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

File #: 2019-0218, **File Type:** Contract **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of $6,476,982, increasing the total contract value from $21,529,734 to $28,006,716; and

B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of $647,698, increasing the total authorized CMA amount from $1,828,422 to $2,476,120 to support additional environmental assessment work.

ISSUE

At the December 2018 meeting, the Board approved an updated West Santa Ana Branch Transit Corridor (WSAB) project definition. Since December, staff has met with corridor cities, agencies and stakeholders, as project design and environmental review on alignment and station design relating to each jurisdiction and affected agency progresses.

Based on these ongoing coordination efforts, more work has been identified, necessitating a request for Board action to execute a contract modification for the additional work in order to remain on schedule for release of the Draft EIS/EIR and continue the P3 delivery procurement efforts. Board action is also required to increase the CMA for any additional environmental assessment work identified through future coordination efforts.

BACKGROUND

The WSAB Project is a proposed light rail transit (LRT) line that would extend approximately 19 miles between downtown Los Angeles and southeast Los Angeles County (LA County) communities. Attachment A includes the WSAB Alignment Map. South of downtown Los Angeles, a single

alignment parallel to the Blue Line has been identified following existing right-of-way (ROW) (owned by Union Pacific Railroad [UPRR]), then turning east along Randolph Street and the La Habra Branch ROW (owned by UPRR) 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 abandoned Pacific Electric ROW (owned by Metro) and terminating in the City of Artesia. WSAB would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents.

According to 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. 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 from Measure M)
FY 2041	$3 billion ($900 million from Measure M)

The current end-to-end project capital cost is estimated at $6.5 to $6.6B (in 2018$). This cost range includes rough order of magnitude (ROM) right-of-way estimates; however, a comprehensive capital cost estimate (not a Life of Project budget) is contingent upon further project design, negotiation with the freight railroads and ports, as well as first-last mile (FLM) costs, which will be prepared during the advanced conceptual engineering phase.

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

Measure M indicates that an early delivery of the subsequent project phase may be made possible with a public-private partnership (P3) delivery method. A P3 with a comprehensive delivery approach is being pursued as part of a strategy for accelerating a significantly increased project scope by 2028.

DISCUSSION

Contract Modification No. 7

The supplemental scope is to conduct additional technical and environmental work needed to complete the draft environmental document. Major tasks of the additional work include:

- Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
- Updating sections of the environmental document as necessary resulting from alignment redesigns;
- ROW cost estimates;
- Additional Environmental (Section 4(f)) technical work; and
- Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Contract Modification Authority Increase

Due to the environmental complexity of the project, additional CMA is being requested to support unforeseen additional environmental assessment and technical work. This allows for flexibility and responsiveness necessary to maintain the project schedule.

Freight Coordination

The WSAB Project involves a shared corridor of approximately ten miles of freight-owned ROW that runs along the Wilmington and La Habra Branches (owned by UPRR) and the San Pedro Subdivision (owned by the Ports of LA and Long Beach). UPRR currently has operating rights for use of the San Pedro Subdivision. In some segments, UPRR tracks will need to be relocated to allow for the coordinated operations of both freight and passenger rail. Attachment B shows a map of the alignment and existing freight interface.

Reaching consensus on project design features and ROW negotiations with UPRR is a critical component to meeting the project schedule and has cost implications. Staff has held initial coordination meetings with UPRR and Ports staff to understand their current and future operational needs, as well as design considerations related to safety, operations and ROW. Metro must work with these entities to craft a solution that meets their needs as well as this Project's needs.

Equity Platform Consistency

The Project, and the aforementioned Project direction and actions, are consistent with the Equity Platform and will provide new benefits of enhanced mobility and regional access to minority and low-income populations within the Project Area. Approximately 60% of the corridor has been identified as having environmental justice communities. 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 provides meaningful mobility value by improving trips within southeastern Los Angeles County communities and connectivity with downtown Los Angeles. The Project 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 the aforementioned Project benefits will collectively expand economic opportunities and enhance the quality of life for residents of the Project area by greatly improving access to opportunity. Staff will ensure that Metro's Equity Platform 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 Metro customers and/or employees because this Project is in the planning process phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2019-20 budget contains $8,300,000 in Cost Center 4370 (Mobility Corridors Team 2), 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 source for this project is Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The requested Project actions are consistent with the purpose and need of the Project, which align closely with Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. When complete 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 two to three 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. 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 this would impact the project's environmental clearance schedule and would further delay the release of the Draft EIS/EIR and the selection of the
locally preferred alternative, which could also affect the potential for a P3 delivery procurement. Declining to increase the contract modification authority would disallow the flexibility necessary to react quickly to evolving conditions inherent to this stage of the project.

NEXT STEPS

Upon Board approval, staff will execute the contract modification for additional environmental and technical work to be included in the Draft EIS/EIR. Staff will continue to coordinate with key stakeholders, including freight operators. Community and stakeholder meetings are ongoing and will

continue.

ATTACHMENTS

Attachment A - WSAB Alignment Map
Attachment B - WSAB Freight Interface
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

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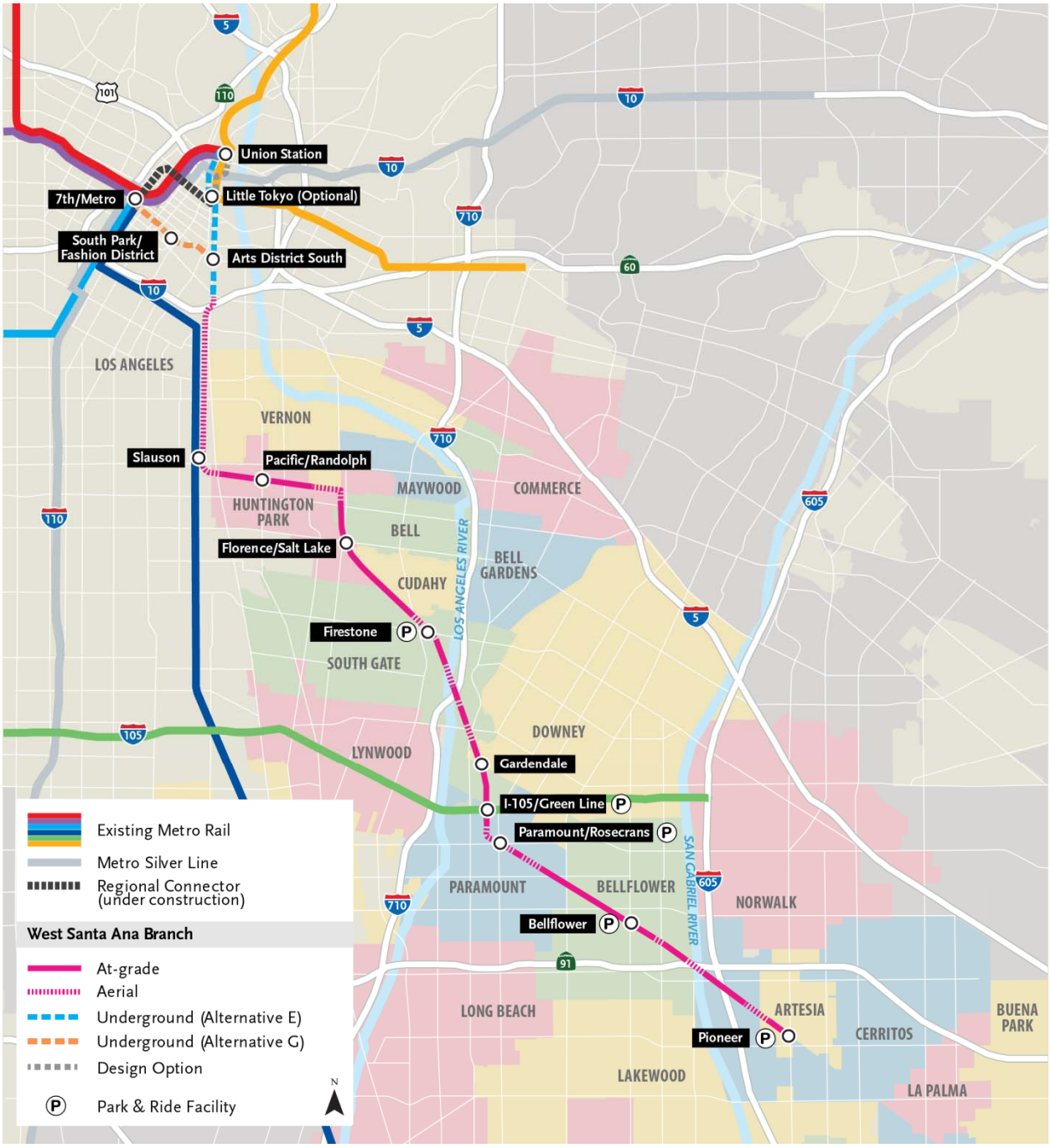
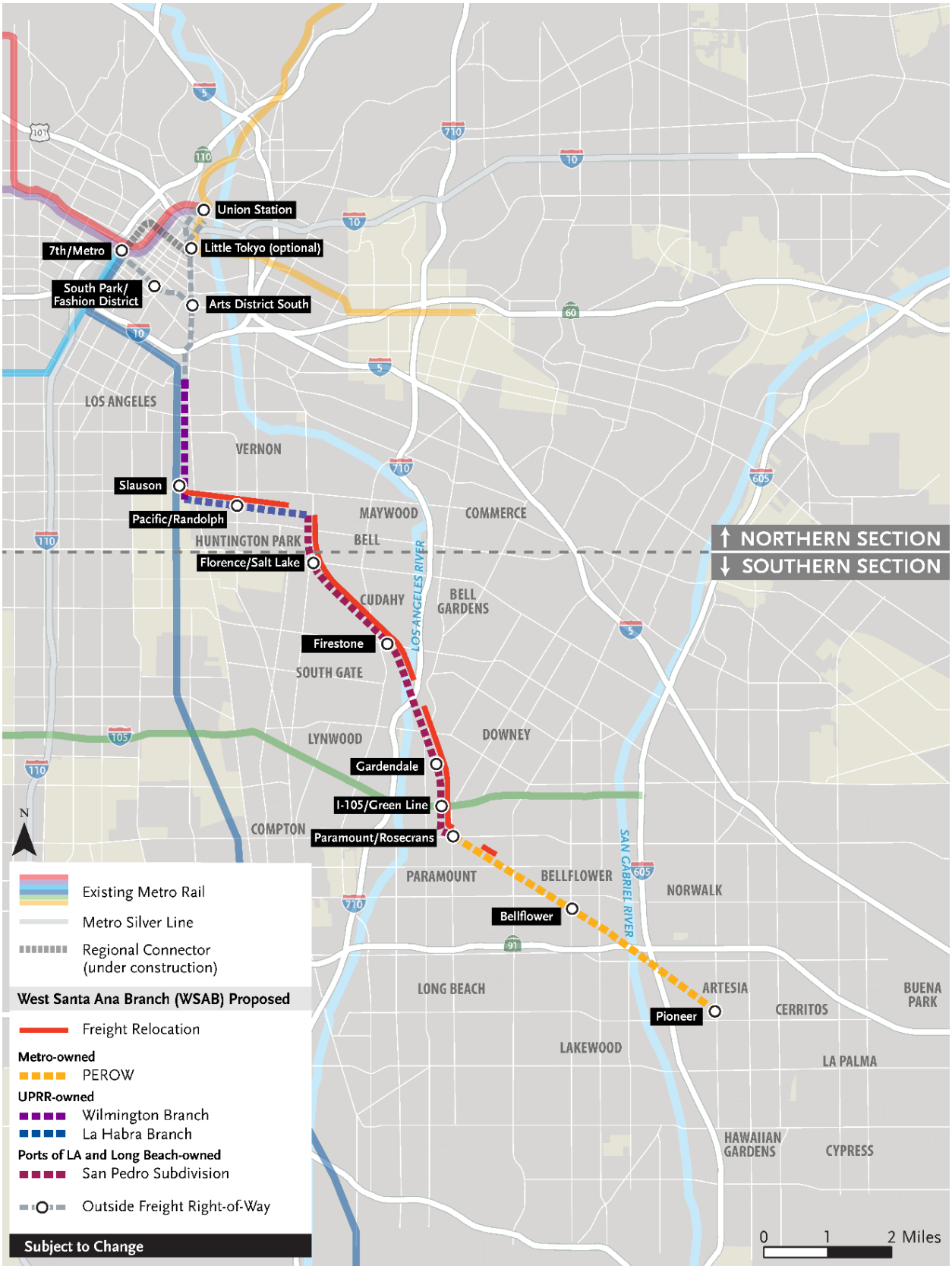
Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

West Santa Ana Branch Transit (WSAB) Corridor Alignment Map



Attachment B



PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	**Contract Number**: AE5999300			
2.	**Contractor**: WSP USA Inc.			
3.	**Mod. Work Description**: Additional environmental technical work to be included in the 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**: June 25, 2019			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	09/26/16	**Contract Award Amount:**	$9,392,326
	Notice to Proceed (NTP):	09/26/16	**Total of Modifications Approved:**	$12,137,408
	Original Complete Date:	09/30/20	**Pending Modifications (including this action):**	$6,476,982
	Current Est. Complete Date:	09/30/20	**Current Contract Value (with this action):**	$28,006,716
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. 7 issued for additional environmental technical work to be included in 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 a 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.

Refer to Attachment D – 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 (ICE), cost analysis, technical analysis, fact finding and negotiations. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated
$6,704,683	$6,613,433	$6,476,982

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.	Approved	12/07/18	$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Approved	01/10/19	$494,230
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.	Approved	01/10/19	$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	**Pending**	**07/25/19**	**$6,476,982**
	Modification Total:			**$18,614,390**
	Original Contract:		09/26/16	**$9,392,326**
	Total:			**$28,006,716**

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 62% complete and the current DBE participation is 20.66%, a shortfall of 4.37%. 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 completed to-date has been performed by non-DBE subcontractors; however, the environmental work that is heavily weighted towards DBE participation, is still in progress. WSP's shortfall has decreased from 4.60% to 4.37% since the last Board Report modification in November 2018. WSP indicated that they expect to meet their DBE commitment on this project.

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**	**20.66% DBE**

	DBE Subcontractors	**Ethnicity**	**% Committed**	**Current Participation[1]**
1.	BA Inc.	African American	1.65%	2.17%
2.	CityWorks Design	Hispanic American	3.68%	3.26%
3.	Connetics Transportation Group	Asian Pacific American	0.78%	0.85%
4.	Epic Land Solutions	Caucasian Female	1.18%	1.14%
5.	Geospatial Professional Services	Asian Pacific American	0.25%	1.04%
6.	Lenax Construction	Caucasian Female	2.31%	1.93%
7.	Terry A. Hayes Associates	African American	11.41%	5.58%
8.	Translink Consulting	Hispanic American	3.77%	2.50%
9.	Dunbar Transportation	Caucasian Female	Added	0.36%
10.	Rail Surveyors and Engineers	Asian Pacific American	Added	0.89%
11.	Wiltec	African American	Added	0.57%
12.	Yunsoo Kim Design	Asian Pacific American	Added	0.37%
		Total	**25.03%**	**20.66%**

[1]*Current 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 (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Metro

Planning and Programming Committee : July 17, 2019

File 2019-0218

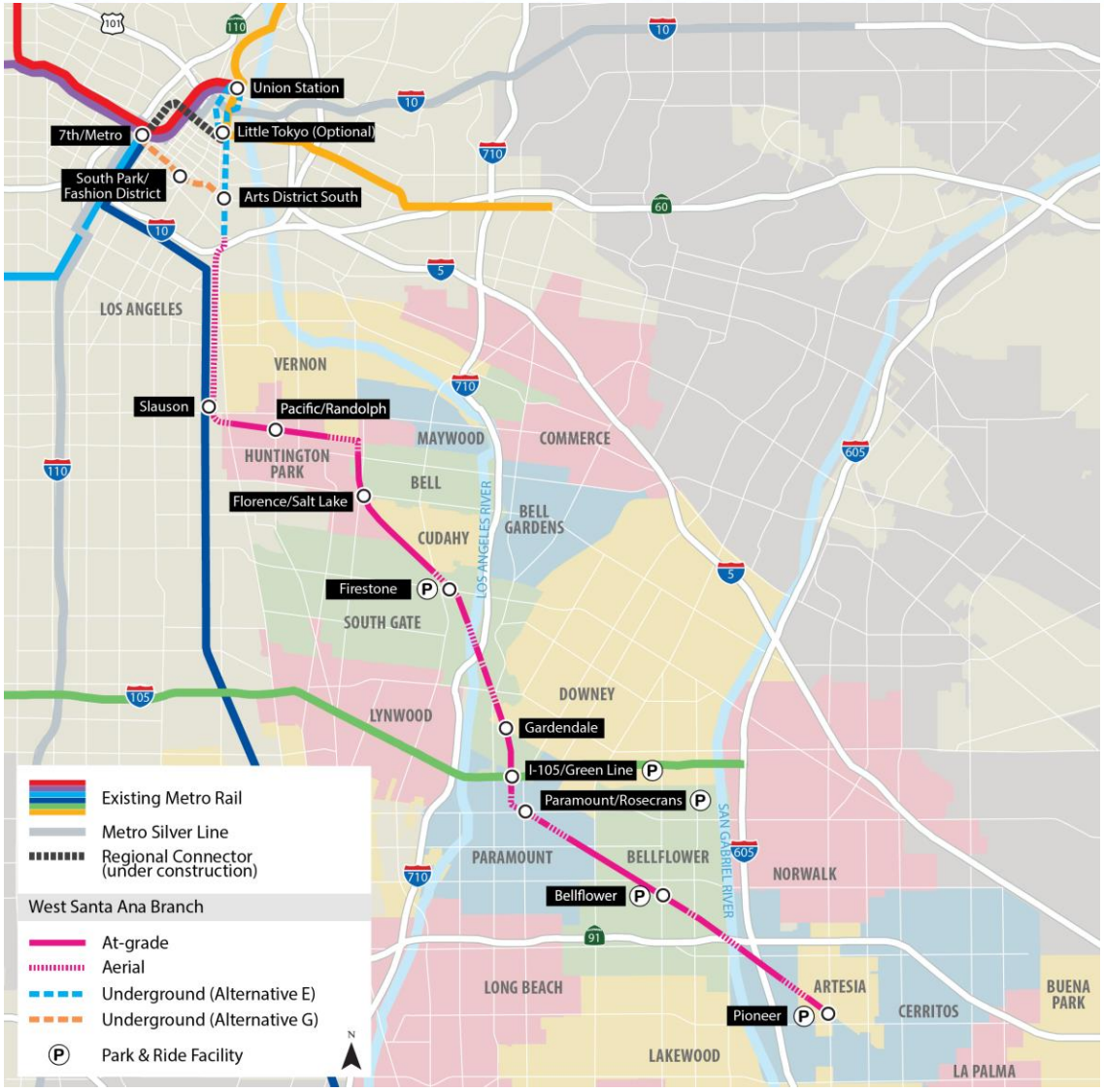
Recommendation

A. AUTHORIZING the Chief Executive Officer to:

1. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of $6,476,982;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of $647,698 to support additional environmental assessment work

Metro

Project Overview



- 98 square miles
- 19 miles long
- 12 new stations
- 1.4 M people currently reside in the Study Area, with 1.6 M residents projected in 2042
- 619,000 jobs currently located in the Study Area, 747,000 jobs projected in 2042
- Populations and employment densities are five times higher than LA County

Contract Modification No. 7

- Additional technical and environmental work is needed to complete the draft environmental document and includes:

  - Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
  - Updating sections of the environmental document as necessary resulting from alignment redesigns;
  - ROW cost estimates;
  - Additional Environmental (Section 4(f)) technical work; and
  - Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Metro

Freight Coordination

➢ Key Considerations

- Approximately ten-miles of shared corridor on freight-owned ROW (Wilmington and La Habra Branches – UP-owned) and (San Pedro Subdivision – Ports of LA and LB-owned)
- Staff has held initial meetings with UP and Ports to understand current and future operational needs, and design considerations related to safety, operations and ROW
- Additional work has been identified to accommodate WSAB and freight, including updates to design, environmental work, and ROW cost estimates.
- Timely coordination/agreement with Union Pacific (UP) on design and ROW is critical to meeting project schedule and has cost implications.

Metro

Project Consistency with Agency Goals

- Project is consistent with Metro's Equity Platform Framework
  - Project area populations would have greatly improved access to opportunity
  - Reduces travel times and Vehicle Miles Traveled (VMT)

- Project is aligned with Metro Vision 2028 Strategic Plan goals
  - Goal #1 - Provide high quality mobility options that will enable people to spend less time traveling

- Measure M and Twenty-Eight by '28
  - The Project is included as a "pillar project" under Twenty-Eight by '28 and efforts are underway to facilitate early project delivery

Metro

Near Term Next Steps

- Community Update Meetings: Fall 2019

Metro

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Metro

Thank You!