



## Board Report

File #: 2020-0296, File Type: Contract

Agenda Number: 15.

### PLANNING AND PROGRAMMING COMMITTEE AUGUST 19, 2020

**SUBJECT: SEPULVEDA TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 50-month, firm fixed price Contract No. AE67085000 to HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc., for environmental analysis and advanced conceptual engineering (ACE) design services on the Sepulveda Transit Corridor in the amount of \$48,304,067 (inclusive of two optional tasks: Task 11 for an additional alternative in the amount of \$6,778,040 and Task 12 for Westside-LAX environmental clearance in the amount of \$7,544,627), subject to resolution of protest(s), if any; the amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach; upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September; and
- B. APPROVE Contract Modification Authority in the amount of 25% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

#### **ISSUE**

On December 11, 2019, Metro issued a Request for Proposals (RFP No. AE67085) seeking a qualified contractor for environmental and engineering services for the Sepulveda Transit Corridor Project (Project). Optional tasks allow for the inclusion of an additional alternative and/or an extension of the alternatives to Los Angeles International Airport (LAX). Board approval is needed to award Contract No. AE67085000 to allow the contractor to begin work on the environmental process. Approval of this contract supports the advancement of the Pre-Development Agreement (PDA) process.

## **BACKGROUND**

The Project will provide an essential transportation link across the Santa Monica Mountains, connecting the heavy concentration of households in the San Fernando Valley with major employment and activity centers on the Westside, including LAX.

The Project was included in Metro’s 2009 Long Range Transportation Plan (LRTP) and is included in the updated 2020 Draft LRTP. In 2016, the Project was accelerated by the approval of Measure M. The Measure M Expenditure Plan identifies the Valley-Westside portion of the Project (referred to as “Phase 2” in Measure M) for groundbreaking in 2024 and opening in 2033-35. Measure M identifies the Westside-LAX portion of the Project (referred to as “Phase 3” in Measure M) for groundbreaking in 2048 and opening in 2057-59.

On July 27, 2019, the Board approved the PDA approach to support the Project’s development and approved the solicitation of PDA contracts for the Project. The PDA process allows for early contractor involvement in project design through the development of independently proposed alternatives. Services associated with the PDA process and outreach services are each proceeding under separate procurements.

Figure 1 below shows the current Project status along the overall Project Development Process.



## **DISCUSSION**

At the December 2019 meeting (Legistar File 2019-0759), the Board received the findings of the Sepulveda Transit Corridor Feasibility Study. The study included the identification and evaluation of high-capacity rail transit concepts and alternatives that would provide high quality service to a large travel market between the San Fernando Valley and the Westside, including the LAX area.

As described in the September 18, 2019 Board Box, the selection of project alternatives to be evaluated in the environmental document will occur after the PDA proposals are received. Project alternatives will be brought to the Board concurrent with the award of the PDA contract(s), initiating the environmental phase. The contract option for extending environmental analysis to LAX would be

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exercised if a PDA contractor team submits a viable proposal for delivering both Valley-Westside and Westside-LAX portions of the project. The number of PDA contracts awarded would determine whether the option to analyze an additional alternative through the environmental contract should be exercised.

#### Consistency with Metro's Equity Platform Framework

To help address disparities in access to opportunity across Los Angeles County, the Metro Board adopted the Equity Platform policy framework in February 2018 and a working definition of Equity Focus Communities (EFCs) in June 2019. The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies, support for first/last-mile connections, and investment in disadvantaged communities. In addition, ridership estimates suggest that a large share of the ridership demand would include low-income riders. Going forward, the Project will use the working definition of EFC along with other metrics as appropriate to guide analyses and to conduct robust community engagement. Robust public outreach to all stakeholders, particularly EFCs, will continue to be a critical element of the Project as it advances.

#### **DETERMINATION OF SAFETY IMPACT**

The environmental study and design phase will not have any impact on the safety of our customers and/or employees.

#### **FINANCIAL IMPACT**

The amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach. Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September. This amount is consistent with the CEO's Call to Action Financial Recovery Plan. Costs associated with the PDA contract(s) are being budgeted by the Program Management Division in Cost Center 8510. Since this is a multi-year program, the Cost Center Managers and Chief Planning Officer will be responsible for budgeting in future years.

#### Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

#### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times for the Feasibility Study alternatives are less than 30 minutes for the Valley-Westside (from the Ventura County Metrolink Line in the north to the E Line (Expo) in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the Crenshaw/LAX Line). This performance is highly competitive with travel by car on the I-405 freeway.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary to prepare for the arrival of the PDA contractor team(s) and maintain the Measure M delivery schedule.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE67085000 with HTA Partners to provide environmental and advanced conceptual engineering design services on the Sepulveda Transit Corridor Project.

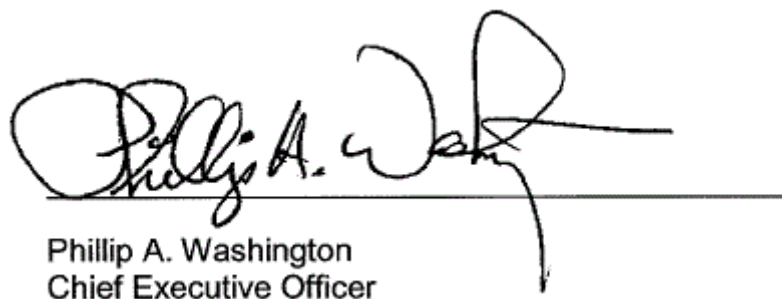
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW  
AND CONCEPTUAL ENGINEERING/AE67085000**

1.	<b>Contract Number:</b> AE67085000	
2.	<b>Recommended Vendor:</b> HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> December 11, 2019	
	<b>B. Advertised/Publicized:</b> December 11, 2019	
	<b>C. Pre-Proposal Conference:</b> December 19, 2019	
	<b>D. Proposals Due:</b> January 28, 2020	
	<b>E. Pre-Qualification Completed:</b> April 4, 2020	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> January 29, 2020	
	<b>G. Protest Period End Date:</b> August 25, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b> 137	<b>Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Lily Lopez	<b>Telephone Number:</b> (213) 922-4639
7.	<b>Project Manager:</b> Peter Carter	<b>Telephone Number:</b> (213) 922-7480

**A. Procurement Background**

This Board Action is to approve Contract No. AE67085000 for the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services. The Contractor shall begin work on the environmental process and shall support the advancement of the Pre-Development Agreement (PDA) process. Board approval of contract award is subject to resolution of all properly submitted protest(s).

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 and is subject to Metro's SBE/DVBE Contracting Outreach and Mentoring Plan (COMP).

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 24, 2019, provided revisions related to the Insurance Requirement and DEOD Instruction to Proposers.
- Amendment No. 2, issued on December 24, 2019, provided revisions related to the Scope of Services.
- Amendment No. 3, issued on January 6, 2020, provided revisions clarifying some tasks of the Scope of Services and extended the proposal due date.
- Amendment No. 4, issued on January 17, 2020, provided revisions related to LOI-01 Notice and Invitation allowing proposers to participate on one or more

proposer teams under the solicitation for the pre-development services contract.

A pre-proposal conference was held on December 19, 2019, attended by 75 participants representing 58 firms. A total of 20 questions were asked and responses were released prior to the proposal due date.

A total of 137 firms downloaded the RFP and were included in the planholders list. A total of two proposals were received on January 28, 2020 from the following firms:

- HTA Partners JV
- Sepulveda Transit Partners Joint Venture (STP)

## **B. Evaluation of Proposal**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning, Transit Project Delivery (Program Management), Office of Extraordinary Innovation and Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

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|--|-----|
| • Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors) | 20% |
| • Experience and Capabilities of Personnel of the Team                                   | 25% |
| • Effectiveness of Team Management Plan  | 20% |
| • Understanding of Work and Approach for Implementation                                  | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

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

- HTA Partners JV
- STP

During the period of January 28 to February 11, 2020, the PET members independently evaluated and scored the technical proposals. Both firms were

within the competitive range and were invited for oral presentation on February 19, 2020, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and the clarifications from the oral interviews. On February 21, 2020, the PET agreed that the final ranking of proposals scored HTA's proposal as the highest technically qualified. The PET concluded that HTA's proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

**Qualifications Summary of Recommended Firm:**

HTA Partners JV is comprised of HNTB Corporation, Terry A. Hayes Associates, Inc. and AECOM Technical Services, Inc. and collectively has provided relevant services including planning, environmental and engineering in order to deliver environmental documents and advanced conceptual engineering (ACE) for the Sepulveda Transit Corridor Feasibility Study, Airport Metro Connector (AMC), Eastside Corridor Phase 2 ACE, Expo Line Phase 2, Regional Connector.

As the prime contractor, HTA Partners JV will lead the program management responsibilities, environmental, transit planning, fixed guideway, tunnel, structural and station architecture design and engineering supported by 21 subconsultants that possess extensive experience in various disciplines within transit.

Additionally, HTA's proposed project manager has a significant amount of experience in Los Angeles County, the region and Metro projects. HTA's proposal and responses to interview questions also demonstrated a deeper understanding of the project and a more informed approach to performing the scope of work.

A summary of the PET scores is provided below:

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>HTA Partners JV</b>				
<b>3</b>	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	86.00	<b>20.00%</b>	17.20	
<b>4</b>	Experience and Capabilities of Personnel of the Team	87.76	<b>25.00%</b>	21.94	
<b>5</b>	Effectiveness of Team Management Plan	83.70	<b>20.00%</b>	16.74	
<b>6</b>	Understanding of Work and Approach for Implementation	86.34	<b>35.00%</b>	30.22	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>86.10</b>	<b>1</b>

<b>8</b>	<b>STP</b>				
<b>9</b>	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	88.40	<b>20.00%</b>	17.68	
<b>10</b>	Experience and Capabilities of Personnel of the Team	82.52	<b>25.00%</b>	20.63	
<b>11</b>	Effectiveness of Team Management Plan	82.55	<b>20.00%</b>	16.51	
<b>12</b>	Understanding of Work and Approach for Implementation	83.00	<b>35.00%</b>	29.05	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>83.87</b>	<b>2</b>

### **C. Cost Analysis**

The recommended price of \$48,304,067 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, an independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated amount</b>
1.	HTA Partners JV	\$201,377,289.77	\$63,331,583	\$48,304,067

The variance between the initial proposed price and the final negotiated price is due to scope clarifications and refinements that include, but is not limited to, the following:

- Separation of CEQA and NEPA into sequential processes
- Clarification of the role of third-party services in providing geotechnical and hazardous materials
- Clarification of roles and responsibilities of PDA and outreach contracts
- Assumption of alignments, number of stations, and mode for costing purposes
- Removal of requirement to analyze single bore tunneling
- Use of available surveying and mapping data from Feasibility Study
- Use of parametric cost estimates
- Planning-level, rather than construction-level, analysis for traffic handling and sustainability management
- First/Last Mile analysis only at stations where the analysis is not already existing or planned as part of other projects

### **D. Background on Recommended Contractor**

The recommended firm, HTA Partners JV, is located in Los Angeles County and collectively have been in business for 172 years (106 years for HNTB Corporation, 36 years for Terry A. Hayes Associates, Inc. and 30 years for AECOM Technical Services, Inc.). HTA Partners JV offers cross-disciplinary services across various



sectors including transportation and infrastructure, engineering, and construction management.

The team is based in Los Angeles County (downtown Los Angeles and Culver City) with a depth of delivering dense urban fixed guideway transit projects, including Expo Line Phase 1 and 2, Regional Connector, Airport Metro Connector, VTA/Bart to San Francisco, Gold Line Foothill Extension Phase 2B, and Sepulveda Transit Corridor Feasibility Study.

All firms under the HTA Partners JV team have worked on several Metro projects and have performed satisfactorily.

Of the 21 subcontractors whom are members of the proposed team, 12 are Metro certified SBEs and three are DVBE certified.

## DEOD SUMMARY

**SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND  
CONCEPTUAL ENGINEERING / AE67085000**

**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. HTA – Partners, a Joint Venture, is comprised of HNTB Corporation, AECOM Technical Services, Inc., and Terry A. Hayes Associates Inc., a certified SBE, exceeded the goal by making a 20.61% SBE and 3.02% DVBE commitment.

<b>SMALL BUSINESS GOAL</b>	<b>20% SBE 3% DVBE</b>	<b>SMALL BUSINESS COMMITMENT</b>	<b>20.61% SBE 3.02% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	A/E Tech LLC	0.52%
2.	CityWorks Design	0.88%
3.	Connetics Transportation	0.37%
4.	D'Leon Consulting Engineers	2.51%
5.	Epic Land Solutions, Inc.	0.20%
6.	Fariba Nation Consulting	0.20%
7.	Terry A. Hayes & Associates (JV Partner)	10.97%
8.	Geospatial Professional	1.33%
9.	LKG CMC, Inc.	0.84%
10.	Paleo Solutions	0.07%
11.	Suenram and Associates	1.45%
12.	VICUS	0.46%
13.	Wagner Engineering	0.81%
<b>Total SBE Commitment</b>		<b>20.61%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Conaway Geomatics	1.16%
2.	MA Engineering	0.97%
3.	OhanaVets, Inc.	0.89%
<b>Total DVBE Commitment</b>		<b>3.02%</b>

**A. Contracting Outreach and Mentoring Plan**

Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP), which included its plan to mentor two (2) SBE firms and one (1) DVBE firm for protégé development. The selected protégés are D'Leon Consulting Engineers (SBE), Suenram & Associates (SBE), and Conaway Geomatics (DVBE).

**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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

# Next stop: exploring alternatives to the 405.

## SEPULVEDA TRANSIT CORRIDOR PROJECT



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Planning & Programming Committee

Item 15, 2020-0296

August 2020

# Recommendation

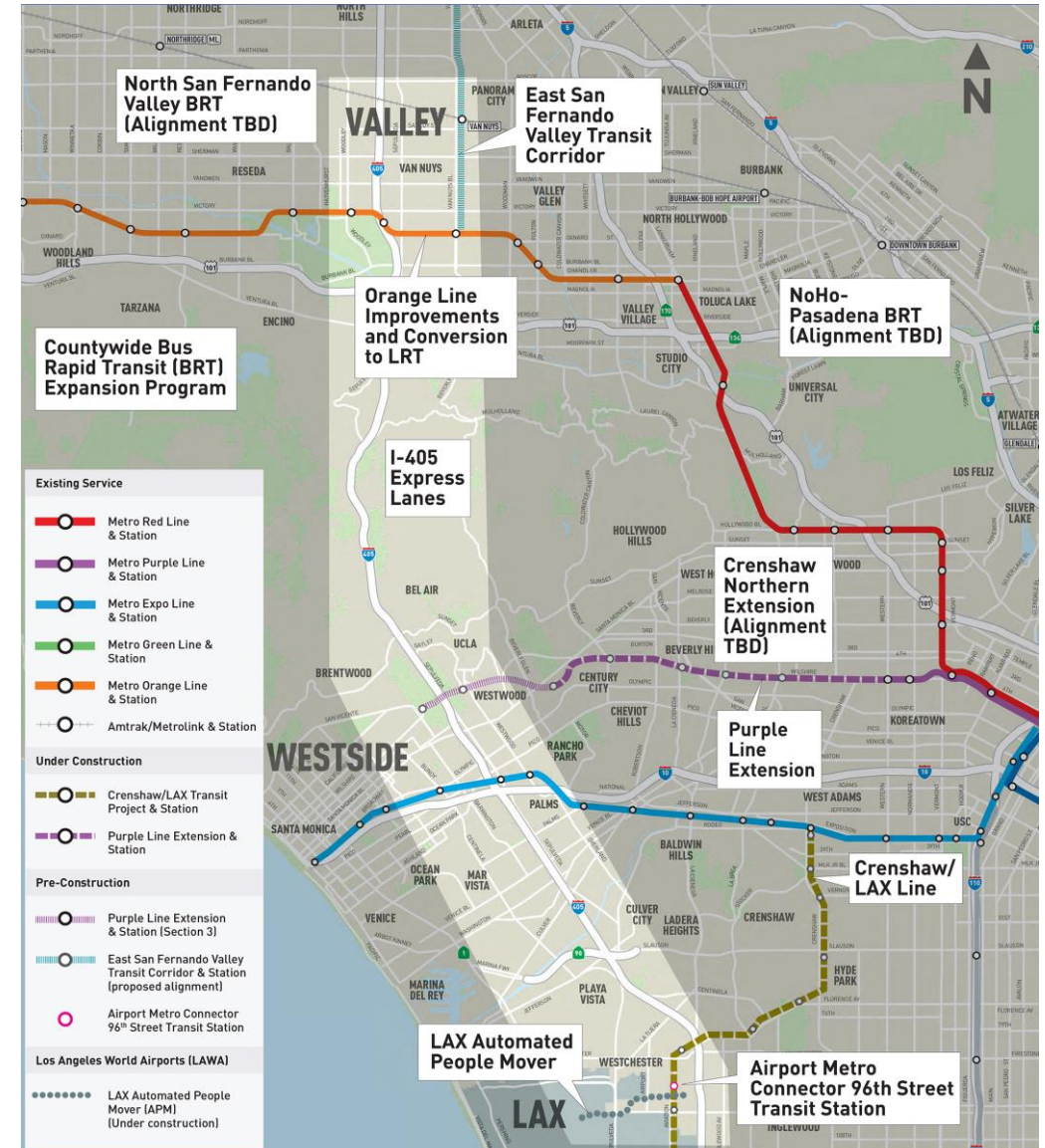
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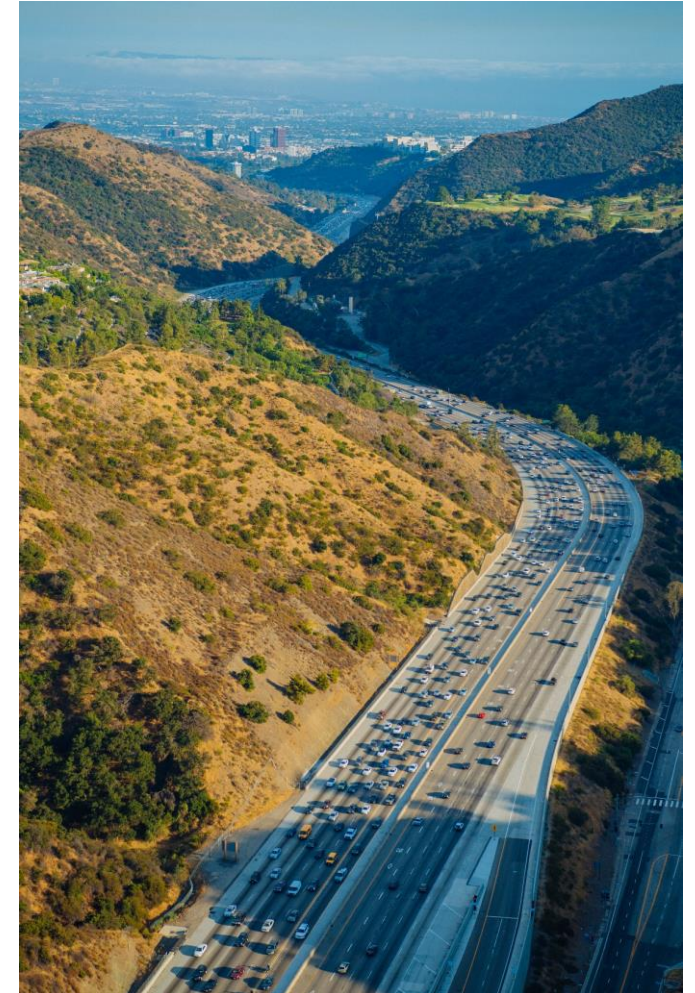
# Background and Context

- > September 18, 2019 Board Box: the selection of project alternatives will occur after the PDA proposals are received.
- > October 31, 2019: Metro issued RFP for PDA
- > December 11, 2019: Metro issued RFP for environmental contract
- > January 24, 2020: Metro issued RFP for outreach contract
- > December 2019 Board Meeting: the Board received the findings of the Sepulveda Transit Corridor Feasibility Study.



# Environmental Contract Award

- The base environmental contract includes design of one project alternative and CEQA and NEPA clearance for all project alternatives.
- The contract option for extending environmental analysis to LAX would be exercised if a PDA contractor team that submits a viable proposal for delivering both Valley-Westside and Westside-LAX portions of the project is selected.
- The number of PDA contracts awarded would determine whether the option to analyze an additional alternative through the environmental contract should be exercised.



# Project Schedule



## Early Planning and Procurement

**2017-2021**

Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.



## Pre-Development Agreement and Environmental Review

**2021-2025**

PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.

Metro conducts state and federal environmental studies.



## Public-Private Partnership

**2025**

Metro issues request for P3 proposal for LPA delivery.

Project alternatives are refined through feedback with environmental process.

Metro identifies a Locally Preferred Alternative (LPA).

Engineering for LPA advances.



**Metro**



# Next Steps

- Outreach contract will be brought to the Board for approval.
- PDA contract(s) will be brought to the Board for approval.
- Project alternatives will be brought to the Board concurrent with the award of the PDA contract(s).
- The environmental phase, including public scoping meetings, will begin after all contracts have been awarded.