



## Board Report

File #: 2021-0620, File Type: Contract

Agenda Number: 5.

### PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

**SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

#### **ISSUE**

Metro is leading two funded active transportation projects along Alameda Street in downtown Los Angeles between 1<sup>st</sup> Street and Commercial Street (Eastside Access Improvements) and between Arcadia Street and Cesar E. Chavez Avenue (LA Union Station Forecourt and Esplanade Improvements). Once these two projects are constructed, there will be an active transportation gap on Alameda Street over the 101 overpass, between Commercial Street and Arcadia Street (Attachment A-Alameda Esplanade Gap).

During the LAUS Forecourt and Esplanade Improvements (LAUS FEI) environmental and stakeholder engagement process, Metro received consistent feedback from stakeholders, including the City of Los Angeles (City), regarding the need to explore strategies to close the active transportation gap along Alameda Street and improvements to the El Monte Busway. In response, Metro committed to prepare a PSR-PDS in partnership with the City and Caltrans.

#### **BACKGROUND**

Metro purchased LAUS in 2011 and shortly thereafter prepared the Union Station Master Plan (USMP) to transform Union Station into a world-class facility. Concurrently, Metro, in partnership with the City, County of Los Angeles (County), the Southern California Association of Governments (SCAG), Caltrans and community stakeholders developed the Connect US Action Plan (Connect US). Connect US is a community-driven public improvement plan that prioritizes pedestrian and bicyclist connectivity to LAUS and the 1st/Central Regional Connector transit stations and the

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adjacent historic and culturally significant communities. Connect US identified a series of public improvements along Alameda Street, called the Alameda Esplanade, that extended from Chinatown to Little Tokyo.

Metro has taken the lead on implementing two segments of the Alameda Esplanade. The first segment is part of the Eastside Access Improvements, which is currently under construction, and extends between 1st Street and Commercial Street. The second segment is part of the LAUS FEI, which is scheduled to start construction in 2022, and extends between Arcadia Street and Cesar E. Chavez Avenue. Once these two segments of the Alameda Esplanade are in place, there will be an active transportation gap along Alameda Street between Commercial Street and Arcadia Street, over the US 101 overcrossing adjacent to the El Monte Busway.

With a focus on equity, community, and pedestrian and bicyclist safety, the PSR-PDS will explore improved multi-modal connectivity, safety, and movement across the Alameda Street/US-101 Overcrossing between LAUS and Little Tokyo and identify if there are any feasible improvements to freeway ramp facilities (including closing on/off ramps) around Union Station (Attachment B-Study Area).

## **DISCUSSION**

A PSR-PDS is the Project Initiation Document selected for the Alameda Street Mobility Study and will evaluate potential concepts that can be advanced for further evaluation through the Project Approval/Environmental Document (PA/ED) phase. The PSR-PDS will be led by Metro in collaboration with the City and Caltrans, as the study area is located on both City and Caltrans right-of-way. This PSR-PDS will establish a well-defined purpose and need statement, define a project scope with a reliable cost estimate and a schedule to move forward with the PA/ED stage, if pursued by any or all participating agencies.

The PSR-PDS includes the following goals:

1. Close the Alameda Esplanade gap between Commercial Street and Arcadia Street/El Monte Busway with an accessible, comfortable, and safe facility for walking, biking, and rolling;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations and freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

This PSR-PDS is anticipated to be completed within 12 months.

The PSR-PDS will be informed by Metro's Equity Planning and Evaluation Tool, equity data collection (with ground-truthing), and targeted stakeholder engagement to inform the overall study and the final recommendations. As previously noted, Metro has committed to leading the PSR-PDS in collaboration with the City and Caltrans. Next steps, including implementation, will be defined with partner agencies as the PSR-PDS progresses.

### **DETERMINATION OF SAFETY IMPACT**

The PSR-PDS will result in design options that will be focused on improved mobility for all users and safety around Los Angeles Union Station. Approval of this item will not impact the safety of Metro's customers or employees.

### **FINANCIAL IMPACT**

The adopted Fiscal Year (FY) 2022 Budget includes \$500,000 in Cost Center 4530 (Transit Oriented Communities), Project 405557 (Union Station Master Plan). The source of the funds is Local funds. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

### **EQUITY PLATFORM**

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 26.35% Small Business Enterprise and 3.40% Disabled Veteran Business Enterprise (DBVE) commitment. Staff will utilize Metro's Equity Planning and Evaluation Tool to guide the overall approach including equity data collection, stakeholder engagement, and concept/alternative development. The PSR/PDS will build off the Connect US Action plan which included robust community engagement. The project team includes three CBOs, Los Angeles Walks, Little Tokyo Community Council, and La Plaza de Cultura y Arte, that have direct experience and expertise engaging and/or serving the communities within the study area.

The project team, inclusive of the CBOs, will prepare a stakeholder engagement strategy that is grounded in Metro's Equity Platform to ensure that the stakeholder input informs the purpose and need and the criteria that informs the PSR-PDS alternatives. The stakeholder engagement strategy will help identify the most affected stakeholders that could benefit and/or be burdened from the project, with an attention to identifying communities of color and/or historically marginalized groups. The CBOs will be instrumental in informing assessment and engagement that helps identify how a future project could impact vulnerable populations including people of color, low-income individuals, small businesses (including legacy businesses), unhoused individuals, and at-grade transit riders (due to travel time delay). The data collection will be ground-truthed with communities, with extensive participation from CBOs, and will define a geographic area of influence, identify demographics of impacted areas or communities with attention to identifying existing disparities in race, ethnicity, and income, that may influence the proposal's outcomes.

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

The recommendation supports:

- Strategic Plan Goal #1: Provide high-quality mobility options that enable people to spend less

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time traveling - The PSR-PDS aims to identify opportunities that will close the Alameda Esplanade gap for walking, biking, and rolling, improve access to LA Union Station, and improve overall mobility for all modes.

- Strategic Plan Goal #2: The PSR-PDS will provide options to deliver outstanding trip experiences for all users of the transportation system by improving multi-modal safety, movement, and operations around the El Monte Busway/US 101 and LAUS.
- Strategic Plan Goal #3: Enhance communities and lives through mobility and access to opportunity by using equity, data, and stakeholder input to shape how the PSR-PDS can best improve mobility and increase access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the recommended action. This option is not recommended since there will be an active transportation gap on Alameda Street between Arcadia and Commercial Streets after the construction of the Eastside Access Improvements and the LAUS FEI. Metro committed to partner in evaluating solutions to close this gap.

### **NEXT STEPS**

Upon Board approval, staff will execute Task Order No. AE75285-5433000 with Jacobs Engineering Group, Inc. to initiate the PSR-PDS.

### **ATTACHMENTS**

Attachment A - Alameda Esplanade Gap Map

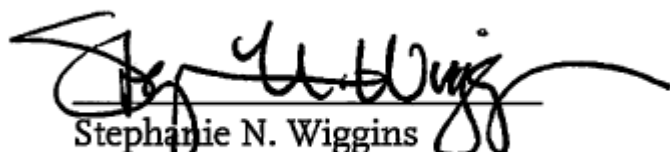
Attachment B - Alameda Street Mobility PSR-PDS Study Area

Attachment C - Procurement Summary

Attachment D - DEOD Summary

Prepared by: Megan Nangle, Manager, Countywide Planning & Development, (213) 922-2581  
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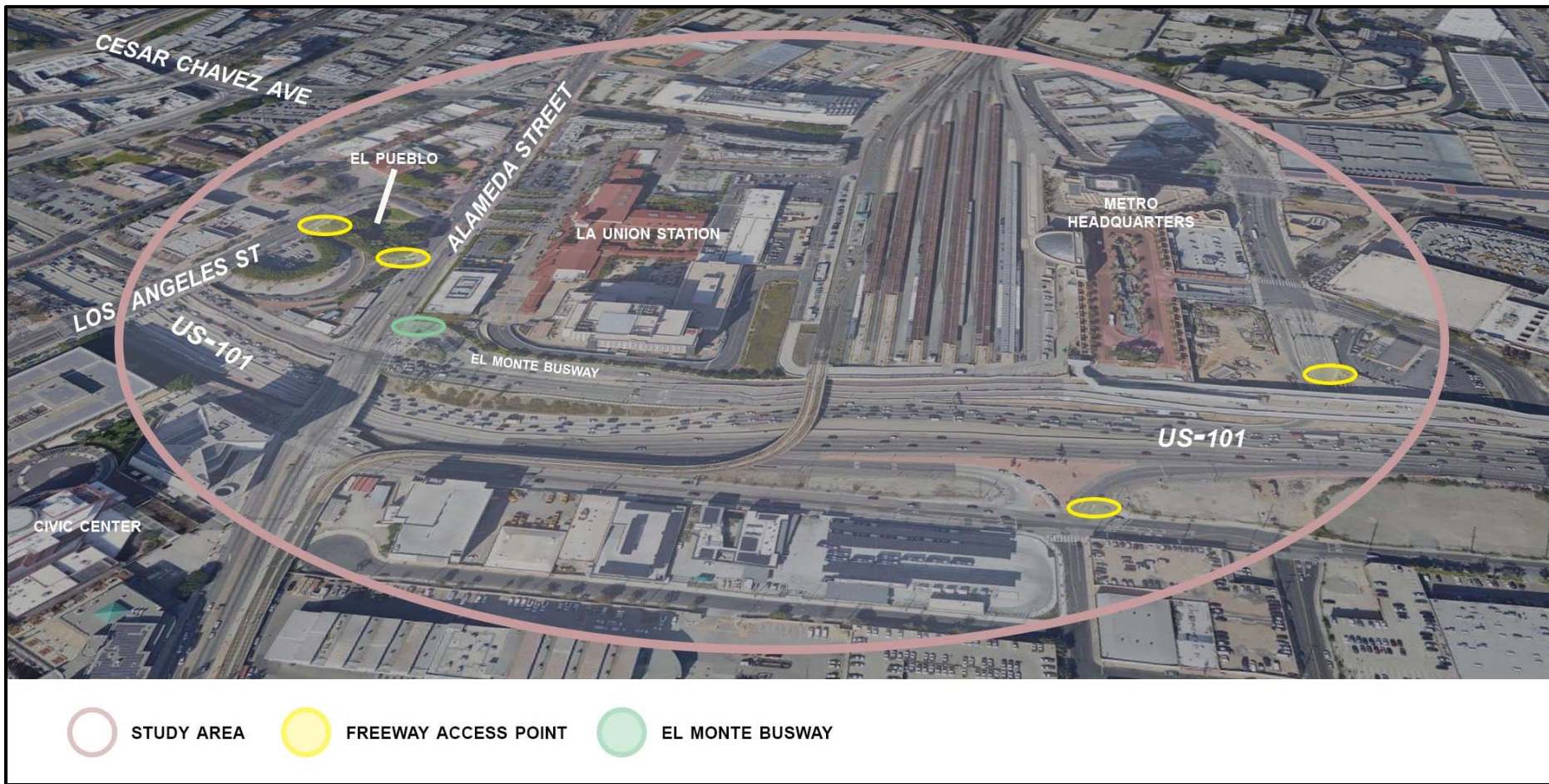
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920  
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer







**PROCUREMENT SUMMARY****CONTRACT NO: PS54330006**

**TASK ORDER NO. AE75285 - 5433000**  
**ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT**  
**DEVELOPMENT SUPPORT**

1.	<b>Contract Number:</b> Task Order No. AE75285-5433000, under Contract No. PS54330006	
2.	<b>Recommended Vendor:</b> Jacobs Engineering Group, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> April 21, 2021	
	<b>B. Advertised/Publicized:</b> N/A	
	<b>C. Pre-Proposal Conference:</b> May 5, 2021	
	<b>D. Proposals Due:</b> June 1, 2021	
	<b>E. Pre-Qualification Completed:</b> November 9, 2021	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> June 16, 2021	
	<b>G. Protest Period End Date:</b> January 25, 2022	
5.	<b>Solicitations Picked up/Downloaded:</b>  12	<b>Proposals Received:</b>  1
6.	<b>Contract Administrator:</b> Yamil Ramirez Roman	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Megan Nangle	<b>Telephone Number:</b> (213) 922-2581

**A. Procurement Background**

This Board Action is to approve Task Order No. AE75285-5433000 issued in support of the development of a Project Study Report-Project Development Support (PSR-PDS) for proposed improvements to Alameda Street in the areas surrounding Los Angeles Union Station and the El Monte Busway. Board approval of task order awards are subject to resolution of any properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with a Small Business Enterprise (SBE) goal of 21% and a Disabled Veterans Business Enterprise (DVBE) goal of 3%.

There were no amendments issued during the solicitation phase of this Task Order RFP.

A pre-proposal conference was held on May 5, 2021 and was attended by 14 participants representing 8 companies. There were 7 questions asked, and responses were released prior to the proposal due date.

The 12 qualified firms under Discipline No. 1 – Transportation, received the Task Order RFP and were included in the planholders list. One proposal from Jacobs Engineering Group, Inc. (Jacobs) was received on June 1, 2021.

A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Reasons given for not submitting proposals included unavailability of staff during the proposed timeline for the work, interest in partnering with another firm as a subcontractor, and unavailability due to other commitments.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transportation Planning and Highway Program Departments, the Los Angeles Department of Transportation, and Caltrans was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- |   |            |
|---|------------|
| • Qualifications and Experience of the Team | 45 percent |
| • Project Understanding and Approach        | 35 percent |
| • Work Plan                                 | 15 percent |
| • Innovation and Creativity                 | 5 percent  |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) Task Order procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications and experience of the team.

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

During the period of June 3, 2021 to June 17, 2021, the PET independently evaluated and scored the technical proposal and requested that Jacobs be invited for an oral presentation on June 29, 2021, which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentation, the PET finalized and submitted their technical scores based on both the written proposal and input received during the oral presentation. On June 30, 2021, the PET completed their evaluation of the proposal and determined Jacobs was qualified to perform the required services.



## Qualifications Summary of Recommended Firm:

Jacobs has more than 40 years of experience in Southern California and their proposal demonstrated experience in all the technical areas. Their proposal listed multiple project examples that demonstrated experience and insight in incorporating equity considerations into active transportation planning.

Jacobs' proposal highlighted the qualifications of their team and included personnel narratives describing each staff's expertise and availability. The proposal also accurately demonstrated an understanding of the work and their approach with a detailed schedule.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Jacobs Engineering Group, Inc.</b>				
3	Qualifications and Experience of the Team	80.00	45.00%	36.00	
4	Project Understanding and Approach	79.51	35.00%	27.83	
5	Work Plan	72.00	15.00%	10.80	
6	Innovation and Creativity	72.00	5.00%	3.60	
7	<b>Total</b>		<b>100.00%</b>	<b>78.23</b>	<b>1</b>

## C. Cost Analysis

The recommended price of \$1,119,015.68 has been determined to be fair and reasonable based upon a technical analysis, cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$295,682.39.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Jacobs Engineering Group, Inc.	\$1,414,698.07	\$331,787.00	\$1,119,015.68

The variance between the final negotiated price and the independent cost estimate (ICE) is due to the level of effort being underestimated for the following tasks: project management, stakeholder engagement and coordination, preparation of the PSR, traffic engineering performance assessment, and preliminary environmental analysis report. Given that there are many aspects to the PSR/PDS that are not standard, there are three different entities to coordinate (Metro, City of LA, Caltrans), additional stakeholder outreach and equity data collection, and the project area extends over City of LA and Caltrans right-of-way, the increased level of effort was determined acceptable.

**D. Background on Recommended Contractor**

The recommended firm, Jacobs, headquartered in Dallas, TX, has a local office in Los Angeles, CA, and has been in business for 40 years. Jacobs provides technical, professional and constructions services to a broad range of clients globally. Jacobs has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Jacobs and six subcontractors, of which, four are Metro certified SBEs, and one is a DVBE.

## DEOD SUMMARY

**ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT  
DEVELOPMENT SUPPORT / PS54330006**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Engineering Group, Inc. exceeded the goal by making a 26.35% SBE and 3.40% DVBE commitment.

<b>Small Business Goal</b>	<b>21% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>26.35% SBE 3.40% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	City Works Design	9.24%
2.	Epic Land Solutions	3.42%
3.	GPA Consulting	9.43%
4.	JMDiaz, Inc.	4.26%
	<b>Total SBE Commitment</b>	<b>26.35%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	MA Engineering	3.40%
	<b>Total DVBE Commitment</b>	<b>3.40%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage 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: access to opportunity.

**Alameda Street Mobility Project Study Report-Project  
Development Study  
Legistar: 2021-0620**

**Planning & Programming Committee  
January 19, 2022**



# Recommendation

Authorize the Chief Executive Officer to award and execute a 12-month firm fixed price Task Order No. AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68.

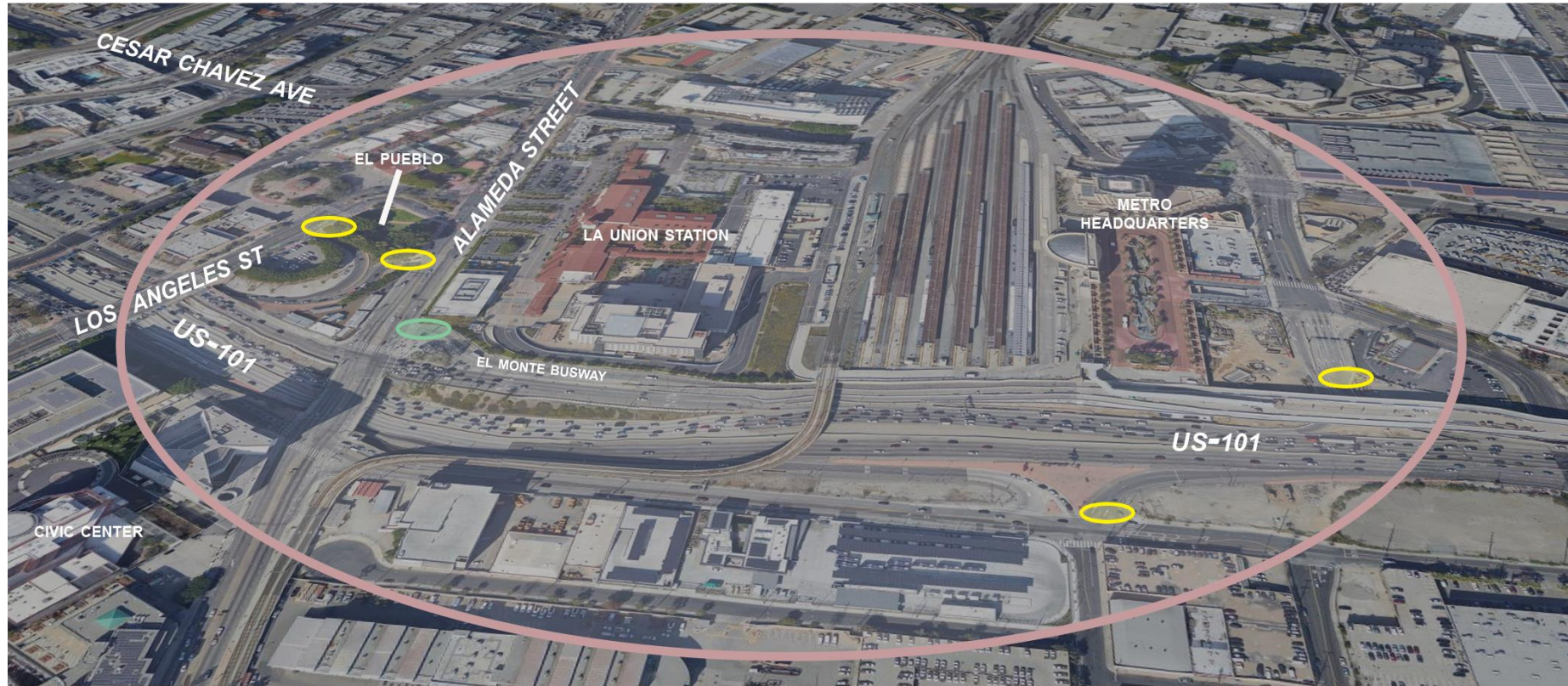


# Study Goals

1. Close the Alameda Esplanade active transportation gap between Commercial Street and Arcadia Street;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations & freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

*Study will be informed by stakeholder engagement and the Metro Equity Planning and Evaluation Tool.*

# Alameda Street Mobility PSR-PDS Study Area



 STUDY AREA

 FREEWAY ACCESS POINT

 EL MONTE BUSWAY



# Alameda Esplanade Gap



# Project Team

**Prime Consultant:**  
**Jacobs**

**Subconsultants:**

1. Fehr & Peers
2. CityWorks (SBE)
3. Epic Land Solutions (SBE)
4. Los Angeles Walks (CBO)
5. Little Tokyo Community Council (CBO)
6. LA Plaza de Cultura y Arte (CBO)
7. GPA Consulting (SBE)
8. JMD (SBE)
9. MA Engineering (DVBE)