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Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2007**

SUBJECT: WESTSIDE EXTENSION TRANSIT CORRIDOR

ACTION: AWARD CONTRACTS AND AMEND THE FY08 BUDGET TO PROVIDE FOR ALTERNATIVES ANALYSIS STUDY, TUNNEL FEASIBILITY REVIEW, CONCEPTUAL ENGINEERING, FACILITATION OF COMMUNITY OUTREACH AND FUTURE OPTIONS

RECOMMENDATION

Authorize the Chief Executive Officer to award and execute:

- A. A firm fixed-price Contract No. PS 4350-2000 to PB Americas, Inc. to provide professional services in the amount of \$3,654,061 for alternatives analysis, tunnel feasibility assessment and conceptual engineering with options for future preliminary engineering and environmental clearance; and
- B. A firm fixed-price Contract No. PS4350-1995 to The Robert Group to provide professional services in the amount of \$650,394 for facilitation of community participation in support of the above contract with options for future phases; and
- C. Contract modifications for up to \$600,000 to cover the cost of any potentially unforeseen issues that may arise during the above phases.
- D. Amend the FY08 Budget by adding \$3.0 million to the STIP-PPM fund to cover the portion of the work to be completed in FY08 plus the addition of a combined total of 1.7 FTEs to Construction, Communications, and Planning Departments.

RATIONALE

In June 2006, the Metro Board directed that Alternatives Analysis studies (AA Studies) should be prepared for a number of new transit corridors. One of these corridors was the Metro Red Line/Metro Purple Line Westside Extension. In order to secure the necessary technical support, Metro staff issued two Requests for Proposals (RFPs) in February 2007. The first RFP covered the alternatives analysis, tunnel feasibility assessment and conceptual engineering (Contract #4350-2000). The second RFP covered the facilitation of community participation (Contract #4350-1995).

The preparation of an Alternatives Analysis Study is the necessary first step in the planning of any Westside extension, including the possibility of extending the Metro Red Line/Metro

Purple Line to the Westside. In order for any Westside Extension to be approved and funded for construction, it must be environmentally cleared through both the federal National Environmental Policy Act (NEPA) and State of California Environmental Quality Act (CEQA) processes. This includes the preparation of an Alternatives Analysis Study, completion of a Draft Environmental Impact Statement/Report (DEIS/DEIR), completion of Preliminary Engineering (PE), completion of a Final Environmental Impact Statement/Report (FEIS/FEIR) and the coordination of a comprehensive public participation/outreach effort.

Proposals for the Westside Extension were received in April 2007 and were reviewed and evaluated by a separate Source Selection Committee for each contract. The review of proposals led to the selection of the most qualified proposing consultant firms.

To address the need for potential additional planning work to environmentally clear the project, the recommended contracts to be awarded include options that could be exercised, at Metro Board direction, at the conclusion of AA. These optional tasks provide the opportunity for the Metro Board to proceed directly into the next phase of work at the conclusion of the AA Study.

The contract for the alternatives analysis, tunnel feasibility assessment and conceptual engineering (Contract #4350-2000) includes three options:

- Option A- Draft EIS/EIR
- Option B - Preliminary Engineering
- Option C - Final EIS/EIR

The contract for facilitation of community participation (Contract #4350-1995) includes four options:

- Option A- Draft EIS/EIR
- Option B - Preliminary Engineering
- Option C - Final EIS/EIR
- Option D- Final Design

The firms recommended for contract awards have demonstrated full qualifications to perform these further planning options. Before such options are exercised, Metro staff would negotiate and bring back to the Board the necessary contract award actions at the conclusion of the AA Phase.

BACKGROUND

The Metro Westside Extension has been an integral element of local, regional and federal transportation planning since the early 1980s. In 1985, an explosion at the Ross Dress for Less Store in the Fairfax District led to a federal prohibition on subway tunneling in that

area. This prohibition has blocked consideration of a Westside subway extension for the past twenty years.

In October 2005, the American Public Transportation Association (APTA) conducted a *Review of Wilshire Corridor Tunneling*. The panel evaluated advances in worldwide tunneling technology and the safety of building and operating transit tunnels in the identified hazard zone in the Fairfax District. The panel concluded that such tunneling would be feasible and could be undertaken at no greater risk than other subway systems in the U.S. As a result, legislation was introduced in Congress to repeal the federal prohibition on subway construction along Wilshire Boulevard. This item was passed (repealed) by the House of Representatives on February 7, 2007 and has now advanced to the U.S. Senate.

The Westside Extension Corridor is included in the Strategic Element of the 2001 adopted Long Range Transportation Plan (LRTP). The emerging 2007 LRTP will consider various options for advancing segments of the Westside Extension into the Constrained or Baseline element of the plan.

The anticipated repeal of the federal funding prohibition would open the possibility once again of federal funding support for this corridor. For this reason, the above studies are being prepared in accordance with federal New Starts funding guidelines that may be available in coming years.

FINANCIAL IMPACT

Approval of this action will amend the FY08 Budget by adding the amount of \$3,000,000 to the STIP-PPM fund for allocation to Project 405518 (Westside Extension Transit Corridor). Since this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

Several alternatives were considered including: (1) using existing Metro resources for completing the AA; tunnel feasibility assessment, conceptual engineering, and conducting community outreach; (2) re-advertising one or both contracts; and (3) recommending other proposers. None of these alternatives are recommended. Metro's Countywide Planning and Development and Regional Communications Departments do not have sufficient resources to complete efforts of these magnitudes. Further, the proposals received have been evaluated. It has been determined that the recommended contractors have the technical expertise and qualifications to conduct this work within the negotiated budget.

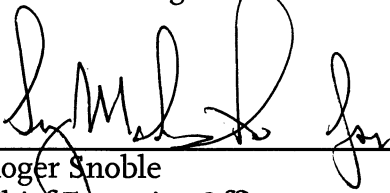
ATTACHMENTS

- A. Procurement Summary- Alternatives Analysis, Tunnel Feasibility Assessment & Conceptual Engineering with options for PE, DEIS/DEIR and FEIS/FEIR
- B. Procurement Summary- Facilitation of Community Outreach with options for PE, DEIS/DEIR, FEIS/FEIR, and Final Design

Prepared by: Barbara Gatewood, Senior Contract Administrator
Jody Feerst Litvak, Constituent Program Manager
Roger Martin, Project Manager – Westside Planning
David Mieger, Deputy Executive Officer – Westside Planning



Carol Inge
Chief Planning Officer



Roger Snoble
Chief Executive Officer

**BOARD REPORT ATTACHMENT A
PROCUREMENT SUMMARY**

**WESTSIDE EXTENSION TRANSIT CORRIDOR PROJECT
Alternative Analysis Study
Tunnel Feasibility Review and Conceptual Engineering,
With Options – Preliminary Engineering, DEIS/DEIR and FEIS/FEIR**

1.	Contract Number: PS4350-2000		
2.	Recommended Vendor: PB AMERICAS INC.		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$4,101,603	Recommended Price: \$3,654,061	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Firm-Fixed Price		
5.	Procurement Dates:		
	A. Issued: 02/14/07		
	B. Advertised: 02/14/07		
	C. Pre-proposal Conference: 03/01/07		
	D. Proposals Due: 04/02/07		
	E. Pre-Qualification Completed: 05/18/07		
	F. Conflict of Interest Form Submitted to Ethics: 06/05/07		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: SBE Goal 25%	Date Small Business Evaluation Completed: 06/01/07	
	Disadvantaged Business Enterprise Anticipated level of Participation established for this project is: twenty-five percent, (25%). Details are in Attachment A-2. PB Americas Inc. plans to utilize the services of five DBE firms for a DALP participation level of 23.41%.		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 500	Bids/Proposals Picked up: 120	Bids/Proposals Received: 2
8.	Evaluation Information:		
	A. Bidders/Proposers Names: PB Americas Inc. DMJM, Harris/STV	<u>Bid/Proposal Amount:</u> \$4,101,603 \$5,567,747	<u>Best and Final Offer Amount:</u> \$3,654,061
	Evaluation Methodology: Qualifications and Cost Analysis Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 06/27/07		
	B. Protest Receipt Date: N/A		
	Disposition of Protest Date: N/A		
10.	Senior Contract Administrator: Barbara A. Gatewood	Telephone Number: 922-7317	
11.	Project Manager: David Mieger	Telephone Number: (213) 922-3040	

**BOARD REPORT ATTACHMENT A-1
PROCUREMENT HISTORY**

**WESTSIDE EXTENSION TRANSIT CORRIDOR PROJECT
Alternative Analysis Study Tunnel
Feasibility Review and Conceptual Engineering,
With Options – Preliminary Engineering, DEIS/DEIR and FEIS/FEIR**

A. Background on Contractor

PB Americas Inc.
444 South Flower Street, Suite 3700
Los Angeles, CA 90071

PB Americas Inc., formerly known as Parsons Brinckerhoff Quade & Douglas, Inc., has been in continuous practice since its founding in 1885. With solid experience in EIS/EIR management/preparation and engineering feasibility, PB Americas Inc. is also recognized by the transportation consulting industry for their ability to guide alternative analysis' (AA) to successful outcomes from start to completion. At present PB Americas Inc. is involved in more than half of the projects in the New Starts pipeline. In FY06 and 07, 74% of New Starts appropriations have been earmarked for PB Americas Inc. projects.

As a prime contractor in support of Metro requirements, PB Americas Inc. has performed satisfactorily on the Engineering Management Consultant (EMC) project; the Eastside Gold Line FEIS/FEIR/PE/FD effort; and the U.S. 101 Freeway Corridor Comprehensive Study; the I-710 Tunnel study; and Pavement Condition Index project.

Other major projects PB Americas Inc. is working on includes the Los Angeles Gold Line (Foothill) Extension; the Central Phoenix LRT AA/EIS/FD/GEC project; the Houston Southeast Universities-Hobby Corridor AA/DEIS/FEIS program; the California High Speed Rail Authority Management Program (currently in the EIR/EIS stage), and recently awarded Metro's Crenshaw-Prairie Transit Corridor.

B. Procurement Background

This is a standard Architect & Engineering (A&E), qualifications based, negotiated competitive firm fixed price procurement; pursuant to the Brooks Act, where cost is not a factor. Government code 4525 through 4529 also applies.

The purpose of this procurement is for prime contractor to perform an alternatives analysis study, tunnel feasibility review and conceptual engineering, with options for preliminary engineering, to develop a draft and final environmental impact study and report for the Westside.

The Diversity and Economic Opportunity Department (DEOD) recommended a twenty-five percent (25%) Disadvantaged Business Enterprise Anticipated Level of Participation (DALP). Achieving the DALP percentage is encouraged and is not a condition of award, nor an issue of responsiveness.

C. Evaluation of Proposals

The solicitation was issued in accordance with the Procurement Policy Manual. A Source Selection Committee was convened and conducted a comprehensive technical evaluation of proposals received and held oral discussions. Based on the evaluation criteria stipulated within the RFP solicitation and responsiveness, PB Americas Inc. has fulfilled the requirements of Metro.

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$3,654,061 dollars for this contract has been determined to be fair and reasonable based upon a Management Audit Services (MAS) pre-award audit, a cost analysis, independent cost estimates, an extensive technical review, fact finding, and negotiations with PB Americas Inc.

**BOARD REPORT ATTACHMENT A-2
LIST OF SUBCONTRACTORS**

**WESTSIDE EXTENSION TRANSIT CORRIDOR PROJECT
Alternative Analysis Study
Tunnel Feasibility Review and Conceptual Engineering
With Options – Preliminary Engineering, DEIS/DEIR and FEIS/FEIR**

PRIME CONTRACTOR – PB Americas Inc.

DBE Participation

Intueor 2.32%
Kal Krishnan Consulting Services... 5.12%
LKG-CMC, Inc.7.31%
Terry A. Hayes Associates, LLC.....3.17%
Wagner Engineering and Survey4.88%

DALP Percentage **23.41%**

Other Subcontractors

Booz Allen, Inc.
Carter & Burgess
CDM
Atwell Consulting Group
Fehr & Peers/Kaku
Financial Research Group
Jenkins/Gales & Martinez, Inc.
MACTEC
PB Consult
Systra Engineering
Torti Gallas and Partners, Inc.
URS Corporation

**BOARD REPORT ATTACHMENT B
PROCUREMENT SUMMARY**

**FACILITATION OF COMMUNITY PARTICIPATION METRO WESTSIDE
EXTENSION TRANSIT CORRIDOR PROJECT**

1.	Contract Number: PS4350-1995		
2.	Recommended Vendor: THE ROBERT GROUP		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$650,394	Recommended Price: \$650,394	
	B. Details of Significant Variances are in Attachment B-1.D		
4.	Contract Type: Firm-Fixed Price		
5.	Procurement Dates:		
	A. Issued: 02/23/07		
	B. Advertised: 02/23/07		
	C. Pre-proposal Conference: 03/07/2007		
	D. Proposals Due: 04/10/07		
	E. Pre-Qualification Completed: 5/21/07		
	F. Conflict of Interest Form Submitted to Ethics: 6/5/07		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: DALP 25%	Date Small Business Evaluation Completed: 6/5/07	
	B. Disadvantaged Business Enterprise Anticipated level of Participation (DALP) established for this project is: 25% details are in Attachment B-2. The Robert Group, a certified DBE, plans to utilize itself and the services of one other DBE firm for a DALP participation level of 55.21%.		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 100	Bids/Proposals Picked up: 75	Bids/Proposals Received: 3
8.	Evaluation Information:		
	A. Bidders/Proposers Names: The Robert Group Strategy Workshop Cerrell and Associates	<u>Bid/Proposal Amount:</u> \$650,394 \$713,207 \$718,017	<u>Best and Final Offer Amount:</u> \$650,394
	C. Evaluation Methodology: Qualifications and Cost Analysis Details are in Attachment B-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 06/27/07		
	B. Protest Receipt Date: N/A		
	C. Disposition of Protest Date: N/A		
10.	Senior Contract Administrator: Barbara A. Gatewood	Telephone Number: 922-7317	
11.	Project Manager: Jody Feerst Litvak	Telephone Number: 922-1240	

**BOARD REPORT ATTACHMENT B-1
PROCUREMENT HISTORY**

**FACILITATION OF COMMUNITY PARTICIPATION METRO WESTSIDE
EXTENSION TRANSIT CORRIDOR PROJECT**

A. Background on Contractor

The Robert Group
3108 Los Feliz Boulevard
Los Angeles, CA 90039

The Robert Group (TRG) has been leading public facilitation, public participation and public outreach on behalf of large infrastructure and master planning projects throughout the City and County of Los Angeles and the state of California for over fifteen (15) years.

TRG firm and principal have a depth of experience and knowledge and is familiar with the history of the Wilshire Corridor and Westside study area. TRG has led or supported corridor specific public participation and community outreach efforts on several related projects including the Mid City Transit Corridor, a recent SCAG/LADOT sponsored Lincoln Corridor study and the MIS and EIR/EIS for the reconfiguration of Santa Monica Boulevard. TRG developed and implemented a strategic outreach plan that provided an appropriate and constructive environment for issue identification, tracking and management, which in turn proved to be instrumental to the solutions development process. TRG's and its team of consultants have experience in managing community outreach and transportation studies such as Metro's North County Combined Highway Corridor Study and the North/South San Fernando Valley Transit Corridor Study, LADOT's Lincoln Boulevard Mobility Study and the City of Santa Monica's 20th and Cloverfield Boulevard Improvement project. Based on their experience TRG has the experience needed for the facilitation and communication strategies for its prior projects and will understand what is required for the outreach efforts for the Westside Extension.

B. Procurement Background

This Request for Proposal (RFP) is a standard competitive negotiated firm fixed price procurement. The purpose of this procurement is for the prime contractor to perform facilitation of community participation for the Westside Extension Transit Corridor Project.

The Diversity and Economic Opportunity Department (DEOD) recommended a twenty-five percent (25%), Disadvantaged Business Enterprise Anticipated Level of Participation (DALP). Achieving the DALP percentage is encouraged and is not a condition of award, nor an issue of responsiveness.

C. Evaluation of Proposals

The solicitation was issued in accordance with the Procurement Policy Manual. A Source Selection Committee was convened and conducted a comprehensive technical evaluation of proposals received and held oral discussions. Based on the evaluation criteria stipulated within the RFP solicitation and responsiveness, The Robert Group has fulfilled the requirements of Metro.

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$650,394 for this contract has been determined to be fair and reasonable based upon a Management Audit Services (MAS) pre-award audit, a cost analysis, independent cost estimates, an extensive technical review, fact finding, and negotiations with The Robert Group.

**BOARD REPORT ATTACHMENT B-2
LIST OF SUBCONTRACTORS**

**FACILITATION OF COMMUNITY PARTICIPATION METRO WESTSIDE
EXTENSION TRANSIT CORRIDOR PROJECT**

DBE PRIME CONTRACTOR – The Robert Group 42.51%

DBE Participation
SIERRA GROUP

12.70%

Other Subcontractors

EIP, a division of PBS&J

GRUEN ASSOCIATES

MEYER, MOHADDES ASSOCIATES

MOORE IACOFANO GOLFSMAN (MIG)

DALP Percentage

55.21%

