

**Metro**

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Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 16, 2013**

**SUBJECT: I-710 SOUTH CORRIDOR PROJECT EIR/EIS  
SCOPE, BUDGET, AND SCHEDULE REVISIONS**

**ACTION: AWARD CONTRACT MODIFICATIONS**

**RECOMMENDATIONS**

Authorize the Chief Executive Officer to:

- A. Execute contract modification No. 12 to Contract No. PS4340-1939 with URS Corporation to address public comments on the Draft EIR/EIS, incorporate project changes, changes in state and federal approval requirements, evaluate a Preferred Alternative, re-circulate the Draft EIR/EIS and complete the Final EIR/EIS, in an amount not to exceed \$9,190,276, increasing the total contract amount from \$29,521,327 to \$38,711,603, and a contract extension of 27 months;
- B. Execute contract modification No. 6 to Contract No. PS4340-1940 with Moore Iacofano Goltsman, Inc., for the continued facilitation of community outreach services through the completion of the Final EIR/EIS, in an amount not to exceed \$863,028, increasing the total contract amount from \$2,329,284 to \$3,192,312, and a contract extension of 24 months;
- C. Increase Contract Modification Authority for PS4340-1939 by \$919,028 and PS4340-1940 by \$86,303, thus increase total contract modification authority from \$2,521,000 to \$3,526,331, to cover the cost of any unforeseen issues that may arise during the performance of the contracts;
- D. Execute any necessary agreement(s) with third parties (e.g. Gateway Cities Council of Governments, Gateway Cities, Southern California Edison, Los Angeles County, U.S. Army Corps of Engineers) to provide coordination and technical support for the completion of the EIR/EIS and the development and implementation of individual I-710 Early Action Projects, in an amount not to exceed \$2,500,000, increasing the total amount from \$900,000 to \$3,400,000 million for FY12 through FY15.

## **ISSUE**

On June 28, 2012, Caltrans released the I-710 Corridor Project Draft EIR/EIS for a 90-day public review. After completing an initial assessment of the comments received, and in consultation with the I-710 Funding Partners, staff has determined that additional funds will be required to: 1) address extensive public comments; 2) incorporate project changes needed to address public comments and other issues identified through advance engineering work conducted after the completion of the preliminary engineering used for the Draft EIR/EIS; 3) incorporate new state and federal approval requirements; 4) evaluate a Preferred Alternative and its Initial Phase; 5) re-circulate the Draft EIR/EIS; 6) complete the Final EIR/EIS and Project Report; and 7) support the extensive community participation effort associated with completing the Final EIR/EIS.

Metro staff developed two separate scopes of work (one for engineering/environmental and another for outreach) and independent cost estimates to address all of the needs listed above. A request for proposal was released to URS Corporation and MIG on Monday November 26, 2012 and November 6, 2012, respectively. Proposals were received from the contractors and these were thoroughly evaluated by staff from Metro's Highway Program and Regional Communications. Staff successfully negotiated a not-to-exceed price for the contract modifications. This negotiation was based on the cost estimate prepared by Metro staff. The final cost of the contract modifications will be determined based on the results of a pending pre-award audit.

## **DISCUSSION**

### **Background**

The EIR/EIS for the I-710 Corridor Project (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 is constituted by a series of advisory committees formed at the Project's inception.

An agreement on the initial set of Project Alternatives was reached in the Spring of 2009. The Board received a status report on the alternatives to be studied in the I-710 South EIR/EIS at the July 2009 meeting. Subsequently, the project team identified a number of changes to the alternatives that surfaced in the review process prior to the

release of the Draft EIR/EIS. In December 2010, the Board approved contract modifications to incorporate design changes to the alternatives and provide support for continued facilitation of community outreach. On June 28, 2012, Caltrans released the I-710 Corridor Project Draft EIR/EIS for a 90-day public review. The Draft EIR/EIS evaluated four build alternatives and a No-Build alternative. The four build alternatives evaluated in the Draft EIR/EIS are:

- Alternative 5A - I-710 Widening and Modernization
- Alternative 6A - I-710 Widening and Modernization plus a 4-lane Freight Corridor
- Alternative 6B - I-710 Widening and Modernization plus a Zero-Emission 4-lane Freight Corridor
- Alternative 6C - I-710 Widening and Modernization plus a Tolloed 4-lane Zero-Emission Freight Corridor

In order to avoid significant residential right of way impacts, the freeway improvements contemplated as part of Alternatives 5 and 6, assume the use of utility rights-of-way adjacent to I-710. Metro initiated three separate utility engineering studies prior to the release of the Draft EIR/EIS to better evaluate the impacts to the utility companies and reduce risks to the Project. The purpose of the studies was to develop comprehensive utility relocation/avoidance strategies and provide more detailed engineering for the proposed Freight Corridor. These utility studies have allowed Metro to further evaluate the technical feasibility of the conceptual utility relocation strategies evaluated in the Draft EIR/EIS. As a result, of those studies, there are a number of freeway design changes that will need to be integrated into the project and addressed in the Final EIR/EIS to incorporate utility avoidance and/or relocation strategies.

### **Anticipated Changes to the Project Description and Preferred Alternative Identification**

Along with these design changes identified through the utility studies, several other changes to the Project have been identified to address the extensive comments received during the formal public comment period, along with changes in the federal and state project approval requirements. The major changes now being considered as part of the project scope are described in Attachment B – Description of Project Scope Changes.

Metro and its Funding Partners have initiated the process to identify a Preferred Alternative for the Project based on the comments received on the Draft EIR/EIS and the additional input received through coordination with other agencies and stakeholders. This process will involve continued consultation with stakeholders and communities through the I-710 Community Participation Framework and technical evaluation of the Preferred Alternative's ability to achieve the Project's Purpose and Need. It is anticipated that the Preferred Alternative will incorporate major elements of the alternatives evaluated in the Draft EIR/EIS but will not be identical to any of them.

Moreover, Caltrans as the CEQA/NEPA lead agency, has determined that collectively, these factors will require the development and public review of a Focused Re-circulated Draft EIR under CEQA and a Supplemental Draft EIS under NEPA. The re-circulated environmental document would include analysis of the Preferred Alternative and an Initial Phase, as well as the No Build Alternative.

### **Resource Requirements**

Because the Preferred Alternative is not expected to be identical to any of the Alternatives evaluated in the Draft EIR/EIS, additional resources are needed to complete the geometric design and evaluate the environmental impacts for the re-circulated Draft EIR/EIS. Given the scope of the Project, and limited availability of funding, a fundable Initial Phase of the Preferred Alternative will need to be identified. This Initial Phase (which is analytically distinct from the Preferred Alternative) will require a separate analysis in order to provide public disclosure of any impacts associated with phasing. To complete the Final EIR/EIS for the Project, additional resources will be needed to:

- Identify a Preferred Alternative and determine an Initial Phase;
- Prepare supplements to the engineering and environmental technical reports;
- Develop new traffic forecasts for the No Build Alternative, the Preferred Alternative, and the Initial Phase of the Preferred Alternative;
- Develop freeway traffic operations analyses for the Preferred Alternative and the Initial Phase of the Preferred Alternative; and
- Incorporate highway refinements into the Preferred Alternative and Initial Phase of the Preferred Alternative.

The cost to incorporate these changes, re-circulate the Draft EIR/EIS, and complete the Final EIR/EIS have been estimated at \$9,190,276. This amount exceeds the project's existing contingency and therefore, implementation of the scope changes will require additional funding. The additional funding will cover increasing the budget for both the engineering and outreach contracts, in addition to increasing the contract modification authority for both contracts, which had been depleted through previous contract modifications. The I-710 Corridor Project EIR/EIS has a total of \$32 million committed in two consultant contracts with funding coming from the Funding Partners (i.e., Caltrans, Gateway Cities COG, Port of Los Angeles, Port of Long Beach, SCAG, Metro, and the I-5 JPA) contributing a total \$27 million to the Project. Metro and its Funding Partners are committed to working with stakeholders in identifying and refining the project alternatives to better address their concerns. However, the Funding Partners' understanding is that they have fulfilled their financial commitment to the project and are not in a position to provide additional funds for the additional work. The project staff understands the Funding Partners' position, but also recognizes the need for the project design and Draft EIR/EIS modifications. Project staff is in agreement that the proposed revisions should be disclosed to the public through the re-circulation of the Draft EIR/EIS and then incorporated into the Final EIR/EIS. Caltrans and the Gateway Cities COG also support the need for changes as proposed. Additional community

participation support will be required to continue the extensive outreach process undertaken to date for this project.

Participation and support from third parties such as: Gateway Cities COG, Gateway Cities, and Southern California Edison (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. Gateway Cities COG funding is estimated to increase by approximately \$600,000; SCE funding is estimated to increase by \$1.5 million; and Gateway Cities funding for the review of the environmental document is estimated to increase by approximately \$340,000. Final funding amounts will be negotiated with each party.

The project team has estimated that an additional 27 months may be required to complete the Final EIR/EIS and obtain a federal Record of Decision (ROD) for the Project. However, Metro will work with its Funding Partners and stakeholders to expedite the schedule as much as possible.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to approve the contract modifications. This option is not recommended because the Project Alternatives, as defined to date, will likely not obtain stakeholder support. 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 continue to move forward with continued community engagement and support, which has been the trademark of this study.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Funding for these contract modifications are currently included in the \$14 million FY13 budget in Cost Center 4720 (Highway Capital), Project 460316 (I-710 South and/or Early Action Projects), Account 50316 (Services Professional/Technical). Funding for the third party agreements is currently included in the \$7.84 million FY13 budget in Cost Center 0442 (Highway Capital), Account 54001 (Subsidies), Project 460316 (I-710 South and/or Early Action Projects). The projected third party support expenditures through the completion of the EIR/EIS are summarized in the table below. Since this is a multi-year project, the cost center manager and the Executive Director of the Highway Program will continue to be responsible for budgeting in future years.

| I-710 Early Action Projects – Measure R Funding | FY12-13   | FY13-14     | FY14-15   |
|---|-----------|-------------|-----------|
| 3 <sup>rd</sup> Party Support Services          | \$800,000 | \$1,000,000 | \$700,000 |

**Impact to Budget**

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

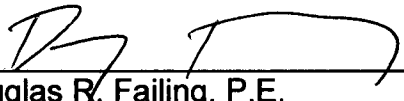
**NEXT STEPS**

Execute contract modifications.

**ATTACHMENTS)**

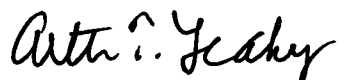
- A1. Procurement Summary for PS4340-1939
- A2. Procurement Summary for PS4340-1940
- B. Description of Project Scope Changes

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Executive Director, Highway Program

  
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Lynda Bybee  
Interim Chief Communications Officer

  
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Michelle Lopes Caldwell  
Chief Administrative Services Officer

  
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Arthur T. Leahy  
Chief Executive Officer

## PROCUREMENT SUMMARY

### I-710 SOUTH CORRIDOR PROJECT EIR/EIS SCOPE, BUDGET, AND SCHEDULE REVISIONS

|    |  |                                   |
|----|--|-----------------------------------|
| 1. | Contract Number: PS4340-1939, Modification No. 12  |                                   |
| 2. | Recommended Vendor: URS Corporation  |                                   |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E<br><input type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order |                                   |
| 4. | Procurement Dates:   |                                   |
|    | A. Issued: November 17, 2006   |                                   |
|    | B. Advertised/Publicized: November 27, 2006  |                                   |
|    | C. Pre-proposal/Pre-Bid Conference: December 5, 2006   |                                   |
|    | D. Proposals/Bids Due: January 9, 2007   |                                   |
|    | E. Pre-Qualification Completed: April 27, 2007   |                                   |
|    | F. Conflict of Interest Form Submitted to Ethics: February 27, 2007  |                                   |
|    | G. Protest Period End Date: June 27, 2007  |                                   |
| 5. | Solicitations Picked up/Downloaded:<br>133   | Bids/Proposals Received:<br>3     |
| 6. | Contract Administrator:<br>Gary Katzman  | Telephone Number:<br>213-922-4607 |
| 7. | Project Manager:<br>Ernesto Chaves   | Telephone Number:<br>213-922-7343 |

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

On January 20, 2007, the Board approved Contract PS4340-1939 to URS Corporation to perform Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the I-710 South Corridor Project.

This Board action is to approve Modification No. 12 to Contract PS4340-1939 to add additional work in support of the I-710 South Corridor Project.

#### **B. Evaluation of Proposals/Bids**

The Metro Project Office conducted a comprehensive technical evaluation of the proposal received. A Technical Evaluation Review summary of findings/recommendations was furnished on December 5, 2012.



**C. Cost/Price Analysis**

The recommended Not-to-Exceed price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, price analysis, technical evaluation, fact finding, and negotiations. However, the Not-to-Exceed price is subject to findings of the MAS audit report.

|    | <b>Bidder/Proposer Name</b> | <b>Proposal Amount</b> | <b>Negotiated</b> |
|----|-----------------------------|------------------------|-------------------|
| 1. | URS Corporation             | \$12,469,589           | \$9,190,276       |

**D. Background on Recommended Contractor**

The recommended firm, URS Corporation has been successfully performing on this effort since January 21, 2008.

**E. Small Business Participation**

URS Corporation made a 9.56% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) for this project. URS is exceeding its commitment with 15.20% DALP participation.

|                                  |                   |                                     |                    |
|----------------------------------|-------------------|-------------------------------------|--------------------|
| <b>SMALL BUSINESS COMMITMENT</b> | <b>DALP 9.56%</b> | <b>SMALL BUSINESS PARTICIPATION</b> | <b>DALP 15.20%</b> |
|----------------------------------|-------------------|-------------------------------------|--------------------|

|    | <b>DBE Subcontractor</b>       | <b>Status</b>     | <b>% Committed</b> | <b>Current Participation<sup>1</sup></b> |
|----|--------------------------------|-------------------|--------------------|--|
| 1. | Civil Works Engineers          | Performing        | 3.11%              | 3.24%                                    |
| 2. | JMD, Inc.                      | Performing        | 2.76%              | 3.31%                                    |
| 3. | Tatsumi and Partners, Inc.     | Performing        | 0.79%              | 2.21%                                    |
| 4. | Wagner Engineering Survey      | Performing        | 2.90%              | 3.25%                                    |
| 5. | Wiltec                         | Performing        | N/A                | 0.65%                                    |
| 6. | D'Leon Consulting Engineers    | Performing        | N/A                | 1.67%                                    |
| 7. | MBI Media                      | Performing        | N/A                | 0.34%                                    |
| 8. | Galvin Preservation Associates | Performing        | N/A                | 0.53%                                    |
|    | <b>Total Commitment</b>        | <b>Performing</b> | <b>9.56%</b>       | <b>15.20%</b>                            |

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms + Total Actual Amount Paid-to-date to Prime.

**F. All Subcontractors Included with Recommended Contractor's Proposal**

|    | <b>Subcontractor</b>         | <b>Services Provided</b>  |
|----|------------------------------|---|
| 1. | LSA and Associates, Inc      | Environmental Planning;<br>CEQA/NEPA compliance                     |
| 2. | ENVIRON Corporation, Inc.    | Air quality modeling and<br>analysis                                |
| 3. | Cambridge Systematics, Inc.  | Travel demand forecasting   |
| 4. | Civil Works, Inc.            | Hydraulic Engineering   |
| 5. | Epic Land Solutions, Inc.    | ROW Engineering   |
| 6. | Tatsumi and Associates, Inc. | Landscape Architecture and<br>preparation of visual<br>simulations. |

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

|    |  |                                     |
|----|--|-------------------------------------|
| 1. | Contract Number: PS4340-1940, Modification No. 6   |                                     |
| 2. | Recommended Vendor: Moore Iacofano Goltsman, Inc. (MIG)  |                                     |
| 3. | Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E<br><input type="checkbox"/> Non-Competitive <input checked="" type="checkbox"/> Modification <input type="checkbox"/> Task Order |                                     |
| 4. | Procurement Dates:   |                                     |
|    | A. Issued: November 20, 2006   |                                     |
|    | B. Advertised/Publicized: November 27, 2006  |                                     |
|    | C. Pre-proposal/Pre-Bid Conference: December 7, 2006   |                                     |
|    | D. Proposals/Bids Due: January 10, 2007  |                                     |
|    | E. Pre-Qualification Completed: June 5, 2007   |                                     |
|    | F. Conflict of Interest Form Submitted to Ethics: February 27, 2007  |                                     |
|    | G. Protest Period End Date: June 27, 2007  |                                     |
| 5. | Solicitations Picked up/Downloaded:<br>93  | Bids/Proposals Received:<br>2       |
| 6. | Contract Administrator:<br>Erika Estrada   | Telephone Number:<br>(213) 922-1102 |
| 7. | Project Manager:<br>Danielle Valentino   | Telephone Number:<br>(213) 922-7448 |

**A. Procurement Background**

On January 20, 2007, the Board approved Contract PS4340-1940 to Moore Iacofano Goltsman, Inc. (MIG) to provide facilitation of community participation for the I-710 Corridor Project Environmental Impact Report/Environmental Impact Study (EIR/EIS).

This Board action is to approve Modification No. 6 to add additional community outreach as a result of comments received from the public, impacted stakeholders, and from Caltrans.

**B. Evaluation of Proposals/Bids**

Modification No. 6 is a Firm Fixed Price modification to the existing contract. A Technical Evaluation of the submitted proposal was completed by the Metro's Community Outreach Project Manager and was determined to be technically acceptable. The modification proposed is based on a thorough understanding of the requirements and satisfactory performance by the contractor on the previous scope of work.

**C. Cost/Price Analysis**

The recommended Not-to-Exceed amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, and fact finding. However, the Not-to-Exceed price is subject to findings of the MAS audit report.

|    | <b>Bidder/Proposer Name</b>         | <b>Proposal Amount</b> | <b>Price NTE</b> |
|----|-------------------------------------|------------------------|------------------|
| 1. | Moore Iacofano Goltsman, Inc. (MIG) | \$970,500              | \$863,028        |

**D. Background on Recommended Contractor**

Moore Iacofano Goltsman, Inc. (MIG) is a woman-owned corporation in the State of California headquartered in Berkeley, California. Regional and additional offices are located in Pasadena, Fullerton, Davis California; North Carolina, Oregon, and Wisconsin. Since it was founded in 1982, MIG has been providing services in community relations, inter-agency collaboration, facilitation, communications, graphic design and public policy. MIG has worked extensively with public agencies and policy makers throughout California to accurately and effectively communicate complex issues to key stakeholders and the public.

MIG and its team have a proven track record with corridor communities and key stakeholders, including Metro, Caltrans and the Ports of Los Angeles and Long Beach and have been working with Metro on the I-710 Corridor Project EIR/EIS Community Outreach Component since January 2008. MIG was the process facilitation consultant for the successful completion of the I-710 Major Corridor Study and preparation of the Tier 2 report for Metro. MIG has extensive knowledge and has served as planning, communications and outreach consultants for numerous corridor communities, including East Los Angeles, Bell, Carson, Commerce Compton, Long beach, Lynwood, Maywood and South Gate as well as the County and the City of Los Angeles. MIG will continue to provide outreach and facilitation services in these communities with the public and key stakeholders.

**E. Small Business Participation**

Moore Iacofano Goltsman, Inc. made a 16.96% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment for this project. Moore Iacofano Goltsman, Inc.'s current DBE participation is 2.63%. The prime is expected to provide documentation of efforts taken to meet its DBE commitment.

|                                  |                        |                                     |                       |
|----------------------------------|------------------------|-------------------------------------|-----------------------|
| <b>SMALL BUSINESS COMMITMENT</b> | <b>DALP<br/>16.96%</b> | <b>SMALL BUSINESS PARTICIPATION</b> | <b>DALP<br/>2.63%</b> |
|----------------------------------|------------------------|-------------------------------------|-----------------------|

|    | <b>DBE Subcontractor</b> | <b>Status</b> | <b>% Committed</b> | <b>Current Participation<sup>1</sup></b> |
|----|--------------------------|---------------|--------------------|--|
| 1. | The Robert Group         | Performing    | 16.96%             | 2.63%                                    |
|    | <b>Total Commitment</b>  | Performing    | <b>16.96%</b>      | <b>2.63%</b>                             |

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**F. All Subcontractors Included with Recommended Contractor's Proposal**

|    | <b>Subcontractor</b> | <b>Services Provided</b> |
|----|----------------------|--------------------------|
| 1. | The Robert Group     | Public Outreach          |

## **Description of Project Scope Changes I-710 South EIR/EIS Project**

### ***Proposed/Requested Revisions to Project Alternatives Assumptions***

As a result of extensive comments received during the public (and agency) comment period of the Draft EIR/EIS, changes will be made to the environmental document's assumptions in order to address these comments. The assumptions that may be revised include:

- SCAG 2012 RTP Growth/Traffic Model input assumptions
- Revised Port cargo growth forecast
- Include SCIG and ICTF Expansion in the future analyses
- Maximum active transportation improvements
- Maximum transportation multi-modal projects

### ***Highway Design Changes***

The highway design of the Build Alternatives for the I-710 will need to be revised to incorporate the considerations listed below:

#### **South Corridor Segment**

- Incorporate the latest design of the Gerald Desmond Bridge ramp connections to I-710 per the Port of Long Beach's Design/Build contractor design.
- Incorporate an Occidental Petroleum avoidance alignment. These geometric design revisions will be completed and included into the I-710 Preferred Alternative, consistent with the latest Gerald Desmond Bridge ramp design.
- Incorporate avoidance/minimization design option for the Long Beach Multi Service Center.

#### **Mid Corridor Segment**

- Incorporate into the geometric design of the Preferred Alternative the relocation/mitigation of the Dominguez Basin and associated Freight Corridor alignment refinements.
- Incorporate into the Preferred Alternative a Senior Housing Facility avoidance design at the I-710/Alondra Boulevard interchange.

#### **North Corridor Segment**

- Incorporate alignment adjustments into the Preferred Alternative to accommodate the proposed sound wall at Thunderbird Villas under development in the separate I-710 Early Action Soundwall study.
- Eliminate the Patata Street Freight Corridor ramps and rail alignments.

- Incorporate the DWP electrical transmission line relocation strategy which avoids encroachment into the Los Angeles River.
- Develop an additional design option for the Preferred Alternative without new access to I-710 at Slauson Avenue.
- Revise the alignment of Washington Boulevard and its intersections to minimize right-of-way acquisition and incorporate the City of Commerce Washington Boulevard widening design (under development by the City's consultant) into the Preferred Alternative.
- Develop an avoidance/minimization design for the Bell homeless shelter and other properties located in the City of Bell.

### **All Segments**

- Incorporate into the geometric design of the Preferred Alternative specific electrical substation locations (including any additional right-of-way required) for providing power to the zero emission Freight Corridor if the zero emission Freight Corridor is included in the Preferred Alternative.
- Incorporate further avoidance/minimization design for all Section 4(f) properties affected by the Preferred Alternative, potentially including Cesar E. Chavez Park, Parque dos Rios, the LARIO trail, and Bandini Park.
- Integrate Bicycle Routes into the geometric design of the Preferred Alternative per the May 2012 version of the Caltrans Highway Design Manual. Route locations and classifications will need to be determined by Metro in consultation with Caltrans, with these decisions documented.
- Incorporate the structure design adjustments related to the APS effort conducted by the I-710 Utility Contracts.

### ***Draft EIR/EIS Recirculation***

- Recirculation of the Draft EIR/EIS includes:
  - Full analysis of the Preferred Alternative
  - Full analysis of an Initial Phase
  - Full analysis of the No-Build Alternative that includes the revised assumptions described above.

The project team will evaluate the feasibility of integrating all of the changes listed above before incorporating them into the design of the Preferred Alternative and the Final EIR/EIS.