



## Board Report

File #: 2015-1345, File Type: Contract

Agenda Number: 22.

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**PLANNING & PROGRAMMING COMMITTEE  
OCTOBER 14, 2015**
**SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

PLANNING AND PROGRAMMING COMMITTEE RECOMMENDED (3-0) authorizing the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS4340-1939 with AECOM (formerly URS Corporation) to **address changes to the project alternatives for the Recirculated Draft EIR/EIS, and evaluate a Preferred Alternative for the I-710 South Corridor Project**, in an amount not to exceed \$7,012,735, increasing the total contract not-to-exceed amount from \$38,781,395 to \$45,794,130 and a contract extension of 15 months;
- B. EXECUTE Contract Modification No. 10 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the **continued facilitation of community outreach services through the evaluation of the Preferred Alternative**, in an amount of \$616,413, increasing the total contract amount from \$3,192,312 to \$3,808,725, and a contract extension of 15 months;
- C. EXECUTE Contract Modification No. 8 to Contract No. PS4710-2647 with AECOM (I-710 South Utility Study - South Segment), for the **utilities and structural engineering efforts associated with the revised project alternatives**, in an amount not to exceed \$648,969 increasing the total contract from \$7,448,929 to \$8,097,898, and a contract extension of 15 months; and
- D. INCREASE Contract Modification Authority (CMA) specific to the three contracts to **cover the cost of any unforeseen issues that may arise during the performance of the contracts** as follows:
  - 1. Contract No. PS4340-1939 in the amount of \$1,051,910; increasing the total CMA amount from \$3,526,331 to \$4,578,241
  - 2. Contract No. PS4340-1940 in the amount of \$92,462; increasing the total CMA amount from \$177,884 to \$270,346
  - 3. Contract No. PS4710-2647 in the amount of \$97,345, increasing the total CMA amount from \$742,845 to \$840,190.

## **ISSUE**

At the January 2013 Board meeting, staff provided a status update and recommended the re-circulation of the Draft EIR/EIS to update the traffic assumptions/forecasts and address proposed changes in the design of the alternatives required to minimize impacts. At that time, the Board approved modifications to increase funding for the I-710 Corridor Project EIR/EIS (Project) engineering and outreach contracts. The additional funds were required to continue the Project's environmental document through the final EIR/EIS and Record of Decision (ROD). However, once the traffic forecast update work got underway, it became apparent that the project alternatives needed to be re-evaluated to address public input and important changes in the base growth, goods movement and project assumptions. Most of the approved budget under the last contract modifications was therefore used to complete the revision to the alternatives.

The additional funds being requested are required to re-circulate the Draft EIR/EIS with a set of revised alternatives and to evaluate a Preferred Alternative. Metro staff developed five separate scopes of work (one for engineering/environmental, three for supporting the engineering efforts and another for outreach) and independent cost estimates to address all of the needs listed above. This request is for three of the five contracts; the other two contract modifications were approved at the September Board meeting. The contract modification scopes do not cover the entire cost to complete the Final EIR/EIS and Project Report, nor does it cover the extensive community participation effort associated with completing the Final EIR/EIS. The requested amount covers efforts to carry studies through the selection of a Preferred Alternative. Once a Preferred Alternative is recommended by the I-710 advisory committees, staff will return to the Board with a recommendation on the Preferred Alternative and a funding request for the completion of the Final EIR/EIS and ROD.

## **DISCUSSION**

### **Background**

The I-710 Corridor Project (I-710 South) study encompasses an 18-mile long corridor that extends from Ocean Blvd in Long Beach to State Route 60. I-710 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 Freeway experiences serious congestion and safety issues. Among the major concerns in the corridor are the higher than average truck accident rates, the projected growth in the study area, which include the Ports, and effects on mobility and the quality life in the surrounding communities. The I-710 South Project alternatives seek to improve safety, air quality/public health, mobility, and accommodation for projected growth.

The Project was initiated in January 2008 by Metro and six funding partners: Caltrans, Gateway Cities Council of Governments (GCCOG), Port of Los Angeles, Port of Long Beach, Southern California Association of Governments (SCAG), and the I-5 Joint Powers Authority. Caltrans is the CEQA/NEPA lead agency for the project and Metro is the agency responsible for managing the consultant contracts.

The Project has advanced through a very robust community participation process. Decisions regarding analytical assumptions, project alternatives, and the scope of the environmental analysis have been made in consultation with community stakeholders through the I-710 Community Participation Framework; this framework comprises a number of advisory committees formed at the Project's inception, including: Local Advisory Committees (LAC), a Corridor Advisory Committee (CAC), a Technical Advisory Committee (TAC) and a Project Committee, which includes elected officials for each of the corridor cities as well as representatives from each of the Funding Partner agencies.

A Draft EIR/EIS was circulated on June 28, 2012. The Draft EIR/EIS 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.

### **Status of Draft EIR/EIS Recirculation**

During the first half of 2013, the Project Team updated the traffic forecast for the project based on the most recent regional model. Important changes in the base growth, goods movement, and project assumptions were factored in. These changes resulted in a revised No Build traffic forecast that, as compared to the previous forecast, indicated less growth in vehicular traffic and more dispersed origins and destinations for truck trips in the region. This led the Project Team to re-assess the effectiveness of the Alternatives previously evaluated in the Draft EIR/EIS. It was determined these Build Alternatives needed to be revised to better address the forecasted traffic conditions. The Project Team proceeded to evaluate various revisions to the Build alternatives.

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.

Both alternatives include: maximum goods movement by rail, TSM/TDM/ITS improvements, transit improvements, arterial improvements, active transportation improvements, consideration of public-private partnership (P3) for financing, delivery, and operation, and lastly, support for Zero or Near Zero Emission Truck commercialization and incentive programs.

The preliminary cost estimates are \$8 billion for Alternative 7 and \$4 billion for Alternative 5C.

Since the middle of 2014, the Project Team has been completing the preliminary engineering work on these two Build Alternatives. The environmental technical studies will be completed in March 2016, in

an effort to release the recirculated Draft EIR/EIS in late 2016.

## **Project Expenditures**

Initial funding for the environmental phase of the Project was provided by Metro and the I-710 Funding Partners (Metro, GCCOG, SCAG, Caltrans, I-5 Joint Powers Authority, Port of Long Beach, and Port of Los Angeles), with Metro taking the lead and becoming the contracting agency for the EIR/EIS. Due to extensive changes in the design of the Project throughout the environmental process, the original budget was depleted in 2012, and since then, the Board has approved additional Measure R I-710 South/Early Action Project funding to continue the EIR/EIS document. The engineering contract started off with a budget of \$23 million and has increased to \$38.8 million, while the outreach contract increased from \$2.5 million to \$3.5 million. Additionally, three separate engineering contracts (utility studies) were initiated in 2011 to supplement the utilities and structural engineering components of the Project. These studies were required to address the significant amount of potential utility impacts and to complete the structural Advance Planning Studies required by Caltrans but not included in the original scope. Three separate contracts were procured to ensure that focused and relevant technical expertise could be applied to the different engineering challenges present at the three major segments of the Project: south, central and north. These contracts amount to another \$19.4 million. The Board has also authorized \$1.5 million in third party support costs. Altogether, \$66.8 million has been authorized so far in expenditures on the Project, out of which, approximately \$55.9 million has been spent to date on the environmental phase of the Project.

Participation and support from third parties such as Caltrans, US Army Corp of Engineers, GCCOG, Gateway Cities, and SCE have been necessary for the development of the Project. Staff anticipates the continued need for this support and is recommending increasing funding to cover the remainder of the environmental phase. Caltrans funding is estimated to total \$2,500,000; GCCOG funding is estimated to increase by approximately \$300,000; SCE funding is estimated to increase by \$400,000; funding for US Army Corp of Engineers is to be determined, and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$522,000. Final funding amounts will be negotiated with each party.

## **Project Schedule**

The Recirculation of the Draft EIR/EIS is anticipated late 2016. A decision on a Preferred Alternative will be made post the recirculation of the Draft EIR/EIS.

## **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.

## **FINANCIAL IMPACT**

Funding for these contract modifications is currently included in the \$14,009,495 FY16 budget in Cost Center 4730 (Highway Program B), Project 460316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), as well as \$19,048,000 in Cost Center 0442 (Highway

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Subsidies), Account 54001 (Subsidies to others), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

Impact to Budget

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

**ALTERNATIVES CONSIDERED**

The Board may elect not to approve the contract modifications. 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. The Board has recognized that the strength of this project has evolved around the development of community consensus throughout 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 three contract modifications.

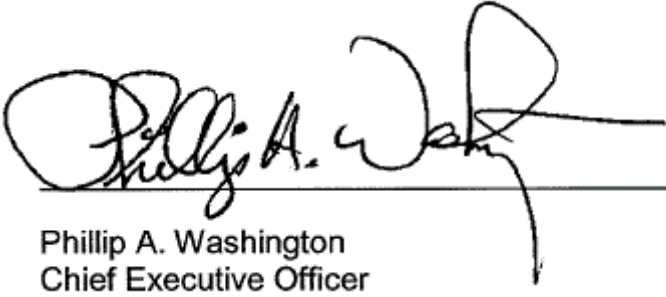
**ATTACHMENTS**

- Attachment A1 - Procurement Summary for PS4340-1939
- Attachment B1 - Contract Modification/Change Order Log for PS4340-1939
- Attachment C1 - DEOD Summary for PS4340-1939
- Attachment A2 - Procurement Summary for PS4340-1940
- Attachment B2 - Contract Modification/Change Order Log for PS4340-1940
- Attachment C2 - DEOD Summary for PS4340-1940
- Attachment A3 - Procurement Summary for PS4710-2647
- Attachment B3 - Contract Modification/Change Order Log for PS4710-2647
- Attachment C3 - DEOD Summary for PS4710-2647

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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**

<b>1.</b>	<b>Contract Number:</b> PS4340-1939 (Modification #16)		
<b>2.</b>	<b>Contractor:</b> AECOM (formerly URS Corp.)		
<b>3.</b>	<b>Modification Work Description:</b> Changes to project alternatives		
<b>4.</b>	<b>Contract Work Description:</b> EIR/EIS for the I-710 Corridor Project		
<b>5.</b>	<b>The following data is current as of:</b> September 23, 2015		
<b>6.</b>	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	01/28/08	<b>Contract Award Amount:</b> \$22,686,314
	<b>Notice to Proceed (NTP):</b>	01/28/08	<b>Total of Modifications Approved:</b> \$16,095,081
	<b>Original Complete Date:</b>	06/30/15	<b>Pending Modifications (including this action):</b> \$7,012,735
	<b>Current Est. Complete Date:</b>	3/31/17	<b>Current Contract Value (with this action):</b> \$45,794,130
<b>7.</b>	<b>Contract Administrator:</b> Walter Sparkuhl		<b>Telephone Number:</b> 213-922-7339
<b>8.</b>	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-922-7343

#### **A. Procurement Background**

This Board Action is to approve Modification No. 16 which addresses changes to the project alternatives for the re-circulated draft EIR/EIS and evaluate a preferred alternative in support of the I-710 Corridor EIR/EIS Engineering/Environmental program. The period of performance is extended for an additional 15 months for a revised completion date of March 31, 2017.

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

A total of fifteen modifications have been executed to date. For details, please refer to Attachment B1 – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical analysis, and fact finding.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$7,012,735	\$7,186,014	\$7,012,735



**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical evaluation and fact finding.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$7,012,735	\$7,186,014	\$7,012,735

**PROCUREMENT SUMMARY  
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/  
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)  
COMMUNITY OUTREACH COMPONENT**

<b>1.</b>	<b>Contract Number:</b> PS4340-1940 (Modification #10)		
<b>2.</b>	<b>Contractor:</b> Moore Iacofan Goltsman, Inc. (MIG)		
<b>3.</b>	<b>Mod. Work Description:</b> Additional Community Outreach due to re-circulation of draft EIR/EIS with revised set of alternatives		
<b>4.</b>	<b>Contract Work Description:</b> Facilitation of Community Outreach		
<b>5.</b>	<b>The following data is current as of:</b> September 24, 2015		
<b>6.</b>	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	1/28/08	<b>Contract Award Amount:</b> \$1,778,838
	<b>Notice to Proceed (NTP):</b>	1/28/08	<b>Total of Modifications Approved:</b> \$1,413,474
	<b>Original Complete Date:</b>	7/15/15	<b>Pending Modifications (including this action):</b> \$616,413
	<b>Current Est. Complete Date:</b>	3/31/17	<b>Current Contract Value (with this action):</b> \$3,808,725
<b>7.</b>	<b>Contract Administrator:</b> Walter Sparkuhl		<b>Telephone Number:</b> 213-922-7339
<b>8.</b>	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-922-7343

### **A. Procurement Background**

This Board Action is to approve Modification No. 10 issued in support of the I-710 Corridor Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) Facilitation of Community Outreach project. As a result of changes to the EIR/EIS project alternatives, additional community outreach notification and discussion is required to support the project initiatives. The period of performance is extended by 15 months for a revised completion date of March 31, 2017.

This contract modification was processed in accordance with Metro's Acquisition Policy and Procedures, and the contract type is firm fixed price.

A total of nine modifications have been executed to date. For details, please refer to Attachment B2 – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price was determined to be fair and reasonable based upon an independent cost estimate, MASD audit, cost analysis, technical analysis, fact finding, and negotiations.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$822,289	\$721,485	<b>\$616,413</b>

**PROCUREMENT SUMMARY**  
**I-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647**

1.	<b>Contract Number:</b> PS4710-2647 (Mod #8)		
2.	<b>Contractor:</b> AECOM		
3.	<b>Mod. Work Description:</b> Changes to Project Build Alternatives		
4.	<b>Contract Work Description:</b> I-710 South End Utility Study		
5.	<b>The following data is current as of:</b> September 23, 2015		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	5/23/11	<b>Contract Award Amount:</b> \$6,472,293
	<b>Notice to Proceed (NTP):</b>	5/23/11	<b>Total of Modifications Approved:</b> \$976,636
	<b>Original Complete Date:</b>	6/30/15	<b>Pending Modifications (including this action):</b> \$648,969
	<b>Current Est. Complete Date:</b>	3/31/17	<b>Current Contract Value (with this action):</b> \$8,097,898
7.	<b>Contract Administrator:</b> Walter Sparkuhl		<b>Telephone Number:</b> 213-922-7339
8.	<b>Project Manager:</b> Ernesto Chaves		<b>Telephone Number:</b> 213-922-7343

**A. Procurement Background**

This Board Action is to approve Modification No. 8 issued in support of the I-710 Corridor Project South End Utility Study. The I-710 South End Utility Relocation contractor is providing the planning, studies, and conceptual design for relocating various utilities along this segment of the project. This modification reflects changes in the Project's build alternatives and extends the period of performance by 15 months for a revised end date of March 31, 2017.

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

A total of seven modifications have been executed to date. For details, please refer to Attachment B3 – Contract Modification/Change Order Log.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, fact finding and a technical analysis.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$648,969	\$772,434	<b>\$648,969</b>

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

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
	Original Contract	1/28/08	\$22,686,314
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 segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and 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, and staff oversight coordination	1/13/14	\$69,791
14.	Period of Performance Extension	6/29/15	\$0.00
15.	Period of Performance Extension December 31, 2015	9/21/15	\$0.00
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	<b>PENDING</b>	\$7,012,735
	<b>Total:</b>		<b>\$45,794,130</b>



**CONTRACT MODIFICATION/CHANGE ORDER LOG  
I-710 SOUTH CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT/  
ENVIRONMENTAL IMPACT STUDY (EIR/EIS)  
COMMUNITY OUTREACH COMPONENT/ PS4340-1940**

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
	Original Contract	1/28/08	\$1,778,838
1	Modified the Payment Schedule and revised Special Provision SP-05 Insurance, Section C, Minimum Insurance Limits of Insurance, and modified the Professional Liability Insurance provision.	10/9/08	\$0.00
2	Modified Statement of Work (SOW) to remove and include new activities and revised the Project Payment Schedule.	11/1/08	\$0.00
3	Extended the period of performance (POP) and revised the SOW to include additional facilitation and outreach.	5/16/11	\$550,446
4	POP Extension	6/06/12	\$0.00
5	Consolidated tasks, reallocated and de-scoped tasks from the SOW.	10/17/12	\$0.00
6	Revised the SOW to include additional outreach materials, facilitation and outreach.	5/16/13	\$863,028
7	POP Extension	4/29/15	\$0.00
8	POP Extension	6/25/15	\$0.00
9	POP Extension to December 31, 2015	9/9/15	\$0.00
10	Supplemental Statement of Work and POP Extension to March 31, 2017	<b>Pending</b>	\$616,413
	<b>Total:</b>		<b>\$3,808,725</b>

**CONTRACT MODIFICATION/CHANGE ORDER LOG  
1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT  
PS4710-2647**

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
	Original Contract	5/23/11	\$6,472,293
1	Supplemental Statement of Work and extends Period of Performance Extension	8/20/12	\$976,636
2	Period of Performance Extension	8/22/13	\$0
3	Supplemental Statement of Work	5/20/14	\$0
4	Period of Performance Extension	6/24/14	\$0
5	Period of Performance Extension	12/12/14	\$0
6	Period of Performance Extension	6/25/15	\$0
7	Period of Performance Extension to December 31, 2015	9/29/15	\$0
8	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	<b>PENDING</b>	\$648,969
	<b>Total:</b>		<b>\$8,097,898</b>



**DEOD SUMMARY  
I-710 CORRIDOR PROJECT EIR/EIS  
ENGINEERING/ENVIRONMENTAL COMPONENT**

**A. Small Business Participation**

AECOM/URS Corporation made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. The current DBE participation is 9.95%. Metro staff worked with contractor to exceed their 2007 DBE commitment of 9.56%.

According to AECOM/URS, they are proposing to add one additional DBE firm to the team and to expand the role of existing ones, making a 17.50% DBE commitment for Contract Modification No. 16, which will increase their projected total DBE participation to 10.61% for the remaining contract budget. Although the overall project work scope is far advanced, AECOM/URS is expected to continue to demonstrate ongoing efforts to meet and exceed their DBE commitment. Furthermore, AECOM/URS has committed to encouraging and supporting the meaningful participation of DBE firms and to provide guidance and mentorship to the DBE firms they work with on this contract. Their project budget is 96% spent.

<b>SMALL BUSINESS COMMITMENT</b>	<b>DBE 9.56%</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>DBE 9.95%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Commitment</b>	<b>% Current Participation<sup>1</sup></b>
1.	Civil Works Engineers	Non-Minority Woman	3.11%	2.80%
2.	JMD, Inc.	African American	2.76%	1.84%
3.	Tatsumi and Partners, Inc.	Asian Pacific American	0.79%	1.23%
4.	Wagner Engineering & Survey	Non-Minority Woman	2.90%	1.80%
5.	Epic Land Solutions	Non-Minority Woman	0.0%	0.05%
6.	Wiltec	African American	0.0%	0.37%
7.	D'Leon Consulting Engineers	Hispanic American	0.0%	0.93%
8.	MBI Media	Non-Minority Woman	0.0%	0.62%
9.	Galvin Preservations	Non-Minority Woman	0.0%	0.31%
<b>Total</b>			<b>9.56%</b>	<b>9.95%</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**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**DEOD SUMMARY  
I-710 SOUTH CORRIDOR PROJECT EIR/EIS  
COMMUNITY OUTREACH COMPONENT**

**A. Small Business Participation**

Moore Iacofano Goltsman, Inc (MIG) made a 16.96% Disadvantaged Business Enterprise (DBE) Anticipated Level of Participation (DALP) commitment. MIG's current DALP participation is 4.13%, a shortfall of 12.87%. The project is 81% complete. MIG was contacted to address their current participation and indicated that in the seven years since the project was initiated, there have been both internal and external changes with the project that have triggered adjustments to the work plan, scope, budget, and schedule. Initially, the DBE firm on the MIG team was to provide community outreach and facilitation to targeted communities within the I-710 project area. The project manager confirmed that due to circumstances beyond the control of the project and consultant team, some communities did not require the level and type of outreach support originally proposed by the MIG outreach team. This resulted in the firm not expending their original budget amount at the rate committed by MIG in the original contract. Metro's project management confirmed the statements above.

With Contract Modification No. 3 (remaining contract budget) MIG has specifically redesigned the outreach approach to create greater opportunity to engage DBE firms. To this end, MIG added DBE subcontractor, The Sierra Group, to provide community outreach services. MIG made a 26.04% DALP commitment for Contract Modification No. 10, which will increase their total DALP participation to 6.87% for the remaining contract budget. MIG indicated that they will continue to work closely with their DBE subcontractors to ensure maximum DBE participation and reaching their DALP commitment. DEOD will continue to monitor MIG's efforts to meet their DALP commitment. It is expected that MIG will not meet their DALP commitment.

<b>DALP COMMITMENT</b>	<b>DBE 16.96%</b>	<b>DALP PARTICIPATION</b>	<b>DBE 4.13%</b>
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	<b>DBE Subcontractor</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	The Robert Group	African-American Female	16.96% (not performing)	4.13%
2.	The Sierra Group	Hispanic American	Added	0.00%
<b>Total</b>			<b>16.96%</b>	<b>4.13%</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**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**DEOD SUMMARY**  
**1-710 SOUTH UTILITY STUDY- SOUTH SEGMENT/PS4710-2647**

**A. Small Business Participation**

AECOM made a 27% Small Business Enterprise (SBE) commitment. AECOM's current SBE participation is 22.61%, a shortfall of 4.39%. The project is 80% complete. AECOM was contacted to address their current participation and indicated that two contract modifications changed the scope of work pertaining to utilities, which affected the amount of work committed to SBE subcontractors. Diaz-Yourman, Lenax Services and SafeProbe work are scheduled to perform engineering work in 2017 to make up the remaining SBE commitment 4.67% shortfall. In addition, AECOM plans to modify the scopes for BA, Inc. and Utility Specialists, for gas distribution and oil field production, to increase their overall SBE participation October 2015.

<b>SMALL BUSINESS COMMITMENT</b>	<b>27% SBE</b>	<b>SMALL BUSINESS PARTICIPATION</b>	<b>22.61% SBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BA, Inc	4.18%	3.36%
2.	Chris Nelson & Associates	2.05%	2.68%
3.	D'Leon Consulting	5.25%	4.69%
4.	Diaz Yourman	1.10%	0.98%
5.	Lenax Services. Inc	2.32%	0.17%
6.	SafeProbe	1.50%	1.43%
7.	Utility Specialist	11.30%	8.29%
	<b>Total</b>	<b>27.00%</b>	<b>22.61%</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**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.