

Department of Public Works

Bureau of Engineering
Report No. 1

October 2, 2024
CD Nos. 14

REVISE THE TASK FOR SOLICITATION No. 081A TO WSP USA, INC., FROM THE PRE-QUALIFIED ON-CALL CONSULTANTS LIST TO PROVIDE ENGINEERING SUPPORT SERVICES FOR THE HUNTINGTON DRIVE MULTI-MODAL TRANSPORTATION IMPROVEMENT PROJECT (WORK ORDER No. E700418A, CONTRACT No. C-134482)

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

AUTHORIZE the City Engineer to issue a revision of the task for Task Order Solicitation (TOS) No. 081A to WSP USA, Inc. (WSP), increasing the budget authority from \$2,300,000 to \$2,500,000 for engineering support services for Phase II of the Project Approval and Environmental Document (PA&ED) Phase for the Huntington Drive Multi-Modal Transportation Improvement Project (Project).

TRANSMITTALS

1. Copy of the Bureau of Engineering (BOE) Board Report (BPW-2021-0469), adopted on June 30, 2021, authorizing the issuance of TOS No. 081 to Michael Baker International.
2. Copy of the BOE Board Report (BPW-2023-0659), adopted on November 8, 2023, authorizing the issuance of TOS No. 081A to WSP.
3. Copy of revised proposal dated May 30, 2024, for TOS No. 081A.

DISCUSSION

Background

The State Route 710 North Extension Project was a proposal to connect the southern terminus of the 210 freeway in Pasadena with the 710 Freeway in Alhambra. In 2008, voters approved Measure R which allocated \$780M in funding, supplementing \$297.3M in funding the Los Angeles County Metropolitan Transportation Authority (Metro) previously secured through federal and state funds, to bridge the transportation gap between the two freeway stubs.

In 2015, the Metro initiated an Environmental Impact Report (EIR) to determine the best alternative for closing this transportation gap. The EIR evaluated five alternatives: No Build, Transportation Demand Management/Transportation System Management (TDM/TSM), Freeway, Light Rail, and Bus Rapid Transit. On May 25, 2017, the Metro Board voted to support the TDM/TSM alternative, allocate \$730M of \$780M in Measure R funding to the San Gabriel Valley Council of Governments, and allocate the \$297.3M in federal and state

funding to the City of Los Angeles (City) and County of Los Angeles for the implementation of Mobility Improvement Projects within the project study area.

On June 30, 2021, the Board authorized the issuance of Task Order No. 081 to Michael Baker International to provide engineering support services for Phase I of the PA&ED for the Project (Transmittal No. 1). Phase I included an evaluation of the existing conditions and constraints, traffic analysis and assessment, identification of the full range of feasible multi-modal alternatives, and renderings of viable alternatives for the original 2.9-mile section of Huntington Drive between Mission Road and Kendall Avenue. However, to create a continuous multi-modal network and maintain continuity among the three 710 Mobility Projects being delivered by the BOE, Council District No. 14 requested the Project limits be extended from the intersection of Mission Road and Soto Street to the intersection of Mission Road and Valley Boulevard, increasing the total Project length from 2.9 miles to approximately 4.0 miles per the vicinity map below (Figure No. 1).

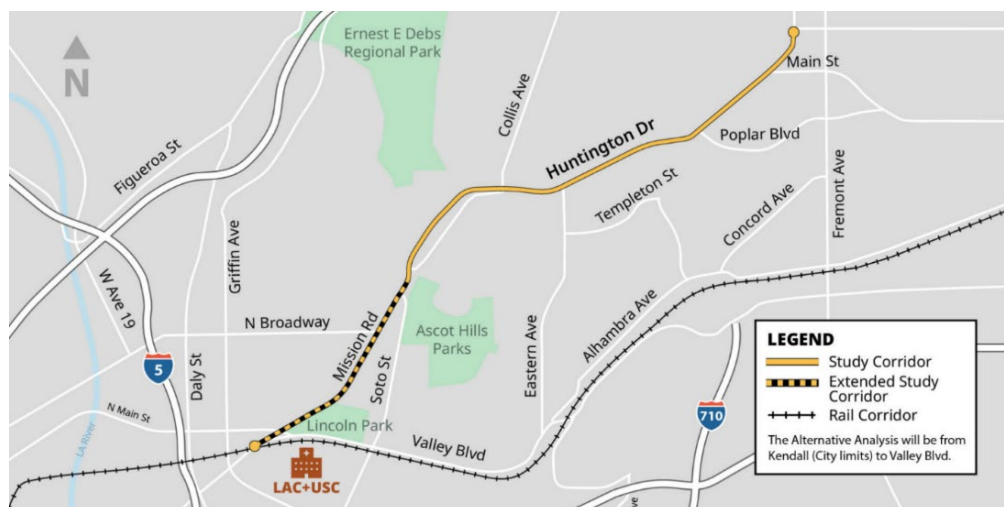


Figure No. 1: Revised Project Limits

On November 8, 2023, the Board authorized the issuance of TOS No. 081A to WSP in the amount of \$2,300,000 to provide engineering support services for Phase II of the PA&ED, which includes traffic analysis and assessment, and identification of the full range of feasible multi-modal alternatives for the extended 1.1-mile corridor along Mission Road, as well as additional targeted traffic studies along the original 2.9-mile section of the corridor in Phase I (Transmittal No. 2). Phase II scope will also include further community engagement, preliminary cost estimates, the development of traffic and transit demand forecasts, preliminary design plans, a preliminary environmental analysis, and the preparation of a Draft Alternatives Analysis Report for the entire 4-mile corridor.

This Project aims to provide pedestrian access enhancements, transit infrastructure improvements, additional green space, and improved mobility and access to local

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schools, churches, parks, and commercial centers, all of which continue to be presented to and thoroughly vetted by the council office and local community. A representative rendered image of the product can be seen below (Figure Nos. 2 and 3). The images represent multi-modal improvements with the addition of traffic calming devices, a short and safe pedestrian crossing, and safe bike and bus facilities with added green space for beautification.



Figure No. 2: Before



Figure No. 3: After (rendered image)

Proposed Task Order Revisions

This amendment to the original approved proposal is requested due to changes made to the scope of work after Notice to Proceed (NTP) 1 was issued. The proposed scope of work changes are:

- Additional consideration and preliminary design of public space alternatives
- Additional traffic analysis for the Phase I section due to out-of-date data
- Additional graphical representations and renderings for public outreach meetings and stakeholder input
- Additional scope for development of a complete estimate of construction costs (incorporating staged construction phasing),
- Acceleration of the level of effort required to complete all tasks in the remaining time caused in part by the scope changes from the original agreed proposal of NTP 1.

In WSP's cost proposal dated May 30, 2024, \$200,000 in additional authority is being requested to incorporate all scope changes and additional work in Task 2, "Stakeholder coordination and Public Engagement" and Task 5, "...Conceptual Alternatives for the Extended Corridor" (Transmittal No. 3).

The BOE recommends the acceptance of WSP's negotiated revised proposal in the amount of \$2,490,000 with a contingency of \$10,000, for a total budget authority of \$2,500,000 for this TOS.

WSP's contract under the current Pre-Qualified On-Call Consultant (PQOC) list is scheduled to expire in November 2024. Should they fail to complete any of the tasks included in this TOS by the contract expiration date, WSP will be compensated for work completed and the remaining tasks will be addressed upon establishment of the next PQOC list.

Disadvantaged Business Enterprise (DBE) Program

This project is federally funded. The City will follow the U.S. Department of Transportation's requirements for DBE participation. The City has set an anticipated participation level of 8 percent. For the revised task, the consultant is pledging DBE participation of 8.03 percent.

For the revised task, the following firms are proposed to be utilized by the consultant:

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

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| Prime or Subconsultants | Gender/ Ethnicity | DBE/OBE* | % of Revised Task | Revised Task Amount |
|--|------------------------------|-----------------|----------------------------------|--------------------------------|
| WSP USA, Inc. | | OBE | 57.33% | \$1,427,575.47 |
| Psomas | | OBE | 14.13% | \$ 351,789.08 |
| Arellano Associates | F/HA | DBE | 8.03% | \$ 199,920.10 |
| Gruen Associates | | OBE | 5.88% | \$ 146,489.38 |
| Fehr & Peers | | OBE | 14.63% | \$ 364,225.97 |
| Total DBE Participation | | | 8.03% | \$ 199,920.10 |
| Total OBE Participation | | | 91.97% | \$2,290,079.90 |
| Revised Base Task | | | 100.00% | \$2,490,000.00 |
| Contingency | | | | \$ 10,000.00 |
| Total Revised Task Budget Authority | | | | \$2,500,000.00 |

*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 Bureau of Contract Administration, Special Research & Investigation Section upon completion of the contract.

STATUS OF FUNDING

This Project will be front funded from the Transportation Grant Fund, Fund No. 655, Department No. 94, Appropriation Unit No. 94TT2H. Front funds will be reimbursed 100 percent by Regional Surface Transportation Program Metro Grant funds with a total grant amount of \$17,000,000, and with the California Department of Transportation acting as the Administrator of the funds. Appropriation of \$4,000,000 out of the \$17,000,000 was established in a prior year's Transportation Grant Fund report for preliminary engineering activities. An additional \$2,500,000 in PE funds was obligated, bringing the total grant amount of the PE phase to \$6,500,000.

Due to the complexity of Federal/State grant funding, exact allocations and appropriations may be substituted by other approved sources for this Project to maximize participating grant reimbursements. A new or amended board report will not be produced if the components of funding sources are different in the future from this report, provided that the total authorization amounts remain unchanged. This will provide efficiency and

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effectiveness in the procurement process of Federal/State grant funds and provide flexibility and sufficiency in City funds, due to the complexity of Federal/State funding requirements. The Department of Transportation has identified and verified the funding sources currently available as identified above.

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.

(CS AV RMK DW)

Report reviewed by:

BOE (ADM and PAC) and LADOT

Report prepared by:

Bridge Improvement Division

Christine Sotelo
Division Engineer
Phone No. (213) 378-1268

Respectfully submitted,



ENGINEERING
Electronically signed by Ted Allen
2024 10 13 10:13 AM

Ted Allen, PE
City Engineer
Bureau of Engineering

Statement as to funds approved by:



Kevin Minne
Assistant General Manager
Administration and Field Services
Department of Transportation
Date: 09/20/2024

CS/GM/06-2024-0094_BID.pnc

Questions regarding this
report may be referred to:
Gevork Mkrtchyan, Project Manager
Phone No. (213) 485-4970
Email: gevork.mkrtchyan@lacity.org

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

Department of Public Works

Bureau of Engineering
Report No. 2

JUN 30 2021

June 30, 2021
CD No. 14


Executive Officer
Board of Public Works

ISSUE THE TASK FOR SOLICITATION NO. 081 TO MICHAEL BAKER INTERNATIONAL FROM THE PRE-QUALIFIED ON-CALL CONSULTANTS LIST TO PROVIDE ENGINEERING SUPPORT SERVICES FOR THE HUNTINGTON DRIVE MULTI-MODAL TRANSPORTATION IMPROVEMENT PROJECT (WORK ORDER NO. E700418A, CONTRACT NO. C-134468)

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

AUTHORIZE the City Engineer to issue the Task for Solicitation (Task) No. 081 to Michael Baker International, Contract No. C-134468, from the Pre-Qualified On-Call (PQOC) Bridge/Civil Engineering and Other Design and Support Services Consultants List to provide engineering support services for Phase I of the Project Approval and Environmental Document Phase for the Huntington Drive Multi-Modal Transportation Improvement Project (Project), as stated in Task Order Solicitation (TOS) No. 081, with a budget authority of \$1,500,000, which includes contingency.

TRANSMITTALS

1. Copy of the Bureau of Engineering (BOE) and the 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 the City Council Motion No. 19-1566, adopted by the City Council on December 10, 2019.
3. Copy of the TOS titled "Huntington Drive Multi-Modal Transportation Improvement Project," dated October 6, 2020.

DISCUSSION

Background

On November 1, 2019, the Board approved the PQOC list of consultants to provide design and support services for the Bridge Improvement Division (Transmittal No. 1). The contract with Michael Baker International was executed on November 14, 2019, and will expire on November 13, 2024.

The State Route 710 North Extension Project was a proposal to connect the southern terminus of the 210 Freeway in Pasadena with the 710 Freeway in Alhambra. In 2008, voters approved Measure R which allocated \$780M in funding, supplementing \$297.3M

in funding the Los Angeles County Metropolitan Transportation Authority (Metro) previously secured through federal and state funds, to bridge the transportation gap between the two freeway stubs.

In 2015, the Metro initiated an Environmental Impact Report (EIR) to determine the best alternative for closing this transportation gap. The EIR evaluated five alternatives: No Build, Transportation Demand Management/Transportation System Management (TDM/TSM), Freeway, Light Rail, and Bus Rapid Transit (BRT). On May 25, 2017, the Metro Board voted to: support the TDM/TSM alternative, allocate \$730M of \$780M in Measure R funding to the San Gabriel Valley Council of Governments, and allocate the \$297.3M in federal and state funding to the City of Los Angeles (City) and County of Los Angeles for the implementation of Mobility Improvement Projects (MIPs) within the project study area.

On August 6, 2019, the California Department of Transportation (Caltrans) signed the Record of Decision and adopted the TDM/TSM alternative. On September 26, 2019, the Metro approved \$100.35M for the Phase 2 MIPs to fund improvements in the City, including the Project (Metro Board Report No. 2019-0245-09-18-19), and on December 10, 2019, the City Council authorized respective City departments to carry out the approved projects (Transmittal No. 2).

The Project lies along a 2.9-mile section of Huntington Drive between Mission Road and Kendall Avenue within the City. The Project will provide corridor improvements such as mobility and access improvements, pedestrian access enhancements, transit infrastructure improvements, and potentially a dedicated BRT route to improve mobility in the corridor since the corridor was identified as a strong candidate in the Metro's *Los Angeles County Bus Rapid Transit and Street Design Improvement Study* in 2013. This Project also aims to increase transit service, connectivity, transit ridership, and improve access to employment centers, educational and healthcare facilities, and parks and recreational centers.

TOS Description

The intent and purpose of the first part of the Project Approval and Environmental Document phase 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, conducting the traffic analysis and assessment, and preparing the purpose and need statement along with conceptual plans of the viable alternatives (Transmittal No. 3).

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

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- 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 meetings
 - Meetings as needed by the Bridge Improvement Division Project Manager
 - Meeting agenda, minutes, presentations
- Quality Assurance/Quality Control and document control plan

Task 2. Stakeholder Coordination and Public Involvement

- City departments
- Metro
- Regulatory agencies [Caltrans, the Department of Water and Power, the Los Angeles Department of Transportation (LADOT), and other agencies]
- Stakeholders
- General public and community along the corridor

Task 3. Collect and Update Existing Corridor Data

- Preliminary surveys and field investigation
- Current and future potential land use
- Current and future population and employment
- Current planned projects along the corridor
- Travel analysis (current transit services, stop locations, travel time and ridership)
- Roadway as-built data/drawings including right-of-way and pavement width, typical sections
- Existing utility information/location, potential conflicts and potential relocation
- Existing hydraulics and hydrology studies
- Traffic Studies (traffic counts and projected traffic forecasts)
- Existing street signals, and current street reconfiguration
- Sidewalk conditions, street, bike lanes and streetscape
- Existing streetlights and pedestrian lights and potential conversion of series circuits
- Research and review pertinent existing geotechnical information to provide preliminary site-specific geologic and seismic information at location of proposed structures

- On-street parking locations/utilization, identify possible public parking needed at the stations
- Soil, regional and local geology and seismic setting and limited subsurface investigation
- Complete Phase 1 Environmental Site Assessment, including land uses along the proposed route, listing of potential environmental concerns or hazardous materials
- Analyze and utilize the testing results into the environmental screening for appropriate environmental screening

Task 4. Prepare Project Purpose and Need Statement/Conceptual Alternatives

- Travel analysis including travel time, route, and pattern evaluations
- Evaluate need for access and operational improvements
- Evaluate transit service improvements including BRT with key stations for safe, accessible, and convenient community connections
- Evaluate need for active transportation and multi-modal improvements
- Evaluate potential underground of railroad sections, grade separations, or other elevated structures (at least three feasible alternatives and costs)
- Project Report with conceptual plan of viable alternatives

Summary of Selection and Negotiations

The City solicited proposals from all 30 PQOC consulting firms. Seven firms responded to this solicitation, and all seven firms were interviewed. The following seven firms responded to this solicitation: Michael Baker International, Jacobs, Psomas, Moffatt & Nichol, Atkins, David Evans and Associates, and KPFF. The selection panel consisted of the BOE, the Bureau of Street Services, and the LADOT staff who reviewed the proposals, qualifications, and experience of the consulting firms and determined that Michael Baker International demonstrated the most comprehensive understanding of the Project, presented the most complete alternative development process, and possessed the experience to bring innovative concepts to blend roadway, transit, and context-sensitive improvements to this Project.

Staff from the BOE recommends the acceptance of Michael Baker International's negotiated proposal in the amount of \$1,496,300.54 with a contingency of \$3,699.46, for a total budget authority of \$1,500,000 for this TOS.

Disadvantaged Business Enterprise (DBE) Program

This project is funded by the Regional Surface Transportation Program funds. Since these are federal funds, this contract will follow the U.S. Department of Transportation requirements for DBE participation. The City has set a goal of 8 percent per the PQOC contract. For this Task, Michael Baker International is pledging DBE participation of 41 percent.

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Bureau of Engineering
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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 |

| Prime or Subconsultants | Gender/ Ethnicity | DBE/ *OBE | (%) of Base Task | Task Amount |
|------------------------------------|----------------------|--------------|---------------------|-----------------------|
| Michael Baker International | | OBE | 41.30% | \$ 617,808.32 |
| The Alliance Group Enterprises | M/APA | DBE | 12.39% | \$ 185,412.61 |
| GPA Consulting | F/C | DBE | 2.79% | \$ 41,781.31 |
| Cambridge Systematics | | OBE | 9.28% | \$ 138,860.21 |
| Arellano Associates, LLC | F/HA | DBE | 15.29% | \$ 228,767.78 |
| Hushmand Associates | | OBE | 7.27% | \$ 108,825.88 |
| Overland Pacific & Cutler, LLC | | OBE | 1.16% | \$ 17,395.98 |
| Zamini Consulting | F/C | DBE | 6.58% | \$ 98,448.45 |
| AYCE Consulting | F/APA | DBE | 3.94% | \$ 59,000.00 |
| Total DBE Participation | | | 40.99% | \$ 613,410.15 |
| Total OBE Participation | | | 59.01 % | \$ 882,890.39 |
| Initial Base Task | | | 100.00% | \$1,496,300.54 |
| Contingency | | | | \$ 3,699.46 |
| Total Task Budget Authority | | | | \$1,500,000.00 |

*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 will be front funded from the LADOT Grant Fund, Fund No. 655, Department (Dept.) No. 94, Appropriation Unit No. (AUN) 94TT2H, which will be reimbursed 100 percent by the Metro Grant funds totaling \$17,000,000. The BOE has included \$1,500,000 out of the \$17,000,000 as a new appropriation in the Fiscal Year 2020-2021 LADOT Grant Fund report (Council File No. 21-0271) that was approved by City Council on April 14, 2021.

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The following funding has been verified and approved by the LADOT:

| Fund No. | Dept. No. | AUN | Budget Fiscal Year | Contract | Contingency | Total |
|----------|-----------|--------|--------------------|----------------|-------------|-------------|
| 655 | 94 | 94TT2H | 2021 | \$1,496,300.54 | \$3,699.46 | \$1,500,000 |
| Total | | | | \$1,496,300.54 | \$3,699.46 | \$1,500,000 |

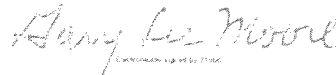
The City's liability under this contract shall only be to the extent of the present City appropriation to fund the contract. However, if the City shall appropriate funds for any succeeding years, the City's liability shall be to the extent of such appropriation, subject to the terms and conditions of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

(SL GV RMK JKS)

Report reviewed by:

Respectfully submitted,

BOE (ADM and PAC)



Report prepared by:

Gary Lee Moore, PE, ENV SP
City Engineer

Bridge Improvement Division

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

Statement as to funds approved by:



Monique F. Earl
Executive Officer
LA Department of Transportation
Fund: 655/94/94TT2H/\$1,500,000
Date: 6/21/2021

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Questions regarding this
report may be referred to:
Scott Gibson, Project Manager
Phone No. (213) 485-5101
E-mail: scott.gibson@lacity.org

Department of Public Works

Bureau of Engineering
Report No. 2

November 8, 2023
CD No. 14

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

NOV 08 2023


Executive Officer
Board of Public Works

ISSUE THE TASK FOR SOLICITATION NO. 081A TO WSP USA, INC., FROM THE PRE-QUALIFIED ON-CALL CONSULTANTS LIST TO PROVIDE ENGINEERING SUPPORT SERVICES FOR THE HUNTINGTON DRIVE MULTI-MODAL TRANSPORTATION IMPROVEMENT PROJECT (WORK ORDER NO. E700418A, CONTRACT NO. C-134482)

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

AUTHORIZE the City Engineer to issue the Task for Solicitation (task) to WSP USA, Inc. (WSP), Contract No. C-134482, from the Pre-Qualified On-Call (PQOC) Bridge/Civil Engineering and Other Design and Support Services Consultants List to provide engineering support services for Phase II of the Project Approval and Environmental Document (PA&ED) Phase for the Huntington Drive Multi-Modal Transportation Improvement Project (Project), as stated in Task Order Solicitation (TOS) No. 081A, with a budget authority of \$2,300,000, 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 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 the City Council Motion (Council File No. 19-1566), adopted by the City Council on December 10, 2019.
3. Copy of BOE Board Report No. 1, adopted June 30, 2021, authorizing issuance of the task for TOS No. 081 to Michael Baker International (MBI).
4. Copy of TOS No. 081A entitled "Huntington Drive Multi-Modal Transportation Improvement Project, Project Approval and Environmental Document - Phase II", dated May 3, 2023.

TRANSMITTAL NO. 2

DISCUSSION

Background

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

The State Route 710 North Extension Project was a proposal to connect the southern terminus of the 210 freeway in Pasadena with the 710 Freeway in Alhambra. In 2008, voters approved Measure R which allocated \$780M in funding, supplementing \$297.3M in funding the Los Angeles County Metropolitan Transportation Authority (Metro), previously secured through federal and state funds, to bridge the transportation gap between the two freeway stubs.

In 2015, the Metro initiated an Environmental Impact Report (EIR) to determine the best alternative for closing this transportation gap. The EIR evaluated five alternatives: No Build, Transportation Demand Management/Transportation System Management (TDM/TSM), Freeway, Light Rail, and Bus Rapid Transit (BRT). On May 25, 2017, the Metro Board voted to support the TDM/TSM alternative, allocate \$730M of \$780M in Measure R funding to the San Gabriel Valley Council of Governments, and allocate the \$297.3M in federal and state funding to the City of Los Angeles (City) and County of Los Angeles for the implementation of Mobility Improvement Projects (MIP) within the project study area.

On August 6, 2019, the California Department of Transportation (Caltrans) signed the Record of Decision and adopted the TDM/TSM alternative. On September 26, 2019, the Metro approved \$100.35M for the Phase II MIP to fund improvements in the City, including the Project (Metro Board Report No. 2019-0245-09-18-19), and on December 10, 2019, the City Council authorized respective City departments to carry out the approved projects (Transmittal No. 2).

The original scope of the Project included improvements along a 2.9-mile section of Huntington Drive between Mission Road and Kendall Avenue within the City. However, to create a continuous multi-modal network and maintain continuity with the three 710 Mobility Projects being delivered by the BOE, Council District No. 14 has requested the Project limits be extended from the intersection of Mission Road and Soto Street to the intersection of Mission Road and Valley Boulevard, increasing the total Project length from 2.9 miles to approximately 4.0 miles as shown in Figure 1 below. The Project will provide mobility and access improvements, pedestrian access enhancements, transit infrastructure improvements, and potentially a dedicated BRT route to improve mobility in the corridor.

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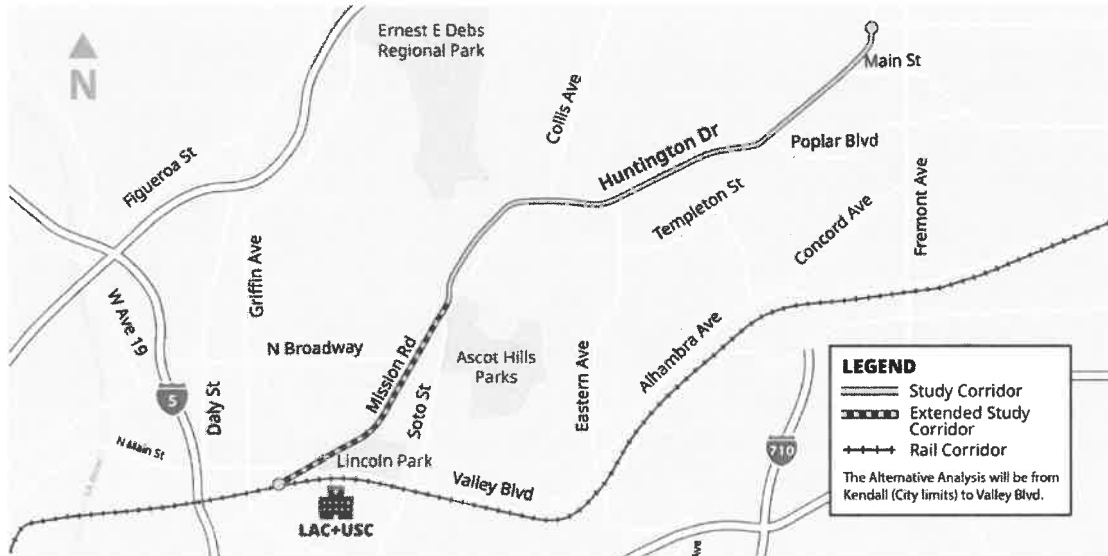


Figure 1: Project Vicinity Map

TOS Description

On June 30, 2021, the Board authorized the issuance of TOS No. 081 to MBI in the amount of \$1,500,000 to provide engineering support services for Phase I of the PA&ED (Transmittal No. 3). Phase I of the PA&ED included an evaluation of the existing conditions and constraints, traffic analysis and assessment, identification of the full range of feasible multi-modal alternatives, and renderings of viable alternatives for the original 2.9-mile section of Huntington Drive, between Mission Road and Kendall Avenue.

Phase II of the PA&ED will include traffic analysis and assessment, and identification of the full range of feasible multi-modal alternatives for the extended 1.1-mile corridor along Mission Road as depicted in the vicinity map above. Phase II scope will also include further community engagement, preliminary cost estimates, the development of traffic and transit demand forecasts, preliminary design plans, a preliminary environmental study, and the preparation of the Final Alternatives Analysis Report for the entire 4-mile corridor (Transmittal No. 4).

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 meetings
 - Meetings as needed by Bridge Improvement Division Project Manager
 - Meeting agenda, minutes, presentations
- Quality Assurance/Quality Control and document control plan

Task 2. Stakeholder Coordination and Public Involvement

- City Departments (Council District No. 14 and Community Advisory Committee)
- LA Metro
- Regulatory agencies (Caltrans, Department of Water and Power, Los Angeles Department of Transportation (LADOT), and other agencies)
- Stakeholder briefings
- Public meetings/Webinars and webcasts
- Community Advisory Committee meetings
- Outreach summary report

Task 3. Collect and Update Existing Corridor Data

- Preliminary surveys and field investigation
- Current and future potential land use
- Current and future population and employment
- Current planned projects along the corridor
- Travel analysis (current transit services, stop locations, travel time and ridership)
- Roadway as-built data/drawings including right-of-way and pavement width, typical sections
- Existing utility information/location, potential conflicts, and potential relocation
- Existing hydraulics and hydrology studies
- Traffic Studies (Traffic counts and projected traffic forecasts)
- Existing street signals and current street reconfiguration
- Sidewalk conditions, street, bike lanes, and streetscape
- Existing streetlights and pedestrian lights and potential conversion of series circuits
- Research and review pertinent existing geotechnical information to provide preliminary site-specific geologic and seismic information at location of proposed structures such as grade separations.
- On-street parking locations/utilization and identify possible public parking needed at the stations
- Soil, regional, and local geology, seismic setting, and limited subsurface desktop level exercise investigation

- Refine the Phase I Environmental Site Assessment to include the entire corridor, including land uses along the proposed route, listing of potential environmental concerns or hazardous materials.
- Analyze and utilize the testing results into the environmental screening for appropriate environmental screening.
- Perform additional analysis at the intersection of Huntington Drive and Monterey Road due to extensive complicated layout of the intersection.

Task 4. Refinement of Existing Feasibility Study/Value Engineering

- Conduct a thorough review of the Phase I Feasibility Study.
- Access any portions of the feasibility study which can be improved and/or modified.
- Perform Value Engineering Analysis of existing preliminary schematic designs.
- Evaluate alternatives from an urban planning perspective to view the overall improvement of the corridor.
- Proposed changes to the existing alternatives from the Phase I study should be approached from a creative and visionary perspective.

Task 5. Prepare Project Purpose and Need Statement/ Conceptual Alternatives for the Extended Corridor

- Travel analysis, including travel time, route, and pattern evaluations.
- Evaluate the need for access and operational improvements.
- Evaluate transit service improvements, including BRT, with key stations for safe, accessible, and convenient community connections.
- Evaluate the need for active transportation and multi-modal improvements.
- Project Report with Conceptual Plan of Viable Alternatives

Task 6. Environmental Phase in Compliance with the California Environmental Quality Act and the National Environmental Policy Act for the Entire Corridor

- Conduct technical studies
- Prepare the Preliminary Environmental Study and submit for Caltrans' review.

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: WSP, T.Y. Lin International McDaniel, Atkins North America, Inc., David Evans and Associates, Inc., and Moffatt & Nichol, Inc. The selection panel consisted of staff from the BOE's BID and Street Improvement Division who reviewed the proposals, qualifications, and experience of the consulting firms and determined that WSP demonstrated the most comprehensive understanding of the Project, and their proposed scope included all necessary requested services.

The BOE recommends the acceptance of WSP's negotiated proposal in the amount of \$2,062,919.35 with a contingency of \$237,080.65, for a total budget authority of \$2,300,000 for this TOS.

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 federally funded with Regional Surface Transportation Program (RSTP) funds. The City will 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 a DBE participation of 9.26 percent.

For the revised 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 |

| Prime or Subconsultants | Gender/ Ethnicity | DBE/ OBE* | (%) of Base Task | Base Task Amount |
|------------------------------------|----------------------|--------------|---------------------|-----------------------|
| WSP USA, Inc. | | OBE | 53.01% | \$1,093,527.70 |
| Psomas | | OBE | 15.20% | \$ 313,497.29 |
| Arellano Associates | F/HA | DBE | 9.26% | \$ 191,021.53 |
| Gruen Associates | | OBE | 7.10% | \$ 146,489.38 |
| Fehr & Peers | | OBE | 15.43% | \$ 318,383.45 |
| Total DBE Participation | | | 9.26% | \$ 191,021.53 |
| Total OBE Participation | | | 90.74% | \$1,871,897.82 |
| Initial Base Task | | | 100.00% | \$2,062,919.35 |
| Contingency | | | | \$ 237,080.65 |
| Total Task Budget Authority | | | | \$2,300,000.00 |

*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 will be front funded from the Transportation Grant Fund, Fund No. 655, Department No. 94, Appropriation Unit No. 94TT2H. Front funds will be reimbursed 100 percent by RSTP Metro Grant funds with a total grant amount of \$17,000,000, and with Caltrans acting as the Administrator of the funds. Appropriation of \$4,000,000 out of the \$17,000,000 was established in a prior year's Transportation Grant Fund report for preliminary engineering activities.

Page 7

Due to the complexity of Federal/State grant funding, exact allocations and appropriations may be substituted by other approved sources for this Project to maximize participating grant reimbursements. A new or amended board report will not be produced if the components of funding sources are different in the future from this report, provided that the total authorization amounts remain unchanged. This will provide efficiency and effectiveness in the procurement process of Federal/State grant funds and provide flexibility and sufficiency in City funds, due to the complexity of Federal/State funding requirements. The Department of Transportation has identified and verified the funding sources currently available as identified above.

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.

(SG RS RMK KM)

Report reviewed by:

BOE (ADM and PAC)
and LADOT

Report prepared by:

Bridge Improvement Division

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

Statement as to funds approved by:



Jay Kim
Assistant General Manager
LA Department of Transportation
Fund: 655/94/94TT2H/\$2,300,000
Date: 10/31/23

SG/GM/08-2023-0130_BID.lk

Questions regarding this
report may be referred to:
Gevork Mkrtchyan, Project Manager
Phone No. (213) 485-4970
E-mail: gevork.mkrtyan@lacity.org

Respectfully submitted,



Ted Allen, PE
City Engineer

COST PROPOSAL WORKSHEET - by Scope

COMPANY NAME: WSP USA Inc.

TASK ORDER: 081A

SCOPE OF WORK: Support services for planning and conceptual design of Huntington Drive - Phase II

DATE:

REV:

OPTION:

| PROJECT Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | | | | | | | | |
|---|--|----------|----------------|-----------------|--------|----------------|--------|----------------|--------|--------------|--------|
| Task | Scope of Work Description | % of TOS | Total Amount | % Change (+/-)* | NTP 1: | | NTP 2: | | NTP 3: | | NTP 4: |
| 1 | Administration and Project Management | 14% | \$339,714.67 | 4% | 6% | \$140,139.34 | 9% | \$199,575.33 | - | \$0 | - |
| 2 | Stakeholder Coordination and Public Engagement | 17% | \$420,016.51 | 0% | 8.5% | \$173,104.21 | 8.5% | \$238,013.73 | 0.4% | \$8,899 | - |
| 3 | Collect and Update Existing Corridor Data | 11% | \$263,047.03 | -2% | 11% | \$255,226.56 | 0.3% | \$7,820.47 | - | \$0 | - |
| 4 | Review of Existing Feasibility Study | 3% | \$74,316.69 | -1% | 3% | \$74,316.69 | - | \$0.00 | - | \$0 | - |
| 5 | Prepare Project Purpose and Need Statement and Conceptual Alternatives for the Extended Corridor | 52% | \$1,295,105.59 | 1% | 25.5% | \$529,680.09 | 25.5% | \$574,324.07 | 7.7% | \$191,101 | - |
| 6 | Preliminary Environmental Compliance Review | 2% | \$59,442.44 | -2% | 2% | \$44,625.70 | 1% | \$14,816.74 | - | \$0 | - |
| 7 | ATP Grant Support | 2% | \$38,357.07 | 0% | 2% | \$38,357.07 | - | \$0.00 | - | \$0 | - |
| | LABOE Project Contingency | 0% | \$10,000 | \$0 | - | \$0 | - | | - | | - |
| TOTAL** | | 100% | \$2,500,000.00 | | 58% | \$1,255,449.66 | 44% | \$1,034,550.34 | 8.0% | \$200,000.00 | 0% |

* % Changes (+/-) are in relation to original amounts authorized on 11/17/23
** Total amount (\$2,500,000.00) is inclusive of LABOE Project Contingency

COST PROPOSAL WORKSHEET - by Labor

| | | | |
|--|--|----------|------|
| COMPANY: | SCOPE OF WORK: | DATE: | REV: |
| WSP USA Inc. | Support services for planning and conceptual design of Huntington Drive - Phase II | 05/30/24 | |
| Task Order | MILESTONE/PHASE: | | |
| Huntington Drive Multi-Modal Transportation Improvement Project PA&ED - Phase II | Overall Task | | |

DIRECT LABOR

| PERSONNEL | FUNCTION | HOURS | | RATE | AMOUNT |
|-------------------|------------------------------|-------|------|--------|---------------|
| Michael Arizabal | Sr. Planner | 559 | @ \$ | 91.35 | \$ 51,041.81 |
| Dhyana Quintanar | Engineering Manager | 1,508 | @ \$ | 114.17 | \$ 172,139.82 |
| Domenic Lupo | Sr Supervising Engineer | 16 | @ \$ | 120.19 | \$ 1,923.04 |
| Richard Marcus | Consultant II | 82 | @ \$ | 77.69 | \$ 6,370.58 |
| Arianne Mizuta | Sr Engineering Manager | 662 | @ \$ | 87.03 | \$ 57,614.25 |
| Jennifer Pangborn | Lead Engineer | 0 | @ \$ | 88.47 | \$ - |
| Ryan Whipple | Lead Engineer | 90 | @ \$ | 79.54 | \$ 7,165.76 |
| Kristin Blackson | Supervising Planner | 78 | @ \$ | 107.02 | \$ 8,379.67 |
| Darrel Cole | Consultant II | 63 | @ \$ | 120.41 | \$ 7,525.63 |
| Chris Hemmer | Sr Supervising Engineer | 611 | @ \$ | 94.52 | \$ 57,791.89 |
| Peter Dydo | Sr Supervising Engineer | 290 | @ \$ | 53.01 | \$ 15,372.90 |
| David Schumacher | Sr. Planner | 230 | @ \$ | 59.76 | \$ 13,744.80 |
| Alfonso Hernandez | Sr. Planner | 0 | @ \$ | 89.00 | \$ - |
| Rebecca Kalauskas | Sr. Engineering Manager | 15 | @ \$ | 94.23 | \$ 1,413.45 |
| Vicki Long | Lead Engineer | 21 | @ \$ | 63.79 | \$ 1,339.59 |
| Sharon Henderson | Lead Engineer | 28 | @ \$ | 62.81 | \$ 1,727.28 |
| Amy Cook | Sr Engineer | 84 | @ \$ | 56.25 | \$ 4,725.00 |
| Jessie Jones | Lead Engineer | 405 | @ \$ | 75.49 | \$ 30,535.71 |
| Clive Lara | Consultant II | 282 | @ \$ | 57.48 | \$ 16,209.36 |
| Theresa Dickerson | Associate Consultant II | 195 | @ \$ | 94.07 | \$ 18,296.62 |
| Melissa Symmes | Engineer I | 118 | @ \$ | 35.65 | \$ 4,188.88 |
| Erin Jenkins | Sr Planner | 161 | @ \$ | 40.26 | \$ 6,461.73 |
| Cynthia Cavazos | Planner I | 53 | @ \$ | 53.79 | \$ 2,823.98 |
| Margot Fredman | Sr Supervising Engineer | 112 | @ \$ | 30.00 | \$ 3,345.00 |
| Gabi Brazzil | Lead Environmental Scientist | 20 | @ \$ | 78.24 | \$ 1,564.80 |
| Ray Collett | Sr Project Accountant | 80 | @ \$ | 53.06 | \$ 4,244.80 |
| Luke Yang | Lead Environmental Scientist | 10 | @ \$ | 98.01 | \$ 980.10 |
| Alana Flaherty | Consultant II | 120 | @ \$ | 52.66 | \$ 6,319.20 |
| John Hong | Lead Environmental Scientist | 8 | @ \$ | 53.84 | \$ 431.26 |
| Karl Fielding | Associate Consultant II | 30 | @ \$ | 78.16 | \$ 2,344.80 |
| Gabriela Gonzalez | Planner I | 196 | @ \$ | 40.99 | \$ 8,044.29 |
| Yosef Yip | Planner II | 356 | @ \$ | 70.24 | \$ 25,005.44 |

| | | | |
|-------------|------|--------------------|--------------|
| TOTAL HOURS | 6480 | TOTAL DIRECT LABOR | \$539,071.40 |
|-------------|------|--------------------|--------------|

MULTIPLIERS

| | | |
|---------------------|--|---------------|
| ESCALATION @ 0% | 0.00% (Rate) | \$ - |
| OVERHEAD @ | 139.93% (of Total Direct Labor + Escalation) | \$ 754,322.61 |
| PAYROLL ADDITIVES @ | (of Total Direct Labor + Escalation) | \$ - |
| TOTAL MULTIPLIERS | | \$ 754,322.61 |

OTHER DIRECT EXPENSES

*** Billed at Actual Cost ***

| ITEM | QUANTITY | UNIT | UNIT COST | AMOUNT |
|-------------------------|----------|------|-----------|-------------|
| Mileage (2022 IRS Rate) | 6560 | MI | \$0.625 | \$ 2,490.48 |
| Parking | | | \$20.00 | \$ - |
| Reproduction | 1 | LS | \$1,500 | \$ - |
| Geotechnical | 1 | LS | | \$ - |
| Traffic Data Collection | 1 | LS | | \$ 2,400.00 |
| | | | | \$ - |

| | |
|-----------------------------|-------------|
| TOTAL OTHER DIRECT EXPENSES | \$ 4,890.48 |
|-----------------------------|-------------|

OUTSIDE SERVICES (w/o fee)

| COMPANY | LABOR | MULTIPLIER | EXPENSES | TOTAL |
|-------------------------------|--------------|------------|--------------|---------------|
| Listing of all approved subs: | | | | |
| Psomas | \$118,224.19 | 2.98 | \$ - | \$ 351,789.08 |
| Gruen Associates | \$53,101.83 | 2.72 | \$ 2,100.71 | \$ 146,489.38 |
| Fehr & Peers | \$113,922.05 | 3.12 | \$ 8,935.00 | \$ 364,225.97 |
| Arellano Associates | \$64,320.00 | 2.56 | \$ 35,450.00 | \$ 199,920.10 |
| | | | \$ - | \$ - |
| | | | \$ - | \$ - |
| | | | \$ - | \$ - |
| | | | \$ - | \$ - |

| | |
|------------------------|-----------------|
| TOTAL OUTSIDE SERVICES | \$ 1,062,424.52 |
|------------------------|-----------------|

FEES

| | | |
|---------------------------------|--------------------------------|---------------|
| Prime Fee on Labor and Overhead | 10.00% | \$ 129,339.40 |
| WSP USA INC. @ | 0.00% (TOTAL OUTSIDE SERVICES) | \$ - |
| Total Fees | | \$ 129,339.40 |

| | |
|------------|----------------|
| TOTAL COST | \$2,490,000.00 |
|------------|----------------|

| | |
|-------------------------|--------------|
| * DBE Total amount (\$) | \$199,920.10 |
| DBE % vs Total Cost | 8.03% |

COST PROPOSAL WORKSHEET - by Scope

| | | | | | |
|------------------|--|--|--|-----------|------|
| COMPANY NAME: | | SCOPE OF WORK: | | DATE: | REV: |
| GRUEN Associates | | Support services for planning and conceptual design of Huntington Drive - Phase II | | 5/30/2024 | |
| TASK ORDER: | | OPTION: | | | |
| 081A | | | | | |

PROJECT

Huntington Drive Multi-Modal Transportation Improvement Project - Phase II

| Task | Scope of Work Description | % of TOS | Total Amount | NTP 1: | | NTP 2: | NTP 3: | NTP 4: |
|--------------|--|----------|---------------------|------------|--------------------|------------|--------------------|-----------|
| 1 | Administration and Project Management | 19% | \$27,654.69 | 10% | \$14,313.94 | 9% | \$13,340.75 | - |
| 2 | Stakeholder Coordination and Public Engagement | 5% | \$6,863.85 | 2.5% | \$3,431.93 | 2.5% | \$3,431.92 | - |
| 3 | Collect and Update Existing Corridor Data | 7% | \$10,370.60 | 7% | \$10,370.60 | - | - | - |
| 4 | Review of Existing Feasibility Study | 2% | \$2,738.67 | 2% | \$2,738.67 | - | - | - |
| 5 | Prepare Project Purpose and Need Statement and Conceptual Alternatives for the Extended Corridor | 56% | \$82,569.88 | 30.5% | \$44,888.04 | 30.5% | \$37,681.84 | - |
| 6 | Preliminary Environmental Study | 0% | \$0.00 | - | \$0.00 | - | - | - |
| 7 | ATP Grant Support | 11% | \$16,291.70 | 11% | \$16,291.70 | - | - | - |
| TOTAL | | | \$146,489.39 | 63% | \$92,034.88 | 42% | \$54,454.51 | 0% |
| | | | | | | | \$0 | 0% |
| | | | | | | | \$0 | 0% |

COST PROPOSAL WORKSHEET - by Labor

| | | | |
|--|--|----------|------|
| COMPANY: | SCOPE OF WORK: | DATE: | REV: |
| GRUEN Associates | Support services for planning and conceptual design of Huntington Drive - Phase II | 05/30/24 | |
| Task Order | MILESTONE/PHASE: | | |
| Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | Overall Task | | |

DIRECT LABOR

| PERSONNEL | FUNCTION | HOURS | | RATE | AMOUNT |
|------------------------------------|--------------------------|-------|------|--------|--------------|
| Larry Schlossberg, AIA, AICP, LEED | AIA, AICP, LEED | 5 | @ \$ | 100.96 | \$ 504.80 |
| Elaine Carbrey, AIA, AICP | AIA, AICP | 28 | @ \$ | 68.48 | \$ 1,917.44 |
| Dean Howell, ASLA | ASLA | 293 | @ \$ | 67.14 | \$ 19,683.43 |
| Abraham Sheppard, ASLA | ASLA | 18 | @ \$ | 58.18 | \$ 1,047.24 |
| Adam Sapin, ASLA | ASLA | 244 | @ \$ | 41.64 | \$ 10,160.16 |
| Assistant Planner | Assistant Planner | 22 | @ \$ | 36.84 | \$ 810.48 |
| Assistant Landscape | Assistant Landscape | 541 | @ \$ | 35.08 | \$ 18,978.28 |
| Enter Staff Here | Enter Billing Title Here | 0 | @ \$ | 35.08 | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - |

TOTAL HOURS 1151

TOTAL DIRECT LABOR \$53,101.83

MULTIPLIERS

| | | |
|---------------------|--|--------------|
| ESCALATION @ 0% | 0.00% (Rate) | \$ - |
| OVERHEAD @ | 147.19% (of Total Direct Labor + Escalation) | \$ 78,160.59 |
| PAYROLL ADDITIVES @ | (of Total Direct Labor + Escalation) | \$ - |
| TOTAL MULTIPLIERS | | \$ 78,160.59 |

OTHER DIRECT EXPENSES

*** Billed at Actual Cost ***

| ITEM | QUANTITY | UNIT | UNIT COST | AMOUNT |
|-------------------------|----------|-------|-----------|-------------|
| Mileage (2022 IRS Rate) | 800 | | \$0.625 | \$ 500.71 |
| Parking | 30 | | \$20.00 | \$ 600.00 |
| Reproduction | 2 | month | \$500 | \$ 1,000.00 |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |

TOTAL OTHER DIRECT EXPENSES \$ 2,100.71

OUTSIDE SERVICES (w/o fee)

| COMPANY | LABOR | MULTIPLIER | EXPENSES | TOTAL |
|-------------------------------|-------|------------|----------|-------|
| Listing of all approved subs: | | | | |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |

TOTAL OUTSIDE SERVICES \$ -

FEES

| | | |
|---------------------------------|--------------------------------|--------------|
| Prime Fee on Labor and Overhead | 10.00% | \$ 13,126.24 |
| GRUEN ASSOCIATES @ | 0.00% (TOTAL OUTSIDE SERVICES) | \$ - |
| Total Fees | | \$ 13,126.24 |

TOTAL COST \$ 146,489.39

| | |
|-------------------------|--------|
| * DBE Total amount (\$) | \$0.00 |
| DBE % vs Total Cost | 0.00% |

COST PROPOSAL WORKSHEET - by Scope

COMPANY NAME: PSOMAS

TASK ORDER: 081A

SCOPE OF WORK:
Support services for planning and conceptual design of Huntington Drive - Phase II

DATE: 5/30/2024

REV:

OPTION:

| PROJECT Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | | | | | | | |
|---|--|----------|--------------|--------|--------------|--------|--------------|--------|-------------|--------|
| Task | Scope of Work Description | % of TOS | Total Amount | NTP 1: | | NTP 2: | | NTP 3: | | NTP 4: |
| 1 | Administration and Project Management | 6% | \$19,983.60 | 4% | \$12,105.45 | 3% | \$7,878.15 | - | - | - |
| 2 | Stakeholder Coordination and Public Engagement | 3% | \$10,248.00 | 1.5% | \$5,124.00 | 1.5% | \$5,124.00 | - | - | - |
| 3 | Collect and Update Existing Corridor Data | 21% | \$75,215.80 | 23% | \$75,215.80 | - | | - | - | - |
| 4 | Review of Existing Feasibility Study | 5% | \$17,209.44 | 5% | \$17,209.44 | - | | - | - | - |
| 5 | Prepare Project Purpose and Need Statement and Conceptual Alternatives for the Extended Corridor | 59% | \$208,641.74 | 27.5% | \$86,520.03 | 27.5% | \$95,333.78 | 8% | \$26,787.93 | - |
| 6 | Preliminary Environmental Study | 5% | \$16,678.74 | 2.5% | \$8,339.37 | 2.5% | \$8,339.37 | - | - | - |
| 7 | ATP Grant Support | 1% | \$3,811.76 | 1% | \$3,811.76 | - | | - | - | - |
| TOTAL | | | \$351,789.08 | 65% | \$208,325.85 | 35% | \$116,675.30 | 8% | \$26,787.93 | 0% |
| | | | | | | | | | | \$0 |

COST PROPOSAL WORKSHEET - by Labor

| | | | |
|--|--|-------------------|------|
| COMPANY: PSOMAS | SCOPE OF WORK: Support services for planning and conceptual design of Huntington Drive - Phase II | DATE: 05/30/24 | REV: |
| Task Order Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | MILESTONE/PHASE: Overall Task | | |

DIRECT LABOR

| PERSONNEL | FUNCTION | HOURS | | RATE | AMOUNT |
|------------------|--------------------------|-------|---|----------|--------------|
| Andrew Nickerson | Sr. Project Manager | 369 | @ | \$ 86.10 | \$ 31,770.90 |
| Ion Cretu | Project Manager | 200 | @ | \$ 75.35 | \$ 15,070.00 |
| Wenn Chen | Traffic Manager | 80 | @ | \$ 85.00 | \$ 6,800.00 |
| Patty Hernandez | Project Engineer | 365 | @ | \$ 42.00 | \$ 15,330.00 |
| Alexis Escobar | Project Engineer | 539 | @ | \$ 47.00 | \$ 25,309.50 |
| Alex Hernandez | Project Engineer | 270 | @ | \$ 37.50 | \$ 10,125.00 |
| Wing Chan | Project Engineer | 0 | @ | \$ 50.00 | \$ - |
| Shayesteh Vafai | Project Engineer | 0 | @ | \$ 55.65 | \$ - |
| Jose Santillan | Project Engineer | 0 | @ | \$ 38.11 | \$ - |
| Daniel Pham | Project Engineer | 0 | @ | \$ 35.16 | \$ - |
| Tin Cheung | Environmental Specialist | 15 | @ | \$ 87.43 | \$ 1,311.45 |
| Charles Cisneros | Environmental Specialist | 65 | @ | \$ 55.46 | \$ 3,604.90 |
| Sean Noonan | Environmental QA/QC | 0 | @ | \$ 57.78 | \$ - |
| Daniel Rahe | Survey Project Manager | 110 | @ | \$ 64.38 | \$ 7,081.80 |
| Chainman | Survey Crew | 16 | @ | \$ 54.28 | \$ 868.48 |
| Party Chief | Survey Crew | 16 | @ | \$ 59.51 | \$ 952.16 |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | \$ 50.00 | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | \$ 50.00 | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | \$ 50.00 | \$ - |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | \$ 50.00 | \$ - |

TOTAL HOURS 2045 TOTAL DIRECT LABOR \$118,224.19

MULTIPLIERS

| | | |
|--------------------|--------------------------------------|---------------|
| ESCALATION @ 0% | 0.00% (Rate) | \$ - |
| OVERHEAD @ 170.51% | (of Total Direct Labor + Escalation) | \$ 201,584.07 |
| PSOMAS @ | (of Total Direct Labor + Escalation) | \$ - |
| TOTAL MULTIPLIERS | | \$ 201,584.07 |

OTHER DIRECT EXPENSES

*** Billed at Actual Cost ***

| ITEM | QUANTITY | UNIT | UNIT COST | AMOUNT |
|-------------------------|----------|-------|-----------|--------|
| Mileage (2022 IRS Rate) | | | \$0.625 | \$ - |
| Parking | | | \$20.00 | \$ - |
| Reproduction | | month | \$500 | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |

TOTAL OTHER DIRECT EXPENSES \$ -

OUTSIDE SERVICES (w/o fee)

| COMPANY | LABOR | MULTIPLIER | EXPENSES | TOTAL |
|-------------------------------|-------|------------|----------|-------|
| Listing of all approved subs: | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |

TOTAL OUTSIDE SERVICES \$ -

FEES

| | | |
|---------------------------------|--------------------------------|--------------|
| Prime Fee on Labor and Overhead | 10.00% | \$ 31,980.83 |
| PSOMAS @ | 0.00% (TOTAL OUTSIDE SERVICES) | \$ - |
| Total Fees | | \$ 31,980.83 |

TOTAL COST \$ 351,789.08

| | |
|-------------------------|--------|
| * DBE Total amount (\$) | \$0.00 |
| DBE % vs Total Cost | 0.00% |

COST PROPOSAL WORKSHEET - by Scope

COMPANY NAME:

FEHR & PEERS

TASK ORDER:

081A

SCOPE OF WORK:

Support services for planning and conceptual design of Huntington Drive - Phase II

DATE:

5/30/2024

REV:

OPTION:

| PROJECT Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | | | | | | | | |
|---|--|----------|--------------|--------|--------------|--------|--------------|--------|-----|--------|-----|
| Task | Scope of Work Description | % of TOS | Total Amount | NTP 1: | | NTP 2: | | NTP 3: | | NTP 4: | |
| 1 | Administration and Project Management | 6% | \$20,286.71 | 3% | \$10,980.66 | 3% | \$9,306.05 | - | - | - | - |
| 2 | Stakeholder Coordination and Public Involvement | 5% | \$17,222.78 | 2.5% | \$7,815.23 | 2.5% | \$9,407.55 | - | - | - | - |
| 3 | Collect and Update Existing Corridor Data | 30% | \$108,625.77 | 30% | \$108,625.77 | - | | - | - | - | - |
| 4 | Review of Existing Feasibility Study | 3% | \$12,593.33 | 3% | \$12,593.33 | - | | - | - | - | - |
| 5 | Prepare Project Purpose and Need Statement and Conceptual Alternatives for the Extended Corridor | 56% | \$205,497.38 | 23% | \$82,923.62 | 34% | \$122,573.76 | - | - | - | - |
| 6 | Preliminary Environmental Study | 0% | \$0.00 | - | \$0.00 | - | | - | - | - | - |
| 7 | ATP Grant Support | 0% | \$0.00 | - | \$0.00 | - | | - | - | - | - |
| TOTAL | | | \$364,225.97 | 62% | \$222,938.61 | 39% | \$141,287.36 | 0% | \$0 | 0% | \$0 |

| COST PROPOSAL WORKSHEET - by Labor | | | | | |
|--|---------------------------------|--|--------------------|----------------------------------|---------------|
| COMPANY: FEHR & PEERS | | SCOPE OF WORK: Support services for planning and conceptual design of Huntington Drive - Phase II | | DATE: 05/30/24 | REV: |
| Task Order Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | MILESTONE/PHASE: Overall Task | |
| DIRECT LABOR | | | | | |
| PERSONNEL | | FUNCTION | HOURS | RATE | AMOUNT |
| Jeremy Klop | Principal in Charge | | 126 | @ \$ 127.40 | \$ 16,052.40 |
| Natalie Chyba | Project Manager | | 339 | @ \$ 56.73 | \$ 19,231.47 |
| Mary Rose Fissinger, Deputy PM and Analyst | Deputy PM and Analyst | | 404 | @ \$ 52.40 | \$ 21,169.60 |
| Andrew Jarnagin, Analyst | Analyst | | 850 | @ \$ 40.24 | \$ 34,204.00 |
| Jeremiah LaRose, Technical Associate | Technical Associate | | 112 | @ \$ 61.54 | \$ 6,892.48 |
| Sebastian Silva, Visual Communications | Visual Communications | | 232 | @ \$ 36.53 | \$ 8,474.96 |
| Emily Bell, Business Services Administrator | Business Services Administrator | | 219 | @ \$ 36.06 | \$ 7,897.14 |
| Enter Staff Here | Enter Billing Title Here | | 0 | @ \$ | - |
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| Enter Staff Here | Enter Billing Title Here | | 0 | @ \$ | - |
| | | | TOTAL HOURS | 2282 | |
| | | | TOTAL DIRECT LABOR | | \$113,922.05 |
| MULTIPLIERS | | | | | |
| ESCALATION @ 0% | | 0.00% (Rate) | | \$ | - |
| OVERHEAD @ | | 183.52% (of Total Direct Labor + Escalation) | | \$ | 209,069.75 |
| PAYROLL ADDITIVES @ | | (of Total Direct Labor + Escalation) | | \$ | - |
| | | | | TOTAL MULTIPLIERS | \$ 209,069.75 |
| OTHER DIRECT EXPENSES *** Billed at Actual Cost *** | | | | | |
| ITEM | QUANTITY | UNIT | UNIT COST | AMOUNT | |
| Mileage (2022 IRS Rate) | | | \$0.625 | \$ | - |
| Parking | | month | \$20.00 | \$ | - |
| Reproduction | | | \$500 | \$ | - |
| Traffic Data Collection | | | | \$ | 8,935.00 |
| | | | | \$ | - |
| | | | | TOTAL OTHER DIRECT EXPENSES | \$ 8,935.00 |
| OUTSIDE SERVICES (w/o fee) | | | | | |
| COMPANY | LABOR | MULTIPLIER | EXPENSES | TOTAL | |
| Listing of all approved subs: | | | | \$ | - |
| | | | | \$ | - |
| | | | | \$ | - |
| | | | | \$ | - |
| | | | | TOTAL OUTSIDE SERVICES | \$ - |
| FEEES | | | | | |
| Prime Fee on Labor and Overhead | | 10.00% | | \$ | 32,299.18 |
| FEHR & PEERS @ | | 0.00% (TOTAL OUTSIDE SERVICES) | | \$ | - |
| Total Fees | | | | | \$ 32,299.18 |
| | | | | TOTAL COST | \$ 364,225.97 |
| * DBE Total amount (\$) | | \$0.00 | | | |
| * DBE % vs Total Cost | | 0.00% | | | |

COST PROPOSAL WORKSHEET - by Scope

COMPANY NAME:

Arellano Associates

SCOPE OF WORK:

Support services for planning and conceptual design of Huntington Drive - Phase II

DATE:

5/30/2024

REV:

TASK ORDER:

081A

OPTION:

| PROJECT Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | | | | | | | |
|---|--|----------|--------------|--------|-------------|--------|-------------|--------|---------|--------|
| Task | Scope of Work Description | % of TOS | Total Amount | NTP 1: | | NTP 2: | | NTP 3: | | NTP 4: |
| 1 | Administration and Project Management | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| 2 | Stakeholder Coordination and Public Engagement | 100% | \$199,920.10 | 48% | \$95,510.77 | 48% | \$95,510.76 | 4% | \$8,899 | - |
| 3 | Collect and Update Existing Corridor Data | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| 4 | Review of Existing Feasibility Study | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| 5 | Prepare Project Purpose and Need Statement and Conceptual Alternatives for the Extended Corridor | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| 6 | Preliminary Environmental Study | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| 7 | ATP Grant Support | 0% | \$0.00 | - | \$0.00 | - | | - | | - |
| TOTAL | | | \$199,920.10 | 48% | \$95,510.77 | 48% | \$95,510.76 | 4% | \$8,899 | 0% |
| | | | | | | | | | | \$0 |

| COST PROPOSAL WORKSHEET - by Labor | | | | | | |
|--|---------------------------|--|--------------------------------|--|--------------|------|
| COMPANY: Arellano Associates | | SCOPE OF WORK: Support services for planning and conceptual design of Huntington Drive - Phase II | | DATE: 05/30/24 | | REV: |
| Task Order Huntington Drive Multi-Modal Transportation Improvement Project - Phase II | | | | MILESTONE/PHASE: Overall Task | | |
| DIRECT LABOR | | | | | | |
| PERSONNEL | FUNCTION | HOURS | | RATE | AMOUNT | |
| Chester Britt, Principal in Charge | Principal in Charge | 12 | @ | \$ 120.00 | \$ 1,440.00 | |
| Jason Jackson, Project Manager | Project Manager | 334 | @ | \$ 60.00 | \$ 20,040.00 | |
| Sohrab Mikanik, Technical Lead | Technical Lead | 40 | @ | \$ 70.00 | \$ 2,800.00 | |
| Nancy Verduzco, Sr. Technical Coordinator | Sr. Technical Lead | 308 | @ | \$ 40.00 | \$ 12,320.00 | |
| Kyle Santiago, Creative Lead | Creative Lead | 48 | @ | \$ 55.00 | \$ 2,640.00 | |
| Project Coordinator | Project Coordinator | 348 | @ | \$ 37.00 | \$ 12,876.00 | |
| Asst. Project Coordinator | Asst. Project Coordinator | 452 | @ | \$ 27.00 | \$ 12,204.00 | |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - | |
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| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - | |
| Enter Staff Here | Enter Billing Title Here | 0 | @ | | \$ - | |
| TOTAL HOURS | | 1542 | TOTAL DIRECT LABOR \$64,320.00 | | | |
| MULTIPLIERS | | | | | | |
| ESCALATION @ 0% | | | | 0.00% (Rate) | \$ - | |
| OVERHEAD @ | | | | 132.46% (of Total Direct Labor + Escalation) | \$ 85,198.27 | |
| PAYROLL ADDITIVES @ | | | | (of Total Direct Labor + Escalation) | \$ - | |
| | | | | TOTAL MULTIPLIERS | \$ 85,198.27 | |
| OTHER DIRECT EXPENSES *** Billed at Actual Cost *** | | | | | | |
| ITEM | QUANTITY | UNIT | UNIT COST | AMOUNT | | |
| Mileage (2022 IRS Rate) | | | \$0.625 | \$ - | | |
| Parking | | | \$20.00 | \$ - | | |
| Reproduction | | month | \$500 | \$ - | | |
| ODCs | 1 | LS | \$ 35,450.00 | \$ 35,450.00 | | |
| | | | | \$ - | | |
| | | | | \$ - | | |
| TOTAL OTHER DIRECT EXPENSES | | | | \$ 35,450.00 | | |
| OUTSIDE SERVICES (w/o fee) | | | | | | |
| COMPANY | LABOR | MULTIPLIER | EXPENSES | TOTAL | | |
| Listing of all approved subs: | | | | \$ - | | |
| | | | | \$ - | | |
| | | | | \$ - | | |
| | | | | \$ - | | |
| TOTAL OUTSIDE SERVICES | | | | \$ - | | |
| FEES | | | | | | |
| Prime Fee on Labor and Overhead | | | | 10.00% | \$ 14,951.83 | |
| ARELLANO ASSOCIATES @ | | | | 0.00% (TOTAL OUTSIDE SERVICES) | \$ - | |
| Total Fees | | | | \$ 14,951.83 | | |
| | | | | TOTAL COST \$ 199,920.10 | | |
| * DBE Total amount (\$) \$0.00 | | | | | | |
| DBE % vs Total Cost 0.00% | | | | | | |