

**Board Report**

File #: 2015-1332, **File Type:** Contract

Agenda Number: 19.

~~PLANNING AND PROGRAMMING COMMITTEE~~

~~SEPTEMBER 16, 2015~~

CONSTRUCTION COMMITTEE

SEPTEMBER 17, 2015

SUBJECT: L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to execute a cost-plus-fixed-fee Contract No. AE3319400599 with AECOM for the **L.A. County Grade Crossing and Corridor Safety Program** in the amount of \$3,868,848, inclusive of all design phases. This contract is for three years.

ISSUE

It is the intent of Metro Regional Rail to award a professional services contract to provide engineering services for an analysis of 153 pedestrian and vehicular at-grade crossings and right-of-way in L.A. County. This work includes the completion of a Project Study Reports Equivalent (PSRE) for four at-grade crossings that could be advanced to a grade separation.

DISCUSSION

Metro owns approximately 160 route miles of right-of-way in Los Angeles County that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. As part of this right-of-way, there are approximately 153 at-grade pedestrian and roadway crossings. These crossings are in various areas from urban to rural. In addition, there are varying degrees of warning equipment installed at these crossings.

Since the implementation of the Sealed Corridor program, the SCRRA has upgraded several crossings with state-of-the-art equipment, including in some cases, enhanced pedestrian treatments, four-quadrant gates, and advance preemption. In addition, SCRRA developed a comprehensive guide that identified standards for the design of at-grade crossings.

This program will establish a comprehensive strategy to approach grade crossing safety and mobility on Metro-owned right-of-way operated by SCRRA in Los Angeles County. This strategy will establish the overall approach to crossing enhancements as well as establish the need for additional measures. In particular, this strategy will identify at-grade crossings that could be advanced to grade

separations. In the development of this strategy, an objective analysis will need to be done of each of the crossings. As an overall analysis is completed, a strategy for funding of enhancements will need to be developed. This will also include an approach to utilizing all state and federal opportunities for funding.

As part of this program, the Metro-owned/SCRRA operated right-of-way will be analyzed for opportunities to address trespassing or other issues that would enhance safety. Indicators such as near misses and graffiti locations are indicators of trespasser activity. An analysis of methods addressing right-of-way access through enforcement, fencing, and/or the application of advance technology, will be completed as part of this overall program. In addition, state and federal grant opportunities will be explored as a means of developing these enhancements.

DETERMINATION OF SAFETY IMPACT

The Project will examine approximately 153 at-grade crossings in Los Angeles County. Site-specific safety features will be identified through the FHWA’s Manual on Uniform Traffic Control Devices grade crossing diagnostic process, whereby Metro, Metrolink, and the CPUC will review each crossing in accordance with Metrolink and CPUC best practices.

FINANCIAL IMPACT

In July 2012, the Metro Board authorized \$4.5 million in Measure R 3% funds towards this program. The breakdown of this funding is as follows:

L.A. County Grade Crossing Safety Program	\$2 Million
L.A. County Grade Separation Priority Program	\$500 Thousand
Project Study Reports	\$2 Million
Total	\$4.5 Million

\$1,110,000 for this Project is included in the FY16 budget in department 2415, Regional Rail, Project No. 460071. Since this is a multi-year contract, the cost center manager, and Executive Director, Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract to AECOM and decide not to pursue the L.A. County Grade Crossing and Corridor Safety Program. This alternative is not recommended due to the significant benefits that the project provides to commuter rail transportation in L.A. County.

NEXT STEPS

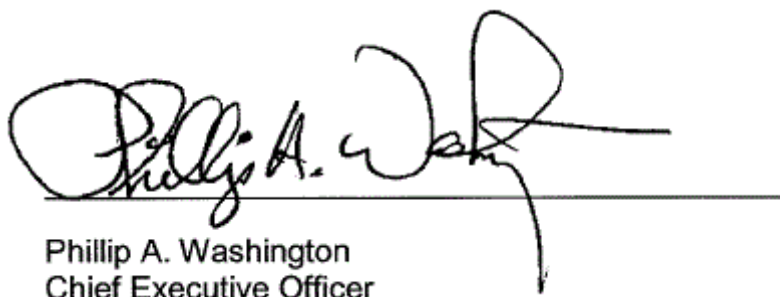
Upon approval by the Board, staff will execute the contract, and begin the services for the L.A. County Grade Crossing and Corridor Safety Program

ATTACHMENTS

Attachment A - Procurement Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

L.A. COUNTY GRADE CROSSING AND CORRIDOR SAFETY PROGRAM

1.	Contract Number: AE3319400599 (RFP No. AE11355241510599)	
2.	Recommended Vendor: AECOM Technical Services, Inc. (AECOM)	
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: March 13, 2015	
	B. Advertised/Publicized: March 10, 2015	
	C. Pre-proposal Conference: March 23, 2015	
	D. Proposals Due: July 10, 2015	
	E. Pre-Qualification Completed: August 4, 2015	
	F. Conflict of Interest Form Submitted to Ethics: August 4, 2015	
	G. Protest Period End Date: September 23, 2015	
5.	Solicitations Picked up/Downloaded: 91	Proposals Received: 7
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Don Sepulveda	Telephone Number: (213) 922-7491

A. Procurement Background

This Board Action is to approve Contract No. AE3319400599 (RFP No. AE11355241510599) for Architectural and Engineering (A&E) services to develop a Los Angeles (LA) County Grade Crossing and Corridor Safety Program (Program). As this is an A&E qualifications based procurement, price cannot be used as an evaluation factor pursuant to state and federal law. The intent of the project is to develop a countywide program that will develop engineering solutions and establish a pattern for enforcement regarding grade crossings and railroad rights-of-way that will enhance safety and mobility. The Contract will be for a term of three years.

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is cost-plus-fixed-fee. This solicitation is exempt from the Small Business Set-Aside Program guidelines. Therefore, the contract may be awarded to a non-SBE firm.

There were two amendments issued during the initial solicitation phase of this RFP:

- Amendment No. 1, issued on March 24, 2015, provided revisions to the solicitation, responses to questions received, and documents related to the pre-proposal conference held on March 23 2015;
- Amendment No. 2, issued on April 1, 2015, provided responses to questions received.

A pre-proposal conference was held on March 23, 2015, attended by 55 participants. There were six questions asked during the pre-proposal conference and an additional 31 questions were asked during the solicitation phase.

There were 91 firms that downloaded the RFP and were included in the planholders list.

On June 10, 2015, Metro received a total of seven proposals from the following firms:

- 1.AECOM Technical Services, Inc. (AECOM)
- 2.Hatch Mott MacDonald (HMM)
- 3.JM Diaz (JMD)
- 4.KOA Corporation (KOA)
- 5.Parsons Brinckerhoff (PB)
- 6.Parsons Transportation Group (PTG)
- 7.Wilson & Company (Wilson)

Due to inconsistencies during the initial evaluation process, which included the premature opening of cost proposals, Amendment No. 3 was issued to the seven proposing firms on June 10, 2015, informing firms that due to the inconsistencies, Metro was returning all technical and cost proposal submittals received (hard copy originals of Volumes I, II, and III).

In order to maintain fair and open competition, Metro provided all proposers that originally submitted proposals, the opportunity to resubmit technical proposals by July 10, 2015. Thereafter, only those firms invited for oral presentations would be required to submit a cost proposal, inclusive of all certifications and DEOD forms, in a sealed envelope.

Upon receipt of the new technical proposals, a new Proposal Evaluation Team (PET) was established to evaluate the technical proposals re-submitted by the above-mentioned firms.

B. Evaluation of Proposals

The PET consisting of staff from Metro's Rail Wayside Systems, Orange County Transportation Authority (OCTA) and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Skill and Experience of the Team 30%
- Project Management Plan 30%
- Project Understanding 40%

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding. The new PET evaluated the proposals according to the pre-established evaluation criteria.

During the week of July 27, 2015, the PET completed its independent evaluation of the seven proposals received. All seven firms were invited for oral presentations on July 30, 2015. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to their proposed staffing plans, perceived project issues, and project approach.

The final scoring, after the oral presentations, determined AECOM to be the most qualified firm. As a result, AECOM's cost proposal was opened for cost analysis and negotiations.

Qualifications of the Recommended Firm

AECOM'S proposed team demonstrated several years of experience on similar projects, have experience in writing crossing manuals, as well as grade crossing safety analysis and grade separation projects. The proposal included a realistic completion schedule and demonstrated an understanding of potential risks and solutions with this type of project. Additionally, AECOM's proposed signal designer, Pacific Railway Enterprises, Inc., is vital to the overall success of the project as the firm has extensive knowledge and experience working with Metrolink and LADOT. The use of two field teams to collect data is important due to the number of stakeholders that will need to be engaged through the course of the project. Overall, the PET felt AECOM strongly demonstrated its understanding of the project and presented a completed team that would be able to deliver.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	AECOM				
3	Skill and Experience of the Team	75.83	30.00%	22.75	
4	Project Management Plan	67.78	30.00%	20.33	
5	Project Understanding	74.00	40.00%	29.60	
6	Total		100.00%	72.68	1

7	PTG				
8	Skill and Experience of the Team	67.50	30.00%	20.25	
9	Project Management Plan	67.22	30.00%	20.17	
10	Project Understanding	69.67	40.00%	27.87	
11	Total		100.00%	68.29	2
12	HMM				
13	Skill and Experience of the Team	66.67	30.00%	20.00	
14	Project Management Plan	57.22	30.00%	17.17	
15	Project Understanding	71.00	40.00%	28.40	
16	Total		100.00%	65.57	3
17	PB				
18	Skill and Experience of the Team	55.00	30.00%	16.50	
19	Project Management Plan	58.33	30.00%	17.50	
20	Project Understanding	67.50	40.00%	27.00	
21	Total		100.00%	61.00	4
22	KOA				
23	Skill and Experience of the Team	69.17	30.00%	20.75	
24	Project Management Plan	43.89	30.00%	13.17	
25	Project Understanding	61.50	40.00%	24.60	
26	Total		100.00%	58.52	5
27	JMD				
28	Skill and Experience of the Team	63.33	30.00%	19.00	
29	Project Management Plan	53.33	30.00%	16.00	
30	Project Understanding	57.50	40.00%	23.00	
31	Total		100.00%	58.00	6
32	Wilson				
33	Skill and Experience of the Team	56.67	30.00%	17.00	
34	Project Management Plan	42.78	30.00%	12.83	
35	Project Understanding	49.83	40.00%	19.93	
36	Total		100.00%	49.76	7

C. Cost Analysis

The recommended price of \$3,868,848 has been determined to be fair and reasonable based upon Metro’s Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated
1.	AECOM	\$4,123,245	\$4,590,000	\$3,868,848

D. Background on Recommended Contractor

The recommended firm, AECOM was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a provider of professional, technical, and management support services in the areas of transportation, planning, and environmental. AECOM has experience working with similar grade crossing projects to those identified under this project as they have delivered safety improvement both nationally and locally such as the Metrolink Sealed Corridor, Empire Avenue Grade Separation, Altamont Corridor/ACEforward Initiative, and Perris Valley Line commuter rail extension projects. AECOM has worked on several Metro projects and has performed satisfactorily.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 26% goal inclusive of a 23% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) for this project. AECOM exceeded the goal by making a 27.18% SBE commitment and 3.54% DVBE commitment.

SMALL BUSINESS GOAL	23% SBE and 3% DVBE	SMALL BUSINESS COMMITMENT	27.18% SBE and 3.54% DVBE
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	SBE Subcontractors	% Commitment
1.	BA Inc.	3.58%
2.	Coast Surveying, Inc.	3.41%
3.	Intueor Consulting, Inc.	6.33%
4.	LIN Consulting	5.21%
5.	Pacific Railroad Enterprises	3.27%
6.	Stack Traffic Consulting	5.38%
	Total SBE Commitment	27.18%

	DVBE Subcontractors	% Commitment
1.	Leland Saylor Associates	3.54%
	Total DVBE Commitment	3.54%

F. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

G. Prevailing Wages

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

H. All Subcontractors Included with Recommended Contractor's Proposal

	Subcontractor	Services Provided
1.	BA, Inc.	Utilities
2.	Coast Surveying, Inc.	Surveying
3.	Intueor Consulting, Inc.	Traffic Studies
4.	Kimley Horn and Associates	Planning Management
5.	Leland Saylor Associates	Estimating
6.	Lin Consulting, Inc.	Traffic/Electrical Engineering
7.	Overland, Pacific & Cutler, Inc.	Right of Way
8.	Pacific Railway Enterprises, Inc.	Rail Signals
9.	STC Traffic, Inc.	Traffic Signals
10.	STV Incorporated	Analysis