



**Metro**

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Metropolitan Transportation Authority

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**PLANNING & PROGRAMMING COMMITTEE  
JUNE 18, 2014**

**SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT**

**ACTION: APPROVE CONTRACT FOR THE RAYMER TO BERNSON DOUBLE TRACK PROJECT**

**RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to negotiate and execute a cost-plus-fixed-fee (CPFF) Contract No. PS2415-3269 with J.L. Patterson and Associates, Inc., for the Raymer to Bernson Double Track Project in an amount not-to-exceed \$6,496,188, inclusive of options. This contract is for a base of two years plus three (3) one-year options.

**ISSUE**

In January 2014, the California Transportation Commission (CTC) allocated \$6.5 million in 1B Intercity Rail (ICR1B) funds to Metro for the Raymer to Bernson Double Track Project for final design. Caltrans requires that Metro execute the contract for final design within six months of funds allocation by July 2014.

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for the final design engineering of the Raymer to Bernson Double Track Project. This will include, but is not limited to, the following:

- Preparation of Plans, Specifications & Estimates (PS&E) and right-of-way engineering for the project;
- California Public Utilities Commission (CPUC) and other necessary permitting;
- Construction phasing to maintain railroad operations throughout construction;
- Stakeholder coordination; and,
- Engineering Support during Bid and Construction.

## **DISCUSSION**

### **Background**

The Raymer to Bernson Double Track Project is located on the Metro owned right-of-way along the Ventura Subdivision, along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) corridor in the San Fernando Valley. LOSSAN is the second busiest intercity rail corridor in the nation with 2.6 million Amtrak boardings per year. Metrolink commuter rail also operates the Ventura Line through the San Fernando Valley.

Currently, a portion of the Ventura Subdivision is double tracked through the San Fernando Valley; however, there is a 6.4 mile single track bottleneck between Van Nuys and Chatsworth. This 6.4 mile operational chokepoint constrains capacity, reduces running times, and requires trains in opposing directions to wait for trains to pass.

This project will add 6.4 miles of second main line track and eliminate the current operational constraint. A second platform and pedestrian underpass will be added at the Northridge Station. Nine grade crossings will be improved to the latest Metrolink design standards. Two railroad bridge structures will be replaced.

This project adds capacity and has the following benefits: improved travel times, improved operational reliability, improved station safety, and enhanced cross-modal benefits to the intercity, commuter, and freight services.

Once completed, and in conjunction with the nearby Van Nuys North Platform Project, the LOSSAN corridor will be fully double tracked from Burbank to Chatsworth.

### **Funding Commitment**

Due to the significant project benefits, Caltrans Division of Rail has identified the Raymer to Bernson Double Track Project as one of the highest priority LOSSAN corridor projects to advance through the environmental and design phases towards eventual construction.

In January 2014, the CTC programmed \$6.5 million in 1B Intercity Rail (ICR1B) funds to the Raymer to Bernson Double Track Project for final design.

<b>FUNDING SOURCE</b>	<b>FINAL DESIGN</b>	<b>TOTAL</b>
Prop 1B (State)	\$6,500,000	\$6,500,000

In January 2014, the Metro Board programmed \$6.5 million to advance the final design of the Raymer to Bernson Double Track Project, subject to reimbursement by Caltrans.

The Raymer to Bernson Double Track Project is fully funded by Caltrans. There is no Metro local match requirement. Metro will be acting under contract to Caltrans Division of Rail to complete 100% final design and prepare construction documents for the project.

Prior to contract award, a funding agreement will be executed with Caltrans to reimburse Metro for project expenses. There is no financial impact to Metro.

### **DETERMINATION OF SAFETY IMPACT**

The Raymer to Bernson Double Track Project will include a new pedestrian underpass at the Northridge Station which will provide pedestrian access to the platform without crossing active railroad tracks. All aspects of the project, including nine grade crossings, will be designed to be in accordance with Metrolink's current design standards.

### **FINANCIAL IMPACT**

The funding of \$6,500,000 for this project is included in the FY15 budget in department 2415, Regional Rail, Project No. 460081, Task 01.01. Since this is a multi-year contract, the cost center manager, and Executive Director, Engineering and Construction will be accountable and responsible for budgeting the cost of future fiscal year requirements.

#### **Impact to Budget**

Source of Funds: \$6.5 million, to be reimbursed with State ICR1B funds from Caltrans, Division of Rail.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to award the contract to J.L. Patterson and Associates, Inc., and decide not to pursue the Raymer to Bernson Double Track Project. This alternative is not recommended due to the significant benefits that the Raymer to Bernson Double Track Project offers to the LOSSAN corridor, including the Metrolink Ventura Line. Caltrans Division of Rail has also identified an additional \$73.8 million in State funding for construction. These funds would otherwise be lost to the Los Angeles County region if the Raymer to Bernson Double Track Project is not accomplished.

### **NEXT STEPS**

Upon approval by the Board, staff will finalize negotiations, execute the contract, and begin the services for the Raymer to Bernson Double Track Project.

### **ATTACHMENTS**

- A. Procurement Summary
- B. Raymer to Bernson Double Track Project Map

Prepared by: Jay Fuhrman, Transportation Planning Manager, (213) 922-2810

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Executive Director, Engineering and  
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Stephanie Wiggins  
Executive Director, Vendor/Contract  
Management

*Arthur T. Leahy*

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Arthur T. Leahy  
Chief Executive Officer

## PROCUREMENT SUMMARY

## RAYMER TO BERNSON DOUBLE TRACK PROJECT

1.	Contract Number: PS2415-3269	
2.	Recommended Vendor: J.L. Patterson & Associates, 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: 03/03/14	
	B. Advertised/Publicized: 02/28/14	
	C. Pre-proposal/Pre-Bid Conference: 03/13/14	
	D. Proposals/Bids Due: 04/03/14	
	E. Pre-Qualification Completed: 05/12/14	
	F. Conflict of Interest Form Submitted to Ethics: 05/12/14	
	G. Protest Period End Date: 06/25/14	
5.	Solicitations Picked up: 35	Bids/Proposals Received: 6
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Jay Fuhrman	Telephone Number: (213) 922-2810

**A. Procurement Background**

This Board Action is for approval of an Architectural and Engineering (A&E) qualifications based contract award for Metro Regional Rail in support of the Raymer to Bernson Double Track Project.

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure, and the contract type is Cost-Plus-Fixed-Fee. Six amendments were issued during the solicitation phase of the RFP.

- Amendment 1, issued on March 10, 2014, changed the time of the Pre-Proposal Conference.
- Amendment 2, issued on March 12, 2014, revised the List of (SBE) Certified Firms to include additional companies.
- Amendment 3, issued on March 17, 2014, provided minutes of the Pre-Proposal Conference and attendee sign-in sheets.
- Amendment 4, issued on March 17, 2014, revised the List of (SBE) Certified Firms to include additional companies.
- Amendment 5, issued on March 19, 2014, revised the List of Certified Firms to include NAICS Code 541330.
- Amendment 6, issued on March 21, 2014, provided answers to questions received regarding the RFP.

A pre-proposal conference was held on March 13, 2014 and was attended by 72 participants. Fourteen questions were asked and answers were released prior to the proposal due date. Six proposals were received by the due date, April 3, 2014.

## **B. Evaluation of Proposals/Bids**

A total of six proposers responded to this solicitation. A Proposal Evaluation Team (PET) consisting of staff from Regional Rail, Caltrans Division of Rail, Orange County Transportation Authority, and the Southern California Regional Rail Authority (Metrolink) was convened and conducted a thorough 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 percent |
| • Effectiveness of Project Management Plan       | 30 percent |
| • Project Understanding                          | 35 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar professional engineering services. Several factors were considered when developing these weights, giving the greatest importance to the experience and qualifications of the personnel and the demonstrated understanding of the project and implementation of the work.

This is an A & E, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law. SBE preference is not applicable to A & E contracts.

Of the six proposals received, five were determined to be within the competitive range. The five firms within the competitive range are listed below in alphabetical order:

1. HNTB Corporation
2. J.L. Patterson & Associates, Inc.
3. RailPros, Inc.
4. Rail Surveyors & Engineers, Inc.
5. STV, Inc.

During the period of April 7, 2014 to April 18, 2014, the PET evaluated and independently scored the technical proposals. The PET met on April 18, 2014 and determined a list of proposers in the competitive range. On April 25, 2014, the PET met to interview the firms and their proposed teams. The firm's proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

Each team's presentation addressed the requirements of the RFP, experience with similar complex engineering tasks, and proposed solutions. Also highlighted were project management plans and perceived project issues. Each team was asked questions relative to each firm's understanding of the project.

At the conclusion of the interviews, the PET met and completed their technical scores based on both written proposals and oral interviews.

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

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>J.L. Patterson &amp; Associates, Inc.</b>				
3	Degree of the Skill and Experience of the Team	84.00	35%	29.40	
4	Effectiveness of Project Management Plan	72.00	30%	21.60	
5	Project Understanding	84.00	35%	29.40	
6	<b>Total</b>		<b>100.00%</b>	<b>80.40</b>	<b>1</b>

**J.L. Patterson & Associates, Inc.**

J.L. Patterson & Associates, Inc. (JLP) has completed similar projects for double-tracking, grade-crossing, and station enhancements throughout Southern California including 11 miles of double-tracking for Riverside County Transportation Authority (RCTC), double track and bridge for North County Transit District, several double track sections for Metrolink and improvements to 53 Metrolink grade-crossings.

JLP's project implementation emphasizes the strong relationships the firm has with the stakeholders involved, Union Pacific Railroad, Amtrak, Metrolink, and expertise in their design standards.

JLP's proposed Project Manager has over 28 years experience successfully delivering transportation and public works projects with similar complex issues such as RCTC's Perris Valley Line extension, Metrolink's Van Nuys station, and for the Gold Line Foothill Extension. JLP's project team includes Small Business Enterprises with a long history performing services for Metro.

**C. Cost/Price Analysis**

The final negotiated amount will comply with all requirements of Metro's Acquisition Policy and Procedure. 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	Negotiated Amount
1.	J.L. Patterson & Associates, Inc.	\$6,496,188	TBD

**D. Background on Recommended Contractor**

The recommended firm, J.L. Patterson & Associates (JLP), headquartered in Orange, California, with offices in Washington, Idaho, and Florida, has been in business since 1990. JLP is a full service railroad transportation-engineering firm specializing in consulting services

for grade separations, track, bridge, and station design. JLP has received top rankings in industry publications. JLP is one of the fastest-growing Hispanic and Women-owned companies in the United States.

JLP was one of the contractors in the original construction of the Metro Blue Line and Red Line, and currently performs successfully for Metro on Contract No. PS100800-2642 for construction management and related professional services. Since 1991 JLP has consistently and successfully performed services for on-going contracts with Metrolink. In addition, JLP has provided services to Amtrak, Union Pacific Railroad, and Caltrans Division of Rail.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 25.00% Small Business Enterprise (SBE) goal for this solicitation. J.L. Patterson & Associates, an SBE Prime, exceeded the SBE goal with a pre-negotiated SBE commitment of 64.46%. Final SBE contract commitment will be determined after negotiations are completed.

<b>SMALL BUSINESS GOAL</b>	<b>SBE 25.00%</b>	<b>SMALL BUSINESS COMMITMENT</b>	<b>SBE 64.46%</b>
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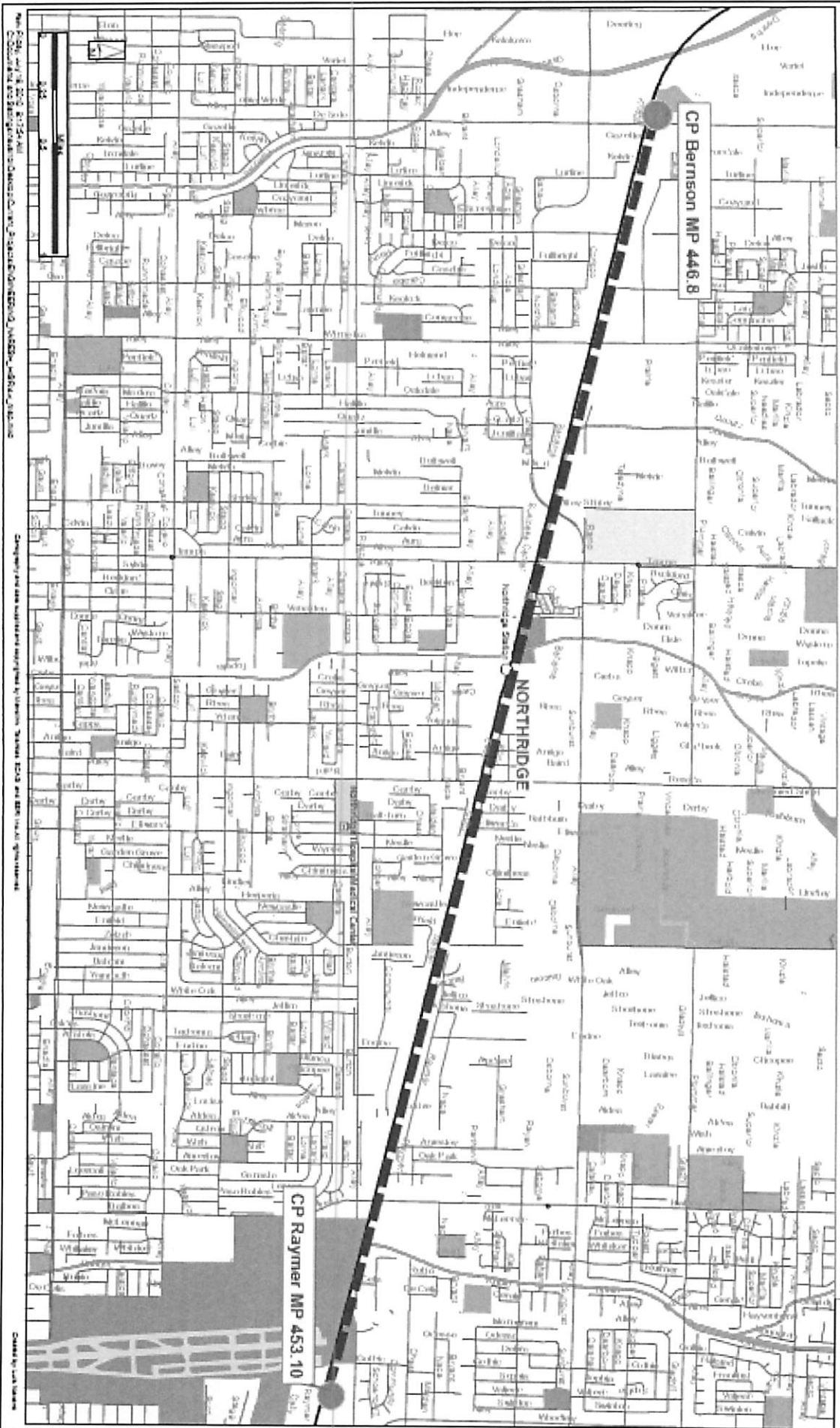
	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	J.L. Patterson & Associates, Inc. (SBE Prime)	39.12%
2.	Diaz Yourman & Associates	2.51%
3.	IDC Consulting Engineers	4.57%
4.	ISIS, LLC	4.89%
5.	Lenax Construction Services	2.46%
6.	LIN Consulting	3.06%
7.	Mia Lehrer + Associates	3.07%
8.	Wagner Engineering & Survey, Inc.	4.77%
	<b>Total Commitment:</b>	<b><u>64.45%</u>64.46%</b>



**F. All Subcontractors Included with Recommended Contractor's Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	Parsons Brinckerhoff	Civil Engineering
2.	CH2M Hill	Management, Scientific, Technical Consulting
3.	Consensus	Public Outreach & Strategic Communications
4.	Diaz Yourman & Associates	Geotechnical Services
5.	IDC Consulting Engineers	Structural Design Services
6.	ISIS LLC	Railway Signal Design
7.	Lenax Construction Services	Cost Estimating & Scheduling
8.	LIN Consulting	Traffic Engineering Services
9.	Mia Lehrer + Associates	Landscape Design & Irrigation
10.	Wagner Engineering & Survey	Land Surveying, Mapping & Right-of-Way Engineering

ATTACHMENT B  
RAYMER TO BERNSON DOUBLE TRACK PROJECT



Map Date: 01/15/2010 09:25:41 AM  
Scale: 1:25,000  
Projection: NAD 83 UTM Zone 12N  
Datum: NAD 83  
Units: Feet

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