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

Metro

Board Report

File #: 2015-1729, **File Type:** Contract **Agenda Number:** 10

PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016

SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATE (PS&E) FOR I-5 NORTH MANAGED LANES

ACTION: APPROVE PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 30-month firm fixed price Contract No. AE469080015383, to CH2M Hill Inc. in the amount of $30,975,446 for **Architecture and Engineering (A&E) services for Plans, Specifications and Estimate (PS&E) for I-5 North Managed Lanes.**

ISSUE

I-5 is an important interregional transportation and goods movement corridor. Sustained population increase in the northern part of the Los Angeles County and growth of international commerce through the southern California ports have caused escalating traffic demand on I-5, including container trucks, resulting in recurrent congestion on I-5 in North County. High Occupancy Vehicle (HOV) and truck lanes are proposed to be extended north of the State Route 14 (SR-14) interchange to ease congestion and provide enhanced mobility in the North County Sub-region.

DISCUSSION

Compared to general purpose freeway lanes, HOV lanes provide for higher passenger throughput. Therefore, HOV lanes are proposed on I-5 between the SR-14 interchange in Santa Clarita and Parker Road in Castaic to alleviate congestion and improve mobility along the corridor. The proposed project will extend the existing HOV lanes north by 14 miles.

In addition, the northbound truck lane is proposed to be extended from Weldon Canyon to Calgrove and the southbound truck lane is proposed to be extended from Weldon Canyon to Pico Canyon.

This project was originally initiated as a component of the Accelerated Regional Transportation Improvements (ARTI) Project. It is now pursued as an HOV lane to address the immediate needs of the north county region.

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If managed/HOT lanes are justified in the early stages of design by July 31, 2016, an optional task to implement managed/HOT lanes in lieu of the proposed HOV lanes will be authorized. The managed/HOT lanes optional task is contingent upon confirmation of their feasibility in a traffic and revenue study currently being conducted by Metro.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on safety of Metro's patrons, employees or users of the facility. 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

The funding of $200,000 for this project is included in the FY16 budget in cost center number 4730, Highway Capital, under project number 460313.

Since this is a multi-year project, the cost center manager and Executive Director, Program Management will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds will be Measure R 20% Highway Funds. No other funds have been identified for the project. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute this contract. This alternative is not recommended as the HOV and truck lanes are needed to improve mobility in this congested corridor.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE469080015383 with CH2M Hill, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Location Map

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Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Manager, (213) 922-6383

Richard F. Clarke, Executive Director, Program Management, (213) 922-7557

Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PLANS, SPECIFICATIONS & ESTIMATE (PS&E)
FOR I-5 NORTH MANAGED LANES/AE469080015383

1.	**Contract Number**: AE469080015383	
2.	**Recommended Vendor**: CH2M Hill, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: July 17, 2015	
	B. Advertised/Publicized: July 17, 2015	
	C. Pre-proposal/Pre-Bid Conference: July 29, 2015	
	D. Proposals/Bids Due: August 24, 2015	
	E. Pre-Qualification Completed: March 30, 2016	
	F. Conflict of Interest Form Submitted to Ethics: February 5, 2016	
	G. Protest Period End Date: April 26, 2016	
5.	**Solicitations Picked up/Downloaded**: 91	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: Erika Estrada	**Telephone Number**: (213) 922-1102
7.	**Project Manager**: Abdollah Ansari	**Telephone Number**: (213) 922-4781

A. Procurement Background

This Board Action is to approve Contract No. AE469080015383 for Architectural and Engineering (A&E) services to provide the Plans, Specifications & Estimate (PS&E) design of new High Occupancy Vehicle (HOV) lanes along Interstate 5 (I-5) in each direction from State Route 14 to Parker Road.

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 firm fixed price. This solicitation includes an SBE/DVBE goal of 23%, inclusive of a 20% SBE goal and a 3% DVBE goal.

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

- Amendment No. 1, issued on August 4, 2015, provided the pre-proposal conference sign-in sheets, PowerPoint presentation, agenda and prevailing wage flyer, provided the SBE database link and SBE/ DVBE certification unit contact information, and updated SBE/DVBE lists and the planholders' list;
- Amendment No. 2, issued on August 10, 2015, provided responses to proposers questions, clarified number of years of experience required on Pro Form 55: List of Completed Projects, and extended the due date to August 24, 2015;

- Amendment No. 3, issued on August 11, 2015, updated GC-37-A indemnification provisions to include design and non-design professional provisions.

A pre-proposal conference was held on July 29, 2015, attended by 44 participants representing 42 companies. There were 16 questions asked and responses were released prior to the proposal due date.

A total of 91 firms downloaded the RFP and were included in the planholders' list. A total of three proposals were received on August 24, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Program, California Department of Transportation's District 7, and the City of Santa Clarita's Department of Public Works was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Project Understanding and Approach 30%
- Team Qualifications 25%
- Project Manager and Key Staff Qualifications 25%
- Work Plan 20%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar PS&E design 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.

During September 16, 2015 through November 4, 2015, the PET completed its independent evaluation of the three proposals received. All three proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. CH2M Hill, Inc.
3. HNTB Corporation

During the interviews in November 2015, the firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation examined issues and, discussed how challenges will be resolved, identified potential community issues, addressed schedule reductions, and described their management plan to ensure efficiency, consistency, and accuracy and avoid delays and errors.

The final scoring, after interviews, determined CH2M Hill, Inc. to be the highest technically qualified firm. After receipt of technical analysis and audit findings, negotiations were completed in March 2016.

Qualifications Summary of Recommended Firm:

CH2M Hill, Inc. (CH2M) has the most significant experience within the project corridor, with Caltrans District 7, and the required stakeholders which is critical for successful project delivery. The proposed teams extensive experience includes the I-5 HOV and Truck Lane project from DR 14 to Parker Road, Caltrans District 7 subcontractor, I-5 Rye Canyon Interchange PS&E, I-5/SR126 Interchange PS&E, I-5 Best Management Practices, SR126/Commerce Center Drive Interchange Project Report & Environmental Document, I-5 Magic Mountain Parkway Interchange improvement bridge replacement and ramp reconfiguration, and I-5 Valencia Boulevard Interchange Reconstruction and Street Widening Project Report and PS&E bridge replacements and interchange improvements.

The proposal demonstrated the most thorough understanding of the project. The work plan discussed an Early Success Action Plan which identified initiation of critical tasks such as data collection, surveying, mapping and geotechnical work within the first quarter, and also included a detailed work breakdown structure to serve as a basis of cost and schedule control while enhancing communication and managing risk. CH2M's proposal and interview addressed deficiencies in the Project report and provided solutions without a negative impact (i.e. not demolishing one of the bridges along the corridor which could potentially have a significant savings). The proposed team clearly identified project risks related to Right-of-Way utilities, fact sheet approvals, construction impacts of prolonged projects in the corridor and the impacts it will have in the local community.

Overall, CH2M Hill, Inc.'s proposal strongly demonstrated project understanding, and presented a complete, technically qualified team that would be able to successfully deliver the PS&E.

A summary of the PET scores is provided as follows:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**CH2M Hill, Inc.**				
3	Project Understanding and Approach	94.89	30.00%	28.47	
4	Team Qualifications	93.73	25.00%	23.43	
5	Project Manager and Key Staff Qualifications	93.07	25.00%	23.27	
6	Work Plan	94.00	20.00%	18.80	
7	**Total**		**100.00%**	**93.97**	**1**
8	**AECOM Technical Services, Inc.**				
9	Project Understanding and Approach	93.89	30.00%	28.17	
10	Team Qualifications	90.00	25.00%	22.50	
11	Project Manager and Key Staff Qualifications	90.00	25.00%	22.50	
12	Work Plan	90.00	20.00%	18.00	
13	**Total**		**100.00%**	**91.17**	**2**
14	**HNTB Corporation**				
15	Project Understanding and Approach	84.67	30.00%	25.40	
16	Team Qualifications	86.13	25.00%	21.53	
17	Project Manager and Key Staff Qualifications	85.47	25.00%	21.37	
18	Work Plan	89.50	20.00%	17.90	
19	**Total**		**100.00%**	**86.20**	**3**

C. Cost Analysis

The recommended price of $30,975,446 has been determined to be fair and reasonable based upon Metro's Management and Audit Services (MAS) audit findings, an independent cost estimate, cost analysis, technical analysis, fact finding, and negotiations. Metro staff successfully negotiated a cost savings of $3,342,402.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
CH2M Hill, Inc.	$34,317,848	$30,410,484	$30,975,446

D. Background on Recommended Contractor

The recommended firm, CH2M Hill, Inc. located in Englewood, Colorado, has been in business for 70 years and providing services in the fields of Program Management, Project Management, Design and Design-Build projects. CH2M Hill, Inc. has completed hundreds of transportation projects – from major investment studies, to planning efforts, to large-scale multi-modal corridor programs. CH2M Hill, Inc. offers a broad range of traffic data collection and traffic analysis capabilities with experience in developing and evaluating complex simulation models pertaining to transit systems, highway tunnels, freeway and arterial roadway networks, freight operations, interchanges, and tolling and queue priority systems. The firm has been working in the Los Angeles area for 30 years, with a local office in downtown Los Angeles.

The proposed team is comprised of staff from CH2M Hill, Inc. and 19 subcontractors (twelve SBE, four DVBE, and three non-SBE firms). The proposed project manager has 35 years of experience providing highway design, lead roadway design, quality management, and project management of more than 20 PS&E projects that have met Caltrans requirements for highway projects in California. The project manager has extensive knowledge and experience working with the project stakeholders identified in the statement of work.

DEOD SUMMARY

I-5 NORTH PLANS SPECIFICATIONS AND ESTIMATES/AE-15383

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% goal inclusive of a 20% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. CH2M Hill exceeded the goal by making a 23.98% small business commitment, inclusive of a 20.57% SBE and 3.41% DVBE commitment.

Small Business Goal	20% SBE 3% DVBE	Small Business Commitment	20.57% SBE 3.41% DVBE

	SBE Subcontractors	% Commitment
1.	AP Engineering & Testing	0.35%
2.	Martini Drilling Group	1.14%
3.	ACT Consulting Engineering	2.42%
4.	Arellano Associates	0.91%
5.	Civil Works Engineers	1.33%
6.	FPL and Associates	1.50%
7.	Guida Surveying	2.60%
8.	The Robert Group	0.11%
9.	Tatsumi and Partners	1.86%
10.	V & A Inc.	1.07%
11.	Wagner Engineering	0.88%
12.	WKE, Inc.	6.40%
	Total SBE Commitment	**20.57%**

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying	0.93%
2.	Global Environmental Network	1.02%
3.	USA EPC Group	0.62%
4.	Virtek Company	0.84%
	Total DVBE Commitment	**3.41%**

B. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

C. 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 and other support trades.

D. Living Wage Applicability

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

Attachment C – Project Location Map