

**Board Report**

File #: 2016-0062, **File Type:** Contract

Agenda Number: 23.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

**SUBJECT: METRO GOLD LINE EASTSIDE ACCESS- 1st AND CENTRAL STATION
IMPROVEMENT PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. **AUTHORIZING** the Chief Executive Officer (CEO) to award an eighteen-month firm fixed price contract, Contract No. AE439330011938 (RFP No. AE11938), to **Ted Tokio Tanaka Architects in the amount of \$1,793,023 to perform design services and construction support for the 1st and Central Station Improvement Project;** and
- B. **APPROVING** Contract Modification Authority specific to Contract No. AE439330011938 in the amount of \$268,954.

ISSUE

The Eastside Access Project is a Measure R funded project with a voter approved \$30 million allocation. The funding is intended to improve multi-modal linkages and enhancements from the Gold Line Eastside stations to the surrounding neighborhoods. A portion will be dedicated to the improvements within a one-mile radius of the 1st and Central Station of the Regional Connector Rail Line.

During the development of the project, the series of public improvements (including pedestrian, bicycle and streetscape) per Attachment B to improve access within a one-mile radius of the 1st and Central Station were identified and included in the Connect US Action Plan. The series of improvements within public Right-of-Way (ROW) were then submitted for consideration and awarded TIGER VI funding of \$11,800,000 by the Federal Transit Administration (FTA) in September 2015 to construct the first and last mile improvements. The project total is \$16,800,000, inclusive of the \$5,000,000 local match.

To proceed with the 1st and Central Station Improvement Project, staff requires design services (preliminary and final design) and construction support to provide assistance to the City of Los Angeles who will construct the improvements within their publicly owned ROW.

DISCUSSION

The Eastside Access Project will use a myriad of urban design techniques to enhance pedestrian connections and bicycle infrastructure along all the stations of the Metro Gold Line, including the 1st and Central Station which will replace the existing Little Tokyo/Arts District Station due to the opening of the Regional Connector Light Rail Line. These access improvements will enhance the livability of the existing Little Tokyo and Arts District neighborhoods and facilitate linkages to nearby Union Station with the integration of bicycle and pedestrian access to Metro rail and bus systems.

The project schedule has preliminary and final design being completed by the beginning of 2017 with construction starting shortly thereafter. Staff will continue to work closely with the City of Los Angeles, the Regional Connector Project Team, and other stakeholders during the design process and construction phase to coordinate construction activities within the Regional Connector adjacent project area.

Phase I of the Eastside Access Project in the City of Los Angeles is currently under construction. Phase II of the Eastside Access Project in unincorporated East Los Angeles is in final design and scheduled to initiate construction in Spring 2016. The subject project is a third phase of the Eastside Access Project.

Contract Modification Authority is requested to address the anticipated activities in direct relation to various entities involved in reviewing/approving, current construction and complexity in the development of this project. The Eastside Access 1st/Central Station Improvement Project includes a series of public improvements in close proximity to the current construction activities of the Regional Connector. The project is complex and will require extensive coordination between various local community organizations, City of Los Angeles Departments and the FTA.

DETERMINATION OF SAFETY IMPACT

The 1st and Central Station Improvement Project will improve pedestrian and bicycle safety. The project will be designed in accordance with the policies and requirements of Metro and the City of Los Angeles.

FINANCIAL IMPACT

The funding of \$908,000 for this service is included in the FY16 budget in cost center 4320, Active Transportation Team under project number 460300, Eastside Light Rail Access. Funds for design services are coming from Measure R 35% Transit Capital funds. Construction funds for the improvements will be coming from the FTA TIGER VI grant. Since this is a multi-year project, the cost center manager and the Chief Planning Officer of Countywide Planning & Development will be

accountable for budgeting the cost in future years.

Impact to Budget

The funding for this service will come from Measure R 35% Transit Capital funds. These funds are not available for operations and were identified for this project; therefore, no other sources were considered.

ALTERNATIVES CONSIDERED

The Board could consider not authorizing the contract award. This action is not recommended as \$5 million in Measure R 35% Transit Capital funds are specifically allocated for this project and the FTA will be participating in the construction costs for the 1st and Central improvements. Such action would delay the project's implementation and jeopardize the loss of \$11,800,000 FTA TIGER VI grant funding.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE439330011938 with Ted Tokio Tanaka Architects. Staff will coordinate with the community and the City of Los Angeles to complete the design and the implementation program.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Project Area Map
Attachment C - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1st/ CENTRAL STATION IMPROVEMENT PROJECT/ AE439330011938**

1.	Contract Number: AE439330011938 (RFP No. AE11938)	
2.	Recommended Vendor: Ted Tokio Tanaka Architects	
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: May 14, 2015	
	B. Advertised/Publicized: May 14, 2015	
	C. Pre-Proposal/Pre-Bid Conference: May 21, 2015	
	D. Proposals/Bids Due: June 15, 2015	
	E. Pre-Qualification Completed: September 8, 2015	
	F. Conflict of Interest Form Submitted to Ethics: June 17, 2015	
	G. Protest Period End Date: February 23, 2016	
5.	Solicitations Picked up/Downloaded: 127	Proposals Received: 5
6.	Contract Administrator: Erika Estrada	Telephone Number: (213) 922-1102
7.	Project Manager: Dolores Roybal Saltarelli	Telephone Number: (213) 922-3024

A. Procurement Background

This Board Action is to approve Contract No. AE439330011938 (RFP No. AE11938) for Architectural and Engineering (A&E) services for design development, final design, project costing and stakeholder outreach for the 1st/Central Station Improvement Project. The objective of the work is to develop a sustainable plan to serve and enhance multi-modal access within a one-mile radius of the 1st/Central station along the Regional Connector.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is a firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 5, 2015, provided responses to proposers' questions, provided four reference documents on Metro's File Transfer Protocol (FTP) site for proposers to access available resource documents, provided the pre-proposal conference sign-in sheets, and the planholders' list.

A pre-proposal conference was held on May 21, 2015 and attended by 33 participants representing 30 companies. There were 15 questions asked and responses were released prior to the proposal due date.

A total of 127 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on June 15, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's New Mobility Regional Initiatives, Bike Programs, and Shared Mobility & Implementation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Degree of Skills and Experience | 50% |
| • Effectiveness of Management Plan and Quality | 25% |
| • Understanding of Work and Appropriateness of Approach for Implementation | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design procurements. Several factors were considered when developing these weights, giving the greatest importance to the degree of skills and experience of the team. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Prior to proposals being distributed to the PET for evaluation, DEOD reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. Of the five proposals received, two were deemed non-responsive, Asakura Robinson Company and Baumgartner + Uriu, as these firms were not Metro SBE certified, and therefore, were not eligible for further consideration.

On June 16, 2015, the three proposals deemed as eligible Metro SBE certified firms were distributed to the PET. During the weeks of June 16 to August 3, 2015, the PET completed its independent evaluation of the proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. Base Architecture, Planning and Engineering
2. Ted Tokio Tanaka Architects (TTTA)
3. V&A, Inc.

The final scoring determined Ted Tokio Tanaka Architects to be the highest technically qualified firm.

This project is funded by a grant from the U.S. Department of Transportation Federal Transit Administration (FTA) which requires approvals for the Transportation Investment Generating Economic Recovery (TIGER VI) grant and a Categorical Exemption. Approvals were received September 22, 2015, and December 4, 2015, respectively.

Qualifications Summary of Recommended Firm:

Ted Tokio Tanaka Architects (TTTA), a Metro certified SBE, offers architecture, design, computer aided design, urban design, and project management services. The proposed team demonstrated several years of significant experience on similar projects within the project area, i.e. Little Tokyo/Arts District Station Community Linkages Program, Metro Eastside Extension Little Tokyo/Arts District Subway Station Final Design, Community Linkages for the Eastside Metro Rail Project, Cluster A Union Station, Little Tokyo & Pico/Aliso, the Metro Airport Connector, the Los Angeles Community College (LACC) Red Line Connector project, design for the Little Tokyo/Arts District Goldline Station, Regional Connector Phases I & II engineering and design support during construction, and the Los Angeles International Airport Beautification enhancements project.

The work plan discussed the design development documents, design concepts, project implementation schedule, supplemental engineering, project costing, and the required community outreach program. The outreach approach provides open houses, workshops and community meetings for local residents to understand the project which was responsive and met Metro’s needs.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Ted Tokio Tanaka Architects				
2	Degree of Skills and Experience	42.10	50.00%	84.20	
3	Effectiveness of Management Plan and Quality	20.63	25.00%	82.53	
4	Understanding of Work and Appropriateness of Approach for Implementation	19.47	25.00%	77.87	
5	Total	82.20	100.00%		1

6	Base Architecture, Planning and Engineering				
7	Degree of Skills and Experience	38.57	50.00%	77.13	
8	Effectiveness of Management Plan and Quality	18.57	25.00%	74.27	
9	Understanding of Work and Appropriateness of Approach for Implementation	18.77	25.00%	75.07	
10	Total	75.91	100.00%		2
11	V&A, Inc.				
12	Degree of Skills and Experience	32.50	50.00%	65.00	
13	Effectiveness of Management Plan and Quality	17.70	25.00%	70.80	
14	Understanding of Work and Appropriateness of Approach for Implementation	17.67	25.00%	70.67	
15	Total	67.87	100.00%		3

C. Cost/Price Analysis

The recommended price of \$1,793,023 has been determined to be fair and reasonable based upon Metro’s Management and Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

The negotiated amount includes clarifications to the required environmental efforts. Due to the FTA categorical exemption, there is minimal environmental work and data collection required for the project. Conversely, major coordination efforts are required with various stakeholders such as the Regional Connector project, Los Angeles County Engineers, and the City of Los Angeles. The negotiated amount addresses the major coordination efforts not fully reflected in the independent cost estimate. Metro staff successfully negotiated a cost savings of \$1,705,635 from the firm’s proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Ted Tokio Tanaka Architects	\$3,498,658	\$1,396,942	\$1,793,023

D. Background on Recommended Contractor

The recommended firm, TTTA, located in Los Angeles, California, has been in business for 30 years, is an architecture, master planning, and urban design firm.

TTTA has designed several public, private, commercial, and residential projects in the greater Los Angeles region.

The proposed team is comprised of staff from TTTA and seven subcontractors (two SBE and five non-SBE firms). The proposed team has extensive experience with FTA and TIGER VI grants. Further, the proposed team is very experienced working with Metro, Caltrans, the City of Los Angeles, and the community members involved in the project area. The proposed project manager has more than 22 years of experience. The project manager has extensive knowledge and experience working with the project stakeholders identified in the statement of work. Overall, TTTA's proposal strongly demonstrated project understanding, the required community outreach efforts, and presented a complete, technically qualified team that would be able to successfully deliver the design documents.

LEGEND

-  Metro Rail - Existing
-  Regional Connector - Opening 2019
- Eastside Access**
 -  Streetscape Improvements
 -  Major Intersection Improvements
 -  Crosswalks
 -  Walk/Bike Esplanade
 -  Travel Lane Removal
 -  Class II Bicycle Lanes
- Regional Bike Share**
 -  Bike Share Stations



DEOD SUMMARY

**METRO GOLD LINE EASTSIDE ACCESS
1st/ CENTRAL STATION IMPROVEMENT PROJECT/ AE439330011938**

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Prime/Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Ted Tokio Tanaka Architects, an SBE Prime, is performing 36% of the work with its own workforce and made a total SBE commitment of 41.59%.

	SBE Firm Name	SBE % Committed
1.	Ted Tokio Tanaka Architects (Prime)	36.00%
2.	Sapphos Environmental, Inc.	1.09%
3.	Systems Consulting, LLC	4.50%
	Total Commitment	41.59%

B. Prevailing Wage Applicability

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, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

C. Living Wage Service Contract Worker Retention Policy

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

D. Project Labor Agreement/Construction Careers Policy

The PLA/CCP is not applicable to this contract.