



Board Report

File #: 2022-0016, File Type: Contract

Agenda Number: 6.

REVISÉ
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

HAHN AMENDMENT:

The cities of Cerritos and Artesia have requested confirmation that Metro will be assessing the aerial segment at the intersection of 183rd and Gridley for this possibility of cut-and-cover, to see if that can be done at a lower cost.

In addition, Cerritos has requested evaluation of a possible future station in the city, to be located between Studebaker Road and Gridley Road. I'd like to request that, as part of this action before us today, that a possible future station in Cerritos, between Studebaker Road and Gridley Road, also be included in this assessment.

ISSUE

A Contract Modification is necessary to conduct technical analysis and provide the outreach and procedural support necessary to complete the federal and state environmental processes (i.e., FEIS/FEIR) for the WSAB Project. Additional technical analysis and community engagement will also be conducted to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station (LAUS) segment, as well as to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. Board approval is required to execute this contract modification, and to increase the CMA for any additional environmental assessment work identified through future coordination efforts and/or as directed by the Metro Board.

BACKGROUND

In September 2016, the Board awarded the technical contract with WSP USA, Inc. (then Parsons Brinckerhoff, Inc.) to complete the environmental clearance study for the WSAB Project. The scope of work and associated costs to complete the FEIS/FEIR (to be authorized by the Board at the conclusion of the Draft EIS/EIR) were included in the Contract as Scenario 1, Option 2.

At its January 2022 meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved LAUS as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (2021-0724). The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment, and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. During the January 2022 meeting, the Board also approved a motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (Legislative Report 2022-0023), that the Board adopt as policy that the full Project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also directed Metro to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis.

DISCUSSION

Since initiating the Draft EIS/EIR in 2016, the Board has approved a number of revisions to the Project definition, including expanding the range of alternatives under consideration in the northern segment, removing several stations from further study, additional grade separations, and other alignment modifications. In February 2018 (2017-0859), the Board approved expanding the northern alignment options under study in the Draft EIS/EIR, and in November 2018 (Legislative Report 2018-0404), the Board approved an updated project definition based on technical analysis and comments received during the 2017 scoping and 2018 updated scoping meetings.

Due to the number of revisions to the Project definition as a part of the above-Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR through coordination with the FTA, corridor cities, agencies and other stakeholders, the scope of work (and associated costs) have been updated to reflect these changes and to include the necessary work needed to complete the FEIS/FEIR.

Due to the environmental complexity of the Project, additional CMA is being requested to support additional environmental assessment and technical work resulting from future Board direction and/or additional coordination with the FTA or other stakeholders. Additional CMA allows for flexibility and responsiveness necessary to maintain the project schedule.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY21-22 budget contains \$4,487,319 in Cost Center 4370 (Mobility Corridors), Project 460201 (WSAB Corridor Administration) 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.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities in the corridor. Approval of the contract modification will allow staff to complete the Final environmental study and additional technical studies as directed by the Board in January 2022 and will allow corridor communities and users of the Metro system to benefit from this new transit service. As described above, the technical contract for the Project included an option (to be authorized by the Board at the conclusion of the Draft EIS/EIR) for WSP USA, Inc. to complete the Final EIS/EIR. Due to the number of revisions to the Project definition resulting from Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR, a contract modification is necessary to update the scope of work (and associated costs) to complete the Final EIS/EIR. The contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for Disadvantaged Business Enterprise (DBE) team members have been included for this additional work, at approximately 26.58% of the modification value, to ensure that the overall DBE participation goal (25.03%) is met.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. As a result of this extensive outreach, Metro made numerous changes to the Project Definition resulting from the comments received during the scoping process, as well as ongoing coordination with the corridor cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three stations from further study, as well as other Project design changes.

Metro will continue to engage corridor communities during the completion of the Final EIS/EIR, allowing the public, local jurisdictions, and other stakeholders the opportunity to provide their comments and feedback on the Project. Staff will also reengage communities to help define the project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and

businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract modification. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 14 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment. These activities are needed to continue advancing the Project per Board direction. Staff will also report back to the Board in April 2022 to provide an update on the items included in the January 2022 motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra.

ATTACHMENTS

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

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: Environmental technical work and outreach support to complete Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and conduct additional technical analysis to identify cost-effective alignment route for Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project.		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: 2/16/22		
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: \$20,394,555
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$13,601,672
	Current Est. Complete Date:	06/30/23	Current Contract Value (with this action): \$43,388,553
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Matt Abbott		Telephone Number: (213) 922-3071

A. Procurement Background

This Board Action is to approve Contract Modification No. 14 issued to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project. This Modification will also extend the period of performance through June 30, 2023.

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.

Thirteen modifications have been issued to date.

Refer to Attachment B – 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, fact finding and negotiations. Fee remains unchanged from the original contract.

Staff successfully negotiated a savings of \$617,753.

Proposal Amount	Metro ICE	Negotiated
\$14,219,425	\$13,548,010	\$13,601,672

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	10/20/17	\$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	06/28/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	01/09/19	\$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	01/11/19	\$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	01/11/19	\$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.	Approved	07/25/19	\$6,476,982
8	No cost descoping and rescoping of tasks.	Approved	10/31/19	\$0
9	No cost reallocation of tasks.	Approved	03/24/20	\$0
10	Additional conceptual engineering and technical analysis associated with design changes to I-105/C Line and extension of period of	Approved	09/22/20	\$477,320

	performance (POP) through 04/30/21.			
11	Extension of POP through 10/31/21.	Approved	03/30/21	\$0
12	Extension of POP through 12/31/21.	Approved	10/14/21	\$0
13	Additional conceptual engineering, environmental review and technical analysis to complete the EIS/EIR and extension of POP through 06/30/22.	Approved	12/02/21	\$1,302,845
14	Environmental technical work and outreach support to complete the Final EIS/EIR, as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the WSAB Transit Corridor Project and extension of POP through 06/30/23.	Pending	Pending	\$13,601,672
	Modification Total:			\$33,996,227
	Original Contract:	Approved	09/26/16	\$9,392,326
	Total:			\$43,388,553

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 contract is 86% complete and the current DBE participation is 22.90%, representing a shortfall of 2.13%. A shortfall mitigation plan was requested and received. WSP explained that their 25.03% DBE commitment assumed the authorization of Scenario 1 – Option 2 of the contract, which was executed by Metro in December 2021 but has not been invoiced. The work under this modification was completed by the DBE team members and will be reported in March 2022, which will significantly increase the DBE utilization. Further, the current modification extends the contract period of performance through the end of 2023 and includes key roles for the DBE team members at approximately 26.58% of the modification value to ensure the DBE utilization is met.

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. Additionally, key stakeholders associated with the contract have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	DBE 25.03%	Small Business Participation	DBE 22.90%
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA, Inc.	Black American	1.66%	2.09%
2.	Cityworks Design	Hispanic American	3.68%	3.85%
3.	Connetics Transportation Group	Asian-Pacific American	0.79%	0.52%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.76%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.82%
6.	Lenax Construction	Caucasian Female	2.31%	2.17%
7.	Terry A. Hayes Associates	Black American	11.40%	5.83%

8.	Translinks Consulting	Asian-Pacific American	3.76%	2.49%
9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.06%
10.	Del Richardson & Associates	Black American	Added	1.35%
11.	Dunbar Transportation Consulting LLC	Caucasian Female	Added	0.21%
12.	Wiltec	Black American	Added	0.47%
13.	RSE Corporation (formerly Rail Surveyors and Engineers Inc.)	Asian-Pacific American	Added	1.77%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.51%
	Total		25.03%	22.90%

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

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



West Santa Ana Branch

Legistar: 2022-0016

Metro Board Staff Briefing

March 8, 2022

- A. **AUTHORIZING** the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the following in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023:
- **FEIS/FEIR** for the initial 14.8-mile Slauson/A Line (Blue) to Pioneer Segment,
 - **Downtown Alignment Study** i.e., the Slauson/A Line (Blue) to LAUS segment and identify interim bus connections to connect Slauson/A Line to Union Station
- B. **INCREASING Contract Modification Authority (CMA)** specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

As directed by the January Board motion this Modification also includes **additional technical analysis**:

- An assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost
- Consistent with the LA River/Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station.