



Board Report

File #: 2018-0146, **File Type:** Contract

Agenda Number: 52.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JUNE 21, 2018

SUBJECT: I-710 SOUTH CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to finalize the engineering and environmental work for the I-710 South Corridor Project in the not-to-exceed amount of \$7,249,919, increasing the total contract value from \$50,923,799 to \$58,173,718; and
- B. INCREASING Contract Modification Authority (CMA) to cover the cost of any unforeseen issues that may arise during the performance of the Contract in the amount of \$724,992; increasing the total CMA amount from \$2,521,000 to \$3,245,992.

ISSUE

Funding to complete the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Project Report and Advanced Preliminary Engineering was not included in the original contract budget or the subsequent budget amendments because the scope of the preferred alternative and the level of effort necessary to complete those documents were not known at that time.

Staff has now developed a statement of work and an independent cost estimate for the Contract Modification, which covers both engineering and environmental technical work associated with the preparation of the Final EIR/EIS, the Project Report, Advance Preliminary Engineering and documentation of the improvement projects in the Early Action Program.

BACKGROUND

The environmental process for the I-710 South Corridor Project was initiated in 2008. The Draft EIR/EIS was first circulated in 2012. In order to further minimize environmental impacts and address public concerns, the project alternatives were reformulated, additional studies were conducted between 2013 and 2016, and the updated Draft EIR/EIS was circulated in 2017.

Ultimately, at the March 1, 2018 Board Meeting, the Board adopted as amended Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project and directed staff to complete the Final EIR/EIS. Under two separate motions the Board provided additional direction to staff, including: 1) the development of an Early Action Program of projects that are consistent with the ultimate corridor improvements and can be implemented with minimal right of way impacts and with available funding; 2) initiation of a stakeholder working group to evaluate innovative technology and operational improvement scenarios that could be applied to the I-710; and 3) pursuit of funds for the proposed Zero Emission Truck Deployment Program. (See Attachment D)

DISCUSSION

A summary of the work plan for the requested contract modification is provided below.

Work Element #1 - Final EIR/EIS and Project Report

Completion of responses to comments and preparation of the final environmental document, preparation of the Project Report (PR) which documents Caltrans' approval of the Project.

Schedule: June 2018 - December 2018

Lead: Metro

The schedule for completion of the FEIR/FEIS is dependent upon agency review and approval process. Every effort is being made to accelerate the process.

Work Element #2 - Early Action Program - Program Development and Advance Preliminary Engineering

Develop a list of potential projects for the Early Action Program and prepare Advance Planning Studies, Preliminary Site Investigations and any required geometric updates/refinements for those projects.

Schedule: May 2018 - April 2019

Lead: Metro

Work Element #3 - Programmatic Components of the Project

Develop objectives, institutional arrangements, requirements, guidelines, funding criteria, recommendations, and additional physical and operational definition related to key programs included in the Preferred Alternative: Zero Emission Truck Program, Arterial Congestion Relief Program, and Community Health/Benefit Program.

Schedule: June 2018 - October 2018

Lead: Partnership of Metro and various agencies/entities

DETERMINATION OF SAFETY IMPACT

Performance of the proposed contract modification will have no negative impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for the necessary work to complete the I-710 South Final EIR/EIS is included in the \$7,150,000 shown in Metro's FY19 budget in Cost Center 4720 (Highway Program), Project 462316, (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), Task 5.2.100. Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program 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.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the environmental document for the project is a necessary step in development and implementation of the improvements described in Measure R and Measure M for the corridor.

NEXT STEPS

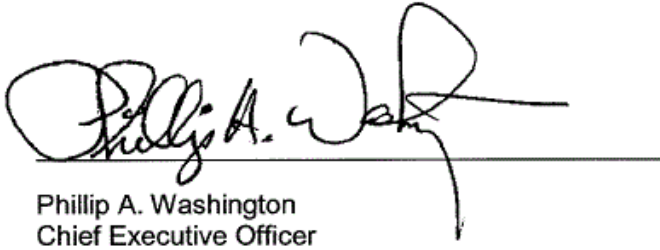
Additional efforts related to the Board's policy recommendations from Motion 22.1, 5.1 and 5.2 that go beyond the scope of the Project and the environmental document will be addressed and reported separately.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - February 2018 Board Motions

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS SCOPE, BUDGET AND SCHEDULE/
PS4340-1939

1.	Contract Number: PS4340-1939		
2.	Contractor: URS Corporation (an AECOM Entity)		
3.	Mod. Work Description: I-710 EIR/EIS Prepare: FEIR/FEIS/FPR and Advanced PE		
4.	Contract Work Description: I-710 Corridor EIR/EIS Engineering and Environmental Component		
5.	The following data is current as of: 05/23/18		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/26/2018	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	03/31/2008	Total of Modifications Approved: \$28,237,485
	Original Complete Date:	07/31/2018	Pending Modifications (including this action): \$7,249,919
	Current Est. Complete Date:	09/30/2019	Current Contract Value (with this action): \$58,173,718
7.	Contract Administrator: Adrian Ziemer		Telephone Number: 213-922-1109
8.	Project Manager: Ernesto Chaves		Telephone Number: 213-418-3142

A. Procurement Background

This Board Action is to approve Contract Modification No. 22 issued in support of the Final EIR/EIS, Project Report and Advanced Preliminary Engineering. This Modification covers both engineering and environmental technical work associated with the preparation of the Final EIR/EIS, the Project Report, Advance Preliminary Engineering and documentation of the improvement projects in the Initial Stage Program (previously identified as Early Action Program).

This Contract Modification is processed in accordance with Metro's Acquisition Policy, Procedures, and contract type, which is a cost plus fixed fee.

A total of 21 modifications have been executed to date. For details, please refer to Attachment B – 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, technical analysis, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$9,931,033	\$8,011,195	\$7,249,919

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS
SCOPE, BUDGET, AND SCHEDULE / PS4340-1939

Mod. No.	Description	Date	Status	Amount
1.	Added New DBE/ and updated Project Manager	5/20/08	Approved	\$0.00
2.	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	1/15/09	Approved	\$53,599
3.	Revised SOW – Utility Design	10/29/09	Approved	\$299,193
4.	Revised SOW – to include additional Traffic Studies	1/25/10	Approved	\$78,019
5.	Revised SOW – Enhanced Landscape Design Services	02/22/10	Approved	\$254,947
6.	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	10/20/10	Approved	\$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	Approved	\$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	Approved	\$1,339,228
9.	Supplemental SOW – Traffic Simulation Model	04/23/12	Approved	\$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	Approved	\$0.00
11a.	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	11/30/12	Approved	\$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	Approved	\$9,190,276
13.	Supplemental Work -Augment public officials, and staff oversight coordination	1/13/14	Approved	\$69,791
14.	Period of Performance Extension	6/29/15	Approved	\$0.00
15.	Period of Performance Extension December 31, 2015	9/21/15	Approved	\$0.00
16.	Supplemental Statement of Work and Period of Performance Extension to March 31, 2017	10/22/2015	Approved	\$7,012,735
17.	Supplemental Statement of Work & Period Performance Extension to July 2017	01/28/2016	Approved	\$3,729,598
18.	Budget adjustments and extension of expiration date to	04/25/2017	Approved	\$0.00

	July 31, 2018. No Cost.			
19.	Supplemental SOW. Increased funding for Tasks 5 and 7	10/25/2017	Approved	\$496,821
20.	Supplemental SOW. Increased funding for Tasks 8	12/05/2017	Approved	\$494,485
21.	Supplemental SOW. Increased funding for Tasks 1 and 2	01/15/2018	Approved	\$408,765
22.	Supplemental SOW adding additional environmental and engineering scope and services.	06/28/2018	Pending	\$7,249,919
	Modification Total			\$35,487,404
	Original Contract	1/28/08	Approved	\$22,686,314
	Total:			\$58,173,718

DEOD SUMMARY

I-710 CORRIDOR PROJECT EIR/EIS ENVIRONMENTAL AND ENGINEERING
COMPONENT/ PS4340-1939**A. Small Business Participation**

URS Corporation (an AECOM Entity) made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. The project is 97% complete. URS Corporation is currently exceeding their commitment with a DBE participation of 11.28%.

As a demonstration of their ongoing efforts to increase DBE participation, URS Corporation made a 13.92% commitment to existing DBE firms for proposed contract modification 22. This is projected to increase URS Corporation's overall DBE participation by an additional 1.78%.

Small Business Commitment	DBE 9.56%	Small Business Participation	DBE 11.28%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers, Inc.	Caucasian Female	3.11%	3.29%
2.	J M D Engineering, Inc.	African American	2.76%	1.38%
3.	Tatsumi and Partners, Inc.	Asian Pacific American	0.79%	2.06%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	1.36%
5.	Wiltec	African American	Added	0.29%
6.	D'Leon Consulting Engineers Corp.	Hispanic American	Added	0.70%
7.	MBI Media	Caucasian Female	Added	0.52%
8.	Galvin Preservation Associates Inc. (2 nd Tier)	Caucasian Female	Added	0.51%
9.	Epic Land Solutions, Inc.	Caucasian Female	Added	0.69%
10.	Network Public Affairs, LLC	Caucasian Female	Added	0.22%
11.	PacRim Engineering Inc.	Asian Pacific American	Added	0.12%
12.	Pan Environmental,	Asian Pacific	Added	0.14%

	Inc.	Female		
		Total	9.56%	11.28%

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 (LW/SCWRP) is not applicable to this contract.

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, construction management and other support trades..

D. Project Labor Agreement/Construction Careers Policy

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

MOTION BY HAHN, SOLIS, GARCIA, AND DUPONT-WALKER

Metro Board Meeting
Thursday, March 01, 2018

Re: Item 5.1 - I-710 South EIR/EIS Project

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While “goods movement” is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the “diesel death zone.”

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different ‘alternatives’ to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: “No Build”, “5c” and “7.” Both include a funding target of \$100 million for the purchase of “Near Zero” (NZE) or “Zero” emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, “the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards.” Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to “zero emission” technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles – both cars and long haul trucks – to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of “zero emission” technology, eliminating the need to subsidize “near zero” emission vehicles.

The future 710 freeway must not be a “diesel death zone” but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be achieved.

**SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS,
GARCIA, AND DUPONT-WALKER**

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

- A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”
- B. Increase program funding target from \$100 million to \$200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.
- ~~C.~~ Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, ~~and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting.~~ as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

MOTION BY SOLIS, GARCIA, RIDLEY-THOMAS, BUTTS, NAJARIAN, AND HAHN

Metro Board Meeting
Thursday, March 01, 2018

Re: Item 5.2 - I-710 South Corridor Project

Local communities along the I-710 freeway are plagued with life-threatening health ailments resulting from traffic-related pollution in the corridor. As such, communities have been united and explicitly clear that existing conditions are simply unacceptable and they demand and deserve relief. Nevertheless, gaining consensus on a Locally Preferred Alternative for the I-710 South Corridor Project has been incredibly challenging due to limited right of way, public health concerns and sensitivities surrounding environmental and social justice issues.

After years of vigorous scientific environmental impact analysis, multiple engineering design variations, extensive community outreach, and thoroughly exploring all feasible alternatives, Metro staff has concluded that Alternative 5C is the most viable and cost-effective solution to maximize regional benefits related to safety, mobility, health and the environment while minimizing impacts to local communities. However, the air quality benefits proposed by Alt. 5C are largely contingent on substantial funding becoming available to deploy near-zero and zero-emission trucks to reduce pollutants such as diesel particulate matter, nitrogen oxide, carbon dioxide and others. Moreover, the regional mobility benefits rely on the assumption that passenger vehicle trips are transferred to the mainline freeway versus utilizing local arterials and residential streets, which helps alleviate “cut-through traffic” in surrounding communities. Unless these assumptions materialize the primary goals of this project may not come to fruition. It may be prudent to take a more modest approach to improving the I-710 South corridor.

An Alt. 5C Early Action Program presents an opportunity to utilize programmed funding to sequence and complete smaller scale projects over the next decade and realize incremental benefits as soon as possible.

Any deviation from implementing viable and reasonable solutions as soon as possible will only prolong the necessary relief and further place these communities at risk.

WE THEREFORE MOVE that the Board adopt Alternative 5C as the Locally Preferred Alternative for the I-710 South Corridor Project FEIR/FEIS (inclusive of Motion 22.1 from October 2015) and expedite the delivery of an Early Action Program (EAP) that emphasizes the following:

- A. Projects that deliver the most immediate and significant benefits related to safety, mobility and air quality;

- B. Projects that can be implemented with minimal or no displacement of residences, businesses, and sensitive land uses;
- C. Developing a local/targeted hiring policy that is applicable to any and all eligible funding sources;
- D. Conduct an operational performance analysis upon completion of the Early Action Program utilizing the most current State and local evaluation measures and standards to re-evaluate and re-validate the remaining elements of Alternative 5C, especially identifying opportunities to further reduce property impacts;
- E. Return to the board upon completion of the aforementioned directive to seek further consideration and authorization related to implementing the balance of improvements in Alternative 5C.

FURTHER MOVE that the Board direct the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning agencies, the Gateway Council of Governments and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors related to:

- A. Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to near-zero emission vehicles as soon as possible and outlines a transition to zero-emission vehicles as the cleanest, most reliable technology becomes available;
- B. Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs (example: rechargeable roadways), creative purchase/lease incentive programs, etc.;
- C. Develop and evaluate multiple scenarios for a comprehensive congestion demand management program, to be evaluated independently, that focuses on separating freight and non-freight vehicles (i.e. dedicated toll lanes) within the existing rights of way on freeways facilities throughout Los Angeles County with priority on Near-Zero and Zero-Emission vehicles;

- D. Develop an overarching transportation demand management (TDM) strategy consistent with the larger, previously approved TDM strategy development process that will minimize the impact of goods movements and people in the surrounding communities along the I-710 corridor.

FURTHER MOVE that the CEO works with the Gateway Cities Council of Governments to assess the effectiveness and recommend potential improvements to the community participation structure that was established for the environmental review period. Report back to the board in 120 days.

FURTHER MOVE that, as part of its NextGen Bus Study, Metro evaluate the feasibility of implementing high-frequency bus service in accordance with Motion 22.1 (October 2015).