



Board Report

File #: 2021-0710, **File Type:** Contract

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: SEPULVEDA TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

ISSUE

At its August 2020 meeting the Board approved the award of the above contract for environmental analysis and advanced conceptual engineering (ACE) design services for the Sepulveda Transit Corridor (Legistar File 2020-0296). Informed by the Sepulveda Transit Corridor Feasibility Study, which concluded in 2019, the environmental contract specified the clearance of three alternatives.

Subsequently, in March 2021 (Legistar File 2021-0072), the Board approved the award of Pre-Development Agreements (PDA) with two contractor teams for the further definition and design development of their transit alternatives. In August 2021, a Notice to Proceed was issued to these teams that has resulted in five PDA alternatives being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review. Negotiations for this contract modification have been conducted concurrently with the definition of these alternatives by the PDA and environmental teams following the issuance of the Notices to Proceed in August 2021.

Board action is required to execute a contract modification for the additional work needed to conduct environmental review for six project alternatives. Attachment A shows the general alignments of the alternatives.

BACKGROUND

In 2016, Los Angeles County voters approved the Measure M Expenditure Plan, which included transit improvements between the San Fernando Valley, the Westside, and the Los Angeles

International Airport (LAX). The Measure provides for the implementation of the Sepulveda Transit Corridor Project in two phases: the first segment between the San Fernando Valley and the Westside and a second segment extension to LAX.

Metro conducted the Sepulveda Transit Corridor Feasibility Study between 2017 and 2019 that identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019 (Legistar File 2019-0759).

The current study alternatives include both monorail and heavy rail technologies and range between 14 and 16 miles in length. From north to south these routes all connect the Van Nuys Metrolink Station, Metro G Line (Orange), future Metro D Line (Purple) and Metro E Line (Expo).

The project began the CEQA environmental clearance process on November 30, 2021 and the scoping period will extend from November 30, 2021 through February 11, 2022.

DISCUSSION

This Board Action will facilitate the technical work needed to further define environmental impacts. The environmental clearance of the project should be conducted by a single environmental contractor team to ensure consistency in the level of environmental review across all alternatives. The recommended Board Action would also avoid any delays associated with procuring a separate contractor to environmentally clear the three additional alternatives.

Expanding the number of alternatives studied ensures that the agency is rigorously exploring and objectively evaluating a reasonable range of alternatives to identify a transportation solution that meets the project's purpose and need. Adding additional alternatives will result in detailed descriptions of environmental impacts for each of the alternatives and allow the Board and the public to consider their comparative merits.

Existing Contract No. AE67085000 with HTA Partners was effective September 21, 2020. The execution of Contract Modification No. 2 will allow the contractor to conduct environmental review for the six alternatives.

As described in the Notice of Preparation for the Draft Environmental Impact Report, the six alternatives entering the environmental review process are as follows:

- Alternative 1: monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA
- Alternative 2: monorail with aerial alignment in I-405 corridor and aerial automated people mover connection to UCLA
- Alternative 3: monorail with aerial alignment in I-405 corridor and underground alignment between Getty Center and Wilshire BI
- Alternative 4: heavy rail with underground alignment south of Ventura BI and aerial alignment generally along Sepulveda BI in the San Fernando Valley
- Alternative 5: heavy rail with underground alignment including along Sepulveda BI in the San Fernando Valley

- Alternative 6: heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

DETERMINATION OF SAFETY IMPACT

The environmental study and design phase will not impact the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2021-2022 budget includes \$14,135,573 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, ACE, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R 35% and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

HTA has made, and would continue to make through Modification No. 2, a 20.61% Small Business Enterprise Program (SBE) commitment and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. Difference between percentage committed and current participation reflects early stages of work completion and does not suggest a shortfall.

The project team will continue to listen to community input and concerns and collect stakeholder feedback to inform the project. As public health guidelines evolve, the outreach team (inclusive of the outreach contractor) will build from successful strategies from the Feasibility Study and develop a broad range of activities, including booths at community events, outreach at transit stations and stops, bilingual online surveys and webinars, collaboration with community-based and faith-based organizations, and coordination with elected officials representing the communities throughout the project area. Efforts will be targeted to Equity Focus Communities within and beyond the study area, to veterans and students accessing the West LA Veterans Affairs Medical Center and UCLA campuses and to current and potential future transit riders.

During the public scoping period, the project aims to achieve the following engagement goals: (1) comply with the California Environmental Quality Act (CEQA) requirements for public engagement; (2) execute a robust engagement program in accordance with Metro's 2019 Public Participation Plan, Title VI, and ADA compliance requirements; (3) increase project awareness along the project study area, regionally and within nearby Equity Focus Communities; (4) encourage the public to provide formal comments on the scope of the environmental document during the 74-day public comment period in writing, via the project comment form, project email, US mail, providing an oral comment during public scoping meetings, or by calling the project helpline; and (5) increase participation of Equity Focus Communities, transit riders and individuals with disabilities and/or limited English proficiency speakers by engaging them at community events, organization briefings, targeted social

and traditional media outlets, and bilingual (English/Spanish) collateral materials.

Metro Community Relations is committed to providing an extensive summary of engagement and marketing metrics. Engagement efforts will be summarized as part of the Draft Environmental Impact Report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times for the Feasibility Study alternatives are less than 30 minutes Valley-Westside (from the Ventura County Metrolink Line in the north to the E Line (Expo) in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the future Airport Metro Connector station). This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt work on the project and delay the schedule.

NEXT STEPS

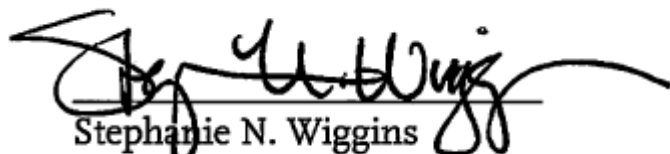
Upon Board approval, staff will execute Contract Modification No. 2 to Contract No. AE67085000 with HTA Partners to provide environmental clearance on three additional alternatives for the Sepulveda Transit Corridor.

ATTACHMENTS

Attachment A - General Alignments of the Alternatives
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

Prepared by: Jacqueline Su, Sr Transportation Planner, Countywide Planning & Development, (213) 547-4282
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079 Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510 David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - GENERAL ALIGNMENTS OF THE ALTERNATIVES

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



- Metro Rail Lines & Stations
- Metro Busway & Stations
- Metro Purple (D Line) Extension Transit Project (Under Construction)
- East San Fernando Valley Light Rail Transit Line (Pre-construction)
- Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

1.	Contract Number: AE67085000			
2.	Contractor: HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)			
3.	Mod. Work Description: Environmental review of three additional alternatives.			
4.	Contract Work Description: Environmental review and conceptual engineering.			
5.	The following data is current as of: 11/22/21			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	9/21/20	Contract Award Amount:	\$48,304,067
	Notice to Proceed (NTP):	9/21/20	Total of Modifications Approved:	\$0
	Original Complete Date:	11/21/24	Pending Modifications (including this action):	\$4,723,199
	Current Est. Complete Date:	11/21/24	Current Contract Value (with this action):	\$53,027,266
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of environmental review of three additional alternatives for the Sepulveda Transit Corridor. The Contractor shall begin work on the environmental process and shall support the advancement of the Pre-Development Agreement (PDA) process.

This Contract Modification will be 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 21, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of \$48,304,067 to HTA Partners Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

One modification has been issued to date.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$4,723,199 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis and negotiations. All labor rates remain unchanged from the original contract award. Staff successfully negotiated a savings of \$832,364.

Proposal Amount	Metro ICE	Negotiated Amount
\$5,555,563	\$4,786,072	\$4,723,199

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Scope of Services to clarify Task 5 - DEIS and DEIR preparation circulation, review and approvals	Approved	11/30/20	\$0.00
2	Environmental review of three additional alternatives.	Pending	Pending	\$4,723,199
	Modification Total:			\$4,723,199
	Original Contract:	Approved		\$48,304,067
	Total:			\$53,027,266

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR/AE67085001

A. Small Business Participation

HTA Partners, A Joint venture between HNTB Corporation, SB, Terry A. Hayes Associates Inc., and AECOM Technical Services made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 9% complete and the current level of participation is 13.17% SBE and 2.51% DVBE, representing a shortfall of 7.45% and 0.52%, respectively.

Although, the project is in the early stages of completion, HTA Partners contends that a considerable amount of the SBE/DVBE participation will be accomplished during the Task 7 efforts. Task 7 began in earnest on July 1, 2021 and is on-going. HTA Partners have also included eight (8) SBE subcontractors and two (2) DVBE subcontractors in this modification (Mod. 2), representing 37.95% SBE participation and 4.42% DVBE participation for this modification.

Nonetheless, Metro's Project Management and Contract Administration teams will continue to work with the Diversity & Economic Opportunity Department (DEOD) to monitor contract progress at key milestones (i.e., 50%, 75% and 90% contract completion) to ensure that HTA Partners meets or exceeds its small business commitments.

Small Business Commitment	SBE 20.61% DVBE 3.02%	Small Business Participation	SBE 13.17% DVBE 2.51%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	A/E Tech LLC	0.52%	0.00%
2.	Cityworks Design dba Lisa Padilla	0.88%	0.00%
3.	Connetics Transportation Group, Inc.	0.37%	0.16%
4.	D'Leon Consulting Engineers Corp.	2.51%	0.24%
5.	Epic Land Solutions, Inc.	0.20%	0.00%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc. dba GPSI	1.33%	0.76%
8.	LKG-CMC, Inc.	0.84%	0.48%
9.	Paleo Solutions	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	1.46%

11.	Terry A. Hayes Associates, Inc. (JV-P)	10.96%	9.40%
12.	Vicus LLC	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	0.67%
	Total	20.61%	13.17%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	1.16%	2.51%
2.	MA Engineering	0.97%	0.00%
3.	OhanaVets, Inc.	0.89%	0.00%
4.	Environmental Review Partners	Added	0.00%
	Total	3.02%	2.51%

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



We're exploring alternatives to the 405.
Planning & Programming Committee: January 19, 2022
File 2021-0710

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. AE6708500, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include three additional alternatives for environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

Project Overview

- > Up to 16.2 miles in length
- > Up to nine (9) stations, with connections at:
 - Metrolink Ventura County Line
 - East San Fernando Valley Transit Corridor
 - Metro G Line (Orange)
 - D Line (Purple)
 - E Line (Expo)
- > Evaluating six (6) alternatives
- > Northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line



General Alignments of the Alternatives

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



-  Metro Rail Line & Stations
-  Metro Lightway & Stations
-  Metro Purple (D Line) Extension Transit Project (Under Construction)
-  East San Fernando Valley Light Rail Transit Line (Pre-construction)
-  Amtrak/MetroLink Line & Stations

Project Consistency with Agency Goals & Near Term Next Steps

- > Project is consistent with Metro's Equity Platform Framework
 - Rapid Equity Assessment tool was reviewed and approved by Metro's Office of Equity and Race
- > 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
- > Project scoping for the environmental review phase began on November 30, 2021 and will continue through February 11, 2022