

METROPOLITAN TRANSPORTATION AUTHORITY

AND

WSP USA, Inc.

Agreement Number: 0000015553-1100

Purchase Order Number: TBD

Work Assignment No. 15553-15

Interborough Express NEPA Documentation & Related Tasks

THIS WORK ASSIGNMENT NO. 15, dated as of the 31th day of July 2023 (“Effective Date”), by and between the **METROPOLITAN TRANSPORTATION AUTHORITY** (hereinafter the “MTA” or “Authority”), with offices at 2 Broadway, New York, New York 10004, and **WSP USA, Inc.** a corporation organized under the laws of the state of New York having an office at One Penn Plaza, New York, NY 10019 (hereinafter referred to as the “Contractor” or “Consultant”).

WITNESSETH:

WHEREAS, the Authority and the Contractor have hereto entered into MTA Agreement No. 0000015553-1100 (“Master Agreement”) dated April 1, 2021.

WHEREAS, pursuant to a Mini-Request for Proposals for Work Assignment No. 15 (15553-15), Contractor has agreed to prepare analyses and environmental documents required by the National Environmental Policy Act (“NEPA”) in connection with the MTA’s Locally Preferred Alternative for passenger service from Sunset Park in Brooklyn to Jackson Heights in Queens along the MTA’s Bay Ridge Line and the New York Connecting Railroad (“IBX”), including all deliverables, tasks, and responsibilities related thereto, as set forth in the Scope of Work attached hereto as Attachment A (collectively, the “Services”); and

WHEREAS, the Authority intends to award this Work Assignment No. 15 under the Master Agreement to Contractor to perform the Services. The period of performance for this Work Assignment

No. 15 is from July 31, 2023 through and including January 31, 2026.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, the parties agree as follows:

1. The Contractor shall perform the Services set forth in the Scope of Work, attached here to as Attachment A.
2. The period of performance for Work Assignment No. 15 shall be from July 31, 2023 to and including January 31, 2026.
3. The maximum not-to-exceed amount for all Services performed hereunder, inclusive of all fees for the Contractor's subcontractors, Task 6 (which shall only be performed at the Authority's option), and all other costs and expenses, is \$8,108,933.98, as set forth in the Cost Proposal dated July 10, 2023, attached hereto as Attachment B.
4. Invoicing for such Services will be no more than once a month and subject to the Authority's acceptance of the Services. Authority acceptance of each Deliverable will be acknowledged by utilizing the form "Deliverable Acceptance Table," attached hereto as Attachment C.
5. Payment will be due and made in accordance with the terms and conditions of the Master Agreement.
6. The Authority's assigned Project Manager responsible for managing all activities under this Work Assignment No. 15 on behalf of the Authority and coordination with the Contractor shall be:

Jordan Smith
MTA Regional Planning
Jordan.Smith@mtacd.org
212-878-4773

The Authority Project Manager may change upon written notice to Contractor.

7. The Contractor's assigned key person responsible for managing all activities under this

Work Assignment No. 15 on behalf of the Contractor and coordination with the Authority shall be:

Nicole Weymouth
Senior Supervising Environmental Planner
Vice President
(212) 760-5792
Nicole.Weymouth@wsp.com

8. The Contractor's key person for the purposes of this Work Assignment No. 15 may only be changed subject to Article III (General) of the Master Agreement.
9. All terms and conditions of the Master Agreement shall remain in full force and effect and the Contractor agrees to perform the Services hereunder for the benefit of the Authority in accordance with the terms and conditions of the Master Agreement.

IN WITNESS WHEREOF, the parties have caused this Work Assignment No. 15 to be executed on the day and year first above written.

METROPOLITAN TRANSPORTATION AUTHORITY
BY:



AUTHORIZED OFFICER

WSP USA, INC.

BY: 

AUTHORIZED OFFICER

ATTACHMENT A

SCOPE OF WORK

METROPOLITAN TRANSPORTATION AUTHORITY

Work Assignment No. 15 Interborough Express NEPA Documentation & Related Tasks

A. INTRODUCTION

The Consultant shall prepare, on its own or with one or more other firms as subcontractors, the necessary analyses and environmental documents in accordance with the National Environmental Policy Act (“NEPA”) in connection with the MTA’s Locally Preferred Alternative (“LPA”) for passenger service from Sunset Park in Brooklyn to Jackson Heights in Queens along the MTA’s Bay Ridge Line and the New York Connecting Railroad (“Interborough Express,” “IBX” or “Project”).

All work shall be done in accordance with NEPA and its implementing regulations, that include those of the Council on Environmental Quality (“CEQ”), the Federal Highway Administration (“FHWA”), and the Federal Transit Administration (“FTA”).^{1 2} All other applicable federal, New York State, local guidelines, laws, rules and regulations shall be followed.

For this Project, the Consultant shall use as its basis for analysis the Interborough Express Feasibility Study, as well as a Planning & Environmental Linkages (“PEL”) Study, which were prepared by the MTA in 2020-2023 in anticipation of the Project. Based on these Studies, Light Rail Transit (LRT) was identified as the locally preferred alternative (“LPA”).

The FTA will likely serve as Lead Agency for the NEPA process. It is expected that an EIS will be required. However, if it is determined that an Environmental Assessment (“EA”) is sufficient, the Consultant shall prepare that document in lieu of an EIS.

This Work Assignment will cover the period up to and including the issuance of a Record of Decision (ROD), and shall include:

- Further advancement of conceptual design and general planning support required to begin NEPA
- Preparation of the Scoping Information Packet
- Preparation of the Draft EIS
- Preparation for and attendance at Draft EIS Public Hearings
- Preparation of the Final EIS
- Support for Preliminary Engineering and FTA CIG program application

B. BACKGROUND

MTA’s Bay Ridge Line extends from Bay Ridge, Brooklyn to a point just north of Fresh Pond in Queens. The line is used exclusively for local and regional freight service, provided on the line by the New York and Atlantic Railway under contract to the MTA. Railcars are fed to the line via New York New Jersey

¹ In 1978, CEQ issued Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). Since that time, CEQ has issued additional guidance and other information relevant to the NEPA process that Consultant must be familiar with and follow. The FHWA and the FTA issued regulations (23 CFR Part 771) to address NEPA responsibilities established by CEQ, that Consultant must also know and follow. Additional guidance and information on the NEPA process and other environmental regulations are found in the *FHWA Environmental Review Toolkit*.

Railroad trans-Hudson railcar float-barge operation. North of Fresh Pond, the line is known as the Freemont Secondary and is owned by CSX. The rail right-of-way continues to the Amtrak Hell Gate Line in Astoria, Queens, where the line merges with passenger service tracks from Sunnyside Yard. The Hell Gate Line continues from Astoria through the Bronx to New Rochelle (not a part of the study area for this project). The Bay Ridge Line opened in 1876 for passenger and freight service. Passenger service ended in 1929. Electrified freight service was discontinued in 1968. All freight operations today are by diesel locomotives.

The Project seeks to provide passenger service from Sunset Park in Brooklyn to Jackson Heights in Queens along the MTA's Bay Ridge Line and the Freemont Secondary, utilizing an existing grade-separated rail right-of-way currently being used for freight operations. This new service line, the Interborough Express, would serve Brooklyn and Queens intra-and inter-borough areas, which are not well served by the existing Manhattan-oriented radial rail network and facilitate reverse commute travel between Brooklyn, Queens and Long Island. Transfer and connection opportunities would be provided to up to 17 subway lines at points of intersection with NYCT subway service, and to the Long Island Rail Road network at the East New York Station.

In 2020, the MTA undertook a Feasibility Study to evaluate restoring passenger service between Sunset Park, Brooklyn and Jackson Heights, Queens in conjunction with existing and planned freight operation, and prepared an analysis of three feasible alternatives:

- FRA-compliant conventional rail (CR)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)

The PEL document was subsequently prepared to advance the conceptual design of the three above alternatives. Of the three, it was determined that the LRT build alternative is the most feasible. All relevant findings and conclusions of the Feasibility Study and PEL report shall be incorporated into the Interborough Express NEPA analysis.

A copy of the PEL document and Feasibility Study have been provided to the Consultant and are subject to the terms of the Consultant's Non-Disclosure Agreement.

Cross Harbor Freight Program

In an effort to reduce truck volumes in the New York region, the Port Authority of New York and New Jersey (Port Authority) prepared a Tier I EIS and is progressing the preparation of a Tier II EIS for the Cross Harbor Freight Program. The Tier II EIS will evaluate a comprehensive freight system improvement program, including construction of a new freight rail tunnel under the New York City ("NYC") harbor, and related improvements to the Bay Ridge Branch. The Tier II EIS will also evaluate potential enhancements to the existing trans-Hudson railcar float-barge operation. It is anticipated that the implementation of these improvements would significantly increase the volume of freight trains on the Bay Ridge line (from 3 to up to 21 trains per day).

Therefore, the NEPA analyses for IBX shall be conducted in close coordination with the Port Authority's Cross Harbor Freight Program Study, which proposes to make use of the same right-of-way, with neither project conflicting with or precluding the other, and with each project possessing independent utility. It is a goal of the MTA's NEPA EIS process to come to agreement with the Port Authority's Cross Harbor Freight Program on one or more "future no-build" scenarios for comparison with the IBX LRT alternative.

Buckeye Pipeline

Buckeye Partners currently holds a lease to supply aviation fuel via an existing pipeline between Sunset Park and JFK International Airport, within the Bay Ridge Branch ROW as far as its intersection with the LIRR Montauk Branch. The pipeline is buried under the ROW adjacent to the active freight line and utilizes one of four portals for the East New York Tunnel. Access to the pipeline for maintenance and repair is a required element of the existing lease.

C. SCOPE OF SERVICES

The following Scope of Services sets forth the individual tasks and subtasks required of Consultant:

- a) Perform additional planning and conceptual design to refine the LPA to the extent necessary to inform the NEPA process.
- b) Prepare NEPA-compliant Draft and Final Environmental Impact Statements. In the event an EA is deemed sufficient, the Consultant shall prepare that document in lieu of an EIS.
- c) Coordinate efforts with the preliminary engineering (“PE”) firm, which will be awarded at a later date under a separate contract. It is anticipated that the PE phase will overlap with the preparation of the Draft and Final Environmental Impact Statements.

The Consultant shall reference current and previous studies including the MTA’s Interborough Express Feasibility Study, Planning & Environmental Linkages Study, among others.

Task 1. Consultant Oversight

The Consultant will be directed by an MTA Project Manager from MTA Construction & Development.

Consultant shall also work collaboratively with a Steering Committee (“SC”) comprised of senior representatives from MTA, Long Island Rail Road (LIRR), MTA Bus, MTA New York City Transit (NYCT) and others as appropriate. At the direction of the Project Manager, this Consultant collaboration shall include, but not be limited to, attending monthly project management meetings with the SC to coordinate the progression of the technical analyses, developing meeting materials and responding to SC requests. This task shall also be used for project controls, including the submittal of invoices and progress reports, as well as any other non-technical work.

The Consultant's work efforts shall also be informed by appropriate input from a Technical Advisory Committee (“TAC”) composed external stakeholders, including but not limited to the Port Authority of New York and New Jersey (“PANYNJ”), Empire State Development (“ESD”), New York State Department of Transportation (“NYSDOT”), New York City Economic Development Corporation (“EDC”), and the NYC Departments of City Planning (“NYCDPC”), Transportation (“NYCDOT”), Parks and Recreation (“NYCDPR”), New York and Atlantic Railway (“NYAR”) and CSX (including P&W Railroad as a tenant of CSX). The FTA, the Federal Railroad Administration (FRA) and representatives from additional stakeholders may be invited to participate if necessary. Formation of a Stakeholder Advisory Group (“SAG”) will also be included under this task, and shall consist of external members not included in the TAC, including Community Boards, civic groups, community leaders and representatives from other stakeholder groups.

1.1: Project Coordination

This Work Assignment shall be closely coordinated with other MTA transportation projects and regional studies, including transportation projects being carried out by external agencies. In particular, this Work

Assignment must be conducted in close coordination with the Port Authority's Cross Harbor Freight Program environmental review and study, which proposes to make use of the same right-of-way. In addition to consultation with the SC, TAC and SAG, the Consultant shall be responsible for reviewing documents related to projects that may impact the IBX project. The Consultant shall also share information, at the project manager's direction, about study findings and recommendations with other project managers and staffs.

Consultant's budget should include costs to share information with TAC and SAG, and other studies and to gather pertinent information from other studies, as necessary.

Deliverables

- Project schedule, updated monthly, including a detailed schedule for the completion of each task.
- Stakeholder register with information related to all key project stakeholders. Register to be updated monthly.
- Draft and final agenda and notes or minutes for each meeting, including a limited number of meetings to review progress and make agreed upon adjustments, as necessary. The Consultant will provide a draft agenda at least three days in advance of each meeting and draft minutes/notes three days after each meeting, for review and concurrence by the MTA.
- Monthly progress reports including schedule status and potential issues.
- Meeting presentation materials (including project kickoff, SC/TAC/SAG meetings, workshops etc.).

Task 2: Advancement of Conceptual Engineering and Provision of General Planning Support

Utilizing the Interborough Express Feasibility Study and the PEL, conceptual design of the LPA was advanced to a point consistent with a project at this stage. However, further conceptual design and planning work will be needed to refine certain elements of the designated LPA. Under this Task, the Consultant will provide support for general project planning tasks, as necessary, until the environmental review process is underway, and as needed thereafter to inform the NEPA process regarding the potential for significant adverse impacts and mitigation measures. Such support may include, but not be limited to, the following:

- Advance conceptual design, including refinement of project alignment
- Review and modify station locations
- Conceptual design of maintenance and storage facility (MSF)
- Summarize public and stakeholder outreach performed to-date, including public feedback and its effect on project assumptions
- Summarize criteria and constraints that informed discreet project features including stations, alignment, substation locations, MSF, etc.
- Revise purpose and need statement
- Graphically represent and summarize the stations, features, constraints and land uses along the corridor to better illustrate the potential for environmental impacts (a “story-board” visualization of the project)
- Review and revision of capital and O&M costs
- Assessment of right-of-way
- Support further public and stakeholder outreach prior to NEPA
- Review of property acquisition requirements

2.1: Travel Demand Forecasting

Travel demand forecasting using MTA’s Regional Transit Forecasting Model (RTFM) was conducted during the Feasibility Study phase, and is being updated for the IBX project as an in-house effort. As part of this Work Assignment, the Consultant shall take these RTFM model outputs and apply them as necessary throughout the NEPA environmental process. This task will include, but is not limited to, analyzing ridership data, as well as preparing the appropriate ridership sections and chapters required as part of the environmental review process. While the Consultant should be comfortable working with ridership data and model outputs, building a new ridership model or preparing new RTFM model runs is not part of this contract.

Task 3: Recommendation of a Transportation Systems Management (TSM) Alternative

Drawing upon the work performed in the Feasibility Study and PEL, the Consultant shall, with the concurrence of the SC, develop a TSM alternative for evaluation in the DEIS.

Task 4: Public Outreach

Under this task, the Consultant shall develop a public outreach plan that provides appropriate opportunities for the public's involvement, input and participation in the pre-NEPA phase, Scoping phase and in the preparation of the DEIS and FEIS. The outreach program shall meet all requirements of the FTA, NEPA and other Federal and State Regulations.

Key goals of this task include:

- Establishing a methodology for identifying citizen groups and government agencies that have an interest in or might benefit from having input into the NEPA analysis;
- Actively pursuing public outreach strategies that shall provide a cooperative atmosphere within which all agencies, groups and individuals potentially affected by the LPA are provided ample opportunity to be involved in the planning process through the duration of the study;

- Providing the public with opportunities to offer input into the definition of the study area, the problems and needs statement, the goals and objectives, and alternative strategies; and
- Identifying, through appropriate forms of outreach, the potential impacts of considered alternative strategies on specific neighborhoods and groups, including riders

Public outreach efforts shall be in effect throughout the duration of the project, and shall be incorporated into the Consultant's analysis.

All items produced for this task, regardless of format or media, remain the exclusive property of the MTA and/or lead agency. MTA and/or the lead agency retains control over the content, distribution, and disposition of all such products.

Task 4.1 - Develop Public Involvement Plan

The Consultant shall develop, at the start of the study, a detailed public involvement plan to integrate the public participation tasks called for throughout the project effort. The program shall specifically:

- Identify constituent groups, interested parties and agencies
- Detail formal interagency scoping session and public hearing, comment and review period requirements and how those shall be fulfilled and scheduled.
- Develop an outreach schedule that integrates the formal and/or required public meetings, hearings, and comment/circulation periods with informal outreach efforts, highlighting the target constituency and coordination with other transit program or MPO meetings.
- Recommend and implement mechanisms for soliciting, responding to and documenting public input. The Consultant will also manage a project outreach website and respond to project inquiries.
- Describe the process for public involvement in the decision-making process, with special attention to timely involvement at critical decision-making points; and
- Identify procedures for integrating public input and accommodating diverse and possibly conflicting priorities.

4.2 - Development and Maintenance of Contact Lists

The Consultant shall assemble and maintain a contact list of elected officials, community organizations and interested individuals, who shall form the SAG. As a starting point, this list should include:

- Local, State and Federal elected officials whose districts include portions of the project study area;
- Representatives of Community Boards within the project study area;
- Representatives of the business communities in the project study area;
- Community organizations within the project study area; and

- Civic organizations with an interest in regional transportation issues.
- Stakeholder register (as referenced in Task 1)

Additional individuals and organizations shall be added to the contact list upon request as the study progresses.

The contact list should be maintained to facilitate postal and electronic mailings or project documents and meeting notices.

4.3 - Presentation Support

In addition to providing support for TAC and SAG meetings, Public Scoping meetings and the DEIS Public Hearings the Consultant shall assist MTA staff in making periodic presentations to groups outside MTA, at the direction of the Project Manager. The Consultant should assume that at least three meetings shall be held within each Community Board within the project study area, as well as two presentations to the Brooklyn and Queens Borough Boards, two presentations each to the Brooklyn and Queens Borough Presidents, and at least six miscellaneous meetings to be scheduled at the discretion of the Project Manager. Appropriate briefing materials including maps, fact sheets, brochures, information posters and PowerPoint presentations shall be prepared for each Public Hearing, TAC meeting, SAG meeting, and at key project milestones for use at intermediate meetings with community groups and elected officials.

All printed documents shall also be provided in electronic (Adobe Acrobat) format for posting on MTA's website.

The Consultant shall also, at the direction of the Project Manager, prepare graphic renderings, including short video animations, of the relevant features of the LPA, including stations, rights-of-way and rolling stock.

4.4 - Documenting the Public Involvement Process

The Consultant shall document all facets of the public involvement process including public input and suggestions, meetings and presentations, and other public contact. As part of its documentation responsibilities, the Consultant shall take complete and accurate meeting notes of all TAC and SAG meetings. Reports on all public outreach activities shall be produced and provided to the SC. Relevant information from these reports shall be distributed to the public as part of the public information program.

Deliverables

- Public Involvement Plan
- Updated Contact List
- Public Briefing materials
- Graphic Renderings

Task 5: - Support for Preliminary Engineering

After the Project enters the NEPA project phase, the MTA will submit a request to the FTA to begin Preliminary Engineering of the LPA (that will be performed a separate contractor in accordance with guidance from the CEQ). It is anticipated that the PE phase will overlap with the preparation of the Draft and Final Environmental Impact Statements. The goal of this separate preliminary engineering contract is to develop the LPA to approximately 30% design, building on the conceptual analysis of the LPA's physical, operational and economic requirements.

The Consultant and PE contractor are expected to work together professionally to share information and findings. The Consultant shall provide information about the LPA to the PE contractor in sufficient detail for the PE task to be carried out, and the PE contractor shall develop additional detail on the LPA to help inform the Consultant in its preparation of the DEIS and FEIS.

5.1 – Information Coordination Plan

Prior to the selection of a PE contractor, the Consultant shall identify the needs and timing for coordination and support under this task. This information coordination plan will be approved by the SC. The coordination plan shall:

- Describe the overlapping schedules of the Environmental and PE phases of the study, including key milestones for each phase;
- Summarize the identified information needs of each Consultant (including subject matter and level of detail) and the dates by which information needs to be provided; and
- Describe a plan for establishment and maintenance of lines of communication between the Consultant and PE contractor for the duration of the study, including primary and secondary points of contact, and a reliable means for sharing of paper and electronic study document.

5.2 – Coordination Meetings

The Consultant shall meet with the PE Consultant at the start of the PE phase of the study, and weekly thereafter for the duration of the PE and DEIS/FEIS phases of the study, or as directed by the Project Manager to share information and identify future information needs. On-site Consultant support may be required, and some meetings will be held in-person. The Consultant shall prepare summary notes of each meeting.

Deliverables

- Information Coordination Plan
- Periodic Meeting Notes

Task 6 (Optional Task): Support FTA Capital Investment Grants Program Application

Note: This Task 6 shall be performed at the MTA's sole option; performance of this Task 6 by the Consultant is subject to MTA written approval.

In preparation for submission of an FTA Capital Investment Grants Program application (to be eligible to receive federal funding for preliminary engineering and other implementation work on the project), the Consultant shall produce reports for subsequent submission by MTA to the FTA containing required documentation in support of the proposed project. Additional measures to be considered may include land use, mobility improvements, congestion relief, environmental benefits, economic development, cost-effectiveness and level of service and freight tonnage in the project corridor.

Task 7: Preparation of a Draft Environmental Impact Statement (DEIS)

The Consultant shall follow all current FTA guidelines regarding the NEPA process from Scoping to ROD.

The Consultant shall prepare the necessary environmental impact statements in draft (DEIS) and final (FEIS) forms in accordance with to NEPA. and its amendments. Both the DEIS and FEIS should include the results of the analyses performed in this Work Assignment, identify potential impacts and proposed mitigation measures for the LPA, the No-Action Alternative, the TSM Alternative, and other feasible alternatives identified during the public scoping session.

This task presumes an EIS will be required. However, if it is determined that an Environmental Assessment (“EA”) is sufficient, the Consultant shall prepare that document in lieu of an EIS.

7.1 Production and Review Schedule

The Consultant shall prepare a DEIS outline and corresponding production and review schedule. The schedule should be prepared in consultation with the Project Manager and the SC. The schedule shall list the time frames for preparation, submission and SC and FTA review of individual draft chapters of the DEIS, as well as the preparation and submission of the FEIS (as discussed in Task 5). Development of the schedule shall be coordinated with the SC and the FTA.

The outline shall be specifically tailored to the special circumstances of the IBX project corridor and be based on the FTA’s recommended guidelines. The Consultant shall submit a DEIS outline to the Project Manager and shall make all necessary revisions, incorporating any comments.

7.2 Notice of Intent / Scoping Information Packet / Public Scoping Hearings

A draft Notice of Intent (NOI) was prepared during the PEL phase of the Project which the Consultant shall review for inclusion in the Federal Register, and if needed, revise the elements of this NOI including project summary, supplementary information, anticipated permits and approvals, and anticipated schedule for the decision-making process, including opportunities for public comment.

Based in part on information developed in the Feasibility Study and PEL, as well as planning support provided under Task 2 above, the Consultant shall prepare a Scoping Information Packet, and other scoping materials as required by the FTA, which will be reviewed by the Project Manager and SC. This Scoping Information Packet shall be subsequently shared with the FTA, and provided for public review and comment.

The Consultant shall also assist the Project Manager in conducting four public scoping sessions (two in Brooklyn and two in Queens) to inform the public about the Project. The Consultant shall provide maps, audio-visual aids and other presentation materials, staff support for attendee registration, public information tables, and note taking of comments made by Public Hearing participants. A formal transcript of each Public Hearing shall also be arranged by the Consultant team. The Consultant shall assume that all FTA scoping procedures will be followed.

The Consultant shall then prepare a matrix categorizing and summarizing all comments (written, submitted electronically on the project web page, emailed, or presented at the public hearings) received on the draft Scoping Information Packet, and shall prepare responses to such comments. Based on the comments received, the Consultant shall prepare a final Scoping Information Packet for review by the Project Manager and SC, and review and approval by the FTA. However, if an EA is performed instead of an EIS, then a scoping document will not be required.

7.3 Preparation of DEIS Chapters

The development of the DEIS shall build extensively on the work performed during the Project's Feasibility and PEL Studies. The Consultant shall prepare drafts of individual chapters of the DEIS based on appropriate environmental analyses sufficient to meet FTA and/or FRA NEPA standards. Chapters shall be prepared according to the pre-approved schedule, outline, and format, and edited accordingly. For the document's graphics, a series of standardized maps (as to scale and level of detail) as well as graphs, charts, photographs and other exhibits shall be used.

The DEIS shall generally consist of the below chapters which may be modified as required by the lead agency, or as appropriate for this project. Should it be deemed appropriate to perform an EA instead of an EIS, the requirements under this section shall be adjusted.

- Executive Summary
- Chapter 1: Project Purpose and Need
- Chapter 2: Project Alternatives
- Chapter 3: Description of Construction Methods and Activities
- Chapter 4: Public Outreach and Review Process
- Chapter 5: Transportation
- Chapter 6: Social and Economic Conditions
- Chapter 7: Public Open Space (compliant with Section 4(f))
- Chapter 8: Displacement and Relocation
- Chapter 9: Historic Resources
- Chapter 10: Archaeological Resources
- Chapter 11: Air Quality
- Chapter 12: Noise and Vibration
- Chapter 13: Infrastructure and Energy
- Chapter 14: Contaminated Materials
- Chapter 15: Natural Resources
- Chapter 16: Coastal Zone Consistency
- Chapter 17: Safety
- Chapter 18: Environmental Justice
- Chapter 19: Indirect and Cumulative Effects
- Chapter 20: Commitment of Resources
- Chapter 21: List of Preparers
- Chapter 22: List of Agencies and Organizations

The DEIS shall also include:

- Table of Contents
- Index

- Glossary of terms
- Full bibliography noting all documents, agencies, and other sources from which data was taken.

All pages and maps shall include a date, the section and page number and project title. All maps shall include a location inset, title, north arrow, and graphic scale.

Each DEIS chapter shall be provided to the Project Manager and SC upon completion for their review. Written comments on these materials will then be provided to the Consultant. Following the review of each chapter by the Project Manager and the SC, the Consultant shall prepare a written response for the comments and correspondingly add to or revise the sections of the document until a completed review draft of the DEIS is available. The DEIS review draft shall be subject to final review and approval by the FTA.

Once approved, the Consultant shall provide an electronic version of the document in Microsoft Word format, and an electronic copy of the document (in Adobe Acrobat format) for posting on the MTA's website. In addition, one "original quality" (camera-ready) unbound copy of the Final DEIS shall be provided to the Project Manager. The Consultant shall also prepare the necessary number of hard copies and digital files as required for submission to the lead agency.

The Consultant shall be available to assist in circulating the DEIS to study participants, libraries, and other public areas specified by the MTA and lead agency. Copies of all related studies and other supporting documentation shall accompany the Project Manager's copies.

7.4 - DEIS Public Hearings and Public Comment Period

Following the issuance of the DEIS, the Consultant will coordinate and facilitate all required public hearings at venues in the project area. The Consultant will provide pre-meeting planning, on-site meeting support and post-meeting follow-up as necessary.

Deliverables

- Draft and FTA-approved DEIS Production Schedule
- Draft DEIS Table of Contents
- Draft DEIS Chapters
- FTA approved Draft Environmental Impact Statement
- Public Hearing Presentation Materials
- Summary of Public Hearing, written comments and responses to comments

TASK 8: Preparation of a Final Environmental Impact Statement

The Consultant shall follow all current FTA guidelines regarding the FEIS process.

The purpose of the FEIS is to respond to public comments, address deficiencies identified in the DEIS, further develop and finalize the DEIS, as required under NEPA for advancing major transportation investments, and as appropriate to meet applicable Federal, State, and local requirements to secure funding approval of a major transportation investment project. The Consultant, in consultation with the Project Manager and SC, shall determine the extent to which work performed as part of the DEIS requires additional planning, analysis, and/or engineering. If an EA is determined appropriate, final EA documentation will be developed.

The FEIS should also document compliance, to the extent possible, with all applicable environmental regulations, laws and Executive Orders.

Task 8.1 - Preparation of FEIS

The development of the FEIS shall build extensively upon the DEIS work performed by the Consultant and based upon concurrent work in the preliminary engineering (PE) development of the LPA (to be performed under a separate consultant contract).

The content of the FEIS will be as follows:

- The same areas of environmental concern as for the DEIS
- The same chapters and chapter outlines as for the DEIS
- Identification of the LPA including ancillary facilities, both on and off the ROW
- Discussion of the basis for selecting the LPA, including reasons for not selecting other alternatives
- Major unresolved issues (if applicable)
- Commitment to mitigation and enhancement measures
- Analysis of public hearing and written responses to comments received
- Actions taken in response to public comments and associated changes to the text of the FEIS

Task 8.2 Record of Decision

The Consultant shall assist, as necessary, with the preparation of the Record of Decision which shall be issued by the FTA, the content of which shall include, but shall not necessarily be limited to:

- Proper documentation and discussion of the decision reached as to the LPA
- Alternatives considered
- Major impacts affecting the decision reached
- Measures to minimize any environmental impacts
- Public and government agency coordination
- Findings and agreements.

If an EA is determined as sufficient, then a Finding of No Significant Impact (FONSI) will be prepared by the Consultant.

Deliverables

- FEIS draft chapters
- Final FEIS Document
- First draft of ROD
- In the event of an EA, a FONSI

B. 7.10.23 METROPOLITAN TRANSPORTATION AUTHORITY
RFP 15553-15 COST PROPOSAL - IBX Environmental Documentation

Name	Title	Hourly Rate	Task 1: Consultant Oversight		Task 2: Advancement of Conceptual Engineering and Provision of General Planning Support		Task 3: Recommend TSM Alternative		Task 4: Public Outreach		Task 5: Support for Prelim. Eng.		Task 6: Support for FTA CIGP Application (Optional)		Task 7: Prepare Draft DEIS		Task 8: Prepare Final EIS		TOTAL: ALL BASE CONTRACT TASKS & EXPENSES			
			Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Costs	Est. Hours	Hourly Rate	Costs	
	Prime Contractor WSP USA Inc.																					
Andrea Wong	Transportation Planner		0		0		80		0		0		0		476		80		636			
Benjamin Nechmad	Environmental Planner		0		0		0		0		0		0		218		80		298			
Lauren Hayden	Environmental Planner (Archaeology)		0		0		0		0		0		0		350		0		350			
Rachel VanMetre	Senior Transportation Planner		1200		0		0		0		100		180		180		100		1580			
Sean Scott	Lead Environmental Planner (EJ, Outreach)		0		0		0		24		0		0		120		0		144			
Gauri Jumde	Lead Transportation Planner (Socio)		0		80		0		0		0		0		160		0		240			
Tara Stewart	Senior Environmental Planner (Natural Resou		0		0		0		0		0		0		10		0		10			
Sam Pendyala	Senior Engineer (Noise)		0		0		0		0		0		0		1100		0		1100			
Tia Williams	Lead Environmental Planner (Outreach)		40		0		0		126		0		0		40		0		206			
Kevin Maddox	Lead Transportation Planner		0		0		0		0		0		120		0		0		0			
Matthew Cunningham	Lead Transportation Planner		0		0		60		0		0		0		20		0		80			
Alexandra Derian	Lead Transportation Planner		260		0		60		0		0		0		440		0		760			
John Bedell	Lead Environmental Planner (Cemetery)		8		0		0		0		0		0		8		0		16			
Zeeshan Ott	Senior Lead Environmental Planner (Outreac		140		20		0		172		0		0		90		0		422			
Molly Hollister	Senior Lead Environmental Planner (Outreac		0		0		0		36		0		0		8		0		44			
Anna Sampson	Senior Transportation Planner (Outreach)		80		0		0		330		0		0		80		0		490			
Jonathan Carey	Senior Manager Environmental Planning		0		0		0		0		0		0		278		60		338			
James Anderson	Senior Lead Transportation Planner		40		40		20		0		0		0		40		40		180			
Sierra Laventure-Volz	Senior Lead Environmental Planner (Grants)		0		0		0		0		0		120		0		0		0			
Nicole Weymouth	Senior Manager Environmental Planning		3480		0		0		0		0		0		0		0		3480			
William Bothe	Director Engineering		60		374		0		0		232		0		0		0		666			
Christopher Mele	Senior Manager Engineering		0		152		0		0		24		0		0		0		176			
Miranda Zhang	Senior Manager Transportation Engineering (0		0		0		0		0		0		0		0		0			
Edward Tadross	Senior Manager Environmental Planning (Air)		0		0		0		0		0		0		358		0		358			
Arthur Morrone	Senior Manager Environmental Planning (Nois		0		0		0		0		0		0		448		0		448			
Khamini Persaud	Senior Transportation Planner (Air)		0		0		0		0		0		0		600		0		600			
Oliver Ernhof	Senior Manager Transportation Planning		0		0		20		0		0		0		0		0		20			
Chuck Warren	Senior Manager Environmental Planning		0		0		0		0		0		0		0		0		0			
Daniel Mitchell	Senior Manager Transportation Planning		0		200		0		0		0		0		0		0		200			
Jocelyn Dupre	Senior Manager Engineering		0		113		0		0		0		0		0		0		113			
Jackson Xue	Senior Manager Transportation Engineering		0		0		0		0		0		0		0		0		0			
Mark Walker	Senior Manager Transportation Planning		0		0		0		0		0		0		40		0		40			
Laura Toole	Senior Manager Environmental Planning		0		0		0		0		0		0		0		0		0			
Andrew Lynn	Sr. Managing Director Transportation Plannin		8		0		0		0		0		0		0		0		8			
Alan Meyers	Director Transportation Planning		8		0		0		0		0		0		0		0		8			
Scott Geiger	Director Engineering		0		0		0		0		0		0		0		0		0			
Nadine Chin-Santos	Sr. Managing Director Transportation Plannin		0		0		0		0		0		0		0		0		0			
Alice Lovegrove	Director Environmental Planning		0		0		0		0		0		0		8		0		8			
Peter Waldt	Director Environmental Planning		0		0		0		0		0		0		8		0		8			
Kenneth Lin	Director Transportation and Environmental Pl		40		360		20		0		24		0		42		0		486			
Viktoriya Yanitskaya	Director Transportation and Environmental Pl		0		90		0		0		0		0		0		0		90			
Paul Sullivan	Director Engineering		24		0		0		0		40		0		0		0		64			
David Weiss	Sr. Managing Director Transportation Plannin		0		0		0		0		0		0		0		0		0			
Daniel Baer	Sr. Managing Director Transportation Plannin		0		0		0		0		0		0		0		0		0			
Christine Tiernan	Sr. Managing Director Transportation Plannin		230		40		16		0		232		0		1120		160		1798			
Andrew Galloway	Sr. Managing Director Transportation Plannin		0		0		0		0		0		0		0		0		0			
Rebecca Fleisher	Senior Transportation Planner		40		100		0		150		0		0		80		0		370			
MEP Engineer	Lead Engineer		0		196		0		0		0		0		0		0		196			
Katie Shepard	Senior Transportation Planner		0		0		0		0		0		0		380		0		380			
Michael Babin	Senior Planner		0		0		0		0		0		0		200		100		300			
Allyson Powers	Senior Lead Planner		0		0		0		0		0		0		200		0		200			
Nestor DeLeon	Senior Lead Engineer		0		400		0		0		32		0		0		0		432			
Kyle Lynch	Senior Engineer		0		400		0		0		0		0		0		0		400			
Jasmine Ahmadi	Senior Lead Engineer		0		246		0		0		32		0		0		0		278			
Waleed Khan	Senior Engineer		0		224		0		0		0		0		0		0		224			
Emilio Barcelona	Senior Manager Transportation/Environmenta		0		284		0		0		32		0		0		0		316			
Victor Chang	Lead Engineer		0		240		0		0		0		0		0		0		240			
Ray Murphy	Transportation/Environmental Planner		0		128		0		0		0		0		0		0		128			
Erik Storm	Lead Engineer		0		72		0		0		0		0		0		0		72			
Dan Garcia	Lead Engineer		0		296		0		0		0		0		0		0		296			
Richard Ray	Director Engineering		0		200		0		0		0		0		0		0		200			
Christian Zimmer	Senior Transportation/ Environmental Planne		0		164		0		0		0		0		0		0		164			
Richie Fenteng	Senior Manager Transportation/Environmenta		0		372		0		0		24		0		0		0		396			
William Pollak	Director Engineering		0		124		0		0		0		0		0		0		124			
Edward Xu	Lead Engineer		0		200		0		0		0		0		0		0		200			
Maint Yard Engineer	Lead Engineer		0		180		0		0		0		0		0		0		180			
Foster Nichols	Sr. Managing Director Transportation and Env		0		189		0		0		0		0		0		0		189			
Armando Pigman	Senior Transportation/ Environmental Planne		0		119		0		0		0		0		0		0		119			
Andrew Mitchell	Lead Environmental Planner		0		40		0		0		0		0		790		0		830			
	TOTAL CONTRACTOR		5658		5643		276		838		772		420		7892		620		21699			

ATTACHMENT C – DELIVERABLE ACCEPTANCE

**Work Assignment No. 15
(15553-15) IBX NEPA**

Task 1 Deliverable	Consultant Oversight	
	Signature	Date
	MTAHQ >	
Task 2 Deliverable	Advancement of Conceptual Engineering	
	Signature	Date
	MTAHQ >	
Task 3 Deliverable	Recommend TSM Alternative	
	Signature	Date
	MTAHQ >	
Task 4 Deliverable	Public Outreach	
	Signature	Date
	MTAHQ >	
Task 5 Deliverable	Support for Preliminary Engineering	
	Signature	Date
	MTAHQ >	

	Support for FTA CIGP Application	
Task 6 Deliverable	Signature	Date
MTAHQ >		
	Prepare Draft DEIS	
Task 7 Deliverable	Signature	Date
MTAHQ >		
	Prepare Final EIS	
Task 8 Deliverable	Signature	Date
MTAHQ >		