



## Board Report

File #: 2015-0706, File Type: Contract

Agenda Number: 27.

### PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2015

**SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2**

**ACTION: APPROVE CONTRACT MODIFICATIONS**

#### **RECOMMENDATION**

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

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

#### **ISSUE**

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

#### **DISCUSSION**

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

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

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

#### SR 60 North Side Design Variation (NSDV) Alternative

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

#### Washington Blvd Alternative

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

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

#### Technical Study

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

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

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

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

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

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

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

#### West Santa Ana Branch - Eastside Phase 2 Connection Study

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

#### **DETERMINATION OF SAFETY IMPACT**

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

#### **FINANCIAL IMPACT**

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

years.

### Impact to Budget

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

### ALTERNATIVES CONSIDERED

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

### NEXT STEPS

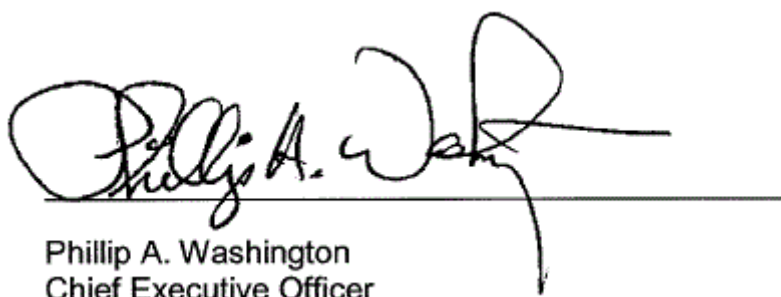
Upon Board approval, staff will execute contract modifications with CDM Smith/AECOM and Arellano Associates for the Technical Study and Outreach support. Additionally, staff will continue the procurement of professional services using the Countywide Planning Bench to conduct the West Santa Ana Branch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

### ATTACHMENTS

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

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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT/PS4320-2003

1.	<b>Contract Number:</b> PS4320-2003		
2.	<b>Contractor:</b> CDM Smith/AECOM: A Joint Venture		
3.	<b>Mod. Work Description:</b> Increased Scope and Period of Performance Extension		
4.	<b>Contract Work Description:</b> Eastside Transit Corridor Phase 2 Project - Technical		
5.	<b>The following data is current as of:</b> June 5, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	7/31/07	<b>Contract Award Amount:</b> \$2,203,584
	<b>Notice to Proceed (NTP):</b>	8/9/07	<b>Total of Modifications Approved:</b> \$13,344,795
	<b>Original Complete Date:</b>	6/6/08	<b>Pending Modifications (including this action):</b> \$2,898,336
	<b>Current Est. Complete Date:</b>	1/31/17	<b>Current Contract Value (with this action):</b> \$18,446,715
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> Eugene Kim		<b>Telephone Number:</b> (213) 922-3080

**A. Procurement Background**

This Board Action is to approve Modification No. 12 for further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. On November 5, 2014, the Board authorized staff to proceed with further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. This Board direction focused on the need to respond to the comments received by the participating/cooperating agencies as well as considering options to the aerial Garfield Blvd. connection to Washington Blvd. This contract modification will extend the contract through January 31, 2017.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board approved award of Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the firm fixed price contract amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase 2 of the Los Angeles Eastside Transit Corridor.

A total of eleven (11) modifications have been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.

## B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation, and fact finding.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$4,028,439	\$2,439,408	\$2,898,336

## C. Small Business Participation

CDM Smith/AECOM, a Joint Venture, made a 16.32% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. Current DBE participation is 17.03%. CDM Smith/AECOM is exceeding their commitment.

<b>DALP Commitment</b>	<b>16.32%</b>	<b>DALP Participation</b>	<b>17.03%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Commitment</b>	<b>Current Participation<sup>1</sup></b>
1.	D'Leon Consulting	Hispanic American	8.58%	5.68%
2.	LKG-CMC, Inc.	Non-Minority	3.20%	3.30%
3.	Morgner Construction	Hispanic American	4.54%	2.53%
4.	Barrio Planners, Inc.	Hispanic American	0.00%	2.44%
5.	Wagner Engineering	Non-Minority	0.00%	2.66%
6.	JBG Environmental	Non-Minority	0.00%	0.42%
	<b>Total</b>		<b>16.32%</b>	<b>17.03%</b>

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

## D. Living Wage and Service Contract Worker Retention Policy Applicability

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

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**EASTSIDE PHASE 2 PROJECT/PS4320-2003**

<b>Mod. No.</b>	<b>Original Contract</b>	<b>7-31-07</b>	<b>\$2,203,584</b>
1	Exercise DEIS/R Option (Board Approved)	3-4-09	\$11,418,071
2	Performed Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). Extend period of performance by 1 year through 5/31/12.	4-18-11	\$395,643
3	Revisited previous studies, conduct any additional research, and prepare a discussion of how the items in the Sunnyvale decision impact the Eastside Transit Corridor Phase 2.	5-25-11	\$72,258
4	Removed New Starts Related Tasks, added Qualitative and Quantitative Analyses and added SR 60 LRT Alternative North Option.	7-5-11	\$0
5	Extended the period of performance through 2/28/13.	3-19-12	\$0
6	Updated to the Administrative Draft EIS/EIR, prepared the DEIS/DEIR, and various modeling processes. Extended period of performance through 2/28/14.	2-27-13	\$1,165,737
7	Based on changes to the project schedule, seven month extension of period of performance through 9/30/14.	2-25-14	\$221,877
8	Extended the period of performance through 10/31/14.	9-30-14	\$0
9	Based on changes to the project schedule, five month extension of period of performance through 2/28/15.	10-29-14	\$71,209
10	Extended the period of performance through 6/30/15.	1-12-15	\$0
11	Extended the period of performance through 7/31/15.	5-28-15	\$0
12	<b>Pending Board Approval</b> Technical efforts on further study on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 Project and extend the period of performance through 1/31/17.	TBD	\$2,898,336
	<b>Total:</b>		<b>\$18,446,715</b>

## PROCUREMENT SUMMARY

## EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT OUTREACH/PS4320-2006

1.	<b>Contract Number:</b> PS4320-2006		
2.	<b>Contractor:</b> Arellano Associates		
3.	<b>Mod. Work Description:</b> Increased Scope and Period of Performance Extension		
4.	<b>Contract Work Description:</b> Eastside Transit Corridor Phase 2 Project - Outreach		
5.	<b>The following data is current as of:</b> June 5, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	6/28/07	<b>Contract Award Amount:</b> \$358,428
	<b>Notice to Proceed (NTP):</b>	7/31/07	<b>Total of Modifications Approved:</b> \$1,787,286
	<b>Original Complete Date:</b>	6/30/08	<b>Pending Modifications (including this action):</b> \$296,533
	<b>Current Est. Complete Date:</b>	1/31/17	<b>Current Contract Value (with this action):</b> \$2,442,247
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> David Hershenson		<b>Telephone Number:</b> (213) 922-1340

**A. Procurement Background**

This Board Action is to approve Modification No. 11 issued in support for additional community outreach efforts on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. On November 5, 2014, the Board authorized staff to proceed with additional community outreach efforts on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project. This Board direction focused on the need for outreach services to support the technical process and engage stakeholders. This contract modification will extend the contract through January 31, 2017.

This contract modification has been processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 28, 2007, the Board approved award of Contract No. PS4320-2006 to Arellano Associates in the firm fixed price contract amount of \$358,428 to conduct public outreach for the Alternative Analysis (AA) work for the Eastside Transit Corridor Phase 2 Project.

A total of ten (10) modifications have been executed to date. Refer to Attachment B – Contract Modification/Change Order Log.



**B. Cost/Price Analysis**

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

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$412,997	\$245,985	\$296,533

**C. Small Business Participation**

Arellano Associates, a DBE Prime, made a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment of 76.9%. At the time of contract award, Arellano Associates listed two (2) subcontractors, Marketing & Communications and Frank Cardenas & Associates. With the initiation of the Alternative Analysis process in 2007-2008, Arellano & Associates, in collaboration with Metro, created a Public Participation Plan that outlines the agreed outreach activities for the early scoping process. Given the final work plan, Frank Cardenas & Associates' services for a financial analysis was not needed and therefore eliminated from the contract. Current DBE participation is 96.44%. Arellano & Associates is exceeding their DBE commitment.

<b>Disadvantaged Business Enterprise Anticipated Level of Participation Commitment</b>	<b>76.9% DALP</b>	<b>Disadvantaged Business Enterprise Anticipated Level of Participation</b>	<b>96.44% DALP</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Commitment</b>	<b>Current Participation<sup>1</sup></b>
1.	Arellano Associates (DBE Prime)	Hispanic American	68.5%	95.80%
2.	Marketing & Communications	Hispanic American	4.2%	0.64%
3.	Frank Cardenas & Associates <sup>2</sup>	Hispanic American	4.2%	0.00%
	<b>Total</b>		<b>76.9%</b>	<b>96.44%</b>

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

<sup>2</sup>The scope of work (Financial Analysis) identified for Frank Cardenas & Associates was eliminated.

**D. Living Wage and Service Contract Worker Retention Policy Applicability**

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

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## EASTSIDE ACCESS PHASE 2 PROJECT OUTREACH/PS4320-2006

<b>Mod. No.</b>	<b>Original Contract</b>	<b>6-28-07</b>	<b>\$358,428</b>
1	Outreach effort for the DEIS/DEIR, advanced conceptual engineering and station area planning. (Board Approved)	1-22-09	\$1,167,000
2	Facilitation of community participation for the DEIS/DEIR.	4-6-11	\$256,864
3	Extended the period of performance through 6/30/12.	5-8-12	\$0
4	Updated the SOW reflecting outreach needs of project moving forward for additional 11 months to complete DEIS/R and advanced conceptual drawings.	6-14-12	\$151,479
5	Extended the period of performance through 7/5/13.	4-24-13	\$0
6	Increase scope and term of contract for expanded tasks and project timeline through 3/31/14.	6-27-13	\$105,254
7	Supplemental Outreach Task.	2-7-14	\$50,519
8	Based on changes to the project schedule, a five month extension of the period of performance through 2/28/15.	9-19-14	\$43,806
9	Supplemental outreach task related to the technical studies. Extension of the period of performance through 6/30/15.	1-26-15	\$12,364
10	Extended the period of performance through 7/31/15.	5-28-15	\$0
11	<b>Pending Board Approval</b> Outreach efforts on further studies on the two alternatives evaluated in the Draft EIS/EIR for the Eastside Transit Corridor Phase 2 project and extension of period of performance through 1/31/17.	TBD	\$296,533
	<b>Total:</b>		<b>\$2,442,247</b>

**Motion by Directors DuBois and Knabe**

The staff recommendation on moving forward with two build options for the Metro Gold Line Eastside Extension Phase II includes analyzing environmental impacts and performance with both Alternatives in operation, including conducting cost containment studies.

Both alternative alignments combined have the potential to add an additional 36,000 new riders to the main Metro Gold Line Eastside Phase II.

Integration via a connector or other line integration with the West Santa Ana Branch (Eco-Rapid Transit Line) may provide relief for some of this ridership as well as provide more system options for area residents. If there is any potential connectivity with the West Santa Ana Branch then now is the time to analyze this option.

Therefore as part of this analysis we recommend that:

Staff investigate coordination or potential connectivity that does not preclude integration of the Metro Gold Line Eastside Extension and the West Santa Ana Branch (Eco-Rapid Transit) Project.

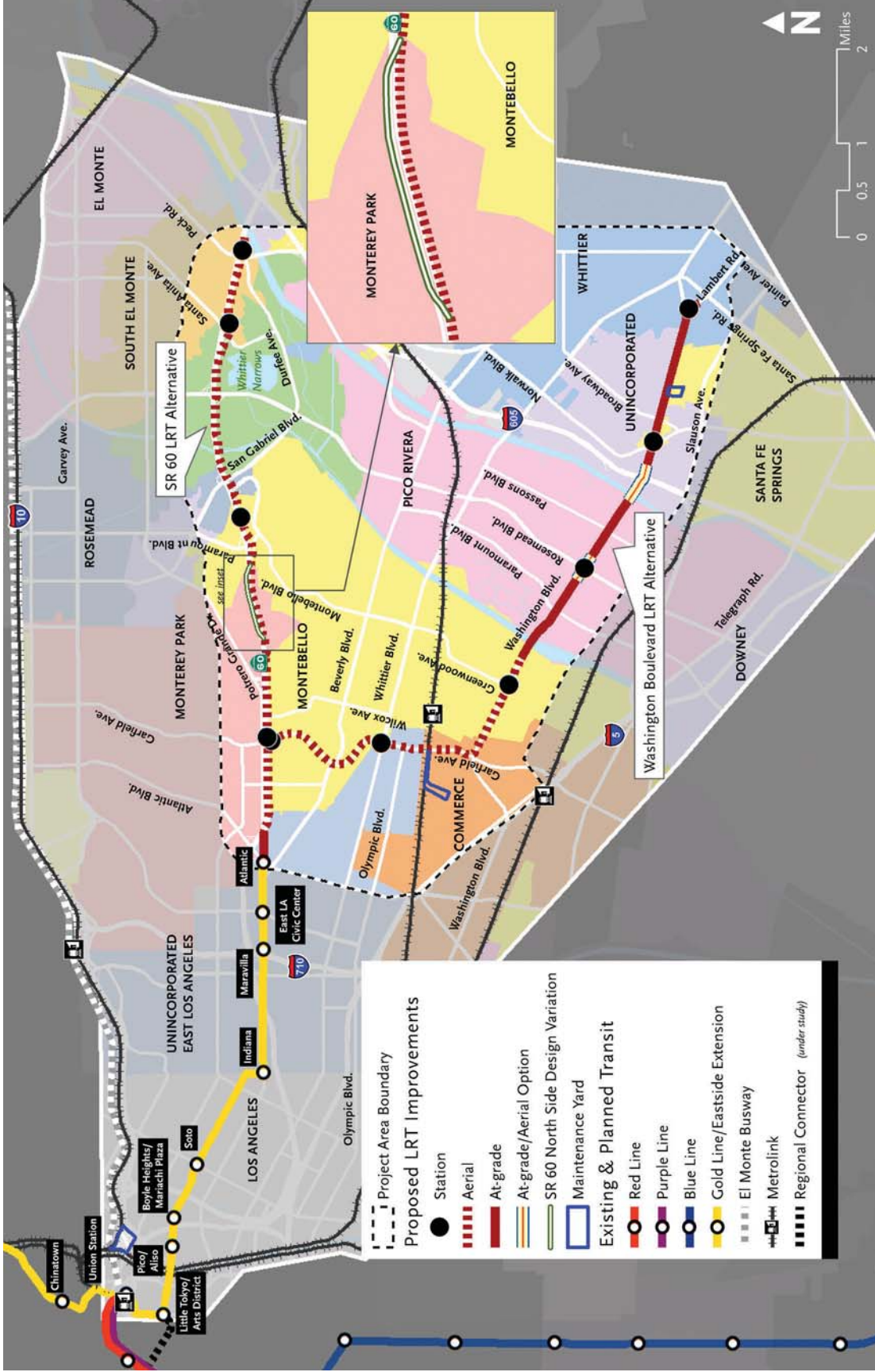


Figure ES-5: Build LRT Alternatives Studied in the EIS/EIR