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REVISED

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2009**

**SUBJECT: CONTRACT E0117, CRENSHAW TRANSIT CORRIDOR ADVANCED
CONCEPTUAL ENGINEERING / PRELIMINARY ENGINEERING**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

- A. Authorize the Chief Executive Officer (CEO) to negotiate and award a 9-year cost-plus fixed fee contract, Contract No.E0117, for Advanced Conceptual Engineering, and subsequent phases (options) for preliminary engineering, design-build contract bid support, design support during construction and start-up support services for the LRT Alternative to Hatch Mott McDonald, for an amount not to exceed \$10.4 million to perform Phase I, Advanced Conceptual Engineering. (See Attachment A1 – Procurement Summary, Attachment A2 – Procurement History, Attachment B – Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) Summary);
- B. Establish Contract Modification Authority for 10% of the not-to-exceed value of Phase I, 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 we be unable to conclude negotiations with Hatch Mott McDonald, the authority to negotiate and execute a contract with the next most qualified proposer; and
- D. Authorize the execution of Third Party Agreements with the Cities of Los Angeles, Inglewood, and El Segundo to support Advanced Conceptual Engineering and Preliminary Engineering for FY10 for a total amount for all three cities not to exceed \$560,000.

RATIONALE

Background

The Crenshaw Transit Corridor project is a north-south transit fixed-guideway investment connecting the South Bay to the mid-City area of Los Angeles with service to Los Angeles International Airport (LAX), the City of El Segundo, the City of Inglewood

and several communities along Crenshaw Boulevard in the City of Los Angeles. It is a Measure R project and is contained in the constrained element of the adopted 2009 Long Range Transportation Plan (LRTP) with a planned completion date of 2018.

In April 2007, the Board awarded contracts to: (1) complete the Alternatives Analysis, federal and state environmental clearance and conceptual engineering; and (2) to conduct public outreach. Since then, we released the Draft Environmental Impact Statement / Draft Environmental Impact Report (DEIS/DEIR) for public comment. The 45-day comment period closed on October 26, 2009. Based upon the technical analysis of the performance and environmental impacts of alternatives, the Board is considering the adoption of a Locally Preferred Alternative at its December 10, 2009 meeting.

To complete the environmental analysis after the selection of the Locally Preferred Alternative, more detailed design is necessary as part of the Final EIS/EIR to address environmental impacts and to refine cost estimates. The procurement of Contract No.E0117 is for engineering and design management services during advanced conceptual engineering in support of the final environmental review with tasks to be activated for later phases including completion of preliminary engineering (including preparation of design/build contract documents), design support during construction, and start-up support services. 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 Final Environmental Impact Statement / Final Environmental Impact Report (FEIS/FEIR) in late 2010. **These separate contract teams are listed in Attachment C.** The approval of the recommendations will enable the environmental clearance to be completed to meet the project's Measure R expected completion date.

Procurement Process

A Request for Proposals (RFP) for the Advanced Conceptual Engineering / Preliminary Engineering contract was issued June 26, 2009 with responses due on August 25, 2009. Because two different alternatives requiring significantly different qualifications and design expertise were active at the time of the procurement, the RFP solicited proposals separately for the two alternatives (the LRT Alternative and the BRT Alternative). Responses were submitted for each Alternative.

Schedule

With successful negotiation and execution of the Contract, the Notice to Proceed will be given to the selected team with the initial phase of work taking place through 2011. Three subsequent phases may extend work through a 9-year period to the estimated commencement of revenue service in 2018. Staff will return to the Board to seek approval to enter into subsequent phases.

Summary of Recommended Firms

Hatch Mott McDonald is recommended for the LRT Alternative.

Third-Party Agreements

During Advanced Conceptual Engineering and future design phases, we will require assistance and design review by third parties – municipal jurisdictions, utilities, and other entities. We typically develop formal agreements with municipalities that would be involved in providing data and reviewing plans and project documents. The total amount required for the Cities of Los Angeles, Inglewood, and El Segundo for FY10 is projected not to exceed \$560,000.

FINANCIAL IMPACT

Funding of \$4.19 million for this project is included in the FY10 budget in cost center 4330 (South Bay Area Team), in project 465512 (Crenshaw Transit Corridor Project), in account 50316 (Services Professional/Technical), Task 02.03 for the Advanced Conceptual Engineering / Preliminary Engineering and Third Party agreements. Since this is a multi-year project, it will be the responsibility of the cost center manager and the Chief Planning Officer and Chief Capital Management Officer for budgeting expenditures in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for this project (including Third Party agreements) will be from Measure R Funds dedicated to the Crenshaw Transit Corridor and therefore are not available for bus and capital and operating expenditures.

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 advanced conceptual engineering contract is essential to completing the FEIS/FEIR. If the Board chooses not to enter the Third Party Agreements, it will require more time to review the project plan and document and, therefore, it will increase the time for project design and construction. The cost and schedule impacts would delay the mobility, accessibility, and economic development opportunities associated with the Crenshaw Transit Corridor Project.

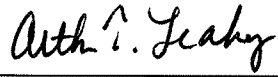
ATTACHMENT

- A1. Procurement Summary
- A2. Procurement History
- B. Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) Summary
- C. Summary of Active Contracts for the Crenshaw Transit Corridor**

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**BOARD REPORT ATTACHMENT A1
PROCUREMENT SUMMARY**

**CONTRACT E0117, CRENSHAW TRANSIT CORRIDOR ADVANCED CONCEPTUAL
ENGINEERING / PRELIMINARY ENGINEERING**

1.	Contract Number: E0117		
2.	Recommended Vendor: Hatch Mott MacDonald		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$TBD	Recommended Price: \$TBD	
4.	Contract Type: PROFESSIONAL SERVICES		
5.	Procurement Dates:		
	A. Issued: June 26, 2009		
	B. Advertised: July 20, 21, 22, and August 8, 2009		
	C. Pre-proposal Conference: July 8, 2009		
	D. Proposals Due: August 25, 2009		
	E. Pre-Qualification Completed: TBD		
	F. Conflict of Interest Form Submitted to Ethics: August 25, 2009		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 20%	Date Small Business Evaluation Completed: November 5, 2009	
	Small Business Commitment: 28.28 %		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 952	Bids/Proposals Picked up: 55	Bids/Proposals Received: 6
8.	Evaluation Information:		
	A. Bidders/Proposers Names: Hatch Mott MacDonald PB Americas STV	<u>Bid/Proposal Amount:</u> N/A	<u>Best and Final Offer Amount:</u> \$ N/A
	B. Evaluation Methodology: Details are in Attachment A2 Part B		
9.	Protest Information:		
	A. Protest Period End Date: November 16, 2009		
	B. Protest Receipt Date:		
	C. Disposition of Protest Date:		
10.	Senior Contract Administrator: VALERIE DEAN	Telephone Number: 213-922-1032	
11.	Project Manager: RODERICK DIAZ	Telephone Number: 213 922-3018	

BOARD REPORT ATTACHMENT A2 PROCUREMENT HISTORY

A. Background on Contractor

Hatch Mott MacDonald is an award winning full service consulting engineering firm offering public and private clients multi-disciplinary expertise and comprehensive capabilities in planning, project development, studies and analysis, design, procurement, construction engineering and inspection; project, program and construction management, and facility maintenance and operations.

With roots that date back more than 100 years and a worldwide pool of nearly 20,000 employees to draw upon, Hatch Mott MacDonald is a North American company which has earned a reputation for technical excellence, innovation, and client responsiveness on some of the most prominent and challenging projects. Hatch Mott MacDonald has an extensive track record of major accomplishments in the fields of transportation, tunnels, water supply, wastewater, environment, gas pipelines, buildings, and utilities.

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.

MTA issued a Request for Proposal (RFP) on June 26, 2009. Advertisements of the RFP were placed in the La Opinion on 07/20/09, the South Bay Daily Breeze on 07/21/09, the Orange County Register on 07/22/09, the L.A. Watts Times on 07/23/09, and the Korea Times on 08/05/09. Additionally, the RFP was listed on the MTA Internet website. MTA Vendor Relations sent out approximately 952 post cards, and 239 e-mails to firms listed in the MTA's vendor database, notifying them of this procurement. The "Disadvantaged Business Enterprise Anticipated Level of Participation (DALP)" was set at 20 percent. The DALP is not a condition of award or responsiveness.

MTA held a pre-proposal conference on July 8, 2009, in the Board Room on the 3rd floor. There were approximately 98 representatives from numerous firms that signed-in at the pre-proposal conference.

The qualification proposals were received on August 25, 2009. Cost proposals were received August 25, 2009.

The proposal evaluation team determined Hatch Mott MacDonald to be most qualified proposer.

BOARD REPORT ATTACHMENT B

CONTRACT E0117, CRENSHAW TRANSIT CORRIDOR ADVANCED CONCEPTUAL ENGINEERING / PRELIMINARY ENGINEERING

PRIME CONTRACTOR – Hatch Mott MacDonald

The recommended awardee listed the below certified DBE firms for a DALP participation of 28.28% based on the non-negotiated price. The final DALP participation will be determined based on the final negotiated contract price.

Small Business Commitment

Anil Verma Associates	13.32%
Earth Mechanics	1.82%
UltraSystems	1.81%
Wagner Engineering & Survey	3.82%
Katherine Padilla & Associates	2.58%
The Solis Group	3.50%
Epic Land Solutions	<u>1.43%</u>

Total DALP Commitment 28.28%

Other Subcontractors

IBI Group
DCA Civil Engineering Group
JL Patterson & Associates
Jacobs Engineering Group
McKissack & McKissack
Wilson Ihring & Associates
PQM, Inc.
HJW Geospatial Inc.
SoCal Drilling Rig Rental
Middle Earth CPT Rental

**BOARD REPORT ATTACHMENT C
SUMMARY OF ACTIVE CONTRACTS FOR THE CRENSHAW TRANSIT CORRIDOR**

Alternatives Analysis, Environmental Clearance & Conceptual Engineering

Prime Contractor: PB Americas Inc.

Subcontractors:

Camp Dresser & McKee Inc.

Fehr & Peers / Kaku (F&P)

Leighton Consulting Inc.

LKG-CMC

PB Consult

RAW International

Terry Hayes Associates (TAHA) LLC

Telvent Farradyne

Wilbur Smith Associates

Facilitation Of Community Participation (Outreach)

Lee Andrews Group, Inc.