



Board Report

File #: 2021-0136, **File Type:** Contract

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

SUBJECT: VERMONT TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 48-month, firm fixed price Contract No. AE68471000 to Jacobs Engineering Group, Inc. for the Vermont Transit Corridor Environmental Review and Conceptual Engineering pursuant to California Environmental Quality Act (CEQA) guidelines in the amount of \$33,066,291 (inclusive of two optional tasks: 1) National Environmental Policy Act (NEPA) Environmental Document in the amount of \$4,367,917, and 2) Opportunities and Capacity for Use of Value Capture in the amount of \$341,503), subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of \$8,266,573 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

The Vermont Transit Corridor is a Measure M project with a projected opening date range of Fiscal Years (FY) 2028 to FY 2030. Currently, there is \$425 million allocated for this project. In order to advance the project in accordance with the Measure M schedule, a Proposed Project/Locally Preferred Alternative (LPA) needs to be identified and environmentally cleared.

The 48-month period is for the environmental review needed to complete a Draft and Final Environmental Impact Report (EIR) pursuant to CEQA and conceptual engineering, including two optional tasks to conduct either the federal environmental review, pursuant to NEPA, and/or Value Capture. Either or both options may be authorized at the discretion of Metro.

Board approval of the Contract is needed in order to proceed with the environmental review of the project.

Vermont Avenue is the second busiest transit corridor in Los Angeles County with nearly 71,000 daily boardings (pre-Covid) from Metro Local Line 204 and Metro Rapid Line 754, and including the B, D, E, and C rail lines (Red, Purple, Expo, and Green), that serve the corridor. Between Hollywood

Boulevard and 120th Street, 100% of Vermont is contained within Metro Equity-Focus Communities. To improve mobility and equity for this primary transit corridor, Metro is delivering the Vermont Transit Corridor Project.

BACKGROUND

History

The study area for the Vermont Transit Corridor extends approximately 12 miles from Hollywood Boulevard in the north to 120th Street in the south (Attachment C).

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study, which evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts that were developed with the goal of increasing bus speeds, reducing passenger travel times, accommodating higher ridership and improving the customer experience.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Item #9, Legistar File 2016-0835). At that same meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/ Vermont B (Red) Line Station to the Exposition/Vermont E (Expo) Line Station as a first phase.

In July 2017, staff returned to the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study was to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro B Line along Vermont Avenue.

In April 2019, staff presented the findings and recommendations from the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Item #17, Legistar File #2019-0205). Overall, the study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand at least until 2042; rail transit would maximize the mobility benefits along the corridor and in the region; and three rail alternatives were identified and determined feasible for future implementation.

Additionally, the Board approved a motion (Attachment D) directing staff to advance three BRT alternatives and the three rail concepts identified in the study into environmental review. The inclusion of rail alternatives in the environmental study provides an opportunity to deliver rail transit sooner should additional funding materialize. The Measure M ordinance includes the future potential conversion to rail on the Vermont Corridor after FY 2067.

The Board motion also directed staff to look at the feasibility of extending the Vermont Transit Corridor approximately ten miles south from 120th Street to the South Bay J Line (Silver) Pacific Coast Highway (PCH) transitway station. This study (South Bay Extension Feasibility Study) is currently underway as a separate contract procured through the Planning Bench. This study, in

coordination with the Vermont Transit Corridor Planning and Environmental Study, will assess the feasibility of extending the BRT and rail alternatives under environmental review to the South Bay J Line (Silver) PCH transitway station.

Alternatives for Environmental Review

The purpose of the project is to improve north-south transit service along the Vermont corridor through enhanced connectivity to local and regional transit services, increased capacity, and improved on-time performance. The feasibility studies previously completed for the project identified six alternatives for further review during the environmental phase.

The Vermont Transit Corridor Environmental Study will evaluate three BRT alternatives, as well as three rail alternatives (Attachment E). Each BRT alternative will extend south from Hollywood Boulevard to 120th Street, near the Metro C (Green) Line Vermont/Athens Station, and include: 1) an end-to-end side-running BRT; 2) a combination side- and center-running BRT; and 3) an end-to-end center-running BRT.

The three rail alternatives include: 1) a center-running Light Rail Transit (LRT) option, primarily at-grade, from Wilshire Boulevard south to 120th Street; 2) a fully grade-separated Heavy Rail Transit (HRT) option connecting directly to the existing Metro B (Red) Line, near Vermont Avenue and 3rd Street, south to 120th Street; and 3) a stand-alone, fully grade-separated HRT option that would extend from the Metro B/D (Red/Purple) Lines Wilshire/Vermont Station to 120th Street.

Key issues to address as the project advances include engaging the diverse communities throughout the corridor to discuss the tradeoffs of the different modes considered, creating an equitable mobility solution for the Vermont corridor, and developing a community-supported Proposed Project/LPA.

Planned Outreach Efforts

Public and stakeholder engagement throughout the planning and environmental process will provide valuable feedback that will inform the evaluation of alternatives and the selection of the Proposed Project/LPA by the Metro Board. A series of meetings, including an initial set of public scoping and public hearings, will be conducted as part of the process. Individual briefings with key stakeholders and elected officials will also be conducted. All outreach activities will be managed through a separate contract using the Board-approved On-call Communications Bench. The selected planning and environmental firm will work collaboratively with the outreach contractor throughout the study period.

Additionally, as part of the outreach program, we will follow a similar strategy used for the Eastside Transit Corridor Phase 2 project in engaging Community Based Organizations (CBOs) to strengthen our understanding of the community's concerns and to implement effective outreach methods and tools that lead to meaningful input from the community.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor is consistent with the Metro Board-adopted Equity Platform policy framework adopted in February 2018 and the working definition of Equity Focus Communities (EFCs) adopted in June 2019. The Project will provide new benefits of enhanced mobility and improved regional access for transit-dependent and minority and/or low-income populations within the study

area.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY22 Preliminary Budget includes \$3,425,560 in Cost Center 4240 (Mobility Corridors Team 4), Project 471402 (Vermont Transit Corridor Project). Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project will support the goals of the strategic plan by enhancing communities and lives through improved mobility and access to opportunities through the addition of a new high-quality mobility option, closing a gap in the transit network that provides outstanding trip experiences and enhances communities and lives through improved mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could consider environmentally clearing the Proposed Project/LPA for the corridor using in-house resources. This option is not recommended as there are insufficient in-house resources to conduct a study of this magnitude placing the Measure M schedule at risk.

NEXT STEPS


Upon Board approval, staff will execute Contract No. AE68471000 with Jacobs Engineering Group, Inc. to initiate work on the planning, environmental and conceptual engineering work needed for the Vermont Transit Corridor Project. Staff will also continue work on the South Bay Extension Feasibility Study in coordination with the environmental study.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Vermont Transit Corridor Map
Attachment D - Board Motion (April 17, 2019)
Attachment E - Alternatives for Environmental Review

Prepared by: Fulgene Asuncion, Sr. Manager, (213) 922-3025
Martha Butler, Sr. Director, (213) 922-7651
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
David Mieger, Senior Executive Officer (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, Countywide Planning & Development (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND CONCEPTUAL
ENGINEERING/AE68471000

1.	Contract Number: AE68471000	
2.	Recommended Vendor: Jacobs Engineering Group, Inc.	
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: October 9, 2020	
	B. Advertised/Publicized: October 9, 2020	
	C. Pre-Proposal Conference: October 28, 2020	
	D. Proposals Due: December 2, 2020	
	E. Pre-Qualification Completed: In process	
	F. Conflict of Interest Form Submitted to Ethics: December 3, 2020	
	G. Protest Period End Date: May 21, 2021	
5.	Solicitations Picked up/Downloaded: 187	Proposals Received: 6
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Fulgene Asuncion	Telephone Number: (213) 922-3025

A. Procurement Background

This Board Action is to approve Contract No. AE68471000 for the Vermont Transit Corridor environmental review and conceptual engineering project. The Contractor shall complete the Planning and Environmental Study for the Vermont Transit Corridor Project pursuant to California Environmental Quality Act (CEQA) guidelines, including conceptual engineering (CE). Board approval of contract awards are subject to resolution of all properly submitted protests.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this RFP.

A virtual pre-proposal conference was held on October 28, 2020, attended by 165 participants. A total of 19 questions were asked and responses were released prior to the proposal due date.

A total of 187 firms downloaded the RFP and were included in the planholders list. A total of six proposals were received on December 2, 2020 from the following firms:

- AECOM Technical Services, Inc. (AECOM)
- Atkins North America, Inc.

- CDM Smith Inc. (CDM Smith)
- IBI Group (IBI)
- Jacobs Engineering Group, Inc. (Jacobs)
- KOA Corporation

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development, Construction Management, Service Planning & Scheduling, Environmental Compliance/Sustainability and Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------------------------------------------------------------|-----|
| • Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors) | 20% |
| • Experience and Capabilities of Personnel of the Team | 20% |
| • Effectiveness of Team Management Plan | 15% |
| • Understanding of Work and Approach for Implementation | 35% |
| • Innovation | 10% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

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

During the period of December 4, 2020 to January 4, 2021, the PET members independently evaluated and scored the technical proposals. Four of the six proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- AECOM
- CDM Smith
- IBI
- Jacobs

Two firms were determined to be outside the competitive range and not included for further consideration as proposals were not clear in addressing the requirements.

On January 19, 2021, the four above-mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and oral presentations. On January 21, 2021, the PET agreed that the final ranking of proposals scored Jacobs' proposal as the highest technically qualified. The PET concluded that Jacobs' proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

Jacobs' experience includes planning, conceptual engineering, and environmental services on various BRT, LRT and HRT projects. Similar projects include, Metro's State Route (SR) 710 North Multi-Modal Environmental Impact Report and Environmental Impact Study (EIR/EIS), West Santa Ana Branch LRT, two corridor BRT projects—North Hollywood and North San Fernando Valley BRT—which are similar in scope to this project.

As the prime contractor, Jacobs will lead the program management responsibilities, environmental, transit planning, and engineering supported by 19 subconsultants that possess extensive experience in various disciplines within transit.

Additionally, Jacobs' proposed project manager has 22 years of experience in Los Angeles County, the region and Metro projects. Jacobs' proposal and responses to interview questions also demonstrated a deeper understanding of the project and a more informed approach to performing the scope of work.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs				
3	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	86.65	20.00%	17.33	
4	Experience and Capabilities of Personnel of the Team	84.00	20.00%	16.80	
5	Effectiveness of Team Management Plan	83.33	15.00%	12.50	
6	Understanding of Work and Approach for Implementation	90.03	35.00%	31.51	
7	Innovation	93.00	10.00%	9.30	
8	Total		100.00%	87.44	1

9	AECOM				
10	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	85.65	20.00%	17.13	
11	Experience and Capabilities of Personnel of the Team	79.45	20.00%	15.89	
12	Effectiveness of Team Management Plan	79.67	15.00%	11.95	
13	Understanding of Work and Approach for Implementation	84.51	35.00%	29.58	
14	Innovation	78.00	10.00%	7.80	
15	Total		100.00%	82.35	2
16	CDM Smith				
17	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	83.00	20.00%	16.60	
18	Experience and Capabilities of Personnel of the Team	79.75	20.00%	15.95	
19	Effectiveness of Team Management Plan	74.33	15.00%	11.15	
20	Understanding of Work and Approach for Implementation	84.51	35.00%	29.58	
21	Innovation	73.00	10.00%	7.30	
22	Total		100.00%	80.58	3
23	IBI				
24	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	83.65	20.00%	16.73	
25	Experience and Capabilities of Personnel of the Team	77.20	20.00%	15.44	
26	Effectiveness of Team Management Plan	75.67	15.00%	11.35	
27	Understanding of Work and Approach for Implementation	84.03	35.00%	29.41	
28	Innovation	75.00	10.00%	7.50	
29	Total		100.00%	80.43	4

C. Cost Analysis

The recommended price of \$33,066,291 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$146,692.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Jacobs	\$33,212,983	\$35,614,491	\$33,066,291

D. Background on Recommended Contractor

The recommended firm, Jacobs, headquartered in Dallas, Texas with offices and staff worldwide, including Los Angeles, has been in business since 1947. Jacobs is a professional services firm that provides technical and construction services for a broad range of clients globally, including companies, organizations, and government agencies. Jacobs has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Jacobs and 19 subconsultants, of which 14 are Metro certified SBEs and 2 DVBES.

DEOD SUMMARY

VERMONT TRANSIT CORRIDOR ENVIRONMENTAL AND PLANNING STUDY /
AE68471000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Engineering Group exceeded the goal by making a 22.53% SBE and 3.08% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22.53% SBE 3.08% DVBE
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	SBE Subcontractors	% Committed
1.	CHS Consulting Group	1.02%
2.	Connetics Transportation Group, Inc.	0.61%
3.	Epic Land Solutions, Inc.	0.48%
4.	GPA Consulting	1.71%
5.	Here Design Studio (Here LA)	3.87%
6.	Kennard Design Group	1.65%
7.	Land Econ Group, LLC	0.73%
8.	PacRim Engineering	6.05%
9.	Paleo Solutions, Inc.	0.23%
10.	Parikh Consultants, Inc.	0.26%
11.	Suenram & Associates	1.49%
12.	Trankslink Consulting LLC	2.05%
13.	Triunity, Inc.	1.83%
14.	Zephyr UAS, Inc.	0.55%
Total SBE Commitment		22.53%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	0.91%
2.	MA Engineering	2.17%
Total DVBE Commitment		3.08%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

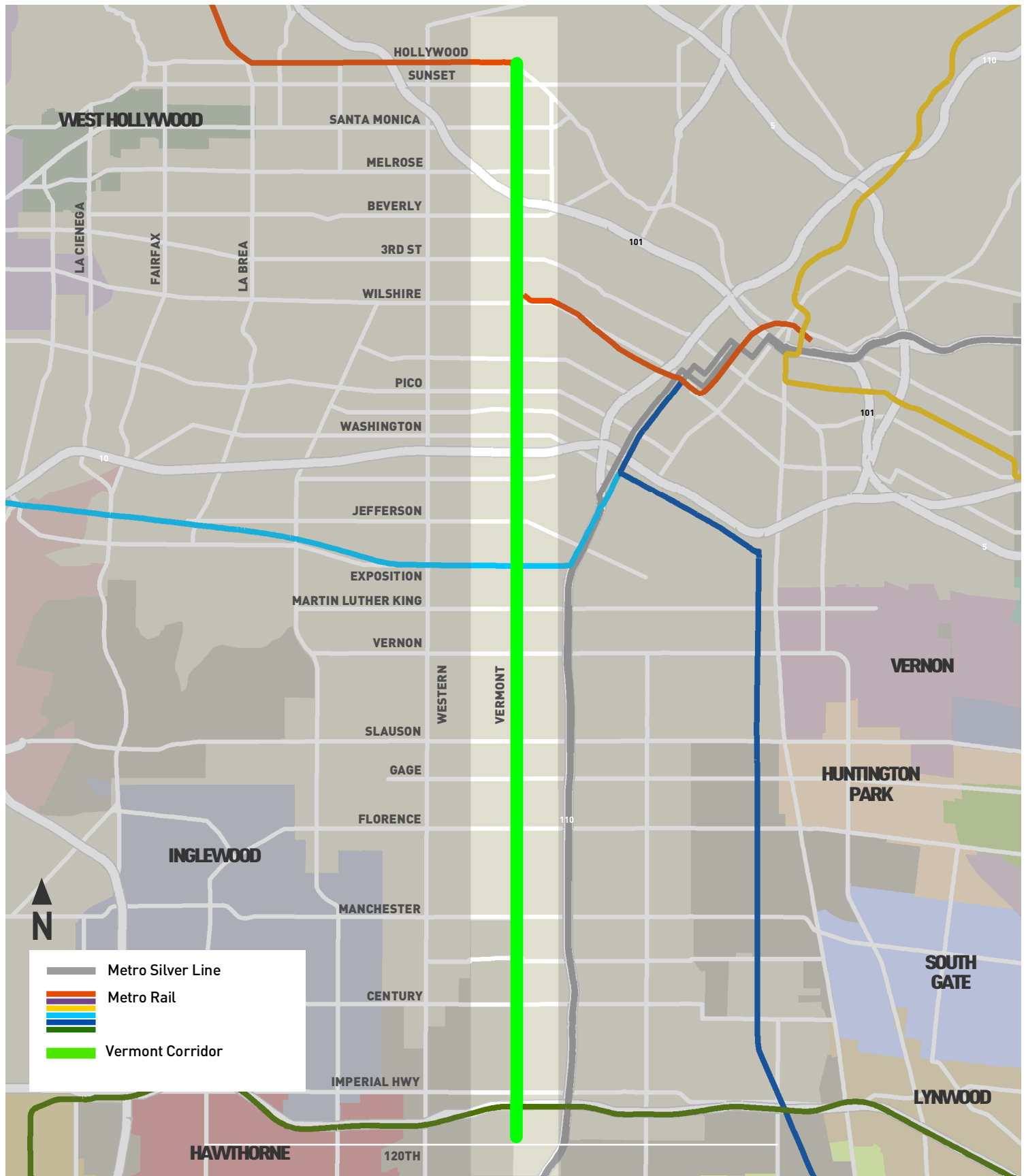
C. Prevailing Wage Applicability

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).

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.

Map of Vermont Corridor





Metro

Board Report

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

File #: 2019-0259, **File Type:** Motion / Motion Response

Agenda Number: 16.1

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2019**

Motion by:

GARCETTI, DUPONT-WALKER, HAHN, SOLIS AND BUTTS

Related to Item 16: Vermont Transit Corridor - Rail Conversion/Feasibility Study

MTA should always strive to deliver the best transit project possible and not prematurely eliminate warranted project alternatives.

The Vermont Transit Corridor is a significant Measure M project intended to improve mobility along Vermont Avenue. Vermont Avenue is MTA's highest-ridership bus corridor. Vermont connects some of the most economically and socially diverse communities and several major destinations in the Los Angeles region.

Historically, Vermont Avenue was the second priority for rail transit investment after Wilshire Boulevard, as seen by the current Red Line route north of Wilshire Boulevard. Current and future Vermont Transit Corridor users deserve a world-class, reliable, and convenient transportation option. While the Bus Rapid Transit (BRT) concepts recommended by MTA will improve bus operations and travel times, the Vermont Transit Corridor rail concepts would deliver superior customer experience, connectivity, reliability, and capacity.

Exposition Park in particular is one of the significant destinations served by the Vermont Transit Corridor. Exposition Park currently draws about four million visitors per year and is developing a new master plan in anticipation of additional growth.

Exposition Park is experiencing nearly \$2 billion in new and recent investments, including the Lucas Museum of Narrative Art, the Oschin Air and Space Center, the Los Angeles Memorial Coliseum renovation, and an addition to the Natural History Museum. The Lucas Museum alone is a \$1 billion investment forecasted to draw an additional one million visitors per year to the regional park. Additionally, the Los Angeles Football Club's Banc of California Stadium is a \$350 million investment with a significant transit-patron attendance. Lastly, Exposition Park will be a major venue for the future 2028 Olympic and Paralympic Games.

The Vermont Transit Corridor also connects to the University of Southern California (USC). USC is LA County's second-largest private employer and eighth-largest employer in LA County overall. USC

serves about 47,500 students, over 20,100 faculty and staff, and many more visitors, whom share a highly constrained parking capacity.

With ongoing development along the corridor, MTA could draw significant public-private partnership interest and private infrastructure investment. The Vermont Transit Corridor Project is a historic opportunity for LA County to close a transit service connectivity gap and to provide a world-class, reliable transportation option for people to access education, employment, and entertainment. This critical corridor connects multiple MTA rail lines, serves various regional employment centers, and connects populous, lower-income communities who rely on transit as well as emerging transit-oriented communities.

Bus service quality and reliability improvements on Vermont Avenue are much needed. MTA should continue to develop world-class Bus Rapid Transit alternatives for Vermont Avenue to ensure transit riders experience a high-quality, seamless ride.

However, given high transit ridership and constrained, congested conditions on Vermont Avenue, MTA must also study all technically feasible rail alternatives during environmental review and explore innovative funding mechanisms to accelerate their effectuation. Additionally, should MTA recommend congestion pricing in the Downtown LA area, a Vermont rail alternative will ensure a high-quality transit option. Lastly, given that MTA seeks to advance BRT concepts that would not preclude future rail conversion, evaluating all technically feasible rail alternatives should not significantly affect the environmental analysis budget and schedule.

MTA should preserve the ability to deliver the Vermont Transit Corridor as a rail project should additional funding materialize. Historically, there is precedent for this. The Expo Phase 1 and Crenshaw/LAX projects included both BRT and rail alternatives in their respective environmental documents.

SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY

RECOMMENDATION

APPROVE Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

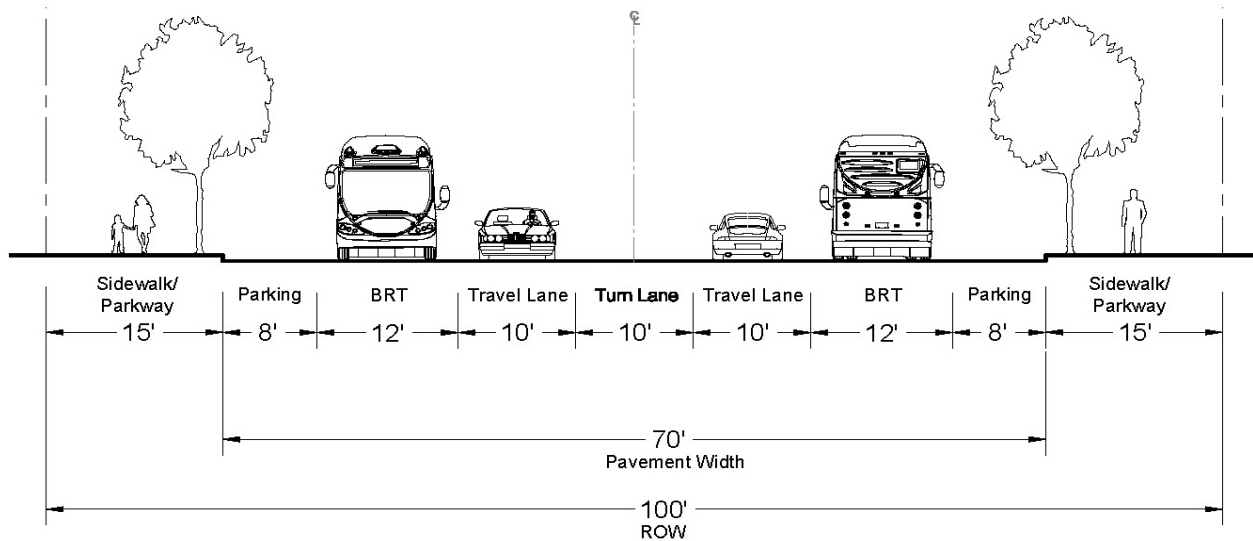
- A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;
- B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and
- C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.

**Vermont Transit Corridor
Alternatives for Environmental Review**

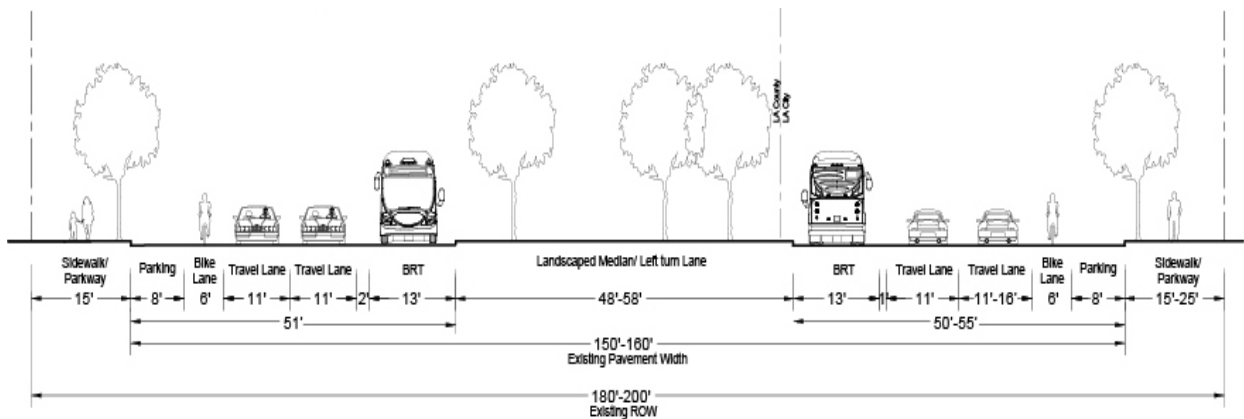
ATTACHMENT E

Examples of Side and Center-Running BRT

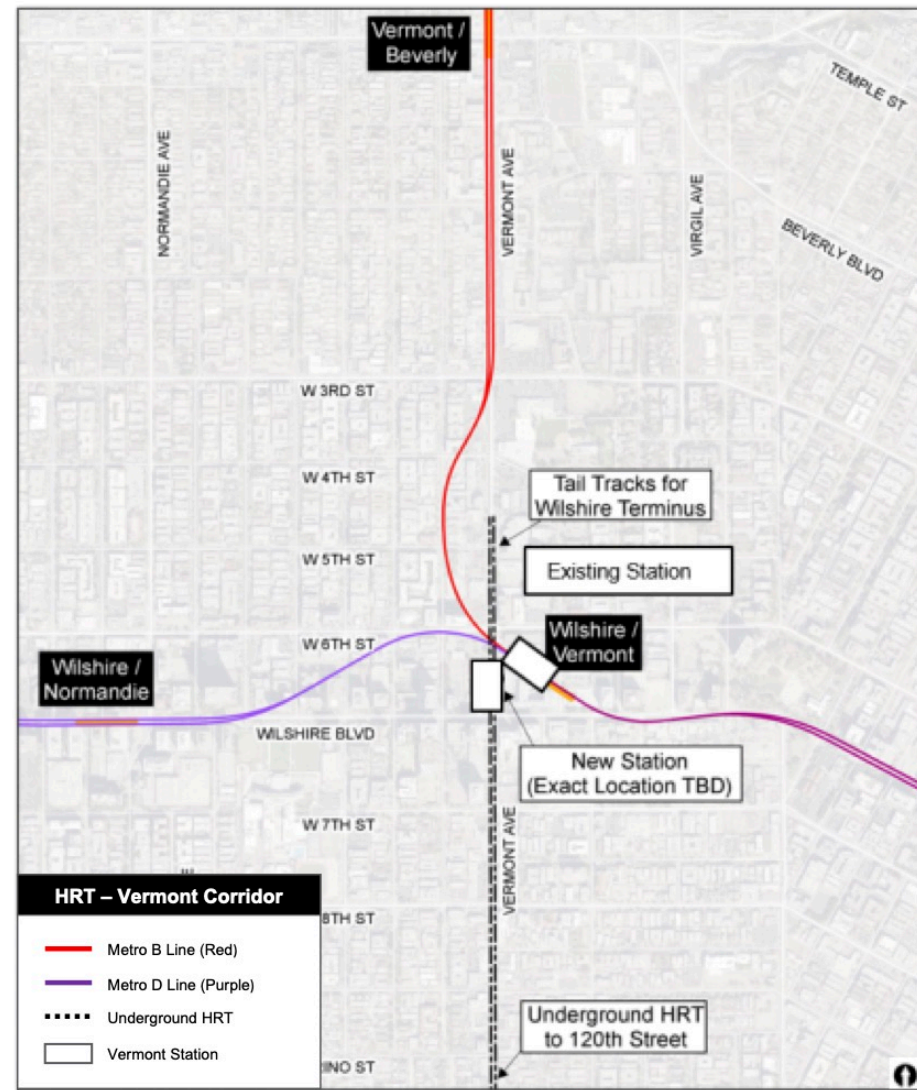
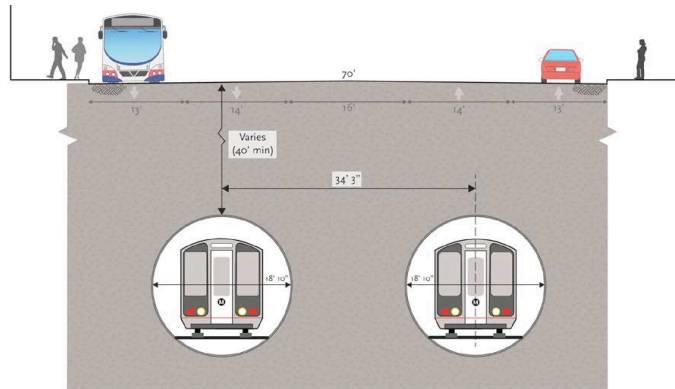
Side-Running BRT (Between Hollywood Boulevard and Wilshire Boulevard)



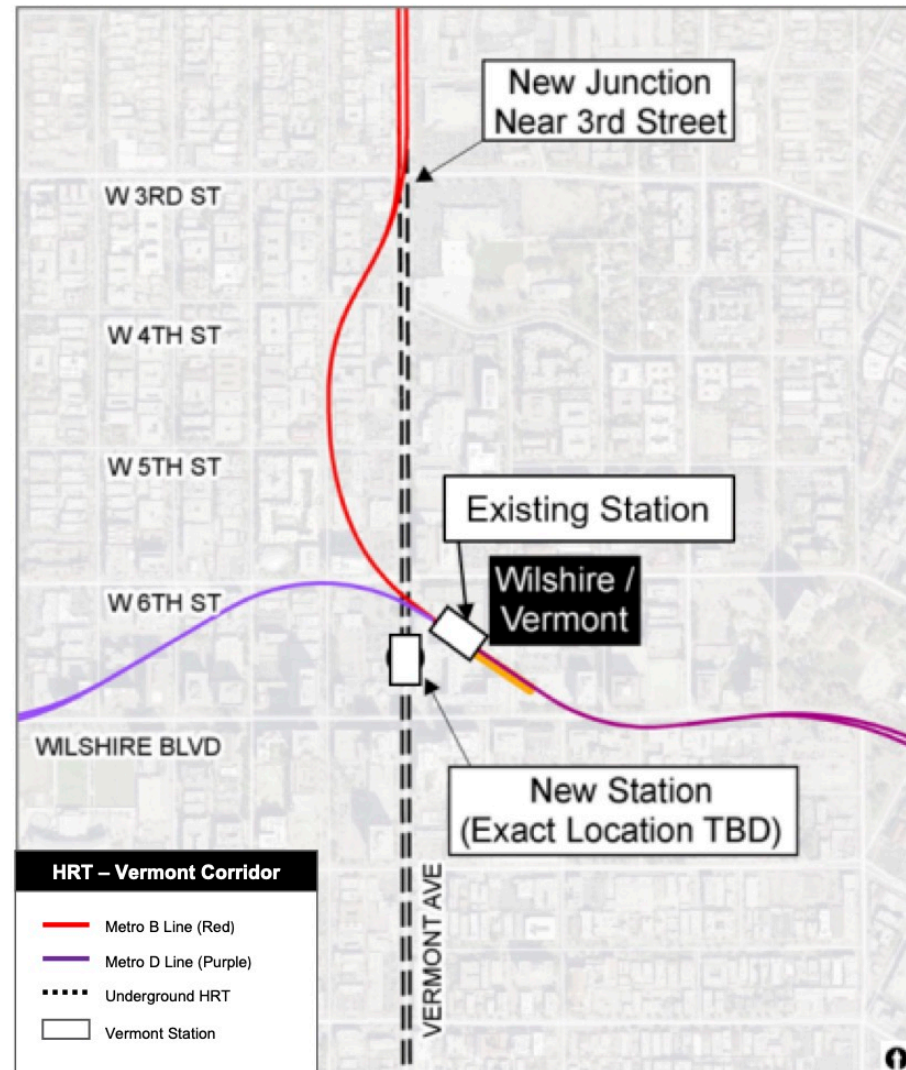
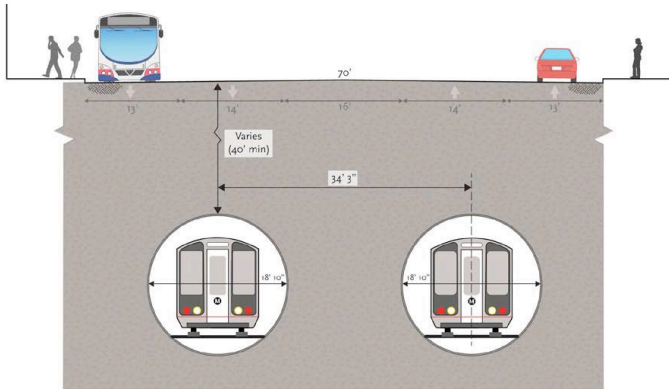
Center-Running BRT (Manchester Boulevard to 105 Freeway)



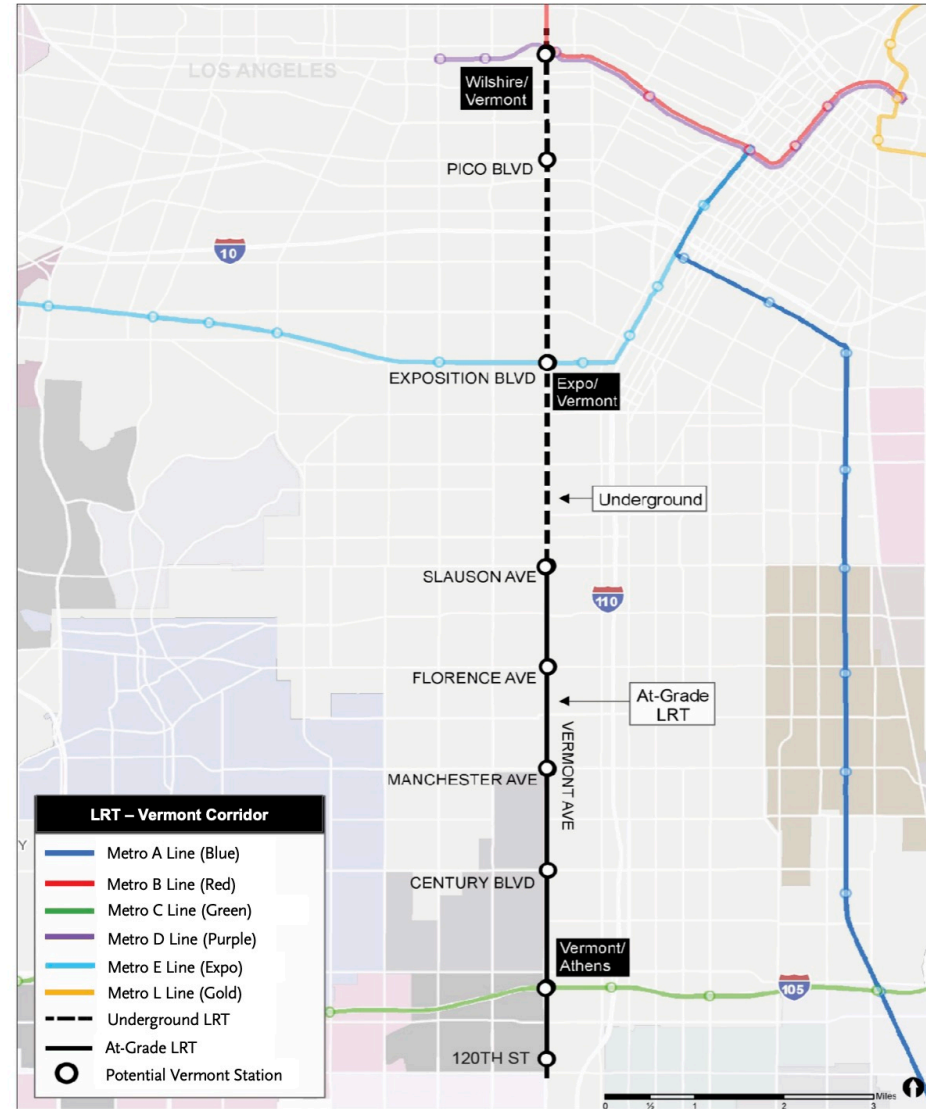
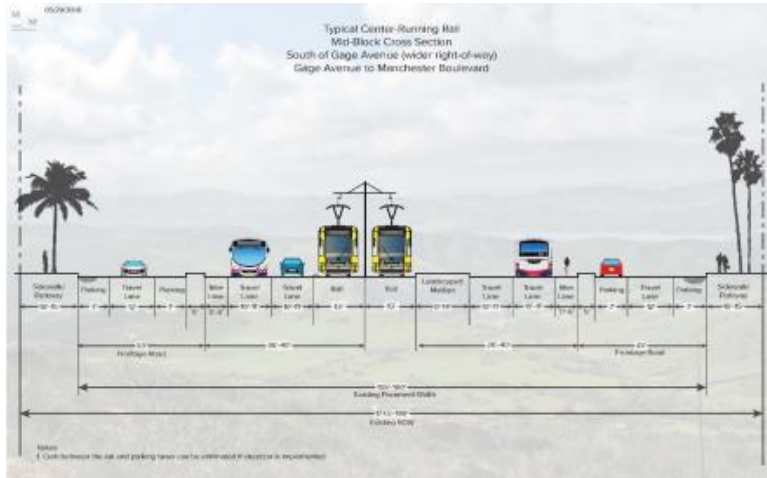
Standalone Heavy Rail Option Beginning at Wilshire/Vermont Station (Grade-Separated)



Heavy Rail Option with Direct Connection to Metro B (Red) Line (Grade-Separated)



Light Rail Option Beginning at B/D Line Wilshire/Vermont Station (Majority At-Grade)



Next stop: a new kind of bus ride on Vermont.

VERMONT TRANSIT CORRIDOR



Metro



Planning & Programming Committee

Legistar File 2021-0136

May 19, 2021

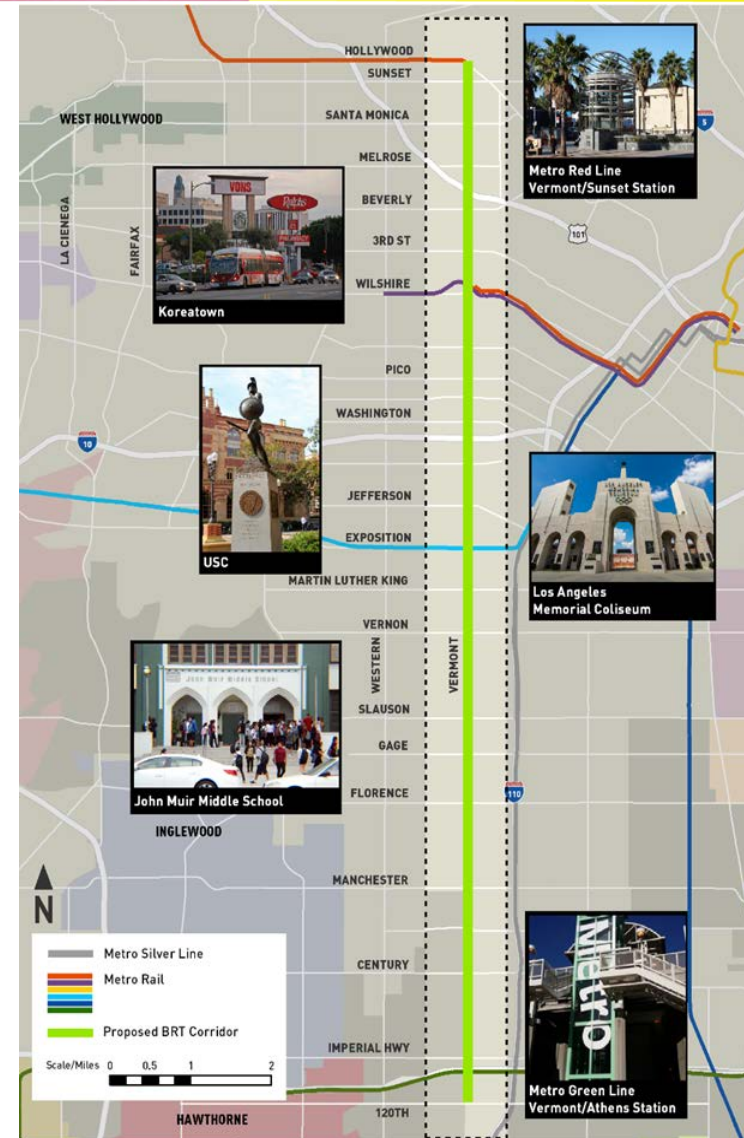
Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 48-month firm fixed price Contract No. AE68471000 to Jacobs Engineering Group, Inc. for the Vermont Transit Corridor Environmental Review and Conceptual Engineering pursuant to California Environmental Quality Act (CEQA) guidelines in the amount of \$33,066,291 (inclusive of two optional tasks: 1) National Environmental Policy Act (NEPA) Environmental Document in the amount of \$4,367,917 and; 2) Opportunities and Capacity for Use of Value Capture in the amount of \$341,503), subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of \$8,266,573 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

Background

- February 2017 - Completed Vermont BRT Technical Study
- April 2019:
 - Completed Vermont Transit Corridor Rail Conversion/Feasibility Study
 - Staff directed to advance BRT and rail concepts into environmental; conduct separate feasibility study extending corridor to South Bay Silver Line PCH transitway station
- October 2020 – Issued RFP for planning and environmental study; public outreach issued as separate contract using existing Communications Bench in Jan 2021



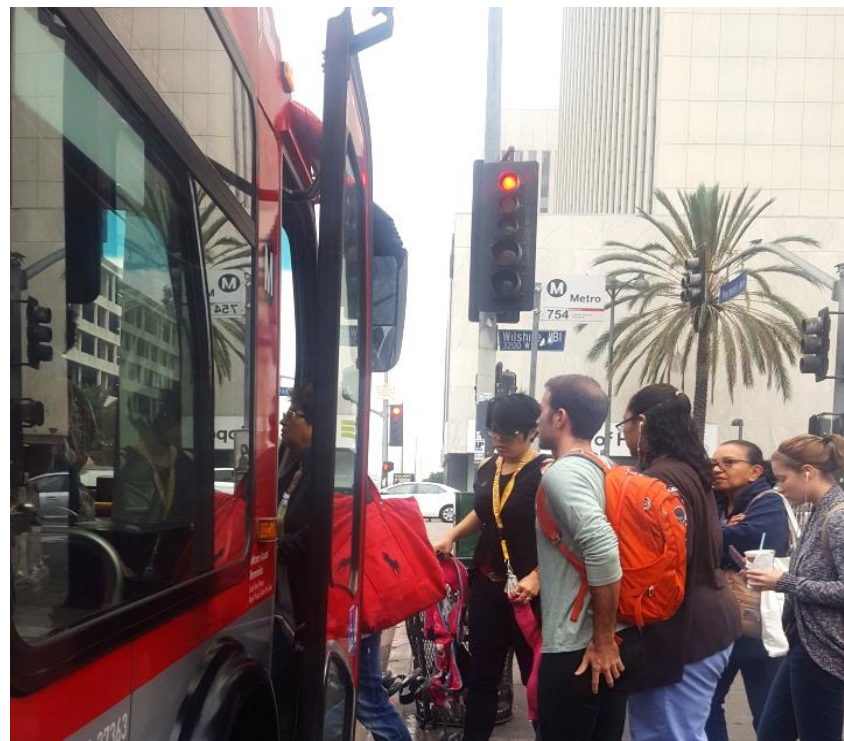
Environmental Contract Award

- Base contract: CEQA clearance for all project alternatives
- Six alternatives to be evaluated:
 - Three Bus Rapid Transit (BRT) Alternatives
 - End-to-end side running
 - End-to-end center running
 - Combination side and center running
 - Three Rail Alternatives
 - Light Rail Transit (LRT)
 - Heavy Rail Transit (HRT) connecting to Metro B Line (Red)
 - Separate HRT to/from Wilshire/Vermont Station
- Contract options: NEPA clearance and Value Capture
- SBE and DVBE goals exceeded



Project Schedule

- Summer 2021
 - Begin Environmental Work
 - Issue Notice of Preparation
 - Conduct 45-day Public Scoping Period
- Spring 2023
 - Complete Draft EIR
 - Metro Board Selection of Proposed Project/Locally Preferred Alternative
- Spring 2024
 - Final EIR to Metro Board



Next Steps

- Upon Board approval, begin work on Planning and Environmental Study
- Initiate public engagement led by Outreach Contractor
 - Strong knowledge of the corridor and local communities
 - Has experience working with Community-Based Organizations

