

**Board Report**

File #: 2019-0823, **File Type:** Contract**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 15, 2020****SUBJECT: GREEN LINE EXTENSION TO TORRANCE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 42-month, firm fixed price Contract No. AE63445000 with STV Incorporated (STV), in the amount of \$32,555,439 to provide environmental, advanced conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services, subject to resolution of protest(s), if any.

ISSUE

Measure M and Measure R allocate \$619 million and \$272 million respectively to the Green Line Extension to Torrance Project (Project). The project has been selected as one of the four Pillar Projects. In September 2018, the Metro Board received the Supplemental Alternatives Analysis Study and approved carrying two alternatives forward into environmental clearance. An environmental study is needed to identify and environmentally clear a Locally Preferred Alternative (LPA) pursuant to the California Environmental Quality Act (CEQA).

Board approval is needed for Contract No. AE63445000 to initiate the environmental study, select the LPA, and initiate PE design services. Completing these tasks now will support early project delivery strategies to potentially move the project into construction prior to the Measure M groundbreaking date of Fiscal Year (FY) 2026.

BACKGROUND**Measure M Project Description**

The project is identified in Measure M as an extension of the existing Metro Green Line light rail transit (LRT) to Crenshaw Boulevard in Torrance. The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment, and stations. Per Measure M and Metro's 2009 Long Range Transportation Plan, the project has an \$891 million (2015 dollars) allocation based on the cost estimate that was current at the time that the Measure M Expenditure Plan was approved.

History

Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro right-of-way (ROW) between downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the Green Line Extension from Redondo Beach to Torrance, utilizing the Metro ROW, as the highest priority project in the AA. The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) studied No Build, Transportation Systems Management, and LRT Alternative along the ROW. After the failure of Measure J in 2012, this Draft EIS/EIR was put on hold due to funding concerns.

After the passage of Measure M, Metro reinitiated the planning studies for the project in spring 2017 with the Supplemental Alternative Analysis (SAA) which was completed in September 2018.

DISCUSSION

At the September 2018 meeting (Legistar File 2018-0317), the Board received the findings of the Green Line Extension to Torrance SAA and approved carrying forward two (2) Build Alternatives for environmental review (Attachment C):

- Metro Green Line Marine/Redondo Station to 190th Street (Metro ROW overcrossing, Manhattan/Inglewood); and
- Hawthorne Blvd. to 190th Street (Hawthorne/166th Street).

Each alternative would share the same alignment approximately south of 190th Street and terminate at the Torrance Transit Center.

Equity Platform

The project is consistent with the adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and/or low-income populations within the project area. The project would run primarily through Environmental Justice (EJ) communities, which the completed SAA defines as populations of over 50% minority, low-income, or limited-English proficiency. These communities are burdened by existing land use and transportation issues within the project area. Further, the South Bay as a whole is not well connected to the regional transit system. According to the 2016 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, population and employment within the project area are projected to grow by 8% and 21%, respectively, by 2040.

The project will improve access to these jobs, as well as to major activity centers, including educational and medical institutions, and recreational opportunities within the project area and across the Los Angeles region. All of the aforementioned project benefits will collectively expand access to opportunities for residents of 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 beginning of the environmental study and design phase.

FINANCIAL IMPACT

The FY 2020 budget includes \$1,500,000 for Professional Services in Cost Center 4350, Project 460304 (Green Line Extension). 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 sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 1: provide high quality mobility options that enable people to spend less time traveling. The project area currently faces a number of interrelated land use and transportation issues. Major arterial roadways are congested throughout much of the day. Consequently, bus routes in the South Bay experience slow travel speeds and a high variation in travel times. There are numerous transit operators in the project area but poor connections between local and regional systems. Additionally, there is a lack of high quality, frequent transit services that connect to key destinations and employment centers locally and outside the project area.

A more convenient and reliable connection between the Metro rail system and South Bay communities would reduce transit travel times and provide a viable alternative to driving. The project aims at providing a reliable, high-frequency transit service and improving mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay.

ALTERNATIVES CONSIDERED

The Board could choose not approve any or all of the recommendations. This is not recommended as this work is necessary in order to select the locally preferred alternative and implement the project.

NEXT STEPS

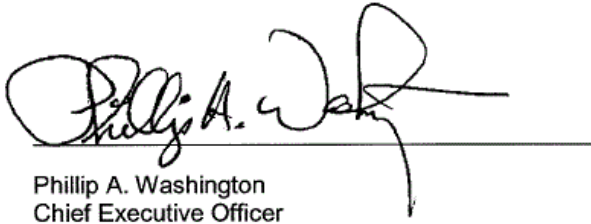
Upon Board approval, staff will execute Contract No. AE63445000 with STV to complete the environmental study, ACE, and optional PE design services.

ATTACHMENTS

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

Prepared by: Dolores Roybal Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
David Mieger, Acting SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

GREEN LINE EXTENSION TO TORRANCE/AE63445000

1.	Contract Number: AE63445000	
2.	Recommended Vendor: STV Incorporated	
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: June 17, 2019	
	B. Advertised/Publicized: June 17, 2019	
	C. Pre-Proposal Conference: June 25, 2019	
	D. Proposals Due: July 31, 2019	
	E. Pre-Qualification Completed: September 25, 2019	
	F. Conflict of Interest Form Submitted to Ethics: August 1, 2019	
	G. Protest Period End Date: January 23, 2020	
5.	Solicitations Picked up/Downloaded: 113	Proposals Received: 3
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Dolores Roybal Saltarelli	Telephone Number: (213) 922-3024

A. Procurement Background

This Board Action is to approve Contract No. AE63445000 issued in support of the Green Line Extension to Torrance Project. The intent of the project is to provide environmental, advanced conceptual engineering (ACE) design, and optional preliminary engineering (PE) services on the Green Line Extension to Torrance Project for work in support of the environmental clearance study and design services. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 25% and a 3% DVBE goal.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 28, 2019, provided revisions related to the submittal requirements and evaluation criteria.
- Amendment No. 2, issued on July 3, 2019, provided revisions clarifying some tasks of the Scope of Services.
- Amendment No. 3, issued on July 18, 2019, provided additional clarification to the Scope of Services.

A pre-proposal conference was held on June 25, 2019, attended by 63 participants representing 49 firms. There were 18 questions asked and responded to during the solicitation phase.

A total of 113 firms downloaded the RFP and were included in the planholders list. A total of three proposals were received on July 31, 2019 from the following firms:

- Dewberry Engineers Inc. (Dewberry)
- Stantec Consulting Services Inc. (Stantec)
- STV Incorporated (STV)

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning, Transit Project Delivery (Program Management) and Environmental Compliance 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 (includes Prime Contractor and Subcontractors) | 15% |
| • Experience and Capabilities of Personnel of the Team | 25% |
| • Effectiveness of Team Management Plan | 15% |
| • Understanding of Work and Approach for Implementation | 35% |
| • Innovation | 10% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) environmental procurements. Several factors were considered when developing these weights, giving the greatest importance to understanding of work and approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

All three proposals received were determined to be within the competitive range.

During the period of July 31 to August 23, 2019, the PET members independently evaluated and scored the technical proposals. All offerors were invited for oral presentations on August 6, 2019, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and the clarifications from the oral interviews. On August 23, 2019, the PET unanimously agreed that the final ranking of proposals scored STV's proposal

as the highest technically qualified. The PET concluded that STV’s proposal presented the highest level of skills, a low-risk and achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

STV provides engineering services, planning, design, architectural, environmental, and construction management services to transportation, design-build, institutional and commercial building, advanced technology, industrial, and defense markets. STV will be the prime contractor for the project, in collaboration with multiple experienced subcontractor firms. STV will lead the program management responsibilities, supported by key partner AECOM Technical Services, Inc. whose primary role will be the CEQA/NEPA and ACE/PE support.

The STV team demonstrated depth of experience delivering similar projects and has experience managing projects such as the 2008 Green Line Extension to Torrance (GLET), through the Alternatives Analysis, then through preparation of the joint CEQA/NEPA administrative draft environmental document, conceptual engineering, and administrative draft environmental process, and finally through the recent Supplemental AA process. Additionally, STV has worked on Metro’s Airport Metro Connector (AMC), East San Fernando Valley Transit Corridor (ESFVTC), Purple Line Extension Section 2 Design-Build, and the California High-Speed Rail (CHSR) Burbank to Los Angeles and Los Angeles to Anaheim project sections.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	STV				
3	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	80.00	15.00%	12.00	
4	Experience and Capabilities of Personnel of the Team	78.76	25.00%	19.69	
5	Effectiveness of Team Management Plan	74.27	15.00%	11.14	
6	Understanding of Work and Approach for Implementation	77.51	35.00%	27.13	
7	Innovation	75.00	10.00%	7.50	
8	Total		100.00%	77.46	1
9	Dewberry				
10	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	75.33	15.00%	11.30	
11	Experience and Capabilities of Personnel of the Team	75.00	25.00%	18.75	

12	Effectiveness of Team Management Plan	73.80	15.00%	11.07	
13	Understanding of Work and Approach for Implementation	75.00	35.00%	26.25	
14	Innovation	75.00	10.00%	7.50	
15	Total		100.00%	74.87	2
16	Stantec				
17	Degree of Skills and Experience of Team (includes Prime Contractor and Subcontractors)	71.33	15.00%	10.70	
18	Experience and Capabilities of Personnel of the Team	72.92	25.00%	18.23	
19	Effectiveness of Team Management Plan	73.33	15.00%	11.00	
20	Understanding of Work and Approach for Implementation	77.51	35.00%	27.13	
21	Innovation	73.30	10.00%	7.33	
22	Total		100.00%	74.39	3

C. Cost Analysis

The recommended price of \$32,555,439 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a cost savings of \$6,159,057.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	STV	\$38,714,496	\$18,605,678	\$32,555,439

There is a variance between the estimated level of effort and the final level of effort in the negotiated amount. The variance accounts for an increased level of effort that was not accounted for in the ICE in both Advanced Conceptual Engineering (ACE) and the optional Preliminary Engineering (PE) design services to identify key engineering challenges for the build alternatives moving forward in the environmental document and expedite project delivery. By identifying engineering challenges earlier in the environmental phase, the selection of a Locally Preferred Alternative (LPA) can be facilitated. Pending the selection of the LPA, the optional PE services included in the level of effort can be initiated and the design of the LPA can be significantly advanced. This strategy has not been done before when initiating the environmental study phase of a project. It is being utilized now for this four-pillar project to enable revenue service by 2028.

D. Background on Recommended Contractor

The recommended firm, STV, based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects and performed satisfactorily. The projects include Metro's AMC, ESFVTC, Purple Line Extension Section 2 Design-Build, and CHSR Burbank to Los Angeles and Los Angeles to Anaheim project sections.

STV has assembled a team of 16 subcontractors, 13 of which are SBEs and one DVBE, including AECOM Technical Services, Inc., BA Inc., Cityworks Design, Chen Ryan Associates, Inc., Coast Surveying, Inc., Diaz Yourman & Associates, Epic Land Solutions, Inc., Fehr & Peers, McLean & Schultz, Inc., Safeprobe, Inc., SKA Design, Soteria Company, LLC, Terry A. Hayes Associates, Inc., The LeBaugh Group, Inc., Vicus LLC and Yunsoo Kim Design, Inc.

DEOD SUMMARY

GREEN LINE EXTENSION TO TORRANCE/AE63445000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. STV Incorporated exceeded the goal by making a 25.13% SBE and 3.10% DVBE commitment.

SMALL BUSINESS GOAL	25% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	25.13% SBE 3.10% DVBE
------------------------------------	----------------------------	--	----------------------------------

	SBE Subcontractors	% Committed
1.	BA, Inc.	6.59%
2.	Chen Ryan Associates, Inc.	2.45%
3.	Cityworks Design	2.01%
4.	Coast Surveying, Inc.	1.42%
5.	Diaz Yourman & Associates	2.76%
6.	Epic Land Solutions, Inc.	0.65%
7.	McLean & Schultz, Inc.	3.66%
8.	Safeprobe, Inc.	0.53%
9.	Sanchez/Kamps Associates Design	0.88%
10.	Soteria Company, LLC	1.34%
11.	Terry A. Hayes Associates, Inc.	1.16%
12.	Vicus LLC	1.03%
13.	Yunso Kim Design, Inc.	0.65%
	Total SBE Commitment	25.13%

	DVBE Subcontractors	% Committed
1.	The LeBaugh Group, Inc.	3.10%
	Total DVBE Commitment	3.10%

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). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Green Line Extension to Torrance

Award of Environmental and Design Contract

Planning and Programming Committee
January 15, 2020
Legistar File No. 2019-0823



Recommendation

Authorize the CEO to execute:

- Environmental Study, advanced conceptual engineering (ACE) design and optional preliminary engineering (PE) services with STV Incorporated (STV) in the amount of \$32,555,439

Project Background

- September 2018, the Board approved the Supplemental Alternatives Study, moving two build alternatives forward into environmental clearance.
- One of the four Pillar projects projected to be in service by 2028.
- Contract will allow completion of construction contract award without further procurements.
- Commitments for Small Business Enterprise (SBE) set at 25.13% and Disabled Veteran Business Enterprise (DVBE) at 3.10%

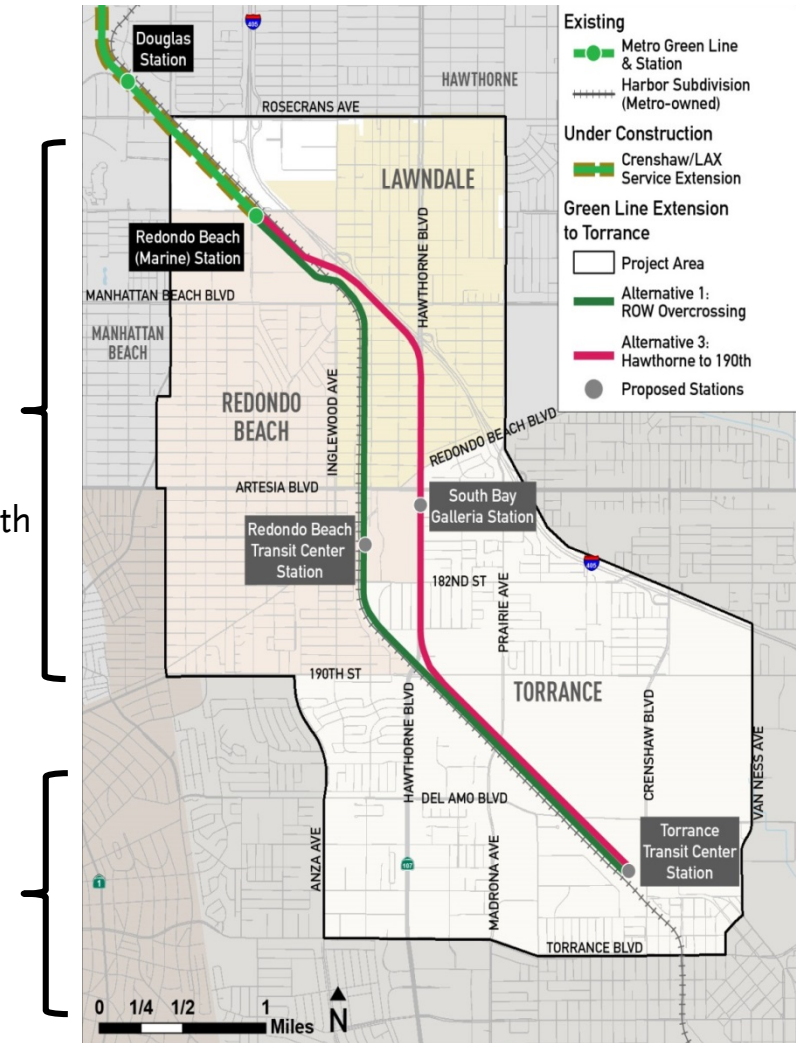
Build Alternatives Under Consideration

Redondo Beach Station to 190th St

- Alternative 1: ROW Overcrossing
- Alternative 3: Hawthorne Blvd to 190th

190th to Torrance TC

- All Alternatives Identical



Next Step/Project Schedule

- February 2020 - Project kickoff; initiate the environmental process
- April 2020 - Community updates and stakeholder outreach
- Fall 2021- Locally preferred alternative selected by Board following public hearings on Draft EIR