



Metro

Los Angeles County
Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 20, 2010
MEASURE R PROJECT DELIVERY COMMITTEE
OCTOBER 21, 2010**

**SUBJECT: CONTRACT E0119, REGIONAL CONNECTOR
TRANSIT CORRIDOR PROJECT ADVANCED CONCEPTUAL
ENGINEERING / PRELIMINARY ENGINEERING**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

- A. Authorize the Chief Executive Officer (CEO) to negotiate and execute a cost-plus fixed fee contract, Contract No. E01119, for Phase I Advanced Conceptual Engineering and Phase II Preliminary Engineering for the Board Adopted Locally Preferred Alternative to The Connector Partnership (a Joint Venture of AECOM and Parsons Brinckerhoff), in an amount not to exceed \$21,500,000;
- B. Establish Contract Modification Authority for 15% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within and up to the Board approved Contract Modification Authority;
- C. Delegate to the CEO, should staff be unable to conclude negotiations with The Connector Partnership, the authority to negotiate and execute a contract with the next most qualified proposer and;
- D. Increase the FY11 budget to include \$5,000,000 in State Replacement Capital Project Loan funds to Project 860228 for Phase II Preliminary Engineering.

RATIONALE

Background

The Regional Connector Corridor Transit project connects light rail transit service of the Metro Gold Line to the Metro Blue and Exposition Lines through downtown Los Angeles. It is a Measure R project and is included in the constrained element of the adopted 2009 Long Range Transportation Plan with a planned revenue date in 2019.

In June 2007, the Board awarded contracts: (1) to complete the Alternatives Analysis, federal and state environmental clearance; and (2) to conduct public outreach. On September 3, 2010, the Draft Environmental Impact Statement / Draft Environmental Impact Report (DEIS/DEIR) was released for public comment. The 45-day comment period closes on October 18, 2010. Based upon the technical analysis of the performance and environmental impacts of alternatives, the Board will consider the approval of a Locally Preferred Alternative (LPA) at its October 28, 2010 meeting.

Following the Board selection of the designated LPA, a more detailed design is necessary as part of the Final Environmental Impact Statement / Final Environmental Impact Report (FEIS/FEIR) in order to complete the environmental analysis, address environmental impacts and to refine cost estimates. The procurement of Contract No.E0119 is for advanced conceptual engineering in support of the final environmental review, including preliminary engineering pending the Federal Transit Administration (FTA) approval to enter into preliminary engineering design. This contract will support the planning, environmental and outreach work that will continue to be performed under separate active contracts through the completion of the FEIS/FEIR, anticipated for completion in July 2011. The approval of the recommendations will enable the environmental clearance and preliminary engineering to be completed to meet the Measure R project delivery schedule.

Project Management

Countywide Planning continues to lead the environmental work and manage the effort to obtain a Record of Decision from the FTA. Construction will lead the Preliminary Engineering, Final Design and Construction phases. Countywide Planning will continue their support to ensure that the requirements of the environmental document are carried through the project's design and construction phases.

FINANCIAL IMPACT

Funding of \$10,000,000 for this project is included in the FY11 budget in Cost Center 4320 (Central Area Team), Project 460228 (Regional Connector Transit Corridor Project), and Account 50316 (Professional Services) for, Advanced Conceptual Engineering. Since Project 460228 is a multi-year project, it will be the responsibility of the cost center manager and the Executive Director of Countywide Planning and Development for budgeting expenditures in future years. This action will also increase the FY11 budget by \$5,000,000 in State Replacement of Capital Project Loan funds. These funds will be used to commence Preliminary Engineering Design upon FTA authorization. These funds will be budgeted under Project 860228 (Regional Connector Transit Corridor Project), in Cost Center 8510 (Construction Project Management), and Account 50316 (Professional Services). These funds will be used to commence ACE supporting the Preliminary Engineering Design. Since Project 860228 is a multi-year

project, it will be the responsibility of the cost center manager and the Deputy Chief Capital Management Officer for budgeting expenditures in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for Project 860228 is LACMTA's State Repayment of Capital Project Loans account, which are funds derived from previous reimbursements to LACMTA from the State for Letters of No Prejudice agreements on various capital projects, for which LACMTA is free to use on other capital projects. Although eligible for bus and rail operating and capital expenditures, these funds were assumed in the LRTP for the Regional Connector since this project not eligible for Propositions A and C funding (due to the proposed tunneling element of the project) and is not eligible for Measure R funding at this time. Other potentially eligible sources (TDA Article 4 and State Transit Assistance) are used for bus and rail operations and were, therefore, not considered.

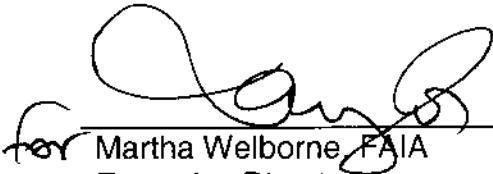
ALTERNATIVES CONSIDERED


The Board may choose not to award the contract and reissue a new procurement. This is not recommended because (1) the current proposal is considered favorable; and (2) this contract is essential to completing the FEIS/FEIR and preliminary engineering. The cost and schedule impacts would delay the mobility, accessibility, and economic development opportunities associated with the Regional Connector Transit Corridor Project.

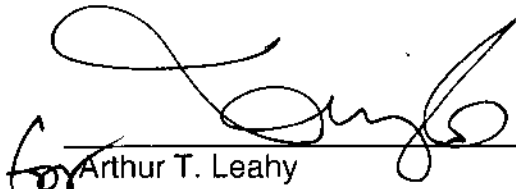
ATTACHMENT(S)

- A. Procurement Summary
- A-1. Procurement History
- A-2. List of Subcontractors

Prepared by: Dolores Roybal Saltarelli, Transportation Planning Manager
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for Martha Welborne, FAIA
Executive Director,
Countywide Planning and Development


K. N. Murthy
Deputy Chief Capital Management
Officer,
Construction Project Management


for Arthur T. Leahy
Chief Executive Officer

**BOARD REPORT ATTACHMENT A
PROCUREMENT SUMMARY**

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
ADVANCED CONCEPTUAL ENGINEERING/
PRELIMINARY ENGINEERING DESIGN**

1.	Contract Number: E0119		
2.	Recommended Vendor: The Connector Partnership, a Joint Venture of AECOM and Parsons Brinckerhoff		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$46,296,444	Recommended Price: \$21,500,000 NTE	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Cost-Plus Fixed-Fee		
5.	Procurement Dates:		
	A. Issued: June 21, 2010		
	B. Advertised: June 19, 2010 and June 24, 2010		
	C. Pre-proposal Conference: July 9, 2010		
	D. Proposals Due: August 6, 2010		
	E. Pre-Qualification Completed: September 22, 2010		
	F. Conflict of Interest Form Submitted to Ethics: August 12, 2010		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 35% DALP	Date Small Business Evaluation Completed: October 7, 2010	
	DALP Commitment: 35.01% Details are in Attachment A-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Bids/Proposals Picked up: 73	Bids/Proposals Received: 3	
8.	Evaluation Information:		
	A. Bidders/Proposers Names: The Connector Partnership URS Corporation ARUP North America Ltd.	<u>Bid/Proposal Amount:</u> \$46,296,444	<u>Best and Final Offer Amount:</u> SN/A
	B. Evaluation Methodology: Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: October 26, 2010 (Estimated)		
	B. Protest Receipt Date:		
	C. Disposition of Protest Date:		
10.	Contract Administrator: Joe O'Donnell	Telephone Number: 922-7231	
11.	Project Manager: Robin Blair	Telephone Number: 922-3074	

**BOARD REPORT ATTACHMENT A-1
PROCUREMENT HISTORY**

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
ADVANCED CONCEPTUAL ENGINEERING/
PRELIMINARY ENGINEERING DESIGN**

A. Background on Contractor

The Connector Partnership is a joint venture comprised of AECOM and Parsons Brinckerhoff (PB), and was formed July 25, 2010. AECOM Technology Corporation is a professional technical and management support services firm. The company is ranked as the number one design firm for 2010 by Engineering News Record and number one by Architectural Record. AECOM is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental, energy, water and government. The history of AECOM can be traced back to the early 1900s through companies that have merged together to form the present day company. AECOM was launched as an independent company on April 6, 1990 with the employee buyout of Ashland Technology Corporation from its parent company, Ashland Oil and Refining Company. One of Ashland's acquisitions included Daniel, Mann, Johnson & Mendenhall (DMJM), a transportation-related engineering firm, in 1984.

Parsons Brinckerhoff had its beginning over 120 years ago. William Barclay Parsons opened a Manhattan office in 1885 and was known as an ambitious engineer and worked on New York City's subway the IRT that was completed in 1904. In 1905 Henry M. Brinckerhoff, a pioneer highway engineer, brought his expertise in electric railways to the firm. Brinckerhoff is also known for his co-invention of the third rail, which revolutionized rapid transit. Parsons Brinckerhoff now provides comprehensive services for all types of infrastructure projects including power, buildings, environment and telecommunications. Parsons Brinckerhoff was instrumental in the activation of six of our lines including three light rail lines.

B. Procurement Background

The solicitation was a qualification-based procurement process. This method is based on each of the responding firm's qualifications being evaluated, and the most qualified firm being selected, followed by a cost proposal from the selected firm.

Metro issued a Request for Proposal (RFP) on June 21, 2010. Metro advertised the RFP in the Daily News on 06/19/10, the Wave on 06/24/10, La Opinion on 06/19/10, Rafu Shimpo on 06/19/10, and the Korea Times on 06/19/10. Metro's Vendor Relations sent out approximately 878 post cards, and 367 e-mails to firms listed in Metro's vendor database, notifying them of this procurement. Additionally, the RFP was listed on Metro's Internet website. Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) for this project is thirty-five percent (35%) of the Total Contract Price. The DALP is not a condition of award or responsiveness.

Metro held a pre-proposal conference on July 9, 2010, in the Board Room on the 3rd floor. There were approximately ninety (90) representatives from numerous firms that signed-in at the pre-proposal conference.

The qualification proposals were received on August 6, 2010. Cost proposals for Phase I and Phase II Services were also received August 6, 2010.

The Contract resulting from this action will be a multi-year contract with a term of up to nine (9) years. The initial Scope of Services for the Project will consist of development of advanced conceptual engineering documents (Phase I) and preliminary engineering (Phase II), upon approval of the FTA. Future Phases of this Project include Design Support During Construction (Phase III) and Rail Activation (Phase IV). Commencement of Phases III and IV is contingent upon written authorization by the Metro Contracting Officer and approval of the Metro Board of Directors for additional funds.

C. Evaluation of Proposals

The Proposal Evaluation Team evaluated the proposals received in accordance with the evaluation criteria in the RFP Document and determined The Connector Partnership to be the most qualified proposer.

D. Cost/Price Analysis Explanation of Variances

The recommended amount will be determined to be fair and reasonable based on fact finding, Metro's independent cost estimate and technical analysis, pre-award audit, cost analysis, and negotiations with The Connector Partnership.

Bid/Proposal Amount	Recommended/Negotiated Amount
\$46,296,444	\$21,500,000 NTE

**BOARD REPORT ATTACHMENT A-2
LIST OF SUBCONTRACTORS**

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
ADVANCED CONCEPTUAL ENGINEERING/
PRELIMINARY ENGINEERING DESIGN
PHASE I & II**

Prime Contractor: The Connector Partnership, a Joint Venture

Small Business Commitment

Barrio Planners, Inc.	4.18%
Bullock & Associates	3.44%
RAW International, Inc.	1.02%
Roy Willis & Associates	.25%
Ted Tokia Tanaka Architects	5.01%
Tierra West Advisors, Inc.	.76%
Wagner Engineering & Survey	1.79%
A Cone Zone	3.51%
C&L Drilling	1.50%
LKG-CMC, Inc	1.19%
Dakota Communications	1.67%
D'Leon Consulting Engineers	2.35%
E2 Consulting Engineers, Inc.	1.68%
Intucor Consulting, Inc.	3.34%
Jet Drilling	2.71%
Murakawa Communications	<u>.63%</u>

Total Commitment 35.01%

Other Subcontractors

CDM
Consensus Planning Group
Fine Arts Services
ILF Consultants
Jacobs Associates
MACTEC
SYSTRA
Wilson Ihrig