



**DATE: MAY 25, 2011**

**FROM: ENGINEERING DIVISION**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ FIRST AMENDMENT – PERSONAL SERVICES AGREEMENT NO. 2682 BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND PARSONS TRANSPORTATION GROUP, FOR THE JOHN S. GIBSON BOULEVARD/I-110 FREEWAY ACCESS RAMP IMPROVEMENTS AND SR-47/I-110 NORTHBOUND CONNECTOR WIDENING PROJECT ENGINEERING DESIGN SERVICES**

**SUMMARY:**

Agreement No. 2682 (Agreement) between the City of Los Angeles Harbor Department (Harbor Department) and Parsons Transportation Group (Consultant), Pasadena, California to provide environmental documentation and engineering design services for John S. Gibson Boulevard/Interstate-110 (I-110) Freeway Access Ramp Improvements and State Route (SR)-47/I-110 Northbound Connector Widening Project was approved by the Board of Harbor Commissioners (Board) on June 5, 2008.

This First Amendment (Transmittal No. 1), if approved by the Board and Los Angeles City Council (City Council), will add \$1,177,661 in funds to the contract and extend the contract term by five years from the current expiration date of July 7, 2011 to July 7, 2016. This time extension will provide the additional time necessary to complete the project design and provide support services during construction. The total revised contract amount, including all Change Orders to date, will be \$5,730,009.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners:

1. Find that in accordance with the City of Los Angeles Charter Section 1022, work covered under this Amendment can be performed more feasibly by an independent consultant rather than by City employees;
2. Approve this First Amendment to Agreement No. 2682 with Parsons Transportation Group to increase the contract amount by \$1,177,661 and extend the contract term by five years;

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3. Authorize and direct the Board Secretary to forward this First Amendment to the City Council for its approval pursuant to Los Angeles Administrative Code 10.5(a);
4. Authorize the Executive Director to execute and Board Secretary to attest to said Amendment for and on behalf of the Board; and
5. Adopt Resolution No. \_\_\_\_\_.

**DISCUSSION:**

Background - The John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements and SR-47/I-110 Northbound Connector Widening Project will improve mobility in and around the West Basin area of the Port of Los Angeles (Port), and improve Port access to the I-110 Freeway by adding a traffic lane to the SR 47/I-110 Freeway and improving the I-110 on-ramp at Front Street.

This project was developed through an extensive planning process, including traffic modeling, operational analysis, public input, and was approved by State of California and Department of Transportation (Caltrans) since the majority of the improvements will be located within Caltrans right-of-way.

On November 25, 2008, the Board approved a cooperative agreement between the Harbor Department and Caltrans, whereby the Port will prepare the plans, specifications, and estimates (PS&E's) required for the improvements, including managing the construction and Caltrans shall entitle the project, review and approve the PS&E's, and oversee the construction.

The proposed project scope adds a traffic lane to the SR-47/I-110 freeway connector to reduce weaving; improves the horizontal and vertical curves at John S. Gibson Boulevard on and off-ramps to the I-110 Freeway; and improves John S. Gibson Boulevard by constructing sidewalks, bike lanes, and left turn pockets. The scope of work also includes widening two freeway bridges, constructing soundwalls, and realigning an existing railroad.

On June 5, 2008, the Board approved Agreement No. 2682 with the Consultant to provide environmental documentation and engineering design services for the John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements and SR-47/I-110 Northbound Connector Widening Project in the amount of \$4,350,542 with a contract term of three years. The Consultant commenced the Preliminary Design work and the Project Approval/Environmental Document (PA/ED) work in August 2008.

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Progress to Date - To date, \$3,147,962 or 69 percent of the total Contract amount of \$4,552,348 (includes all approved change orders to date) have been expended. Since the Agreement was approved, substantial progress has been made on the project. The Consultant is preparing 95% Plans, Specifications & Estimates (PS&E) and finalizing the Draft Environmental document and Draft Project Report.

First Amendment - Staff recommends that it is in the best interest of the City to amend the original Agreement with the Consultant for the John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements and SR-47/I-110 Northbound Connector Widening Project for the following reasons:

1. This Amendment will extend the contract for five years to retain the Consultant to complete the design, assist with engineering services during construction and maintain a single responsible party for professional liability.
2. This Amendment will allow the Harbor Department to meet the current State, Federal, and Local grant fund schedule requirements. If the project schedule is significantly delayed, the Port would apply for an extension to the grant funding completion date from the appropriate authorities. However, staff cannot guarantee that the state, federal and local authorities would approve this request; thereby, risking loss of grant funding of up to \$25,719,600.
3. This Amendment will increase the contract amount by \$1,177,661 to cover new work as follows:
  - A. Temporary Construction Easements (TCEs) – Construction of soundwalls adjacent to private property requires obtaining TCEs from property owners. These TCEs must be appraised, negotiated, and acquired from each property owner. This effort will increase cost, project scope, and extend project schedule. This Amendment adds \$385,421 to the Soundwall Design task for this additional work.
  - B. Grant Funding Administrative Support – Each of the funding sources, as described in the next section, have their own requirements for regular reporting, authorization to proceed with construction, and invoicing for reimbursement. This Amendment adds \$292,240 to the As Needed Services task to assist staff with

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these requirements as well as additional document control for the project.

- C. As Needed Services – In order to complete this project, there may be potential unforeseen conditions that arise in the remainder of the design phase or construction phase that have to be addressed by the Consultant, therefore this Amendment adds \$500,000 to the As Needed Services Task.

In summary, this Amendment is adding a total of \$1,177,661 as tabulated below:

Additional Work		
A.	Temporary Construction Easements	\$ 385,421
B.	Grant Funding Administrative Support	\$ 292,240
C.	As Needed Services	\$ 500,000
<b>Total</b>		<b>\$ 1,177,661</b>

4. This will reset of Executive Director's Change Order Authority. The proposed amendment resets the Executive Director's change order authority by incorporating previous Change Orders Nos. 1-4 into the actual work, and setting Executive Director's cumulative change order authority to 15% of the new contract amount of \$5,730,009.

Summary of Change Orders issued to date – The Executive Director has issued four Change Orders to date and added \$201,806 of work to the original agreement (see Transmittal No. 4).

Summary of As Needed Engineering Services (Task 10) authorized to date – The original agreement authorized \$500,000 under Task 10 for As Needed Engineering Services, including, but not limited to, technical studies, analysis, conceptual – final designs, and other engineering services. To date, the Executive Director has authorized work under Task 10 totaling \$453,042 for As Needed Engineering Services that were required for this project (see Transmittal No. 5). A balance of \$46,958 remains available under Task 10 – As Needed Engineering Services.

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Grant Funding – This project is slated to receive transportation grant funding from federal, state, and regional sources. Grants awarded to date (\$25,719,600) are listed in the table below. These grants will be utilized for construction.

Project Funding	
Grant Funding	
a) Metro	\$ 7,420,000
b) State-TCIF	\$ 14,700,000
c) Federal SAFETEA-LU	\$ 3,599,600
<b>Subtotal</b>	<b>\$ 25,719,600</b>
Harbor Revenue Funds	\$ 3,961,600
<b>Total Project Cost</b>	<b>\$ 29,681,200</b>

1. Metro (\$7,420,000): The Los Angeles County Metropolitan Transportation Authority (LACMTA) 2007 Call for Projects, a competitive grant program, provided funding to projects that address transportation issues in the Los Angeles region. The Harbor Department submitted the I-110/SR-47 and John S. Gibson/NB I-110 Ramp Access project for consideration under the Regional Surface Transportation Improvement (RSTI) category of the 2007 Call for Projects on January 26, 2007. As a result, on September 27, 2007, the LACMTA awarded \$7,420,000 of Proposition C grant funding for this project.
2. State (\$14,700,000): The I-110/SR-47 and John S. Gibson I-110 Ramp Access project was awarded \$14,700,000 of Trade Corridors Improvement Funds (TCIF) grant funding by the State of California (State) on April 10, 2008 through voter approved Proposition 1B. However, the Southern California TCIF projects have been over programmed by about \$148,000,000, which means that some projects might not be funded (assuming this over-programming is not resolved) as funds will be allocated on a first come, first serve basis. Hence, receiving funds is not absolutely guaranteed under the Harbor Department's previously executed "Baseline Agreement" with the State, and it will be critical to complete the final design phase as soon as possible. In order to accept the TCIF grant funding, the Harbor Department executed an Agreement with the State on June 19, 2008. The State grant requires a 50/50 match. In addition to its own funds, the Harbor Department will utilize the LACMTA grant and The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for

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Users (SAFETEA-LU) funds as the required 50/50 match for the state grant. Also, the TCIF grant will be forfeited if construction does not commence by December 31, 2013. The Harbor Department expects to seek an allocation of the TCIF prior to notice of advertisement.

3. Federal (\$3,599,600): SAFETEA-LU bill approved \$3,599,600 funding for the I-110/SR-47 connector portion of the project through "High Priority Project Program" on August 10, 2005.

All funding will be on a reimbursement basis, which requires the Harbor Department to pay construction progress payments first and in turn, invoice the funding source. The funding source would then reimburse the Harbor Department for eligible expenses.

Proposed Capital Expenditure Schedule:

FY 2011/12	\$ 8,630,200
FY 2012/13	\$ 7,758,000
FY 2013/14	\$10,793,000
FY 2014/15	\$ 2,500,000
<b>Total</b>	<b>\$29,681,200</b>

Small Business Enterprise (SBE) Participation - Throughout the term of the Agreement, the Consultant will continue to maintain compliance with the City's contracting requirements and comply with Harbor Department's SBE participation. The Consultant will maintain 25% SBE participation for the added scope and cost for the remainder of the project. The Consultant's current SBE participation level is 26%.

This Agreement is in conformance with both the City Service Contract Worker Retention and Living Wage Ordinances.

**ENVIRONMENTAL ASSESMENT:**

The proposed action is the approval of an Amendment to Agreement No. 2682 for environmental documentation and engineering design services for the John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements and SR-47/I-110 Northbound Connector Widening Project. The proposed action does not include approval of the environmental document for the subject project which will be considered and approved as a separate action subject to the California Environmental Quality Act (CEQA). As an administrative activity, the Director of Environmental Management has determined the proposed action is exempt from CEQA in accordance with Article II, Section 2(f) of the Los Angeles City CEQA Guidelines.

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**ECONOMIC BENEFITS:**

Spending under this amendment will support up to 7 direct and 7 secondary one-year full-time-equivalent jobs in the five-county region.

**FINANCIAL IMPACT:**

Approval of the proposed First Amendment will extend the duration of the subject Agreement No. 2682 an additional five years through July 7, 2016 for a revised agreement term of eight years in total and increase the agreement authority an additional \$1,177,661 for a revised total agreement authority of \$5,730,009 (inclusive of \$201,806 change orders discussed herein). Of this \$1,177,661 additional funding requested under the proposed amendment, \$550,000 has been requested to be budgeted in the Fiscal Year (FY) 2011/2012 capital budget, upon Board approval, in Account No. 54220, Center 1172, Program 000. It is expected that the remainder of this additional authority amount requested under the subject amendment will be expended as follows upon approval by the Board in each subsequent fiscal year as part of the annual budget adoption process:

FY 2011/12	\$ 550,000
FY 2012/13	\$ 200,000
FY 2013/14	\$ 200,000
FY 2014/15	\$ 150,000
FY 2015/16	\$ 77,661
<b>TOTAL</b>	<b>\$ 1,177,661</b>

Total estimated capital expenditures for the John S. Gibson Boulevard/I-110 Freeway Access Ramp Improvements and SR-47/I-110 Northbound Connector Widening Projects is estimated at \$29,681,200 through FY 2015/2016, of which \$25,719,600 is grant reimbursable, leaving a Harbor Department cost share amount of \$3,961,600. A funding out clause was included in Agreement No. 2682 and remains in force.

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**CITY ATTORNEY:**

The Office of the City Attorney has reviewed and approved the amendment as to form and legality.

**TRANSMITTALS:**

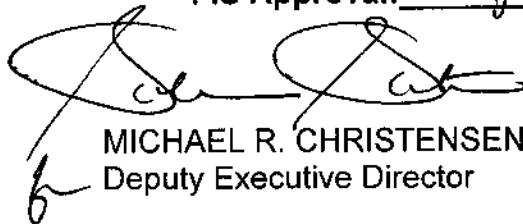
1. Amendment No. 1
2. Exhibit D-1
3. Exhibit E-1
4. Change Order Log
5. Summary of work authorized under Task 10 – As Needed Engineering Services
6. Site Map

CA Approval: rn (Initials)

FIS Approval: ey (initials)



ANTONIO V. GIOIELLO  
Chief Harbor Engineer



MICHAEL R. CHRISTENSEN, P.E.  
Deputy Executive Director

APPROVED:



GERALDINE KNATZ, Ph.D.  
Executive Director

for

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