



Board Report

File #: 2016-0116, File Type: Contract

Agenda Number: 15.

REGULAR BOARD MEETING MAY 26, 2016

SUBJECT: RAIL TO RAIL (RIVER) SEGMENT A PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a one-year firm fixed price Contract No. AE470670022889 to Cityworks Design in the amount of \$2,003,317 for the **Rail to Rail Active Transportation Corridor Environmental Review, Clearance and Design - Segment A Project**.

ISSUE

In December 2015, a Request for Proposals (RFP) was released to acquire a professional service contract for the development of 30% design drawings and environmental review and clearance under the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA), for the 6.4 mile section of Metro owned Harbor Subdivision rail right-of-way (ROW) in South Los Angeles also referred to as Rail to Rail or Rail to River Active Transportation Corridor Segment A. Board authorization to execute the contract is needed.

DISCUSSION

The Rail to Rail Active Transportation Corridor (ATC) - Segment A Project (Project) spans 6.4 miles along an east-west alignment from the future Metro Crenshaw/LAX Fairview Heights station at Florence Avenue and West Boulevard to just east of the existing Metro Blue Line Slauson station on the Metro owned Harbor Subdivision rail (ROW (Attachment C)). The Burlington Northern Santa Fe Railroad currently holds operating easements on the corridor. However, only very limited service exists on a portion of the ROW beyond the Segment A project limits.

The Project will improve multimodal connectivity in historically disadvantaged communities in South Los Angeles. The Project will link together three regionally significant north-south transit lines in Metro's system (the Crenshaw/LAX Light Rail Transit (LRT)), the Silver Line Bus Rapid Transit (BRT) located on the 110 Harbor Transitway, and the Blue Line LRT, increasing mobility options, and enhancing access to community-identified destinations locally and regionally.

The Project area is home to residential population density more than six times the county average. Over two-thirds of the area residents are minority; more than one-fifth of households within one half

(1/2) mile of the Project corridor do not own a vehicle; and over sixteen percent (16.8%) of area workers commute to work via public transit, bicycling, and/or walking. There are no bicycle facilities currently on or connecting directly to Slauson Avenue. Those cyclists using Slauson are cycling in constrained, unsafe on-street conditions, and competing with heavy and fast moving vehicular traffic. Reducing the high rate of both pedestrian and bicycle collisions and improving pedestrian crossings are key goals and benefits of the construction of the Project. Advancing project development will significantly improve transit safety and connectivity in several disadvantaged communities in South Los Angeles.

In October 2014, the Board directed staff to allocate funding in the amount of \$2.85 million to facilitate the environmental, design, and outreach efforts required to move the project forward, and to identify funding sources for construction of the project. In May 2015, the Board approved a Metro commitment of \$10.8 million in local funds to facilitate competitive match requirements authorizing staff to submit two grant applications. Subsequently, successful attainment of both the Caltrans Active Transportation Program and USDOT TIGER VII Discretionary Grant Program was achieved for the construction of Rail to Rail ATC, from the LAX/Crenshaw line to just east of the Blue Line.

In December 2015, a Request for Proposals (RFP) was released to acquire an architectural & engineering services contract for the development of 30% design drawings and environmental review and clearance under the NEPA and the CEQA, for the 6.4 mile section of Metro owned Harbor Subdivision rail ROW in South Los Angeles also referred to as Rail to Rail or Rail to River Active Transportation Corridor Segment A. Board authorization to execute the contract is needed.

Awarding this Contract will facilitate project advancement allowing the development of engineering and environmental clearances in order to meet key Project milestones and remain on schedule per Metro's grant commitments.

Public Outreach and Rail to River Segment B Alternatives Analysis

In December 2015, Requests for Proposals to acquire professional services to conduct Public Outreach for Segment A and Segment B; and to conduct and Alternatives Analysis for Rail to River Segment B were also released.

A Notice of Intent to Award has been issued to conduct Public Outreach for Segment A and B. The recommendation is under protest by one of the proposing firms. The protest is under review by staff.

A Notice of Intent to Award has been issued for Rail to River Segment B Alternative Analysis.

DETERMINATION OF SAFETY IMPACT

The Project has no adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

FY16 budget includes \$110,000 for this Contract in Cost Center 4360, Active Transportation, under Project 405509, Rail to Rail/River ATC. Since this is a multi-year contract, the cost center manager

and the Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds may include Measure R 2%, Proposition C 25% or other eligible revenues, which are not eligible for bus or rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board may choose not to award and execute the contract for the Project. This option is not recommended as it would delay the Project, preventing timely achievement of environmental clearance and ultimately successful completion of construction as committed.

NEXT STEPS

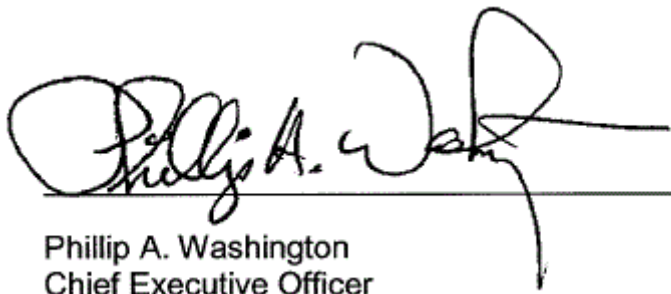
After approval from the Board, staff will execute Contract No. AE470670022889 with Cityworks Design, and begin the environmental review and clearance and design work for the Rail to Rail Active Transportation Corridor - Segment A Project.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Rail to Rail/River Active Transportation Corridor Project Segment Map

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

RAIL TO RAIL (RIVER) SEGMENT A PROJECT/ AE470670022889

1.	Contract Number: AE470670022889	
2.	Recommended Vendor: Cityworks Design	
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: 12/04/15	
	B. Advertised/Publicized: 12/04/15	
	C. Pre-Proposal/Pre-Bid Conference: 12/10/15	
	D. Proposals/Bids Due: 01/14/16	
	E. Pre-Qualification Completed: 03/18/16	
	F. Conflict of Interest Form Submitted to Ethics: 02/17/16	
	G. Protest Period End Date: 05/25/16	
5.	Solicitations Picked up/Downloaded: 87	Bids/Proposals Received: 11
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Robert Machuca	Telephone Number: (213) 922-4517

A. Procurement Background

This Board Action is to approve Contract No. AE470670022889 issued in support of the Rail to Rail Active Transportation Corridor Project Environmental Review, Clearance and Design – Segment A for professional Architectural and Engineering (A&E) services.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 11, 2015, provided pre-proposal attendee sign-in sheets;
- Amendment No. 2, issued on December 17, 2015, extended the proposal due date, and provided federal certifications forms;
- Amendment No. 3, issued on December 28, 2015, revised the Letter of Invitation to delete identification of NAICS codes, corrected DEOD contact information, and provided questions/requests for clarification and answers;
- Amendment No. 4, issued on December 31, 2015, provided additional questions/requests for clarifications and answers; and
- Amendment No. 5, issued on January 8, 2016, provided additional questions/requests for clarifications and answers.

A pre-proposal conference was held on December 10, 2015 attended by 50 participants representing 44 companies. There were 21 questions asked and responses were released prior to the proposal due date.

A total of 87 firms downloaded the RFP and were included in the planholders' list. A total of eleven proposals were received on January 14, 2016.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Countywide Planning and Projects Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Project Understanding | 25 percent |
| • Team Qualifications | 20 percent |
| • Qualifications & Experience of Key Personnel | 20 percent |
| • Project Work Plan | 35 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design services. Several factors were considered when developing these weights, giving the greatest importance to the project work plan and project understanding. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

This is an A&E qualifications based procurement. Price cannot be and was not used as an evaluation factor pursuant to state and federal law.

The Diversity & Economic Opportunity Department (DEOD) reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. All eleven proposals received were deemed eligible Metro SBE certified firms and are listed below in alphabetical order:

1. AIM Consulting Services, Inc.
2. Anil Verma Associates/UltraSystems Joint Venture
3. Axiom Engineering & Science Corporation
4. Base Architecture Planning & Engineering
5. Cityworks Design
6. JMDiaz dba JMD
7. KTU+A
8. MARRS Services
9. PacRim Engineering, Inc.
10. Sapphos Environmental, Inc.

11. TEC Management Consultants, Inc.

During January 15, 2016 through January 27, 2016, the PET completed its independent evaluation of the proposals. The PET determined that five firms were outside the competitive range and were not included for further consideration. A sampling of reasons for exclusion from the competitive range include but are not limited to: proposals did not demonstrate thorough understanding of the project, did not provide specific experience relevant to active transportation corridors, lacked a thorough understanding of the project's environmental challenges and grant funding, lacked details on how to maintain schedule, did not address all statement of work requirements, and did not provide a specific work plan.

The remaining six proposers determined to be within the competitive range are listed below in alphabetical order:

1. AIM Consulting Services, Inc.
2. Anil Verma Associates/UltraSystems Joint Venture
3. Base Architecture Planning & Engineering
4. Cityworks Design
5. JMDiaz dba JMD
6. MARRS Services

On February 2 and 3, 2016, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team's presentation addressed the requirements of the RFP, experience with engineering and design work for rail corridors that impact residential communities and proposed solutions for the environmental clearance of the project. Also highlighted were work plans and strategies to keep the project on schedule. Each team was asked questions relative to each firm's qualifications and understanding of the project issues.

The final scoring, after interviews, determined Cityworks Design to be the highest qualified proposer.

Qualifications Summary of Recommended Firm:

Cityworks Design (CWD) specializes in landscape and urban design and transit integration with a special focus on transportation projects. CWD demonstrated innovation in its proposed approach to environmentally clear the corridor, a strong understanding of the time constraints and design challenges of the project with strong sustainable design approaches. CWD's work plan and project understanding proposed was the most comprehensive and realistic.

Relevant projects that CWD has worked on include the design of innovative access plans for Metro’s Gold Line Eastside Access Improvements in Boyle Heights, Connect US Walk-Bike Action Plan for Union Station and the Little Tokyo Regional Connector Station. CWD’s performance on Metro projects has been satisfactory.

A summary of the PET scores is provided below:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Cityworks Design				
2	Project Understanding and Approach	93.33	25.00%	23.33	
3	Team Qualifications	90.00	20.00%	18.00	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	95.00	35.00%	33.25	
6	Total		100.00%	92.91	1
1	AIM Consulting Services				
2	Project Understanding and Approach	90.00	25.00%	22.50	
3	Team Qualifications	90.00	20.00%	18.00	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	86.67	35.00%	30.33	
6	Total		100.00%	89.16	2
1	BASE Architecture Planning, and Engineering				
2	Project Understanding and Approach	86.67	25.00%	21.67	
3	Team Qualifications	86.67	20.00%	17.33	
4	Qualifications and Experience of Key Personnel	91.67	20.00%	18.33	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	85.91	3
1	Anil Verma Associates/ UltraSystems Joint Venture				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	81.67	20.00%	16.33	
4	Qualifications and Experience of Key Personnel	86.67	20.00%	17.33	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	83.07	4

1	MARRS Services				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	80.00	20.00%	16.00	
4	Qualifications and Experience of Key Personnel	80.00	20.00%	16.00	
5	Project Work Plan	81.67	35.00%	28.58	
6	Total		100.00%	81.41	5
1	JMD				
2	Project Understanding and Approach	83.33	25.00%	20.83	
3	Team Qualifications	81.67	20.00%	16.33	
4	Qualifications and Experience of Key Personnel	78.33	20.00%	15.67	
5	Project Work Plan	76.67	35.00%	26.83	
6	Total		100.00%	79.66	6

C. Cost Analysis

The recommended price of \$2,003,317 has been determined fair and reasonable based upon Metro’s Management and Audit Services audit findings, an independent cost estimate, cost analysis, technical analysis, fact-finding, and negotiations.

During the course of negotiations, it became apparent that additional emphasis on cultural, historical and soil testing services was necessary to ensure a completely thorough environmental clearance. Increased level of effort for the landscape component of the project was added to emphasize placemaking to ensure a compelling vision for the corridor. As a result, there is an increase between the proposed price and final negotiated amount.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Cityworks Design	\$1,884,825	\$2,029,263	\$2,003,317

D. Background on Recommended Contractor

The recommended firm, Cityworks Design (CWD), with headquarters in Pasadena, California, is a Metro certified Small Business Enterprise founded in 2006. The firm provides landscape design, urban design and architecture services and specializes in community-based planning and design including pedestrian/bicycle access, transit-oriented development, and transit alignment. CWD has successfully led projects related to corridor planning for Metro, the Exposition Line Construction Authority, and for the cities of Long Beach, Glendale, and Pasadena.

The proposed team is comprised of staff from CWD and 8 subcontractors (3 SBE and 5 non-SBE firms). CWD’s project manager and principal has over 25 years of experience in landscape design, urban design and architecture. The project manager has worked in national design practices in Los Angeles and San Francisco and gained experience in the design and management of a variety of landscape, urban, public, commercial, residential, and retail projects. The project manager has considerable experience working with city agencies, elected officials, and local stakeholders, especially on community-based planning projects. The project manager served as a National Peer Reviewer for federal design projects at the invitation of the General Services Administration. The project manager has been a member of the Mayor's Vision Panel for Downtown Los Angeles, and the CRA/LA's Downtown Arts Advisory Panel.

DEOD SUMMARY

**RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT
ENVIRONMENTAL REVIEW, CLEARANCE & DESIGN – SEGMENT A/
AE470670022889**

A. Small Business Participation

Effective June 2, 2014, per 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 a 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**.

Cityworks Design, an SBE prime, is performing 38.70% of the work with its own workforce and made a total SBE commitment of 58.52%. The prime listed three (3) SBE subcontractors, and three (3) major firms, Fehr & Peers, KPFF and STV Inc., as subcontractors on this project.

	SBE Firm Name	SBE % Committed
1.	Cityworks Design (Prime)	38.70%
2.	Terry Hayes Associates	10.55%
3.	Lyric Design & Planning	6.00%
4.	Lenax Construction	3.27%
	Total Commitment	58.52%

B. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors’ compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Living Wage Service Contract Worker Retention Policy

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

Rail to Rail/River Active Transportation Corridor Project: Segment Map



Rail to Rail (River) Segment A



Metro

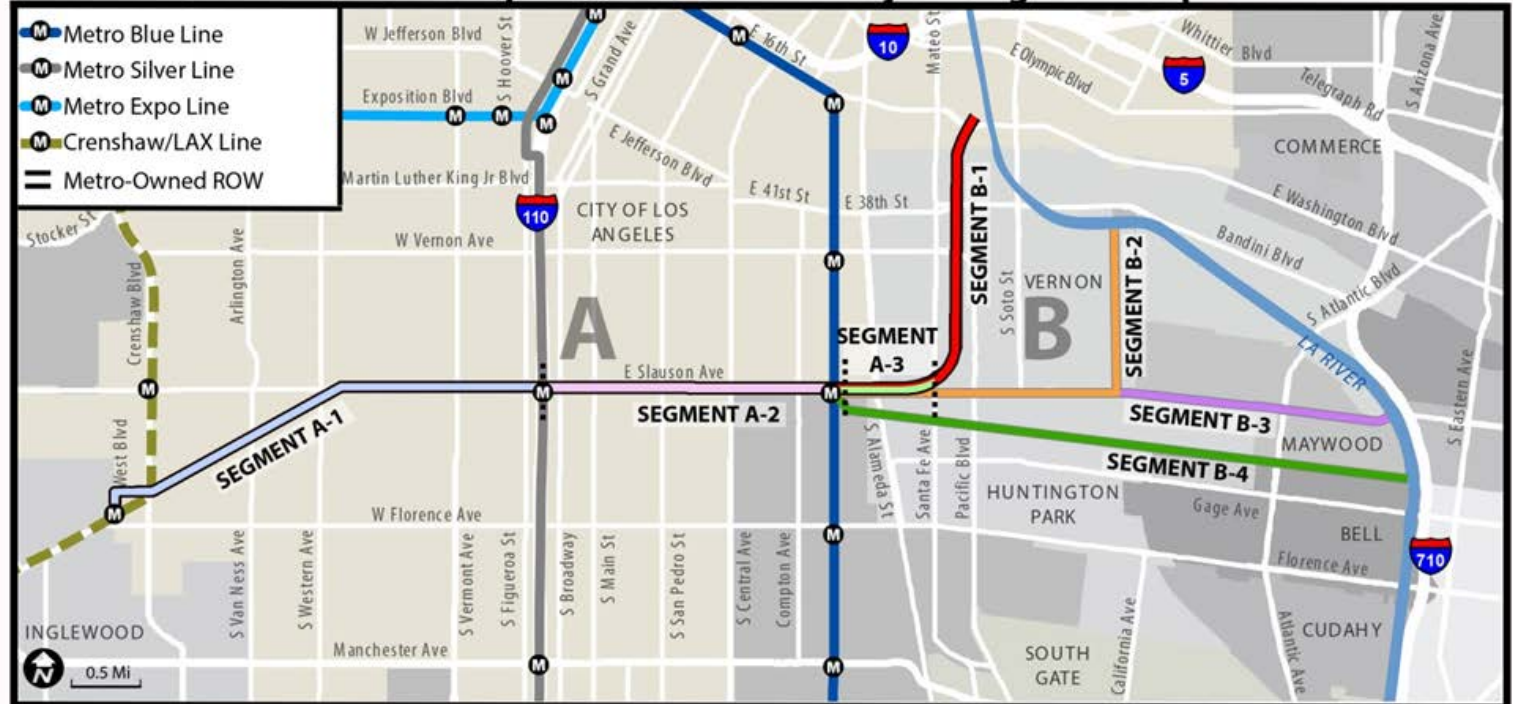
Recommendation

A. Authorize the CEO to award a one-year firm fixed price to Cityworks Design in the amount of \$2,003,317 for the Rail to Rail Active Transportation Corridor-Segment A Environmental Review, Clearance and Design.

Rail to Rail Segment A

- 6.4 mile east-west corridor along Metro owned Harbor Subdivision ROW
- Will extend from the future Metro Crenshaw/LAX Fairview Heights station to just east of Metro Blue Line Slauson station

Rail to Rail/River Active Transportation Corridor Project: Segment Map



Project Funding

- **October 2014 Board allocated \$2.85m towards environmental, design and outreach efforts for Rail to River**
- **TIGER VII- Awarded \$15m for construction of Segment A**
- **ATP, Cycle 2- Awarded \$8.326m for construction of Segment A-1**

Next Steps

- **Upon Board approval, execute Contract No. AE70670022889 with Cityworks Design**