

**ATTACHMENT A
PROCUREMENT SUMMARY**

Advanced Conceptual/Preliminary Engineering for Crenshaw Transit Corridor

1	Contract Number: E0117			
2	Contractor: Hatch Mott Macdonald			
3	Mod. Work Description: Continued Funding for Phase III (Design Support During Construction)			
4	Work Description: Construction Management Support Services			
5	The following data is current as of: 06/09/15			
6	Contract Completion Status:		Financial Status:	
	Award Date:	01/07/2010	Award Amount	\$10,311,664
	Notice to Proceed (NTP):	01/07/2010	Total Contract Modifications	\$44,102,988
	Original Completion Date:	06/30/2015	Current Total Contract Value	\$54,414,652
	Current Est. Complete Date:	06/30/2017		
7	Contract Administrator: Valerie Dean		Telephone Number: 323-903-4123	
8	Project Manager: Charles Beauvoir		Telephone Number: 323,903-4113	

A. Contract Action Summary

The Request for Proposal (RFP) was an Architecture and Engineering (A&E) qualification-based procurement process in accordance with the California Government Code 4525-4529. This process requires that each of the responding firm's qualifications be evaluated, and the most qualified firm be selected, followed by cost and contract negotiations with the selected firm to establish a fair and reasonable contract price.

On June 26, 2009, the MTA issued a RFP for a Cost Plus Fixed Fee contract. No amendments were issued during the solicitation phase. The proposal evaluation team determined Hatch Mott MacDonald to be the most qualified proposer in October 2009 and the MTA Board authorized the Chief Executive Officer to negotiate and award a 9-year cost-plus fixed fee, Contract, Contract No. E0117, for Crenshaw Transit Corridor Advanced Conceptual Engineering, and

subsequent phases (options) for preliminary engineering, Design-build contract bid support, design support during construction and start-up support services for the LRT Alternative at the December 2009 meeting. The contract was for an amount not to exceed \$10,400,000 million to perform Phase I, Advanced Conceptual Engineering.

On September 23, 2010, the MTA Board of Directors authorized the CEO to exercise a 21 month cost plus fixed fee option for an amount not to exceed \$21,000,000 for Phase II Preliminary Engineering, Construction Contract Development and Bid Period Services.

On January 26, 2012, the MTA Board of Directors approved the recommendation to execute Contract Modification 16 for Advanced Utilities, Contract Modification 17, for BNSF track alignment, Contract Modification 18 for Integrated Project Management and Office Recurring Costs; and an increase of Contract Modification Authority for a not-to-exceed amount of \$2,524,038.

On April 19, 2012, the MTA Board of Directors authorized the Chief Executive Officer to execute contract modification No. 21 to Contract No. E0117 Advance Conceptual/Preliminary Engineering for Crenshaw Transit Corridor, with Hatch Mott MacDonald, to exercise the option for Phase III Design Services During Construction (DSDC), in the amount of \$13,235,158.

Attachment B shows that 37 Modifications have been approved to date and 1 modification is pending. The proposed modification 39 is for an amount of \$6,656,000 for the continued design services during construction of the Crenshaw/LAX Transit Project.

B. Cost/Price Analysis

The negotiated amount complies with all requirements of Metro Procurement policies and procedures and was determined fair and reasonable through fact findings, clarifications, and cost analysis. An independent cost estimate (ICE) was obtained as part of the cost analysis before negotiating.

Proposal Amount	MTA Estimate	Negotiated Amount
\$7.21 million	\$6.77 million	\$6.65 million

C. Small Business Participation

Hatch Mott MacDonald (HMM) made a commitment of 25.30% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) on this contract. Current DBE participation is 21.42%, a shortfall of 3.88%. For Phase I and Phase II, HMM achieved 25.10% DBE participation. HMM provided the following explanation for the shortfall: 1) Phase III Scope Reduction - the HMM team forecasted a greater participation level in the review of Contractor Design-Build documents, which has predominantly been undertaken by Metro staff. This has impacted DBE services in the areas of architectural & general civil reviews, utilities, and management reporting, and 2) Project Continuity - to ensure continuity and efficiency, specialty work forecasted to be filled by DBE firms were maintained by non-DBE firms, who brought ongoing project experience gained during the preliminary engineering phase.

On June 26, 2015, HMM advised that they will continue to examine opportunities to increase their DBE participation for Phases III and IV in the following service areas: 1) Design support for the Contract C0991 - Southwestern Yard, 2) Right-of-Way project acquisition support, 3) Systems Integration for Contracts C0988 and C0991, and 4) Identify specialty services for DBEs such as environmental compliance and clearance. To date, HMM has utilized six (6) additional DBE subcontractors.

	DBE Subcontractors	Ethnicity	% Commitment	Current ¹ Participation
1.	Anil Verma	Sub Asian American	10.49%	7.61%
2.	Earth Mechanics	Asian Pacific American	4.97%	2.63%
3.	UltraSystems	Caucasian	1.52%	0.28%
4.	Wagner Engineering	Caucasian	3.48%	2.29%
5.	The Solis Group	Hispanic American	3.24%	1.27%
6.	Epic Land Solutions	Caucasian	1.41%	1.76%
7.	E. W. Moon	African American	0.21%	0.50%
8.	BASE Architecture (added)	African American	0.00%	1.93%
9.	MARRS Services (added)	Sub Asian American	0.00%	1.74%
10.	Terry A. Hayes (added)	African American	0.00%	0.16%
11.	Cordoba (added)	Hispanic American	0.00%	0.36%
12.	The Alliance Group (added)	Asian Pacific American	0.00%	0.77%
13.	Armand Consulting (added)	Sub Asian American	0.00%	0.11%
	Total Commitment		25.30%	21.42%

¹Current Participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime

D. Living Wage and Service Contract Worker Retention Policy Applicability

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