



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**

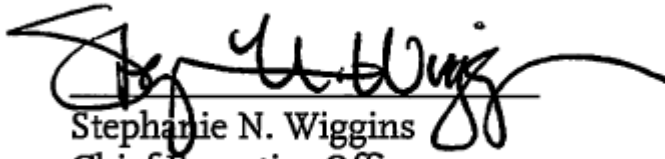
Upon Board approval, staff will execute Modification No. 14 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis 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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