



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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**REVISED
CONSTRUCTION COMMITTEE
October 20, 2011**

**SUBJECT: WESTSIDE SUBWAY EXTENSION – ADVANCED
PRELIMINARY ENGINEERING AND SUPPORT FINAL
DESIGN AND/OR CONSTRUCTION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

- A. Authorize the Chief Executive Officer (CEO) to execute Contract Modification No. 36 to Contract No. PS43502000 with PB Americas, Inc. to advance Preliminary Engineering and support Final Design and/or Construction for the Westside Subway Extension Project, in an amount not-to-exceed \$16,996,740 increasing the Total Contract Value from \$72,970,189 to \$89,966,929;
- B. Amend the FY12 budget to include \$15,297,088 of the State Repayment of Capital Project Loans account funds to Project 865518, **in addition to \$1,699,652 previously approved and budgeted**; and
- C. Increase the interim Life-of-Project (LOP) budget for Measure R Project Westside Subway Extension by \$15,297,088, increasing the interim LOP budget from \$108,826,132 to \$124,123,220.

ISSUE

In October 2010, the Board approved the Westside Subway Extension Draft Environmental Impact Statement/Environmental Report (Draft EIS/EIR) and Alternative #2, a nine-mile extension of the existing Metro Purple Line Subway with seven stations to a Westwood/VA Hospital Station as the Locally Preferred Alternative (LPA) in the Final Environmental Impact Statement/Report (Final EIS/EIR) including recommended station/alignment options and rail support facilities. The Board also authorized the CEO to exercise options to continue Advanced Conceptual Engineering and complete Preliminary Engineering to support the work necessary to obtain Federal Transit Administration (FTA)

Administration (FTA) approvals as part of the FTA New Starts Project process towards obtaining a Federal Full Funding Grant Agreement (FFGA).

The administrative Draft Final EIS/EIR was submitted to the FTA on August 26, 2011 and FTA is currently reviewing the document. Preliminary Engineering is progressing on-schedule and within budget in support of the FTA process. However, there are two significant milestones in the FTA process which include the Record Of Decision (anticipated in early 2012) and Approval for Entry Into Final Design (anticipated by mid-2012) that will require continued Preliminary Engineering to advance the design to provide a higher level detail to refine cost estimates, **the project schedule** and risk assessment. The continuation of consultant services will assist MTA in developing the design for the proactive planning of construction and third party coordination with the State, County and various City agencies to provide opportunities for early construction activities.

Although, Preliminary Engineering has been sufficiently completed to support the environmental approval process, more detailed engineering can be performed to better define the scope and site-specific interface and coordination issues to reduce potential cost and schedule risks to the Project. Therefore, it is advantageous to advance the engineering work during the period of time that MTA is awaiting FTA Approvals. The cost of this work is within the total estimated cost of the project.

DISCUSSION

PB Americas, Inc. has been co-located with MTA staff in the Integrated Project Management Office and execution of the contract modification will provide continuity of engineering services to support the activities necessary to obtain FTA approvals towards obtaining the Federal Full Funding Grant Agreement.

This Board action provides funding for one year. Future work will be funded on a year-to-year basis. This approach will result in more accurate budgeting for each year, while providing better control over consultant services.

FINANCIAL IMPACT

There is no increase in the total estimated cost of the project as a result of this action as this work was contemplated to be performed as part of the planned engineering and design effort.

This action will amend the FY12 budget to add \$15,297,088 for a total of \$60,575,122 for Measure R Project 865518 (Westside Subway Extension), in Cost Center 8510 (Construction Project Management). Since this is a multi-year contract, the cost center

manager and Executive Director of Transit Project Delivery will be responsible for budgeting costs in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for the actions is the State Repayment of Capital Project Loans account, which is funds derived from previous reimbursements to us from State Letters of No Prejudice agreements on various capital projects and free for use on other capital projects. **The adopted 2009 Long Range Transportation Plan (LRTP) includes funds from this source as a permanent part of the funding for the Westside Subway Extension project. Thus, reimbursement from Measure R is not required.**

Although eligible for bus and rail operating and capital expenditures, these funds were assumed in the LRTP for the Westside Subway Extension and Regional Connector, since both projects are not eligible for Propositions A and C funding (due to the proposed tunneling element of the project) and are 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 could decide to not approve the Contract Modification and the increase to the interim LOP budget. This is not recommended because continued engineering consultant services are necessary to support the FTA New Starts Project process in obtaining a Federal Full Funding Grant Agreement.

NEXT STEPS

Upon Board approval, advance the Preliminary Engineering to provide additional details to support the cost estimating and risk assessment process required for FTA approvals towards the Federal Full Funding Grant Agreement.

ATTACHMENTS

- A. Procurement Summary
- B. Funding/Expenditure Plan

Prepared by: Dennis Mori, Executive Officer, Project Management
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K. N. Murthy
Executive Director, Transit Project Delivery

Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY**EXECUTE CONTRACT MODIFICATION TO ADVANCE PRELIMINARY
ENGINEERING AND SUPPORT FINAL DESIGN AND/OR CONSTRUCTION**

1.	Contract Number: PS43502000	
2.	Recommended Vendor: PB Americas	
3.	Type of Procurement: <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP – A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: 9/12/11	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Tim Clark	Telephone Number: (213) 922-7246
7.	Project Manager: Dennis Mori	Telephone Number: (213) 922-7328

A. Procurement Background

In June 2007, The Board authorized award of this Contract to PB Americas for Alternative Analysis with three options for: Draft EIS/EIR/Advanced Conceptual Engineering, Final EIS/EIR, and Preliminary Engineering in the amount of \$3,654,061. In January 2009, the Board exercised the option for Draft EIS/EIR/Advanced Conceptual Engineering in an amount not to exceed \$17,245,118. In October 2010, the Board exercised options for Final EIS/EIR and Preliminary Engineering in an amount not to exceed \$48,394,203. The current contract value including all modifications is \$72,970,189.

B. Background on Recommended Contractor

PB Americas formally known as Parsons Brinckerhoff Quade & Douglas, Inc. 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 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. With solid experience in EIS/EIR management/preparation, preliminary engineering, and design support during construction, PB Americas, Inc. is also recognized by the transportation consulting industry for their ability to guide alternative analysis' (AA) to successful outcomes from start to completion. PB Americas Inc. is involved in many of the projects in the New Starts pipeline.

PB Americas was instrumental in the design of most of our lines including the preliminary engineering and final tunnel design for the Metro Gold Line Eastside Extension Project.

C. Evaluation of Proposals/Bids

See below.

D. Cost/Price Analysis Explanation of Variances

The recommended amount has been determined to be fair and reasonable based upon fact-finding, estimate, cost analysis and negotiation.

Bid/Proposal Amount	Staff Estimate	Recommended/Negotiated Amount
\$21,879,316	\$16,996,740	\$16,996,740

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) recommended a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) of 25% for this procurement. PB Americas proposed a 30.28% DBE participation on this new modification. The current DBE participation is 14.79%. PB Americas has shown Good Faith Efforts by adding 22 DBE firms to perform on this project.

SMALL BUSINESS GOAL	25% DALP	SMALL BUSINESS COMMITMENT	23.41% DALP
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	Subcontractor	Status	% Commitment	Current¹ Participation to Date
1.	Intueor	Performing	2.28%	1.44%
2.	Kal Krishnan Consulting	Performing	5.58%	1.44%
3.	LKG-CMC	Performing	7.27%	1.76%
4.	Terry A. Hayes	Performing	2.99%	0.85%

	Subcontractor	Status	% Commitment	Current¹ Participation to Date
5.	Wagner Engin. & Survey	Performing	5.29%	1.39%
6.	Atwell Consulting Group	Performing	Added	0.87%
7.	Advantec	Performing	Added	0.20%
8.	Barrio Planners, inc.	Performing	Added	0.64%
9.	Cogstone Resources Management, Inc.	Performing	Added	0.21%
10.	Del Richardson & Associates	Performing	Added	0.02%
11.	Diana Ho	Performing	Added	0.03%
12.	D'Leon Consulting Engineers Corp.	Performing	Added	0.82%
13.	E. W. Moon	Performing	Added	0.07%
14.	Lenax Construction Services, Inc.	Performing	Added	0.48%
15.	RAW International	Performing	Added	1.13%
16.	Roy Willis & Associates	Performing	Added	0.03%
17.	W2 Design Inc.	Performing	Added	0.06%
18.	Wiltec *	To Perform	Added	0.00%
19.	A Cone Zone *	Performing	Added	0.98%
20.	C & L Drilling *	Performing	Added	0.92%
21.	Jet Drilling *	Performing	Added	0.68%
22.	Melendrez *	To Perform	Added	0.00%
23.	JAD & Associates	Performing	Added	0.14%
24.	Universal Reprographics	Performing	Added	0.22%
25.	FPA Underground	Performing	Added	0.09%
26.	Martini Drilling	Performing	Added	0.35%
27.	Advanced Technology Laboratories	To Perform	Added	0.00%
	Total Commitment	Performing	23.41%	14.79%

¹Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

F. Additional (Non DBE) Subcontractors

1. Camp, Dresser & McKee Inc.
2. Fehr & Peers.
3. Fennesy Associates.
4. Geostats LP.
5. Financial Research Group.
6. Jenkins, Gales and Martinez, Inc.
7. MACTEC (AMEC EI) Engineering
8. Miyamoto, International Inc.
9. PDA Consulting Group
10. PTV America, Inc.
11. Systra Consulting, Inc.
12. Torri Gallas and Partners, Inc.
13. URS Corporation Americas
14. Value Management Strategies.

ATTACHMENT B

**405518, 465518 & 865518 WESTSIDE SUBWAY EXTENSION
FUNDING/EXPENDITURE PLAN**

	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	Total	% of Total
Uses of Funds								
Alternative Analysis, Draft & Final EIS/EIR	\$ 237,065	\$ 3,535,148	\$ 4,856,232	\$ 14,257,207	\$ 6,955,310	\$ 8,747,428	\$ 38,588,390	31.1%
Advanced Conceptual Engineering, P.E. & Advanced P.E.	-	-	-	-	\$ 24,699,392	\$ 41,617,352	\$ 66,316,744	53.4%
Appraisal & Acquisition of Land	-	-	-	-	-	\$ 15,275,000	\$ 15,275,000	12.3%
Integrated Project Management Office Lease	-	-	-	-	\$ 260,316	\$ 682,770	\$ 943,086	0.8%
Contingency	-	-	-	-	-	\$ 3,000,000	\$ 3,000,000	2.4%
Total Project Cost	\$ 237,065	\$ 3,535,148	\$ 4,856,232	\$ 14,257,207	\$ 31,915,018	\$ 69,322,550	\$ 124,123,220	100.0%
Sources of Funds								
TDA Art 4	\$ -	\$ 555,871	\$ 3,016,571	\$ -	\$ -	\$ -	\$ 3,572,442	2.9%
AC & TDA Admn	237,065	571,908	16,163	(308,639)	58,589	-	575,086	0.5%
FAU Cash	-	-	1,662,979	125,844	498	-	1,789,321	1.4%
TCRP MTA Cash*	-	-	-	14,440,002	31,855,931	69,322,550	115,618,483	93.1%
RIF(State Intergovernmental)	-	2,407,369	160,519	-	-	-	2,567,888	2.1%
Total Project Funding	\$ 237,065	\$ 3,535,148	\$ 4,856,232	\$ 14,257,207	\$ 31,915,018	\$ 69,322,550	\$ 124,123,220	100.0%

* TCRP MTA Cash is a primary funding source in FY10 and FY11. Transactions are currently in process to fully fund the FY10 and FY11 TCRP expenses, as shown above, from this source.