



## Board Report

**File #:** 2021-0362, **File Type:** Project

**Agenda Number:** 39.

### REGULAR BOARD MEETING JULY 22, 2021

**SUBJECT: G LINE GRADE SEPARATION AND CROSSING GATES CONSTRUCTION  
SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a five-year cost plus fixed fee contract, Contract No. PS70129 with PMA Consultants LLC to provide Construction Support Services for the Metro G Line Grade Separation and Crossing Gates Project (Project), for an amount not-to-exceed \$17,273,075.56, with two (2) one-year options, \$3,498,933.58 for Option 1 and \$3,498,933.75 for Option 2 for a combined not-to-exceed amount of \$24,270,942.89, subject to the resolution of any timely protest; and
- B. EXECUTE individual Contract Modifications within the Board approved Life of Project Budget.

#### **ISSUE**

A Construction Support Services Contract (CSSC) consultant is required to provide design review, construction, and administration support of the Project to ensure the Project is completed in compliance with contract requirements and applicable government regulations. Construction support services will be provided for final design, pre-construction activities, administration of construction, and contract close out.

#### **BACKGROUND**

The Project is an early Measure M transit deliverable. The Project seeks to provide infrastructure improvements that will decrease trip times, increase capacity, and enhance safety along Metro's G Line.

Measure M also identifies funding for future conversion of the BRT to Light Rail Transit (LRT) in 2051. In October 2017, the Metro Board approved staff findings and recommendations resulting from a technical study and a concept for improving the G Line. In July 2018, the Metro Board approved the Project description and the statutory exemption of the Project from California Environmental Quality Act (CEQA) for the Project. The Project consists of construction of grade separations with aerial bus

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stations at Sepulveda Boulevard and Van Nuys Boulevard and railroad style quadrant crossing gates along the G Line.

## **DISCUSSION**

The Project consists of the following components, described in detail in this section:

- Crossing Gates at intersections along the alignment
- Sepulveda BRT Grade Separation (SGS) with aerial station
- Van Nuys BRT Grade Separation (VGS) with aerial station
- Advanced utilities relocation and ROW acquisition
- Community Outreach
- Project Delivery Method

### **Gated Intersections**

The Project proposes the installation of four-quadrant safety gates at roadway crossings along the G Line between the North Hollywood and Chatsworth Stations. One private at-grade crossing (located at the Air National Guard property) will receive only warning lights. Four pedestrian at-grade crossings will receive combination pedestrian gate arms and swing exit gates. The gate system shall be coordinated with and approved by the City of Los Angeles and designed for the ultimate conversion of the G Line corridor to LRT.

The Project also includes a proof-of-concept pilot gate installation. This proof-of-concept is meant to test and verify the reliable activation and proper operation of gates for BRT application, different bus operations scenarios, non-revenue vehicles, and innovative technology for gate activation and crossing bells and warning lights. Upon successful completion of the pilot gate, gate installations will proceed along the remainder of the corridor. Each intersection with crossing gates will receive upgrades including crossing gates with activation system, ped/bicyclist crosswalk gates, reconfiguration of lanes, raised medians, crosswalks/ramps, modifications to traffic signals, streetlights and utilities, and other street improvements.

### **Sepulveda BRT Grade Separation with Aerial Station**

The Sepulveda Grade Separation (SGS) with an aerial station will span across Sepulveda Blvd with vertical circulation provided at each of the four corners of the intersection. The SGS includes at-grade Ped/Bikeway for access to the station plaza areas. The SGS will include a four-span structure and extensive mechanically stabilized earth walls, side loading platforms with busway in the center, a station entrance at each corner, and amenities similar to LRT with intent for future LRT Conversion.

### **Van Nuys BRT Grade Separation with Aerial Station**

The Van Nuys Grade Separation structure with aerial station would elevate the busway and the associated station at Van Nuys Blvd similarly to the SGS. Coordination with the East San Fernando Valley Light Rail Project is ongoing, with considerations for passenger transfers and construction sequencing being accommodated in both projects.

### **Advanced Utilities Relocation and ROW Acquisition**

Acquisition of ROW required for the Project is underway. Significant utility relocations have already been completed at Sepulveda and Van Nuys to accommodate the new grade separations.

### **Community Outreach**

A groundbreaking event for the Project was held on October 12, 2018. As the Project reaches key milestones and new information is available, Metro will continue its community outreach efforts. Community meetings have been completed in November 2017, June 2018 and March 2019. Community Outreach will be on-going throughout the Project development, design, and construction.

### **Project Delivery Method**

The construction contract for the Project will be procured utilizing a Progressive Design/Build (PDB) project delivery method. The PDB delivery method was approved by the Board in March 2021.

Additionally, since the Project is funded in whole or in part with non-federal funds, it complies with Metro's Medium-Size Business (MSZ) program requirements. MSZ firms are defined as firms with a three (3) year average of \$25 million - \$250 million in gross annual revenue and with more than 25 employees - maximum 250 employees. The CSSC authorized by the Board's approval of this action will be Metro's first Medium Size Business contract award.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety.

### **FINANCIAL IMPACT**

The G Line Improvements project is a Measure M and SB1 funded project that is funded on a yearly basis through the annual budget until adoption of a Board approved life-of-project (LOP) budget. This is a multi-year contract/project and the Project Manager, the Cost Center Manager, and the Chief Program Management Officer is responsible for budgeting in future fiscal years.

### Impact to Budget

There are no impacts to the FY22 budget. Staff will fund the contract on an annual basis until the Life of Project budget is approved.

### EQUITY PLATFORM

The Project, which passes through or is adjacent to 6 Equity Focused Communities, will improve transit passenger experience and pedestrian safety through the construction of grade separations, vehicle and pedestrian crossing gates, first/last mile improvements, and ADA accessible features along the entire G Line alignment. More than 80% of bus riders connect to bus transit by walking, and the improved ADA curb ramps, installation of pedestrian crossing gates and improved crosswalk striping at 35+ intersections will create a more positive experience for both patrons and pedestrians in the public right of way. To the millions each year that utilize the G Line for transportation, the end to end run time will be reduced by more than 15 minutes through signal priority, separating the alignment from traffic at Van Nuys Boulevard and Sepulveda Boulevard, and installing railroad style gates at the intersections. Impacts to the community due to this action will primarily be realized during the construction phase, where noise and vibration pollution and construction traffic will create an unpleasant and sometimes untenable situation for individuals near the alignment, and bus and bicycle path detours will create delays and confusion for some patrons. These impacts will be mitigated through careful planning during the procurement phase to ensure that contract language requires the contractor to abide by municipal noise ordinances, day/night working hours, and state and federal mandates for erosion and sedimentation control. Additional consideration will be given to the impacts created by bus and bike detours, and lessons learned will be drawn from the recent A Line and L Line bus detours. Proper and timely notification will be provided in multiple languages, signage will be concise and prominently located, and Metro Ambassadors will be present to facilitate the disruption.

This contract is being awarded to a company that qualified as a Medium Size Business within the Medium Business Enterprise Program. To ensure maximum opportunity for participation on this contract, Metro staff performed extensive outreach to the small business community, including those within the Disadvantaged Veterans Business Enterprise and the Small Business Enterprise programs. The solicitation was advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and an e-mail notice to small business with applicable NAICS codes. The Proposal Evaluation Team was comprised of department personnel that was both race and gender diverse. The selected firm committed to achieving a 27.72% SBE goal and a 3.15% DVBE goal through 11 identified subcontractors. This commitment exceeded the DEOD recommended goal of 27% SBE and 3% DVBE.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

### **ALTERNATIVES CONSIDERED**

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative is not recommended, as it would require diversion of staff resources from on-going projects and would require the hiring of multiple full-time personnel that are not immediately available or funded.

### **NEXT STEPS**

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. PS70129.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

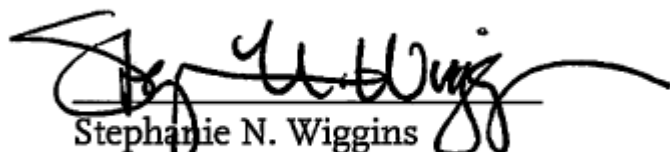
Prepared by:

Brad Owen, Executive Officer Program Management, (213) 418-3143

Reviewed by:

Bryan Pennington, Interim Chief Program Management Officer, (213) 922-7449

Debra Avila, Chief Vendor/Contracts Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

CONSTRUCTION SUPPORT SERVICES  
CONTRACT NUMBER PS70129

1.	<b>Contract Number: PS70129</b>	
2.	<b>Recommended Vendor: PMA Consultant LLC</b>	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input 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 23, 2020	
	<b>B. Advertised/Publicized:</b> December 23, 2020 (Vendor Portal) / December 28, 2020 (Periodicals of General Circulation)	
	<b>C. Pre-Proposal Conference:</b> January 5, 2021	
	<b>D. Proposals Due:</b> March 18, 2020	
	<b>E. Pre-Qualification Completed:</b> May 21, 2021	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 22, 2021	
	<b>G. Protest Period End Date:</b> July 26, 2021	
5.	<b>Solicitations Picked up/Downloaded:</b> 196	<b>Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> <b>Helen Gates-Bryant</b>	<b>Telephone Number:</b> <b>213-922-1269</b>
7.	<b>Project Manager:</b> <b>Brad Owen</b>	<b>Telephone Number:</b> <b>213-418-3143</b>

**A. Procurement Background**

This Board Action is to approve Contract No. PS70129, Construction Support Services Contract, to provide construction support and services for the Metro Orange Line (MOL/G Line) Improvements, Progressive D/B project as outlined in the Statement of Services. The resultant Contract, if awarded, will be state/locally funded and is subject to fiscal year funding. Award of the Contract is subject to the resolution of any timely protest.

The Metro Orange Line (MOL/G Line) Improvements, Progressive D/B project (The Project) consist of Crossing Gates at up to 35 intersections along the Orange Line; Sepulveda BRT Grade Separation (SGS) with aerial station; Van Nuys (BRT) Grade Separation (VGS) with aerial station; Advanced utilities relocation and ROW acquisition; and Community Outreach.

The Project will be procured utilizing the Progressive Design-Build project delivery method. It is LACMTA's intent that the LACMTA organization and the selected CSSC function as a coordinated and integrated team for the efficient, effective, and professional delivery of this Project.

The RFP was issued in accordance with Metro's Procurement Acquisition Policies and Procedures. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of five (5) years plus 2 one-year options. A pre-proposal conference was held on January 5, 2021. One hundred ninety-six (196) individuals from various firms picked up or downloaded the RFP Package.

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

- Amendment No. 1, issued on February 12, 2021, to clarify MSZ firm language; submittal requirements; Form 60 and staffing plan.
- Amendment No. 2, issued on February 19, 2021, to clarify, correct and revise Letter of Invitation Supplemental Non-Federal and staffing plan

A total of three (3) proposals were received on March 18, 2021, from the following firms, in alphabetical order:

1. Biggs Cardosa and Associates
2. Cordoba Corporation
3. PMA Consultants LLC

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of diverse staff from Metro Program Management was convened and conducted a comprehensive evaluation of the proposals received.

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

- |  |       |
|--|-------|
| • Experience and Capabilities of Firms on the Team | (25%) |
| • Key Personnel's Skills and Experience            | (35%) |
| • Project Understanding and Approach               | (20%) |
| • Cost Proposal                                    | (20%) |
| Total  | 100%  |

The evaluation criteria are appropriate and consistent with criteria developed for other professional services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding and Approach.

During the months of March and April 2021, the PET evaluated the three (3) written proposals. All the three (3) proposals received were determined to be within the competitive range.

1. Biggs Cardosa and Associates
2. Cordoba Corporation
3. PMA Consultants LLC

On May 13, 2021, Metro held virtual Oral Presentations with the proposing firms. In the interest of time, oral presentations were held before the determination of whether or not the proposers were responsive to the SBE/DVBE goals.

This procurement was subject to Metro's Medium-Sized Business Enterprise (MSZ) Program and was solicited as such. According to the Letter of Invitation (LOI), LACMTA will consider bids/proposals from other size firms only in the event LACMTA does not receive more than one responsive and responsible MSZ bid/proposal. Biggs Cardosa and Associates, and PMA Consultants LLC were both determined to be responsive and responsible MSZ firms. Cordoba Corporation is not an MSZ firm with their number of employees exceeding 250.

### **Qualifications Summary of the recommended firm:**

#### **PMA Consultants LLC**

- The Proposal demonstrated a level of experienced personnel that significantly exceeds the RFP requirements. Key personnel demonstrate experience in managing transit construction projects, construction safety, and is has sufficient commitment and availability for the project.
- The Proposal demonstrated a schedule and cost control implementation methods on carrying out their management plan.
- The Prime consultant and Subconsultants have a wide range of construction management experience on transit projects. Each firm demonstrated a thorough understanding and knowledge of the complexity of similar projects.
- The Proposal demonstrated a complete understanding of the scope of services in accordance with the requirements of RFP. The project team shows a comprehensive understanding of the project goals, resources, schedules, project challenges and issues.

The Proposal Evaluation Team (PET) determined all (3) proposals to be within the competitive range; however, Cordoba Corporation was determined not to meet the MSZ requirements and therefore was given no further consideration. The evaluation was based on the evaluation criteria in the RFP, and assessed major strengths, weaknesses, and associated risks of each of the proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposal, as supported by an oral presentation, and clarifications received from the Proposer. The result of the final scoring is shown below:



	Firm	Average Score	Factor Weight	Weighted Average Score*	Rank
	<b>PMA Consultants LLC</b>				
	Experience and Capabilities of Firms on the Team	82.00	25%	20.50	
	Key Personnel's Skills and Experience	81.20	35%	28.42	
	Project Understanding and Approach	81.40	20%	16.28	
	Cost Proposal**	87.40	20%	17.48	
	<b>Total</b>		<b>100.00%</b>	<b>82.68</b>	<b>1</b>
	<b>Biggs Cardosa and Associates</b>				
	Experience and Capabilities of Firms on the Team	82.68	25%	20.67	
	Key Personnel's Skills and Experience	78.86	35%	27.60	
	Project Understanding and Approach	82.95	20%	16.59	
	Cost Proposal**	65.95	20%	13.19	
	<b>Total</b>		<b>100.00%</b>	<b>78.05</b>	<b>2</b>

\* Weighted scores are rounded to the nearest second decimal point.

\*\*Cost proposals were based on the Proposers' rates for the provided level of effort of 64,489 hours in the Staffing Plan. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

### C. Cost/Price Analysis

Metro staff performed a cost analysis of the responsive proposals, established a negotiation plan, and commenced with negotiations. The final negotiated amounts will comply with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications, and reasonableness. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits and a fixed factor. The primary difference between the ICE and the recommended not-to exceed amount is that the ICE is based on different direct labor rates and indirect cost rates.

<b>Proposer: PMA Consultants LLC</b>			
<b>Contract Duration</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Recommended NTE Amount</b>
Base Period – 5 Years	\$17,273,075.56 <sup>(1)</sup>	\$14,385,260 <sup>(2)</sup>	\$17,273,075.56
Option Year 1 and 2	\$6,997,867.15 <sup>(1)</sup>		

- (1) The proposal amount is based on the Metro established staffing plan. The Consultant's overall cost for labor, overhead, fees, and other elements were lower for the five years. Proposers combined the dollars for Option1 and 2 and the dollars for each Option will be negotiated prior to being exercised.
- (2) The amount \$14,385,260 is the Independent Cost Estimate (ICE) for 5-year base Period of the Contract.

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

The recommended firm, PMA Consultants LLC, located in Long Beach, California. They have extensive experience managing the delivery of large transportation and heavy civil projects involving structural and civil components.

PMA has assembled a team with relevant expertise capable of providing support for all aspects of this project. The PMA team has deep knowledge of Metro processes and procedures, established relationships with Metro Staff and a proven track record of successful projects with Metro. PMA is committed to keeping key personnel on staff for the duration of the project.

The Project Director is a licensed Civil PE and attorney with over 20 years of CM experience on transit projects. Additionally, the Project Director has worked on six projects that utilized Progressive Design/Build (PD/B). He has over thirty years of supervisory experience managing public construction contracts of similar size and scope. Other key personnel have experience working within the City of Los Angeles.

## DEOD SUMMARY

CONSTRUCTION SUPPORT SERVICES FOR METRO ORANGE LINE BUS RAPID  
TRANSIT / PS70129**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium-Size Business (MSZ) solicitation. PMA Consultants, an MSZ prime, exceeded the goal by making a 27.72% SBE and 3.15% DVBE commitment.

<b>Small Business Goal</b>	<b>27% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>27.72% SBE 3.15% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Arellano Associates	3.71%
2.	GCAP Services Inc.	0.75%
3.	Guida Surveying Inc.	1.20%
4.	Intueor Consulting, Inc.	1.80%
5.	The Morcos Group	3.98%
6.	MTGL, Inc.	3.07%
7.	PMCS Group, Inc.	5.36%
8.	PPM Group	4.81%
9.	Turner Engineering Corporation	2.17%
10.	ZT Consulting Group, Inc.	0.87%
	<b>Total SBE Commitment</b>	<b>27.72%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Leland Saylor Associates	3.15%
	<b>Total DVBE Commitment</b>	<b>3.15%</b>

**B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)**

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.

**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).

**D. Living Wage Service Contract Worker Retention Policy Applicability**

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