

**Board Report**

File #: 2016-0139, **File Type:** Contract**Agenda Number:** 15

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016****SUBJECT: LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. AE455510019565 with **Wagner Engineering and Survey Inc. (WES) for the Lone Hill to White Double Track Environmental and Preliminary Engineering Project** (Project) in the amount of \$1,967,376, for a two-year term.

ISSUE

The San Bernardino Line (SBL) is the busiest line on the Metrolink commuter rail system, averaging 11,000 boardings per weekday. Currently, there are 38 weekday trips, including two express trips. Approximately 70% of the SBL is single track. Due to the mostly single track operation, there is no additional track capacity to add additional peak hour service, or to run additional express service on the SBL. In addition, the single track severely inhibits existing operations. The single track operation hinders dispatchers' ability to move trains past one another. On time performance and the ability to recover from delay suffers. Therefore, additional track capacity on the SBL is needed to meet the current and future needs of the line.

In September 2014, Metro, in conjunction with San Bernardino Associated Governments (SANBAG), completed the Metrolink San Bernardino Line Infrastructure Improvement Strategic Study (SBLIISS). The SBLIISS identified candidate projects in Los Angeles County for double tracking to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. The SBLIISS specifically identified the Lone Hill to White single track corridor as a prime candidate for double tracking. This recommendation is based on the available right of way in this segment of the corridor and operational modeling.

It is the intent of Metro Regional Rail to award an Architectural and Engineering (A&E) contract to provide environmental clearance and preliminary engineering for the Project.

DISCUSSION

The proposed Project is located between MP 26.5 and MP 30.4 on the Metro-owned San Gabriel subdivision, located in the cities of La Verne and San Dimas. This phase of the Project consists of environmental clearance and 30% preliminary engineering for a double track project. When constructed, ten at-grade crossings would also be upgraded, drainage, fencing, and signal improvements made, and utilities relocated as needed.

Approximately 1.5 miles of this project is in a residential area. These residences are mostly on the south side of the right of way. The conceptual layout of the second track shows it to be constructed north of the existing track. This design will be confirmed during the process of the study. At the commencement of this work, Metro will finalize an extensive communication campaign. During the environmental process outreach will be conducted with the residences and the businesses in the area that will include public outreach meetings. The engineering team will receive feedback at these meetings that will inform the project decision making process.

The Project will also assess the feasibility of and make recommendations regarding a possible second platform at the current temporary Pomona Fairgrounds Station. Once this preliminary engineering and environmental work is completed, the Project will be able to compete better for funding for final design and construction.

The Request for Proposals was issued under the Small Business Prime Set Aside Program and has approximately 64% SBE commitment. Due to the planning nature of the project, this project will not be led by Metrolink. Staff will be working closely with Metrolink in the initial development of this project and will review with Metrolink the practicability of Metrolink completing the detailed design and construction for the project. In addition, this project is closely related to a similar double track project that will be developed concurrently by SANBAG.

DETERMINATION OF SAFETY IMPACT

At this phase, the Project has no direct impacts to safety; however, the Project will be designed to be in accordance with Metrolink's latest design and safety standards, which includes four miles of double track plus enhancements at ten at-grade crossings.

FINANCIAL IMPACT

In October 2013, the Metro Board programmed \$3 million in Measure R 3% funds to begin environmental and preliminary engineering work for a four mile double track project on the Metrolink San Bernardino Line in Los Angeles County. The total required funding from Measure R 3% for the Project is \$1,967,376, of which, \$400,000 is included in the FY16 budget in department 2415, Regional Rail, Project No. 460068. Since this is a multi-year contract, the cost center manager will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract and decide not to advance the Lone Hill to White Double Track Project. This alternative is not recommended since the SBL is mostly single track and additional track capacity is needed in for existing operations and to operate additional peak hour service on the SBL. This SBLIISS recommended that the Project advance to the environmental and preliminary engineering phase. Additionally, once completed, the Project will better compete for additional grant funding for final design and/or construction.

NEXT STEPS

Upon approval by the Board, staff will execute the contract with Wagner Engineering and Survey, Inc., and begin the environmental clearance and preliminary engineering work for the Lone Hill to White Double Track Project.

ATTACHMENTS

Attachment A - Procurement Summary


Attachment B - DEOD Summary

Prepared by: Don Sepulveda, Executive Officer, (213) 922-7491

Reviewed by:

Ivan Page, Interim Executive Director, Vendor/Contract Mgmt,
(213) 922-6383

Richard Clarke, Executive Director, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING/ AE455510019565

1.	Contract Number: AE455510019565 (RFP No. AE19565)	
2.	Recommended Vendor: Wagner Engineering & Survey, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 09/25/15	
	B. Advertised/Publicized: 09/25/15	
	C. Pre-proposal/Pre-Bid Conference: 10/01/15	
	D. Proposals/Bids Due: 10/30/15	
	E. Pre-Qualification Completed: 03/01/16	
	F. Conflict of Interest Form Submitted to Ethics: 01/21/16	
	G. Protest Period End Date: 03/22/16	
5.	Solicitations Picked up/Downloaded: 53	Bids/Proposals Received: 5
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Jay Fuhrman	Telephone Number: (213) 922-2810

A. Procurement Background

This Board Action is to approve Contract No. AE455510019565 (RFP No. AE19565) issued in support of the Lone Hill to White Double Track Environmental Review and Preliminary Engineering Project 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.

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

- Amendment No. 1, issued on October 5, 2015, provided responses to questions/requests for clarifications, pre-proposal attendee sign-in sheets, business cards, and pre-proposal Powerpoint presentation and the planholders list;
- Amendment No. 2, issued on October 9, 2015, provided responses to additional questions/requests for clarifications; and
- Amendment No. 3, issued on October 16, 2015, extended the proposal due date.

A pre-proposal conference was held on October 1, 2015, and attended by 29 participants representing 19 companies. Fifteen questions were asked and answers and were released prior to the proposal due date.

A total of 53 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on October 30, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Regional Rail, San Bernardino Association of Governments Rail Division, and the Southern California Regional Rail Authority (Metrolink), was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Skill and Experience of the Team 35 percent
- Project Management Plan 25 percent
- Project Understanding 40 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 understanding and skill and experience of the team. 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.

Of the five proposals received, three were determined to be within the competitive range. The firms within the competitive range are listed below in alphabetical order:

1. BA, Inc.
2. Rail Surveyors & Engineers, Inc.
3. Wagner Engineering & Survey, Inc.

Two firms were determined to be outside the competitive range and were not included for further consideration because the PET did not believe the firms' proposal demonstrated superior qualifications and understanding of the work specific to the RFP.

From November 2 through 18, 2015, 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 complex engineering specific to similar railways in shared passenger and freight corridors, and proposed solutions. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm’s qualifications and understanding of the project.

Qualifications Summary of Recommended Firm:

Wagner Engineering & Survey, Inc. (WES) was scored as the highest and determined to be the most qualified firm. WES’s experience with rail engineering in similar railway corridors and understanding of the stakeholders was superior. The PET considered the Project Management Plan and Project Understanding proposed as the most comprehensive, detailed, and realistic.

WES has over 25 years’ experience successfully delivering similar rail engineering services for Metro and Metrolink and other transportation authorities. Relevant projects that WES has worked on include Metro’s Crenshaw/LAX extension, Regional Connector, Raymer to Bernson Double Track Project, Brighton to Roxford Double Track Project; task orders under Metrolink’s One-Call Engineering Contract, Hasson Siding (Ventura Subdivision); and grade separations for the Alameda Corridor East Construction Authority. Their performance on Metro’s projects has been satisfactory.

WES’s project manager has over 35 years of professional experience in civil engineering as principal-in-charge for WES and as a licensed land surveyor and registered Civil Engineer. The project manager has been involved in 95 Metro projects since 1993.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Wagner Engineering & Survey, Inc.				
2	Skill and Experience of the Team	88.75	35.00%	31.06	
3	Project Management Plan	82.50	25.00%	20.63	
4	Project Understanding	87.50	40.00%	35.00	
5	Total		100.00%	86.69	1

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
6	BA, Inc.				
7	Skill and Experience of the Team	82.50	35.00%	28.88	
8	Project Management Plan	77.50	25.00%	19.38	
9	Project Understanding	87.50	40.00%	35.00	
10	Total		100.00%	83.26	2
11	Rail Surveyors & Engineers, Inc.				
12	Skill and Experience of the Team	82.50	35.00%	28.88	
13	Project Management Plan	75.00	25.00%	18.75	
14	Project Understanding	82.50	40.00%	33.00	
15	Total		100.00%	80.63	3

C. Cost Analysis

The recommended price of \$1,967,376 has been determined fair and reasonable based upon cost analysis, technical analysis, fact-finding, clarifications, and negotiations. The Metro ICE underestimated the hours required for drainage, track alignment, grade crossings, structures and culverts engineering in the corridor. Metro staff successfully negotiated a cost savings of \$95,998 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Wagner Engineering & Survey, Inc.	\$2,063,374.30	\$1,844,100	\$1,967,376

D. Background on Recommended Contractor

The recommended firm, Wagner Engineering & Survey, with headquarters in Los Angeles, California, is a Metro certified Small Business Enterprise founded in 1990 that provides rail and land surveying, right-of-way engineering, civil engineering, utility investigations, aerial mapping, land use and site planning, feasibility studies, and other professional engineering services throughout southern California. WES specializes in large transportation corridor surveying including boundary surveys, American Land Title Association surveys, and topographic surveys for private developers and public agencies.

DEOD SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING/
AE455510019565**

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 Prime/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**.

Wagner Engineering & Survey, Inc., an SBE prime, is performing 31.41% of the work with its own workforce and made a total SBE commitment of 63.99%. The prime listed seven SBE subcontractors, and two major firms, Jacobs and ICF Jones & Stokes, Inc., as subcontractors on this project.

	SBE Firm Name	SBE % Committed
1.	Wagner Engineering & Survey, Inc. (Prime)	31.41%
2.	Arellano Associates	5.62%
3.	Pacific Railway Enterprises	5.40%
4.	NSI Engineering, Inc.	2.96%
5.	IDC Consulting Engineers	4.80%
6.	Lenax Construction Services	4.79%
7.	Diaz Yourman & Associates	6.90%
8.	Lin Consulting	2.11%
	Total Commitment	63.99%

B. Living Wage Service Contract Worker Policy

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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