

## Department of Public Works

Bureau of Engineering  
Report No. 1

October 13, 2023  
CD No. 11

### **ISSUE THE TASK FOR SOLICITATION No. 202 TO JACOBS ENGINEERING GROUP, INC. FROM THE PRE-QUALIFIED ON-CALL CONSULTANTS LIST TO PROVIDE ENGINEERING SUPPORT SERVICES FOR THE POTRERO CANYON PACIFIC COAST HIGHWAY PEDESTRIAN/BICYCLE BRIDGE PROJECT (WORK ORDER No. E1908654, CONTRACT No. C-134485)**

#### **RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):**

AUTHORIZE the City Engineer to issue the Task for Solicitation (task) to Jacobs Engineering Group, Inc. (JACOBS), Contract No. C-134485, from the Pre-Qualified On-Call (PQOC) Bridge/Civil Engineering and Other Design and Support Services Consultants List to provide engineering support services for the Project Approval and Environmental Document (PA&ED) Phase of the Potrero Canyon Pacific Coast Highway Pedestrian/Bicycle Bridge Project (Project), as stated in Task Order Solicitation (TOS) No. 202, with a budget authority of \$2,200,000, which includes contingency.

#### **TRANSMITTALS**

1. Copy of the Bureau of Engineering (BOE) and Bureau of Contract Administration (BCA) Joint Report No. 1 (BPW-2019-0906), adopted on November 1, 2019, authorizing the execution of personal services contracts with 30 PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants.
2. Copy of Council Motion (Council File No. 22-0713), adopted by the City Council on June 15, 2022.
3. Copy of TOS No. 202 entitled "Potrero Canyon Pacific Coast Highway Pedestrian/Bicycle Bridge Project, Project Approval and Environmental Document (PA&ED)", dated April 19, 2023.
4. Copy of JACOBS' TOS No. 202 Detailed Scope of Services and Schedule Proposal, dated August 4, 2023.

#### **DISCUSSION**

##### ***Background***

On November 1, 2019, the Board approved the PQOC list of consultants to provide bridge/civil engineering and other design and support services for the Bridge Improvement Division (BID) (Transmittal No. 1). The contract with JACOBS was executed on November 14, 2019, and will expire on November 13, 2024.

As part of the 2021-2022 State Budget, the California Legislature authorized funding for Priority Legislative Budget Projects, including expenditures associated with the design

and construction of the Project. The Project received State Earmark funds in the amount of \$11,000,000 and was authorized to be accepted by the BOE through Council Motion (Council File No. 22-0713) (Transmittal No. 2).

The proposed Project is located adjacent to and over the Pacific Coast Highway, approximately half a mile south-east of Temescal Canyon Road in the Pacific Palisades area. The Project proposes to provide a safe pedestrian crossing linking the George Wolfberg Park at Potrero Canyon and the Will Rogers State Beach by constructing an approximately 200-foot-long pedestrian/bicycle bridge over the Pacific Coast Highway.

### ***TOS Description***

The intent and purpose of the PA&ED phase is to clearly define the Project footprint by evaluating the existing conditions and documenting the existing constraints. Additionally, determination of all viable alternatives, development of the purpose and need statement, and preparation of conceptual plans for the selected alternatives will be completed as part of the TOS deliverables.

Architectural features at a conceptual level shall be considered in collaboration with the development of the preliminary bridge design. The distinct architectural expressions of elements to be considered are, but not limited to, choice of color, materials, texture, decorative lighting, and design of potential gateway elements. The aesthetics of the bridge will be viewed from various perspectives, such as from the Wolfberg Park at Potrero Canyon, the Will Rogers State Beach, the Pacific Palisades community, and the vehicles passing underneath the bridge.

The BOE is requesting support services and deliverables to include, but not limited to, the following tasks (Transmittal No. 3):

### **Task 1. Administration and Project Management**

- Project Management Plan
- Project Implementation Plan
- Schedule and Budget Control
  - Baseline schedule
  - Monthly schedule updates
- Monthly Progress Reporting/Invoicing
  - Monthly invoices and budget status
  - Monthly progress update narratives
  - List of deliverables and percent of completion
  - Critical issues and corrective actions
- Project Team Meetings
  - Monthly Project Development Team meetings
  - Meetings as needed by Bridge Improvement Division Project Manager
  - Meeting agenda, minutes, presentations
- Quality Assurance/Quality Control and document control plan

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## **Task 2. Stakeholder Coordination and Public Involvement**

- City of Los Angeles (City) Departments
- Regulatory agencies [California Department of Transportation (Caltrans), Los Angeles Department of Water and Power, Los Angeles Department of Transportation, and other agencies]
- California Coastal Commission
- Los Angeles Beaches and Harbors
- Other Stakeholders
- Respective Council District Office
- General Public and Community
  - Support the City in three in person public outreach meetings including preparing fact sheets and graphics for presentation. Additionally, include two surveys for the public's input, City website support, and a Project website managed by the consultant.

## **Task 3. Collect and Update Existing Data**

- Field investigation
- Preliminary right of way and engineering survey
- Review of previous studies and documents pertaining to the Project
- Current planned projects in the vicinity of the Project
- Conduct comprehensive investigation of existing utility information/location (both underground and overhead), potential conflicts and potential relocation. Assist the City in coordinating with the utility owners that may impact the construction of this Project.
- Existing street signals, and current street configuration
- Research and review pertinent existing geotechnical information to provide preliminary site-specific geologic information at location of proposed structure. Conduct subsurface soil exploration with test borings for the bridge foundation. Prepare the preliminary data report documenting all the findings of field exploration and include foundation type recommendations to guide the design.

## **Task 4. Project Initiation and Approval**

- Evaluate the need for access and delineate Project study area
- Prepare detailed Project description
- Prepare Project Purpose and Need Statement
- Prepare the Project initiation document which is a Project Study Report-Project Development Support (PSR-PDS) and Project Report (PR) for two alternatives considering, bridge structure type, layout/location, trail connection, estimated costs, constructability, environment impact, architectural features, and any other factors among the alternatives. Include a no build alternative as well.

- Preliminary Civil and Structural Design - The consultant shall prepare preliminary design of site drainage, grading, profiles, elevations, sections, bridge lights, connecting trail between the park and the bridge, bridge ramp and landing. The consultant shall be expected to present the design features to elected officials and community members and assist all stakeholders to make an informed decision on the selected alternative. The preliminary structural design and calculation shall be performed for the description in the environmental document.
- Recommend Stormwater Best Management Practice and potential Low Impact Development elements appropriate at the bridge site.
- Identify permit requirements
- Prepare all deliverables in compliance with the Caltrans Project Development Procedures Manual, Chapter 9, Appendix S, for the PSR-PDS and Chapter 12, Appendix K, for the Project Report. Additionally, prepare a Quality Management Plan (QMP) describing the quality policy and how it will be used. The QMP shall include a process for resolving disputes between the parties at a team level.

#### **Task 5. Conceptual Architectural Features**

- Prepare two conceptual architectural treatments in consideration with the development of the bridge structure types. The architectural treatments should be aimed for producing a bridge not only as a utilitarian infrastructure, but also as a destination and landmark to the community. The Design Consultant Team must focus on the visual and experiential qualities of the bridge from a variety of perspectives and scales that shall include, on a bicycle or on foot, viewing of the bridge from George Wolfberg Park at Potrero Canyon, Will Rogers State Beach, the Pacific Palisades community, and vehicles passing underneath the bridge.
- Prepare sketches/renderings/exhibits/plans as potential architectural designs to be presented to the BOE and other stakeholders for concurrence and approval.
- The bridge architectural aesthetic choices are particularly important. Architectural features shall show shape, form, color, and materials at a conceptual level, and shall include, but not be limited to:
  - Barrier rails
  - Accent/decorative lighting
  - Consideration of Sculptural/Gateway Design
  - Bridge underside design
  - Potential landscaping at bridge landings

#### **Task 6. Environmental Phase in Compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)**

- Prepare the Preliminary Environmental Analysis Report
- Prepare the appropriate technical studies as required
- Prepare the Category Exclusion/Category Exemption
- Provide support to complete the environmental phase with CEQA and NEPA approvals

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**Optional Task 7. Initial Study Mitigated Negative Declaration and Environmental Assessment /Finding of No Significant Impact (FONSI)**

- Prepare the second level of environmental document Initial Study/Environmental Assessment if required

The task descriptions above include minor revisions based on negotiations with the consultant.

***Summary of Selection and Negotiations***

The City solicited proposals from all 30 PQOC consulting firms. Five firms responded to this solicitation, and all five firms were interviewed. The following firms responded to this solicitation: JACOBS, WSP USA, Inc., Kleinfelder, Inc., Atkins North America, Inc., and MGE Engineering, Inc. The selection panel consisted of staff from the BOE's BID and Architectural Division, who reviewed the proposals, qualifications, and experience of the consulting firms and determined that JACOBS demonstrated the most comprehensive understanding of the Project, and their proposed scope included all necessary requested services.

The BOE recommends the acceptance of JACOBS' negotiated proposal in the amount of \$1,998,028 with a contingency of \$201,972, for a total budget authority of \$2,200,000 for this TOS (Transmittal No. 4).

Documentation supporting the selection of the consultant, as well as a record of the negotiations, have been included in the Project file.

***Disadvantaged Business Enterprise (DBE) Program***

This Project is state funded, and in the future, the City may request additional federal funds. Since federal funds are anticipated, this contract must follow the U.S. Department of Transportation's requirements for DBE participation. The City has set a goal of 8 percent. For this task, the consultant is pledging DBE participation of 8.84 percent.

On this particular task, the following firms are proposed to be utilized by the consultant:

Gender/Ethnicity Codes:

AA = African American	HA = Hispanic American
APA = Asian Pacific American	SAA = Subcontinent Asian American
NA = Native American	C = Caucasian
M = Male	F = Female

<b>Prime or Subconsultants</b>	<b>Gender/ Ethnicity</b>	<b>DBE/ OBE*</b>	<b>% of Base Task</b>	<b>Task Amount</b>
Jacobs Engineering, Inc.		OBE	52.34%	\$1,045,833.90
PSOMAS		OBE	26.89%	\$ 537,357.80
Studio Pali Fekete Architects		OBE	10.46%	\$ 209,000.00
Arellano Associates, LLC	F/HA	DBE	6.04%	\$ 120,620.05
Gregg Drilling, LLC	M/AA	DBE	2.61%	\$ 52,060.00
Epic Land Solutions, Inc.		OBE	1.13%	\$ 22,514.33
AP Engineering & Testing, Inc.	M/AA	DBE	0.20%	\$ 3,910.00
Geovision Geophysical Services		OBE	0.17%	\$ 3,441.92
American Integrated Services		OBE	0.16%	\$ 3,290.00
Total DBE Participation			8.84%	\$ 176,590.05
Total OBE Participation			91.16%	\$1,821,437.95
<b>Initial Base Task</b>			<b>100.00%</b>	<b>\$1,998,028.00</b>
Contingency				\$ 201,972.00
<b>Total Task Budget Authority</b>				<b>\$2,200,000.00</b>

\*Other Business Enterprise

### ***Contractor Performance Evaluation***

In accordance with Division 10, Chapter 1, Article 13 of the Los Angeles Administrative Code, the appropriate City personnel responsible for the quality control of this personal services contract shall submit Contractor Performance Evaluation Reports to the BCA, Special Research & Investigation Section, upon completion of the contract.

### **STATUS OF FUNDING**

This Project is funded by a State Earmark which has been deposited into the Engineering Special Services Fund No. 682, Department No. 50, Appropriation Unit No. 50WVJJ, through Council Motion (Council File No. 22-0713).

The Office of Accounting has identified and verified the funding sources currently available as shown in table below:

<b>Funding Sources for this Task</b>	<b>Amount for this Task</b>
Engineering Special Services Fund No. 682, Department No. 50, Appropriation Unit No. 50WVJJ	\$2,200,000
<b>Total Funding (not-to-exceed)</b>	<b>\$2,200,000</b>

The City's liability under this contract shall only be to the extent of the present City appropriation to fund the contract. However, if the City shall appropriate funds for any succeeding years, the City's liability shall be to the extent of such appropriation, subject to the terms and conditions of the contract.

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( SG RS RMK KM )

Report reviewed by:

BOE (ADM and PAC)

Report prepared by:

Bridge Improvement Division

Scott Gibson, PE  
Acting Division Engineer  
Phone No. (213) 485-5101

Statement as to funds approved by:



for Miguel De La Peña, Director  
Office of Accounting  
Fund 682/50/50WVJJ/\$2,200,000  
Date: 10/4/2023

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Questions regarding this  
report may be referred to:  
Sylvia Dhimdis, Project Manager  
Phone No. (213) 485-5196  
E-mail: sylvia.dhimdis@lacity.org

Respectfully submitted,

  
ENGINEERING  
Electronic signed by Ted Allen  
Date: 2023 10 13 4:48 PM

Ted Allen, PE  
City Engineer

\*Amended too include results AND REFERRED TO THE MAYOR  
of random selection of consultants AS AMENDED\*  
\*See page 20 for drawing results

Department of Public Works

Bureau of Engineering  
Bureau of Contract Administration  
Joint Report No. 1

ADOPTED BY THE BOARD  
PUBLIC WORKS OF THE CITY  
of Los Angeles California

NOV 01 2019

November 1, 2019  
CD Nos. All

  
Executive Officer  
Board of Public Works

**REQUEST FOR AUTHORITY TO EXECUTE PERSONAL SERVICES CONTRACTS WITH 30 PRE-QUALIFIED ON-CALL (PQOC) BRIDGE/CIVIL ENGINEERING AND OTHER DESIGN AND SUPPORT SERVICES CONSULTANTS, WORK ORDER NO. E7000800**

**RECOMMENDATIONS**

1. Approve and forward this report with transmittals to the Mayor requesting that he approve and authorize the President or two Commissioners of the Board of Public Works (Board) to execute the personal services contracts between the City of Los Angeles (City) and the PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants who meet the requirements for the projects with federal funding. The consultants will provide as-needed services for various Public Works projects. The 30 PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants are:

- AECOM Technical Services, Inc. (AECOM)
- Arup North America, Ltd. (ARUP)
- Atkins North America, Inc. (Atkins)
- Cornerstone Structural Engineering Group, Inc. (Cornerstone)
- David Evans and Associates, Inc. (DEA)
- Dokken Engineering
- D R Consultants and Designers, Inc. (D R Consultants)
- E.W. Moon, Inc. (EW Moon)
- EXP U.S. Services, Inc. (EXP)
- Gannett Fleming, Inc. (Gannett Fleming)
- Harris & Associates, Inc. (Harris)
- HDR Engineering, Inc. (HDR)
- HNTB Corporation (HNTB)
- IDC Consulting Engineers, Inc. (IDC)
- Jacobs Engineering, Inc. (JACOBS)
- JMDiaz, Inc. (JMD)
- Kimley-Horn and Associates, Inc. (Kimley-Horn)
- Kleinfelder, Inc. (Kleinfelder)
- KPFF Consulting Engineers (KPFF)
- MARRS Services, Inc. (MARRS)
- MGE Engineering, Inc. (MGE)

- Michael Baker International, Inc. (Michael Baker)
  - Moffatt & Nichol
  - Parsons Transportation Group, Inc (Parsons)
  - PreScience Corporation (PreScience)
  - PSOMAS
  - STV, Inc. (STV)
  - T.Y. Lin International (T.Y. Lin)
  - Tetra Tech, Inc. (Tetra Tech)
  - WSP USA, Inc. (WSP)
2. Notify the Bureau of Engineering (BOE), Bridge Improvement Division, Shirley Lau, (213) 485-5228, when the Contracts are ready to be executed by the Board; whereupon, five original copies of each of the contracts will be delivered to the Executive Officer of the Board for signature.
  3. Upon execution, request the City Clerk to attest and certify the five original copies of the personal services contracts. The City Clerk and the Board will each retain one original copy and three original copies are to be returned to Shirley Lau at the BOE.
  4. Request that the Board randomly select the names of the PQOC consultants to create the initial PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants List for use in future assignments of work.

#### **FISCAL IMPACT STATEMENT**

Because the proposed contracts are for as-needed services, the contracts do not have any financial impact on the City. The BOE will ensure that adequate funds are available to cover the costs for work on a specific project prior to requesting proposals from the firms.

#### **TRANSMITTALS**

1. Copy of the BOE and Bureau of Contract Administration (BCA) Joint Report No. 1, adopted on October 12, 2018, authorizing advertisement of the Request for Qualifications (RFQ).
2. Copy of the RFQ titled, "Pre-Qualified On-Call Bridge/Civil Engineering and Other Design and Support Services Consultants List for Various Public Works Projects," dated October 15, 2018.
3. List of the 31 firms who responded to the RFQ.
4. Copy of the Statement of Qualifications (SOQ) as submitted by each firm selected

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for the PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants List.

5. Master copy of the proposed personal services contract between the City and the selected firms.
6. Copy of the Master RFQ/Request for Proposal Contract Checklist, Items 11-14 completed, dated September 17, 2019.
7. Copy of the Personal Services Contracting Process Checklist, Items 7-9 completed, dated September 20, 2019.

## **DISCUSSION**

### ***Background***

On October 12, 2018, the Board authorized the City Engineer to advertise and issue an RFQ to provide bridge/civil engineering and other design and support services for various public works projects, on a pre-qualified, as needed, basis (Transmittals Nos. 1 and 2). The City Engineer was also authorized to negotiate a personal services contract with each of the selected consultant firms.

The RFQ selection will establish a new PQOC list for various federally funded bridge, civil engineering and related projects. The PQOC list will enable the BOE to utilize technical expertise beyond the capacity of the City staff when needed. Federally funded projects typically have stringent project delivery schedules, and using consultant services will assist City staff to meet project deadlines.

A Notice-to-Advertise the RFQ was placed in newspapers, with marketing and Architectural/Engineering associations, and on websites. The RFQ and its attachments were uploaded to the Los Angeles Business Assistance Virtual Network (LABAVN) website, where respondents were able to download the RFQ and attachments.

Three hundred and one users downloaded the RFQ from the LABAVN website. Thirty-one consultants submitted their SOQ on December 5, 2018 (Transmittal No. 3). The SOQs were rated by a panel from the BOE, Bureau of Street Services (BSS), Los Angeles Department of Transportation (LADOT), and California Department of Transportation (Caltrans) based on the following criteria:

**Understanding of the work to be done 20%**

*Firms will be assessed on their demonstration of a detailed familiarity and understanding of the type of projects anticipated, and on how best to deliver the work within the processes and procedures used by the City.*

**Experience with similar kinds of work and change order record 20%**

*Firms will be assessed on their track record of delivering quality projects on time and within budget. The selection team will evaluate the firm's quality assurance/quality control program, and their history of design, budget, and schedule compliance on prior City projects, and on related projects for other clients. In order to evaluate the firm's history of errors and omissions change order costs, the respondents must provide information on errors and omissions change orders for all completed projects within the last five years.*

**Capability and availability of key staff for work to be done 15%**

*The selection team will evaluate the capability and availability of the firm's key technical and managerial personnel.*

**Capability and availability of key subconsultant staff for work to be done 15%**

*The selection team will evaluate the capability and availability of the key subconsultant technical and managerial personnel.*

**Capability of developing innovative or advanced techniques 10%**

*The firms will be assessed on their demonstrated ability to keep abreast of emerging design, construction and project delivery technologies, and on their ability to develop innovative approaches in order to maximize value to the City.*

**Familiarity with City, State and Federal procedures 10%**

*The firms will be assessed on their knowledge of City, State and Federal processes and procedures, which at a minimum would include the references listed in Section 6: Scope of Work. Previous history of compliance with City contracting requirements, and prior history of meeting U.S. Department of Transportation (USDOT) Federal Disadvantaged Business Enterprise (DBE) pledge levels for previous tasks and contracts will be considered.*

**Financial responsibility 10%**

*The firms will be assessed on their accounting systems, with the intent of demonstrating their capacity for recordkeeping and reporting that complies with Generally Accepted Accounting Principles and cost principles outlined in the Code of Federal Regulations (CFR) 48, Financial Acquisition Regulations System. Also, the firms will be assessed on their ability to have verifiable internal controls and procedures to monitor and adjust overhead rates.*

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A shortlist of 30 PQOC Bridge/Civil Engineering and Other Design and Support Services Consultants was developed. Interviews of the firms were not required during the PQOC development process. When a Task Order Solicitation (TOS) is issued, the BOE staff will interview the firms for qualification. During the SOQ review of 31 submitted proposals, one firm provided a nonconforming proposal and was deemed non-responsive. Based on the rating of the SOQ (Transmittal No. 4) and Caltrans' review of the consultant's and subconsultant's Indirect Cost Rate (ICR), 30 of the most qualified consultants were selected. The documents from Caltrans' ICR review for compliance with federal cost principles are available in the project files.

Staff briefed the Board Commissioners before contract negotiations began. The BOE staff completed contract negotiations on May 1, 2019 and proposed contracts were drafted (Transmittal No. 5).

***Compliance with City Policies and with the Board of Public Works' Policy***

The Board's personal services contracting policies have been followed (Transmittals No. 6 and 7). The selected consultants are subject to compliance with the following City Ordinances and policies: Contractor Responsibility Ordinance; Business Tax Registration Certificate; Non-Discrimination, Equal Employment Practices, and Affirmative Action; Insurance Requirements; Equal Benefits Ordinance; Child Support Obligations Ordinance; Americans with Disabilities Act; Worker Retention Ordinance; Living Wage Ordinance; Slavery Disclosure Ordinance; Disclosure of Border Wall Contracting Ordinance; Disclosure of Contracts and Sponsorship of National Rifle Association Ordinance; Non-Collusion; Municipal Lobbying Ordinance; First Source Hiring Ordinance; Contractors' Use of Criminal History for Consideration of Employment Applications; and Best Terms. The PQOC Consultants will comply with the requirements of the federal DBE Program. Failure to comply with all requirements will render the consultant's contract subject to termination pursuant to the conditions therein.

As of October 25, 2019, one companies (IDC) has not complied with all of these requirements. BCA and BOE staff are working with these companies to bring them into compliance, but contracts can not be executed until they are in compliance.

Businesses are encouraged to locate or remain within the City to preserve and enhance the economic base and well-being of the City. According to the Los Angeles Residence Information form, consultants provided the following information, which was not considered in the selection process:

<b>Consultant Firm</b>	<b>Total No. of Employees in Firm</b>	<b>No. of Employees Residing in L.A.</b>	<b>(%) of Employees Residing in L.A.</b>
AECOM	78,000	267	0.34%
ARUP	1,356	76	5.60%
Atkins	3,300	4	0.12%
Cornerstone	26	0	0.00%
DEA	757	7	0.92%
Dokken Engineering	133	0	0.00%
D R Consultants	51	14	27.45%
EW Moon	15	6	40.00%
EXP	3,097	4	0.13%
Gannett Fleming	2,216	5	0.23%
Harris	216	2	0.93%
HDR	9,885	51	0.52%
HNTB	4,200	42	1.00%
IDC	15	0	0.00%
JACOBS	74,000	296	0.40%
JMD	21	2	9.52%
Kimley-Horn	3,400	20	0.59%
Kleinfelder	1,750	27	1.54%
KPFF	1,198	260	21.7%
MARRS	70	7	10.00%
MGE	28	0	0.00%
Michael Baker	3,300	6	0.18%
Moffatt and Nichol	743	8	1.08%
Parsons	15,210	59	0.39%
Prescience	53	2	3.77%
PSOMAS	600	39	6.50%
STV	2,258	30	1.33%
Tetra Tech	18,000	71	0.39%
T.Y. Lin	807	26	3.22%
WSP	6,269	31	0.49%

### ***Contractor Performance Evaluation***

The quality of the work performed by the consultants will be monitored in accordance with the Contractor Evaluation Ordinance No. 173018 (Division 10, Chapter 1, Article 13 of the City Administrative Code (L.A.A.C.)), and the Rules for the Evaluation of Service Contractors which require Departments to prepare performance evaluations upon completion of all service contracts over \$25,000 and at least three months in duration. The appropriate City personnel responsible for the quality control of these personal services contracts shall submit Contractor Performance Evaluation Reports to the Department of Public Works, Bureau of Contract Administration (BCA) upon completion of the contracts. The critiques are kept on file by the BCA, Special Research and Investigation Section for reference by other City Departments and agencies.

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***Contractor Responsibility Ordinance***

All consultants participating in this program are subject to compliance with the requirements specified in the City Contractor Responsibility Ordinance No. 173677 (Article 14, Chapter 1, Division 10, L.A.A.C.). Failure to comply with all requirements specified in the ordinance may render the consultant's contract subject to termination pursuant to the conditions expressed therein.

***Notice of Intent to Contract and Charter Section 1022 Determination***

The required Notification of Intent to Contract form was submitted to the Office of the City Administrative Officer (CAO) on February 23, 2018. In compliance with Charter Section 1022, on June 7, 2018, the CAO determined that it was more feasible to utilize consultants to perform this work rather than City employees.

***City Attorney Review***

Caltrans completed the ICR review and provided reasonable assurance of compliance with Federal cost principles. The proposed contracts have been reviewed and approved as-to-form by the City Attorney's Office.

***Disadvantaged Business Enterprise (DBE) Program***

The tasks under these contracts will use Federal funding. The City will follow the U.S. Department of Transportation's requirements for DBE participation. The respondents were required by the RFQ to either pledge to meet the DBE participation goal of 8 percent as set by the City or submit documentation of their Good Faith Effort outreach to meet the goal. The Office of Contract Compliance (OCC) reviewed the outreach documentation and found 28 consultants complied with the requirement to meet the 8 percent goal. The remaining 2 consultants revised their DBE subconsultant pledges to meet the goal after being informed that one of their DBE subconsultants had lost their certification. Caltrans Local Assistance staff confirmed that the requested change may be allowed. Therefore, staff is recommending all 30 consultants to be placed on the list.

The 30 Consultants submitted an Exhibit 10-O1 Consultant Proposal DBE Commitment form listing DBE subconsultants from which they will solicit proposals for any upcoming tasks. All DBE certifications have been verified as of September 30, 2019. When a TOS is issued, the BOE staff will direct consultants to submit an Exhibit 10-O2 Consultant Contract DBE Commitment form listing all subconsultants they pledge to utilize on the TOS, and the certifications will again be verified. Firms must be certified in order for a consultant to receive credit for DBE participation. The following is the subconsultant information for the 30 consultants as provided in their RFQ proposals and Exhibit 10-O1 Consultant Proposal DBE Commitment form.

Gender/Ethnicity Codes:

AA = African American  
 APA = Asian Pacific American  
 NA = Native American  
 M = Male

HA = Hispanic American  
 SAA = Subcontinent Asian American  
 C = Caucasian  
 F = Female

<b>AECOM</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
AECOM		OBE	
Arellano Associates, LLC	F/HA	DBE	1.00%
D'Leon Consulting Engineers Corp.	M/HA	DBE	0.50%
GPA Consulting	F/C	DBE	1.50%
LIN Consulting, Inc.	M/APA	DBE	0.50%
McLean & Schultz, Inc.	M/HA	DBE	0.50%
The Morcos Group	F/C	DBE	1.00%
PacRim Engineering, Inc.	M/APA	DBE	1.00%
Ramos Consulting Services, Inc.	M/HA	DBE	0.50%
RT Engineering & Associates, Inc.	F/HA	DBE	1.00%
Ruth Villalobos & Associates, Inc.	F/C	DBE	0.50%
V&A, Inc.	M/HA	DBE	0.50%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>9.50%</b>

<b>ARUP</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
ARUP		OBE	
Kimberlina Whettam & Associates	F/C	DBE	2.50%
LKG-CMC, Inc.	F/C	DBE	5.00%
Lynn Capouya, Inc.	F/C	DBE	5.00%
Morgner Construction Management	F/HA	DBE	5.00%
PacRim Engineering, Inc.	M/APA	DBE	5.00%
The Solis Group	F/HA	DBE	5.00%
VCA Engineers, Inc.	M/APA	DBE	5.00%
<b>Total Pledged DBE Participation</b>			<b>32.50%</b>

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<b>Atkins</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Atkins		OBE	
The Morcos Group	F/C	DBE	1.00%
Watearth, Inc.	F/C	DBE	2.00%
CNS Engineers, Inc.	M/APA	DBE	1.00%
Project Partners, Inc.	M/APA	DBE	1.00%
EPCM-RMS, Inc.	M/HA	DBE	1.00%
Dabri, Inc.	F/SAA	DBE	1.00%
C2PM	F/APA	DBE	1.00%
FPL & Associates, Inc.	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>9.00%</b>

<b>Cornerstone</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Cornerstone		OBE	
Earth Mechanics, Inc.	M/SAA	DBE	6.00%
Arellano Associates, LLC	F/HA	DBE	2.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>DEA</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
DEA		OBE	
California Watershed Engineering Corp.	M/SAA	DBE	2.00%
Earth Mechanics, Inc.	M/SAA	DBE	2.00%
FPL and Associates, Inc.	M/APA	DBE	2.00%
GPA Consulting	F/C	DBE	2.00%
IDC Consulting Engineers, Inc.	F/APA	DBE	2.00%
<b>Total Pledged DBE Participation</b>			<b>10.00%</b>

<b>Dokken Engineering</b>			
<b>Prime and Subconsultants</b>	<b>Gender/ Ethnicity</b>	<b>DBE/OBE</b>	<b>(%_ of Contract</b>
Dokken Engineering		OBE	
AMC, Inc.	M/SAA	DBE	2.00%
Cogstone Resource Management, Inc.	F/C	DBE	1.00%
Cornerstone Studios, Inc.	M/APA	DBE	2.00%
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
FPL & Associates, Inc.	M/APA	DBE	2.00%
GPA Consulting	F/C	DBE	1.00%
The Morcos Group	F/C	DBE	1.00%
WRECO	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>11.00%</b>

<b>D R Consultants</b>			
<b>Prime and Subconsultants</b>	<b>Gender/ Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
D R Consultants	F/HA	DBE	4.00%
Cornerstone Studios, Inc.	M/APA	DBE	1.00%
California Watershed Engineering Corp.	M/SAA	DBE	1.00%
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
FPL & Associates, Inc.	M/APA	DBE	1.00%
LIN Consulting, Inc.	M/APA	DBE	1.00%
RAW International, Inc.	M/AA	DBE	1.00%
Virginkar & Associates, Inc.	F/APA	DBE	1.00%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>12.00%</b>

<b>EW Moon</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
EW Moon	M/AA	DBE	7.00%
VCA Engineers, Inc.	M/APA	DBE	2.00%
PacRim Engineering, Inc.	M/APA	DBE	2.00%
<b>Total Pledged DBE Participation</b>			<b>11.00%</b>

<b>EXP</b>			
<b>Prime and Subconsultants</b>	<b>Gender/ Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
EXP		OBE	
CNS Engineers, Inc.	M/APA	DBE	8.00%
California Watershed Engineering Corp.	M/SAA	DBE	2.00%

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Earth Mechanics, Inc.	M/SAA	DBE	3.00%
FPL & Associates, Inc.	M/APA	DBE	2.00%
GPA Consulting	F/C	DBE	8.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	2.00%
MBI Media	F/C	DBE	3.00%
NUVIS Landscape Architecture	M/HA	DBE	2.00%
RT Engineering Associates, Inc.	F/HA	DBE	8.00%
<b>Total Pledged DBE Participation</b>			<b>38.00%</b>

<b>Gannett Fleming</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Gannett Fleming		OBE	
PacRim Engineering, Inc.	M/APA	DBE	8.00%
Earth Mechanics, Inc.	M/SAA	DBE	8.00%
<b>Total Pledged DBE Participation</b>			<b>16.00%</b>

<b>Harris</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Harris		OBE	
Casamar Group, LLC	M/HA	DBE	0.50%
Civil Works Engineers, Inc.	F/C	DBE	0.50%
Coast Surveying, Inc.	M/HA	DBE	0.50%
Cornerstone Studios, Inc.	M/APA	DBE	0.50%
California Watershed Engineering Corp.	M/SAA	DBE	0.50%
Dabri, Inc.	F/SAA	DBE	0.50%
Earth Mechanics, Inc.	M/SAA	DBE	0.50%
FPL & Associates, Inc.	M/APA	DBE	0.50%
Kal Krishnan Consulting Services, Inc.	M/SAA	DBE	0.50%
Katherine Padilla & Associates	F/HA	DBE	0.50%
Kiley Co.	F/C	DBE	0.50%
KZAB Engineers, Inc.	M/SAA	DBE	0.50%
Lynn Capouya, Inc.	F/C	DBE	0.50%
Mundo Environmental, Inc.	M/HA	DBE	0.50%
NUVIS Landscape Architecture	M/HA	DBE	0.50%
Project Partners, Inc.	M/APA	DBE	0.50%
RHA, LLC	F/C	DBE	0.50%
Sapphos Environmental, Inc.	F/HA	DBE	0.50%

Simplex Construction Management, Inc.	M/SAA	DBE	0.50%
Terry A. Hayes Associates, Inc.	M/AA	DBE	0.50%
VSCE, Inc.	M/HA	DBE	0.50%
Watearth, Inc.	F/C	DBE	0.50%
<b>Total Pledged DBE Participation</b>			<b>11.00%</b>

<b>HDR</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
HDR		OBE	
Amheart Solutions	M/APA	DBE	1.00%
AP Engineering & Testing, Inc.	M/APA	DBE	0.25%
Berg & Associates, Inc.	F/C	DBE	1.25%
FPL & Associates, Inc.	M/APA	DBE	0.25%
Ghirardelli Associates, Inc.	F/C	DBE	1.25%
IDC Consulting Engineers, Inc.	F/APA	DBE	0.25%
MA Engineering	M/HA	DBE	0.25%
Murakawa Communications, Inc.	F/APA	DBE	0.25%
PacRim Engineering, Inc.	M/APA	DBE	0.25%
PBS Engineers, Inc.	M/SAA	DBE	0.25%
PreScience Corp.	M/APA	DBE	1.25%
Ruth Villalobos & Associates, Inc.	F/C	DBE	0.25%
The Alliance Group Enterprise, Inc.	M/APA	DBE	1.00%
VCA Engineers, Inc.	M/APA	DBE	0.25%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>HNTB</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
HNTB		OBE	
MGE Engineering, Inc.	M/APA	DBE	1.00%
Tatsumi & Partners, Inc.	M/APA	DBE	0.50%
The Alliance Group Enterprise, Inc.	M/APA	DBE	0.50%
The Morcos Group	F/C	DBE	0.50%
Urban Strategy Group, Inc.	M/HA	DBE	0.50%
V&A, Inc.	M/HA	DBE	1.00%
CNS Engineers, Inc.	M/APA	DBE	0.50%
Coast Surveying, Inc.	M/HA	DBE	0.50%
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
FPL & Associates, Inc.	M/APA	DBE	1.00%
GPA Consulting	F/C	DBE	0.50%
LIN Consulting, Inc.	M/APA	DBE	0.50%
MA Engineering	M/HA	DBE	0.50%
<b>Total Pledged DBE Participation</b>			<b>8.50%</b>

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IDC			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
IDC	F/APA	DBE	50.00%
Civil Works Engineers, Inc.	F/C	DBE	5.00%
Dynamic Engineering Services, Inc.	F/APA	DBE	5.00%
<b>Total Pledged DBE Participation</b>			<b>60.00%</b>

JACOBS			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
JACOBS		OBE	
David Engineering, LLC	M/AA	DBE	0.50%
Effect Strategies, LLC	F/C	DBE	0.25%
FPL & Associates, Inc.	M/APA	DBE	1.50%
GPA Consulting	F/C	DBE	1.00%
IDC Consulting Engineers, Inc.	F/APA	DBE	0.50%
Kal Krishnan Consulting Services, Inc.	M/SAA	DBE	1.00%
MGE Engineering, Inc.	M/APA	DBE	0.50%
PacRim Engineering, Inc.	M/APA	DBE	1.00%
Terry A. Hayes Associates, Inc.	M/AA	DBE	0.50%
Urban Strategy Group, Inc.	M/HA	DBE	0.25%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

JMD			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
JMD	M/HA	DBE	40.00%
Coast Surveying, Inc.	M/HA	DBE	2.00%
D'Leon Consulting Engineers Corp.	M/HA	DBE	2.00%
GPA Consulting	F/C	DBE	2.00%
Integrated Engineering Management	F/C	DBE	1.00%
The Morcos Group	F/C	DBE	1.00%
CNS Engineers, Inc.	M/APA	DBE	2.00%
<b>Total Pledged DBE Participation</b>			<b>50.00%</b>

<b>Kimley-Horn</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Kimley-Horn		OBE	
Earth Mechanics, Inc.	M/SAA	DBE	2.00%
GPA Consulting	F/C	DBE	5.00%
Infrastructure Factor Consulting, Inc.	F/C	DBE	1.00%
Kal Krishnan Consulting Services, Inc.	M/SAA	DBE	2.00%
Katherine Padilla & Associates	F/HA	DBE	2.00%
PacRim Engineering, Inc.	M/APA	DBE	1.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	2.00%
Wagner Engineering & Survey, Inc.	F/C	DBE	2.00%
WRECO	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>18.00%</b>

<b>Kleinfelder</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Kleinfelder		OBE	
ADVANTEC Consulting Engineers, Inc.	M/APA	DBE	1.00%
Analyzer International, Inc.	M/APA	DBE	1.00%
Civil Works Engineers, Inc.	F/C	DBE	1.00%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
GPA Consulting	F/C	DBE	1.00%
MGE Engineering, Inc.	M/APA	DBE	1.00%
Tatsumi & Partners, Inc.	M/APA	DBE	1.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>KPFF</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
KPFF		OBE	
Lenax Construction Services, Inc.	F/C	DBE	3.00%
River Focus, Inc	M/HA	DBE	3.00%
Terry A. Hayes Associates, Inc	M/AA	DBE	2.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>MARRS</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
MARRS		OBE	

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ABA Global, Inc.	F/C	DBE	0.50%
Arcon Structural Engineers, Inc.	M/HA	DBE	1.00%
Coast Surveying, Inc.	M/HA	DBE	1.50%
FPL & Associates, Inc.	M/APA	DBE	1.00%
Impact Sciences, Inc.	F/C	DBE	0.50%
LIN Consulting, Inc.	M/APA	DBE	1.00%
MBI Media	F/C	DBE	1.00%
UltraSystems Environmental, Inc.	F/C	DBE	0.50%
Venus Engineering Services	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>MGE</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
MGE	M/APA	DBE	40.00%
V&A, Inc.	M/HA	DBE	1.00%
California Watershed Engineering Corp.	M/SAA	DBE	1.00%
DCM Group	F/HA	DBE	1.00%
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
GPA Consulting	F/C	DBE	1.00%
Katherine Padilla & Associates	F/HA	DBE	1.00%
Lynn Capouya, Inc.	F/C	DBE	1.00%
Optitrans	M/APA	DBE	1.00%
River Focus, Inc.	M/HA	DBE	1.00%
RHA, LLC	F/C	DBE	1.00%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>51.00%</b>

<b>Michael Baker</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Michael Baker		OBE	
The Alliance Group Enterprise, Inc.	M/APA	DBE	2.00%
Cornerstone Studios, Inc.	M/APA	DBE	0.50%
California Watershed Engineering Corp.	M/SAA	DBE	2.00%
GPA Consulting	F/C	DBE	2.00%
PacRim Engineering, Inc.	M/APA	DBE	2.00%
The Morcos Group	F/C	DBE	0.50%
Urban Strategy Group, Inc.	M/HA	DBE	0.50%
Wagner Engineering & Survey, Inc.	F/C	DBE	0.50%
<b>Total Pledged DBE Participation</b>			<b>10.00%</b>

<b>Moffatt and Nichol</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Moffatt and Nichol		OBE	
Safework, Inc.	F/C	DBE	3.00%
Earth Mechanics, Inc.	M/SAA	DBE	1.50%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
Lynn Capouya, Inc.	F/C	DBE	1.00%
Katherine Padilla & Associates	F/HA	DBE	0.50%
VCS Environmental	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>Parsons</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Parsons		OBE	
The Alliance Group Enterprise, Inc.	M/APA	DBE	3.00%
CNS Engineers, Inc.	M/APA	DBE	1.00%
Coast Surveying, Inc.	M/HA	DBE	1.00%
Earth Mechanics, Inc.	M/SAA	DBE	3.00%
Hennessey & Hennessey, LLC	F/C	DBE	1.00%
Paleo Solutions, Inc.	F/C	DBE	0.50%
Tatsumi & Partners, Inc.	M/APA	DBE	0.50%
Terry A. Hayes Associates, Inc.	M/AA	DBE	1.00%
WRECO	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>12.00%</b>

<b>PreScience</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
PreScience	M/APA	DBE	55.00%
AMC, Inc.	M/SAA	DBE	5.00%
Advanced Avant-Garde Corp.	F/HA	DBE	2.00%
GPA Consulting	F/C	DBE	5.00%
Translutions, Inc.	M/SAA	DBE	5.00%
<b>Total Pledged DBE Participation</b>			<b>72.00%</b>

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PSOMAS			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
PSOMAS		OBE	
CNS Engineers, Inc.	M/APA	DBE	1.50%
Earth Mechanics, Inc.	M/SAA	DBE	2.00%
FPL & Associates, Inc.	M/APA	DBE	1.50%
MBI Media	F/C	DBE	1.00%
PacRim Engineering, Inc.	M/APA	DBE	1.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

STV			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
STV		OBE	
Abratique & Associates, Inc.	M/APA	DBE	0.50%
ArchaeoPaleo Resources Management, Inc.	F/C	DBE	0.50%
California Watershed Engineering Corp.	M/SAA	DBE	0.50%
Geospatial Professional Solutions, Inc.	F/APA	DBE	0.50%
McLean & Schultz, Inc.	M/HA	DBE	2.00%
Morgner Construction Management	F/HA	DBE	1.00%
NUVIS Landscape Architecture	M/HA	DBE	0.50%
Pradeep Consulting Services, LLC	M/SAA	DBE	0.50%
Sapphos Environmental, Inc.	F/HA	DBE	0.50%
The Morcos Group	F/C	DBE	0.50%
Wagner Engineering & Survey, Inc.	F/C	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

T.Y. Lin			
Prime and Subconsultants	Gender/Ethnicity	DBE/OBE	(%) of Contract
T.Y. Lin		OBE	
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
Falcon Engineering Services, Inc.	F/C	DBE	1.00%
GPA Consulting	F/C	DBE	1.00%
IDC Consulting Engineers, Inc.	F/APA	DBE	1.00%
Lenax Construction Services, Inc.	F/C	DBE	1.00%

MBI Media	F/C	DBE	0.50%
MLA Green, Inc. dba Mia Lehrer & Associates (Studio-MLA)	F/HA	DBE	1.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	1.00%
Wagner Engineer & Surveying, Inc.	F/C	DBE	0.50%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

<b>Tetra Tech</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
Tetra Tech		OBE	
AESCO, Inc.	F/C	DBE	1.00%
CNS Engineers, Inc.	M/APA	DBE	2.00%
Effect Strategies, LLC	F/C	DBE	1.00%
IEM	F/C	DBE	1.00%
Murakawa Communications, Inc.	F/APA	DBE	1.00%
FPL & Associates, Inc.	M/APA	DBE	1.00%
The Alliance Group Enterprise, Inc.	M/APA	DBE	2.00%
GPA Consulting	F/C	DBE	2.00%
McLean & Schultz, Inc.	M/HA	DBE	1.00%
Advantec Consulting Engineers, Inc.	M/APA	DBE	1.00%
<b>Total Pledged DBE Participation</b>			<b>13.00%</b>

<b>WSP</b>			
<b>Prime and Subconsultants</b>	<b>Gender/Ethnicity</b>	<b>DBE/OBE</b>	<b>(%) of Contract</b>
WSP		OBE	
California Watershed Engineering Corp.	M/SAA	DBE	0.50%
AP Engineering & Testing, Inc.	M/APA	DBE	0.50%
DR Consultants & Designers, Inc.	F/HA	DBE	0.50%
AYCE Consulting Engineers, Inc.	M/APA	DBE	0.50%
Casamar Group, LLC	M/HA	DBE	0.50%
Kal Krishnan Consulting Services	M/SAA	DBE	0.50%
LKG-CMC, Inc.	F/C	DBE	0.50%
SKS Engineering, Inc.	M/AA	DBE	0.50%
Earth Mechanics, Inc.	M/SAA	DBE	1.00%
Intueor Consulting, Inc.	M/SAA	DBE	0.50%
Translink Consulting, LLC	F/APA	DBE	0.50%
Safework, Inc.	F/C	DBE	0.50%
McLean & Schultz, Inc.	M/HA	DBE	0.50%
MLA Green, Inc. dba Mia Lehrer & Associates (Studio-MLA)	F/HA	DBE	0.50%
The Morcos Group, Inc.	F/C	DBE	0.50%
<b>Total Pledged DBE Participation</b>			<b>8.00%</b>

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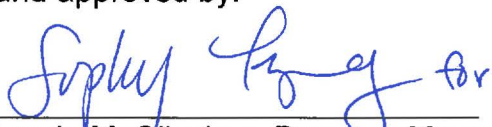
Report reviewed by:

BOE (ADM, BID, and PAC)

Report prepared by:

Shirley Lau, PE  
Division Engineer  
Bridge Improvement Division  
Phone No. (213) 485-5228


Compliance Review performed  
and approved by:


  
Lynda McGlinchey, Program Manager II  
Office of Contract Compliance  
Bureau of Contract Administration

SL/09-2019-0165.BID.ccl

Questions regarding this  
report may be referred to:  
Shirley Lau, Division Engineer  
Phone No. (213) 485-5228  
E-mail: Shirley.Lau@lacity.org

Respectfully submitted,

  
Gary Lee Moore, PE  
City Engineer  
Bureau of Engineering

  
John L. Reamer, Jr.  
Inspector of Public Works  
Bureau of Contract Administration

**Board of Public Works Meeting - November 1, 2019 10:00 A.M.**  
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HNTB CORP	30

TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#53

## MOTION

As part of the 2021-22 State Budget, the California Legislature authorized funding for Priority Legislative Budget Projects, including the Potrero Canyon Pacific Coast Highway Pedestrian Bridge (\$11M) and the Colorado Bridge Undercrossing East Bank Riverway Project (\$5M). These funds are assigned to Caltrans for allocation and administration to ensure the funds are used for the purposes specified in the legislation.

On June 2, 2022, Caltrans contacted City staff and stated that, in order to allow advance payment for the projects, it is necessary for the City to execute a transfer agreement with Caltrans by June 25, 2022.

I THEREFORE MOVE that the City Council, subject to the approval of the Mayor, AUTHORIZE the Bureau of Engineering, with the assistance from the City Attorney, to negotiate and execute a transfer agreement with Caltrans for the Colorado Bridge Undercrossing East Bank Riverway Project (\$5M) and the Potrero Canyon Pacific Coast Highway Pedestrian Bridge (\$11M) Priority Legislative Budget Projects.

I FURTHER MOVE that the City Council, subject to the approval of the Mayor, AUTHORIZE the Bureau of Engineering to:

1. Accept \$5 million from Caltrans for the Colorado Bridge Undercrossing East Bank Riverway Project, deposit said funds, including any additional earned interest, into the Engineering Special Services Fund No. 682/50, and appropriate therein to a new account entitled "Colorado Bridge Undercrossing East Bank Riverway" for expenditures associated with the design and construction of the project; and
2. Accept \$11 million from Caltrans for the Potrero Canyon Pacific Coast Highway Pedestrian Bridge Project, deposit said funds, including any additional earned interest, into the Engineering Special Services Fund No. 682/50, and appropriate therein to a new account entitled "Potrero Canyon Pacific Coast Highway Pedestrian Bridge" for expenditures associated with the design and construction of the project.

I FURTHER MOVE that the Bureau of Engineering be authorized to make any technical corrections or clarifications to the above fund transfer instructions in order to effectuate the intent of this Motion, including any corrections and changes to fund or account numbers.

PRESENTED BY: 

MIKE BONIN

Councilmember, 11<sup>th</sup> District

SECONDED BY: 

JUN 15 2022

msr 

ORIGINAL

**TASK ORDER SOLICITATION (TOS) NO. 202**  
**POTRERO CANYON PACIFIC COAST HIGHWAY PEDESTRIAN/BICYCLE BRIDGE**  
**PROJECT**  
**PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)**  
**PRE-QUALIFIED ON-CALL (PQOC) BRIDGE/CIVIL ENGINEERING AND OTHER**  
**DESIGN AND SUPPORT SERVICES CONSULTANTS LIST**  
**CITY OF LOS ANGELES**  
**DEPARTMENT OF PUBLIC WORKS**  
**BUREAU OF ENGINEERING**  
**BRIDGE IMPROVEMENT DIVISION**

**April 19, 2023**

## **1.0 INTRODUCTION**

The Bureau of Engineering (BOE), Bridge Improvement Division (BID), plans to utilize the services of a consulting firm (Consultant) to undertake the Project Approval and Environmental Document (PA&ED) for the Potrero Canyon Pacific Coast Highway Pedestrian/Bicycle Bridge Project (Project).

As part of the 2021-2022 State Budget, the California Legislature authorized funding for Priority Legislative Budget Projects, inclusive of the Project for expenditures associated with the design and construction of the Project.

## **2.0 SCOPE OF SERVICES**

The proposed Project is located adjacent to and over the Pacific Coast Highway, approximately half a mile south-east of Temescal Canyon Road in the Pacific Palisades area. The Project proposes to provide a safe pedestrian crossing linking the Potrero Canyon Park and the Will Rogers State Beach by constructing an approximately 200-foot-long pedestrian/bicycle bridge over Pacific Coast Highway, spanning from the Potrero Canyon Park to the north and to the Will Rogers State Beach parking lot to the south.

Architectural features, at least at a conceptual level, shall be considered in collaboration with the development of the preliminary bridge design. The distinct architectural expressions of elements to be considered are, but not limited to, choice of color, materials, texture, decorative lighting, and design of potential gateway elements. The aesthetics of the bridge will be viewed from various perspectives, such as the Potrero Canyon Park, the Will Rogers State Beach, the Pacific Palisades community, and the vehicles passing underneath the bridge.

As part of the Potrero Canyon Park development, the California Coastal Commission, requires a permit in identifying and evaluating alternatives for a pedestrian crossing of the Pacific Coast Highway connecting the park to the beach. The pedestrian bridge overcrossing is the most feasible option and to be further evaluated in this task order.

The intent and purpose of the PA&ED is to clearly define the purpose, need and Project footprint by evaluating the existing conditions and documenting the existing constraints, identifying the full range of alternatives, and preparing the purpose and need statement along with conceptual plans of the viable alternatives. The BOE is requesting support services and deliverables to include, but not limited to, the following tasks:

### **Task 1. Administration and Project Management**

- Project Management Plan
- Project Implementation Plan
- Schedule and Budget Control
  - Baseline schedule
  - Monthly schedule updates
- Monthly Progress Reporting/Invoicing
  - Monthly invoices and budget status
  - Monthly progress update narratives
  - List of deliverables and percent of completion
  - Critical issues and corrective actions
- Project Team Meetings
  - Project Development Team (PDT) meetings
  - Meetings as needed by BID Project Manager
  - Meeting agenda, minutes, presentations
- Quality Assurance/Quality Control (QA/QC) and document control plan

### **Task 2. Stakeholder Coordination and Public Involvement**

- City Departments
- Regulatory agencies (Caltrans, Los Angeles Department of Water and Power (LADWP), Los Angeles Department of Transportation (LADOT), and other agencies)
- California Coastal Commission
- Los Angeles Beaches and Harbors
- Other Stakeholders
- Respective Council Office
- General Public and Community
  - Support the City in four (4) public outreach meetings including preparing fact sheets and graphics for presentation.

### **Task 3. Collect and Update Existing Data**

- Field investigation
- Preliminary right of way and engineering survey
- Review of previous studies and documents pertaining to the Project

- Current planned projects in the vicinity of the Project
- Conduct comprehensive investigation of existing utility information/location (both underground and overhead), potential conflicts and potential relocation. Assist the City in coordinating with the utility owners that may impact the construction of this Project.
- Existing street signals, and current street configuration
- Research and review pertinent existing geotechnical information to provide preliminary site-specific geologic information at location of proposed structure. Conduct subsurface soil exploration with test borings for the bridge foundation. Prepare the preliminary data report documenting all the findings of field exploration and include foundation type recommendations to guide the design.

#### **Task 4. Project Initiation**

- Evaluate the need for access and delineate Project study area
- Prepare detailed Project description
- Prepare Project Purpose and Need Statement
- Prepare Project report with conceptual plan of three (3) feasible alternatives considering, bridge structure type, layout/location, trail connection, estimated costs, constructability, environment impact, architectural features, and any other factors among the alternatives
- Preliminary Civil and Structural Design – The Consultant shall prepare preliminary design of site drainage, grading, profiles, elevations, sections, bridge lights, connecting trail between the park and the bridge, bridge ramp and landing. The Consultant shall be expected to present the design features to elected officials and community members and assist all stakeholders to make an informed decision on the selected alternative. The preliminary structural design and calculation shall be performed for the description in the environmental document
- Recommend Stormwater Best Management Practice and potential Low Impact Development elements appropriate at the bridge site
- Identify permit requirements
- Prepare all deliverables in compliance with the Caltrans Project Development Procedures Manual, Chapter 9 Project Initiation. Additionally, prepare a Quality Management Plan (QMP) describing the quality policy and how it will be used. The QMP shall include a process for resolving disputes between the parties at a team level.

#### **Task 5. Conceptual Architectural Features**

- Prepare three (3) conceptual architectural treatments in consideration with the development of the bridge structure types. The architectural treatments should be aimed for producing a bridge not only as a utilitarian infrastructure, but also as a destination and landmark to the community. The Design Consultant Team must focus on the visual and experiential qualities of the bridge from a variety of perspectives and scales that shall include, on a bicycle or on foot, viewing of the bridge from Potrero Canyon Park, Will Rogers State Beach, the Pacific Palisades community, and vehicles passing underneath the bridge.

- Prepare sketches/renderings/exhibits/plans as potential architectural designs to be presented to the BOE and other stakeholders for concurrence and approval.
- The bridge architectural aesthetic choices are particularly important. Architectural features shall show shape, form, color, and materials at a conceptual level, and shall include, but not be limited to:
  - Barrier rails
  - Accent/decorative lighting.
  - Consideration of Sculptural/Gateway Design
  - Bridge underside design
  - Potential landscaping at bridge landings

#### **Task 6. Environmental Phase in Compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)**

- Prepare the Preliminary Environmental Study (PES)
- Prepare the appropriate technical studies as required
- Prepare the Category Exclusion/Category Exemption or higher level of environmental document if required.
- Provide support to complete the environmental phase with CEQA and NEPA approvals

#### **Optional Task 7. Feasibility for Public Facilities and Access**

Prepare feasibility study report for public parking of not fewer than 10 and no more than 30 spaces on City or Caltrans property at the southern end of the canyon to serve the park and restroom facilities accessible to recreation areas and located on the park or adjacent public property. If access for parking and construction of a restroom at the South Pacific Coast Highway end of the canyon is not feasible, provide alternate location for review and approval by the Coastal Commission and Caltrans.

### **3.0 PROJECT SCHEDULE**

The City is anticipating a 12 - month schedule for completion of this work.

#### **4.0 SOLICITATION SCHEDULE**

- Issue Task Order Solicitation..... April 19, 2023
- Last day to submit questions to BID Project Manager..... April 28, 2023
- Proposals due..... May 31, 2023
- Conduct interviews/selection process complete..... June 21, 2023
- Negotiate Task Order..... June 28, 2023
- Finalize Task Order and issue Notice to Proceed..... July 28, 2023

#### **5.0 SOLICITATION RESPONSE REQUIREMENTS**

Solicitation responses shall not exceed 40 pages, exclusive of cover, dividers, and resumes. One (1) electronic copy (email to [Sylvia.Dhimdis@lacity.org](mailto:Sylvia.Dhimdis@lacity.org) and

[Maria.Rongavilla@lacity.org](mailto:Maria.Rongavilla@lacity.org)) is required and shall be submitted **no later than 3pm (PST), May 31, 2023**. Hard copies are not required but may be submitted to the:

Department of Public Works  
Bureau of Engineering  
Bridge Improvement Division  
1149 S. Broadway, Suite 750  
Los Angeles, California 90015  
Attention: Maria Rongavilla Cruz.

Bound solicitation responses shall include:

**Section 1** – Project Understanding: Demonstrate your understanding of the entire Project and explain your firm’s overall approach to complete the tasks.

**Section 2** – Related Experience: Describe similar projects your firm recently completed and the history of compliance to budget and schedule on those previous projects. Demonstrate the relevancy of your past record to completing this Project.

**Section 3** – Project Team: Provide a project team organization chart and describe the background, roles and responsibilities of key team members. Provide current Disadvantaged Business Enterprise (DBE) certificates and information on DBE involvement. Provide resumes of staff who will work on the Project.

**Section 4** – Detailed Scope of Services and Schedule: Expand and develop the City’s scope of services and Project schedule contained herein.

**Section 5** – Scope/Hours Summary: Develop a detailed table summarizing the scope of work activities including the proposed personnel and proposed hours.

**Appendix** – Include resumes of the proposed personnel for the Project.

In addition, in a **separately sealed envelope**, provide a cost calculation using the attached cost proposal worksheets for the work described in 2.0 – Scope of Services; provide a lump sum cost for the tasks. One hard copy is required to be postmarked **no later than 3pm (PST) on May 31, 2023**, or submitted to the:

Department of Public Works  
Bureau of Engineering  
Bridge Improvement Division  
1149 S. Broadway, Suite 750  
Los Angeles, California 90015  
Attention: Maria Rongavilla Cruz.

## **6.0 SELECTION CRITERIA**

Task Order proposals shall be evaluated based on the following criteria:

- Capability and qualifications of the team as demonstrated by the solicitation response and the interview; this shall include completeness of the proposed scope of services and readiness to perform the work – 30 points
- Project understanding as demonstrated by the solicitation response and the interview; this shall include demonstrated understanding of the City's goals for the Project – 25 points
- Capability and qualifications of the Project Manager as reflected in prior City projects and on similar projects for other clients – 20 points
- Capability and qualifications of the prime and subconsultants as reflected in prior City projects and on similar projects for other clients – 15 points
- History of the firm in successful budget and schedule compliance, particularly on previous City projects – 10 points

The Consultant shall provide references for the prime, subconsultants and Project Manager.

## **7.0 SELECTION PROCESS**

Interviews will be held for this TOS. The Consultant shall make a presentation lasting no longer than 45 minutes and answer questions from the BOE/BID panel. The Consultant shall be informed of the time and location of the interview after proposals are received. The City reserves the right to reschedule interviews as necessary.

## **8.0 NON-COLLUSION AFFIDAVIT**

A Non-Collusion Affidavit must be signed and submitted with the proposal.

## **9.0 SUGGESTED DBE PARTICIPATION LEVELS**

This Project is state funded, and in the future, the City may request additional federal funds. The selected Consultant shall submit Exhibit 10-O2 of the Caltrans Local Assistance Procedures Manual. The DBE participation goal is set at 8% per Article 17 of the PQOC Contract.

## **10.0 SOLICITATION MANAGER**

Please address all correspondence to Sylvia Dhimdis, 1149 S. Broadway, Room 750, Los Angeles, California 90015 or via email to [Sylvia.Dhimdis@lacity.org](mailto:Sylvia.Dhimdis@lacity.org) with cc: to [Maria.Rongavilla@lacity.org](mailto:Maria.Rongavilla@lacity.org).

## **11.0 DISCLAIMER**

The City may or may not decide to award any or part of this TOS based on its sole convenience and shall not be responsible for any solicitation response costs. Based on the performance of the selected Consultant, the City has the option to continue

subsequent parts of the PA&ED phase with the same selected Consultant or issue a new TOS based on specific needs of the Project and shall be subject to the approval of the Board of Public Works.

## **12.0 COVID-19 VACCINATION REQUIREMENTS**

Employees of Consultant and/or persons working on its behalf, including, but not limited to, subconsultants (collectively, "Contractor Personnel") must be fully vaccinated against the novel coronavirus 2019 ("COVID-19") prior to: (1) interacting in person with City employees, contractors, or volunteers, (2) working on City property while performing services under this Contract, and/or (3) coming into contact with the public while performing services under this Contract (collectively, "In-Person Services"). "Fully vaccinated" means that 14 or more days have passed since Contractor Personnel received the final dose of a two-dose COVID-19 vaccine series (Moderna or PfizerBioNTech) or a single dose of a one-dose COVID-19 vaccine (Johnson & Johnson/Janssen) and all booster doses recommended by the Centers for Disease Control and Prevention. Prior to assigning Contractor Personnel to perform In-Person Services, Consultant shall obtain proof that such Contractor Personnel has been fully vaccinated. The Consultant shall retain such proof for the document retention period set forth in this Contract. The Consultant shall grant medical or religious exemptions to Contractor Personnel as required by law.

# Task Order 202 - Potrero Canyon PCH Pedestrian Bicycle Bridge Project

## Detailed Scope of Services and Schedule

### Task 1. Administration and Project Management

#### ■ Subtask 1.1: Monthly Progress Reporting/Invoicing

We will prepare an invoice and progress report each month (up to 24 months), covering the preceding month. The monthly invoice will show percent complete for each task. The progress report will contain a bulleted list of work accomplished in the invoice period, work expected to be accomplished in the next period, and any critical issues or corrective actions related to project delivery. In addition, our team will create a collaboration website to upload and store deliverables and other important project documents.

#### ■ Subtask 1.2: Project Management Plan

Jacobs will prepare a project management plan (PMP) to establish the procedures for overall management and administration of the task order contract. The PMP will include discussions of project overview and background, key personnel and organization chart, communication management and protocols, document control and processes for sharing project files, project budget, change management, and scope of work outline and responsibilities.

#### ■ Subtask 1.3: Project Implementation Plan

It is important to identify how this project will support each future phase of work. We will prepare a project implementation plan (PIP) outlining the tasks required to complete the task order requirements. The plan also identifies an overall project schedule, including future phases, such as the PA&ED, PS&E, and overall construction schedule. The PIP also explores alternative delivery methods to identify the option best suited to this project and to the potential for additional funding opportunities.

#### ■ Subtask 1.4: Schedule and Budget Control

Our team will prepare a baseline schedule showing the critical path, appropriate milestones, and key deliverables, including start and end dates, to support managing the project within the period of performance. The draft baseline schedule will be prepared within the first 15 working days after NTP and is finalized within 15 working days after receiving comments. Throughout the project, the baseline schedule is managed using Microsoft Project. We provide monthly schedule updates to identify variances against the baseline and deliverable requirements and recommend corresponding corrective actions, if needed. Monthly schedule updates are provided during Task 1.5 Project Team Meetings with your Bridge Improvement Division Project Manager (BID PM) monthly.

#### ■ Subtask 1.5: Project Team Meetings

For each project development team (PDT) and BID PM meeting, Jacobs prepares an agenda in consultation with BID PM; we submit the agenda prior to the meeting. Following each meeting, we provide minutes (i.e., record of the meeting or event, including attendance, outcome, actions, comments) for review and approval by BID PM. All agendas and meeting minutes are provided in Microsoft Word format.

☑ **Kick-off Meeting:** To charter the team, we will host a 2-hour kick-off meeting. We will prepare the content and materials for the in-person kick-off meeting.

☑ **PDT Meetings:** Our team prepares engaging and interactive PDT meetings to keep key decision makers consistently enthusiastic about participating. We identify appropriate PDT participants and arrange and schedule PDT meetings once every month for 24 months (24 meetings total) to provide updates and solicit feedback. We assume all PDT meetings will be held virtually.

☑ **BID PM Meetings:** We plan to arrange and schedule weekly meetings with the BID PM for the first month, shifting to monthly meetings (26 total) for the remainder of the project. These meetings facilitate coordination, collaboration, and work integration between our team and BOE. We assume all BID PM meetings will be held virtually.

#### ■ Subtask 1.6: Quality Assurance/Quality Control

Jacobs is responsible for quality assurance/quality control (QA/QC) oversight and confirms all deliverables are in line with BID's requirements. We verify quality procedures are followed stringently and will provide documentation that all deliverables meet all requirements of the scope of work.

Each deliverable documents the QA/QC process through a table, which includes initials and dates reflecting the technical checker, back checker, format checker, technical editor, and PM approval.

#### **Task 1 Deliverables:**

- Monthly invoices and progress reports (24 max)
- Collaboration website (e.g., SharePoint)
- Draft and final PMP
- Draft and final PIP
- Draft and final baseline schedule
- Agendas and pertinent materials for each meeting
- Meeting minutes for each meeting
- Presentations for each PDT meeting
- Quality management plan (QMP)

## **Task 2. Stakeholder Coordination and Public Involvement**

The Jacobs team has considerable experience working with diverse stakeholders and communities; we apply this experience in collaboration with BOE to build an effective outreach and engagement work plan. Our team's strength lies in our professional ability to identify and develop solutions, deftly balancing conceptual innovation with pragmatic implementation to align with occasional competing interests of various stakeholders while meeting community goals and needs. Our team has extensive experience creating tools for community engagement, enabling us to communicate transportation concepts clearly and empower community leaders with information.

### **■ Subtask 2.1: Agency and Stakeholder Meetings**

Up to 15 meetings with the various stakeholder groups during the 24-month project schedule will be held. Stakeholders include but are not limited to:

- LA City Departments (e.g., BOE, BSS, BSL, LADOT, LASAN, Parks & Rec)
- Caltrans
- Utility Companies (e.g., LADWP)
- California Coastal Commission
- Los Angeles County Beaches and Harbors

### **■ Subtask 2.2: Public Engagement**

#### **☑ Outreach Plan, Database & Comment Log**

Using input from the team, stakeholder database and community profile GIS research, our team will prepare an engagement action plan to guide project outreach in sync with technical milestones. In support of the project's public involvement requirements, we will identify and compile a database to support project notifications and document public involvement. The database will build upon existing City and other local and regional project contact lists and be expanded through research and use of GIS tools to aid in the compilation of a comprehensive stakeholder mailing list. The database will be targeted to all levels of stakeholder groups including both, localized and relevant regional community-based organizations. In addition, we will acquire Los Angeles County Assessor Parcel and U.S. postal mailing lists for postal and/or direct mailing to identify, engage local property owners, and current residents and businesses, ensuring they are notified of public meetings and provided opportunity to comment.

#### **☑ Branding, Collateral, Notifications & Presentation Materials**

We will develop project branding, collateral materials, notifications, and other information resources. Materials will be made available in print and electronic versions for easy access and dissemination on the City webpage and other online resources. All information

resources will build upon, carry forward key messaging, and communicate technical milestones and schedule. Materials and communication resources may include:

- **Fact Sheet and/or Frequently Asked Questions (FAQ)**

A project fact sheet will be developed to provide an overview of the project's goals, process, schedule, and engagement activities. Common and frequently asked questions may also be identified and formatted with easy-to-understand responses to address potential stakeholder interests and concerns. These will be distributed online via a project website, handed out at stakeholder meetings, and may be made available at public access counters.

- **Public Meeting Presentation/Displays**

For in-person public meetings, the project team will produce electronic presentations, graphics, and maps, as needed. Presentation and/or project graphics and displays will be designed as highly visual and graphic tools that reflect the project's purpose, need, and opportunity for stakeholder feedback. Display boards will be used to convey alternatives, concepts, schedule, and other aspects of the project.

- **Website Support**

We will collaborate with BOE Communication staff to develop content and maintain a project webpage on the BOE website. We will provide content, graphics, and layout recommendations in line with City guidelines. As the project's hub, the webpage will include project overview, schedule and meeting notices, and links to collateral resources, videos, and related documentation for public resource.

- **Meeting Notices & Support Materials**

A set of notification and meeting materials will be developed to support the public meetings. Notices will communicate the purpose of the meeting, date, time, location and contact information. We will also prepare and distribute direct mail notices, eblasts, digital ads, and other notifications to further elevate public awareness and increase participation in the comment process. In addition, we will collaborate with BOE and CD-11, as needed, to promote the draft release and public meetings on their respective social media pages, participation through press release, and promote attendance and solicit comments through other stakeholder communications, as needed. For in-person meetings, sign-in sheets, agendas, wayfinding, public comment cards and other miscellaneous materials will feature project branding. It is assumed that materials will be English only (87.8% of community) content based upon our initial community assessment.

- **ESRI StoryMap & GIS Mapping**

An "ESRI StoryMap" will be developed and used as a project webpage to increase online presence and providing greater visualization for this creative project. The tool's highly visual function and interactive mapping capabilities make it easy to harness the power of maps and geography to tell a story and provides a seamless interface that supports text, images, videos, and links to project resources. This tool will be developed after the start of the project and used to maintain a connection with the community between meeting rounds. As the project's hub, the webpage will include project overview, schedule and meeting notices, and links to collateral resources, videos, presentations, survey finding, renderings, and related documentation for public resource. The story will be updated periodically as the project evolves and new information is made available regarding the project. It will also feature announcements prior to the second and third public meetings. Lastly, the page will be the primary means of capturing community feedback and offering visitors the opportunity to sign-up to follow the project.

- **Ice Breaker / Awareness Survey**

An ice breaker survey will be developed early in the project to help build project awareness and gather contact information from interested parties that want to follow and receive updates on the project. The simple preference survey will ask questions related to project awareness, likelihood of use of the proposed bridge, respondent location, best method of communication, demographics, and contact information. The survey will be timed with the first community meeting and share the meeting's notification campaign, providing savings for the added engagement. Early respondent contact information will be used in subsequent email communications to encourage greater meeting attendance. Survey findings will be posted to the project webpage, shared during the second public meeting to increase transparency, and documented as part of the project's public record.

- **Alternatives Design Survey**

A second community survey will be developed to assess the preference of alternative path and elements, design aesthetics, etc. in order to gain greater buy-in and project ownership from the Pacific Palisades community. This design survey will be used to complement the second public meeting and assist the team in honing the alternatives. Results will be summarized in a branded infographic handout which would be shared with the public via email and social media following the survey's completion and be posted to the website for interested parties and project record.

### **☑ Public Meetings (3 rounds of 1)**

Three public meetings will be held:

- The first meeting will serve to announce the project and capture public attention
- The second meeting will be a workshop designed to gather input that will inform and improve proposed alternatives
- The third and final meeting will return to the public with a set of alternatives for the public to participate in the selection process

Meetings will be held in-person with Jacobs managing logistics, facilitation and documentation. Each meeting round will include a comprehensive notification campaign to help ensure successful public engagement and collection of meaningful comment toward the development of adoption of a Preferred Alternative. Meeting support activities will include all logistics, including venue arrangements, site visits and set-up, facilitation, and gathering of public comment and sign-ups. Following each meeting, a summary report will be provided that includes recap of the meeting process, level of participation, and a list of comments and questions submitted for inclusion in project record.

### **Task 2 Deliverables:**

- Agendas and supporting materials for up to 15 agency and stakeholder meetings
- Meeting notes for up to 15 agency and stakeholder meetings
- Draft and Final Outreach Plan including stakeholder database
- Comment Log
- Support for up to three in-person public outreach meetings including fact sheet, website content, and meeting notices
- Up to ten boards (inclusive of maps, diagrams, and other illustrative images) for up to four public meetings
- Technical staff attendance for up to three community meetings

## **Task 3. Collect and Update Existing Data**

### **■ Subtask 3.1: Preliminary Survey and Field Investigation**

The Jacobs team will set aerial targets within the public ROW for the topographic mapping. Corner ties using City Monument and benchmark data will be field located and aerial survey will be used to establish the site topography. Resulting mapping will be prepared as a 40-scale digital topographic map for the project.

Topographic mapping will be provided from aerial photogrammetry for preliminary conceptual design purposes. It is understood that this survey will not be prepared under State supervision nor reviewed through their offices. Encroachment permits will not be obtained, and no work will be conducted with the state Right of Way. Los Angeles County survey benchmarks and record cadastral control will be used to situate the survey relative to NAD83 and NAVD88 data.

Design-level topography will be compiled at a scale of 1"=40' with 1' interval contours. The aerial survey project, as delineated by the Red Border on the attached Survey Scope Exhibit, will be flown in color with a state-of-the-art UltraCAMFp digital camera. The aerial mission is comprised of (1) flight paths and (9) color captures. A total of 8 ground control points (GCP) will need to be established and pre-paneled prior to flight.

Aerotriangulation will be performed and analyzed prior to the start of the map collection. Map collection will be performed on Hexagon ImageStation softcopy photogrammetric workstations. All resulting topographic and planimetric mapping will conform to typical 1"=40' scale mapping, capturing all discernable planimetric and topographic features for roadway, utility, and cultural items. A DTM, consisting of break lines and mass points, will supplement select planimetric features to create the final surface model and the creation

of the 1' contours. Completed topographic mapping will be delivered as .DWG files with surface and exported XML file. Orthophoto production at 0.15' GSD will be delivered in a TIF/TFW format in a configured tile size to accommodate a reasonable file size.

All mapping and deliverables will be in conformance with the "FGDC Geospatial Positioning Accuracy Standards, PART 4: Standards for A/E/C and Facility Management" which define requirements for quality control testing, and which references the "ASPRS Positional Accuracy Standards for Digital Geospatial Data, currently in Edition 1, Version 1.0, November 2014".

A supplemental conventional design survey at 1"=20' scale and 1' contour interval will be conducted on the ground for detailed grading information within the areas delineated with a Blue Border on the attached Survey Exhibit. Measurements will include horizontal location, size, and description of buildings, driveways, walks, curbs, walls, fences, signs, poles, trees over six (6) inches in diameter, and other permanent surface visible features, with spot elevations on a grid pattern in level areas on site. Elevations on driveways, walks, curbs, gutters, and walls, including at back of walk, top of curb, flow line, and edge of gutter every twenty-five (25) feet along abutting streets or access ways if within bounds of survey area (excepting those for which encroachment permits may be required).

Utilities will be indicated by visible signs thereof at the surface, such as fixtures, manholes, pull boxes, etc. Gravity inverts will be provided if accessible, and if possible, joined with available public utility record mapping. No subterranean detection or private/franchise utility research is proposed under this scope. Right of Way and parcel information will be depicted per available County GIS mapping, rectified where possible to found survey record monuments.

### ■ Subtask 3.2: Preliminary Right of Way and Engineering Survey

Jacobs will provide real estate research to confirm vested interests and GIS boundary data for parcels within the project area. This boundary information will be incorporated into the digital mapping.

### ■ Subtask 3.3: Geotechnical Engineering

The Jacobs geotechnical scope of work will begin with an extensive desktop study to locate and obtain all available existing geotechnical and geologic data from previous investigations performed in proximity of the project site. The focus will be on investigations performed for several historic landslide events that have taken place within Potrero Canyon over the past several decades. Additionally, all available pertinent geologic literature and mapping will be reviewed.

Following the collection of existing data, mapping, and literature, a geotechnical investigation will be performed to fill in any data gaps and to identify the subsurface conditions at each proposed pedestrian-bicycle bridge support location. It is anticipated that three mud-rotary borings advanced to a depth of 100 feet below ground surface, or refusal on bedrock, will be performed. One boring outside the shoulder of the northbound PCH lanes, and two borings outside the shoulder of the southbound PCH lanes.

Jacobs will obtain all right of entry/encroachment/excavation permits prior to drilling and sampling activities from the City of Los Angeles and Caltrans. Utility clearance will also be performed prior to any drilling and sampling activities. Jacobs will begin with a review of existing utility as-built plans to aid in locating potential boring locations. These locations will then be marked in the field with either a stake/flag or paint. Underground Service Alert (USA) will be contacted at least 48 hours prior to scheduled drilling for utility clearance. Additionally, a third-party utility locator will be engaged to screen for utilities at the boring locations.

The borings will be geotechnically logged and sampled in accordance with the latest version of the Caltrans Soil and Rock Logging Manual. Laboratory testing will be performed on select soil samples for soil classification, strength characteristics, settlement characteristics, and corrosion evaluation. At the end of drilling, each boring will be backfilled with cement grout, or per the instructions provided in the excavation permits. All drilling spoils and fluids will be drummed and disposed of off-site. Upon completion of field investigation and laboratory testing, Log of Test Boring sheets will be prepared in accordance with the latest version of the Caltrans Soil and Rock Logging Manual.

Jacobs will perform preliminary geotechnical analyses using site-specific geotechnical data obtained from the field investigation in general accordance with the Caltrans Geotechnical Manual, and AASHTO LRFD Bridge Design Specifications. Preliminary geotechnical evaluations will include ground acceleration, shallow and/or deep foundations, liquefaction potential, lateral spread potential, seismic settlement, consolidation settlement, collapse and expansion potential, corrosion potential, and construction considerations.

### Assumptions:

- There will be no landslide study performed
- There will be no fault rupture study performed

- No existing contamination of soils or groundwater
- No groundwater monitoring wells installed
- Drilling locations will be accessible with conventional drill rig
- Drilling performed during daylight hours

#### ■ **Subtask 3.4: Existing Conditions Memorandums and Compendium**

Our team will develop a series of technical memorandums, collecting and analyzing the necessary data and information to identify design challenges and support development of the conceptual alternatives in Task 4. These discipline-specific technical memorandums are then compiled into a combined report—an existing conditions compendium. The discipline-specific technical memorandums will be submitted for BOE’s review (draft and final submittals) and are described in detail below:

**Previous Studies and Documents:** Team will research available previous studies in the project area, including studies of the existing landslides in Potrero Canyon for use in developing a comprehensive understanding of site conditions and their effect on the conceptual design.

**Planned Projects in Project Vicinity:** Team will work with City and stakeholders to confirm the planned work in the project vicinity, including future Caltrans work on the Pacific Coast Highway, LADWP utility work, and work within the Will Rogers State Beach so that the conceptual design can accommodate this planned work.

**Existing Utilities:** We will investigate the existing utilities with field review of observable utilities and request utility as-built plans from the underground and above ground utility owners. This information will be used to prepare composite maps documenting the location and type of utility. Following the completion of the conceptual alternatives in Task 4, our team will use the composite maps to identify potential conflicts and relocations. A summary of the utilities will be prepared in the technical memorandum describing the utilities agencies with infrastructure in the corridor, contact log, and summary of the potential conflicts and relocations.

**Existing Street Signals:** Our team will evaluate the traffic signals and street configurations in the vicinity of the project, including the intersection at Temescal Canyon Road. The technical memorandum will identify intersection configurations and approaches, turn movements, traffic control, crosswalks, and signal phasing.

#### **Task 3 Deliverables:**

- 40 scale digital topographic mapping in AutoCAD format with parcel boundaries
- Draft and final Preliminary Foundation Report
- Draft and final Existing Conditions Compendium

### Task 4. Project Initiation and Approval

#### ■ **Subtask 4.1: Project Description**

We will work with BOE and Caltrans in the development of a detailed Project Description for the proposed pedestrian and bicycle bridge as an accessibility and safety improvement project. Because the proposed bridge will be located within the coastal zone and to support findings for a Coastal Development Permit (CDP), the California Coastal Commission will require a more detailed project description. We will assist BOE and Caltrans in preparing a project description with additional information, to the extent feasible, that would include development information, such as dimensions of proposed structures and facilities, public access components, estimated grading quantity, estimated amount of vegetation removal, construction activities and resource protection measures, and construction timing and schedule. The Project Description would include as much detail as possible and acknowledge that these details may change as the project progresses.

#### ■ **Subtask 4.2: Purpose and Need**

In collaboration with BID, we will prepare a purpose and need statement suitable for inclusion in an environmental document. The purpose and need statement clearly define the project and the problem to be solved by the various conceptual alternatives. We will develop the purpose and need based on appropriate data collected in Task 3. The purpose and need statement are written to be understood by the average citizen and serves as the foundation for evaluating the viable conceptual alternatives and identifying the locally preferred alternative.

#### ■ **Subtask 4.3: PSR-PDS Preparation**

The team will prepare a PSR-PDS meeting the requirements of Caltrans' Project Development Procedure Manual (PDPM) – Appendix S – Preparation Guidelines for Project Study Report – Project Development Support Project Initiation Document. Up to two (2) alternatives that meet the project Purpose and Need will be evaluated in the PSR-PDS

The team will prepare and submit an Administrative Draft PSR-PDS for review by the City and Caltrans PM only. The team assumes a Caltrans Project Manager will review the Administrative Draft PSR-PDS prior to circulation to Caltrans functional units. After administrative draft comments are received, we will prepare and submit the Draft PSR-PDS for review by the City and Caltrans.

After circulation and comments have been made on the draft PSR-PDS, we will meet with Caltrans staff for a Quality Review meeting to discuss general comments and include specific topics such as safety, constructability reviews and risk assessment. We will revise and submit the final PSR-PDS to the City and Caltrans for approval.

It is assumed that the following items are excluded and not necessary for the PSR-PDS:

- Traffic Engineering Performance Assessment (TEPA)
- Life Cycle Cost Analysis

#### **Task 4.3 Deliverables:**

- Admin, Draft and Final PSR-PDS
- Transportation Planning Scoping Information Sheet
- Right of Way Conceptual Estimate (including Utilities)
- Risk Register
- Survey Needs Questionnaire
- Division of Engineering Services PSR-PDS Scoping Checklist
- Design Scoping Index

#### **Subtask 4.4: Project Approval and Environmental Document (PA&ED) and Preliminary Design Report**

The team will prepare three submittals for the PA&ED:

- Administrative Draft Project Report (ADPR) Approval Document – We will prepare an admin draft project report in accordance with Appendix K of the Caltrans PDPM for one build alternatives. The admin draft project report will be submitted to the City for internal review, and then comments received will be incorporated into an updated version submitted to Caltrans for review.
- Draft Project Report Approval Document – After receiving minimal comments on the Admin Draft Project Report from the Caltrans PM only assuming it is not distributed widely for review, we will prepare the draft project report to be reviewed and approved by Caltrans prior to the circulation of the draft environmental document (DED).
- Project Report Approval Document – After circulation of the DED, we will prepare a final project report to be distributed for review and approval by Caltrans.

In addition, the following documents will be prepared to support the preparation of the PA&ED

- Risk Register – We will prepare a risk register identifying the potential risks following Caltrans requirements, which will be an attachment to the Caltrans project approval documents.
- Transportation Management Plan – TMP –We will prepare a transportation management plan data sheet supported by conceptual staging plan showing the lane configurations and phases for PCH during construction.
- Design Standard Decision Document – DSDD – We will prepare a draft and final design standard decision document (DSDD) identifying and explaining the reasoning for maintaining the existing nonstandard design features within the project limits. The DSDD, assumes there are no new nonstandard design features, will be submitted to Caltrans for review, and comments received will be addressed in the final DSDD.

We will prepare a draft preliminary design report (PDR) in accordance with the requirements of BOE's project delivery manual. The draft PDR will be submitted to the City for review, and comments received will be incorporated into the final PDR submitted to the City for review and approval.

#### **Task 4.4 Deliverables:**

- Admin, Draft and Final Project Report

- Draft and Final Preliminary Design Report

#### ■ Subtask 4.5: Preliminary Civil and Structural Design

To support preparation of the PSR-PDS document, we will consider the existing conditions and design challenges assessed in Task 3 and develop preliminary designs for the two identified project alternatives. We will confirm the design standards necessary to meet all applicable jurisdictional requirements which may include but is not limited to guidance from the BOE, LADOT, and Caltrans.

The preliminary design, anticipated to number approximately six sheets, and reports will include the following elements:

**Layout Plans, Profiles, Typical Sections:** Plans that include the geometric design of the path and how it integrates into the parks on either side, including approach alignments, grades, and vertical clearances. Preliminary grading and drainage design, including Best Management Practices (BMP)/LID features will be included.

**Structures Advanced Planning Study:** A planning study will be prepared documenting the two bridge options considered and discussing the two identified feasible, alternatives. The study will consider bridge material (concrete vs steel), bridge type (truss, girder, cable supported, etc.), constructability of the options, and cost of the options. Plans for the two selected alternatives will be developed and included. The structures study will be prepared collaboratively with the architectural features development in Task 5 and the study will include that architectural design.

**Engineer's Estimate:** A preliminary engineer's estimate will be prepared for the two alternatives.

To support preparation of the PA&ED document, we will update the plans for the preferred project alternative.

The design, anticipated to number approximately ten sheets, and reports will include the following elements:

**Layout Plans, Profiles, Typical Sections, and Site Plans:** Plans that include the geometric design of the path and how it integrates into the parks on either side, including approach alignments, grades, and vertical clearances. Preliminary grading and drainage design, including Best Management Practices (BMP)/LID features will be included. Site plans and retaining wall elevations for both approaches will be developed.

**Structures General Plan:** The preferred project alternative will be updated to include additional details regarding proposed foundation types and architectural features.

**Engineer's Estimate:** An updated engineer's estimate will be prepared for the preferred project alternative.

#### ■ Subtask 4.6: Stormwater BMP and Low Impact Development

Our team will review the proposed project features with respect to City, County, and Caltrans stormwater management and minimal impact development standards. This project will look to implement the BOE green streets standards for stormwater compliance. The use of City standard Plan S-481-0 will allow us to secure BMP compliance with The Los Angeles County Standard Urban Stormwater Mitigation Plan. Although not expected, if place making improvements are determined to be outside of the public R/W, we will perform a LID analysis in compliance with City Ordinance 183833. Infiltration testing for the LID analysis is not required if the design accommodates a factor of safety of six for the infiltration BMPs. It is recommended that this factor of safety be used to size the LID BMPs during this phase of project approval. We will document our review of the City, County, and Caltrans standards in a memorandum also including recommendations for measures to be considered when the project proceeds into final design.

#### ■ Subtask 4.7: Permitting Requirements

Jacobs will prepare a draft permit matrix identifying the jurisdictional agencies and their permits based on our team advisors' experience the various agencies. The matrix will be finalized after meetings with the various agencies (Task 2.1) have occurred and jurisdictions and permits have been confirmed.

#### Task 4 Deliverable(s):

- Draft and final project description
- Draft and final purpose and need statement
- Draft and final project footprint
- Draft and final project report
- Draft and final preliminary design

- Draft and final BMP and LID recommendations memo
- Draft and final permit matrix

## Task 5. Conceptual Architectural Features

### ■ Subtask 5.1: Conceptual Architectural Features

Using data collected in Task 3, along with understandings derived from stakeholder and public meetings, the team will develop two conceptual architectural treatments for the bridge structure. The first step of this will be to develop a digital site model based on the site topography. This model is the basis for design exploration and bridge type/option studies. In parallel with the site model a cultural context report will be prepared that summarizes the cultural context in which the project exists, and a framework will be developed to evaluate the range of alternatives, considering project goals and constraints, to narrow down to three alternatives to take into conceptual architectural design.

Each of the two alternatives taken to conceptual design level will be developed in several formats: plans showing layouts, sections, and elevations. The designs will consider all aspects of the bridge- including barriers; lighting design (pathway and accent); 360-degree visual consideration including views from top/bottom/sides; and potential landscape design at landings.

#### Task 5 Deliverables:

- Culture context report
- Draft and Final Plans/ Sections/ Elevations at appropriate scales(s) (Two Alternatives)
- Physical model- site context (1"=40'-0") (One model)
- Physical model- 1 final bridge options (1/8"=1'-0") (one model)
- 3D renderings – 2 bridge options

## Task 6. Environmental Phase in Compliance with the CEQA and NEPA

### ■ Subtask 6.1: Preliminary Environmental Assessment Report (PEAR)

The Jacobs team will complete a PEAR, based on the Caltrans Standard Environmental Reference (SER). Preparation of the PEAR will include preliminary design information, such as the anticipated maximum depth for excavation, utility relocation, and right of way acquisition. The PEAR serves as an initial assessment of potential environmental effects from bridge construction and operation. Documents, such as maps and site photos, will be created as required attachments to the PEARs. This PEAR will also identify the technical studies and analyses required by Caltrans. All the permits and agency approvals required for project construction will also be established in the PEAR. Lastly, the PEAR would determine the NEPA preliminary environmental document classification, and we anticipate the proposed pedestrian and bicycle bridge qualifies for a NEPA Categorical Exclusion.

### ■ Subtask 6.2: Categorical Exemption (CEQA)/Categorical Exclusion (NEPA)

The Jacobs team will complete a Caltrans Categorical Exemption/Categorical Exclusion (CE/CE) Determination Form with supporting technical studies to comply with CEQA and NEPA. For this scope, it is assumed that CE/CE will be the appropriate environmental document. Senate Bill 922 expanded CEQA exemptions for sustainable public transportation projects as a statutory exemption. The proposed project would be eligible for a statutory exemption for pedestrian and bicycle facilities, including new facilities, pursuant to Public Resources Code (PRC) Section 21080.25. Also, because the project site is within an Urbanized Area under PRC 21071, the proposed pedestrian and bicycle bridge would be categorically excluded from the NEPA pursuant to Federal Highway Administration (FHWA) Section 771.117(c)(3) for the construction of bicycle and pedestrian lanes, paths, and facilities. The Caltrans CE/CE Exclusion Determination Form includes a Continuation Sheet, where a summary of the proposed standard construction measures and BMPs to address project construction impacts would be provided. Environmental technical studies prepared for this CE/CE evaluation would be included as attachments to the CE/CE package.

### ☑ Environmental Technical Studies

Several resource areas will be evaluated to help identify site constraints and potential impacts from the construction and operation of the pedestrian and bicycle bridge. The following list identifies these resource areas and the anticipated documentation. The level of technical analysis and documentation will be confirmed with the completion of the PES Form. Caltrans may require additional technical

studies and/or a higher-level environmental document to address potentially significant environmental impacts after review of the preliminary design.

**Aesthetics/Visual:** The Jacobs team will first complete the Visual Impacts Assessment Questionnaire to determine the recommended level of visual analysis. We anticipate an abbreviated Visual Impact Assessment to be prepared with supporting project features and graphics. The proposed pedestrian and bicycle bridge may construct new lighting as a safety feature. These features would create new illumination in the project area. Evaluation of the project's impacts on the aesthetic and visual setting of the project area would be conducted.

**Biological Resources:** Though there is limited vegetation and habitats in the proposed bridge, federal and State protected species, habitats, and wetlands have been identified and include, but not limited to Coastal California Gnatcatcher, Woolly Sea Blight, Western Snowy Plover, Tidewater Goby, and an intermittent riverine wetland running north-south within George Wolfberg Park at Potrero Canyon. We anticipate the preparation of a Natural Environment Study (Minimal Impacts) as the evaluation document for the CE/CE.

**Cultural Resources:** This evaluation will begin with the creation of the Area of Potential Effects (APE) map. The APE will cover the permanent and construction footprint and staging areas. The nearest historical resource is located half-mile southeast of the proposed bridge. We anticipate impacts to cultural resources will be to archaeological resources that may be found during excavation activities. Standard construction measures and BMPs will be proposed to address potential impacts from the construction of the proposed bridge. We anticipate preparation of a Historic Property Survey Report (HPSR) will be required to determine a finding if historic properties would be affected. We anticipate preparing an Archaeological Survey Report (ASR) and a Historic Resource Evaluation Report as attachments to the HPSR and serve as documentation of the cultural resources' identification and evaluation process and findings. Tribal consultation will be included in the ASR and identify all the Native American tribal organizations contacted and document the consultation process and responses from these tribal organizations. The City of Los Angeles will lead this government-to-government consultation with the Native American tribal governments.

**Hazards and Hazardous Materials:** We anticipate preparing an Initial Site Assessment (ISA), to address hazardous material and wastes in the project site, for the proposed Potrero Canyon Pedestrian and Bicycle Bridge area. This assessment will evaluate where excavation or road modification is planned to determine whether construction of the proposed bridge could be affected by any recorded or visible hazardous waste problems and to recommend any additional work that may be needed. Development of the George Wolfberg Park at Potrero Canyon included similar site investigations and corrections of existing aboveground and underground tanks, however, these investigations did not include the proposed bridge area. With the project's proximity to Pacific Coast Highway, there is the potential of petroleum product releases onto the adjacent unpaved areas. Due to these circumstances, the Jacobs team anticipates the preparation of an ISA will be necessary. Further discussion with Caltrans may consider a technical memorandum as an appropriate evaluation document.

**Water Quality & Stormwater Runoff:** Jacobs will initiate the impact analysis by completing a Caltrans Scoping Questionnaire for Water Quality Issues. Since the proposed pedestrian and bicycle bridge is near coastal waters and in an area with existing storm drains, Caltrans may require a Water Quality Assessment Report (WQAR) be prepared. The WQAR would be conducted to determine impact findings related to the water quality policies of the Coastal Act. Coordination with RWQCB will determine the required permits for project construction. This WQAR will identify the existing water quality and project-related discharges, such as storm water. Standard construction measures and permanent BMPs may be proposed to address potential water quality impacts.

**Noise:** Noise impacts are anticipated for the construction of this pedestrian and bicycle bridge and these will be documented in a Noise Impacts Technical Memorandum. Site preparation, grading, structural construction, and paving are construction activities that would create temporary noise. The Jacobs team will evaluate predicted noise levels associated with the construction activities, construction equipment, the duration of the construction activity, and distance of sensitive noise receptors (residential uses, biological species) from the source.

**Section 4(f):** If federal funding is identified for the project, we know Caltrans has NEPA assignment under FHWA. In compliance with NEPA, an evaluation of Section 4(f), would determine a "use" of the Section 4(f) properties and analyze the construction

and operational impacts of this bridge on these properties. This analysis will be documented in a Section 4(f) technical memorandum.

**Transportation:** A Traffic Impact Assessment Technical Memorandum will analyze impacts from construction-related trip generation and peak traffic volumes along Pacific Coast Highway. Project features, such as a Transportation Management Plan, will be described in this memorandum.

**Utilities:** A technical memorandum will be prepared to address project construction and operational impacts on existing utilities and potential utility relocations. An inventory of all existing utilities & service systems will identify all utilities within the project site. Utilities will include, but not be limited to power distribution (electricity), water supply, wastewater treatment, stormwater drainage and runoff, and solid waste collection and removal, including recycling.

### Coastal Impacts and Coordination

Coastal zone impacts will be discussed in the CE/CE and be based on the findings from the environmental analyses conducted for the CE/CE. We will analyze the project's consistency with the Caltrans Coastal Resource Policy Checklist which covers multiple resources, including wetlands; public access; visual resources; environmentally sensitive habitat area; water quality; coastal hazards/shoreline development; and archaeological resources.

The proposed project is under the Brentwood/Pacific Palisades Dual Coastal Plan Zone Dual Permit Jurisdiction Area. A Local Coastal Program has not been prepared by the City of Los Angeles for the project area according to the Brentwood-Pacific Palisades Community Plan. There is an existing CDP for the Potrero Canyon Park Restoration Project. Special Condition 28 in Amendment NO. 11 of that CDP noted that an amendment or a new CDP would be required prior to construction of the pedestrian and bicycle bridge. We propose coordination with the California Coastal Commission early in the PA&ED phase for their input on whether a new or an amended CDP would be required and what project conditions of approval are expected. Based on the 12-month project schedule, we assume the Executive Director of the California Coastal Commission would accept an amendment to the CDP for Potrero Canyon Park Restoration. We also assume that this CDP amendment would be subject to a Commission hearing. We will complete one set of the Coastal Development Permit Amendment application and prepare an application package that includes project plans and maps, technical reports, and other required attachments that were prepared for the CE/CE and the Project Report. This application package will be based on the CDP instructions dated July 1, 2022.

### Task 6 Deliverables:

- Draft and Final PEAR Form
- Draft and Final CE/CE with supporting technical studies
- One set of Coastal Development Permit Amendment application package

### Assumptions

- Environmental clearance for project approval will be obtained through a Categorical Exemption/Categorical Exclusion (CE/CE) for CEQA and NEPA compliance. The PEAR, CE/CE, and environmental technical studies will be prepared in accordance with the Caltrans SER, as of the date of this proposal.
- Permitting support for resource agency permits, including preparation of resource agency permits and related coordination, is not included.
- Support for Federal Section 508 compliance and accessibility is not included.
- The California Coastal Commission will determine if additional technical information may be required for the CDP Amendment to support coastal policy consistency findings. The following technical studies are not included in this proposal: Coastal Hazards and Wave Run-Up Analysis, Sea Level Rise Vulnerability Assessment, and a Shoreline Erosion Assessment. The Coastal Development Permit Amendment application package will include project plans and maps, technical reports, and other required attachments that were prepared for the CE/CE and the Project Report.
- The California Transportation Commission (CTC) is not a responsible agency in the oversight of the funding and programming of this project. Therefore, it is assumed that there will be no submittal of the environmental document to the CTC.
- A Location Hydraulic Study would not be required because the project site is not located within a 100-year base floodplain.

- A Wetlands/Waters Delineation Report or Wetlands/Waters Assessment is required if a project is located within 100 feet of a potential wetland resource. The proposed bridge and construction area is located over 500 feet from the nearest wetland, a riverine habitat running north-south within the middle of Potrero Canyon Park.
- Coastal Commission coordination will be limited to two (2) meetings with LABOE and two (2) meeting with both LABOE and the California Coastal Commission.
- The City of Los Angeles will lead this government-to-government consultation with the Native American tribal governments.

## Task 7. Optional Initial Study/Mitigated Negative Declaration and Environmental Assessment/Finding of No Significant Impact

### Optional Task: Initial Study/Mitigated Negative Declaration and Environmental Assessment/Finding of No Significant Impact

Should Caltrans determine that a CE/CE is not suitable for project approval, it is assumed that this determination would elevate the environmental document to an Initial Study/Environmental Assessment (IS/EA). Preparation of IS/EA will be based on the Appendix G (Environmental Checklist Form) from the current CEQA Guidelines, as well as the latest Caltrans SER guidance and templates. The IS/EA would include brief descriptions of Existing Conditions and the potential changes and impacts to the environmental resources based on the technical studies. It is assumed the IS would result in a Mitigated Negative Declaration (MND) and EA would result in a Finding of No Significant Impact (FONSI). The MND/FONSI would be based on the avoidance, minimization, and mitigation measures, as well as construction standards, to address construction and operational impacts from the proposed pedestrian and bicycle bridge. The IS/EA would identify planned projects in the study area and analyze potential cumulative impacts from the proposed project and other planned projects in the study area. Preparation of the IS/EA would be based on the environmental technical studies conducted for the CE/CE. The following notices will be prepared after the signing of the Final IS/EA and submitted to the State Clearinghouse (SCH) and Los Angeles County Clerk: Notice of Completion, Notice of Intent, Office of Planning and Research Summary Form, and Notice of Determination. Legal notices for the Draft IS/EA will be provided in two newspaper periodicals (English and Spanish newspapers).

#### Optional Task Deliverables:

- Screencheck Draft IS/EA with supporting technical studies.
- Draft and Final IS/EA with supporting technical studies.
- Postings of public and legal notices with SCH and LA County Clerk.

#### Optional Task Assumptions

- Reviews of all environmental documents will be conducted in two (2) review cycles by both LABOE and Caltrans.
- No other agencies or jurisdictions will be providing review comments or approval of the Screencheck, Draft, and Final IS/EA.
- The following resources will not require evaluation in the IS/EA: Agriculture/Forestry; Minerals; Population & Housing; Wildfire; Wild & Scenic Rivers; Farmlands; Timberlands; Growth; Relocations & Real Property; and Environmental Justice.
- Cumulative impacts are anticipated to be minimal due to the predominantly residential and open space land uses in the project area.
- Permitting is not included in this optional task.
- An IS/EA does not require a public hearing during public review of the environmental document. Outreach will be conducted as part of the proposed outreach efforts in this proposal.

## COST PROPOSAL WORKSHEET - by Scope

COMPANY NAME: Jacobs Engineering Group Inc.		SCOPE OF WORK: Project Approval and Environmental Document		DATE: 8/4/2023	REV: 0
TASK ORDER: 202			OPTION:		

### PROJECT

Potrero Canyon PCH Ped/Bike Bridge Project

Task	Scope of Work Description	% of TOS	Total Amount	NTP 1:		NTP 2:		NTP 3:		NTP 4:	
1	Administration and Project Management	13%	\$263,638	7%	\$131,819	3%	\$65,910	3%	\$65,910	-	
2	Stakeholder Coordination and Public Involvement	9%	\$175,036	4%	\$87,649	3%	\$55,825	2%	\$31,562	-	
3	Collect and Update Existing Data	11%	\$217,491	11%	\$217,491	-		-		-	
4	Project Initiation & Approval	27%	\$543,822	11%	\$228,829	14%	\$278,512	2%	\$36,481	-	
5	Conceptual Architectural Features	10%	\$200,808	4%	\$74,808	4%	\$82,000	2%	\$44,000	-	
6	Environmental Phase	19%	\$380,386	4%	\$76,077	10%	\$190,193	6%	\$114,116	-	
7	Optional IS/EA	11%	\$216,848	-		-		11%	\$216,848	-	
<b>TOTAL</b>		<b>100%</b>	<b>\$1,998,028</b>	<b>41%</b>	<b>\$816,673</b>	<b>34%</b>	<b>\$672,439</b>	<b>25%</b>	<b>\$508,916</b>	<b>0%</b>	<b>\$0</b>