

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Metro

Agenda - Final

Wednesday, September 19, 2018

11:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad Hoc Congestion, Highway and Roads Committee

John Fasana, Chair

Hilda Solis, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Ara Najarian

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

5. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118** [2018-0510](#)

RECOMMENDATIONS

AUTHORIZE Contract Modification No. 168 (CCO 168) by the California Department of Transportation (Caltrans) for the construction contract of Segment 2 of the I-5 North Capacity Enhancements Project from SR-134 to SR-118 (Project) under Funding Agreement No. MOU.P0008355/8501A/A7, in the amount of \$11 million within the overall corridor LOP budget.

6. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT** [2018-0515](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE5302500 with TRC Solutions, Inc. in the amount of \$7,394,536 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Project Location Map](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2018-0600](#)
RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0515, File Type: Contract

Agenda Number: 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE SEPTEMBER 19, 2018

SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE5302500 with TRC Solutions, Inc. in the amount of \$7,394,536 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7 and the Gateway Cities Council of Governments (GCCOG), is advancing the development and implementation of the Eastbound State Route-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project (the Project) to alleviate operational deficiencies, reduce congestion, and improve mobility and safety on the mainline. This contract award will enable Metro to complete the PA&ED and PS&E for the proposed improvements as part of the SR-91/I-605/I-405 Hot Spots Program funded by Measure R and Measure M. Attachment C shows the project location.

BACKGROUND

The SR-91 freeway experiences significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements to the facility. Within the limits of this project, improvements are needed to resolve the current operational and safety-related deficiencies associated with the closely-spaced interchanges of I-710 Atlantic Ave., and Cherry Ave. The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside #5 beyond the Cherry Ave. undercrossing for a total project length of approximately 1.5 miles. This project has been identified as a subregional priority project by Metro and the GCCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study to identify congestion “Hot Spots” along those freeways and develop preliminary improvement concepts.

Metro continued with a Project Study Report-Project Development Support (PSR-PDS) for the SR-91 and I-710 Interchange (SR-91 Central Avenue to Paramount Boulevard PSR-PDS) that Caltrans approved in July 2017. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phases. A total of eight independent Early Action Projects (EAP) were identified for the entire SR-91 between Central Avenue and Paramount Boulevard including the Project.

Caltrans is the lead agency for NEPA/CEQA compliance; Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of these two project phases by 2020, the Project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$600,000 has been budgeted in Highway Program Cost Center 4720, in Eastbound SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Project 460351, Tasks 5.2.100 and 5.3.100, Professional Services Account 50316.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

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

alleviating the current operational deficiencies and improving mobility along the SR-91.

Goal 4: Transform LA County through regional collaboration by partnering with the GCCOG and Caltrans to identify the needed improvements and take the lead in development and implementation of the project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE5302500 to TRC Solutions, Inc. in the amount of \$7,394,536 for A&E services for completion of PA&ED and PS&E for EB SR-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvements Project.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project Location Map

Prepared by: Olivia Harris, Transportation Planner (213) 418-3351

Julio Perucho, Principal Transportation Planner (213) 922-4387

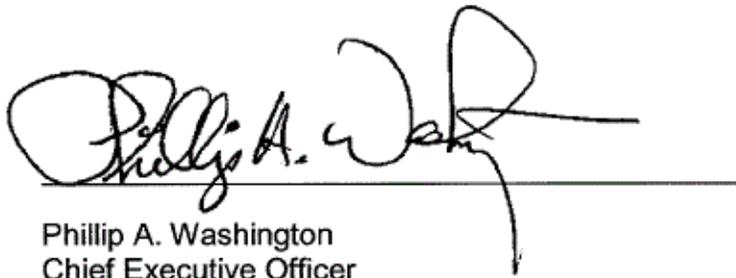
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PA&E AND PS&E FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY AVENUE AUXILIARY LANE IMPROVEMENT PROJECT/AE5302500

1.	Contract Number: AE5302500	
2.	Recommended Vendor: TRC Solutions, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 23, 2018	
	B. Advertised/Publicized: April 23, 2018	
	C. Pre-Proposal Conference: May 2, 2018	
	D. Proposals Due: May 24, 2018	
	E. Pre-Qualification Completed: August 2, 2018	
	F. Conflict of Interest Form Submitted to Ethics: June 1, 2018	
	G. Protest Period End Date: September 21, 2018	
5.	Solicitations Picked-up/ Downloaded: 80	Proposals Received: 2
6.	Contract Administrator: Roxane Marquez	Telephone Number: 213-922-4147
7.	Project Manager: Lucy Olmos-Delgadillo	Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract No. AE5302500 issued in support of the design, development and implementation of the Eastbound State Route-91 Atlantic Avenue to Cherry Avenue Auxiliary Lane Improvement Project (Project). Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

A pre-proposal conference was held on May 2, 2018, and was attended by 11 firms. There were 15 questions asked and responses were released prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 8, 2018 clarified proposal page limit; and clarified the percentage amounts outlined on Exhibit 3 – Evaluation Criteria.

A total of 80 firms downloaded the RFP and were included in the planholders' list. A total two proposals were received on May 24, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm/Team 20 percent
- Project Manager, Key Staff & Subconsultants Qualifications 35 percent
- Project Understanding & Approach 30 percent
- Work Plan 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Project Manager, Key Staff and Subconsultants Qualifications and Project Understanding and Approach.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On June 5, 2018, the PET completed its independent evaluation of the proposals. Both proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. TRC Solutions, Inc.
2. WSP USA, Inc.

During the week of June 5, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, both firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the 24-month schedule working with outside agencies.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the Project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public agencies and stakeholders.

Qualifications Summary of Recommended Firm:

TRC Solutions, Inc.

TRC Solutions, Inc. (TRC) is a national engineering firm that provides design, consulting, construction, and management services in transportation markets for federal, states and municipalities. TRC's proposal and oral presentation demonstrated expertise in a wide range of services in all phases of planning and design services across a wide range of disciplines, including expertise in highway construction design, effective project management and a skilled team of project personnel.

The proposal and oral presentation provided a detailed management plan that included a project organization chart, quality management system, and project controls plan. The oral presentation also elaborated upon the approach to the Project, experience with required tasks, and presented innovative/creative plans, ideas, and alternatives to the Statement of Work, as requested in the RFP.

TRC's alternative approach to the Project provided design enhancements by extending the auxiliary lane on the east and west sides of Cherry/Atlantic that will improve operations. This approach results in a cost-effective design that avoids duplicating future costs in design and planning, thus saving Metro time and money in the long run. TRC's project plan was innovative, providing improved safety while eliminating congestion "hot-spots" and improving operations. TRC's alternative design approach will maximize Project improvements while minimizing impacts to the community.

The proposal and oral presentation stressed the importance of understanding stakeholder objectives, and the ability to utilize TRC's relationships with agency contacts, particularly with Caltrans geometric reviewers and district liaisons. In addition, the proposal demonstrated TRC's local stakeholder experience, which includes Metro, Caltrans District 7, Caltrans District 12, regional transportation agencies (Orange County Transportation Authority and Riverside) cities, and local community groups.

The proposal and oral presentation demonstrated that TRC's key personnel have direct experience across a range of disciplines, all stages of design, and project delivery methods. Significantly, the project manager possesses 90% availability and has 30 years of experience. Other key personnel average over 30 years of diverse transportation project experience. Overall, personnel have well over 100 combined years of diverse transportation project experience.

The PET completed its evaluation of the above mentioned proposals on June 7, 2018 after oral presentations. The PET determined TRC Solutions, Inc. ranked the highest firm.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	TRC Solutions, Inc.				
3	Firm/Team Qualifications	87.20	20.00%	17.44	
4	Project Manager, Key Staff, Subconsultants Qualifications	83.78	35.00%	29.32	
5	Project Understanding & Approach	82.78	30.00%	24.83	
6	Work Plan	84.44	15.00%	12.67	
7	Total		100.00%	84.26	1
8	WSP USA, Inc.				
9	Firm/Team Qualifications	74.98	20.00%	15.00	
10	Project Manager, Key Staff, Subconsultants Qualifications	74.59	35.00%	26.11	
11	Project Understanding & Approach	76.67	30.00%	23.00	
12	Work Plan	78.89	15.00%	11.83	
13	Total		100.00%	75.94	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, fact finding, cost analysis, technical analysis, and negotiations. TRC suggested a design that extended the limits of the improvements to address problem areas contributing to the congestion. The difference between the Independent Cost Estimate (ICE) and the negotiated value is due to a lower level of effort originally estimated for the environmental planning, preliminary engineering and design of the operational improvements described in the Statement of Work, compared to TRC's alternative technical approach. The negotiated price reflects a level of effort appropriate for the alternative technical approach.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
TRC Solutions, Inc.	\$9,386,589	\$5,045,790	\$7,394,536

D. Background on Recommended Contractor

The recommended firm, TRC Solutions, Inc. located in Los Angeles, California has been in business for 58 years and is a leader in the field of consulting, engineering and construction management. TRC has more than 4,000 employees located in 120 offices throughout the United States, Canada, the UK and China. TRC is ranked #19 on Engineering News Record's list of the Top 500 Design Firms in the United States.

The firm possesses experience in a diverse range of complex projects that involved planning and environmental services, preliminary and final design services, project study reports, technical studies, project approval/environmental document services, wall structures services and geotechnical services. Recent complex projects include the I-5 HOV Improvement Project PS&E, I-5 Widening Project, I-605/SR-60 Interchange Project PA/ED, SR-14 Avenue K Interchange Improvements Project, I-405/I-605 HOV Connector Project PS&E, SR-91 Express Lane Rehabilitation Project.

The proposed team is comprised of 16 subcontractors (including 13 SBE firms and two DVBE firms). The proposed project manager has 30 years of experience in managing the planning, design and construction of highways, bridges and transportation related structures and has successfully managed and delivered PA/ED and PS&E projects for Caltrans, OCTA, and Metro. Some of the projects include the Port of Los Angeles I-110/C Street Interchange Project PA/ED and PS&E (Caltrans District 7), I-405 to I-5 Corridor Improvement Project PA/ED (OCTA), SR-57/Katella Ave. to Lincoln Northbound Widening PA/ED and PS&E (Caltrans District 12).

TRC possesses a significant amount of local stakeholder experience and has worked closely with Metro, Caltrans, and community groups. With their extensive experience and knowledge, TRC possesses the ability to complete and deliver on schedule the RFP's Statement of Work.

DEOD SUMMARY

**PA&ED AND PS&E FOR EASTBOUND SR-91 ATLANTIC AVENUE TO CHERRY
AVENUE AUXILIARY LANE IMPROVEMENT PROJECT/AE5302500**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) for this solicitation. TRC Solutions made a 22% SBE commitment and a 3.41% DVBE commitment.

Small Business Goal	SBE 22%	Small Business Commitment	SBE 22%
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	SBE Subcontractors	% Committed
1.	Earth Mechanics, Inc.	2.67%
2.	2R Drilling Inc.	0.97%
3.	FRS Environmental	0.11%
4.	Epic Land Solutions, Inc.	1.40%
5.	Geo-Advantec, Inc.	3.64%
6.	A Cone Zone, Inc.	0.39%
7.	GPA Consulting, Inc.	4.29%
8.	Guida Surveying, Inc.	1.98%
9.	IDC Consulting Engineering, Inc.	2.43%
10.	Intueor Consulting, Inc.	1.68%
11.	LIN Consulting, Inc.	0.71%
12.	Tatsumi and Partners. Inc.	1.26%
13.	Value Management Strategies, Inc.	0.47%
	Total Commitment	22.00%

Small Business Goal	DVBE 3%	Small Business Commitment	DVBE 3.41%
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	DVBE Subcontractors	% Committed
1.	Calvada Surveying	1.78%
2.	MA Engineering	1.63%
	Total Commitment	3.41%

B. Living Wage and Service Contract Worker Retention Policy Applicability

Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT C - PROJECT LOCATION MAP

