REQUEST FOR QUALIFICATIONS (RFQ)

for

30%-Design Preliminary Engineering

for the

Downtown Los Angeles Streetcar

LOS ANGELES STREETCAR, INC

AUGUST 14, 2015
Los Angeles Streetcar, Inc. (LASI) is seeking an Engineering Firm/Team (Design Consultant) to develop 30% Engineering Design for the proposed Los Angeles Streetcar (“Project”). The Project is currently undergoing environmental review pursuant to CEQA, to be followed by federal NEPA review upon certification of the Final Environmental Impact Report. The Project is also in the process of securing federal funding under the FTA Small Starts program, and exploring potential P3 partnerships for capital funding and operational support. The work of the Design Consultant will be overseen by LASI and the City of Los Angeles Bureau of Engineering (BOE), with close coordination with the Los Angeles Department of Transportation (DOT)—LASI, BOE, and DOT are referred to herein as the Streetcar Project Team. The Design Consultant’s day-to-day communications will be with the Principal Civil Engineer at BOE.

To advance the Project, the Design Consultant will develop plans to 30% Design and Engineering concurrent with the Metro-led environmental review process. The Scope of Work (SOW) for the Design Consultant will focus on defining the project’s centerline, geometry, profile, and cross sections, and will identify utility conflicts and work with utility companies to identify potential solutions, address project risks and impacts, provide the basis for a refined cost estimate, and position the project for federal funding and potential public-private partnership(s).

The SOW includes 30% Design and Engineering for each of the 4 Project Alternatives evaluated in the EIR: 1) 7th St alternative with Grand Ave extension; 2) 7th St alternative without Grand Ave extension; 3) 9th St alternative with Grand Ave extension; and 4) 9th St alternative without Grand Ave extension. Design and engineering will also be performed to the 15% level for the 4 potential maintenance and storage facility (MSF) sites identified in the EIR; the selected site will be designed to the 30% level. 30% Design and Engineering also includes the explicit tasks of achieving a total project cost of less than $250 million to ensure eligibility for federal Small Starts funding, and a minimum average operating speed of 6 MPH. The Design Consultant should also identify any and all approaches recommended for reducing project cost and delivery time.

I. SCOPE OF WORK

The SOW below provides a general outline for the proposers; the complete Scope of Work, including specific task deliverables, can be found in Appendix A:

a. Data Collection and Survey

   i. Assemble Existing Mapping

   The selected firm will assemble available existing base-mapping information from the city and/or LASI, coordinate layering convention with City standards, and integrate relevant available base-mapping and proposed improvements from other projects located in the Project limits.

   ii. Field Survey

   Establish project controls to the City datum; generate project-wide base-mapping for the alignment alternatives compliant with City Bureau of Engineering drafting/mapping standards; generate topographic information for the ROW.
iii. Final Detailed Survey

Conduct the necessary survey activities including utility investigations to generate final design level survey and base-mapping information, including refined full project-wide base-mapping with topographic information for roadway and refined full project-wide utility mapping, including any/all basements that the engineer is responsible for locating/identifying, and geotechnical review, assessment, and recommendations.

b. 30% Design

i. Preliminary Track Engineering

Develop vertical and horizontal alignment and track design, including identification of limits of construction, right-of-way restrictions, historical or archeological concerns, utility/traffic conflicts, etc.; refine streetcar alignment as necessary to achieve 30% design. Advance design of track elements for inclusion of plan sheets in the 30% design package.

ii. Rail Selection

Provide Technical Memorandum that summarizes rail selection design alternatives, including recommended option in order to meet FTA Buy America requirements; develop typical details of rail section and special trackwork that is compliant with Buy America; and select rail that is compliant with Buy America.

iii. Maintenance and Storage Facility

Perform functional planning for MSF operations, including review of vehicle maintenance and storage needs, development of functional layout for the MSF building, review proposed MSF locations, and consultation with local planning officials to determine design requirements and establish framework for coordination/review with local agencies for MSF site designs. To prevent preselection of a final MSF site before completion of the EIR, four MSF sites will be evaluated and designed to the 15% Design level; the site selected through the environmental review process will proceed to the 30% Design level. A joint-use agreement is likely at the selected MSF site, so preliminary design will include a general consideration of how to accommodate complementary uses such as housing, office space, etc.

iv. Civil/Roadway

Prepare refined preliminary design plans for street grades and/or reconstruction, typical sections and identify any potential roadway design savings. Identify preliminary drainage needs with a drainage report; analyze and investigate existing drainage issues, project impacts on existing drainage, proposed drainage improvements by others, and drainage effects of modified roadway cross sections curbs, or inlet configurations; define preliminary limits of sidewalk improvements and prepare an inventory of ADA ramp conditions and identify ramps that will need to be reconstructed as part of the project.

v. Utilities

Review and further develop, as necessary, track/utility composite plans completed by the streetcar project management consultant, AECOM. Identify and map additional potential
conflicts between proposed trackway and existing underground public and private utilities; obtain clarifications of utility locations and conduct additional utility field investigations as necessary; generate, update, and maintain tracking spreadsheet summarizing each public utility within public ROW; review conflicts and potential alternatives with LADWP, Bureau of Sanitation, and any other utility providers necessary to develop 30% design. Identify possible alternatives for protection in place or relocation of conflicting utilities, noting costs and operational impacts of each alternative; assist Streetcar Project Team with efforts to reach agreement with public and private utilities related to design impacts, issues, relocation, etc.; provide input for Design Criteria Report for utility standards.

vi. Stop Design

Assess streetcar stop location plan and provide a detailed technical memo identifying issues/challenges, if any, with existing stop location plan, and provide technical memo that addresses options and alternatives. Address streetcar stop design elements to assure that issues related to the urban design character of Downtown Los Angeles—including neighborhood issues, site access, adjacent property restrictions/conflicts, and streetcar stop location, quantity, type, and size—are all adequately addressed; attend workshops/stakeholder events and Streetcar Project Team briefings; and develop stop programming and layout plans, and 30% preliminary stop design, with input from City staff and project stakeholders.

vii. Structural Evaluation

The Design Consultant will assess existing structural elements along the proposed alignments and provide an assessment that identifies major structural conflicts, with a particular emphasis on sub-surface utility vaults and basements that extend into the alignment. The Design Consultant will provide a preliminary recommendation on avoidance strategies that mitigate any major conflict areas.

viii. Systems Engineering

Develop systems design strategy for Overhead Contact System (OCS); develop OCS design, prepare preliminary OCS layouts, coordinate wire locations with preliminary traffic signal design, and participate in OCS procurement strategy workshop; consult with Streetcar Project Team to review technology requirements and identify substation locations for Traction Power Substations (TPSS), and prepare Basis of Design document with an ROM cost estimate and “summary level” drawings for a typical substation location.

c. Traffic Engineering

i. Meetings/Coordination

Participate in development of integrated transportation strategy for all users of the right of way, including streetcars, buses, bikes, pedestrians, and automobiles; meet and coordinate with Streetcar Project Team as necessary to define and establish project requirements and design standards; and establish, if needed, a project Technical Advisory Committee to discuss and agree upon lane geometry for traffic.
ii. Target Operating Speed

Transportation plan will be informed by the need to maintain average streetcar operating speeds of 6 mph or greater in order to maximize the efficiency of operations. Signal priority, automobile turning movement restrictions, lane reconfiguration, revisions to station location and coordination with bus stops, and any other concepts that are designed to maximize streetcar operating speed will be explored and assessed by the Design Consultant.

iii. Traffic Signal Design

Coordinate traffic signal design with OCS contact wires; develop traffic signal designs for inclusion in the Preliminary Engineering (30%) Package; work with City staff to inventory service connections; and design traffic signal infrastructure placement so as not to interfere with pedestrian flow, in visually and physically unobtrusive locations; provide cost estimate for preliminary design.

Develop strategies that provide for efficient streetcar operations through an evaluation of transit priority measures that could include capital improvements, such as additional curb extensions, and operational improvements, such as signal timing and spacing and other measures. Evaluate measures to optimize traffic flow, such as optimal traffic signal progression or other traffic operations measures.

iv. Analysis of Transit-Only Lane on Broadway

The Design Consultant will conduct an analysis for developing a transit-only lane for the streetcar alignment along Broadway, and will prepare a report that summarizes all potential impacts including operating speeds, traffic impacts, and other impacts identified by the Design Consultant.

v. Bike Infrastructure Coordination/Design Support

Identify opportunities and constraints that will affect bicycle travel along the preferred corridor and identify potential impacts to bicycle facilities.

vi. Channelization Plans

Prepare design of striping elements for inclusion in the Preliminary Engineering Package and provide revised cost estimate for preliminary design.

d. Project Management and Administration

i. Project Management

Conduct project management for preliminary engineering activities in partnership with Streetcar Project Team; coordinate planning and design tasks; facilitate coordination of multiple design elements through design team meetings and composite roll plot reviews with each design task leader; and coordinate with project team, agencies, and stakeholder groups.

ii. Cost Projections and 30% Design Engineer’s Estimate
As a part of the deliverable for 30% Design and Engineering, the Design Consultant will perform quantity take-offs, pricing/market research, and prepare a 30% Preliminary Engineering cost estimate based on design drawings, specifications, and other pertinent documents. Prior to approval of the 30% Preliminary Engineering cost estimate prepared by the Design Consultant, the City Engineer will develop a 30% Independent Cost Estimate. In accordance with City Council directive, the Design Consultant will target a total project construction cost of $250 million or less to maintain eligibility for FTA Small Starts funding.

iii. Contract Management

Maintain project schedule in MS Project with Critical Path Method; prepare monthly progress reports, invoices, and other project documents; manage performance of design activities and costs, with estimated costs to complete each task; and, upon request, prepare a report of subcontractor utilization and payment.

iv. Meetings and Project Reporting

Assist with preparing agendas and minutes, and facilitating bi-weekly project management meetings with the Streetcar Project Team and attend project-related meetings, as necessary, with the City and other agencies.

v. Quality Management Plan

The standard Quality Management System (QMS) will be utilized and each sub-consultant will maintain their own quality process and documentation. Quality documentation will be made available to Project Manager upon request.

vi. Document/CADD Control

Provide a project document control process and CADD manual and issue the manual to all subconsultants once approved by the Streetcar Project Team; and maintain document and CADD control for the project.

II. QUALIFICATIONS AND REQUIREMENTS

The following items should be addressed in the firm’s response:

a. Approach

i. Data Collection and Survey

ii. 30% Preliminary Design

iii. Traffic Engineering

iv. Project Management and Administration

b. Overall Firm Profile

Provide a brief profile of the proposer’s overall qualifications and background. Please include a list of projects completed within the City of Los Angeles.
c. **Streetcar and/or Urban Rail Experience**
   Please identify and describe the proposer’s experience with streetcar projects and other urban rail projects in dense urban environments.

d. **City of Los Angeles Experience/Project-Relevant Experience**
   Identify the firm’s specific experience conducting or managing preliminary engineering and design within the City of Los Angeles.

e. **Key Personnel and Proposed Subcontractors**
   Please include a brief description of the roles of key personnel, in addition to their resumes, that will perform work on this contract. If any subcontractors will be used, please provide a background on the firm, its assigned staff, and resumes that will augment the proposer’s expertise.

f. **Schedule**
   Please provide a proposed schedule for project phasing and anticipated completion date for all preliminary engineering activities. Please also outline Engineer Firm/Team’s capacity to expedite engineering schedule relative to proposed schedule found in attached Scope of Work.

g. **References**
   Please provide a list of references from the proposer’s relevant past experience.

h. **Respond to Perceived Omissions and Opportunities**
   A statement of the extent to which the consultant’s proposed approach will meet or exceed the stated objectives discussed in this RFQ and attached Scope of Work. Furthermore, a discussion of how the consultant would modify the project and/or schedule (within existing constraints) to better meet these objectives.

i. **Do Not Include Project Fee**
   Due to federal Brooks Act requirements, proposer must not include a fee associated with work outlined in the RFQ. Fees will be negotiated after tentative qualifications-based firm rankings have been developed.

j. **Disadvantaged Business Enterprise (DBE) participation**
   A project goal of 12% for DBE participation in the contract has been established by LA Streetcar, Inc. The Engineer Firm/Team must provide in their cover letter a statement acknowledging this DBE goal and the Firm’s/Team’s commitment to meeting this goal, in addition to a list of all potential subconsultants and their DBE status.
III. SCORING CRITERIA

The following scoring criteria focuses on qualifications and core competencies. All proposers should ensure that their responses focus on these criteria.

- 25% – Qualifications and experience of the Project Team in the delivery of streetcar design projects.
- 20% – Qualifications of project manager, other key personnel, and the proposed organization of the project team.
- 35% – Understanding of the Project and Proposed Work Plan, including a proposed management plan in addition to a technical work plan.
- 20% – Proposed approach and/or ideas for 1) minimizing Project costs to ensure eligibility for federal Small Starts program, and 2) reaching/exceeding target average streetcar speed of 6 MPH to increase ridership and minimize operations costs. Proposers are encouraged to display creativity and thoughtfulness in their responses.

IV. SUBMISSION REQUIREMENTS

Proposers must submit their proposals to Los Angeles Streetcar, Inc. no later than 5:00pm on September 23rd. Proposals are limited to 35 pages (not including resumes of key personnel).

Questions regarding this RFQ will be accepted via email by Shane Phillips (sphillips@lastreetcar.org) until September 4th. Responses to questions will be posted to LASI’s website, at www.streetcar.la.

An optional pre-submittal session is planned for August 27th at 1:30pm in Los Angeles, which proposers are encouraged to attend.

Proposals are to be submitted electronically to Shane Phillips (sphillips@lastreetcar.org). Additionally, six copies (5 single-sided, bound/stapled; and 1 single-sided, unbound) should be submitted to:

Los Angeles Streetcar Inc.
850 S. Broadway St., PH Floor
Los Angeles, CA 90014

A link to supplemental materials including parameters of study for environmental review, maintenance and storage facility site research, and the May 2015 Independent Cost Estimate will be sent to interested firms after a Confidentiality Agreement (Appendix B) has been signed and received by Shane Phillips (sphillips@lastreetcar.org). Requests to receive a storage USB containing supplementary materials will be accommodated as necessary by emailing Shane Phillips. Please note that supplemental materials provided on USB will differ in no way from those provided online.

All proposers must include a signed Confidentiality Agreement (Appendix B) and Non-Collusion Affidavit (Appendix C) with their proposal.

LASI reserves the right to cancel this solicitation at any time for any reason and reject all proposals. LASI shall have no liability to any proposer arising out of such cancellation or rejection.
V. LIST OF APPENDICES

A. Preliminary Engineering Scope of Work
B. LASI Confidentiality Agreement
C. Non-Collusion Affidavit
APPENDIX A

SCOPE OF WORK

DOWNTOWN LOS ANGELES STREETCAR
Advanced Conceptual Engineering

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Advanced Preliminary Design (15%) and Preliminary Design (30%) Drawing List
SCOPE OF WORK

DOWNTOWN LOS ANGELES STREETCAR

Project Outline

This Scope of Work for Advanced Conceptual Design (ACD), issued by LA Streetcar, Inc. (LASI), outlines the planning, design, and engineering tasks required to support the City of Los Angeles’s proposal to build the Downtown Los Angeles Streetcar (Project), a critical piece of the city’s expanding high-capacity transit network. The planned 3.8-mile streetcar route will enhance mobility in Downtown Los Angeles by connecting major activity centers, including the Civic Center, Historic Core, Fashion District, Jewelry District, Financial District, South Park, Bunker Hill, and the Sports and Entertainment District.

The Project is currently undergoing environmental review pursuant to CEQA, to be followed by federal NEPA review upon certification of the Final Environmental Impact Report. The Project is also in the process of securing federal funding under the FTA Small Starts program, and exploring potential P3 partnerships for capital funding and operational support. The work of the Design Consultant will be overseen by LASI and the City of Los Angeles Bureau of Engineering (BOE), with close coordination with the Los Angeles Department of Transportation (DOT)—LASI, BOE, and DOT are referred to herein as the Streetcar Project Team. The Design Consultant’s day-to-day communications will be with the Principal Civil Engineer at BOE.

The ACD will build on the prior work of the Streetcar Project Team by advancing the project to 15% (Phase I) and 30% (Phase II) level plans, while focusing initial efforts on Surveying and Value Engineering tasks that will help further refine the Independent Cost Estimate. The 15% Advanced Conceptual Design phase will define the Project’s centerline, geometry, profile, and cross sections and will identify utility conflicts and work with utility companies to identify a range of potential solutions. The 30% design will advance all components of the 15% design and will provide a level of added design necessary to address project risks and impacts, provide the basis for a refined cost estimate and position the project for federal funding and potential P3 partnerships.

The SOW includes 30% Design and Engineering for each of the 4 Project Alternatives evaluated in the EIR: 1) 7th St alternative with Grand Ave extension; 2) 7th St alternative without Grand Ave extension; 3) 9th St alternative with Grand Ave extension; and 4) 9th St alternative without Grand Ave extension. Design and engineering will also be performed to the 15% level for the 4 potential maintenance and storage facility (MSF) sites identified in the EIR; the selected site will be designed to the 30% level. 30% Design and Engineering also includes the explicit tasks of achieving a total project cost of less than $250 million to ensure eligibility for federal Small Starts funding, and a minimum average operating speed of 6 MPH. The Design Consultant should also identify any and all approaches recommended for reducing project cost and delivery time.
### Project Milestones

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<td>Project Execution Plan (PXP) and Project Quality Plan (PQP) Submitted</td>
<td>December 1, 2015</td>
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<td>Survey Basemap Submitted</td>
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WORK TASKS

Phase I: Advanced Conceptual Design (15%)

Task 1: Data Collection and Survey

The Design Consultant shall gather GIS, topographic, right-of-way, easement, utility, and geotechnical survey data for the project limits, building on data already collected to date for utility and cost estimate purposes. Survey data will meet the City of Los Angeles BOE standards.

1.1 Assemble Existing Mapping

1. Assemble available existing base-mapping information that the City and/or LASI may have for the Project area/GIS information obtained from the City of Los Angeles.
2. Coordinate layering convention with City standards.
3. Integrate (rectify and convert layering names) relevant available base-mapping and proposed improvements (if available) from other projects located within the Project limits.

1.2 Field Survey

1. Establish Project Controls to the City of Los Angeles datum.
2. Generate project-wide base-mapping for of the alignment alternatives compliant with City Bureau of Engineering drafting/mapping standards. Survey will include subsurface features in the anticipated footprint of project improvements (full detail to be provided for the street and side streets to a distance of 75 feet from intersections).
3. Generate topographic information (digital terrain model) for the roadway.

1.3 Final Detailed Survey

1. Conduct the necessary survey activities including utility investigations to generate final-design level survey and base-mapping information.

The following topographic features shall be provided in the survey:

Transportation:

Monuments, pavement type and cross section, driveways, street lighting, visible areaways, sidewalks, curb location, curb type (granite, asphalt, concrete, etc.), curb ramps (to scale), joints between dissimilar pavement types, channelization (symbols, striping, cross walks, etc.), bus stop locations (sign, shelter, loading zone length, etc.), traffic signals and appurtenances (dimension of pole foundations, etc.), traffic signal loops (hand hole, lead-in from loop to hand hole, hand hole size and orientation, etc.) and approximate location of overhead streetcar cable lines and equipment.
Right-of-Way:

Building faces, steps, back of sidewalk and driveway locations if located at back of sidewalk or behind curb. Expansion joints in sidewalks are not required. At existing driveway locations, a sufficient number of survey shots shall be taken within private property to establish grade of driveway transitions onto private property. The Design Consultant shall be responsible for obtaining permission from the property owners for Right of Entry.

Pavement:

A sufficient number of survey shots of pavement, curb (top and bottom of curb), sidewalk (back of sidewalk) and grade breaks shall be collected to determine the approximate location of the road crown and to construct a surface model adequate to generate one (1) foot contours and a roadway/curb profile.

Curbs, Curb Returns and Bulbs:

A sufficient number of survey shots shall be taken in the area between the curb return and the Right-of-Way such that detailed design of proposed ADA curb ramps and landings can be performed.

Utilities:

Subsurface location of water, fire suppression, irrigation, sanitary sewer, stormwater, gas, electric, and telecommunications including (but not limited to) maintenance holes, vaults, catch basins, inlets, valves, hydrants, cleanouts, etc. Design Consultant shall use 3D mapping tools to identify the location of utilities as necessary.

Landscaping:

Identification of where trees and other vegetation conflict with streetcar construction and/or operations.

Sanitary Sewer and Stormwater:

Rim and invert elevation of all structures within the project limits. Identify the structure type (i.e. inlet, catch basin, maintenance hole, etc.), pipe material, size of structure (diameter and dimensions if a rectangular structure), orientation, and materials of construction.

The Design Consultant shall contact the utility companies or departments prior to opening utility structures. Asset owners may want to document the existing condition of each structure prior to/during survey investigation.
Geotechnical:

The Consultant shall develop preliminary geotechnical recommendations for use in the preliminary design for pavement sections and pole foundations. The geotechnical recommendations shall be based upon existing, available information; professional judgment; and a geotechnical report with site investigations, borings, and testing, to support preliminary design.

The Consultant shall review information available from the project and readily available geologic maps and publicly available subsurface information for assessment of subsurface soil and groundwater conditions, geologic hazards, and preliminary design. Cone Penetration Tests shall be performed to define the subsurface stratigraphy at key locations within the project area. Consultant shall excavate and sample borings to assist in delineating subsurface stratigraphy and identifying relevant soil properties. Appropriate number of Cone Penetration Tests and borings to be determined during fee and scope negotiations with Design Consultant following tentative qualifications-based Firm/Team ranking.

Task Deliverables:

- Provide survey files
- Provide stationing along the monument alignment or roadway centerline. The orientation and direction of all stationing shall be coordinated with the BOE Program Manager prior to beginning work
- A Land XML file with all of the survey features in the project area including (but not limited to) horizontal alignment, surfaces, contours, and points
- Survey Control Plan
- Formal right-of-way survey
- Existing base-map
- Full project-wide base-mapping with topographic information for roadway
- Full project-wide utility mapping
- Final design level surveys and base-maps
- Preliminary Geotechnical Memorandum (draft and final), that documents findings and recommendations

Assumptions:

- The orientation and direction of all labeling shall be coordinated with the BOE Program Manager prior to beginning work
- Detailed interior survey of basement vaults is not included
- Potholing to determine the invert elevation and pipe information for underground utilities is not included during the 15% Design phase. Potholing will be performed during the 30% Design phase.
- Efforts will be made to maximize use of existing data for geotechnical assessment
- Detailed geotechnical analysis will be conducted in later phases of design (after 30% design), as appropriate
Task 2: 15% Advanced Conceptual Design

The track design will be based upon the four (4) alignment options including the 7th and 9th Street alternatives, both with and without Grand Ave extension alternatives identified in the EIR currently being developed by Metro. This design development process will complement engineering design work already completed for the MyFiguroa, 7th St, and Broadway Streetscape projects.

2.1 Alignment and Track Design

1. Track Alignment: Define the horizontal and vertical track alignment and advance the design to set the trackway centerline and to determine the limits of construction. Identify areas where right-of-way restrictions, historical or archeological concerns, or major utility/traffic conflicts will limit the ability to adjust the horizontal alignment. Recommend track alignment which minimizes restriction and impacts. Develop conceptual track design in conjunction with roadway design. Determine required locations for crossovers and storage tracks and include in the track alignment plans. Determine stop locations and type. Lead the design effort to integrate the proposed streetcar alignment/track design with other users of the right-of-way including buses, bikes, autos, trucks, and pedestrians. Impacts and accommodation for bicycle safety will be considered and evaluated.

2. Conceptual right of way design of lane widths, lane striping and turning movements, bus stop locations, parking (removed, moved, or maintained), crosswalks, and driveway impacts.

2.2 Civil/Roadway

1. Utilities: The proposed work will build upon and refine utility conflict work completed to date by the Streetcar Project Team. The Design Consultant will prepare preliminary engineering design plans for public utility lines based on the proposed alignment. It is assumed that private/franchise utilities will be relocated “by others” and required relocations for private/franchise will be identified as such in the Utility Relocation Composite Plans. Design Consultant will coordinate with private/franchise utility companies for design of relocated and/or protected utilities. As-Built/Record drawings of utility and drainage facilities will be obtained from local jurisdictions and private utility companies along the proposed alignment and will be utilized to develop the Existing Utility Composite Plans. Potential utility conflicts will be identified. Design Consultant will reference and adhere to CPUC General Orders and other regulations. A schedule of regular meetings with the Streetcar Project Team, LADWP, and the Bureau of Sanitation (BOS) will be developed to ensure that all conflicts are identified and agreements structured so that a clear sense of direction is provided to all on how the utility relocation program will be implemented. This will include the development of a draft memorandum of understanding that begins to lay out a scope of work for all parties, including responsibilities for funding. This scope of work and budget contemplates up to ten (10) total meetings with representatives of LADWP-Power, LADWP-Water, Bureau of Sanitation, and major private companies that may be required to relocate lines.
2. Street Reconstruction: The Design Consultant will prepare preliminary street reconstruction designs and will conduct a pavement analysis study which will be used to inform the streetcar guideway plan and profile sheets. The design and pavement study will be performed to a level sufficient to determine paving limits, sidewalk modifications, and the extent of any other civil roadway improvements to establish the project’s “disturbed area”.

3. Drainage Design—Investigate Existing Drainage Issues: Review site-specific drainage issues. This project design will not attempt to solve any existing drainage or potential issues within the project area. Review applicable drainage criteria. This project design will not attempt to upgrade the drainage capacity of any existing roadways that do not meet the drainage criteria unless the streetcar project will negatively impact existing drainage capacity.

4. Analyze Project Impacts on Existing Drainage: Delineate existing and proposed watersheds. Proposed drainage areas will only differ from existing watersheds in cases where significant curb, inlet, or roadway modifications are proposed.

5. Analyze drainage effects of modified roadway cross sections, curbs, or inlet configurations. If a roadway cross section is significantly modified, the effects at the cross section location and downstream will be evaluated based on the increases or decreases in depth for the 100-year and 50-year flows. If a curb inlet needs to be relocated due to this project, the same size inlet will be moved to a new location as long as it meets existing system capacity.


2.3 Stop Design

1. Streetcar Stop Design: Certain elements of stop design should be addressed to assure that issues related to the urban design character of Downtown Los Angeles are adequately addressed. The issues that should be determined and resolved early in the process relate to station access and community/neighborhood interface. These are:

   - Identify any neighborhood issues or requirements that should be considered.
   - Identify and develop urban design guidelines related to streetcar stops and coordinate those guidelines through the stakeholder working group.
   - Identify any site access issues including roadway access, pedestrian access, and pedestrian flow to and on the platform, intermodal access & ADA access to both the station site and platform. Vehicle/platform requirements related to ADA requirements will also be addressed.
   - Identify adjacent property restrictions/conflicts including possible joint use or pedestrian/vehicle flow issues, security, noise, lighting, and visual screening.
   - Identify site geometrics issues.
   - Evaluate location, quantity, type, and size of streetcar stops. Stop size and platform length will also require coordination relative to vehicle specifications and manufacturer.
   - Participate in early coordination meeting with architects and Streetcar Project Team for stop design.
2.4 Structural Evaluation

1. The Design Consultant will assess existing structural elements along the proposed alignments and provide an assessment that identifies major structural conflicts, with a particular emphasis on sub-surface utility vaults and basements that extend into the alignment. The Design Consultant will provide a preliminary recommendation on avoidance strategies that mitigate any major conflict areas.

2.5 Systems Engineering

1. Traction Power System

- Overhead Contact System (OCS): Identify design criteria for OCS systems, and include an analysis of pole spacing and potential impacts. Identify underground vaults that may limit pole placement.
- Traction Power Substations (TPSS): The Design Consultant will participate in a meeting with the Streetcar Project Team to review technology requirements with specific focus on available “City-owned or usable” real estate for substation locations. The project team will provide identification of usable real estate for the TPSS sites.
- Design Consultant will prepare a Basis of Design document of at least 10 pages with a ROM cost estimate and develop “summary level” drawings for a typical substation location.
- Conduct a power simulation to locate where substations need to be located.

2.6 Maintenance and Storage Facility (MSF)

1. Note: The four MSF sites identified in the EIR will be evaluated and designed. Because of uncertainty regarding the eligibility of any specific site for MSF development at this stage of project development, design of all four MSF sites will not proceed beyond the 15% design level; the site selected through the environmental review process will proceed to the 30% Design level. A joint-use agreement is likely at potential MSF sites, so preliminary design will include a general consideration of how to accommodate complementary uses such as housing, office space, etc., in addition to the requirements noted below.


Task Deliverables:

- Preliminary Horizontal Alignment Data Sheet (up to 6 sheets)
- Preliminary Track Plan and Profile Sheets (up to 90 sheets)
- Preliminary Architectural Programming & Plans
- Preliminary Facility Site Plans
- Preliminary Site Sections and Details
- Preliminary Utility Conflict Plans (up to 60 sheets)
- Horizontal Control Plans (up to 6 sheets)
- Preliminary Typical Sections (up to 20 sheets) Streetscape
- Preliminary drainage area plans (up to 17 sheets)
- Preliminary drainage calculation plan sheets (up to 3 sheets)
- Preliminary Drainage Technical Memorandum to include existing and proposed watershed area maps, description of drainage analysis, proposed changes to drainage infrastructure, and construction cost estimates for additional, removed, or modified drainage infrastructure proposed in the design.
- Preliminary Stop Design Concept Layouts/Sections
- Preliminary TPSS Requirements & Siting Report

Assumptions:

- Streetscape improvements from MyFigueroa, 7th St, and the Broadway Streetscape Plan projects will all be implemented before streetcar construction begins.
- Streetscape improvements resulting from construction of the LA Streetcar will be limited in scope as much as possible, primarily to streetcar stop locations, OCS, and substation infrastructure as necessary.

Task 3: Preliminary Traffic Evaluation

3.1 Meetings/Coordination

1. Develop a transportation strategy in terms of the integration of all users of the right-of-way including streetcars, buses, bikes, pedestrians and automobiles.
2. Transportation plan will be informed by the need to maintain average streetcar operating speeds of at least 6 mph in order to maximize the efficiency of operations. Signal priority, automobile turning movement restrictions and any other concepts that are designed to maximize streetcar operating speed will be examined and assessed by the Design Consultant. Up to three potential traffic/engineering alternatives may be considered, including (but not limited to) options to enhance signal timing, changes to proposed lane configurations, and a dedicated transit-only lane.
3. Meet and coordinate with Streetcar Project Team and Metro staff as necessary to define and establish the project requirements and design standards.
4. Establish, if needed, a project Technical Advisory Committee to discuss and agree upon lane geometry for traffic.
3.2 Traffic Signal Evaluation

1. Conduct an inventory of existing traffic signal infrastructure along the preferred corridor including controller type, cabinet type and capacity, conduit runs and capacity. Review with Streetcar Project Team for completeness.
2. Identify locations requiring new or modified signals.
3. Identify traffic impacts at high volume locations, particularly those involving turning movements.

3.3 Bike Infrastructure Coordination/Design Support

1. Identify Opportunities and Constraints that will affect bicycle travel along the preferred corridor.
2. Identify potential impacts to bicycle facilities.

**Deliverables:**

- Meeting agendas and notes
- Inventory of existing traffic signal infrastructure and interconnect
- Identification of those signals requiring an interconnect
- Technical memorandum summarizing findings/recommendations for non-motorized users of the right-of-way
- Summary memorandum of non-motorized review of 15% Plans
- Advanced Conceptual Design (15%) Package

**Assumptions:**

- Train signaling (TWC) design to be developed by others.
- No interconnect plans assumed for PE.
- Signaling plans will be included in future final design package.

**Task 4: Project Management and Administration**

The Design Consultant will provide project management and administration services to coordinate with the Streetcar Project Team and the design team(s) to facilitate efficient progress, timely completion of design tasks, and effective budget management.

4.1 Project Management

1. Conduct project management for preliminary engineering activities.
2. Coordinate timely completion of planning and design tasks.
3. Facilitate coordination of the multiple design elements through design team meetings with each design task leader.
4. Coordinate with Streetcar Project Team and other City departments, agencies and stakeholder groups.
4.2 **Cost Projections, Project Budget Target, and Project Cost Estimate**

1. Design Consultant will maintain a record of cost estimate based on design drawings, specifications, and other pertinent documents for use in developing 30% Project Cost Estimate (see task II.4.2.1). In accordance with City Council directive, the Design Consultant will target a total project construction cost of $250 million or less to maintain eligibility for FTA Small Starts funding.

4.3 **Contract Management**

1. Develop and maintain project schedules in MS Project with Critical Path Method.
2. Prepare monthly progress reports, invoices, and other project documents.
3. Manage performance of design activities and costs. Prepare estimated costs to complete for each task as necessary to manage within the contract budget.
4. Prepare regular reporting of sub-contractor utilization and payment.

4.4 **Meetings and Project Reporting**

1. Assist with preparing agendas and minutes, and facilitating bi-weekly project management meetings with the Streetcar Project Team.
2. Attend project-related meetings, as necessary, with the Streetcar Project Team and relevant stakeholder groups.

4.5 **Quality Management Plan**

1. The standard consultant Quality Management System (QMS) will be utilized and each sub-consultant will maintain their own quality processes and documentation.
2. Quality control documentation will be available to the Streetcar Project Team upon request.
3. Documented detail checks and independent technical reviews of all deliverables.

4.6 **Document/CADD Control**

1. Project CADD Manual: Provide a project document control process and CADD manual. Issue the manual to all sub-consultants once approved by the Streetcar Project Team.
2. Maintain document and CADD control for the project. It is assumed that engineering design services will be performed using Autodesk AutoCAD and Civil3D design software and plan submittals will be produced on 11”x17” size sheets.

**Task Deliverables:**

- Documentation as necessary
- Project Schedule and Updates Monthly project reports
- Bi-weekly agendas and meeting notes
- Quality Management Plan
- Quality Review Documentation
• Project CADD Manual
**Phase II: Preliminary Design (30%)**

The 30% Preliminary Design will advance components of the 15% Advanced Conceptual Design and will further define access points and utility design solutions. The following tasks will be undertaken.

**Task 1: Survey**

During Phase II, additional field surveys may need to be conducted in specific locations along the alignment.

**Task Deliverables:**

- Provide a revised AutoCAD file created using the most current version of Civil 3D.
- Provide stationing along the monument alignment or roadway centerline. The orientation and direction of all stationing shall be coordinated with the BOE Project Engineer prior to beginning work.
- A Land XML file with all of the survey features in the project area including (but not limited to) horizontal alignment, surfaces, contours, and points.
- Survey Control Plan.
- Refined full project-wide base-mapping with topographic information for roadway
- Refined full project-wide utility mapping
- Refined formal right-of-way survey

**Assumptions:**

- The orientation and direction of all labeling shall be coordinated with the BOE Project Engineer prior to beginning work.
- Detailed interior survey of basement vaults is not included.
- Potholing to determine the invert elevation and pipe information for underground utilities is included for the 30% Design phase.

**Task 2: 30% Preliminary Design**

During Phase II the design of the track alignment will be advanced to account for access points and other issues. Track design will be performed for all four Project Alternatives (7th & 9th St, with and without Grand Ave extension) unless the Final Environmental Impact Report is certified before 30% Preliminary Design is substantially underway, in which case track design will be based upon the selected preferred option as documented in the EIR. The design will be consistent with the design approach for the MyFigueroa, 7th St, and Broadway Streetscape projects.
2.1 Preliminary Track Engineering- 30% Preliminary Design

1. Refine streetcar alignment as necessary to address design issues identified during 15% Preliminary Design phase (up to two additional iterations).
2. Advance design of track elements for inclusion of plan sheets in the 30% Preliminary Design Package.

2.2 Rail Selection

1. Provide summary of rail section design alternatives including benefits and trade-offs, as well as recommended option in order to meet FTA Buy America requirements.
2. Develop typical details of rail section and special trackwork that is compliant with FTA Buy America requirements.
3. Select rail that is compliant with FTA Buy America requirements.

2.3 Maintenance and Storage Facility

1. Functional Planning for MSF Maintenance Operations: Based on work completed during Phase I, refine program and function for selected MSF.
2. Preliminary Site Layout and Preliminary Design: Continue site layout and preliminary design, in coordination with architects and Streetcar Project Team.

2.4 Civil/Roadway

During Phase II, the Design Consultant will advance preliminary civil engineering based on the revised track alignment.

1. ADA Inventory: Revise inventory of ADA ramp conditions and identify ramps that will need to be reconstructed as part of the project. Inventory will be prepared in City-provided format and include all data required for federal approval.
2. Civil Design/Pavement Restoration: Refine preliminary civil/roadway reconstruction limits based upon preliminary track profile, pavement joint locations (as are available), and preliminary utility/conduit locations, all in conformance with City standards for pavement restoration.
3. Refine preliminary sidewalk work limits based upon pedestrian accessibility (ADA) assessment, preliminary track profile and roadway re-grading, and an estimate of conduit/utility restoration areas, in conformance with City standards for pavement restoration.
4. Advance design of civil elements, including curb ramp layout, side walk restoration, and roadway pavement reconstruction limits for inclusion in the 30% Preliminary Design Package.
5. Refine outline of necessary specifications.
2.5 Utilities

1. Refine the track/utility composite plan based on results of 3D mapping to identify potential conflicts between proposed trackway and existing underground public and private utilities, and identify relocation footprints where relocations are proposed.
2. Obtain clarifications of utility locations as necessary, through follow up meetings with utility owners and, as needed, exploratory excavations.
3. Conduct additional utility field investigations, as needed, supported by LADWP crews. Prepare field notes to support detailed utility design.
4. Continue to generate, update, and maintain tracking spreadsheet summarizing each public utility within public ROW, including the extension of ROW through:
   - Utility type, utility owner (with contact information), diameter, location, and proposed conflict solution
   - Strategy for “protect”, “support-in-place” or “relocation” of each
   - Identification of new utility connections expected along the alignment
5. Review conflicts and potential alternatives with LADWP.
6. Identify possible alternatives for protection in place or relocation of conflicting utilities.
7. Assist Streetcar Project Team with their efforts to reach agreement with public and private utilities related to design impacts, issues, relocation of exiting utilities, and permanent utility connection requirements resulting from and required by the project. Utilities include water, storm drainage, sanitary sewer, steam, gas, light facilities, and telecommunications.
8. Identify utility relocations and maintenance hole adjustments or other improvements. Update the utility tracking spreadsheet accordingly.
9. Produce utility composite drawings and identify the sewer and sanitary infrastructure that will be included in the project scope (i.e. relocated, maintenance hole adjustments, sewer lining, etc.).
10. Provide input to Design Criteria Report (DCR) for utility standards. Water design standards to be included in DCR.

2.6 Stop Design

1. Stop Programming and Layout
   - Review proposed streetcar stop locations and develop typical stop configurations.
   - Prepare for and facilitate stop-location workshop(s) with Streetcar Project Team, City staff, and other stakeholders.
   - Participate in one-day design review workshop with Streetcar Project Team and Design Consultant staff to be conducted at the 5-10% (conceptual) design level, to review initial concepts for each stop location. Discuss and confirm stop configurations and amenities, review compliance with City Standards, and seek Streetcar Project Team input on the designs.
   - Perform analysis of opportunities for joint-use bus/streetcar stops with Metro, DASH, and other bus operations, including stop consolidation and operations coordination.
• Identify candidate shelter designs/suppliers that meet Buy America guidelines.

2. Project Permitting Support

• Prepare presentation graphics and materials illustrating the design concepts for use in public workshops and stakeholder presentations.
• Attend up to two (2) workshop/stakeholder events and one (1) City briefing.
• Incorporate input from workshops and stakeholder presentations, subject to Streetcar Project Team approval.

3. Preliminary Stop Design

• Prepare plans for streetcar stop infrastructure, including landscape areas, at stop locations.
• Coordinate determination of Buy America compliant shelter and associated foundation design.
• Identify the desired stop furnishings for the project and document in a summary matrix.
• Produce 30% stop designs (see Preliminary Drawing List).
• Provide support for the development of a final Preliminary Engineering Design Report, focusing on streetcar stop design.

2.7 Systems Engineering

1. Task Management: Develop the systems design strategy. Meet and coordinate with Streetcar Project Team to establish a basis of design for the OCS infrastructure.
2. Develop OCS design.
3. Prepare preliminary OCS layouts.
4. Coordinate wire locations with preliminary traffic signal design.
5. Participate in an OCS procurement strategy workshop

Task Deliverables:

• Revised roll maps for review and analysis, and to support public outreach process and work conducted under other contracts.
• Technical Memorandum of selected rail design to meet FTA Buy America requirements
• Plan sheets, details and outline of specifications for inclusion in Preliminary Design (30%) Package (see Preliminary Drawing List)
• Revised bid item quantities and cost estimates of track design elements based on 30% Preliminary Design
• Pedestrian Accessibility (ADA compliance) inventory and assessment of necessary upgrades
• Roll map of preliminary pavement restoration limits
• Civil drawings, details and outline of specifications for inclusion in Preliminary Engineering (30%) Package
• Track/Utility composite plan in AutoCAD, PDF and hard copy formats
• Summary of fielding meetings and findings with utility owners
• Utility tracking spreadsheet
• Updated composite plans with the identification of those public utilities to be relocated by the project
• Update cost estimates for public sanitary and sewer utility relocations
• Typical stop configurations
• Presentation materials for stop-location workshops
• Design review workshop
• Summary memorandum of joint-use stops and stop consolidation opportunities
• List of shelter designs/suppliers
• Presentation materials for workshops
• 30% streetcar stop infrastructure plans (see Preliminary Drawing List)
• Canopy elevations/sections sheets
• Stop furnishings and amenities matrix
• Text and Images for a final Preliminary Engineering Design Report
• Specification outline
• Technical memorandum documenting systems-related infrastructure requirements

Assumptions:

• Budget will allow for up to two minor revisions after initial alignment workshop with Streetcar Project Team members
• Sewer video inspections to be conducted by others
• Private utility relocations will be managed by the respective owners
• Two meetings with telecommunications for coordination
• Two meetings for gas coordination
• Streetscape improvements from MyFigueroa, 7th St, and the Broadway Streetscape projects will all be implemented before streetcar construction begins
• Streetscape improvements resulting from construction of the LA Streetcar will be limited in scope as much as possible, primarily to streetcar stop locations, OCS, and substation infrastructure as necessary

Task 3: Traffic Engineering

3.1 Meetings/Coordination

1. Develop a revised transportation strategy in terms of the integration of all users of the right-of-way including streetcars, buses, bikes, pedestrians and automobiles.
2. Meet and coordinate with Streetcar Project Team and Metro staff as necessary to define and establish the project requirements and design standards.

3.2 Traffic Signal Design

1. Coordinate traffic signal design with OCS (streetcar) contact wires.
2. Advance traffic signal designs for inclusion in the Preliminary Engineering (30%) Package.
3. Work with City of Los Angeles Street Lighting staff to inventory service connections. New service cabinets are assumed for each traffic signal.
4. Design placement of traffic signal infrastructure so that infrastructure elements do not interfere with pedestrian flow and in visually and physically unobtrusive locations.
5. Provide revised cost estimate for preliminary design.
6. Meet with Streetcar Project Team and LADOT technical staff to discuss and review the traffic elements to be designed as part of the project. This will include a discussion of the controller and cabinet upgrades, transit signal priority equipment and future ITS equipment.

3.3 Bike Infrastructure Coordination/Design Support

1. Update and refine bike infrastructure design conducted during Phase I as needed.

3.4 Channelization Plans

1. Advance design of striping elements for inclusion in the PE Package.
2. Provide revised cost estimate for preliminary design.

Deliverables:

- Meeting agendas and notes
- Traffic signal phasing summary
- Preliminary traffic signal designs and outline of specifications for inclusion in Preliminary Engineering (30%) Package (see Preliminary Drawing List)
- Summary memorandum of non-motorized review of 30% Plans
- Presentation materials for one City of Los Angeles Bicycle Advisory Committee and/or LADOT Bicycle Services meeting
- Preliminary striping designs and outline of specifications for inclusion in
- Preliminary Engineering (30%) Package (see Preliminary Drawing List)

Assumptions:

- Train signaling (TWC) design to be by others.
- No interconnect plans assumed for PE.
- Signing plans will be included in future final design package.

Task 4: Project Management and Administration

The Design Consultant will continue to provide project management and administration services to coordinate with the Streetcar Project Team and the design team(s) to facilitate efficient progress and timely completion of design tasks during Phase II.
4.1 Project Management

1. Conduct project management for preliminary engineering activities.
2. Coordinate planning and design tasks.
3. Facilitate the coordination of the multiple design elements through design team meetings and composite roll plot reviews with each design task leader.
4. Coordinate with Streetcar Project Team and other City departments, agencies and stakeholder groups.

4.2 Cost Projections, Project Budget Target, and 30% Engineer’s Estimate

As a part of the deliverable for 30% Design and Engineering, the Design Consultant will perform quantity take-offs, pricing/market research, and prepare a 30% Preliminary Engineering cost estimate based on design drawings, specifications, and other pertinent documents. Prior to approval of the 30% Preliminary Engineering cost estimate prepared by the Design Consultant, the City Engineer will develop a 30% Independent Cost Estimate. In accordance with City Council directive, the Design Consultant will target a total project construction cost of $250 million or less to maintain eligibility for FTA Small Starts funding.

4.3 Contract Management

1. Maintain project schedule in MS Project with Critical Path Method.
2. Prepare monthly progress reports, invoices, and other project documents.
3. Manage performance of design activities and costs. Prepare estimated costs to complete for each task as necessary to manage to within the contract budget.
4. Upon request, prepare a report of sub-contractor utilization and payment.

4.4 Meetings and Project Reporting

1. Assist with preparing agendas and minutes, and facilitating bi-weekly project management meetings with the Streetcar Project Team.
2. Attend project-related meetings, as necessary, with the Streetcar Project Team and relevant stakeholder groups.

4.5 Quality Management Plan

1. The standard consultant Quality Management System (QMS) will be utilized and each sub-consultant will maintain their own quality processes and documentation.
2. Quality documentation will be available to Streetcar Project Team upon request.
3. Documented detail checks and independent technical reviews of all deliverables.
4.6 Document/CADD Control

1. Project CADD Manual: Update and provide a project document control process and CADD manual, if updates are needed. Issue the manual to all sub-consultants once approved by the Streetcar Project Team.
2. Maintain document and CADD control for the project. It is assumed that engineering design services will be performed using Autodesk AutoCAD and Civil3D design software and plan submittals will be produced on 11”x17” size sheets.

Task Deliverables:

- Documentation as necessary
- Project Schedule and Updates as necessary
- Monthly project reports
- Bi-weekly agendas and meeting notes
- CADD Manual
- Quality documentation
Advanced Preliminary Design (15%) and Preliminary Design (30%) Drawing List

(approximate—exact number of drawings to be negotiated with selected firm based on number of drawings required to depict a complete scope of work)

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This Confidentiality Agreement (Agreement) is entered into between Los Angeles Streetcar, Inc. (LASI) and ________________________________, an Independent Contractor (Contractor), with respect to the City of Los Angeles’ efforts regarding the Restoration of Historic Streetcar Service in Downtown Los Angeles (Project), and is effective as of the agreed and accepted date below.

LASI began work on the Project in 2010 in partnership with the former Community Redevelopment Agency of the City of Los Angeles (CRA/LA), and the City of Los Angeles (City). The Project aims to connect, revitalize and restore Downtown Los Angeles districts and its historic core and will function as an access point allowing patrons to make easier connections to the existing regional transportation network. This includes numerous local and regional bus lines, Metro Rail stations and the planned Regional Connector.

In partnership with CRA/LA and the Federal Transit Administration (FTA), Los Angeles County Metropolitan Transportation Authority (Metro) assisted in the preparation of the Alternatives Analysis (AA). The AA was completed in early 2012 and a locally preferred alternative (LPA) was designated by the now defunct CRA Board of Directors and the Los Angeles City Council in February 2012. Metro is currently assisting the City with the preparation of a Draft Environmental Impact Report and Environmental Assessment (DEIR/EA) and application for a federal grant.

LASI, a 501(c)(3) non-profit public/private partnership, was founded by long-time Downtown Los Angeles stakeholders in January 2009 to lead the fundraising and development efforts of the Project, including oversight of all required planning, environmental, engineering, and development processes. LASI is supported by a Board of Directors that represents the diversity of interests in Downtown Los Angeles.

Contractor agrees to protect and preserve the confidentiality of all material or information designated confidential (Information), including administrative draft reports and related documents regarding the Project, that LASI, Metro or City makes available to Contractor before such documents are released to the general public. Contractor shall use its reasonable best efforts to keep the Information confidential, and shall use at least the same degree of care to avoid unauthorized disclosure or use of the Information as it employs with respect to its own confidential information.

Contractor may disclose the Information only on a need-to-know basis to its own directors, officers, employees, consultants and attorneys who are responsible for analyzing the Project, and advising Contractor. Contractor may not print or copy, in whole or in part, any documents that contain Information without the prior written consent of City, Metro and LASI, except for distribution to the above-named persons. Until City or Metro releases the
Information to the general public, Contractor may not use the Information for any purpose other than for analyzing the Project.

The Information shall remain the intellectual property of the entity who generated it.

If Contractor becomes legally obligated, or receives a subpoena or other legal demand, to disclose the Information, Contractor shall promptly notify City, Metro and LASI in writing, shall cooperate with City, Metro and LASI in seeking a protective order or other appropriate remedy, and shall use its reasonable best efforts to protect the confidential and proprietary status of the Information.

Contractor agrees that in the event of a breach or threatened breach by it, including its agents, officers, or employees, of the provisions of this Agreement, LASI may have no adequate remedy in money damages and, accordingly, shall be entitled to an injunction against such breach, in addition to any other equitable remedies available to it, upon the filing of a noticed motion and the presentation of adequate proof of a breach or threatened breach of this Agreement to a Judge of the Los Angeles County Superior Court, and so long as Contractor is provided an adequate opportunity to file opposing papers and appear at the hearing on the motion in opposition to it.

Contractor acknowledges and understands that entities working on the Project may be precluded from bidding on City, Metro and/or LASI’s Request for Proposals (RFPs) for the Project based upon organizational conflict of interest. An organizational conflict of interest occurs where — because of other activities, financial interests, relationships, or contracts — a contractor is unable, or potentially unable, to render impartial assistance or advice to City, Metro and/or LASI; the contractor’s objectivity in performing the contract work is or might be impaired; or a contractor has an unfair competitive advantage. An unfair competitive advantage could result if a contractor were allowed to submit a bid or proposal for work described in a specification or statement of work that the contractor developed. For the purpose of eliminating a potential unfair competitive advantage, and in compliance with FTA Circular 42120.1D (8.a.(5)) and applicable state laws, a contractor that develops or assists to develop specifications, requirements, statement of work, invitation for bids, and/or RFPs for a City, Metro and/or LASI procurement will be excluded from competing individually, or as part of a team, for the resultant procurement.

This Agreement is governed by and shall be interpreted under the laws of the State of California. Neither LASI nor Contractor may assign its rights or obligations under this Agreement. No modification of this Agreement shall be effective unless in writing and signed by both parties. This Agreement is the entire agreement between the parties on the confidentiality of the Information and supersedes all prior representations and agreements between the parties on that subject.

Agreed and accepted this ___ day of __________________ 2015.

[SIGNATURE PAGE TO FOLLOW]
LOS ANGELES STREETCAR, INC.

By ___________________________________
  Steve Needleman
  Chairman, Los Angeles Streetcar, Inc.
  550 S. Hope St., Suite #2300
  Los Angeles, CA 90071

CONTRACTOR

By ___________________________________
  [Authorized Signatory]
  [Contractor]
  [Address]
APPENDIX C

NON-COLLUSION AFFIDAVIT

The appropriate, authorized operator's designate must sign and affix the corporate seal (see space below).

I, ____________________________________________, depose and say that I am
__________________________________________, of ________________________________
("President," "Vice-President," etc.) (Insert Name and Address of Organization

who submits this proposal to Los Angeles Streetcar, Inc., and hereby declare that this proposal is
genuine, and not sham or collusive, nor made in the interest or in behalf of any person not herein
named and the proposer had not directly induced or solicited any other proposer to put in a sham
proposal, or any other person, firm, or corporation to refrain from submitting a proposal, and that
the proposer has not in any manner sought by collusion to secure for him/herself an advantage
over any other proposer.

Date: __________________________ at __________________________
(Month, Day, Year) (City, State)

(Corporate Seal) I certify under penalty of perjury that the foregoing is correct.

__________________________________________
(Signature)