



Metro

Los Angeles County
Metropolitan Transportation Authority

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PLANNING AND PROGRAMMING COMMITTEE
April 16, 2008

SUBJECT: HARBOR SUBDIVISION TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

Authorize the Chief Executive Officer (CEO) to:

- A. Award a firm fixed-price Contract No. PS-4330-2126 to STV Incorporated for the Harbor Subdivision Transit Corridor to provide professional services for an Alternatives Analysis (AA) and Financial Feasibility Study, Conceptual Engineering and Facilitation of Community Participation with future options for environmental clearance in an amount not to exceed \$2,319,249;
- B. Execute Contract modifications to cover the cost of any potentially unforeseen issues that may arise during the above phase for up to \$231,925; and,
- C. Execute a Memorandum of Understanding with the Southern California Association of Governments (SCAG) in an amount not to exceed \$2,000,000 representing their contribution towards the Study's cost.

RATIONALE

In June 2006, the Board directed, and re-affirmed in January 2007, that an AA study should be undertaken for the Harbor Subdivision Transit Corridor. In order to secure the necessary technical support, staff issued a Request for Proposal (RFP). The RFP covered the AA and Financial Feasibility Study, Conceptual Engineering and Facilitation of Community Participation with options to complete environmental clearance. The options provide the opportunity for the Board to proceed directly into the next phase of work at the conclusion of the AA study. Preliminary Engineering (PE) would be procured under a separate RFP.

Proposals for the Harbor Subdivision were received in February 2008 and were reviewed and evaluated by a Source Selection Committee. The review of the proposals led to the selection of the most qualified proposing consulting firm. The firm recommended for contract award has demonstrated full qualifications to perform the initial AA and Financial Feasibility study and the additional project phases. Before the commencement of any of the additional

phases, we would negotiate and bring back to the Board the necessary contract award actions at the conclusion of the first phase.

SCAG previously agreed to participate in the funding of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-710 Corridor improvements, with the source of SCAG's contribution being federal funds. However, upon consultation with respective federal agencies, SCAG was informed that such federal funds were ineligible for the I-710 EIR/EIS. As a replacement for its contribution to the I-710 Corridor, SCAG agreed to participate, at the same level, in the Harbor Subdivision Transit Corridor using the previously identified Federal Metropolitan Planning Funds (FHWA-PL/FTA 5303). These funds require a 10% local match and we would be responsible for any costs above the \$2.2 million (SCAG dollars plus 10% local contribution).

Background

In 1992, the former Los Angeles County Transportation Commission (LACTC) purchased the majority of the Harbor Subdivision, the mainline of the former Atchison, Topeka & Santa Fe Railway (ATSF) between south of downtown Los Angeles and north of the Ports of Los Angeles and Long Beach. The former ATSF, now Burlington Northern Santa Fe (BNSF), currently operates freight service in the corridor with service frequencies varying by segment.

The Harbor Subdivision connects or runs adjacent to major destinations and transportation hubs including LAX and the Port of Los Angeles. The Corridor traverses eleven jurisdictions (Attachment B) including the cities of Vernon, Huntington Park, Los Angeles, Inglewood, El Segundo, Hawthorne, Lawndale, Redondo Beach, Torrance, Carson and the County of Los Angeles. As it passes through these communities, it traverses developed communities including residential neighborhoods, commercial and warehousing districts and industrial areas including oil fields and refineries. LAX lies to the west of the rail line along Aviation Boulevard near Century Boulevard.

The Project Study Area is approximately 35 miles in length. This includes the 26.36 miles we own, the approximately 2.5 miles to the north of our right-of-way that would provide the connection to Union Station and the approximately 3.5 – 6.0 miles south of our portion of the right-of-way that would provide a possible connection to the Harbor Transitway, Metro Blue Line, Port of Los Angeles/San Pedro or other destinations or transit facilities that would attract potential ridership.

FINANCIAL IMPACT

The funding of \$1.5 million for this contract has been included in the FY09 proposed budget in cost center #4330, project #400229, task #01.02. Any FY08 expenses will be absorbed in the FY08 budget. This project is funded with a combination of federal funds provided by SCAG and a maximum of \$551,174 in Proposition C 25% funds as local match. The Chief Planning Officer and Cost Center manager will be responsible for budgeting expenditures in future years for this multi-year project.

ALTERNATIVES CONSIDERED

Several alternatives were considered including: (1) using in-house resources for completing the AA and Financial Feasibility study, conducting Community Outreach and Conceptual Engineering; (2) re-advertising the contract; and, (3) recommending other proposers. None of the alternatives is recommended. We do not have sufficient staff resources to conduct a study of this magnitude. Further, the proposals received have been evaluated. It has been determined that the recommended contractor has the technical expertise and qualifications to conduct this work within the negotiated price.

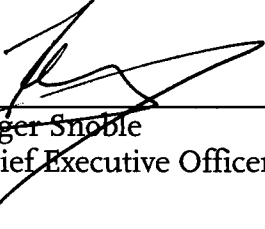
ATTACHMENT(S)

- A. Procurement Summary
- A-1. Procurement History
- A-2. List of Subcontractors
- B. Harbor Subdivision Transit Corridor Study Area

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Kathleen McCune, Transportation Planning Manager, South Bay Area Team
Mayumi Lyon, Contract Administrator



Carol Inge
Chief Planning Officer



For

 Roger Snoble
Chief Executive Officer

**BOARD REPORT ATTACHMENT A
PROCUREMENT SUMMARY
METRO HARBOR SUBDIVISION TRANSIT CORRIDOR STUDY**

1.	Contract Number: PS0843302126		
2.	Recommended Vendor: STV Incorporated		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$2,690,289.00	Recommended Price: \$2,319,249.00	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Firm Fixed Price		
5.	Procurement Dates:		
	A. Issued: 12/20/07		
	B. Advertised: 12/28/08 - 1/3/08 (different advertising mediums)		
	C. Pre-proposal Conference: 1/8/08		
	D. Proposals Due: 2/4/08		
	E. Pre-Qualification Completed: 3/21/08		
	F. Conflict of Interest Form Submitted to Ethics: 2/18/08		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 25% DALP	Date Small Business Evaluation Completed: April 1, 2008	
	B. Small Business Commitment: 43.59% DBE (DALP) Details are in Attachment A-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 47	Bids/Proposals Picked up: 108	Bids/Proposals Received: 3
8.	Evaluation Information:		
	A. Bidders/Proposers Names: STV Incorporated Wilbur Smith TranSystems	Bid/Proposal Amount: \$2,690,289.00 Unopened A&E Unopened A&E	Best and Final Offer Amount: \$2,319,249.00 ----- -----
	B. Evaluation Methodology: Cost Analysis details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 4-21-08		
	B. Protest Receipt Date: N/A		
	C. Disposition of Protest Date: N/A		
10.	Contract Administrator: Mayumi Lyon Ales	Telephone Number: 922-4020	
11.	Project Manager: Kathleen McCune	Telephone Number: 922-7241	

**BOARD REPORT ATTACHMENT A-1
PROCUREMENT HISTORY
METRO HARBOR SUBDIVISION TRANSIT CORRIDOR STUDY**

A. Background on Contractor

STV Incorporated is located at 1055 West Seventh Street, Suite 3150, Los Angeles, CA 90017.

STV Incorporated was established in 1912 as a multidisciplinary planning, environmental, engineering, architectural, and construction management firm. Their major area of business is planning and designing transportation systems. STV offers a full range of transportation planning services, including needs assessment, operations planning, simulations, feasibility studies, alternatives analyses, environmental assessments, economic and financial evaluations, transportation modeling, and capital/operating cost studies.

STV has a long history of planning and development of transit systems. They have completed and ongoing assignments with Metro, including the Orange Line BRT Design-Build project, the Red Line Station Canopies Concept Design, the Metro rapid transit program, and feasibility studies and construction management for the Pasadena Gold Line, all to Metro's satisfaction.

STV has overseen numerous New Start projects across the nation and has provided multidisciplinary services to develop and expand transportation networks for Metro, SCRRA Metrolink, RCTC OCTA, SANBAG, SANDAG, NCTD, BART, MUNI, Amtrak, JPB/Caltrain, and the CHSRA as well as some of the largest agencies nationwide, including NYC Metropolitan Transportation Authority, Long Island Railroad, Metro-North Commuter Railroad, the Port Authority of New York and New Jersey, New Jersey Transit, the Massachusetts Bay Transportation Authority, Chicago Metra, the Maryland MTA, and the Washington Metropolitan Area Transit Authority.

Their most relevant experience includes the Nashville MTA East Corridor Commuter Rail, JFK International Airport AirTrain Light Rail, Dallas Area Rapid Transit Light Rail, and the Massachusetts Bay Transportation Authority Old Colony Greenbush Line Commuter rail.

B. Procurement Background

The Request for Proposal (RFP) is a standard Architect and Engineering (A & E) qualifications based, negotiated competitive procurement, pursuant to the Brooks Act where cost is not a part of the evaluation criteria. This is a procurement, in support of the Metro Harbor Subdivision Transit Corridor Study, to secure an alternatives analysis identifying the feasibility of introducing passenger transportation along the Harbor Subdivision. There are two (2) options included in this procurement. The first option is for Phase II, Draft Environmental Impact Study/Environmental Impact Report and the second option is for Phase III, Final Environmental Impact Study/Environmental Impact Report.

In the Board Meeting Minutes, dated January 25, 2007, item #6 was approved in support of the Harbor Subdivision Technical Feasibility Analysis. In the Special Board Meeting

Minutes, dated June 29, 2006, item #1c. was approved in support of initiating a major investment study for the Harbor Subdivision right-of-way from downtown Los Angeles to Los Angeles International Airport and Wilmington.

The Diversity and Economic Opportunity Department (DEOD) recommended a 25% DBE Anticipated Level of Participation (DALP) goal. Achieving the DALP is a goal but not a condition of the award of the contract.

C. Evaluation of Proposals

The proposal evaluation was conducted in accordance with Metro Procurement Policy and Procedures. The source selection committee conducted a comprehensive technical evaluation, including oral discussions. Each proposal is considered responsive to the project and submittal requirements. Based on the evaluation criteria stipulated within the RFP solicitation requirements, STV Incorporated received the highest ranking of the three responsive proposals received.

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$2,319,249.00 has been determined to be fair and reasonable based upon a Management Audit Services (MAS) pre-award audit, a cost analysis, independent cost estimates, a fact find, technical review, and negotiations.

**BOARD REPORT ATTACHMENT A-2
LIST OF SUBCONTRACTORS
METRO HARBOR SUBDIVISION TRANSIT CORRIDOR STUDY**

PRIME CONTRACTOR – STV Incorporated

DBE Commitment

City Works Design	5.96%
Anil Verma Associates	5.90%
The Robert Group	17.09%
Coast Surveying, Inc.	<u>14.64%</u>

Other Subcontractors

AECOM Consult Inc.
DMJM Harris
KOA Corporation
CDM

Total DBE Commitment 43.59%