



RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

September 28, 2006

TO: BOARD OF DIRECTORS

THRU:  Larry Rubio, Chief Executive Officer

FROM:  Vince Rouzaud, Director of Purchasing and Materials Management

SUBJECT: Authorization to Award a Contract to Psomas for Architectural, Engineering and Construction Management Services for the Development of the Corona Transit Terminal

Summary: In August 2004, the Agency acquired 2.11 acres located at 31 E. Grand Blvd in the City of Corona. This location was selected as the future site for development of a transit terminal that will serve as a major hub for regional transit connections and local circulator services for several of the Agency's routes, the Corona Cruiser, Metrolink and Commuter Link services.

The preliminary design concept previously approved by the Board included a 6 to 9 bay bus terminal with an associated pedestrian plaza that would include amenities such as shelters, benches, drinking fountains, etc. The concept also included a vehicle parking area that would accommodate approximately 100 vehicles, and, optionally, may include some form of Transit Oriented Development (TOD).

The scope of work was developed for the initial design and engineering activities and also included project management oversight for the construction phase of the project. Potential vendors were asked to provide design and engineering costs to extend the existing Metrolink pedestrian bridge onto Agency property making it safer, easier and more convenient for intermodal transfer. The extension of the pedestrian bridge was recommended by Metrolink officials during the Initial Study phase comment period. Pricing for the pedestrian bridge extension and the TOD option was asked for separately so that the Agency could evaluate and determine if funding were sufficient and, if it were cost effective to include these components.

On April 3, 2006, staff issued Request for Proposal (RFP) 6-006 for Architectural and Engineering Services for the development of a transit terminal in the City of Corona. The procurement was publicly advertised in a newspaper of general circulation and a notice was published on the Agency's website along with a copy of the RFP document. The overall

project includes finalization of the conceptual site plan, environmental clearance, final construction documents, permitting, and technical assistance during the construction phase of the project. On May 5, 2006, the Agency received proposals from the following firms:

- TMAD Taylor & Gaines
- Hall & Foreman
- La Canada Design Group
- ARUP
- Jenkins/Gales & Martinez
- AEPC Group
- Parsons Brinckerhoff
- Psomas

As required by Federal Transit Administration (FTA) Circular 4220.1E, staff used a qualifications-based, competitive procurement process (i.e., Brooks Act procedures) for this architectural and engineering services (A/E) project. This means the committee evaluated each proposal solely on its technical merits/qualifications; price was not a part of the evaluation. Negotiations are then conducted with only the most qualified proposing firm (the highest technically-ranked firm). Should Agency staff fail to reach an agreement on price with the highest technically ranked firm, negotiations with the next most qualified firm is conducted until a contract award can be made to the most qualified firm whose price is considered fair and reasonable.

The evaluation committee carefully reviewed each of the eight (8) proposals and short listed three (3) of the eight (8) firms. The top three (3) firms, AEPC Group, Psomas and Parsons Brinckerhoff were invited in for interviews on Monday, June 19, 2006. The three (3) firms demonstrated that they were capable of providing the services outlined in the RFP. At the conclusion of the interview process, the evaluation committee ranked Psomas as the highest technically qualified firm, followed by Parsons Brinckerhoff and finally AEPC Group.

The committee had the greatest confidence in the project team assembled by Psomas; their project team spent a great deal of time researching the Agency's project and were well versed in every aspect (site location, local conditions, affected stakeholders, etc.). This same project team has performed A/E services for several transit terminal projects in the region; the Escondido and Encinitas transit terminals for North County Transit District; Yucaipa Transit Terminal for the City of Yucaipa (with Omnitrans participation; this project is currently in design stage with construction scheduled to begin later this year); and, the Corona and Pedley Metrolink Stations for the Riverside County Transportation Commission (RCTC). The project team is also currently working on the design and engineering for the Perris multimodal facility for the RCTC.

The combination of factors that made Psomas stand out among the other firms was their extensive bus/rail transit terminal projects in the Southern California area (many of which have been award-winning designs), their project team with prior site-specific experience, and their high degree of knowledge of local regulations and relationships with local agencies (City of Corona, RCTC, Burlington Northern Santa Fe (BNSF) and CalTrans).

Based on the evaluation committee's final technical analysis, staff reviewed the cost proposal from Psomas and negotiated necessary scope and cost revisions to meet the Agency's objectives for this project. Construction management services are included in the total not-to-exceed amount. The cost for these services will vary depending upon the concept selected for site development. Construction management services include inspection, resident engineering, soils testing, materials testing and construction management oversight.

Fiscal Impact:

Total funding budgeted for the Corona Transit Center project is \$9,000,000. A profile of the proposed project budget is shown below:

	Funding Source			Total
	Federal Section 5309	LTF	TUMF	
Land Acquisition	\$ -	\$ -	\$ 1,002,660	\$1,002,660
Architectural & Engineering Services	\$ 800,000	\$ 122,961	\$ 149,698	\$1,072,659
Construction	<u>\$ 866,451</u>	<u>-</u>	<u>\$ 6,058,230</u>	<u>\$6,924,681</u>
Total	\$ 1,666,451	\$ 122,961	\$ 7,210,588	\$9,000,000

Federal Section 5309 funding of \$1,666,451 and \$122,961 of Local Transportation Fund (LTF) reserves have been appropriated. TUMF funding of \$7,210,588 will be used for land acquisition, local match for the Federal funds, and transit center construction. The total project budget is included in the fiscal year 2007 TUMF Program of Projects update.

From fiscal year 2004 through 2007, \$3,382,575 has been programmed in the Agency's Short Range Transit Plan(s) for the Corona Transit Center. \$1,002,660 was previously expended for land acquisition; therefore, a programmed balance of \$2,379,915 remains for Architectural & Engineering services, as well as initiation of the construction effort. The balance of \$5,617,425 will be programmed in the fiscal year 2008 SRTP.

Committee Recommendation:

This item was discussed at the Board Budget and Administration Committee meeting of September 13, 2006. The Committee members unanimously approved recommending this item to the full Board of Directors for their consideration.

Recommendation:

Authorize staff to award a contract to Psomas for architectural, engineering and construction management services for the development of the Corona Transit Terminal at a cost that shall not exceed \$1,072,659.