

**Board Report**

File #: 2022-0336, **File Type:** Motion / Motion Response**Agenda Number:** 47.

**REGULAR BOARD MEETING
JUNE 23, 2022****..Subject****SUBJECT: I-710 SOUTH CORRIDOR TASK FORCE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS****CONSIDER:**

- A. RECEIVING AND FILING report on the I-710 South Clean Truck Program (I-710 South Corridor Zero Emission Truck Program) in response to Board Motion 16; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 28 to Contract No. PS4340-1939, I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the close out of the EIR/EIS and the new 710 South Corridor Investment Plan in the not-to-exceed (NTE) amount of \$6,276,216.18, increasing the total contract value from \$58,173,718 to \$64,449,934.18.

ISSUE

Motion 9 by Directors Hahn, Solis, Mitchell, and Dutra (Attachment A) set forth directives to guide the work of the Task Force and the development of the I-710 South Corridor Investment Plan (710 IP). Staff requests Board consideration of the recommendations related to developing the 710 IP presented in this report.

BACKGROUND

Metro and Caltrans established the I-710 South Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the Interstate 710 (I-710) South Corridor between the Ports of Los Angeles and Long Beach and State Route 60 (Attachment B - 710 Task Force Study Area).

Last month the Board acted on a request from Caltrans to rescind the LPA 5C and, in its place, approve Alternative 1, the "No Build" alternative, as the new LPA for the I-710 South Corridor Project Final Environmental Document (File #2022-0100). This action effectively concluded the prior environmental process. It cleared the path forward for the Task Force to provide a new set of projects, programs, and legislative recommendations as part of the 710 IP for Board consideration to

deliver much-needed investment for the communities directly impacted by the movement of people and goods through the I-710 South Corridor.

Following the adoption of Motion 16 by Directors Hahn and Dutra (Attachment C), the staff initiated a Zero Emission (ZE) Truck Working Group as part of the Task Force's engagement process. The Working Group is charged with developing the 710 ZE Truck Program under the guidance of the ZE technology parameters adopted by the Board.

DISCUSSION

I-710 South Corridor Zero Emission (ZE) Truck Program

The ZE Truck Working Group held seven meetings (November 2021 and monthly from January to June of 2022) in which Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 ZE Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the EPA
- Air quality context from the SCAQMD and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of the ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Federal funding opportunities and collaboration with USDOT representatives
- Community engagement needs and strategies to ensure proper community participation in key planning decisions made regarding ZE Infrastructure siting.
- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

Since the last report to the Board in March 2022 (File #2022-0037), the ZE Truck Working Group has met three times as it seeks to finalize its scope and strategies to leverage the \$50 million programmed for this effort by the Board.

The working group favors public ZE truck electric charging/hydrogen fueling infrastructure as the overwhelming focus of how to invest the \$50 million. At its May 2022 meeting, an informal poll found that 38% of members could "support this proposal" while the other 62% of members could "live with the proposal" but required more information on elements of the scope to be able to support the overall proposal. To ensure the Working Group moved forward with consensus, staff determined that more information and opportunities for discussion would be needed to allow more members to become comfortable enough with the proposal to support it formally.

To address this information need, staff conducted breakout sessions with the Working Group members that focused on these five main topics:

- Equity considerations, community engagement and benefits, and ZE infrastructure siting
- Strategic partnerships and funding opportunities
- Legislative and policy initiatives
- Truck subsidies
- Environmental impacts and mitigation strategies

The Working Group requested additional breakout rooms for the June 2022 meeting to address additional topics, including workforce development, electrifying freight trains, investigating parcels of land for potential siting of public ZE infrastructure, and developing effective community engagement strategies at the regional level for planning purposes and at the local level for site-specific proposals. Staff also worked with the working group members to identify more near-term opportunities for discretionary grant funding for projects and planning needs for the I-710 South Corridor and will report back to the Board at a future date with more details of this funding strategy once completed.

Request for Contract Modification

To develop the 710 IP, staff conducts extensive stakeholder and community engagement on a monthly basis through meetings with the Task Force and its subgroups that require a great deal of coordination and preparation from Metro staff and its consultant team. Funding to complete the 710 IP, which will be developed through this engagement and consultant technical support, was not included in the original I-710 EIR/EIS contract budget. Additional funding in the amount of \$6,276,216.18 is needed going forward because the scope and the level of effort necessary to close out the environmental document and develop the 710 IP is greater than what can be funded by the remaining contract amount for the I-710 EIR/EIS.

A summary of the work plan for the requested contract modification to close out the Final EIR/EIS effort and complete the 710 IP is provided below.

Work Element #1 - Final EIR/EIS and Project Report, No Build

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, and preparation of the Administrative Record.

Schedule: July 2022 - January 2023

Work Element #2 - I-710 South Corridor Investment Plan: Stakeholder and Community Engagement & Technical Analysis and Development

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

Contract Modification Task Breakdown	Budget
Project Management	\$498,900
Completion of the Final Environmental Document	\$918,028.86
I-710 South Corridor Investment Plan - Technical Analysis & Development, Stakeholder and Community Engagement	\$4,859,287.94
Total	\$6,276,216.18

DETERMINATION OF SAFETY IMPACT

The proposed contract modification will have no negative impact on the safety of Metro’s patrons or employees. The ultimate 710 IP developed with input from 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 I-710 South Corridor and its communities.

FINANCIAL IMPACT

The amount of \$500,000 is included in the FY23 Adopted budget under the I-710 South Early Action Project 460316, Account 50316 (Services Professional/Technical), Task 14.01. Since the development of the FY23 Budget, additional effort was identified in pursuit of the goals and objectives of the Task force. No additional budget is needed at this time. Staff will reassess the approved FY23 budget and make necessary adjustments to fund the Task Force efforts needed during the fiscal year.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the interim Senior Executive Officer for Countywide Planning and Development-Roads & Highways, 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

Staff is engaging stakeholders, including those most likely to be impacted by potential improvements in the corridor, to provide input on the development of an Investment Plan for the I-710 South Corridor collaboratively. The CLC is composed entirely of residents from the communities along the corridor, meetings are facilitated in English and Spanish. In the last few months, the CLC has participated in orientations and several business meetings of the CLC as well as in meetings of the

Equity Working Group (EWG) and ZE Truck Working Group. Through their participation, the CLC reviews proposals and develops recommendations for consideration by the Task Force.

The EWG, which includes Task Force and CLC members, meets regularly to ensure that all aspects of the Task Force's work and recommendations consider historic and current inequities and discuss solutions and decisions that will maximize equitable outcomes.

The 710 ZE Truck Program, which is intended to be a new process, is currently being developed by the ZE Truck Working Group and will be assessed for its ability to support equitable outcomes. Developing the 710 ZE Truck Program will directly address the pollution, air quality, and public health impacts caused by the operation of thousands of diesel trucks daily within the I-710 South Corridor. In response to input from community representatives, Metro will continue to engage and include members of the CLC in the development of the ZE Truck Working Group recommendations and receive the CLC's review of the recommendations prior to finalization.

With this action, the 710 Task Force and its attendant working groups and CLC will continue to promote community-driven conversations to ensure an equitable decision-making process as the Task Force provides input on multimodal strategies and input on priority projects and programs for the I-710 South Corridor for consideration by the the Metro Board.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor communities, impacted residents and stakeholders through 710 Task Force meetings and its attendant committees and public outreach forums, such as the ZE Truck Working Group, is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

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

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

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

The Task Force will continue the Vision Statement and Goals discussion at its July 11, 2022, meeting and approve a recommendation for the Vision Statement, Guiding Principles and Goals to be brought forward for the Board's consideration in August.

Staff will also initiate the next phase of the Task Force process - the development of the Multimodal Strategies, Projects, and Programs to be evaluated for inclusion in the 710 IP - and include a report back on this progress at the August 2022 meeting.

The ZE Truck Working Group will continue to meet monthly to define the 710 ZE Truck Program and its associated investment and implementation plan to accelerate the deployment of the ZE Heavy-Duty Class 8 trucks and infrastructure along the I-710 South Corridor.

ATTACHMENTS

- Attachment A -Motion by Directors Hahn, Solis, Mitchell, and Dutra, May 2022
(Item 9, File #2022-0355)
- Attachment B - 710 Task Force Study Area
- Attachment C - Substitute Motion by Directors Hahn and Dutra, October 2021
(Item 16, Legistar # 2021-0708)
- Attachment D - Procurement Summary
- Attachment E - Contract Modification/Change Order Log
- Attachment F - DEOD Summary

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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.

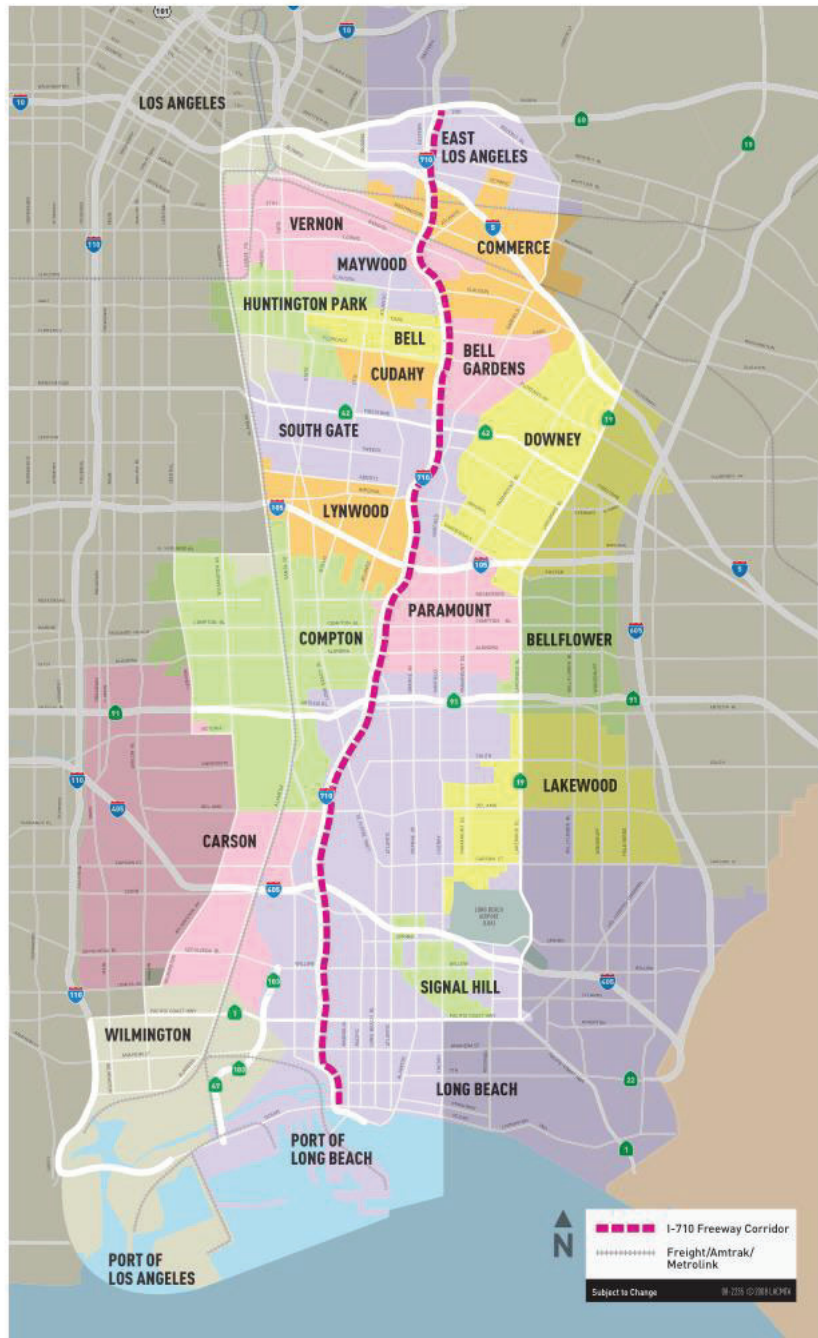
Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

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.

710 Task Force Study Area

I-710 Corridor Project EIR/EIS



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**Board Report**

File #: 2021-0708, **File Type:** Motion / Motion Response

Agenda Number: 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021**

Motion by:

DIRECTORS HAHN AND DUTRA

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a "710 South Clean Truck Program," contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

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: Re-create a New I-710 Task Force to Engage Public for I-710 Corridor Project EIR/EIS		
4.	Contract Work Description: I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement Component		
5.	The following data is current as of: 5/27/2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/2008	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	1/28/2008	Total of Modifications Approved: \$35,487,404
	Original Complete Date:	6/30/2015	Pending Modifications (including this action): \$6,276,226
	Current Est. Complete Date:	10/30/2022	Current Contract Value (with this action): \$64,449,944
7.	Contract Administrator: Andrew Conriquez		Telephone Number: 213-922-3528
8.	Project Manager: Lucy Delgadillo		Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract Modification No. 28 issued in support of the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers the re-engagement of the public through a newly created I-710 Task Force.

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 27 modifications have been executed to date. For detail, please refer to Attachment B - Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the ICE and technical analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$6,276,217	\$6,205,112.11	N/A

ATTACHMENT E

CONTRACT MODIFICATION/CHANGE ORDER LOG

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

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
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	11/202012	\$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	\$69,791
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	Pending	6/4/2022	\$6,276,217

	Modification Total:			\$41,763,621
	Original Contract:		1/28/2008	\$22,686,314
	Total:			\$64,449,935

DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS SCOPE, BUDGET AND SCHEDULE
PS-4340-1939**A. Small Business Participation**

URS Corp (an AECOM entity) made a 9.56% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment for this project. Based on payments to-date, the project is 97% complete and the current DALP participation is 10.70%, exceeding the commitment by 1.14%.

Small Business Commitment	DALP 9.56%	Small Business Participation	DALP 10.70%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers	Caucasian Female	3.11%	3.33%
2.	JMD, Inc.	Black American	2.76%	1.19%
3.	Tatsumi and Partners, Inc.	Asian-Pacific American	0.79%	1.77%
4.	Wagner Engineering Survey	Caucasian Female	2.90%	1.17%
5.	MBI Media	Caucasian Female	TBD	0.62%
6.	Galvin Preservation Associates	Caucasian Female	TBD	0.74%
7.	D'Leon Consulting Engineers Corp.	Hispanic American	Added	0.60%
8.	Epic Land Solutions	Caucasian Female	Added	0.62%
9.	Network Public Affairs	Caucasian Female	Added	0.19%
10.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.11%
11.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.12%
12.	Wiltec	Black American	Added	0.24%
	Total		9.56%	10.70%

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

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 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).

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.