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**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2011**

**SUBJECT: RESTORATION OF HISTORIC STREETCAR SERVICE IN
DOWNTOWN LOS ANGELES**

**ACTION: AWARD CONTRACT FOR ENVIRONMENTAL DOCUMENTATION
WITH OPTIONS**

RECOMMENDATIONS

A. Authorize the Chief Executive Officer (CEO) to:

1. Award and execute a firm fixed cost contract with options, Contract No. PS10-4320-2618, to HDR Engineering, Inc. to provide professional services in an amount not to exceed \$2,260,000 for the Restoration of Historic Streetcar Service in Downtown Los Angeles (Attachment A contains Procurement Summary). The initial tasks, in an amount not to exceed \$1,160,000, include Documentation of Alternative Analysis (AA), Advanced Conceptual Engineering (ACE), and Environmental Technical Studies. Upon request by, and predicated on the approval of funds by the Community Redevelopment Agency-City of Los Angeles (CRA/LA) and execution of reimbursement agreements with LACMTA, the options, when executed would not exceed an amount of \$1,100,000 and are as follows:

- Option A in an amount not to exceed \$218,182 for completion of a Draft and Final Environmental Study/Report/Assessment;
- Option B in an amount not to exceed \$268,299 for completion of Federal Transit Administration (FTA) Small Starts Application;
- Option C in an amount not to exceed \$613,519 for additional Scope and Service: Geotechnical Report Summary, Utility Relocation, and Traffic Signal Modification Design; and

B. Amend the FY11 Budget by adding one Project Manager for the duration of the project to provide project management support. The FTE will be re-evaluated through the budget process, once the project is completed.

ISSUE

At its February 18, 2010 meeting, the LACMTA Board of Directors agreed to serve as the agency for coordinating the AA and the Environmental Review for this project, and directed staff to begin the AA consistent with federal guidelines. Further, the Board agreed to appropriate the budget and staffing resources necessary for the Project. Upon completion of the environmental review and FTA clearance, LACMTA staff will submit all documents and final records to the appropriate agency designated by the City of Los Angeles. In response to Board directives, staff released a Request for Proposal (RFP) on November 1, 2010 for the AA and Environmental Review. On December 7, 2010 proposals were received and reviewed. The final contract value is subject to the pre-award audit, and under no condition can exceed the amount recommended in this report. Board approval is needed so that work can commence on the project's development.

DISCUSSION

The Restoration of Historic Streetcar Service in Downtown Los Angeles project is included in the strategic unfunded section of the adopted Long Range Transportation Plan (LRTP). This project has not previously received LACMTA development or planning funds. Restoration of streetcar service would provide additional circulation in the Central Business District of Los Angeles and serve to link various districts in the downtown area not covered by the Metro Subway or proposed Regional Connector.

LACMTA has focused its limited resources to complete the LRTP and Measure R funded projects. LACMTA has also performed as the Lead or Responsible Agency for other agencies in the preparation of environmental analyses and documentation.

Background

The Restoration of the Historic Streetcar Service in Downtown Los Angeles project is a key component of the Downtown Los Angeles "Bringing Back Broadway" Revitalization initiative. This project has had considerable local stakeholders' support and public-private partnership involvement to help finance the planning and future construction of the historical streetcar service system. The project study area for the Restoration of Historic Streetcar Service in Downtown Los Angeles is bounded by Cesar Chavez Avenue, Chinatown, and Union Station to the north, Washington Boulevard to the South, Los Angeles Street to the east and the Pasadena Freeway (I-110) to the west (Attachment B contains project study area map). The core alignment is generally envisioned to connect Chinatown to Olvera Street, otherwise known as "El Pueblo Historical Monument" and the re-emerging South Park Community. The increasing downtown residential population combined with new business establishments, retail and entertainment venues can be re-connected with the historical streetcar service by providing service to the intermodal transit facilities. The project will be designed to

include an initial segment which can be extended in the future when additional funds become available. The public-private partnership includes LA Streetcar, Inc. (LASI), CRA-LA, downtown property and business owners and the City of Los Angeles. LACMTA has provided technical assistance on current transit operations in the downtown area.

At its February 18, 2010 meeting, the Board of Directors agreed to serve as the agency for coordinating the Alternative Analysis and the Environmental Review for this project. The Board instructed staff to begin the AA consistent with Federal guidelines. On May 5, 2010, staff entered into a funding commitment and repayment agreement with the CRA/LA for this effort. This agreement states that LACMTA agrees to dedicate the budget and staffing resources necessary for the Project and that CRA/LA agrees to reimburse LACMTA for 100% of the costs incurred by LACMTA.

ALTERNATIVES CONSIDERED

Two alternatives were considered: (1) Use LACMTA staff exclusively to conduct the study. This is not recommended since LACMTA does not have sufficient staff due to recent staff reductions; and (2) Not authorizing the CEO to award and execute the consultant contract. Staff does not recommend this alternative as this does not comply with the prior Board direction. In addition, the cost and schedule impacts would delay the mobility, accessibility, and economic development opportunities associated with the future of the Restoration of Historic Streetcar Service in Downtown Los Angeles project.

FINANCIAL IMPACT

Funding of \$348,000 for this project is included in the FY11 budget in Cost Center 4320 (Central Area Team), Project 405510 (Other P&P Planning), and Account 50316 (Professional Services) for (AA) and Environmental Review. The source of funds is a federal earmark in the amount of \$348,000 under the FTA 5339 grant. Additionally, the (CRA/LA) under the 50/50 Bunker Hill Redevelopment City Center has budgeted \$900,000 for this effort, for an estimated total of \$1,248,000. Since this is a multi-year contract, the cost center manager and the Executive Director Countywide Planning will be responsible for budgeting the cost in future years. This would include reimbursement from CRA/LA to LACMTA for all direct and indirect expenditures incurred, and will not impact current or future budgets. LACMTA has entered into a Financial Contribution Agreement for (100%) reimbursable costs associated with this effort including the additional FTE.

Impact to Bus and Rail Operating and Capital Budget

Funding for this project will be reimbursed to LACMTA by the CRA/LA; therefore, these funds are not eligible for use by bus and rail capital and operating projects.

NEXT STEPS

- In Progress, final contract value is subject to the completion of a pre-award audit, and the contract value to be within the Board approved amount
- Coordinate meeting with FTA to ensure an agreed upon NEPA and CEQA process including an acceptable AA
- Notice of Preparation/Notice of Intent

ATTACHMENTS

- A. Procurement Summary
- B. Study Area Map

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Arthur T. Leahy
Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

Restoration of Historic Streetcar Service in Downtown Los Angeles

1.	Contract Number: PS10-4320-2618, Base cost plus options A, B & C	
2.	Recommended Vendor: HDR Engineering, 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	
3.	Procurement Dates:	
	A. Issued: 11-01-10	
	B. Advertised/Publicized: 11-01-10	
	C. Pre-proposal/Pre-Bid Conference: 11-15-10	
	D. Proposals/Bids Due: 12-7-10	
	E. Pre-Qualification Completed: 02-11-11	
	F. Conflict of Interest Form Submitted to Ethics: 12-17-10	
	G. Protest Period End Date: 3-14-11	
	H. Small Business Commitment: 20.1%	
4.	Solicitations Picked up/Downloaded: 178	Bids/Proposals Received: 4
5.	Contract Administrator: Ed Kichi	Telephone Number: (213) 922-3647
6.	Project Manager: Robin Blair	Telephone Number: (213) 922-3074

A. Procurement Background

The purpose of this Request For Proposal (RFP) is to provide an Alternative Analysis (AA) and related supporting environmental work for the "Restoration of Historic Streetcar Service In Downtown Los Angeles". This (RFP) is a standard Architect & Engineering (A&E), qualifications based, negotiated competitive procurement, pursuant to the Brooks Act, where by law, the firm is selected based on technical qualifications, followed by price negotiations. California government codes 4525 through 4529 provide detailed instructions on the selection and negotiation process for A&E contracts.

In the February 18, 2010, meeting, the Board instructed staff to begin an Alternative Analysis consistent with Federal guidelines for the Restoration of the Historic Streetcar Service in Downtown Los Angeles. In response to Board directives, staff released a Request for Proposal (RFP) on November 1, 2010 for the Alternative Analysis and Environmental Review (AA/EA).

In addition to the base requirements of the RFP, there are three options: 1) an Initial Study-Environmental Assessment, 2) a Small Starts Application, and 3) Other Applications, such as Utility Relocation, Vehicle Specifications, Geotechnical Report Summary, etc. Based on minimal risks in performance and a thorough understanding of the technical and performance requirements, this contract is being awarded as a Firm Fixed Price (FFP).

B. Background on Recommended Contractor

HDR Engineering, Inc.

801 South Grand Avenue, Suite 500 Los Angeles, California 90017

In 1917, HDR Engineering Company was founded in Omaha. More than 90 years later, the employee-owned firm has become a respected architecture-engineering company, employing more than 8,000 professionals in more than 185 locations worldwide. HDR collaboratively creates transportation solutions that address long-term environmental, community, and economic challenges. Experience includes current risk assessment and mitigation planning for Caltrans and various related projects across the country.

In 2009, the New Orleans Regional Transit Authority (RTA) engaged HDR to identify long-term public transportation investments, including expansion of the city's existing streetcar system. HDR conducted the New Orleans Central Business District/French Quarter Corridor Alternatives Analysis (AA). HDR utilized fixed rail projects to encourage development of a healthy pedestrian realm. The plan is existing streetcar lines to be incorporated as central urban transit spines in the expanded streetcar system. The RTA board accepted a recommended locally-preferred alternative consisting of three alignments in June 2009. In October 2009, the RTA contracted with HDR to complete environmental assessment and preliminary engineering work over a nine month period.

In March 2010, they worked on two Metro projects: they supported "project environmental reviews and approvals" and in April 2002 they supported the "San Fernando Valley Bus Rapid Transit Project Review of Design Build Invitation for Bid Document" project. Both of these engagements were completed successfully.

C. Evaluation of Proposals/Bids

Proposals were received on December 7, 2010. A total of 4 proposers responded to the RFP. The solicitation was issued in accordance with the Procurement Policy Manual. A Selection Committee was convened and conducted a comprehensive technical evaluation of the proposals received and held oral discussions. Based on the evaluation criteria stipulated within the RFP solicitation, HDR Engineering, Inc received the highest ranking of the four responsive proposals received.

	Bidder/Proposer Name	Bid/Proposal Amount	Best and Final Offer Amount	Note those that were disqualified as explained above:
1.	HDR Engineering, Inc.	\$ 3,321,173	In progress	N/A
2.	PB Americas Inc.			N/A
3.	AECOM Technical Services Inc.			N/A
4.	IBI Group.			N/A

D. Cost/Price Analysis Explanation of Variances

The fair and reasonable price determination will be established after the current on-going MAS audit and negotiations have been completed. An independent cost estimate, technical analysis, and fact finding sessions have all been completed.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) has established a 20% goal. The awardee listed four DBE firms with a commitment of 20.1% inclusive of options A – C.

Small Business Goal	20% DALP	Small Business Commitment	20.1% DALP
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	Subcontractor	% Committed
1.	Inteour	6.6%
2.	The Robert Group	1.7%
3.	Valle Engineering	4.3%
4.	Coast Surveying	7.5%
	Total Commitment	20.1%

The actual commitment will be included in the final contract documents prepared post-negotiation.

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