

Department of Public Works

Bureau of Engineering
Report No. 1

July 8, 2013
CD Nos. 1 and 3

REQUEST FOR AUTHORITY TO ISSUE THE TASK FOR SOLICITATION NO. 200 TO STUDIO PALI FEKETE ARCHITECTS (SPF:a), CONTRACT NO. C-114047, FROM THE PRE-QUALIFIED ON-CALL (PQOC) CONSULTANTS LIST TO PROVIDE ARCHITECTURAL AND ENGINEERING DESIGN, AND DESIGN SERVICES DURING CONSTRUCTION FOR THE TAYLOR YARD BIKEWAY/PEDESTRIAN BRIDGE OVER THE LOS ANGELES RIVER PROJECT - WORK ORDER NO. E1907487

RECOMMENDATION

Authorize the City Engineer to issue the Task to SPF:a, Contract No. C-114047, from the PQOC Architectural Consultants List to provide Architectural and Engineering Design, and Design Services during construction for the Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River Project, as stated in Task Order Solicitation (TOS) No. 200, with a budget authority of \$950,000, which includes contingency.

TRANSMITTALS

1. Copy of TOS No. 200 entitled "Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River - TOS for Bridge Design - Work Order No. E1907487", dated August 23, 2012.
2. Copy of the fee proposal for TOS No. 200, dated December 17, 2012, submitted by SPF:a, for the Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River Project, Work Order No. E1907487.
3. Copy of the proposed Project Task Order No. 2 for Contract No. C-114047 for the Taylor Yard Bikeway/Pedestrian Bridge over the Los Angeles River Project, Work Order No. E1907487.

DISCUSSION

Background

On April 23, 2008, the Board of Public Works (Board) approved the PQOC list of consultants to provide architectural and engineering design services for the Municipal Facilities Program. The Contract with SPF:a was executed on July 7, 2008 and will expire on July 7, 2013. The Bureau of Engineering (BOE) is in the process of amending this contract to extend this contract by 4 years, from July 7, 2013 to July 7, 2017.

The City of Los Angeles (City), in cooperation with Los Angeles County Metropolitan Transportation Authority (MTA), would like to build a modern, aesthetically distinctive, cost-effective, concrete bridge, designed to be efficiently constructed, and to be durable and weather resistant, requiring a minimum amount of maintenance. The bridge design must comply with the existing Los Angeles River Revitalization Master Plan. The bridge shall be approximately 400 feet long, with a 17-foot clear bikeway, and minimize the disruption of the waterway, as well as minimizing structural supports in the River to facilitate construction. Integrated lighting for pedestrians and lighting for identifying the bridge from a distance is part of the scope. Two Los Angeles Department of Water and

Power (LADPW) recycled water lines are also included. The recycled water lines should be a visible bridge element, representing the investment in recycled water infrastructure that the City is making on this project. This bridge will be a counterpoint to the planned North Atwater pedestrian bridge which is a cable supported bridge project being executed by the Los Angeles River Revitalization Corporation, with BOE support.

TOS Description

The Consultant shall provide architectural and engineering design, and design services during construction. Due to the current in-house design workload and pressing schedule of the project, the BOE staff could not accommodate completing the project design in-house.

Summary of Selection and Negotiations

On August 23, 2012, BOE sent a TOS to all 17 firms on the PQOC Architectural Consultant List that was established on July 8, 2008.

The TOS requested the consultants to submit proposals for bridge design services as specified in the TOS (Transmittal No. 1).

Proposals from 9 of the 17 firms from the PQOC Architectural Consultant List were received by the submittal deadline of September 13, 2012. All nine proposals were reviewed and scored by BOE staff against the criteria outlined in the TOS, and four firms were selected for interview.

After interviewing the four firms, SPF:a was selected as the most qualified firm. The selection panel recommended issuing the Task Order to SPF:a for a negotiated fee in the amount of \$824,500, including reimbursable. A contingency of \$125,500 is being added, for the total budget authority of \$950,000.

Documentation supporting the selection of the consultant as well as a record of the negotiations has been included in the project file.

Minority Business Enterprise/Women Business Enterprise/Other Business Enterprise (MBE/WBE/OBE) Subcontractor Outreach Program

This Task will be subject to the MBE/WBE/OBE Subcontractor Outreach Program requirements. The City has set anticipated participation levels of 12 percent and 2 percent for MBE/WBE participation, respectively. For this Task, the Consultant is pledging a MBE participation level of 0.6 percent and a WBE participation level of 2.32 percent. However, subconsultant Hood Design Group has submitted an application for MBE Certification in November 2012. If and when Hood is certified MBE, the task order's MBE pledge level will increase to 7.4 percent. It is worth noting that SPF:a as a prime consultant is a WBE firm and is doing 27 percent of the work. SPF:a proposed sub-consultants who brought design sensibilities and engineering experience appropriate for this new pedestrian River bridge.

On this particular Task, the following MBE, WBE, and OBE firms are proposed to be utilized by the Consultant:

Gender/Ethnicity Codes:

AA = African American	HA = Hispanic American
APA = Asian Pacific American	SAA = Subcontinent Asian American
NA = Native American	C = Caucasian
M = Male	F = Female

Subconsultants	Gender/ Ethnicity	MBE/WBE/ OBE	(%) of Base Task	Task Amount
ARUP		OBE	29.8%	\$230,500
Tetra Tech		OBE	21.3%	\$165,000
Ph. D. A. Design Office		OBE	3.2%	\$ 25,000
Gotama Engineers	F/APA	WBE	2.3%	\$ 18,000
Hood Design Group*	M/AA	OBE	6.8%	\$ 52,500
The Morcos Group		OBE	9.0%	\$ 70,000
Construction Specification Services	M/APA	MBE	0.6%	\$ 4,500
Total MBE Participation			0.6%	\$ 4,500
Total WBE Participation			2.3%	\$ 18,000
Total OBE Participation			70.1%	\$543,000
Subtotal Subconsultants Participation			73.0%	\$565,500
Prime Participation			27.0%	\$209,000
Initial Base Task			100.0%	\$774,500
Reimbursables				\$ 50,000
Total Negotiated Amount for SPF:a				\$824,500
Design Contingency				\$125,500
Total Task Budget Authority				\$950,000

* Hood Design has applied for MBE certification and is awaiting that determination.

Contractor Performance Evaluation

In accordance with Division 10, Chapter 1, Article 13 of the Los Angeles Administrative Code, the appropriate City personnel responsible for the quality control of this personal services Contract shall submit Contractor Performance Evaluation Reports to the Bureau of Contract Administration, Special Research & Investigation Section upon termination of the Contract.

STATUS OF FUNDING

As of this moment, construction funding has not been identified. BOE is working with Council staff and the City Legislative Analyst to pursue construction funding. Funding in the amount of \$1.4M for the design and project management of this project is available in Fund No. 655, Department No. 94, Appropriation Unit No. 94H588.

The City's liability under this contract shall only be to the extent of the present City appropriation to fund the contract. However, if the City shall appropriate funds for any succeeding years, the City's liability shall be extended to the extent of such appropriation, subject to the terms and conditions of the contract

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(MK RMK DJW)

Report reviewed by:

BOE (ADM)

Report prepared by:

Architectural Division

Mahmood Karimzadeh, A.I.A.
Principal Architect
Phone No. (213) 485-4282

Statement as to Funds approved by:

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Robert Andalon, Executive Officer
Department of Transportation
Date: _____

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Questions regarding this
report may be referred to:
Carl Nelson, Project Manager
Phone No. (213) 485-4474
E-mail: Carl.Nelson@lacity.org

Respectfully submitted,



Gary Lee Moore, P.E.
City Engineer

**BIKEWAY/PEDESTRIAN BRIDGE OVER LOS ANGELES RIVER
PROPOSED PROJECT**

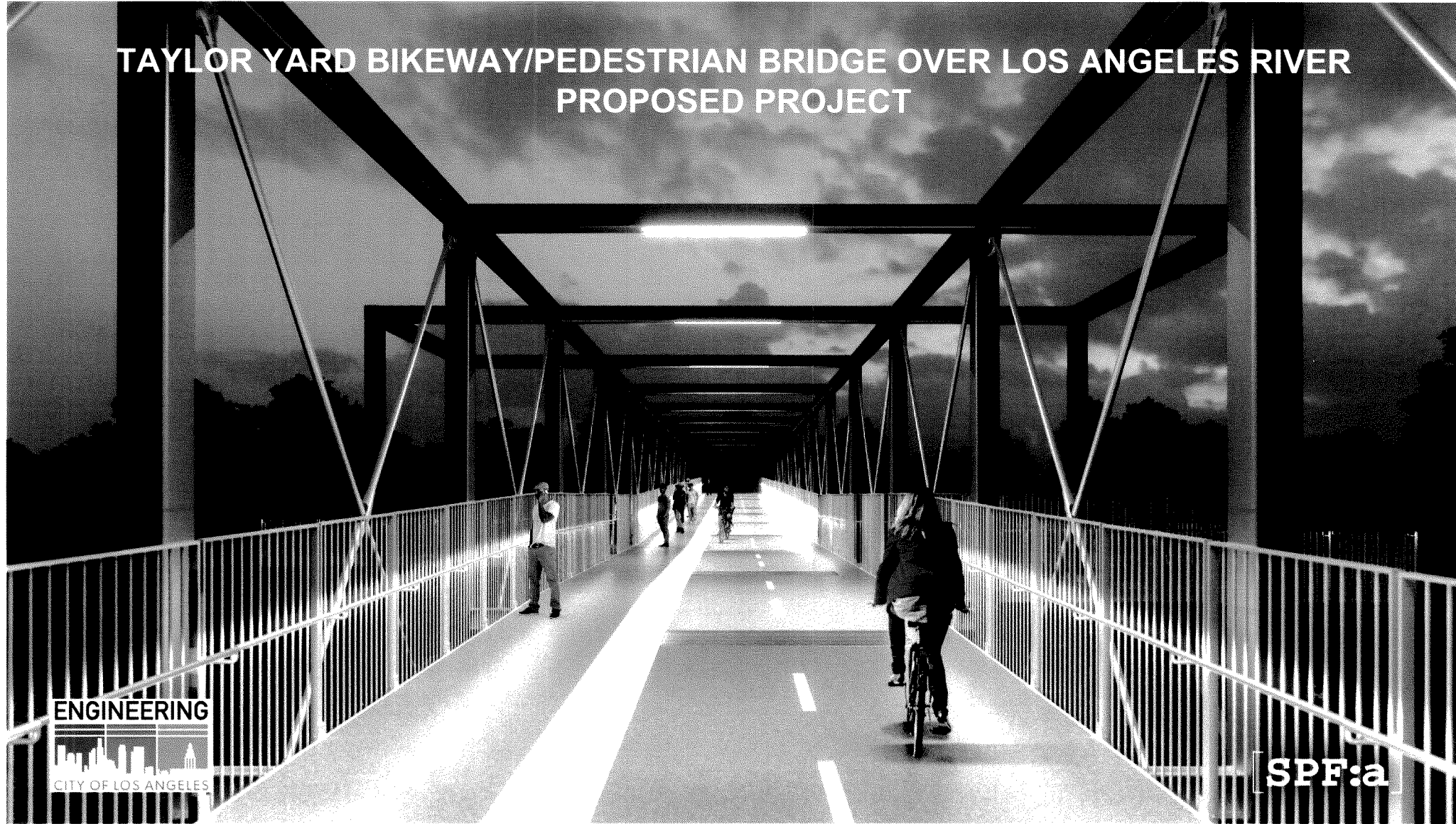


[SPF:a]

BPW-2018-0081

TRANSMITTAL NO. 2

TAYLOR YARD BIKEWAY/PEDESTRIAN BRIDGE OVER LOS ANGELES RIVER PROPOSED PROJECT



ENGINEERING
CITY OF LOS ANGELES

SPF:a

Metro

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



Board Report

File #:2017-0344, File Type:Agreement

Agenda Number:22

**PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017**

**SUBJECT: TAYLOR YARD BRIDGE CONSTRUCTION
FUNDING AGREEMENT**

**ACTION: AUTHORIZE EXECUTION OF TAYLOR YARD BRIDGE CONSTRUCTION FUNDING
AGREEMENT WITH THE CITY OF LOS ANGELES**

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute a Construction Funding Agreement with the City of Los Angeles for the Taylor Yard Bridge with a not-to-exceed amount of \$21,700,000.

ISSUE

In a 1992 settlement agreement pertaining to the development of the Taylor Yard Commuter Rail Facility (1992 Settlement), the former Los Angeles County Transportation Commission (LACTC), a predecessor agency to Metro, agreed to design, finance, and construct a pedestrian access system linking the communities to the east and west of Taylor Yard over the Los Angeles River.

In January 2012, the Metro Board approved the award of funds to the City of Los Angeles (City) for the design of the Taylor Yard Bicycle/Pedestrian Bridge over Los Angeles River (Bridge). The 2012 Board Report is included as Attachment A. Accordingly, Metro has provided the funds for the design of the Bridge, the City has completed 50% design, and the City will complete design from the remaining balance of the design grant and City funds by the end of this calendar year. A site plan and rendering are included in Attachment B.

Execution of the Construction Funding Agreement and completion of the Bridge by the City would fulfill Metro's commitment as part of the 1992 Settlement.

The Bridge will be funded by Metro, subject to terms in the Construction Funding Agreement, programmed over three years, starting Fiscal Year (FY) 2019. The City will construct, own, operate, and maintain the Bridge. The preliminary budget and schedule for the construction of the Bridge are included as Attachments C and D.

DISCUSSION

Background

Following the 1992 Settlement, the parties agreed that the City would design and construct the Bridge with funding from Metro via a grant mechanism. Metro granted the City various Call for Projects grants to build the Bridge and a related bike path, however all funds were subsequently deobligated due to delay in performance by the City.

At the January 2012 meeting of the Metro Board, Metro awarded \$1,073,000 to the City for the design of the Bridge, programmed for FY 2011-12 and FY 2012-13 through a Design Funding Agreement which included preliminary conceptual design, environmental documentation, right-of-way, environmental clearance permits, and final design and bid package preparation. The Design Funding Agreement was extended twice and now expires June 30, 2018.

The City has completed 50% drawings for the Bridge design and is responsible for all required permits and rights-of-way required for the construction of the Bridge as a part of the 2012 funding agreement.

Agreement Terms

- The Bridge will be funded by Metro, with funds advanced every six months based on expected expenditures, and recalculated every six months based on actual expenditures reflected in quarterly progress reports
 - Up to \$21,700,000 will be programmed over three fiscal years starting with FY 2019.
 - The City will provide supporting documentation in the form of Quarterly Progress/Expenditure Reports documenting expenditures from each advance.
- The City is responsible for the construction and completion of the Bridge as described in the Scope of Work of the Construction Funding Agreement.
- Metro will review the Bridge design before the City bids the construction, for purposes of ensuring the project is consistent with the limited scope of the Bridge.
- In the event the final budget (based upon approved bids) exceeds the current estimate of \$21,700,000, Staff will return to the Metro Board for its approval or disapproval.
- Metro shall be responsible for costs overruns due to unforeseen conditions associated with construction.
- The City shall be responsible for cost overruns due to avoidable delays in the project schedule or changes to the project scope initiated by the City.
- Metro will have the right to approve any change orders over \$100,000, following a procedure agreed to by Metro staff.
- The Bridge will be owned, operated, and maintained by the City at no cost to Metro.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Adoption of the Construction Funding Agreement will require up to \$21,700,000 over three fiscal years. Because the Bridge will be owned and operated by the City, the project will not be considered as a Metro capital project.

Impact to Budget

There will be no impact to the FY 2018 budget. Since this is a multi-year agreement, the Chief Program Management Officer will ensure the project construction funding is included in future annual budget requests.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize negotiation and execution of the Construction Funding Agreement. This is not recommended because it does not support Metro's legal commitment made in the 1992 Settlement.

NEXT STEPS

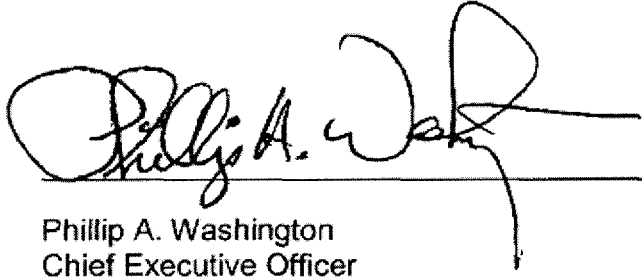
Upon Board approval, negotiations will be finalized and the Construction Funding Agreement executed.

ATTACHMENTS

- Attachment A - Design Funding Board Report (January 18, 2012)
- Attachment B - Site Plan and Rendering
- Attachment C - Preliminary Project Design and Construction Schedule
- Attachment D - Preliminary Project Budget

Prepared by: Christina Baghdasarian, Transportation Associate, Countywide Planning & Development, (213) 922-7685
Marie Sullivan, Principal Transportation Planner, Countywide Planning & Development (213) 922-5667
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Rick Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer