

**Board Report**

File #: 2018-0129, **File Type:** Contract**Agenda Number:** 21.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 16, 2018****SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID
TRANSIT (BRT) ENVIRONMENTAL AND PLANNING
STUDY****ACTION: AWARD ARCHITECTURAL AND ENGINEERING PROFESSIONAL SERVICES
CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 40-month firm fixed price Contract No. AE49369000 to Kimley-Horn and Associates, Inc., in the amount of \$6,768,898 for a base contract to complete the Planning and Environmental Study for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor and one of two optional tasks to advance the design through either 1) Advanced Conceptual Engineering (ACE) in an amount not to exceed \$2,954,561, or 2) Preliminary Engineering (PE) in an amount not to exceed \$4,860,264, for a total not to exceed amount of \$11,629,162, subject to resolution of protest(s), if any.

ISSUE

The North Hollywood to Pasadena BRT Corridor is identified and funded by Measure M, with a projected opening date of Fiscal Year (FY) 2022 to FY 2024. Currently, \$267 million in Measure M funds are allocated for this project. This project was also highlighted in the Twenty-Eight by '28 initiative adopted by the Board in January 2018. In order to meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternatives Analysis (AA) and environmental review study.

The 28-month base contract is for both the AA and environmental review needed to complete a Draft and Final Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). Two optional tasks are also included for up to an additional 12 months for either ACE to the 15% level of design or PE to the 30% level of design. ACE or PE would begin after a preferred alternative is selected.

Board approval of the Contract is needed in order to proceed with the AA and environmental clearance of the project.

DISCUSSION

Background

The North Hollywood to Pasadena BRT Corridor Study Area (Attachment C) extends approximately 16 miles from the North Hollywood Metro Red/Orange Line Station to the Metro Gold Line in Pasadena. It traverses the communities of North Hollywood and Eagle Rock, in the City of Los Angeles, as well as the cities of Burbank, Glendale, and Pasadena. The study area has a dense residential population with many cultural, entertainment, shopping and employment areas, including Hollywood Burbank Airport, Burbank Media Center, Glendale Galleria, Americana at Brand, downtown Eagle Rock, and Old Pasadena.

Of the 700,000 daily trips entering the study area, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

In February 2017, Metro completed the North Hollywood to Pasadena BRT Corridor Technical Study, which explored the feasibility of implementing BRT, including bus lanes and other key BRT features. Based on extensive feedback received from the corridor cities, staff narrowed down routing options to two promising concepts, a street running concept and freeway running concept. Both concepts are viable and have potential to address the unmet travel needs in the study area. In March 2017, the Board approved the advancement of both concepts into the Alternatives Analysis and environmental phase.

Planned Outreach Efforts

Public and stakeholder engagement throughout the planning and environmental process will provide valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including an initial set of pre-scoping, public scoping, and public hearings, will be conducted as part of the process. Individual briefings with key stakeholders and elected officials will also be on-going. All outreach activities will be managed through a separate contract using the Board approved On-call Communications Bench. The selected planning and environmental firm will work collaboratively with the outreach contractor throughout the study period.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2019 proposed budget includes \$1,303,270 in Cost Center 4240 (Connectivity Team 1),

Project 471401 (BRT Connector Red/Orange Line). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding for this project is Measure M 35% Transit Construction. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider completing the Planning and Environmental Study using in-house resources. This option is not recommended as there are insufficient in-house resources to conduct a study of this magnitude placing the Measure M schedule at risk.

NEXT STEPS

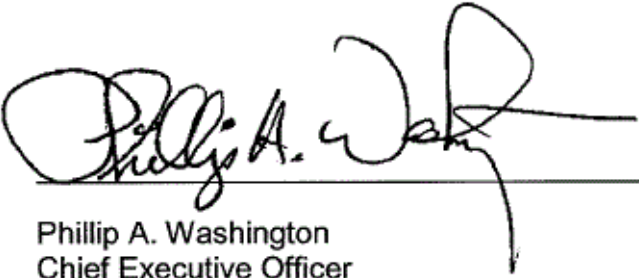
Upon Board approval, staff will execute Contract No. AE49369000 with Kimley-Horn and Associates, Inc. and initiate work.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - North Hollywood to Pasadena BRT Corridor Study Area

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT)
ENVIRONMENTAL AND PLANNING STUDY/AE49369000

1.	Contract Number: AE49369000	
2.	Recommended Vendor: Kimley-Horn and Associates, 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: December 26, 2017	
	B. Advertised/Publicized: December 26, 2017	
	C. Pre-Proposal Conference: January 11, 2018	
	D. Proposals Due: February 21, 2018	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: April 09, 2018	
	G. Protest Period End Date: May 18, 2018	
5.	Solicitations Picked up/Downloaded: 103	Bids/Proposals Received: 5
6.	Contract Administrator: Adrian Luesang	Telephone Number: (213) 418-3333
7.	Project Manager: Scott Hartwell	Telephone Number: (213) 922-2836

A. Procurement Background

This Board Action is to approve Contract No. AE49369000 issued in support of the Alternatives Analysis and Environmental clearance of the North Hollywood to Pasadena Bus Rapid Transit (BRT) Environmental and Planning Study and one of two optional tasks to advance the design through either i) Advanced Conceptual Engineering or ii) Preliminary Engineering. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 20% and a 3% DVBE goal.

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

- Amendment No. 1, issued on December 26, 2017, extended the RFP due date to February 9, 2018;
- Amendment No. 2, issued on January 22, 2018, corrected Evaluation Criteria Article 4, Work Plan/ Project Approach;
- Amendment No. 3, issued on February 8, 2018, extended the RFP due date to February 21, 2018;
- Amendment No. 4, issued on February 9, 2018, clarified the RFP due date.

A pre-proposal conference was held on January 11, 2018 and was attended by 82 participants representing 55 firms. There were 31 questions and responses were released prior to the proposal due date.

A total of 103 firms downloaded the RFP and were included in the planholder's list. A total of five proposals were received on February 21, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Countywide Planning department, the City of Glendale and the City of Burbank was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Qualifications of the Team 25 percent
- Experience and Qualifications of the Proposed Key Personnel 30 percent
- Effectiveness of Management Plan 15 percent
- Work Plan/ Project Approach 30 percent

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

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

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

1. AECOM Technical Services, Inc.
2. CH2M HILL, Inc. [Jacobs]
3. Kimley-Horn and Associates, Inc.
4. Parsons Transportation Group, Inc.
5. STV, Incorporated

The PET independently evaluated and scored the technical proposals during the period of February 21, 2018 through March 12, 2018.

The PET interviewed all firms during the week of March 19, 2018. The firms had an opportunity to present their proposed project manager, the team's qualifications and

respond to questions from the PET. In general, each team’s presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm’s commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was also asked about their techniques to communicate project benefits to all stakeholders who may not be familiar with the benefits of BRT in their communities.

The final scoring, after the oral presentations, determined Kimley-Horn and Associates, Inc. to be the highest technically qualified firm.

Qualifications Summary of Recommended Firm:

Kimley-Horn and Associates, Inc. (Kimley-Horn) is a full services planning, environmental, and engineering consulting firm specializing in transit and multimodal development projects. Kimley-Horn’s staff includes more than 350 professionals in California and a full-service local Los Angeles office. Kimley-Horn is also one of the few national consultants to have worked on the entire BRT project cycle: planning phases, environmental clearance, civil/facility design, construction, and implementation. As such, Kimley-Horn has planned and designed more than 250 miles of BRT corridor and 50 projects of different sizes and complexities in 13 states. Of the 10 full cycle projects Kimley-Horn completed, five of them are in California.

Kimley-Horn had a thorough and well-organized technical proposal that demonstrated a strong understanding of the project corridor and requirements in the Scope of Services. Kimley-Horn’s innovative approach included the use of aerial drone surveys for visual imaging of neighborhoods, detailed descriptions of potential BRT treatments, and a thorough emphasis on BRT station design, BRT operations strategies, and Transit Oriented Communities (TOC).

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Kimley-Horn and Associates, Inc.				
3	Experience and Qualifications of the Team	82.92	25.00%	20.73	
4	Experience and Qualifications of the Proposed Key Personnel	85.83	30.00%	25.75	
5	Effectiveness of Management Plan	82.80	15.00%	12.42	
6	Work Plan/ Project Approach	83.33	30.00%	25.00	
7	Total		100.00%	83.90	1
8	STV Incorporated				
9	Experience and Qualifications of the Team	82.52	25.00%	20.63	

10	Experience and Qualifications of the Proposed Key Personnel	84.17	30.00%	25.25	
11	Effectiveness of Management Plan	78.89	15.00%	11.83	
12	Work Plan/ Project Approach	77.23	30.00%	23.17	
13	Total		100.00%	80.88	2
14	CH2M HILL, INC. [Jacobs]				
15	Experience and Qualifications of the Team	77.52	25.00%	19.38	
16	Experience and Qualifications of the Proposed Key Personnel	75.00	30.00%	22.50	
17	Effectiveness of Management Plan	81.13	15.00%	12.17	
18	Work Plan/ Project Approach	71.40	30.00%	21.42	
19	Total		100.00%	75.47	3
20	AECOM Technical Services, Inc.				
21	Experience and Qualifications of the Team	77.08	25.00%	19.27	
22	Experience and Qualifications of the Proposed Key Personnel	72.50	30.00%	21.75	
23	Effectiveness of Management Plan	80.53	15.00%	12.08	
24	Work Plan/ Project Approach	73.90	30.00%	22.17	
25	Total		100.00%	75.27	4
26	Parsons Transportation Group, Inc.				
27	Experience and Qualifications of the Team	77.52	25.00%	19.38	
28	Experience and Qualifications of the Proposed Key Personnel	70.83	30.00%	21.25	
29	Effectiveness of Management Plan	74.47	15.00%	11.17	
30	Work Plan/ Project Approach	72.50	30.00%	21.75	
31	Total		100.00%	73.55	5

C. Cost Analysis

The recommended price of \$11,629,162 has been determined to be fair and reasonable based upon cost analysis, an independent audit, technical analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Kimley-Horn and Associates, Inc.	\$17,151,307	\$4,434,805	\$11,629,162

The difference between the ICE and the negotiated amount is due, in part, to a lower level of effort originally projected for (1) planning, engineering and urban design and (2) environmental analysis and documentation. Given that there are a number of initial BRT concepts/alignments that need to be further reduced and/or refined after initial public input, it was determined that a higher level of effort is needed to address project uncertainties to successfully complete the work.

D. Background on Recommended Contractor

The recommended firm, Kimley-Horn and Associates, Inc. (Kimley-Horn), is a national firm with 80 offices across the United States, including an office in Downtown Los Angeles. Kimley-Horn has been in business for 30 years specializing in full-service planning, environmental, and engineering consulting, as well as transit and multimodal development projects. Kimley-Horn has also worked on the BRT project cycle in its entirety: planning phases, environmental clearance, civil/facility design, construction, and implementation.

Kimley-Horn's recent projects include: SANDAG/MTS Southbay BRT in San Diego, CA; Downtown BRT in San Diego, CA; Pulse BRT in Richmond, VA; Gold Line BRT in Twin Cities, MN; LAVTA Route Rapid Bus in Pleasanton, CA; East Bay BRT in East Bay, CA; Blackstone/Ventural Ave. BRT in Fresno, CA; A Line BRT in Twin Cities, MN; Southeast Corridor BRT in Jacksonville, FL; Bellaire BRT Quickline in Houston, TX; HART BRT in Tampa, FL; Downtown Connector BRT in Las Vegas, NV; and East-West BRT Corridor in Milwaukee, WI.

The proposed Project Manager has over 30 years of experience on a variety of rail, planning, and environmental efforts. The proposed Deputy Project Manager has 25 years of experience managing large multi-disciplinary transportation planning, design and environmental projects. The proposed Engineering Lead has extensive BRT experience and currently advises Metro on design solutions for the Willowbrook/Rosa Parks Station along the Blue Line.

Kimley-Horn has partnered with key subconsultants for this project. Terry Hayes Associates (SBE) will provide oversight for the environmental deliverables to meet CEQA requirements. Translink Consulting (SBE) will oversee land use planning in TOCs. CHS Consulting Group (SBE) draws upon experience from successful completion of countywide Metro BRT projects to ensure best practices are being followed. Resources Systems Group will serve in the ridership forecasting leadership capacity, drawing upon significant experience as model enhancement advisors to the FTA and Metro.

DEOD SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT)
ENVIRONMENTAL AND PLANNING STUDY/AE49369000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Kimley-Horn exceeded the goal by making a 21.23% SBE and 3.68% DVBE commitment.

SMALL BUSINESS GOAL	20% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	21.23% SBE 3.68% DVBE
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	SBE Subcontractors	% Committed
1.	AFSHA Consulting	0.60%
2.	CHS Consulting	3.04%
3.	Coast Surveying	2.34%
4.	Connetics Transportation	1.14%
5.	GPA Consulting	1.19%
6.	Here Design Studio	0.62%
7.	Impact Sciences	0.74%
8.	Katherine Padilla & Associates	0.31%
9.	Kilograph	0.55%
10.	Land Econ Group	1.03%
11.	Paleo Solutions	0.43%
12.	Parikh Consultants, Inc.	1.29%
13.	Terry A. Hayes Associates	3.34%
14.	TransLink Consulting	1.43%
15.	W2 Design	3.18%
	Total SBE Commitment	21.23%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	3.68%
	Total DVBE Commitment	3.68%

B. 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, construction management and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

North Hollywood to Pasadena BRT Corridor
Study Area

