

**Board Report**

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**File #:** 2015-0576, **File Type:** Contract**Agenda Number:** 21.

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**~~PLANNING AND PROGRAMMING COMMITTEE~~****~~SEPTEMBER 16, 2015~~****CONSTRUCTION COMMITTEE****SEPTEMBER 17, 2015****SUBJECT: I-605/I-5 PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PA/ED)****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to award and execute a 48-month firm fixed price Contract No. AE333410011375 (RFP No. AE11375), to **Parsons Transportation Group Inc. in the amount of \$20,697,227.00 for Architectural and Engineering services to complete the I-605/I-5 PA/ED.**

**ISSUE**

The I-605/I-5 Interchange Project Study Report-Project Development Support (PSR-PDS), completed in July 2014, provided a key opportunity for Metro, Caltrans and the Gateway Cities Council of Governments (GCCOG) to achieve consensus on the purpose and need, scope, and schedule of the project. The PSR-PDS was also used to program the support cost necessary to complete the studies and work needed during the PA/ED, which is the next phase in the project development process. During the PA/ED phase, more detailed studies including traffic analysis and an environmental assessment will be prepared to further refine the information in the PSR-PDS and develop the Project Report and Environmental Document. Once Board approval is received the contract will be executed and a Notice to Proceed (NTP) will be issued to Parsons for the I-605/I-5 PA/ED.

**DISCUSSION**

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors conducted in 2008 identified five major congestion areas (Hot Spots), I-605/SR-60, I-605/I-5, I-605/SR-91, I-605/I-405 and I-710/SR-91. However, the feasibility of the proposed improvements had not been examined in detail for the five Hot Spots. Pursuant to the findings of the Initial Corridor Study, Measure R allocated \$590 million for freeway and non-freeway improvement projects for the I-605 Corridor "Hot Spots" Interchanges within the Gateway Cities/Southeast portion of Los Angeles County.

At its September 23, 2010 meeting, the Board authorized the CEO to award Contract No. PS4603-

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2582, for professional services to RBF Consulting to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study further analyzed congestion improvement alternatives for the various Hot Spots identified in the Initial Corridor Study.

The initial alternatives for congestion Hot Spots included improvements to freeway-to-freeway interchanges, additional general purpose lanes and arterial improvements. Additionally, conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the Hot Spot projects. Upon completion of the Feasibility Study, the I-605/I-5 Interchange advanced to the next phase of project development. The I-605/I-5 Interchange PSR-PDS was completed in July 2014.

### **FINANCIAL IMPACT**

The funding of \$3 million for this project is included in the FY16 budget in Cost Center 4720, Highway Programs A, under project 460314, I-605 Corridor "Hot Spots", task number 04.03, I-605/I-5 PA/ED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting in future years.

#### **Impact to Budget**

The source of funds for this project will be from Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to authorize the Chief Executive Officer to award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with the I-605/I-5 PA/ED is consistent with the goals of Measure R.

### **NEXT STEPS**

Staff will execute the contract and issue an NTP in October 2015. Periodic updates will be provided to the Board on the progress of the PA/ED.

### **ATTACHMENTS**

Attachment A - Procurement Summary for AE11375

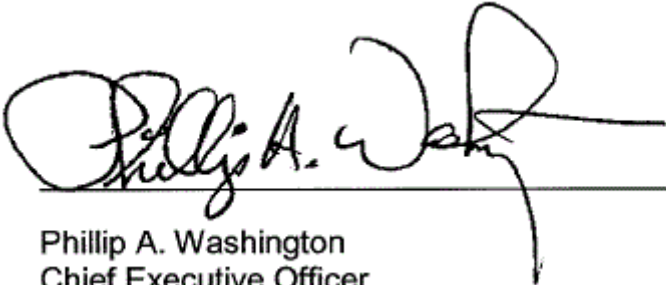
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Phillip A. Washington  
Chief Executive Officer

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**PROCUREMENT SUMMARY  
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT  
FOR THE I-605/I-5 INTERCHANGE PROJECT**

1.	<b>Contract Number:</b> AE333410011375 (RFP No. AE11375)	
2.	<b>Recommended Vendor:</b> Parsons Transportation Group, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 26, 2015	
	<b>B. Advertised/Publicized:</b> January 26, 2015	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> February 9, 2015	
	<b>D. Proposals/Bids Due:</b> February 24, 2015	
	<b>E. Pre-Qualification Completed:</b> May 13, 2015	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 24, 2015	
	<b>G. Protest Period End Date:</b> September 23, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b>  114	<b>Bids/Proposals Received:</b>  3
6.	<b>Contract Administrator:</b> Greg Baker/Erika Estrada	<b>Telephone Number:</b> 213-922-1102
7.	<b>Project Manager:</b> Robert Machuca	<b>Telephone Number:</b> 213-922-4517

#### **A. Procurement Background**

This Board Action is to approve Contract No. AE333410011375 (RFP No. AE11375) for Architectural and Engineering (A&E) services to prepare a Project Approval and Environmental Documents (PA/ED) for the I-605/I-5 interchange project.

This is an A&E qualifications based Request For Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is a firm fixed price.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 5, 2015, increased Metro's subcontracting goal to 30% (27% SBE and 3% DVBE) by replacing the information in the solicitation's Special Provision (SP)-03, SBE/DVBE Participation.
- Amendment No. 2, issued on February 13, 2015, provided electronic copies of the prevailing wage handout, Plan-Holders' List, sign-in sheets and business cards from the pre-proposal conference, provided responses to proposers questions, and updated the solicitation's General Condition (GC)-37, Liability and Indemnification, Design and Non-Design Work .

A pre-proposal conference was held on February 9, 2015 attended by 48 participants representing 37 companies. Eight questions were asked and responses were released prior to the proposal due date.

A total of three proposals were received on February 24, 2015.

**B. Evaluation of Proposals/Bids**

A Proposal Evaluation Team (PET), consisting of staff from Metro Highway Program, Caltrans, and representatives from the City of Downey and the City of Santa Fe Springs, convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

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|---|-----|
| 1. Project Understanding and Approach           | 30% |
| 2. Team Qualifications                          | 25% |
| 3. Project Manager and Key Staff Qualifications | 25% |
| 4. Work Plan                                    | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E PA/ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and approach.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

Of the three proposals received, all were evaluated and determined to be within the competitive range. They are listed below in alphabetical order:

1. CH2MHill, Inc
2. Michael Baker International
3. Parsons Transportation Group, Inc.

On March 2, 2015 proposals were distributed to the PET. From March 2 to March 20, 2015, the PET met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, elaborated on the phased implementation approach, discussed commitment and availability of the Project Manager and task leaders, dispute resolution procedures, and described innovative ways to compress the PA/ED schedule.

The final scoring, after oral presentations, determined Parsons Transportation Group, Inc. to be the most qualified firm.

**Qualifications Summary of Recommended Firm:**

Parsons Transportation Group, Inc. (Parsons) proposal demonstrated PA/ED experience and expertise on major highway projects such as the I-405 in Orange County, and the I-10 Express Lanes and the SR91/SR71 project. The proposal demonstrated a cohesive team, and a thorough understanding of the project, community issues, particularly right-of-way impacts. The work plan provided innovative problem-solving techniques, a design approach to minimize weaving, bridge replacement concepts involving stages, and the “slide-in” bridge replacement concept to minimize disruption to traffic.

The proposed Project Manager and key members along with ten highly qualified subcontracting firms have a thorough understanding of the Caltrans process, which is key to minimize project approval time. Overall, Parsons’ proposed work plan and previous experience with similar PA/ED projects demonstrates a strong understanding of the Statement of Work and their team’s ability to perform the required services.

Following is a summary of the PET scores:

	<b>FIRM</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>1</b>	<b>Parsons Transportation Group, Inc.</b>				
<b>2</b>	Project Understanding and Approach	88.00	30.00%	26.40	
<b>3</b>	Team Qualifications	86.54	25.00%	21.64	
<b>4</b>	Project Manager and Key Staff Qualifications	86.17	25.00%	21.54	
<b>5</b>	Work Plan	87.50	20.00%	17.50	
<b>6</b>	Total		<b>100.00%</b>	<b>87.08</b>	<b>1</b>
<b>7</b>	<b>Michael Baker International</b>				
<b>8</b>	Project Understanding and Approach	87.75	30.00%	26.33	
<b>9</b>	Team Qualifications	84.83	25.00%	21.21	
<b>10</b>	Project Manager and Key Staff Qualifications	83.02	25.00%	20.75	
<b>11</b>	Work Plan	82.40	20.00%	16.48	
<b>12</b>	Total		<b>100.00%</b>	<b>84.77</b>	<b>2</b>
<b>13</b>	<b>CH2M Hill, Inc.</b>				
<b>14</b>	Project Understanding and Approach	71.00	30.00%	21.30	
<b>15</b>	Team Qualifications	74.98	25.00%	18.74	

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1 6	Project Manager and Key Staff Qualifications	75.52	25.00%	18.88	
1 7	Work Plan	76.30	20.00%	15.26	
1 8	Total		100.00%	74.18	3

**C. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Parsons Transportation Group, Inc.	\$25,634,507	\$21,000,000	\$20,697,227

**D. Background on Recommended Contractor**

The recommended firm, Parsons, headquartered in Pasadena, California and founded in 1944, is an engineering, construction, technical, and management services firm. The firm delivers PA/ED, design/design-build, program/construction management, and other professional services to federal, regional, and local government agencies. Parsons has completed similar projects including the \$1.5 billion I-10 Corridor project and the \$116 million SR91/SR71 interchange PA/ED.

**E. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a Small Business participation goal of 30% of the total price for this procurement, 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) were components of the goal. Parsons Transportation Group, Inc. met the goal by making a 27% SBE commitment and a 3% DVBE commitment.

SMALL BUSINESS GOAL	SBE 27% DVBE 3%	SMALL BUSINESS COMMITMENT	SBE 27% DVBE 3%

	SBE Subcontractors	% Committed
1.	Arellano Associates, LLC	1.67%
2.	D'Leon Consulting Engineers Corp	0.47%
3.	Earth Mechanics, Inc.	1.92%

4.	Guida Surveying, Inc.	5.74%
5.	Value Management Systems, Inc.	0.19%
6.	Wagner Engineering and Surveying, Inc.	0.84%
7.	WKE, Inc.	16.16%
	<b>Total Commitment</b>	<b>27.00%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Global Environmental Network, Inc.	1.50%
2.	Zmassociates Environmental Corporation	1.50%
	<b>Total Commitment</b>	<b>3.00%</b>

**F. All Subcontractors Included with Recommended Contractor's Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	Arellano Associates, LLC	Public Outreach
2.	Cambridge Systematics, Inc.	Traffic Modeling & Simulation
3.	D'Leon Consulting Engineers Corp	Utilities/Cost Estimate Support
4.	Earth Mechanics, Inc.	Geotechnical Services
5.	Global Environmental Network, Inc.	ISA Phase 1 and GIS Mapping
6.	Guida Surveying, Inc.	Survey
7.	ICF Jones & Stokes, Inc.	Environmental Services
8.	Overland, Pacific & Cutler, Inc.	Right-of-Way
9.	Value Management Systems, Inc.	Value Analysis
10.	Wagner Engineering and Surveying, Inc.	Survey
11.	WKE, Inc.	Geometrics, Structure APS, Utilities, Cost Estimates
12.	Zmassociates Environmental Corporation	Health Risk Assessment

**G. Living Wage and Service Contract Worker Retention Policy Applicability**



The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**H. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).