



Board Report

File #: 2018-0303, File Type: Contract

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 17, 2018

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc. for the Eastside Transit Corridor Phase 2 Project to complete the reinitiated environmental clearance study, in the amount of \$7,847,298, increasing the total current contract value from \$19,048,725 to \$26,896,023;
- B. INCREASE in Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, for the Eastside Transit Corridor Phase 2 Project, in the amount of \$784,000, increasing the total CMA amount from \$2,532,711 to \$3,316,711, due to the complexity of the environmental study effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA;
- C. AWARD and execute a 36-month firm fixed price Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. in an amount not to exceed \$16,154,225 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study, subject to resolution of protest(s), if any; and
- D. APPROVE Contract Modification Authority specific to Contract No. AE51242000 in the amount of \$3,230,845 due to the complexity of the engineering and urban design effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA.

ISSUE

Measure M allocates \$6 billion to the Eastside Transit Corridor Phase 2 Project (Project), to be programmed in two cycles. Cycle 1 identifies \$3 billion with a 2029 groundbreaking date and an opening date of 2035. Cycle 2 identifies \$3 billion with a 2053 groundbreaking date and an opening date of 2057. One alignment (yet to be selected) has been identified as potential accelerated project schedule in the Twenty-Eight by '28 project list. A reinitiated environmental study is needed to

identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

Board approval is needed for Contract Modification No. 18, to reinitiate the environmental study and to award and execute Contract No. AE51242000 for the ACE design and urban design services contract to support the reinitiated environmental study.

BACKGROUND

Existing Contract No. PS4320-2003 with the CDM Smith/AECOM Technical Services, Inc. (JV) was effective August 9, 2007. The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was initiated in 2010. The Draft EIS/EIR analyzed the two Build Alternatives --State Route 60 (SR 60) and Washington Boulevard--in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. The project's Draft EIS/EIR was released on August 22, 2014 for an extended public comment period of 60 days. In November 2014, the Board approved carrying forward two Build Alternatives: the SR 60 NSDV and Washington Boulevard. The Board also directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative.

At the May 2017 meeting (Legistar File 2017-0154), the Board received the findings of the Post Draft EIS/EIR Technical Study and approved an updated project definition to include three (3) Build Alternatives for environmental review (Attachment D):

- SR 60 NSDV Alternative;
- Washington Boulevard Alternative with Atlantic below-grade option; and
- Combined Alternative, defined as full build out of the SR 60 NSDV and Washington Boulevard Alternatives.

DISCUSSION

The reinitiated environmental clearance study and supporting ACE work will update the August 2014 Draft EIS/EIR to reflect the new Board-approved project definition. This includes studying potential impacts and completing ACE for a new underground segment and three new stations on the Washington Boulevard Alternative, a modified track alignment for the SR 60 NSDV Alternative, and the added Combined Alternative, which was not studied in the 2014 Draft EIS/EIR. The reinitiated environmental clearance study will also study other project elements to reflect updated environmental baseline conditions.

The environmental analysis work will inform the selection of an LPA by the Metro Board and adhere to NEPA and CEQA requirements. In support of the environmental work, the ACE design work will refine the previously developed conceptual engineering plans and exhibits to a 15% level of design for three (3) Build Alternatives, provide information needed to secure regulatory approval from third party agencies and advance specific design issues raised by key stakeholders and communities in

the study area. The environmental analysis will also address comments received on the project from stakeholders.

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework, as it will provide the communities of the eastern Los Angeles County a more reliable and high quality transit alternative that will help to solve the mobility challenges in the project area and meet the mobility needs of the area's residents and businesses.

The 2014 Draft EIS/EIR identified transit-dependent and low-income populations in the project area with 16 percent of households categorized as low-income, 12 percent zero-vehicle households, and 38 percent of the population being less than 18 or greater than 65 years old. Specific mobility challenges in the project area are limited access to high-quality transit options including the Metro regional rail system, traffic congestion and slow travel times for both transit users and automobile drivers. Due in large part to expected population growth in the project area (reaching 760,000 people by 2035), these challenges are expected to worsen without appropriate transportation alternatives. By 2035, the average peak-period travel time within the project area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively.

The Project will address these issues by introducing a new transportation option to the eastside communities that will connect to the existing Metro Gold Line and the regional Metro rail network. The 2014 Draft EIS/EIR found that the Project could reduce travel times for its users by 10 to 14 percent compared to average peak auto travel time. The Project will also reduce vehicle miles traveled (VMT) in the project area, which could lead to air quality, safety, and livability enhancements for the project area's communities.

The Project will improve access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. Furthermore, with the implementation of Metro's Regional Connector Project (a separate project), residents would be able to take a one-seat ride from eastern Los Angeles County to downtown Los Angeles, University of Southern California (USC), Culver City, and Santa Monica.

All of the aforementioned project benefits will collectively expand economic opportunities and enhance the quality of life for those in the project area. Metro staff will look to Metro's Equity Platform Framework as the Project engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this project is at the environmental study phase.

FINANCIAL IMPACT

The FY 2019 budget includes \$5,028,240 for Professional Services in Cost Center 4310, Project

460232 (Eastside Transit Corridor Phase 2). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds is Measure M 35% Transit Construction. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the previously discussed mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion and limited connections to the regional rail system.

The Project is responsive to these issues by aligning with Vision 2028 Goal #1 - *Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling*, as it will provide a high quality transportation option that will improve transit access, travel time, mobility, and connectivity to Metro's regional transit system. By 2035, the average peak-period travel time within the project study area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively. These challenges highlight the critical need for a high-quality transit option for the communities of eastern Los Angeles County. The Project is expected to reduce travel time by approximately 10 to 14 percent for transit passengers shifting from automobile trips within the project area.

The Project also supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary in order to update the Draft EIS/EIR and inform the selection of a locally preferred alternative, along with delaying the potential for achieving the aspirational schedule set forth in the Twenty-Eight by '28 initiative.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc. to complete the reinitiated environmental clearance study. Staff will also execute Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. to conduct the ACE design and urban design services.

ATTACHMENTS

Attachment A-1- Procurement Summary for PS4320-2003

Attachment A-2- Procurement Summary for AE51242000

Attachment B - Contract Modification/Change Order Log for PS4320-2003

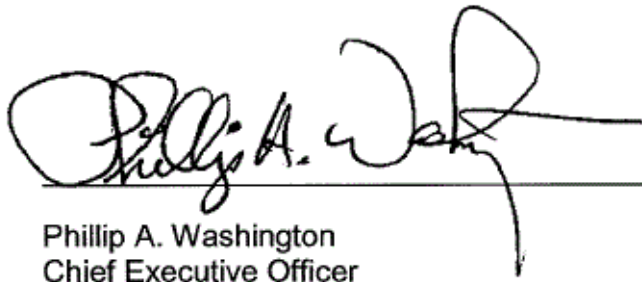
Attachment C-1- DEOD Summary for PS4320-2003

Attachment C-2- DEOD Summary for AE51242000

Attachment D- Project Study Area Map

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**EASTSIDE TRANSIT CORRIDOR PHASE 2 - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE AND CONCEPTUAL ENGINEERING
CONSULTANT SERVICES / PS4320-2003**

1.	Contract Number: PS4320-2003			
2.	Contractor: CDM SMITH/AECOM, a Joint Venture			
3.	Mod. Work Description: Complete the reinitiated environmental clearance study.			
4.	Contract Work Description: Environmental work for the Eastside Transit Corridor Project.			
5.	The following data is current as of: 09/05/2018			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	07/31/2007	Contract Award Amount:	\$2,203,584
	Notice to Proceed (NTP):	08/09/2007	Total of Modifications Approved:	\$16,845,141
	Original Complete Date:	06/04/2008	Pending Modifications (including this action):	\$7,847,298
	Current Est. Complete Date:	10/31/2021	Current Contract Value (with this action):	\$26,896,023
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558	
8.	Project Manager: Laura Cornejo		Telephone Number: (213) 922-2885	

A. Procurement Background

This Board Action is to approve Contract Modification No. 18 issued in support of the reinitiated environmental clearance study. This Contract Modification also extends the period of performance through October 31, 2021.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board awarded firm fixed price Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase II of the Los Angeles Eastside Transit Corridor.

A total of 18 modifications have been executed to date.

Refer to Attachment B - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon previous MAS audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$10,816,148	\$5,191,660	\$7,847,298

The difference between the ICE and the negotiated amount is due to unanticipated significant updates to the environmental analysis previously conducted as part of the 2014 Draft EIS/EIR. This includes new work/analysis required in order to be compliant with Metro's First/Last Mile Policy and Transit Oriented Communities efforts, shifting geotechnical/seismic/soil investigations tasks from the engineering contract to the environmental contract, additional analysis for the refined alternative alignments and increased level of coordination needed with federal, state and local stakeholders during the environmental study process.

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2– A.C.E. DESIGN/ URBAN DESIGN
SERVICES / AE51242000

1.	Contract Number: AE51242000	
2.	Recommended Vendor: Cordoba HNTB Design Partners, 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: February 27, 2018	
	B. Advertised/Publicized: February 27, 2018	
	C. Pre-Proposal Conference: March 5, 2018	
	D. Proposals Due: April 23, 2018	
	E. Pre-Qualification Completed: September 14, 2018	
	F. Conflict of Interest Form Submitted to Ethics: May 8, 2018	
	G. Protest Period End Date: October 18, 2018	
5.	Solicitations Picked up/Downloaded: 77	Bids/Proposals Received: 4
6.	Contract Administrator: Adrian Luesang	Telephone Number: (213) 418-3333
7.	Project Manager: Laura Cornejo	Telephone Number: (213) 922-2885

A. Procurement Background

This Board Action is to approve Contract No. AE51242000 issued in support of the Eastside Transit Corridor Phase 2 Project – Advanced Conceptual Engineering (ACE) Design/Urban Design Services. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a Race Conscious Disadvantaged Business Enterprise (RCDBE) goal of 30%.

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

- Amendment No. 1, issued on March 29, 2018, extended the RFP due date to April 23, 2018.

A pre-proposal conference was held on March 5, 2018 and was attended by 46 participants representing 28 firms. There were nine questions and responses released prior to the proposal due date.

A total of 77 firms downloaded the RFP and were included in the planholder's list. A total of four proposals were received on April 23, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development Mobility Corridors Department, Operations Liaison and Planning Department, and the Executive Office of Transit Project Delivery Department 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 of Team | 15 percent |
| • Experience and Capabilities of Personnel of the Team | 25 percent |
| • Effectiveness of Management Plan | 15 percent |
| • Understanding of Work and Approach for Implementation | 35 percent |
| • Innovation | 10 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) services. Several factors were considered when developing these weights, with the greatest importance given to Understanding of Work and Approach for Implementation.

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

All four proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. Cordoba HNTB Design Partners, Inc.
3. Eastside 2 Design Partners
4. T.Y. Lin International

The PET independently evaluated and scored the technical proposals during the period of May 14, 2018 through May 28, 2018.

The PET scheduled oral presentations for all firms during the week of June 4, 2018. The firms had an opportunity to highlight technical challenges and present innovative solutions. Each firm also presented their proposed project manager, the team's qualifications, and relevant experience on similar projects. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were approaches to station design, identifying a method of service, first/last mile connection studies, and maintaining station operations during

the project phases. Each team was also asked about their techniques to coordinate with the other contractors working on this project, as well as all community stakeholders within the Eastside corridor.

The final scoring, after the oral presentations, determined Cordoba HNTB Design Partners, Inc. to be the highest qualified firm.

Qualifications Summary of Recommended Firm:

Cordoba HNTB Design Partners (Cordoba HNTB) is a joint-venture between Cordoba Corporation and HNTB Corporation. Cordoba Corporation (Cordoba) is a California based company with 34 years of experience with complex, high visibility infrastructure projects throughout California. Cordoba's earliest work in transportation planning began when Los Angeles began its public transportation system. Cordoba now provides comprehensive engineering, program management, and construction management services to suit the public infrastructure needs. Cordoba has significant experience with projects throughout the San Gabriel Valley corridor.

HNTB Corporation (HNTB) has 100 years of experience with planning and designing complex transportation infrastructure projects. In the several years HNTB worked on Metro Projects, HNTB helped develop transit alternatives and improve mobility in the Los Angeles region. HNTB has 70 offices nationwide, staffed with approximately 4000 professionals. Approximately 350 of those professionals are transit planning focused. HNTB brings extensive experience with advanced conceptual engineering and rail and transit projects for 75 agencies throughout the United States.

Following is a summary of the PET evaluation scores:

1	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
2	Cordoba HNTB Design Partners, Inc.				
3	Degree of Skills and Experience of Team	77.60	15.00%	11.64	
4	Experience and Capabilities of Personnel of the Team	81.36	25.00%	20.34	
5	Effectiveness of Management Plan	80.92	15.00%	12.14	
6	Understanding of Work and Approach for Implementation	85.99	35.00%	30.10	
7	Innovation	80.00	10.00%	8.00	
8	Total		100.00%	82.22	1
9	AECOM Technical Services				
10	Degree of Skills and Experience of Team	78.40	15.00%	11.76	

11	Experience and Capabilities of Personnel of the Team	75.60	25.00%	18.90	
12	Effectiveness of Management Plan	74.21	15.00%	11.13	
13	Understanding of Work and Approach for Implementation	80.71	35.00%	28.25	
14	Innovation	78.00	10.00%	7.80	
15	Total		100.00%	77.84	2
16	Eastside 2 Design Partners				
17	Degree of Skills and Experience of Team	75.60	15.00%	11.34	
18	Experience and Capabilities of Personnel of the Team	73.44	25.00%	18.36	
19	Effectiveness of Management Plan	73.65	15.00%	11.05	
20	Understanding of Work and Approach for Implementation	77.94	35.00%	27.28	
21	Innovation	79.00	10.00%	7.90	
22	Total		100.00%	75.93	3
23	T.Y. Lin International				
24	Degree of Skills and Experience of Team	68.80	15.00%	10.32	
25	Experience and Capabilities of Personnel of the Team	65.66	25.00%	16.42	
26	Effectiveness of Management Plan	62.44	15.00%	9.37	
27	Understanding of Work and Approach for Implementation	68.39	35.00%	23.94	
28	Innovation	65.00	10.00%	6.50	
29	Total		100.00%	66.55	4

C. Cost Analysis

The recommended price of \$16,154,225 will be determined to be fair and reasonable based upon a cost analysis, MAS audit, technical analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	NTE Amount
Cordoba HNTB Design Partners, Inc.	\$26,364,277	\$12,159,313	\$16,154,225

The difference between the ICE and NTE value is primarily the result of a higher level of effort required to advance the conceptual engineering plans and exhibits

previously developed for the Eastside Phase 2 project as part of the original 2014 Draft EIS/EIR process.

D. Background on Recommended Contractor

The recommended firm, Cordoba HNTB Design Partners, Inc. (Cordoba HNTB), is a long term partner in Metro's rail programs for several years. Cordoba HNTB has specific expertise in at grade, tunnel and aerial alignments; rail junctions, station layout and design; design-build project delivery; and transit oriented community elements such as first/last mile connection studies. In Los Angeles, Cordoba HNTB collaborated on the Metro LAX Transit Project, the Orange County Streetcar Project, and the University of Southern California Galen Center. In Northern and Central California, Cordoba HNTB collaborated on BART Extension to SFO Line and Track Systems Segment Design-Build, California High Speed Rail Program, and the Santa Clara Valley Transportation Authority BART Silicon Valley Extension Phases 1 and 2.

The proposed Project Manager has 25 years of experience managing a variety of rail, planning, multimodal and transportation efforts with multiple consultations working in parallel. The proposed Project Manager has close relationships in the SR-60 corridor and the communities along the Eastside Phase Alignments. The proposed Deputy Project Manager has 20 years of experience in rail transit planning and design, along with expertise in stakeholder outreach and engagement.

Cordoba HNTB has partnered with several DBE subconsultants for this project. V&A, Inc. will provide traffic analysis and design, and maintenance. Studio MLA will provide landscape and design services. Lenax Construction Services, Inc. will provide cost estimating services. Diaz Yourman & Associates will provide geotechnical engineering services. D'Leon Consulting Engineers will provide utility design and coordination services. Wagner Engineering & Survey Inc. will provide survey, right-of-way, and mapping services.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**EASTSIDE TRANSIT CORRIDOR PHASE 2 - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE AND CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/ PS4320-2003**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Draft Environmental Impact Statement /Report (EIS/EIR)Option	Approved	03/04/2009	\$11,418,071
2	Perform Draft EIS/EIR and extend period of performance through May 31 2012	Approved	04/29/2011	\$395,643
3	Review previous studies, perform additional research and prepare an analysis of how the Sunnyvale decision impacts the corridor.	Approved	06/07/2011	\$72,258
4	Add SR 60 LRT Alternative North Option, remove New Starts related task and add Qualitative and Quantitative Analyses.	Approved	07/05/2011	\$0
5	No cost period of performance extension through February 28, 2013.	Approved	04/18/2012	\$0
6	Updates to the Administrative Draft EIS/EIR, preparation to the DEIS/DEIR and various modeling processes, extend the period of performance through February 28, 2014.	Approved	02/27/2013	\$1,165,737
7	Professional outreach services due to changes in the project schedule and a seven month extension through September 30, 2014.	Approved	02/28/2014	\$221,877
8	No cost period of performance extension through October 31, 2014.	Approved	10/01/2014	\$0
9	Technical and professional services due to changes in the project schedule and a five month extension through February 28, 2015.	Approved	10/29/2017	\$71,209

10	No cost period of performance extension through June 30, 2015.	Approved	01/12/2015	\$0
11	No cost period of performance extension through July 31, 2015.	Approved	05/28/2015	\$0
12	Further study on the two alternatives evaluated in the Draft EIS/EIR and extension of the period of performance through January 31, 2017.	Approved	07/16/2015	\$2,898,336
13	Addressing Caltrans requirements related to Hazardous Materials Limits of Waste.	Approved	04/06/2014	\$43,771
14	Develop additional technical analysis for three underground routing connection concepts as part of the refinement for the Washington Blvd study.	Approved	08/18/2016	\$324,875
15	Reallocation of existing tasks to cover additional project management, engineering, and planning work and extending the period of performance through December 31, 2017.	Approved	06/16/2017	\$0
16	Additional tasks in preparation for re-initiation of environmental process and extension of period of performance through February 28, 2018.	Approved	10/04/2017	\$233,364
17	No cost period of performance extension through July 31, 2018.	Approved	01/03/2018	\$0
18	Reinitiated environmental clearance study and extending the period of performance through October 31, 2021.	Pending	10/25/2018	\$7,847,298
19	No cost period of performance extension through October 31, 2018.	Approved	05/21/2018	\$0
	Modification Total:			\$24,692,439
	Original Contract:		07/31/2017	\$2,203,584
	Total:			\$26,896,023

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 / PS-4320-2003

A. Small Business Participation

CDM Smith/AECOM Technical Services, Inc. made a 16.32% Disadvantaged Business Enterprise (DBE) commitment. The project is 100% complete. CDM Smith is exceeding their goal commitment with a DBE participation of 16.44%.

Small Business Commitment	16.32% DBE	Small Business Participation	16.44% DBE
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	DBE Subcontractors	Ethnicity	% Committed	% Participation
1.	D'Leon Consulting Engr.	Hispanic American	8.58%	4.42%
2.	LKG-CMC, Inc.	Caucasian Female	3.20%	2.56%
3.	Morgner Technology	Hispanic American	4.54%	1.97%
4.	AIM Consulting Services	Hispanic American	Added	0.61%
5.	Barrio Planners, Inc.	Hispanic American	Added	3.69%
6.	Galvin Preservation Associates (GPA)	Caucasian Female	Added	0.06%
7.	JBG Environmental	Caucasian Female	Added	0.32%
8.	Translink Consulting	Asian Pacific Female	Added	0.40%
9.	Wagner Engineering	Caucasian Female	Added	2.24%
10.	Arellano Associates	Hispanic Female	Added	0.06%
11.	Environmental Treatment and Technology	Hispanic American	Added	0.11%
Total			16.32%	16.44%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT – A.C.E. DESIGN / URBAN
DESIGN SVC. / AE51242000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Cordoba HNTB Design Partners, a Joint Venture exceeded the goal by making a 54.91% DBE commitment.

Small Business Goal	DBE 30%	Small Business Commitment	DBE 54.91%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Cordoba Corporation	Hispanic American	35.78%
2.	D'Leon Consulting Engineers	Hispanic American	4.02%
3.	Diaz Yourman and Associates	Hispanic American	4.29%
4.	Advanced Technology Laboratories	Hispanic American	0.60%
5.	J & H Drilling Co., Inc.	Hispanic American	0.42%
6.	Lenax Construction Services, Inc.	Caucasian Female	2.35%
7.	MLA Green Inc. dba Studio MLA	Hispanic American Female	1.11%
8.	V&A, Inc.	Hispanic American	4.19%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	2.15%
Total Commitment			54.91%

A. Living Wage and Service Contract Worker Retention Policy Applicability

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

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

C. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Eastside Transit Corridor Phase 2 LRT Build Alternatives



Eastside Transit Corridor Phase 2

Planning & Programming Committee Meeting - October 17, 2018

File 2018-0303



Recommendations

Authorize the CEO to execute two contracts:

- **Reinitiated Environmental Study with CDM Smith/AECOM Joint Venture**
 - A. Execute** Modification No. 18 to existing contract for **\$7,847,298** (total contract value - \$26,896,023)
 - B. Increase** CMA in the amount of **\$784,000** (total CMA - \$3,316,711)
- **Advanced Conceptual Engineering with Cordoba HNTB Design Partners, Inc.**
 - C. Award and execute** a new 36-month firm fixed price contract in an amount not to exceed **\$16,154,225**
 - D. Approve** CMA in the amount of **\$3,230,845**

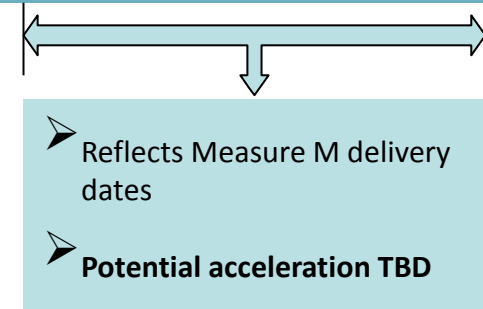
Project Development Timeline

We Are Here!



Board Action

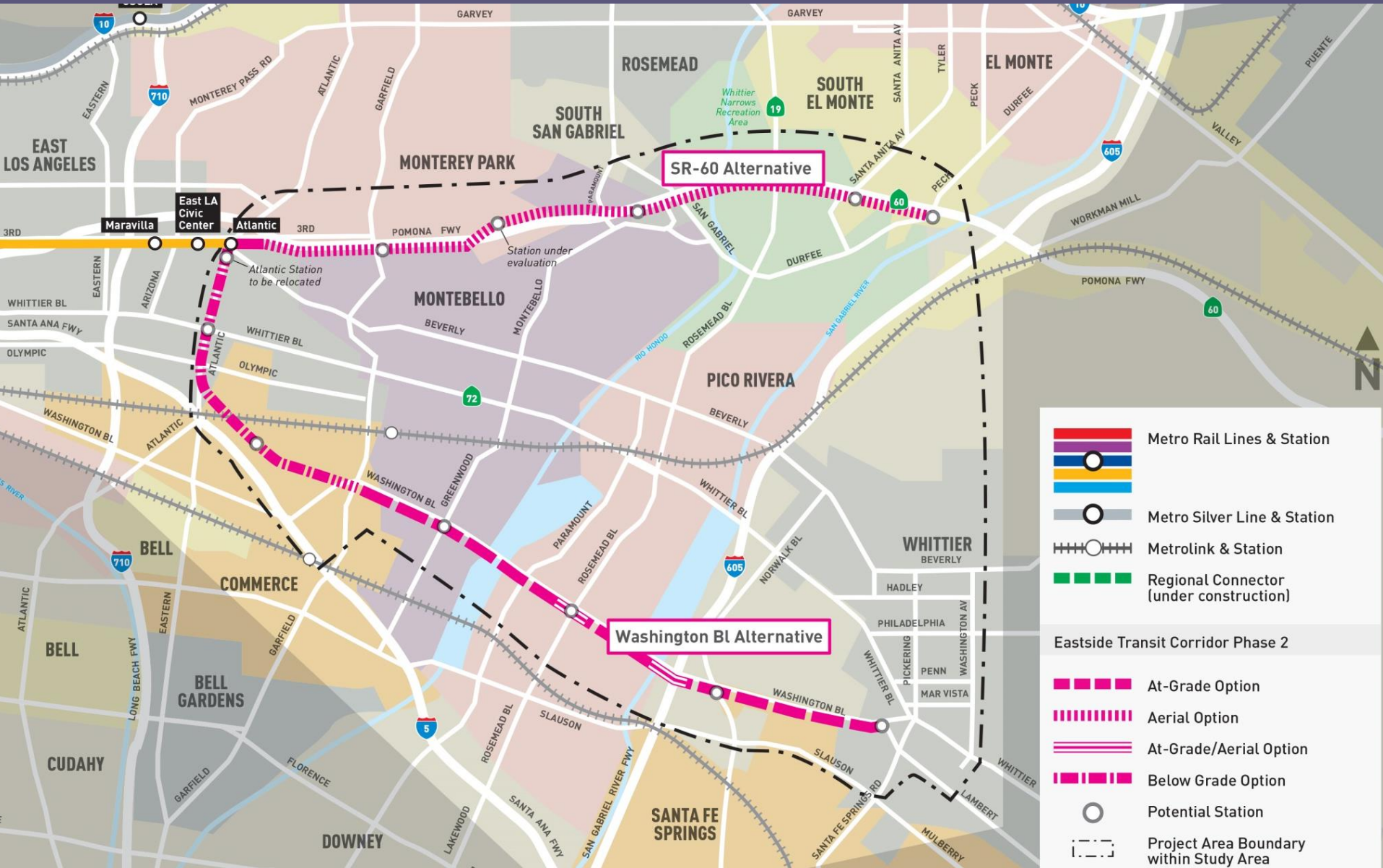
October 2009	November 2014	May 2017
Board approved SR 60 LRT and Washington LRT alternatives for environmental analysis	Board action to modify project alternatives and direct further technical analysis	Board approval for updated Project Definition to include three (3) LRT alternatives



28 x 2028 Status

- “Gold Line Eastside Extension to Whittier or South El Monte” is included in the 28 x 2028 project list, for a single yet-to-be-determined alignment.

Project Alternatives



Project Consistency with Agency Goals

- **Project is consistent with Metro's Equity Platform Framework**
 - Project area populations:
 - ✓ 16% low-income households
 - ✓ 12% zero-vehicle households
 - ✓ 38% population being less than 18 or greater than 65 years old
 - Project is forecast to reduce peak period travel time by 10 to 14%
- **Project is aligned with Metro Vision 2028 Strategic Plan goals**
 - Goal #1 - Provide high quality mobility options that will enable people to spend less time traveling
 - Goal #3 - Enhance communities through mobility and enhanced access to opportunity

Next Step/Project Schedule

- Fall 2018 – Project kick-off and agency coordination meetings
- Winter 2019 – Community updates and stakeholder outreach
- 2021 – Locally preferred alternative and project phasing selected