

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Wednesday, July 18, 2018

11:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad Hoc Congestion, Highway and Roads Committee

*John Fasana, Chair
Hilda Solis, Vice Chair
Kathryn Barger
*Jacquelyn Dupont-Walker
Ara Najarian
Shirley Choate, non-voting member*

Phillip A. Washington, Chief Executive Officer

**Via Telephone
Renaissance Hotel
9495 W. Coyotes Blvd.
Glendale, AZ 85305*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 5

CONSENT CALENDAR

5. **SUBJECT: MEASURE R HIGHWAY OPERATIONAL IMPROVEMENTS
PROGRAM - LAS VIRGENES MALIBU SUBREGION**

[2018-0428](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING project list change for Measure R Line 32 Highway Operational Improvements in Las Virgenes Malibu Subregion; and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved project.

Attachments: [Attachment A - Measure R Highway Operational Impvts Program](#)

NON-CONSENT

6. **SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR
SR-57/SR-60 INTERCHANGE IMPROVEMENTS**

[2018-0238](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a three-year, firm fixed price Contract No. AE51890000 to WKE, Inc. in the amount of \$21,771,625 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications and Estimates (PS&E) for SR-57/SR-60 Interchange Improvements, subject to resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary.pdf](#)
[Attachment B - DEOD Summary.pdf](#)
[Attachment C - Project Location Map](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0444](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0428, File Type: Program

Agenda Number: 5.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JULY 18, 2018

**SUBJECT: MEASURE R HIGHWAY OPERATIONAL
IMPROVEMENTS PROGRAM - LAS VIRGENES
MALIBU SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING project list change for Measure R Line 32 Highway Operational Improvements in Las Virgenes Malibu Subregion; and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved project.

ISSUE

As part of the Metro Board approved Las Virgenes Malibu Measure R project list, \$3,500,000 has been programmed for MR311.35 - Pacific Coast Highway Shoulder Improvements. The City of Malibu is requesting a cost neutral replacement of this project and reallocation of the programmed Measure R funds for development of a Park and Ride facility in Malibu.

DISCUSSION

The City of Malibu has adopted a directive in their general plan to collaborate with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and other government agencies to establish park and ride facilities within the City. In an effort to encourage carpooling and manage traffic on Pacific Coast Highway (PCH), the City of Malibu is proposing to purchase vacant land adjacent to their Civic Center and in the Point Dume area and will dedicate 4.1 acres of the acquired properties to transportation related improvements/park and ride facilities.

To acquire the vacant land and develop a park and ride lot to enable added transit service and travel alternatives, the City has asked to replace the project and reallocate the funds from MR311.35 -- PCH Shoulder Improvements to *MR311.35 -- Park and Ride Lot on Civic Center Way and/or PCH*. No expenditures were incurred as part of the previously proposed project as an agreement was not

executed.

Staff has reviewed the city's request and recommends approval of the cost neutral replacement and reallocation of the programmed Measure R funds for the proposed park and ride lots. Park and Ride Facilities are eligible Highway Operational Improvements. The Las Virgenes-Malibu Council of Governments has approved the change.

Additionally, as a reimbursement condition of the parcel purchase, staff has informed the City of Malibu that Measure R funds may only be used for the portion of the improvements fully committed to future transit and park and ride services.

DETERMINATION OF SAFETY IMPACT

The programming of the subregional funds will have no adverse impact to the safety of Metro patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Funding for the highway project is from the Measure R 20% Highway Capital subfund earmarked for the Las Virgenes Malibu subregion, (Project No 460311) in the FY 2019 Budget. This program is under Cost Center 0442 in Account 54001 (Subsidies to Others).

Impact to Budget

Should additional funds be required in FY19, staff will revisit the budgetary needs using the mid-year adjustment process.

The source of funds for this Project is Measure R 20% Highway Funds. This fund source is not eligible for Bus and Rail Operations or Capital Expenses.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the funding allocation. However this is not recommended as the proposed use of funds is consistent with the guidelines of Measure R.

NEXT STEPS

Metro Highway Program Staff will continue to work with the city to develop the final scope and Funding Agreement for the project.

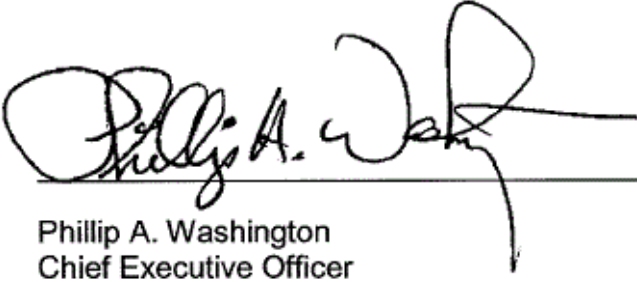
ATTACHMENTS

Attachment A - Measure R Highway Operational Improvements Program - Las Virgenes Malibu subregion

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Reviewed by: Richard F. Clarke, Chief Program Management officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Las Virgenes/Malibu Operational Improvements				156,651.0	0.0	156,651.0	128,301.0	16,350.0	12,000.0	0.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	343.7	100.0				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7					
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0					
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,419.0	0.0	9,419.0	9,419.0					
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6					
		TOTAL WESTLAKE VILLAGE		18,301.0	0.0	18,301.0	18,201.0	100.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comando Interchange		11,000.0	0.0	11,000.0	4,000.0	2,000.0	5,000.0			
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,000.0	0.0	1,000.0	1,000.0					
Agoura Hills	MR311.05	Agoura Road Widening (Completed)		36,500.0	0.0	36,500.0	36,500.0					
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		500.0	0.0	500.0	150.0	350.0				
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0					
		TOTAL AGOURA HILLS		49,100.0	0.0	49,100.0	41,750.0	2,350.0	5,000.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	33,000.0	2,500.0				
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8					
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening		5,746.2	0.0	5,746.2	5,746.2					
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0					
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0					
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0					
		TOTAL CALABASAS		49,550.0	0.0	49,550.0	47,050.0	2,500.0	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY18	FY19	FY20	FY21	FY22
Malibu	MR311.24	Malibu/Civic Center Way Widening		4,000.0	0.0	4,000.0	3,000.0	1,000.0				
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	3,950.0	3,000.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	1,000.0					
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0					
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		2,500.0	0.0	2,500.0	1,000.0	1,000.0	500.0			
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0					
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0					
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH	Chg	3,500.0	0.0	3,500.0	2,000.0	1,500.0				
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		13,700.0	0.0	13,700.0	4,300.0	4,900.0	4,500.0			
		TOTAL MALIBU		34,000.0	0.0	34,000.0	17,600.0	11,400.0	5,000.0	0.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	3,700.0		2,000.0			
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	3,700.0	0.0	2,000.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,651.0	0.0	156,651.0	128,301.0	16,350.0	12,000.0	0.0	0.0	0.0



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2018-0238, **File Type:** Contract

Agenda Number: 47.

REGULAR BOARD MEETING SEPTEMBER 27, 2018

**SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR
SR-57/SR-60 INTERCHANGE IMPROVEMENTS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a three-year, firm fixed price Contract No. AE51890000 to WKE, Inc. in the amount of \$21,771,625 for Architectural and Engineering (A&E) services for the preparation of Plans, Specifications and Estimates (PS&E) for SR-57/SR-60 Interchange Improvements, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans, the San Gabriel Valley Council of Governments (SGVCOG), and the Cities of Diamond Bar and Industry, is leading improvements to the SR-57/SR-60 Interchange to alleviate operational deficiencies and improve mobility and safety along both roadways. This contract award will enable Metro to complete the PS&E for the proposed improvements in the eastbound direction of the SR-57/SR-60 interchange (Attachment C).

DISCUSSION

The SR-57 and SR-60 are major freeways and important interregional transportation and goods movement corridors in Los Angeles County. They meet in the Cities of Industry and Diamond Bar in the San Gabriel Valley and share the same alignment, or confluence, for over one mile. Within this confluence is the Grand Avenue interchange. This segment experiences severe congestion because of high truck volumes and numerous weaving movements between the SR-57 and SR-60 and traffic entering and exiting Grand Avenue. Higher than statewide average accident and injury rates occur in several locations within the limits of the proposed improvements. Project Approval and Environmental Document (PA&ED) phase was completed and approved by Caltrans in October 2013.

Recognizing the need for corrective measures at the SR-57/SR-60 interchange, this project is funded in part by Measure M and the Metro Board approved placement of this project on the "TWENTY-EIGHT BY '28" project list for expeditious delivery. This engineering services contract is for preparation of PS&E and a bid package for construction of the aforementioned improvements.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on the safety of Metro's patrons, employees or users of these facilities. Caltrans highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

This PS&E contract relates to improvements with a total estimated cost of \$300 million in year of expenditure. The funding for the improvements is included in the Long Range Transportation Plan Financial Forecast and is comprised of State and federal formula and discretionary grants, and Measure M funding for pre-construction costs.

The Measure M Expenditure Plan allocates \$205 million in Measure M Highway 17% funding for the SR-57/SR-60 Interchange Improvements (Line 18 of the Expenditure Plan). The Measure M funding is available for construction starting in FY 2025. Furthermore, this project received a recent award of \$22 million from SB 1 Trade Corridors Enhancement Program (TCEP), of which \$17 million is available for the PS&E phase.

Highway Program staff has requested \$12 million in Measure M funds in the FY 19 budget in Highway Program cost center 4720, in SR-57/SR-60 Interchange Improvements Project 475002, Task 5.3.100, Account 50316 (Services, Professional/Technical). Based on TCEP grant requirements, approximately \$8.2 million of the FY19 projected expenses of \$12 million will be funded by the TCEP grant and the remaining amount will be funded by local matching funds.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for coordinating the programming and budgeting costs in future fiscal years.

Impact to Budget

The source of funds for this project is Measure M Highway Construction Capital (17%) funds and TCEP funds from SB1. These funds are not eligible for bus and rail operating capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award the contract. However, this alternative is not recommended. Awarding this professional services contract will allow for completion of the pre-construction activities and project readiness for construction, which in turn, will allow for greater opportunities to seek and secure grant funds that may become available for construction of much needed improvements at this interchange.

NEXT STEPS

Upon Board approval, Contract No. AE 51890000 with WKE, Inc. will be executed to prepare the PS&E for improving the SR-57/SR-60 Interchange.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project Location Map

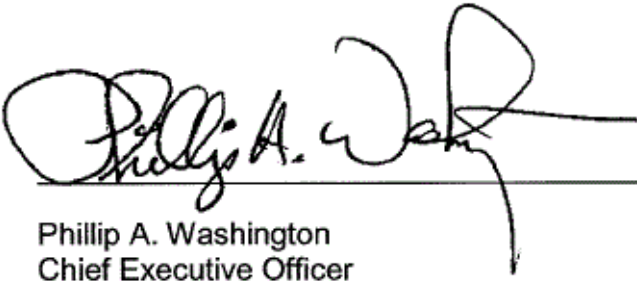
Prepared by: Bruce Schmith, Sr. Director (213) 418-3367

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Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PS&E FOR SR 57/SR 60 INTERCHANGE IMPROVEMENTS/AE51890000

1.	Contract Number: AE51890000	
2.	Recommended Vendor: WKE, Inc.	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: March 9, 2018	
	B. Advertised/Publicized: March 9, 2018	
	C. Pre-Proposal Conference: March 14, 2018	
	D. Proposals Due: April 5, 2018	
	E. Pre-Qualification Completed: May 23, 2018	
	F. Conflict of Interest Form Submitted to Ethics: April 12, 2018	
	G. Protest Period End Date: July 23, 2018	
5.	Solicitations Picked up/Downloaded: 91	Bids/Proposals Received: 2
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Bruce Schmith	Telephone Number: (213) 418-3367

A. Procurement Background

This Board Action is to approve Contract No. AE51890000 issued in support of the Plans, Specifications and Estimate (PS&E) for the State Route 57 and State Route 60 Interchange improvements. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a total SBE/DVBE goal of 27% (SBE 24% and DVBE 3%).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 15, 2018, updated the RFP Submittal Requirements and the Scope of Services.

A pre-proposal conference was held on March 14, 2018, and was attended by 28 participants representing 22 companies. There were six questions asked and responses were released prior to the proposal due date.

A total of 91 firms downloaded the RFP and were registered in the planholders' list. Two proposals were received on April 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of Metro staff from the Highway Programs department and one external transportation expert from the California Department of Transportation (Caltrans), convened and a comprehensive technical evaluation of the proposals was conducted.

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

- | | |
|--|------------|
| • Project Manager, Key Staff & Subcontractors Qualifications | 20 percent |
| • Firm/Team Qualifications | 30 percent |
| • Work Plan | 20 percent |
| • Project Understanding & Approach | 30 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) highway improvement procurements. Several factors were considered when developing these weights, giving the greatest importance to firm/team qualifications and project understanding and approach.

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

During the period from April 10, 2018 through April 23, 2018, the PET completed its independent evaluation of the two proposals received. Both firms were determined to be within the competitive range and are listed below in alphabetical order:

1. Parsons Transportation Group, Inc. (Parsons)
2. WKE, Inc. (WKE)

On April 23, 2018, oral presentations were held for both firms. At each firm's interview, project managers and key team members discussed factors that were critical for meeting the project schedule and elaborated on the viability of their proposed alternative designs.

Both firms also responded to the PET's questions. They responded to questions inquiring about their ability to address design standard changes, their solutions to project risks, and their strategies for coordinating among public agencies, municipalities, and other stakeholders that may have differing views and conflicting objectives.

Qualifications Summary of Recommended Firm:

WKE

WKE is a civil engineering firm that specializes in planning, engineering, and designing civil and structural projects for all modes of transportation infrastructure, including highway interchange improvements. WKE demonstrated expertise in highway design and comprehensive understanding of project requirements.

The proposed project manager has delivered over 40 PS&Es for major freeway widening and interchange reconstructions. Key personnel have extensive experience in PS&E projects including the I-5 Widening from SR 73 to Oso Parkway, PS&E for the I-5/Avery Parkway Interchange, PS&E for the I-5 Widening/Avenida Pico Interchange, PS&E for the SR 22/Valley View Street Interchange, and PS&E for the SR 55 improvement Project from I-5 to I-405, all of which have been delivered under the direction of the proposed project manager.

WKE addressed all aspects of the Scope of Services, including a variety of project issues and concerns, such as surveying, utilities, sewer, drainage, and right-of-way. WKE also examined the redesign of the interchange's adjacent Los Angeles County golf course, providing detailed illustrations of the redesign. WKE demonstrated that its approach would have minimal impacts to the project area. It employed an array of visuals to show how its design avoided nearby hotels, restaurants, and businesses.

WKE demonstrated its ability and commitment to meet the project schedule. A detailed work breakdown schedule was provided, the need for recurring constructability reviews was emphasized, and the use of pre-cast structures was recommended.

Extensive knowledge of Caltrans policies, procedures, and practices was presented. WKE listed recent policy updates and revisions and discussed how those changes applied to the project. Significantly, WKE highlighted that its approach requires only one design exception to the Caltrans Highway Design Manual.

Extensive stakeholder experience was presented. WKE highlighted prior projects with numerous stakeholders. WKE also highlighted that it had reached out to these stakeholders to ascertain their concerns and develop engagement strategies.

Parsons

Parsons is a global engineering and construction company headquartered in Pasadena. Its infrastructure experience encompasses work on more than 8,000 miles of freeways and 4,500 bridges throughout the world. A significant portion of that experience involves Southern California projects.

Parsons presented a well-qualified team that demonstrated significant experience in PS&E projects and a variety of highway projects. Recent PS&E project experience includes the I-5 North Managed Lanes, I-710 Soundwalls Package 2, US 101/Palo Comado Canyon Road Interchange, and I-605/South Street Interchange.

However, all aspects of the Scope of Services were not addressed in detail. For example, although a recommendation to place a sewer system below the highway was made, elaboration on how the low-lying sewer system would be accessed and maintained was not addressed. Though Parsons recommended a truck bypass tunnel, it did not address the need for any hydraulic pump station.

Though Parsons recommended an accelerated schedule, details were not provided on how an accelerated schedule could be achieved. High risk activities that could be performed first were not identified; and the need for any environmental revalidation of its tunnel approach, which may require a significant amount of lead time, was not discussed.

Final scoring determined that WKE is the highest qualified firm. Set forth below is a summary of the scores in order of rank:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	WKE, Inc.				
3	Project Manager, Key Staff & Subcontractors Qualifications	91.00	20.00%	18.20	
4	Firm/Team Qualifications	88.56	30.00%	26.57	
5	Work Plan	90.00	20.00%	18.00	
6	Project Understanding & Approach	92.00	30.00%	27.60	
7	Total		100.00%	90.37	1
8	Parsons Transportation Group, Inc.				
9	Project Manager, Key Staff & Subcontractors Qualifications	83.83	20.00%	16.77	
10	Firm/Team Qualifications	87.11	30.00%	26.13	
11	Work Plan	84.00	20.00%	16.80	
12	Project Understanding & Approach	79.89	30.00%	23.97	
13	Total		100.00%	83.67	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Significant cost savings primarily resulted from a reduction in escalation and project management.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
WKE, Inc.	\$27,980,508	\$26,004,000	\$21,771,625

D. Background on Recommended Contractor

The recommended firm, WKE, is a civil engineering firm that specializes in planning, engineering, and designing transportation infrastructures. Its experience covers a range of multi-modal transportation projects, including streets and highways, bridges and viaducts, freight corridors and rail structures, transit and light rail structures. Projects include the SR 57/SR 60 Confluence Project PSR & PA/ED, Grand Avenue at Golden Springs Drive PS&E, I-605 Corridor Improvement Project PSR-PDS & PA/ED, Link Union Station PA/ED, and I-405/I-605 HOV West County Connector.

The proposed project manager possesses 38 years of highway engineering management experience that includes the delivery of the PS&E for the I-105/I-405 Interchanges in Los Angeles County, PS&Es for six interchanges along the I-10 for the High Occupancy Vehicle (HOV) Widening in Los Angeles County, PS&E for the I-405/SR 22 Interchange in Orange County, PS&E for the SR 241/SR 91 Interchange in Orange County, and PS&E for the US 101/US 1 Interchange Reconstruction in Ventura County.

DEOD SUMMARY

PS&E FOR SR 57/SR 60 INTERCHANGE IMPROVEMENTS/AE51890000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. WKE, Inc. exceeded the goal with a 24.25% SBE and 3.03% DVBE commitment.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24.25% SBE 3.03% DVBE
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	SBE Subcontractors	% Committed
1.	2R Drilling Inc.	1.31%
2.	A Cone Zone, Inc.	0.99%
3.	ADVANTEC Consulting Engineers, Inc.	2.17%
4.	Arellano Associates	0.49%
5.	DC Traffic Control	0.18%
6.	D'Leon Consulting Engineers	0.23%
7.	Earth Mechanics, Inc.	4.62%
8.	FRS Environmental	0.06%
9.	Galvin Preservation Associates, Inc., dba GPA Consulting	1.39%
10.	Geo-Advantec, Inc.	1.22%
11.	Impact Sciences, Inc.	0.18%
12.	Kroner Environmental Services, Inc.	1.78%
13.	LIN Consulting, Inc.	5.51%
14.	Martini Drilling Corp.	0.22%
15.	Performance Analytical Laboratories, Inc.	0.69%
16.	Safeprobe, Inc.	0.41%
17.	Tatsumi and Partners, Inc.	1.37%
18.	V&A, Inc.	0.16%
19.	Wagner Engineering & Survey, Inc. (WES)	1.27%
	Total Commitment	24.25%

	DVBE Subcontractors	% Committed
1.	Brentwood Reprographics	0.88%
2.	MA Engineering	2.15%
	Total Commitment	3.03%

B. Contracting Outreach and Mentoring Plan

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor one SBE firm and DVBE firm for protégé development. WKE, Inc. selected as protégés Geo-Advantec (SBE) and MA Engineering (DVBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

D. 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, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5M.

ATTACHMENT C: Project Location Map

SR-57/SR-60 Interchange Improvements

