

**Board Report**

File #: 2015-1656, **File Type:** Contract**Agenda Number:** 21.

**PLANNING & PROGRAMMING COMMITTEE
JANUARY 20, 2016****SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS, SCOPE, BUDGET, AND SCHEDULE****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 17 to **Contract No. PS4340-1939 for the I-710 South Corridor Project with URS Corporation (an AECOM Entity) to provide professional services for an additional four month period** in the not-to-exceed amount of \$3,729,598, increasing the total contract value from \$45,794,130 to \$49,523,728.

ISSUE

At the October 2015 meeting, the Board approved Motion 22.1 to evaluate additional scope elements for Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS and directed staff to report back in 60 days. The additional scope elements include bikeway and pedestrian improvements, right-of-way avoidance designs, and additional transit service analysis among other things (see Attachment D). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to return to the Board with recommendations on how to fund these studies.

Metro staff developed a statement of work and an independent cost estimate for the additional scope elements included in Motion 22.1. The contract modification covers the preliminary engineering and environmental studies associated with the additional scope items for the I-710 South Corridor EIR/EIS. The cost to develop the three independent bikeway projects (\$1,196,596) will come from Measure R Administrative funds and is included in this contract modification. Staff also determined that the additional work will delay the re-circulation date by at least four months.

DISCUSSION

The I-710 South Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. The I-710 South is a vital transportation artery linking the Ports of Los Angeles and Long Beach to Southern California and beyond. As a result of population growth, cargo container growth, increasing traffic volumes, and aging infrastructure, the I-710 South experiences serious congestion and safety issues. Among the major concerns in the corridor are higher than average truck accident rates; the projected growth in the study area, and effects of recurring congestion and diesel emissions on the quality of life in the

surrounding communities. The I-710 South project alternatives seek to improve safety, air quality/public health, and mobility, and accommodate projected growth.

A Draft EIR/EIS circulated on June 28, 2012 evaluated four build alternatives, three of which included a grade-separated freight corridor. Close to 3,000 comments were received as part of the circulation. Community Alternative 7 (CA-7) was proposed by the Coalition for Environmental Health and Justice (CEHAJ) as a build alternative to be studied in the Draft EIR/EIS. CEHAJ consists of several environmental and community organizations including Communities for Better Environment, Legal Aid Foundation of Los Angeles, Natural Resources Defense Council, East Yard Communities for Environmental Justice, Physicians for Social Responsibility, and Coalition for Clean Air, among others. CA-7 proposes no additional general purpose lanes, a separate 4 lane elevated freight corridor restricted for use by zero emission trucks, no new right-of-way acquisition, an aggressive strategy to improve public transit via rail and bus in the I-710 Corridor, comprehensive regional active transportation improvements, comprehensive construction mitigation program, and extensive community benefits programs. As most of these proposed concepts are not fully developed, CEHAJ proposed that CA-7 be further developed by the Project Team and then studied in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In early 2014, the Project Team began working with the various I-710 advisory committees to present the work accomplished so far (traffic forecasting and alternatives development) and to further refine the preliminary build alternatives and geometric concepts. By the middle of 2014, the following two Build Alternatives were presented to the 710 Committees for inclusion in the RDEIR/SDEIS:

Alternative 5C - widen to 5 mixed flow lanes in each direction plus improvements at I-710/I-405 (including truck by-pass lanes), I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

Alternative 7 - two dedicated lanes (in each direction) for clean technology trucks from Ocean Blvd. in Long Beach to the intermodal railroad yards in Commerce/Vernon, plus improvements at I-710/I-405, I-710/SR-91, I-710/I-5 and every local interchange between Ocean Blvd. and SR-60.

The Board approved Motion 22.1 after extensive coordination and collaboration with a variety of stakeholders. This Motion directed staff to evaluate certain CA-7 scope elements under Alternatives 5C and 7 in the I-710 Corridor Project EIR/EIS, and to report back in 60 days. The additional scope elements include bikeway and pedestrian improvements, right-of-way avoidance designs, and additional transit service analysis among other things (Attachment D). Three independent bikeway projects were also recommended for study outside the EIR/EIS and staff was directed to come back with recommendations on how to fund the studies.

DETERMINATION OF SAFETY IMPACT

The I-710 South Corridor project scope, schedule, and budget revisions will have no impact to the safety of Metro's patrons or employees or the general public.

FINANCIAL IMPACT

Funding for the scope elements to be added to the I-710 South Draft EIR/EIS is included in the \$13,886,695 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical). Funding for the independent bikeway projects will come from Measure R Administrative funds. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program or designee will continue to be responsible for budgeting the cost in future years.

Impact to Budget

The additional sources of funds for this project will be from Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects and Measure R Administrative funds. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed contract modification. This option is not recommended. Completing the environmental document for the project is a necessary step in developing the improvements described in Measure R for the corridor. Board approval would allow the project to move forward with continued community engagement and support which has been the trademark of this study.

NEXT STEPS

Upon approval by the Board, staff will execute the contract modification.

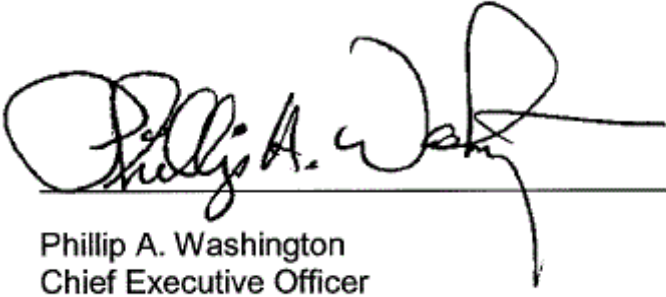
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Board Motion 22.1

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**I-710 SOUTH CORRIDOR PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STUDY
(EIR/EIS) ENGINEERING/ENVIRONMENTAL COMPONENT**

| | | | |
|----|---|----------|---|
| 1. | Contract Number: PS4340-1939 (Modification #17) | | |
| 2. | Contractor: URS Corporation (an AECOM Entity) | | |
| 3. | Mod. Work Description: Supplemental Statement of Work in support of Motion 22.1 by Metro Board and Period of Performance Extension | | |
| 4. | Contract Work Description: EIR/EIS for the I-710 Corridor Project | | |
| 5. | The following data is current as of: December 8, 2015 | | |
| 6. | Contract Completion Status | | Financial Status |
| | Contract Awarded: | 01/28/08 | Contract Award Amount: \$22,686,314 |
| | Notice to Proceed (NTP): | 01/28/08 | Total of Modifications Approved: \$23,107,816 |
| | Original Complete Date: | 06/30/15 | Pending Modifications (including this action): \$3,729,598 |
| | Current Est. Complete Date: | 07/31/17 | Current Contract Value (with this action): \$49,523,728 |
| 7. | Contract Administrator: Erika Estrada | | Telephone Number: 213-922-1102 |
| 8. | Project Manager: Ernesto Chaves | | Telephone Number: 213-922-7343 |

A. Procurement Background

This Board Action is to approve Modification No.17 issued in support of Motion 22.1 by Director Solis which requested a supplemental statement of work to address geometric design for the I-710 Freight Corridor (under Alternative 7 only), evaluate the feasibility to operate only zero-emissions trucks along the Freight Corridor (under Alternative 7) to analyze Implementing High Frequency Express Bus Transit Service, evaluate Upgrades to the Existing Los Angeles River Bike Path, evaluate construction of Bike/Pedestrian Infrastructure Upgrades, Water Quality Enhancements, Bikeway Projects, and optional work to conduct Bike Projects Environmental Phase.

The supplemental statement of work is included in the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft EIR/ EIS. The contract period of performance is extended for an additional four months for a revised program completion date of July 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures. The contract type is cost plus fixed fee.

A total of 16 modifications have been executed to date. For details, please refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit, an independent cost estimate, cost analysis, technical evaluation, and negotiations. Metro staff successfully negotiated a cost savings of \$56,879 from the firm's proposed amount.

| Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------|--------------------------|
| \$3,786,477 | \$4,514,465 | \$3,729,598 |

CONTRACT MODIFICATION/CHANGE ORDER LOG
I-710 SOUTH CORRIDOR PROJECT EIR/EIS
ENGINEERING/ENVIRONMENTAL COMPONENT/PS4340-1939

| Mod. No. | Description | Date | Amount |
|-----------------|--|-------------|---------------|
| 1. | Added New DBE/ and updated Project Manager | 5/20/08 | \$0.00 |
| 2. | Added New Subcontractor/Revised SOW – to include additional Traffic Studies | 1/15/09 | \$53,599 |
| 3. | Revised SOW – Utility Design | 10/29/09 | \$299,193 |
| 4. | Revised SOW – to include additional Traffic Studies | 1/25/10 | \$78,019 |
| 5. | Revised SOW – Enhanced Landscape design services | 02/22/10 | \$254,947 |
| 6. | Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies | 10/20/10 | \$484,017 |
| 7. | Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, Visual impact analysis, meeting support, project management support, tolling alternatives, Utility strategy alternatives analysis | 1/5/11 | \$4,001,672 |
| 8. | Revised SOW to revise alternative segments 6 and design options, update geometric plans, Visual impact analysis, meeting support, project management support, tolling alternatives, and community participation, public officials coordination | 5/23/11 | \$1,339,228 |
| 9. | Supplemental SOW – Traffic Simulation Model | 04/23/12 | \$324,339 |
| 10. | Supplemental Environmental Analyses for the I-710 Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change | 04/24/12 | \$0.00 |
| 11a. | Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change | 11/30/12 | \$0.00 |
| 12. | Revised SOW incorporating project changes, changes in State and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS | 1/24/13 | \$9,190,276 |
| 13. | Supplemental Work -Augment public officials, staff oversight coordination | 1/13/14 | \$69,791 |
| 14. | Period of Performance Extension | 6/29/15 | \$0.00 |
| 15. | Period of Performance Extension | 9/21/15 | \$0.00 |

| Mod. No. | Description | Date | Amount |
|-----------------|---|----------------|---------------------|
| 16. | Supplemental Statement of Work and Period of Performance Extension to March 31, 2017 | 10/22/15 | \$7,012,735 |
| 17. | Supplemental Statement of Work in support of Board Motion 22.1 and Period of Performance Extension to July 31, 2017 | PENDING | \$3,729,598 |
| | Modification Total: | | \$26,837,414 |
| | Original Contract: | 1/28/08 | \$22,686,314 |
| | Total: | | \$49,523,728 |

DEOD SUMMARY

I-710 SOUTH CORRIDOR PROJECT (EIR/EIS)/PS-4340-1939

A. Small Business Participation

URS Corporation (an AECOM Entity) (URS) made a 9.56% Disadvantaged Business Enterprise (DBE) commitment for this contract. URS is exceeding its commitment with a DBE participation of 9.78%. This project is 80% complete.

In September 2015, URS added DBE subcontractor Pan Environmental Inc. to the project for contract Modification No. 16, which was approved with a DBE commitment of 17.50%. Pan Environmental Inc. is expected to begin air quality technical analysis work in December 2015, and is expected to increase URS's overall DBE participation by 0.15%.

For contract Modification No. 17, URS added DBE subcontractor PacRim Engineering, Inc. to the project to perform additional civil engineering work; the DBE commitment proposed by URS for contract Modification No. 17 is 22.11%. Modification No. 17 is projected to increase URS' overall DBE participation by an additional 1.80%.

| | | | |
|----------------------------------|------------------|-------------------------------------|------------------|
| Small Business Commitment | 9.56% DBE | Small Business Participation | 9.78% DBE |
|----------------------------------|------------------|-------------------------------------|------------------|

| | DBE Subcontractors | Ethnicity | % Committed | Current Participation¹ |
|--------------|----------------------------------|------------------------|--------------------|--|
| 1. | Civil Works Engineers | Caucasian Female | 3.10% | 2.81% |
| 2. | JMD, Inc | Hispanic American | 2.77% | 1.79% |
| 3. | Tatsumi and Partners, Inc | Asian Pacific American | 0.79% | 1.20% |
| 4. | Wagner Engineering & Survey, Inc | Caucasian Female | 2.90% | 1.76% |
| 5. | Epic Land Solutions | Caucasian Female | Added | 0.05% |
| 6. | Wiltec | African American | Added | 0.36% |
| 7. | D'Leon | Hispanic American | Added | 0.90% |
| 8. | MBI Media | Caucasian Female | Added | 0.60% |
| 9. | Galvin Preservation | Hispanic American | Added | 0.31% |
| 10. | Pan Environmental Inc. | Asian Pacific American | Added | 0.00% |
| 11. | PacRim Engineering | Asian Pacific American | Added | 0.00% |
| Total | | | 9.56% | 9.78% |

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

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this project.

**Board Report**

File #:2015-1595, **File Type:**Motion / Motion
Response

Agenda Number:22.1

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015**

Motion by:

Supervisor Solis as Amended by Director Knabe

October 14, 2015

**Relating to Item 22, File ID 2015-1345
I-710 South Corridor Project EIR/EIS Scope, Budget and Schedule**

The I-710 Corridor is a vital transportation artery, linking adjacent communities and the Ports of Los Angeles and Long Beach to Southern California and beyond. As an essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues. Notably, the existing I-710 Corridor has elevated levels of health risks related to high levels of diesel particulate emissions, traffic congestion, high truck volumes, high accident rates, and many design features in need of modernization (the original freeway was built in the 1950s and 1960s).

The purpose of the I-710 Corridor Project is to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population, employment, and activities related to goods. The project includes an extensive community participation process that has provided a forum for residents, community advocates, and local municipalities comment and make recommendations for meeting the project purpose and need. Metro and Caltrans must ensure that we address the purpose and need of the project in a manner that is responsive to the community, yet feasible and fiscally responsible.

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) approving the MOTION by Director Solis that the Board of Directors make approval of Item 22 contingent on studying the following as a part of the evaluation of Alternatives 5C and 7 in the I-710 Recirculated Draft Environmental Impact Report/ Supplemental Environmental Impact Statement:

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- A. Geometric design for the I-710 Freight Corridor (under Alternative 7 only) that eliminates significant impacts and displacements of homes, businesses, or community resources, such as but not limited to the Bell Shelter or Senior Centers, and the implications of such a design on commuter and freight traffic demands; where significant impacts are unavoidable, provide documentation of the rationale and constraints;
- B. An option, under Alternative 7 only, to evaluate the feasibility should technology be available, to operate only zero-emissions trucks along the Freight Corridor as part of the project;
- C. Implementing high frequency Express Bus Transit service along the main 710 corridor and the impact of such a line on commuter and freight traffic demands;
- D. Adding transit service on the bus and rail lines serving the I-710 project area, including operating Blue and Green Line trains with a minimum of 10-minute headways and a minimum of 25% increase in local bus, express bus and community shuttles service frequencies;
- E. Traffic Control measures, traffic management, intelligent transportation systems and operational efficiency improvements, such as highway ramp metering and transit system signal prioritization, to reduce congestion on local streets and arterials before considering expanding lanes;
- F. The use of the best available control technology construction equipment as defined by the California Air Resources Board;
- G. Construction of a new, 8-foot, Class-I bike path and access points within the Los Angeles Flood Control District right-of-way on the western levee of the Los Angeles River Channel from the Pacific Coast Highway [Long Beach] to Imperial Highway [South Gate] to connect with the existing Los Angeles River Bike Path;
- H. Construction of a new 8-foot, Class I bike path and access points within SCE right-of-way, roughly parallel to Greenleaf Blvd., between the Los Angeles Blue Line and Sportsman Drive;

For items G, H and I above, conduct a study separate from the I-710 South Environmental Impact

Report. Work with the CEO to identify and recommend funds to support the study.

Instruct staff to report back within 60 days.

- I. Construction of a new 8-foot, Class I bike path and access points within SCE and LADWP right-of-way from Willow/TI Freeway [Long Beach] to connect with the Rio Hondo Bike trail at Garfield Avenue [South Gate] This new route would be approximately 12 miles in length;
- J. Upgrades to the existing Los Angeles River Bike Path consisting of safety, landscaping, hardscape, lighting and access enhancements and fix station including to locations, between Ocean Blvd. [Long Beach] and its northern terminus at Slauson Avenue [Vernon];
- K. The replacement/enhancement of approximately 28 existing bridges/underpasses and the construction of at least five new pedestrian/bike bridges/underpasses to ensure safe and easily accessible freeway and river crossings to reduce gaps between crossing over ½ a mile where demand for increased access exists along the project corridor;
- L. Ensure implementation of Complete Streets treatments that promote sustainable and “livable neighborhoods” for all those arterials, ramp termini, and intersections as part of the proposed I-710 Project. Designs shall be consistent with the principles outlined in Caltrans’ *Main Streets, California: A Guide for Improving Community and Transportation Vitality*;
- M. Consistent with Caltrans’ policy, maximize the number of new trees, shrubs and foliage within proposed state ROW that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio;
- N. Consistent with the Regional Water Quality Control Board and their Municipal Separate Storm Sewer System permits, identify suitable locations within the state’s right of way to implement additional storm water Best Management Practices and enhance the water quality for the LA River and its tributaries; and
- O. Incorporate into the project design, avoidance and minimization measures to reduce the level of impacts to Los Angeles River’s riverbanks, trails, pocket parks, open space, wetlands and

native landscaping within the project area.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer to consider the following mitigation during construction, in parallel to the EIR/EIS process:

- A. Direct staff to monitor traffic congestion on all rail and bus routes in the I-710 construction area to identify and make needed adjustments to service based on actual traffic conditions and to determine if Metro services should operate on an incentive fee structure during the construction period;
- B. Direct staff to identify potential incentive programs for the Blue line and Metro buses in the I-710 corridor and affected by construction, to be considered as possible mitigation to help ease the impact of delays to bus service identified in the recirculated DEIR/DEIS;
- C. Develop a community outreach plan in conjunction with community stakeholders to provide quarterly reports on the progress of the I-710 project to the Gateway Cities Council of Governments (GCCOG) and the community at public meetings/hearings where there is the opportunity for community input;
- D. Establish a bike and pedestrian safety plan during construction; and
- E. Create a residential and school noise and air mitigation program, to be incorporated into the I-710 Community Health and Benefit Program.

FURTHER MOVE that the Board of Directors instruct the Chief Executive Officer take the following actions, working with Caltrans and partner agencies as necessary and in parallel to the EIR/EIS process:

- A. Direct staff to include an analysis of a Zero Emission Truck procurement and operations program (Alternative 7 only) in any Public Private Partnership analysis to be done for the Project;
- B. Work with the Gateway Cities Council Of Government jurisdictions to add, align and/or partner bus route stops with access points to surrounding Class-I bike paths to further promote the

combination of active transportation and transit ridership; and

- C. Direct staff to work with community based partners (community groups, faith based groups and labor) on the development of a Local and Targeted Hiring Policy and PLA for construction jobs and a First Source Hiring Policy for permanent jobs created by the project. This should be completed, at the latest, by the completion of the recirculated DEIR/DEIS.