

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #:2016-0571, File Type:Contract

Agenda Number:12.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 14, 2016**

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: AWARD PROFESSIONAL SERVICES CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a four-year firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., inclusive of all options, in the amount of up to \$12,189,477 to complete the environmental clearance study for the **West Santa Ana Branch (WSAB) Transit Corridor**.
- B. APPROVE contract modification authority specific to Contract No. AE5999300 in the amount of \$1,828,422 (15%) due to the complexity of the environmental clearance study;
- C. AWARD AND EXECUTE a four-year firm fixed price Contract No. PS2492300 to Arellano Associates, LLC, inclusive of all options, in the amount of up to \$861,067 to perform the environmental clearance study community outreach for the WSAB Transit Corridor; and
- D. APPROVE entering into a four-year Funding Agreement (FA) with the Gateway Cities Council of Governments (COG), to be led by the Eco-Rapid Transit Joint Powers Authority (JPA) for WSAB Transit Corridor Third Party Administration to work with the 13 cities along the corridor for participation in the environmental clearance study, in an amount not-to-exceed \$700,000.

ISSUE

In February 2013, the Southern California Association of Governments (SCAG) approved the WSAB Alternative Analysis (AA) Study for the 40-mile corridor from the City of Santa Ana in Orange County to Los Angeles Union Station (LAUS). The approved SCAG AA Study eliminated from further consideration Bus Rapid Transit (BRT), Streetcar and low-speed MagLev, leaving Light Rail Transit (LRT) as the recommended mode. In September 2015, the Metro Board received the WSAB Transit Corridor Technical Refinement Study that focused on five specific challenges identified by the SCAG AA. The Los Angeles County portion of the WSAB Transit Corridor extends 20 miles from the City of Artesia to the LAUS. Attachment B shows the corridor's Study Area map. The WSAB Transit Corridor is ready to enter into the environmental clearance phase. Currently, the WSAB Transit Corridor is anticipated to be LRT.

The base contract for both the environmental clearance study and community outreach contracts is to complete the Draft Environmental Impact Report (EIR) pursuant to California Environmental Quality Act (CEQA) requirements. These contracts also include two scenarios and options: Scenario 1, if Measure M passes on November 8th, Metro will seek FTA approval to complete the Environmental Impact Statement (EIS) pursuant to National Environmental Policy Act (NEPA) requirements concurrently with the EIR. Under Scenario 1, there are two options. Option 1 is to complete the Draft EIS concurrently with the Draft EIR with Option 2 being the completion of the Final EIR/EIS. The contract amount for this scenario for the environmental clearance study is \$10,621,708 and the contract for community outreach is \$646,035.24. If Measure M does not pass, Metro may pursue completing the NEPA as an option after completion of CEQA (Scenario 2). Under Scenario 2, there are three options. Option 1 is to complete the Final EIR. Option 2 is to complete the Draft EIS. Option 3 is to complete the Final EIS. The difference between Scenario 1 and 2 is that the CEQA and NEPA process can be done either concurrently or sequentially depending on the outcome of the Measure M. Board approval of the environmental clearance study and community outreach contracts is needed in order to proceed.

In February 2016, the Board directed that a budget (not to exceed \$18 million) be allocated for the purpose of pursuing Sustainable Transit-Oriented Communities (TOC) predevelopment and planning activities for the WSAB Transit Corridor. Staff is also requesting authorization to execute the not to exceed \$700,000 FA with the Gateway Cities COG for Third Party Administration work. This \$700,000 is part of the not to exceed \$18 million directed by the Board as the work on the environmental study will be affiliated with the predevelopment and planning activities for the WSAB Sustainable TOC corridor.

DISCUSSION

Background

The WSAB Transit Corridor is one of the 12 Measure R Transit Corridor projects with \$240 million earmarked for the project. The project is contained in Metro's 2009 Long Range Transportation Plan (LRTP) for a total of \$649 million, including Measure R dollars earmarked for the project, Proposition C 25% and savings from the I-5 South Construction Project (Measure R 20%). The Measure M Expenditure Plan being considered by voters on November 8th includes the project with a start date of Fiscal Year (FY) 2022.

The WSAB Transit Corridor stretches approximately 20 miles from the City of Artesia to LAUS, which uses eight miles of Metro-owned abandoned Pacific Electric Rail right-of-way (ROW) from the Los Angeles/Orange County border north to the City of Paramount. It extends 12 miles north of the City of Paramount to LAUS via a combination of local streets and privately owned rail ROW. Of these 12 miles, the route from the City of Huntington Park to LAUS is not yet determined and will be further evaluated in the environmental study (approximately six miles).

Environmental Study and Community Outreach Contracts

The environmental study consultant will conduct the required technical analysis to environmentally clear the WSAB Transit Corridor, including the selection of a Locally Preferred Alternative (LPA).

Community outreach activities will be conducted through a separate, but parallel contract. The outreach consultant will facilitate and implement the Community Participation Program required for the environmental clearance. Outreach will take into account the diverse communities within the study area, with outreach efforts conducted bilingually in both English and Spanish.

Third Party Administration

The Third Party Administration FA will reimburse the Gateway Cities COG, Eco-Rapid Transit JPA and 13 participating corridor cities for their staff to review deliverables and participate in the environmental clearance study.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2016-17 budget includes \$1,000,000 in Cost Center 4370, Project 460201 (WSAB Transit Corridor). Since these are multi-year contracts, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this project is from Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

ALTERNATIVES CONSIDERED

The Board could consider deferring initiation of the environmental phase until after the outcome of the November 8th election on Measure M is known or completing the environmental clearance study and outreach activities using in-house resources. Neither of these options is recommended as there are insufficient in-house resources to conduct a study of this magnitude. In addition, the recommended contractors have the technical expertise and qualifications to complete this work within the negotiated price.

NEXT STEPS

Upon Board approval, staff will execute the contracts with Parsons Brinckerhoff, Inc. and Arellano Associates, LLC and initiate work. In addition, staff will execute the FA with the Gateway Cities COG for the Third Party Administration work.

ATTACHMENTS

Attachment A-1 - Procurement Summary AE5999300

Attachment A-2 - Procurement Summary PS2492300

Attachment B - West Santa Ana Branch Transit Corridor Study Area Map

Attachment C-1 - DEOD Summary for A-1

Attachment C-2 - DEOD Summary for A-2

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PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR ENVIRONMENTAL
STUDY/AE5999300

1.	Contract Number: AE5999300	
2.	Recommended Vendor: Parsons Brinckerhoff, 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 5, 2016	
	B. Advertised/Publicized: February 4, 2016	
	C. Pre-Proposal Conference: February 16, 2016	
	D. Proposals Due: March 14, 2016	
	E. Pre-Qualification Completed: September 9, 2016	
	F. Conflict of Interest Form Submitted to Ethics: July 14, 2016	
	G. Protest Period End Date: September 21, 2016	
5.	Solicitations Picked up/Downloaded: 84	Proposals Received: 3
6.	Contract Administrator: Sonja Gettel	Telephone Number: (213) 922-7558
7.	Project Manager: Fanny Pan	Telephone Number: (213) 922-3070

A. Procurement Background

This Board Action is to approve Contract No. AE5999300 issued to provide the services to environmentally clear the Metro West Santa Ana Branch (WSAB) Transit Corridor Project.

This acquisition is predicated on one of two scenarios that will take place after the vote for Measure M is tallied on November 8, 2016. Scenario 1 (inclusive of two options) is based on Measure M passing and will enable Metro to seek FTA approval to complete the Environmental Impact Statement (EIS) pursuant to National Environmental Policy Act (NEPA) requirements concurrently with the Environmental Impact Report (EIR). Scenario 2 (inclusive of three options) is based on Measure M not passing, which will require, should Metro choose as an alternative, pursuing completion of the EIS as an option; after completion of the EIR per California Environmental Quality Act (CEQA) requirements.

In summary, the difference between Scenario 1 and 2 is that the EIS will be performed either concurrently with the EIR (Scenario 1 inclusive of two options), or sequentially, after completion of the EIR (Scenario 2 inclusive of three options); hence, the difference in price.

Scenario 2 (\$12,189,477) is a higher cost than Scenario 1 (\$10,621,708). Should ballot Measure M pass, the price of this acquisition will automatically revert to the lower cost of Scenario 1.

This is an Architectural and Engineering (A&E) qualifications based Request for Proposals (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. Price cannot be used as an evaluation factor pursuant to state and federal law. This RFP was issued with a Race Conscious Disadvantaged Business Enterprise (DBE) goal of 25%.

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

- Amendment No. 1, issued on February 26, 2016, provided responses to questions received, documents related to the pre-proposal conference, the planholders list and extended the proposal due date to March 14, 2016.

A pre-proposal conference was held on February 16, 2016, attended by 26 participants representing 19 firms. There were 13 questions asked and responses were provided prior to the proposal due date.

A total of 84 firms downloaded the RFP and those firms were included on the planholders' list. A total of three proposals were received on March 14, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Planning Department and Southern California Association of Governments (SCAG) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|-----|
| • Experience and Capabilities of the Firm | 25% |
| • Experience and Capabilities of the Personnel | 30% |
| • Effectiveness of the Work Plan | 15% |
| • Understanding of Work and Appropriateness of Approach for Implementation | 30% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weights, giving the greatest importance to the experience and capabilities of the personnel and the understanding of work and appropriateness of approach for implementation.

During March 23, 2016 through April 28, 2016, the PET completed its independent evaluations of the three proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM Technical Services, Inc. (AECOM)
2. Hatch Mott MacDonald, LLC (HMM)
3. Parsons Brinckerhoff, Inc. (PB)

During the interviews on May 17, 2016, the firms' project manager and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. 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 coordination plans, significant challenges and solutions, team structure and flexibility, and the PM's experience with the subcontractors.

The final scoring, after interviews, determined PB to be the highest technically qualified firm.

Qualifications Summary of Recommended Firm

PB has extensive experience in environmental professional services. PB has prepared environmental documentation for virtually every LRT project in Los Angeles County and has led and completed environmental clearance studies for the Crenshaw/LAX Transit Corridor and the Westside Subway Extension (Measure R transit corridor projects), both of which are currently under construction. In addition, they are part of ConnectLA Joint Venture and are preparing the environmental document for the Airport Metro Connector, another Measure R transit project.

PB's subcontractor, Terry A. Hayes Associates (TAHA), will serve as the Environmental Lead bringing 42 years of experience to the project. TAHA has a record in developing strong documentation for projects that have achieved environmental clearance and are already constructed.

As part of PB's team, the Travel Demand Lead developed the travel forecasting model that Metro is currently using for its corridor studies and environmental documentation. She has completed more forecasts for Metro than any other contractor, with some of the most recent being the Westside Purple Line Extension, Regional Connector Transit Corridor, Airport Metro Connector and East San Fernando Valley Rapidway. Additionally, she has also been involved in the development, calibration and testing of demand models with the Los Angeles County Corridors Base Model 2009 for as one of her most recent examples.

The following is a summary of the PET evaluation scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parsons Brinckerhoff, Inc.				
3	Experience and Capabilities of Firms on the Team	86.52	25.00%	21.63	
4	Experience and Capabilities of Personnel	80.00	30.00%	24.00	
5	Effectiveness of Management Plan	84.00	15.00%	12.60	
6	Understanding of Work and Appropriateness of Approach for Implementation	83.33	30.00%	25.00	
7	Total		100.00%	83.23	1
8	AECOM Technical Services, Inc.				
9	Experience and Capabilities of Firms on the Team	81.52	25.00%	20.38	
10	Experience and Capabilities of Personnel	75.00	30.00%	22.50	
11	Effectiveness of Management Plan	76.53	15.00%	11.48	
12	Understanding of Work and Appropriateness of Approach for Implementation	78.33	30.00%	23.50	
13	Total		100.00%	77.86	2
14	Hatch Mott MacDonald				
15	Experience and Capabilities of Firms on the Team	73.00	25.00%	18.25	
16	Experience and Capabilities of Personnel	72.50	30.00%	21.75	
17	Effectiveness of Management Plan	70.53	15.00%	10.58	
18	Understanding of Work and Appropriateness of Approach for Implementation	72.50	30.00%	21.75	
19	Total		100.00%	72.33	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon Metro's Management and Audit Services, an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations.

The difference between the ICE and the negotiated amount is, in part, due to a lower number of jurisdictions, stakeholders and third parties included in the ICE. In addition, minimum requirements were projected for (1) conceptual engineering and urban design and (2) environmental analysis and documentation. Metro's project manager and technical advisors reviewed PB's hours and determined the proposed level of effort was reasonable for the successful completion of the scope of work. In

comparison to the firm's original proposal, the negotiated amounts represent a savings of \$4,561,256 for Scenario 1 and \$4,178,540 for Scenario 2.

Proposer Name	Scenario	Proposal Amount	Metro ICE	Negotiated Amount
Parsons Brinckerhoff, Inc.	1	\$15,182,964	\$6,896,585	\$10,621,708
Parsons Brinckerhoff, Inc.	2	\$16,368,017	\$7,744,098	\$12,189,477

D. Background on Recommended Contractor

The recommended firm, Parsons Brinckerhoff, Inc. (PB), has been in business for 130 years. PB is one of the world's leading professional services consulting firms with expertise in environmental and engineering services, amongst others. They have been serving the Los Angeles region for four decades and their local office in downtown Los Angeles will be performing this work.

The proposed team is comprised of staff from PB and eleven subcontractors, nine of which are DBE certified. The PM has experience leading the preparation of environmental documents, bringing more than 20 years of transit experience within the Los Angeles metropolitan area. Her particular experience encompasses the management, planning, design and construction of major rail projects, including light, heavy and commuter rail systems, rail stations and rail yards.

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY OUTREACH
PS2492300

1.	Contract Number: PS2492300	
2.	Recommended Vendor: Arellano Associates, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input 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 5, 2016	
	B. Advertised/Publicized: February 4, 2016	
	C. Pre-Proposal/Pre-Bid Conference: February 18, 2016	
	D. Proposals/Bids Due: March 7, 2016	
	E. Pre-Qualification Completed: June 20, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 7, 2016	
	G. Protest Period End Date: September 21, 2016	
5.	Solicitations Picked up/Downloaded: 45	Bids/Proposals Received: 4
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Fanny Pan	Telephone Number: (213) 922-3070

A. Procurement Background

This Board Action is to approve Contract No. PS2492300 issued in support of the West Santa Ana Branch (WSAB) Transit Corridor Project to provide outreach to facilitate and implement a Community Participation Program for the environmental analysis and documentation.

This acquisition is predicated on one of two scenarios that will take place after the vote for Measure M is tallied on November 8, 2016. Scenario 1 (inclusive of two options) is based on Measure M passing and will enable Metro to seek FTA approval to complete the Environmental Impact Statement (EIS) pursuant to National Environmental Policy Act (NEPA) requirements concurrently with the Environmental Impact Report (EIR). Scenario 2 (inclusive of three options) is based on Measure M not passing, which will require, should Metro choose as an alternative, pursuing completion of the EIS as an option; after completion of the EIR per California Environmental Quality Act (CEQA) requirements. The RFP requested firms to provide pricing for each scenario.

In summary, the difference between Scenario 1 and 2 is that the EIS will be performed either concurrently with the EIR (Scenario 1 inclusive of two options), or sequentially, after the completion of the EIR (Scenario 2 inclusive of three options).

Scenario 2 (\$861,067) is a higher cost than Scenario 1 (\$646,035). Should ballot Measure M pass, the price of this acquisition will automatically revert to the lower cost of Scenario 1.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on February 25, 2016, provided responses to questions received and the pre-proposal conference related documents; and
- Amendment No. 2, issued on February 29, 2016, provided responses to questions received.

A pre-proposal conference was held on February 18, 2016, attended by 10 participants representing seven companies. There were seven questions asked and responses were released prior to the proposal due date.

A total of 45 firms downloaded the RFP and were included in the planholders' list. A total of four proposals were received on March 7, 2016.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET) consisting of staff from Metro's Community Relations and Planning departments and Southern California Association of Governments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|------------|
| • Experience of Team Skills | 30 percent |
| • Experience and Capabilities of Key Personnel on the Contractor's Team | 25 percent |
| • Understanding of Work and Appropriateness of Approach for Implementation and Effectiveness of Management Plan | 25 percent |
| • Cost Proposal | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements for professional services. Several factors were considered when developing these weights, giving the greatest importance to experience of team skills.

The Diversity & Economic Opportunity Department (DEOD) reviewed the firms that submitted proposals in order to confirm their Metro Small Business Enterprise (SBE) certification status. All four proposals received were deemed eligible Metro SBE certified firms and are listed below in alphabetical order:

1. Arellano Associates, LLC (Arellano)
2. MBI Media
3. Saucedo Group
4. The Sierra Group

During the week of April 11, 2016, the PET completed its independent evaluation of the four proposals. The PET determined that two proposers were outside the competitive range and were not included for further consideration. The proposals did not demonstrate thorough understanding of the project, scenarios and options were not addressed, did not thoroughly address all statement of work requirements or demonstrate having the required experience on projects similar in scale.

The remaining two proposers determined to be within the competitive range are listed below in alphabetical order:

1. Arellano
2. The Sierra Group

On May 2, 2016, oral presentations were held with both firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. At the conclusion of the oral presentations, Arellano was determined to be the highest rated proposer for each Scenario.

Qualifications Summary of Firms Within the Competitive Range:

ARELLANO

Arellano is a Metro-certified SBE firm with demonstrated outreach experience, including multiple Gateway Cities project. The firm also has outreach experience in EIR/S, Bicycle Master Plan, Capital Improvement Program, Feasibility Study, etc. Additionally, the firm has an understanding of Los Angeles County's diverse and multilingual stakeholders and transportation issues and demonstrated how the team would effectively coordinate with Metro, County of Los Angeles cities, elected offices, local residents and businesses and thoroughly explained how each scenario and options would be executed successfully.

THE SIERRA GROUP

The Sierra Group is a Metro-certified SBE firm with demonstrated outreach experience, including Metro projects, I-710 EIR/EIS (as a subcontractor), Purple Line EIR/EIS (as a subcontractor), and East San Fernando Valley. The firm has

experience with the environmental review process, outreach approaches, and project area and a good understanding of the diversity and outreach strategies needed for WSAB communities. The firm lacked a thorough understanding of the project, and the scenarios and options were not addressed in detail.

A summary of the PET scores for each scenario is provided below:

Scenario 1 - Passage of Sales Tax Initiative

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Arellano				
3	Experience of Team Skills	90.00	30.00%	27.00	
4	Experience and Capabilities of Key Personnel on the Contractor's Team	80.28	25.00%	20.07	
5	Understanding of Work and Appropriateness of Approach for Implementation and Effectiveness Of Management Plan	85.96	25.00%	21.49	
6	Cost Proposal	90.00	20.00%	18.00	
7	Total		100.00%	86.56	1
8	The Sierra Group				
9	Experience of Team Skills	76.80	30.00%	23.04	
10	Experience and Capabilities of Key Personnel on the Contractor's Team	76.36	25.00%	19.09	
11	Understanding of Work and Appropriateness of Approach for Implementation and Effectiveness Of Management Plan	70.32	25.00%	17.58	
12	Cost Proposal	100.00	20.00%	20.00	
13	Total		100.00%	79.71	2

Scenario 2 - No Sales Tax Initiative

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Arellano				
3	Experience of Team Skills	90.00	30.00%	27.00	
4	Experience and Capabilities of Key Personnel on the Contractor's Team	80.28	25.00%	20.07	
5	Understanding of Work and Appropriateness of Approach for Implementation and Effectiveness Of Management Plan	85.96	25.00%	21.49	
6	Cost Proposal	80.00	20.00%	16.00	
7	Total		100.00%	84.56	1
8	The Sierra Group				
9	Experience of Team Skills	76.80	30.00%	23.04	
10	Experience and Capabilities of Key Personnel on the Contractor's Team	76.36	25.00%	19.09	
11	Understanding of Work and Appropriateness of Approach for Implementation and Effectiveness Of Management Plan	70.32	25.00%	17.58	
12	Cost Proposal	100.00	20.00%	20.00	
13	Total		100.00%	79.71	2

C. Cost Analysis

The recommended price for both scenarios has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department audit findings, an independent cost estimate (ICE), a technical analysis, a cost analysis, fact finding, and negotiations. The negotiated amounts are a result of scope of work and level of effort clarifications.

The ICE included a higher range for labor and overhead rates. Metro staff successfully negotiated a cost savings of \$272,513 for Scenario 1 and \$305,351 for Scenario 2.

Scenario 1 - Passage of Sales Tax Initiative

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Arellano	\$918,548	\$980,785	\$646,035
2.	The Sierra Group	\$834,178	\$980,785	N/A

Scenario 2 - No Sales Tax Initiative

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Arellano	\$1,166,418	\$1,475,561.40	\$861,067
2.	The Sierra Group	\$957,552	\$1,475,561.40	N/A

D. Background on Recommended Contractor

The recommended firm, Arellano, located in Chino Hills, California, has been in business since 1994. Arellano specializes in public outreach and communications that focuses on public infrastructure, transportation, and community planning programs throughout Southern California. Arellano is a certified Metro SBE, Minority-owned (MBE), Woman-owned (WBE) and Disadvantaged Business Enterprise (DBE). Arellano has experience working with similar projects and has performed satisfactorily on several Metro projects.

West Santa Ana Transit Corridor Study Area Map



DEOD SUMMARY
WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Parsons Brinckerhoff (PB) proposed two Scenarios. PB exceeded the goal by making a 25.03% DBE commitment for Scenario 1, and a 26.12% DBE commitment for Scenario 2.

Scenario 1:

SMALL BUSINESS GOAL	25% DBE	SMALL BUSINESS COMMITMENT	25.03% DBE
		DBE Subcontractors	Ethnicity
			% Committed
1.	BA Inc.	African American	1.66%
2.	CityWorks Design	Hispanic American	3.68%
3.	Connetics Transportation Group	Asian Pacific American	0.79%
4.	Epic Land Solutions	Caucasian Female	1.18%
5.	Geospatial Professional Services	Asian Pacific American	0.25%
6.	Lenax Construction	Caucasian Female	2.31%
7.	Terry A. Hayes Associates	African American	11.40%
8.	Translink Consulting	Hispanic American	3.76%
Total Commitment			25.03%

Scenario 2:

SMALL BUSINESS GOAL	25% DBE	SMALL BUSINESS COMMITMENT	26.12% DBE
		DBE Subcontractors	Ethnicity
			% Committed
1.	BA Inc.	African American	1.45%
2.	CityWorks Design	Hispanic American	3.55%
3.	Connetics Transportation Group	Asian Pacific American	0.68%
4.	Epic Land Solutions	Caucasian Female	1.03%
5.	Geospatial Professional Services	Asian Pacific American	0.22%
6.	Lenax Construction	Caucasian Female	2.01%
7.	Terry A. Hayes Associates	African American	13.26%
8.	Translink Consulting	Hispanic American	3.92%
Total Commitment			26.12%

B. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to contract.

D. Living Wage Service Contractor Retention Policy Applicability

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

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY OUTREACH
PS2492300**A. Small Business Participation**

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

Arellano Associates, LLC, an SBE Prime, is performing 100% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Arellano Associates, LLC (Prime)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.