



Board Report

File #: 2023-0009, File Type: Budget

Agenda Number:

CONSTRUCTION COMMITTEE APRIL 20, 2023

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE The Chief Executive Officer to:

- A. AWARD AND EXECUTE a cost reimbursable fixed fee Contract No. AE83177E0130, to Jacobs Project Management Company, for preconstruction services and construction management support services on the Link US Project;
- B. AUTHORIZE a contract amount not-to-exceed \$16,250,000 through January 2027 to support preconstruction services with an initial Annual Work Plan not to exceed \$3,051,600; and
- C. NEGOTIATE AND EXECUTE contract modifications within the Board approved contract funding amount.

ISSUE

Staff is seeking the Board to award a cost reimbursable fixed fee Construction Management Support Services Contract (CMSSC) to Jacobs Project Management Company for the Link US Project. Construction management support services will be needed to support advanced preliminary engineering, final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close out during the delivery of the Link US Project.

The CMSSC will provide Metro the flexibility to adjust the necessary resources with staff augmentation on an as needed basis to deliver the Link US Project safely, on-time, and within budget.

BACKGROUND

Metro's construction management support services philosophy envisions that the primary role of the CMSSC is to provide highly skilled and qualified individuals to assist and support Metro in the construction management and administration of construction projects. This role also entails ensuring

that the construction of projects is completed with a high level of quality and safety. The CMSSC staff are fully integrated into the construction project team with Metro staff. CMSSC staff have the specialized technical and administrative expertise to assist and support project delivery and implementation and to perform the necessary project reporting requirements and control procedures established by Metro. In the performance of work, CMSSC staff must adhere to and comply with all Metro policies and procedures.

The Link US Project will transform how the commuter and intercity rail operates in Southern California with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego, increasing commuter and intercity rail services by up to 60%, and accommodating future high-speed rail service. The Link US Project is planned to be implemented in two phases:

1. Phase A would include construction of the full viaduct structure over the US-101 freeway that accommodates up to nine (9) new run-through tracks, track, signal, and communication work in the throat area, run-through platform, quiet zone ready improvements at Main Street grade crossing, active transportation improvements and some preliminary engineering design for Phase B. The Phase A improvements have received funding commitments of \$950.398 million.
2. Phase B would include raising the rail yard up to 15 feet for the run-through track viaduct structure, new platforms, a newly expanded passageway, and access to all platforms that comply with current ADA standards, and a new lead track north of the railyard. Phase B is funded for planning, environmental, and some preliminary engineering, but it is not fully funded for final design and construction.

The CMSSC proposed herein are mainly to assist in the delivery of Link US Phase A; however, the CMSSC may be used to support any preliminary engineering construction management support for Link US Phase B. Optional scope is available for final design and construction of Link US Phase B, within the term of the contract, provided funding is available.

CEQA & NEPA

Under a separate funding agreement with California High Speed Rail Authority (CHSRA), in 2017 LACMTA received American Recovery and Reinvestment Act federal funds for environmental and planning work for the Link US Project. The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019 and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing National Environmental Policy Act (NEPA) environmental clearance with California High Speed Rail Authority (CHSRA) as the NEPA Lead Agency, which will be complete as early as Spring 2024.

DISCUSSION

On June 28, 2022, Metro issued a Request for Proposals (RFP) for a Construction Management

Support Services Contract to support the delivery of the Link US Project.
The CMSSC contract is a cost reimbursable fixed fee contract.

Staff is only seeking contract authorization for Preconstruction Services at this time. The Preconstruction Services will include assistance with CMGC procurement, constructability reviews, estimating, negotiating and early works inspection and management. Staff will issue modifications to incorporate the Construction Support Services portion of the project after the design work and preconstruction services are complete and after the Construction LOP is authorized by the Board. The overall contract is expected to have a final value of approximately \$75 million and a duration of up to 11 years for all services required to construct the LinkUS project, including CMGC Procurement, Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Annual Work Plan (AWP)

Since the CMSSC contract is a cost reimbursable fixed fee contract, consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work. The AWP's will be within the Board approved funding amount for the project, which is funded from the current Board approved Preconstruction Budget, or ultimately the Board approved Life of Project Budget. The initial AWP has been negotiated for a total first year AWP amount not-to-exceed \$3,051,600.

Metro shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the CMSSC's budget and AWP schedules. No funds will be obligated until the AWP is approved and confirmed to be within the Board approved funding for the contract.

Metro staff will begin onboarding CMSSC consultants immediately following contract execution and in a level of effort that matches the schedule and pace of the project.

Pre-Construction LOP Budget

On May 26, 2022, the Metro Board approved a Preconstruction Budget of \$297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, as well as state and federal requirements. The award of the CMSSC for Phase A of Link US project will have no impact on safety.

FINANCIAL IMPACT

The aforementioned AWP's under this contract will be funded under the Board approved Preconstruction Budget. The Preconstruction Budget is anticipated to fund the project through the Preconstruction period, which includes Final Design and Construction Pricing with the CMGC Contractor. This is a multi-year project and budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The funding requirement for the first AWP in the amount of \$3,051,600 is included in the approved Preconstruction Budget for cost center 2415 under Link US project, 460089. The funding sources for the authorized Preconstruction Budget in the amount of \$297.818 million is comprised of TIRCP, STIP, and Measure R 3% Regional Rail. These funds are not eligible for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Link US Project will provide better transit connectivity and increase rail service capacity by as much as 60%, which will contribute to the estimated 200,000 passengers per weekday by 2028. The improved rail service will provide better access to as the Antelope Valley and San Bernardino lines and make it easier for riders in Equity Focus Communities (EFCs) along the lines to get to jobs, housing, and appointments and access the greater LA Metro public transportation system at Los Angeles Union Station. Annual household income, automobile availability, and employment levels are lowest on the Antelope Valley and San Bernardino Lines. By 2040, the Weekday Trains to these communities are expected to expand from 68 to 96 weekday trains.

For this project a 25% SBE and a 3% DVBE goal was established.

The Link US Project will also result in reduced train and idling times, saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo and Santa Barbara to Los Angeles Union. The reduced train and idling times will result in fuel savings and emission reductions per train. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs.

The Link US Project will improve equity outcomes by improving the quality of life for low-income residents including those at the William Mead Homes, the first affordable housing project in the City of Los Angeles constructed in the 1950s and located within the Metro Equity Focused Areas. Such improvements include a new sound wall that will be designed to reduce noise externalities from train operations and future increases in train operations. The improvements will also include a Quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The project will also improve accessibility and user experience for passengers at LAUS by replacing all ramps between the passageway and the train platforms with ADA-compliant elevators and modern escalators; including additional transit amenities including restrooms, waiting areas, retail, etc.; and improving wayfinding to allow more seamless transfer of transportation services by including new

static and modern dynamic signage installations within the Project limits to be designed in English and Spanish and other accommodations to assist those with hearing and/or visual impairments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports the following Strategic Goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA, and Amtrak

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract. This is not recommended because the Preconstruction Budget was approved by the Board and fully funded, and Metro will incur schedule delays and corresponding costs if the project does not move forward. Furthermore, this may impact grant funding agreements with TIRCP and CHSRA.

NEXT STEPS

After Board approval of this CMSSC Contract, the Contracting Officer will issue the notice to proceed in accordance with Metro Procurement Policies and Procedures.

ATTACHMENTS

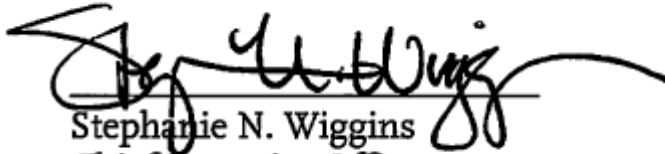
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

Scott McConnell, Executive Officer, Program Management, (213) 922-4980
Tim Lindholm, Deputy Chief Program Management Officer, (213) 922 -7297
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Sameh Ghaly, Interim Chief Program Management Officer (213)418-3369



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR LINK UNION
STATION CM/GC
CONTRACT NO. RFP AE83177E0130**

1.	Contract Number: AE83177E0130	
2.	Recommended Vendor: Jacobs Project Management Company	
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 28, 2022	
	B. Advertised/Publicized: June 28, 2022	
	C. Pre-Proposal Conference: July 21, 2022	
	D. Proposals Due: September 20, 2022	
	E. Pre-Qualification Completed: November 21, 2022	
	F. Organizational Conflict of Interest Review Completed by Ethics: December 15, 2022	
	G. Protest Period End Date: Est. April, 28, 2023	
5.	Solicitations Picked up/Downloaded: Two hundred fifty-nine (259)	Proposals Received: Six (6)
6.	Contract Administrator: Diana Sogomonyan	Telephone Number: (213) 922 - 7243
7.	Project Manager: Scott McConnell	Telephone Number: (213) 922 - 4980

A. Procurement Background

This Board Action is to approve Contract No. AE83177E0130 to provide Construction Management Support Services (CMSS) for Link Union Station CM/GC.

CMSS Consultant will assist Metro in the management of the Link Union Station (US) Project by providing preconstruction and construction support services for Phase A and preconstruction services for Phase B (Phase B Construction Support Services is an optional scope of services). The Scope of Services for Construction Management Support Services includes services critical to control the design to budget, assist in the negotiation of a construction contract with the Link US Construction Manager/General Contractor (to be selected under a separate procurement), and assist Metro in managing construction of Phase A to ensure completion within budget and on schedule. Work Plans for the CMSS Consultant will be negotiated annually, subject to availability of funds.

Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The procurement, a qualification-based procurement, has been performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services. Cost was not an evaluation factor. Metro will award a Cost Reimbursable-Plus Fixed Fee (CPFF) type contract. The contract is subject to available funds based on negotiated Annual Work Plans. The first Annual Work Plan covers required CM support services during the remaining Fiscal Year (FY) 2023 and FY2024.

A Letter of Guarantee will be executed for the Project/Construction Manager, Lead Estimator, and Lead Facilitator for Phase A and the Vertical Construction Manager under Phase B, to ensure proposed personnel are actually available to support the project. The Contract includes a Special Provision that subjects the Contractor to Liquidated Damages should the Contractor fail to provide the proposed key personnel.

Metro issued a Request for Proposal (RFP) AE83177E0130, Construction Management Support Services for Link Union Station CM/GC, on June 28, 2022. Metro advertised the RFP in various newspapers in general circulation: LA Watts Times, Asian Week, Los Angeles Daily News, Riverside Press Enterprise, LA Opinion, Dodge Construction News, and Engineering News Record. Notifications were also sent to 3,498 recipients and to an additional 880 SBE Certified firms and 247 DVBE Certified firms listed in Metro's Vendor database that had the applicable NAICS codes.

A virtual pre-proposal conference was held on July 21, 2022, in accordance with California Governor Executive Order N-33-20 related to COVID-19. One hundred and seventy-one (171) individuals including eighty-two (82) different firms attended the pre-proposal conference. Two hundred fifty-nine (259) individuals from various firms downloaded the RFP Package from Metro's Vendor Portal.

Five (5) Amendments were issued during the Solicitation phase of this RFP and included the following summary updates:

Amendment No. 1, issued on July 12, 2022, to revise Section III – Proposal Requirements/Forms as follows:

- Submittal Requirements Section 1.2: revised to refer Proposers to the content summary in Exhibits (Solicitation) Exhibit 17 Submittal Requirements for each Volume of the Proposal Content.
- Exhibits (Solicitation) Exhibit 3 Evaluation Criteria: Other Evaluation Factors updated.
- Exhibits (Solicitation) Exhibit 14 Annual Work Plan Spreadsheet was replaced in its entirety.

Amendment No. 2, issued on July 15, 2022, to revise Section II – Proposal Instructions and Section IV – Contract Documents (Sample) as follows:

- All reference to Local Small Business Enterprise (LSBE) Preference was deleted from DEOD Instructions since it was not adopted at the time: DI-01 – Instructions to Bidders/Proposers AND Exhibit D Diversity & Economic Opportunity Department SBE/DVBE Contract Compliance Manual (Non-Federal); and DI-01 clarified to include reference to CA Department of General Services (DGS).

Amendment No. 3, issued on August 3, 2022, to revise Section I – Letter of Invitation, Section II – Proposal Instructions, Section III – Proposal Requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- LOI-01 Notice and Invitation: Proposal Due Date was extended for additional two weeks.
- LOI-07 Basis of Award clarified.
- Exhibits (Solicitation) Exhibit 5 Proposal Letter: validity period of Proposals was updated.
- Exhibit A Scope of Services Attachment 1: Description of Positions: position qualifications for two positions were clarified.
- Exhibit J. Construction Safety and Security Manual was replaced for new version - Revision 5.0: January 2022.

Amendment No. 4, issued on August 19, 2022, to revise Section III – Proposal requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- Exhibit 14 Annual Work Plan: was replaced in its entirety.
- Exhibit A Scope of Services - Attachment 5 Phase A Cost Estimate Templates on an Open Book Basis PDF was replaced in its entirety.

Amendment No. 5, issued on September 2, 2022, to revise Section I – Letter of Invitation, Section III – Proposal Requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- LOI-01 Notice and Invitation: Period of performance of the Contract was revised to 11 Years and Proposal Due Date was revised to Tuesday, September 20, 2022.
- Submittal Requirements Section 1.1 - 100-page proposal limit clarified.
- Exhibit 13 Staffing Plan PDF Spreadsheet was replaced in its entirety.
- Exhibit 14 Annual Work Plan: Excel and PDF Spreadsheet was replaced in its entirety.
- Exhibit 15 Link US- List of Quantities Based Phase A 35% Design, items 329 thru 337 were deleted.
- Exhibit A Scope of Services Attachment 5 Phase A Cost Estimate Templates on an Open Book Basis – Link Union Station Project Construction Cost Estimate Summary page and Calculations were replaced in its entirety.

A total of six (6) proposals were received on the proposal due date, September 20, 2022, from the following firms listed below in alphabetical order:

1. ABA Global, Inc.
2. Jacobs Project Management Company

3. Lockwood, Andrews, & Newnam, Inc.
4. Parsons / Mott McDonald (Joint Venture)
5. Psomas
6. Stantec Consulting Services Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Highway Programs, Quality Assurance / Compliance, and Regional Rail departments was convened to conduct a comprehensive evaluation of the proposals received.

The recommendation of the most qualified Proposer is based on the PET's assessment of the written proposals and oral presentations. Pursuant to the RFP, the PET scored the proposals in accordance with the Evaluation Criteria and Points set forth in the RFP. The most qualified Proposer was determined to be the Proposer that submitted the highest scored proposal.

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

I.	EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A	1000 Points
	A. Proposer's Project Team and CM/GC Experience	300 Points
	B. Project Management Approach to Preconstruction Support Services	105 Points
	C. Successful Negotiation Approach to a Firm Fixed Price Proposal	175 Points
	D. Construction Management	220 Points
	E. Third-Party Coordination and Approval	100 Points
	F. Cost Management and Value Engineering	100 Points
II.	EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B	350 Points
	A. Proposer's Project Team and CM/GC Experience	140 Points
	B. Successful Negotiation Approach to a Firm Fixed Price Proposal	55 Points
	C. Construction Management	110 Points
	D. Cost/Schedule Management and Value Engineering	45 Points
	Total Available Points (Phase A and B)	1350 Points

The PET scored the proposals and based on the initial scoring determined the Proposal submitted by ABA Global, Inc. was not within the competitive range and eliminated from further consideration. The competitive range included all of the other five proposals.

Metro scheduled Oral Presentations with all five (5) Proposers in the competitive range.

Virtual Oral Presentations were held on January 25, 2023, and January 27, 2023. In general, each proposer's presentation addressed the requirements of the RFP, and experience with all aspects of the required scope for successful oversight of the Link Union Station CMGC contract. The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP.

Qualifications Summary of Recommended Firm:

The evaluation performed by the PET determined, in accordance with the evaluation criteria in the RFP, that the proposal from Jacobs Project Management Company (Jacobs) demonstrated substantial CM/GC and relevant experience on projects that were similar in scope and complexity as the Link US project. Key personnel positions including the Project/Construction Manager, Lead Facilitator and Lead Estimator all have substantial CM/GC delivery method experience. The PET determined the Lead Facilitator to have the most relevant experience in the pre-construction phase and negotiating a price with a CM/GC contractor. The Proposal demonstrated thorough knowledge and understanding of the project and the potential constraints that may adversely impact the project.

The Proposer demonstrated it has successful experience negotiating many significant CM/GC contracts for similar projects. Jacobs proposed a proven negotiation approach to successfully negotiate a Firm Fixed Price (FFP) construction contract for Phase A with the selected CM/GC. The proposal also demonstrated an effective and the best Project Management approach to manage the preconstruction period for phase A construction and proposed worthy Value Engineering (VE) and Constructability opportunities that may potentially provide substantial cost and time savings.

The Jacobs team proposed a comprehensive management approach for the pre-construction phase and a comprehensive, well-thought-out plan to negotiate a Firm Fixed Price (FFP) contract with the CM/GC for Phase A construction. The proposal includes several best practices developed from experience on previous CM/GC projects. A key lesson learned on the Dallas Area Rapid Transit (DART) Green Line project and proposed approach for this project is to de-risk the project prior to negotiating a Firm Fixed Price with the CM/GC. The proposed de-risking approach includes developing a quantitative risk matrix and establishing the framework for a deep dive to identify risks in order to capture risks perceived from every angle and to quantify the cost, schedule, and likelihood of occurrence for potential impacts. De-risking the project prior to negotiating the FFP construction contract will lead to a

more defined project scope and resources needed to complete the project successfully.

Jacobs' proposed key personnel that have extensive experience on projects with similar complexity to the Link Union Station Project. For example, the Project /Construction Manager has 31 years of experience including 15 years as program manager or project manager on transportation projects valued at \$1B. Recent experience includes serving as Program Manager on City of LA's 6th Street Viaduct CM/GC project, Construction Manager on City of LA's Riverside Drive Viaduct project and Project Manager on Metro's LA River Path project. The proposed Lead Facilitator is a national transit and alternative delivery expert with 38 years of experience. Experience includes DART's successful implementation and delivery of 12 CM/GC and Progressive Design Build (PDB) projects, including the \$1.8 Billion 28-mile Green Line Light Rail project in Dallas TX. The Lead Facilitator negotiated and executed Firm Fixed Price/Guaranteed Maximum Price contracts for 7 CM/GC or innovative delivery method projects valued at \$2B.

The PET ranked the proposals and assessed major strengths and weaknesses of the Proposers to determine the most qualified firm. The evaluation performed by the PET determined Jacobs Project Management Company as the most qualified firm to provide Construction Management Support Services for Link Union Station CM/GC.

The results of the final scoring are shown below:

	Firm / Evaluation Factor	Max Factor Weight	Max Points for Criteria	Total Average Score	Rank
1					
2	Jacobs Project Management Company				
3	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	842.93	
4	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	259.27	
5	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	86.15	

6	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	150.23	
7	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	177.85	
8	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	85.67	
9	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	83.77	
10	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	301.07	
11	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	122.23	
12	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	46.42	
13	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	95.20	
14	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	37.22	
15	Total		1350.00	1144.00	1
16	Lockwood, Andrews, & Newnam, Inc.				
17	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	841.00	
18	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	261.25	
19	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	76.17	
20	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	146.37	
21	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	181.72	
22	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	90.00	

23	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	85.50	
24	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	287.03	
25	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	119.92	
26	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	43.08	
27	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	90.20	
28	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	33.83	
29	Total		1350.00	1128.03	2
30	Psomas				
31	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	771.93	
32	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	238.02	
33	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	80.05	
34	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	140.05	
35	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	161.97	
36	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	74.45	
37	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	77.40	
38	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	266.67	

39	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	108.33	
40	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	44.17	
41	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	79.67	
42	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.50	
43	Total		1350.00	1038.60	3
44	Parsons / Mott McDonald (Joint Venture)				
45	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	754.87	
46	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	230.7833	
47	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	75.20	
48	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	141.78	
49	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	159.23	
50	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	72.30	
51	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	75.57	
52	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	267.97	
53	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	109.42	
54	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	41.73	

55	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	82.57	
56	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.25	
57	Total		1350.00	1022.83	4
58	Stantec Consulting Services Inc.				
59	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	745.30	
60	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	232.65	
61	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	78.92	
62	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	120.60	
63	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	165.12	
64	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	74.37	
65	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	73.65	
66	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	263.42	
67	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	106.63	
68	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	41.53	
69	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	81.02	
70	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.23	
71	Total		1350.00	1008.72	5
72	ABA Global, Inc.				

73	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	206.17	
74	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) 300 pts/1000 pts (30.00%)	30.00%	300.00	114.1667	
75	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (105 pts of 1000 pts = 10.50%)	10.50%	105.00	11.60	
76	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (1 75 pts of 1000pts =17.50%)	17.50%	175.00	1.00	
77	D. CONSTRUCTION MANAGEMENT (PHASE A) – (220 pts of 1000pts = 22.00%)	22.00%	220.00	16.33	
78	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) – (100 pts of 1000 pts = 10.00%)	10.00%	100.00	57.13	
79	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) – (100 pts of 1000 pts = 10.00%)	10.00%	100.00	5.93	
80	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B – (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	40.08	
81	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) – (140 pts of 350 pts = 40.00%)	40.00%	140.00	37.05	
82	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION – (55 pts of 350 pts = 15.71%)	15.71%	55.00	0.00	
83	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) – (100 pts of 350 pts = 31.42%)	31.42%	110.00	3.03	
84	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) – (45 pts of 350 pts = 12.86%)	12.86%	45.00	0.00	
85	Total		1350.00	246.25	6

C. Cost/Price Analysis

A cost analysis of the elements of cost including labor rates, indirect rates and other direct costs was completed in accordance with Metro's Procurement Policies and Procedures, including fact-finding, clarification and cost analysis and the cost factors were determined to be fair and reasonable. Metro negotiated and established indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services, during the contract term.

The following table reflects the total estimated cost for the first Annual Work Plan.

Proposer Name	Proposal Amount	Metro ICE	Cost Plus Fixed Fee amount
Jacobs Project Management Company	\$3,117,794	\$3,641,046	\$3,051,600

D. Background on Recommended Contractor

The Jacobs Project Management Company (Jacobs) is a global engineering firm providing a full spectrum of professional services including consulting, technical, scientific and project delivery for the government and private sectors. They are headquartered in Dallas Texas and have a local office located in the heart of downtown Los Angeles, at 555 S. Flower Street, Suite 3200 Los Angeles, CA 90071.

Jacobs teamed-up with several local subcontractors, including AECOM, a global infrastructure consulting firm headquartered in Los Angeles, as a major partner. Jacobs and AECOM have a long history of working together delivering complex transportation infrastructure projects, including the Mid-Coast Transit Corridor Project in San Diego and Eastside Transit Corridor Access Improvement Projects in New York.

The Jacobs team has developed a thorough understanding of Metro's and Link Union Station key stakeholders' requirements from recent experience working with Metro on Metro's D Line (Purple) Extension Section 1 Project (Construction Management (CM) services), Caltrans District 7 (D7) CM on-call contract (CM services), and on Metrolink's Southern California Optimized Rail Expansion (SCORE) program.

The Jacobs team has comprehensive excellent experience in providing Construction Management Services to public agencies on complex CM/GC transportation projects. Jacobs team has significant relevant Construction and Program Management experience on complex CM/GC transportation projects, including the completed \$1.5B Mid-Coast Transit Corridor Project in San Diego, the 6th Street Viaduct Project in Los Angeles, and the TexRail Commuter Rail Project in Dallas. Additional experience on large transportation projects include experience as the

designer of the Denver Union Station expansion project, program / construction manager for the Grand Central Terminal modernization project and construction manager for the World Trade Center PATH Hub projects in New York City.

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR LINK UNION STATION CM/GC
 CONTRACT NO. RFP AE83177E0130

A. Small Business Participation

This procurement is funded in whole or in part with California High Speed Rail funds (CHSR). As such, CHSR's required the use of its Small Business Program goals of 25% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The CHSR Small Business Program included Department of General Services certified SB, SB (Micro), and Metro certified SBE firms. Consultant services will be performed using Annual Work Plans (AWP). Jacobs Project Management Co. (JPMC) made a 25% SBE and 3% DVBE commitment for the overall contract. JPMC made a 25.67% SBE commitment and a 4.12% DVBE commitment for the Year 1 work plan.

Firms listed below with commitments have been identified for Year 1 activity. As scope and budget are identified for each annual work plan, JPMC will identify its corresponding commitment to listed firms.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment (Overall Contract)	25% SBE 3% DVBE
		Small Business Commitment - Year 1	25.67% SBE 4.12% DVBE

	SBE Subcontractors	DGS SB/SB (Micro)	Metro SBE	% Committed
1.	Arellano Associates LLC	X	X	1.08%
2.	Cabrinha, Hearn & Associates	X	X	TBD
3.	Cogstone Resource Management Group Inc.		X	TBD
4.	David Engineering LLP	X	X	TBD
5.	ELLE Consultants		X	4.95%
6.	Historic Resource Group	X		TBD
7.	Kal Krishnan Consulting Services, Inc.	X	X	TBD
8.	MBI Media	X	X	1.04%
9.	MTGL, Inc.	X	X	TBD
10.	Ramos Consulting Services, Inc.	X	X	TBD

11.	Safework, Inc.	X	X	TBD
12.	Suenram & Associates, Inc.	X	X	17.43%
13.	Zephyr Rail, Inc.	X	X	1.17%
Total SBE Commitment				25.67%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	0.68%
2.	MA Engineering	TBD
3.	Overwatch Construction Management	3.44%
Total DVBE Commitment		4.12%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to this CHSR-funded solicitation.

C. Contractor Outreach and Mentoring Plan (COMP)

COMP is not applicable for this A&E contract. In accordance with the California Government Code Section 4525, et seq., Metro shall use qualifications-based competitive procedures for the procurement of architectural and engineering services, as defined in the code. Only a competitor's qualifications to perform the architectural and engineering services are to be evaluated and the most qualified proposing firm to be selected.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. 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).

F. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. This contract is for Construction Management Support Services (CMSS) for Link Union Station CM/GC. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.