



Board Report

File #: 2018-0404, **File Type:** Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

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

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

ISSUE

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

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

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

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

BACKGROUND

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

Measure M Project Description

The Project is identified in Measure M as a proposed LRT line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County). The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment and stations. Per Measure M and Metro's Long-Range Transportation Plan (LRTP) financial forecast as amended, the Project has a \$4 billion (B) (2015\$) allocation of funding (comprised of Measure M and other local, state, and federal sources) based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Per Measure M, funding becomes available in two cycles as follows:

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

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

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

DISCUSSION

Updated Project Definition

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

The key updates include:

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

Updated Cost Estimate

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

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

Third-Party Agreements

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

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

Public and Stakeholder Engagement

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

Four-car Platforms Evaluation

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

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

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

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

Technical Services Contract Modification No. 6

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

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

Outreach Services Contract Modification No. 2

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

Consistency with Metro's Equity Platform Framework

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

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

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

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

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

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

EIS/EIR.

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

ATTACHMENTS

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

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

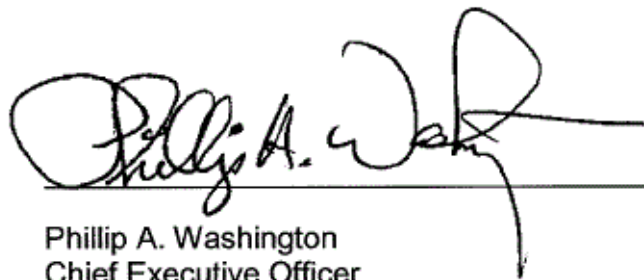
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Phillip A. Washington
Chief Executive Officer

West Santa Ana Branch Transit Corridor: Updated Project Definition

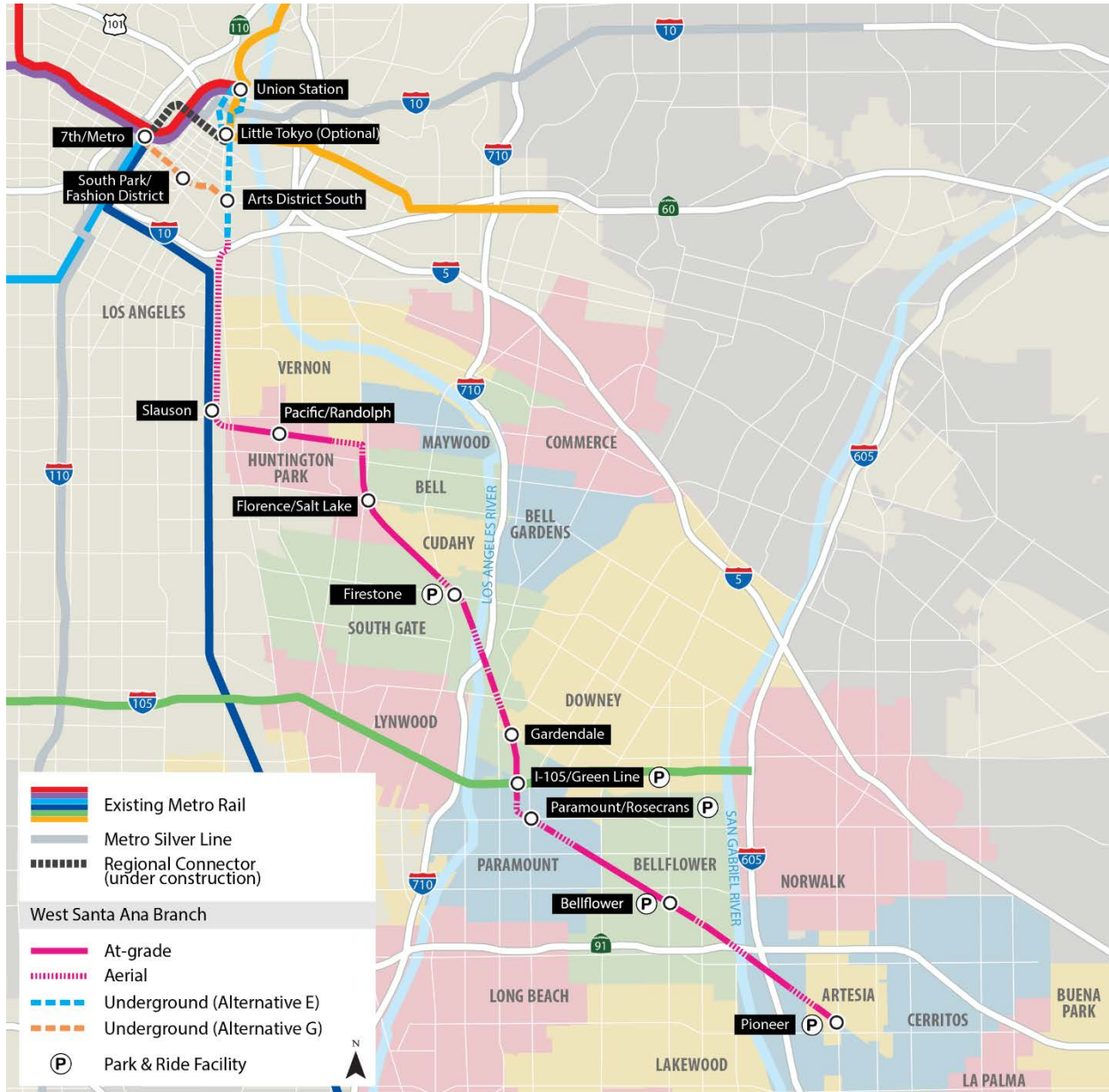
Previous Design	Recommended Refinements	Justification
City of Los Angeles		
<ul style="list-style-type: none"> Alternative G: Downtown Transit Core had two design option with a terminus station near either the existing 7th St/Metro Center Station or the existing Pershing Square Station. 	<ul style="list-style-type: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

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

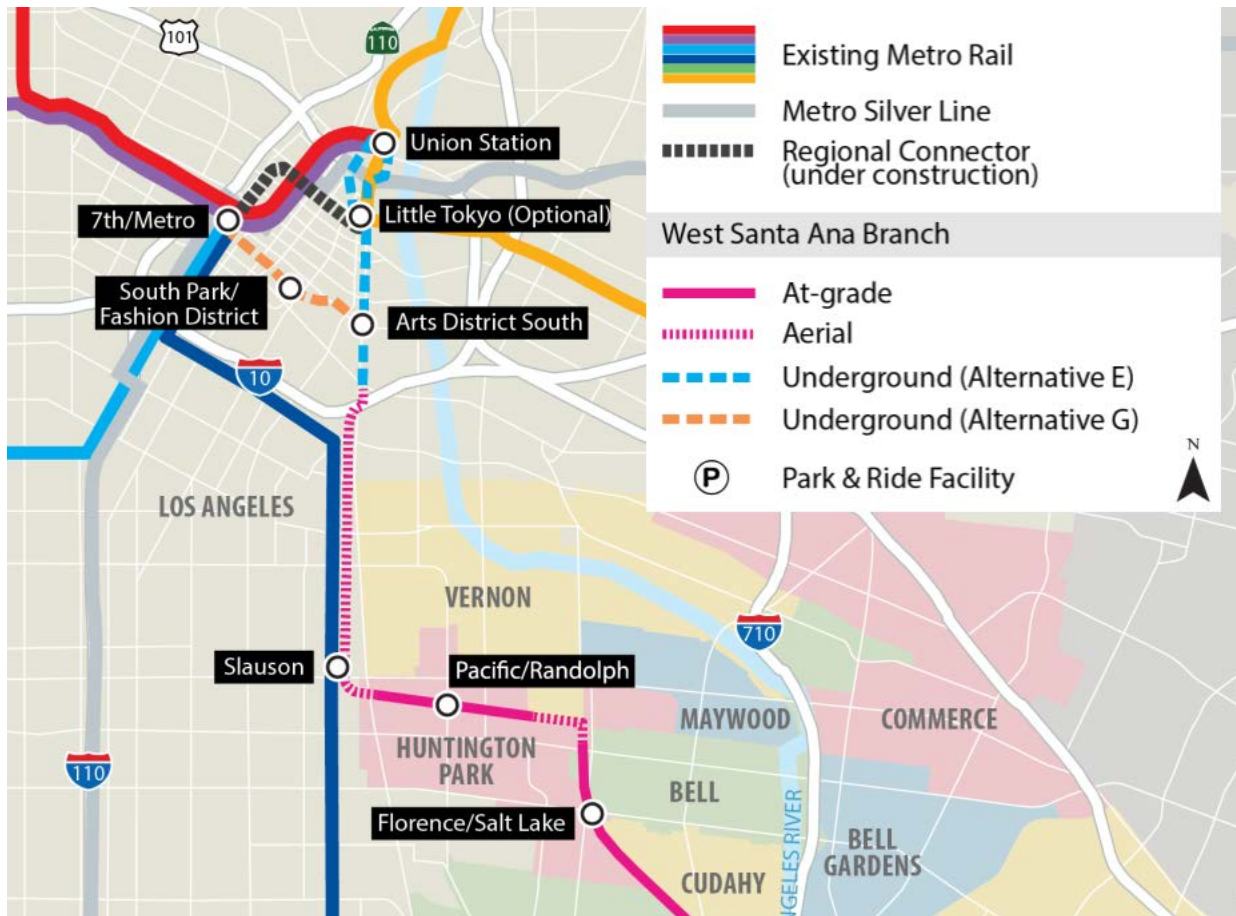
Previous Design	Recommended Refinements	Justification
City of Paramount		
<ul style="list-style-type: none"> Existing pedestrian bridge connecting Paramount High School campuses. 	<ul style="list-style-type: none"> Pedestrian bridge connecting the Paramount high school campuses will be reconstructed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

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

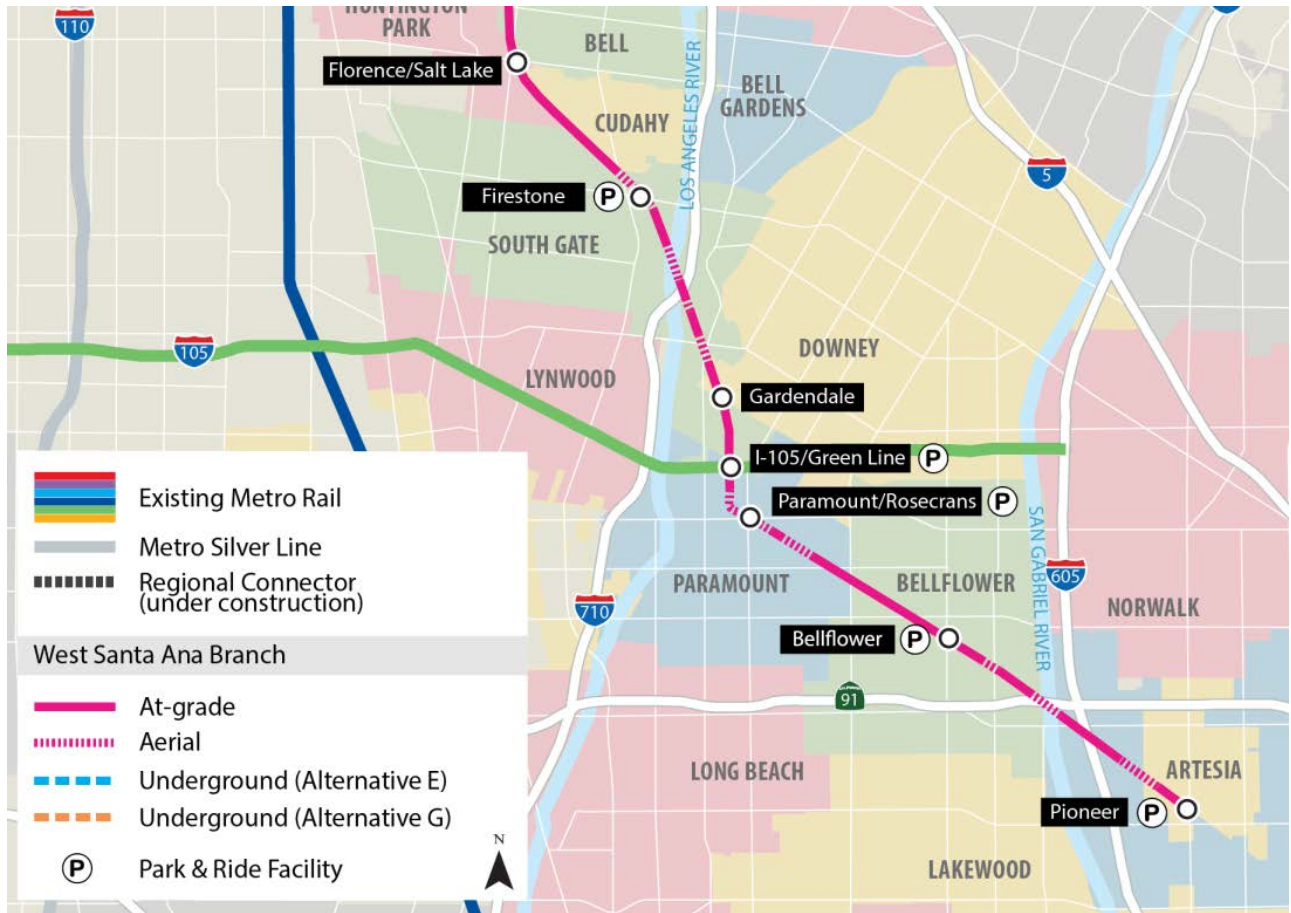
West Santa Ana Branch Transit (WSAB) Corridor: Updated Alignment Map



WSAB Corridor: Updated Northern Alignment

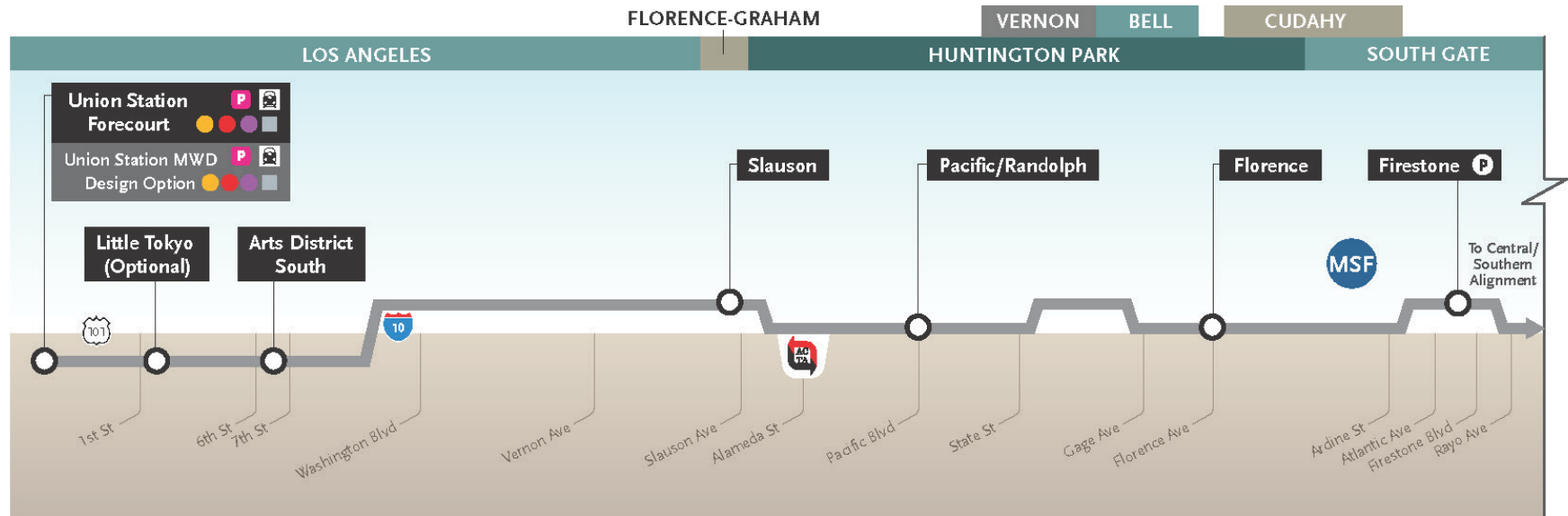


WSAB Corridor: Updated Southern Alignment



WSAB Corridor: Updated Profile

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



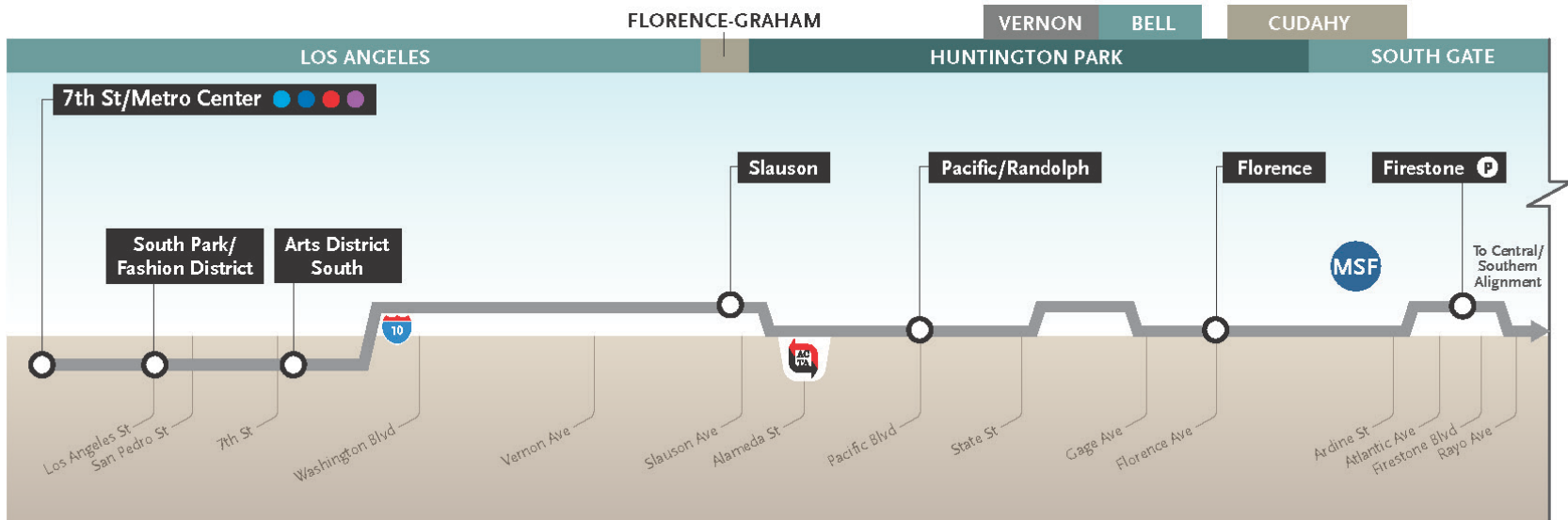
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PROPOSED

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

EXISTING

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



Note: Transition to vertical profile not to scale

West Santa Ana Branch (WSAB)

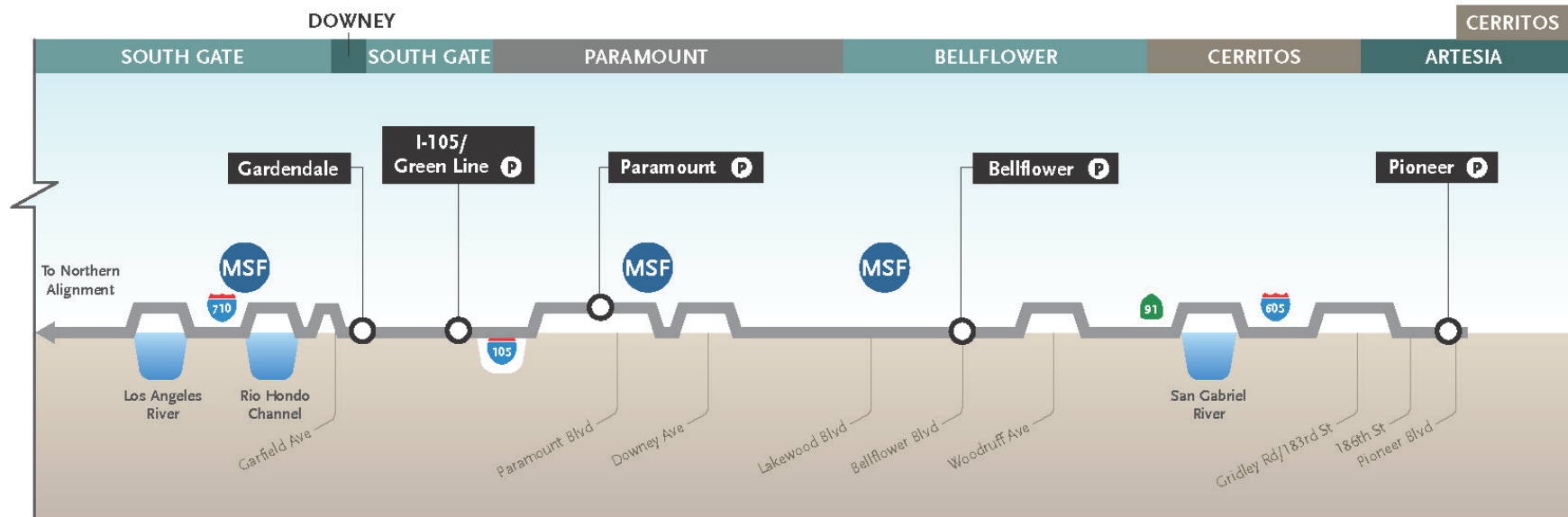
PROPOSED

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

EXISTING

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

ii. South Gate to Artesia



West Santa Ana Branch (WSAB)

PROPOSED

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

Note: Transition to vertical profile not to scale

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

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

A. Procurement Background

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

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

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

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

B. Cost Analysis

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

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

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION
PROGRAM / PS2492300

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

A. Procurement Background

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

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

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

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

B. Cost Analysis

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

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM / PS2492300

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

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR / AE5999300

A. Small Business Participation

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

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

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

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

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

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

A. Small Business Participation

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

SMALL BUSINESS PRIME (SET-ASIDE)

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Planning and Programming: November 14, 2018

File 2018-0404

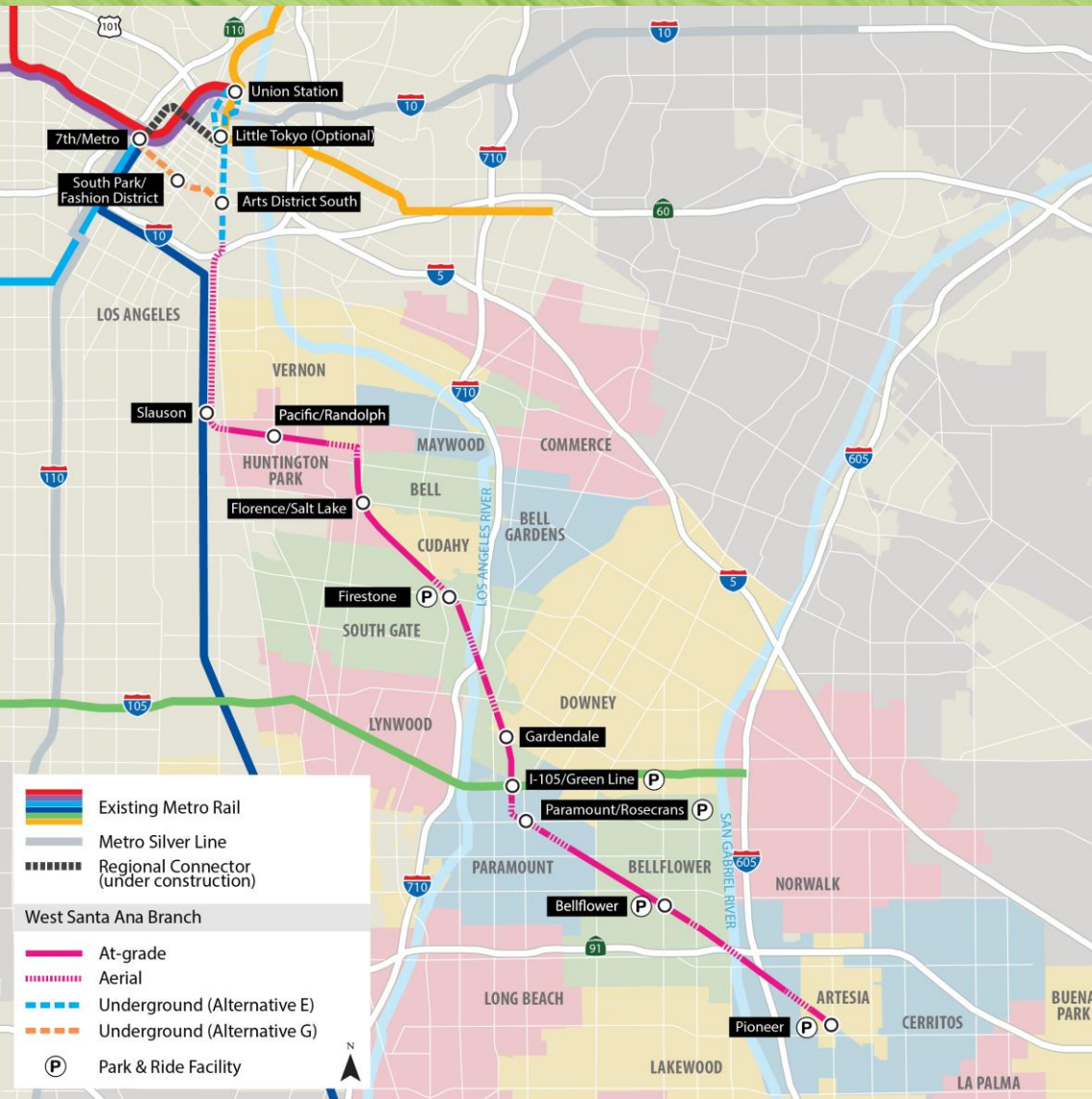
Recommendation

A. AUTHORIZING:

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

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

Updated Project Definition



Key updates:

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

28 x 2028 Status

- WSAB is included in the 28 x 2028 project, list for a single yet-to-be determined alignment:

- Measure M Expenditure Plan \$4 B (in 2015 \$)

- Updated Project Cost Estimate \$6.5 to \$6.6 B (in 2018\$)

Public Stakeholder Engagement



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



Four-car Platforms Evaluation

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Thank You!

