

SUMMARY OF RESOLUTION

Authorization to Enter into an Agreement with PB Americas, Inc., to Perform an Alternatives Analysis and an Environmental Assessment for Bus Rapid Transit (Downtown-Oakland-East End)

Description

Port Authority of Allegheny County (Authority) requires a contractor to perform an Alternatives Analysis (AA) and a National Environmental Policy Act (NEPA) review for a Bus Rapid Transit (BRT) link between Downtown, Oakland and other East End neighborhoods in the City of Pittsburgh in order to qualify for federal funding consideration (Services). The tasks to be performed for the Services may include, but are not limited to, the following: 1) refine the work plan and develop project management; 2) develop and implement the public participation process; 3) conduct NEPA scoping; 4) prepare the purpose and need statement; 5) prepare an Alternatives Considered Chapter; 6) assess the transportation impacts; 7) assess the impact on the social and economic environment; 8) assess the impact on the physical environment; 9) prepare the financial analysis; 10) prepare the AA/NEPA document; 11) facilitate public review of the AA/NEPA document; 12) support Authority in adoption of the Locally Preferred Alternative; 13) support Authority's submission of the Section 5309 Small Starts Criteria and Grant Application for the next project phase; and 14) perform preliminary engineering and/or final environmental impact statement at the direction of Authority. The agreement would be for a two-year period with the option of extending the term of the agreement up to three additional years at the sole discretion of Authority.

Project Funding and Initial Authorization

Funding for this study comes from a combination of Federal planning funds remaining from the Eastern Corridor analysis and previously appropriated Allegheny County capital funds for this purpose. Funding for this project cannot be used for other purposes, and as such, is not competing with our operating budget or other capital projects. Current funding availability in the amount of \$1,047,491 is comprised of \$837,993 Federal funds and \$209,498 county funds. The Authority and other stakeholders would like to expand the work scope of this study to encompass other desirable elements to maximize the success of the project, and we are currently working with those stakeholders to identify additional public and private funding sources (up to a total project amount of \$1,500,000). Until those sources of funds are identified, the consultant will only be authorized up to the amount of funding already available. This will be sufficient to complete a process that meets Federal requirements to advance to the next level in the Small Starts process.

Evaluation Committee

Consistent with Authority's Board-adopted Procurement Policy and Procedures for Competitive Negotiations for Professional and Technical Services, an Evaluation Committee was convened to evaluate proposals and recommend the top-rated proposer to perform the Services. The Evaluation Committee consisted of nine members. Seven members of the Evaluation Committee were from the Authority and represented the following Divisions: Planning and Development, Human Resources, Finance and Operations. The Evaluation Committee also included a representative from Allegheny County Economic Development and a representative from the Department of City Planning, both of whom are key partners with Authority on this project.

Schedule

Request for Proposal No. 10-08 for the Services was publicly advertised and an informational meeting was held on December 10, 2010. Six proposals were received on January 19, 2011 and were distributed to the Evaluation Committee.

Evaluation Process

The Evaluation Committee met to discuss and evaluate the proposals and subsequently conducted interviews with the three proposers with the highest rated proposals: PB Americas, Inc.; AECOM Technical Services, Inc.; and Steer Davies & Gleave, Inc.

As a result of the review of the proposals and the interviews, the Evaluation Committee identified PB Americas, Inc. as the proposer with the highest rated proposal to perform the Services.

Summations of the Evaluation Committee for each of the proposers follows:

PB AMERICAS, INC.

PB Americas, Inc. (PB) is a national leader in conducting Alternatives Analysis (AA) and National Environmental Protection Act (NEPA) studies. PB has conducted over 100 AA studies nationwide and has been involved in the planning, design and/or construction of 35 BRT projects in the US (and over 60 internationally). Seventy percent of the projects funded under FTA's New Starts and Small Starts funding had some PB involvement.

PB demonstrated a good understanding for the need to effectively integrate land use planning into the transportation planning process and seek opportunities to capture the potential value of development as a potential source of funding for the project.

PB proposed both a project manager and a deputy project manager. PB's project manager, Alan Danaher, has a very strong background in BRT with considerable project management experience. Mr. Danaher is a recognized national expert on BRT and has

major project management experience. Mr. Danaher has managed BRT and transit preferential planning studies in Baltimore, Denver, Eugene (OR), Montgomery County (MD), Phoenix, San Francisco and Washington, DC several Florida cities and Edmonton and Vancouver in Canada. He served as the Principle Investigator for the *Transit Capacity and Quality of Service Manual*, *The BRT Practitioner's Guide*, and *Bus and Rail Preferential Treatments in Mixed Traffic*. Mr. Danaher is a member of the National Bus Rapid Transit Institute Advisory Board and has served on the American Public Transportation Association's Bus Rapid Transit Working Group.

Daryl Phillips, the proposed deputy project manager, has 21 years of experience in planning, design, analysis and operation of traffic and transportation facilities in Pittsburgh, including nearly ten years as the City of Pittsburgh's Traffic Engineer. His experience also includes travel forecasting, public outreach and coordination with local officials. Mr. Phillips has gained thorough knowledge of the Downtown – Oakland Corridor both through previous work and as a regular transit commuter through the Corridor. Of all the key staff for the three teams, Mr. Phillips provided the best response to a question on which potential BRT treatments could provide the greatest improvements in Corridor transit service and operations. The managers complement each other and both are available for a sufficient amount of time to manage this project.

PB's team also includes other staff bringing extensive knowledge and experience. They include Joseph Barr who has managed New York City BRT projects, Jack Gonsalves, PB's National BRT Design Practice Leader, and has managed the Eugene (OR) EmX project and Phase 2 extension, Carol Schweiger of TransSystems who is an Intelligent Transportation System expert, Cliff Henke who specializes in vehicle design and branding and has led FTA's BRT Vehicle Standards Working Group, and Donald Emerson who has extensive knowledge of FTA's planning process and requirements. Mr. Emerson is also an instructor for FTA's AA course.

PB provided a detailed project organization and management plan. PB is proposing to utilize two PAUCP certified DBEs, John J. Clark & Associates and Maynes Associates, for approximately 19 percent of the work. Both firms will have meaningful roles in the project.

This project will be managed from PB's office in Downtown Pittsburgh.

STEER DAVIES & GLEAVE, INC.

Steer Davies & Gleave, Inc. (Steer) has BRT experience, primarily in South America and the United Kingdom with some BRT experience in the United States. Steer did not demonstrate as much experience as PB in carrying projects through FTA's planning and environmental processes. Steer's proposed project manager, from Skelly & Loy, has experience in managing AAs and NEPA studies and some experience with proposed BRT projects. The proposed deputy project manager, also from Skelly & Loy, does not have BRT experience, but has some transit and project management experience.

Neither demonstrated experience in the Downtown – Oakland BRT Corridor. While both managers have availability for the project and appear to complement each other, it was not evident that their combined skills and experience was sufficient to successfully manage this project. The proposed support staff has experience with BRT. However, there is concern that some of the proposed individuals are not in the right roles for this project. Steer provided a generic project work plan which did not adequately consider important issues that need to be addressed as part of the corridor analysis. Although they provided some additional detail about, and understanding of the work plan at the interview, the overriding concerns still remain. Steer emphasized social media approaches at the expense of other necessary public outreach activities. Finally, in that Olszak recently moved out of its Pittsburgh office, there was concern about their ability to perform the public outreach tasks with its reduced staff. Steer proposes to utilize three PAUCP certified DBEs, Susquehanna Civil, Olszak and French Engineering. All three firms would be assigned meaningful responsibilities for the project. The project would be managed out of Skelley & Loy's office in Monroeville.

AECOM TECHNICAL SERVICES, INC.

AECOM Technical Services, Inc. (AECOM) has BRT experience with projects in Boston, New York, Chicago, and York, Ontario. However both PB and Steer demonstrated much more experience in undertaking AA and NEPA studies. AECOM's proposed project manager has been involved in only one BRT project and has limited experience in managing large projects. She did not demonstrate the depth and knowledge of BRT and conducting AAs compared to PB and Steer's proposed project managers. She was unable to respond knowledgeably to a question about which potential BRT treatments could best improve service and operations in the corridor. AECOM's proposed three technical advisors to support the proposed project manager who had the depth of AA/NEPA experience, were not present at the interview. In addition, since they would only serve as advisors on an as-needed basis, they would not have an integral and ongoing role in the project. No deputy project manager was proposed for the team. As with Steer, AECOM did not adequately address issues specific to the corridor. AECOM proposed an extensive program of public involvement demonstrating a wide array of public outreach techniques, however it lacked creativity. AECOM proposes to utilize two PAUCP certified DBE firms, John J. Clark & Associates and Wordsworth Communications. AECOM proposed to manage the project out of its Downtown Pittsburgh office.

Negotiations

Negotiations with PB Americas, Inc., have been initiated and are progressing on a proposed agreement to perform the Services. A total not-to-exceed amount of up to \$1,500,000 is recommended for approval. The agreement will be for a two-year period with the option to extend the term of the agreement up to three additional years at the sole discretion of Authority.

7/22/11
J. Letwin

RESOLUTION

WHEREAS, Port Authority of Allegheny County (Authority) requires the services of a contractor to perform an alternatives analysis and an environmental assessment for a Bus Rapid Transit project linking Downtown, Oakland and other East End neighborhoods in the City of Pittsburgh (Services) in order to qualify for federal funding consideration; and

WHEREAS, the Federal Transit Administration (FTA) has approved the use of \$1,047,491 originally programmed for the Phase II Martin Luther King, Jr. East Busway Extension and Phase II Draft Environmental Impact Statement comprised of \$837,993 in Federal funds and \$209,498 in Allegheny County funds to be spent on Services; and

WHEREAS, the Authority received FTA's approval to utilize these unused planning funds for Services in a letter dated July 20, 2010; and

WHEREAS, in order to obtain a qualified firm to perform Services, a Request for Proposal detailing the required scope of services was prepared and publicly advertised; and

WHEREAS, six proposals were received on January 19, 2011 and were reviewed by the Authority's Evaluation Committee; and

WHEREAS, the proposal submitted by PB Americas, Inc. (PB), has been determined to be the highest rated proposal for the performance of Services; and

WHEREAS, negotiations with PB have been initiated and are progressing on a proposed agreement to perform Services; and

WHEREAS, a total not-to-exceed amount of up to \$1,500,000 is recommended for approval for the agreement; and

WHEREAS, no amount in excess of the currently available funds totaling \$1,047,491 will be authorized to be incurred for Services unless and until additional funding is available.

NOW, THEREFORE, BE IT RESOLVED that the chief executive officer and/or assistant general manager Planning and Development be, and they hereby are, authorized to enter into an agreement with PB, in a form approved by counsel, to provide Services for a total not-to-exceed amount of up to \$1,500,000 for an initial two-year period of the agreement with the option to extend the term of the agreement up to three additional years at the sole discretion of the Authority, and also to take all such other actions necessary and proper to carry out the purpose and intent of this resolution.