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**REVISED
PLANNING AND PROGRAM COMMITTEE
APRIL 17, 2013**

SUBJECT: DORAN STREET GRADE SEPARATION**ACTION: APPROVE CONTRACT FOR DORAN STREET CROSSING GRADE SEPARATION****RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to:

- A. Negotiate and execute a five-year, cost plus fixed fee (CPFF) contract under RFP No. PS2415-3046 with HNTB, Inc., for the Doran Street Crossing Grade Separation Project engineering services, for an amount not-to-exceed \$5,774,644, inclusive of two one-year options;
- B. Negotiate and execute a contract with the next most qualified proposer, should staff be unable to conclude negotiations with HNTB, Inc.

ISSUE

In May 2011, the Metro Board authorized \$6.6 Million for improving the safety of the intersection of Doran Street and the Metro owned right-of-way operated by Metrolink. A portion of these funds will be used to fund the engineering and environmental work necessary for the grade separation of this intersection. Since the Board motion was passed, additional funding has been obtained that will fund the construction of the grade separation of this roadway. This project has support from local council districts and agencies, the Federal Railroad Administration (FRA), Caltrans, California Public Utilities Commission, Metrolink, the cities of Los Angeles and Glendale, and the California High Speed Rail Authority.

DISCUSSION

The at-grade crossing of Doran Street with Metro owned right-of-way operated by Metrolink has been the subject of concern for several years. This crossing has

significant truck and vehicle traffic as well as 90 passenger and freight trains per day. As mitigation for the development of a new crossing at Flower Street, the city of Glendale has been working with the California Public Utilities Commission (CPUC) to close the Doran Street crossing. The Broadway/Brazil crossing immediately adjacent to Doran Street will be upgraded as part of that mitigation agreement along with three other at-grade crossings in Glendale.

Since the Metro Board action, staff has been working towards the advancement of a solution to the challenges related to this crossing. There have been discussions with Metro and Metrolink Board members in close coordination with Metrolink regarding the ultimate grade separation. In addition, the Regional Rail team has been involved with hearings and arbitrations initiated by the CPUC. As part of these efforts, the Regional Rail team has been working to obtain funding for the construction of a grade separation. Since this crossing is located along the route of the proposed California High Speed Rail Project, staff has worked with the California High Speed Rail Authority (CHSRA) and the Federal Railroad Administration to gain that funding. This project has been ranked as Number 7 in the region in the Memorandum of Understanding with the CHSRA.

Several alternatives of a grade separation have been developed as part of the high speed rail. Furthermore, the city of Glendale looked at an alternative as part of the Fairmont Avenue grade separation. These alternatives will be evaluated for compatibility with the system as well as the community. As part of this effort, an alternative that will allow the closure of the Doran Street at-grade crossing as well as the Broadway/Brazil crossing will be further examined. This alternative will provide additional value through the closing of the second crossing. Any alternative should be acceptable to the community, stakeholders, and emergency response agencies.

Under this Contract, the contractor will perform the following activities: Alternative Analysis, Environmental Clearance, Plans, Specifications, and Estimates, and Construction Support including Public Outreach.

DETERMINATION OF SAFETY IMPACT

This project is the development of a grade separation of a vehicle-railroad crossing and will eliminate the hazards associated with an at-grade railroad crossing.

FINANCIAL IMPACT

The initial funds for these services are included in the FY13 Budget in Project 460065, Measure R commuter rail capital projects. Since this is a multi-year contract, the Executive Officer – Regional Rail will be accountable to budget the costs in future years, including any option(s) exercised.

The environmental, engineering, and construction costs of the grade separation will be with State Proposition 1A and American Recovery and Reinvestment (ARRA) funds. The following is the funding breakdown:

Estimated Project Costs: \$40M

Funding Sources:

<u>Measure R</u>	<u>\$6.6M</u>
<u>Proposition 1A</u>	<u>\$17.6M</u>
<u>ARRA</u>	<u>\$15.8M</u>

ALTERNATIVES CONSIDERED

An alternative to this project would be the upgrade of the existing at-grade crossing. These modifications would include measures that could have a positive effect on the crossing; however, the at-grade crossing will still have the possibility of vehicle-train collisions. After several hearings and arbitrations with the CPUC, and the attempts by that agency to close the crossing, it is determined that there is a significant need to move to a grade separation. Furthermore, it is doubtful that the CPUC would approve of any other improvements other than those identified as interim improvements to be in place through the construction of the grade separation.

NEXT STEPS

Upon approval by the Board, we will finalize negotiations, execute the contract and begin the project.

ATTACHMENTS

A. Procurement Summary

Prepared by: Don Sepulveda, P.E., Executive Officer, Regional Rail
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PROCUREMENT SUMMARY

DORAN STREET CROSSING GRADE SEPARATION

1.	Contract Number: PS2415-3046	
2.	Recommended Vendor: HNTB, Inc.	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: 12/27/12	
	B. Advertised/Publicized: 12/21/12	
	C. Pre-proposal/Pre-Bid Conference: 01/10/13	
	D. Proposals/Bids Due: 01/24/13	
	E. Pre-Qualification Completed: 04/01/13	
	F. Conflict of Interest Form Submitted to Ethics: 03/13/13	
	G. Protest Period End Date: 04/29/13	
5.	Solicitations Picked up/Downloaded: 113	Bids/Proposals Received: 6
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Don Sepulveda	Telephone Number: (213) 922-7491

A. Procurement Background

This Board action is for the approval of an Architectural and Engineering (A&E), qualifications-based procurement issued for Metro's Regional Rail department. The purpose of this procurement is to obtain professional engineering and support services to develop the Doran Street Grade Separation Project including environmental clearance and the development of Plans, Specifications, and Estimates for the construction of the project, construction support, and public outreach.

The RFP was issued in accordance with Metro Acquisition Policies and Procedures and the contract type is Cost Plus Fixed Fee.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 15, 2013, revised the Submittal Requirements to include certifications and to increase page count of Volume 1 Technical Proposal.

A pre-proposal conference was held on January 10, 2013 and was attended by 75 participants. Thirty-six questions were asked and answers released prior to the proposal due date. A total of six proposals were received on January 24, 2013.

B. Evaluation of Proposals/Bids

A total of six proposers responded to this solicitation. A selection committee consisting of staff from Metro's Regional Rail, Community Relations, Diversity & Economic Opportunity, and Procurement departments along with representatives from Metrolink (SCRRA), OCTA, and ACE Construction Authority was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Degree of the Skill and Experience of the Team (35%)
- Effectiveness of Project Management Plan (30%)
- Project Understanding (35%)

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional engineering services type of procurements. Several factors were considered when developing these weights, giving the greatest importance to the capabilities, skills, and experience of the team and their understanding of the project and its challenges.

Per state and federal law requirements, procurements for A&E services use qualifications-based procurement procedures. Price was not an evaluation factor.

Of the six proposals received, three firms were determined to be outside the competitive range and were not included for further consideration. The three firms within the competitive range are listed below in alphabetical order:

1. CH2M HILL, INC.
2. HNTB, INC.
3. URS CORPORATION

Summary of the evaluation process: During the weeks of January 28, 2013 to February 12, 2013, the Source Selection Committee (Committee) members evaluated the technical proposals. The Committee met on February 12, 2013, scored the technical proposals and determined a list of proposers in the competitive range. On February 20, 2013, the Committee interviewed the firms and their proposed teams. The firms' proposed project managers and key personnel for outreach, environmental, and engineering had an opportunity to present their team's qualifications and respond to the Committee's questions. Also highlighted were proposed alternatives and perceived project issues. At the conclusion of the

interviews the Committee met and completed their technical scores based on both written proposals and oral interviews.

The final scoring, after the oral presentations, for the top ranked team is as follows:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	HNTB, Inc.				
3	Degree of the Skill and Experience of the Team	82.50	35.00%	28.87	1
4	Effectiveness of Project Management Plan	86.25	30.00%	25.87	
5	Project Understanding	99.50	35.00%	34.82	
6	Total		100.00%	89.56	

HNTB, Inc.

HNTB, Inc., (HNTB) has significant related experience on multiple comparable projects with five grade separation projects in the past five years. HNTB provided a thorough understanding of all issues and aspects of the project with excellent approach to alternatives recommendations. HNTB has extensive experience with local agencies and showed a strong understanding of the impacts of the project and immediate environmental concerns.

HNTB proposed a team of nine subcontractors and demonstrated a cohesive team with clear strategies to accomplish the work. HNTB’s Project Manager has strong directly-related experience with a proven track record delivering grade separations.

HNTB has a clear understanding of the project issues and objectives as demonstrated by past performance and proposal recommendations addressing all aspects of the required services. HNTB’s team possesses the breadth of knowledge for all phases of the project.

The Evaluation Committee recommends selecting HNTB for contract award.

C. Cost/Price Analysis

The recommended contractor’s cost proposal is being evaluated in compliance with all requirements of Metro Acquisition Policies and Procedures. Staff is conducting a comprehensive evaluation to determine that the contractor’s rates are fair and reasonable based upon an independent cost estimate, cost analysis including MASD audit, technical evaluation, fact-finding, clarifications, and negotiations.

Proposer Name	Proposal Amount	Recommended NTE Amount
HNTB, Inc.	\$5,774,644	\$5,774,644

D. Background on Recommended Contractor

The recommended firm, HNTB, Inc., (HNTB) is headquartered in Kansas City, Missouri, with offices worldwide including 601 West 5th Street, Suite 1000, Los Angeles, CA 90071. HNTB is an employee-owned infrastructure solutions firm with a record of providing innovative rail and transit solutions to some of the nation's largest transit and rail authorities. HNTB has provided services in Southern California for over 35 years to many public and private customers including Caltrans and the City of Los Angeles. HNTB's projects with Metro include the I-405 Sepulveda Pass Widening Design-Build, Sepulveda Transit Corridor Planning and Feasibility, and the Antelope Valley Line Infrastructure Improvement Strategic Plan.

The firm has been in business since 1914 and is a strong leader in engineering consulting and construction management. HNTB is ranked Number 1 in transportation in California by *Engineering News-Record*.

The proposed Project Manager Pat Somerville, P.E., has over 26 years experience leading complex transportation projects in Southern California including the planning, environmental clearance and design of 16 local grade separation projects. Mr. Somerville also has 12 years experience working with the public sector and knows local agency processes.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) requirement for this solicitation. HNTB made a 26.47% SBE commitment.

SMALL BUSINESS GOAL	SBE 25%	SMALL BUSINESS COMMITMENT	SBE 26.47%
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	SBE Subcontractors	% Committed
1.	Arellano Associates, LLC	3.04%
2.	BA, Inc.	9.31%
3.	Chris Nelson & Associates	2.66%
4.	Earth Mechanics	2.57%
5.	Lynn Capouya	2.70%
6.	SafeProbe	0.60%
7.	Sapos Environmental	2.08%
8.	Terry A. Hayes & Associates	3.51%
	Total SBE Commitment	26.47%

F. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	Arellano Associates	Public Outreach & Communication
2.	BA Inc.	Utility and Drainage Design
3.	Chris Nelson & Associates	Land Surveying, Mapping Services, GPS, Aerial Mapping and Title support
4.	Earth Mechanics	Geotechnical Engineering
5.	Lynn Capouya	Landscape Architecture
6.	Overland, Pacific & Cutler	Right of Way Cost Estimating & Draft Relocation Impact Document
7.	SafeProbe	Potholing Services
8.	Sapphos Environmental	Environmental Consulting
9.	Terry A Hayes	Environmental Planning