



## 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)

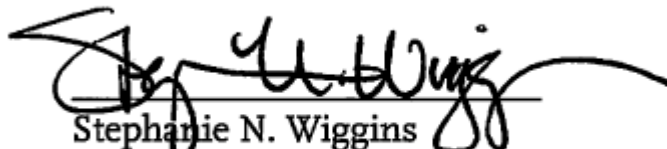
Attachment F-1 - DEOD Summary (WSP USA Inc.)

Attachment F-2 - DEOD Summary (Arellano Associates)

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