



AGENDA REPORT

Meeting Date: June 4, 2013
Item Number: F-2
To: Honorable Mayor & City Council
From: Aaron Kunz, Deputy Director of Transportation
Subject: AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND PSOMAS FOR DESIGN SERVICES FOR THE NORTH SANTA MONICA BOULEVARD RECONSTRUCTION PROJECT; AND APPROVAL OF A PURCHASE ORDER IN THE AMOUNT OF \$1,940,730 TO PSOMAS FOR THE SERVICES

Attachments:

1. Agreement
2. Psomas Proposal for NSMBR, Section 6

RECOMMENDATION

Staff recommends that City Council approves the Agreement between the City of Beverly Hills and Psomas for design services for the North Santa Monica Boulevard (NSMB) Reconstruction project and approve the associated purchase order.

INTRODUCTION

In 2005, the State of California relinquished ownership of NSMB within the City of Beverly Hills to the City of Beverly Hills, including approximately 20-feet beyond the existing northern curb face that has predominately been assimilated into Beverly Gardens Park. Along with the relinquishment the City received \$4.3 million from the State towards the rehabilitation of the roadway. The pavement quality, drainage system and other physical elements have deteriorated to the extent that the Boulevard requires significant reconstruction. Staff recommends a budget of \$16 million to be funded in the 2013/14 Proposed Capital Improvement Budget based on a preliminary cost estimate. This cost estimate will be refined continually during the design process.

With the recommended agreement, Psomas, a Civil Engineering firm, will manage a project team to provide all design services needed for the project, including the conceptual design/public outreach process; preparing detailed plans, specifications and construction cost estimates; and providing support services for the construction and bidding phases.

DISCUSSION

In April 2012, staff presented to City Council a draft Request for Proposal (RFP) to solicit design consultant services for the project. The structure of the RFP called for a civil engineering firm to be lead and subcontract with other firms as needed (e.g., transportation planning & engineering, landscaping throughout the design phase and for construction support to provide continuity).

City Council provided the following direction to staff:

- Revise the schedule to begin construction in early 2015; it was suggested that the conceptual design/public outreach process be conducted as close as practical to the start of construction.
- Incorporate into the RFP the City's desire to incorporate "Complete Streets" concepts into the overall reconstruction project, specifically consideration of bicycle lanes in each direction. The City Council acknowledged that bicycle lanes in each direction would require some widening of the roadway beyond the existing curb face. Prior to the April 2012 discussion with City Council, staff had received direction that no widening of the roadway would occur beyond the existing curb face which would allow a traditional bicycle lane in only one direction along the entire length of the Boulevard.
- Develop a construction mitigation plan (which will determine the timeframe of construction) as part of the conceptual design process.

Staff followed a qualifications-based selection process to develop the recommendation to award an agreement to Psomas. In January 2013, a Request for Proposal (RFP) was released to ten locally based civil engineering firms identified by staff and transportation professionals as having experience with projects of similar scope and prior experience with projects in Beverly Hills and/or similar Cities in the region. Providing environmental review services was provided as an option for firms to provide.

Five firms submitted proposals and all were invited for interviews. A panel consisting of the Chair of the Public Works Commission, Chair of the Traffic & Parking Commission, Assistant Director of Public Works & Transportation, Deputy Director of Transportation, Director of Project Administration, and Principal Civil Engineer interviewed and ranked the five firms. The Psomas team had the highest score based on strength of their proposal, understanding of the project, and the entire team's extensive experience with the City of Beverly Hills. Consistent with the qualifications-based selection process, cost proposals remained sealed until after the panel made their selection and staff negotiated with the highest scoring firm.

With the design services, the consultant is paid on a time and material basis and varies based on the team's estimates of the amount of work anticipated. Of the three highest scoring teams, Psomas' cost proposal was in the midrange. The original Psomas cost proposal had a base cost proposal of \$1,536,544 with options of \$238,766 (for environmental review, additional civil engineering work if traffic signal poles need relocating for bicycle lanes and additional survey work). After discussions with staff, the base cost proposal was reduced to \$1,460,710. Psomas also reduced the cost of

options by 2.4%, however, optional costs in the agreement have increased as it reflects the cost of the Psomas team preparing an Environmental Impact Report (EIR) if deemed necessary.

In comparison, the second highest scoring team, the firm most comparable to Psomas in size and experience, submitted a base cost proposal of \$1,993,110 with optional tasks of \$32,443. The third highest scoring team submitted a cost proposal of \$1,361,511 with no options. In addition to the Psomas team's higher qualifications and more experience with projects of similar scope, the Psomas proposal has significantly more civil engineering and survey work that staff believes is necessary for this project than this third proposal.

The key personnel from the team include Sean Vargas and Ross Barker from Psomas; Michael Meyer of Iteris (Transportation Planning and Engineering); and Steve Smith of Gruen (Landscaping/Urban Design). All four members of this team were key personnel for the Wilshire Bus Rapid Transit (BRT) project in Los Angeles. Psomas was the lead civil engineering firm for the Beverly Hills Urban Design Program Triangle Area and the North Santa Monica Boulevard Signal Synchronization project in Beverly Hills. Michael Meyer was the Project Manager for the design of transportation improvements for the Santa Monica Boulevard Transit Parkway Project west of the City. Steve Smith is the Project Manager for the early NSMB/Gateway project study that was used to develop the environmental assessment. The "References and Relevant Experience" from the Psomas proposal (Exhibit A) provides additional information on the team's background and experience.

The agreement with Psomas is divided into two phases as described below:

Phase 1: Conceptual Design/Public Outreach

This phase includes the public outreach, geotechnical surveys, and necessary studies to accomplish the following tasks:

- Facilitate City Council decisions on any enhancements to be included along with the core reconstruction project, including consideration of bicycle lanes, landscaped medians, transit stop amenities and street lighting.
- Evaluation of existing conditions, including existing roadway and intersections, storm drains, pavement, and geotechnical field review. The scope also includes additional "infiltration testing" should the initial testing find the potential for shallower or deeper subsurface water than anticipated.
- Development of construction mitigation plan, schedule and work hours.
- Provide initial cost estimates for design options.
- Prepare the environmental documentation required by the California Environmental Quality Act (CEQA). While CEQA provides for a categorical exemption for projects that are determined not to have a significant effect on the environment (e.g., a street paving project), expansion of the roadway beyond the northern curb face for a bicycle and/or soil contamination issues could require a higher level of environmental review. To minimize any delays should a higher

level of environmental review be required, "initial environmental consulting" has been incorporated into the base budget. At the beginning of Phase 1, Bon Terra, the environmental consultant, will begin to compile information that could be incorporated into an environmental document and support the City with proper noticing for public scoping meetings. Upon selection of a preferred concept, incorporated into the base budget is "initial environmental consulting". To address this issue, approximately 90 days after commencement of Phase 1, the Psomas team will provide an evaluation of the level of environmental review that should be conducted. Upon receipt of the evaluation, the Community Development Department and City Attorney's Office will determine if an Environmental Impact Report (EIR) is needed. The recommended agreement includes the option of the Psomas team conducting an EIR if determined needed at a cost of \$285,000.

- **The first deliverable for Phase 1** is a project management and outreach plan to be presented to City Council. Staff will request that City Council appoint a NSMB Committee comprised of two representatives each of the Traffic & Parking, Public Works, and Recreation & Parks Commissions to provide recommendations to City Council.

Upon completion of Phase 1 and City Council selection of a conceptual design for NSMB, staff would seek direction to proceed with Phase 2.

Phase 2: Project Design

This phase involves preparing details of the conceptual design approved by City Council during Phase 1 and support services for construction bidding and construction administration as described below:

- Preparing plans, specifications and estimates of probable construction costs (PS&E) including street improvement drawings, intersection plans, signing and striping plans, street lighting plans, landscape and street furniture plans, and drainage reconstruction.
- Permit and Agency Coordination, including the County of Los Angeles and/or the State of California as required.
- Construction bid and construction support.
- Survey and Investigations.
- Traffic Signal and Interconnect Plans (optional if traffic signals need to be relocated to accommodate a bicycle lane).
- Small Potholes (optional if needed) to identify location of utilities of the design concept selected as part of Phase 1.

With City Council approval of an agreement in June 2013, the following schedule is anticipated:

- Initial presentation to City Council: August 2013
- Public Outreach: Fall 2013
- Determination of level of environmental review required: Fall 2013
- City Council selection of conceptual design/authorization to proceed with Phase 2: January 2014
- Phase 2 Completion: November 2014
- Construction Commences: Spring 2015

FISCAL IMPACT

Staff's recommended FY 13-14 Capital Improvement Budget includes \$16 million for the Santa Monica Boulevard Reconstruction Project based on a very preliminary estimate. The April 2012 staff report included a budget estimate of \$12 million. Based on further review and discussions with the proposers during the RFP process, staff updated the estimate to \$16 million. The recommended agreement with Psomas includes updating the cost estimates throughout the planning process.

The recommended agreement with Psomas has a not-to-exceed amount of \$1,940,730. This includes \$1,479,710 of base services, \$411,020 of optional services and \$50,000 for contingency as described below. The agreement includes that the City Manager or designee shall provide a notice to proceed prior to initiating any optional services. Additionally, City Council approval of a conceptual design and acceptance of the Phase 1 final report is needed prior to commencing Phase 2.

Phase 1

Base Services:	
Pre-design	\$389,147
Reimbursable Expenses	\$25,500
<i>Subtotal Phase 1 Base</i>	<i>\$414,647</i>
Optional Services:	
Environmental Field Testing	\$19,000
Environment Impact Report (EIR)	\$145,000
Additional Technical Support for EIR	\$140,000
<i>Subtotal Phase 1 Options</i>	<i>\$345,000</i>
Total Phase 1 Not-to-Exceed amount	\$718,647

Phase 2

Base Services:	
PS&E	\$666,692
Permitting, bid and award support, construction administration and close out support	\$142,876
Survey Work	\$201,695
Reimbursable Expenses	\$34,800
<i>Subtotal Phase 2 Base</i>	<i>\$1,046,063</i>
Optional Services	
Additional required to move traffic signals (if needed and determined warranted by City Council for bicycle facilities)	\$111,020
Additional Survey Work	\$15,000
<i>Subtotal Phase 2 Options</i>	<i>\$126,020</i>
Total Phase 2 Not-to-Exceed Amount	\$1,172,083
Total Phase 1 and 2 Not-to-Exceed Amount	\$1,890,730
Contingency	\$50,000
Total Agreement Not-to Exceed amount	\$1,940,730

Don Rhoads
Finance Approval



Mahdi Aluzri
Approved By

