

Metro

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



Agenda - Final

Wednesday, October 17, 2018

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

Janice Hahn

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:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- 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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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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

CALL TO ORDER

ROLL CALL

11. SUBJECT: LINK UNION STATION UPDATE

[2018-0617](#)

RECOMMENDATION

RECEIVE AND FILE status report on Link Union Station.

Attachments: [Attachment A](#)
 [Attachment B](#)
 [Attachment C](#)

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

[2018-0303](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc. for the Eastside Transit Corridor Phase 2 Project to complete the reinitiated environmental clearance study, in the amount of \$7,847,298, increasing the total current contract value from \$19,048,725 to \$26,896,023;
- B. INCREASE in Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, for the Eastside Transit Corridor Phase 2 Project, in the amount of \$784,000, increasing the total CMA amount from \$2,532,711 to \$3,316,711, due to the complexity of the environmental study effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA;
- C. AWARD and execute a 36-month firm fixed price Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. in an amount not to exceed \$16,154,225 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study, subject to resolution of protest(s), if any; and
- D. APPROVE Contract Modification Authority specific to Contract No. AE51242000 in the amount of \$3,230,845 due to the complexity of the engineering and urban design effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA.

- Attachments:** [Attachment A-1 Procurement Summary](#)
[Attachment A-2 Procurement Summary](#)
[Attachment B Contract Modification Log](#)
[Attachment C-1 - DEOD Summary.docx](#)
[Attachment C-2 - DEOD Summary.docx](#)
[Attachment D Project Area Map](#)
[Presentation](#)

13. SUBJECT: BUS RAPID TRANSIT VISION AND PRINCIPLES STUDY [2018-0470](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 28-month firm fixed price Contract No. PS53553000 to Sutra Research and Analytics, in the amount of \$1,210,607 to complete the Bus Rapid Transit (BRT) Vision and Principles Study, with an optional task to analyze candidate corridors in the amount of \$611,185, for a total contract amount of \$1,821,792, subject to resolution of protest(s), if any; and

- B. APPROVE Contract Modification Authority (CMA) specific to Contract No. PS53553000 in the amount of \$273,269 to account for the complexity of the countywide effort and anticipated level of coordination.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2018-0664](#)

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 #: 2018-0303, File Type: Contract

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 17, 2018

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc. for the Eastside Transit Corridor Phase 2 Project to complete the reinitiated environmental clearance study, in the amount of \$7,847,298, increasing the total current contract value from \$19,048,725 to \$26,896,023;
- B. INCREASE in Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, for the Eastside Transit Corridor Phase 2 Project, in the amount of \$784,000, increasing the total CMA amount from \$2,532,711 to \$3,316,711, due to the complexity of the environmental study effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA;
- C. AWARD and execute a 36-month firm fixed price Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. in an amount not to exceed \$16,154,225 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study, subject to resolution of protest(s), if any; and
- D. APPROVE Contract Modification Authority specific to Contract No. AE51242000 in the amount of \$3,230,845 due to the complexity of the engineering and urban design effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA.

ISSUE

Measure M allocates \$6 billion to the Eastside Transit Corridor Phase 2 Project (Project), to be programmed in two cycles. Cycle 1 identifies \$3 billion with a 2029 groundbreaking date and an opening date of 2035. Cycle 2 identifies \$3 billion with a 2053 groundbreaking date and an opening date of 2057. One alignment (yet to be selected) has been identified as potential accelerated project schedule in the Twenty-Eight by '28 project list. A reinitiated environmental study is needed to

identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

Board approval is needed for Contract Modification No. 18, to reinitiate the environmental study and to award and execute Contract No. AE51242000 for the ACE design and urban design services contract to support the reinitiated environmental study.

BACKGROUND

Existing Contract No. PS4320-2003 with the CDM Smith/AECOM Technical Services, Inc. (JV) was effective August 9, 2007. The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was initiated in 2010. The Draft EIS/EIR analyzed the two Build Alternatives --State Route 60 (SR 60) and Washington Boulevard--in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. The project's Draft EIS/EIR was released on August 22, 2014 for an extended public comment period of 60 days. In November 2014, the Board approved carrying forward two Build Alternatives: the SR 60 NSDV and Washington Boulevard. The Board also directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative.

At the May 2017 meeting (Legistar File 2017-0154), the Board received the findings of the Post Draft EIS/EIR Technical Study and approved an updated project definition to include three (3) Build Alternatives for environmental review (Attachment D):

- SR 60 NSDV Alternative;
- Washington Boulevard Alternative with Atlantic below-grade option; and
- Combined Alternative, defined as full build out of the SR 60 NSDV and Washington Boulevard Alternatives.

DISCUSSION

The reinitiated environmental clearance study and supporting ACE work will update the August 2014 Draft EIS/EIR to reflect the new Board-approved project definition. This includes studying potential impacts and completing ACE for a new underground segment and three new stations on the Washington Boulevard Alternative, a modified track alignment for the SR 60 NSDV Alternative, and the added Combined Alternative, which was not studied in the 2014 Draft EIS/EIR. The reinitiated environmental clearance study will also study other project elements to reflect updated environmental baseline conditions.

The environmental analysis work will inform the selection of an LPA by the Metro Board and adhere to NEPA and CEQA requirements. In support of the environmental work, the ACE design work will refine the previously developed conceptual engineering plans and exhibits to a 15% level of design for three (3) Build Alternatives, provide information needed to secure regulatory approval from third party agencies and advance specific design issues raised by key stakeholders and communities in

the study area. The environmental analysis will also address comments received on the project from stakeholders.

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework, as it will provide the communities of the eastern Los Angeles County a more reliable and high quality transit alternative that will help to solve the mobility challenges in the project area and meet the mobility needs of the area's residents and businesses.

The 2014 Draft EIS/EIR identified transit-dependent and low-income populations in the project area with 16 percent of households categorized as low-income, 12 percent zero-vehicle households, and 38 percent of the population being less than 18 or greater than 65 years old. Specific mobility challenges in the project area are limited access to high-quality transit options including the Metro regional rail system, traffic congestion and slow travel times for both transit users and automobile drivers. Due in large part to expected population growth in the project area (reaching 760,000 people by 2035), these challenges are expected to worsen without appropriate transportation alternatives. By 2035, the average peak-period travel time within the project area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively.

The Project will address these issues by introducing a new transportation option to the eastside communities that will connect to the existing Metro Gold Line and the regional Metro rail network. The 2014 Draft EIS/EIR found that the Project could reduce travel times for its users by 10 to 14 percent compared to average peak auto travel time. The Project will also reduce vehicle miles traveled (VMT) in the project area, which could lead to air quality, safety, and livability enhancements for the project area's communities.

The Project will improve access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. Furthermore, with the implementation of Metro's Regional Connector Project (a separate project), residents would be able to take a one-seat ride from eastern Los Angeles County to downtown Los Angeles, University of Southern California (USC), Culver City, and Santa Monica.

All of the aforementioned project benefits will collectively expand economic opportunities and enhance the quality of life for those in the project area. Metro staff will look to Metro's Equity Platform Framework as the Project engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this project is at the environmental study phase.

FINANCIAL IMPACT

The FY 2019 budget includes \$5,028,240 for Professional Services in Cost Center 4310, Project

460232 (Eastside Transit Corridor Phase 2). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds is Measure M 35% Transit Construction. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the previously discussed mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion and limited connections to the regional rail system.

The Project is responsive to these issues by aligning with Vision 2028 Goal #1 - *Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling*, as it will provide a high quality transportation option that will improve transit access, travel time, mobility, and connectivity to Metro's regional transit system. By 2035, the average peak-period travel time within the project study area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively. These challenges highlight the critical need for a high-quality transit option for the communities of eastern Los Angeles County. The Project is expected to reduce travel time by approximately 10 to 14 percent for transit passengers shifting from automobile trips within the project area.

The Project also supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary in order to update the Draft EIS/EIR and inform the selection of a locally preferred alternative, along with delaying the potential for achieving the aspirational schedule set forth in the Twenty-Eight by '28 initiative.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc. to complete the reinitiated environmental clearance study. Staff will also execute Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. to conduct the ACE design and urban design services.

ATTACHMENTS

Attachment A-1- Procurement Summary for PS4320-2003

Attachment A-2- Procurement Summary for AE51242000

Attachment B - Contract Modification/Change Order Log for PS4320-2003

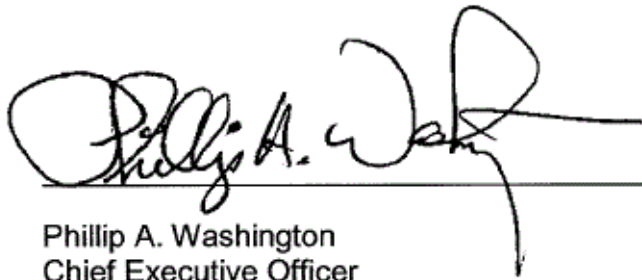
Attachment C-1- DEOD Summary for PS4320-2003

Attachment C-2- DEOD Summary for AE51242000

Attachment D- Project Study Area Map

Prepared by: Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885
David Mieger, EO, Countywide Planning & Development, (213) 922-3040
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**EASTSIDE TRANSIT CORRIDOR PHASE 2 - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE AND CONCEPTUAL ENGINEERING
CONSULTANT SERVICES / PS4320-2003**

1.	Contract Number: PS4320-2003		
2.	Contractor: CDM SMITH/AECOM, a Joint Venture		
3.	Mod. Work Description: Complete the reinitiated environmental clearance study.		
4.	Contract Work Description: Environmental work for the Eastside Transit Corridor Project.		
5.	The following data is current as of: 09/05/2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/31/2007	Contract Award Amount: \$2,203,584
	Notice to Proceed (NTP):	08/09/2007	Total of Modifications Approved: \$16,845,141
	Original Complete Date:	06/04/2008	Pending Modifications (including this action): \$7,847,298
	Current Est. Complete Date:	10/31/2021	Current Contract Value (with this action): \$26,896,023
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558
8.	Project Manager: Laura Cornejo		Telephone Number: (213) 922-2885

A. Procurement Background

This Board Action is to approve Contract Modification No. 18 issued in support of the reinitiated environmental clearance study. This Contract Modification also extends the period of performance through October 31, 2021.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board awarded firm fixed price Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase II of the Los Angeles Eastside Transit Corridor.

A total of 18 modifications have been executed to date.

Refer to Attachment B - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon previous MAS audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$10,816,148	\$5,191,660	\$7,847,298

The difference between the ICE and the negotiated amount is due to unanticipated significant updates to the environmental analysis previously conducted as part of the 2014 Draft EIS/EIR. This includes new work/analysis required in order to be compliant with Metro's First/Last Mile Policy and Transit Oriented Communities efforts, shifting geotechnical/seismic/soil investigations tasks from the engineering contract to the environmental contract, additional analysis for the refined alternative alignments and increased level of coordination needed with federal, state and local stakeholders during the environmental study process.

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2– A.C.E. DESIGN/ URBAN DESIGN SERVICES / AE51242000

1.	Contract Number: AE51242000	
2.	Recommended Vendor: Cordoba HNTB Design Partners, 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: February 27, 2018	
	B. Advertised/Publicized: February 27, 2018	
	C. Pre-Proposal Conference: March 5, 2018	
	D. Proposals Due: April 23, 2018	
	E. Pre-Qualification Completed: September 14, 2018	
	F. Conflict of Interest Form Submitted to Ethics: May 8, 2018	
	G. Protest Period End Date: October 18, 2018	
5.	Solicitations Picked up/Downloaded: 77	Bids/Proposals Received: 4
6.	Contract Administrator: Adrian Luesang	Telephone Number: (213) 418-3333
7.	Project Manager: Laura Cornejo	Telephone Number: (213) 922-2885

A. Procurement Background

This Board Action is to approve Contract No. AE51242000 issued in support of the Eastside Transit Corridor Phase 2 Project – Advanced Conceptual Engineering (ACE) Design/Urban Design Services. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro’s Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a Race Conscious Disadvantaged Business Enterprise (RCDBE) goal of 30%.

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

- Amendment No. 1, issued on March 29, 2018, extended the RFP due date to April 23, 2018.

A pre-proposal conference was held on March 5, 2018 and was attended by 46 participants representing 28 firms. There were nine questions and responses released prior to the proposal due date.

A total of 77 firms downloaded the RFP and were included in the planholder’s list. A total of four proposals were received on April 23, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development Mobility Corridors Department, Operations Liaison and Planning Department, and the Executive Office of Transit Project Delivery Department was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Degree of Skills and Experience of Team 15 percent
- Experience and Capabilities of Personnel of the Team 25 percent
- Effectiveness of Management Plan 15 percent
- Understanding of Work and Approach for Implementation 35 percent
- Innovation 10 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) services. Several factors were considered when developing these weights, with the greatest importance given to Understanding of Work and Approach for Implementation.

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

All four proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. Cordoba HNTB Design Partners, Inc.
3. Eastside 2 Design Partners
4. T.Y. Lin International

The PET independently evaluated and scored the technical proposals during the period of May 14, 2018 through May 28, 2018.

The PET scheduled oral presentations for all firms during the week of June 4, 2018. The firms had an opportunity to highlight technical challenges and present innovative solutions. Each firm also presented their proposed project manager, the team's qualifications, and relevant experience on similar projects. In general, each team's 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 approaches to station design, identifying a method of service, first/last mile connection studies, and maintaining station operations during

the project phases. Each team was also asked about their techniques to coordinate with the other contractors working on this project, as well as all community stakeholders within the Eastside corridor.

The final scoring, after the oral presentations, determined Cordoba HNTB Design Partners, Inc. to be the highest qualified firm.

Qualifications Summary of Recommended Firm:

Cordoba HNTB Design Partners (Cordoba HNTB) is a joint-venture between Cordoba Corporation and HNTB Corporation. Cordoba Corporation (Cordoba) is a California based company with 34 years of experience with complex, high visibility infrastructure projects throughout California. Cordoba’s earliest work in transportation planning began when Los Angeles began its public transportation system. Cordoba now provides comprehensive engineering, program management, and construction management services to suit the public infrastructure needs. Cordoba has significant experience with projects throughout the San Gabriel Valley corridor.

HNTB Corporation (HNTB) has 100 years of experience with planning and designing complex transportation infrastructure projects. In the several years HNTB worked on Metro Projects, HNTB helped develop transit alternatives and improve mobility in the Los Angeles region. HNTB has 70 offices nationwide, staffed with approximately 4000 professionals. Approximately 350 of those professionals are transit planning focused. HNTB brings extensive experience with advanced conceptual engineering and rail and transit projects for 75 agencies throughout the United States.

Following is a summary of the PET evaluation scores:

1	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
2	Cordoba HNTB Design Partners, Inc.				
3	Degree of Skills and Experience of Team	77.60	15.00%	11.64	
4	Experience and Capabilities of Personnel of the Team	81.36	25.00%	20.34	
5	Effectiveness of Management Plan	80.92	15.00%	12.14	
6	Understanding of Work and Approach for Implementation	85.99	35.00%	30.10	
7	Innovation	80.00	10.00%	8.00	
8	Total		100.00%	82.22	1
9	AECOM Technical Services				
10	Degree of Skills and Experience of Team	78.40	15.00%	11.76	

11	Experience and Capabilities of Personnel of the Team	75.60	25.00%	18.90	
12	Effectiveness of Management Plan	74.21	15.00%	11.13	
13	Understanding of Work and Approach for Implementation	80.71	35.00%	28.25	
14	Innovation	78.00	10.00%	7.80	
15	Total		100.00%	77.84	2
16	Eastside 2 Design Partners				
17	Degree of Skills and Experience of Team	75.60	15.00%	11.34	
18	Experience and Capabilities of Personnel of the Team	73.44	25.00%	18.36	
19	Effectiveness of Management Plan	73.65	15.00%	11.05	
20	Understanding of Work and Approach for Implementation	77.94	35.00%	27.28	
21	Innovation	79.00	10.00%	7.90	
22	Total		100.00%	75.93	3
23	T.Y. Lin International				
24	Degree of Skills and Experience of Team	68.80	15.00%	10.32	
25	Experience and Capabilities of Personnel of the Team	65.66	25.00%	16.42	
26	Effectiveness of Management Plan	62.44	15.00%	9.37	
27	Understanding of Work and Approach for Implementation	68.39	35.00%	23.94	
28	Innovation	65.00	10.00%	6.50	
29	Total		100.00%	66.55	4

C. Cost Analysis

The recommended price of \$16,154,225 will be determined to be fair and reasonable based upon a cost analysis, MAS audit, technical analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	NTE Amount
Cordoba HNTB Design Partners, Inc.	\$26,364,277	\$12,159,313	\$16,154,225

The difference between the ICE and NTE value is primarily the result of a higher level of effort required to advance the conceptual engineering plans and exhibits

previously developed for the Eastside Phase 2 project as part of the original 2014 Draft EIS/EIR process.

D. Background on Recommended Contractor

The recommended firm, Cordoba HNTB Design Partners, Inc. (Cordoba HNTB), is a long term partner in Metro's rail programs for several years. Cordoba HNTB has specific expertise in at grade, tunnel and aerial alignments; rail junctions, station layout and design; design-build project delivery; and transit oriented community elements such as first/last mile connection studies. In Los Angeles, Cordoba HNTB collaborated on the Metro LAX Transit Project, the Orange County Streetcar Project, and the University of Southern California Galen Center. In Northern and Central California, Cordoba HNTB collaborated on BART Extension to SFO Line and Track Systems Segment Design-Build, California High Speed Rail Program, and the Santa Clara Valley Transportation Authority BART Silicon Valley Extension Phases 1 and 2.

The proposed Project Manager has 25 years of experience managing a variety of rail, planning, multimodal and transportation efforts with multiple consultations working in parallel. The proposed Project Manager has close relationships in the SR-60 corridor and the communities along the Eastside Phase Alignments. The proposed Deputy Project Manager has 20 years of experience in rail transit planning and design, along with expertise in stakeholder outreach and engagement.

Cordoba HNTB has partnered with several DBE subconsultants for this project. V&A, Inc. will provide traffic analysis and design, and maintenance. Studio MLA will provide landscape and design services. Lenax Construction Services, Inc. will provide cost estimating services. Diaz Yourman & Associates will provide geotechnical engineering services. D'Leon Consulting Engineers will provide utility design and coordination services. Wagner Engineering & Survey Inc. will provide survey, right-of-way, and mapping services.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**EASTSIDE TRANSIT CORRIDOR PHASE 2 - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE AND CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/ PS4320-2003**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Draft Environmental Impact Statement /Report (EIS/EIR)Option	Approved	03/04/2009	\$11,418,071
2	Perform Draft EIS/EIR and extend period of performance through May 31 2012	Approved	04/29/2011	\$395,643
3	Review previous studies, perform additional research and prepare an analysis of how the Sunnyvale decision impacts the corridor.	Approved	06/07/2011	\$72,258
4	Add SR 60 LRT Alternative North Option, remove New Starts related task and add Qualitative and Quantitative Analyses.	Approved	07/05/2011	\$0
5	No cost period of performance extension through February 28, 2013.	Approved	04/18/2012	\$0
6	Updates to the Administrative Draft EIS/EIR, preparation to the DEIS/DEIR and various modeling processes, extend the period of performance through February 28, 2014.	Approved	02/27/2013	\$1,165,737
7	Professional outreach services due to changes in the project schedule and a seven month extension through September 30, 2014.	Approved	02/28/2014	\$221,877
8	No cost period of performance extension through October 31, 2014.	Approved	10/01/2014	\$0
9	Technical and professional services due to changes in the project schedule and a five month extension through February 28, 2015.	Approved	10/29/2017	\$71,209

10	No cost period of performance extension through June 30, 2015.	Approved	01/12/2015	\$0
11	No cost period of performance extension through July 31, 2015.	Approved	05/28/2015	\$0
12	Further study on the two alternatives evaluated in the Draft EIS/EIR and extension of the period of performance through January 31, 2017.	Approved	07/16/2015	\$2,898,336
13	Addressing Caltrans requirements related to Hazardous Materials Limits of Waste.	Approved	04/06/2014	\$43,771
14	Develop additional technical analysis for three underground routing connection concepts as part of the refinement for the Washington Blvd study.	Approved	0818/2016	\$324,875
15	Reallocation of existing tasks to cover additional project management, engineering, and planning work and extending the period of performance through December 31, 2017.	Approved	06/16/2017	\$0
16	Additional tasks in preparation for re-initiation of environmental process and extension of period of performance through February 28, 2018.	Approved	10/04/2017	\$233,364
17	No cost period of performance extension through July 31, 2018.	Approved	01/03/2018	\$0
18	Reinitiated environmental clearance study and extending the period of performance through October 31, 2021.	Pending	10/25/2018	\$7,847,298
19	No cost period of performance extension through October 31, 2018.	Approved	05/21/2018	\$0
	Modification Total:			\$24,692,439
	Original Contract:		07/31/2017	\$2,203,584
	Total:			\$26,896,023

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 / PS-4320-2003

A. Small Business Participation

CDM Smith/AECOM Technical Services, Inc. made a 16.32% Disadvantaged Business Enterprise (DBE) commitment. The project is 100% complete. CDM Smith is exceeding their goal commitment with a DBE participation of 16.44%.

Small Business Commitment	16.32% DBE	Small Business Participation	16.44% DBE
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	DBE Subcontractors	Ethnicity	% Committed	% Participation
1.	D'Leon Consulting Engr.	Hispanic American	8.58%	4.42%
2.	LKG-CMC, Inc.	Caucasian Female	3.20%	2.56%
3.	Morgner Technology	Hispanic American	4.54%	1.97%
4.	AIM Consulting Services	Hispanic American	Added	0.61%
5.	Barrio Planners, Inc.	Hispanic American	Added	3.69%
6.	Galvin Preservation Associates (GPA)	Caucasian Female	Added	0.06%
7.	JBG Environmental	Caucasian Female	Added	0.32%
8.	Translink Consulting	Asian Pacific Female	Added	0.40%
9.	Wagner Engineering	Caucasian Female	Added	2.24%
10.	Arellano Associates	Hispanic Female	Added	0.06%
11.	Environmental Treatment and Technology	Hispanic American	Added	0.11%
Total			16.32%	16.44%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). 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 is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT – A.C.E. DESIGN / URBAN
DESIGN SVC. / AE51242000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Cordoba HNTB Design Partners, a Joint Venture exceeded the goal by making a 54.91% DBE commitment.

Small Business Goal	DBE 30%	Small Business Commitment	DBE 54.91%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Cordoba Corporation	Hispanic American	35.78%
2.	D'Leon Consulting Engineers	Hispanic American	4.02%
3.	Diaz Yourman and Associates	Hispanic American	4.29%
4.	Advanced Technology Laboratories	Hispanic American	0.60%
5.	J & H Drilling Co., Inc.	Hispanic American	0.42%
6.	Lenax Construction Services, Inc.	Caucasian Female	2.35%
7.	MLA Green Inc. dba Studio MLA	Hispanic American Female	1.11%
8.	V&A, Inc.	Hispanic American	4.19%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	2.15%
Total Commitment			54.91%

A. Living Wage and Service Contract Worker Retention Policy Applicability

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

B. Prevailing Wage Applicability

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

C. Project Labor Agreement/Construction Careers Policy

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

Eastside Transit Corridor Phase 2 LRT Build Alternatives



Eastside Transit Corridor Phase 2

Planning & Programming Committee Meeting - October 17, 2018

File 2018-0303



Recommendations

Authorize the CEO to execute two contracts:

- **Reinitiated Environmental Study with CDM Smith/AECOM Joint Venture**
 - A. **Execute** Modification No. 18 to existing contract for **\$7,847,298** (total contract value - \$26,896,023)
 - B. **Increase** CMA in the amount of **\$784,000** (total CMA - \$3,316,711)

- **Advanced Conceptual Engineering with Cordoba HNTB Design Partners, Inc.**
 - C. **Award and execute** a new 36-month firm fixed price contract in an amount not to exceed **\$16,154,225**
 - D. **Approve** CMA in the amount of **\$3,230,845**

Project Development Timeline



Board Action	October 2009	November 2014	May 2017
	Board approved SR 60 LRT and Washington LRT alternatives for environmental analysis	Board action to modify project alternatives and direct further technical analysis	Board approval for updated Project Definition to include three (3) LRT alternatives

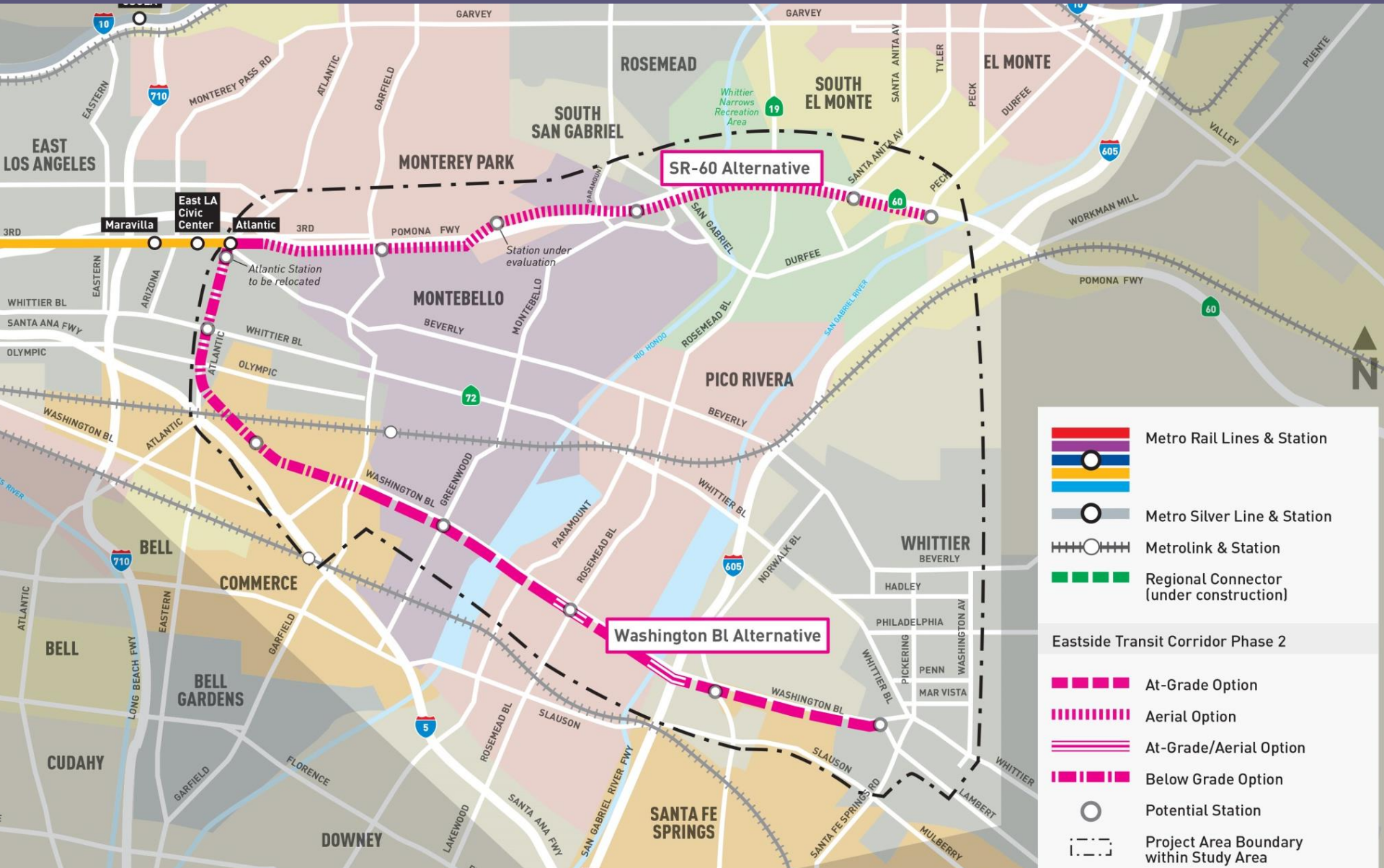
Reflects Measure M delivery dates

Potential acceleration TBD

28 x 2028 Status

- “Gold Line Eastside Extension to Whittier or South El Monte” is included in the 28 x 2028 project list, for a single yet-to-be-determined alignment.

Project Alternatives



Project Consistency with Agency Goals

- **Project is consistent with Metro's Equity Platform Framework**
 - Project area populations:
 - ✓ 16% low-income households
 - ✓ 12% zero-vehicle households
 - ✓ 38% population being less than 18 or greater than 65 years old
 - Project is forecast to reduce peak period travel time by 10 to 14%
- **Project is aligned with Metro Vision 2028 Strategic Plan goals**
 - Goal #1 - Provide high quality mobility options that will enable people to spend less time traveling
 - Goal #3 - Enhance communities through mobility and enhanced access to opportunity

Next Step/Project Schedule

- Fall 2018 – Project kick-off and agency coordination meetings
- Winter 2019 – Community updates and stakeholder outreach
- 2021 – Locally preferred alternative and project phasing selected



Board Report

File #: 2018-0470, File Type: Contract

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 17, 2018

SUBJECT: BUS RAPID TRANSIT VISION AND PRINCIPLES STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 28-month firm fixed price Contract No. PS53553000 to Sutra Research and Analytics, in the amount of \$1,210,607 to complete the Bus Rapid Transit (BRT) Vision and Principles Study, with an optional task to analyze candidate corridors in the amount of \$611,185, for a total contract amount of \$1,821,792, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority (CMA) specific to Contract No. PS53553000 in the amount of \$273,269 to account for the complexity of the countywide effort and anticipated level of coordination.

ISSUE

The Measure M Expenditure Plan includes funding for specific BRT projects as well as \$50 million in each of the first three decades and \$100 million in each of the fourth and fifth decades for the Countywide BRT Program. The BRT Vision and Principles Study seeks to establish and build consensus on a clear vision, goals and objectives for the BRT system and develop guidance on the design of the BRT network. It will also facilitate the identification and prioritization of future BRT candidate corridors including a first decade "Phase I" Measure M BRT project, which has an expected opening date of FY 2022-24. Phase I is included in the Board-adopted 28 x 2028 project list. The Measure M Master Guidelines (Section XVIII) call for this study, which will be coordinated with two parallel Metro studies: the NextGen Bus Study and the update of the Long Range Transportation Plan (LRTP). An optional task for preliminary analysis of candidate BRT corridors may be authorized at the discretion of Metro.

Board approval of this professional services contract is needed in order to proceed with the work and support the implementation of the BRT projects in the Measure M Expenditure Plan.

BACKGROUND

The Measure M Expenditure Plan included previously identified specific BRT projects as well as

funding for the Countywide BRT program to build additional BRT projects. In June 2017, the Board adopted the Measure M Master Guidelines, which identified a future BRT study that would establish:

- metrics for BRT system performance;
- standard design guidelines/criteria; and
- proposed sequencing or prioritization of BRT projects.

DISCUSSION

Funding

Measure M allocates \$50 million in each of the first three decades and \$100 million in each of the fourth and fifth decades for the Countywide BRT Program. The Measure M Expenditure Plan identifies an anticipated opening date for Phase 1 of the Countywide BRT Projects as FY 2022-24. BRT typically costs about one-tenth of the capital cost of a rail line.

Planned Outreach Efforts

Community and stakeholder engagement related to this study will provide valuable feedback and will further inform and define numerous aspects of the Countywide BRT program, including but not limited to, the overall vision, goals and objectives of the program, BRT standards, key performance indicators and the identification and prioritization of future candidate corridors. Outreach will involve public outreach meetings and extensive coordination efforts with municipal transit providers, local jurisdictions, and other stakeholders. Community engagement for this study will be closely coordinated with the NextGen Bus Study and integrated into the LRTP Update. Professional services in support of outreach will be procured from the Board-approved Communications Bench.

Consistency with Metro's Equity Platform Framework

This study is consistent with Metro's recently-adopted Equity Platform Framework as equity will be a guiding theme in seeking to establish a clear vision, design guidance, and implementation priorities for the BRT network. Equity will be considered and incorporated at the forefront of this effort as the BRT Vision and Principles Study will identify opportunities to solve to mobility challenges by providing a high quality transit alternative including to low-income, minority and transit-dependent communities throughout the County. Additionally, Metro staff will look to Metro's Equity Platform Framework to inform the robust community engagement in support of this study effort.

DETERMINATION OF SAFETY IMPACT

This action will not have any impact on the safety of our customers and/or employees because this project is in the planning phase.

FINANCIAL IMPACT

The FY 2019 budget includes \$1,502,516 for Professional Services in Cost Center 4220 (Long Range Transportation Plan Team 1), Project 405403 (Countywide BRT Program). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds is local Prop A, C & TDA Admin funds. These funds are not eligible for bus and/or rail operating and capital expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation directly supports the implementation of the Strategic Plan by helping to create a robust BRT network as part of a world-class bus system that is reliable, convenient, and attractive to more users for more trips. Specifically, this study will support the realization of Goal #1 in the Vision 2028 Strategic Plan, which is to provide high-quality mobility options that enable people to spend less time traveling. To facilitate the realization of this goal, the Strategic Plan identifies the conversion of strategic Metro Rapid corridors to BRT and the expansion of the BRT program along major arterials and highways throughout the county. The Strategic Plan refers to the BRT Vision and Principles Study as a resource to support the implementation of BRT corridors.

ALTERNATIVES CONSIDERED

The Board could choose not to award Contract No. PS53553000. This is not recommended as it may delay the development of BRT guidelines and standards to assist with the ongoing BRT projects and delay the Measure M groundbreaking date of FY2022-24 for the first decade Countywide BRT program project.

NEXT STEPS

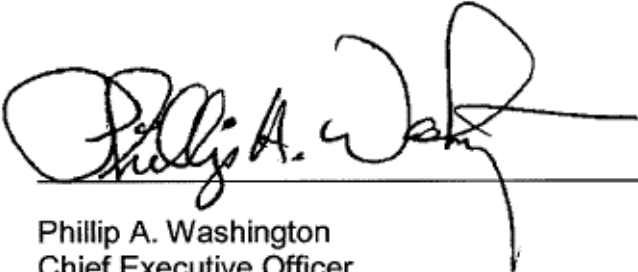
Upon Board approval, staff will execute Contract No. PS53553000 with Sutra Research and Analytics and initiate work.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Lauren Cencic, Sr. Director, Countywide Planning & Development, (213) 922-7417
Mark Yamarone, DEO, Countywide Planning & Development, (213) 418-3452
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

BUS RAPID TRANSIT (BRT) VISION AND PRINCIPLES STUDY/PS53553000

1.	Contract Number: PS53553000	
2.	Recommended Vendor: Sutra Research and Analytics	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> FB <input type="checkbox"/> RFP <input type="checkbox"/> RFP.A&E Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 10, 2018	
	B. Advertised/Publicized: May 10, 2018	
	C. Pre-Proposal Conference: May 22, 2018	
	D. Proposals Due: June 20, 2018	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: September 19, 2018	
	G. Protest Period End Date: October 19, 2018	
5.	Solicitations Picked up/Downloaded: 76	Bids/Proposals Received: 5
6.	Contract Administrator: Adrian Luesang	Telephone Number: (213) 418-3333
7.	Project Manager: Lauren Cencic	Telephone Number: (213) 922-7417

A. Procurement Background

This Board Action is to approve Contract No. PS53553000 issued in support of the Bus Rapid Transit (BRT) Vision and Principles Study. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with as a race neutral Small Business Enterprise Set-Aside project.

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

- Amendment No. 1, issued on June 7, 2018, extended the RFP due date to June 20, 2018.

A pre-proposal conference was held on May 22, 2018 that was attended by 40 participants representing 37 firms. There were 35 questions and responses released prior to the proposal due date.

A total of 76 firms downloaded the RFP and were included in the planholder's list. A total of five proposals were received on June 20, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development Mobility Corridors Department and Systemwide Design, as well as staff from Foothill Transit and Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Quality of the Team 20 percent
- Experience and Qualifications of the Proposed Personnel 25 percent
- Effectiveness of Management Plan 10 percent
- Work Plan/Project Approach 25 percent
- Cost/Price Effectiveness 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services. Several factors were considered when developing these weights, giving the greatest importance to Experience and Qualifications of the Proposed Personnel and Work Plan/ Project Approach.

All five proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Canete Medina Consulting Group
2. CHS Consulting Group
3. Connetics Transportation Group
4. Sutra Research and Analytics
5. Transportation Management & Design, Inc.

The PET independently evaluated and scored the technical proposals during the period of June 21, 2018 through July 9, 2018.

The PET conducted oral presentations for all firms during the week of July 25, 2018. The firms had an opportunity to highlight technical challenges to this project and present innovative solutions. Each firm also presented their core management team with BRT related experience, vision development and integration, specific steps to ensure content continuity, robust quality assurance and quality control, use of existing data sources to create informed objectives and standards to advance LA County core values for BRT. Each team was also asked about their techniques to coordinate with internal and external community stakeholders.

The final scoring, after the oral presentations, determined Sutra Research and Analytics to be the highest qualified firm.

Qualifications Summary of Firms within the Competitive Range:

Sutra Research and Analytics (Sutra)

Sutra is a team with extensive experience in transit projects as well as strategic planning, visioning efforts and consensus building. Sutra demonstrates an understanding of BRT projects based on real-world applications of BRT enhancements and brings significant hands-on experience to both BRT planning and visioning efforts. Sutra is in a mentor-mentee relationship with the IBI Group who serves as a key subcontractor on this project. IBI brings extensive experience in BRT and transit planning, Transit Oriented Communities (TOC), urban design and first/last mile planning.

Additional subcontractors include Resource Systems Group, Inc. bringing extensive experience in travel demand modeling and market research, BAE Urban Economics, Inc. who provide well rounded hands on experience to economic development, TOC, community revitalization and public benefits and InfraStrategies, LLC who provide infrastructure finance to support project development and delivery. Sutra's work with Los Angeles BRT and San Diego BRT, transit, para-transit projects convey noteworthy knowledge to this project. Sutra and respective subcontractors provided evidence of strong technical skills, and an idealistic approach to the statement of work by demonstrating a thorough understanding of how tasks relate to one another to form a comprehensive BRT vision/program.

Sutra demonstrated a well thought out approach to how BRT visioning efforts in the early tasks would correlate with later tasks and be strategically carried throughout the project. Their approach to Quality Assurance and control included measures to ensure that the deliverables for all tasks are closely aligned with the vision, goals and objectives of the Countywide BRT program.

Transportation Management and Design, Inc (TMD)

TMD is a comprehensive transit consulting firm providing innovative and achievable solutions to transit agencies since 1988. TMD reflects their industry experience in transit system redevelopment; service evaluation, planning and design; facility planning; GIS mapping and visual communications. While the proposed team, as a whole, has experience with Metro and the programs included in the statement of work for this solicitation, TMD's work plan and project approach did not clearly delineate on the approach the project team would achieve to integrating a vision through subsequent tasks.

Connetics Transportation Group (CTG)

CTG provides planning services to public transit, local and state transportation agencies across the country. Their travel demand and data analytics assignments

utilize commercial modeling software packages, to process and analyze transportation travel data. While the proposed team has experience in transit service planning and travel demand modeling, they did not clearly demonstrate experience in handling multi-dimensional projects.

CHS Consulting Group (CHS)

CHS provides multimodal transportation planning and engineering services, transit planning, operations and design, traffic operations and microsimulations, traffic signal design and design-build projects with a focus on complex urban transportation systems. While the proposed team has experience in multimodal transportation planning, their experience in developing strategic transportation planning and visioning documents to deliver innovative and resilient solutions were not clearly presented. CHS network approach to transit planning was not clear on how data will be used to inform BRT recommendations.

Canete Medina Consulting Group

Canete Medina Consulting Group provides supply chain network optimization, market research, transit planning and geographic information systems development. While the proposed team has experience in transit planning, and was technically astute when it came to innovation and creativity, it was difficult to determine who the task leads were based on their team structure in their management plan.

Following is a summary of the PET evaluation scores:

1	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
2	Sutra Research and Analytics				
3	Experience and Qualifications of the Team	74.80	20.00%	14.96	
4	Experience and Qualifications of the Proposed Personnel	70.40	25.00%	17.60	
5	Effectiveness of Management Plan	67.00	10.00%	6.70	
6	Work Plan/Project Approach	77.04	25.00%	19.26	
7	Cost/Price Effectiveness	100.00	20.00%	20.00	
8	Total		100.00%	78.52	1
9	Transportation Management & Design, Inc.				
10	Experience and Qualifications of the Team	74.00	20.00%	14.80	
11	Experience and Qualifications of the Proposed Personnel	72.36	25.00%	18.09	
12	Effectiveness of Management Plan	73.00	10.00%	7.30	

13	Work Plan/Project Approach	69.04	25.00%	17.26	
14	Cost/Price Effectiveness	96.20	20.00%	19.24	
15	Total		100.00%	76.69	2
16	Connetics Transportation Group				
17	Experience and Qualifications of the Team	70.40	20.00%	14.08	
18	Experience and Qualifications of the Proposed Personnel	69.04	25.00%	17.26	
19	Effectiveness of Management Plan	74.00	10.00%	7.40	
20	Work Plan/Project Approach	70.40	25.00%	17.60	
21	Cost/Price Effectiveness	74.40	20.00%	14.88	
22	Total		100.00%	71.22	3
23	CHS Consulting Group				
24	Experience and Qualifications of the Team	71.20	20.00%	14.24	
25	Experience and Qualifications of the Proposed Personnel	66.40	25.00%	16.60	
26	Effectiveness of Management Plan	66.50	10.00%	6.65	
27	Work Plan/Project Approach	71.04	25.00%	17.76	
28	Cost/Price Effectiveness	72.55	20.00%	14.51	
29	Total		100.00%	69.76	4
30	Canete Medina Consulting Group				
31	Experience and Qualifications of the Team	60.40	20.00%	12.08	
32	Experience and Qualifications of the Proposed Personnel	61.08	25.00%	15.27	
33	Effectiveness of Management Plan	65.50	10.00%	6.55	
34	Work Plan/Project Approach	67.72	25.00%	16.93	
35	Cost/Price Effectiveness	78.45	20.00%	15.69	
36	Total		100.00%	66.52	5

C. Price Analysis

The recommended price of \$1,821,792 has been determined to be fair and reasonable based upon a price analysis, technical analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Sutra Research and Analytics	\$1,913,909	\$1,973,600	\$1,821,792
Transportation Management and Design, Inc (TMD)	\$1,989,085	\$1,973,600	N/A
Canete Medina Consulting Group	\$2,439,244	\$1,973,600	N/A
Connetics Transportation Group (CTG)	\$2,571,736	\$1,973,600	N/A
CHS Consulting Group	\$2,637,648	\$1,973,600	N/A

D. Background on Recommended Contractor

The recommended firm, Sutra Research and Analytics (Sutra), identifies and relates with the challenges that the Los Angeles region faces in developing a transit system that allows people access to viable transportation alternatives, such as BRT. Sutra's team has worked with Metro in BRT planning and implementation, conducting surveys, developing ridership models and developing financing alternatives. Sutra's team has worked on several projects including: SANDAG Transit Signal Priority Guidebook, SANDAG BRT Transit Only Lane Pilot Project, SANDAG South Bay Bus Rapid Transit One-Way Transit-way, Long Beach Transit Mobile Gateway Router Project, SANDAG Mid-City BRT Project, Hillcrest Community Collaborative, Transform Hillcrest Initiative, BRT-Oriented Land Development and Forecasting BRT Ridership. In all of these projects, Sutra's team blends design concepts with practical application, stakeholder and community engagement, and innovation.

The proposed Project Manager has 26 years of experience in BRT conceptual design, system-based BRT improvements, and visionary consensus building. In addition, the proposed Project Manager has 22 years of experience in BRT operations, planning, stakeholder community engagement, and urban planning.

Sutra has partnered with four subconsultants for this project. IBI Group will provide BRT planning and design services. Resource Systems Group, Inc. will provide modeling and ridership services. BAE Urban Economics will provide benefit/cost analysis services. InfraStrategies LLC will provide funding and benefit/cost analysis services.

DEOD SUMMARY

BUS RAPID TRANSIT (BRT) VISION AND PRINCIPLES STUDY/PS53553000**A. Small Business Participation**

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Sutra Research, an SBE Prime, is performing 34.27% of the work with its own workforce and made a total SBE commitment of 36.78%. The prime also listed one SBE firm, BAE Urban Economics, and three non-SBE firms, IBI Group, InfraStrategies, LLC, and Resource Systems Group as subcontractors on this project.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Sutra Research (Prime)	34.27%
2.	BAE Urban Economics	2.51%
	Total Commitment	36.78%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

Los Angeles County Metropolitan Transportation Authority



Bus Rapid Transit Vision and Principles Study

Planning and Programming Committee

October 17, 2018

Legistar File 2018-0470, Item 13



Metro

Recommendation

- AWARD and EXECUTE contract with Sutra Research and Analytics to complete the Bus Rapid Transit (BRT) Vision and Principles Study
 - 28-month firm fixed price contract
 - \$1,821,792 including an optional task to analyze candidate corridors
- APPROVE contract modification authority
 - in the amount of \$273,269

Background

- Measure M Expenditure Plan funds specific BRT projects and a Countywide BRT program over five decades
- For a systematic approach, BRT standards and design criteria needed to develop the future BRT network
- Need to identify Countywide BRT project “Phase I” (expected opening FY 2022-24)
- Support Agency Goals
 - Vision 2028
 - Equity Platform



Overview of Study

- Develop BRT vision, goals and objectives for the development of the future network
- Define BRT system standards, design criteria and key performance indicators
- Prioritize corridors based on need within design criteria and other system constraints
- Coordinate with other Metro efforts, including LRTP and NextGen

Goals of Study



- Build consensus on the design and requirements of the BRT network
- Provide the foundation for the assignment of Countywide BRT program funds
- Promote resiliency, innovation and equity for high quality BRT

Community/Stakeholder Engagement



- Engage partner transit providers, local jurisdictions and other stakeholders
- Coordinate engagement with NextGen and LRTP
- Procure outreach contract support through Communications Bench
- Incorporate feedback into goals and design criteria

Next Steps/Project Schedule

- Fall 2018 – Project kick-off and coordination
- Winter/Spring 2019 – Initiate stakeholder and community outreach (ongoing)
- Fall 2019 – Identify potential corridors to inform future BRT network
- Spring 2020 – Develop BRT Design Manual
- Spring 2020 – Initiate optional task to analyze candidate corridors, if appropriate, or procure resources needed to refine corridor list