



Board Report

File #: 2023-0198, File Type: Contract

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MAY 17, 2023

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

ISSUE

A Contract Modification is necessary to conduct additional design and environmental technical analysis to support stakeholder coordination and to address comments received on the WSAB Draft EIS/EIR alignment design. This work is necessary to complete the federal and state environmental processes (i.e., Final EIS/EIR) for the WSAB Project (the Project).

In response to Board Motion # 7 by Directors Hahn, Dutra, Solis, and Barger (2023-0183), see Attachment A, a Contract Modification is necessary to conduct communication strategies to (a)

rename the Project no later than January 2024 that represents the community character, and (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders.

Following the LPA selection, Metro started developing the First/Last Mile (FLM) plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

Additional funds are needed for the existing funding agreement FA# 920000000FACGGC03 with the GCCOG, for continued third party administrative work, project coordination with the participating cities for the duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, for the rebranding scope.

BACKGROUND

Technical Services Contract Modification

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 Project. The scope of work and associated costs to complete the Final EIS/EIR (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 Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (LPA) (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 motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (2022-0023), see Attachment B, 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 staff to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis. The cut-and-cover analysis was completed in December 2022 and presented the findings to the participating cities, GCCOG Transportation Committee, and Eco-Rapid Board. A Board Box was released in May 2023 summarizing the analysis.

Renaming Community Engagement and FLM Plan Contract Modification

At the March 2023 Board meeting, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183) was approved directing the CEO to (a) rename the Project no later than January 2024 that represents the community character, (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders and (c) to report back on these directives quarterly. Following the LPA selection, Metro started developing the FLM plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

GCCOG Funding Agreement Amendment

FA# 920000000FACGGC03 was executed in October 2016 with the Gateway Cities COG for Third

Party Administration to work with the 13 cities along the corridor for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in WSAB City Managers TAC meetings and conducting outreach for the corridor. In April 2022, the Board approved an additional \$353,530 for continued Third-Party Administration in the Project, which included \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2021-0093). In September 2022, the Board approved an additional \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2022-0464).

DISCUSSION

WSP USA, Inc.

1. **FLM Plan:** Building on the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP) (completed in 2019), the Contractor shall finalize a FLM Pathway Network and project list for improvements within one half (½)- mile walk shed and three (3)-mile bike shed for all stations in the WSAB Corridor. Additional scope is being added to complete the FLM Plan for the 9 WSAB stations included in the LPA.
2. **Final EIS/EIR Design & Environmental Technical Analysis:** Continued coordination with the Federal Transit Administration (FTA), participating cities, agencies, other stakeholders, and internal Metro departments require modifications to the Project design and additional environmental technical analysis. The modifications of the scope of work and associated costs have been updated to reflect these changes to include the necessary work needed to complete the Final EIS/EIR. A summary of the required project updates based on the required Modification 15 changes is provided below:
 - Intersection updates based on coordination with the California Public Utilities Commission (CPUC) and participating cities;
 - I-105/C Line (Green) station modifications based on coordination with Union Pacific Railroad (UPRR), the City of South Gate, and internal Metro departments;
 - Pioneer Station parking structure modifications based on coordination with the City of Artesia;
 - Redesign of the pedestrian overpass at Paramount High School;
 - Slauson/A Line (Blue) station modifications based on coordination with Metro Operations;
 - Freight spur track adjustments based on coordination with UPRR;
 - Updates to the Bellflower Maintenance and Storage Facility (MSF) based on coordination with Southern California Edison and the City of Bellflower;
 - Additional meetings and review for coordination with various stakeholders
 - Updates to the environmental analysis and documentation.

Arellano Associates, LLC

1. **Renaming Community Engagement**

Metro team will create a robust communications strategy to gather input about a potential new name

for the Project. Involve key stakeholders such as participating cities, businesses, schools, CBOs and neighborhoods. Develop a process that engages the public in renaming the Project but also creates awareness and builds support for the Project.

Metro will re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs to find a name that is representative of the cultural and demographic community that it will serve. The key consultant tasks include:

A. Establishing a Renaming Panel/Committee

B. CBO Partnerships Collaboration

- Coordinate implementation of CBO Partnerships for the Project, including support from the new Metro Gateway Cities CBO partnerships contractor.

C. Youth Influencers

- Identify and partner with local community icons, young influencers, such as Metro Youth Council and/or local Youth Councils, to help promote the Project, including the renaming efforts, contests, and other campaigns that build support and excitement for the project.

D. Targeted Business Outreach

- Develop a business roundtable with representatives from corridor chambers, BIDs, economic development CBOs, etc.
- Chambers of Commerce presentation series.
- Booths at their membership and community events.
- Feature WSAB articles and ads in the chamber e-newsletters.

E. Voting for Naming Alternatives

- Raffles for participants/youth at name change events/activities.

F. Name Change Recommendations

- Renaming Panel/Committee to review and recommend the top 5 name changes.
- These top five names will then be released for a public survey/vote, asking corridor stakeholders to vote for their favorite.
- Informed by the results, the Metro Board will approve the formal name change.

2. FLM Plan CBO Partnership & Onboarding

Coordinate implementation of CBO Partnerships for the Project for the FLM Plan.

GCCOG Funding Agreement Amendment

Since October 2016, the resources provided through the funding agreement with the GCCOG has

been used to establish a collaborative framework between Metro, Eco-Rapid Transit, and participating cities.

The WSAB City Managers TAC was formed within the GCCOG to serve as an effective forum for generating consensus positions on a range of technical, financial, and policy challenges confronting the participating cities. The members include city managers or key staff for the cities and LA County staff. The monthly meetings are also attended by representatives from board offices, Eco-Rapid Transit, and the GCCOG staff. Metro has worked with the TAC to establish a collaborative approach to achieving the milestones required for the Project to advance, including establishing ongoing engagement on the current project-level environmental process to protect the interests of the cities and secure meaningful mitigation measures, supported by an effective monitoring system.

Since April 2021, GCCOG has continued to use consultant services to support and facilitate the TAC meetings. Allocated funding for the GCCOG and Cities of Artesia and Paramount are anticipated to be expended before the completion of the Final EIS/EIR and Attachment C shows the funding allocation and remaining amounts for the participating cities.

Additional funding is required for the continued third-party administration to work with the 13 cities for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in the WSAB City Managers TAC meetings, and conducting outreach in the corridor through the completion of the environmental document. The table below shows the breakdown of the additional funding request for:

- Eco-Rapid Transit
- GCCOG
- City of Artesia
- City of Paramount

Agency	Prior Approved Funding	Requested Additional Funding	Purpose
Eco-Rapid Transit	\$368,450	\$130,000	Project coordination with the participating cities for duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, FLM and environmental public meetings
Gateway Cities COG	\$256,000	\$110,000	Staff time to coordinate WSAB City managers TAC meetings; engage & support WSAB FLM, environmental planning, and related Administration.
City of Artesia*	\$100,000	\$10,000	Project coordination for the duration of the Final EIS/EIR completion
City of Paramount*	\$44,000	\$6,182.50	Project coordination for the duration of the Final EIS/EIR completion

*Metro staff via the GCCOG reached out to participating cities and received requests for additional funding for the environmental review from only the Cities of Artesia and Paramount. In April 2021, the Metro Board approved additional funds for corridor cities, the GCCOG, and Eco-Rapid Transit. Since then, GCCOG, Eco-Rapid Transit, the Cities of Artesia, and Paramount have expended funds. Other cities have pending balances from this last funding modification.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY 2022-23 budget contains \$8,769,637 in Cost Center 4370, 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.

The funding for this project is in the Measures R and M Expenditure Plans. The fund source for the above activity 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.

EQUITY PLATFORM

Approving the execution of the contract modifications and GCCOG funding agreement amendment is not anticipated to result in any barriers to potential benefits of the proposed Project or result in any harm or unintentional burdens.

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 WSP 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. The WSP contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for DBE team members have been included for this additional work, at approximately 41.31% of the modification value, to ensure that the overall DBE commitment (25.03%) is met.

In response to Board, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183), Metro staff and Arellano Associates, LLC are looking into ways to rebrand the Project and to bring in CBOs to support FLM and environmental work. 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 participating cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three (3) 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, CBO's and other stakeholders the opportunity to provide their comments and feedback on the Project. Metro plans to compensate CBOs for their time and participation, such as attending committee meetings and/or advisory groups that are established during the engagement process. 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 decide not to approve the recommended contract modifications and/or the GCCOG funding agreement. However, this alternative is not recommended, as this would impact the Project's environmental clearance schedule and 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. 15 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final EIS/EIR and Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and bring CBOs to support FLM and environmental work. These activities are needed to continue advancing the Project. Staff will execute the amendment to the existing GCCOG funding agreement # 920000000FACGGC03 to update the funding allocation to reflect the additional funds.

ATTACHMENTS

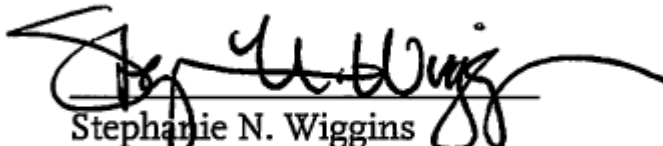
- Attachment A - Board File 2023-0183
- Attachment B - Board File 2022-0023
- Attachment C - GCCOG Funding Agreement Funding Allocation Table
- Attachment D-1 - Procurement Summary (WSP USA Inc.)
- Attachment D-2 - Procurement Summary (Arellano Associates)
- Attachment E-1 - Contract Modification/Change Order Log (WSP USA Inc.)
- Attachment E-2 - Contract Modification/Change Order Log (Arellano Associates)
- Attachment F-1 - DEOD Summary (WSP USA Inc.)

Attachment F-2 - DEOD Summary (Arellano Associates)

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Board Report

File #: 2023-0183, File Type: Motion / Motion Response

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 15, 2023

Motion by:

DIRECTORS HAHN, DUTRA, SOLIS, AND BARGER

A New Start for the West Santa Ana Branch Motion

The West Santa Ana Branch is set to advance into construction in the next few years, with a Record of Decision anticipated in 2024 for the LPA segment from Slauson/A Line to Artesia. Once fully completed, this 19-mile light-rail line will provide a one-seat ride, connecting a dozen cities in some of the County’s most transit dependent communities, from the City of Artesia to Union Station, Downtown Los Angeles.

The West Santa Ana Branch will primarily serve residents who live within some of the most polluted, and socioeconomically disadvantaged communities in the State. Nearly the entire alignment will be located in Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.” With formal recognition at the local and state level, along with the Eastside Extension initial operating segment, this project stands to be a prime candidate for federal funding given the President’s Justice40 Initiative, which ensures that at least 40% of all discretionary grants go toward projects in disadvantaged communities.

This project, when completed, will change the way that Southeast Los Angeles residents travel across the region providing them with cleaner and faster modes of travel. The West Santa Ana Branch will be incredibly important for nearly a million residents, yet the reality of this project is still largely unknown to many. Furthermore, the name “West Santa Ana Branch” is an outdated and inaccurate description of the project itself. The lack of representation of local context within the name could be inadvertently limiting awareness and visibility of this project, both with our local stakeholders as well as State and federal partners.

With a year to go before the final Record of Decision on this project’s environmental document, now is the perfect opportunity to re-engage corridor cities, stakeholders, and community-based organizations, to find a name that is truly representative of the cultural and demographic community that it will serve, helping build a coalition in support of what will be one of the nation’s most significant efforts to address and redress historic inequities.

SUBJECT: A NEW START FOR THE WEST SANTA ANA BRANCH MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dutra, Solis, and Barger that the Board direct the Chief Executive Officer to work collaboratively with the West Santa Ana Branch Corridor City manager Technical Advisory Committee, Gateway Cities Council of Governments, Eco Rapid Transit Joint Powers Authority, local elected officials, community-based organizations, schools and colleges, and residents along the corridor in order to rebrand the West Santa Ana Branch, including (a) renaming the project no later than January 2024 that represent the community character and local context, (b) developing a robust communication strategy to get input for and from CBOs, corridor cities residents and businesses, and key stakeholders, and (c) report back on progress toward these directives on a quarterly basis, beginning in June 2023.



Board Report

File #: 2022-0023, **File Type:** Motion / Motion Response

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022**

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA

West Santa Ana Branch Transit Corridor Project Motion

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.”

One of the Board of Directors’ four “Pillar Projects” (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff’s recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
 - a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
 - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
 - a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
 - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. 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;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.

	Original Budget	Additional Approved Budget (4/2021)	Additional Approved Budget (9/2022)	Total Budget Allocation	Amount Expended Through 4/2023	Remaining Amount
Gateway Cities COG (AGENCY)*	\$100,000	\$108,000	\$48,000	\$256,000	\$248,077.50	\$7,922.5
Artesia	\$28,000	\$72,000	\$-	\$100,000	\$58,659.78	\$41,340.22
Artesia – Eco-Rapid Transit JPA	\$55,259.34	\$60,450	\$-	\$115,709.34	\$107,171.13	\$8,538.21
Bell	\$17,000	\$-	\$-	\$17,000	\$8,240.67	\$8,759.33
Bellflower	\$44,000	\$-	\$-	\$44,000	\$17,242.97	\$26,757.03
Bellflower – Eco-Rapid Transit JPA (prior amount invoiced through 12/31/18)	\$242,740.66	\$-	\$-	\$242,740.66	\$242,740.66	\$-
Bell Gardens	\$12,000	\$-	\$-	\$12,000	\$7,526.13	\$4,473.87
Cudahy	\$22,000	\$-	\$-	\$22,000	\$-	\$22,000
Downey	\$24,000	\$29,875	\$-	\$53,875	\$23,972.20	\$29,902.80
Huntington Park	\$28,000	\$-	\$-	\$28,000	\$2,926.63	\$25,073.37
Lakewood	\$8,000	\$-	\$-	\$8,000	\$8,000	\$-
Lynwood	\$12,000	\$-	\$-	\$12,000	\$-	\$12,000
Maywood	\$17,000	\$-	\$-	\$17,000	\$-	\$17,000
Paramount	\$24,000	\$20,000	\$-	\$44,000	\$41,532.70	\$2,467.30
South Gate	\$28,000	\$63,205	\$-	\$91,205	\$28,000	\$63,205
Vernon	\$28,000	\$-	\$-	\$28,000	\$13,447.62	\$14,552.38
Remaining Funds for AGENCY and LACMTA to mutually determine how to distribute to the above	\$10,000	\$-	\$-	\$10,000	\$10,000	\$-
Total	\$700,000	\$353,530	\$48,000	\$1,101,530	\$817,537.99	\$283,992.01

*Includes \$48,000 added in April 2021 and \$48,000 added in September 2022 for City Manager TAC consultant

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/NO. AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and period of performance extension through 12/31/24.		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: 4/20/23		
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: \$33,996,227
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$2,431,148
	Current Est. Complete Date:	12/31/24	Current Contract Value (with this action): \$45,819,701
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Meghna Khanna		Telephone Number: (213) 547-4285

A. Procurement Background

This Board Action is to approve Contract Modification No. 15 issued to provide First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR). This Modification will also extend the period of performance from June 30, 2023 through December 31, 2024.

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.

Fourteen modifications have been issued to date.

Refer to Attachment E-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 (ICE), cost analysis, technical analysis, and negotiations. Fee remains unchanged from the original contract.

Staff successfully negotiated savings of \$26,119.

Proposal Amount	Metro ICE	Negotiated
\$2,457,267	\$2,446,973	\$2,431,148

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /
CONTRACT NO. PS2492300

1.	Contract Number: PS2492300		
2.	Contractor: Arellano Associates, LLC		
3.	Mod. Work Description: Rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.		
4.	Contract Work Description: Continuation of public outreach services and stakeholder engagement for West Santa Ana Branch		
5.	The following data is current as of: April 17, 2023		
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: \$1,753,813
	Original Complete Date:	9/25/20	Pending Modifications (including this action): \$449,991
	Current Est. Complete Date:	6/30/24	Current Contract Value (with this action): \$2,696,697
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Mark Dierking		Telephone Number: (213) 922-2426

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued to rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.

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 a firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of up to \$861,067 to perform the environmental clearance study community outreach for the WSAB Transit Corridor pending passage of Measure M.

Refer to Attachment E-2, Contract Modification/Change Order Log for contract modifications issued to date.

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.

Staff successfully negotiated savings of \$45,504.

Proposal Amount	Metro ICE	Negotiated Amount
\$495,495	\$445,102	\$449,991

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 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 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.	Approved	03/24/22	\$13,601,672
15	First-Last Mile plan preparation and environmental design, and technical work to complete the FEIS/FEIR and extension of POP through 12/31/24.	Pending	Pending	\$2,431,148
	Modification Total:			\$36,427,375
	Original Contract:	Approved	09/26/16	\$9,392,326
	Total:			\$45,819,701

**CONTRACT MODIFICATION/CHANGE ORDER LOG
WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /
CONTRACT NO. 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.	Approved	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.	Approved	12/06/18	\$1,324,503
3	Extend period of performance (POP) through 12/31/21.	Approved	7/16/20	\$0.00
4	Extend POP through 12/31/22.	Approved	11/24/21	\$0.00
5	Extend POP through 6/30/24.	Approved	11/9/22	\$0.00
6	Rebrand the project to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.	Pending	Pending	\$449,991
	Modification Total:			\$2,203,804
	Original Contract:		09/26/16	\$492,893
	Total:			\$2,696,697

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/ NO. AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. Based on payments the project is 70% complete and the current DBE participation is 22.70%, representing a shortfall of 2.33%.

WSP has a shortfall mitigation plan on file and contends that the shortfall is the result of its DBE partners progressing at different rates, according to the contract schedule. WSP further contends that with the contract expected to be extended through December 31, 2024, the DBE participation and level of effort is expected to increase, as tasks utilizing DBEs will be completed between now and December 31, 2024. WSP expects to meet or exceed the DBE commitment by the end of the project. For the proposed modification, WSP has identified three (3) DBE subcontractors, representing 41.31% of the modification value. Staff will continue to track and monitor WSP's efforts to meet or exceed their commitments.

Small Business Commitment	25.03% DBE	Small Business Participation	22.70% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA, Inc.	Black American	1.66%	1.76%
2.	Cityworks Design	Hispanic American	3.68%	4.24%
3.	Connectics Transportation Group	Asian-Pacific American	0.79%	0.52%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.64%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.70%
6.	Lenax Construction	Caucasian Female	2.31%	2.03%
7.	Terry A. Hayes	Black American	11.40%	6.69%
8.	Translink Consulting	Asian-Pacific American	3.76%	2.40%

9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.05%
10.	Del Richardson & Associates	Black American	Added	1.17%
11.	Dunbar Transportation Consulting, LLC	Caucasian Female	Added	0.18%
12.	Wiltec	Black American	Added	0.41%
13.	RSE Corporation (formerly Rail Surveyors and Engineers, Inc.)	Asian-Pacific American	Added	1.48%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.43%
	Total		25.03%	22.70%

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 is not applicable to this modification.

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.

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM/
NO. PS2492300**A. Small Business Participation**

Arellano Associates, LLC (Arellano), a Small Business Prime, made a 100% Small Business Enterprise (SBE) commitment. Based on payments, the project is 84% complete and the current SBE participation is 100%.

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Arellano Associates, LLC	100%	100%
	Total	100%	100%

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 is not applicable to this modification.

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



Planning & Programming Committee
May 17, 2023
File #: 2023-0198



RECOMMENDATIONS

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

KEY UPCOMING MILESTONES

- **A New Start for the WSAB Board Motion**
 - Q2 to Q4 2023: Re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs including youth
 - Q1 2024: Board Approval
- **Final Environmental**
 - June 2023: Community Engagement
 - Q2 2024: Final EIS/EIR certification by Metro Board
 - Q3 2024: FTA Issues ROD
- **FLM Plan**
 - June 2023: Walk Audits
 - Q3 2023: Community Engagement
 - Q4 2023: Draft Plan Recommendations
 - Q2 2024: Plan adoption