



Executive Director's
Report to the
Board of Harbor Commissioners

DATE: NOVEMBER 15, 2018

FROM: ENGINEERING

SUBJECT: RESOLUTION NO. _____ APPROVAL OF PERSONAL SERVICES AGREEMENT BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND MARK THOMAS & COMPANY, INC. TO PREPARE CALTRANS PLANS, SPECIFICATIONS, AND ESTIMATES FOR THE STATE ROUTE 47(SR-47)/VINCENT THOMAS BRIDGE AND FRONT STREET/HARBOR BOULEVARD INTERCHANGE RECONFIGURATION PROJECT

SUMMARY:

Staff requests approval of a personal services agreement (Agreement) with Mark Thomas & Company, Inc. of Irvine, California, to prepare the State of California Department of Transportation (Caltrans) Plans, Specifications, and Estimates (PS&E) for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project. The Agreement has a contract term of three years with a not-to-exceed amount of \$2,999,986. This Agreement will be the financial responsibility of the Harbor Department.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the Director of Environmental Management has determined that the proposed action is administratively exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II, Section 2(f), of the Los Angeles City CEQA Guidelines;
2. Approve a personal services agreement with Mark Thomas & Company, Inc. to prepare the State of California Department of Transportation Plans, Specifications, and Estimates for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project with a not-to-exceed amount of \$2,999,986 and a term of three years;
3. Authorize the Executive Director to execute and the Board Secretary to attest to said Agreement for and on behalf of the Board; and
4. Adopt Resolution No. _____.

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DISCUSSION:

Background and Context - The City of Los Angeles Harbor Department (Harbor Department) is committed to improving transportation safety and operation in and around the Port complex. Currently, westbound State Route 47 (SR-47) traffic and southbound Interstate 110 (I-110) traffic destined for the West Basin and San Pedro Waterfront areas exit at Harbor Boulevard. Significant nonstandard weaving conditions exist as traffic travels through the Harbor Boulevard off-ramp. Nonstandard merging also exists on the eastbound SR-47 on-ramp from Harbor Boulevard as traffic approaches the Vincent Thomas Bridge. In addition, traffic routinely backs up onto both off-ramps during peak periods as a result of the two freeways (I-110 & SR-47) terminating at the same point. We anticipate the traffic backups will increase and greatly reduce the operational efficiency of the interchange with the projected future background growth and the development of the San Pedro Waterfront.

To mitigate this operational deficiency, the Harbor Department proposes to relocate the existing westbound SR-47 off-ramp to land north of the Vincent Thomas Bridge at Front Street and Knoll Drive. Relocating the off-ramp to the north will separate traffic travelling from both freeways into two different intersections (Harbor Boulevard/Swinford Street and Front Street/Knoll Drive), and thereby allow for efficient movement of traffic through the interchange that is destined for the cruise terminal, San Pedro Waterfront development and other recreational facilities.

The State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project will reduce vehicular delay, potential for accidents/non-recurrent congestion, and emissions.

The project is located within the boundaries of Knoll Drive to the north, Swinford Street to the south, Front Street to the east, and the I-110/SR-47 freeway interchange to the west as shown in the site map (Transmittal 1).

Scope of Services – Mark Thomas & Company, Inc. (Consultant) is providing professional engineering services under this personal services agreement (Agreement). The Consultant will prepare Caltrans, City of Los Angeles, and Harbor Department PS&E's for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project. The attached Agreement includes tasks and deliverables (Transmittal 2).

A Notice to Proceed from the Engineering Division is required prior to the Consultant proceeding with each individual task. The Harbor Department incurs no penalty should the Harbor Department decide not to proceed with any individual task.

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Consultant Selection Process – The Harbor Department issued Request for Proposals (RFP) to develop Caltrans PS&E for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project on June 21, 2018, and posted the RFP on the Los Angeles Business Assistance Virtual Network (LABAVN) and on the Port of Los Angeles (Port) website. The Harbor Department received written proposals for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project from two consultant teams on July 24, 2018. After a complete evaluation of the written proposals by the selection committee consisting of Harbor Department and Caltrans staff, the following proposing firms were invited to be interviewed on August 15, 2018:

- AECOM (Orange, CA)
- Mark Thomas & Company, Inc. (Irvine, CA)

During the interview, each firm presented their proposal and responded to a common set of formulated questions from the selection committee. The presented proposals and responses were scored independently by each member of the selection committee and each team was given a combined score (Transmittal 3).

The Harbor Department's selection committee selected Mark Thomas & Company, Inc. based on their approach to resolve traffic issues, their lowest cost proposal, knowledge and experience on similar Caltrans projects, outstanding project team organization, relevant experience and expertise of the key project team members, knowledge of the Harbor Department and its community relationships, and their experience with the relevant regulatory agencies.

The Engineering Division's staff met with Mark Thomas & Company, Inc. and negotiated a scope of work and corresponding cost of engineering services at \$2,999,986. The scope of work includes, but is not limited to, Caltrans PS&E, training sessions for staff, peer review of in-house Harbor Department design work, Los Angeles Department of Water & Power (LADWP) utility relocation design, sound wall design, survey efforts and utility mapping, and supplementary reports and estimates required by Caltrans.

Contract Amount and Term - The not-to-exceed amount to prepare Caltrans PS&E for the Agreement is \$2,999,986. The term of the Agreement is three years.

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

Throughout the term of the Agreement, Mark Thomas & Company, Inc. will maintain compliance with the City's contracting requirements. Mark Thomas & Company, Inc.'s overall sub-consultant business enterprise proposal is 30.14% Small Business Enterprise (SBE) and Very Small Business Enterprise combined. This represents \$904,261 in

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services going to these various business enterprises. Local Business Enterprise (LBE) participation is 26.13%.

Final 1022 Notifications to other City Departments were made, and other City Department staff is not available to assist the Harbor Department with this design project.

ENVIRONMENTAL ASSESSMENT:

The proposed action is approval of an Agreement with Mark Thomas & Company, Inc. for the State Route 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Project, which is an administrative activity. The proposed action is limited to approval of an agreement for services, which include preparation of plans, specifications, and estimates. Therefore, the Director of Environmental Management has determined that the proposed action is administratively exempt from the requirements of CEQA in accordance with Article II Section 2(f) of the Los Angeles City CEQA Guidelines.

FINANCIAL IMPACT:

Approval of the proposed three-year Agreement authorizes the total not-to-exceed amount of \$2,999,986 and will commit \$240,768 in funding for the current fiscal year. It is anticipated that funds for this Agreement will be expended as follows:

FISCAL YEAR (FY)		AMOUNT
FY 2018/2019:	\$	240,768
FY 2019/2020:	\$	1,800,000
FY 2020/2021:	\$	959,218
Total:	\$	\$2,999,986

Funds for FY 2018/2019 in the amount \$240,768 are budgeted in Account 54220, Center 1172, Program 000, Project No. 2533400. The Harbor Department's financial commitments for the proposed Agreement beyond the current fiscal year are contingent upon approval of funds by the Board as part of the annual budget adoption process. If any subsequent fiscal year funds are not appropriated by the Board for the work required by this Agreement, the Agreement shall be terminated. However, such termination shall not relieve the parties of liability for any obligations previously incurred. A funding out clause is included in this Agreement.

Staff is also bringing forward to the Board for approval an Amendment to the Measure R Funding Agreement with the Los Angeles County Metropolitan Transportation Authority

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providing to the Harbor Department an additional \$3,030,000 to offset design costs on this project.


CITY ATTORNEY:

The Office of the City Attorney has prepared and approved the Agreement as to form and legality.

TRANSMITTALS:

1. Site Map – State Route 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project
2. Agreement between the City of Los Angeles and Mark Thomas & Company, Inc.
3. Final Evaluation Summary

FIS Approval: MT
CA Approval: AGB


DAVID M. WALSH, P.E.
Chief Harbor Engineer


ANTONIO V. GIOIELLO, P.E.
Deputy Executive Director

APPROVED:


EUGENE D. SEROKA ^{FOR}
Executive Director

Author: S. Aziz

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