



# CENTRAL SUBWAY PROJECT

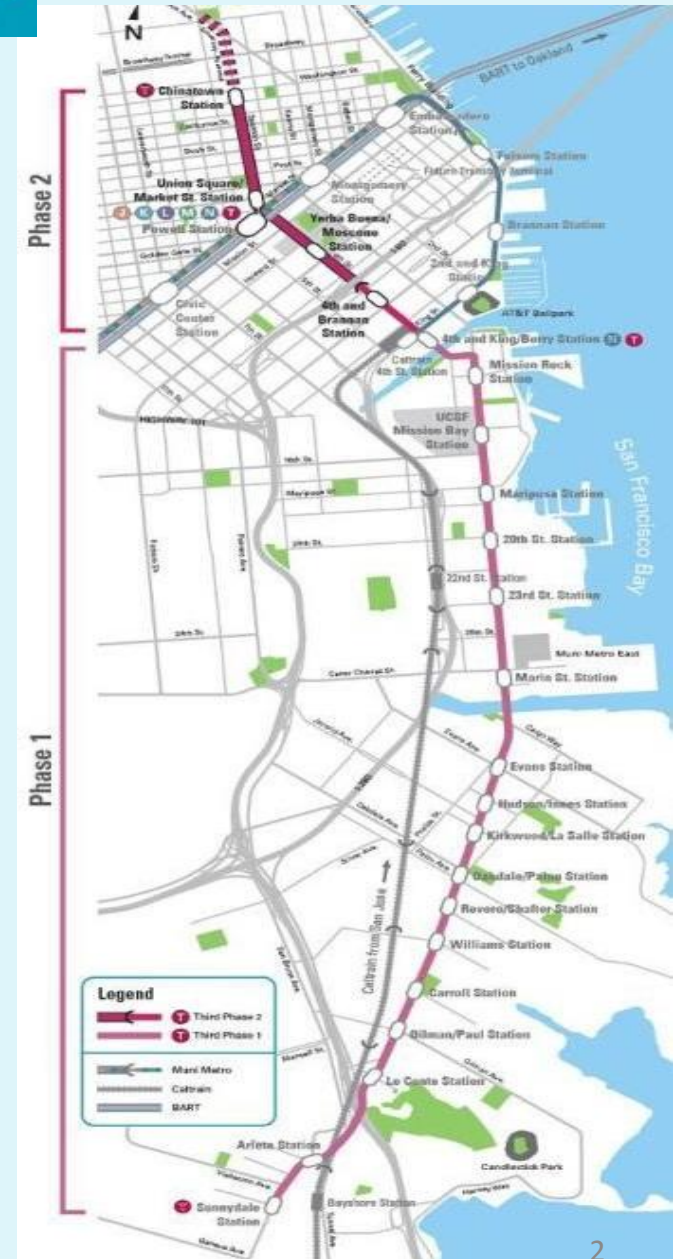
How 30% SBE Participation  
was Achieved on Design Contracts



**Robin M. Reitzes**  
**San Francisco City Attorney's Office**  
**APTA Legal Affairs Seminar**  
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- Three subway stations and one surface station.

Station	Type
Brannan	Surface – Platform
Moscone	Underground – Center platform with mezzanine and concourse level above platform level.
Union Square Market Street	Underground -Center platform with mezzanine and concourse level above the platform level and a non-paid pedestrian level between and .
Chinatown	Underground – Center platform and a mezzanine/concourse level above the platform level.



# SFMTA Small Business Enterprise Program

- Since *Western States*, SFMTA has conducted a Small Business Enterprise (SBE) Program to comply with the federal DBE requirements.
- For each contract, an SBE participation goal is established based on the availability of certified firms to perform the required work. In order to be eligible for award of the contract, a prime bidder or proposer is required to meet the SBE goal or demonstrate that it made sufficient good faith outreach efforts to meet the SBE goal.
- A firm qualifies as an SBE if it does not exceed certain income thresholds and is certified under any of the following programs:
  - The State of California’s Small Business Program (through the State’s Dept. of General Services) (SBE)
  - The California Unified Certification Program (DBE)
  - San Francisco’s LBE Program (LBE)

# Outreach to Potential SBEs

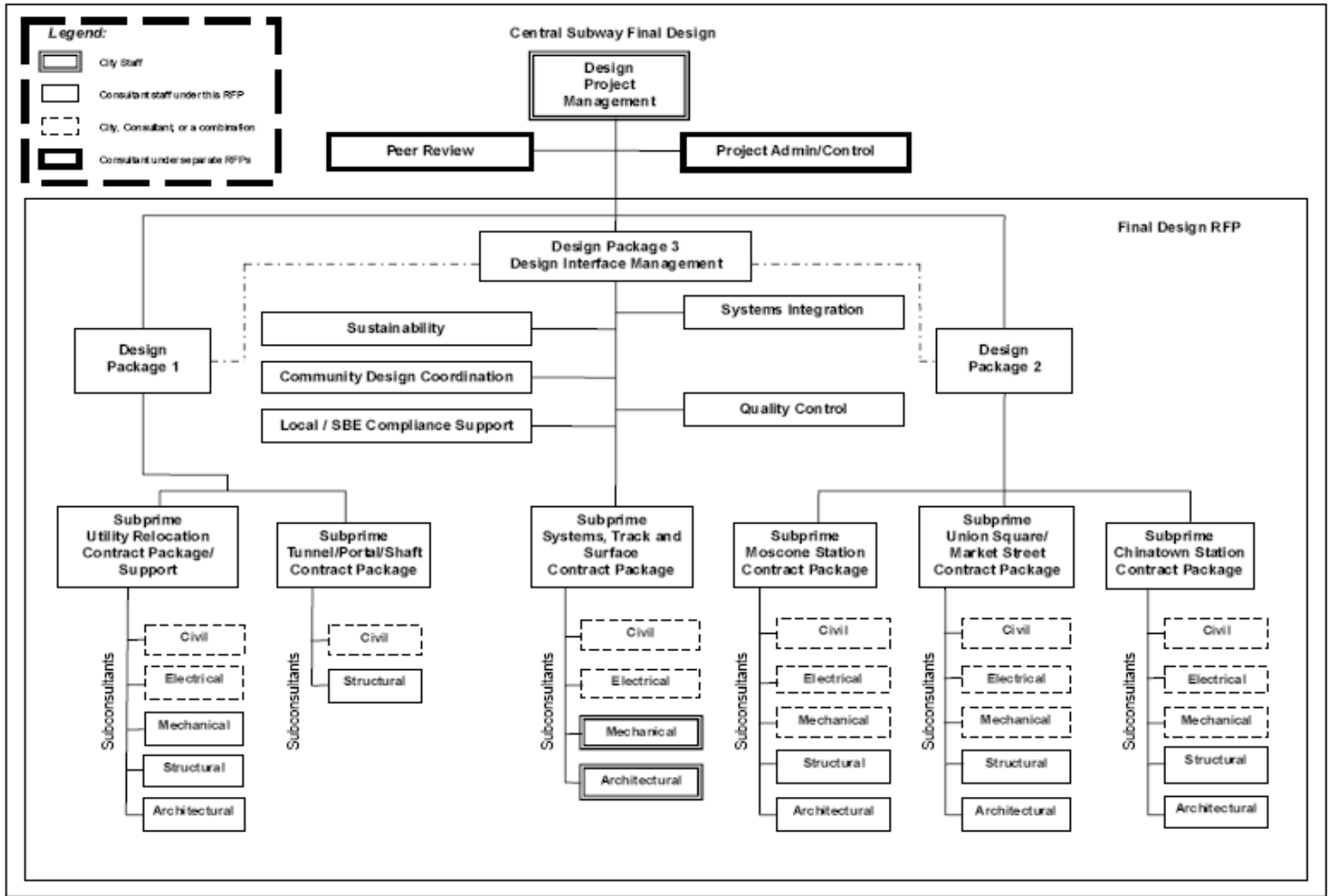
- Participation in more than 60 outreach events since January 2009.
- Outreach topics have included certification, upcoming contracting opportunities, employment and bonding and financing assistance.
- Collaborative public outreach events with nearly 50 partners, including community based organizations, chambers of commerce and governmental agencies.

# Project Contracting Goals

- Support economic revitalization and development initiatives along project alignment
- Utilize SBEs for meaningful roles
- Integrated team to work with SFMTA and other City personnel

# RFP for Final Design

- One RFP --Three Design Packages/Contracts
  - DP1: Utilities Relocation and Tunnel Design
  - DP2: Stations Design
  - DP3: Trackways, signals, controls, traction power, surface station, and lead for design integration
- Cost
  - Design Package One - \$6.5M
  - Design Package Two - \$40M
  - Design Package Three - \$32.3M



# RFP for Final Design

- Roles of prime consultant and subconsultants important
- Prime consultant had to self-perform the prime design role and one of the sub-prime roles.
- Each design consultant to possess expertise in design disciplines called for in each of the three design packages because of need to interface and coordinate together
- One Proposer could not receive more than two contracts.



# RFP for Final Design

## Evaluation Criteria

- A. *Proposal* (DP1 - 1 pt. max., DP2 - 3 pts. max., DP3 - 1 pt. max.):** Responsiveness to all items requested in the RFP; overall organization and clarity of Proposal.
- B. *Service and Staffing Ability* (DP1 - 3 pts. max., DP2 - 5 pts. max., DP3 - 2 pts. max.):** Ability to provide readily available qualified and adequate staffing and services in a timely manner to support Project demands and complete work within the schedule.
- C. *Relevant Experience* (DP1 - 6 pts. max., DP2 - 10 pts. max., DP3 - 4 pts. max.):** Ability to perform the work; relevant experience, qualifications and those of each of its Subprime Consultants and Subconsultants, the local experience of firms on each tier, and client references as to performance on past project(s).
- D. *Approach* (DP1 - 2 pts. max., DP2 - 5 pts. max., DP3 - 3 pts. max.):** Proposer's understanding of the work; the effectiveness of its plan, program and method of execution to coordinate/integrate design, across disciplines and within the Integrated Team; control of design quality, schedule, and cost; ability to integrate systems and Project interfaces; understanding of special issues, risks, problems and constraints of the Project, and approach towards mitigating and resolving them.

# Evaluation Criteria, cont'd

- E. *Organization and Management*** (DP1 - 16 pts. max., DP2 - 34 pts. max., DP3 - 5 pts. max.)
- **Effectiveness of the Consultant's organizational structure to manage an Integrated Team and provide quality control; management approach to ensure the work is performed in a cost effective and timely manner** (DP1 - 2 pts. max., DP2 - 4 pts. max., DP3 - 1 pt. max.)
  - **Utilization of qualified SBE firms at the Subprime level** (DP1 – 1 pt. per SBE firm up to 2 pts. , DP2 – 1 pt. per SBE firm up to 3 pts., DP3 – 1 pt. per SBE firm up to 1 pt.)
  - **Utilization of qualified firms with locally based expertise at the Subprime level** (DP1 – 1 pt. per firm up to 2 pts. , DP2 – 1 pt. per firm up to 3 pts., DP3 – 1 pt. per firm up to 1 pt. max.)
  - **Utilization of qualified SBE firms as Subconsultants performing Key Discipline roles** (DP1 – 1 pt. per SBE firm up to 5 pts. , DP2 – 1 pt. per SBE firm up to 12 pts. , DP3 – 1 pt. per SBE firm up to 1 pt.).
  - **Utilization of qualified firms with locally based expertise as Subconsultants performing Key Discipline roles** (DP 1 - 1 pt. per firm up to 5 pts., DP2 – 1 pt. per firm up to 12 pts., DP3 – 1 pt. per firm up to 1 pt.)

# Evaluation Criteria, cont'd.

**F. Oral Interview/Presentation** (DP1 – 10.5 pts. max., DP2 - 21 pts. max., DP3 – 8.5 pts. max.)

**Proposer Score = [avg(A + B + C + D + E)] X 0.60  
+ avg(F)**

# SBE Participation

- DP 1: Utilities Relocation and Tunnel Design
  - 30% goal: 31.6% participation (9.3% DBEs)
- DP 2: Station Design
  - 30% goal: 36.4% participation (26.9% DBEs)
- DP 3: System Integration
  - 30% goal: 30% participation (24.7% DBEs)
- SBEs were JVs on design packages 1 and 2

# Stations -- as designed

Brannan



Moscone

# Stations -- as designed

Union Square/Market St.



Chinatown