

**Board Report**

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**File #:** 2023-0392, **File Type:** Contract**Agenda Number:** 10.

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**PLANNING AND PROGRAMMING COMMITTEE  
JULY 19, 2023****SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

**ISSUE**

Funding in the amount of \$3,857,895 is needed for additional scope and an increase in the level of effort necessary to complete the Task Force process and create the Long Beach-East LA Corridor Investment Plan (Investment Plan) and Comprehensive Multimodal Corridor Plan (CMCP). The Vision, Goals, and Guiding Principles-which are fundamental to the development of the Investment Plan-required additional deliberation among the Task Force and the various committees that inform it, resulting in an increased level of effort from the Project Team.

**BACKGROUND**

Metro commissioned the Task Force in partnership with Caltrans in response to the Board actions in May 2021 (Attachment A) that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including advancing "Early Action Projects" and the Locally Preferred Alternative (LPA) 5C that included a form of an I-710 South Corridor Clean Truck Program as a programmatic element as prescribed within the overall environmental document.

Since the Task Force commenced in September 2021, Metro has convened and worked with impacted communities and stakeholders in a collaborative, equity-focused manner to develop a multimodal, community-supportive, and regionally significant Investment Plan. The Investment Plan seeks to enhance local and regional mobility of people and goods, improve air quality, and foster economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents within the I-710 South Corridor. The Board acted in May 2022 (File #2022-0100, Attachment B) to replace LPA 5C with LPA 1, the "No Build" alternative, thus allowing the new

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Investment Plan developed by the Task Force and to be considered by the Board in February 2024 to be the new direction forward for the LB-ELA Corridor.

Metro intends to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the Investment Plan. The Task Force process incorporates new engagement elements, such as the Community Leadership Committee (CLC), and implementation of Metro's equity tools, including a 710 (LB-ELA) Corridor Equity Focus Communities (EFC) analysis and a working group to implement the Equity Planning and Evaluation Tool (EPET), to support equitable outcomes. Staff has also implemented a Community Based Organization (CBO) Partnering Strategy with CBOs that are based in and work with the communities within the LB-ELA Corridor - the goal of which is to engage these communities to gather input and identify multi-modal strategies, projects, and programs that are needs and priorities for these impacted communities.

The Task Force meets monthly and will hold its 23rd meeting on August 14, 2023. All Task Force meeting notices, documents, and recordings (in English, Spanish, Khmer, and Tagalog) can be found on the project website (<https://www.metro.net/projects/lb-ela-corridor-plan/>). In June 2023, the Board Received and Filed a detailed update on Task Force progress made to date, which includes completion of the third phase - Developing Multimodal Strategies and identifying Projects and Programs - for which the Task Force voted in May 2023 to approve the Evaluation Framework by which these projects and programs will be refined and prioritized for the Draft Investment Plan.

## **DISCUSSION**

Provided below is a summary of the work plan by element for the requested contract modification to (#1) support the Task Force and complete the Investment Plan, (#2) develop a CMCP, and (#3) create an online Dashboard Visualization Tool.

### ***Work Element #1 -Task Force Organization/Development & Completion of the Investment Plan***

This element includes developing and executing an engagement plan, which outlines the purpose and sequence of the Task Force process. The Project Team is also developing a comprehensive community engagement plan and a timeline that overlaps with the technical analysis that supports the Investment Plan process. In addition to the Task Force, there are subgroups comprised of a wide variety of representation, such as public representatives, private sector, community members who live near the I-710 freeway, and amongst other members of Community Based Organizations (CBOs) that provide feedback and recommendations to the Task Force members. The following sub-groups are currently active:

- Community Leadership Committee
- Coordinating Committee
- Zero Emission Truck Working Group
- Equity Working Group

The Task Force and its subgroups meets monthly, requiring a great deal of coordination and preparation from Metro staff and its consultant team. The public engagement process entails numerous logistics; some of the items include: reaching out to individual stakeholders, creating

meeting notification materials (e-blasts, website, blog and social media content), putting together an extensive database of stakeholders, preparing meeting materials, providing experienced facilitators for such meetings, using a variety of online and in-person media support to reach out to a broad base of community stakeholders, providing interpreters at meetings, and translating meeting material in other languages.

The Task Force developed the overall Vision Statement, Guiding Principles and Goals for the I-710 South Corridor and is currently working on developing a draft Investment Plan, including implementation and legislative strategies to report to the Metro Board in November 2023. Once the Investment Plan is developed, these projects and programs can be advanced independently with separate environmental documents as part of the overall implementation plan. The development of the Investment Plan requires significant technical resources, including the development of a database of proposed performance measures that will provide the technical basis for illustrating existing and future conditions within the I-710 Corridor.

The Project Team is currently working on planning-level analysis for the draft Investment Plan. Having recently completed the evaluation criteria, the next focus is developing travel demand forecasting of the mobility benefits associated with the Investment Plan, a quantitative analysis of air quality and public health impacts, the cost and schedule associated with the Investment Plan, analysis of the potential funding sources, and an evaluation of the cumulative findings that will form the Investment Plan and recommendations. The technical feasibility of projects and programs in the Investment Plan will also be evaluated. Parallel to the development of the Investment Plan, Metro's suite of equity tools and resources will serve as input in key junctures in the Task Force process including vision and goals, multimodal strategies, project and program refinements, and recommendations for the Investment Plan.

## ***Work Element #2 - CMCP***

The purpose of the CMCP is to allow projects identified as priorities by the Investment Plan to compete for \$500 million in state Senate Bill 1 funding awarded biennially through the Solutions for Congested Corridors Program (SCCP) administered by the California Transportation Commission (CTC). The CTC developed the CMCP guidelines to provide guidance to eligible program applicants regarding the statutory requirements for CMCPs. Metro will comply with the CMCP guidelines requirements to produce a qualifying plan based upon the Investment Plan process. Any SCCP funds awarded would leverage the local funding that will be committed to the Investment Plan. The CMCP will be developed concurrent with the Investment Plan and brought to the Board for consideration by March 2024.

## ***Work Element #3- Dashboard Visualization Tool***

The primary objective for this task is to develop a web-based, public-facing application to provide

visually evaluative information about the multimodal transportation projects and programs that will compose the Investment Plan. The application will be designed with a user-centric approach, focusing on providing easy navigation and clear visual information for the Investment Plan. It is anticipated that the web-based application will be interactive in displaying project information (i.e., project location, description, evaluation metrics, etc.) using elements such as maps, pop-ups, and charts. The goal of this tool is to facilitate collaboration and engagement with all stakeholders of the LB-ELA Corridor and improve transparency and understanding regarding the proposed transportation improvements.

### **Budget Breakdown for Contract Modification by Task**

Below is a breakdown of the projected costs, by task, for the work elements described above in more detail:

<b>Contract Modification Task Breakdown</b>	<b>Budget</b>
Project Management	\$203,832
Task Force Organization, Support and Community Engagement	\$2,151,101
Completion of the Investment Plan	\$844,990
CMCP ( <i>New Task</i> )	\$350,000
Dashboard Visualization Tool ( <i>New Task</i> )	\$307,972
<b>Total</b>	<b>\$3,857,895</b>

### **DETERMINATION OF SAFETY IMPACT**

Performance of the proposed contract modification will have no negative impact on the safety of Metro’s patrons or employees. The ultimate Investment Plan developed by the Task Force will include Safety as a goal that will help guide the creation of a safer, more community-supportive approach to moving people through the LB-ELA Corridor and its communities.

### **FINANCIAL IMPACT**

The amount of \$3,857,895 is included in the FY24 Adopted budget under the I-710 South Early Action Project 460316, Account 50316 (Services Professional/Technical), Task 14.01.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the Senior Executive Officer for Countywide Planning and Development-Multimodal Integrated Planning, and the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

### Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

### EQUITY PLATFORM

Approving the execution of the contract modification will support the potential benefits of the proposed Investment Plan.

Metro is working to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the LB-ELA Corridor Investment Plan. Approval of the URS Corporation (an AECOM Entity) contract modification will allow staff to complete the Investment Plan as previously directed by the Metro Board in June 2021 and will allow for a continued robust community-driven planning study that will be a blueprint for the types of projects and programs that will be implemented in the LB-ELA Corridor. Through this contract modification, the Project Team will increase engagement efforts through the completion of the Investment Plan, including office hours, lunch and learns, and hybrid meetings. Key roles for DBE team members have been included for this additional work, at approximately 5.3% DBE and 40.6% SBE, for a total of 45.9% of the modification value, which will ensure that the overall SBE/DBE commitment (9.56%) is met.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the LB-ELA Corridor communities, Caltrans District 7, the Gateway Cities COG, and stakeholders through LB-ELA Corridor Task Force meetings and its attendant committees and public outreach forums will lead to the development of the multimodal, multiyear Investment Plan. The process and the outcome of the Task Force will help implement three key Metro Vision 2028 Strategic Plan Goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

### ALTERNATIVES CONSIDERED

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the Task Force process is a necessary step in the development and implementation of the improvements described in Measure R and Measure M for the LB-ELA Corridor.

### NEXT STEPS

Staff will work with the Task Force to develop the LB-ELA Corridor Draft Investment Plan and will

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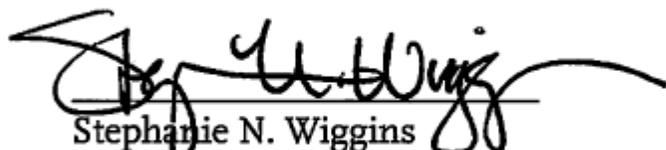
present this draft to the Board during the November/December 2023 board cycle and execute the Contract Modification with URS Corporation (an AECOM entity).

**ATTACHMENTS**

- Attachment A - May 2021 Board Motions
- Attachment B - May 2022 Board Motion
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

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## Board Report

File #: 2021-0368, File Type: Motion / Motion Response

Agenda Number: 47.

**REVISED**  
**REGULAR BOARD MEETING**  
**MAY 27, 2021**

**Motion by:**

**DIRECTORS SOLIS, SANDOVAL, BUTTS, GARCETTI, AND MITCHELL**

710 South Corridor Project

In March of 2018, the Metro Board of Directors approved Motion 5.2 which adopted Alternative 5C as the Locally Preferred Alternative for the 710 South Corridor Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The Motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to “re-evaluate and re-validate the remaining elements of Alternative 5C” upon completion of the Early Action Program. The Early Action Program includes a slew of projects throughout the 710 South Corridor such as streets and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

Since approval of Motion 5.2, Metro staff has worked towards completion of the EIR/EIS. However, in just the last few weeks, the United States Environmental Protection Agency (EPA) opined that a particulate matter hot-spot analysis would be required for the 710 South Corridor Project’s EIR/EIS transportation conformity determination. Without this hot-spot analysis, the EPA cannot determine whether or not the Project is a project of air quality concern and a record of decision cannot be issued for the EIR/EIS. Additionally, at a recent meeting of the California Transportation Commission, Caltrans Director Toks Omishakin stated that Caltrans would “put an absolute pause on this project in the format that it’s currently in,” explaining that the Project does not align with the current trajectory of California’s transportation policy.

The issues raised by our federal and state partners suggest the need to re-think the Project scope and undertake a holistic, equity-based examination of the Project to ensure Metro’s investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. There are elements currently included in the EIR/EIS that support local and state transportation goals and should move forward as individual projects separate from any mainline improvements to the 710 South Corridor.

**SUBJECT: 710 SOUTH CORRIDOR PROJECT**

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**RECOMMENDATION**

APPROVE Motion by Directors Solis, Sandoval, Butts, Garcetti, and Mitchell that direct the Chief Executive Officer to:

1. Immediately ~~cease~~ suspend further work to advance the current 710 South Corridor Project EIR/EIS;
2. Evaluate all improvements included in the EIR/EIS that can be advanced separately from mainline 710 South infrastructure improvements including, but not limited to, projects related to active transportation, operational improvements, clean truck infrastructure, and community health;
3. Identify additional locally-supported projects that can be advanced to enhance mobility along the 710 South Corridor and complement the non-freeway projects mentioned above, including but not limited to the West Santa Ana Branch, the LA River/Rio Hondo Confluence Station, LA River Master Plan, Rail to River, and the Atlantic Boulevard Bus Rapid Transit;
4. Collaborate with corridor cities, local stakeholders, community based organizations, the Ports of Los Angeles and Long Beach, and the Gateway Council of Governments to conduct outreach and develop a funding plan in order to advance a revised Early Action Program that includes projects identified in Directives 2 and 3. The revised Early Action Program should emphasize shovel ready projects and prioritize partnerships with labor to advance Metro's Project Labor Agreement and Construction Careers Policy;
5. Report back on all directives in September 2021.



## Board Report

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**File #:** 2021-0365, **File Type:** Motion / Motion Response

**Agenda Number:** 48.

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### REGULAR BOARD MEETING MAY 27, 2021

#### Motion by:

#### **DIRECTORS HAHN, SOLIS, BUTTS, AND DUTRA**

#### I-710 South Corridor Project

Metro, the California Transportation Agency (Caltrans), and the corridor cities have studied the I-710 South Corridor Project for over a decade, with goals of reducing goods movement congestion and improving air quality and mobility for communities along the corridor.

The Project is a high priority for goods movement, as the I-710 directly links the broader region with the Ports of Los Angeles and Long Beach, which combined account for 40% of the nation's imports.

Three years ago, the Metro Board approved Alternative 5C as the Locally Preferred Alternative, at an estimated cost of \$6 billion. The Board also voted to limit property impacts, ensure local hiring priorities, and prioritize an Early Action Program. Further, Motion 5.1 doubled the size of the Zero Emissions Truck program to \$200 million and called for a Zero Emissions truck lane. Once the Board approved the Project, staff sought Federal environmental clearance in order to be eligible for Federal funding.

The United States Environmental Protection Agency (EPA), in a letter dated March 25, 2021 and addressed to Metro CEO Phil Washington and Caltrans District 7 Director Tony Tavares, stated that "a PM [Particulate Matter] hot-spot analysis is necessary for the project's transportation conformity determination." That analysis has not yet been conducted for this Project, and the Project cannot receive Federal funding until a hot-spot analysis is conducted and meets Federal requirements.

At the California Transportation Commission's May 12, 2021 meeting, Caltrans Director Toks Omishakin stated "I don't see how we can move forward with the I-710 South Corridor Project in its current format" and that the Metro Board "may have to take another vote on this particular project."

Without Federal and State support and funding for the I-710 South Corridor Project in its current form, there is insufficient funding to proceed with Alternative 5C as approved by the Board. However, the status of the project and Metro's and Caltrans' recommended approach for addressing the ongoing goods movement, air quality, and mobility needs along this corridor remains unclear.

**SUBJECT: I-710 SOUTH CORRIDOR PROJECT**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Solis, Butts, and Dutra that the Board direct the Chief Executive Officer to report back to the Board in July 2021 on:

1. Why the EPA concluded the project does not meet conformity requirements and why Caltrans Director Toks Omishakin stated that Caltrans cannot support the Project “in its current format”;
2. Identify what elements of the Project can either be moved forward or modified in order to get State and Federal support, including but not limited to: price-managed freeway lanes, zero emissions-only truck lanes, short- and long-haul rail, Atlantic Avenue bus rapid transit, Metrolink capital and service improvements, and State and Federal funding for near-zero and zero-emissions goods movement investments earmarked for the I-710 South Corridor;
3. If inclusion of some or all of the elements in Directive 2 above will be enough to get State and Federal support for the Project or if it needs to be reimagined entirely; and,
4. A plan for re-engaging cities and stakeholders along the corridor.



## Board Report

File #: 2022-0355, File Type: Motion / Motion Response

Agenda Number: 9.

### PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2022

#### Motion by:

#### DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

#### I-710 South Corridor Motion

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south. Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the "diesel death zone" owing to very high levels of diesel pollutants within a quarter-mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face long-standing disparities in health and access to healthcare.

In 2018, the Metro Board of Directors voted in favor of the I-710 South Corridor's Environmental Impact Report's recommended "Alternative 5C." That Board decision was contingent on Federal approval, in order to fully fund the project. In 2021, the U.S. Environmental Protection Agency (EPA) formally opposed "Alternative 5C" on the grounds that any increase in vehicles and trucks along the corridor would increase particulate emissions in communities that are already heavily impacted by particulate emissions. Subsequent to that decision, the State of California also announced that it would not support "Alternative 5C."

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations. That Task Force now also includes several working groups and a Community Leadership Committee to help inform future project direction and decision-making. In addition, the Gateway Cities Council of Governments (COG) convened an Ad

Hoc Committee, comprised of elected leaders representing cities along the corridor, which considered and approved Guiding Principles and Projects and Programs which are the COG's preferred approach for improving the quality of life for corridor residents and enhancing the operational efficiency benefitting the corridor's users.

The steps taken in the past year by Metro to chart the path forward for this project are commendable. Even as the larger capital project has seen the environmental review process need to restart, the challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Since the time of the Board's 2018 action on the I-710 South Corridor, the California Department of Transportation (Caltrans) has adopted a new standard for evaluating freeway projects, known as "The Transportation Analysis Framework: Evaluating Transportation," implementing provisions of SB 743 (Steinberg, 2013), focused on reducing "Vehicle Miles Traveled" (VMT). The State has also adopted the "California Action Plan for Transportation Infrastructure," or CAPTI, which aligns the State's transportation infrastructure investments with its climate, health, and equity goals, with a goal of significantly reducing VMT.

Additionally, the Biden-Harris Administration has issued new Federal policies "securing environmental justice and spurring economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution," including Executive Order 14008 and the Justice40 Initiative. The Federal Highway Administration has also issued a policy document associated with implementing the new Bipartisan Infrastructure Law that states, in part, "The Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways."

The original vision for the I-710 South Corridor was a \$6 billion freeway project, leveraging nearly \$1 billion in local funding to be matched by \$5 billion in State and Federal funding. While most of the local funding remains in Measures R and M, any major investments in the corridor will need State and Federal support, and Metro should seek a similar 5-to-1 State/Federal-to-Local match goal.

**SUBJECT: I-710 SOUTH CORRIDOR MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
  2. Aligns initiatives with funding opportunities, including:
    - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
    - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
  3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
  4. Provides a suite of major investments that can be completed no later than 2028;
  5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act “Grants Strategy and 5-Year Implementation Plan” currently under development for presentation to the Metro Board;
- B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.
- C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project’s Investment Plan; and
- D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

## PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS  
PS4340-1939

1.	<b>Contract Number:</b> PS4340-1939		
2.	<b>Contractor:</b> URS Corporation (an AECOM Entity)		
3.	<b>Mod. Work Description:</b> Additional Project Support for the I-710 Corridor Project EIR/EIS to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort and extend the Period of Performance		
4.	<b>Contract Work Description:</b> I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement (EIR/EIS)		
5.	<b>The following data is current as of:</b> 6/27/2023		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	1/28/2008	<b>Contract Award Amount:</b> \$22,686,314
	<b>Notice to Proceed (NTP):</b>	1/28/2008	<b>Total of Modifications Approved:</b> \$42,238,146
	<b>Original Complete Date:</b>	6/30/2015	<b>Pending Modifications (including this action):</b> \$3,857,895
	<b>Current Est. Complete Date:</b>	3/30/2024	<b>Current Contract Value (with this action):</b> \$68,782,355
7.	<b>Contract Administrator:</b> Andrew Conriquez		<b>Telephone Number:</b> 213-922-3528
8.	<b>Project Manager:</b> Lucy Delgadillo		<b>Telephone Number:</b> 213-922-7099

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 31 issued to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort support of the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers additional support for the I-710 Corridor Project EIR/EIS.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

A total of 30 modifications have been executed to date. Refer to Attachment E - Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon the independent cost estimate (ICE), negotiations, and technical analysis.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$4,240,034	\$4,237,395	<b>\$3,857,895</b>

Staff successfully negotiated a cost savings of \$382,139.

**ATTACHMENT D**

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS/PS4340-1939**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (Approved or Pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Added New DBE and Updated Project Manager	Approved	5/20/2008	\$0
2	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	Approved	1/15/2009	\$53,599
3	Revised SOW – Utility Design	Approved	10/29/2009	\$299,103
4	Revised SOW – to include additional Traffic Studies	Approved	1/25/2010	\$78,019
5	Revised SOW – Enhanced Landscape Design Services	Approved	2/22/2010	\$254,947
6	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	Approved	10/20/2010	\$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	Approved	1/5/2011	\$4,001,672
8	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	Approved	5/23/2011	\$1,339,228
9	Supplemental SOW – Traffic Simulation Model	Approved	4/23/2012	\$324,339
10	Supplemental Environmental Analyses for the I-710	Approved	4/24/2012	\$0

	Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change			
11a	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	Approved	11/20/2012	\$0
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	Approved	1/24/2013	\$9,190,276
13	Supplemental Work -Augment public officials, and staff oversight coordination	Approved	1/13/2014	\$69,179
14	Period of Performance Extension	Approved	6/29/2015	\$0
15	Period of Performance Extension	Approved	9/21/2015	\$0
16	Supplemental Statement of Work and Period of Performance Extension	Approved	10/22/2015	\$7,012,735
17	Supplemental Statement of Work and Period Performance Extension	Approved	1/28/2016	\$3,729,598
18	Budget adjustments and extension of expiration date - No Cost Increase	Approved	4/25/2017	\$0
19	Supplemental Statement of Work and increased funding.	Approved	10/25/2017	\$496,821
20	Supplemental Statement of Work and increased funding	Approved	12/5/2017	\$494,485
21	Supplemental Statement of Work and increased funding	Approved	1/15/2018	\$408,765
22	Supplemental Statement of Work and increased funding	Approved	6/28/2018	\$7,249,919
23	Period of Performance Extension	Approved	10/9/2019	\$0
24	Period of Performance Extension	Approved	2/12/2020	\$0
25	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	9/23/2020	\$0
26	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	8/12/2021	\$0
27	Period of Performance Extension	Approved	11/23/2021	\$0
28	Supplemental Statement of Work, increase to funding and Period of Performance Extension	Approved	6/4/2022	\$6,276,217

29	Reallocation of tasks with no increase to the contract authority	Approved	9/23/2022	\$0
30	Supplemental Statement of Work and increased funding	Approved	11/12/2022	\$475,227
31	Supplemental Statement of Work, increase funding and extend the period of performance	Pending	7/27/2023	\$3,857,895
	Modification Total:			\$46,096,041
	Original Contract:		1/28/2008	\$22,686,314
	Total:			\$68,782,355

## DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS  
PS4340-1939**A. Small Business Participation**

URS Corp./AECOM Technical Services made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 96% complete and the current level of participation is 14.74% DBE, exceeding the commitment by 5.18%.

<b>Small Business Commitment</b>	<b>9.56% DBE</b>	<b>Small Business Participation</b>	<b>14.74% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Civil Works Engineers	Caucasian Female	3.11%	3.00%
2.	JMD, Inc.	Black American	2.76%	1.07%
3.	Tatsumi & Partners	Asian-Pacific American	0.79%	1.59%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	1.05%
5.	Arellano Associates, LLC	Hispanic American	Added	5.21%
6.	D'Leon Consulting Engineers	Hispanic American	Added	0.54%
7.	Epic Land Solutions	Caucasian Female	Added	0.56%
8.	Galvin Preservation Associates	Caucasian Female	Added	0.57%
9.	Mccormick-Busse, Inc. dba MBI Media	Caucasian Female	Added	0.56%
10.	Network Public Affairs, LLC	Caucasian Female	Added	0.17%
11.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.10%
12.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.11%
13.	Wiltec	Black American	Added	0.21%
	<b>Total</b>		<b>9.56%</b>	<b>14.74%</b>

<sup>1</sup>Current 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.