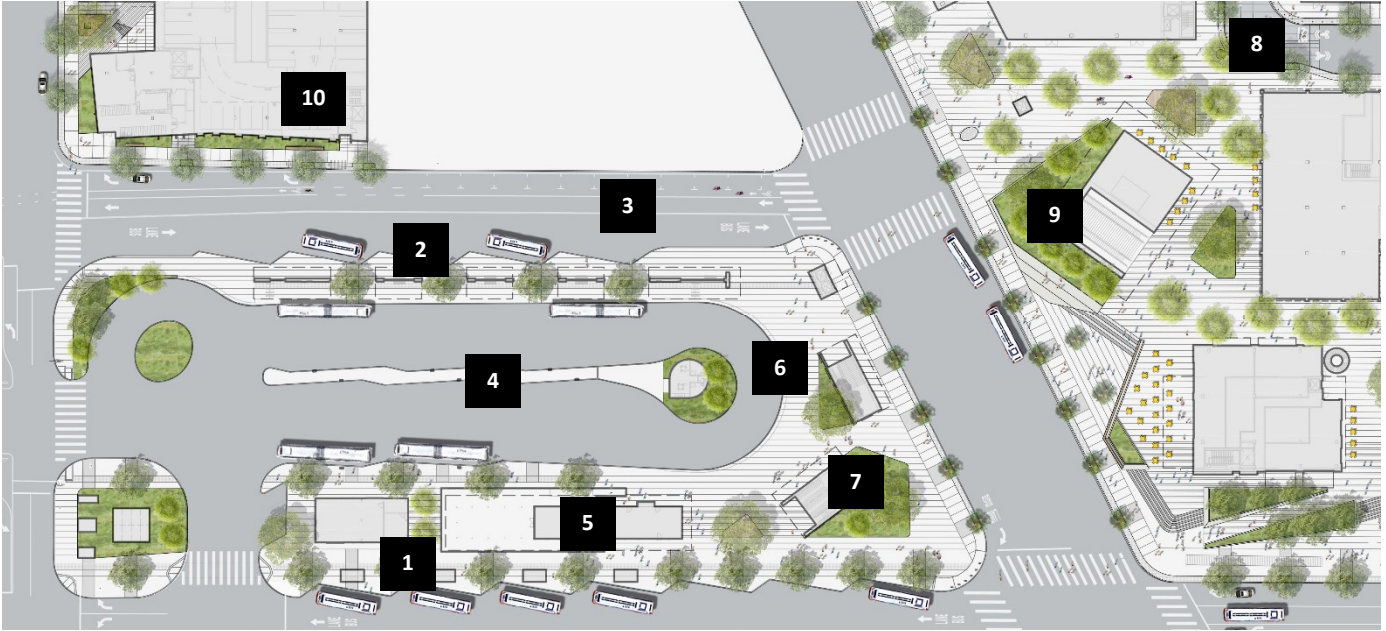


Reflecting input received from Metro's 2015 community outreach effort, the Project will integrate local-serving retail and a variety of open spaces.



The transit center will expand station capacity and simplify connections making for a faster, easier transfers.

Transit Center Details



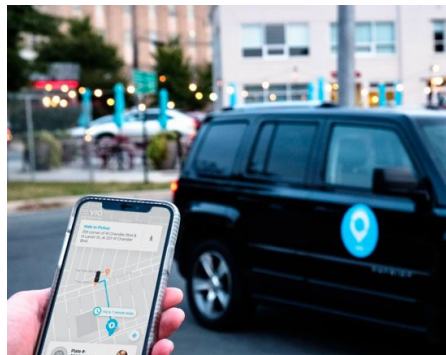
1. Expanded bus transfer and layover facilities
2. New passenger waiting areas
3. Dedicated bicycle facilities connecting to the Burbank-Chandler Bikeway
4. Electric Bus Charging
5. Preserved Lankershim Depot
6. Improved pedestrian connections to the Red Line
7. Transit Security Center
8. Dedicated pick-up and drop-off zones
9. New iconic station portal
10. Metro Bike Hub

Mobility for Everyone



Bike Hub / Bike Share

Metro Bike Hubs include secure bike parking, safety gear retail, and bike repair services. Users making local trips may hop on one of Metro's new Smart Bike Share bikes.



Pick-up/drop-off

Ridesharing services – such as Uber, Lyft, and Via – will be integrated into the project design to maximize travel options.



Complete Streets

New streets will be designed as public spaces that are safe, convenient, and welcome all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.



Next stop: building communities.

North Hollywood Joint Development ENA Extension

Regular Board Meeting

October 24, 2019

Legistar Item: 2019-0602

Agenda Item: 10



Metro

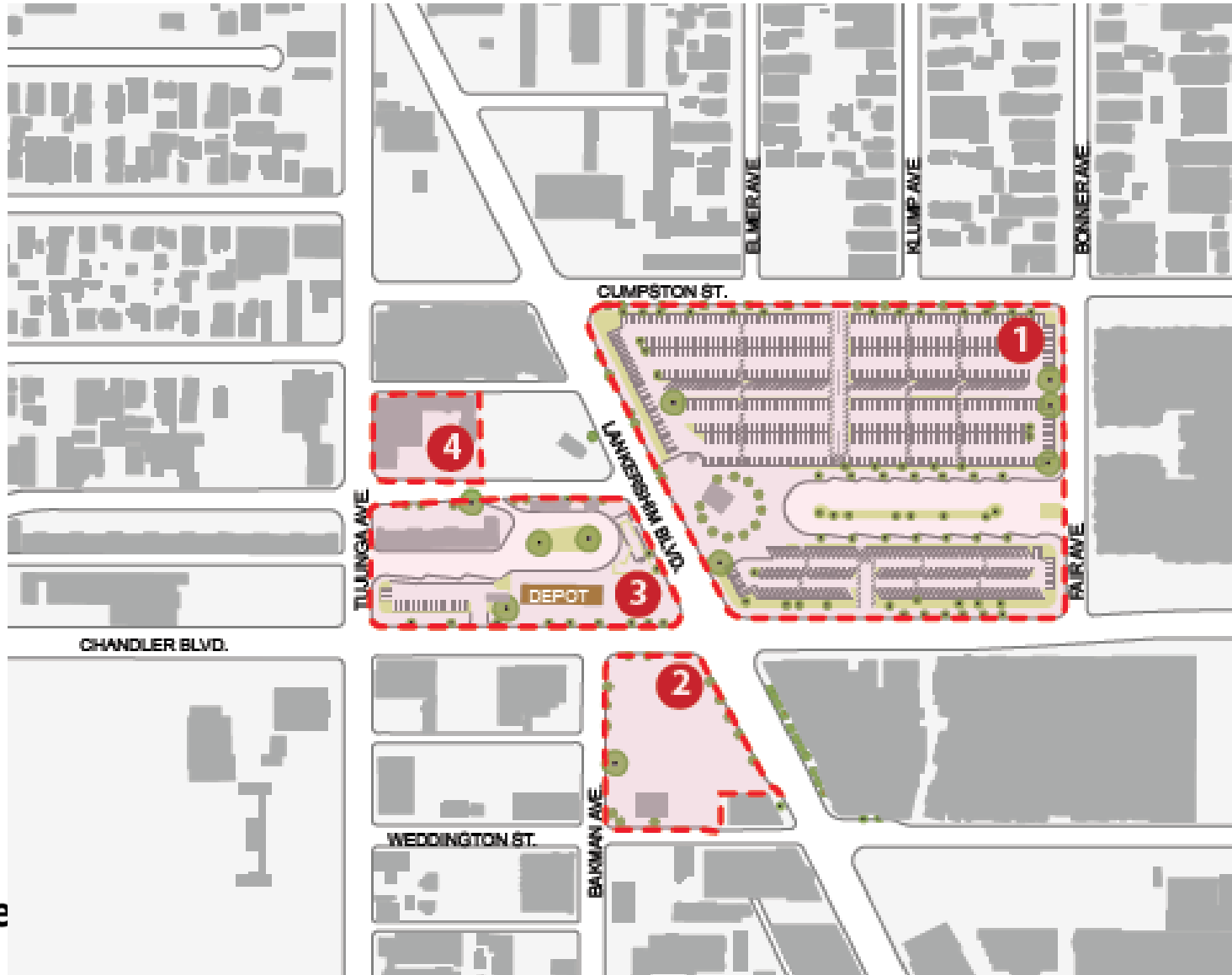


Recommendation

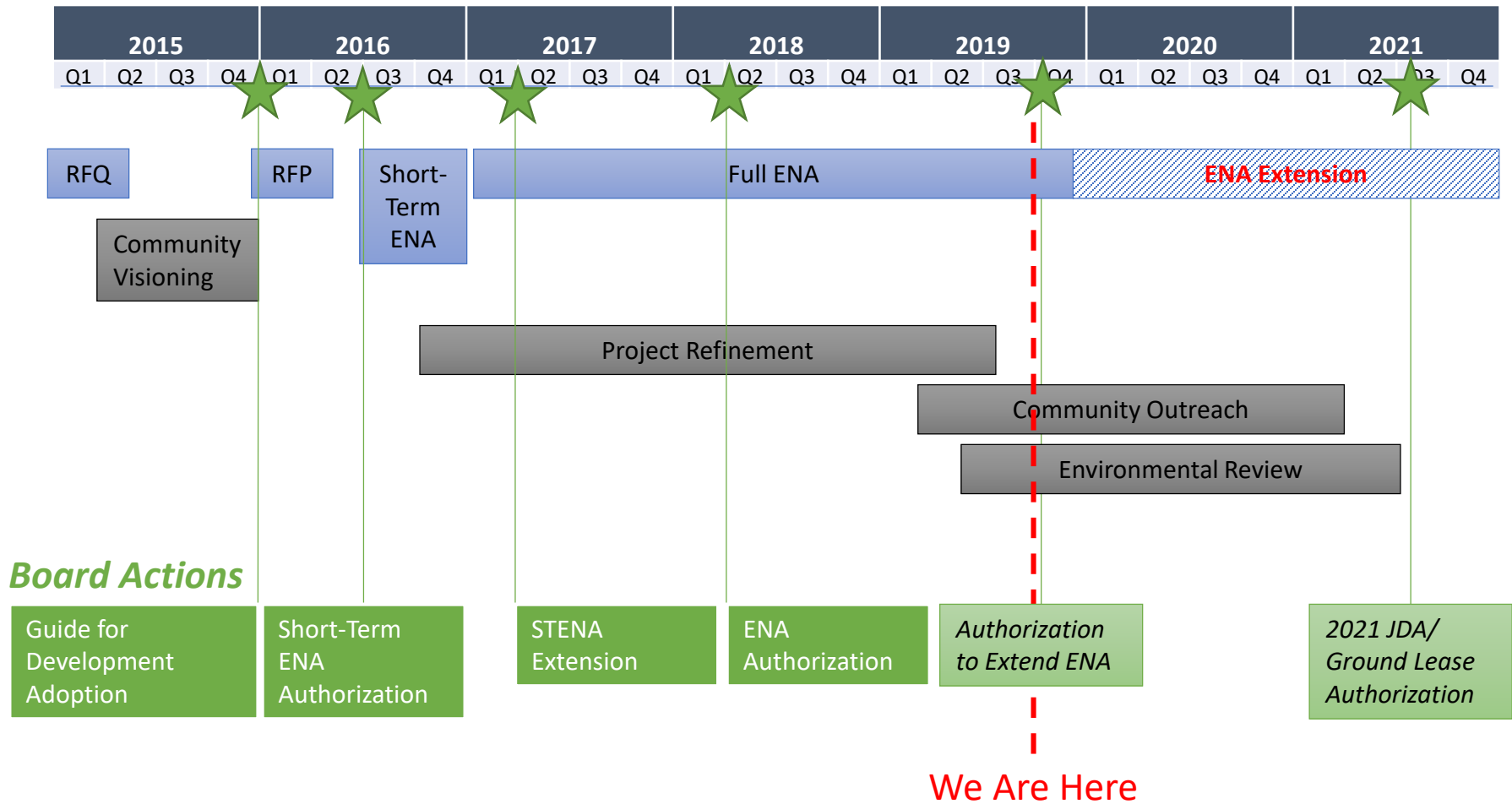


CONSIDER authorizing the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates LLC for the development of Metro-owned property, to extend the term for 18 months with an option to extend for an additional 12 months.

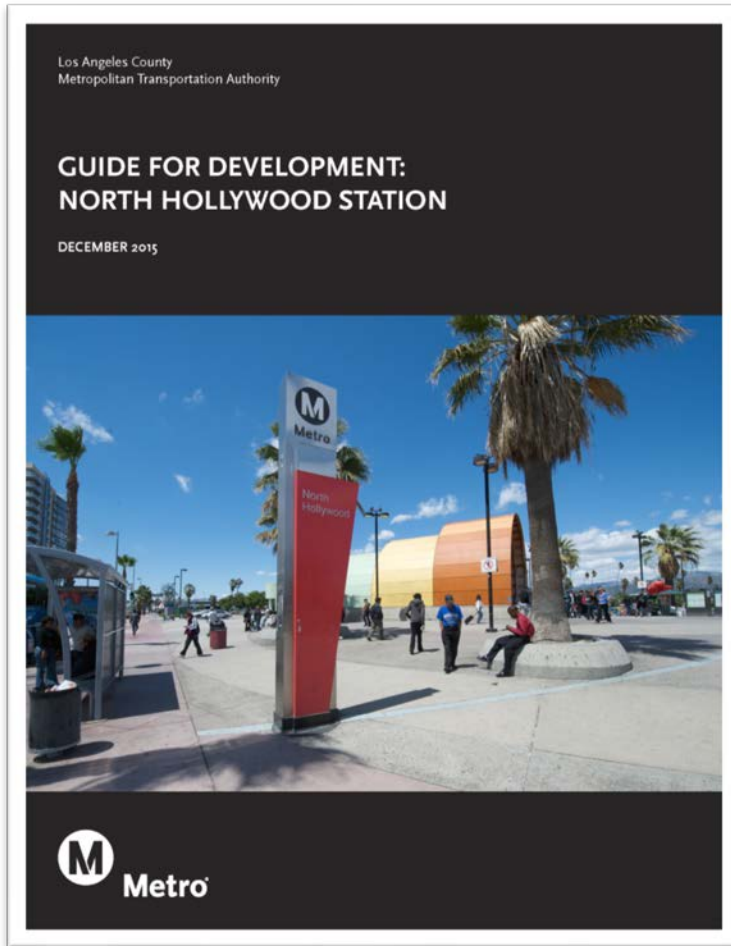
JD Opportunity Site



Timeline

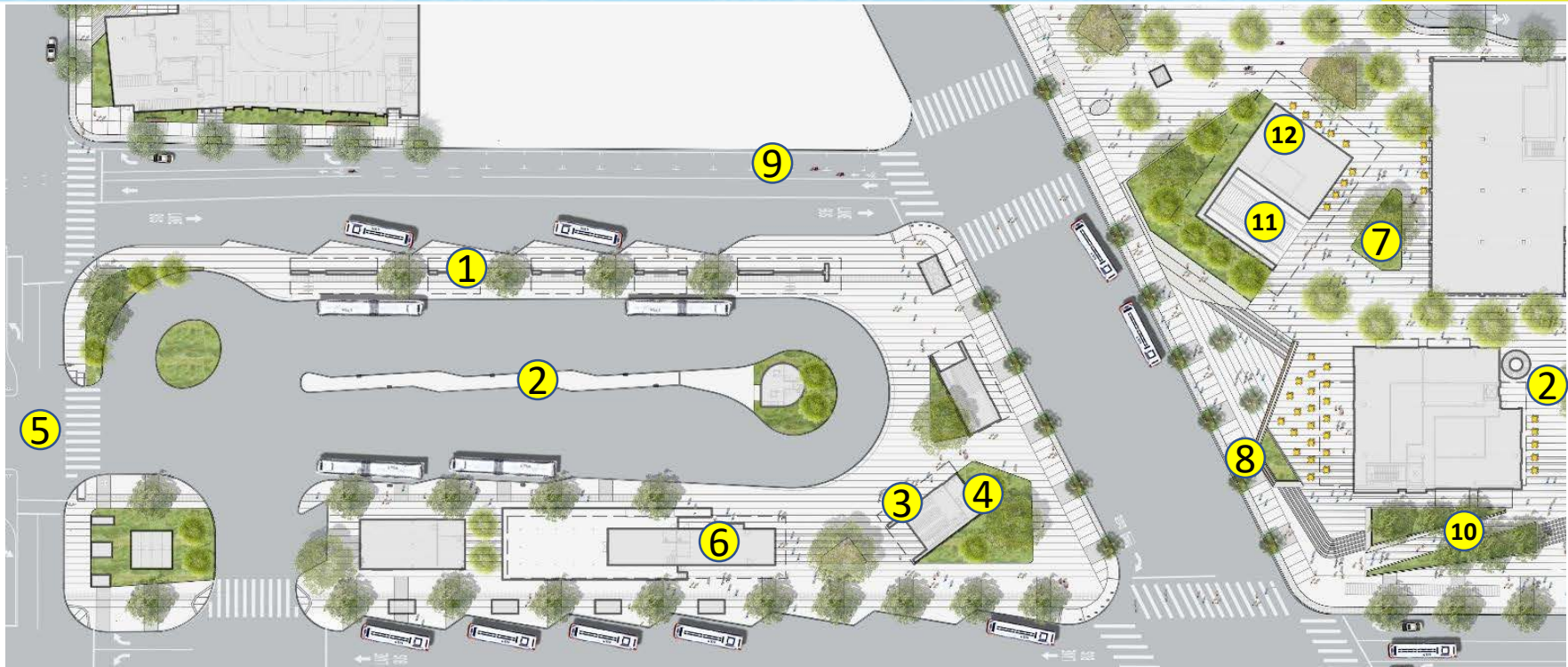


Development Guidelines



- Continuous Operations of Transit Center
- Preference for Local Retail
- Community Open Space and Programming
- Streetscape Improvements
- Metro Bike Hub and space for Bikeshare
- Extension of Chandler Cycletrack
- Preservation of Subsurface Structures
- Accommodate LRT Conversion and ROW
- Expansion of Orange Line Terminal to Accommodate Future Service
- Replacement Parking
- Public Art
- LEED Sliver

Public Benefits



1. Expanded bus transfer and layover facilities
2. Electric Bus Charging
3. New Red Line Portal
4. Transit Security Center
5. Orange Line Gating
6. Preserved Lankershim Depot and Plaza
7. 1.2 acre community park
8. Streetscape improvements
9. Chandler Cycletrack Gap Closure
10. Public art and performance space
11. New iconic station portal
12. Metro Bike Hub

Affordable Housing



- Minimum 20% affordable at all stages of the project
- 311 new affordable units (currently Metro has 746 affordable units in its portfolio)
- First affordable housing phase and Transit Center must be completed before market rate development
- 99-year Covenant
- Affordable to households earning less than 50% of Area Median Income and below
- Currently 635 units (52% of total) in the North Hollywood development pipeline are affordable, not including the Project.



Board Report

File #: 2019-0604, **File Type:** Contract

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019**

SUBJECT: WB SR-91 ALONDRA BLVD. TO SHOEMAKER AVE. IMPROVEMENT PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE60979000 with Michael Baker International in the amount of \$11,474,367.25 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications, and Estimates (PS&E) for the WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project (Project), subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of State Route 91 (SR-91) improvements between Alondra Boulevard and Shoemaker Avenue to reduce congestion and improve freeway and local interchange operations as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the Project location. This contract award will enable Metro to complete the final design for the proposed improvements.

BACKGROUND

The Metro Board designated \$590 million in Measure R funds for the congestion “Hot Spots” relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study for improvements on I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts. One of the identified congestion Hot Spots was the I-605/SR-91 Interchange.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/SR-91 Interchange in July 2014. The PSR/PDS is an initial scoping/resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process for improvement project(s). A total of five independent projects were identified within the SR-91/I-605 interchange area including the proposed project.

The Project limits are from west of Shoemaker Ave. on SR-91 to south of Alondra Blvd. on northbound I-605. The project would add one new mixed-flow lane on SR-91 in the westbound direction from the Artesia Blvd. on-ramp to the I-605 Connector ramp, joining at the point where the westbound SR-91 to the northbound I-605 connector ramp flares from one to two lanes. This would create a three lane transition from westbound SR-91 to I-605: a one lane I-605 southbound connector, and a two lane I-605 northbound connector. This project has been identified as a subregional priority project by Metro and the GCCOG.

DISCUSSION

The budget of \$11,474,367.25 will be a firm fixed price to deliver the scope. Metro will be the lead agency for completion of the PS&E for the Project. Upon completion of final design, the Project will be advanced to construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro's patrons, employees, or users of these facilities.

FINANCIAL IMPACT

For FY20, \$1,800,000 has been budgeted in Highway Program Cost Center 4730, in WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project 462314, Task 5.3.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) and SB1 Trade Corridor Enhancement Program Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with 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 by alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and Caltrans to identify the needed improvements on State highways and take the lead in development and implementation of highway improvement projects.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R and Measure M.

NEXT STEPS

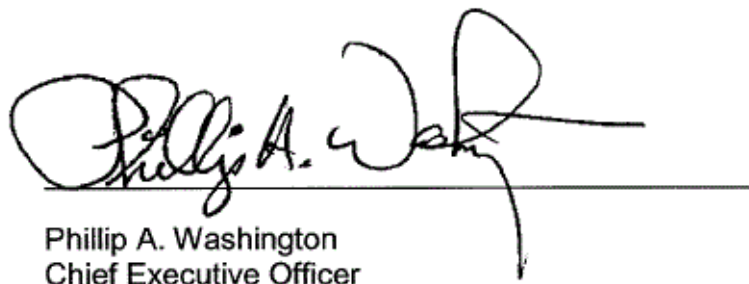
Upon Board approval, staff will execute a two-year, firm fixed price Contract No. AE60979000 with Michael Baker International in the amount of \$11,474,367.25 for A&E services for completion of PS&E for the Project.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Project Location Map

Prepared by: Julio Perucho, Principal Transportation Planner (213) 922-4387
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Abdollah Ansari, Sr. Executive Officer (213) 922-4781
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Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**WB SR-91 Alondra Blvd. to Shoemaker Ave. Improvement Project
AE60979000**

1.	Contract Number: AE60979000	
2.	Recommended Vendor: Michael Baker International	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 25, 2019	
	B. Advertised/Publicized: April 25, 2019	
	C. Pre-Proposal Conference: May 8, 2019	
	D. Proposals Due: May 29, 2019	
	E. Pre-Qualification Completed: September 20, 2019	
	F. Conflict of Interest Form Submitted to Ethics: July 18, 2019	
	G. Protest Period End Date: October 22, 2019	
5.	Solicitations Picked up/Downloaded: 95	Proposals Received: 4
6.	Contract Administrator: DeValory Donahue	Telephone Number: 213-922-4726
7.	Project Manager: Carlos Montez	Telephone Number: 213-418-3241

A. Procurement Background

This Board Action is to approve Contract No. AE60979000 issued to Michael Baker International in support of the Westbound State Route-91 Alondra Blvd. to Shoemaker Ave. Improvement Project. Board approval of a contract award is subject to the resolution of any properly submitted protest.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 20%.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 15, 2019, revised Pages 37, 40, 42, and added, Exhibits 14 and 15.

A pre-proposal conference was held on May 8, 2019 and was attended by participants representing 16 companies. There were 16 questions asked and responses were released prior to the proposal due date.

A total of 95 firms downloaded the RFP and were included in the planholders' list. A total of four proposals were received on May 29, 2019.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of staff from Metro Highway Programs, was convened and conducted a technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Firm/Team Qualifications	25 percent
• Project Manager, Key Staff, and Sub-Consultants Qualifications	35 percent
• Project Understanding and Approach	25 percent
• Work Plan	<u>15 percent</u>
Total	100 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar highway procurements. Several factors were considered when developing these weights, giving the greatest importance to the Project Manager, Key Staff, and Sub-Consultants Qualifications.

This is an Architectural & Engineering (A&E) qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

All four proposals received were reviewed and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. Michael Baker International
3. Moffatt & Nichol
4. TranSystems Corporation

During the period of May 31, 2019 through June 21, 2019, the PET completed its independent evaluation of the proposals.

The PET conducted oral presentations for all firms during the week of June 10, 2019. The firms had an opportunity to highlight technical challenges and present innovative solutions. In general, each firm addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were the staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

The final scoring after the oral presentations, determined Michael Baker International to be the highest ranking firm.

Qualifications Summary of Recommended Firm

Michael Baker International

Michael Baker International is a current and established architectural and engineering firm. Their proposal conveyed extensive knowledge of and the ability to prepare plans,

specifications, and estimates for the WB SR-91 Alondra Blvd. to Shoemaker Ave. improvement with a focused and thorough effort. The firm provided a clear understanding of managing CalTrans projects. The work plan was clear with detailed problem resolution. In addition, they have proposed an experienced team in support of this Metro project. The Senior Project Manager has 36 years of engineering experience, including 10 years on Metro projects, and is also the West Region Transportation Practice Leader for Michael Baker International.

Following is a summary of the PET evaluations scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	Michael Baker International				
1	Firm/Team Qualifications	85.56	25.00%	21.39	
2	Project Manager, Key Staff, and Sub-Consultants Qualifications	85.00	35.00%	29.75	
3	Project Understanding and Approach	81.12	25.00%	20.28	
4	Work Plan	86.67	15.00%	13.00	
5	Total		100.00%	84.42	1
	TranSystems Corporation				
6	Firm/Team Qualifications	84.44	25.00%	21.11	
7	Project Manager, Key Staff, and Sub-Consultants Qualifications	80.83	35.00%	28.29	
8	Project Understanding and Approach	77.80	25.00%	19.45	
9	Work Plan	88.33	15.00%	13.25	
10	Total		100.00%	82.10	2
	Moffatt & Nichol				
11	Firm/Team Qualifications	81.12	25.00%	20.28	
12	Project Manager, Key Staff, and Sub-Consultants Qualifications	80.83	35.00%	28.29	
13	Project Understanding and Approach	78.88	25.00%	19.72	
14	Work Plan	86.13	15.00%	12.92	
15	Total		100.00%	81.21	3
	AECOM Technical Services, Inc.				
16	Firm/Team Qualifications	76.68	25.00%	19.17	
17	Project Manager, Key Staff, and Sub-Consultants Qualifications	74.17	35.00%	25.96	
18	Project Understanding and Approach	72.24	25.00%	18.06	
19	Work Plan	84.47	15.00%	12.67	
20	Total		100.00%	75.86	4

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a Management Audit Services audit, an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff negotiated a cost savings of \$2,609,520.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Price
Michael Baker International	\$14,083,887.16	\$10,929,600	\$11,474,367.25

The primary difference between the negotiated price and ICE is that the ICE did not take into consideration negotiations for temporary construction easements.

D. Background on Proposed Contractors

Michael Baker International

Michael Baker International has been in business for 30 years and has played a significant role in the development of Southern California's expansive transportation network. Since 2011, the firm has developed various studies for the SR-91/1-605/I-405 Congestion Hot Spots. They are currently delivering numerous highway improvements as part of the multi-billion dollar, voter-approved Measure R and M programs. In January 2019, Michael Baker International successfully delivered the PA/ED for the WB SR-91 Improvement Project from Alondra Blvd. to Shoemaker Ave.

DEOD SUMMARY

**WB SR-91 ALONDRA BLVD. TO SHOEMAKER AVE. IMPROVEMENT PROJECT/
AE60979000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Michael Baker International, Inc. exceeded the goal by making a 23.02% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	23.02% DBE
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	DBE/ Subcontractors	Ethnicity	% Committed
1.	ACT Consulting Engineers, Inc.	Hispanic American	14.24%
2.	Earth Mechanics, Inc.	Subcontinent Asian American	4.48%
3.	Intueor Consulting, Inc.	Subcontinent Asian American	2.33%
4.	Hennessey & Hennessey LLC	Non-Minority Female	0.72%
5.	MA Engineering, Inc.	Hispanic American	0.58%
6.	E-Nor Innovations, Inc.	African American	0.37%
7.	Arellano Associates, LLC	Hispanic American Female	0.30%
	Total DBE Commitment		23.02%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

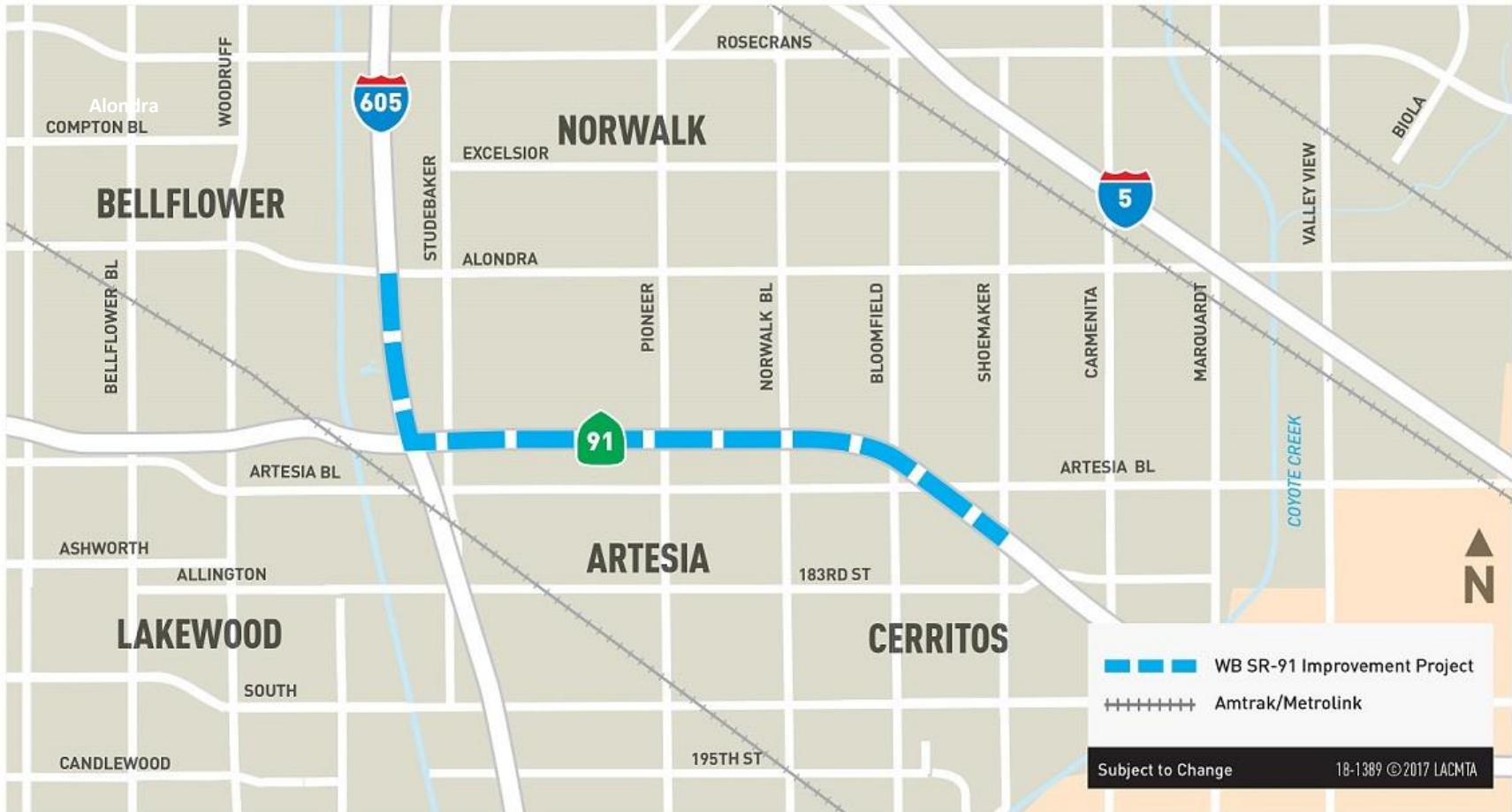
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades 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 is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

ATTACHMENT C - PROJECT LOCATION MAP





Board Report

File #: 2019-0664, File Type: Program

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: WEST SANTA ANA BRANCH TRANSIT ORIENTED DEVELOPMENT STRATEGIC IMPLEMENTATION PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (WSAB TOD SIP); and
- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with WSAB corridor cities and the County of Los Angeles to fund implementation activities recommended in the WSAB TOD SIP in an aggregate amount not to exceed \$1,000,000.

ISSUE

In 2016, the Metro Board directed staff to identify budget, scope of work, and funds for the purpose of Transit Oriented Communities (TOC) predevelopment and planning activities for the WSAB corridor (see Attachment A). Metro, together with the City of South Gate and EcoRapid Transit, was awarded a grant to develop the WSAB TOD SIP, which was completed in spring 2019. Staff now seeks to enter into agreements with WSAB corridor cities and the County to fund up to \$1,000,000 in implementation activities including specialized studies and providing matching funds for grants, in order to continue implementation of the Board's 2016 motion.

BACKGROUND

TOD SIP

Metro has facilitated the development of a WSAB TOD SIP in order to maximize the transit investment that will be made in the WSAB corridor, and to ensure that communities along the corridor equitably benefit from the investment. The TOD SIP was funded by a \$2 million grant from the FTA Pilot TOD Project program, together with a \$500,000 match from Metro, and completed in collaboration with the WSAB local jurisdictions. The TOD SIP provides an overarching vision and strategic guidance for local WSAB jurisdictions to use as a reference as they develop and implement

plans, policies and economic development and mobility strategies in the 12 station areas on the alignment. This information will support station areas in equitably and sustainably transforming, as well as in improving their safety and accessibility via multiple modes of mobility. This is particularly important, as a concentration of Equity Focused Communities, as well as local jurisdictions with minimal staff resources and constrained local budgets are found in this transit corridor, running from the City of Artesia in the south, to downtown Los Angeles in the north. An Executive Summary of the TOD SIP is included as Attachment B and a link to the full TOD SIP is included as Attachment C.

Implementing the TOD SIP will require continuation of a multi-year strategy for transit supportive planning in this corridor, in which Metro's initial efforts to support land use planning around WSAB stations were largely focused on award of TOD Planning Grants to both EcoRapid Transit and WSAB cities.

DISCUSSION

Implementation Strategy

In addition to the impetus from the 2016 Board motion directing support for WSAB jurisdictions, two other key factors will guide Metro's strategy to support implementation of the TOD SIP moving forward.

First, the TOD SIP recommendations are focused on economic development, while also protecting and benefitting the disadvantaged and lower income populations that live along the corridor and mitigating potential displacement pressures. Metro's support for WSAB corridor TOC activities will track to the recommendations in the TOD SIP and should ensure that TOC activities are pursued with strong community engagement and commitment to the equitable realization of benefits, in keeping with Metro's Equity Platform and TOC Policy.

Second, Metro's role going forward is to assist the municipalities along the corridor to build capacity to pursue and carry out TOC activities. The TOD SIP was managed by Metro in coordination with the WSAB municipalities. In the future, the cities/County, given their control of local land use, will necessarily have primary responsibility for future planning, plan, and program delivery. Future programs and policies will be developed within the local governments and will be implemented by the entities with regulatory authority to carry out the identified activities.

Implementation Program

With these factors in mind, staff proposes that the Board authorize Metro to enter into agreements with WSAB corridor cities and the County in an amount not to exceed \$1,000,000 to support an implementation program (Program) over the next three years to provide funding to:

- Conduct new planning studies related to TOD SIP recommendations;
- Provide grant matching funds to enable jurisdictions to pursue grant opportunities; and
- Provide short term loans to provide jurisdictions the cash flow they need to take on typical grant reimbursement requirements.

Implementation activities for which the WSAB jurisdictions may seek funding under this Program will be limited to planning activities in the following categories, which correspond to those that have been

included in the TOD SIP:

Governance	Equitable Development & Community Preservation
- Corridor Wide Governance/ Economic Development Entity Structuring - Financing/Value Capture Feasibility - Special Districts Development, including TIFs, EIFDs and CRIAs - Corridor Wide Investment and Marketing Strategies	- Community Engagement/Education Initiatives - Affordable/Inclusionary Housing Policies - Rent Stabilization Ordinances - Anti-Displacement Policies - Land Trust/Property Assembly Studies - Equity Screens/Community Benefits Frameworks - Economic and Workforce Development Strategies Cultural Resource Identification and Development
Transit Supportive Planning	Placemaking
- Land Use, Zoning (Form/Use), Infill and Adaptive Reuse Studies - Parking Studies Environmental Clearance	- Design Guidelines - Public Space Activation Plans, Community Design/ Wayfinding/ Branding/ Identity Studies
Mobility, Access & Connectivity	Sustainability & Resilience
- Pedestrian/Bike/Active Transportation Plans - New Mobility/Micro Mobility Technologies Planning	- Renewable Power - Infrastructure/Smart Cities Systems: Capacity Studies, Planning, Financing - Environmental Remediation - Low Impact Development - Green Streets - Urban Greening - Green and Healthy Project Certification Planning

Should this program be authorized, WSAB corridor jurisdictions will be invited to express interest in funding, for up to \$200,000 per jurisdiction, for implementation of TOD SIP recommendations, within a specified period of time. WSAB jurisdictions will be required to demonstrate, and will be evaluated for selection, based on the following:

- need, either in terms of serving Equity Focused Communities, and/or in augmenting limited city staff or budget capacity,
- demonstrated nexus with TOD SIP recommendations, and
- readiness to take on the work program they propose.

Grant Writing Assistance

In addition to the proposed Program, Metro will continue to provide grant-writing assistance to WSAB jurisdictions, focusing on funding activities that implement the WSAB TOD SIP recommendations. In fall 2018, the TOC team launched a pilot grant writing assistance program by using an existing Metro grant assistance contract and supporting five applications to the State of California’s SB 1 Planning Grant program and the SCAG Sustainable Communities program. The five grants requested over \$2.4 million in TOC-related planning studies, and over \$1.24 million was awarded. The TOC team will continue this grant writing assistance program over the next three years, with an anticipated ability to support up to 10 grants per year.

Equity Platform

Many WSAB corridor communities have been identified as disadvantaged communities that are the

focus of Metro's Equity Platform. Actions recommended in the TOD SIP include best practices for inclusive community engagement process, as well as equitable development and community preservation strategies, and transit supportive planning. Therefore, funds awarded would, in the words of the Equity Platform, "build local government technical capacity serving historically underserved communities". Providing local jurisdictions support in TOD SIP implementation activities also supports the Focus and Deliver pillar of the Equity Platform, targeting areas where Metro partners with others, particularly in land use and transit supportive planning.

DETERMINATION OF SAFETY IMPACT

There is no negative impact to the safety of our employees or patrons. The program will advance transit-supportive, and active transportation planning and development policies that improve the integration of transit stations into existing communities and the built environment. This integration will support improved safety for passengers and Metro operations.

FINANCIAL IMPACT

The FY 2020 budget includes \$500,000 in Cost Center 4530, Project 460201 (WSAB Transit Corridor Admin). Since this is a multi-year commitment, 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 Measure R Transit Capital New Rail (35%). As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Providing funding to WSAB jurisdictions for TOD SIP implementation will carry out Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity, by facilitating transit supportive planning in future station areas. The program funding, since it will build and enhance the capacity of WSAB local jurisdictions, will also carry out Strategic Plan Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this \$1,000,000 funding authorization as requested. We do not recommend this alternative. This program, together with the ongoing grant writing assistance we have committed to provide to WSAB jurisdictions will further:

- implementation of the TOD SIP;
- the creation of transit-oriented communities that maximize access to corridor stations and, ultimately, transit ridership; and
- continuing progress toward the Board's 2016 motion to support WSAB jurisdictions' TOC

predevelopment and planning activities.

NEXT STEPS

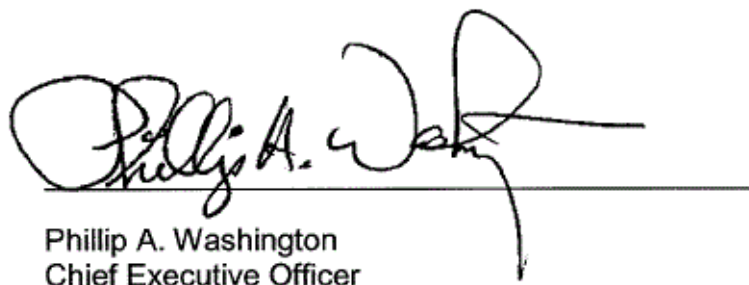
With the completion of the TOD SIP, city and county staff are expected to review its recommendations with their local decision makers and stakeholders and use the guidance within the plan to inform their own station area planning, programs and implementation actions. With Board approval, staff will, in the fall of 2019, release an invitation to express interest in funding under the Program, evaluate submissions, and initiate agreements with WSAB corridor jurisdictions, for TOD SIP related implementation predevelopment and planning activities. Staff will report implementation progress to the Board on an annual basis, at minimum.

ATTACHMENTS

Attachment A - Board Motion Revised Item #32.1
Attachment B - WSAB TOD SIP Executive Summary
Attachment C - WSAB TOD SIP

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Nick Saponara, Executive Officer (Interim), Countywide Planning & Development, (213) 922-4313
Holly Rockwell, Sr. Exec. Officer - Real Estate, Transit Oriented Communities and Transportation, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

REVISED

Motion by Directors Knabe, DuBois, Garcetti and Solis

West Santa Ana Branch Transit Corridor (Eco-Rapid Transit Project)

Creating Sustainable Transit Oriented Communities

Measure R includes the West Santa Ana Branch (Eco-Rapid Transit) Transit Corridor. This project runs 20 miles from the City of Artesia in Southeast Los Angeles County and continues through the cities of Artesia, Bell, Bellflower, Bell Gardens, Cudahy, Downey, Huntington Park, Los Angeles, Maywood, Paramount, South Gate, and Vernon.

The cities along this alignment are committed to supporting the implementation of this corridor and have come together in the Eco-Rapid Transit Joint Powers Authority whose mission is to pursue the development of an environmentally friendly energy efficient addition to the Los Angeles County transit system.

This addition to the LA County transit system will enhance and increase transportation options for the residents of the member cities, provide access to employment in other parts of the County and improve the quality of life for all area residents including those cities that have been designated "Disadvantaged Communities by the CalEPA EnviroScreen (SB 535 – De Leon Chapter 830, Statue of 2012).

The Los Angeles County Metropolitan Transportation Authority (MTA) is undertaking environmental studies in preparation for their development of the West Santa Ana Branch transit corridor.

Eco-Rapid Transit JPA, building on the Los Angeles County Economic Development Strategy and the Eco-Rapid Design Guidelines, is desirous of working directly with the communities along the corridor to develop a consistent set of development standards, practices, and sustainability objectives to encourage and incentivize new transit oriented developments throughout the West Santa Ana Branch transit corridor. This work will improve the ability of corridor jurisdictions to attract other funding to carry out identified public infrastructure improvements.

Eco-Rapid Transit will manage the preparation of local development plans and policies to incorporate specific Sustainable Development targets including an evaluation of existing systems—electric, water, storm water, sewage, fiber (data) to identify opportunities to modify existing facilities to create state-of-the art infrastructure that addressed the needs of these Environmental Justice areas. Additionally, the project will identify opportunities in existing transport facilities to identify changes within the corridor that could support increased mode share shifts from vehicles to transit, enhance active transportation opportunities, improve first and last mile connections and related design changes in housing, economic development, parking that better supports achieving the sustainability targets.

In order to achieve these transit oriented communities goals, we hereby request that:

- A) Direct the CEO to return to the Board of Directors within 60 days with a budget (not to exceed \$18 million), scope of work, potential funding sources and community engagement strategy ~~Measure R funds in the amount of \$18 million be allocated for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles as well as the Eco-Rapid Transit and Gateway Cities Council of Governments, for the West Santa Ana Branch Project alignment and communities.~~
- B) ~~Metro Staff work with the Gateway Cities Council of Governments or the Eco-Rapid Transit JPA to implement this program.~~

WEST SANTA ANA BRANCH

Transit Oriented
Development
Strategic
Implementation
Plan

May 2019



EXECUTIVE SUMMARY

LINKING DESTINATIONS: THE WSAB CORRIDOR

An unprecedented opportunity lies before the local jurisdictions, the community stakeholders, and the potential investors and developers in the West Santa Ana Branch Corridor, to collaborate to ensure that the Corridor succeeds as an integrated whole – **one corridor**, and that the whole adds up to **distinct communities and destinations** that are more than the sum of their parts. The Corridor rail transit project is currently being environmentally cleared. The alignment is set, and the possible station locations have been identified. But the system is not yet built, and so there is still time to plan and prepare for the evolution that will inevitably come in the cities and county land along

the corridor, and within the station areas. There is an opportunity for the communities along the corridor to reap the greatest rewards if jurisdictions collaborate on policy, planning and implementation in their station areas, in ways that cities and counties in California have not typically done, so that important issues, like sustainable, equitable growth and economic development, are addressed consistently and effectively.

The defining characteristics of the corridor (described in more detail in Chapter 2) include its 20 miles of length and 12 proposed stations, as well as the 13 cities and a county that

have local jurisdiction – with some station areas split between two, three or even four local jurisdictions. The Corridor's land use, employment base, physical character, population demographics, and economic health vary dramatically along its length. Many of the WSAB communities are identified as disadvantaged communities (or communities most in need of economic investment, good jobs and clean air) per California Senate Bill 535. These disadvantaged communities are currently characterized by a lack of employment opportunities, low home ownership rates and low-income households.

However, the potential for greater access to opportunity – physical *and* economic mobility – for all in the Corridor, abounds. The 12 station areas described in this Transit Oriented Development Strategic Implementation Plan (TOD SIP) fall into five different development typologies (described further in Chapter 4), based on the local jurisdictions’ vision for the future in those areas. In some stations the opportunity is to build on a **Main Street**, or center of local commerce and culture. In others there is infill potential to better serve the needs of populations on **Residential Arterials** or in **Industrial Hybrid Areas**. In some stations there are strategic opportunity sites for **Large Scale Redevelopment**, and in others **High Density Walkable Mixed Use** development will continue to emerge.

Ultimately in station areas, transit investment is maximized when:

- people drive less and use transit more;
- a mix of uses in the station areas supports transit riders of all income levels with housing, jobs, retail, services and recreation;
- transit supportive densities, parking policies, and urban design support compact, accessible neighborhoods connected by multi modal mobility systems; and

- equitable benefits accrue to existing communities, that may be disadvantaged and underrepresented, and not just to new investors in the station areas.

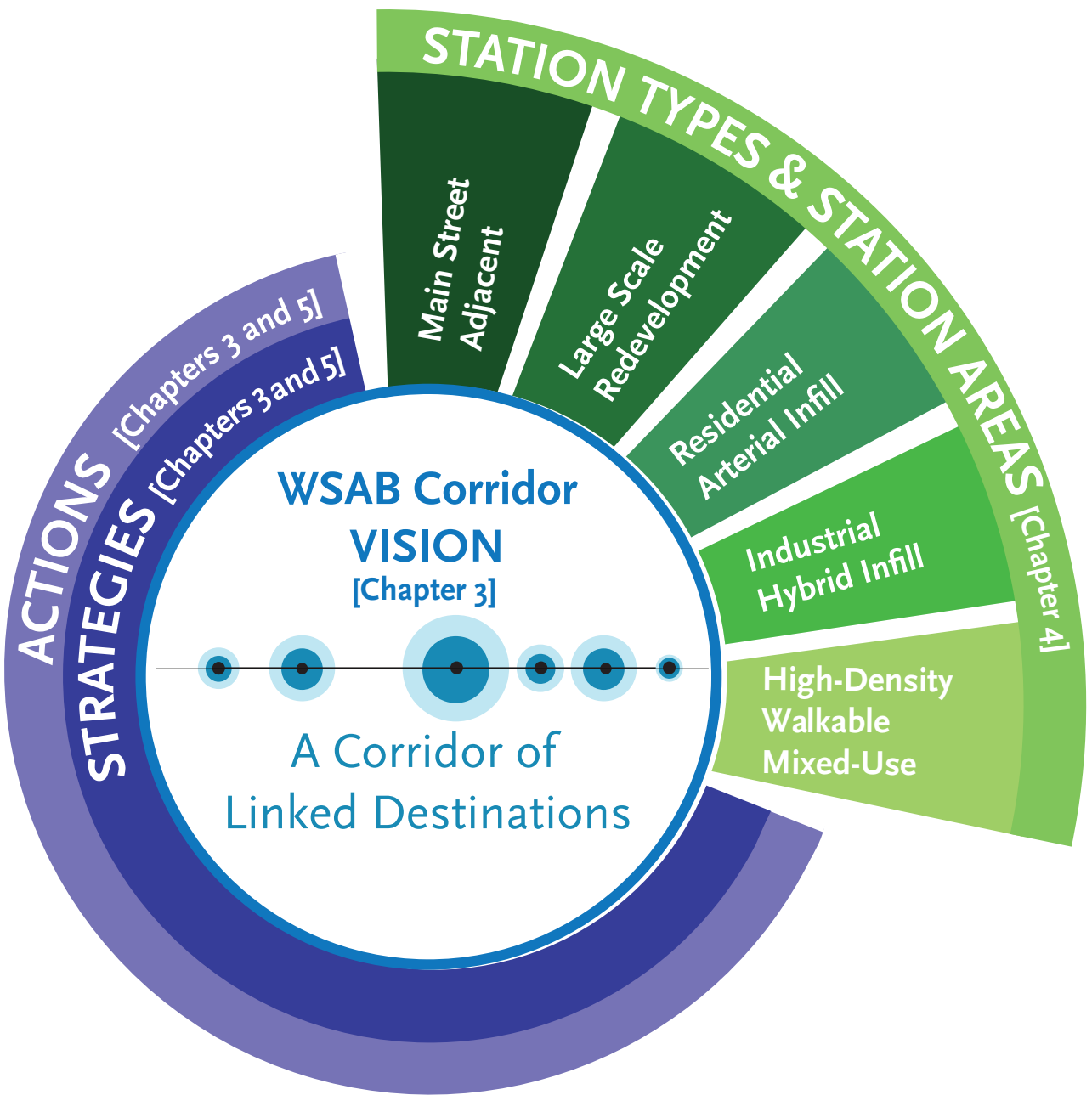
WHO BENEFITS FROM USING THIS PLAN?

Moving into implementation, local jurisdictions can use this plan and its appendices as a resource to develop new corridor wide governance strategies, and for strategies and actions to adopt into local plans and programs. The TOD SIP also describes best practices to meaningfully engage community stakeholders as planning goes forward. Further, language that may be used to draft local jurisdictions’ resolutions of support for the Plan’s concepts is included as an appendix.

Community decision makers and stakeholders can use the TOD SIP to understand the cities and county’s visions for changes to come in station areas, and the types of development roles that each station will play in the corridor as a whole. Stakeholders can continue to advocate for their role in the planning process ahead, and in adoption of the strategies and actions outlined here that are a priority for them. Further, the list of existing city and county plans that were consulted

in the development of this plan is included, and may be a good reference for community members to use to increase their knowledge of planning already in place in their communities.

Potential Corridor investors and developers can use the TOD SIP and its appendices to understand the vision for, and characteristics of the corridor, as well as visions for and details about the station areas, their existing conditions, economic and market conditions, and priorities for multimodal access and mobility.



VISION, STRATEGIES & ACTIONS

The TOD SIP provides an overarching vision and strategic guidance for local jurisdictions to use as a reference as they develop and implement plans, policies and economic development and mobility strategies in their station areas, in order to ensure that station areas transform equitably and sustainably and are safe and accessible via multiple modes of mobility.

Six strategies and a host of related actions are described in Chapter 3, that jurisdictions can take:

- to establish shared **Governance** approaches within the corridor;
- to ensure **Equitable Development & Community Preservation** go hand in hand in the station areas and populations in the corridor today can stay in the corridor in the future;
- **Transit Supportive Planning** to allow appropriate density and enforce consistent development standards;
- **Placemaking** to ensure the public realm is active and inviting across the corridor;
- **Mobility, Access & Connectivity** for users of all transportation modes; and

- Sustainability & Resilience to ensure that current environmental justice issues in the corridor are addressed and 21st century infrastructure is put in place to serve future needs while minimizing resource use.

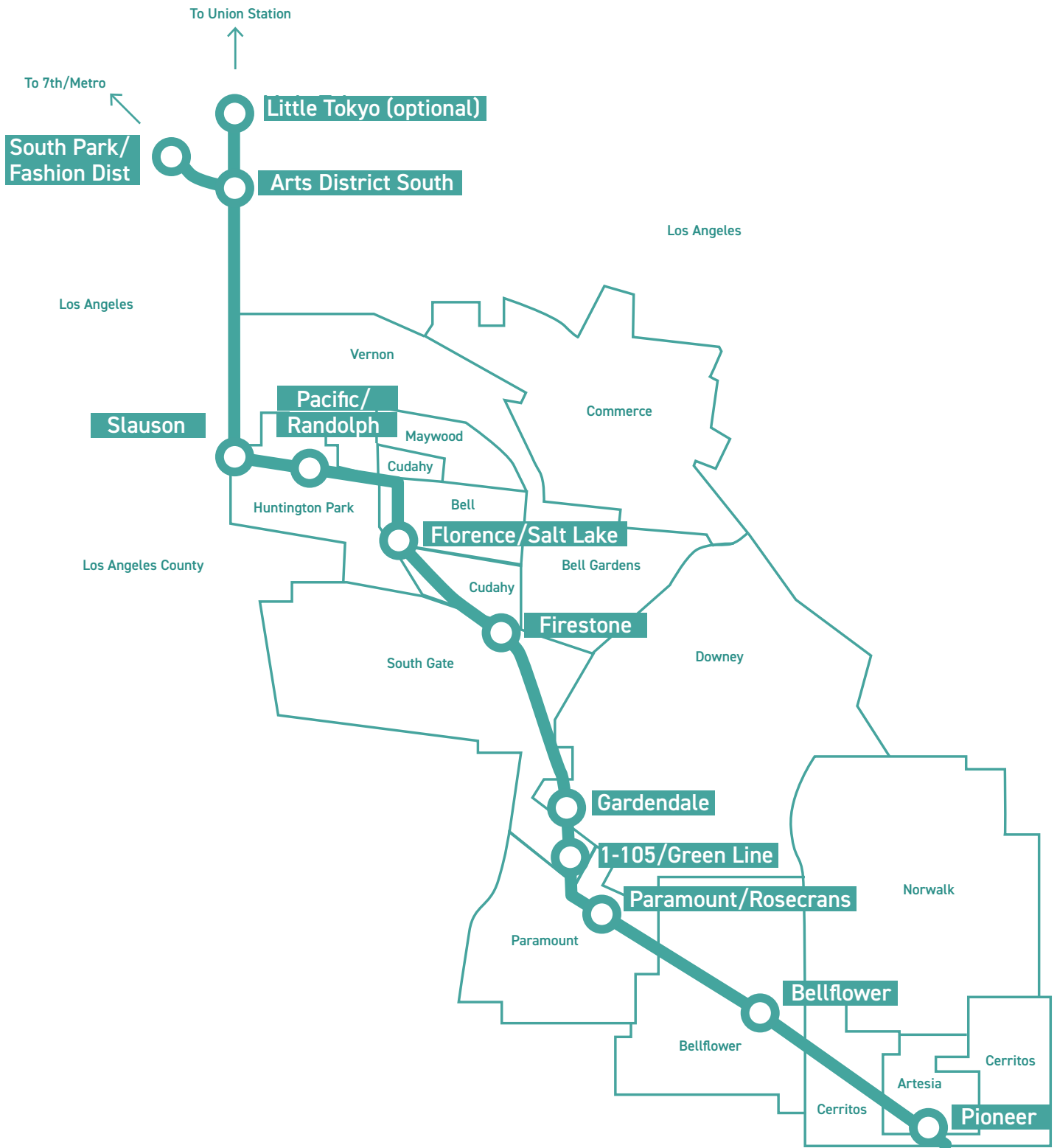
These strategies and actions are further detailed in the toolkit included as part of Chapter 5.

With the common foundation established in the TOD SIP, each community can more effectively direct public resources toward attracting the types of development and businesses that are aligned with their particular needs and individual competitive advantages. Adopting coordinated governance strategies and policies, development guidance and access strategies will produce more equitable, sustainable, and impactful benefits for corridor communities, and more transit ridership overall, than would result from local jurisdictions acting alone. Further, taking a unified position to guide and influence regional, state and federal policies, and advocate

for a share of regional resources will result in more resources for all.

STATION AREAS

In Chapter 4, the 12 station areas along the WSAB corridor have been characterized by type or typology. Key characteristics and visualizations of the five development typologies that the stations have been sorted into are provided. A vision for each station has been articulated, along with a concept plan representing development that could occur in the station areas, assuming the priority actions identified are taken. Priority strategies and actions from Chapter 3 are identified for each typology as well, to guide action and assist local jurisdictions to focus on the most important next steps. Station area visions and concepts were developed, based on input, information and review from city and county staff that was absorbed through the TOD SIP project process described in Chapter 1.



ATTACHMENT C

WSAB TOD SIP

Please see the link to the completed Plan and Appendices available for download on the Metro website:

http://media.metro.net/projects_studies/westSantaAnaBranch/images/WSAB_TOD_SIP.pdf

Next stop: community development.

WEST SANTA ANA BRANCH TOD SIP



Planning and Programming Committee

October 16, 2019



Metro



Recommendation

CONSIDER:

- A. RECEIVING AND FILING the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (WSAB TOD SIP);
- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with WSAB corridor cities and the County of Los Angeles to fund implementation activities recommended in the WSAB TOD SIP in an aggregate amount not to exceed \$1,000,000.

TOD SIP Context

- 2016 Board Motion
- FTA Pilot TOD Program Grant for TOD SIP, completed in 2019
- A foundation for cities/county collaboration & to leverage the transit investment
- Includes strategies for “people to stay” in the vulnerable, high need corridor communities

TOD SIP Structure

“The West Santa Ana Branch Transit Corridor connects distinct communities that share a common desire to provide safe, walkable and compact neighborhoods around their stations, each with a mix of uses that both reflects and enhances the unique station area, and results in sustainable, equitable and interdependent economic vitality.”
Corridor Vision



Implementing the TOD SIP

Funding will be made available to WSAB jurisdictions, to complete implementation activities recommended in the WSAB TOD SIP in these six categories:



Governance



Equitable Development & Community Preservation



Transit Supportive Planning



Placemaking



Mobility, Access & Connectivity



Sustainability & Resilience



Metro



Board Report

File #: 2019-0671, File Type: Policy

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. the State Active Transportation Program (ATP) Cycle 5 Grant Assistance Priorities in Attachment A; and
- B. the regional ATP Point Assignment Method as described in Attachment B.

ISSUE

Cycle 5 of the ATP will award \$445 million over Fiscal Years (FY) 2022-2025. Policies for the provision of grant assistance as well as the assignment of the ten points for the Large Metropolitan Planning Organization (MPO) competition need to be balanced so that, on the one hand, they create a competitive group of projects likely to be a good fit for the Statewide ATP selection criteria and therefore maximize funding for Los Angeles County projects, while on the other hand, incentivize project sponsors to develop projects to implement Metro plans.

BACKGROUND

The ATP is a competitive funding program created in 2013 by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation such as bicycling and walking. The California Transportation Commission (CTC) administers the ATP as a multi-tiered program with various sub-competitions. 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. For the Large MPO competition, Senate Bill 99 requires the Southern California Association of Governments (SCAG) to select projects in consultation with its member counties, which is accomplished by Metro's assignment of up to ten points to be added to each project's Statewide Competition score. Four cycles have been administered to date, awarding approximately \$459 million for Los Angeles County projects for the Statewide and MPO Competitions combined.

DISCUSSION

As the ATP is a rigorous, competitive program, Metro has provided grant-writing services for Metro project managers as well as local jurisdictions for the past four cycles to ensure that strong applications are developed to secure maximum funding for Los Angeles County. Of the \$459 million awarded for Los Angeles County, \$234 million, or 51% was awarded for Metro-assisted applications. Cycle 5 represents an opportunity to continue and fine-tune priorities and policies to incentivize the development of projects that align with ATP criteria and priorities, as well as Metro plans and priorities.

Grant Assistance Priorities

For ATP Cycle 5 Metro staff proposes to continue applying the framework approved by the Board in October 2017 (File ID 2017-0602) to ensure the selection of projects which are likely to fit well with the State ATP selection criteria, and contribute to implementing Metro plans and priorities. The pre-existing framework calls for:

- 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions;
- 25% of overall grant assistance directed to other state ATP-eligible projects including but not limited to Call for Projects, LA River Path, Rail to River, Regional Bike Share, and the I-710 Active Transportation Corridor; and
- In all cases, if requests for grant writing assistance exceed available resources, priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application.

Some degree of modification is needed, however, to reflect lessons learned and updated board priorities. These changes include the following:

- Ensure better delivery outcomes: Since the inception of the ATP, funding for 13 projects or project phases in Los Angeles County have either lapsed or voluntarily returned by project sponsors, affecting ATP awards totaling nearly \$13 million. Staff proposes to address this issue by improving the screening performed as part of the grant assistance project selection process. This will include consideration of the extent and quality of community outreach performed in support of the project and the project sponsors' recent history with successful completion of ATP projects.
- Compliance with Metro's Complete Streets Policy: An additional change would be to provide priority for project sponsors that are in compliance with Metro's Complete Streets Policy. This policy applies to competition in the Call for Projects and other Metro funding opportunities. It is necessary to consider Complete Streets Policy compliance in selecting projects for ATP grant assistance because Metro plays a direct role in supporting ATP funding decisions in the Large MPO competition through the assignment of up to ten points.

- Metro Active Transportation Program: Finally, the new priorities will recognize the Metro Active Transport, Transit First/Last Mile (MAT) Program as a Board priority.

These changes are summarized in Attachment A, Grant Assistance Priorities.

Point Assignment Method

Senate Bill 99 requires SCAG to select projects in consultation with its member counties. SCAG accomplishes this by combining up to 10 points assigned by Metro with up to 100 points from the Statewide Competition score for each ATP project application.

Staff is proposing three modifications to the previous point assignment method.

1. First, as a prerequisite for receiving any of the 10 points assigned by Metro, the project sponsor must have an adopted Complete Streets Policy or other qualifying document. The points will not be awarded until much later, possibly late calendar year 2020, thus local jurisdictions that do not currently have a compliant policy or other qualifying document will have approximately one year to develop and adopt the policy documents to qualify.
2. Second, to ensure successful project delivery, one point will be given for projects that demonstrate sufficient community outreach. This additional point would become one of the two points given for consistency with local and regional plans under the previous policy.
3. Third, to support Metro's Board and Measure M priorities, projects or corridors selected through the MAT Program will be included under eligible Metro Board priorities.

These changes are summarized in Attachment B, Point Assignment Method.

Equity Platform

This report supports the third pillar of the Equity Platform, Focus and Deliver. The first priority of the ATP Cycle 5 Grant Assistance Framework is to assist project sponsors that can clearly demonstrate resource/technical limitations that prevent development of a competitive application. Three of the 10 points of the Point Assignment Method are assigned to projects that benefit disadvantaged communities.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will provide policies to facilitate the seeking of funds to improve safety, comfort, and convenience to the 75 to 88 percent of Metro customers accessing major transit facilities via active transportation.

FINANCIAL IMPACT

Approving the staff recommendations will have no impact on the FY 2020 Budget. Funds for grant

assistance have already been budgeted in the FY 2020 Budget for Cost Center 4420 under Project 405510, Task 05.05.01. Funds obtained for first/last mile projects will offset the need for resources to implement the Countywide First/Last Mile Priority Network.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report seeks approval of policies that will direct funding to meet Vision 2028 goals, especially the first goal, provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt a grant assistance framework for Cycle 5. Staff does not recommend this alternative, as policies would default to Cycle 4 policies which do not include considerations for Complete Streets Policy compliance, nor measures to ensure successful project delivery. The Board could elect not to adopt the Point Assignment Method at this time. Metro staff does not recommend this alternative as the method should be adopted timely to allow Los Angeles County project sponsors time to identify and develop projects for the ATP with Metro point assignment method in mind.

NEXT STEPS

Upon approval, staff proposes to release a solicitation for Letters of Interest for grant assistance. Projects would be selected by February 2020 and the grant-writing process would begin in March 2020. Applications will be due to the State in summer 2020, with award recommendations published in early 2021. At that time Metro staff will identify up to ten points for consistency with local and regional plans and report back to the Board.

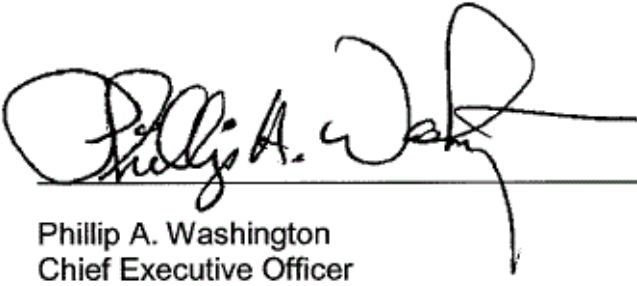
If necessary, staff will return to the Board early to revise the Point Assignment Method to address new policies or other developments.

ATTACHMENTS

Attachment A - Grant Assistance Priorities
Attachment B - Point Assignment Method

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Phillip A. Washington
Chief Executive Officer

Grant Assistance Priorities

In October 2017, the Metro Board adopted the ATP Cycle 4 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2017-0602). The framework provides for:

- 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions
- 25% of overall grant assistance directed to other state ATP-eligible projects including but not limited to Call for Projects, LA River Path, Rail to River, Regional Bike Share, I-710 Active Transportation Corridor
- In all cases, if requests for grant writing assistance exceed available resources, priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application

For ATP Cycle 5 Metro staff proposes to continue applying the approved framework to ensure the selection of projects which are likely to fit well with the State ATP selection criteria, and contribute to implementing Metro plans and priorities. Some degree of modification is needed, however, to improve delivery outcomes. Since the inception of the ATP, funding for 13 projects or project phases in Los Angeles County have either been lapsed or voluntarily returned by project sponsors, affecting ATP awards totaling nearly \$13 million. The obstacles to successful project delivery have generally fallen into four categories: 1) lack of community support for the infrastructure changes, 2) issues arising within the project sponsor jurisdiction after award, 3) unanticipated complexity of environmental clearance process, and 4) insufficient feasibility work prior to application.

Staff plans to address several of these issues by updating the Letter of Interest and project selection process to require a field walk for every project prior to grant assistance. Staff is also working with Caltrans Local Assistance to disseminate information about environmental requirements to prospective applicants. Staff also proposes to strengthen the selection process by evaluating the community outreach completed for the project and the project sponsor's history of successful project completion.

An additional modification will strengthen the implementation of the Metro Complete Streets Policy of 2014 which requires that cities and the County of Los Angeles have an adopted local Complete Streets policy, an adopted City Council Resolution in support of Complete Streets, or an adopted General Plan consistent with the state's Complete Streets Act of 2008 in order to apply for Metro capital grant funding programs. Staff plans to add to the priority for low resource agencies, a secondary priority for agencies who have adopted a complete streets policy or qualifying document.

In the next Cycle of the ATP, Cycle 6, staff plans to make the complete streets policy a requirement for all grant assistance. Deferring the full application of the requirement should give all local jurisdictions the opportunity to adopt the required policy or qualifying document.

For ATP Cycle 5, staff proposes to expand the list of other state ATP-eligible projects to include selected projects and corridors from the Metro Active Transport, Transit First/Last Mile (MAT) Program.

Table 1 summarizes the framework to be used for selecting projects for grant assistance.

Table 1: ATP Cycle 5 Grant Assistance Priorities
<ul style="list-style-type: none"> • 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions
<ul style="list-style-type: none"> • 25% of overall grant assistance directed to other state ATP-eligible projects consistent with point assignment criteria, such as: <ul style="list-style-type: none"> ○ Leverages Measure M ○ LA River Path ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor ○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors
<ul style="list-style-type: none"> • First priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application
<ul style="list-style-type: none"> • Secondary priority – should capacity be available to project sponsors without serious resource limitations, priority will be given to project sponsors with an adopted Complete Streets policy or other qualifying document.

ATP Cycle 5 Point Assignment Method

Following the Statewide Component, applications from within large MPO areas that are not funded are then considered in the MPO Component. Senate Bill 99 requires SCAG to select projects in consultation with its member counties, and to select projects that are consistent with local and regional plans. SCAG accomplishes this by combining points assigned by Metro and the other counties along with points from the Statewide Competition score for each ATP project application.

For Cycle 4, the following method was used to assign the additional ten points to Los Angeles County projects:

- Disadvantaged Communities – 3 points assigned to help ensure Metro’s scoring supports the goals of the Metro Equity Platform.
- Consistency with Local and Regional Plans – 2 points assigned to recognize board priorities, such as First/Last Mile, leveraging Measure M projects, board-adopted projects, and implementation of the Active Transportation Strategic Plan.
- Bonus for First/Last Mile Strategic Plan – 5 bonus points assigned to projects which support the implementation of the First/Last Mile Strategic Plan and First/Last Mile Board Action 14.1 of May 2016 (File ID 2016-0442).

For ATP Cycle 5, Metro staff proposes to modify the point assignment policy to ensure:

- better delivery outcomes
- compliance with Metro’s Complete Streets Policy; and
- reflection of the board priority of the Metro Active Transport, Transit First/Last Mile (MAT) Program.

The complete scoring method, including the modifications as described above, is shown on the table on the following page:

Table 1: ATP Cycle 5 Point Assignment Method	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Disadvantaged Communities	3
B. <ul style="list-style-type: none"> a. Consistency with Local/Regional Plans – Regional Plans <ul style="list-style-type: none"> • Leverages Measure M • Implements Board Priorities, such as: <ul style="list-style-type: none"> ○ LA River Path ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor ○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors • Implements the Active Transportation Strategic Plan b. Consistency with Local/Regional Plans – project has robust community Support 	1 and/or 1
C. Bonus for First/Last Mile	5
Total (Up to)	10



Next stop: access to opportunity.

**State Active Transportation Program (ATP)
Planning & Programming Committee Item #13
October 16, 2019**



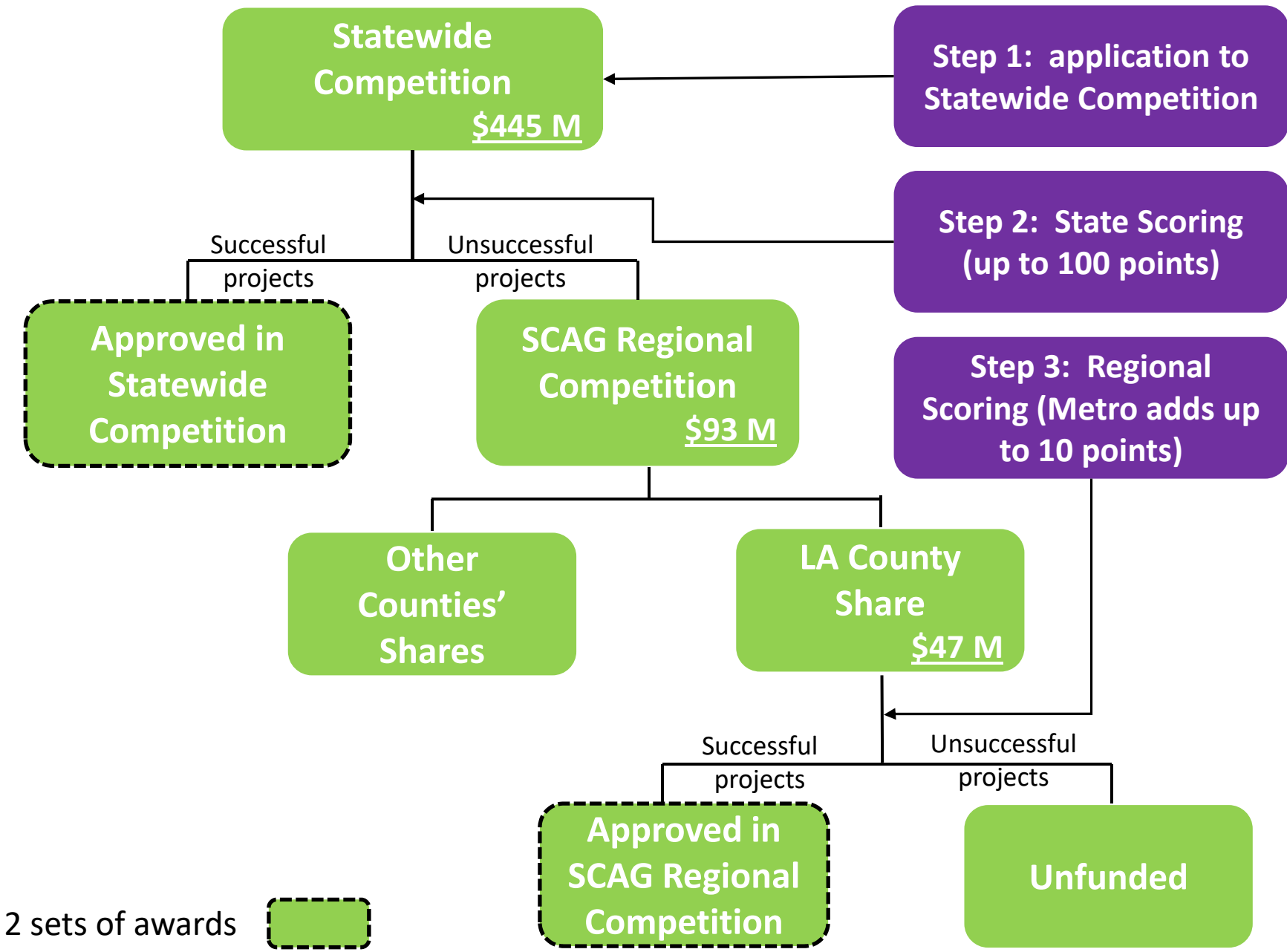
Active Transportation Program (ATP)

What: State funding for projects to increase bicycling and walking

Who: All 88 LA County cities, LA County, and Metro submit applications independently; CTC adopts statewide funding, Metro works with SCAG to develop regional/MPO funding

When: Call for Projects every two years – next Call anticipated Spring 2020

Why: To improve air quality, reduce greenhouse gas emissions, improve safety and health for human-powered transportation, with a focus on disadvantaged communities.



Metro's two levers on the ATP

1) **Grant Assistance** – Metro consultant works with local jurisdiction to prepare and submit application. The purpose is to **maximize funding** for LA County projects, and incentivize projects that implement Metro goals

2) **Assignment of 10 Points** – Metro assigns up to 10 points to add to the statewide score. The purpose is to add regional input for regional funds – **in accordance with SB 99 of 2013.**

Grant Assistance Priorities

Project Selection:

- How well the project fits ATP criteria
- 75% of applications are for first/last mile projects
- Priority for low-resource project sponsors

Proposed changes:

- Add priority for agencies compliant with Complete Streets Policy
- Screening to ensure project deliverability:
 - Community vetting/input
 - History of project delivery

Grant Assistance Priorities

Table 1: ATP Cycle 5 Grant Assistance Priorities
<ul style="list-style-type: none">• 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions
<ul style="list-style-type: none">• 25% of overall grant assistance directed to other state ATP-eligible projects consistent with point assignment criteria, such as:<ul style="list-style-type: none">○ Leverages Measure M○ LA River Path○ Rail to River○ Regional Bike Share○ I-710 Active Transp. Corridor○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors
<ul style="list-style-type: none">• First priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application
<ul style="list-style-type: none">• Secondary priority – should capacity be available to project sponsors without serious resource limitations, priority will be given to project sponsors with an adopted Complete Streets policy or other qualifying document.

10-Point Assignment

- Metro 10-Point Assignment policy plays a role in project selection for SCAG MPO Component
 - MPO Component adds Metro's (up to) 10 points to the State's score (out of 100) for a total score based on a 110-Point scale
- Continuing from previous cycle:
 - Disadvantaged communities
 - Consistency with local/regional plans
 - First/last mile
- Proposed changes:
 - Complete Streets Policy compliance **REQUIRED**
 - Screening to ensure project deliverability

10-Point Assignment

Table 1: ATP Cycle 5 Point Assignment Method	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Disadvantaged Communities	3
B. <ul style="list-style-type: none"> a. Consistency with Local/Regional Plans – Regional Plans <ul style="list-style-type: none"> • Leverages Measure M • Implements Board Priorities, such as: <ul style="list-style-type: none"> ○ LA River Path ○ Rail to River ○ Regional Bike Share ○ I-710 Active Transp. Corridor ○ Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors • Implements the Active Transportation Strategic Plan b. Consistency with Local/Regional Plans – project has robust community support 	1 and/or 1
C. Bonus for First/Last Mile	5
Total (Up to)	10



Board Report

File #: 2019-0679, File Type: Program

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 16, 2019

SUBJECT: 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the programming of up to \$51,440,000, as well as the proposed program amendments, in the 2020 Los Angeles County Regional Transportation Improvement Program (RTIP) as shown in Attachment A.

ISSUE

In August 2019, the California Transportation Commission (CTC) adopted the 2020 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new funding capacity over the five-year STIP period from Fiscal Year (FY) 2021 through FY 2025. Metro prepares the Regional Transportation Improvement Plan (RTIP) for Los Angeles County, programming the county's regional funding share through FY 2025. The RTIP must be adopted by the Board prior to the December 13, 2019 RTIP submittal deadline to the CTC in order to program funds in the 2020 State Transportation Improvement Program (STIP).

BACKGROUND

The STIP is a five-year capital improvement program of transportation projects that is updated every two years. The last STIP was adopted by the CTC in March 2018. The STIP contains two portions. The first portion, the RTIP, accounts for 75% of the total STIP and is programmed by County Transportation Commissions, such as Metro. The RTIP portion is the subject of the recommendations of this report. The second portion is the Interregional Transportation Improvement Program (ITIP), which consists of the remaining 25% of the STIP and is developed by Caltrans.

DISCUSSION

Relationship to the 2018 STIP

Staff utilized the Evaluative Criteria Framework, as established in the September 2017 Board report on State and Federal Transportation Funding Programs (File #2017-0546) and updated in September 2019 (File# 2019-0601), to identify the appropriate program of projects. Staff aimed to use formula funds strategically for projects that were less likely to compete well in discretionary programs and for

those that have a low tolerance for risk.

Through the 2018 STIP, Los Angeles County's RTIP was programmed for its maximum funding share of \$427.6 million, of which \$110.5 million was advanced future shares. An additional advance of \$41 million was made through the Advanced Project Development Element (APDE) of the STIP to fund three projects through final design to support their development as shovel ready projects for future funding cycles. As a result of these advances, very little funding shares will be distributed to LA County through the 2020 STIP, unless additional county share advances are made available.

Proposed 2020 RTIP Programming

Metro staff proposes to program up to \$51.44 million (including potential advances) and to amend existing programming in the 2020 RTIP. The 2020 STIP Fund Estimate (FE) included \$5.1 million in planning, programming and monitoring funds for Los Angeles County that must be programmed for RTIP administration activities. Additionally, the STIP FE included up to \$46.34 million that could be advanced into the 2020 STIP period for Los Angeles County, should other regions under-program their RTIPs in the 2020 STIP. Staff recommends requesting \$46.34 million of advanced shares be programmed for a future bus and bus infrastructure project. This recommendation is consistent with the Evaluative Criteria Framework. Lastly, the 2020 RTIP amends the existing program to support the delivery of previously programmed projects. The proposed 2020 RTIP, including the amended and additional programming, is included in Attachment A. The project descriptions for all of the RTIP projects is included in Attachment B.

Equity Platform

This board action employs the Equity Platform Pillar III "Focus and Deliver" by planning resources to strategically invest in high-quality mobility options for Los Angeles County, including highway and transit improvements, as well as cleaner and more efficient infrastructure including new buses.

DETERMINATION OF SAFETY IMPACT

Adoption of the 2020 RTIP will authorize staff to seek funds to make safety and other mobility improvements in several areas of the county.

FINANCIAL IMPACT

Approval of the 2020 RTIP for LA County will have no negative financial impact to the county. The 2020 RTIP fulfills prior and anticipated commitments of the Long Range Transportation Plan and the Measure M Expenditure Plan.

Impact to Budget

The 2020 RTIP includes funding for FY21 through FY25 and has no impact to the FY20 budget. Following CTC action on the 2020 RTIP in the spring of 2020, staff will include the programmed resources in the corresponding budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan goal #1 to “provide high-quality mobility options that enable people to spend less time traveling” by supporting the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2020 RTIP. This option is not recommended as it would force LA County to surrender up to \$51.44 million in RTIP funds through the 2020 STIP period. Additionally, failure to adopt the RTIP could cause delay for the projects proposed herein, such as the SR 138 Segments 6 and 13.

NEXT STEPS

With Board approval of our recommendation, staff will proceed with and monitor the following steps to securing the 2020 LA County RTIP submittal:

- Submit RTIP request to CTC - December 13, 2019
- CTC publishes staff recommendations - February 28, 2020
- CTC adopts STIP - March 25-26, 2020

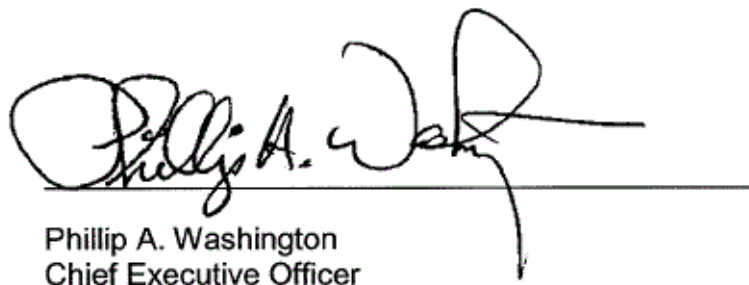
ATTACHMENTS

Attachment A - 2020 Los Angeles County RTIP Summary and Program

Attachment B - RTIP Project Descriptions

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Phillip A. Washington
Chief Executive Officer

Metro is responsible for transmitting the 2020 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 13, 2019 for their program adoption in March 2020. The program was developed using the Evaluative Criteria Framework (ECF), which focuses resources on the Metro Board's highest priorities, and maximizes funding opportunities.

Within the ECF, staff's first priority for the 2020 RTIP is to support existing projects within the program. The programming from prior RTIPs is unchanged for the following projects:

1. SR 71 (North)
2. Bus Acquisition Project 2
3. East San Fernando Valley Transit Project
4. Light Rail Vehicles

Staff proposes amending the existing RTIP to support the delivery of existing projects and priorities as follows:

1. Planning, Programming and Monitoring- Reducing prior FY 23 programming by \$1,166,000 in order to shift those funds to FY24 for the purposes of maintaining consistent resources year to year.
2. AB3090 Replacement Project- Reducing the AB 3090 project by \$618,000 (see item 7 below), for a total of \$19,132,000. The project is amended to identify the replacement project as the Bus and Bus Infrastructure Project.
3. The I-405/Crenshaw Ramp Improvement Project- Moving Construction programming from FY23 to FY21 to align with the project's schedule.
4. I-605/I-5 Interchange- Moving Final Design (PS&E) from FY21- FY22 based on the latest project schedule.
5. SR 138 Segment 13- Shifting funds between the Construction Capital and Right-of-Way Capital Phases based on updated cost estimates. An additional \$18,400,000 is reduced from the project and shifted to SR 138 Segment 4 to fully fund the segment under an updated cost estimate.
6. SR 138 Segment 4- Increasing the Right-of-Way Capital Phase by \$17,400,000 million and the Construction Capital Phase by \$1,000,000 using the balance of funds shifted from Segment 13.

7. Bus Acquisition Project 1- Increasing project funding by \$618,000 with funds from the AB 3090 Replacement Project to fully fund the 40 Zero Emission Bus order.

Staff proposes programming additional funding as follows:

1. Planning, Programming and Monitoring- Programming the additional \$5,096,000 of Planning, Programming and Monitoring Funds between the newly added STIP program years FY24 (\$1,671,000) and FY25 (\$3,425,000).
2. Bus/Bus Infrastructure Project 2- Requesting to advance up-to \$46,344,000 of future shares for the Bus/Bus Infrastructure Project 2, consistent with the Evaluative Criteria Framework.

2020 RTIP NEW AND EXISTING PROGRAMMING AND AMENDMENTS (\$1000s)

ATTACHMENT A

									Project Phase					
EXISTING PROGRAMMING (UNCHANGED)	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
Highway														
1 SR 71 (North Segment)	2741N	-		20,000				20,000		5,000				15,000
Transit														
2 Bus Acquisition Project 2	5431	-			17,096			17,096		17,096				
3 East San Fernando Valley Transit Corridor	4296	-	34,630		167,509			202,139	34,630	167,509				
4 Light Rail Vehicles	4025	276,471	27,800					304,271		304,271				
5 Prior Programming Subtotal		276,471	62,430	20,000	184,605	-	-	543,506	34,630	493,876	-	-	-	15,000

									Project Phase					
AMENDMENTS	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
6 Planning Programming & Monitoring	9001	2,308	4,002	4,002	4,002			14,313		14,313				
7 Planning Programming & Monitoring	9001	2,308	4,002	4,002	2,836	1,166		14,313		14,313				
Highway														
8 I-405 Crenshaw Blvd Ramp Improvement	4451				12,000			12,000		12,000				
9 I-405 Crenshaw Blvd Ramp Improvement	4451	-	12,000					12,000		12,000				
10 I-605/I-5 Interchange Improvements	4624		18,170					18,170				18,170		
11 I-605/I-5 Interchange Improvements	4624	-		18,170				18,170				18,170		
12 SR 138 Seg 13	4357	17,800	4,000		40,300			62,100	17,800	33,500	4,000			6,800
13 SR 138 Seg 13	4357	17,800	4,000		40,300			62,100	17,800	33,500	4,000			6,800
14 SR 138 Seg 4	4353	20,950		19,000				39,950	9,000	15,000	5,250		6,700	4,000
15 SR 138 Seg 4	4353	38,350		20,000				58,350	26,400	16,000	5,250		6,700	4,000
Transit														
16 AB3090 Replacement Project	4365A		19,750					19,750		19,750				
17 Bus/Bus Infrastructure (AB3090 replacement)	4365A			19,132				19,132		19,132				
18 Bus Acquisition Project 1	5430		30,246					30,246		30,246				
19 Bus Acquisition Project 1	5430	-	30,864					30,864		30,864				
20 Amendments Subtotal		58,458	50,866	61,304	43,136	1,166		214,929	44,200	125,809		27,420	6,700	10,800

									Project Phase					
NEW PROGRAMMING	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
21 Planning Programming & Monitoring	9001					1,671	3,425	5,096		5,096				
Transit														
22 Bus/Bus Infrastructure Project 2 (Tier II request)	5431					46,344		46,344		46,344				
23 New Programming Subtotal						48,015	3,425	51,440	-	51,440	-	-	-	-

									Project Phase					
LOS ANGELES COUNTY 2020 RTIP	PPNO	Prior	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total	R/W	Con	E&P	PS&E	R/W Sup	Con Sup
24 Net New Programming						48,015	3,425	51,440		51,440				
25 Total RIP Funding		334,929	113,296	81,304	227,741	49,181	3,425	809,875	78,830	671,125	-	27,420	6,700	25,800

**Projects Proposed for the 2020
Los Angeles Regional Transportation Improvement Program (RTIP)**

The following project descriptions are provided to give an overview of the project scopes for the proposed projects in the RTIP. Additional project detail and performance information will be included in the 2020 RTIP submittal to the CTC.

- The Bus Acquisition Project 1 is required to maintain a state of good repair of our bus fleet through a replacement schedule that allows Metro's buses to be retired and replaced after the end of their "useful life" as defined by the FTA. Programming is proposed for FY21. The project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations. The \$30.8 million project includes 40 Zero-Emission Buses (ZEBs) and chargers.
- Programming for the Bus Acquisition Project 2 is proposed for FY23. This programming will fund a scheduled future bus purchase and bus infrastructure project. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- The Bus and Bus Infrastructure Project is proposed as the replacement project for the AB3090. Programming is requested for FY22 for \$19.32 million. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.
- The East San Fernando Valley Transit Corridor Project will provide 9.2 miles of Light Rail Transit service in the eastern San Fernando Valley along Van Nuys Boulevard and San Fernando Road. Programming is proposed for the Right-of-Way Phase in FY 21 and for Construction in FY 23. Should the project be delivered under a design-build contract, the funding proposed would support the right-of-way, design and construction of the project.
- The I-405/Crenshaw Ramp Improvement Project will improve the on and off ramps at Crenshaw Boulevard and 182nd Street, by providing new on-ramp facilities, additional storage capacity for the off-ramps, as well as an auxiliary and deceleration lanes between Western and Crenshaw Blvd on the I-405 mainline.
- The I-605/I-5 Interchange Improvements Project proposes improvements on the I-605 from Florence Ave to Paramount Blvd. Funding for the Plans, Specifications and Estimates Phase is proposed for FY22.

- The SR-138 Segment 4 is programmed for construction in FY22. The new facility provides two travel lanes in each direction, as well as standardized shoulder widths and a median turning lane over a 1 mile stretch of the SR 138. The completion of this project will help deliver approximately 17 miles of continuous improvements over the corridor.
- The SR-138 Segment 13 is proposed for Construction in FY23. The new facility provides two travel lanes in each direction, as well as standardized shoulder widths and a median turning lane over a 2.5 mile stretch of the SR 138. The completion of this project will help deliver approximately 17 miles of continuous improvements over the corridor.
- The SR-71 North converts .8 miles of Route 71 from Mission Boulevard to the I-10 from a four-lane expressway to an eight-lane freeway, inclusive of two HOV lanes. Once complete, it will provide continuous improvements over 4 miles of the corridor.
- Planning, Programming, and Monitoring (PPM) funds are used to fund the planning activities of Metro. Funds are proposed for FY21 (\$4 million), FY22 (\$4 million), FY23 (\$2.8 million), FY24 (\$2.8 million) and FY25 (\$3.4 million).

Lastly, staff is recommending a second tier of projects should other regions under-program, leaving additional funding capacity available. Tier II is proposed as follows:

- Bus and Bus Infrastructure Project 2 for up-to \$46.34 million. This funding will fund a scheduled future bus replacement. This project supports the ongoing fleet replacement and upgrading required to support Metro's bus operations and ensure Metro's fleet is in a state of good repair. The project scope will include near-zero or Zero-Emission Buses (ZEBs), as well as possible bus chargers and charging infrastructure.

2020 Regional Transportation Improvement Program

Planning and Programming

October 2019



Metro

Recommendation

Approve the 2020 Regional Transportation Improvement Program (RTIP) for Los Angeles County, which includes:

- Up-to \$51.44 M in new programming
- Amendments to prior RTIP projects

Background

What: The county RTIPs are 75% of the State Transportation Improvement Program (STIP)

Who: Metro prepares and approves the RTIP for LA County, California Transportation Commission (CTC) adopts through their 2020 STIP.

When: Prepared and adopted every two years

Why: To program our region's STIP formula shares for the 2020 STIP period FY 2021-2025



2018 STIP Success Reduced Capacity in 2020

2018 RTIP/STIP

\$317 M in shares
+
advanced \$151.5 M
to our County
shares

As a result...

2020 RTIP/STIP

Zero shares/capacity

\$5.1 M for Planning
Programming and
Monitoring

Potentially up-to
\$46.34 M in future
share advances

2020 Programming Priorities

- 1) Prioritize 2018 and Prior STIP Projects, as amended, consistent with CTC priorities.
- 2) Consistent with Evaluative Criteria Framework
 - Measure M, Measure R and LRTP Priorities
 - Program Alignment/Competitiveness
 - Risk Tolerance
 - Geographic Balance
 - Board Policies and Directives
 - Consistent with the LRTP and RTP

Proposed 2020 RTIP (\$S in 1000s)

PRIOR PROGRAMMING	PPM/HWY/TRANSIT	EXISTING/AMENDED	TOTAL
Planning Programming & Monitoring	PPM	Amended	14,313
I-405 Crenshaw Blvd Ramp Improvement	HWY	Amended	12,000
I-605/I-5 Interchange Improvements	HWY	Amended	18,170
SR 138 Seg 13	HWY	Amended	62,100
SR 138 Seg 4	HWY	Amended	58,350
SR 71 (North Segment)	HWY	Existing	20,000
Bus Acquisition Project 1	TRANSIT	Amended	30,864
Bus Acquisition Project 2	TRANSIT	Existing	17,096
Bus/Bus Infrastructure (AB3090 replacement)	TRANSIT	Amended	19,132
East San Fernando Valley Transit Corridor	TRANSIT	Existing	202,139
Light Rail Vehicles	TRANSIT	Existing	304,271
SUBTOTAL OF PRIOR PROGRAMMING			758,435

NEW PROGRAMMING	PPM/HWY/TRANSIT	NEW	TOTAL
Planning Programming & Monitoring	PPM	New	5,096
Bus/Bus Infrastructure Project 2 (Tier II request)	TRANSIT	New	46,344
SUBTOTAL OF POPOSED PROGRAMMING			51,440

Success Realized Through Evaluative Criteria Framework

- Strategically planning for our universe of projects across funding programs.
- Sustains Measure M schedules and commitments.

SB 1 Initial Implementation Strategy - Candidate Project Funding Awards/Recommendations

(\$ in millions)

Measure M Sequence	Project Name	Notes	Begin Construction Date	Subregion	SB 1 Discretionary Programs						Other Programs			
					Active Transportation Program (ATP)	Local Partnership Program (LPP) - Competitive Solutions for Congested Corridors Program (SCCP)	Trade Corridor Enhancement Program (TCEP)	Transit and Intercity Rail Capital Program (TIRCP)	Infrastructure For Rebuilding America (INFRA)	Local Partnership Program (LPP) - Formulaic	2018 Regional Transportation Improvement Program (RTIP)			
Measure M Major Projects														
1	Airport Metro Connector		FY19	sc		\$	\$150							
2	Westside Purple Line Extension Section 3	1	FY18	w										
3	High Desert Multi-Purpose Corridor (HDMC)	2, 3	FY19	nc										
4	I-5 N Cap Enhancements	4	FY19	nc		\$	\$247		\$47					
5	Gold Line Foothill Extension to Claremont	9	FY19	sg				\$290						
6	Orange Line BRT Improvements		FY19	sf		\$75	\$							
7	BRT Connector Orange/Red/Gold		FY20	sf				\$50						
8				av										
9	East SF Valley Transit Corridor		FY21	sf		\$		\$205			\$202			
10	West Santa Ana Transit Corridor LRT		FY22	gc				\$300		\$24				
11	Crenshaw/LAX Track Enhancement		FY22	sd										
12	SR-71 Gap from I-10 to Rio Rancho		FY22	sg		\$	\$44				\$20			
13	LA River Waterway & System Bikepath (CC)		FY23	cc	•									
14	Complete LA River Bikepath (SFV)	5	FY23	sf	•									
15	Sepulveda Pass Transit Corridor (Phase 1)	3, 6	FY24	sf										
16				w										
17	Vermont Transit Corridor		FY24	cc				\$5						
18	SR-57/SR-60 Interchange		FY25	sg			\$22		•					
19	Green Line Extension to Crenshaw Blvd in Torrance		FY26	sb				\$231		\$20				
20	I-710 South Corridor Project (Phase 1)	3, 7	FY26	gc							\$14			
21	I-105 ExpressLane from I-405 to I-605		FY27	sb						•				
Measure M Major Projects #22-45		8												
Other LRTP/Measure R Priorities														
	I-605 Hotspots		FY18	gc				\$32				\$18		
	Willowbrook/Rosa Parks Station		FY18	gc							\$14			
	Metro Bus Fleet Replacement		FY18	All							\$47			
	SR 138		FY19	nc							\$144			
	Rosecrans/Marquardt Grade Separation		FY19	gc			\$9							
	Alameda Corridor East (ACE)/Ports Projects		FY19	sg/gc			\$120		•					
	Link Union Station (US)		FY19	All				\$398						
	Arroyo Verdugo Subregion Soundwalls		FY20	av		\$5								
	South Bay Highway Operational Improvements		FY22	sb							\$12			
Total Funding Awards/Recommendations						\$2,745		\$80	\$150	\$474	\$1,479	\$47	\$58	\$457



**Board Report**

File #: 2019-0690, **File Type:** Contract**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019****SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS****ACTION: AUTHORIZE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 1 to Contract No. AE51890001 for the State Route 57/State Route 60 Interchange Improvements (Project) with WKE, Inc. to provide professional services in the amount of \$3,384,081.72, increasing the total contract value from \$21,771,625 to \$25,155,706.72.

ISSUE

Three project components are being updated which will require additional scope for the Plans, Specifications & Estimates (PS&E) phase. The additional scope will provide benefits to the project including reduced right-of-way (ROW) costs, reduced schedule risk and enhanced operation and safety of the freeway. The additional scope elements include 1) geometric adjustments to the Grand Avenue connectors, 2) hydrologic analysis and consolidation of existing storm drains and 3) preparation of contract bid documents for the Diamond Bar Golf Course as required by mitigation measures under National Environmental Policy Act (NEPA) Section 4(f).

Metro staff developed a statement of services and an independent cost estimate for the additional scope work. The contract modification covers the environmental revalidation studies and PS&E work associated with the additional scope of work.

BACKGROUND

SR-57 and SR-60 are two vital highways that merge and share an alignment for a two-mile segment in the vicinity of the Cities of Diamond Bar and Industry. This shared alignment is the second highest truck involved accident location in Southern California and ranked as the fourth-most congested freight chokepoint in the nation by the American Transportation Institute. Improvements to the SR-57/SR-60 Interchange are needed to improve safety and operational deficiencies at the Grand Avenue Interchange, accommodate expected traffic volumes, eliminate the majority of weaving conflicts in the eastbound direction, improve overall traffic flow and alleviate the bottleneck effect in

this segment.

Environmental clearance for the Project was approved in 2013. In October 2018, Contract No. AE51890001 for PS&E services for the SR-57/SR-60 Interchange Improvement project was awarded to WKE Inc. The Project is included in the Measure M Expenditure Plan.

DISCUSSION

After the contract for PS&E was awarded, the Project team identified design modifications that could reduce ROW cost, schedule risk and future construction cost by eliminating property acquisitions, permanent and temporary easements, consolidating infrastructure work and addressing environmental mitigation measures early in the project development process.

The design of the SR-60 Bypass off-ramp to Grand Avenue is being revised to provide a two-lane off-ramp connector over SR-57 in lieu of the single lane off-ramp under SR-57 originally envisioned. The revised design provides a second lane to eastbound Grand Avenue off-ramp to accommodate high truck volumes and reduce the overall ROW impacts. Within this design the need for acquisition of two parcels and a sliver from a hotel is eliminated. A retaining wall will be put in place to avoid impact to the hotel's parking lot. These design modifications have resulted in substantial reduction in cost of ROW acquisitions and the schedule of the Project.

Consolidation of two existing parallel storm drains into a larger reinforced concrete box (RCB) along the northerly edge of the Diamond Bar Golf Course is also being proposed. The new RCB will be designed in accordance with the Los Angeles County Flood Control District (LACFCD) standards and transferred to LACFCD upon completion. In accordance with the LACFCD Miscellaneous Transfer Drain (MTD) process, LACFCD has required additional hydrological analysis for the entire Diamond Bar Creek watershed tributary to the golf course. The consolidation of the two existing parallel storm drains into one RCB will reduce construction cost in the future.

The Diamond Bar Golf Course abuts the eastern side of the SR-57/SR-60 interchange and will require moderate reconfiguration to accommodate the Project. Los Angeles County Parks and Recreation (LACPR) owns the facility and was initially tasked with leading the reconfiguration of the Golf Course. However, due to LACPR's duration of procurement process for completion of design and construction of the reconfiguration, this work cannot be completed on time to keep the SR-57/SR-60 Interchange Improvement project on schedule. In order to keep the Project on schedule, additional effort is needed under the WKE Inc. contract to prepare a separate construction bid package and environmental clearance/revalidation for the Diamond Bar Golf Course reconfiguration to be completed in an early construction contract.

DETERMINATION OF SAFETY IMPACT

The SR-57/SR-60 Interchange Improvement scope, schedule, and budget will have no impact to the safety of Metro's patrons, employees or the general public.

FINANCIAL IMPACT

For FY20, \$23M has been budgeted in Highway Program Cost Center 4720, SR-57/SR-60

Interchange Improvement Project 475002, Tasks 5.3.100 and 5.4.100, Professional Services Account 50316.

Since this is a multiyear project, the Project Manager, the Cost Center Manager and the Senior Executive Officer of Program Management - Highway Program will continue to be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this project is Measure M (17%) Highway Funds and Trade Corridor Enhancement Program (TCEP) funds from SB1. These funds are not eligible for bus and rail operations or non-Highway capital project expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project is consistent with 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 by alleviating the current operational deficiencies and improving mobility at the SR-57/SR-60 interchange.

Goal 4: Transform LA County through regional collaboration by partnering with the San Gabriel Valley Council of Governments (SGVCOG) and Caltrans to identify the needed improvements on State highways and take share responsibility of development and implementation of highway improvement projects.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed Contract Modification. This option is not recommended. Completing the PS&E with identified design modifications is a necessary step in reducing risk and cost for the future construction phase of the Project. Board approval would allow the project to move forward.

NEXT STEPS

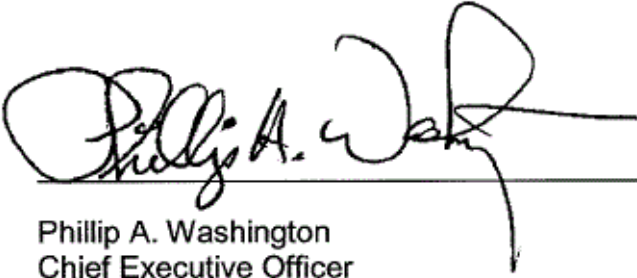
Upon approval by the Board, staff will execute the Contract Modification with WKE, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification / Change Order Log
Attachment C - DEOD Summary
Attachment D - Project Map

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E

AE51890001

1.	Contract Number: AE51890001		
2.	Contractor: WKE, Inc.		
3.	Mod. Work Description: A change in the Project Geometry not included in the original contract scope of work. Add Design Services for Diamond Bar Golf Course mitigation reconstruction PS&E		
4.	Contract Work Description: Plans, Specifications & Estimate (PS&E) for SR -57/SR-60 Interchange Improvements.		
5.	The following data is current as of: September 19, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/27/2018	Contract Award Amount: \$21,771,625.00
	Notice to Proceed (NTP):	10/15/2018	Total of Modifications Approved: \$0
	Original Complete Date:	09/30/2021	Pending Modifications (including this action): \$3,384,081.72
	Current Est. Complete Date:	09/30/2021	Current Contract Value (with this action): \$25,155,706.72
7.	Contract Administrator: Leisa Oden-Kurz		Telephone Number: 213.922.2790
8.	Project Manager: Roberto Machuca		Telephone Number: 213.418.3467

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued in support of the Plans, Specification & Estimates (PS&E) for SR-57/SR-60 Interchange Improvements.

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

On September 27, 2018, the Board awarded a 36-month firm fixed price Contract No. AE51890001 to WKE, Inc., for Plans, Specifications and Estimate (PS&E) for SR-57/SR-60 Interchange Improvements in an amount of \$21,771,625.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a technical analysis, independent cost estimate (ICE), cost analysis, and fact finding of the work to be performed.

Proposal Amount	Metro ICE	Negotiated Amount
\$3,384,081.72	\$3,507,912.79	\$3,384,081.72

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

CONTRACT MODIFICATION/CHANGE ORDER LOG
SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E
AE51890001

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	A change in the Project Geometry and Design Services for Diamond Bar Golf Course mitigation reconstruction PS&E	Pending	Pending	\$3,384,081.72
	Modification Total:			\$3,384,081.72
	Original Contract:		9/27/18	\$21,771,625.00
	Total:			\$25,155,706.72

DEOD SUMMARY

SR-57/SR-60 INTERCHANGE IMPROVEMENTS PS&E
AE51890001**A. Small Business Participation**

WKE, Inc. made a 24.25% Small Business Enterprise (SBE) commitment and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 11% complete and the current SBE participation is 18.69% and DVBE participation is 0.09%. While the project is still in the early stages, WKE has indicated that they are committed to utilizing the SBE/DBVE firms, as proposed. The low participation is solely due to the timing of the specific tasks committed to the SBE/DVBE firms but WKE expects all SBE/DVBE firms to be active on the project by November 2019. WKE estimates that 30% of the current modification is committed to SBE subcontractors.

Small Business Commitment	24.25% SBE 3.03% DVBE	Small Business Participation	18.69% SBE 0.09% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	ADVANTEC Consulting Engineers, Inc.	2.17%	0.60%
2.	Arellano Associates, LLC	0.49%	0.26%
3.	D'Leon Consulting Engineers Corp.	0.23%	0.00%
4.	Earth Mechanics, Inc.	4.63%	-1.01%
5.	2R Drilling Inc.	1.31%	5.60%
6.	A Cone Zone, Inc.	0.98%	3.73%
7.	FRS Environmental, Inc.	0.06%	0.50%
8.	Galvin Preservation Associates, Inc.	1.39%	2.23%
9.	Impact Sciences, Inc.	0.18%	0.00%
10.	Geo-Advantec, Inc.	1.22%	2.02%
11.	Kroner Environmental Services, Inc.	1.78%	2.65%
12.	DC Traffic Control	0.18%	0.00%
13.	Martini Drilling Corp.	0.22%	0.00%
14.	Performance Analytical Laboratories, Inc.	0.69%	0.00%
15.	V & A Inc.	0.16%	0.00%
16.	Lin Consulting, Inc.	5.51%	0.19%
17.	Tatsumi & Partners, Inc.	1.37%	0.00%
18.	Wagner Engineering & Survey, Inc.	1.27%	1.92%
19.	Safeprobe, Inc.	0.41%	0.00%

	SBE Total	24.25%	18.69%
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¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Brentwood Reprographics, Inc.	0.88%	0.09%
2.	MA Engineering	2.15%	0.00%
	DVBE Total	3.03%	0.09%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this 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 is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



 Project

Project Map

ATTACHMENT D



**Board Report**

File #: 2019-0782, **File Type:** Motion / Motion Response**Agenda Number:**

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 16, 2019****Motion by:****BONIN, HAHN, GARCIA AND NAJARIAN****Aligning Highway Programs with State Emissions Reduction Goals**

In California, over 40 percent of greenhouse gas emissions are from cars and trucks. Unlike all other major sources, emissions from the transportation sector continue to increase and are on pace to prevent the State from meeting its goal of reducing greenhouse gas emissions 40 percent below 1990 levels by 2030. On September 20th, Governor Gavin Newsom issued an Executive Order to align certain discretionary transportation funding with the State's emissions reduction goals. Governor Newsom directed the California State Transportation Agency to realign its portfolio of construction, operations, and maintenance projects to help reverse trends of rising fuel consumption and greenhouse gas emissions from the transportation sector. This Order affects approximately \$5 billion in annual State expenditures, which are a significant funding source for projects in Los Angeles County.

Inconsistencies between local project development processes and State funding criteria could affect the relative competitiveness of Los Angeles County highway projects for State funding. In order to maintain the region's competitiveness, Metro should conduct a review of local highway planning and programming policies and practices in parallel with the state process.

SUBJECT: ALIGNING HIGHWAY PROGRAMS WITH STATE EMISSION REDUCTION GOALS

APPROVE motion by Directors Bonin, Hahn, Garcia and Najarian that the Board direct the CEO to report back to the Planning & Programming Committee in January 2020 with:

- A. An assessment of how Metro's highway program will be affected by the Executive Order;
- B. Steps that can be taken to align Metro's highway program with the Executive Order in order to ensure continued competitiveness for scarce State resources; and
- C. Recommended revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping, and selection criteria are consistent with State and regional planning goals.

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

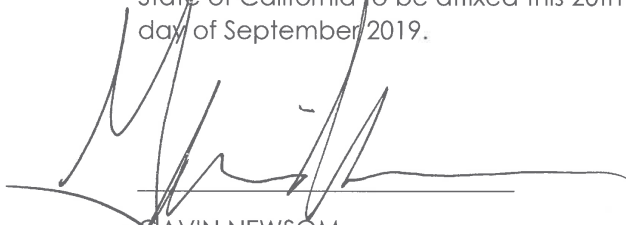
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
 - a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
 - a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.

A handwritten signature in black ink, appearing to read 'Gavin Newsom', written over a horizontal line.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State